KUNZMAN ASSOCIATES, INC.

ALABAMA VENTURE 1 PROJECT

TRAFFIC IMPACT ANALYSIS (REVISED)

September 10, 2014

Traffic Engineering | Transportation Planning | Parking | Noise/Vibration | Expert Witness
Air Quality | Global Climate Change | Health Risk Assessment

KUNZMAN ASSOCIATES, INC.

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TRAFFIC IMPACT ANALYSIS (REVISED)

September 10, 2014

Prepared by:

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I. Introduction

The purpose of this report is to provide an assessment of the traffic impacts resulting from the proposed development of the Alabama Venture 1 project, and to identify the traffic mitigation measures necessary to maintain the established Level of Service standard for the elements of the impacted roadway system. The traffic issues related to the proposed land uses and development have been evaluated in the context of the California Environmental Quality Act.

The County of San Bernardino is the lead agency responsible for preparation of the traffic impact analysis, in accordance with the California Environmental Quality Act authorizing legislation. This report analyzes traffic impacts for the anticipated opening date with full occupancy of the development in Year 2015, at which time it will be generating trips at its full potential, and for the Buildout Year (2035).

Although this is a technical report, every effort has been made to write the report clearly and concisely. To assist the reader with those terms unique to transportation engineering, a glossary of terms is provided in Appendix A.

A. Project Description

The proposed development is located north of Almond Avenue and west of Alabama Street in the County of San Bernardino. A vicinity map showing the project location is provided on Figure 1.

The project site is proposed to be developed with 313,470 square feet of high-cube warehouse distribution center. Access will be provided to Almond Avenue and Alabama Street. Figure 2 illustrates the project site plan.

B. Study Area

Regional access to the project site is provided by the I-10 Freeway and SR-210 Freeway. Local access is provided by various roadways in the vicinity of the site. The east-west roadways expected to provide local access include San Bernardino Avenue, Almond Avenue, and Lugonia Avenue. The north-south roadways expected to provide local access include California Street, Nevada Street, and Alabama Street.

A series of scoping discussions were conducted with the County of San Bernardino to define the desired analysis locations for each future analysis year. In addition, staff from the County of San Bernardino has also been contacted to discuss the project and its associated travel patterns.

No analysis is required further than 5 miles from the project site. The roadway elements that must be analyzed are dependent on both the analysis year [project Opening Year or Buildout Year (2035)] and project generated traffic volumes. The identification of the study area, and the intersections and highway segments requiring analysis, was based on an estimate of the two-way traffic volumes on the roadway segments near the project site. All

arterial segments have been included in the analysis when the anticipated project volume equals or exceeds 50 two-way trips in the peak hours. The requirement is 100 two-way peak hour trips for freeways.

The project does not contribute trips greater than the freeway threshold volume of 100 two-way peak hour trips. The project does not contribute trips greater than the arterial link threshold volume of 50 two-way trips in the morning and evening peak hours in the adjacent City of Redlands.

C. Analysis Methodology

The analysis of the traffic impacts from the proposed development and the assessment of the required mitigation measures were based on an evaluation of the existing and forecast traffic conditions in the vicinity of the site with and without the project. The following analysis years are considered in this report:

- Existing Conditions (2013)
- Existing Plus Project Conditions
- Opening Year Conditions (2015)
- Buildout Conditions (2035)

Existing intersection traffic conditions were established through morning and evening peak hour traffic counts obtained by Kunzman Associates, Inc. in April/June/July 2013 (see Appendix B). In addition, truck classification counts were conducted at the study area intersections. The existing percent of trucks were used in the conversion of trucks to Passenger Car Equivalent's.

Project traffic volumes for all future projections were estimated using the manual approach. Trip generation has been estimated based on the Institute of Transportation Engineers, Trip Generation, 9th Edition, 2012 and the City of Fontana, Truck Trip Generation Study, August 2003.

To determine the trip distributions for the proposed project, peak hour traffic counts of the existing directional distribution of traffic for existing areas in the vicinity of the site, and other additional information on future development and traffic impacts in the area were reviewed.

The average daily traffic volume forecasts have been determined using the growth increment approach on the SBTAM Traffic Model Year 2008 and Year 2035 average daily traffic volume forecasts (see Appendix C). Appendix D contains the traffic model plots. This difference defines the growth in traffic over the 35 year period. The incremental growth in average daily traffic volume has been factored to reflect the forecast growth between Year 2013 and Year 2035. For this purpose, linear growth between the Year 2008 base condition and the forecast Year 2035 condition was assumed. Since the increment between Year 2013 and Year 2035 is 22 years of the 35 year time frame, a factor of 0.63 (i.e., 22/35) was used.

The Buildout Year (2035) daily and peak hour directional roadway segment volume forecasts have been determined using the growth increment approach on the SBTAM Traffic Model Year 2008 and Year 2035 peak hour volumes. The growth increment calculation worksheets are shown in Appendix C. Current peak hour intersection approach/departure data is a necessary input to this approach. The existing traffic count data serves as both the starting point for the refinement process, and also provides important insight into current travel patterns and the relationship between peak hour and daily traffic conditions. The initial turning movement proportions are estimated based upon the relationship of each approach leg's forecast traffic volume to the other legs forecast volumes at the intersection. The initial estimate of turning movement proportions is then entered into a spreadsheet program consistent with the National Cooperative Highway Research Program Report 255. A linear programming algorithm is used to calculate individual turning movements that match the known directional roadway segment volumes computed in the previous step. This program computes a likely set of intersection turning movements from intersection approach counts and the initial turning proportions from each approach leg.

The Opening Year (2015) traffic volumes have been interpolated from the Buildout Year (2035) traffic volumes based upon a portion of the future growth increment.

The County of San Bernardino staff provided a list of cumulative development in the study area that are within the unincorporated County of San Bernardino and City of Redlands. Cumulative development has been added to Opening Year (2015) and Buildout Year (2035) traffic conditions.

Project traffic volumes were then added to the SBTAM Traffic Model traffic volumes. Quality control checks and forecast adjustments were performed as necessary to ensure that all future traffic volume forecasts reflect a minimum of 10% growth over existing traffic volumes. The result of this traffic forecasting procedure is a series of traffic volumes suitable for traffic operations analysis.

The technique used to assess the capacity needs of an intersection is known as the Intersection Delay Method (see Appendix C) based on the Highway Capacity Manual – Transportation Research Board Special Report 209. To calculate delay, the volume of traffic using the intersection is compared with the capacity of the intersection. It should be noted that the signalized intersections are considered deficient (Level of Service F) if the overall intersection critical volume to capacity ratio equals or exceeds 1.0, even if the level of service defined by the delay value is below the defined Level of Service standard. The volume to capacity ratio is defined as the critical volumes divided by the intersection capacity. A volume to capacity ratio greater than 1.0 implies that the traffic volume demand is greater than the capacity of the intersection and as a result traffic may begin to queue during the analyzed peak hour.

The Level of Service analysis for signalized intersections has been performed using optimized signal timing. This analysis has included an assumed lost time of two seconds per phase. Signal timing optimization has considered pedestrian safety and signal coordination requirements. Appropriate time for pedestrian crossings has also been considered in the

signalized intersection analysis. The following formula has been used to calculate the pedestrian minimum times for all Highway Capacity Manual runs:

[(Curb to curb distance) / (3.5 feet/second)] + 7 seconds.

For existing/existing plus project/Opening Year (2015) traffic conditions, saturation flow rates of 1,800 vehicles per hour of green for through and right turn lanes and 1,700 vehicles per lane for single left turn lanes, 1,600 vehicles per lane for dual left turn lanes and 1,500 vehicles per lane for triple left turn lanes have been assumed for the capacity analysis.

For Buildout Year (2035) traffic conditions, saturation flow rates of 1,900 vehicles per hour of green for through and right turn lanes and 1,800 vehicles per lane for single left turn lanes, 1,700 vehicles per lane for dual left turn lanes and 1,800 vehicles per lane for double right turn lanes have been assumed for the capacity analysis.

The peak hour traffic volumes have been adjusted to peak 15 minute volumes for analysis purposes using the existing observed peak 15 minute to peak hour factors for all scenarios analyzed. Where feasible improvements in accordance with the local jurisdiction's General Plan and which result in acceptable operations cannot be identified, the Buildout Year (2035) peak hour factor has been adjusted upwards to 0.95. This is to account for the effects of congestion on peak spreading. Peak spreading refers to the tendency of traffic to spread more evenly across time as congestion increases.

The traffic mitigation needs anticipated at the time of the project opening with full occupancy and for the Buildout Year (2035) were combined into a summary of mitigation requirements and costs. The mitigation cost responsibility for the proposed development was estimated based on the percent of the increase in traffic from the existing condition to the Buildout Year (2035) that was attributed to the project generated trips.

D. Definition of Deficiency and Significant Impact

The following definitions of deficiencies and significant impacts have been developed in accordance with the County of San Bernardino requirements.

1. Definition of Deficiency

The definition of an intersection deficiency has been obtained from the County of San Bernardino General Plan. The General Plan states that peak hour intersection operations of Level of Service D or better are generally acceptable. Therefore, any intersection operating at Level of Service E or F will be considered deficient.

The definition of an intersection deficiency has also been obtained from the City of Redlands General Plan. The General Plan states that peak hour intersection operations of Level of Service C or better are generally acceptable. Therefore, any intersection operating at Level of Service D to F will be considered deficient.

For freeway facilities, the Congestion Management Program controls the definition of deficiency for purposes of this study. The Congestion Management Program definition

of deficiency is based on maintaining a Level of Service standard of Level of Service E or better, except where an existing Level of Service F condition is identified in the Congestion Management Program document (San Bernardino County Congestion Management Program Table 2-1). A Congestion Management Program deficiency is, therefore, defined as any freeway segment operating or projected to operate at Level of Service F, unless the segment is identified explicitly in the Congestion Management Program document.

The identification of a Congestion Management Program deficiency requires further analysis in satisfaction of Congestion Management Program requirements, including:

- Evaluation of the mitigation measures required to restore traffic operations to an acceptable level with respect to Congestion Management Program Level of Service standards.

- Calculation of the project share of new traffic on the impacted Congestion Management Program facility during peak hours of traffic.

- Estimation of the cost required to implement the improvements required to restore traffic operations to an acceptable Level of Service as described above.

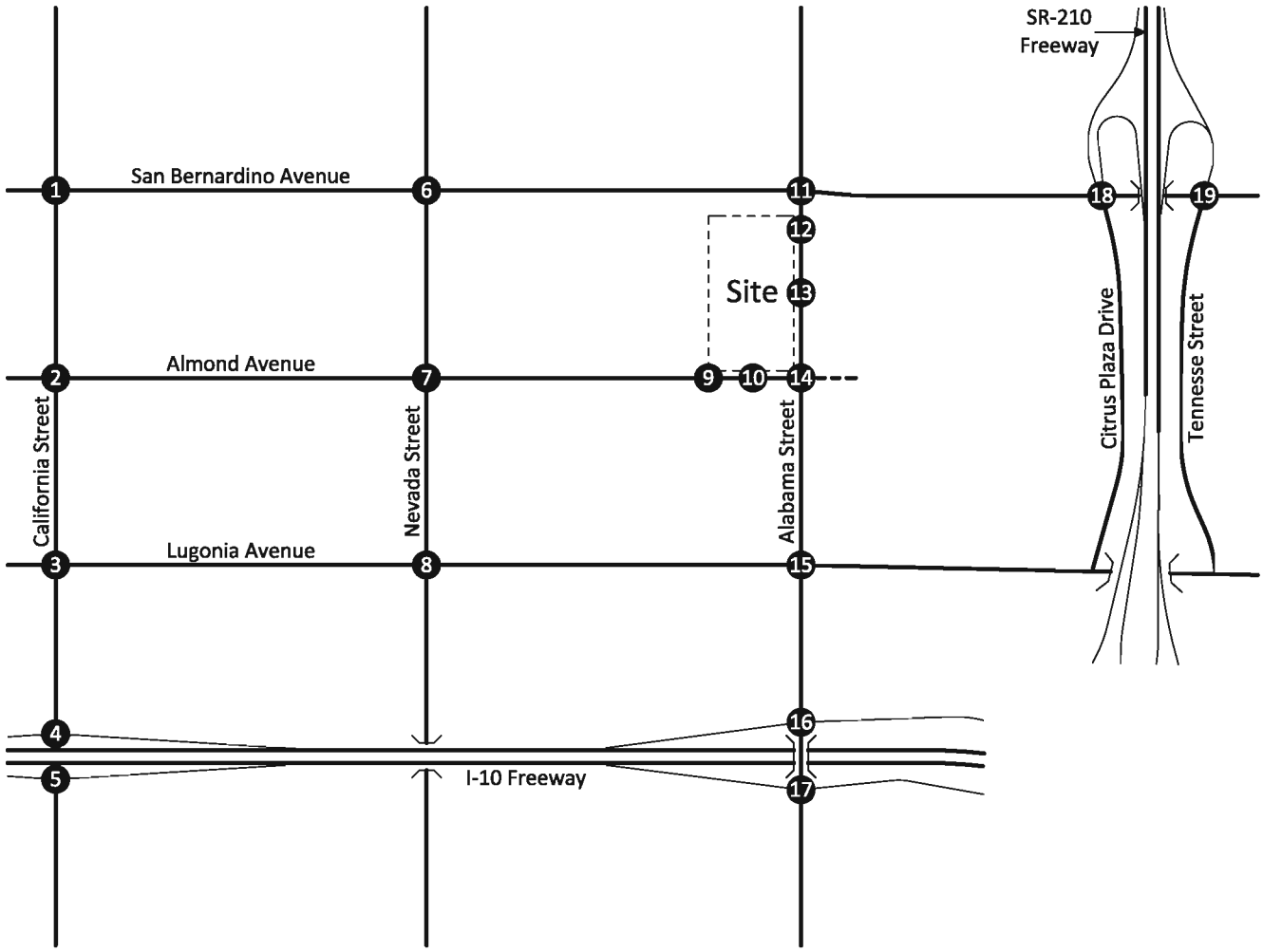
This study incorporates each of these aspects for all locations where a Congestion Management Program deficiency is identified.

2. Definition of Significant Impact

The identification of significant impacts is a requirement of the California Environmental Quality Act. The County of San Bernardino General Plan and Circulation Element have been adopted in accordance with California Environmental Quality Act requirements, and any roadway improvements within the County of San Bernardino that are consistent with these documents are not considered a significant impact, so long as the project contributes its “fair share” funding for improvements.

A traffic impact is considered significant if the project both: i) contributes measurable traffic to and ii) substantially and adversely changes the Level of Service at any off-site location projected to experience deficient operations under foreseeable cumulative conditions, where feasible improvements consistent with the County of San Bernardino General Plan cannot be constructed.

Figure 1
Project Location Map



Legend

1 = Intersection Reference Number

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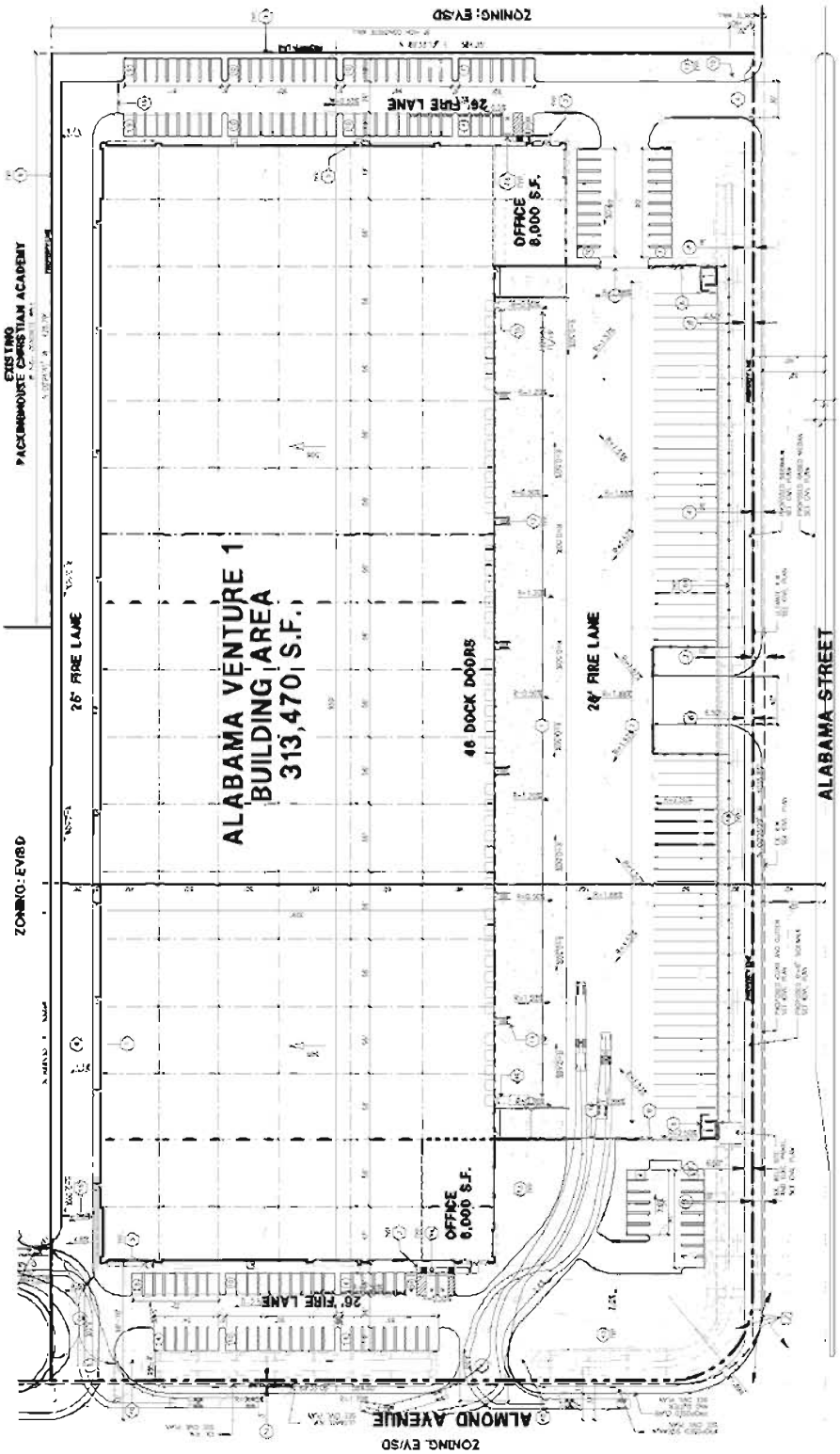
Figure 2
Site Plan



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II. Existing Conditions

A. Existing Roadway System

Figure 3 identifies the existing conditions for study area roadways. The number of through lanes for existing roadways and the existing intersection controls are identified.

Regional access to the project site is provided by the I-10 Freeway and SR-210 Freeway. Local access is provided by various roadways in the vicinity of the site. The east-west roadways expected to provide local access include San Bernardino Avenue, Almond Avenue, and Lugonia Avenue. The north-south roadways expected to provide local access include California Street, Nevada Street, and Alabama Street.

B. Existing Volumes

Figure 4 depicts the existing average daily traffic volumes. The existing average daily traffic volumes were obtained from the 2012 Traffic Volumes on California State Highways by the California Department of Transportation and factored from peak hour counts (see Appendix B) by Kunzman Associates, Inc. using the following formula for each intersection leg:

PM Peak Hour (Approach + Exit Volume) x 11.5 = Daily Leg Volume.

This is a conservative estimate and may over estimate the average daily traffic volumes.

Existing intersection traffic conditions were established through morning and evening peak hour traffic counts obtained by Kunzman Associates, Inc. from April/June/July 2013 (see Appendix B) and shown on Figures 5 and 6, respectively. Explicit peak hour factors have been calculated using the data collected for this effort as well. The morning and evening peak hour traffic volumes were identified by counting the two-hour periods from 7:00 AM – 9:00 AM and 4:00 PM – 6:00 PM.

In addition, truck classification counts were conducted at the study area intersections. The existing percent of trucks were used in the conversion of trucks to Passenger Car Equivalent's (see Appendix B).

C. Existing Level of Service

The Existing delay and Level of Service for intersections in the vicinity of the project are shown in Table 1. For Existing traffic conditions, the study area intersections currently operate within acceptable Levels of Service during the peak hours, except for the following study area intersection that is currently operating at an unacceptable Level of Service during the evening peak hour:

Alabama Street (NS) at:
- Lugonia Avenue (EW) - #14

Existing delay worksheets are provided in Appendix E.

D. Existing Traffic Signal Warrant Analysis

A traffic signal appears to currently be warranted at the following study area intersection for Existing traffic conditions (see Appendix F):

Nevada Street (NS) at:
Lugonia Avenue (EW) - #9

The unsignalized intersection has been evaluated for a traffic signal using the California Department of Transportation Warrant 3 Peak Hour traffic signal warrant analysis, as specified in the California Manual of Uniform Traffic Control Devices (January 2012).

E. Planned Transportation Improvements and Relationship to General Plan

The County of San Bernardino General Plan Circulation Element is shown on Figure 7. Existing and future roadways are included in the Circulation Element of the General Plan and are graphically depicted on Figure 7. This figure shows the nature and extent of arterial highways that are needed to adequately serve the ultimate development depicted by the Land Use Element of the General Plan. The County of San Bernardino General Plan roadway cross-sections are shown on Figure 8.

The City of Redlands General Plan Circulation Element is shown on Figure 9. Existing and future roadways are included in the Circulation Element of the General Plan and are graphically depicted on Figure 9. This figure shows the nature and extent of arterial highways that are needed to adequately serve the ultimate development depicted by the Land Use Element of the General Plan. The City of Redlands General Plan roadway cross-sections are shown on Figure 10.

Table 1

Existing Intersection Delay and Level of Service

Intersection	Jurisdiction	Traffic Control[3]	Intersection Approach Lanes[1]												Peak Hour Delay-LOS[2]	
			Northbound			Southbound			Eastbound			Westbound				
			L	T	R	L	T	R	L	T	R	L	T	R	Morning	Evening
California Street (NS) at:																
San Bernardino Avenue (EW) - #1	City of Redlands/County of SB	TS	1	2	d	1	2	d	1	3	d	1	3	d	27.0-C	26.2-C
Almond Avenue (EW) - #2	City of Redlands/County of SB	TS	1	0.5	0.5	1	2	d	0.5	0.5	1	0.5	0.5	d	9.4-A	10.2-B
Lugonia Avenue (EW) - #3	City of Redlands	TS	1	1	1	1	2	1	0.5	0.5	1	0	1	0	24.3-C	26.7-C
I-10 Freeway WB Ramps (EW) - #4	Caltrans	TS	1	2	0	0	3	1	0	0	0	0.5	0.5	1	18.4-B	30.4-C
I-10 Freeway EB Ramps (EW) - #5	Caltrans	TS	0	3	1	1	2	0	0.5	0.5	d	0	0	0	14.9-B	20.0-C
Nevada Street (NS) at:																
San Bernardino Avenue (EW) - #6	County of SB	TS	0	1	0	0.5	0.5	d	1	1	1	1	3	d	17.9-B	19.5-B
Almond Avenue (EW) - #7	County of SB	AWS	0	1	0	0.5	0.5	1	0	1	0	0	1	0	8.4-A	9.5-A
Lugonia Avenue (EW) - #8	City of Redlands/County of SB	AWS	0.5	0.5	d	0	1	0	0.5	0.5	d	0	1	0	11.3-B	15.5-C
Project West Driveway (NS) at:																
Almond Avenue (EW) - #9	County of SB	CSS	0	1	0	0	0	0	0	0.5	0.5	0.5	0.5	0	8.9-A	8.7-A
Alabama Street (NS) at:																
San Bernardino Avenue (EW) - #11	County of SB	TS	1	1.5	0.5	1	2	d	1	1	d	1	2	d	24.2-C	29.8-C
Almond Avenue (EW) - #14	County of SB	TS	1	2	0	0	1.5	0.5	0.5	0	0.5	0	0	0	9.3-A	11.3-B
Lugonia Avenue (EW) - #15	City of Redlands/County of SB	TS	1	1.5	0.5	1	3	d	1	1.5	0.5	1	2	d	27.9-C	39.6-D
I-10 Freeway WB Ramps (EW) - #16	Caltrans	TS	1	2	0	0	2	1	0	0	0	0.5	1	0.5	19.2-B	15.5-B
I-10 Freeway EB Ramps (EW) - #17	Caltrans	TS	0	2	d	1	2	0	0.5	1	0.5	0	0	0	13.5-B	16.4-B
SR-210 Freeway SB Ramps (NS) at:																
San Bernardino Avenue (EW) - #18	Caltrans	TS	1	0.5	0.5	1	1.5	0.5	1	1	1	1	1	1	36.2-D	38.4-D
SR-210 Freeway NB Ramps (NS) at:																
San Bernardino Avenue (EW) - #19	Caltrans	TS	1	2	d	1	0.5	0.5	2	1	1	1	1	1	32.1-C	41.2-D

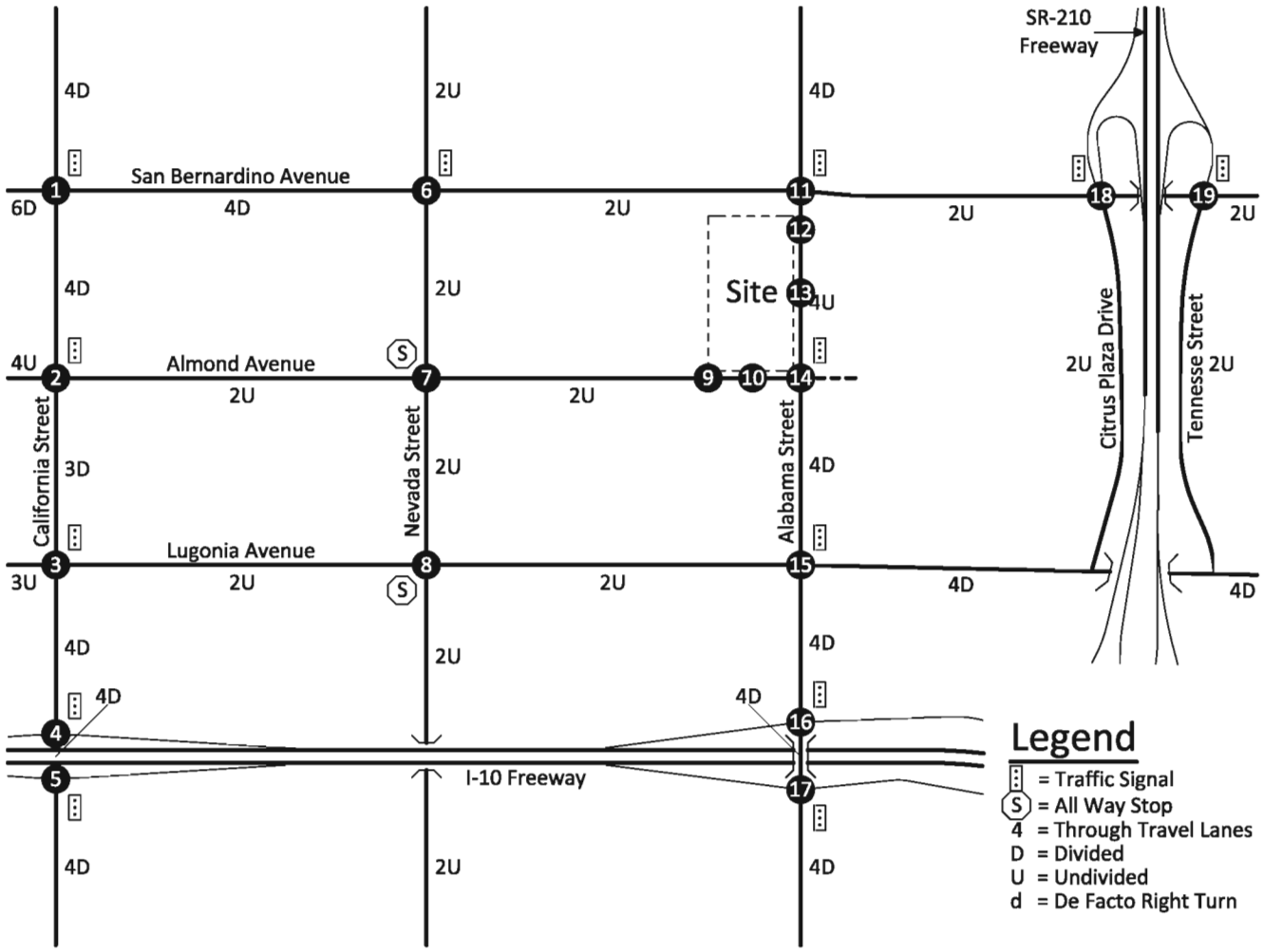
[1] When a right turn lane is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.

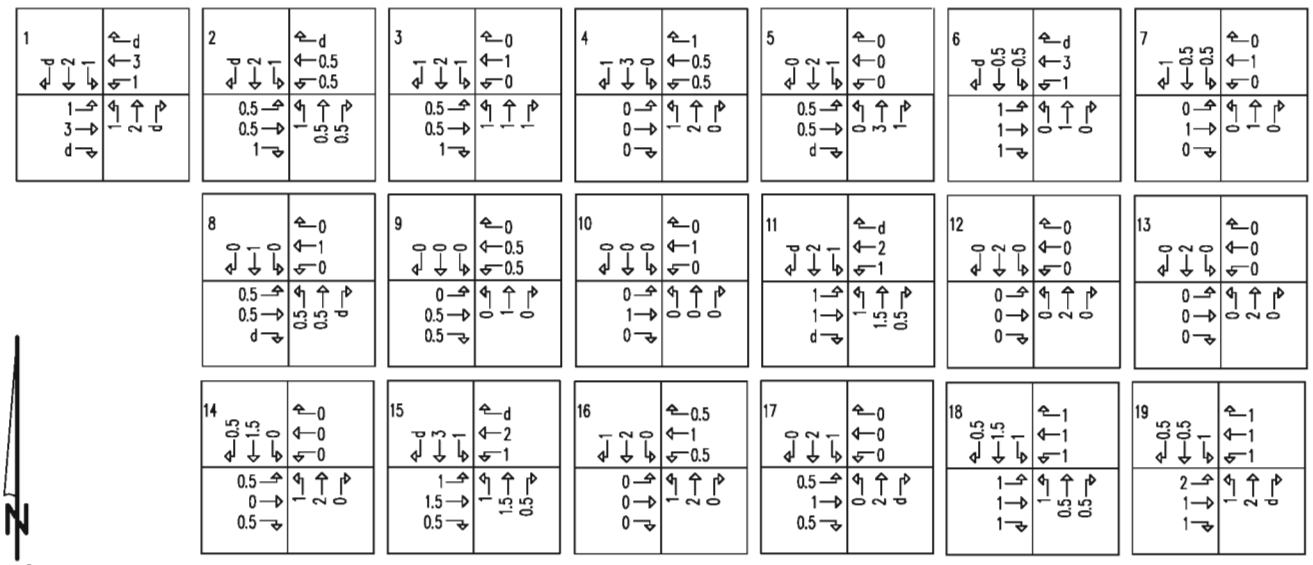
L = Left; T = Through; R = Right; d = De Facto Right Turn Lane

[2] Delay and level of service has been calculated using the following analysis software: Traffix, Version 7.9.0215 (2008). Per the Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

[3] TS = Traffic Signal; CSS = Cross Street Stop; AWS = All Way Stop

Figure 3
Existing Through Travel Lanes and Intersection Controls





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KUNZMAN ASSOCIATES, INC. Intersection reference numbers are in upper left corner of turning movement boxes.

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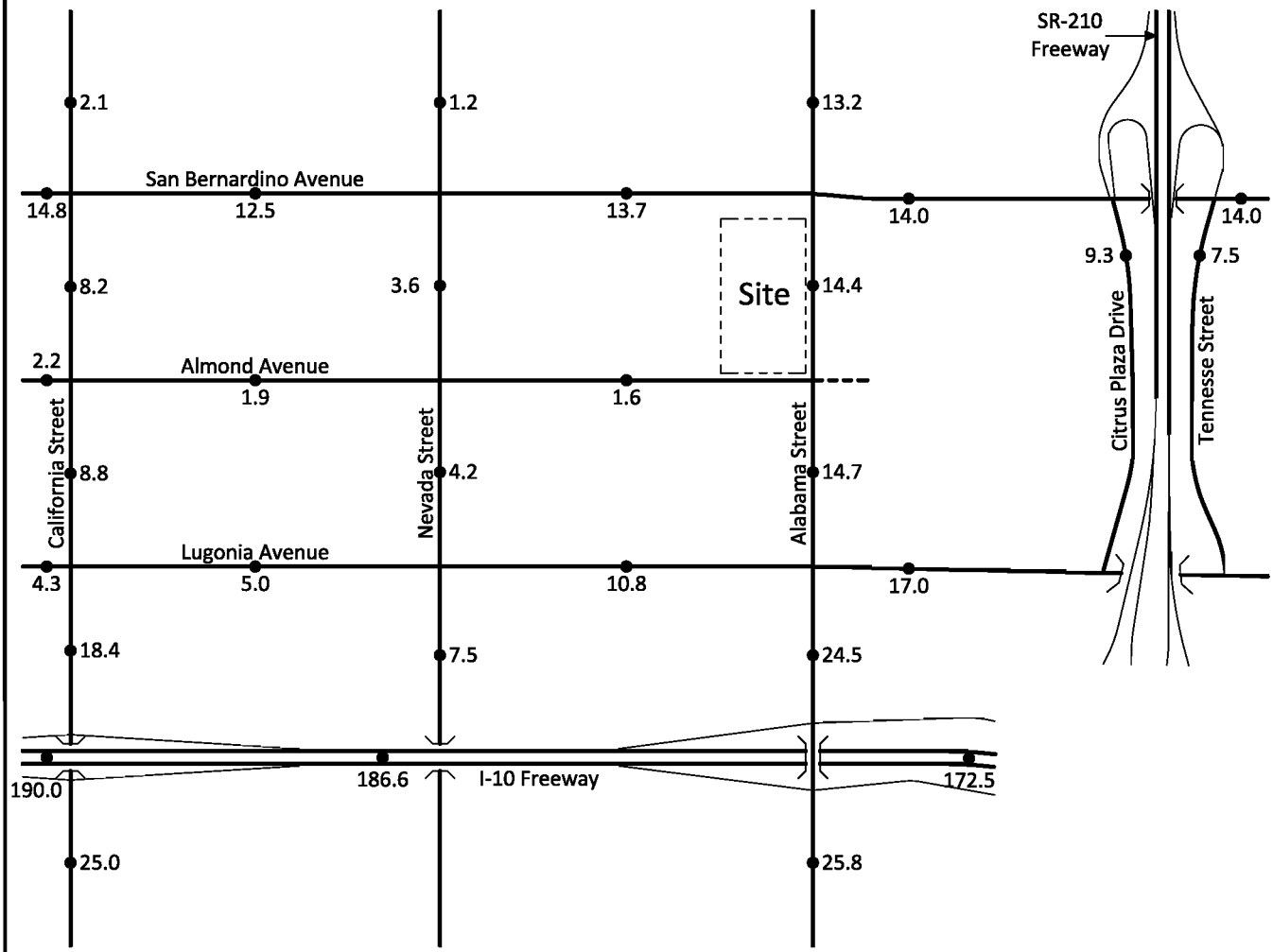
Figure 4
Existing Average Daily Traffic Volumes



Legend

25.8 = Vehicles Per Day (1,000's)

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Figure 5
Existing Morning Peak Hour Intersection Turning Movement Volumes

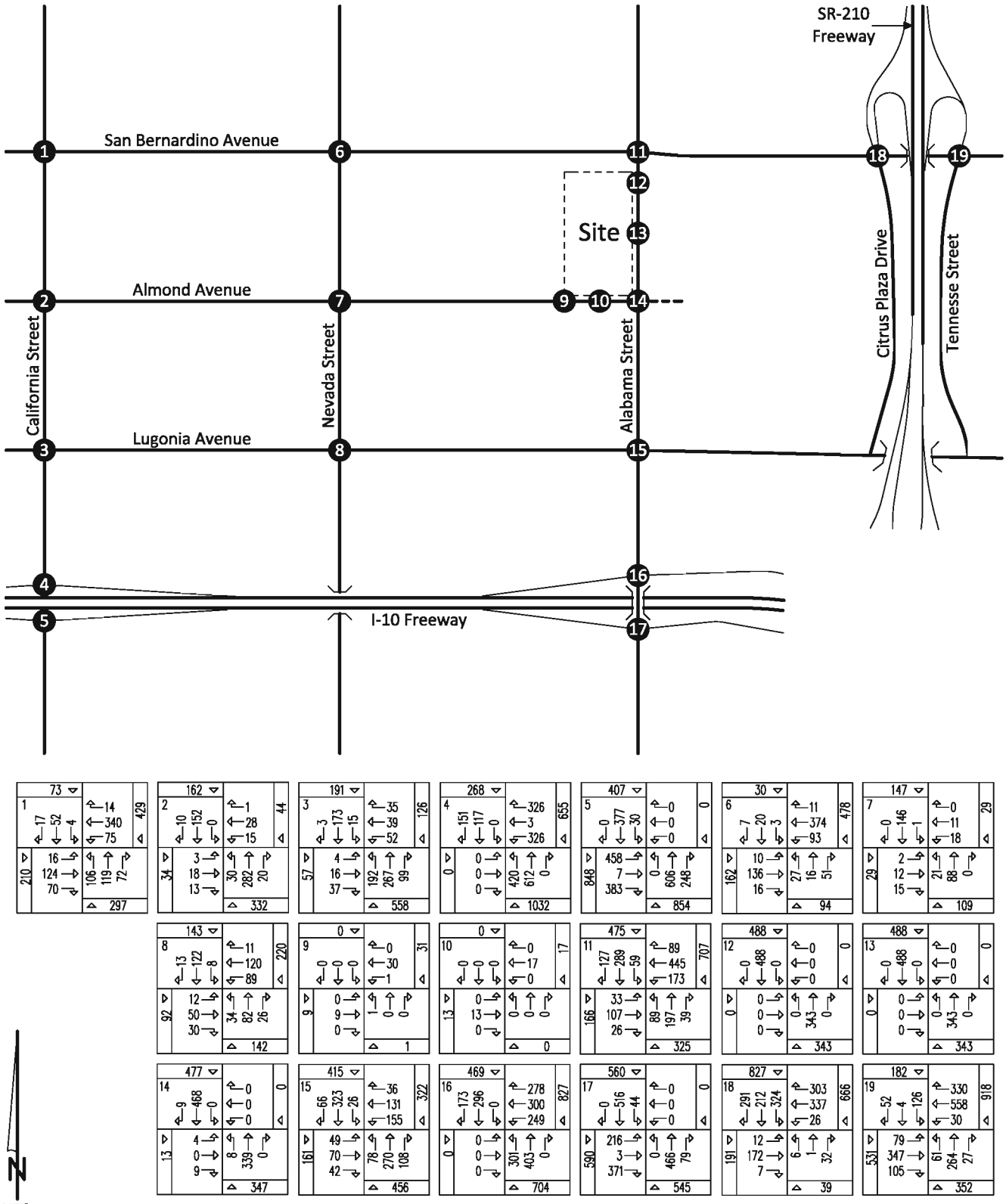

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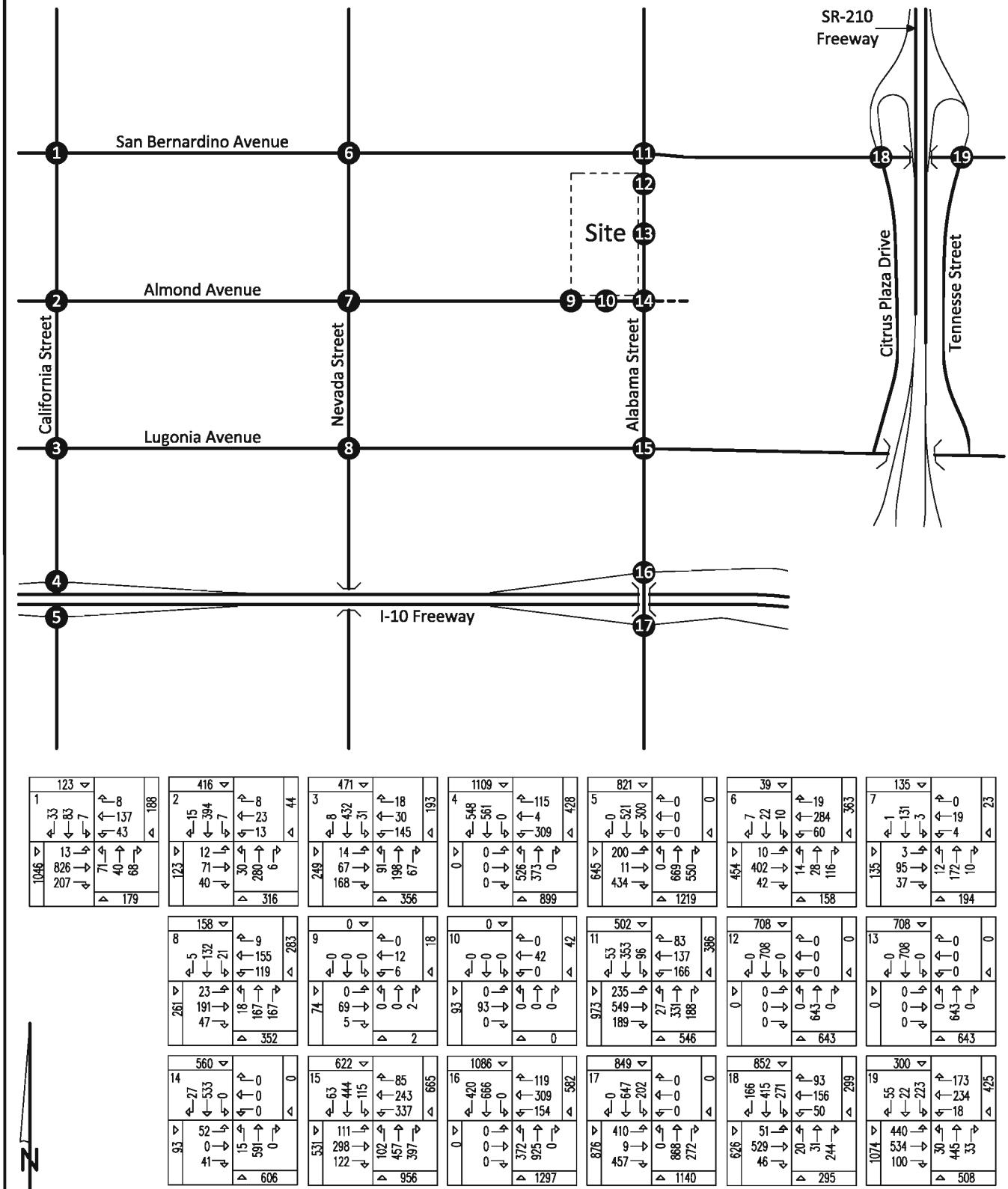
Figure 6
Existing Evening Peak Hour Intersection Turning Movement Volumes



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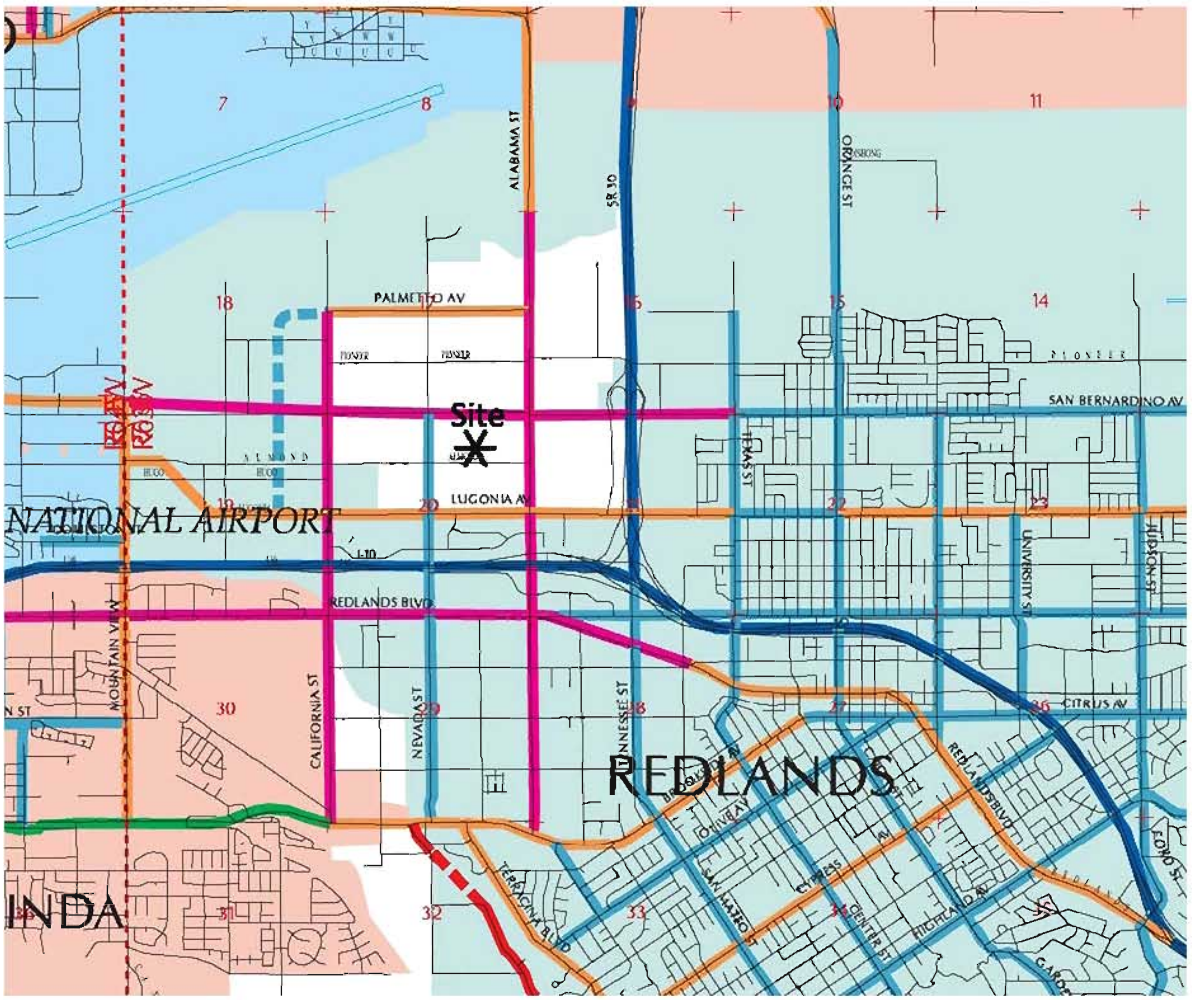
KUNZMAN ASSOCIATES, INC. Intersection reference numbers are in upper left corner of turning movement boxes.

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 7
County of San Bernardino General Plan Circulation Element



Legend

- Freeway
- Major Divided Highway
- Major Arterial Highway
- Major Highway
- Secondary Highway
- Controlled/Limited Access Collector
- Mountain Major Highway
- Mountain Secondary Highway
- State Highway (Special Standards or Conditions)
- Railroads

NTS

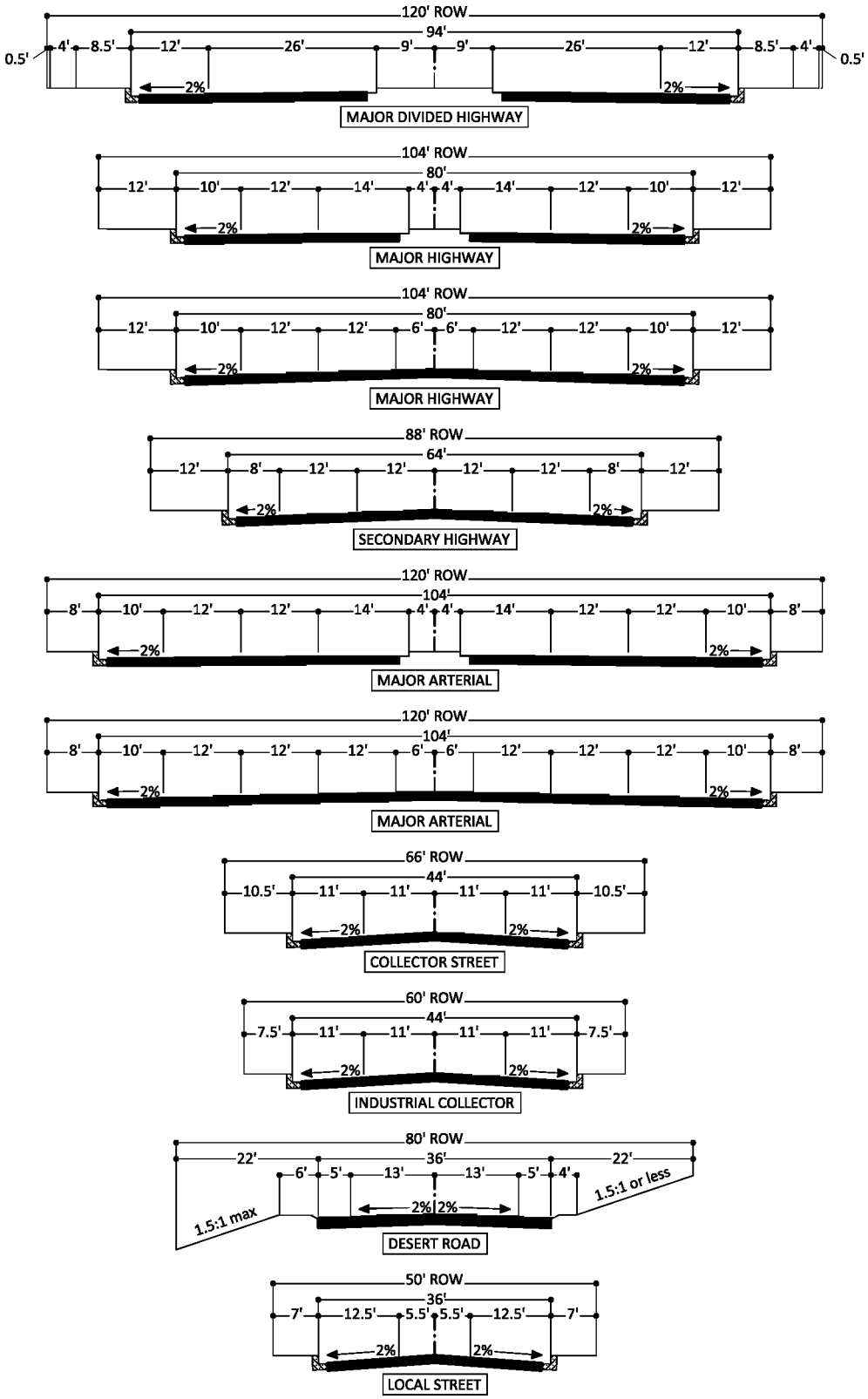
Source: County of San Bernardino

5416f/7

KUNZMAN ASSOCIATES, INC.

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 8
County of San Bernardino General Plan Roadway Cross-Sections



Source: County of San Bernardino

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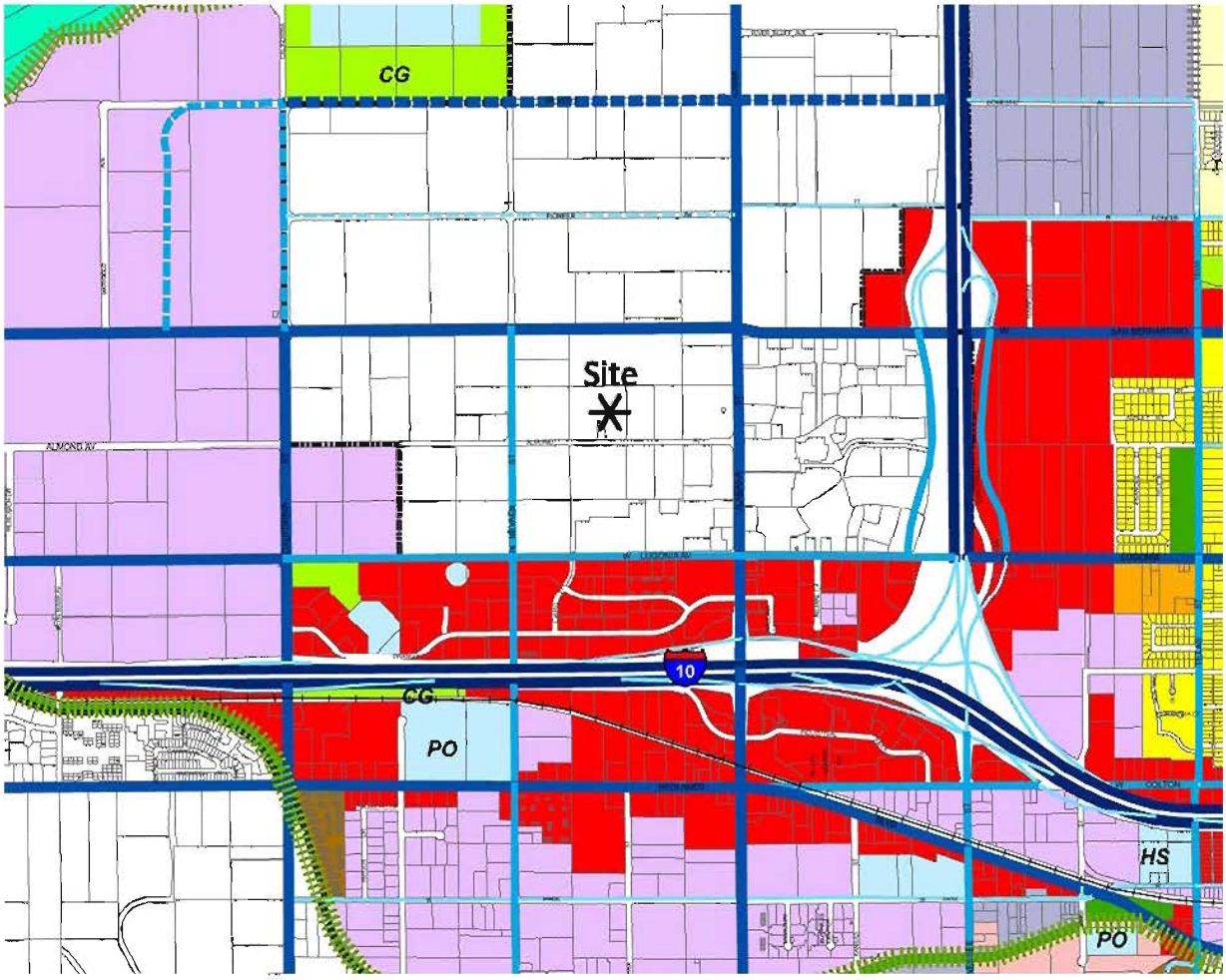
Figure 9
City of Redlands General Plan Circulation Element



Legend

- Freeway
- Major Arterial
- Minor Arterial
- Collector
- Linear Park
- Rail Corridor
- Major Arterial (Proposed)
- Minor Arterial (Proposed)
- Collector (Proposed)
- Scenic Drive (Proposed)
- Southeast Area Boundary

N

NTS

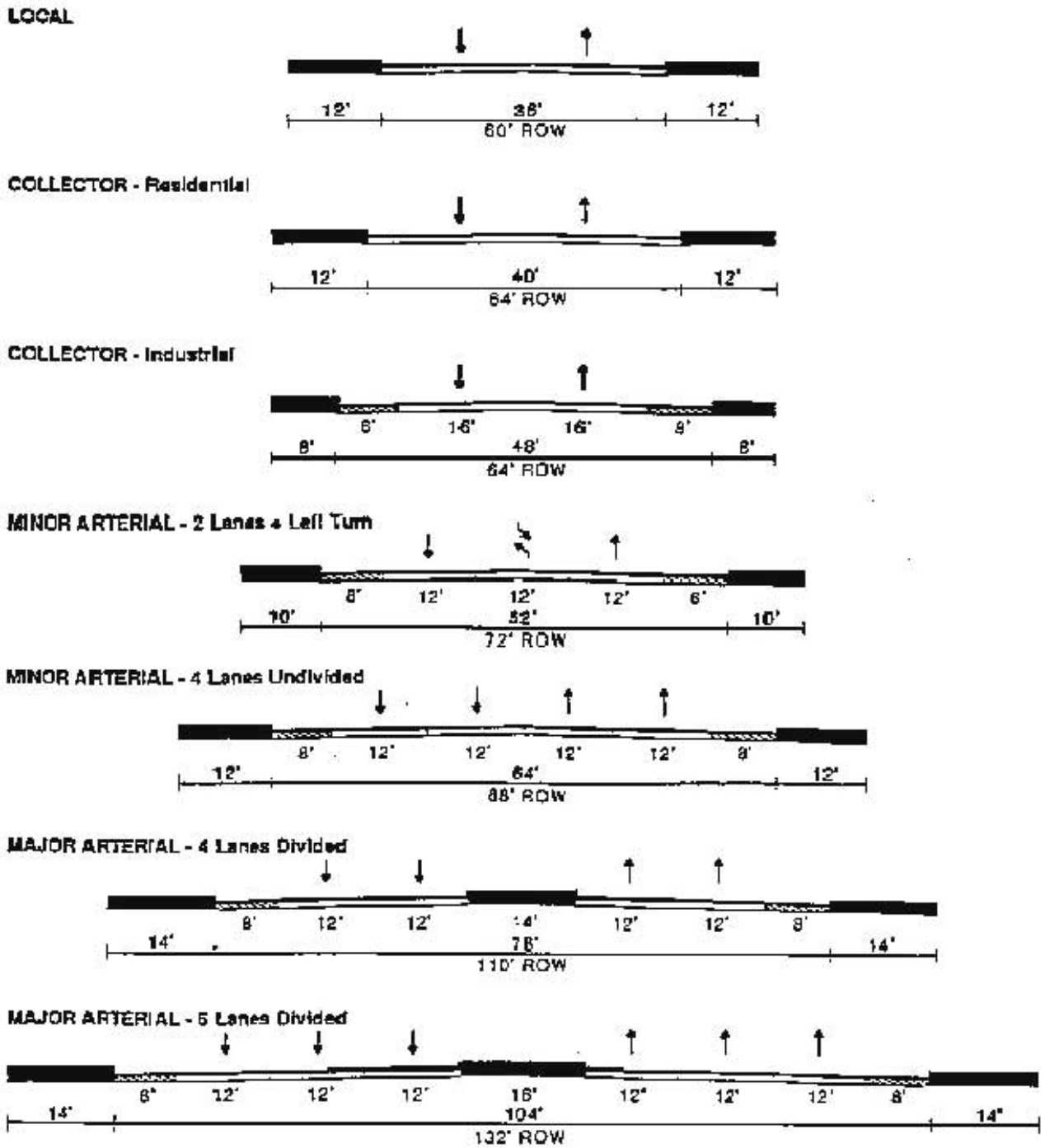
Source: City of Redlands

5416f/9

KUNZMAN ASSOCIATES, INC.

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 10
City of Redlands General Plan Roadway Cross-Sections



Source: City of Redlands

5416f/10

KUNZMAN ASSOCIATES, INC.

OVER 38 YEARS OF EXCELLENT SERVICE

III. Project Trips

A. Project Description

The project site is proposed to be developed with 313,470 square feet of high-cube warehouse distribution center land use. The project will have access to Almond Avenue and Alabama Street.

B. Trip Generation

The trips generated by the project are determined by multiplying an appropriate trip generation rate by the quantity of land use. Trip generation rates are predicated on the assumption that energy costs, the availability of roadway capacity, the availability of vehicles to drive, and life styles remain similar to what are known today. A major change in these variables may affect trip generation rates.

Trip generation rates were determined for daily trips, morning peak hour inbound and outbound trips, and evening peak hour inbound and outbound trips for the proposed land use. By multiplying the trip generation rates by the land use quantity, the traffic volumes are determined. Table 2 shows the project trip generation based upon rates obtained from the Institute of Transportation Engineers, Trip Generation, 9th Edition, 2012 and Truck Trip Generation Study, City of Fontana, August 2003.

As shown in Table 2, the proposed development is projected to generate approximately 689 daily vehicle trips in Passenger Car Equivalents, 43 Passenger Car Equivalents of which will occur during the morning peak hour and 51 Passenger Car Equivalents of which will occur during the evening peak hour.

C. Trip Distribution

Figures 11 and 12 contain the directional distributions of the project trips for the proposed land use. To determine the trip distributions for the proposed project, peak hour traffic counts of the existing directional distribution of traffic for existing areas in the vicinity of the site, and other additional information on future development and traffic impacts in the area were reviewed.

D. Trip Assignment

Based on the identified trip generation and distributions, project average daily traffic volumes have been calculated and shown on Figure 13. Morning and evening peak hour intersection turning movement volumes expected from the project are shown on Figures 14 and 15, respectively.

E. Trip Contribution Test

No analysis is required further than 5 miles from the project site. The roadway elements that must be analyzed are dependent on both the analysis year [project Opening Year or Buildout Year (2035)] and project generated traffic volumes. The identification of the study area, and the intersections and highway segments requiring analysis, was based on an estimate of the two-way traffic volumes on the roadway segments near the project site. All arterial segments have been included in the analysis when the anticipated project volume equals or exceeds 50 two-way trips in the peak hours. The requirement is 100 two-way peak hour trips for freeways. Figure 16 graphically depicts the project trip contribution test volumes on all of the roadway segments adjacent to the potential intersection analysis locations until the project volume contribution has clearly dropped below the 50 trip threshold and 100 trip threshold.

The project does not contribute trips greater than the freeway threshold volume of 100 two-way peak hour trips. The project does not contribute trips greater than the arterial link threshold volume of 50 two-way trips in the morning and evening peak hours in the adjacent City of Redlands.

Table 2

Project Trip Generation[1]

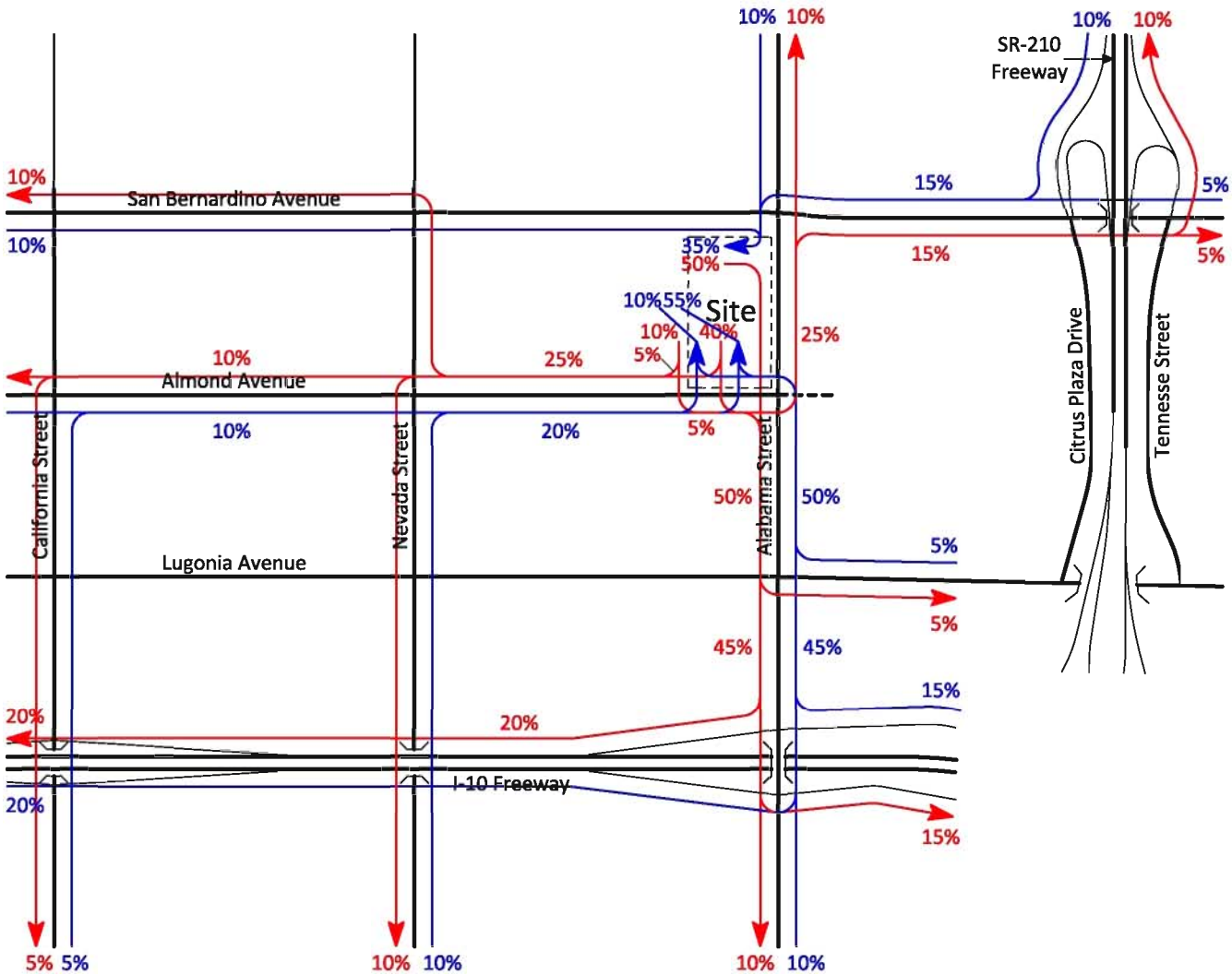
Descriptor	Quantity	Units[2]	Type of Vehicle: Passenger Car	2 Axle Truck	3 Axle Truck	4+ Axle Truck	Total Trucks	Total
Land Use: High Cube	313.470	TSF	79.57%	3.46%	4.64%	12.33%	20.43%	100%
Traffic Generation Rates in trips per TSF								
Daily			1.337	0.058	0.078	0.207	0.343	1.68
Morning Peak Hour			0.088	0.004	0.005	0.014	0.023	0.11
Evening Peak Hour			0.096	0.004	0.006	0.015	0.025	0.12
Traffic Generation in Vehicles								
Daily			419	18	24	65	107	526
Morning Peak Hour								
Inbound			20	1	1	3	5	25
Outbound			7	-	-	1	1	8
Total			27	1	1	4	6	33
Evening Peak Hour								
Inbound			10	-	1	2	3	13
Outbound			20	1	1	3	5	25
Total			30	1	2	5	8	38
Passenger Car Equivalent's (PCE'S) Factor[3]			1.00	1.50	2.00	3.00		
Traffic Generation in PCE's								
Daily			419	27	48	195	270	689
Morning Peak Hour								
Inbound			20	2	2	9	13	33
Outbound			7	-	-	3	3	10
Total			27	2	2	12	16	43
Evening Peak Hour								
Inbound			10	-	2	6	8	18
Outbound			20	2	2	9	13	33
Total			30	2	4	15	21	51

[1] Source: Institute of Transportation Engineers, Trip Generation, 9th Edition, 2012, Land Use Category 152 and Truck Trip Generation Study, City of Fontana, August 2003.

[2] TSF = Thousand Square Feet

[3] Passenger Car Equivalent factors are recommended by San Bernardino Associated Governments (SANBAG).

Figure 11
Project Trip Distribution (Cars)



Legend

10% = Percent From Project
10% = Percent To Project

N

NTS

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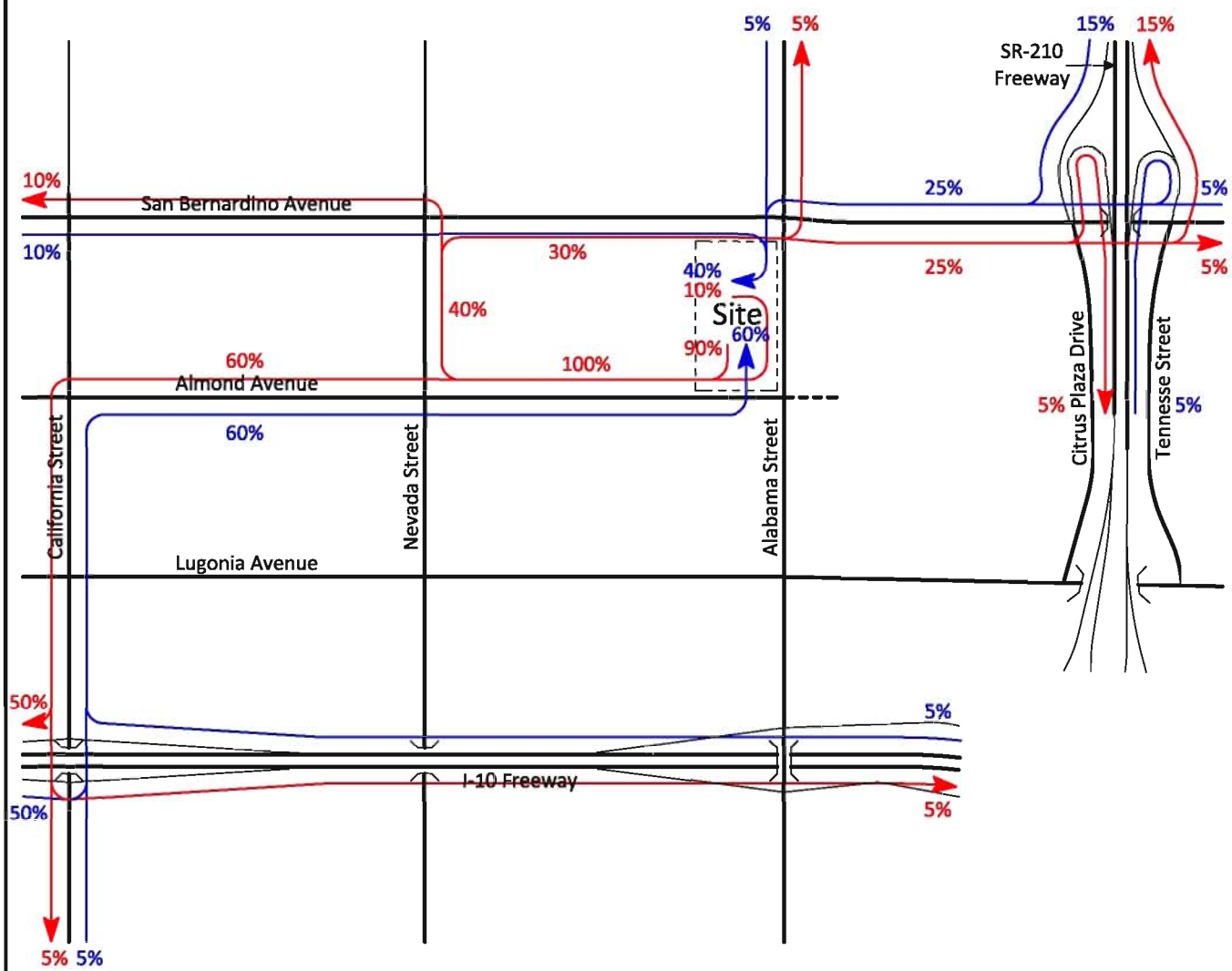
OVER 35 YEARS OF EXCELLENT SERVICE

Figure 12
Project Trip Distribution (Trucks)



Legend

10% = Percent From Project
10% = Percent To Project

N

NTS

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OVER 35 YEARS OF EXCELLENT SERVICE

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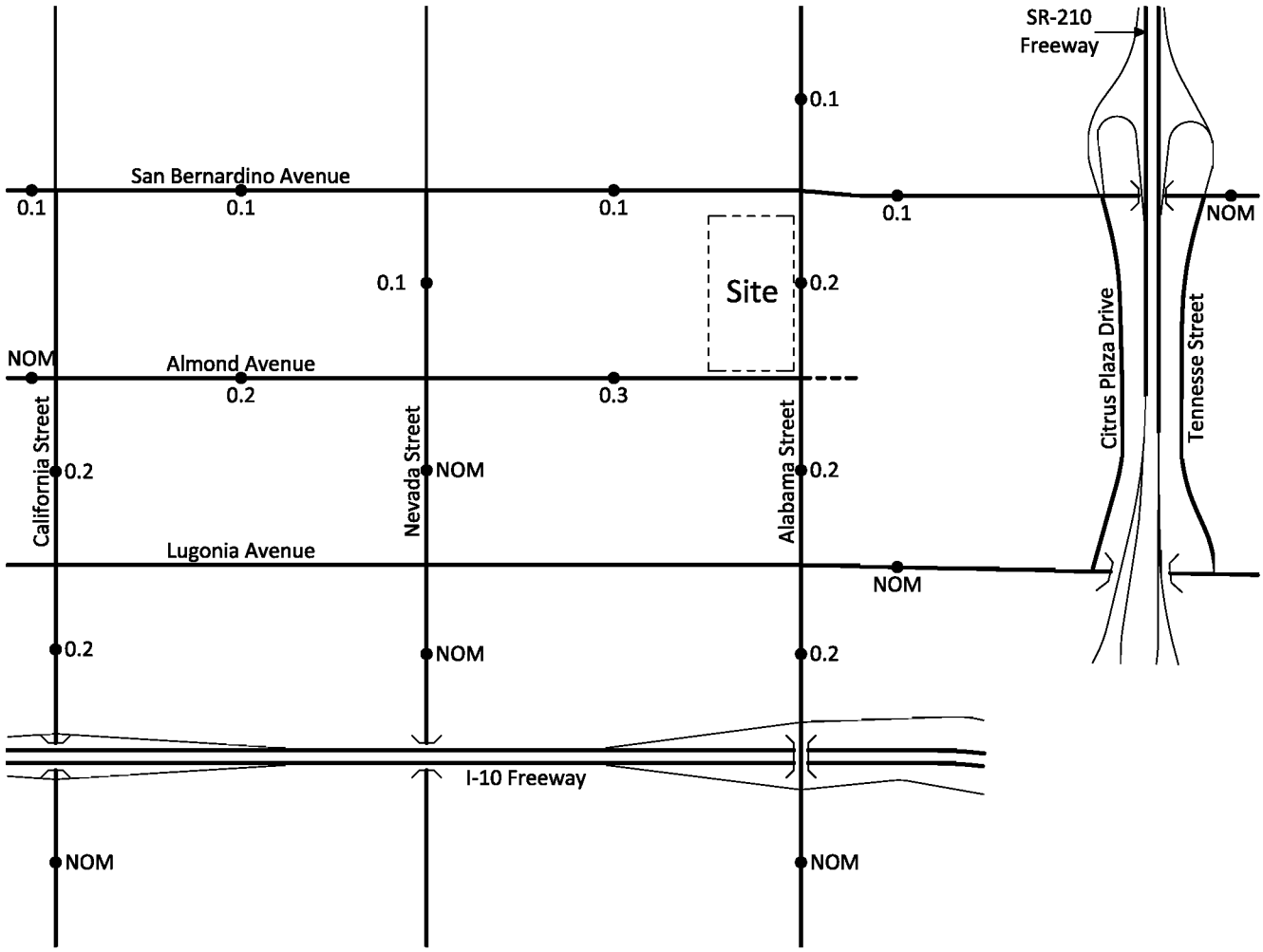
Figure 13
Project Average Daily Traffic Volumes



Legend

0.1 = Vehicles Per Day (1,000's)
NOM = Nominal, Less Than 50 Vehicles Per Day

N
NTS

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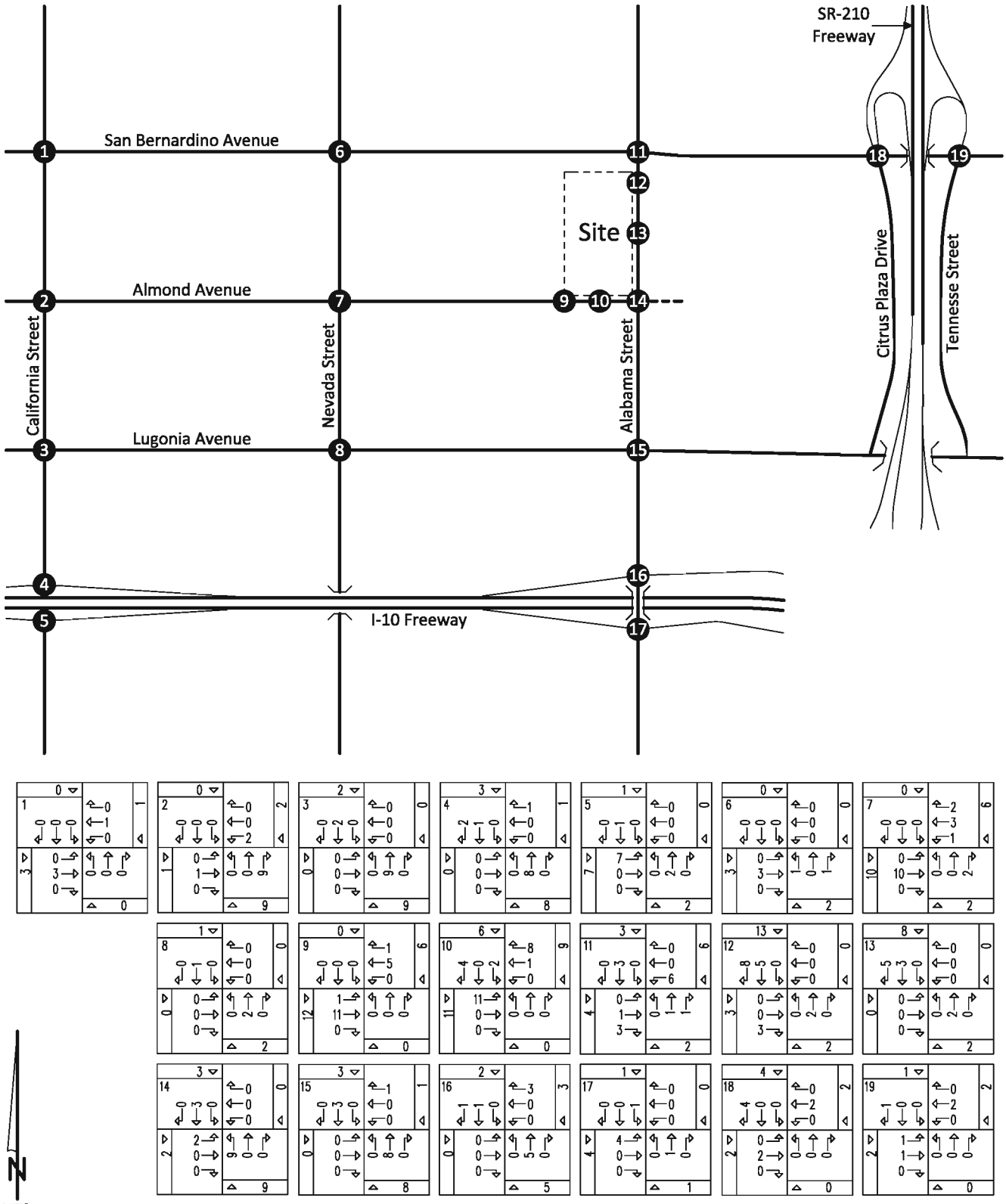
OVER 35 YEARS OF EXCELLENT SERVICE

Figure 14
Project Morning Peak Hour Intersection Turning Movement Volumes

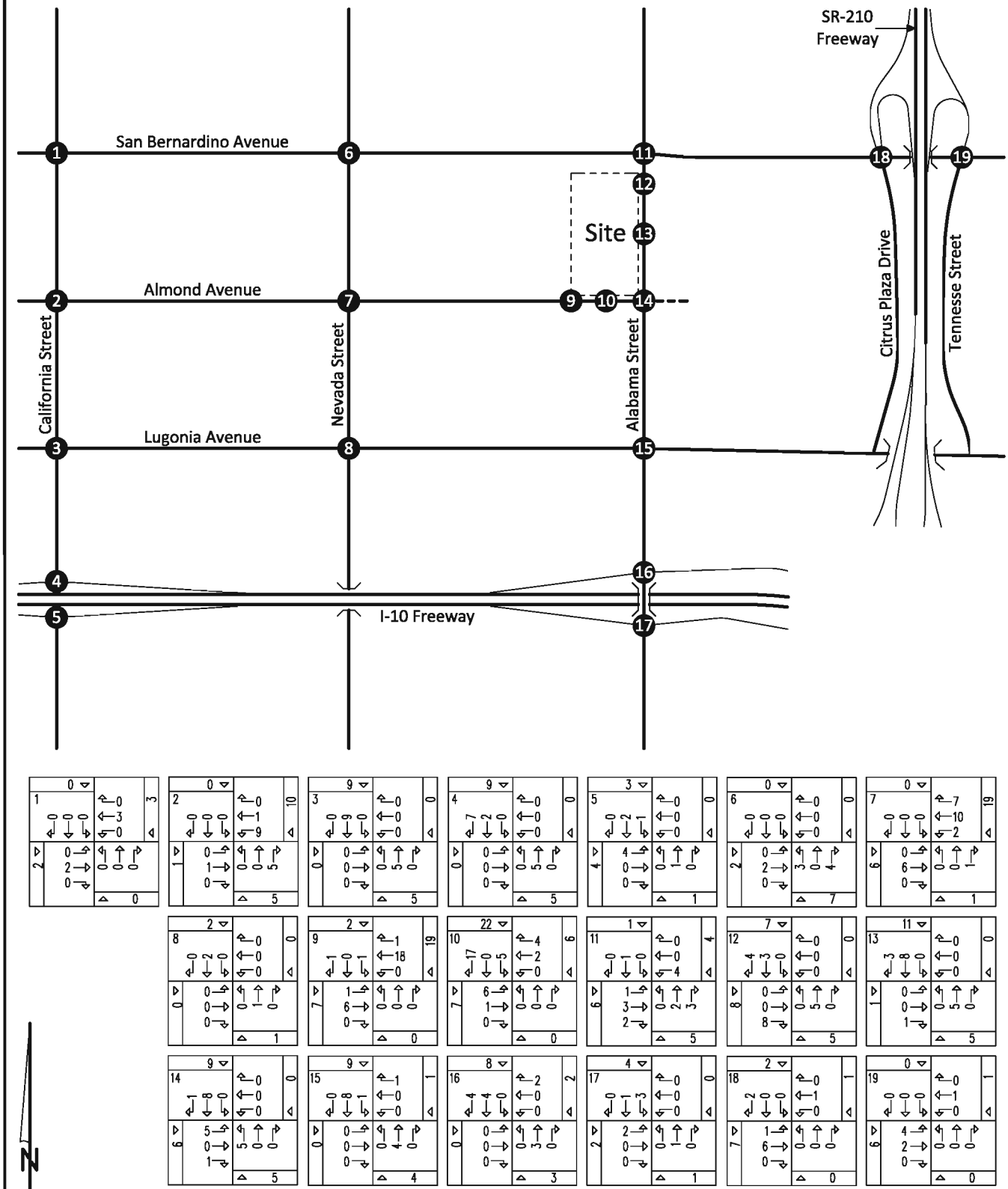


5416f/14

KUNZMAN ASSOCIATES, INC. Intersection reference numbers are in upper left corner of turning movement boxes.

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 15
Project Evening Peak Hour Intersection Turning Movement Volumes

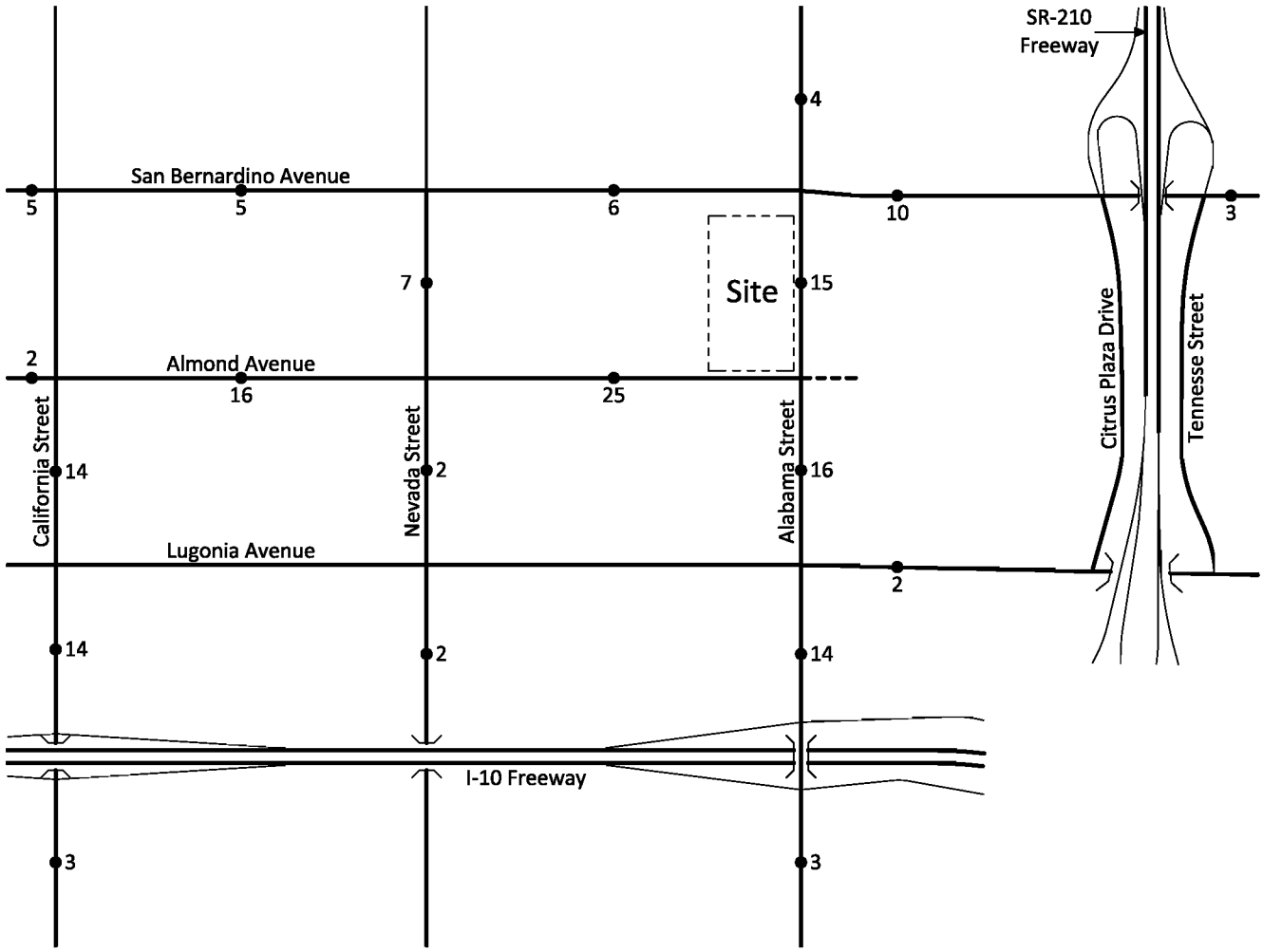


5416f/15

KUNZMAN ASSOCIATES, INC. Intersection reference numbers are in upper left corner of turning movement boxes.

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 16
Project Trip Contribution Test Volumes



Legend

3 = Project Evening Peak Hour Volume

N

NTS

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OVER 35 YEARS OF EXCELLENT SERVICE

5416f/16

IV. Future Conditions

A. Future Volumes

As described within Section I.C., the Buildout Year (2035) average daily traffic volume forecasts with the project are developed using a growth increment process based on volumes predicted by the SBTAM Traffic Model Year 2008 and Year 2035 traffic models. The growth increment for Buildout Year (2035) on each roadway segment is the increase in SBTAM Traffic Model volumes from existing Year 2013 to Year 2035. The final Buildout Year (2035) roadway segment volume used for analysis purposes is then determined by adding the Buildout Year (2035) growth increment volume to the existing counted volume.

The Opening Year (2015) traffic projections have been interpolated between Buildout Year (2035) traffic volumes and existing traffic volumes utilizing a portion of the growth increment (see Section I.C.). Project traffic volumes for all future projections were estimated using the manual approach.

The County of San Bernardino staff provided a list of cumulative development by traffic analysis zone in the study area (see Figure 17) that are within the unincorporated County of San Bernardino and City of Redlands. Cumulative development has been added to Opening Year (2015) and Buildout Year (2035) traffic conditions. Table 3 shows the cumulative development daily and peak hour trip generation. Figure 18 shows the cumulative development average daily traffic volumes. Cumulative development morning and evening peak hour intersection turning movement volumes are shown on Figures 19 and 20, respectively.

1. Existing Plus Project

   The average daily traffic volumes for Existing Plus Project traffic conditions have been determined. Existing Plus Project average daily traffic volumes are shown on Figure 21.

2. Opening Year (2015) With Ambient

   The average daily traffic volumes for Opening Year (2015) With Ambient traffic conditions have been determined as described above using the growth interpolation process (see Section I.C.). Opening Year (2015) With Ambient average daily traffic volumes are shown on Figure 22.

3. Opening Year (2015) With Ambient and Project

   The average daily traffic volumes for Opening Year (2015) With Ambient and Project traffic conditions have been determined as described above using the volume addition process (see Section I.C.). Opening Year (2015) With Ambient and Project average daily traffic volumes are shown on Figure 23.

4. Opening Year (2015) With Ambient and Cumulative and Project

The average daily traffic volumes for Opening Year (2015) With Ambient and Cumulative and Project traffic conditions have been determined as described above using the volume addition process (see Section I.C.). Opening Year (2015) With Ambient and Cumulative and Project average daily traffic volumes are shown on Figure 24.

5. Buildout Year (2035) With Ambient

The average daily traffic volumes for Buildout Year (2035) With Ambient traffic conditions have been determined as described above using the growth increment process (see Section I.C.). Buildout Year (2035) With Ambient average daily traffic volumes are shown on Figure 25.

6. Buildout Year (2035) With Ambient and Project

The average daily traffic volumes for Buildout Year (2035) With Ambient and Project traffic conditions have been determined as described above using the volume addition process (see Section I.C.). Buildout Year (2035) With Ambient and Project average daily traffic volumes are shown on Figure 26.

7. Buildout Year (2035) With Ambient and Cumulative and Project

The average daily traffic volumes for Buildout Year (2035) With Ambient and Cumulative and Project traffic conditions have been determined as described above using the volume addition process (see Section I.C.). Buildout Year (2035) With Ambient and Cumulative and Project average daily traffic volumes are shown on Figure 27.

B. Future Level of Service

1. Existing Plus Project

The Existing Plus Project delay and Level of Service for the study area roadway network are shown in Table 4. Table 4 shows delay values based on the geometrics at the study area intersections without and with improvements. Existing Plus Project delay calculation worksheets are provided in Appendix E. Existing Plus Project morning and evening peak hour intersection turning movement volumes are shown on Figures 28 and 29, respectively.

For Existing Plus Project traffic conditions, the following study area intersection is projected to operate at an unacceptable Level of Service during the evening peak hour:

Alabama Street (NS) at:
Lugonia Avenue (EW) - #14

For Existing Plus Project traffic conditions, the study area intersections are projected to operate within acceptable Levels of Service during the peak hours.

2. Opening Year (2015) With Ambient

The Opening Year (2015) With Ambient delay and Level of Service for the study area roadway network are shown in Table 5. Table 5 shows delay values based on the geometrics at the study area intersections without and with improvements. Opening Year (2015) With Ambient delay calculation worksheets are provided in Appendix E. Opening Year (2015) With Ambient morning and evening peak hour intersection turning movement volumes are shown on Figures 30 and 31, respectively.

For Opening Year (2015) With Ambient traffic conditions, the following study area intersection is projected to operate at an unacceptable Level of Service during the evening peak hour:

Alabama Street (NS) at:
Lugonia Avenue (EW) - #14

For Opening Year (2015) With Ambient traffic conditions, the study area intersections are projected to operate within acceptable Levels of Service during the peak hours, with improvements.

3. Opening Year (2015) With Ambient and Project

The Opening Year (2015) With Ambient and Project delay and Level of Service for the study area roadway network are shown in Table 6. Table 6 shows delay values based on the geometrics at the study area intersections without and with improvements. Opening Year (2015) With Ambient and Project delay calculation worksheets are provided in Appendix E. Opening Year (2015) With Ambient and Project morning and evening peak hour intersection turning movement volumes are shown on Figures 32 and 33, respectively.

For Opening Year (2015) With Ambient and Project traffic conditions, the following study area intersection is projected to operate at an unacceptable Level of Service during the evening peak hour:

Alabama Street (NS) at:
Lugonia Avenue (EW) - #14

For Opening Year (2015) With Ambient and Project traffic conditions, the study area intersections are projected to operate within acceptable Levels of Service during the peak hours, with improvements.

4. Opening Year (2015) With Ambient and Cumulative and Project

The Opening Year (2015) With Ambient and Cumulative and Project delay and Level of Service for the study area roadway network are shown in Table 7. Table 7 shows delay

values based on the geometrics at the study area intersections without and with improvements. Opening Year (2015) With Ambient and Cumulative and Project delay calculation worksheets are provided in Appendix E. Opening Year (2015) With Ambient and Cumulative and Project morning and evening peak hour intersection turning movement volumes are shown on Figures 34 and 35, respectively.

For Opening Year (2015) With Ambient and Cumulative and Project traffic conditions, the following study area intersections are projected to operate at unacceptable Levels of Service during the peak hours:

Nevada Street (NS) at:
Lugonia Avenue (EW) - #9

Alabama Street (NS) at:
Lugonia Avenue (EW) - #14

SR-210 Freeway SB Ramps (NS) at:
San Bernardino Avenue (EW) - #17

SR-210 Freeway NB Ramps (NS) at:
San Bernardino Avenue (EW) - #18

For Opening Year (2015) With Ambient and Cumulative and Project traffic conditions, the study area intersections are projected to operate within acceptable Levels of Service during the peak hours, with improvements.

5. Buildout Year (2035) With Ambient

The Buildout Year (2035) With Ambient delay and Level of Service for the study area roadway network are shown in Table 8. Table 8 shows delay values based on the geometrics at the study area intersections without and with improvements. Buildout Year (2035) With Ambient delay calculation worksheets are provided in Appendix E. Buildout Year (2035) With Ambient morning and evening peak hour intersection turning movement volumes are shown on Figures 36 and 37, respectively.

For Buildout Year (2035) With Ambient traffic conditions, the following study area intersections are projected to operate at unacceptable Levels of Service during the evening peak hour:

California Street (NS) at:
I-10 Freeway WB Ramps (EW) - #4
I-10 Freeway EB Ramps (EW) - #5

Nevada Street (NS) at:
Lugonia Avenue (EW) - #9

Alabama Street (NS) at:
Lugonia Avenue (EW) - #14

SR-210 Freeway NB Ramps (NS) at:
San Bernardino Avenue (EW) - #18

For Buildout Year (2035) With Ambient traffic conditions, the study area intersections are projected to operate within acceptable Levels of Service during the peak hours, with improvements.

6. Buildout Year (2035) With Ambient and Project

The Buildout Year (2035) With Ambient and Project delay and Level of Service for the study area roadway network are shown in Table 9. Table 9 shows delay values based on the geometrics at the study area intersections without and with improvements. Buildout Year (2035) With Ambient and Project delay calculation worksheets are provided in Appendix E. Buildout Year (2035) With Ambient and Project morning and evening peak hour intersection turning movement volumes are shown on Figures 38 and 39, respectively.

For Buildout Year (2035) With Ambient and Project traffic conditions, the following study area intersections are projected to operate at unacceptable Levels of Service during the evening peak hour:

California Street (NS) at:
I-10 Freeway WB Ramps (EW) - #4
I-10 Freeway EB Ramps (EW) - #5

Nevada Street (NS) at:
Lugonia Avenue (EW) - #9

Alabama Street (NS) at:
Lugonia Avenue (EW) - #14

SR-210 Freeway NB Ramps (NS) at:
San Bernardino Avenue (EW) - #18

For Buildout Year (2035) With Ambient and Project traffic conditions, the study area intersections are projected to operate with acceptable Levels of Service during the peak hours, with improvements.

7. Buildout Year (2035) With Ambient and Cumulative and Project

The Buildout Year (2035) With Ambient and Cumulative and Project delay and Level of Service for the study area roadway network are shown in Table 10. Table 10 shows delay values based on the geometrics at the study area intersections without and with improvements. Buildout Year (2035) With Ambient and Cumulative and Project delay calculation worksheets are provided in Appendix E. Buildout Year (2035) With Ambient and Cumulative and Project morning and evening peak hour intersection turning movement volumes are shown on Figures 40 and 41, respectively.

For Buildout Year (2035) With Ambient and Cumulative and Project traffic conditions, the following study area intersections are projected to operate at unacceptable Levels of Service during the peak hours:

California Street (NS) at:
- I-10 Freeway WB Ramps (EW) - #4
- I-10 Freeway EB Ramps (EW) - #5

Nevada Street (NS) at:
- Lugonia Avenue (EW) - #9

Alabama Street (NS) at:
- San Bernardino Avenue (EW) - #12
- Lugonia Avenue (EW) - #14
- I-10 Freeway WB Ramps (EW) - #15
- I-10 Freeway EB Ramps (EW) - #16

SR-210 Freeway SB Ramps (NS) at:
- San Bernardino Avenue (EW) - #17

SR-210 Freeway NB Ramps (NS) at:
- San Bernardino Avenue (EW) - #18

For Buildout Year (2035) With Ambient and Cumulative and Project traffic conditions, the study area intersections are projected to operate with acceptable Levels of Service during the peak hours, with improvements.

Table 3

Cumulative Development Trip Generation

Traffic Analysis Zone	Land Use	Peak Hour						Daily
		Morning			Evening			
		Inbound	Outbound	Total	Inbound	Outbound	Total	
1	High-Cube Warehouse Distribution Center[1]							
	- Cars	20	8	28	10	20	30	424
	- Trucks	13	3	16	8	13	21	275
	- Subtotal	33	11	44	18	33	51	699
2	High-Cube Warehouse Distribution Center[2]							
	- Cars	18	7	25	9	18	27	387
	- Trucks	13	3	16	5	13	18	252
	- Subtotal	31	10	41	14	31	45	639
3	High-Cube Warehouse Distribution Center[3]							
	- Cars	34	13	47	17	34	51	713
	- Trucks	26	10	36	15	26	41	577
	- Subtotal	60	23	83	32	60	92	1,290
4	High-Cube Warehouse Distribution Center[4]							
	- Cars	47	21	68	23	51	74	1,041
	- Trucks	30	13	43	16	33	49	673
	- Subtotal	77	34	111	39	84	123	1,714
5	Mixed-Use[5]	302	281	583	962	981	1,943	20,932
6	Mixed-Use[6]	543	433	976	698	703	1,401	19,481
7	High-Cube Warehouse Distribution Center[7]							
	- Cars	39	15	54	20	39	59	821
	- Trucks	25	10	35	13	25	38	531
	- Subtotal	64	25	89	33	64	97	1,352
8	High-Cube Warehouse Distribution Center[8]							
	- Cars	14	5	19	7	14	21	289
	- Trucks	10	3	13	3	10	13	189
	- Subtotal	24	8	32	10	24	34	478
9	Apartments[9]	31	125	156	122	67	189	2,035
Total		1,165	950	2,115	1,928	2,047	3,975	48,620

[1] Source: San Bernardino Avenue & Nevada Street Project Focused Traffic Analysis, Kunzman Associates, Inc. (October 20, 2013).

[2] Source: Redlands Distribution Center Building 13 Traffic Impact Analysis, Kunzman Associates, Inc. (June 12, 2013).

[3] Source: Rossmore Enterprises Project Traffic Impact Analysis, Kunzman Associates, Inc. (July 11, 2013).

[4] Source: NWC SR-210 Freeway and San Bernardino Avenue Traffic Impact Study, RK Engineering Group, Inc. (March 4, 2014).

[5] Source: Mountain Grove at Citrus Plaza Project Traffic Impact Analysis Peer Review, Kunzman Associates, Inc. (December 12, 2007).

[6] Source: Redlands Crossing Traffic Impact Analysis, Urban Crossroads (November 2, 2011).

[7] Source: Chiming Inc. - Industrial Project Traffic Impact Analysis, Kunzman Associates, Inc. (August 12, 2014).

[8] Source: Pioneer Industrial Center Expansion Traffic Impact Analysis, Kunzman Associates, Inc. (August 11, 2014).

[9] Source: University Crossings Apartments Traffic Impact Analysis, Kunzman Associates, Inc. (June 19, 2013).

Table 4

Existing Plus Project Intersection Delay and Level of Service

Intersection	Jurisdiction	Traffic Control[3]	Intersection Approach Lanes[1]												Peak Hour Delay-LOS[2]	
			Northbound			Southbound			Eastbound			Westbound				
			L	T	R	L	T	R	L	T	R	L	T	R	Morning	Evening
California Street (NS) at:																
San Bernardino Avenue (EW) - #1	City of Redlands/County of SB	TS	1	2	d	1	2	d	1	3	d	1	3	d	27.0-C	26.2-C
Almond Avenue (EW) - #2	City of Redlands/County of SB	TS	1	0.5	0.5	1	2	d	0.5	0.5	1	0.5	0.5	d	9.5-A	10.3-B
Lugonia Avenue (EW) - #3	City of Redlands	TS	1	1	1	1	2	1	0.5	0.5	1	0	1	0	24.3-C	26.8-C
I-10 Freeway WB Ramps (EW) - #4	Caltrans	TS	1	2	0	0	3	1	0	0	0	0.5	0.5	1	18.4-B	30.8-C
I-10 Freeway EB Ramps (EW) - #5	Caltrans	TS	0	3	1	1	2	0	0.5	0.5	d	0	0	0	15.0-B	20.1-C
Nevada Street (NS) at:																
San Bernardino Avenue (EW) - #6	County of SB	TS	0	1	0	0.5	0.5	d	1	1	1	1	3	d	17.9-B	19.5-B
Almond Avenue (EW) - #7	County of SB	AWS	0	1	0	0.5	0.5	1	0	1	0	0	1	0	8.4-A	9.6-A
Lugonia Avenue (EW) - #8	City of Redlands/County of SB															
- Without Improvements		AWS	0.5	0.5	d	0	1	0	0.5	0.5	d	0	1	0	11.3-B	15.6-C
- With Improvements		**TS**	0.5	0.5	d	0	1	0	0.5	0.5	d	0	1	0	9.8-A	10.2-B
Project West Driveway (NS) at:																
Almond Avenue (EW) - #9	County of SB	**CSS**	0	1	0	0	**1**	0	0	1	0	0	1	0	9.0-A	8.9-A
Project East Driveway (NS) at:																
Almond Avenue (EW) - #10	County of SB	**CSS**	0	0	0	0	**1**	0	0.5	0.5	0	0	0.5	0.5	8.6-A	8.8-A
Alabama Street (NS) at:																
San Bernardino Avenue (EW) - #11	County of SB	TS	1	1.5	0.5	1	2	d	1	1	d	1	2	d	24.5-C	30.1-C
Project North Driveway (EW) - #12	County of SB	**CSS**	**0**	2	0	0	1.5	0.5	0	0	**1**	0	0	0	9.9-A	10.8-B
Project South Driveway (EW) - #13	County of SB	**CSS**	**0**	2	0	0	1.5	0.5	0	0	**1**	0	0	0	0.1-A	10.8-B
Almond Avenue (EW) - #14	County of SB	TS	1	2	0	0	1.5	0.5	0.5	0	0.5	0	0	0	9.8-A	11.6-B
Lugonia Avenue (EW) - #15	City of Redlands/County of SB															
- Without Improvements		TS	1	1.5	0.5	1	3	d	1	1.5	0.5	1	2	d	27.9-C	39.7-D
- With Improvements		TS	1	2	**1>**	1	3	d	1	1.5	0.5	1	2	d	26.7-C	33.4-C
I-10 Freeway WB Ramps (EW) - #16	Caltrans	TS	1	2	0	0	2	1	0	0	0	0.5	1	0.5	19.2-B	15.5-B
I-10 Freeway EB Ramps (EW) - #17	Caltrans	TS	0	2	d	1	2	0	0.5	1	0.5	0	0	0	13.5-C	16.4-B
SR-210 Freeway SB Ramps (NS) at:																
San Bernardino Avenue (EW) - #18	Caltrans	TS	1	0.5	0.5	1	1.5	0.5	1	1	1	1	1	1	36.2-D	38.7-D
SR-210 Freeway NB Ramps (NS) at:																
San Bernardino Avenue (EW) - #19	Caltrans	TS	1	2	d	1	0.5	0.5	2	1	1	1	1	1	32.1-C	41.3-D

[1] When a right turn lane is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.

L = Left; T = Through; R = Right; d = De Facto Right Turn Lane; > = Right Turn Overlap; **1** = Improvement

[2] Delay and level of service has been calculated using the following analysis software: Traffix, Version 7.9.0215 (2008). Per the Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

[3] TS = Traffic Signal; CSS = Cross Street Stop; AWS = All Way Stop

Table 5

Opening Year (2015) With Ambient Intersection Delay and Level of Service

Intersection	Jurisdiction	Traffic Control[3]	Intersection Approach Lanes[1]												Peak Hour Delay-LOS[2]	
			Northbound			Southbound			Eastbound			Westbound				
			L	T	R	L	T	R	L	T	R	L	T	R	Morning	Evening
California Street (NS) at:																
San Bernardino Avenue (EW) - #1	City of Redlands/County of SB	TS	1	2	d	1	2	d	1	3	d	1	3	d	27.4-C	26.5-C
Almond Avenue (EW) - #2	City of Redlands/County of SB	TS	1	0.5	0.5	1	2	d	0.5	0.5	1	0.5	0.5	d	9.5-A	10.3-B
Lugonia Avenue (EW) - #3	City of Redlands	TS	1	1	1	1	2	1	0.5	0.5	1	0	1	0	25.0-C	26.9-C
I-10 Freeway WB Ramps (EW) - #4	Caltrans	TS	1	2	0	0	3	1	0	0	0	0.5	0.5	1	19.7-B	36.6-D
I-10 Freeway EB Ramps (EW) - #5	Caltrans	TS	0	3	1	1	2	0	0.5	0.5	d	0	0	0	15.2-B	21.7-C
Nevada Street (NS) at:																
San Bernardino Avenue (EW) - #6	County of SB	TS	0	1	0	0.5	0.5	d	1	1	1	1	3	d	18.0-B	19.9-B
Almond Avenue (EW) - #7	County of SB	AWS	0	1	0	0.5	0.5	1	0	1	0	0	1	0	8.4-A	9.7-A
Lugonia Avenue (EW) - #8	City of Redlands/County of SB															
- Without Improvements		AWS	0.5	0.5	d	0	1	0	0.5	0.5	d	0	1	0	12.0-B	17.7-C
- With Improvements		**TS**	0.5	0.5	d	0	1	0	0.5	0.5	d	0	1	0	9.8-A	10.3-B
Project West Driveway (NS) at:																
Almond Avenue (EW) - #9	County of SB	CSS	0	1	0	0	**1**	0	0	1	0	0	1	0	9.0-A	8.7-A
Alabama Street (NS) at:																
San Bernardino Avenue (EW) - #11	County of SB	TS	1	1.5	0.5	1	2	d	1	1	d	1	2	d	25.1-C	30.9-C
Almond Avenue (EW) - #14	County of SB	TS	1	2	0	0	1.5	0.5	0.5	0	0.5	0	0	0	9.7-A	11.4-B
Lugonia Avenue (EW) - #15	City of Redlands/County of SB															
- Without Improvements		TS	1	1.5	0.5	1	3	d	1	1.5	0.5	1	2	d	28.5-C	42.3-D
- With Improvements		TS	1	2	**1>**	1	3	d	1	1.5	0.5	1	2	d	27.4-C	34.6-C
I-10 Freeway WB Ramps (EW) - #16	Caltrans	TS	1	2	0	0	2	1	0	0	0	0.5	1	0.5	19.7-B	16.0-B
I-10 Freeway EB Ramps (EW) - #17	Caltrans	TS	0	2	d	1	2	0	0.5	1	0.5	0	0	0	13.6-B	16.6-B
SR-210 Freeway SB Ramps (NS) at:																
San Bernardino Avenue (EW) - #18	Caltrans	TS	1	0.5	0.5	1	1.5	0.5	1	1	1	1	1	1	37.4-D	39.5-D
SR-210 Freeway NB Ramps (NS) at:																
San Bernardino Avenue (EW) - #19	Caltrans	TS	1	2	d	1	0.5	0.5	2	1	1	1	1	1	33.7-C	43.4-D

[1] When a right turn lane is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.

L = Left; T = Through; R = Right; d = De Facto Right Turn Lane; > = Right Turn Overlap; **1** = Improvement

[2] Delay and level of service has been calculated using the following analysis software: Traffix, Version 7.9.0215 (2008). Per the Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

Table 6

Opening Year (2015) With Ambient and Project Intersection Delay and Level of Service

Intersection	Jurisdiction	Traffic Control[3]	Intersection Approach Lanes[1]												Peak Hour Delay-LOS[2]	
			Northbound			Southbound			Eastbound			Westbound				
			L	T	R	L	T	R	L	T	R	L	T	R	Morning	Evening
California Street (NS) at:																
San Bernardino Avenue (EW) - #1	City of Redlands/County of SB	TS	1	2	d	1	2	d	1	3	d	1	3	d	27.4-C	26.5-C
Almond Avenue (EW) - #2	City of Redlands/County of SB	TS	1	0.5	0.5	1	2	d	0.5	0.5	1	0.5	0.5	d	9.6-A	10.4-B
Lugonia Avenue (EW) - #3	City of Redlands	TS	1	1	1	1	2	1	0.5	0.5	1	0	1	0	25.0-C	27.0-C
I-10 Freeway WB Ramps (EW) - #4	Caltrans	TS	1	2	0	0	3	1	0	0	0	0.5	0.5	1	19.8-B	37.2-D
I-10 Freeway EB Ramps (EW) - #5	Caltrans	TS	0	3	1	1	2	0	0.5	0.5	d	0	0	0	15.3-B	21.7-C
Nevada Street (NS) at:																
San Bernardino Avenue (EW) - #6	County of SB	TS	0	1	0	0.5	0.5	d	1	1	1	1	3	d	18.0-B	20.0-B
Almond Avenue (EW) - #7	County of SB	AWS	0	1	0	0.5	0.5	1	0	1	0	0	1	0	8.5-A	9.8-A
Lugonia Avenue (EW) - #8	City of Redlands/County of SB															
- Without Improvements		AWS	0.5	0.5	d	0	1	0	0.5	0.5	d	0	1	0	12.0-B	17.8-C
- With Improvements		**TS**	0.5	0.5	d	0	1	0	0.5	0.5	d	0	1	0	9.9-A	10.3-B
Project West Driveway (NS) at:																
Almond Avenue (EW) - #9	County of SB	**CSS**	0	1	0	0	**1**	0	0	1	0	0	1	0	9.2-A	9.0-A
Project East Driveway (NS) at:																
Almond Avenue (EW) - #10	County of SB	**CSS**	0	0	0	0	**1**	0	0.5	0.5	0	0	0.5	0.5	8.6-A	8.8-A
Alabama Street (NS) at:																
San Bernardino Avenue (EW) - #11	County of SB	TS	1	1.5	0.5	1	2	d	1	1	d	1	2	d	25.2-C	31.2-C
Project North Driveway (EW) - #12	County of SB	**CSS**	**0**	2	0	0	1.5	0.5	0	0	**1**	0	0	0	10.0-B	11.0-B
Project South Driveway (EW) - #13	County of SB	**CSS**	**0**	2	0	0	1.5	0.5	0	0	**1**	0	0	0	0.1-A	11.0-B
Almond Avenue (EW) - #14	County of SB	TS	1	2	0	0	1.5	0.5	0.5	0	0.5	0	0	0	10.2-B	11.7-B
Lugonia Avenue (EW) - #15	City of Redlands/County of SB															
- Without Improvements		TS	1	1.5	0.5	1	3	d	1	1.5	0.5	1	2	d	28.5-C	42.5-D
- With Improvements		TS	1	2	**1>**	1	3	d	1	1.5	0.5	1	2	d	27.3-C	34.6-C
I-10 Freeway WB Ramps (EW) - #16	Caltrans	TS	1	2	0	0	2	1	0	0	0	0.5	1	0.5	19.7-B	16.1-B
I-10 Freeway EB Ramps (EW) - #17	Caltrans	TS	0	2	d	1	2	0	0.5	1	0.5	0	0	0	13.7-B	16.7-B
SR-210 Freeway SB Ramps (NS) at:																
San Bernardino Avenue (EW) - #18	Caltrans	TS	1	0.5	0.5	1	1.5	0.5	1	1	1	1	1	1	37.4-D	39.8-D
SR-210 Freeway NB Ramps (NS) at:																
San Bernardino Avenue (EW) - #19	Caltrans	TS	1	2	d	1	0.5	0.5	2	1	1	1	1	1	33.8-C	43.5-D

[1] When a right turn lane is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.

L = Left; T = Through; R = Right; d = De Facto Right Turn Lane; > = Right Turn Overlap; **1** = Improvement

[2] Delay and level of service has been calculated using the following analysis software: Traffix, Version 7.9.0215 (2008). Per the Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

[3] TS = Traffic Signal; CSS = Cross Street Stop; AWS = All Way Stop

Table 7

Opening Year (2015) With Ambient and Cumulative and Project Intersection Delay and Level of Service

Intersection	Jurisdiction	Traffic Control[3]	Intersection Approach Lanes[1]												Peak Hour Delay-LOS[2]	
			Northbound			Southbound			Eastbound			Westbound				
			L	T	R	L	T	R	L	T	R	L	T	R	Morning	Evening
California Street (NS) at:																
San Bernardino Avenue (EW) - #1	City of Redlands/County of SB	TS	1	2	d	1	2	d	1	3	d	1	3	d	27.9-C	27.9-C
Almond Avenue (EW) - #2	City of Redlands/County of SB	TS	1	0.5	0.5	1	2	d	0.5	0.5	1	0.5	0.5	d	10.1-B	10.9-B
Lugonia Avenue (EW) - #3	City of Redlands	TS	1	1	1	1	2	1	0.5	0.5	1	0	1	0	26.0-C	27.9-C
I-10 Freeway WB Ramps (EW) - #4	Caltrans	TS	1	2	0	0	3	1	0	0	0	0.5	0.5	1	20.0-B	44.7-D
I-10 Freeway EB Ramps (EW) - #5	Caltrans	TS	0	3	1	1	2	0	0.5	0.5	d	0	0	0	16.1-B	21.8-C
Nevada Street (NS) at:																
San Bernardino Avenue (EW) - #6	County of SB	TS	0	1	0	0.5	0.5	d	1	1	1	1	3	d	18.7-B	23.2-C
Almond Avenue (EW) - #7	County of SB	AWS	0	1	0	0.5	0.5	1	0	1	0	0	1	0	9.0-A	12.4-B
Lugonia Avenue (EW) - #8	City of Redlands/County of SB															
- Without Improvements		AWS	0.5	0.5	d	0	1	0	0.5	0.5	d	0	1	0	15.1-C	30.1-D
- With Improvements		**TS**	0.5	0.5	d	0	1	0	0.5	0.5	d	0	1	0	10.2-B	10.7-B
Project West Driveway (NS) at:																
Almond Avenue (EW) - #9	County of SB	**CSS**	0	1	0	0	**1**	0	0	1	0	0	1	0	10.4-B	9.6-A
Project East Driveway (NS) at:																
Almond Avenue (EW) - #10	County of SB	**CSS**	0	0	0	0	**1**	0	0.5	0.5	0	0	0.5	0.5	8.9-A	9.4-A
Alabama Street (NS) at:																
San Bernardino Avenue (EW) - #11	County of SB	TS	1	1.5	0.5	1	2	d	1	1	d	1	2	d	25.9-C	46.4-D
Project North Driveway (EW) - #12	County of SB	**CSS**	**0**	2	0	0	1.5	0.5	0	0	**1**	0	0	0	10.3-B	11.8-B
Project South Driveway (EW) - #13	County of SB	**CSS**	**0**	2	0	0	1.5	0.5	0	0	**1**	0	0	0	0.1-A	11.7-B
Almond Avenue (EW) - #14	County of SB	TS	1	1.5	0.5	**1**	1.5	0.5	**1**	0.5	0.5	**1**	**0.5**	**0.5**	18.5-B	20.2-C
Lugonia Avenue (EW) - #15	City of Redlands/County of SB															
- Without Improvements		TS	1	1.5	0.5	1	3	d	1	1.5	0.5	1	2	d	32.6-C	99.9-F[4]
- With Improvements		TS	1	2	**1>**	1	3	d	**2**	1.5	0.5	**2**	1.5	0.5	27.5-C	34.6-C
I-10 Freeway WB Ramps (EW) - #16	Caltrans	TS	1	2	0	0	2	1	0	0	0	0.5	1	0.5	19.7-B	20.6-C
I-10 Freeway EB Ramps (EW) - #17	Caltrans	TS	0	2	d	1	2	0	0.5	1	0.5	0	0	0	14.2-B	27.6-C
SR-210 Freeway SB Ramps (NS) at:																
San Bernardino Avenue (EW) - #18	Caltrans															
- Without Improvements		TS	1	0.5	0.5	1	1.5	0.5	1	1	1	1	1	1	59.8-E	99.9-F
- With Improvements		TS	1	0.5	0.5	**2**	1.5	0.5	1	**1.5**	0.5	1	**2**	1	33.2-C	38.4-D
SR-210 Freeway NB Ramps (NS) at:																
San Bernardino Avenue (EW) - #19	Caltrans															
- Without Improvements		TS	1	2	d	1	0.5	0.5	2	1	1	1	1	1	38.5-D	61.0-E
- With Improvements		TS	1	2	d	**2**	**1.5**	0.5	2	**2**	1	1	**2**	1>	25.1-C	35.3-D

[1] When a right turn lane is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.

L = Left; T = Through; R = Right; d = De Facto Right Turn Lane; > = Right Turn Overlap; **1** = Improvement

[2] Delay and level of service has been calculated using the following analysis software: Traffix, Version 7.9.0215 (2008). Per the Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

[3] TS = Traffic Signal; CSS = Cross Street Stop; AWS = All Way Stop

[4] 99.9-F = Delay High, Intersection Unstable, Level of Service F.

Table 8

Buildout Year (2035) With Ambient Intersection Delay and Level of Service

Intersection	Jurisdiction	Traffic Control[3]	Intersection Approach Lanes[1]												Peak Hour Delay-LOS[2]	
			Northbound			Southbound			Eastbound			Westbound				
			L	T	R	L	T	R	L	T	R	L	T	R	Morning	Evening
California Street (NS) at:																
San Bernardino Avenue (EW) - #1	City of Redlands/County of SB	TS	1	2	d	1	2	d	1	3	d	1	3	d	30.4-C	30.7-C
Almond Avenue (EW) - #2	City of Redlands/County of SB	TS	1	0.5	0.5	1	2	d	0.5	0.5	1	0.5	0.5	d	7.1-A	9.3-A
Lugonia Avenue (EW) - #3	City of Redlands	TS	1	1	1	1	2	1	0.5	0.5	1	0	1	0	29.6-C	32.4-C
I-10 Freeway WB Ramps (EW) - #4	Caltrans															
- Without Improvements		TS	1	2	0	0	3	1	0	0	0	0.5	0.5	1	34.0-C	99.9-F[4]
- With Improvements		TS	**2**	**3**	0	0	3	**1>>**	0	0	0	**2**	0.5	**1.5**	14.6-B	14.9-B
I-10 Freeway EB Ramps (EW) - #5	Caltrans															
- Without Improvements		TS	0	3	1	1	2	0	0.5	0.5	d	0	0	0	17.8-B	99.9-F
- With Improvements		TS	0	3	1	**2**	**3**	0	**2**	0.5	**1.5**	0	0	0	12.7-B	17.9-B
Nevada Street (NS) at:																
San Bernardino Avenue (EW) - #6	County of SB	TS	0	1	0	0.5	0.5	d	1	1	1	1	3	d	20.0-C	20.2-C
Almond Avenue (EW) - #7	County of SB	AWS	0	1	0	0.5	0.5	1	0	1	0	0	1	0	8.8-A	9.8-A
Lugonia Avenue (EW) - #8	City of Redlands/County of SB															
- Without Improvements		AWS	0.5	0.5	d	0	1	0	0.5	0.5	d	0	1	0	17.8-C	61.7-F
- With Improvements		**TS**	0.5	0.5	d	0	1	0	0.5	0.5	d	0	1	0	8.4-A	9.6-A
Project West Driveway (NS) at:																
Almond Avenue (EW) - #9	County of SB	CSS	0	1	0	0	0	0	0	0.5	0.5	0.5	0.5	0	9.4-A	9.0-A
Alabama Street (NS) at:																
San Bernardino Avenue (EW) - #11	County of SB	TS	1	1.5	0.5	1	2	d	1	1	d	1	2	d	34.0-C	44.6-D
Almond Avenue (EW) - #14	County of SB	TS	1	2	0	0	1.5	0.5	0.5	0	0.5	0	0	0	7.7-A	7.7-A
Lugonia Avenue (EW) - #15	City of Redlands/County of SB															
- Without Improvements		TS	1	1.5	0.5	1	3	d	1	1.5	0.5	1	2	d	33.8-C	62.8-E
- With Improvements		TS	1	2	**1>**	1	3	d	**2**	1.5	0.5	**2**	1.5	0.5	27.3-C	34.0-C
I-10 Freeway WB Ramps (EW) - #16	Caltrans	TS	1	2	0	0	2	1	0	0	0	0.5	1	0.5	21.0-C	22.7-C
I-10 Freeway EB Ramps (EW) - #17	Caltrans	TS	0	2	d	1	2	0	0.5	1	0.5	0	0	0	13.6-B	22.7-C
SR-210 Freeway SB Ramps (NS) at:																
San Bernardino Avenue (EW) - #18	Caltrans	TS	1	0.5	0.5	1	1.5	0.5	1	1	1	1	1	1	45.0-D	45.7-D
SR-210 Freeway NB Ramps (NS) at:																
San Bernardino Avenue (EW) - #19	Caltrans															
- Without Improvements		TS	1	2	d	1	0.5	0.5	2	1	1	1	1	1	53.3-D	82.7-F
- With Improvements		TS	1	2	d	1	0.5	0.5	2	**2**	1	1	**2**	1>	26.3-C	36.5-D

[1] When a right turn lane is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.
L = Left; T = Through; R = Right; d = De Facto Right Turn Lane; > = Right Turn Overlap; >> = Free Right Turn; **1** = Improvement

[2] Delay and level of service has been calculated using the following analysis software: Traffix, Version 7.9.0215 (2008). Per the Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

[3] TS = Traffic Signal; CSS = Cross Street Stop; AWS = All Way Stop

[4] 99.9-F = Delay High, Intersection Unstable, Level of Service F.

Table 9

Buildout Year (2035) With Ambient and Project Intersection Delay and Level of Service

Intersection	Jurisdiction	Traffic Control[3]	Intersection Approach Lanes[1]												Peak Hour Delay-LOS[2]	
			Northbound			Southbound			Eastbound			Westbound				
			L	T	R	L	T	R	L	T	R	L	T	R	Morning	Evening
California Street (NS) at:																
San Bernardino Avenue (EW) - #1	City of Redlands/County of SB	TS	1	2	d	1	2	d	1	3	d	1	3	d	30.4-C	30.7-C
Almond Avenue (EW) - #2	City of Redlands/County of SB	TS	1	0.5	0.5	1	2	d	0.5	0.5	1	0.5	0.5	d	7.1-A	9.4-A
Lugonia Avenue (EW) - #3	City of Redlands	TS	1	1	1	1	2	1	0.5	0.5	1	0	1	0	29.6-C	32.4-C
I-10 Freeway WB Ramps (EW) - #4	Caltrans															
- Without Improvements		TS	1	2	0	0	3	1	0	0	0	0.5	0.5	1	34.0-C	99.9-F[4]
- With Improvements		TS	**2**	**3**	0	0	3	**1>>**	0	0	0	**2**	0.5	**1.5**	15.0-B	14.9-B
I-10 Freeway EB Ramps (EW) - #5	Caltrans															
- Without Improvements		TS	0	3	1	1	2	0	0.5	0.5	d	0	0	0	17.9-B	99.9-F
- With Improvements		TS	0	3	1	**2**	**3**	0	**2**	0.5	**1.5**	0	0	0	12.7-B	18.0-B
Nevada Street (NS) at:																
San Bernardino Avenue (EW) - #6	County of SB	TS	0	1	0	0.5	0.5	d	1	1	1	1	3	d	20.0-C	20.4-C
Almond Avenue (EW) - #7	County of SB	AWS	0	1	0	0.5	0.5	1	0	1	0	0	1	0	8.9-A	9.9-A
Lugonia Avenue (EW) - #8	City of Redlands/County of SB															
- Without Improvements		AWS	0.5	0.5	d	0	1	0	0.5	0.5	d	0	1	0	17.9-C	62.1-F
- With Improvements		**TS**	0.5	0.5	d	0	1	0	0.5	0.5	d	0	1	0	8.4-A	9.7-A
Project West Driveway (NS) at:																
Almond Avenue (EW) - #9	County of SB	**CSS**	0	1	0	0	**1**	0	0	1	0	0	1	0	9.5-A	9.3-A
Project East Driveway (NS) at:																
Almond Avenue (EW) - #10	County of SB	**CSS**	0	0	0	0	**1**	0	0.5	0.5	0	0	0.5	0.5	9.2-A	9.1-A
Alabama Street (NS) at:																
San Bernardino Avenue (EW) - #11	County of SB	TS	1	1.5	0.5	1	2	d	1	1	d	1	2	d	34.3-C	44.7-D
Project North Driveway (EW) - #12	County of SB	**CSS**	**0**	2	0	0	1.5	0.5	0	0	**1**	0	0	0	12.4-B	14.0-B
Project South Driveway (EW) - #13	County of SB	**CSS**	**0**	2	0	0	1.5	0.5	0	0	**1**	0	0	0	0.1-A	13.9-B
Almond Avenue (EW) - #14	County of SB	TS	1	2	0	0	1.5	0.5	0.5	0	0.5	0	0	0	8.4-A	7.9-A
Lugonia Avenue (EW) - #15	City of Redlands/County of SB															
- Without Improvements		TS	1	1.5	0.5	1	3	d	1	1.5	0.5	1	2	d	33.8-C	63.1-E
- With Improvements		TS	1	2	**1>**	1	3	d	**2**	1.5	0.5	**2**	1.5	0.5	27.3-C	34.2-C
I-10 Freeway WB Ramps (EW) - #16	Caltrans	TS	1	2	0	0	2	1	0	0	0	0.5	1	0.5	21.0-C	22.9-C
I-10 Freeway EB Ramps (EW) - #17	Caltrans	TS	0	2	d	1	2	0	0.5	1	0.5	0	0	0	13.6-B	23.0-C
SR-210 Freeway SB Ramps (NS) at:																
San Bernardino Avenue (EW) - #18	Caltrans	TS	1	0.5	0.5	1	1.5	0.5	1	1	1	1	1	1	45.1-D	46.0-D
SR-210 Freeway NB Ramps (NS) at:																
San Bernardino Avenue (EW) - #19	Caltrans															
- Without Improvements		TS	1	2	d	1	0.5	0.5	2	1	1	1	1	1	53.5-D	83.1-F
- With Improvements		TS	1	2	d	1	0.5	0.5	2	**2**	1	1	**2**	1>	26.3-C	36.6-D

[1] When a right turn lane is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.
L = Left; T = Through; R = Right; d = De Facto Right Turn Lane; > = Right Turn Overlap; >> = Free Right Turn; **1** = Improvement

[2] Delay and level of service has been calculated using the following analysis software: Traffix, Version 7.9.0215 (2008). Per the Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

[3] TS = Traffic Signal; CSS = Cross Street Stop; AWS = All Way Stop

[4] 99.9-F = Delay High, Intersection Unstable, Level of Service F.

Table 10

Buildout Year (2035) With Ambient and Cumulative and Project Intersection Delay and Level of Service

Intersection	Jurisdiction	Traffic Control[3]	Intersection Approach Lanes[1]												Peak Hour Delay-LOS[2]	
			Northbound			Southbound			Eastbound			Westbound				
			L	T	R	L	T	R	L	T	R	L	T	R	Morning	Evening
California Street (NS) at:																
San Bernardino Avenue (EW) - #1	City of Redlands/County of SB	TS	1	2	d	1	2	d	1	3	d	1	3	d	31.3-C	33.5-C
Almond Avenue (EW) - #2	City of Redlands/County of SB	TS	1	0.5	0.5	1	2	d	0.5	0.5	1	0.5	0.5	d	7.5-A	9.9-A
Lugonia Avenue (EW) - #3	City of Redlands	TS	1	1	1	1	2	1	0.5	0.5	1	0	1	0	32.0-C	34.2-C
I-10 Freeway WB Ramps (EW) - #4	Caltrans															
- Without Improvements		TS	1	2	0	0	3	1	0	0	0	0.5	0.5	1	35.2-D	99.9-F[4]
- With Improvements		TS	**2**	**3**	0	0	3	**1>>**	0	0	0	**2**	0.5	**1.5**	15.3-B	14.9-B
I-10 Freeway EB Ramps (EW) - #5	Caltrans															
- Without Improvements		TS	0	3	1	1	2	0	0.5	0.5	d	0	0	0	18.5-B	99.9-F
- With Improvements		TS	0	3	1	**2**	**3**	0	**2**	0.5	**1.5**	0	0	0	12.9-B	18.1-B
Nevada Street (NS) at:																
San Bernardino Avenue (EW) - #6	County of SB	TS	0	1	0	0.5	0.5	d	1	1	1	1	3	d	21.1-C	23.4-C
Almond Avenue (EW) - #7	County of SB	AWS	0	1	0	0.5	0.5	1	0	1	0	0	1	0	9.5-A	12.1-B
Lugonia Avenue (EW) - #8	City of Redlands/County of SB															
- Without Improvements		AWS	0.5	0.5	d	0	1	0	0.5	0.5	d	0	1	0	27.2-D	99.9-F
- With Improvements		**TS**	0.5	0.5	d	0	1	0	0.5	0.5	d	0	1	0	8.9-A	10.5-B
Project West Driveway (NS) at:																
Almond Avenue (EW) - #9	County of SB	**CSS**	0	1	0	0	**1**	0	0	1	0	0	1	0	10.3-B	9.9-A
Project East Driveway (NS) at:																
Almond Avenue (EW) - #10	County of SB	**CSS**	0	0	0	0	**1**	0	0.5	0.5	0	0	0.5	0.5	9.5-A	9.8-A
Alabama Street (NS) at:																
San Bernardino Avenue (EW) - #11	County of SB															
- Without Improvements		TS	1	1.5	0.5	1	2	d	1	1	d	1	2	d	36.2-D	99.9-F
- With Improvements		TS	1	1.5	0.5	1	2	1	1	**2**	**1**	1	2	**1>**	35.5-D	45.7-D
Project North Driveway (EW) - #12	County of SB	**CSS**	**0**	2	0	0	1.5	0.5	0	0	**1**	0	0	0	12.7-B	15.2-C
Project South Driveway (EW) - #13	County of SB	**CSS**	**0**	2	0	0	1.5	0.5	0	0	**1**	0	0	0	0.1-A	15.1-C
Almond Avenue (EW) - #14	County of SB	TS	1	1.5	0.5	**1**	1.5	0.5	**1**	0.5	0.5	**1**	**0.5**	**0.5**	15.7-B	17.2-B
Lugonia Avenue (EW) - #15	City of Redlands/County of SB															
- Without Improvements		TS	1	1.5	0.5	1	3	d	1	1.5	0.5	1	2	d	39.2-D	99.9-F
- With Improvements		TS	**2**	**3**	**1>**	**2**	3	d	**2**	1.5	0.5	**2**	1.5	0.5	26.9-C	34.1-C
I-10 Freeway WB Ramps (EW) - #16	Caltrans															
- Without Improvements		TS	1	2	0	0	2	d	0	0	0	0.5	1	0.5	21.8-C	99.9-F
- With Improvements		TS	**2**	**3**	0	0	**3**	**1**	0	0	0	0.5	1	0.5	16.9-B	17.8-B
I-10 Freeway EB Ramps (EW) - #17	Caltrans															
- Without Improvements		TS	0	2	d	1	2	0	0.5	1	0.5	0	0	0	14.3-B	99.9-F
- With Improvements		TS	0	**3**	**1**	**2**	**3**	0	0.5	1	0.5	0	0	0	12.9-B	23.5-C
SR-210 Freeway SB Ramps (NS) at:																
San Bernardino Avenue (EW) - #18	Caltrans															
- Without Improvements		TS	1	0.5	0.5	1	1.5	0.5	1	1	1	1	1	1	77.3-E	99.9-F
- With Improvements		TS	1	0.5	0.5	**2**	1.5	0.5	1	**1.5**	0.5	1	**2**	1	33.6-C	40.9-D
SR-210 Freeway NB Ramps (NS) at:																
San Bernardino Avenue (EW) - #19	Caltrans															
- Without Improvements		TS	1	2	d	1	0.5	0.5	2	1	1	1	1	1	60.5-E	99.9-F
- With Improvements		TS	1	2	d	1	0.5	0.5	2	**2**	1	1	**2**	1>	27.7-C	41.9-D

[1] When a right turn lane is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.

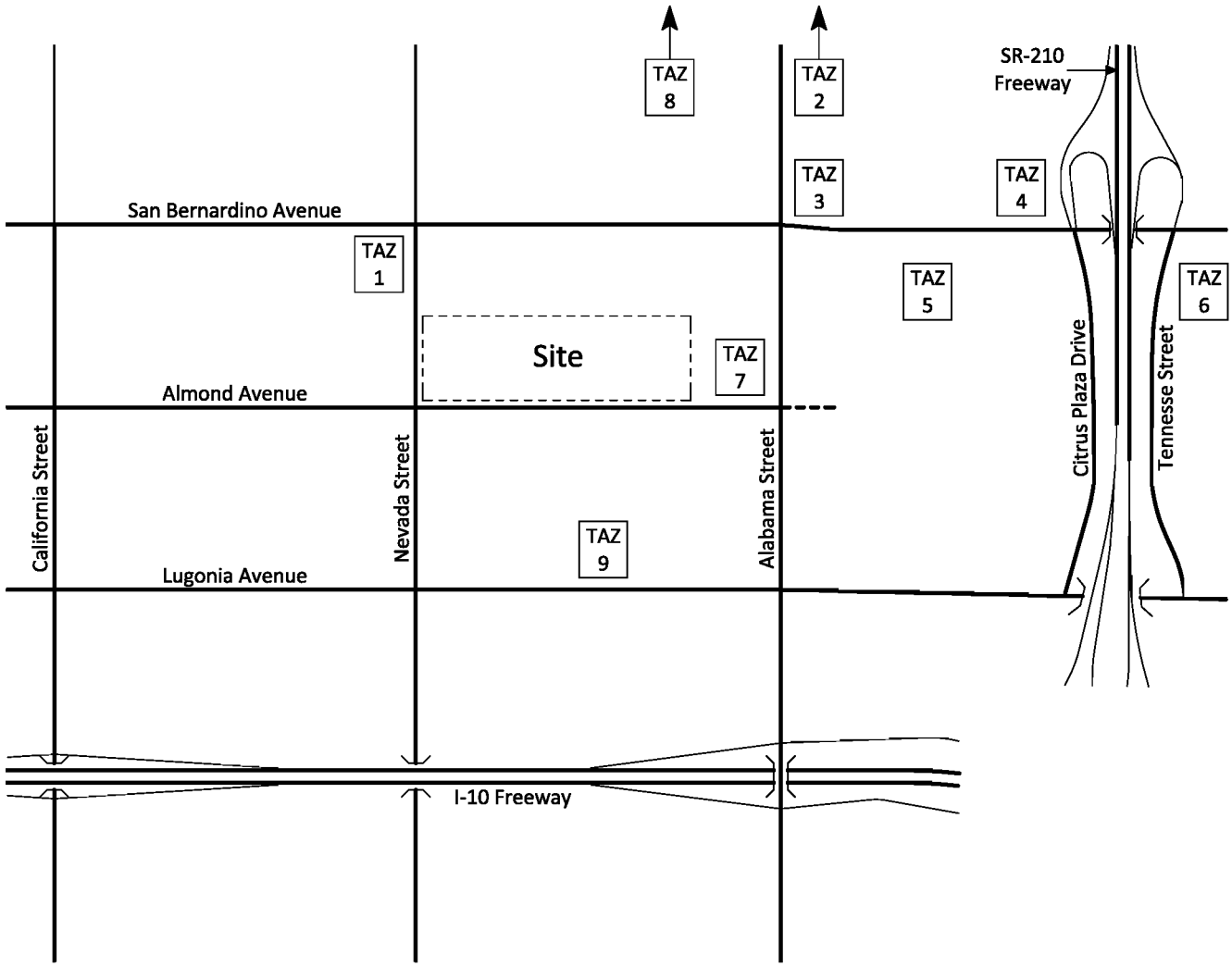
L = Left; T = Through; R = Right; d = De Facto Right Turn Lane; > = Right Turn Overlap; >> = Free Right Turn; **1** = Improvement

[2] Delay and level of service has been calculated using the following analysis software: Traffix, Version 7.9.0215 (2008). Per the Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

[3] TS = Traffic Signal; CSS = Cross Street Stop; AWS = All Way Stop

[4] 99.9-F = Delay High, Intersection Unstable, Level of Service F.

Figure 17
Cumulative Development Traffic Analysis Zone Map



Legend

TAZ 1 = Traffic Analysis Zone

N

NTS

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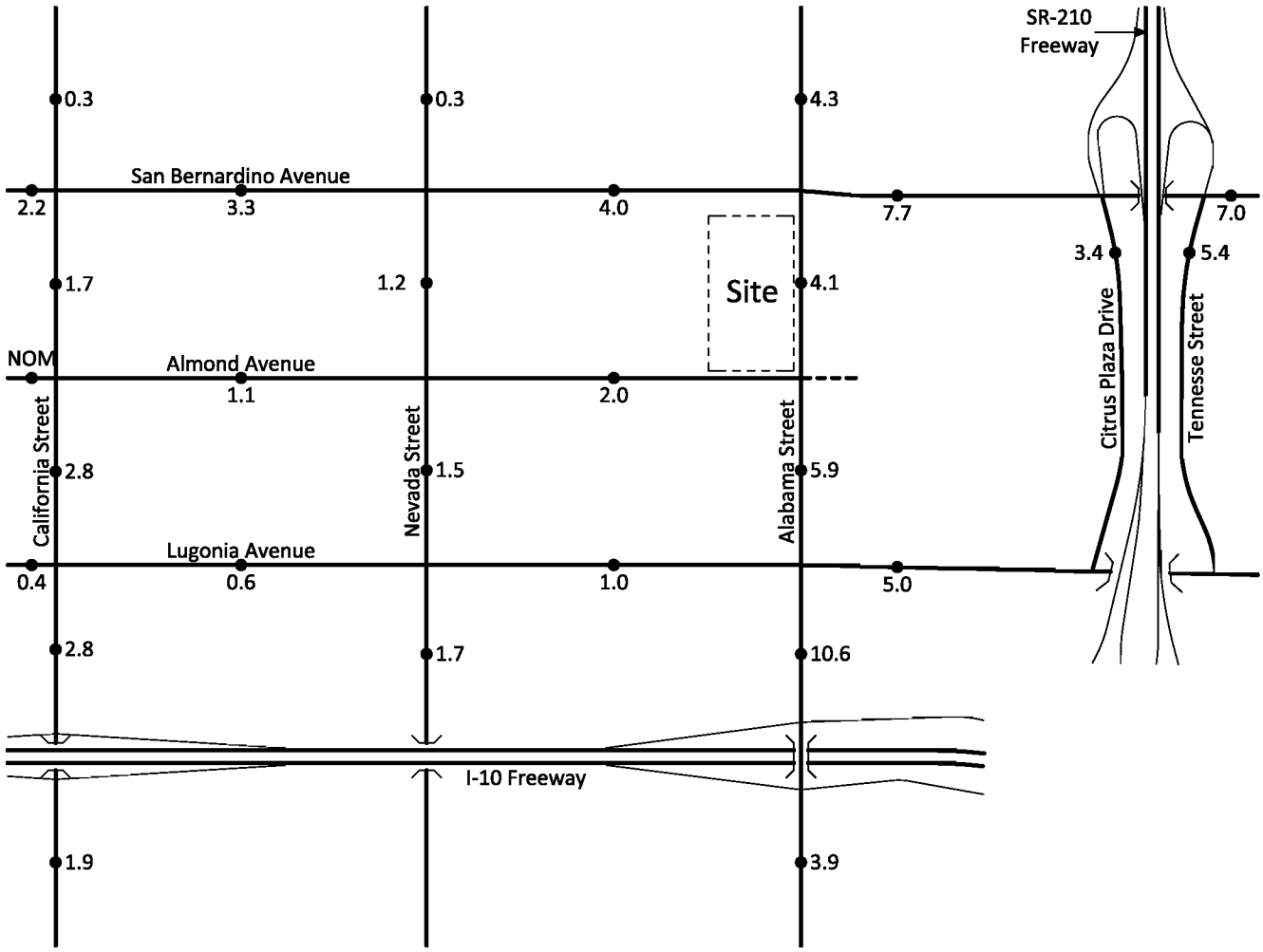
OVER 35 YEARS OF EXCELLENT SERVICE

Figure 18
Cumulative Development Average Daily Traffic Volumes



Legend

3.9 = Vehicles Per Day (1,000's)

N

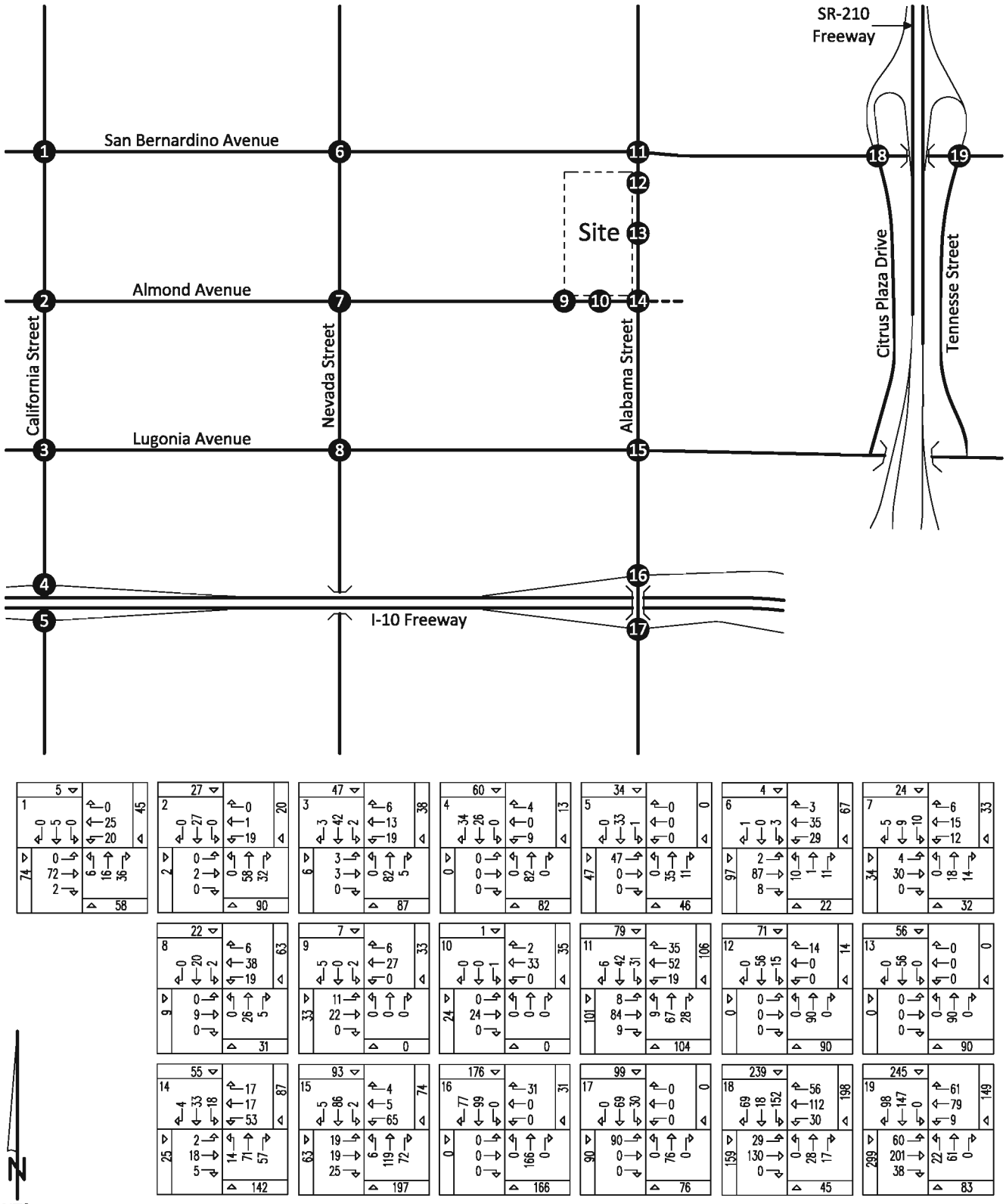
NTS

5416f/18

KUNZMAN ASSOCIATES, INC.

OVER 35 YEARS OF EXCELLENT SERVICE

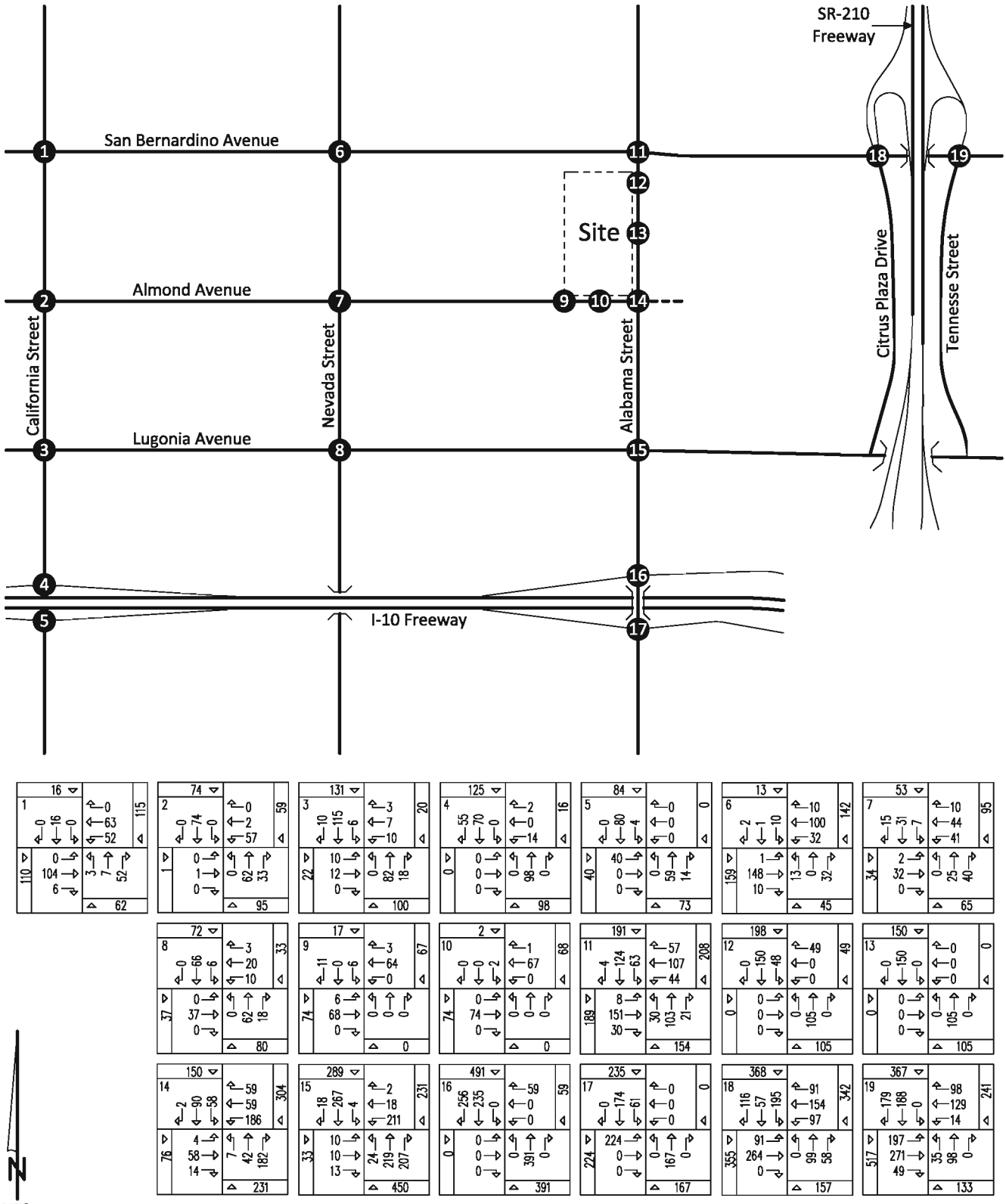
Figure 19
Cumulative Development
Morning Peak Hour Intersection Turning Movement Volumes



5416f/19

Intersection reference numbers are in upper left corner of turning movement boxes.

Figure 20
Cumulative Development
Evening Peak Hour Intersection Turning Movement Volumes

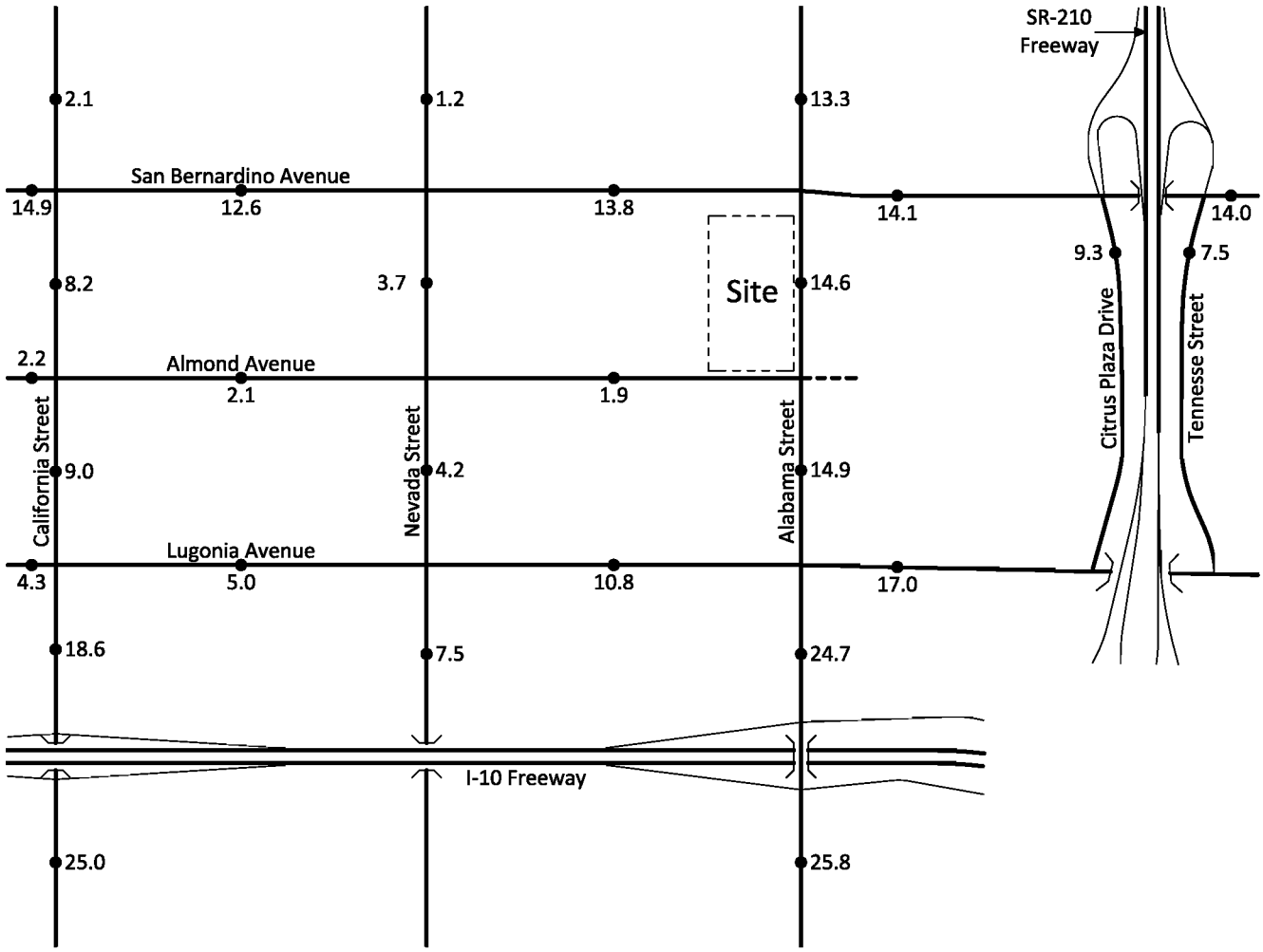


5416f/20

KUNZMAN ASSOCIATES, INC. Intersection reference numbers are in upper left corner of turning movement boxes.

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 21
Existing Plus Project Average Daily Traffic Volumes



Legend

25.8 = Vehicles Per Day (1,000's)

N

NTS

KUNZMAN ASSOCIATES, INC.

OVER 35 YEARS OF EXCELLENT SERVICE

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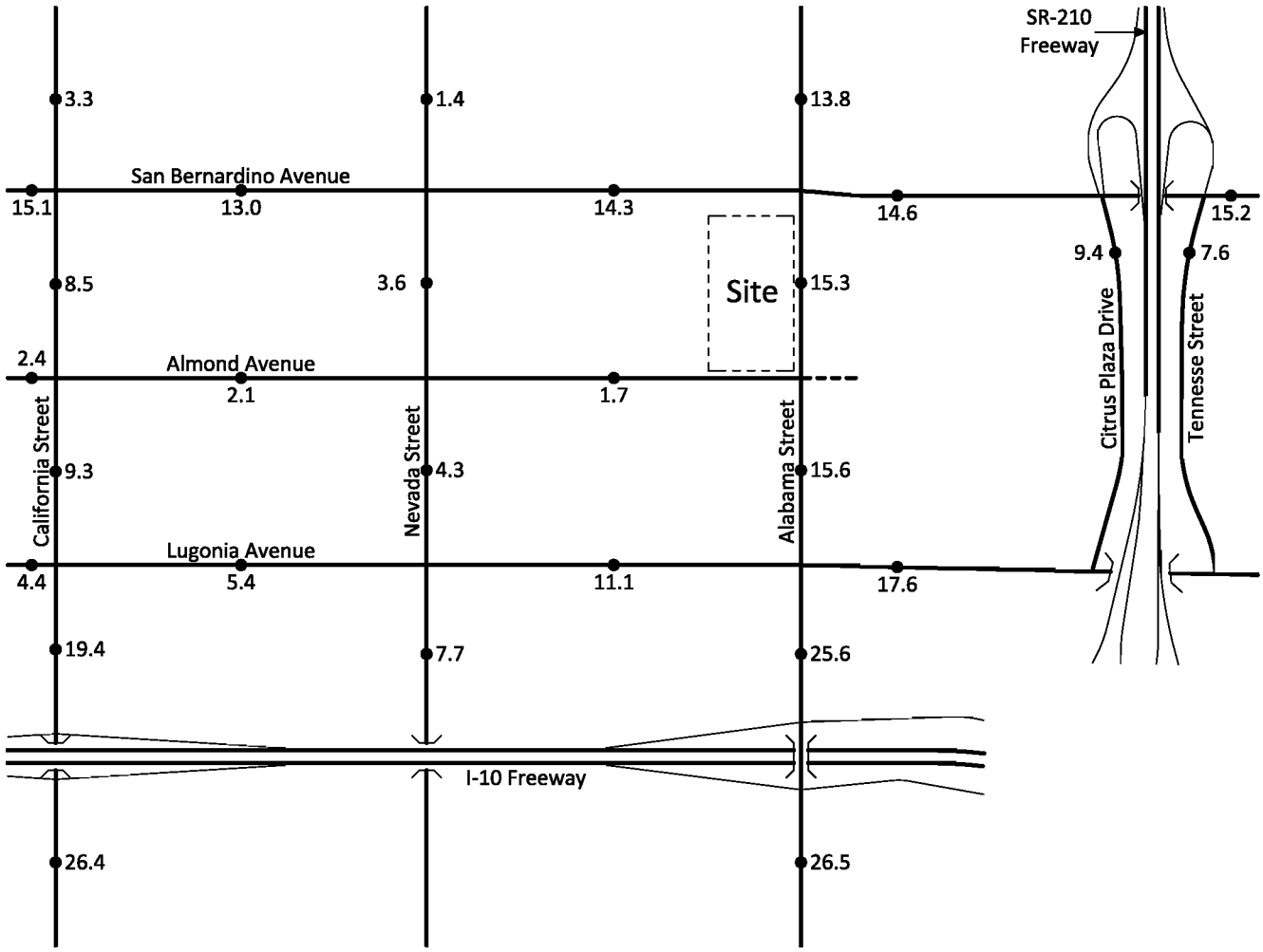
Figure 22
Opening Year (2015) With Ambient Average Daily Traffic Volumes



Legend

26.5 = Vehicles Per Day (1,000's)

N

NTS

5416f/22

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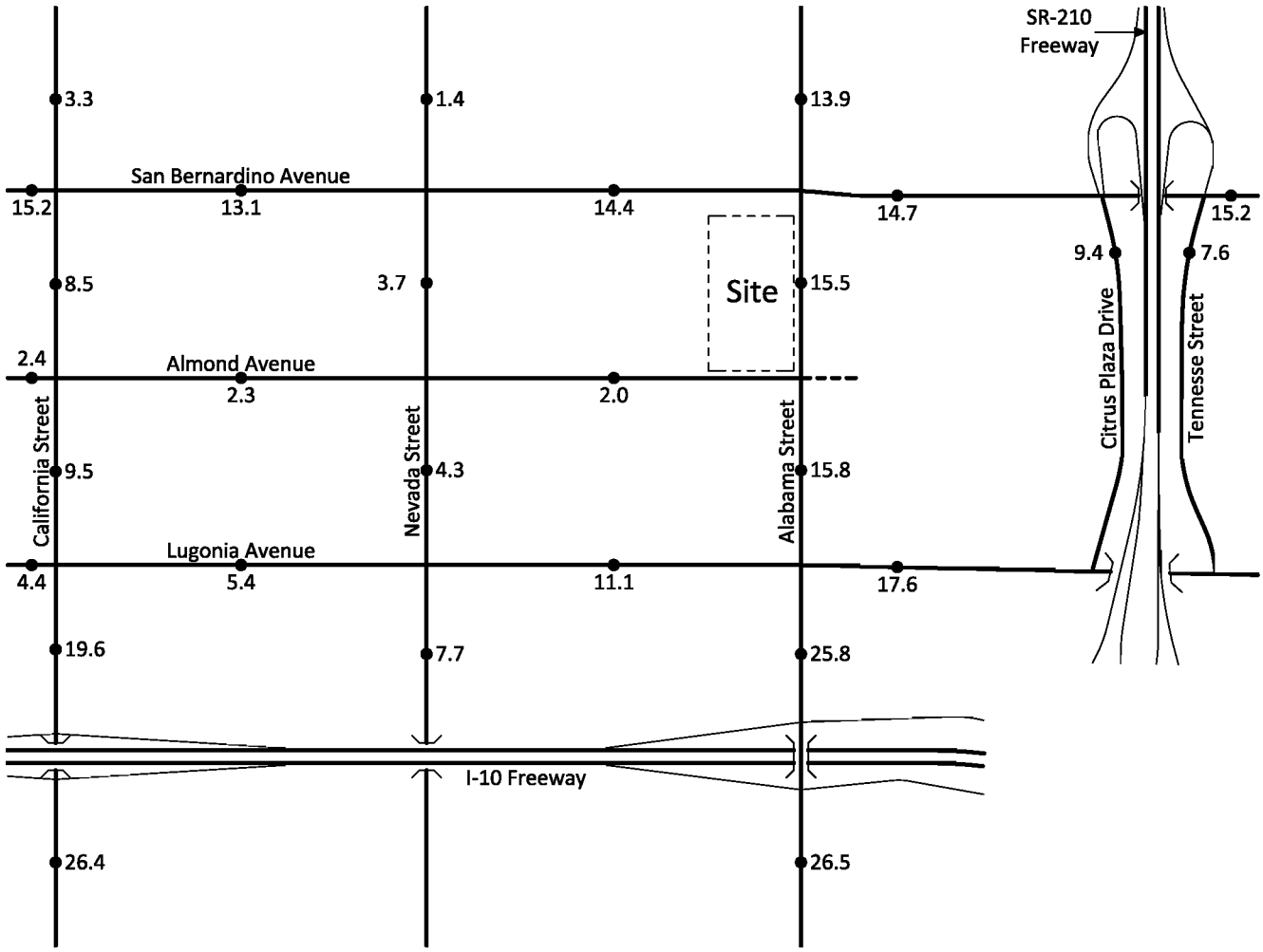
OVER 35 YEARS OF EXCELLENT SERVICE

Figure 23
Opening Year (2015) With Ambient and Project Average Daily Traffic Volumes



Legend

26.5 = Vehicles Per Day (1,000's)

N

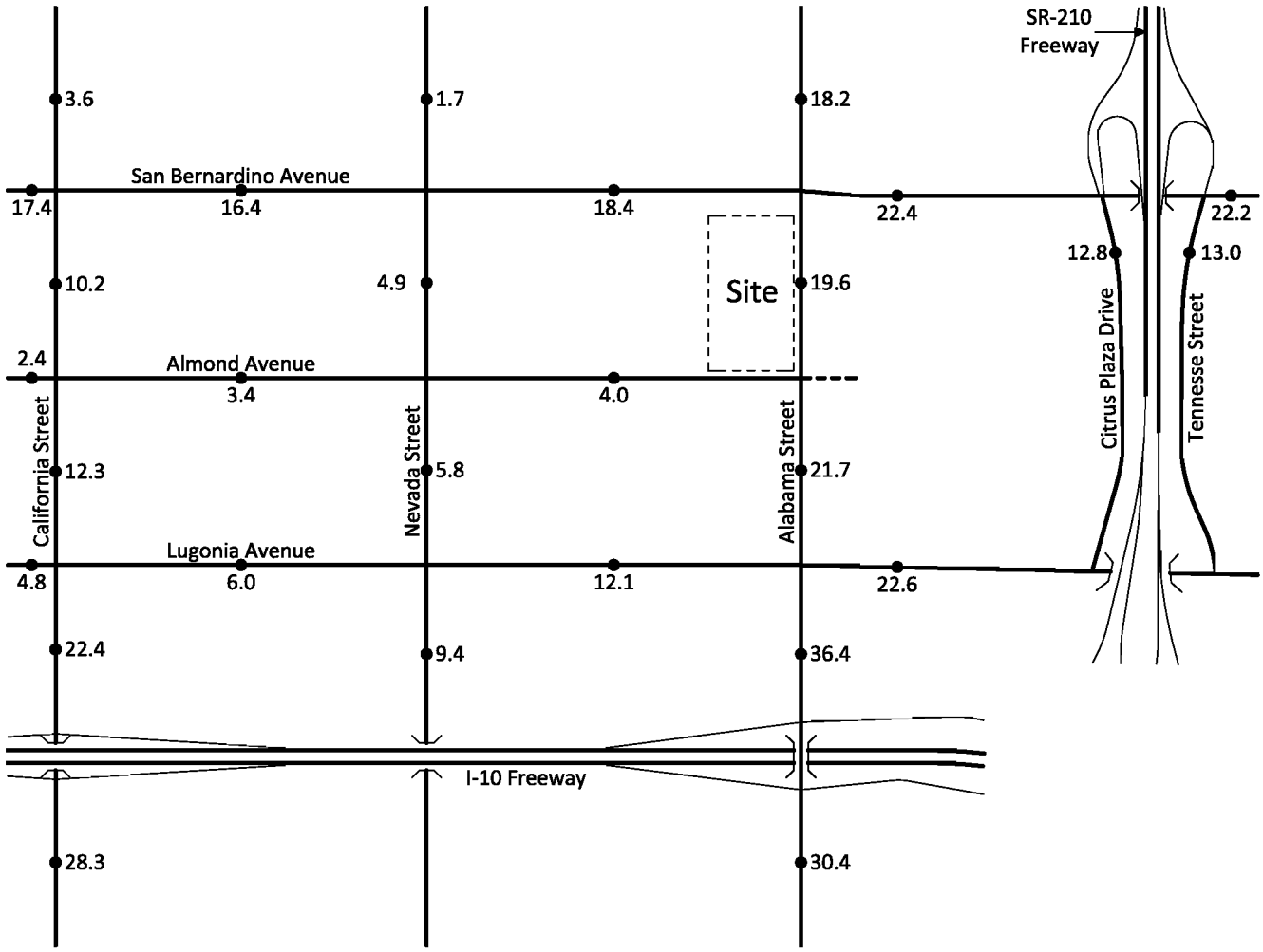
NTS

KUNZMAN ASSOCIATES, INC.

OVER 35 YEARS OF EXCELLENT SERVICE

5416f/23

Figure 24
Opening Year (2015) With Ambient and Cumulative and Project Average Daily Traffic Volumes



Legend

30.4 = Vehicles Per Day (1,000's)

N

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OVER 35 YEARS OF EXCELLENT SERVICE

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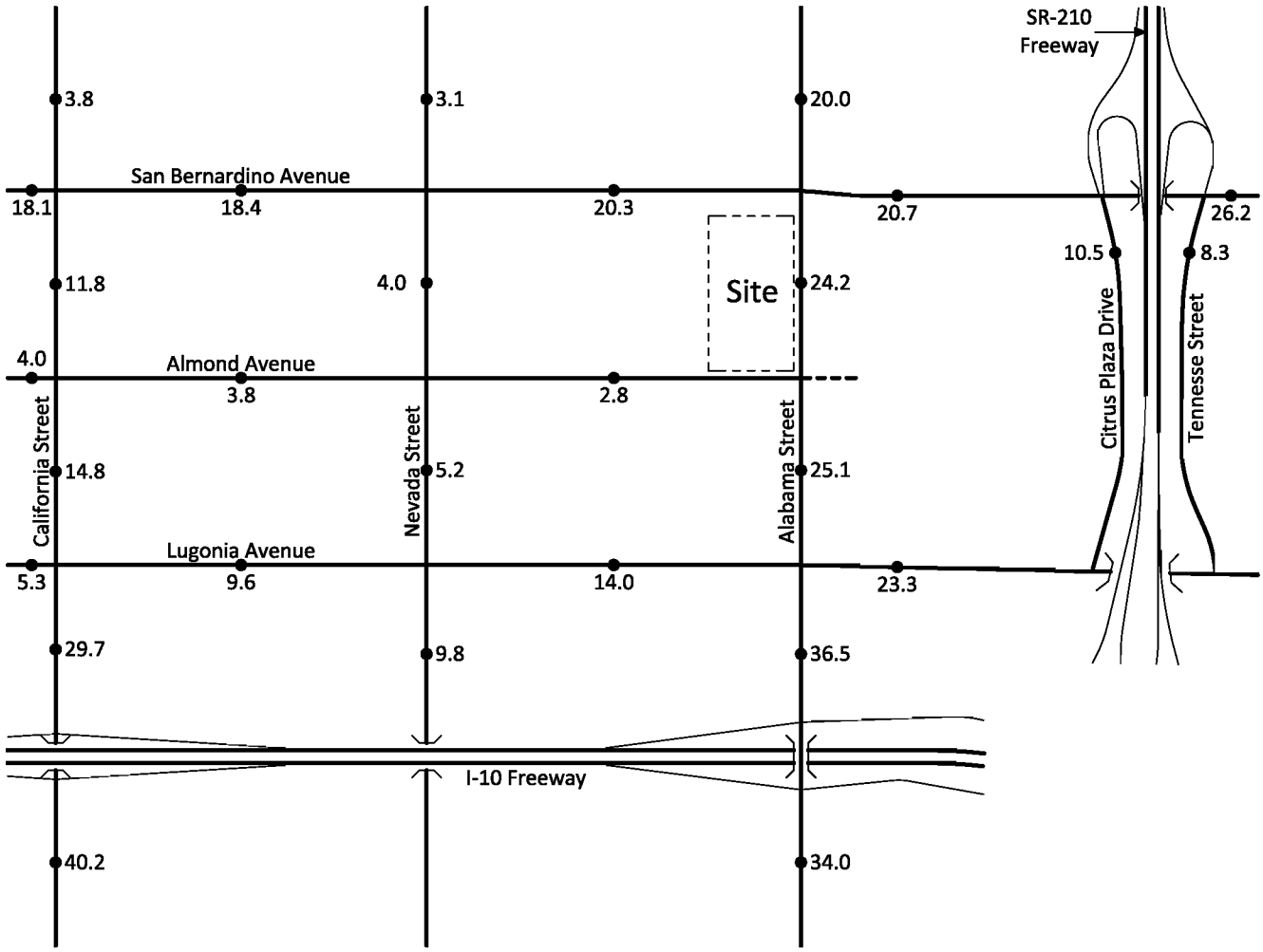
Figure 25
Buildout Year (2035) With Ambient Average Daily Traffic Volumes



Legend

34.0 = Vehicles Per Day (1,000's)

N

NTS

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OVER 35 YEARS OF EXCELLENT SERVICE

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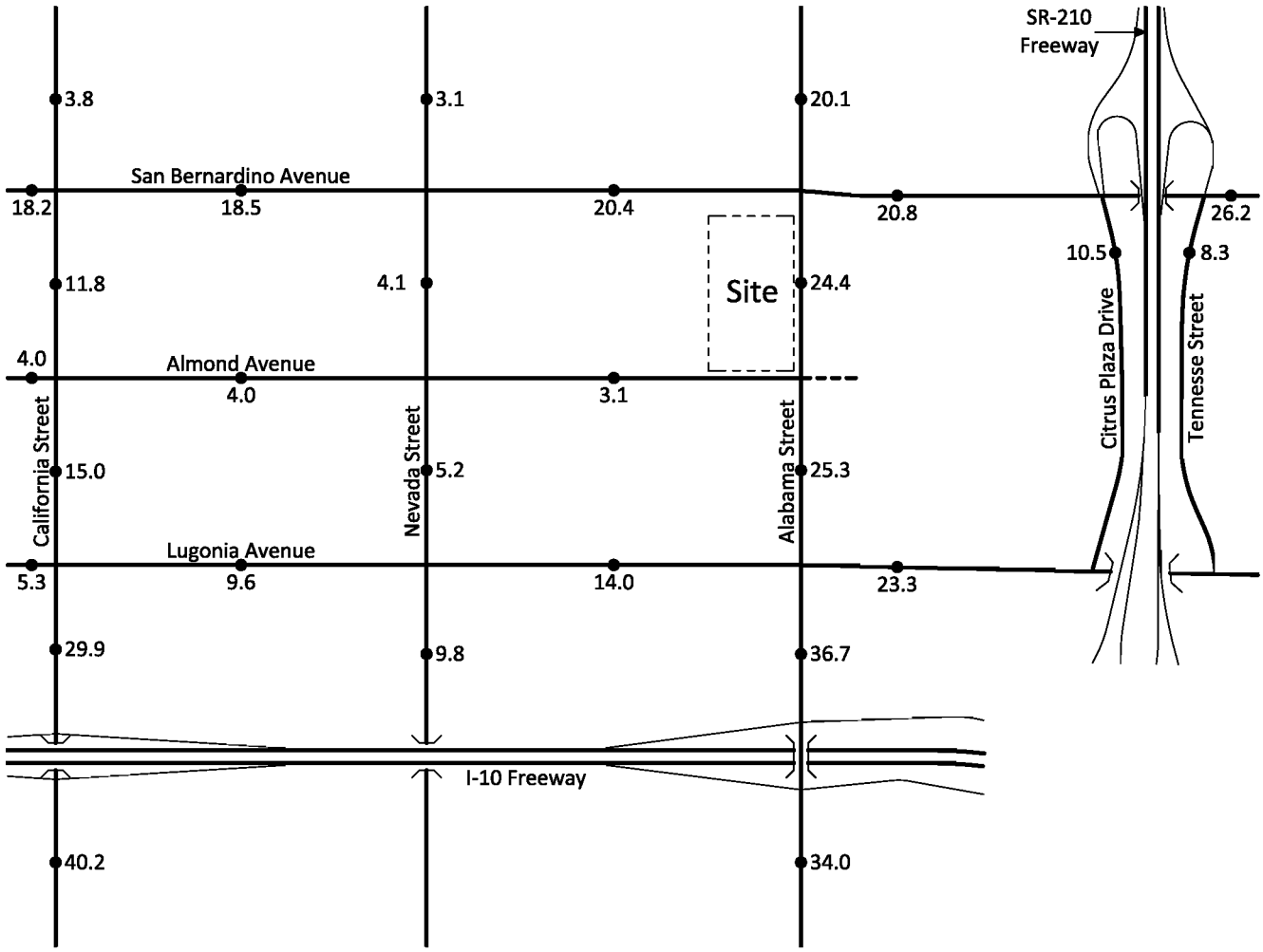
Figure 26
Buildout Year (2035) With Ambient and Project Average Daily Traffic Volumes



Legend

34.0 = Vehicles Per Day (1,000's)

N

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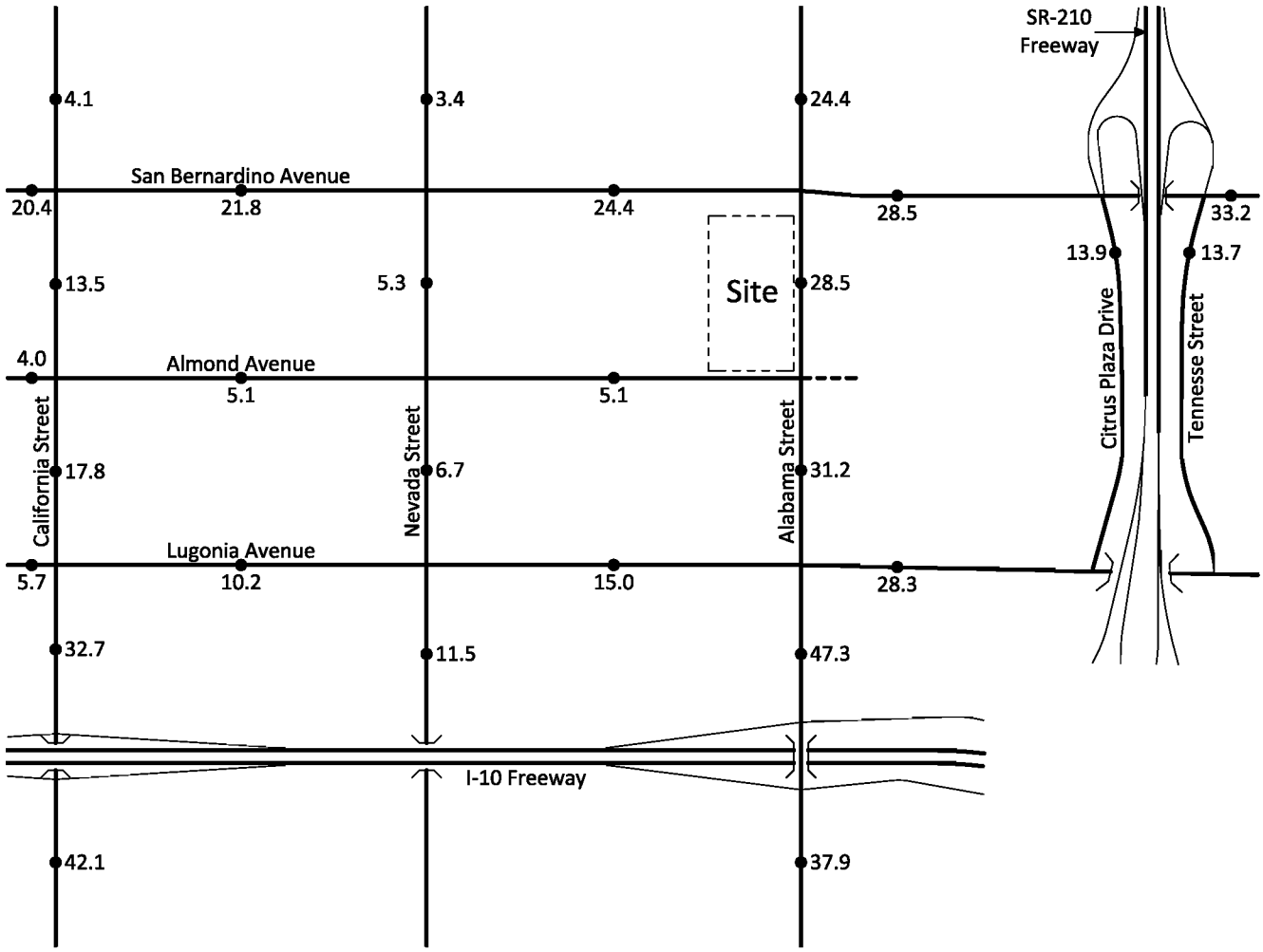
OVER 35 YEARS OF EXCELLENT SERVICE

5416f/26

Figure 27
Buildout Year (2035) With Ambient and Cumulative and Project Average Daily Traffic Volumes



Legend

34.0 = Vehicles Per Day (1,000's)

N

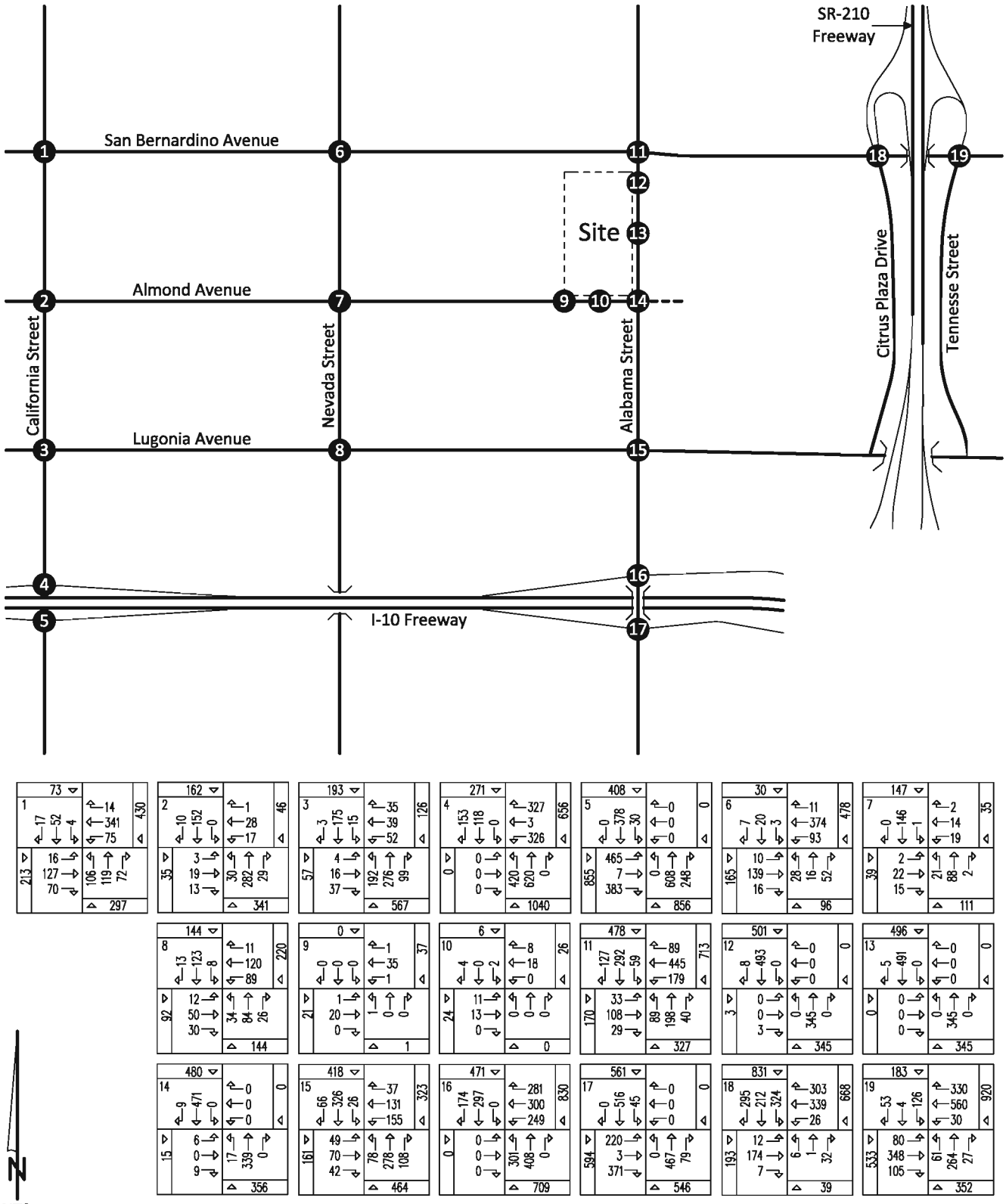
NTS

KUNZMAN ASSOCIATES, INC.

OVER 35 YEARS OF EXCELLENT SERVICE

5416f/27

Figure 28
Existing Plus Project
Morning Peak Hour Intersection Turning Movement Volumes

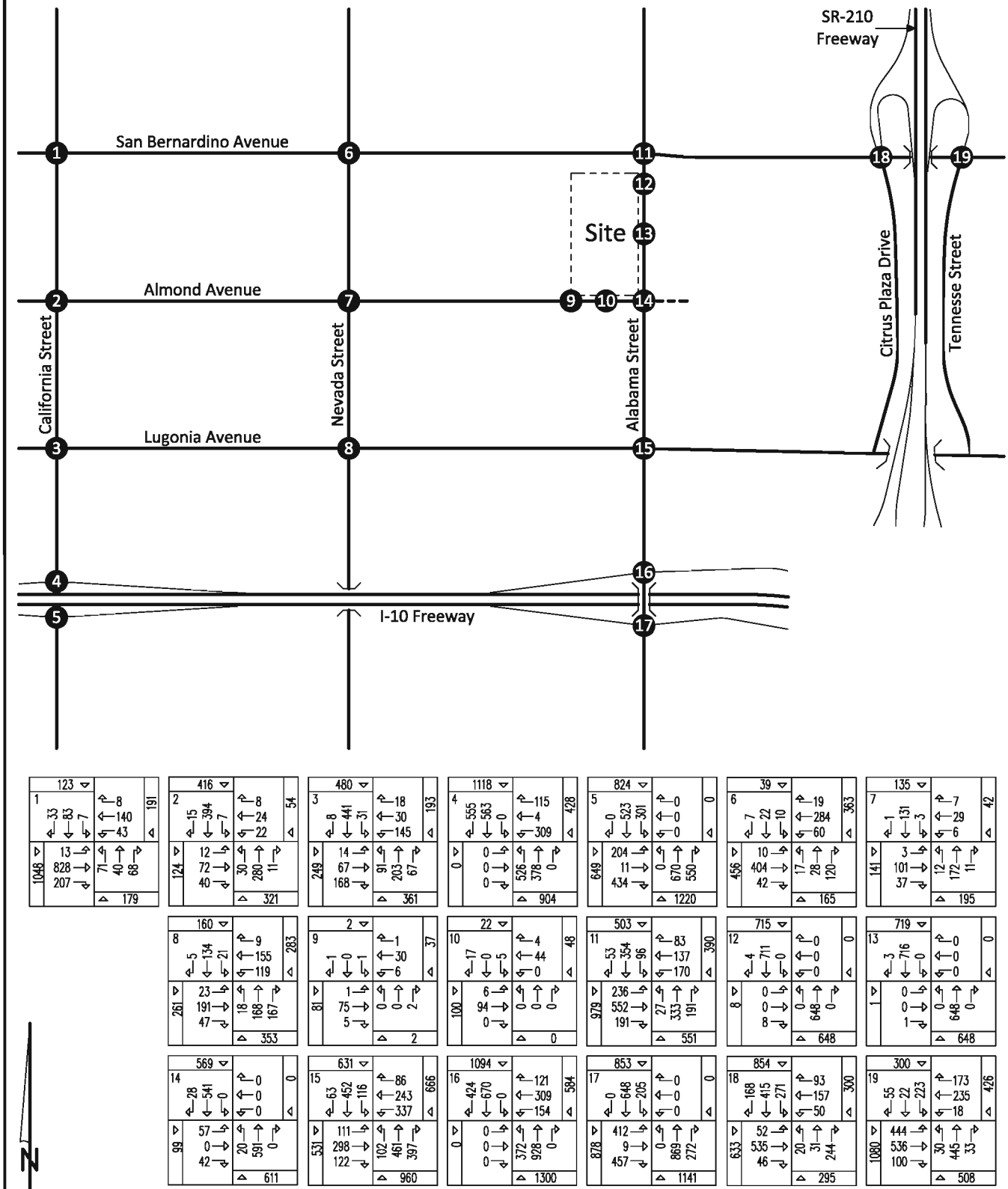


5416f/28

KUNZMAN ASSOCIATES, INC. Intersection reference numbers are in upper left corner of turning movement boxes.

OVER 35 YEARS OF EXCELLENT SERVICE

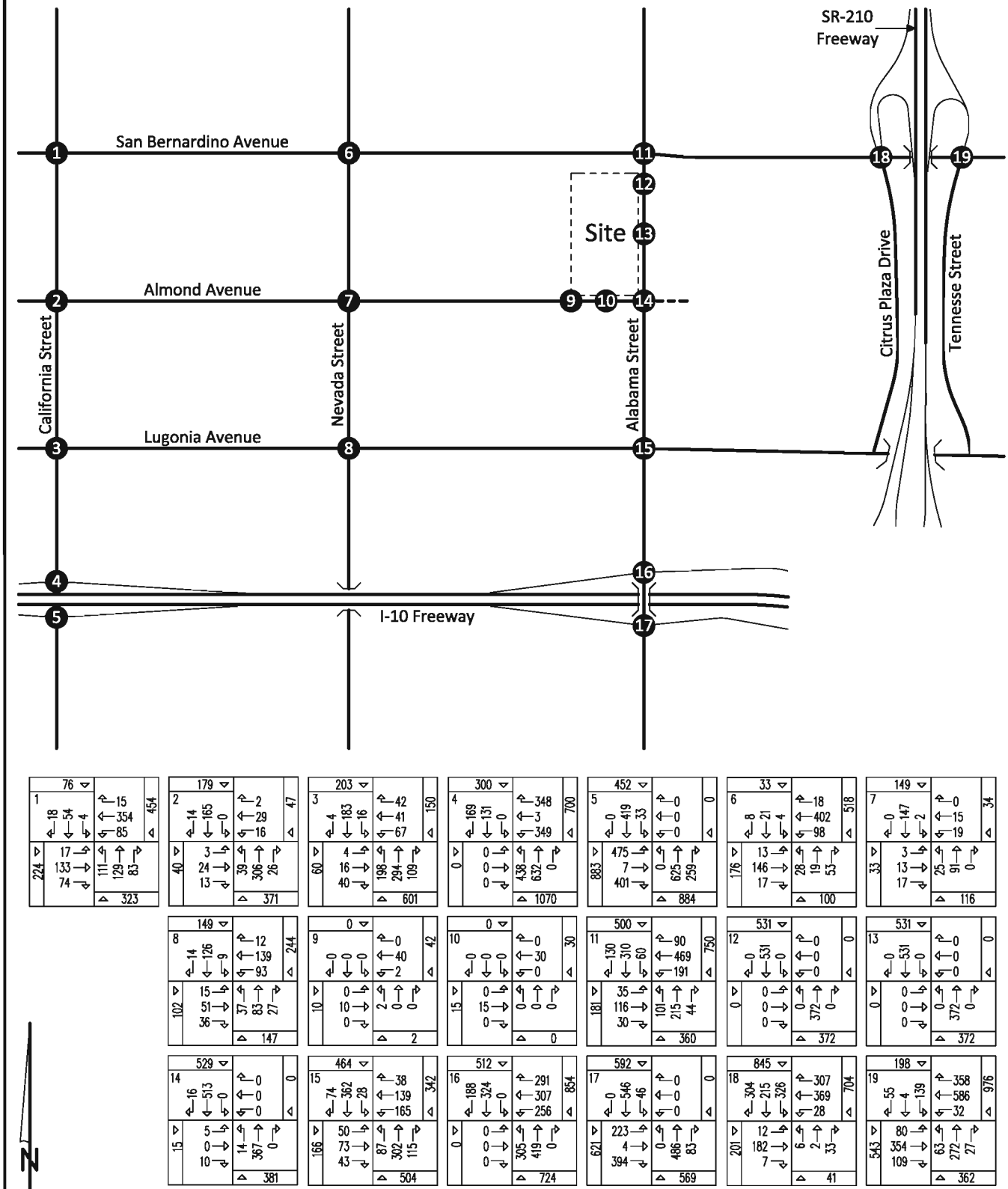
Figure 29
Existing Plus Project
Evening Peak Hour Intersection Turning Movement Volumes



KUNZMAN ASSOCIATES, INC.

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 30
Opening Year (2015) With Ambient
Morning Peak Hour Intersection Turning Movement Volumes

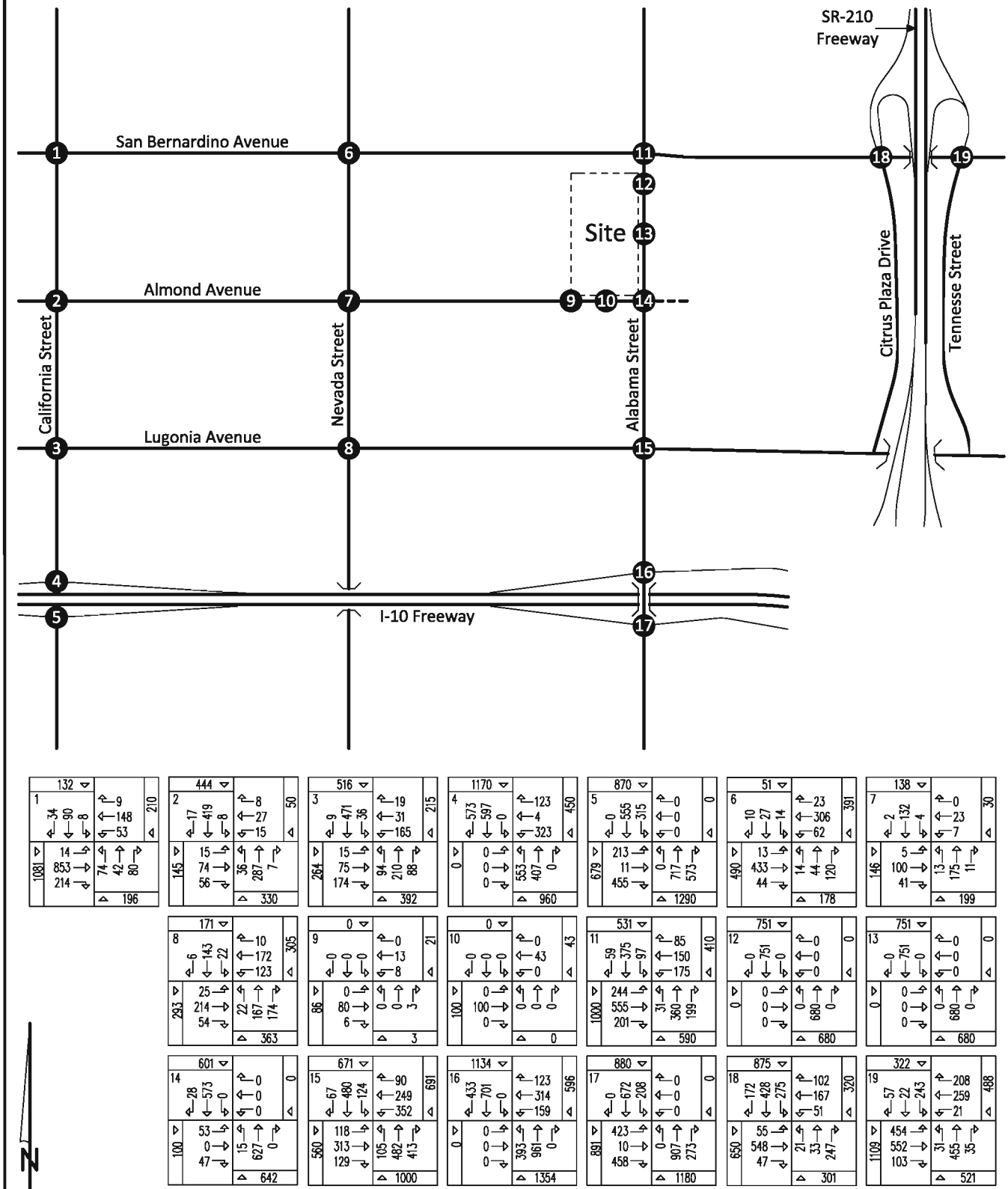


5416f/30

KUNZMAN ASSOCIATES, INC. Intersection reference numbers are in upper left corner of turning movement boxes.

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 31
Opening Year (2015) With Ambient
Evening Peak Hour Intersection Turning Movement Volumes

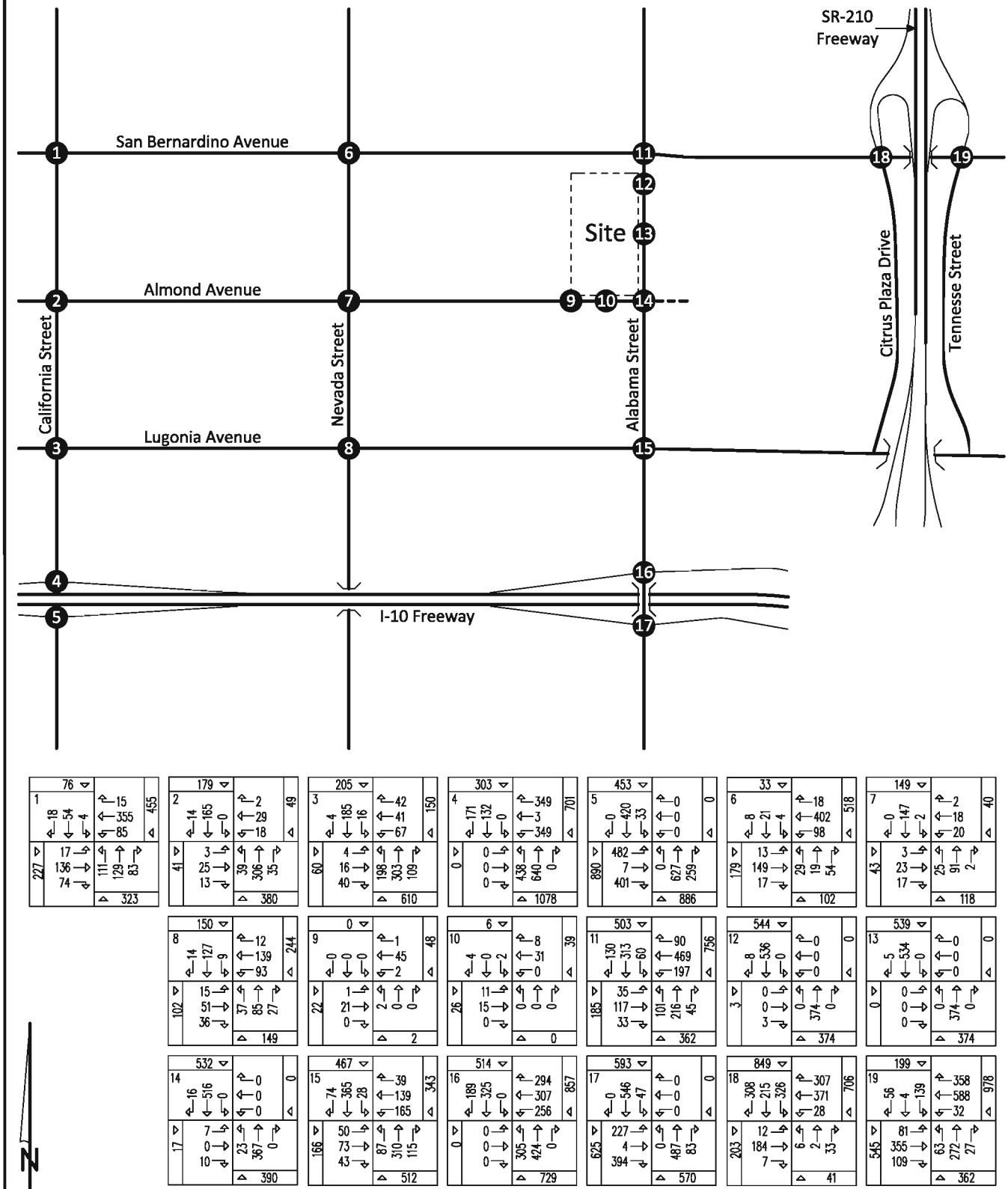


5416f/31

KUNZMAN ASSOCIATES, INC. Intersection reference numbers are in upper left corner of turning movement boxes.

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 32
Opening Year (2015) With Ambient and Project Morning Peak Hour Intersection Turning Movement Volumes

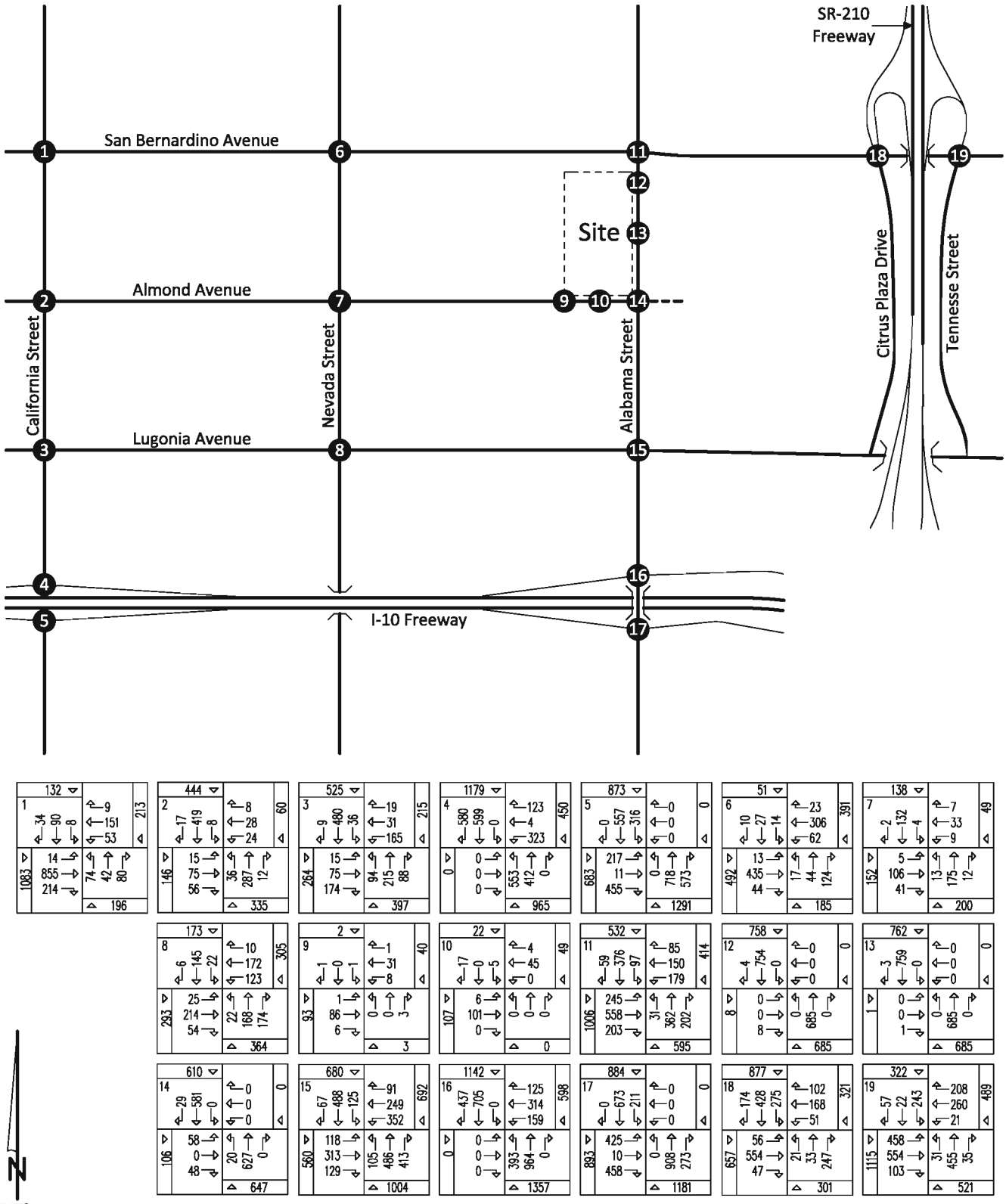


5416f/32

KUNZMAN ASSOCIATES, INC. Intersection reference numbers are in upper left corner of turning movement boxes.

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 33
Opening Year (2015) With Ambient and Project
Evening Peak Hour Intersection Turning Movement Volumes

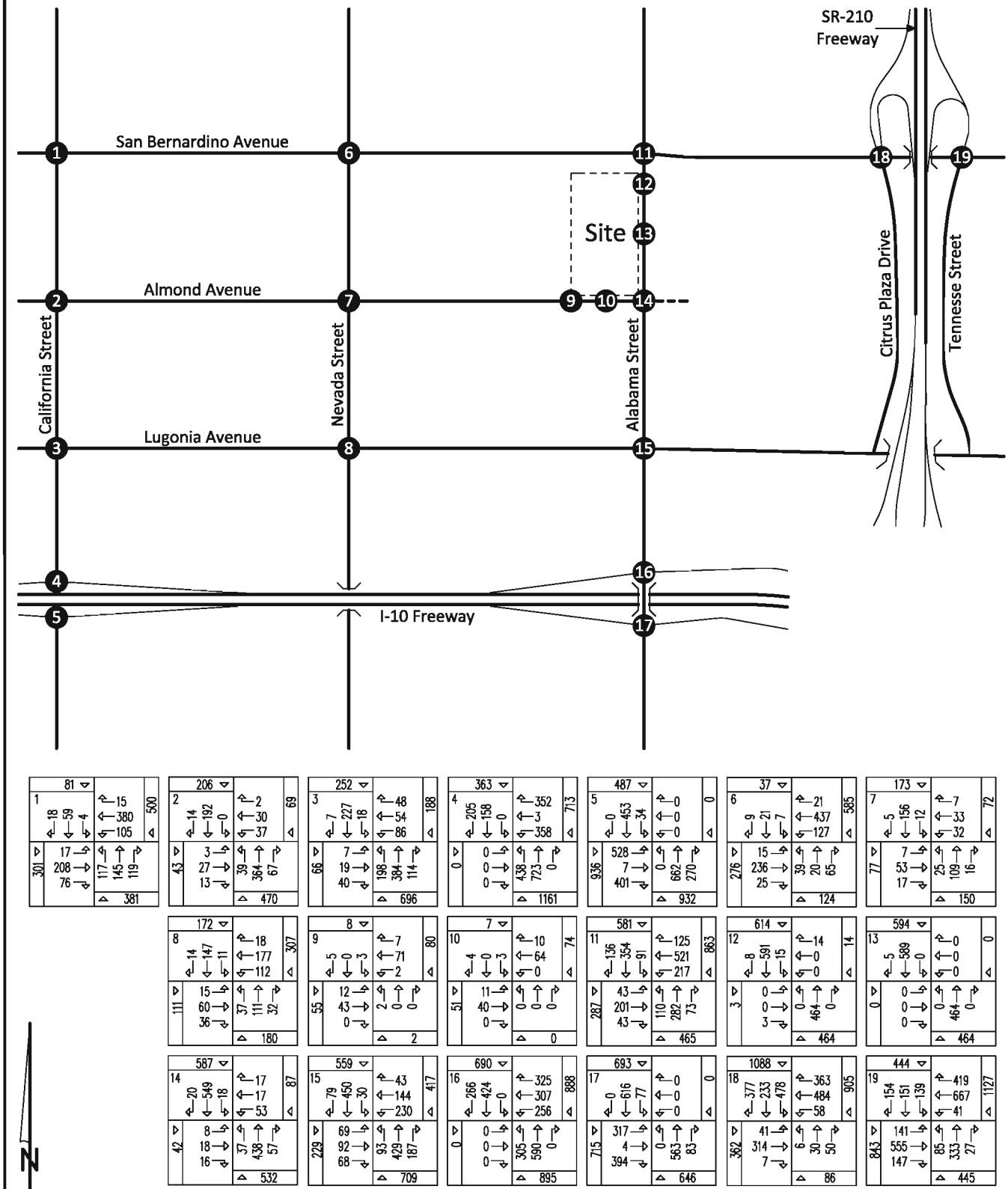


5416f/33

KUNZMAN ASSOCIATES, INC. Intersection reference numbers are in upper left corner of turning movement boxes.

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 34
Opening Year (2015) With Ambient and Cumulative and Project Morning Peak Hour Intersection Turning Movement Volumes



5416f/34

KUNZMAN ASSOCIATES, INC. Intersection reference numbers are in upper left corner of turning movement boxes.

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 35
Opening Year (2015) With Ambient and Cumulative and Project Evening Peak Hour Intersection Turning Movement Volumes

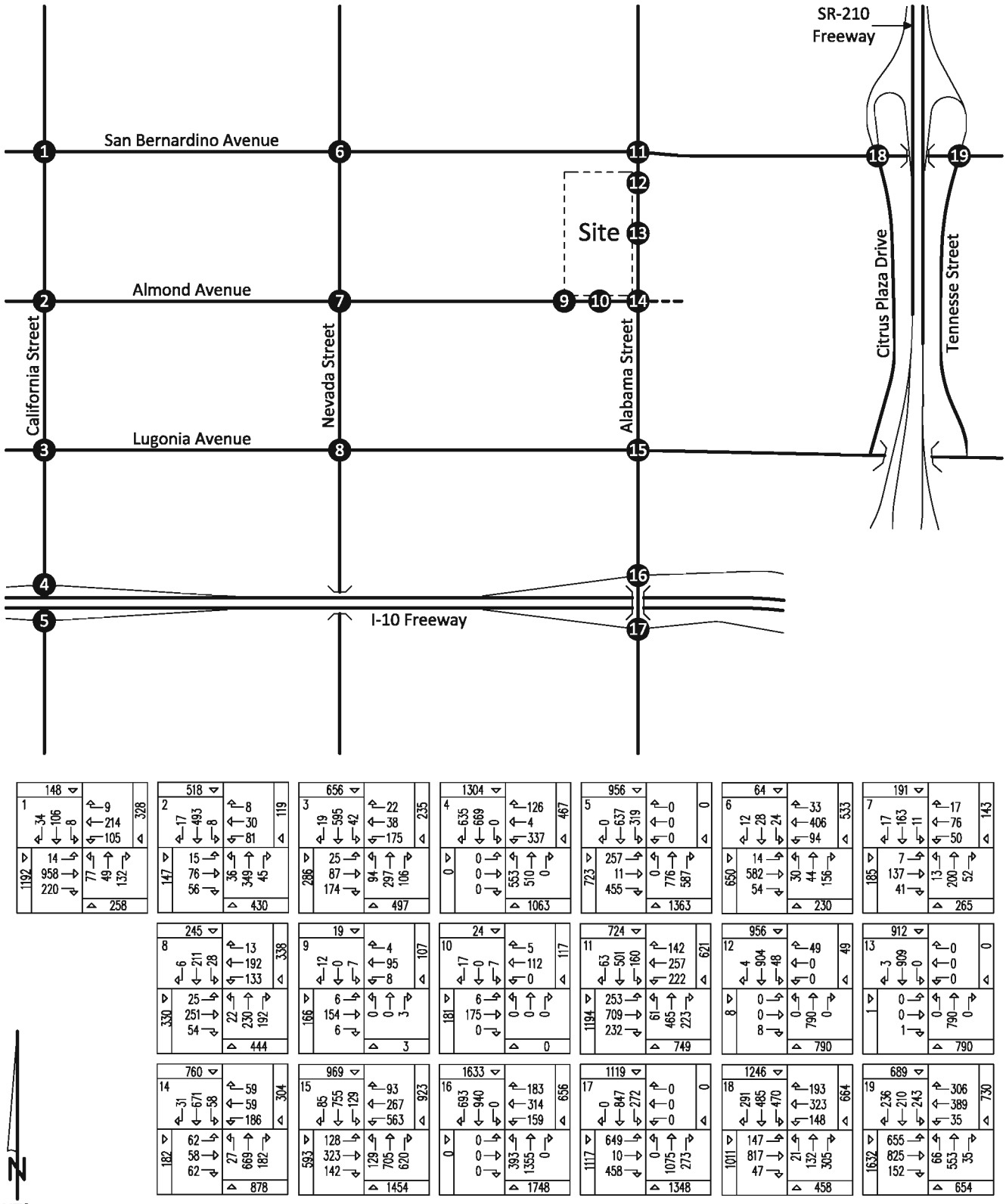
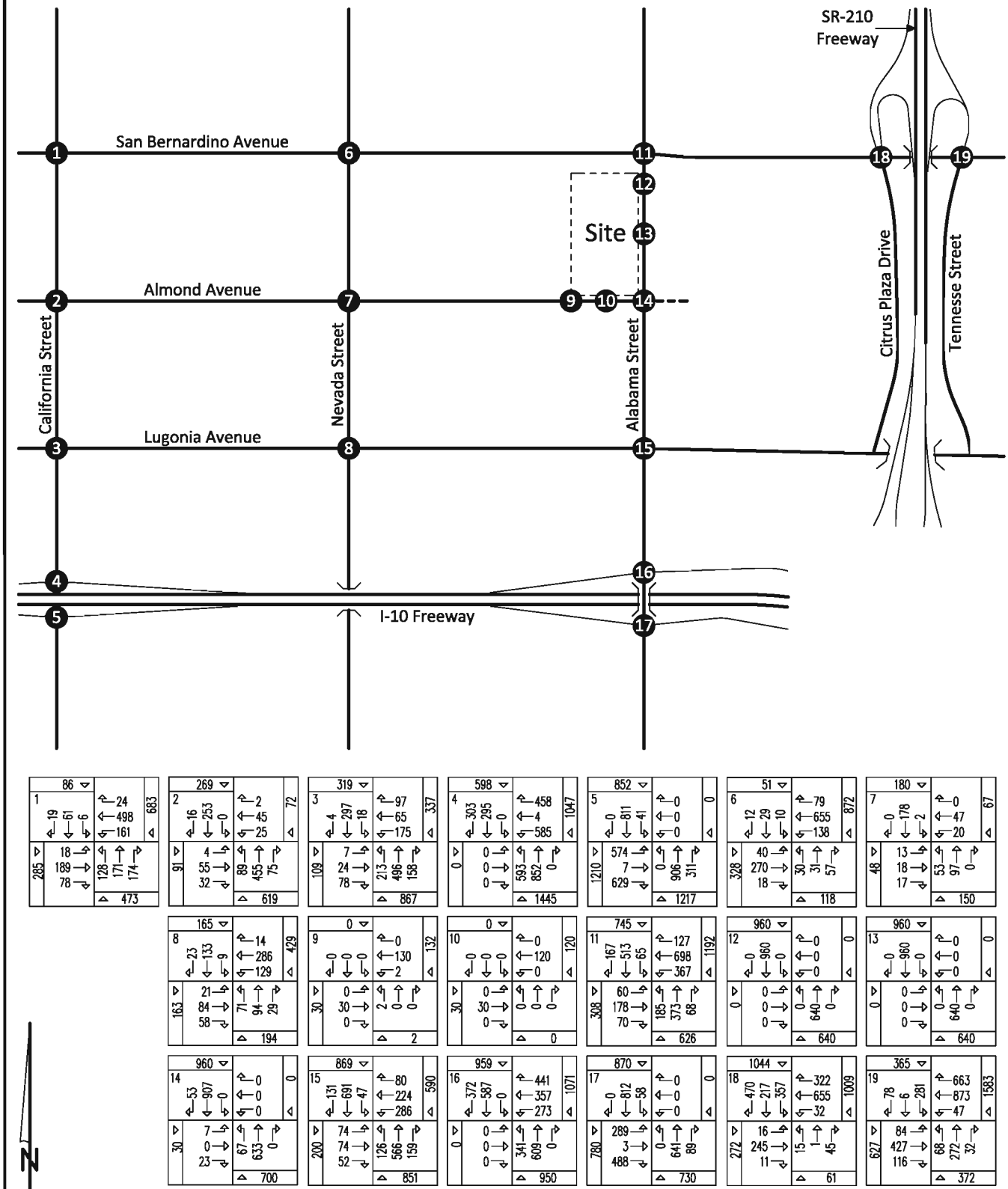


Figure 36
Buildout Year (2035) With Ambient
Morning Peak Hour Intersection Turning Movement Volumes



KUNZMAN ASSOCIATES, INC. Intersection reference numbers are in upper left corner of turning movement boxes.

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 37
Buildout Year (2035) With Ambient Evening Peak Hour Intersection Turning Movement Volumes

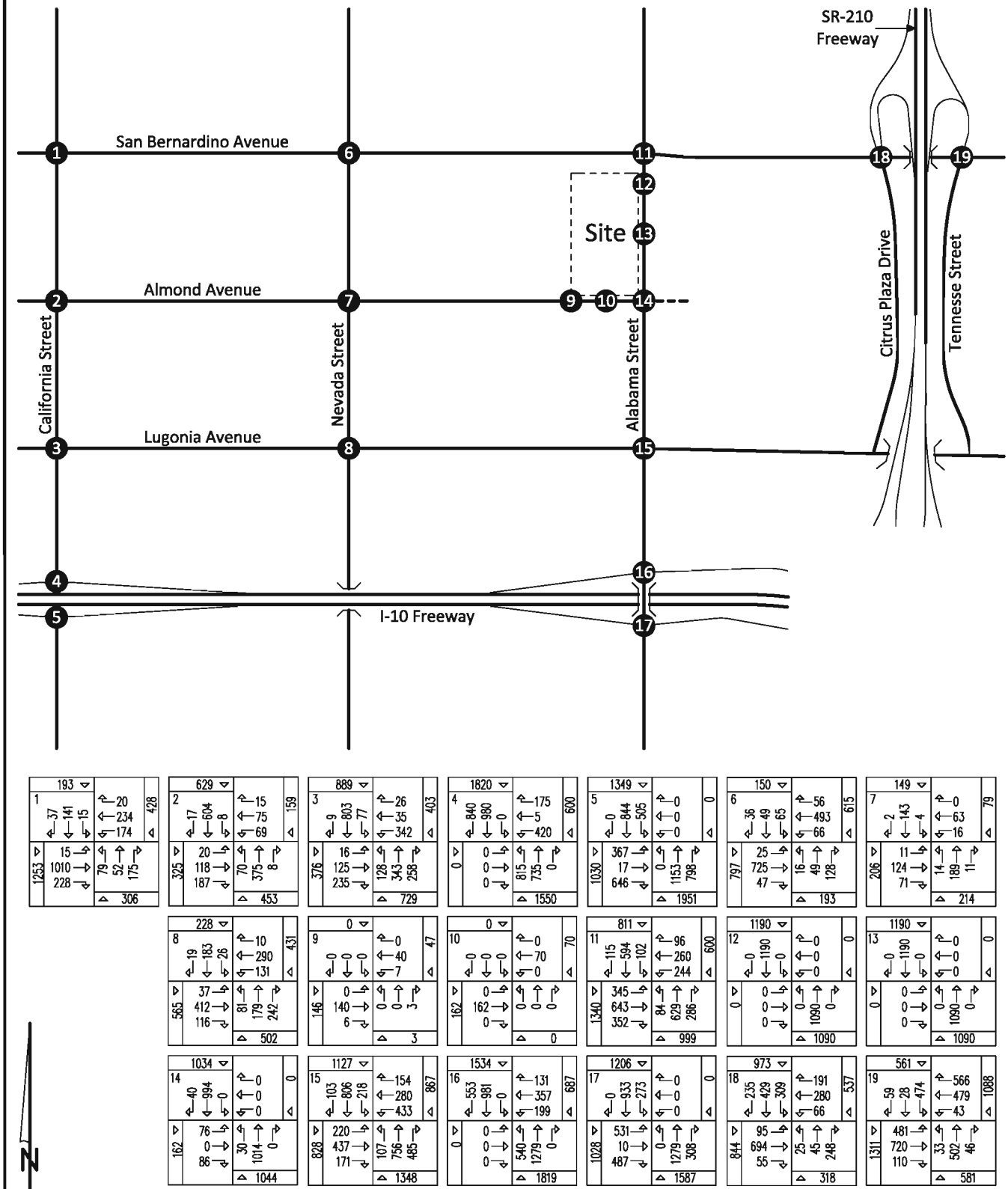
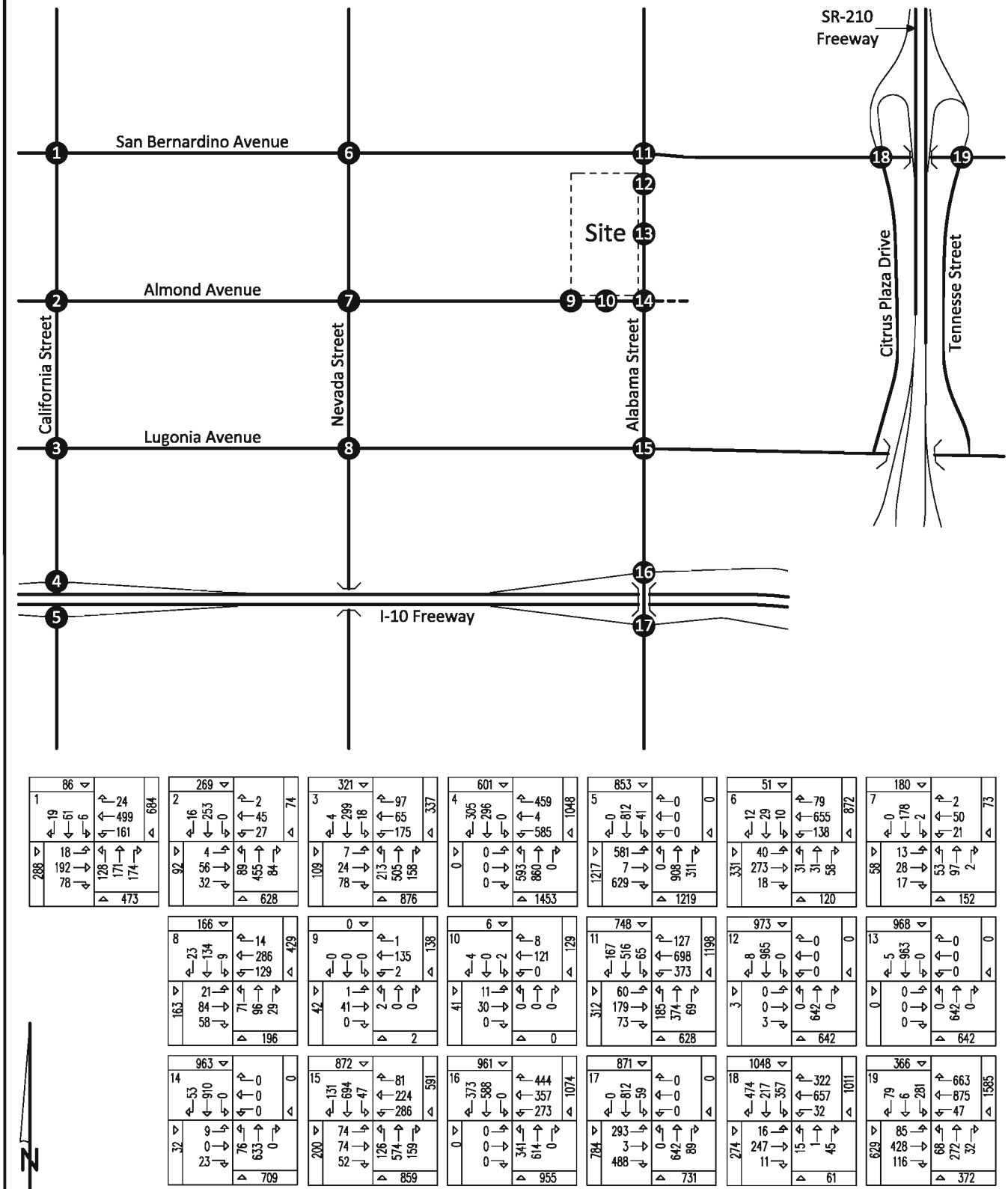


Figure 38
Buildout Year (2035) With Ambient and Project Morning Peak Hour Intersection Turning Movement Volumes

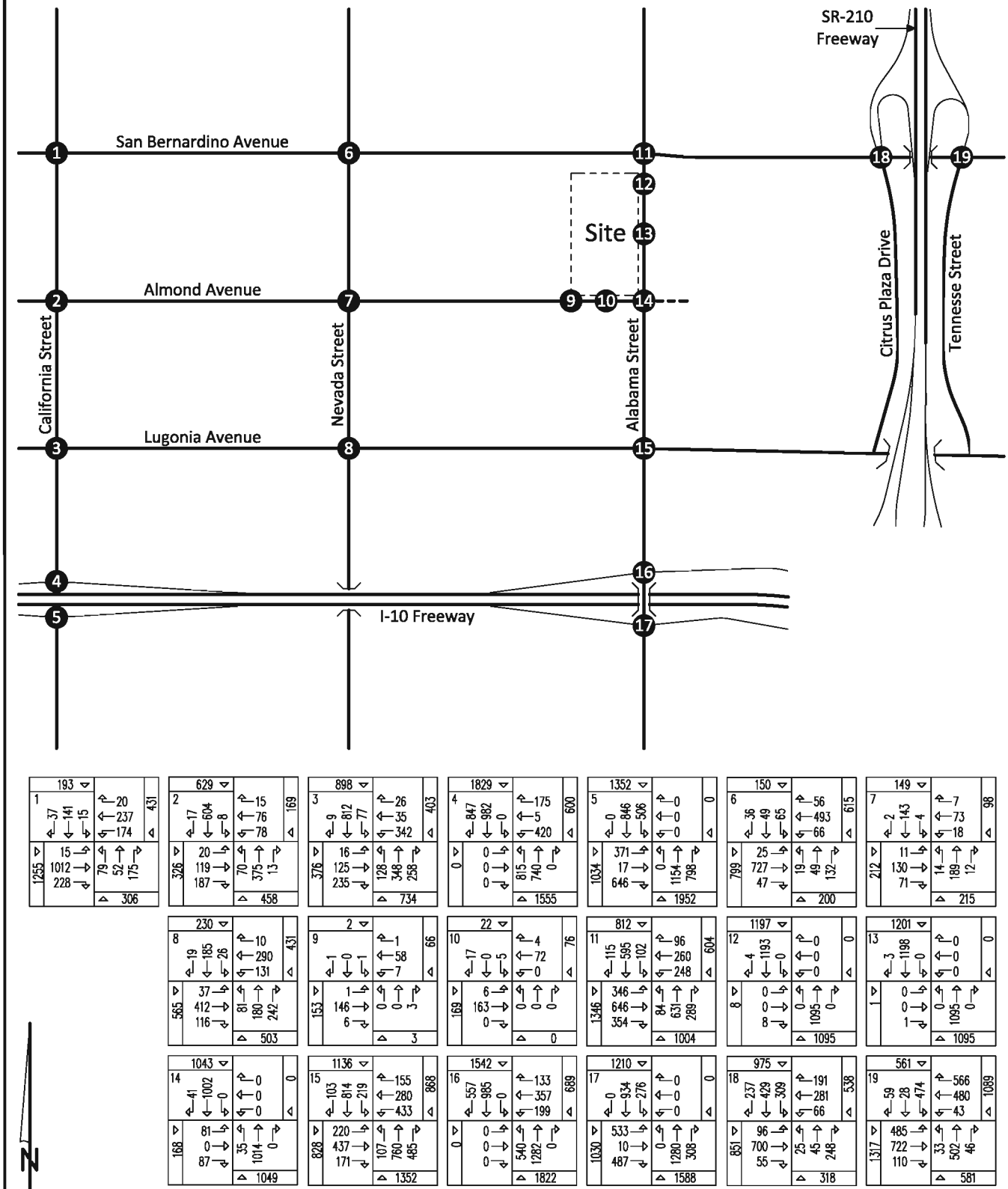


5416f/38

KUNZMAN ASSOCIATES, INC. Intersection reference numbers are in upper left corner of turning movement boxes.

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 39
Buildout Year (2035) With Ambient and Project Evening Peak Hour Intersection Turning Movement Volumes

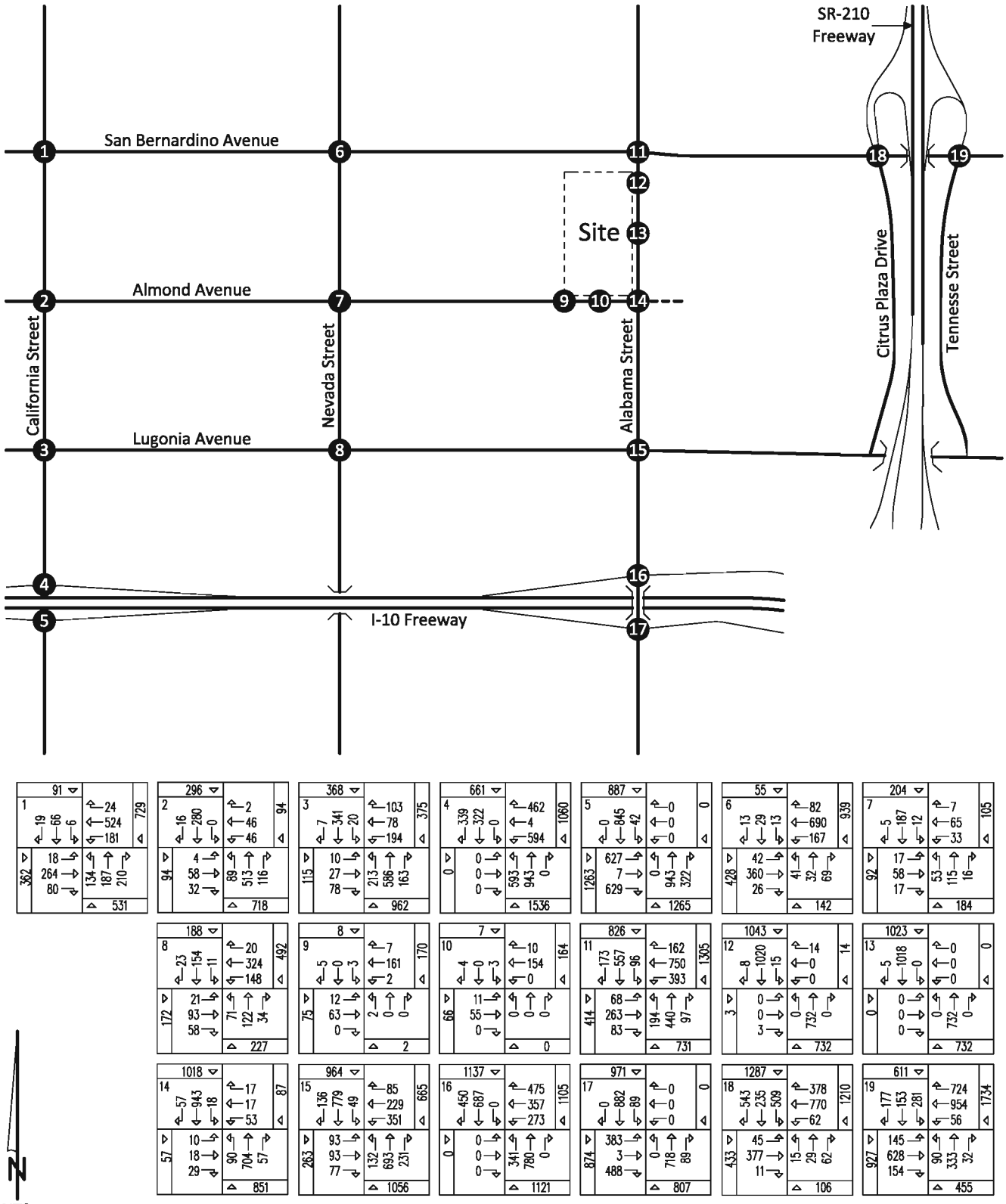


5416f/39

KUNZMAN ASSOCIATES, INC. Intersection reference numbers are in upper left corner of turning movement boxes.

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 40
Buildout Year (2035) With Ambient and Cumulative and Project Morning Peak Hour Intersection Turning Movement Volumes



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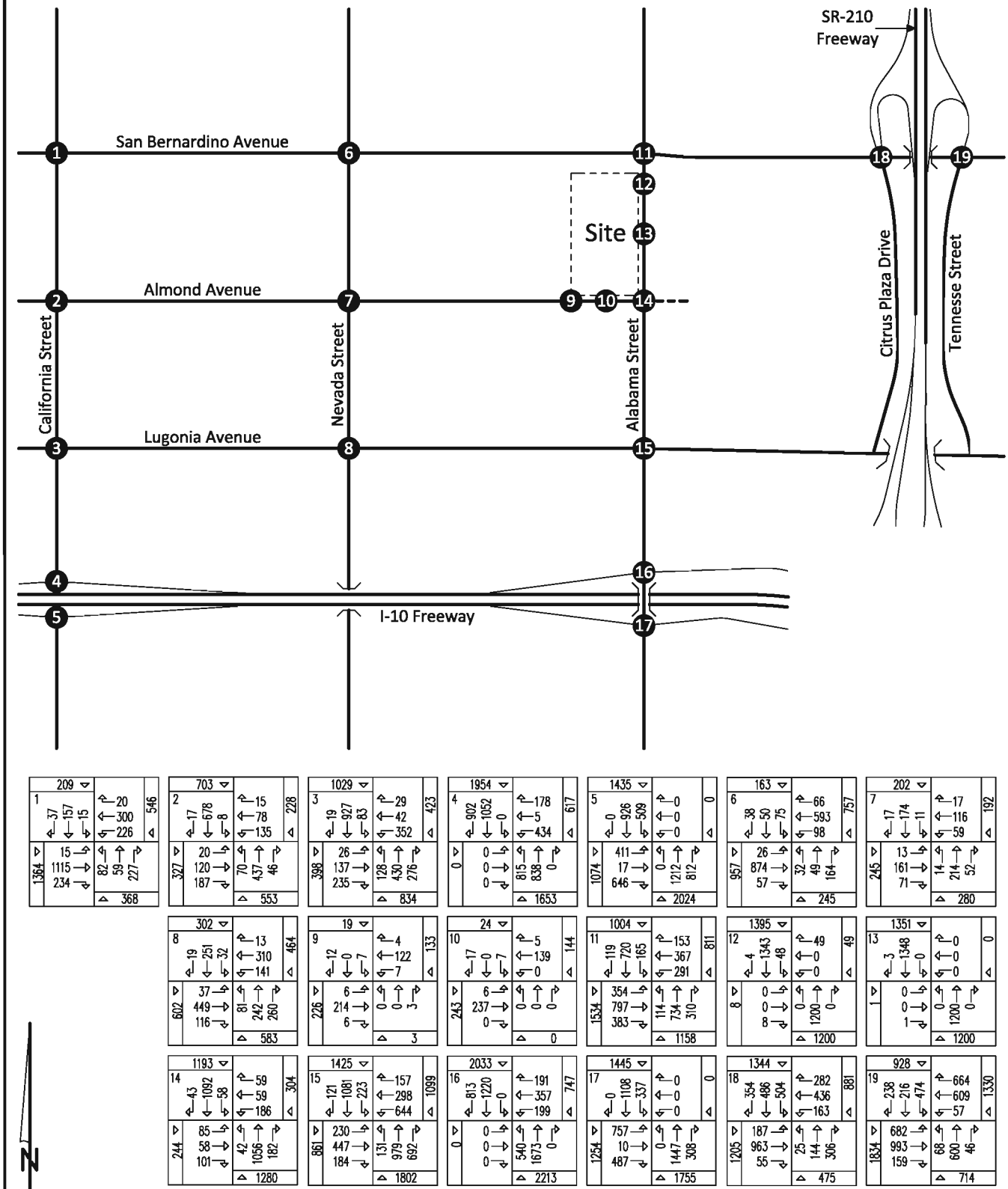
KUNZMAN ASSOCIATES, INC. Intersection reference numbers are in upper left corner of turning movement boxes.

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 41
Buildout Year (2035) With Ambient and Cumulative and Project Evening Peak Hour Intersection Turning Movement Volumes



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KUNZMAN ASSOCIATES, INC. Intersection reference numbers are in upper left corner of turning movement boxes.

OVER 35 YEARS OF EXCELLENT SERVICE

V. Project Mitigation

A. Required Improvements and Costs

Improvements that will eliminate all anticipated roadway operational deficiencies throughout the study area have been identified for Existing Plus Project, Opening Year (2015), and Buildout Year (2035) traffic conditions. The improvements were determined through the operations analysis of Section IV.

The approximate costs for the Buildout Year (2035) improvements have generally been estimated using cost guidelines in the Congestion Management Program Handbook (see Appendix G). A unit cost of $400,000 for installation of a traffic signal has been substituted for the somewhat lower value cited in the Congestion Management Program materials. For adding a through lane, a unit cost of $290,000 has been assumed. The needed improvements and resulting costs are summarized in Table 11 for the study area intersections.

The total cost of needed and unfunded intersection improvements is $3,190,000.

B. Project Contribution and Fair Share Costs

The project fair share contributions have also been calculated for Buildout Year (2035) improvement locations. The project share of cost has been based on the proportion of project peak hour traffic contributed to the improvement location relative to the total new peak hour Buildout Year (2035) traffic volume.

Table 12 presents a summary of improvement cost and project cost shares at the Buildout Year (2035) intersection improvement locations. The intersection fair share cost calculations are based on the higher of the morning and evening peak hour traffic volumes. The project's fair share of identified intersection costs is $18,080.

The dollar figures are rough order of magnitude estimates only. They are intended only for the discussion purposes of this traffic impact analysis, and do not imply any legal responsibility or formula for contributions or mitigation.

As mitigation for the potential traffic impacts, the proposed project shall contribute through an adopted traffic impact fee program in addition to any fair share contributions shown within the traffic study which is not covered within this fee program.

Table 11

Summary of Intersection Improvements and Costs

Intersection	Jurisdiction	Improvement	Total Cost
California Street (NS) at:			
I-10 Freeway WB Ramps (EW) - #4	Caltrans	Construct Additional NB Left Turn Lane	Nexus[1]
		Construct Additional NB Through Lane	Nexus
		Construct SB Free Right Turn Lane	Nexus
		Construct Additional WB Left Turn Lanes	Nexus
		Construct Additional WB Right Turn Lane	Nexus
I-10 Freeway EB Ramps (EW) - #5	Caltrans	Construct Additional SB Left Turn Lane	Nexus
		Construct Additional SB Through Lane	Nexus
		Construct EB Left Turn Lanes	Nexus
		Construct Additional EB Right Turn Lane	Nexus
Nevada Street (NS) at:			
Lugonia Avenue (EW) - #8	City of Redlands/County of SB	Install Traffic Signal	Nexus
Alabama Street (NS) at:			
San Bernardino Avenue (EW) - #11	County of SB	Construct Additional EB Through Lane	$ 290,000
		Construction EB Right Turn Lane	$ 50,000
		Construct WB Right Turn Lane W/Overlap	$ 60,000
Almond Avenue (EW) - #14	County of SB	Construct SB Left Turn Lane	--[2]
		Construct EB Left Turn Lane	--[3]
		Construct WB Left Turn Lane	--[2]
		Construct WB Through/Right Turn Lane	--[2]
Lugonia Avenue (EW) - #15	City of Redlands/County of SB	Construct Additional NB Left Turn Lane	$ 50,000
		Construct Additional NB Through Lane	$ 290,000
		Construct NB Right Turn Lane W/Overlap	$ 60,000
		Construct Additional SB Left Turn Lane	$ 50,000
		Construct Additional EB Left Turn Lane	$ 50,000
		Construct Additional WB Left Turn Lane	$ 50,000
I-10 Freeway WB Ramps (EW) - #16	Caltrans	Construct Additional NB Left Turn Lane	Nexus
		Construct Additional NB Through Lane	Nexus
		Construct Additional SB Through Lane	Nexus
		Construct SB Right Turn Lane	Nexus
I-10 Freeway EB Ramps (EW) - #17	Caltrans	Construct Additional NB Through Lane	Nexus
		Construct NB Right Turn Lane	Nexus
		Construct Additional SB Left Turn Lane	Nexus
		Construct Additional SB Through Lane	Nexus
SR-210 Freeway SB Ramps (NS) at:			
San Bernardino Avenue (EW) - #18	Caltrans	Construct Additional SB Left Turn Lane	$ 350,000
		Construct Additional EB Through Lane	$ 290,000
		Construct Additional WB Through Lane	$ 290,000
		Construct Retaining Wall	$ 190,000
SR-210 Freeway NB Ramps (NS) at:			
San Bernardino Avenue (EW) - #19	Caltrans	Construct Additional SB Left Turn Lane	$ 50,000
		Construct Additional SB Through Lane	$ 290,000
		Construct Additional EB Through Lane	$ 290,000
		Construct Additional WB Through Lane	$ 290,000
		Provide WB Right Turn Overlap	$ 10,000
		Construct Retaining Wall	$ 190,000
Total			$ 3,190,000

[1] Improvement included within the 2011 San Bernardino Associated Governments (SANBAG) Development Mitigation Nexus Study.

Table 12

Project Fair Share Intersection Traffic Contribution

Intersection	Total Cost	Peak Hour	Existing Traffic	Buildout Year (2035) With Ambient and Cumulative and Project Traffic	Project Traffic	Total New Traffic	Project % of New Traffic	Project Cost Share
California Street (NS) at:								
I-10 Freeway WB Ramps (EW) - #4	Nexus[1]	Morning	1,955	3,257	12	1,302	0.9%	Nexus
		Evening	2,436	4,224	14	1,788	0.8%	
I-10 Freeway EB Ramps (EW) - #5	Nexus	Morning	2,109	3,415	10	1,306	0.8%	Nexus
		Evening	2,685	4,533	8	1,848	0.4%	
Nevada Street (NS) at:								
Lugonia Avenue (EW) - #8	Nexus	Morning	597	1,079	3	482	0.6%	Nexus
		Evening	1,054	1,951	3	897	0.3%	
Alabama Street (NS) at:								
San Bernardino Avenue (EW) - #11	$ 400,000	Morning	1,673	3,276	15	1,603	0.9%	$ 3,600
		Evening	2,407	4,507	16	2,100	0.8%	
Almond Avenue (EW) - #14	--[2 3]	Morning	837	2,013	14	1,176	1.2%	--[2 3]
		Evening	1,259	3,021	20	1,762	1.1%	
Lugonia Avenue (EW) - #15	$ 550,000	Morning	1,354	2,948	12	1,594	0.8%	$ 4,400
		Evening	2,774	5,187	14	2,413	0.6%	
I-10 Freeway WB Ramps (EW) - #16	Nexus	Morning	2,000	3,363	10	1,363	0.7%	Nexus
		Evening	2,965	4,993	13	2,028	0.6%	
I-10 Freeway EB Ramps (EW) - #17	Nexus	Morning	1,695	2,652	6	957	0.6%	Nexus
		Evening	2,865	4,454	7	1,589	0.4%	
SR-210 Freeway SB Ramps (NS) at:								
San Bernardino Avenue (EW) - #18	$ 1,120,000	Morning	1,723	3,036	8	1,313	0.6%	$ 6,720
`		Evening	2,072	3,905	10	1,833	0.5%	
SR-210 Freeway NB Ramps (NS) at:								
San Bernardino Avenue (EW) - #19	$ 1,120,000	Morning	1,983	3,727	5	1,744	0.3%	$ 3,360
		Evening	2,307	4,806	7	2,499	0.3%	
Total	$ 3,190,000							$ 18,080

[1] Improvement included within the 2011 San Bernardino Associated Governments (SANBAG) Development Mitigation Nexus Study.

[2] Improvement will be constructed by Mountain Grove at Citrus Plaza Project.

[3] Improvement will be constructed by Alabama Venture 1 project.

VI. Conclusions and Recommendations

A. Summary

The traffic issues related to the proposed land use and development have been evaluated in the context of the California Environmental Quality Act.

The County of San Bernardino is the lead agency responsible for preparation of the traffic impact analysis, in accordance with the California Environmental Quality Act authorizing legislation. This report analyzes traffic impacts for the anticipated opening date with full occupancy of the development in Year 2015, at which time it will be generating trips at its full potential, and for the Buildout Year (2035).

A series of scoping discussions were conducted with the County of San Bernardino to define the desired analysis locations for each future analysis year. In addition, staff from the County of San Bernardino has also been contacted to discuss the project and its associated travel patterns.

No analysis is required further than 5 miles from the project site. The roadway elements that must be analyzed are dependent on both the analysis year (project Opening Year or Buildout Year (2035) and project generated traffic volumes. The identification of the study area, and the intersections and highway segments requiring analysis, was based on an estimate of the two-way traffic volumes on the roadway segments near the project site. All arterial segments have been included in the analysis when the anticipated project volume equals or exceeds 50 two-way trips in the peak hours. The requirement is 100 two-way peak hour trips for freeways.

The project does not contribute trips greater than the freeway threshold volume of 100 two-way peak hour trips. The project does not contribute trips greater than the arterial link threshold volume of 50 two-way trips in the morning and evening peak hours in the adjacent City of Redlands.

The average daily traffic volume forecasts have been determined using the growth increment approach on the SBTAM Traffic Model Year 2008 and Year 2035 average daily traffic volume forecasts (see Appendix C). Appendix D contains the traffic model plots. This difference defines the growth in traffic over the 35 year period. The incremental growth in average daily traffic volume has been factored to reflect the forecast growth between Year 2013 and Year 2035. For this purpose, linear growth between the Year 2008 base condition and the forecast Year 2035 condition was assumed. Since the increment between Year 2013 and Year 2035 is 22 years of the 35 year time frame, a factor of 0.63 (i.e., 22/35) was used.

The Buildout Year (2035) daily and peak hour directional roadway segment volume forecasts have been determined using the growth increment approach on the SBTAM Traffic Model Year 2008 and Year 2035 peak hour volumes. The growth increment calculation worksheets are shown in Appendix C. Current peak hour intersection

approach/departure data is a necessary input to this approach. The existing traffic count data serves as both the starting point for the refinement process, and also provides important insight into current travel patterns and the relationship between peak hour and daily traffic conditions. The initial turning movement proportions are estimated based upon the relationship of each approach leg's forecast traffic volume to the other legs forecast volumes at the intersection. The initial estimate of turning movement proportions is then entered into a spreadsheet program consistent with the National Cooperative Highway Research Program Report 255. A linear programming algorithm is used to calculate individual turning movements that match the known directional roadway segment volumes computed in the previous step. This program computes a likely set of intersection turning movements from intersection approach counts and the initial turning proportions from each approach leg.

The Opening Year (2015) traffic volumes have been interpolated from the Buildout Year (2035) traffic volumes based upon a portion of the future growth increment.

The County of San Bernardino staff provided a list of cumulative development in the study area that are within the unincorporated County of San Bernardino and City of Redlands. Cumulative development has been added to Opening Year (2015) and Buildout Year (2035) traffic conditions.

Project traffic volumes were then added to the SBTAM Traffic Model traffic volumes. Quality control checks and forecast adjustments were performed as necessary to ensure that all future traffic volume forecasts reflect a minimum of 10% growth over existing traffic volumes. The result of this traffic forecasting procedure is a series of traffic volumes suitable for traffic operations analysis.

B. Existing Conditions

Regional access to the project site is provided by the I-10 Freeway and SR-210 Freeway. Local access is provided by various roadways in the vicinity of the site. The east-west roadways expected to provide local access include San Bernardino Avenue, Almond Avenue, and Lugonia Avenue. The north-south roadways expected to provide local access include California Street, Nevada Street, and Alabama Street.

For Existing traffic conditions, the study area intersections currently operate within acceptable Levels of Service during the peak hours, except for the following study area intersection that is currently operating at an unacceptable Level of Service during the evening peak hour:

Alabama Street (NS) at:
- Lugonia Avenue (EW) - #14

A traffic signal appears to currently be warranted at the following study area intersection for Existing traffic conditions (see Appendix F):

Nevada Street (NS) at:
- Lugonia Avenue (EW) - #9

The unsignalized intersection has been evaluated for a traffic signal using the California Department of Transportation Warrant 3 Peak Hour traffic signal warrant analysis, as specified in the California Manual of Uniform Traffic Control Devices (January 2012).

C. Project Trips

Trip generation rates were determined for daily traffic and morning peak hour inbound and outbound traffic, and evening peak hour inbound and outbound traffic for the proposed land use. By multiplying the trip generation rates by the land use quantity, the traffic volumes are determined. The project trip generation is based upon rates obtained from the Institute of Transportation Engineers, Trip Generation, 9th Edition, 2012 and the City of Fontana, Truck Trip Generation Study, August 2003.

The proposed development is projected to generate approximately 689 daily vehicle trips in Passenger Car Equivalents, 43 Passenger Car Equivalents of which will occur during the morning peak hour and 51 Passenger Car Equivalents of which will occur during the evening peak hour.

To determine the trip distributions for the proposed project, peak hour traffic counts of the existing directional distribution of traffic for existing areas in the vicinity of the site, and other additional information on future development and traffic impacts in the area were reviewed.

D. Future Conditions

An Existing Plus Project, Opening Year (2015) analysis, and Buildout Year (2035) analysis are included in this report. The traffic operations analyses are summarized in Table 10.

1. Existing Plus Project

For Existing Plus Project traffic conditions, the following study area intersection is projected to operate at an unacceptable Level of Service during the evening peak hour:

Alabama Street (NS) at:
Lugonia Avenue (EW) - #14

For Existing Plus Project traffic conditions, the study area intersections are projected to operate within acceptable Levels of Service during the peak hours.

2. Opening Year (2015) With Ambient

For Opening Year (2015) With Ambient traffic conditions, the following study area intersection is projected to operate at an unacceptable Level of Service during the evening peak hour:

Alabama Street (NS) at:
Lugonia Avenue (EW) - #14

For Opening Year (2015) With Ambient traffic conditions, the study area intersections are projected to operate within acceptable Levels of Service during the peak hours, with improvements.

3. Opening Year (2015) With Ambient and Project

For Opening Year (2015) With Ambient and Project traffic conditions, the following study area intersection is projected to operate at an unacceptable Level of Service during the evening peak hour:

Alabama Street (NS) at:
Lugonia Avenue (EW) - #14

For Opening Year (2015) With Ambient and Project traffic conditions, the study area intersections are projected to operate within acceptable Levels of Service during the peak hours, with improvements.

4. Opening Year (2015) With Ambient and Cumulative and Project

For Opening Year (2015) With Ambient and Cumulative and Project traffic conditions, the following study area intersections are projected to operate at unacceptable Levels of Service during the peak hours:

Nevada Street (NS) at:
Lugonia Avenue (EW) - #9

Alabama Street (NS) at:
Lugonia Avenue (EW) - #14

SR-210 Freeway SB Ramps (NS) at:
San Bernardino Avenue (EW) - #17

SR-210 Freeway NB Ramps (NS) at:
San Bernardino Avenue (EW) - #18

For Opening Year (2015) With Ambient and Cumulative and Project traffic conditions, the study area intersections are projected to operate within acceptable Levels of Service during the peak hours, with improvements.

5. Buildout Year (2035) With Ambient

For Buildout Year (2035) With Ambient traffic conditions, the following study area intersections are projected to operate at unacceptable Levels of Service during the evening peak hour:

California Street (NS) at:
I-10 Freeway WB Ramps (EW) - #4
I-10 Freeway EB Ramps (EW) - #5

Nevada Street (NS) at:
Lugonia Avenue (EW) - #9

Alabama Street (NS) at:
Lugonia Avenue (EW) - #14

SR-210 Freeway NB Ramps (NS) at:
San Bernardino Avenue (EW) - #18

For Buildout Year (2035) With Ambient traffic conditions, the study area intersections are projected to operate within acceptable Levels of Service during the peak hours, with improvements.

6. Buildout Year (2035) With Ambient and Project

For Buildout Year (2035) With Ambient and Project traffic conditions, the following study area intersections are projected to operate at unacceptable Levels of Service during the evening peak hour:

California Street (NS) at:
I-10 Freeway WB Ramps (EW) - #4
I-10 Freeway EB Ramps (EW) - #5

Nevada Street (NS) at:
Lugonia Avenue (EW) - #9

Alabama Street (NS) at:
Lugonia Avenue (EW) - #14

SR-210 Freeway NB Ramps (NS) at:
San Bernardino Avenue (EW) - #18

For Buildout Year (2035) With Ambient and Project traffic conditions, the study area intersections are projected to operate within acceptable Levels of Service during the peak hours, with improvements.

7. Buildout Year (2035) With Ambient and Cumulative and Project

For Buildout Year (2035) With Ambient and Cumulative and Project traffic conditions, the following study area intersections are projected to operate at unacceptable Levels of Service during the peak hours:

California Street (NS) at:
I-10 Freeway WB Ramps (EW) - #4
I-10 Freeway EB Ramps (EW) - #5

Nevada Street (NS) at:
Lugonia Avenue (EW) - #9

Alabama Street (NS) at:
San Bernardino Avenue (EW) - #12
Lugonia Avenue (EW) - #14
I-10 Freeway WB Ramps (EW) - #15
I-10 Freeway EB Ramps (EW) - #16

SR-210 Freeway SB Ramps (NS) at:
San Bernardino Avenue (EW) - #17

SR-210 Freeway NB Ramps (NS) at:
San Bernardino Avenue (EW) - #18

For Buildout Year (2035) With Ambient and Cumulative and Project traffic conditions, the study area intersections are projected to operate within acceptable Levels of Service during the peak hours, with improvements.

E. Cost Summary

Improvements that will eliminate all anticipated roadway operational deficiencies throughout the study area have been identified for Existing Plus Project, Opening Year (2015), and Buildout Year (2035) traffic conditions. The improvements were determined through the operations analysis of Section IV.

The total cost of needed and unfunded intersection improvements is $3,190,000.

Table 12 presents a summary of improvement cost and project cost shares at the Buildout Year (2035) intersection improvement locations. The intersection fair share cost calculations are based on the evening peak hour traffic volumes. The project's fair share of identified intersection costs is $18,080.

The dollar figures are rough order of magnitude estimates only. They are intended only for the discussion purposes of this traffic impact analysis, and do not imply any legal responsibility or formula for contributions or mitigation.

As mitigation for the potential traffic impacts, the proposed project shall contribute through an adopted traffic impact fee program in addition to any fair share contributions shown within the traffic study which is not covered within this fee program.

F. Recommendations

The recommendations in this section address on-site improvements, off-site improvements and the phasing of all necessary study area transportation improvements.

1. On-Site Improvements

On-site improvements and improvements adjacent to the site will be required in conjunction with the proposed development to ensure adequate circulation within the project itself (see Figure 42).

Construct Alabama Street from the north project boundary to Almond Avenue at its ultimate half-section width including landscaping and parkway improvements in conjunction with development, as necessary.

Construct Almond Avenue from the west project boundary to Alabama Street at its ultimate half-section width including landscaping and parkway improvements in conjunction with development, as necessary.

Sight distance at each project access should be reviewed with respect to California Department of Transportation/County of San Bernardino standards in conjunction with the preparation of final grading, landscaping, and street improvement plans.

On-site traffic signing and striping should be implemented in conjunction with detailed construction plans for the project.

The site should provide sufficient parking spaces to meet County of San Bernardino parking code requirements in order to service on-site parking demand.

2. Off-Site Improvements

The necessary off-site improvement recommendations were described in previous sections of this report. The project should contribute towards the cost of necessary study area improvements on a fair share or “pro-rata” basis.

As is the case for any roadway design, the County of San Bernardino should periodically review traffic operations in the vicinity of the project once the project is constructed to assure that the traffic operations are satisfactory.

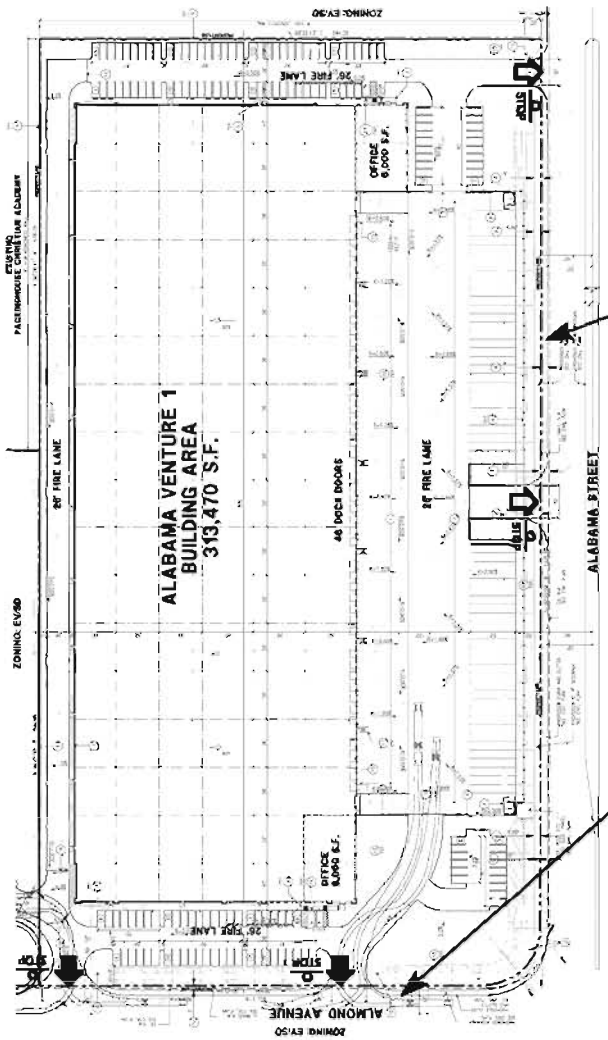
The traffic signals within the study area at buildout should specifically include an interconnect of the traffic signals to function in a coordinated system.

Table 13

Intersection Delay and Level of Service Summary

Intersection	Jurisdiction	Peak Hour Delay-LOS															
						Opening Year (2015)						Buildout Year (2035)					
		Existing		Existing Plus Project		With Ambient		With Ambient and Project		With Ambient and Cumulative and Project		With Ambient		With Ambient and Project		With Ambient and Cumulative and Project	
		Morning	Evening	Morning	Evening	Morning	Evening	Morning	Evening	Morning	Evening	Morning	Evening	Morning	Evening	Morning	Evening
California Street (NS) at:																	
San Bernardino Avenue (EW) - #1	City of Redlands/County of SB	27.0-C	26.2-C	27.0-C	26.2-C	27.4-C	26.5-C	27.4-C	26.5-C	27.9-C	27.9-C	30.4-C	30.7-C	30.4-C	30.7-C	31.3-C	33.5-C
Almond Avenue (EW) - #2	City of Redlands/County of SB	9.4-A	10.2-B	9.5-A	10.3-B	9.5-A	10.3-B	9.6-A	10.4-B	10.1-B	10.9-B	7.1-A	9.3-A	7.1-A	9.4-A	7.5-A	9.9-A
Lugonia Avenue (EW) - #3	City of Redlands	24.3-C	26.7-C	24.3-C	26.8-C	25.0-C	26.9-C	25.0-C	27.0-C	26.0-C	27.9-C	29.6-C	32.4-C	29.6-C	32.4-C	32.0-C	34.2-C
I-10 Freeway WB Ramps (EW) - #4	Caltrans																
- Without Improvements		18.4-B	30.4-C	18.4-B	30.8-C	19.7-B	36.6-D	19.8-B	37.2-D	20.0-B	44.7-D	34.0-C	99.9-F	34.0-C	99.9-F	35.2-D	99.9-F
- With Improvements		--	--	--	--	--	--	--	--	--	--	14.6-B	14.9-B	15.0-B	14.9-B	15.3-B	14.9-B
I-10 Freeway EB Ramps (EW) - #5	Caltrans																
- Without Improvements		14.9-B	20.0-C	15.0-B	20.1-C	15.2-B	21.7-C	15.3-B	21.7-C	16.1-B	21.8-C	17.8-B	99.9-F	17.9-B	99.9-F	18.5-B	99.9-F
- With Improvements		--	--	--	--	--	--	--	--	--	--	12.7-B	17.9-B	12.7-B	18.0-B	12.9-B	18.1-B
Nevada Street (NS) at:																	
San Bernardino Avenue (EW) - #6	County of SB	17.9-B	19.5-B	17.9-B	19.5-B	18.0-B	19.9-B	18.0-B	20.0-B	18.7-B	23.2-C	20.0-C	20.2-C	20.0-C	20.4-C	21.1-C	23.4-C
Almond Avenue (EW) - #7	County of SB	8.4-A	9.5-A	8.4-A	9.6-A	8.4-A	9.7-A	8.5-A	9.8-A	9.0-A	12.4-B	8.8-A	9.8-A	8.9-A	9.9-A	9.5-A	12.1-B
Lugonia Avenue (EW) - #8	City of Redlands/County of SB																
- Without Improvements		11.3-B	15.5-C	11.3-B	15.6-C	12.0-B	17.7-C	12.0-B	17.8-C	15.1-C	30.1-D	17.8-C	61.7-F	17.9-C	62.1-F	27.2-D	99.9-F
- With Improvements		--	--	9.8-A	10.2-B	9.8-A	10.3-B	9.9-A	10.3-B	10.2-B	10.7-B	8.4-A	9.6-A	8.4-A	9.7-A	8.9-A	10.5-B
Project West Driveway (NS) at:																	
Almond Avenue (EW) - #9	County of SB	8.9-A	8.7-A	9.0-A	8.9-A	9.0-A	8.7-A	9.2-A	9.0-A	10.4-B	9.6-A	9.4-A	9.0-A	9.5-A	9.3-A	10.3-B	9.9-A
Project East Driveway (NS) at:																	
Almond Avenue (EW) - #10	County of SB	--	--	8.6-A	8.8-A	--	--	8.6-A	8.8-A	8.9-A	9.4-A	--	--	9.2-A	9.1-A	9.5-A	9.8-A
Alabama Street (NS) at:																	
San Bernardino Avenue (EW) - #11	County of SB																
- Without Improvements		24.2-C	29.8-C	24.5-C	30.1-C	25.1-C	30.9-C	25.2-C	31.2-C	25.9-C	46.4-D	34.0-C	44.6-D	34.3-C	44.7-D	36.2-D	99.9-F
- With Improvements		--	--	--	--	--	--	--	--	--	--	--	--	--	--	35.5-D	45.7-D
Project North Driveway (EW) - #12		--	--	9.9-A	10.8-B	--	--	10.0-B	11.0-B	10.3-B	11.8-B	--	--	12.4-B	14.0-B	12.7-B	15.2-C
Project South Driveway (EW) - #13		--	--	0.1-A	10.8-B	--	--	0.1-A	11.0-B	0.1-A	11.7-B	--	--	0.1-A	13.9-B	0.1-A	15.1-C
Almond Avenue (EW) - #14	County of SB	9.3-A	11.3-B	9.8-A	11.6-B	9.7-A	11.4-B	10.2-B	11.7-B	18.5-B	20.2-C	7.7-A	7.7-A	8.4-A	7.9-A	15.7-B	17.2-B
Lugonia Avenue (EW) - #15	City of Redlands/County of SB																
- Without Improvements		27.9-C	39.6-D	27.9-C	39.7-D	28.5-C	42.3-D	28.5-C	42.5-D	32.6-C	99.9-F	33.8-C	62.8-E	33.8-C	63.1-E	39.2-D	99.9-F
- With Improvements		--	--	26.7-C	33.4-C	27.4-C	34.6-C	27.3-C	34.6-C	27.5-C	34.6-C	27.3-C	34.0-C	27.3-C	34.2-C	26.9-C	34.1-C
I-10 Freeway WB Ramps (EW) - #16	Caltrans																
- Without Improvements		19.2-B	15.5-B	19.2-B	15.5-B	19.7-B	16.0-B	19.7-B	16.1-B	19.7-B	20.6-C	21.0-C	22.7-C	21.0-C	22.9-C	21.8-C	99.9-F
- With Improvements		--	--	--	--	--	--	--	--	--	--	--	--	--	--	16.9-B	17.8-B
I-10 Freeway EB Ramps (EW) - #17	Caltrans																
- Without Improvements		13.5-B	16.4-B	13.5-C	16.4-B	13.6-B	16.6-B	13.7-B	16.7-B	14.2-B	27.6-C	13.6-B	22.7-C	13.6-B	23.0-C	14.3-B	99.9-F
- With Improvements		--	--	--	--	--	--	--	--	--	--	--	--	--	--	12.9-B	23.5-C
SR-210 Freeway SB Ramps (NS) at:																	
San Bernardino Avenue (EW) - #18	Caltrans																
- Without Improvements		36.2-D	38.4-D	36.2-D	38.7-D	37.4-D	39.5-D	37.4-D	39.8-D	59.8-E	99.9-F	45.0-D	45.7-D	45.1-D	46.0-D	77.3-E	99.9-F
- With Improvements		--	--	--	--	--	--	--	--	33.2-C	38.4-D	--	--	--	--	33.6-C	40.9-D
SR-210 Freeway NB Ramps (NS) at:																	
San Bernardino Avenue (EW) - #19	Caltrans																
- Without Improvements		32.1-C	41.2-D	32.1-C	41.3-D	33.7-C	43.4-D	33.8-C	43.5-D	38.5-D	61.0-E	53.3-D	82.7-F	53.5-D	83.1-F	60.5-E	99.9-F
- With Improvements		--	--	--	--	--	--	--	--	25.1-C	35.3-D	26.3-C	36.5-D	26.3-C	36.6-D	27.7-C	41.9-D

Figure 42
Circulation Recommendations



Construct Alabama Avenue from the north project boundary to Almond Street at its ultimate half-section width including landscaping and parkway improvements in conjunction with development, as necessary.

Construct Almond Street from the west project boundary to Alabama Street at its ultimate half-section width including landscaping and parkway improvements in conjunction with development, as necessary.

Sight distance at each project access should be reviewed with respect to California Department of Transportation/County of San Bernardino standards in conjunction with the preparation of final grading, landscaping, and street improvement plans.

On-site traffic signing and striping should be implemented in conjunction with detailed construction plans for the project.

The site should provide sufficient parking spaces to meet County of San Bernardino parking code requirements in order to service on-site parking demand.

The project should contribute towards the cost of necessary study area improvements on a fair share or "pro-rata" basis.

As is the case for any roadway design, the County of San Bernardino should periodically review traffic operations in the vicinity of the project once the project is constructed to assure that the traffic operations are satisfactory.

Participate in the phased construction of off-site traffic signals through payment of traffic signal mitigation fees. The traffic signals within the study area at buildout should specifically include an interconnect of the traffic signals to function in a coordinated system.

Legend

STOP = Stop Sign
= Full Access Driveway
= Right Turns In/Out Only Access Driveway

N
NTS

5416f/42

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Appendices

Appendix A – Glossary of Transportation Terms

Appendix B – Traffic Count Worksheets

Appendix C – Future Growth Increment Calculation Worksheets

Appendix D – Traffic Model Plots

Appendix E – Explanation and Calculation of Intersection Delay

Appendix F – Traffic Signal Warrant Worksheet

Appendix G – Preliminary Construction Cost Estimates for Congestion Management Program

APPENDIX A

Glossary of Transportation Terms

GLOSSARY OF TRANSPORTATION TERMS

COMMON ABBREVIATIONS

AC:	Acres
ADT:	Average Daily Traffic
Caltrans:	California Department of Transportation
DU:	Dwelling Unit
ICU:	Intersection Capacity Utilization
LOS:	Level of Service
TSF:	Thousand Square Feet
V/C:	Volume/Capacity
VMT:	Vehicle Miles Traveled

TERMS

AVERAGE DAILY TRAFFIC: The total volume during a year divided by the number of days in a year. Usually only weekdays are included.

BANDWIDTH: The number of seconds of green time available for through traffic in a signal progression.

BOTTLENECK: A constriction along a travelway that limits the amount of traffic that can proceed downstream from its location.

CAPACITY: The maximum number of vehicles that can be reasonably expected to pass over a given section of a lane or a roadway in a given time period.

CHANNELIZATION: The separation or regulation of conflicting traffic movements into definite paths of travel by the use of pavement markings, raised islands, or other suitable means to facilitate the safe and orderly movements of both vehicles and pedestrians.

CLEARANCE INTERVAL: Nearly same as yellow time. If there is an all red interval after the end of a yellow, then that is also added into the clearance interval.

CORDON: An imaginary line around an area across which vehicles, persons, or other items are counted (in and out).

CYCLE LENGTH: The time period in seconds required for one complete signal cycle.

CUL-DE-SAC STREET: A local street open at one end only, and with special provisions for turning around.

DAILY CAPACITY: The daily volume of traffic that will result in a volume during the peak hour equal to the capacity of the roadway.

DELAY: The time consumed while traffic is impeded in its movement by some element over which it has no control, usually expressed in seconds per vehicle.

DEMAND RESPONSIVE SIGNAL: Same as traffic-actuated signal.

DENSITY: The number of vehicles occupying in a unit length of the through traffic lanes of a roadway at any given instant. Usually expressed in vehicles per mile.

DETECTOR: A device that responds to a physical stimulus and transmits a resulting impulse to the signal controller.

DESIGN SPEED: A speed selected for purposes of design. Features of a highway, such as curvature, superelevation, and sight distance (upon which the safe operation of vehicles is dependent) are correlated to design speed.

DIRECTIONAL SPLIT: The percent of traffic in the peak direction at any point in time.

DIVERSION: The rerouting of peak hour traffic to avoid congestion.

FORCED FLOW: Opposite of free flow.

FREE FLOW: Volumes are well below capacity. Vehicles can maneuver freely and travel is unimpeded by other traffic.

GAP: Time or distance between successive vehicles in a traffic stream, rear bumper to front bumper.

HEADWAY: Time or distance spacing between successive vehicles in a traffic stream, front bumper to front bumper.

INTERCONNECTED SIGNAL SYSTEM: A number of intersections that are connected to achieve signal progression.

LEVEL OF SERVICE: A qualitative measure of a number of factors, which include speed and travel time, traffic interruptions, freedom to maneuver, safety, driving comfort and convenience, and operating costs.

LOOP DETECTOR: A vehicle detector consisting of a loop of wire embedded in the roadway, energized by alternating current and producing an output circuit closure when passed over by a vehicle.

MINIMUM ACCEPTABLE GAP: Smallest time headway between successive vehicles in a traffic stream into which another vehicle is willing and able to cross or merge.

MULTI-MODAL: More than one mode; such as automobile, bus transit, rail rapid transit, and bicycle transportation modes.

OFFSET: The time interval in seconds between the beginning of green at one intersection and the beginning of green at an adjacent intersection.

PLATOON: A closely grouped component of traffic that is composed of several vehicles moving, or standing ready to move, with clear spaces ahead and behind.

ORIGIN-DESTINATION SURVEY: A survey to determine the point of origin and the point of destination for a given vehicle trip.

PASSENGER CAR EQUIVALENTS (PCE): One car is one Passenger Car Equivalent. A truck is equal to 2 or 3 Passenger Car Equivalents in that a truck requires longer to start, goes slower, and accelerates slower. Loaded trucks have a higher Passenger Car Equivalent than empty trucks.

PEAK HOUR: The 60 consecutive minutes with the highest number of vehicles.

PRETIMED SIGNAL: A type of traffic signal that directs traffic to stop and go on a predetermined time schedule without regard to traffic conditions. Also, fixed time signal.

PROGRESSION: A term used to describe the progressive movement of traffic through several signalized intersections.

SCREEN-LINE: An imaginary line or physical feature across which all trips are counted, normally to verify the validity of mathematical traffic models.

SIGNAL CYCLE: The time period in seconds required for one complete sequence of signal indications.

SIGNAL PHASE: The part of the signal cycle allocated to one or more traffic movements.

STARTING DELAY: The delay experienced in initiating the movement of queued traffic from a stop to an average running speed through a signalized intersection.

TRAFFIC-ACTUATED SIGNAL: A type of traffic signal that directs traffic to stop and go in accordance with the demands of traffic, as registered by the actuation of detectors.

TRIP: The movement of a person or vehicle from one location (origin) to another (destination). For example, from home to store to home is two trips, not one.

TRIP-END: One end of a trip at either the origin or destination; i.e. each trip has two trip-ends. A trip-end occurs when a person, object, or message is transferred to or from a vehicle.

TRIP GENERATION RATE: The quantity of trips produced and/or attracted by a specific land use stated in terms of units such as per dwelling, per acre, and per 1,000 square feet of floor space.

TRUCK: A vehicle having dual tires on one or more axles, or having more than two axles.

UNBALANCED FLOW: Heavier traffic flow in one direction than the other. On a daily basis, most facilities have balanced flow. During the peak hours, flow is seldom balanced in an urban area.

VEHICLE MILES OF TRAVEL: A measure of the amount of usage of a section of highway, obtained by multiplying the average daily traffic by length of facility in miles.

APPENDIX B

Traffic Count Worksheets

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City of Redlands
N/S: Callifornia Street
E/W: San Bernardino Avenue
Weather: Sunny

File Name : REDCASBAM
Site Code : 00000097
Start Date : 4/16/2013
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Trucks - 4+ Axle Trucks

	California Street Southbound				San Bernardino Avenue Westbound				California Street Northbound				San Bernardino Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	7	0	7	5	50	1	56	19	15	12	46	2	28	8	38	147
07:15 AM	1	7	0	8	9	84	4	97	21	30	26	77	3	39	7	49	231
07:30 AM	0	6	2	8	15	92	4	111	20	19	12	51	1	28	17	46	216
07:45 AM	1	12	5	18	24	82	4	110	28	21	10	59	0	24	13	37	224
Total	2	32	7	41	53	308	13	374	88	85	60	233	6	119	45	170	818
08:00 AM	0	4	3	7	23	63	1	87	12	10	9	31	8	28	15	51	176
08:15 AM	3	9	3	15	11	40	0	51	16	15	8	39	0	26	17	43	148
08:30 AM	0	7	1	8	18	36	0	54	14	13	11	38	3	27	12	42	142
08:45 AM	2	8	2	12	8	33	2	43	12	20	7	39	4	22	7	33	127
Total	5	28	9	42	60	172	3	235	54	58	35	147	15	103	51	169	593
Grand Total	7	60	16	83	113	480	16	609	142	143	95	380	21	222	96	339	1411
Apprch %	8.4	72.3	19.3		18.6	78.8	2.6		37.4	37.6	25		6.2	65.5	28.3		
Total %	0.5	4.3	1.1	5.9	8	34	1.1	43.2	10.1	10.1	6.7	26.9	1.5	15.7	6.8	24	
Passenger Vehicles	4	33	10	47	107	454	15	576	125	103	78	306	17	213	78	308	1237
% Passenger Vehicles	57.1	55	62.5	56.6	94.7	94.6	93.8	94.6	88	72	82.1	80.5	81	95.9	81.2	90.9	87.7
Large 2 Axle Vehicles	0	4	2	6	1	9	1	11	2	8	5	15	1	4	7	12	44
% Large 2 Axle Vehicles	0	6.7	12.5	7.2	0.9	1.9	6.2	1.8	1.4	5.6	5.3	3.9	4.8	1.8	7.3	3.5	3.1
3 Axle Trucks	0	1	0	1	1	3	0	4	0	2	2	4	0	2	0	2	11
% 3 Axle Trucks	0	1.7	0	1.2	0.9	0.6	0	0.7	0	1.4	2.1	1.1	0	0.9	0	0.6	0.8
4+ Axle Trucks	3	22	4	29	4	14	0	18	15	30	10	55	3	3	11	17	119
% 4+ Axle Trucks	42.9	36.7	25	34.9	3.5	2.9	0	3	10.6	21	10.5	14.5	14.3	1.4	11.5	5	8.4

	California Street Southbound				San Bernardino Avenue Westbound				California Street Northbound				San Bernardino Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	1	7	0	8	9	84	4	97	21	30	26	77	3	39	7	49	231
07:30 AM	0	6	2	8	15	92	4	111	20	19	12	51	1	28	17	46	216
07:45 AM	1	12	5	18	24	82	4	110	28	21	10	59	0	24	13	37	224
08:00 AM	0	4	3	7	23	63	1	87	12	10	9	31	8	28	15	51	176
Total Volume	2	29	10	41	71	321	13	405	81	80	57	218	12	119	52	183	847
% App. Total	4.9	70.7	24.4		17.5	79.3	3.2		37.2	36.7	26.1		6.6	65	28.4		
PHF	.500	.604	.500	.569	.740	.872	.813	.912	.723	.667	.548	.708	.375	.763	.765	.897	.917

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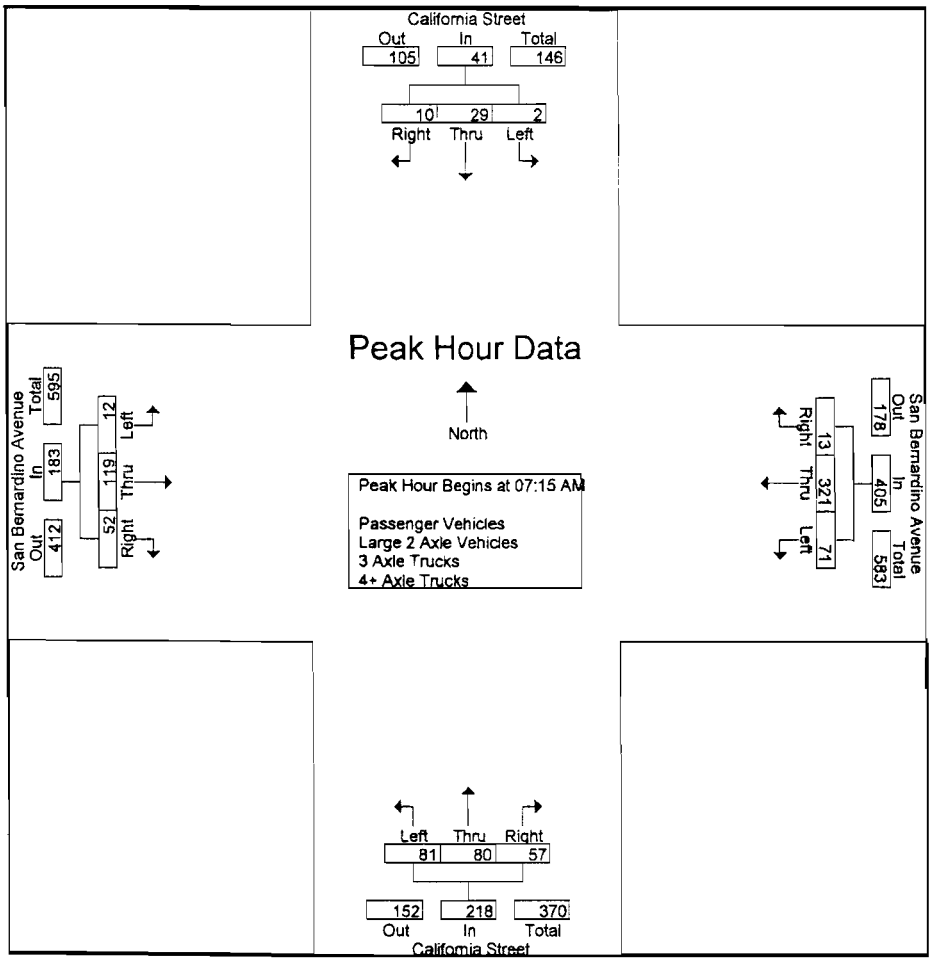

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30 AM				07:15 AM				07:00 AM				07:15 AM			
+0 mins.	0	6	2	8	9	84	**4**	97	19	15	12	46	3	**39**	7	49
+15 mins.	1	**12**	5	**18**	15	**92**	4	111	21	**30**	**26**	77	1	28	**17**	46
+30 mins.	0	4	3	7	**24**	82	4	110	20	19	12	51	0	24	13	37
+45 mins.	**3**	9	3	15	23	63	1	87	**28**	21	10	59	**8**	28	15	**51**
Total Volume	4	31	13	48	71	321	13	405	88	85	60	233	12	119	52	183
% App. Total	8.3	64.6	27.1		17.5	79.3	3.2		37.8	36.5	25.8		6.6	65	28.4	
PHF	.333	.646	.650	.667	.740	.872	.813	.912	.786	.708	.577	.756	.375	.763	.765	.897

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Groups Printed- Passenger Vehicles

	California Street Southbound				San Bernardino Avenue Westbound				California Street Northbound				San Bernardino Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	4	0	4	5	48	1	54	18	12	11	41	2	28	7	37	136
07:15 AM	1	5	0	6	9	81	4	94	17	25	24	66	3	38	6	47	213
07:30 AM	0	3	2	5	15	89	3	107	17	10	9	36	1	26	14	41	189
07:45 AM	0	6	3	9	23	76	4	103	23	13	7	43	0	22	7	29	184
Total	1	18	5	24	52	294	12	358	75	60	51	186	6	114	34	154	722
08:00 AM	0	3	1	4	21	62	1	84	10	9	7	26	6	27	13	46	160
08:15 AM	2	6	1	9	11	37	0	48	16	10	4	30	0	23	14	37	124
08:30 AM	0	3	1	4	16	34	0	50	12	7	10	29	2	27	10	39	122
08:45 AM	1	3	2	6	7	27	2	36	12	17	6	35	3	22	7	32	109
Total	3	15	5	23	55	160	3	218	50	43	27	120	11	99	44	154	515
Grand Total	4	33	10	47	107	454	15	576	125	103	78	306	17	213	78	308	1237
Apprch %	8.5	70.2	21.3		18.6	78.8	2.6		40.8	33.7	25.5		5.5	69.2	25.3		
Total %	0.3	2.7	0.8	3.8	8.6	36.7	1.2	46.6	10.1	8.3	6.3	24.7	1.4	17.2	6.3	24.9	

	California Street Southbound				San Bernardino Avenue Westbound				California Street Northbound				San Bernardino Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	1	5	0	6	9	81	4	94	17	25	24	66	3	38	6	47	213
07:30 AM	0	3	2	5	15	89	3	107	17	10	9	36	1	26	14	41	189
07:45 AM	0	6	3	9	23	76	4	103	23	13	7	43	0	22	7	29	184
08:00 AM	0	3	1	4	21	62	1	84	10	9	7	26	6	27	13	46	160
Total Volume	1	17	6	24	68	308	12	388	67	57	47	171	10	113	40	163	746
% App. Total	4.2	70.8	25		17.5	79.4	3.1		39.2	33.3	27.5		6.1	69.3	24.5		
PHF	.250	.708	.500	.667	.739	.865	.750	.907	.728	.570	.490	.648	.417	.743	.714	.867	.876

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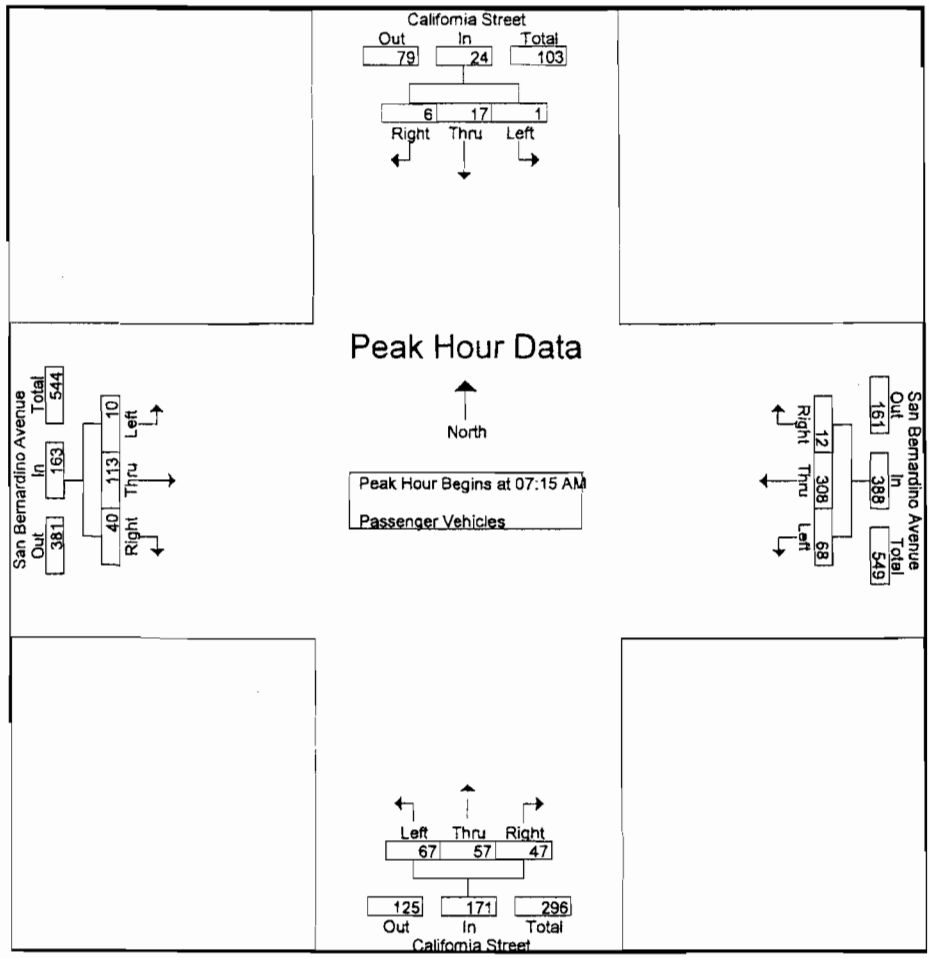

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	1	5	0	6	9	81	4	94	17	25	24	66	3	38	6	47
+15 mins.	0	3	2	5	15	89	3	107	17	10	9	36	1	26	14	41
+30 mins.	0	6	3	9	23	76	4	103	23	13	7	43	0	22	7	29
+45 mins.	0	3	1	4	21	62	1	84	10	9	7	26	6	27	13	46
Total Volume	1	17	6	24	68	308	12	388	67	57	47	171	10	113	40	163
% App. Total	4.2	70.8	25		17.5	79.4	3.1		39.2	33.3	27.5		6.1	69.3	24.5	
PHF	.250	.708	.500	.667	.739	.865	.750	.907	.728	.570	.490	.648	.417	.743	.714	.867

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Groups Printed- Large 2 Axle Vehicles

	California Street Southbound				San Bernardino Avenue Westbound				California Street Northbound				San Bernardino Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	1	0	1	0	1	0	1	0	0	1	1	3
07:15 AM	0	0	0	0	0	0	0	0	0	2	1	3	0	1	1	2	5
07:30 AM	0	1	0	1	0	1	1	2	0	3	0	3	0	1	2	3	9
07:45 AM	0	0	0	0	1	2	0	3	0	0	2	2	0	1	1	2	7
Total	0	1	0	1	1	4	1	6	0	6	3	9	0	3	5	8	24
08:00 AM	0	0	1	1	0	0	0	0	2	0	0	2	0	1	0	1	4
08:15 AM	0	1	1	2	0	2	0	2	0	1	2	3	0	0	1	1	8
08:30 AM	0	1	0	1	0	1	0	1	0	1	0	1	1	0	1	2	5
08:45 AM	0	1	0	1	0	2	0	2	0	0	0	0	0	0	0	0	3
Total	0	3	2	5	0	5	0	5	2	2	2	6	1	1	2	4	20
Grand Total	0	4	2	6	1	9	1	11	2	8	5	15	1	4	7	12	44
Apprch %	0	66.7	33.3		9.1	81.8	9.1		13.3	53.3	33.3		8.3	33.3	58.3		
Total %	0	9.1	4.5	13.6	2.3	20.5	2.3	25	4.5	18.2	11.4	34.1	2.3	9.1	15.9	27.3	

	California Street Southbound				San Bernardino Avenue Westbound				California Street Northbound				San Bernardino Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	0	0	0	0	2	1	3	0	1	1	2	5
07:30 AM	0	1	0	1	0	1	1	2	0	3	0	3	0	1	2	3	9
07:45 AM	0	0	0	0	1	2	0	3	0	0	2	2	0	1	1	2	7
08:00 AM	0	0	1	1	0	0	0	0	2	0	0	2	0	1	0	1	4
Total Volume	0	1	1	2	1	3	1	5	2	5	3	10	0	4	4	8	25
% App. Total	0	50	50		20	60	20		20	50	30		0	50	50		
PHF	.000	.250	.250	.500	.250	.375	.250	.417	.250	.417	.375	.833	.000	1.00	.500	.667	.694

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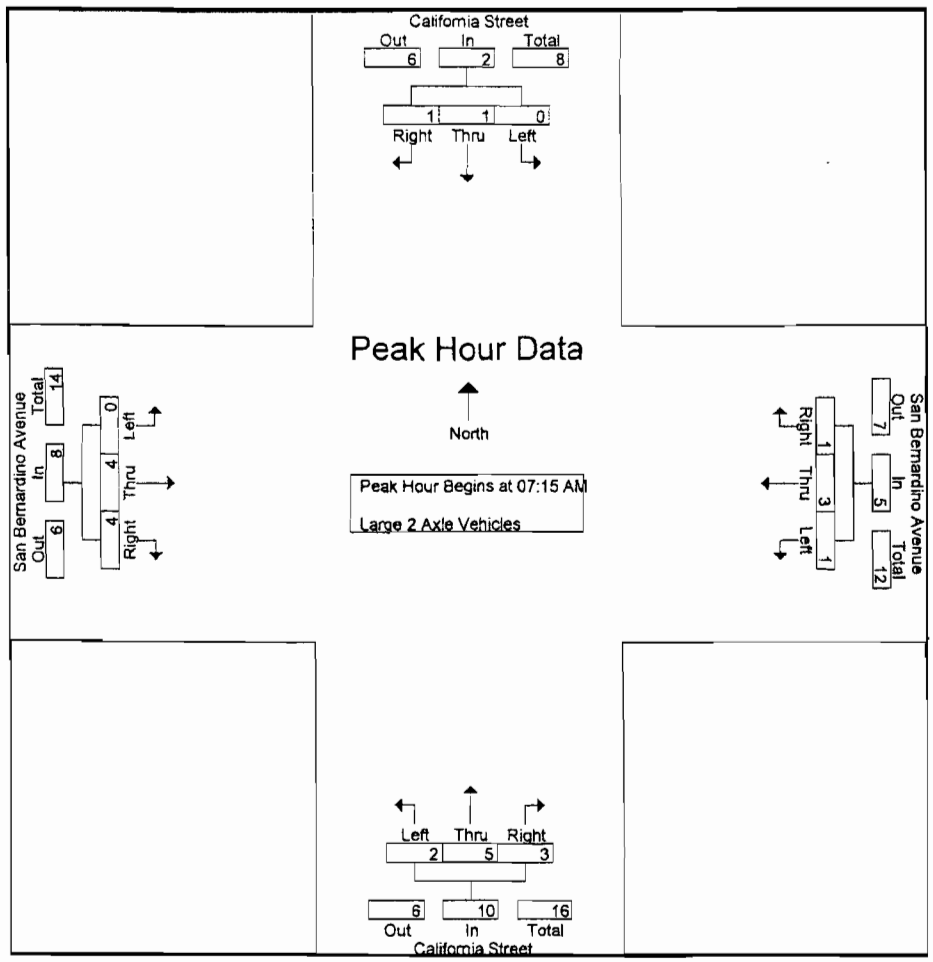

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	2	1	3	0	1	1	2
+15 mins.	0	1	0	1	0	1	1	2	0	3	0	3	0	1	2	3
+30 mins.	0	0	0	0	1	2	0	3	0	0	2	2	0	1	1	2
+45 mins.	0	0	1	1	0	0	0	0	2	0	0	2	0	1	0	1
Total Volume	0	1	1	2	1	3	1	5	2	5	3	10	0	4	4	8
% App. Total	0	50	50		20	60	20		20	50	30		0	50	50	
PHF	.000	.250	.250	.500	.250	.375	.250	.417	.250	.417	.375	.833	.000	1.000	.500	.667

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Groups Printed- 3 Axle Trucks

	California Street Southbound				San Bernardino Avenue Westbound				California Street Northbound				San Bernardino Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
Total	0	1	0	1	0	2	0	2	0	0	0	0	0	1	0	1	4
08:00 AM	0	0	0	0	1	1	0	2	0	0	1	1	0	0	0	0	3
08:15 AM	0	0	0	0	0	0	0	0	0	1	1	2	0	1	0	1	3
08:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	1	0	2	0	2	2	4	0	1	0	1	7
Grand Total	0	1	0	1	1	3	0	4	0	2	2	4	0	2	0	2	11
Apprch %	0	100	0		25	75	0		0	50	50		0	100	0		
Total %	0	9.1	0	9.1	9.1	27.3	0	36.4	0	18.2	18.2	36.4	0	18.2	0	18.2	

	California Street Southbound				San Bernardino Avenue Westbound				California Street Northbound				San Bernardino Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
08:00 AM	0	0	0	0	1	1	0	2	0	0	1	1	0	0	0	0	3
Total Volume	0	0	0	0	1	3	0	4	0	0	1	1	0	1	0	1	6
% App. Total	0	0	0		25	75	0		0	0	100		0	100	0		
PHF	.000	.000	.000	.000	.250	.750	.000	.500	.000	.000	.250	.250	.000	.250	.000	.250	.500

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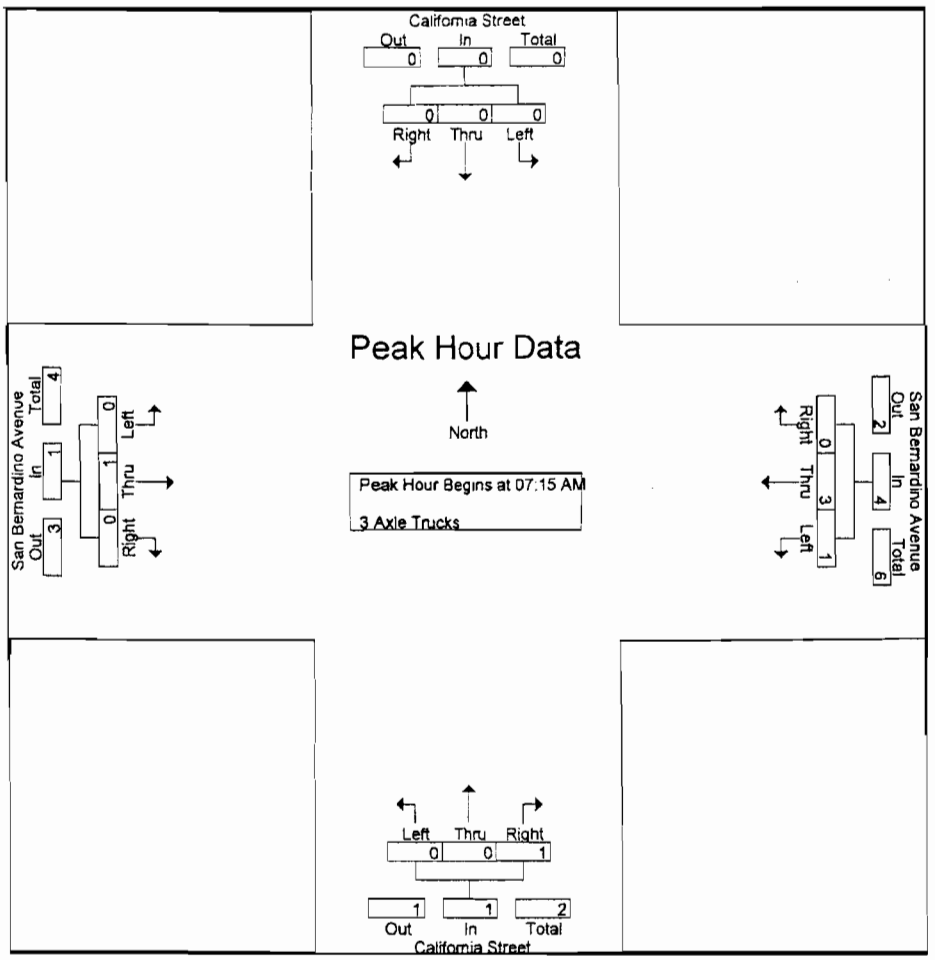

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1
+45 mins.	0	0	0	0	1	1	0	2	0	0	1	1	0	0	0	0
Total Volume	0	0	0	0	1	3	0	4	0	0	1	1	0	1	0	1
% App. Total	0	0	0		25	75	0		0	0	100		0	100	0	
PHF	.000	.000	.000	.000	.250	.750	.000	.500	.000	.000	.250	.250	.000	.250	.000	.250

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Groups Printed- 4+ Axle Trucks

	California Street Southbound				San Bernardino Avenue Westbound				California Street Northbound				San Bernardino Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	2	0	2	0	1	0	1	1	2	1	4	0	0	0	0	7
07:15 AM	0	2	0	2	0	3	0	3	4	3	1	8	0	0	0	0	13
07:30 AM	0	2	0	2	0	1	0	1	3	6	3	12	0	1	1	2	17
07:45 AM	1	6	2	9	0	3	0	3	5	8	1	14	0	0	5	5	31
Total	1	12	2	15	0	8	0	8	13	19	6	38	0	1	6	7	68
08:00 AM	0	1	1	2	1	0	0	1	0	1	1	2	2	0	2	4	9
08:15 AM	1	2	1	4	0	1	0	1	0	3	1	4	0	2	2	4	13
08:30 AM	0	3	0	3	2	1	0	3	2	4	1	7	0	0	1	1	14
08:45 AM	1	4	0	5	1	4	0	5	0	3	1	4	1	0	0	1	15
Total	2	10	2	14	4	6	0	10	2	11	4	17	3	2	5	10	51
Grand Total	3	22	4	29	4	14	0	18	15	30	10	55	3	3	11	17	119
Apprch %	10.3	75.9	13.8		22.2	77.8	0		27.3	54.5	18.2		17.6	17.6	64.7		
Total %	2.5	18.5	3.4	24.4	3.4	11.8	0	15.1	12.6	25.2	8.4	46.2	2.5	2.5	9.2	14.3	

	California Street Southbound				San Bernardino Avenue Westbound				California Street Northbound				San Bernardino Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	2	0	2	0	3	0	3	4	3	1	8	0	0	0	0	13
07:30 AM	0	2	0	2	0	1	0	1	3	6	3	12	0	1	1	2	17
07:45 AM	1	6	2	9	0	3	0	3	5	8	1	14	0	0	5	5	31
08:00 AM	0	1	1	2	1	0	0	1	0	1	1	2	2	0	2	4	9
Total Volume	1	11	3	15	1	7	0	8	12	18	6	36	2	1	8	11	70
% App. Total	6.7	73.3	20		12.5	87.5	0		33.3	50	16.7		18.2	9.1	72.7		
PHF	.250	.458	.375	.417	.250	.583	.000	.667	.600	.563	.500	.643	.250	.250	.400	.550	.565

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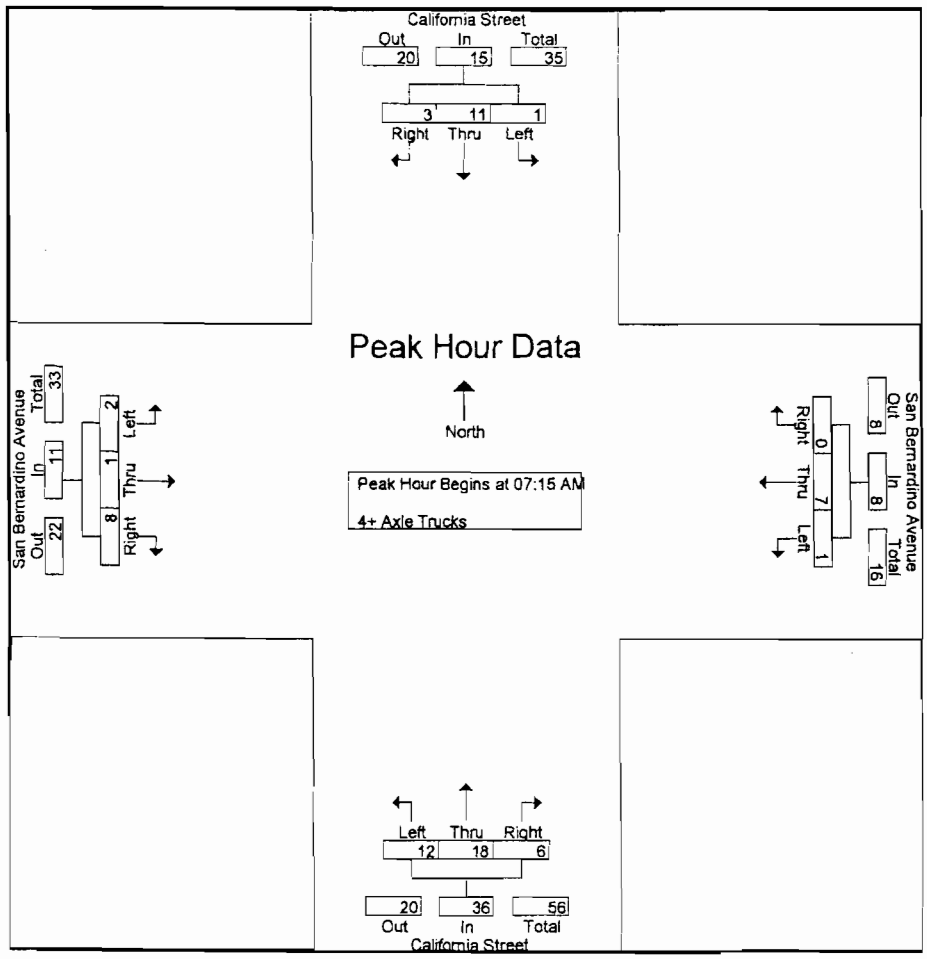

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	2	0	2	0	3	0	3	4	3	1	8	0	0	0	0
+15 mins.	0	2	0	2	0	1	0	1	3	6	3	12	0	1	1	2
+30 mins.	1	6	2	9	0	3	0	3	5	8	1	14	0	0	5	5
+45 mins.	0	1	1	2	1	0	0	1	0	1	1	2	2	0	2	4
Total Volume	1	11	3	15	1	7	0	8	12	18	6	36	2	1	8	11
% App. Total	6.7	73.3	20		12.5	87.5	0		33.3	50	16.7		18.2	9.1	72.7	
PHF	.250	.458	.375	.417	.250	.583	.000	.667	.600	.563	.500	.643	.250	.250	.400	.550

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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Trucks - 4+ Axle Trucks

	California Street Southbound				San Bernardino Avenue Westbound				California Street Northbound				San Bernardino Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	3	39	2	44	8	29	0	37	18	13	16	47	1	85	26	112	240
04:15 PM	3	32	3	38	46	86	0	132	29	7	16	52	0	71	28	99	321
04:30 PM	1	62	11	74	14	49	1	64	11	18	15	44	3	107	33	143	325
04:45 PM	2	23	3	28	11	32	1	44	23	16	20	59	2	109	31	142	273
Total	9	156	19	184	79	196	2	277	81	54	67	202	6	372	118	496	1159
05:00 PM	2	20	4	26	5	27	1	33	26	10	24	60	2	119	52	173	292
05:15 PM	0	13	7	20	18	38	3	59	11	9	13	33	4	217	54	275	387
05:30 PM	2	11	4	17	12	24	0	36	16	2	19	37	5	239	45	289	379
05:45 PM	1	8	4	13	8	37	1	46	12	8	12	32	2	234	48	284	375
Total	5	52	19	76	43	126	5	174	65	29	68	162	13	809	199	1021	1433
Grand Total	14	208	38	260	122	322	7	451	146	83	135	364	19	1181	317	1517	2592
Apprch %	5.4	80	14.6		27.1	71.4	1.6		40.1	22.8	37.1		1.3	77.9	20.9		
Total %	0.5	8	1.5	10	4.7	12.4	0.3	17.4	5.6	3.2	5.2	14	0.7	45.6	12.2	58.5	
Passenger Vehicles	13	165	29	207	118	308	5	431	137	55	131	323	14	1161	302	1477	2438
% Passenger Vehicles	92.9	79.3	76.3	79.6	96.7	95.7	71.4	95.6	93.8	66.3	97	88.7	73.7	98.3	95.3	97.4	94.1
Large 2 Axle Vehicles	0	4	2	6	0	4	0	4	2	9	0	11	0	8	5	13	34
% Large 2 Axle Vehicles	0	1.9	5.3	2.3	0	1.2	0	0.9	1.4	10.8	0	3	0	0.7	1.6	0.9	1.3
3 Axle Trucks	0	2	1	3	1	3	1	5	2	5	0	7	0	3	2	5	20
% 3 Axle Trucks	0	1	2.6	1.2	0.8	0.9	14.3	1.1	1.4	6	0	1.9	0	0.3	0.6	0.3	0.8
4+ Axle Trucks	1	37	6	44	3	7	1	11	5	14	4	23	5	9	8	22	100
% 4+ Axle Trucks	7.1	17.8	15.8	16.9	2.5	2.2	14.3	2.4	3.4	16.9	3	6.3	26.3	0.8	2.5	1.5	3.9

	California Street Southbound				San Bernardino Avenue Westbound				California Street Northbound				San Bernardino Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	2	20	4	26	5	27	1	33	26	10	24	60	2	119	52	173	292
05:15 PM	0	13	7	20	18	38	3	59	11	9	13	33	4	217	54	275	387
05:30 PM	2	11	4	17	12	24	0	36	16	2	19	37	5	239	45	289	379
05:45 PM	1	8	4	13	8	37	1	46	12	8	12	32	2	234	48	284	375
Total Volume	5	52	19	76	43	126	5	174	65	29	68	162	13	809	199	1021	1433
% App. Total	6.6	68.4	25		24.7	72.4	2.9		40.1	17.9	42		1.3	79.2	19.5		
PHF	.625	.650	.679	.731	.597	.829	.417	.737	.625	.725	.708	.675	.650	.846	.921	.883	.926

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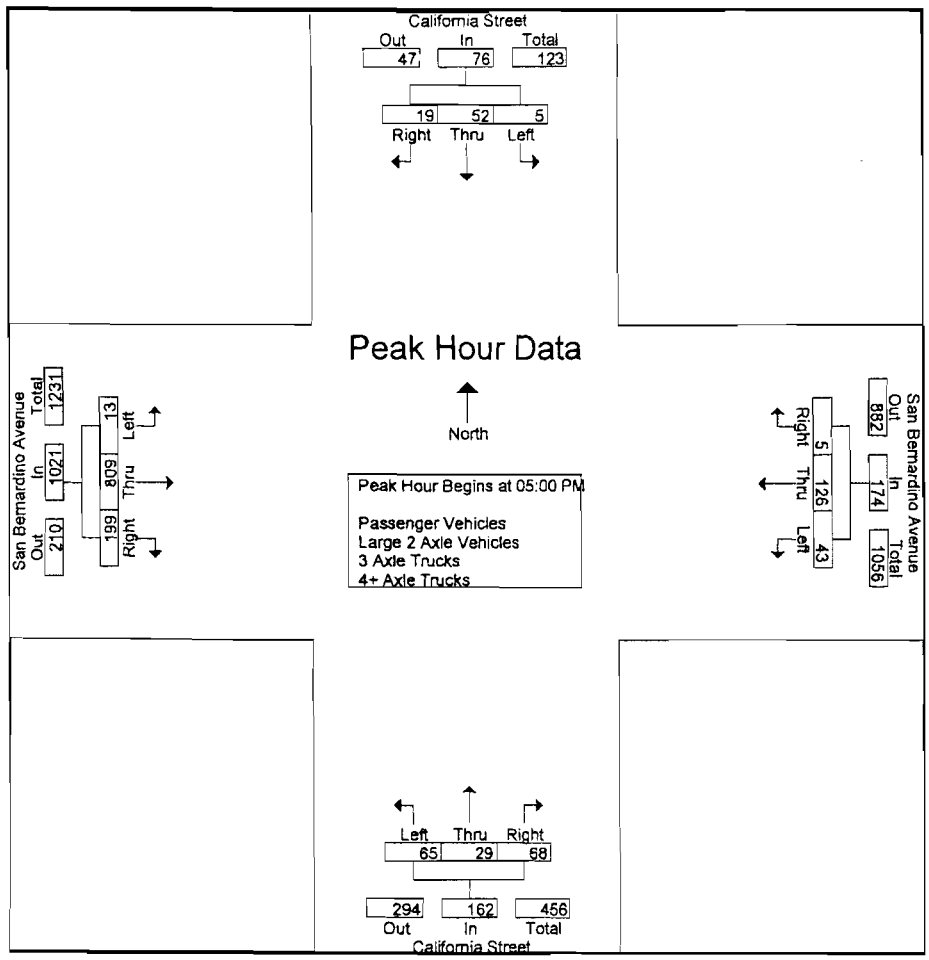

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:15 PM				05:00 PM			
+0 mins.	3	39	2	44	8	29	0	37	29	7	16	52	2	119	52	173
+15 mins.	3	32	3	38	**46**	**86**	0	**132**	11	**18**	15	44	4	217	**54**	275
+30 mins.	1	**62**	**11**	**74**	14	49	**1**	64	23	16	20	59	5	**239**	45	**289**
+45 mins.	2	23	3	28	11	32	1	44	26	10	**24**	**60**	2	234	48	284
Total Volume	9	156	19	184	79	196	2	277	89	51	75	215	13	809	199	1021
% App. Total	4.9	84.8	10.3		28.5	70.8	0.7		41.4	23.7	34.9		1.3	79.2	19.5	
PHF	.750	.629	.432	.622	.429	.570	.500	.525	.767	.708	.781	.896	.650	.846	.921	.883

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Groups Printed- Passenger Vehicles

	California Street Southbound				San Bernardino Avenue Westbound				California Street Northbound				San Bernardino Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	3	24	2	29	8	27	0	35	16	10	15	41	0	84	24	108	213
04:15 PM	3	27	3	33	46	83	0	129	28	3	15	46	0	69	27	96	304
04:30 PM	1	58	11	70	14	47	1	62	9	10	15	34	1	105	32	138	304
04:45 PM	2	21	3	26	7	32	1	40	23	10	18	51	0	109	24	133	250
Total	9	130	19	158	75	189	2	266	76	33	63	172	1	367	107	475	1071
05:00 PM	1	12	1	14	5	26	1	32	25	8	24	57	2	118	51	171	274
05:15 PM	0	9	4	13	18	35	1	54	11	6	13	30	4	215	52	271	368
05:30 PM	2	8	3	13	12	24	0	36	14	2	19	35	5	234	45	284	368
05:45 PM	1	6	2	9	8	34	1	43	11	6	12	29	2	227	47	276	357
Total	4	35	10	49	43	119	3	165	61	22	68	151	13	794	195	1002	1367
Grand Total	13	165	29	207	118	308	5	431	137	55	131	323	14	1161	302	1477	2438
Apprch %	6.3	79.7	14		27.4	71.5	1.2		42.4	17	40.6		0.9	78.6	20.4		
Total %	0.5	6.8	1.2	8.5	4.8	12.6	0.2	17.7	5.6	2.3	5.4	13.2	0.6	47.6	12.4	60.6	

	California Street Southbound				San Bernardino Avenue Westbound				California Street Northbound				San Bernardino Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	1	12	1	14	5	26	1	32	25	8	24	57	2	118	51	171	274
05:15 PM	0	9	4	13	18	35	1	54	11	6	13	30	4	215	52	271	368
05:30 PM	2	8	3	13	12	24	0	36	14	2	19	35	5	234	45	284	368
05:45 PM	1	6	2	9	8	34	1	43	11	6	12	29	2	227	47	276	357
Total Volume	4	35	10	49	43	119	3	165	61	22	68	151	13	794	195	1002	1367
% App. Total	8.2	71.4	20.4		26.1	72.1	1.8		40.4	14.6	45		1.3	79.2	19.5		
PHF	.500	.729	.625	.875	.597	.850	.750	.764	.610	.688	.708	.662	.650	.848	.938	.882	.929

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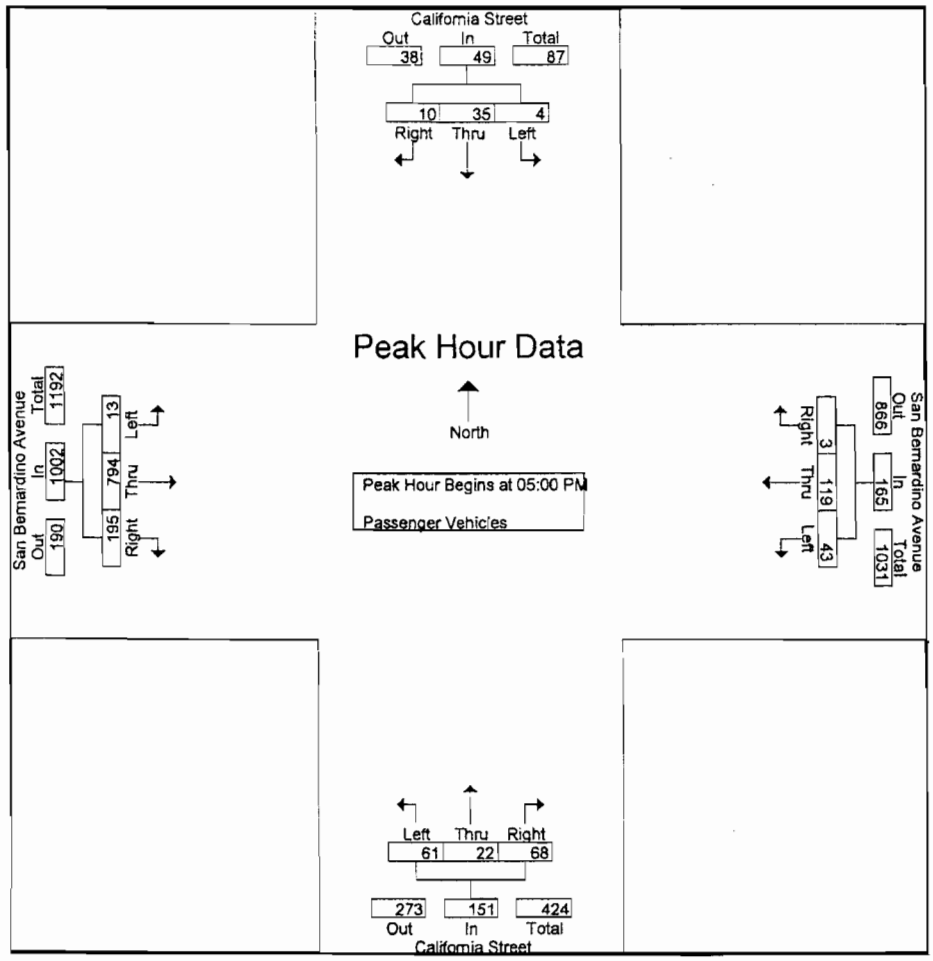

Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	1	12	1	14	5	26	1	32	25	8	24	57	2	118	51	171
+15 mins.	0	9	4	13	18	35	1	54	11	6	13	30	4	215	52	271
+30 mins.	2	8	3	13	12	24	0	36	14	2	19	35	5	234	45	284
+45 mins.	1	6	2	9	8	34	1	43	11	6	12	29	2	227	47	276
Total Volume	4	35	10	49	43	119	3	165	61	22	68	151	13	794	195	1002
% App. Total	8.2	71.4	20.4		26.1	72.1	1.8		40.4	14.6	45		1.3	79.2	19.5	
PHF	.500	.729	.625	.875	.597	.850	.750	.764	.610	.688	.708	.662	.650	.848	.938	.882

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Groups Printed- Large 2 Axle Vehicles

	California Street Southbound				San Bernardino Avenue Westbound				California Street Northbound				San Bernardino Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	1	1	0	2	0	1	2	3	5
04:15 PM	0	1	0	1	0	1	0	1	0	2	0	2	0	0	0	0	4
04:30 PM	0	0	0	0	0	2	0	2	0	2	0	2	0	0	1	1	5
04:45 PM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	2	2	5
Total	0	2	0	2	0	3	0	3	1	7	0	8	0	1	5	6	19
05:00 PM	0	2	1	3	0	0	0	0	1	1	0	2	0	0	0	0	5
05:15 PM	0	0	1	1	0	0	0	0	0	1	0	1	0	2	0	2	4
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
05:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3	4
Total	0	2	2	4	0	1	0	1	1	2	0	3	0	7	0	7	15
Grand Total	0	4	2	6	0	4	0	4	2	9	0	11	0	8	5	13	34
Apprch %	0	66.7	33.3		0	100	0		18.2	81.8	0		0	61.5	38.5		
Total %	0	11.8	5.9	17.6	0	11.8	0	11.8	5.9	26.5	0	32.4	0	23.5	14.7	38.2	

	California Street Southbound				San Bernardino Avenue Westbound				California Street Northbound				San Bernardino Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	2	1	3	0	0	0	0	1	1	0	2	0	0	0	0	5
05:15 PM	0	0	1	1	0	0	0	0	0	1	0	1	0	2	0	2	4
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
05:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3	4
Total Volume	0	2	2	4	0	1	0	1	1	2	0	3	0	7	0	7	15
% App. Total	0	50	50		0	100	0		33.3	66.7	0		0	100	0		
PHF	.000	.250	.500	.333	.000	.250	.000	.250	.250	.500	.000	.375	.000	.583	.000	.583	.750

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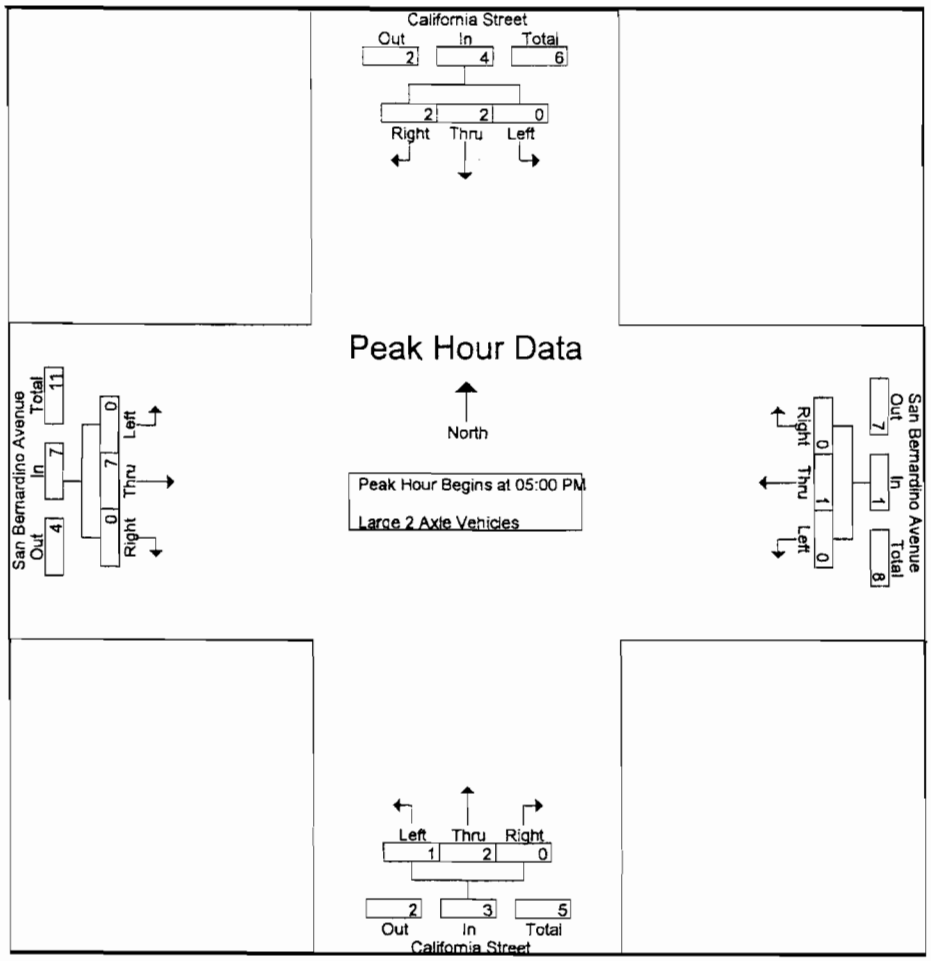
(951) 268-6268

City of Redlands
N/S: California Street
E/W: San Bernardino Avenue
Weather: Sunny

File Name : REDCASBPM
Site Code : 00000097
Start Date : 4/16/2013
Page No : 2



Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	2	1	3	0	0	0	0	1	1	0	2	0	0	0	0
+15 mins.	0	0	1	1	0	0	0	0	0	1	0	1	0	2	0	2
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
+45 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3
Total Volume	0	2	2	4	0	1	0	1	1	2	0	3	0	7	0	7
% App. Total	0	50	50		0	100	0		33.3	66.7	0		0	100	0	
PHF	.000	.250	.500	.333	.000	.250	.000	.250	.250	.500	.000	.375	.000	.583	.000	.583

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Site Code : 00000097
Start Date : 4/16/2013
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Groups Printed- 3 Axle Trucks

	California Street Southbound				San Bernardino Avenue Westbound				California Street Northbound				San Bernardino Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	1	0	1	0	0	0	0	1	1	0	2	0	0	0	0	3
04:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	1	2
04:30 PM	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	3
04:45 PM	0	1	0	1	1	0	0	1	0	1	0	1	0	0	1	1	4
Total	0	2	0	2	1	1	0	2	1	5	0	6	0	0	2	2	12
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
05:15 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	1	2
05:45 PM	0	0	1	1	0	1	0	1	0	0	0	0	0	1	0	1	3
Total	0	0	1	1	0	2	1	3	1	0	0	1	0	3	0	3	8
Grand Total	0	2	1	3	1	3	1	5	2	5	0	7	0	3	2	5	20
Apprch %	0	66.7	33.3		20	60	20		28.6	71.4	0		0	60	40		
Total %	0	10	5	15	5	15	5	25	10	25	0	35	0	15	10	25	

	California Street Southbound				San Bernardino Avenue Westbound				California Street Northbound				San Bernardino Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
05:15 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	1	2
05:45 PM	0	0	1	1	0	1	0	1	0	0	0	0	0	1	0	1	3
Total Volume	0	0	1	1	0	2	1	3	1	0	0	1	0	3	0	3	8
% App. Total	0	0	100		0	66.7	33.3		100	0	0		0	100	0		
PHF	.000	.000	.250	.250	.000	.500	.250	.750	.250	.000	.000	.250	.000	.750	.000	.750	.667

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City of Redlands
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File Name : REDCASBPM
Site Code : 00000097
Start Date : 4/16/2013
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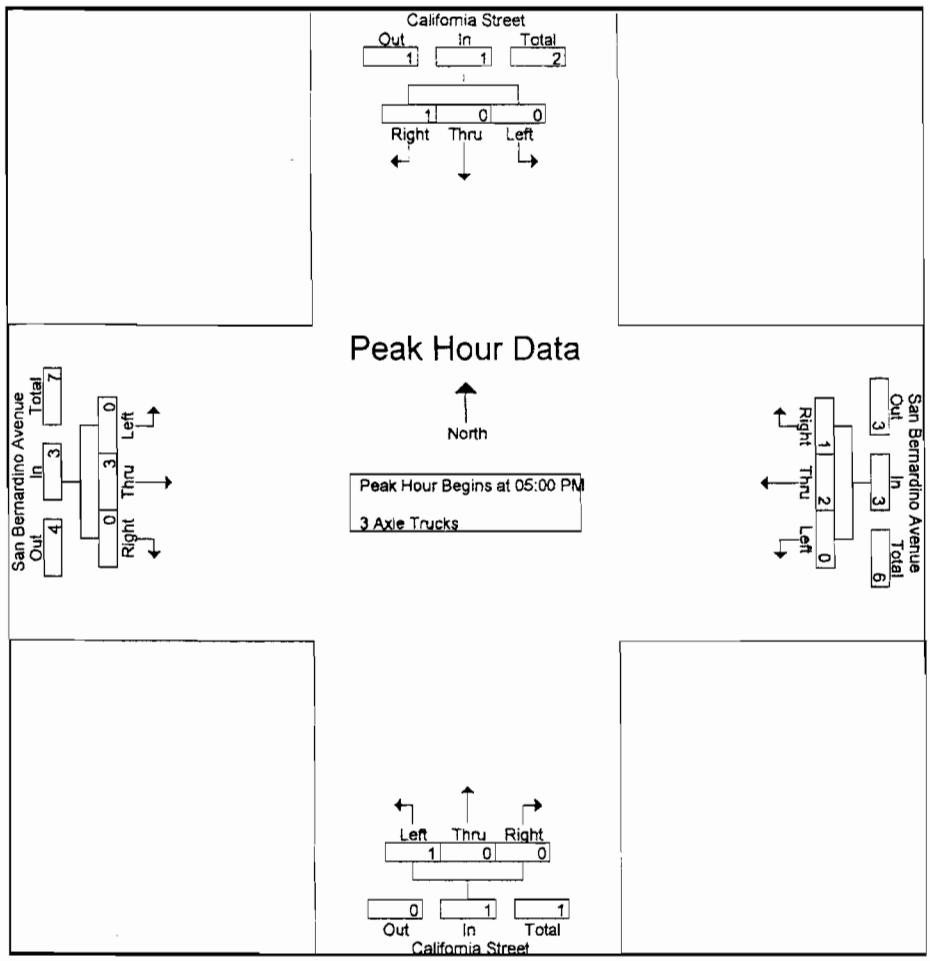

Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1
+15 mins.	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	1
+45 mins.	0	0	1	1	0	1	0	1	0	0	0	0	0	1	0	1
Total Volume	0	0	1	1	0	2	1	3	1	0	0	1	0	3	0	3
% App. Total	0	0	100		0	66.7	33.3		100	0	0		0	100	0	
PHF	.000	.000	.250	.250	.000	.500	.250	.750	.250	.000	.000	.250	.000	.750	.000	.750

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Site Code : 00000097
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Groups Printed- 4+ Axle Trucks

	California Street Southbound				San Bernardino Avenue Westbound				California Street Northbound				San Bernardino Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	14	0	14	0	2	0	2	0	1	1	2	1	0	0	1	19
04:15 PM	0	4	0	4	0	1	0	1	1	2	1	4	0	2	0	2	11
04:30 PM	0	4	0	4	0	0	0	0	2	3	0	5	2	2	0	4	13
04:45 PM	0	0	0	0	3	0	0	3	0	3	2	5	2	0	4	6	14
Total	0	22	0	22	3	3	0	6	3	9	4	16	5	4	4	13	57
05:00 PM	1	6	2	9	0	0	0	0	0	1	0	1	0	0	1	1	11
05:15 PM	0	4	2	6	0	3	1	4	0	2	0	2	0	0	2	2	14
05:30 PM	0	3	1	4	0	0	0	0	1	0	0	1	0	2	0	2	7
05:45 PM	0	2	1	3	0	1	0	1	1	2	0	3	0	3	1	4	11
Total	1	15	6	22	0	4	1	5	2	5	0	7	0	5	4	9	43
Grand Total	1	37	6	44	3	7	1	11	5	14	4	23	5	9	8	22	100
Apprch %	2.3	84.1	13.6		27.3	63.6	9.1		21.7	60.9	17.4		22.7	40.9	36.4		
Total %	1	37	6	44	3	7	1	11	5	14	4	23	5	9	8	22	

	California Street Southbound				San Bernardino Avenue Westbound				California Street Northbound				San Bernardino Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	**1**	**6**	**2**	**9**	0	0	0	0	0	1	0	1	0	0	1	1	11
05:15 PM	0	4	2	6	0	**3**	1	**4**	0	2	0	2	0	0	2	2	**14**
05:30 PM	0	3	1	4	0	0	0	0	1	0	0	1	0	2	0	2	7
05:45 PM	0	2	1	3	0	1	0	1	1	2	0	3	0	3	1	4	11
Total Volume	1	15	6	22	0	4	1	5	2	5	0	7	0	5	4	9	43
% App. Total	4.5	68.2	27.3		0	80	20		28.6	71.4	0		0	55.6	44.4		
PHF	.250	.625	.750	.611	.000	.333	.250	.313	.500	.625	.000	.583	.000	.417	.500	.563	.768

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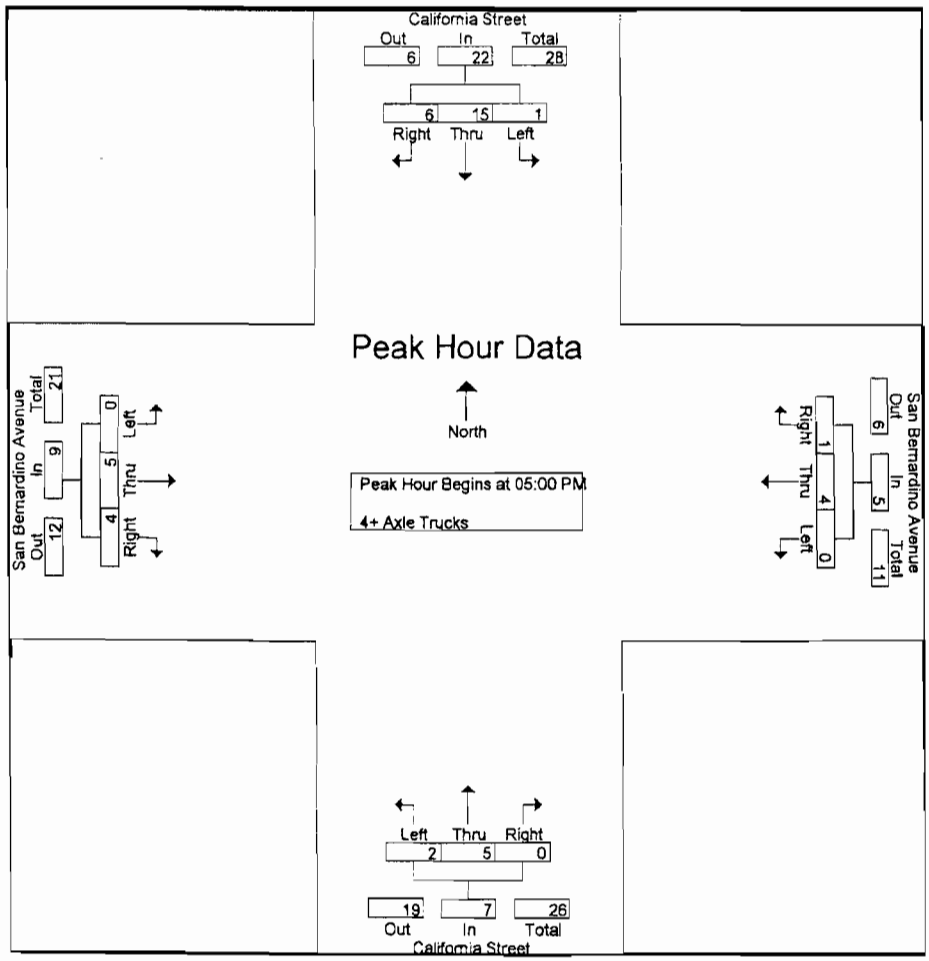

Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	1	6	2	9	0	0	0	0	0	1	0	1	0	0	1	1
+15 mins.	0	4	2	6	0	3	1	4	0	2	0	2	0	0	2	2
+30 mins.	0	3	1	4	0	0	0	0	1	0	0	1	0	2	0	2
+45 mins.	0	2	1	3	0	1	0	1	1	2	0	3	0	3	1	4
Total Volume	1	15	6	22	0	4	1	5	2	5	0	7	0	5	4	9
% App. Total	4.5	68.2	27.3		0	80	20		28.6	71.4	0		0	55.6	44.4	
PHF	.250	.625	.750	.611	.000	.333	.250	.313	.500	.625	.000	.583	.000	.417	.500	.563

NATIONAL DATA AND SURVEYING SERVICES

Axle Count

Project # 5416

Location: California Street at Almond Avenue City: Redlands Date: 7/18/2013 Day: Thursday

		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
7:00	CARS	4	54	6	0	20	3	0	2	0	1	3	0
	2-axle	0	3	0	0	1	1	0	1	0	0	0	0
	3-axle	0	1	0	0	0	0	0	0	0	0	0	0
	4-axle	0	1	0	0	0	0	0	0	0	0	0	0
	5-axle +	0	4	1	0	2	0	0	0	0	1	0	0
7:15	CARS	3	60	0	0	24	1	0	4	5	1	7	0
	2-axle	1	0	0	0	0	0	0	0	0	0	0	0
	3-axle	0	2	0	0	0	0	0	0	0	0	0	0
	4-axle	0	0	0	0	0	0	0	0	0	0	0	0
	5-axle +	0	5	0	0	6	0	0	0	0	1	0	0
7:30	CARS	9	48	5	0	24	2	0	4	2	2	3	0
	2-axle	0	0	0	0	0	0	0	1	0	0	0	0
	3-axle	0	0	0	0	1	0	0	0	0	0	0	0
	4-axle	0	1	0	0	0	0	0	0	0	0	0	0
	5-axle +	2	5	2	0	4	0	0	0	0	0	0	0
7:45	CARS	4	39	0	0	26	2	3	5	4	2	13	1
	2-axle	0	1	0	0	0	0	0	0	1	0	1	0
	3-axle	1	0	0	0	0	0	0	0	0	0	0	0
	4-axle	0	0	0	0	0	0	0	0	0	0	0	0
	5-axle +	0	7	0	0	6	0	0	0	0	1	0	0
8:00	CARS	2	31	3	0	30	3	0	2	2	2	4	3
	2-axle	0	0	0	0	1	0	0	0	0	0	1	1
	3-axle	0	0	0	0	1	0	0	1	0	0	0	0
	4-axle	0	1	0	0	0	0	0	0	0	0	0	0
	5-axle +	0	6	1	0	0	1	0	2	0	0	0	1
8:15	CARS	8	34	1	0	23	1	2	7	4	2	2	2
	2-axle	0	2	0	0	0	0	0	0	0	0	0	0
	3-axle	0	0	1	0	0	0	0	0	0	0	0	0
	4-axle	0	0	0	0	1	0	0	0	0	0	0	0
	5-axle +	1	6	0	0	2	0	1	1	1	2	0	1
8:30	CARS	5	23	1	0	36	2	0	3	4	4	3	0
	2-axle	0	0	0	0	0	0	0	0	1	0	1	0
	3-axle	0	0	0	0	1	0	0	0	0	0	0	0
	4-axle	1	0	0	0	0	0	0	1	0	0	0	0
	5-axle +	0	6	1	0	5	0	0	0	0	2	0	0
8:45	CARS	6	38	4	1	45	1	2	6	6	3	4	3
	2-axle	1	1	0	0	5	0	0	1	0	0	0	0
	3-axle	0	0	0	0	2	0	0	0	0	0	1	0
	4-axle	0	1	0	0	1	0	0	0	0	0	0	0
	5-axle +	2	8	2	0	4	1	0	0	1	2	0	0

MOVEMENT TOTALS

CARS	41	327	20	1	228	15	7	33	27	17	39	9
2-axle	2	7	0	0	7	1	0	3	2	0	3	1
3-axle	1	3	1	0	5	0	0	1	0	0	1	0
4-axle	1	4	0	0	2	0	0	1	0	0	0	0
5-axle +	5	47	7	0	29	2	1	3	2	9	0	2
TOTALS	50	388	28	1	271	18	8	41	31	26	43	12
	NL	*NT*	*NR*	*SL*	*ST*	*SR*	*EL*	*ET*	*ER*	*WL*	*WT*	*WR*

NATIONAL DATA AND SURVEYING SERVICES

Axle Count

Project # 5416

Location: California Street at Almond Avenue City: Redlands Date: 7/18/2013 Day: Thursday

		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
4:00	CARS	7	56	2	4	88	1	2	13	11	3	8	2
	2-axle	0	2	0	0	0	0	0	0	0	0	1	0
	3-axle	0	0	0	0	2	0	0	0	0	0	0	0
	4-axle	0	2	0	0	1	0	0	0	0	0	0	0
	5-axle +	0	5	0	0	5	0	0	0	0	1	0	0
4:15	CARS	5	49	2	0	94	3	3	15	8	1	5	1
	2-axle	2	1	0	0	0	2	0	1	0	0	0	0
	3-axle	0	0	0	0	0	0	1	0	0	0	0	0
	4-axle	0	2	0	0	1	0	0	0	0	0	0	0
	5-axle +	0	2	0	0	1	0	0	0	0	0	0	0
4:30	CARS	6	68	0	2	90	2	2	20	10	0	5	2
	2-axle	0	2	0	0	1	0	0	0	0	0	0	0
	3-axle	0	0	0	0	0	0	1	0	0	0	0	0
	4-axle	0	2	0	0	0	0	0	0	0	0	0	0
	5-axle +	0	1	0	0	6	0	0	0	0	0	0	0
4:45	CARS	6	51	2	1	60	2	1	21	11	3	3	3
	2-axle	0	2	0	0	0	0	0	0	0	0	0	0
	3-axle	0	0	0	0	1	2	0	0	0	0	0	0
	4-axle	1	1	0	0	1	0	0	0	0	0	0	0
	5-axle +	0	0	0	0	3	0	0	0	0	1	0	0
5:00	CARS	8	61	5	0	69	1	6	28	9	2	9	0
	2-axle	0	1	0	0	1	0	0	1	1	0	1	0
	3-axle	0	0	0	0	2	0	0	0	0	0	0	0
	4-axle	0	0	0	0	0	0	0	0	0	0	0	0
	5-axle +	1	3	2	0	2	0	0	0	0	0	0	0
5:15	CARS	6	54	2	3	54	0	4	19	7	3	5	0
	2-axle	1	3	0	0	1	0	0	0	2	0	0	0
	3-axle	0	0	0	0	0	0	0	0	0	0	0	0
	4-axle	0	1	0	0	1	0	0	0	0	0	0	0
	5-axle +	0	4	1	0	3	0	0	1	0	1	0	0
5:30	CARS	8	41	2	1	50	0	2	14	8	6	6	1
	2-axle	0	0	0	0	0	0	0	0	0	0	0	0
	3-axle	0	1	0	0	1	0	0	0	1	0	0	0
	4-axle	0	0	0	0	1	0	0	0	1	0	0	0
	5-axle +	0	6	2	0	2	0	0	0	0	0	0	0
5:45	CARS	3	39	4	2	35	1	3	17	4	4	8	2
	2-axle	1	3	0	0	0	0	0	0	0	0	0	0
	3-axle	0	2	1	0	4	0	0	0	1	4	0	0
	4-axle	0	0	1	0	0	0	0	0	0	0	0	0
	5-axle +	0	1	0	0	0	0	0	0	0	0	0	0

MOVEMENT TOTALS

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
CARS	49	419	19	13	540	10	23	147	68	22	49	11
2-axle	4	14	0	0	3	2	0	2	3	0	2	0
3-axle	0	3	1	0	10	2	2	0	2	4	0	0
4-axle	1	8	1	0	5	0	0	0	1	0	0	0
5-axle +	1	22	5	0	22	0	0	1	0	3	0	0
TOTALS	55	466	26	13	580	14	25	150	74	29	51	11
	NL	*NT*	*NR*	*SL*	*ST*	*SR*	*EL*	*ET*	*ER*	*WL*	*WT*	*WR*

NATIONAL DATA AND SURVEYING SERVICES

Axle Count

Project # 5416

Location: California Street at Lugonia Avenue City: Redlands Date: 7/23/2013 Day: Tuesday

		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
7:00	CARS	28	54	20	0	14	0	1	2	3	8	8	3
	2-axle	0	0	0	1	0	0	0	0	0	1	0	0
	3-axle	0	0	0	0	1	0	0	0	0	0	0	0
	4-axle	0	2	0	0	0	0	0	0	0	0	0	0
	5-axle +	1	8	0	0	5	0	0	0	0	0	0	0
7:15	CARS	30	81	29	1	10	3	0	1	8	4	15	1
	2-axle	0	0	0	0	1	1	0	0	0	0	0	0
	3-axle	0	0	0	0	2	0	0	0	0	0	0	0
	4-axle	1	0	0	0	1	0	0	0	0	0	0	0
	5-axle +	0	2	0	0	4	0	0	0	0	0	0	0
7:30	CARS	40	34	26	3	12	1	0	1	6	9	17	2
	2-axle	0	0	0	0	1	0	0	0	1	0	0	0
	3-axle	0	1	0	0	0	0	0	0	0	0	0	0
	4-axle	1	0	0	0	0	0	0	0	0	0	0	0
	5-axle +	1	6	0	0	3	0	0	0	0	0	0	0
7:45	CARS	53	47	28	3	19	5	0	5	8	7	15	1
	2-axle	0	2	0	0	1	0	0	0	0	0	0	0
	3-axle	1	2	0	0	1	0	0	0	0	0	0	0
	4-axle	1	0	0	0	1	0	0	0	0	0	0	0
	5-axle +	1	8	0	0	4	0	0	0	1	0	0	0
8:00	CARS	32	37	28	2	23	0	0	8	2	12	9	3
	2-axle	1	1	1	0	0	0	0	0	1	0	0	1
	3-axle	1	1	0	0	0	0	0	0	0	0	0	0
	4-axle	0	0	0	0	0	0	0	0	0	0	0	0
	5-axle +	1	9	0	0	3	0	0	0	0	0	0	0
8:15	CARS	58	39	24	2	20	1	1	0	11	12	11	12
	2-axle	0	0	0	0	1	0	0	0	0	1	0	0
	3-axle	0	1	0	0	0	0	0	0	0	0	0	0
	4-axle	0	1	0	0	0	0	0	0	0	0	0	0
	5-axle +	0	7	0	0	3	0	0	0	0	0	0	0
8:30	CARS	43	31	18	6	24	2	0	5	7	10	5	3
	2-axle	0	1	0	0	0	0	0	0	0	0	0	0
	3-axle	0	0	0	0	1	0	0	0	0	0	0	0
	4-axle	1	2	0	0	0	0	0	0	0	0	0	4
	5-axle +	0	4	0	0	10	0	0	0	1	0	0	0
8:45	CARS	43	52	27	5	31	0	3	0	8	14	11	3
	2-axle	1	0	0	0	2	0	0	0	1	0	0	0
	3-axle	1	1	0	0	1	0	0	0	0	1	0	0
	4-axle	1	0	0	0	0	0	0	0	1	0	0	0
	5-axle +	0	10	0	0	6	0	0	1	0	0	1	0

MOVEMENT TOTALS

CARS	327	375	200	22	153	12	5	22	53	76	91	28
2-axle	2	4	1	1	6	1	0	0	3	2	0	1
3-axle	3	6	0	0	6	0	0	0	0	1	0	0
4-axle	5	5	0	0	2	0	0	0	1	0	0	4
5-axle +	4	54	0	0	38	0	0	1	2	0	1	0
TOTALS	341	444	201	23	205	13	5	23	59	79	92	33
	NL	*NT*	*NR*	*SL*	*ST*	*SR*	*EL*	*ET*	*ER*	*WL*	*WT*	*WR*

NATIONAL DATA AND SURVEYING SERVICES

Axle Count

Project # 5416

Location: California Street Drive at Lugonia Avenue City: Redlands Date: 7/23/2013 Day: Tuesday

		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
4:00	CARS	13	36	15	6	67	1	0	14	41	29	10	2
	2-axle	0	1	1	0	0	1	0	1	0	0	0	0
	3-axle	0	1	0	0	0	0	0	0	0	0	0	0
	4-axle	0	1	0	0	2	0	0	0	0	0	0	0
	5-axle +	0	4	0	0	3	0	0	0	0	0	0	0
4:15	CARS	23	44	21	7	103	3	1	8	19	29	9	6
	2-axle	0	1	0	0	1	0	0	0	1	0	1	0
	3-axle	0	0	0	0	0	0	0	0	0	0	0	0
	4-axle	0	0	0	0	2	0	0	0	0	0	0	0
	5-axle +	1	3	0	0	4	0	1	0	0	0	0	0
4:30	CARS	18	32	19	12	126	0	4	22	43	40	7	5
	2-axle	0	1	0	0	1	0	0	0	0	0	0	0
	3-axle	0	0	0	0	0	0	0	0	0	0	0	0
	4-axle	0	4	0	0	2	0	0	0	0	0	0	0
	5-axle +	0	2	0	0	1	0	0	0	0	0	0	0
4:45	CARS	21	31	15	3	53	2	2	10	43	31	6	2
	2-axle	1	0	0	0	2	1	0	1	0	1	0	0
	3-axle	0	0	0	0	1	0	0	0	0	0	0	0
	4-axle	0	1	0	0	1	0	0	0	0	0	0	0
	5-axle +	0	0	0	0	2	0	0	1	0	0	0	0
5:00	CARS	23	41	12	9	88	1	1	22	61	43	5	5
	2-axle	1	2	0	0	0	0	0	0	0	0	1	0
	3-axle	0	1	0	0	0	0	0	0	0	0	0	0
	4-axle	0	0	0	0	0	0	1	0	0	0	0	0
	5-axle +	0	4	0	0	6	0	0	0	0	0	0	0
5:15	CARS	9	30	24	9	68	0	3	15	31	33	8	6
	2-axle	1	2	0	0	0	0	0	0	0	0	0	0
	3-axle	0	0	0	0	0	0	0	0	0	0	0	0
	4-axle	0	2	0	0	0	0	0	0	0	0	0	0
	5-axle +	0	3	0	0	0	0	0	0	0	0	0	0
5:30	CARS	9	23	17	8	61	0	1	8	32	23	9	2
	2-axle	0	1	0	0	1	1	0	0	1	0	0	0
	3-axle	0	1	0	0	0	0	0	0	0	0	0	0
	4-axle	0	1	0	0	1	0	0	0	0	0	0	0
	5-axle +	0	4	0	0	6	0	0	0	0	0	0	0
5:45	CARS	15	22	17	5	47	0	1	8	18	21	6	5
	2-axle	1	0	0	0	0	0	0	0	0	0	0	0
	3-axle	0	0	0	0	2	0	0	0	0	0	0	0
	4-axle	0	2	0	0	0	0	0	0	0	0	0	0
	5-axle +	0	2	0	0	2	0	0	0	0	0	0	0

MOVEMENT TOTALS

CARS	131	259	140	59	613	7	13	107	288	249	60	33
2-axle	4	8	1	0	5	3	0	2	2	1	2	0
3-axle	0	3	0	0	3	0	0	0	0	0	0	0
4-axle	0	11	0	0	8	0	1	0	0	0	0	0
5-axle +	1	22	0	0	24	0	1	1	0	0	0	0
TOTALS	136	303	141	59	653	10	15	110	290	250	62	33
	NL	*NT*	*NR*	*SL*	*ST*	*SR*	*EL*	*ET*	*ER*	*WL*	*WT*	*WR*

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Redlands
N/S: California Street
E/W: I-10 Westbound Ramps
Weather: Sunny

File Name : REDCA10WAM
Site Code : 00000125
Start Date : 7/23/2013
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	California Street Southbound				I-10 Westbound Off Ramp Westbound				California Street Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	20	17	37	71	0	46	117	81	106	0	187	0	0	0	0	341
07:15 AM	0	15	17	32	86	1	47	134	105	143	0	248	0	0	0	0	414
07:30 AM	0	24	22	46	93	0	58	151	109	123	0	232	0	0	0	0	429
07:45 AM	0	27	31	58	77	0	83	160	94	155	0	249	0	0	0	0	467
Total	0	86	87	173	327	1	234	562	389	527	0	916	0	0	0	0	1651
08:00 AM	0	25	28	53	68	1	75	144	102	119	0	221	0	0	0	0	418
08:15 AM	0	34	37	71	79	1	90	170	93	127	0	220	0	0	0	0	461
08:30 AM	0	40	35	75	74	1	58	133	97	101	0	198	0	0	0	0	406
08:45 AM	0	37	38	75	46	1	68	115	95	139	0	234	0	0	0	0	424
Total	0	136	138	274	267	4	291	562	387	486	0	873	0	0	0	0	1709
Grand Total	0	222	225	447	594	5	525	1124	776	1013	0	1789	0	0	0	0	3360
Apprch %	0	49.7	50.3		52.8	0.4	46.7		43.4	56.6	0		0	0	0		
Total %	0	6.6	6.7	13.3	17.7	0.1	15.6	33.5	23.1	30.1	0	53.2	0	0	0	0	
Passenger Vehicles	0	210	172	382	570	4	504	1078	731	911	0	1642	0	0	0	0	3102
% Passenger Vehicles	0	94.6	76.4	85.5	96	80	96	95.9	94.2	89.9	0	91.8	0	0	0	0	92.3
Large 2 Axle Vehicles	0	2	11	13	14	1	3	18	17	19	0	36	0	0	0	0	67
% Large 2 Axle Vehicles	0	0.9	4.9	2.9	2.4	20	0.6	1.6	2.2	1.9	0	2	0	0	0	0	2
3 Axle Vehicles	0	2	4	6	2	0	3	5	7	9	0	16	0	0	0	0	27
% 3 Axle Vehicles	0	0.9	1.8	1.3	0.3	0	0.6	0.4	0.9	0.9	0	0.9	0	0	0	0	0.8
4+ Axle Trucks	0	8	38	46	8	0	15	23	21	74	0	95	0	0	0	0	164
% 4+ Axle Trucks	0	3.6	16.9	10.3	1.3	0	2.9	2	2.7	7.3	0	5.3	0	0	0	0	4.9

	California Street Southbound				I-10 Westbound Off Ramp Westbound				California Street Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	24	22	46	93	0	58	151	109	123	0	232	0	0	0	0	429
07:45 AM	0	27	31	58	77	0	83	160	94	155	0	249	0	0	0	0	467
08:00 AM	0	25	28	53	68	1	75	144	102	119	0	221	0	0	0	0	418
08:15 AM	0	34	37	71	79	1	90	170	93	127	0	220	0	0	0	0	461
Total Volume	0	110	118	228	317	2	306	625	398	524	0	922	0	0	0	0	1775
% App. Total	0	48.2	51.8		50.7	0.3	49		43.2	56.8	0		0	0	0		
PHF	.000	.809	.797	.803	.852	.500	.850	.919	.913	.845	.000	.926	.000	.000	.000	.000	.950

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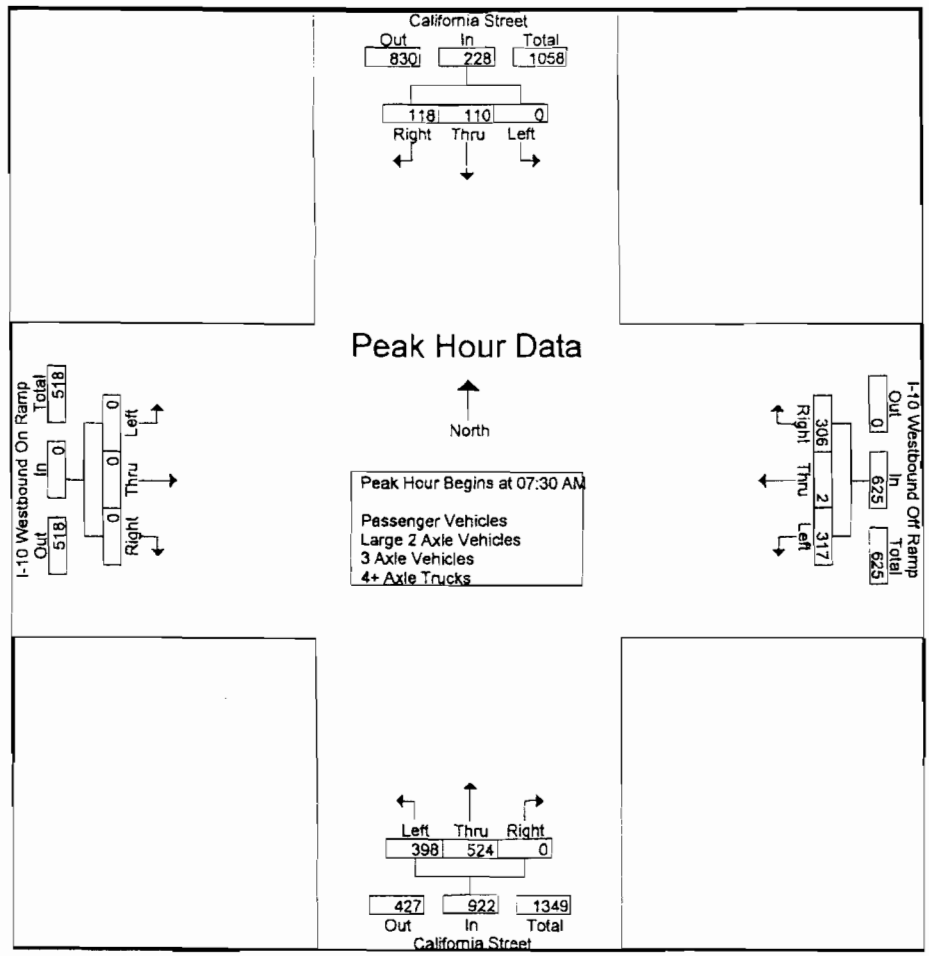
File Name : REDCA10WAM
Site Code : 00000125
Start Date : 7/23/2013
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM				07:30 AM				07:15 AM				07:00 AM			
+0 mins.	0	25	28	53	**93**	0	58	151	105	143	0	248	0	0	0	0
+15 mins.	0	34	37	71	77	0	83	160	**109**	123	0	232	0	0	0	0
+30 mins.	0	**40**	35	**75**	68	**1**	75	144	94	**155**	0	**249**	0	0	0	0
+45 mins.	0	37	**38**	75	79	1	**90**	**170**	102	119	0	221	0	0	0	0
Total Volume	0	136	138	274	317	2	306	625	410	540	0	950	0	0	0	0
% App. Total	0	49.6	50.4		50.7	0.3	49		43.2	56.8	0		0	0	0	
PHF	.000	.850	.908	.913	.852	.500	.850	.919	.940	.871	.000	.954	.000	.000	.000	.000

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Groups Printed- Passenger Vehicles

	California Street Southbound				I-10 Westbound Off Ramp Westbound				California Street Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	20	12	32	70	0	43	113	74	92	0	166	0	0	0	0	311
07:15 AM	0	13	11	24	84	1	46	131	98	134	0	232	0	0	0	0	387
07:30 AM	0	22	16	38	91	0	55	146	102	114	0	216	0	0	0	0	400
07:45 AM	0	25	24	49	72	0	83	155	90	136	0	226	0	0	0	0	430
Total	0	80	63	143	317	1	227	545	364	476	0	840	0	0	0	0	1528
08:00 AM	0	25	23	48	66	1	68	135	97	104	0	201	0	0	0	0	384
08:15 AM	0	33	35	68	77	0	89	166	88	114	0	202	0	0	0	0	436
08:30 AM	0	37	26	63	68	1	55	124	91	93	0	184	0	0	0	0	371
08:45 AM	0	35	25	60	42	1	65	108	91	124	0	215	0	0	0	0	383
Total	0	130	109	239	253	3	277	533	367	435	0	802	0	0	0	0	1574
Grand Total	0	210	172	382	570	4	504	1078	731	911	0	1642	0	0	0	0	3102
Apprch %	0	55	45		52.9	0.4	46.8		44.5	55.5	0		0	0	0		
Total %	0	6.8	5.5	12.3	18.4	0.1	16.2	34.8	23.6	29.4	0	52.9	0	0	0	0	

	California Street Southbound				I-10 Westbound Off Ramp Westbound				California Street Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	22	16	38	91	0	55	146	102	114	0	216	0	0	0	0	400
07:45 AM	0	25	24	49	72	0	83	155	90	136	0	226	0	0	0	0	430
08:00 AM	0	25	23	48	66	1	68	135	97	104	0	201	0	0	0	0	384
08:15 AM	0	33	35	68	77	0	89	166	88	114	0	202	0	0	0	0	436
Total Volume	0	105	98	203	306	1	295	602	377	468	0	845	0	0	0	0	1650
% App. Total	0	51.7	48.3		50.8	0.2	49		44.6	55.4	0		0	0	0		
PHF	.000	.795	.700	.746	.841	.250	.829	.907	.924	.860	.000	.935	.000	.000	.000	.000	.946

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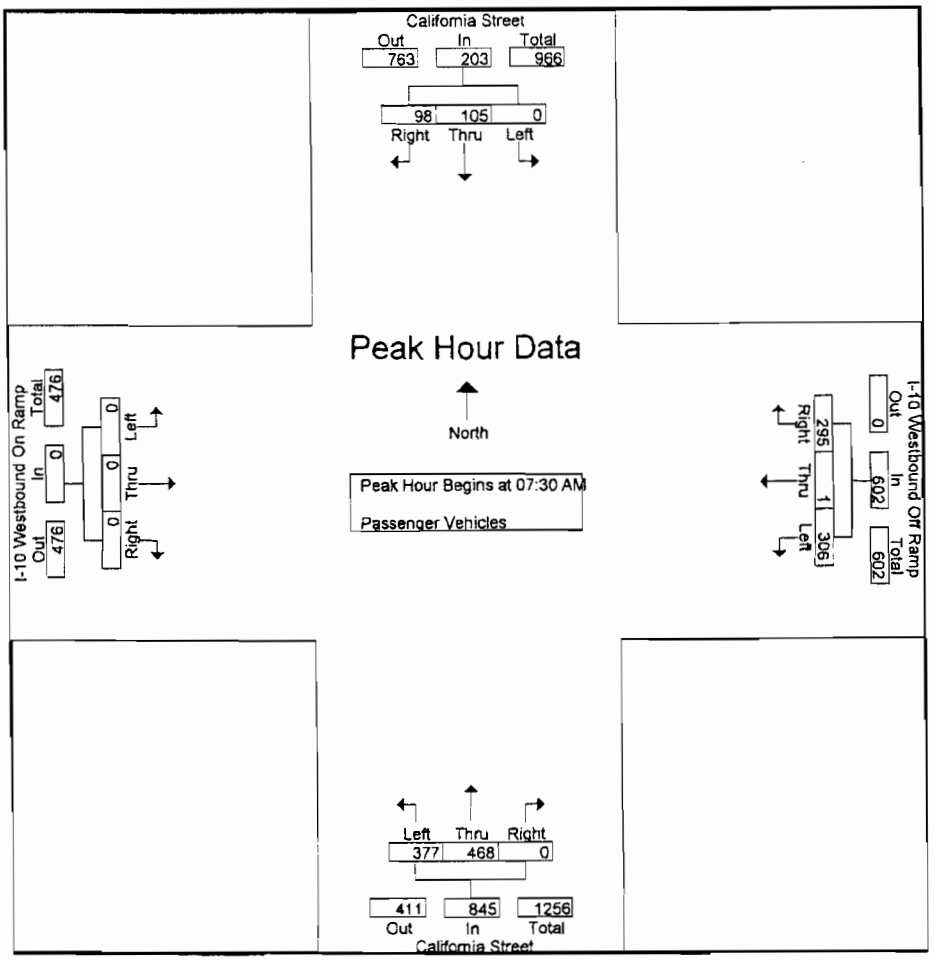

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	22	16	38	**91**	0	55	146	**102**	114	0	216	0	0	0	0
+15 mins.	0	25	24	49	72	0	83	155	90	**136**	0	**226**	0	0	0	0
+30 mins.	0	25	23	48	66	1	68	135	97	104	0	201	0	0	0	0
+45 mins.	0	**33**	**35**	**68**	77	0	**89**	**166**	88	114	0	202	0	0	0	0
Total Volume	0	105	98	203	306	1	295	602	377	468	0	845	0	0	0	0
% App. Total	0	51.7	48.3		50.8	0.2	49		44.6	55.4	0		0	0	0	
PHF	.000	.795	.700	.746	.841	.250	.829	.907	.924	.860	.000	.935	.000	.000	.000	.000

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File Name : REDCA10WAM
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Groups Printed- Large 2 Axle Vehicles

	California Street Southbound				I-10 Westbound Off Ramp Westbound				California Street Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	1	1	0	0	1	1	2	1	0	3	0	0	0	0	5
07:15 AM	0	0	1	1	1	0	0	1	2	0	0	2	0	0	0	0	4
07:30 AM	0	1	1	2	2	0	0	2	3	4	0	7	0	0	0	0	11
07:45 AM	0	1	1	2	4	0	0	4	3	4	0	7	0	0	0	0	13
Total	0	2	4	6	7	0	1	8	10	9	0	19	0	0	0	0	33
08:00 AM	0	0	2	2	2	0	0	2	2	4	0	6	0	0	0	0	10
08:15 AM	0	0	1	1	1	1	1	3	2	1	0	3	0	0	0	0	7
08:30 AM	0	0	0	0	3	0	1	4	2	1	0	3	0	0	0	0	7
08:45 AM	0	0	4	4	1	0	0	1	1	4	0	5	0	0	0	0	10
Total	0	0	7	7	7	1	2	10	7	10	0	17	0	0	0	0	34
Grand Total	0	2	11	13	14	1	3	18	17	19	0	36	0	0	0	0	67
Apprch %	0	15.4	84.6		77.8	5.6	16.7		47.2	52.8	0		0	0	0		
Total %	0	3	16.4	19.4	20.9	1.5	4.5	26.9	25.4	28.4	0	53.7	0	0	0	0	

	California Street Southbound				I-10 Westbound Off Ramp Westbound				California Street Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	1	1	2	2	0	0	2	3	4	0	7	0	0	0	0	11
07:45 AM	0	1	1	2	4	0	0	4	3	4	0	7	0	0	0	0	13
08:00 AM	0	0	2	2	2	0	0	2	2	4	0	6	0	0	0	0	10
08:15 AM	0	0	1	1	1	1	1	3	2	1	0	3	0	0	0	0	7
Total Volume	0	2	5	7	9	1	1	11	10	13	0	23	0	0	0	0	41
% App. Total	0	28.6	71.4		81.8	9.1	9.1		43.5	56.5	0		0	0	0		
PHF	.000	.500	.625	.875	.563	.250	.250	.688	.833	.813	.000	.821	.000	.000	.000	.000	.788

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E/W: I-10 Westbound Ramps
Weather: Sunny

File Name : REDCA10WAM
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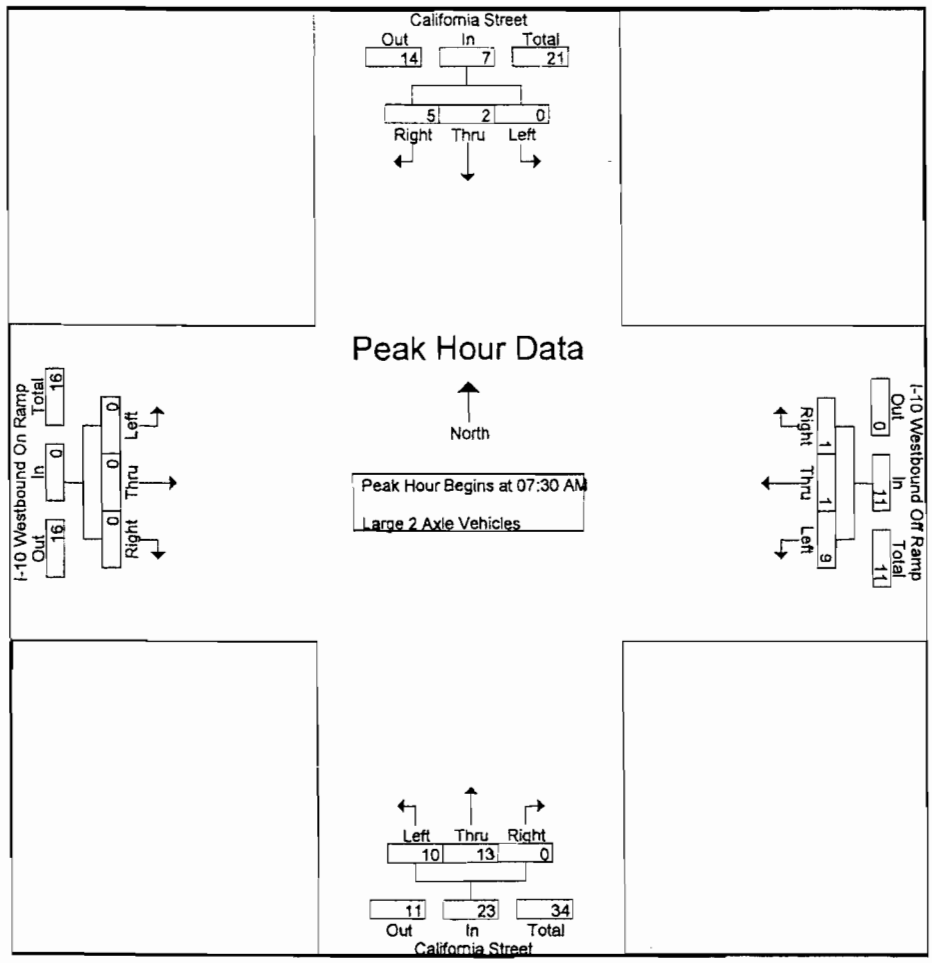

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	1	1	**2**	2	0	0	2	**3**	**4**	0	**7**	0	0	0	0
+15 mins.	0	1	1	2	**4**	0	0	**4**	3	4	0	7	0	0	0	0
+30 mins.	0	0	**2**	2	2	0	0	2	2	4	0	6	0	0	0	0
+45 mins.	0	0	1	1	1	**1**	**1**	3	2	1	0	3	0	0	0	0
Total Volume	0	2	5	7	9	1	1	11	10	13	0	23	0	0	0	0
% App. Total	0	28.6	71.4		81.8	9.1	9.1		43.5	56.5	0		0	0	0	
PHF	.000	.500	.625	.875	.563	.250	.250	.688	.833	.813	.000	.821	.000	.000	.000	.000

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Groups Printed- 3 Axle Vehicles

	California Street Southbound				I-10 Westbound Off Ramp Westbound				California Street Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	1	1	0	0	1	1	1	0	0	1	0	0	0	0	3
07:15 AM	0	1	1	2	1	0	0	1	0	1	0	1	0	0	0	0	4
07:30 AM	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	3
07:45 AM	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	3
Total	0	1	2	3	1	0	1	2	4	4	0	8	0	0	0	0	13
08:00 AM	0	0	0	0	0	0	1	1	2	1	0	3	0	0	0	0	4
08:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
08:30 AM	0	0	1	1	1	0	1	2	0	1	0	1	0	0	0	0	4
08:45 AM	0	1	1	2	0	0	0	0	1	2	0	3	0	0	0	0	5
Total	0	1	2	3	1	0	2	3	3	5	0	8	0	0	0	0	14
Grand Total	0	2	4	6	2	0	3	5	7	9	0	16	0	0	0	0	27
Apprch %	0	33.3	66.7		40	0	60		43.8	56.2	0		0	0	0		
Total %	0	7.4	14.8	22.2	7.4	0	11.1	18.5	25.9	33.3	0	59.3	0	0	0	0	

	California Street Southbound				I-10 Westbound Off Ramp Westbound				California Street Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	3
07:45 AM	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	3
08:00 AM	0	0	0	0	0	0	1	1	2	1	0	3	0	0	0	0	4
08:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total Volume	0	0	0	0	0	0	1	1	5	5	0	10	0	0	0	0	11
% App. Total	0	0	0		0	0	100		50	50	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.250	.250	.417	.417	.000	.833	.000	.000	.000	.000	.688

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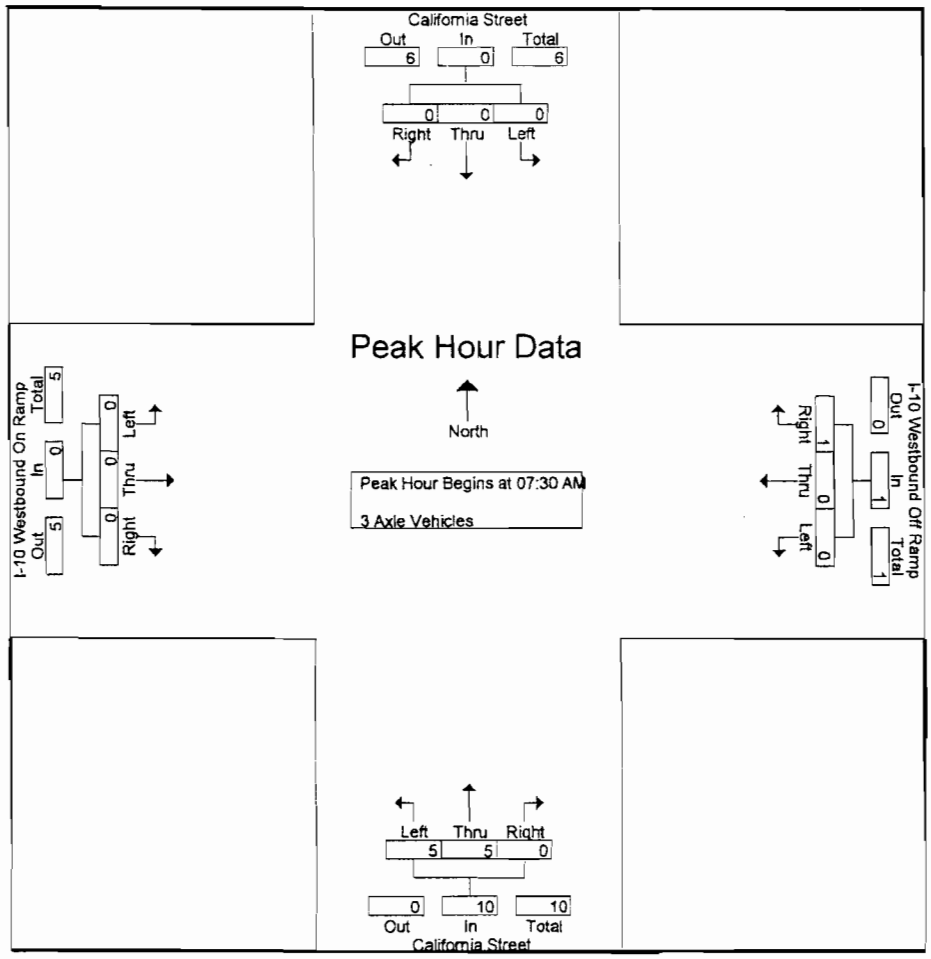

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0
+30 mins.	0	0	0	0	0	0	1	1	2	1	0	3	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
Total Volume	0	0	0	0	0	0	1	1	5	5	0	10	0	0	0	0
% App. Total	0	0	0		0	0	100		50	50	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.250	.250	.417	.417	.000	.833	.000	.000	.000	.000

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Groups Printed- 4+ Axle Trucks

	California Street Southbound				I-10 Westbound Off Ramp Westbound				California Street Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	3	3	1	0	1	2	4	13	0	17	0	0	0	0	22
07:15 AM	0	1	4	5	0	0	1	1	5	8	0	13	0	0	0	0	19
07:30 AM	0	1	5	6	0	0	3	3	1	5	0	6	0	0	0	0	15
07:45 AM	0	1	6	7	1	0	0	1	1	12	0	13	0	0	0	0	21
Total	0	3	18	21	2	0	5	7	11	38	0	49	0	0	0	0	77
08:00 AM	0	0	3	3	0	0	6	6	1	10	0	11	0	0	0	0	20
08:15 AM	0	1	1	2	1	0	0	1	3	11	0	14	0	0	0	0	17
08:30 AM	0	3	8	11	2	0	1	3	4	6	0	10	0	0	0	0	24
08:45 AM	0	1	8	9	3	0	3	6	2	9	0	11	0	0	0	0	26
Total	0	5	20	25	6	0	10	16	10	36	0	46	0	0	0	0	87
Grand Total	0	8	38	46	8	0	15	23	21	74	0	95	0	0	0	0	164
Apprch %	0	17.4	82.6		34.8	0	65.2		22.1	77.9	0		0	0	0		
Total %	0	4.9	23.2	28	4.9	0	9.1	14	12.8	45.1	0	57.9	0	0	0	0	

	California Street Southbound				I-10 Westbound Off Ramp Westbound				California Street Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	1	5	6	0	0	3	3	1	5	0	6	0	0	0	0	15
07:45 AM	0	1	6	7	1	0	0	1	1	12	0	13	0	0	0	0	21
08:00 AM	0	0	3	3	0	0	6	6	1	10	0	11	0	0	0	0	20
08:15 AM	0	1	1	2	1	0	0	1	3	11	0	14	0	0	0	0	17
Total Volume	0	3	15	18	2	0	9	11	6	38	0	44	0	0	0	0	73
% App. Total	0	16.7	83.3		18.2	0	81.8		13.6	86.4	0		0	0	0		
PHF	.000	.750	.625	.643	.500	.000	.375	.458	.500	.792	.000	.786	.000	.000	.000	.000	.869

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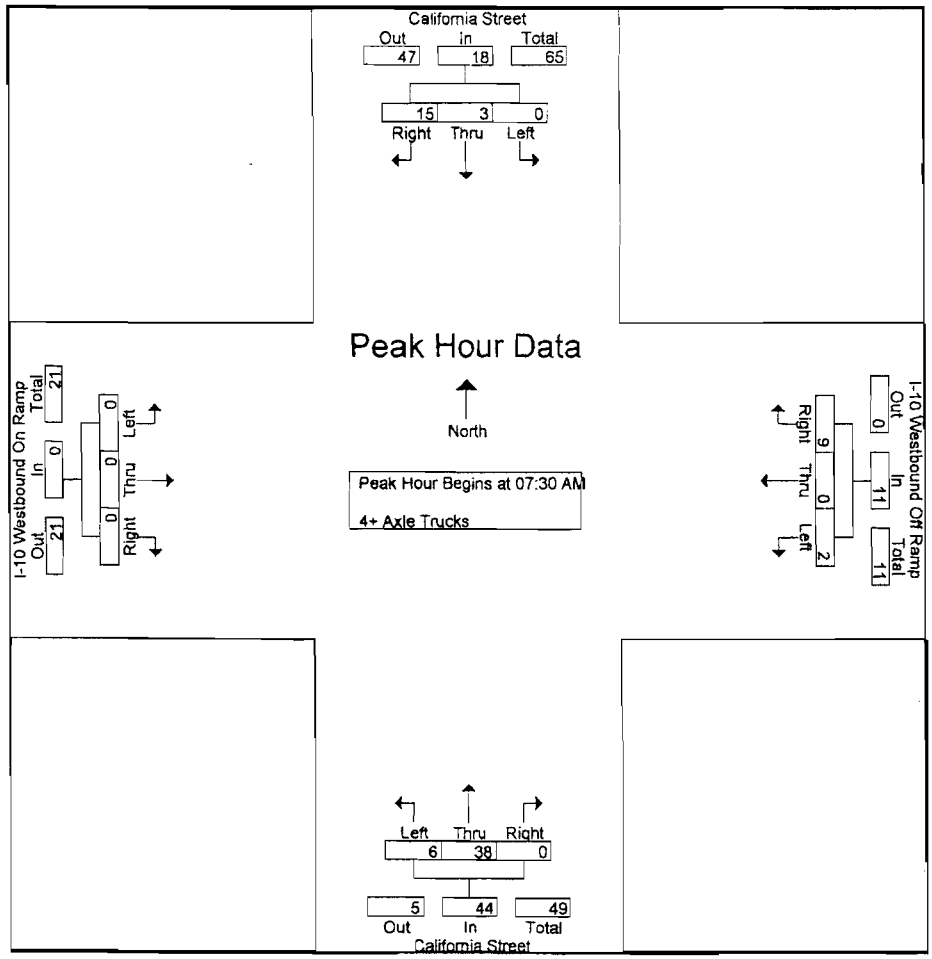

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	1	5	6	0	0	3	3	1	5	0	6	0	0	0	0
+15 mins.	0	1	6	7	1	0	0	1	1	12	0	13	0	0	0	0
+30 mins.	0	0	3	3	0	0	6	6	1	10	0	11	0	0	0	0
+45 mins.	0	1	1	2	1	0	0	1	3	11	0	14	0	0	0	0
Total Volume	0	3	15	18	2	0	9	11	6	38	0	44	0	0	0	0
% App. Total	0	16.7	83.3		18.2	0	81.8		13.6	86.4	0		0	0	0	
PHF	.000	.750	.625	.643	.500	.000	.375	.458	.500	.792	.000	.786	.000	.000	.000	.000

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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	California Street Southbound				I-10 Westbound Off Ramp Westbound				California Street Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	96	113	209	64	1	28	93	111	78	0	189	0	0	0	0	491
04:15 PM	0	102	130	232	79	0	22	101	102	84	0	186	0	0	0	0	519
04:30 PM	0	141	150	291	77	1	33	111	125	87	0	212	0	0	0	0	614
04:45 PM	0	122	110	232	80	0	29	109	103	77	0	180	0	0	0	0	521
Total	0	461	503	964	300	2	112	414	441	326	0	767	0	0	0	0	2145
05:00 PM	0	142	162	304	72	1	23	96	130	78	0	208	0	0	0	0	608
05:15 PM	0	147	109	256	77	1	21	99	138	82	0	220	0	0	0	0	575
05:30 PM	0	119	82	201	80	1	13	94	117	67	0	184	0	0	0	0	479
05:45 PM	0	80	56	136	71	0	20	91	97	58	0	155	0	0	0	0	382
Total	0	488	409	897	300	3	77	380	482	285	0	767	0	0	0	0	2044
Grand Total	0	949	912	1861	600	5	189	794	923	611	0	1534	0	0	0	0	4189
Apprch %	0	51	49		75.6	0.6	23.8		60.2	39.8	0		0	0	0		
Total %	0	22.7	21.8	44.4	14.3	0.1	4.5	19	22	14.6	0	36.6	0	0	0	0	
Passenger Vehicles	0	938	886	1824	593	3	178	774	888	553	0	1441	0	0	0	0	4039
% Passenger Vehicles	0	98.8	97.1	98	98.8	60	94.2	97.5	96.2	90.5	0	93.9	0	0	0	0	96.4
Large 2 Axle Vehicles	0	3	3	6	4	2	4	10	14	11	0	25	0	0	0	0	41
% Large 2 Axle Vehicles	0	0.3	0.3	0.3	0.7	40	2.1	1.3	1.5	1.8	0	1.6	0	0	0	0	1
3 Axle Vehicles	0	0	2	2	2	0	1	3	3	3	0	6	0	0	0	0	11
% 3 Axle Vehicles	0	0	0.2	0.1	0.3	0	0.5	0.4	0.3	0.5	0	0.4	0	0	0	0	0.3
4+ Axle Trucks	0	8	21	29	1	0	6	7	18	44	0	62	0	0	0	0	98
% 4+ Axle Trucks	0	0.8	2.3	1.6	0.2	0	3.2	0.9	2	7.2	0	4	0	0	0	0	2.3

	California Street Southbound				I-10 Westbound Off Ramp Westbound				California Street Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	141	150	291	77	1	33	111	125	87	0	212	0	0	0	0	614
04:45 PM	0	122	110	232	80	0	29	109	103	77	0	180	0	0	0	0	521
05:00 PM	0	142	162	304	72	1	23	96	130	78	0	208	0	0	0	0	608
05:15 PM	0	147	109	256	77	1	21	99	138	82	0	220	0	0	0	0	575
Total Volume	0	552	531	1083	306	3	106	415	496	324	0	820	0	0	0	0	2318
% App. Total	0	51	49		73.7	0.7	25.5		60.5	39.5	0		0	0	0		
PHF	.000	.939	.819	.891	.956	.750	.803	.935	.899	.931	.000	.932	.000	.000	.000	.000	.944

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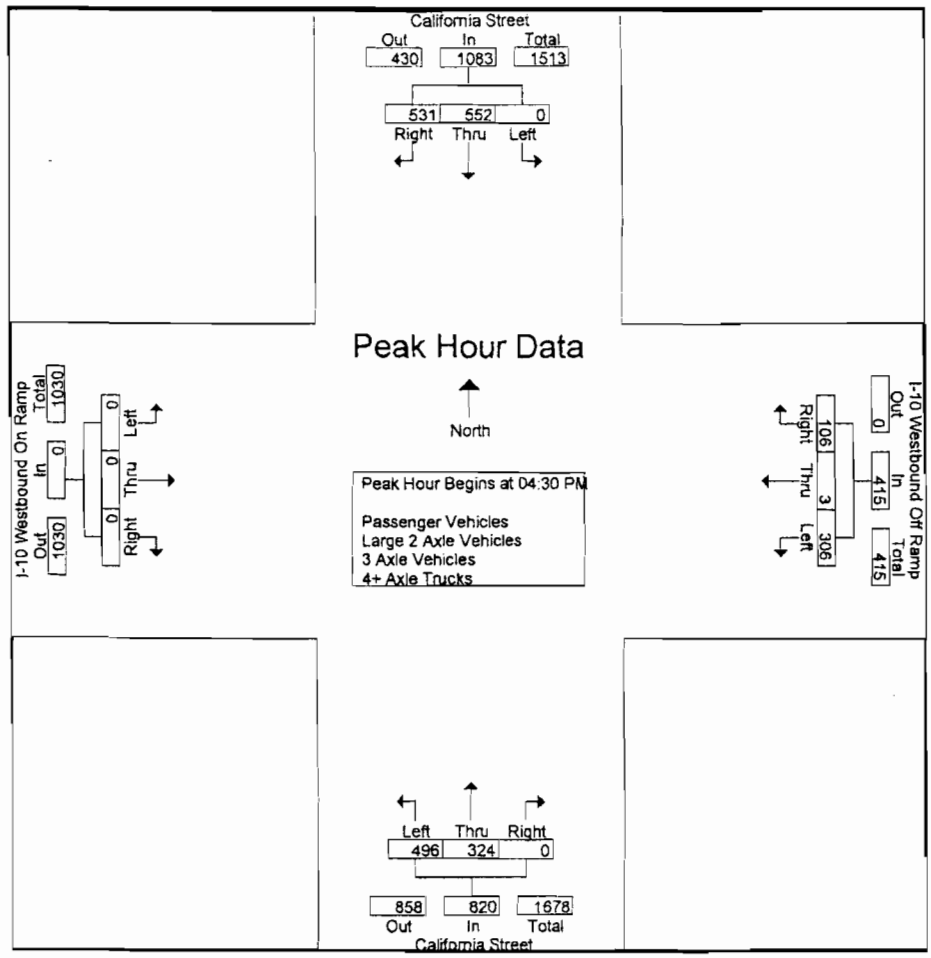

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:15 PM				04:30 PM				04:00 PM			
+0 mins.	0	141	150	291	79	0	22	101	125	**87**	0	212	0	0	0	0
+15 mins.	0	122	110	232	77	**1**	**33**	**111**	103	77	0	180	0	0	0	0
+30 mins.	0	**142**	**162**	**304**	**80**	0	29	109	130	78	0	208	0	0	0	0
+45 mins.	0	**147**	109	256	72	1	23	96	**138**	82	0	**220**	0	0	0	0
Total Volume	0	552	531	1083	308	2	107	417	496	324	0	820	0	0	0	0
% App. Total	0	51	49		73.9	0.5	25.7		60.5	39.5	0		0	0	0	
PHF	.000	.939	.819	.891	.963	.500	.811	.939	.899	.931	.000	.932	.000	.000	.000	.000

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Groups Printed- Passenger Vehicles

	California Street Southbound				I-10 Westbound Off Ramp Westbound				California Street Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	93	109	202	62	1	27	90	108	67	0	175	0	0	0	0	467
04:15 PM	0	102	124	226	78	0	20	98	99	78	0	177	0	0	0	0	501
04:30 PM	0	139	147	286	77	0	31	108	118	78	0	196	0	0	0	0	590
04:45 PM	0	121	108	229	79	0	26	105	97	74	0	171	0	0	0	0	505
Total	0	455	488	943	296	1	104	401	422	297	0	719	0	0	0	0	2063
05:00 PM	0	140	158	298	71	0	22	93	124	68	0	192	0	0	0	0	583
05:15 PM	0	147	108	255	76	1	20	97	134	74	0	208	0	0	0	0	560
05:30 PM	0	116	79	195	80	1	12	93	116	60	0	176	0	0	0	0	464
05:45 PM	0	80	53	133	70	0	20	90	92	54	0	146	0	0	0	0	369
Total	0	483	398	881	297	2	74	373	466	256	0	722	0	0	0	0	1976
Grand Total	0	938	886	1824	593	3	178	774	888	553	0	1441	0	0	0	0	4039
Apprch %	0	51.4	48.6		76.6	0.4	23		61.6	38.4	0		0	0	0		
Total %	0	23.2	21.9	45.2	14.7	0.1	4.4	19.2	22	13.7	0	35.7	0	0	0	0	

	California Street Southbound				I-10 Westbound Off Ramp Westbound				California Street Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	139	147	286	77	0	31	108	118	78	0	196	0	0	0	0	590
04:45 PM	0	121	108	229	79	0	26	105	97	74	0	171	0	0	0	0	505
05:00 PM	0	140	158	298	71	0	22	93	124	68	0	192	0	0	0	0	583
05:15 PM	0	147	108	255	76	1	20	97	134	74	0	208	0	0	0	0	560
Total Volume	0	547	521	1068	303	1	99	403	473	294	0	767	0	0	0	0	2238
% App. Total	0	51.2	48.8		75.2	0.2	24.6		61.7	38.3	0		0	0	0		
PHF	.000	.930	.824	.896	.959	.250	.798	.933	.882	.942	.000	.922	.000	.000	.000	.000	.948

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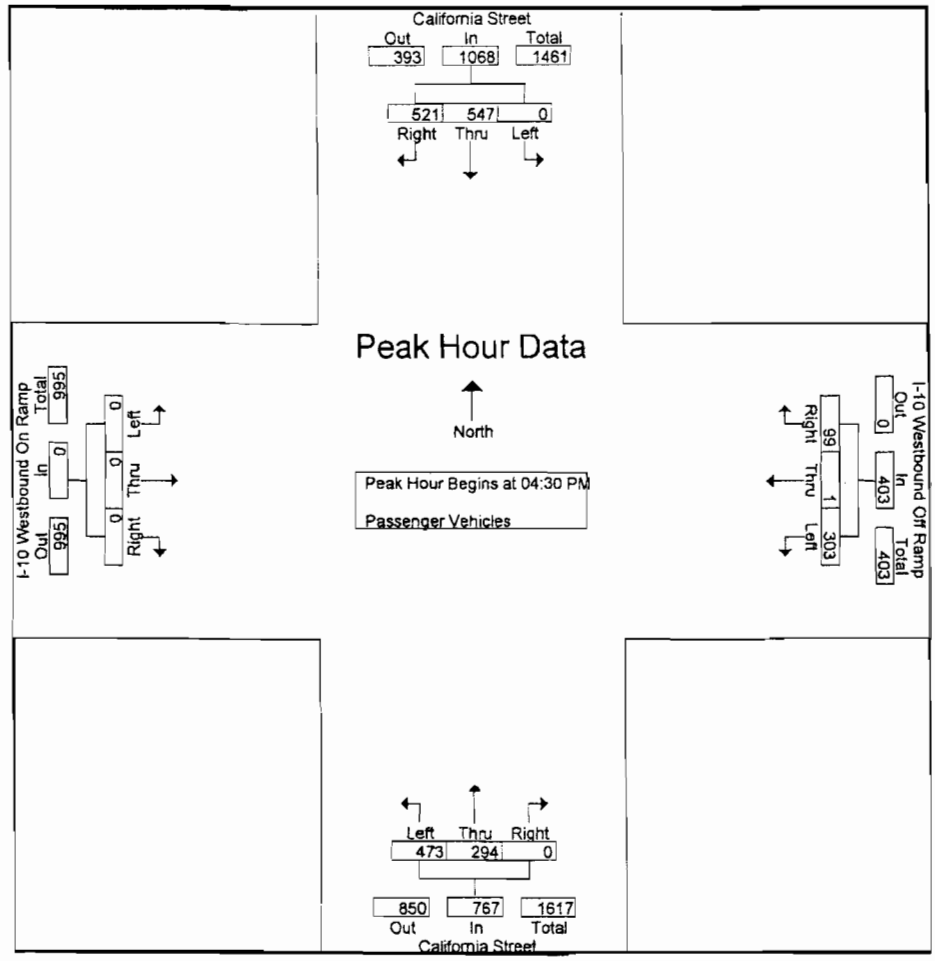

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	139	147	286	77	0	**31**	**108**	118	**78**	0	196	0	0	0	0
+15 mins.	0	121	108	229	**79**	0	26	105	97	74	0	171	0	0	0	0
+30 mins.	0	140	**158**	**298**	71	0	22	93	124	68	0	192	0	0	0	0
+45 mins.	0	**147**	108	255	76	**1**	20	97	**134**	74	0	**208**	0	0	0	0
Total Volume	0	547	521	1068	303	1	99	403	473	294	0	767	0	0	0	0
% App. Total	0	51.2	48.8		75.2	0.2	24.6		61.7	38.3	0		0	0	0	
PHF	.000	.930	.824	.896	.959	.250	.798	.933	.882	.942	.000	.922	.000	.000	.000	.000

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City of Redlands
N/S: California Street
E/W: I-10 Westbound Ramps
Weather: Sunny

File Name : REDCA10WPM
Site Code : 00000125
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Groups Printed- Large 2 Axle Vehicles

	California Street Southbound				I-10 Westbound Off Ramp Westbound				California Street Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	1	0	1	1	0	1	2	1	2	0	3	0	0	0	0	6
04:15 PM	0	0	1	1	0	0	0	0	1	1	0	2	0	0	0	0	3
04:30 PM	0	0	1	1	0	1	1	2	5	0	0	5	0	0	0	0	8
04:45 PM	0	1	0	1	1	0	2	3	2	1	0	3	0	0	0	0	7
Total	0	2	2	4	2	1	4	7	9	4	0	13	0	0	0	0	24
05:00 PM	0	0	0	0	0	1	0	1	1	3	0	4	0	0	0	0	5
05:15 PM	0	0	1	1	1	0	0	1	1	2	0	3	0	0	0	0	5
05:30 PM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
05:45 PM	0	0	0	0	1	0	0	1	3	0	0	3	0	0	0	0	4
Total	0	1	1	2	2	1	0	3	5	7	0	12	0	0	0	0	17
Grand Total	0	3	3	6	4	2	4	10	14	11	0	25	0	0	0	0	41
Apprch %	0	50	50		40	20	40		56	44	0		0	0	0		
Total %	0	7.3	7.3	14.6	9.8	4.9	9.8	24.4	34.1	26.8	0	61	0	0	0	0	

	California Street Southbound				I-10 Westbound Off Ramp Westbound				California Street Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	1	1	0	1	1	2	5	0	0	5	0	0	0	0	8
04:45 PM	0	1	0	1	1	0	2	3	2	1	0	3	0	0	0	0	7
05:00 PM	0	0	0	0	0	1	0	1	1	3	0	4	0	0	0	0	5
05:15 PM	0	0	1	1	1	0	0	1	1	2	0	3	0	0	0	0	5
Total Volume	0	1	2	3	2	2	3	7	9	6	0	15	0	0	0	0	25
% App. Total	0	33.3	66.7		28.6	28.6	42.9		60	40	0		0	0	0		
PHF	.000	.250	.500	.750	.500	.500	.375	.583	.450	.500	.000	.750	.000	.000	.000	.000	.781

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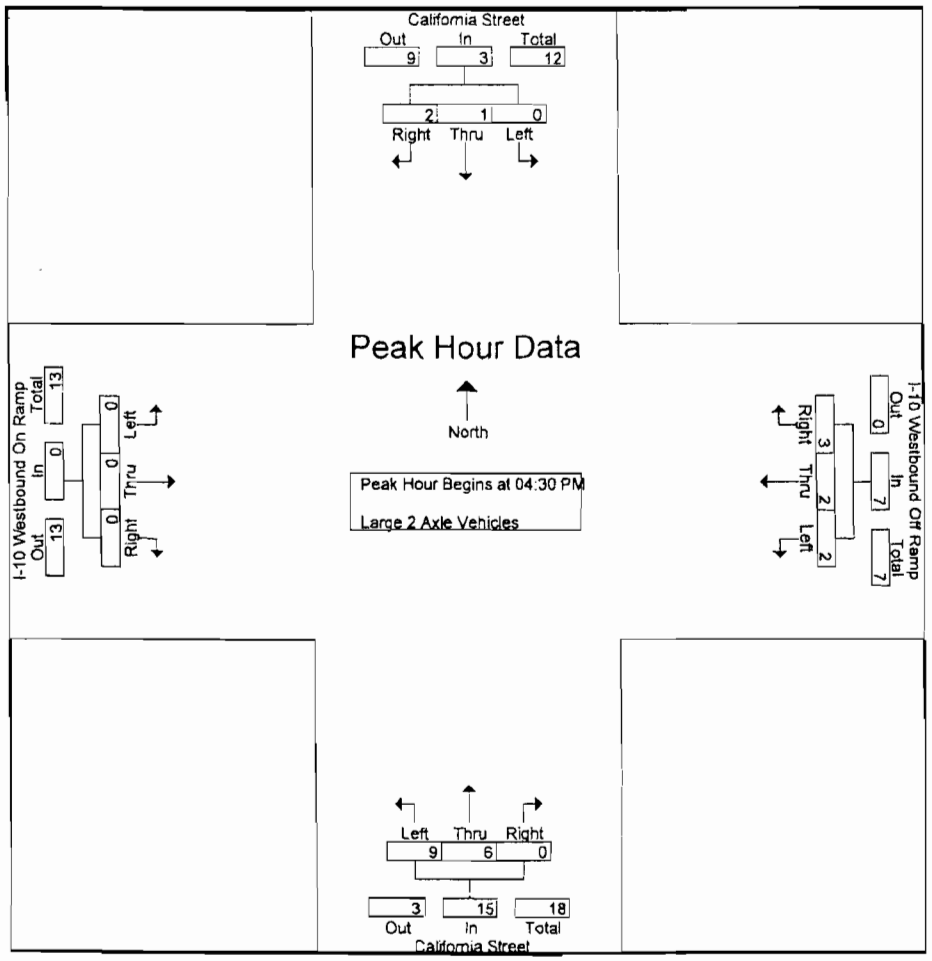

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	**1**	**1**	0	1	1	2	**5**	0	0	**5**	0	0	0	0
+15 mins.	0	**1**	0	1	**1**	0	**2**	**3**	2	1	0	3	0	0	0	0
+30 mins.	0	0	0	0	0	1	0	1	1	**3**	0	4	0	0	0	0
+45 mins.	0	0	1	1	1	0	0	1	1	2	0	3	0	0	0	0
Total Volume	0	1	2	3	2	2	3	7	9	6	0	15	0	0	0	0
% App. Total	0	33.3	66.7		28.6	28.6	42.9		60	40	0		0	0	0	
PHF	.000	.250	.500	.750	.500	.500	.375	.583	.450	.500	.000	.750	.000	.000	.000	.000

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Groups Printed- 3 Axle Vehicles

	California Street Southbound				I-10 Westbound Off Ramp Westbound				California Street Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	1	0	0	1	0	1	0	1	0	0	0	0	2
04:15 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	2	0	0	2	0	2	0	2	0	0	0	0	4
05:00 PM	0	0	0	0	0	0	1	1	2	1	0	3	0	0	0	0	4
05:15 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	2	2	0	0	1	1	3	1	0	4	0	0	0	0	7
Grand Total	0	0	2	2	2	0	1	3	3	3	0	6	0	0	0	0	11
Apprch %	0	0	100		66.7	0	33.3		50	50	0		0	0	0		
Total %	0	0	18.2	18.2	18.2	0	9.1	27.3	27.3	27.3	0	54.5	0	0	0	0	

	California Street Southbound				I-10 Westbound Off Ramp Westbound				California Street Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	1	1	2	1	0	3	0	0	0	0	4
05:15 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
Total Volume	0	0	0	0	0	0	1	1	3	2	0	5	0	0	0	0	6
% App. Total	0	0	0		0	0	100		60	40	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.250	.250	.375	.500	.000	.417	.000	.000	.000	.000	.375

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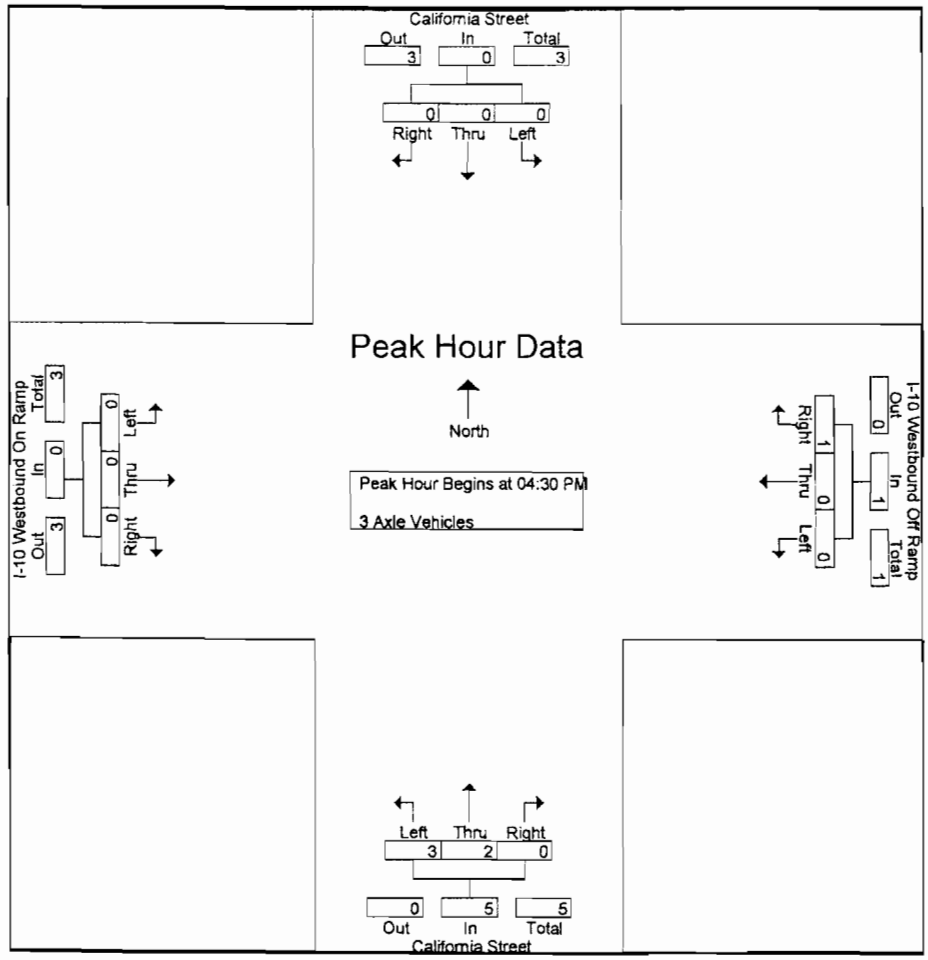

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	1	1	2	1	0	3	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0
Total Volume	0	0	0	0	0	0	1	1	3	2	0	5	0	0	0	0
% App. Total	0	0	0		0	0	100		60	40	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.250	.250	.375	.500	.000	.417	.000	.000	.000	.000

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Groups Printed- 4+ Axle Trucks

	California Street Southbound				I-10 Westbound Off Ramp Westbound				California Street Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	2	4	6	0	0	0	0	2	8	0	10	0	0	0	0	16
04:15 PM	0	0	5	5	0	0	2	2	2	5	0	7	0	0	0	0	14
04:30 PM	0	2	2	4	0	0	1	1	2	8	0	10	0	0	0	0	15
04:45 PM	0	0	2	2	0	0	1	1	4	2	0	6	0	0	0	0	9
Total	0	4	13	17	0	0	4	4	10	23	0	33	0	0	0	0	54
05:00 PM	0	2	4	6	1	0	0	1	3	6	0	9	0	0	0	0	16
05:15 PM	0	0	0	0	0	0	1	1	2	6	0	8	0	0	0	0	9
05:30 PM	0	2	3	5	0	0	1	1	1	5	0	6	0	0	0	0	12
05:45 PM	0	0	1	1	0	0	0	0	2	4	0	6	0	0	0	0	7
Total	0	4	8	12	1	0	2	3	8	21	0	29	0	0	0	0	44
Grand Total	0	8	21	29	1	0	6	7	18	44	0	62	0	0	0	0	98
Apprch %	0	27.6	72.4		14.3	0	85.7		29	71	0		0	0	0		
Total %	0	8.2	21.4	29.6	1	0	6.1	7.1	18.4	44.9	0	63.3	0	0	0	0	

	California Street Southbound				I-10 Westbound Off Ramp Westbound				California Street Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	2	2	4	0	0	1	1	2	8	0	10	0	0	0	0	15
04:45 PM	0	0	2	2	0	0	1	1	4	2	0	6	0	0	0	0	9
05:00 PM	0	2	4	6	1	0	0	1	3	6	0	9	0	0	0	0	16
05:15 PM	0	0	0	0	0	0	1	1	2	6	0	8	0	0	0	0	9
Total Volume	0	4	8	12	1	0	3	4	11	22	0	33	0	0	0	0	49
% App. Total	0	33.3	66.7		25	0	75		33.3	66.7	0		0	0	0		
PHF	.000	.500	.500	.500	.250	.000	.750	1.00	.688	.688	.000	.825	.000	.000	.000	.000	.766

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File Name : REDCA10WPM
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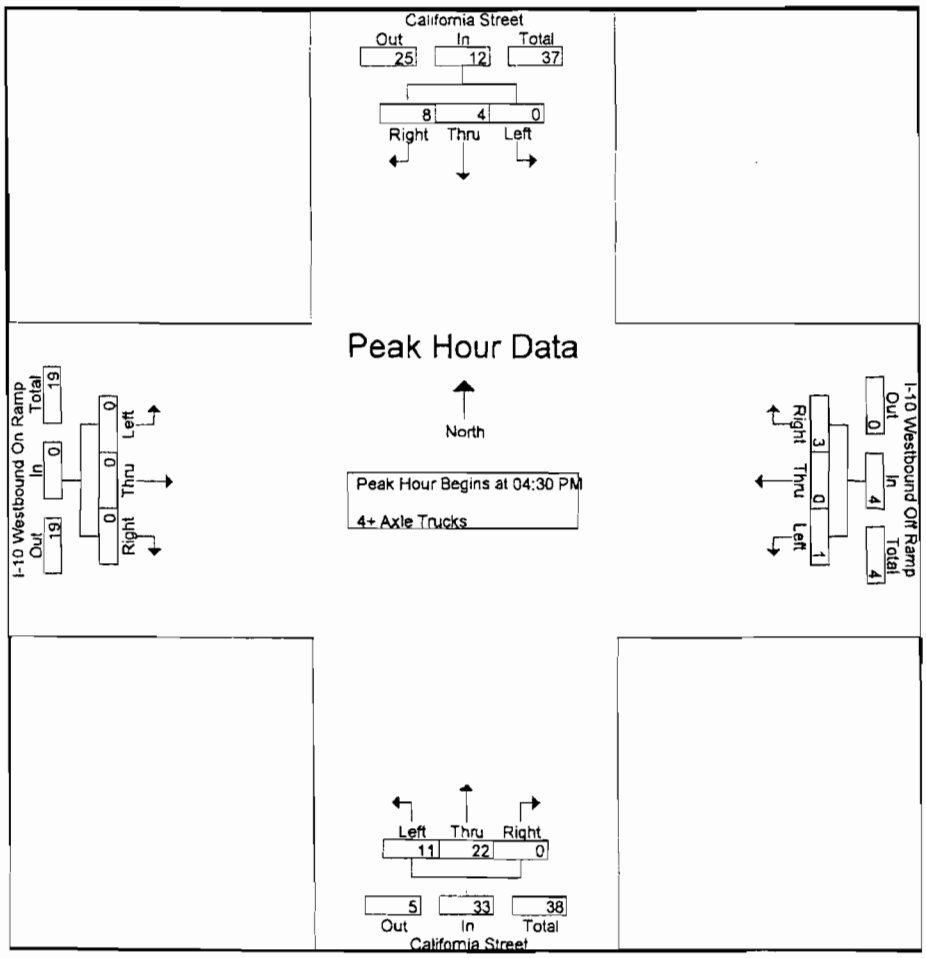

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	2	2	4	0	0	1	1	2	8	0	10	0	0	0	0
+15 mins.	0	0	2	2	0	0	1	1	4	2	0	6	0	0	0	0
+30 mins.	0	2	4	6	1	0	0	1	3	6	0	9	0	0	0	0
+45 mins.	0	0	0	0	0	0	1	1	2	6	0	8	0	0	0	0
Total Volume	0	4	8	12	1	0	3	4	11	22	0	33	0	0	0	0
% App. Total	0	33.3	66.7		25	0	75		33.3	66.7	0		0	0	0	
PHF	.000	.500	.500	.500	.250	.000	.750	1.000	.688	.688	.000	.825	.000	.000	.000	.000

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City of Redlands
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E/W: I-10 Eastbound Ramps
Weather: Sunny

File Name : REDCA10EAM
Site Code : 00000045
Start Date : 7/23/2013
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	California Street Southbound				I-10 Eastbound On Ramp Westbound				California Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	2	88	0	90	0	0	0	0	0	100	57	157	85	1	76	162	409
07:15 AM	6	89	0	95	0	0	0	0	0	139	53	192	108	1	90	199	486
07:30 AM	10	101	0	111	0	0	0	0	0	151	53	204	89	1	88	178	493
07:45 AM	5	90	0	95	0	0	0	0	0	139	65	204	113	3	100	216	515
Total	23	368	0	391	0	0	0	0	0	529	228	757	395	6	354	755	1903
08:00 AM	6	87	0	93	0	0	0	0	0	135	55	190	82	0	85	167	450
08:15 AM	15	97	0	112	0	0	0	0	0	128	48	176	88	3	88	179	467
08:30 AM	19	96	0	115	0	0	0	0	0	132	43	175	69	0	96	165	455
08:45 AM	15	74	0	89	0	0	0	0	0	132	56	188	101	2	97	200	477
Total	55	354	0	409	0	0	0	0	0	527	202	729	340	5	366	711	1849
Grand Total	78	722	0	800	0	0	0	0	0	1056	430	1486	735	11	720	1466	3752
Apprch %	9.8	90.2	0		0	0	0		0	71.1	28.9		50.1	0.8	49.1		
Total %	2.1	19.2	0	21.3	0	0	0	0	0	28.1	11.5	39.6	19.6	0.3	19.2	39.1	
Passenger Vehicles	71	696	0	767	0	0	0	0	0	994	397	1391	646	4	686	1336	3494
% Passenger Vehicles	91	96.4	0	95.9	0	0	0	0	0	94.1	92.3	93.6	87.9	36.4	95.3	91.1	93.1
Large 2 Axle Vehicles	2	14	0	16	0	0	0	0	0	23	19	42	15	3	21	39	97
% Large 2 Axle Vehicles	2.6	1.9	0	2	0	0	0	0	0	2.2	4.4	2.8	2	27.3	2.9	2.7	2.6
3 Axle Vehicles	0	3	0	3	0	0	0	0	0	14	1	15	3	4	2	9	27
% 3 Axle Vehicles	0	0.4	0	0.4	0	0	0	0	0	1.3	0.2	1	0.4	36.4	0.3	0.6	0.7
4+ Axle Trucks	5	9	0	14	0	0	0	0	0	25	13	38	71	0	11	82	134
% 4+ Axle Trucks	6.4	1.2	0	1.8	0	0	0	0	0	2.4	3	2.6	9.7	0	1.5	5.6	3.6

	California Street Southbound				I-10 Eastbound On Ramp Westbound				California Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	6	89	0	95	0	0	0	0	0	139	53	192	108	1	90	199	486
07:30 AM	10	101	0	111	0	0	0	0	0	151	53	204	89	1	88	178	493
07:45 AM	5	90	0	95	0	0	0	0	0	139	65	204	113	3	100	216	515
08:00 AM	6	87	0	93	0	0	0	0	0	135	55	190	82	0	85	167	450
Total Volume	27	367	0	394	0	0	0	0	0	564	226	790	392	5	363	760	1944
% App. Total	6.9	93.1	0		0	0	0		0	71.4	28.6		51.6	0.7	47.8		
PHF	.675	.908	.000	.887	.000	.000	.000	.000	.000	.934	.869	.968	.867	.417	.908	.880	.944

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File Name : REDCA10EAM
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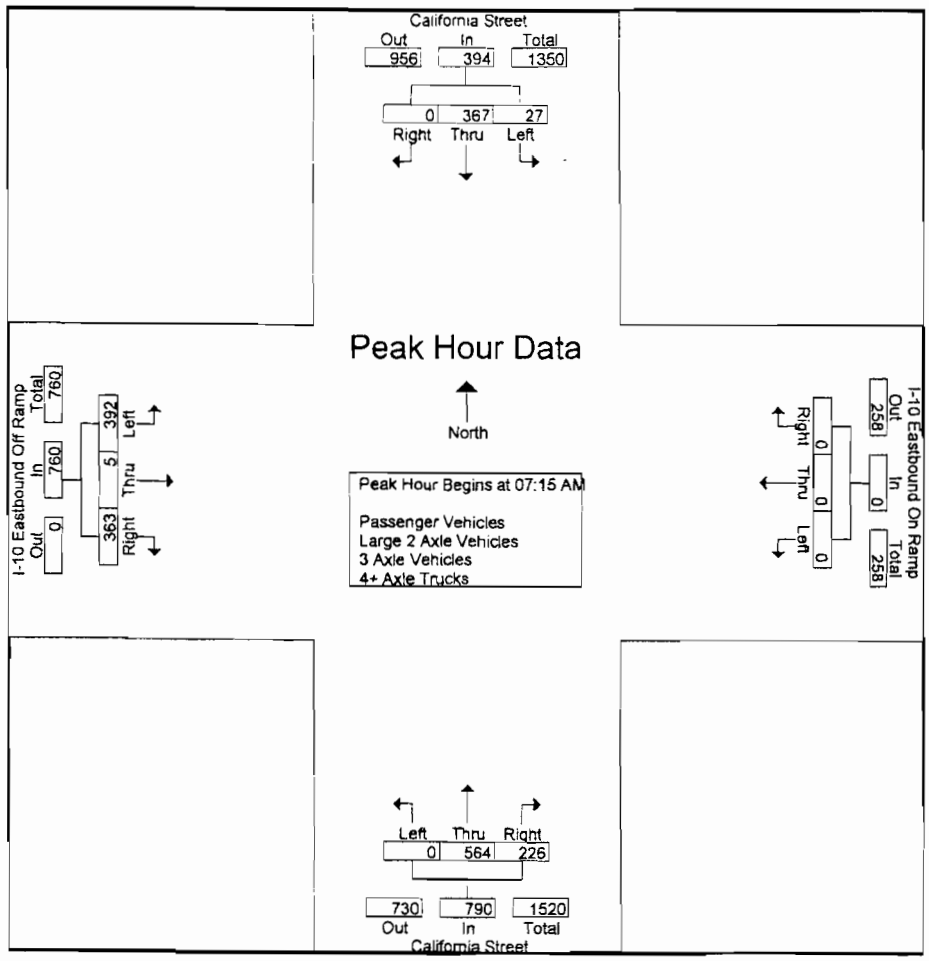

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:00 AM				07:15 AM				07:15 AM			
+0 mins.	5	90	0	95	0	0	0	0	0	139	53	192	108	1	90	199
+15 mins.	6	87	0	93	0	0	0	0	0	**151**	53	**204**	89	1	88	178
+30 mins.	15	**97**	0	112	0	0	0	0	0	139	**65**	204	**113**	**3**	**100**	**216**
+45 mins.	**19**	96	0	**115**	0	0	0	0	0	135	55	190	82	0	85	167
Total Volume	45	370	0	415	0	0	0	0	0	564	226	790	392	5	363	760
% App. Total	10.8	89.2	0		0	0	0		0	71.4	28.6		51.6	0.7	47.8	
PHF	.592	.954	.000	.902	.000	.000	.000	000	.000	.934	.869	.968	.867	.417	.908	.880

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Groups Printed- Passenger Vehicles

	California Street Southbound				I-10 Eastbound On Ramp Westbound				California Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	2	86	0	88	0	0	0	0	0	92	54	146	72	0	72	144	378
07:15 AM	4	86	0	90	0	0	0	0	0	129	47	176	102	1	82	185	451
07:30 AM	10	97	0	107	0	0	0	0	0	147	49	196	79	0	88	167	470
07:45 AM	4	87	0	91	0	0	0	0	0	127	60	187	101	2	95	198	476
Total	20	356	0	376	0	0	0	0	0	495	210	705	354	3	337	694	1775
08:00 AM	6	84	0	90	0	0	0	0	0	126	51	177	70	0	81	151	418
08:15 AM	13	96	0	109	0	0	0	0	0	123	44	167	74	1	86	161	437
08:30 AM	18	92	0	110	0	0	0	0	0	124	40	164	60	0	87	147	421
08:45 AM	14	68	0	82	0	0	0	0	0	126	52	178	88	0	95	183	443
Total	51	340	0	391	0	0	0	0	0	499	187	686	292	1	349	642	1719
Grand Total	71	696	0	767	0	0	0	0	0	994	397	1391	646	4	686	1336	3494
Apprch %	9.3	90.7	0		0	0	0		0	71.5	28.5		48.4	0.3	51.3		
Total %	2	19.9	0	22	0	0	0	0	0	28.4	11.4	39.8	18.5	0.1	19.6	38.2	

	California Street Southbound				I-10 Eastbound On Ramp Westbound				California Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	4	86	0	90	0	0	0	0	0	129	47	176	102	1	82	185	451
07:30 AM	10	97	0	107	0	0	0	0	0	147	49	196	79	0	88	167	470
07:45 AM	4	87	0	91	0	0	0	0	0	127	60	187	101	2	95	198	476
08:00 AM	6	84	0	90	0	0	0	0	0	126	51	177	70	0	81	151	418
Total Volume	24	354	0	378	0	0	0	0	0	529	207	736	352	3	346	701	1815
% App. Total	6.3	93.7	0		0	0	0		0	71.9	28.1		50.2	0.4	49.4		
PHF	.600	.912	.000	.883	.000	.000	.000	.000	.000	.900	.863	.939	.863	.375	.911	.885	.953

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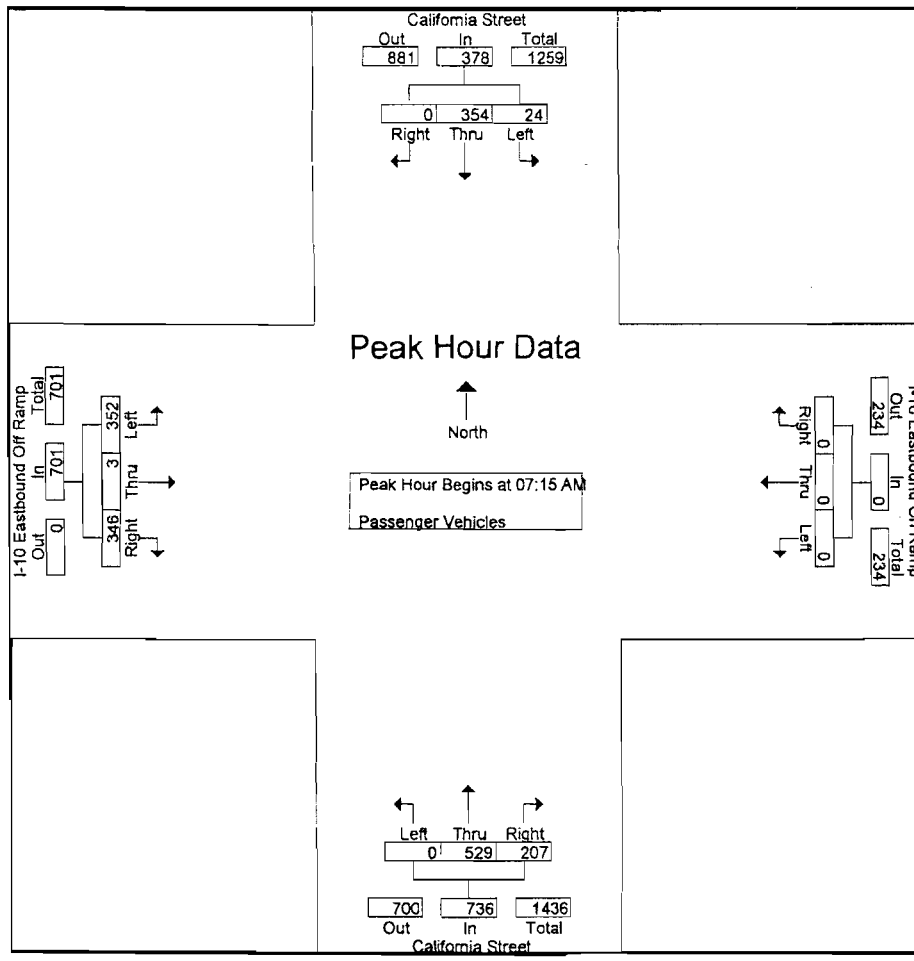

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	4	86	0	90	0	0	0	0	0	129	47	176	**102**	1	82	185
+15 mins.	**10**	**97**	0	**107**	0	0	0	0	0	**147**	49	**196**	79	0	88	167
+30 mins.	4	87	0	91	0	0	0	0	0	127	**60**	187	101	**2**	**95**	**198**
+45 mins.	6	84	0	90	0	0	0	0	0	126	51	177	70	0	81	151
Total Volume	24	354	0	378	0	0	0	0	0	529	207	736	352	3	346	701
% App. Total	6.3	93.7	0		0	0	0		0	71.9	28.1		50.2	0.4	49.4	
PHF	.600	.912	.000	.883	.000	.000	.000	.000	.000	.900	.863	.939	.863	.375	.911	.885

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Groups Printed- Large 2 Axle Vehicles

	California Street Southbound				I-10 Eastbound On Ramp Westbound				California Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	1	0	1	0	0	0	0	0	3	3	6	0	1	2	3	10
07:15 AM	1	2	0	3	0	0	0	0	0	2	4	6	0	0	5	5	14
07:30 AM	0	3	0	3	0	0	0	0	0	3	3	6	4	1	0	5	14
07:45 AM	1	2	0	3	0	0	0	0	0	5	2	7	2	0	1	3	13
Total	2	8	0	10	0	0	0	0	0	13	12	25	6	2	8	16	51
08:00 AM	0	3	0	3	0	0	0	0	0	3	2	5	3	0	2	5	13
08:15 AM	0	1	0	1	0	0	0	0	0	3	0	3	2	1	1	4	8
08:30 AM	0	1	0	1	0	0	0	0	0	2	3	5	2	0	8	10	16
08:45 AM	0	1	0	1	0	0	0	0	0	2	2	4	2	0	2	4	9
Total	0	6	0	6	0	0	0	0	0	10	7	17	9	1	13	23	46
Grand Total	2	14	0	16	0	0	0	0	0	23	19	42	15	3	21	39	97
Apprch %	12.5	87.5	0		0	0	0		0	54.8	45.2		38.5	7.7	53.8		
Total %	2.1	14.4	0	16.5	0	0	0	0	0	23.7	19.6	43.3	15.5	3.1	21.6	40.2	

	California Street Southbound				I-10 Eastbound On Ramp Westbound				California Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	1	2	0	3	0	0	0	0	0	2	4	6	0	0	5	5	14
07:30 AM	0	3	0	3	0	0	0	0	0	3	3	6	4	1	0	5	14
07:45 AM	1	2	0	3	0	0	0	0	0	5	2	7	2	0	1	3	13
08:00 AM	0	3	0	3	0	0	0	0	0	3	2	5	3	0	2	5	13
Total Volume	2	10	0	12	0	0	0	0	0	13	11	24	9	1	8	18	54
% App. Total	16.7	83.3	0		0	0	0		0	54.2	45.8		50	5.6	44.4		
PHF	.500	.833	.000	1.00	.000	.000	.000	.000	.000	.650	.688	.857	.563	.250	.400	.900	.964

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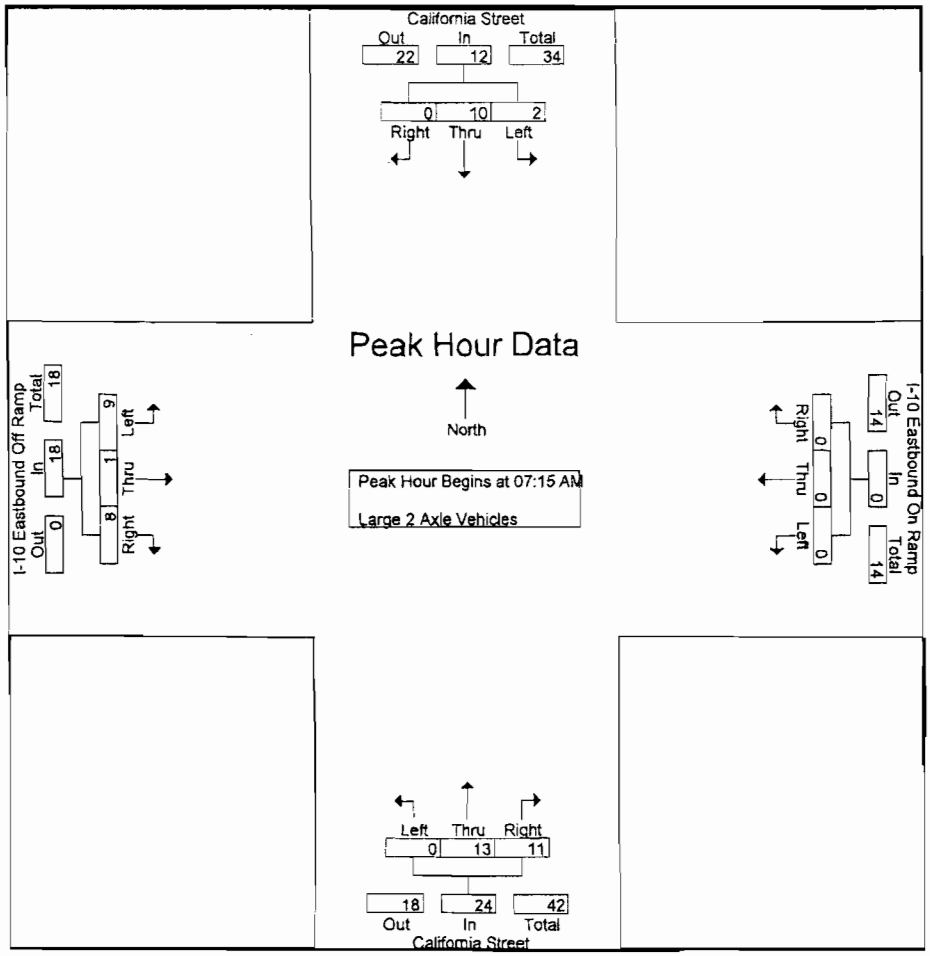

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	1	2	0	3	0	0	0	0	0	2	4	6	0	0	5	5
+15 mins.	0	3	0	3	0	0	0	0	0	3	3	6	4	1	0	5
+30 mins.	1	2	0	3	0	0	0	0	0	5	2	7	2	0	1	3
+45 mins.	0	3	0	3	0	0	0	0	0	3	2	5	3	0	2	5
Total Volume	2	10	0	12	0	0	0	0	0	13	11	24	9	1	8	18
% App. Total	16.7	83.3	0		0	0	0		0	54.2	45.8		50	5.6	44.4	
PHF	.500	.833	.000	1.000	.000	.000	.000	.000	.000	.650	.688	.857	.563	.250	.400	.900

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Groups Printed- 3 Axle Vehicles

	California Street Southbound				I-10 Eastbound On Ramp Westbound				California Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	1	2
07:30 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
07:45 AM	0	0	0	0	0	0	0	0	0	3	0	3	1	1	1	3	6
Total	0	1	0	1	0	0	0	0	0	6	0	6	1	1	2	4	11
08:00 AM	0	0	0	0	0	0	0	0	0	4	0	4	0	0	0	0	4
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:30 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
08:45 AM	0	2	0	2	0	0	0	0	0	2	1	3	2	2	0	4	9
Total	0	2	0	2	0	0	0	0	0	8	1	9	2	3	0	5	16
Grand Total	0	3	0	3	0	0	0	0	0	14	1	15	3	4	2	9	27
Apprch %	0	100	0		0	0	0		0	93.3	6.7		33.3	44.4	22.2		
Total %	0	11.1	0	11.1	0	0	0	0	0	51.9	3.7	55.6	11.1	14.8	7.4	33.3	

	California Street Southbound				I-10 Eastbound On Ramp Westbound				California Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	1	2
07:30 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
07:45 AM	0	0	0	0	0	0	0	0	0	3	0	3	1	1	1	3	6
08:00 AM	0	0	0	0	0	0	0	0	0	4	0	4	0	0	0	0	4
Total Volume	0	1	0	1	0	0	0	0	0	9	0	9	1	1	2	4	14
% App. Total	0	100	0		0	0	0		0	100	0		25	25	50		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.563	.000	.563	.250	.250	.500	.333	.583

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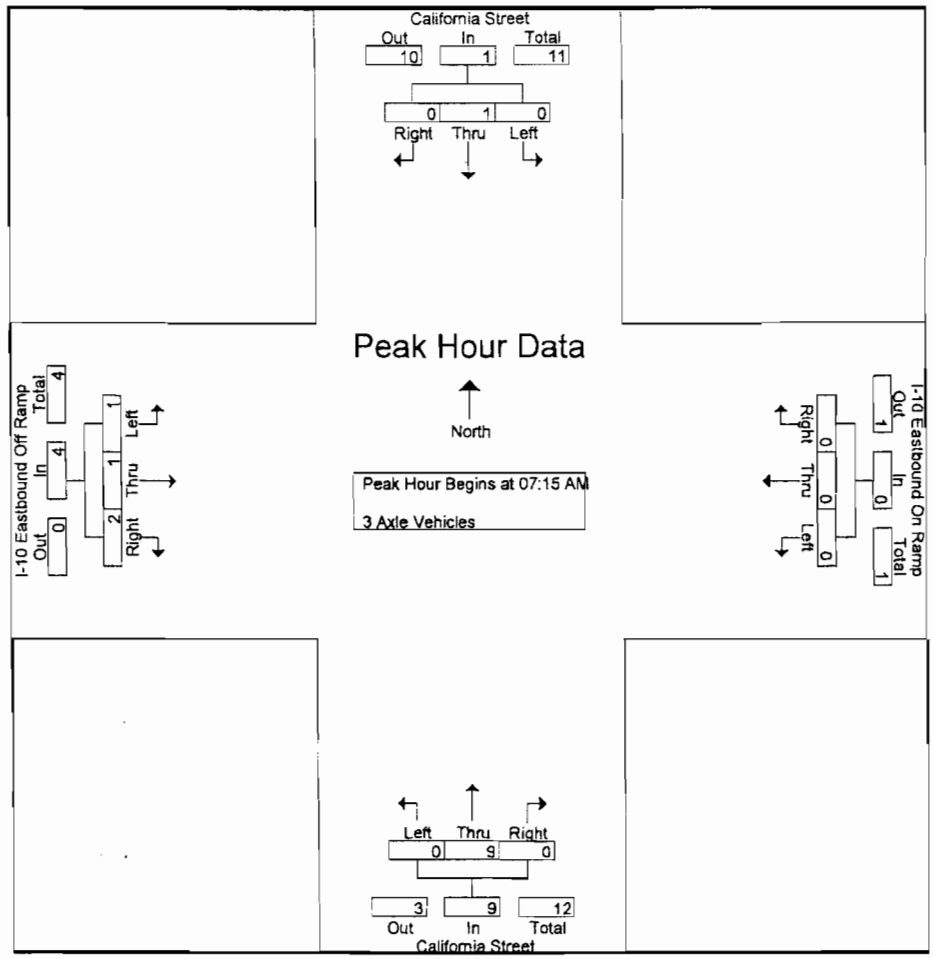

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	1
+15 mins.	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	3	0	3	1	1	1	3
+45 mins.	0	0	0	0	0	0	0	0	0	4	0	4	0	0	0	0
Total Volume	0	1	0	1	0	0	0	0	0	9	0	9	1	1	2	4
% App. Total	0	100	0		0	0	0		0	100	0		25	25	50	
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.563	.000	.563	.250	.250	.500	.333

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Groups Printed- 4+ Axle Trucks

	California Street Southbound				I-10 Eastbound On Ramp Westbound				California Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	1	0	1	0	0	0	0	0	4	0	4	13	0	2	15	20
07:15 AM	1	1	0	2	0	0	0	0	0	7	2	9	6	0	2	8	19
07:30 AM	0	0	0	0	0	0	0	0	0	0	1	1	6	0	0	6	7
07:45 AM	0	1	0	1	0	0	0	0	0	4	3	7	9	0	3	12	20
Total	1	3	0	4	0	0	0	0	0	15	6	21	34	0	7	41	66
08:00 AM	0	0	0	0	0	0	0	0	0	2	2	4	9	0	2	11	15
08:15 AM	2	0	0	2	0	0	0	0	0	2	4	6	12	0	1	13	21
08:30 AM	1	3	0	4	0	0	0	0	0	4	0	4	7	0	1	8	16
08:45 AM	1	3	0	4	0	0	0	0	0	2	1	3	9	0	0	9	16
Total	4	6	0	10	0	0	0	0	0	10	7	17	37	0	4	41	68
Grand Total	5	9	0	14	0	0	0	0	0	25	13	38	71	0	11	82	134
Apprch %	35.7	64.3	0		0	0	0		0	65.8	34.2		86.6	0	13.4		
Total %	3.7	6.7	0	10.4	0	0	0	0	0	18.7	9.7	28.4	53	0	8.2	61.2	

	California Street Southbound				I-10 Eastbound On Ramp Westbound				California Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	1	1	0	2	0	0	0	0	0	7	2	9	6	0	2	8	19
07:30 AM	0	0	0	0	0	0	0	0	0	0	1	1	6	0	0	6	7
07:45 AM	0	1	0	1	0	0	0	0	0	4	3	7	9	0	3	12	20
08:00 AM	0	0	0	0	0	0	0	0	0	2	2	4	9	0	2	11	15
Total Volume	1	2	0	3	0	0	0	0	0	13	8	21	30	0	7	37	61
% App. Total	33.3	66.7	0		0	0	0		0	61.9	38.1		81.1	0	18.9		
PHF	.250	.500	.000	.375	.000	.000	.000	.000	.000	.464	.667	.583	.833	.000	.583	.771	.763

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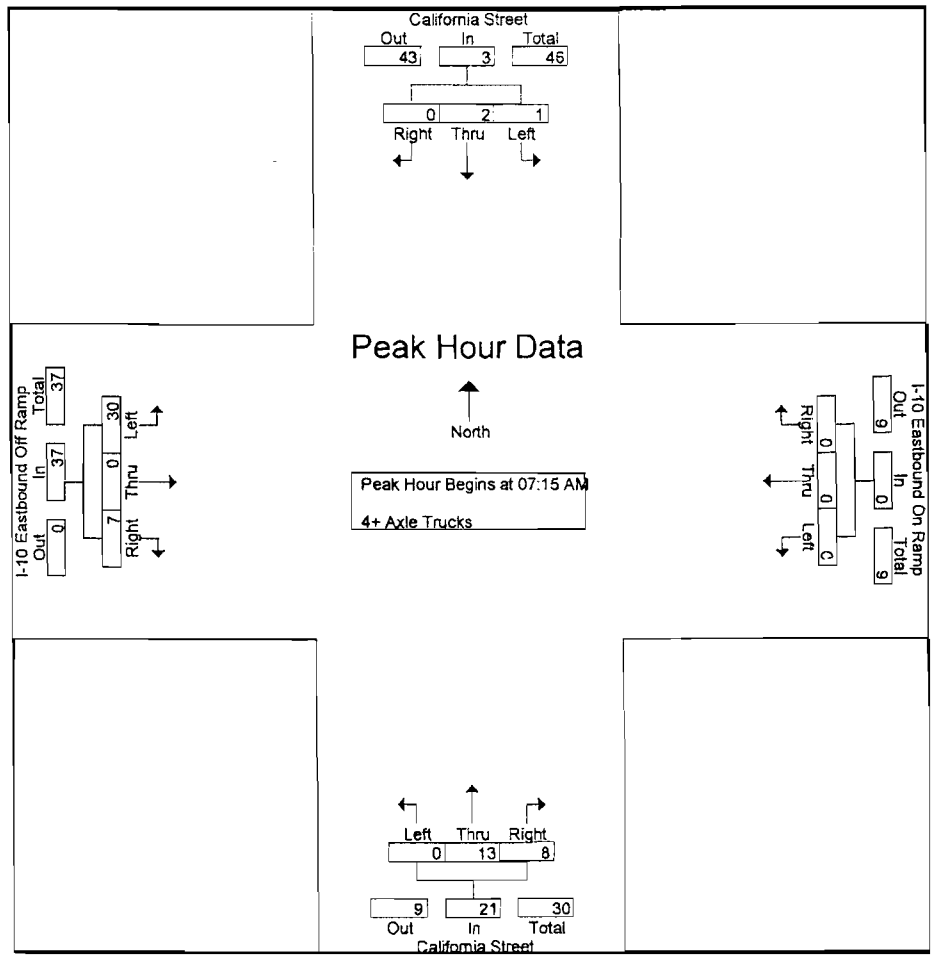

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	1	1	0	2	0	0	0	0	0	7	2	9	6	0	2	8
+15 mins.	0	0	0	0	0	0	0	0	0	0	1	1	6	0	0	6
+30 mins.	0	1	0	1	0	0	0	0	0	4	3	7	9	0	3	12
+45 mins.	0	0	0	0	0	0	0	0	0	2	2	4	9	0	2	11
Total Volume	1	2	0	3	0	0	0	0	0	13	8	21	30	0	7	37
% App. Total	33.3	66.7	0		0	0	0		0	61.9	38.1		81.1	0	18.9	
PHF	.250	.500	.000	.375	.000	.000	000	.000	.000	.464	.667	.583	.833	.000	.583	.771

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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	California Street Southbound				I-10 Eastbound On Ramp Westbound				California Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	56	102	0	158	0	0	0	0	0	141	102	243	51	0	109	160	561
04:15 PM	49	124	0	173	0	0	0	0	0	134	137	271	47	0	99	146	590
04:30 PM	71	133	0	204	0	0	0	0	0	142	129	271	49	2	114	165	640
04:45 PM	73	121	0	194	0	0	0	0	0	141	125	266	39	4	117	160	620
Total	249	480	0	729	0	0	0	0	0	558	493	1051	186	6	439	631	2411
05:00 PM	73	133	0	206	0	0	0	0	0	172	134	306	33	1	96	130	642
05:15 PM	77	132	0	209	0	0	0	0	0	179	140	319	34	3	100	137	665
05:30 PM	61	130	0	191	0	0	0	0	0	142	121	263	41	3	97	141	595
05:45 PM	43	100	0	143	0	0	0	0	0	124	115	239	28	0	117	145	527
Total	254	495	0	749	0	0	0	0	0	617	510	1127	136	7	410	553	2429
Grand Total	503	975	0	1478	0	0	0	0	0	1175	1003	2178	322	13	849	1184	4840
Apprch %	34	66	0		0	0	0		0	53.9	46.1		27.2	1.1	71.7		
Total %	10.4	20.1	0	30.5	0	0	0	0	0	24.3	20.7	45	6.7	0.3	17.5	24.5	
Passenger Vehicles	496	966	0	1462	0	0	0	0	0	1131	975	2106	275	11	836	1122	4690
% Passenger Vehicles	98.6	99.1	0	98.9	0	0	0	0	0	96.3	97.2	96.7	85.4	84.6	98.5	94.8	96.9
Large 2 Axle Vehicles	1	7	0	8	0	0	0	0	0	20	9	29	5	2	8	15	52
% Large 2 Axle Vehicles	0.2	0.7	0	0.5	0	0	0	0	0	1.7	0.9	1.3	1.6	15.4	0.9	1.3	1.1
3 Axle Vehicles	0	2	0	2	0	0	0	0	0	3	6	9	2	0	2	4	15
% 3 Axle Vehicles	0	0.2	0	0.1	0	0	0	0	0	0.3	0.6	0.4	0.6	0	0.2	0.3	0.3
4+ Axle Trucks	6	0	0	6	0	0	0	0	0	21	13	34	40	0	3	43	83
% 4+ Axle Trucks	1.2	0	0	0.4	0	0	0	0	0	1.8	1.3	1.6	12.4	0	0.4	3.6	1.7

	California Street Southbound				I-10 Eastbound On Ramp Westbound				California Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	71	133	0	204	0	0	0	0	0	142	129	271	49	2	114	165	640
04:45 PM	73	121	0	194	0	0	0	0	0	141	125	266	39	4	117	160	620
05:00 PM	73	133	0	206	0	0	0	0	0	172	134	306	33	1	96	130	642
05:15 PM	77	132	0	209	0	0	0	0	0	179	140	319	34	3	100	137	665
Total Volume	294	519	0	813	0	0	0	0	0	634	528	1162	155	10	427	592	2567
% App. Total	36.2	63.8	0		0	0	0		0	54.6	45.4		26.2	1.7	72.1		
PHF	.955	.976	.000	.972	.000	.000	.000	.000	.000	.885	.943	.911	.791	.625	.912	.897	.965

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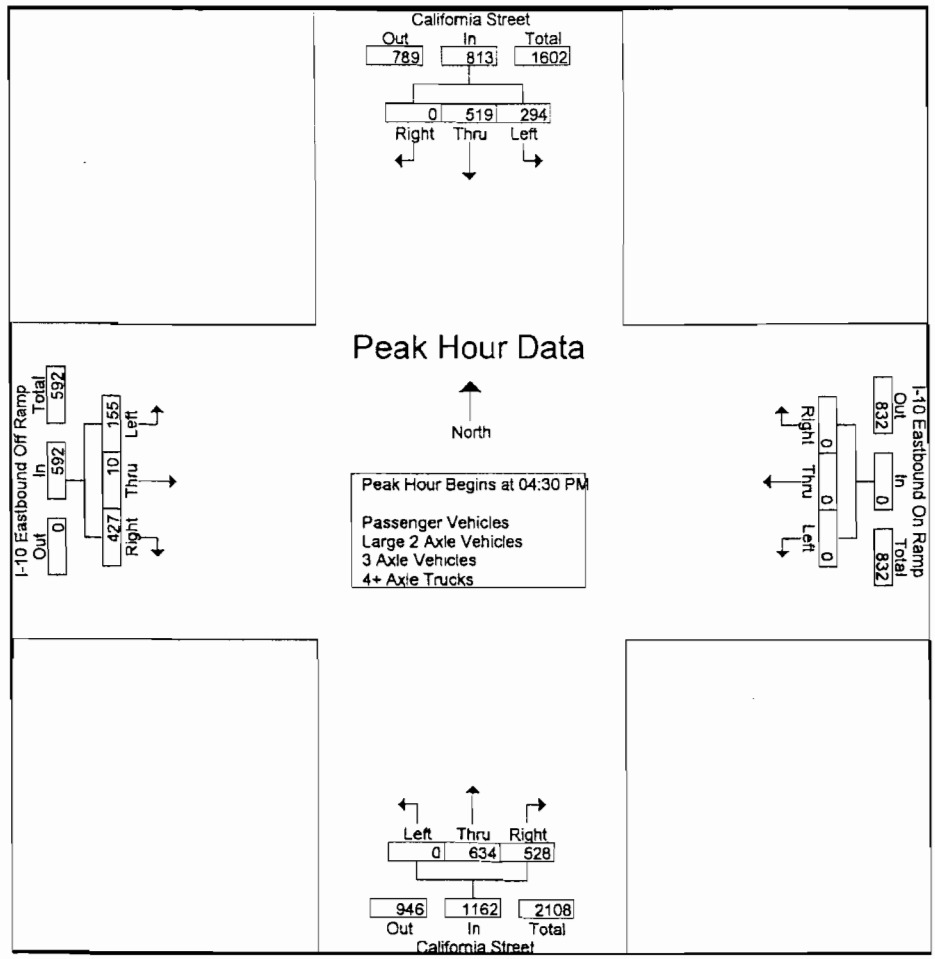

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:00 PM				04:30 PM				04:00 PM			
+0 mins.	71	**133**	0	204	0	0	0	0	0	**142**	129	271	**51**	0	109	160
+15 mins.	73	121	0	194	0	0	0	0	0	141	125	266	47	0	99	146
+30 mins.	73	133	0	206	0	0	0	0	0	172	134	306	49	2	114	**165**
+45 mins.	**77**	132	0	**209**	0	0	0	0	0	**179**	**140**	**319**	39	**4**	**117**	160
Total Volume	294	519	0	813	0	0	0	0	0	634	528	1162	186	6	439	631
% App. Total	36.2	63.8	0		0	0	0		0	54.6	45.4		29.5	1	69.6	
PHF	.955	.976	.000	.972	.000	.000	.000	.000	.000	.885	.943	.911	.912	.375	.938	.956

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City of Redlands
N/S: California Street
E/W: I-10 Eastbound Ramps
Weather: Sunny

File Name : REDCA10EPM
Site Code : 00000045
Start Date : 7/23/2013
Page No : 1

Groups Printed- Passenger Vehicles

	California Street Southbound				I-10 Eastbound On Ramp Westbound				California Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	54	100	0	154	0	0	0	0	0	135	100	235	42	0	108	150	539
04:15 PM	49	123	0	172	0	0	0	0	0	132	132	264	41	0	95	136	572
04:30 PM	69	133	0	202	0	0	0	0	0	134	124	258	40	2	114	156	616
04:45 PM	73	119	0	192	0	0	0	0	0	135	121	256	36	3	113	152	600
Total	245	475	0	720	0	0	0	0	0	536	477	1013	159	5	430	594	2327
05:00 PM	72	132	0	204	0	0	0	0	0	164	129	293	26	1	95	122	619
05:15 PM	77	131	0	208	0	0	0	0	0	173	137	310	28	2	99	129	647
05:30 PM	59	129	0	188	0	0	0	0	0	139	119	258	37	3	97	137	583
05:45 PM	43	99	0	142	0	0	0	0	0	119	113	232	25	0	115	140	514
Total	251	491	0	742	0	0	0	0	0	595	498	1093	116	6	406	528	2363
Grand Total	496	966	0	1462	0	0	0	0	0	1131	975	2106	275	11	836	1122	4690
Apprch %	33.9	66.1	0		0	0	0		0	53.7	46.3		24.5	1	74.5		
Total %	10.6	20.6	0	31.2	0	0	0	0	0	24.1	20.8	44.9	5.9	0.2	17.8	23.9	

	California Street Southbound				I-10 Eastbound On Ramp Westbound				California Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	69	133	0	202	0	0	0	0	0	134	124	258	40	2	114	156	616
04:45 PM	73	119	0	192	0	0	0	0	0	135	121	256	36	3	113	152	600
05:00 PM	72	132	0	204	0	0	0	0	0	164	129	293	26	1	95	122	619
05:15 PM	77	131	0	208	0	0	0	0	0	173	137	310	28	2	99	129	647
Total Volume	291	515	0	806	0	0	0	0	0	606	511	1117	130	8	421	559	2482
% App. Total	36.1	63.9	0		0	0	0		0	54.3	45.7		23.3	1.4	75.3		
PHF	.945	.968	.000	.969	.000	.000	.000	.000	.000	.876	.932	.901	.813	.667	.923	.896	.959

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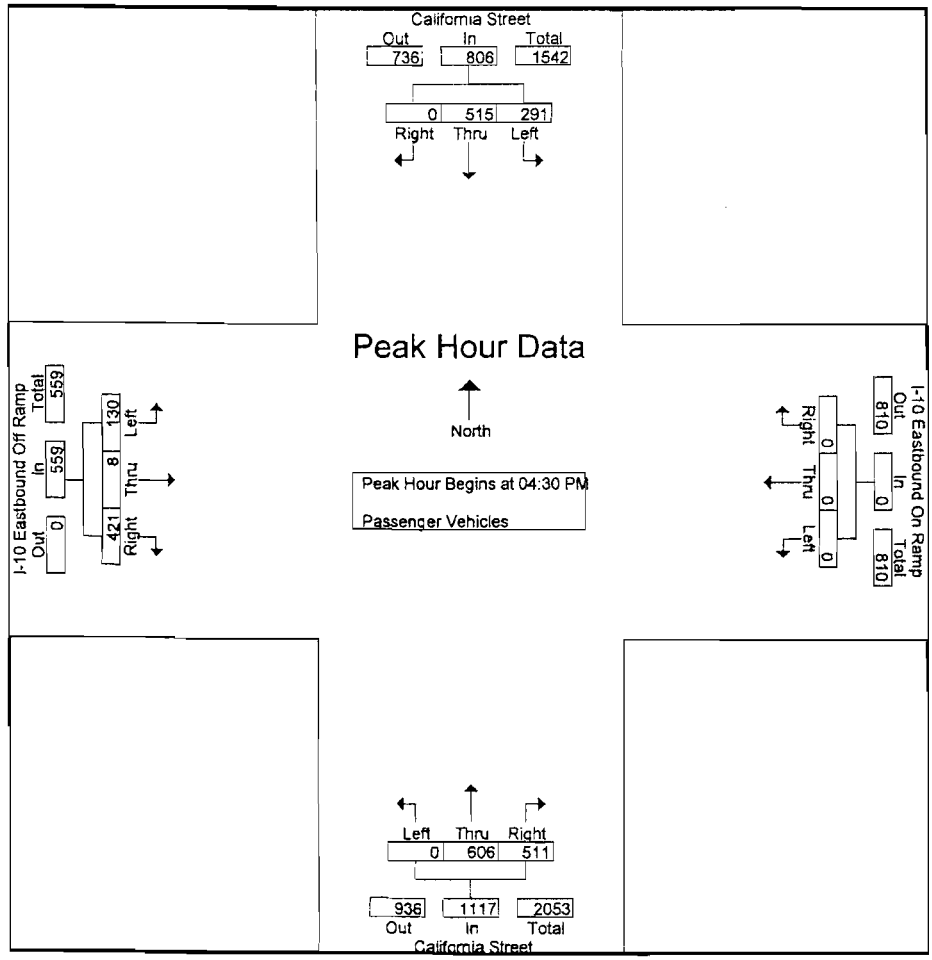
City of Redlands
N/S: California Street
E/W: I-10 Eastbound Ramps
Weather: Sunny

File Name : REDCA10EPM
Site Code : 00000045
Start Date : 7/23/2013
Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	69	**133**	0	202	0	0	0	0	0	134	124	258	**40**	2	**114**	**156**
+15 mins.	73	119	0	192	0	0	0	0	0	135	121	256	36	**3**	113	152
+30 mins.	72	132	0	204	0	0	0	0	0	164	129	293	26	1	95	122
+45 mins.	**77**	131	0	**208**	0	0	0	0	0	**173**	**137**	**310**	28	2	99	129
Total Volume	291	515	0	806	0	0	0	0	0	606	511	1117	130	8	421	559
% App. Total	36.1	63.9	0		0	0	0		0	54.3	45.7		23.3	1.4	75.3	
PHF	.945	.968	.000	.969	.000	.000	.000	.000	.000	.876	.932	.901	.813	.667	.923	.896

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City of Redlands
N/S: California Street
E/W: I-10 Eastbound Ramps
Weather: Sunny

File Name : REDCA10EPM
Site Code : 00000045
Start Date : 7/23/2013
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	California Street Southbound				I-10 Eastbound On Ramp Westbound				California Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	1	1	0	2	0	0	0	0	0	3	0	3	2	0	1	3	8
04:15 PM	0	0	0	0	0	0	0	0	0	0	2	2	1	0	3	4	6
04:30 PM	0	0	0	0	0	0	0	0	0	4	1	5	0	0	0	0	5
04:45 PM	0	2	0	2	0	0	0	0	0	3	1	4	1	1	3	5	11
Total	1	3	0	4	0	0	0	0	0	10	4	14	4	1	7	12	30
05:00 PM	0	1	0	1	0	0	0	0	0	3	1	4	1	0	0	1	6
05:15 PM	0	1	0	1	0	0	0	0	0	3	2	5	0	1	0	1	7
05:30 PM	0	1	0	1	0	0	0	0	0	2	1	3	0	0	0	0	4
05:45 PM	0	1	0	1	0	0	0	0	0	2	1	3	0	0	1	1	5
Total	0	4	0	4	0	0	0	0	0	10	5	15	1	1	1	3	22
Grand Total	1	7	0	8	0	0	0	0	0	20	9	29	5	2	8	15	52
Apprch %	12.5	87.5	0		0	0	0		0	69	31		33.3	13.3	53.3		
Total %	1.9	13.5	0	15.4	0	0	0	0	0	38.5	17.3	55.8	9.6	3.8	15.4	28.8	

	California Street Southbound				I-10 Eastbound On Ramp Westbound				California Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	0	0	0	0	4	1	5	0	0	0	0	5
04:45 PM	0	2	0	2	0	0	0	0	0	3	1	4	1	1	3	5	11
05:00 PM	0	1	0	1	0	0	0	0	0	3	1	4	1	0	0	1	6
05:15 PM	0	1	0	1	0	0	0	0	0	3	2	5	0	1	0	1	7
Total Volume	0	4	0	4	0	0	0	0	0	13	5	18	2	2	3	7	29
% App. Total	0	100	0		0	0	0		0	72.2	27.8		28.6	28.6	42.9		
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.813	.625	.900	.500	.500	.250	.350	.659

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City of Redlands
N/S: California Street
E/W: I-10 Eastbound Ramps
Weather: Sunny

File Name : REDCA10EPM
Site Code : 00000045
Start Date : 7/23/2013
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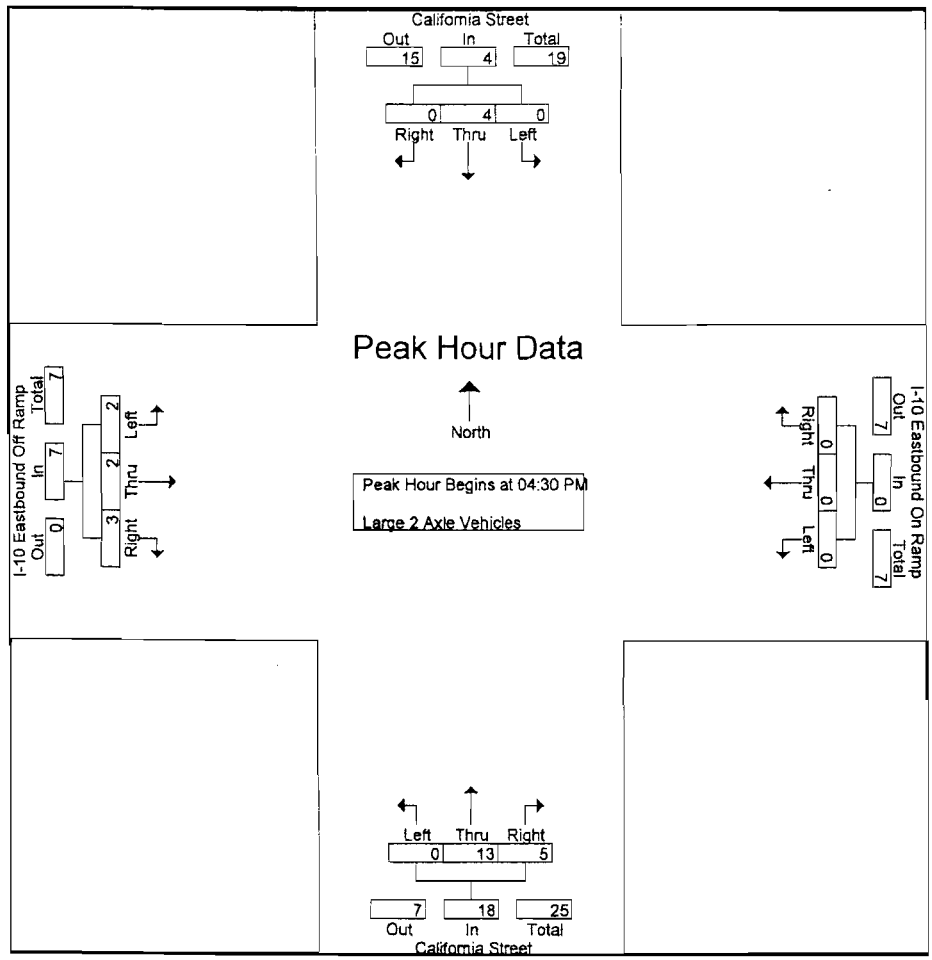

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	**4**	1	**5**	0	0	0	0
+15 mins.	0	**2**	0	**2**	0	0	0	0	0	3	1	4	**1**	**1**	**3**	**5**
+30 mins.	0	1	0	1	0	0	0	0	0	3	1	4	1	0	0	1
+45 mins.	0	1	0	1	0	0	0	0	0	3	**2**	5	0	1	0	1
Total Volume	0	4	0	4	0	0	0	0	0	13	5	18	2	2	3	7
% App. Total	0	100	0		0	0	0		0	72.2	27.8		28.6	28.6	42.9	
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.813	.625	.900	.500	.500	.250	.350

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City of Redlands
N/S: California Street
E/W: I-10 Eastbound Ramps
Weather: Sunny

File Name : REDCA10EPM
Site Code : 00000045
Start Date : 7/23/2013
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Groups Printed- 3 Axle Vehicles

	California Street Southbound				I-10 Eastbound On Ramp Westbound				California Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
04:15 PM	0	1	0	1	0	0	0	0	0	0	1	1	0	0	0	0	2
04:30 PM	0	0	0	0	0	0	0	0	0	0	3	3	1	0	0	1	4
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	2	0	0	0	0	0	1	4	5	1	0	0	1	8
05:00 PM	0	0	0	0	0	0	0	0	0	1	2	3	1	0	0	1	4
05:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	1	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Total	0	0	0	0	0	0	0	0	0	2	2	4	1	0	2	3	7
Grand Total	0	2	0	2	0	0	0	0	0	3	6	9	2	0	2	4	15
Apprch %	0	100	0		0	0	0		0	33.3	66.7		50	0	50		
Total %	0	13.3	0	13.3	0	0	0	0	0	20	40	60	13.3	0	13.3	26.7	

	California Street Southbound				I-10 Eastbound On Ramp Westbound				California Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	0	0	0	0	0	3	3	1	0	0	1	4
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	1	2	3	1	0	0	1	4
05:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	1	2
Total Volume	0	0	0	0	0	0	0	0	0	2	5	7	2	0	1	3	10
% App. Total	0	0	0		0	0	0		0	28.6	71.4		66.7	0	33.3		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500	.417	.583	.500	.000	.250	.750	.625

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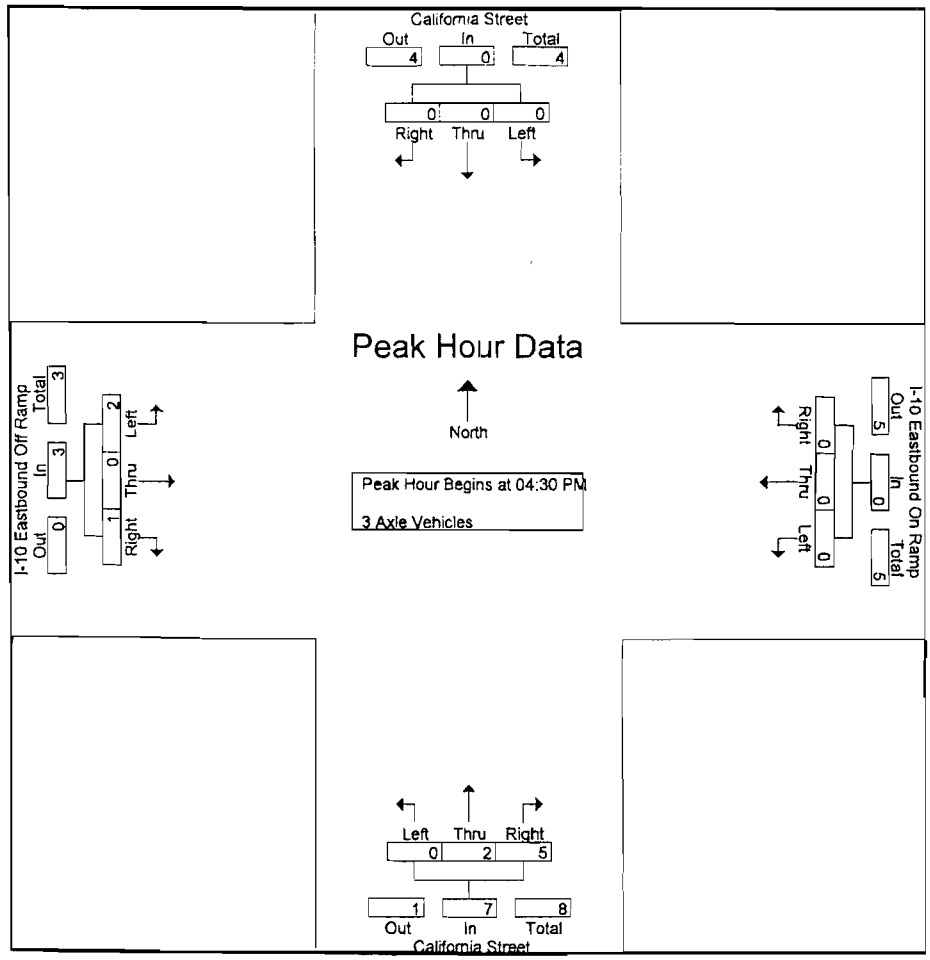
City of Redlands
N/S: California Street
E/W: I-10 Eastbound Ramps
Weather: Sunny

File Name : REDCA10EPM
Site Code 00000045
Start Date : 7/23/2013
Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	3	3	1	0	0	1
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	1	2	3	1	0	0	1
+45 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	1
Total Volume	0	0	0	0	0	0	0	0	0	2	5	7	2	0	1	3
% App. Total	0	0	0		0	0	0		0	28.6	71.4		66.7	0	33.3	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500	.417	.583	.500	.000	.250	.750

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City of Redlands
N/S: California Street
E/W: I-10 Eastbound Ramps
Weather: Sunny

File Name : REDCA10EPM
Site Code : 00000045
Start Date : 7/23/2013
Page No : 1

Groups Printed- 4+ Axle Trucks

	California Street Southbound				I-10 Eastbound On Ramp Westbound				California Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App Total	Left	Thru	Right	App Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	1	0	0	1	0	0	0	0	0	2	2	4	7	0	0	7	12
04:15 PM	0	0	0	0	0	0	0	0	0	2	2	4	5	0	1	6	10
04:30 PM	2	0	0	2	0	0	0	0	0	4	1	5	8	0	0	8	15
04:45 PM	0	0	0	0	0	0	0	0	0	3	3	6	2	0	1	3	9
Total	3	0	0	3	0	0	0	0	0	11	8	19	22	0	2	24	46
05:00 PM	1	0	0	1	0	0	0	0	0	4	2	6	5	0	1	6	13
05:15 PM	0	0	0	0	0	0	0	0	0	2	1	3	6	0	0	6	9
05:30 PM	2	0	0	2	0	0	0	0	0	1	1	2	4	0	0	4	8
05:45 PM	0	0	0	0	0	0	0	0	0	3	1	4	3	0	0	3	7
Total	3	0	0	3	0	0	0	0	0	10	5	15	18	0	1	19	37
Grand Total	6	0	0	6	0	0	0	0	0	21	13	34	40	0	3	43	83
Apprch %	100	0	0		0	0	0		0	61.8	38.2		93	0	7		
Total %	7.2	0	0	7.2	0	0	0	0	0	25.3	15.7	41	48.2	0	3.6	51.8	

	California Street Southbound				I-10 Eastbound On Ramp Westbound				California Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	2	0	0	2	0	0	0	0	0	4	1	5	8	0	0	8	15
04:45 PM	0	0	0	0	0	0	0	0	0	3	3	6	2	0	1	3	9
05:00 PM	1	0	0	1	0	0	0	0	0	4	2	6	5	0	1	6	13
05:15 PM	0	0	0	0	0	0	0	0	0	2	1	3	6	0	0	6	9
Total Volume	3	0	0	3	0	0	0	0	0	13	7	20	21	0	2	23	46
% App. Total	100	0	0		0	0	0		0	65	35		91.3	0	8.7		
PHF	.375	.000	.000	.375	.000	.000	.000	.000	.000	.813	.583	.833	.656	.000	.500	.719	.767

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City of Redlands
N/S: California Street
E/W: I-10 Eastbound Ramps
Weather: Sunny

File Name : REDCA10EPM
Site Code : 00000045
Start Date : 7/23/2013
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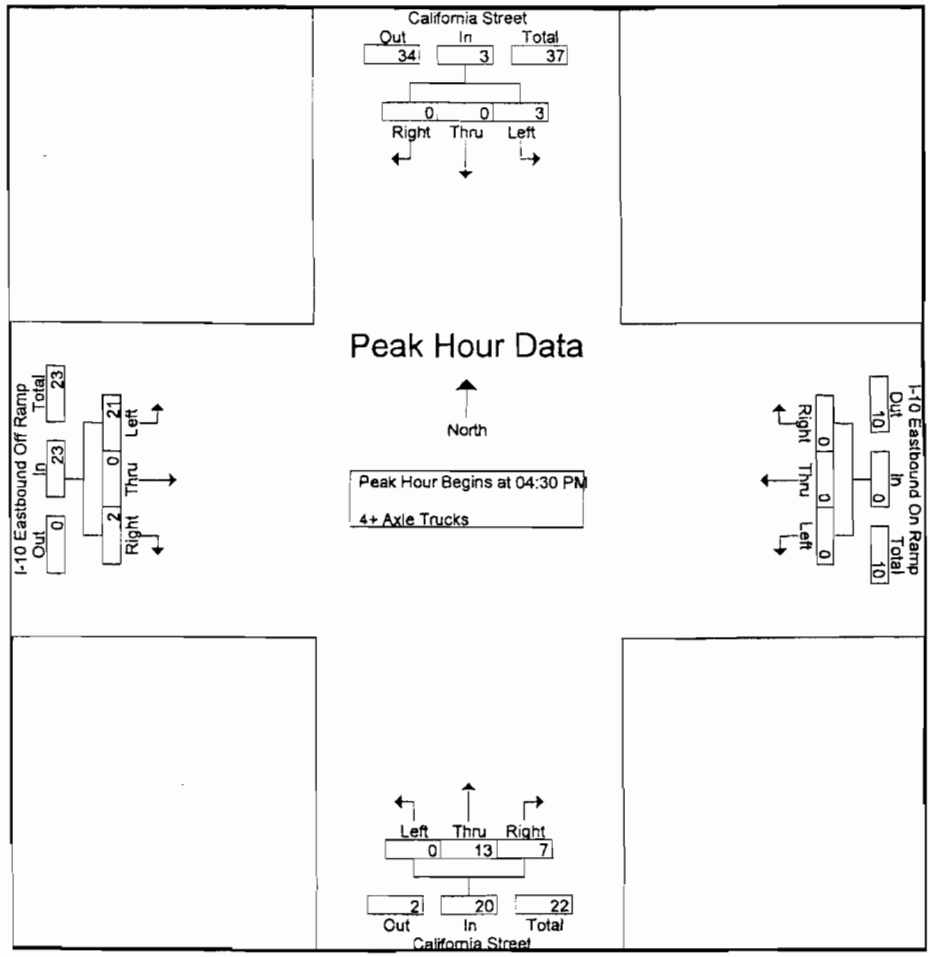

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	**2**	0	0	**2**	0	0	0	0	0	**4**	1	5	**8**	0	**0**	**8**
+15 mins.	0	0	0	0	0	0	0	0	0	3	**3**	**6**	2	0	**1**	3
+30 mins.	1	0	0	1	0	0	0	0	0	4	2	6	5	0	1	6
+45 mins.	0	0	0	0	0	0	0	0	0	2	1	3	6	0	0	6
Total Volume	3	0	0	3	0	0	0	0	0	13	7	20	21	0	2	23
% App. Total	100	0	0		0	0	0		0	65	35		91.3	0	8.7	
PHF	.375	.000	.000	.375	.000	.000	.000	.000	.000	.813	.583	.833	.656	.000	.500	.719

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City of Redlands
N/S: Nevada Street
E/W: San Bernardino Avenue
Weather: Sunny

File Name : REDNESBAM
Site Code : 00000043
Start Date : 4/30/2013
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Nevada Street Southbound				San Bernardino Avenue Westbound				Nevada Street Northbound				San Bernardino Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App Total	Int. Total
07:00 AM	0	3	0	3	15	49	1	65	3	2	9	14	2	38	3	43	125
07:15 AM	1	3	1	5	18	92	5	115	5	3	13	21	4	51	3	58	199
07:30 AM	0	10	0	10	18	101	1	120	6	3	12	21	2	26	4	32	183
07:45 AM	1	5	0	6	28	95	2	125	7	4	16	27	0	20	4	24	182
Total	2	21	1	24	79	337	9	425	21	12	50	83	8	135	14	157	689
08:00 AM	0	0	2	2	29	80	3	112	8	4	10	22	0	34	5	39	175
08:15 AM	1	6	0	7	29	54	2	85	4	2	11	17	0	41	3	44	153
08:30 AM	1	4	0	5	23	52	1	76	4	6	7	17	1	25	3	29	127
08:45 AM	2	1	0	3	21	39	2	62	2	2	5	9	0	43	5	48	122
Total	4	11	2	17	102	225	8	335	18	14	33	65	1	143	16	160	577
Grand Total	6	32	3	41	181	562	17	760	39	26	83	148	9	278	30	317	1266
Apprch %	14.6	78	7.3		23.8	73.9	2.2		26.4	17.6	56.1		2.8	87.7	9.5		
Total %	0.5	2.5	0.2	3.2	14.3	44.4	1.3	60	3.1	2.1	6.6	11.7	0.7	22	2.4	25	
Passenger Vehicles	5	24	1	30	181	550	15	746	38	20	81	139	6	264	30	300	1215
% Passenger Vehicles	83.3	75	33.3	73.2	100	97.9	88.2	98.2	97.4	76.9	97.6	93.9	66.7	95	100	94.6	96
Large 2 Axle Vehicles	1	3	0	4	0	7	1	8	1	1	1	3	1	8	0	9	24
% Large 2 Axle Vehicles	16.7	9.4	0	9.8	0	1.2	5.9	1.1	2.6	3.8	1.2	2	11.1	2.9	0	2.8	1.9
3 Axle Vehicles	0	5	0	5	0	1	1	2	0	5	0	5	0	1	0	1	13
% 3 Axle Vehicles	0	15.6	0	12.2	0	0.2	5.9	0.3	0	19.2	0	3.4	0	0.4	0	0.3	1
4+ Axle Trucks	0	0	2	2	0	4	0	4	0	0	1	1	2	5	0	7	14
% 4+ Axle Trucks	0	0	66.7	4.9	0	0.7	0	0.5	0	0	1.2	0.7	22.2	1.8	0	2.2	1.1

	Nevada Street Southbound				San Bernardino Avenue Westbound				Nevada Street Northbound				San Bernardino Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	1	3	1	5	18	92	5	115	5	3	13	21	4	51	3	58	199
07:30 AM	0	10	0	10	18	101	1	120	6	3	12	21	2	26	4	32	183
07:45 AM	1	5	0	6	28	95	2	125	7	4	16	27	0	20	4	24	182
08:00 AM	0	0	2	2	29	80	3	112	8	4	10	22	0	34	5	39	175
Total Volume	2	18	3	23	93	368	11	472	26	14	51	91	6	131	16	153	739
% App. Total	8.7	78.3	13		19.7	78	2.3		28.6	15.4	56		3.9	85.6	10.5		
PHF	.500	.450	.375	.575	.802	.911	.550	.944	.813	.875	.797	.843	.375	.642	.800	.659	.928

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City of Redlands
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Weather: Sunny

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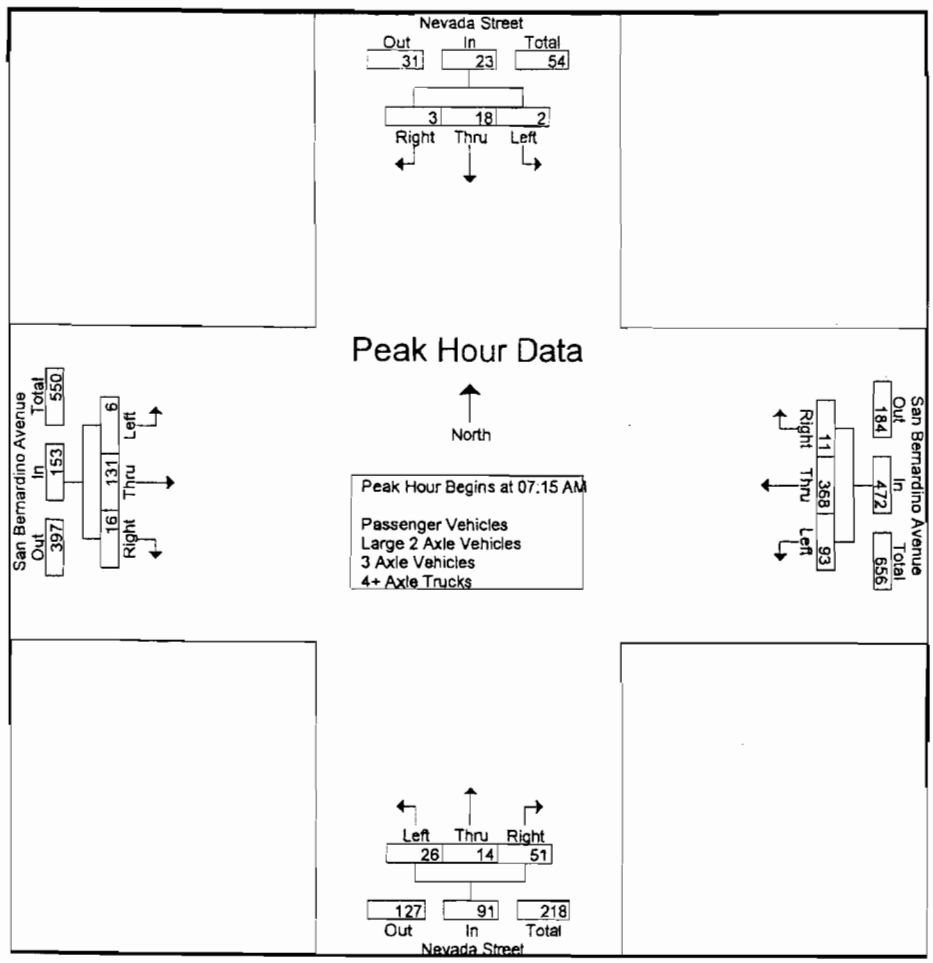

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:15 AM				07:15 AM				08:00 AM			
+0 mins.	0	**10**	0	**10**	18	92	**5**	115	5	3	13	21	0	34	**5**	39
+15 mins.	**1**	5	0	6	18	**101**	1	120	6	3	12	21	0	41	3	44
+30 mins.	0	0	**2**	2	28	95	2	**125**	7	**4**	**16**	**27**	**1**	25	3	29
+45 mins.	**1**	6	0	7	**29**	80	3	112	**8**	4	10	22	0	**43**	5	**48**
Total Volume	2	21	2	25	93	368	11	472	26	14	51	91	1	143	16	160
% App. Total	8	84	8		19.7	78	2.3		28.6	15.4	56		0.6	89.4	10	
PHF	.500	.525	.250	.625	.802	.911	.550	.944	.813	.875	.797	.843	.250	.831	.800	.833

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Groups Printed- Passenger Vehicles

	Nevada Street Southbound				San Bernardino Avenue Westbound				Nevada Street Northbound				San Bernardino Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	1	0	1	15	47	0	62	3	2	9	14	2	37	3	42	119
07:15 AM	1	3	1	5	18	92	5	115	4	3	13	20	3	51	3	57	197
07:30 AM	0	10	0	10	18	100	1	119	6	2	12	20	1	22	4	27	176
07:45 AM	0	3	0	3	28	93	2	123	7	4	16	27	0	20	4	24	177
Total	1	17	1	19	79	332	8	419	20	11	50	81	6	130	14	150	669
08:00 AM	0	0	0	0	29	77	3	109	8	3	10	21	0	32	5	37	167
08:15 AM	1	5	0	6	29	52	2	83	4	1	10	15	0	38	3	41	145
08:30 AM	1	2	0	3	23	51	1	75	4	4	6	14	0	24	3	27	119
08:45 AM	2	0	0	2	21	38	1	60	2	1	5	8	0	40	5	45	115
Total	4	7	0	11	102	218	7	327	18	9	31	58	0	134	16	150	546
Grand Total	5	24	1	30	181	550	15	746	38	20	81	139	6	264	30	300	1215
Apprch %	16.7	80	3.3		24.3	73.7	2		27.3	14.4	58.3		2	88	10		
Total %	0.4	2	0.1	2.5	14.9	45.3	1.2	61.4	3.1	1.6	6.7	11.4	0.5	21.7	2.5	24.7	

	Nevada Street Southbound				San Bernardino Avenue Westbound				Nevada Street Northbound				San Bernardino Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	1	3	1	5	18	92	5	115	4	3	13	20	3	51	3	57	197
07:30 AM	0	10	0	10	18	100	1	119	6	2	12	20	1	22	4	27	176
07:45 AM	0	3	0	3	28	93	2	123	7	4	16	27	0	20	4	24	177
08:00 AM	0	0	0	0	29	77	3	109	8	3	10	21	0	32	5	37	167
Total Volume	1	16	1	18	93	362	11	466	25	12	51	88	4	125	16	145	717
% App. Total	5.6	88.9	5.6		20	77.7	2.4		28.4	13.6	58		2.8	86.2	11		
PHF	.250	.400	.250	.450	.802	.905	.550	.947	.781	.750	.797	.815	.333	.613	.800	.636	.910

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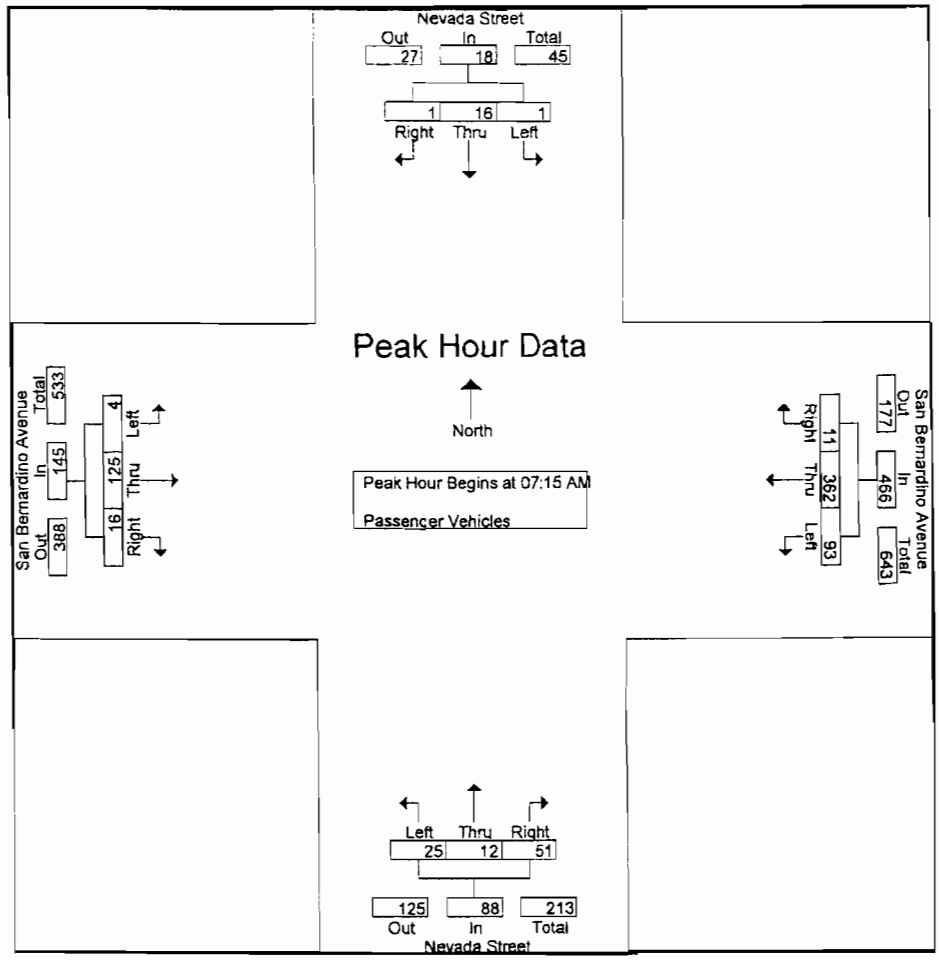

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	**1**	3	**1**	5	18	92	**5**	115	**4**	3	13	20	**3**	**51**	3	**57**
+15 mins.	0	**10**	0	**10**	18	**100**	1	119	6	2	12	20	1	22	4	27
+30 mins.	0	3	0	3	28	93	2	**123**	7	**4**	**16**	**27**	0	20	4	24
+45 mins.	0	0	0	0	**29**	77	3	109	**8**	3	10	21	0	32	**5**	37
Total Volume	1	16	1	18	93	362	11	466	25	12	51	88	4	125	16	145
% App. Total	5.6	88.9	5.6		20	77.7	2.4		28.4	13.6	58		2.8	86.2	11	
PHF	.250	.400	.250	.450	.802	.905	.550	.947	.781	.750	.797	.815	.333	.613	.800	.636

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Groups Printed- Large 2 Axle Vehicles

	Nevada Street Southbound				San Bernardino Avenue Westbound				Nevada Street Northbound				San Bernardino Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
07:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3	4
07:45 AM	1	0	0	1	0	2	0	2	0	0	0	0	0	0	0	0	3
Total	1	1	0	2	0	3	0	3	1	0	0	1	0	3	0	3	9
08:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
08:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
08:30 AM	0	1	0	1	0	1	0	1	0	1	1	2	1	1	0	2	6
08:45 AM	0	1	0	1	0	1	1	2	0	0	0	0	0	1	0	1	4
Total	0	2	0	2	0	4	1	5	0	1	1	2	1	5	0	6	15
Grand Total	1	3	0	4	0	7	1	8	1	1	1	3	1	8	0	9	24
Apprch %	25	75	0		0	87.5	12.5		33.3	33.3	33.3		11.1	88.9	0		
Total %	4.2	12.5	0	16.7	0	29.2	4.2	33.3	4.2	4.2	4.2	12.5	4.2	33.3	0	37.5	

	Nevada Street Southbound				San Bernardino Avenue Westbound				Nevada Street Northbound				San Bernardino Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
07:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3	4
07:45 AM	1	0	0	1	0	2	0	2	0	0	0	0	0	0	0	0	3
08:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
Total Volume	1	0	0	1	0	4	0	4	1	0	0	1	0	5	0	5	11
% App. Total	100	0	0		0	100	0		100	0	0		0	100	0		
PHF	.250	.000	.000	.250	.000	.500	.000	.500	.250	.000	.000	.250	.000	.417	.000	.417	.688

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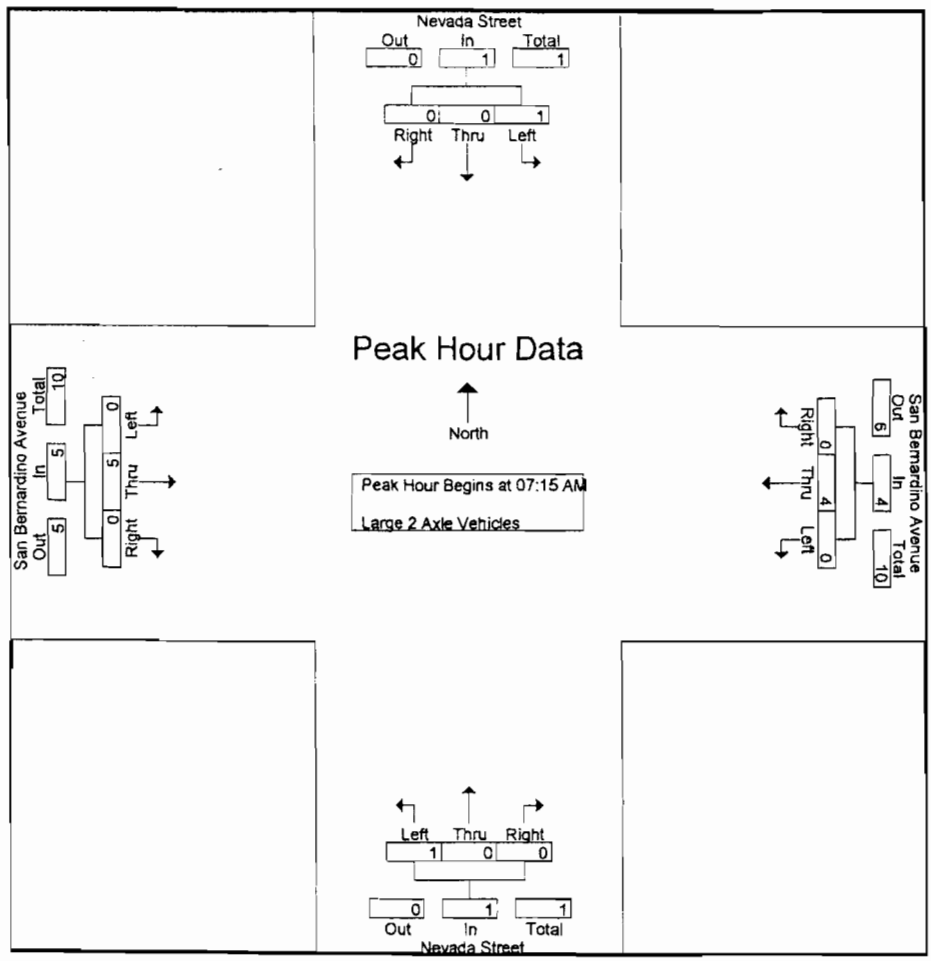

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3
+30 mins.	1	0	0	1	0	2	0	2	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2
Total Volume	1	0	0	1	0	4	0	4	1	0	0	1	0	5	0	5
% App. Total	100	0	0		0	100	0		100	0	0		0	100	0	
PHF	.250	.000	.000	.250	.000	.500	.000	.500	.250	.000	.000	.250	.000	.417	.000	.417

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Groups Printed- 3 Axle Vehicles

	Nevada Street Southbound				San Bernardino Avenue Westbound				Nevada Street Northbound				San Bernardino Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	1	0	1	0	1	1	2	0	0	0	0	0	0	0	0	3
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
07:45 AM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	3	0	3	0	1	1	2	0	1	0	1	0	0	0	0	6
08:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
08:15 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	1	0	1	3
08:30 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
08:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	0	2	0	2	0	0	0	0	0	4	0	4	0	1	0	1	7
Grand Total	0	5	0	5	0	1	1	2	0	5	0	5	0	1	0	1	13
Apprch %	0	100	0		0	50	50		0	100	0		0	100	0		
Total %	0	38.5	0	38.5	0	7.7	7.7	15.4	0	38.5	0	38.5	0	7.7	0	7.7	

	Nevada Street Southbound				San Bernardino Avenue Westbound				Nevada Street Northbound				San Bernardino Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
07:45 AM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
08:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total Volume	0	2	0	2	0	0	0	0	0	2	0	2	0	0	0	0	4
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.500

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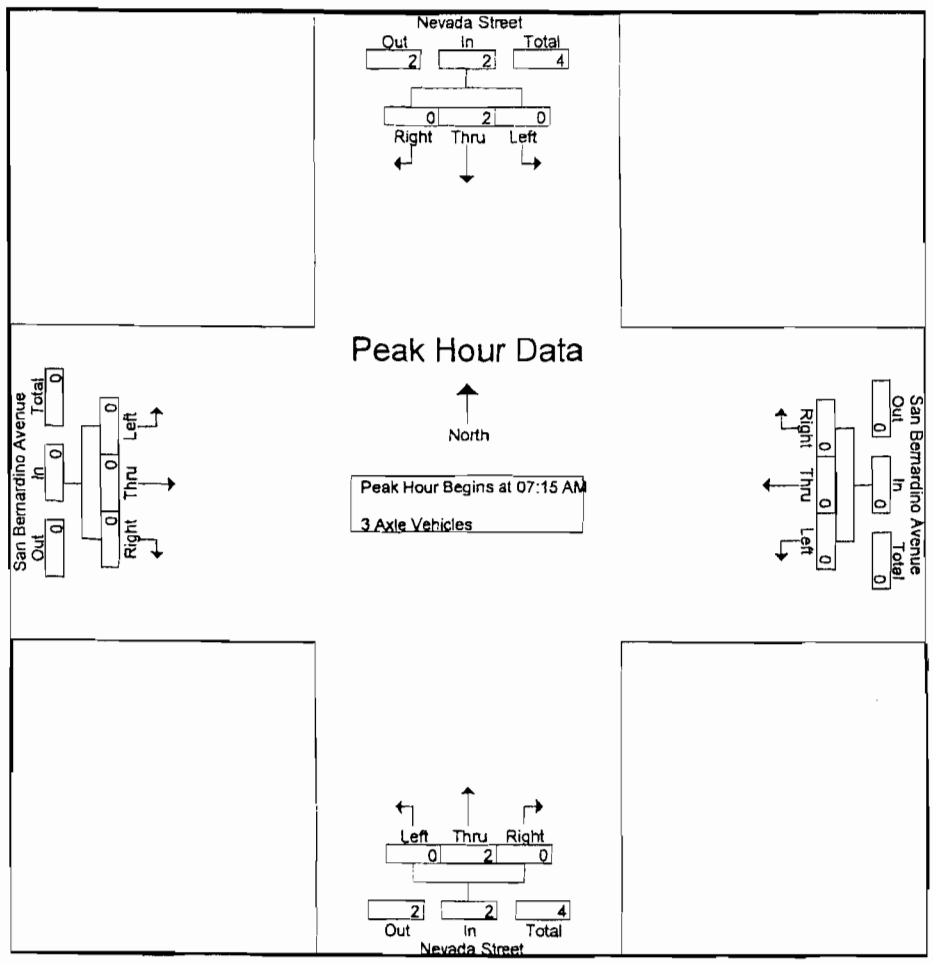

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
+30 mins.	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
Total Volume	0	2	0	2	0	0	0	0	0	2	0	2	0	0	0	0
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0	
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000

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Groups Printed- 4+ Axle Trucks

	Nevada Street Southbound				San Bernardino Avenue Westbound				Nevada Street Northbound				San Bernardino Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	2
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	1	0	0	0	0	2	2	0	4	5
08:00 AM	0	0	2	2	0	2	0	2	0	0	0	0	0	0	0	0	4
08:15 AM	0	0	0	0	0	1	0	1	0	0	1	1	0	1	0	1	3
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
Total	0	0	2	2	0	3	0	3	0	0	1	1	0	3	0	3	9
Grand Total	0	0	2	2	0	4	0	4	0	0	1	1	2	5	0	7	14
Apprch %	0	0	100		0	100	0		0	0	100		28.6	71.4	0		
Total %	0	0	14.3	14.3	0	28.6	0	28.6	0	0	7.1	7.1	14.3	35.7	0	50	

	Nevada Street Southbound				San Bernardino Avenue Westbound				Nevada Street Northbound				San Bernardino Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	2
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	2	2	0	2	0	2	0	0	0	0	0	0	0	0	4
Total Volume	0	0	2	2	0	2	0	2	0	0	0	0	2	1	0	3	7
% App. Total	0	0	100		0	100	0		0	0	0		66.7	33.3	0		
PHF	.000	.000	.250	.250	.000	.250	.000	.250	.000	.000	.000	.000	.500	.250	.000	.375	.438

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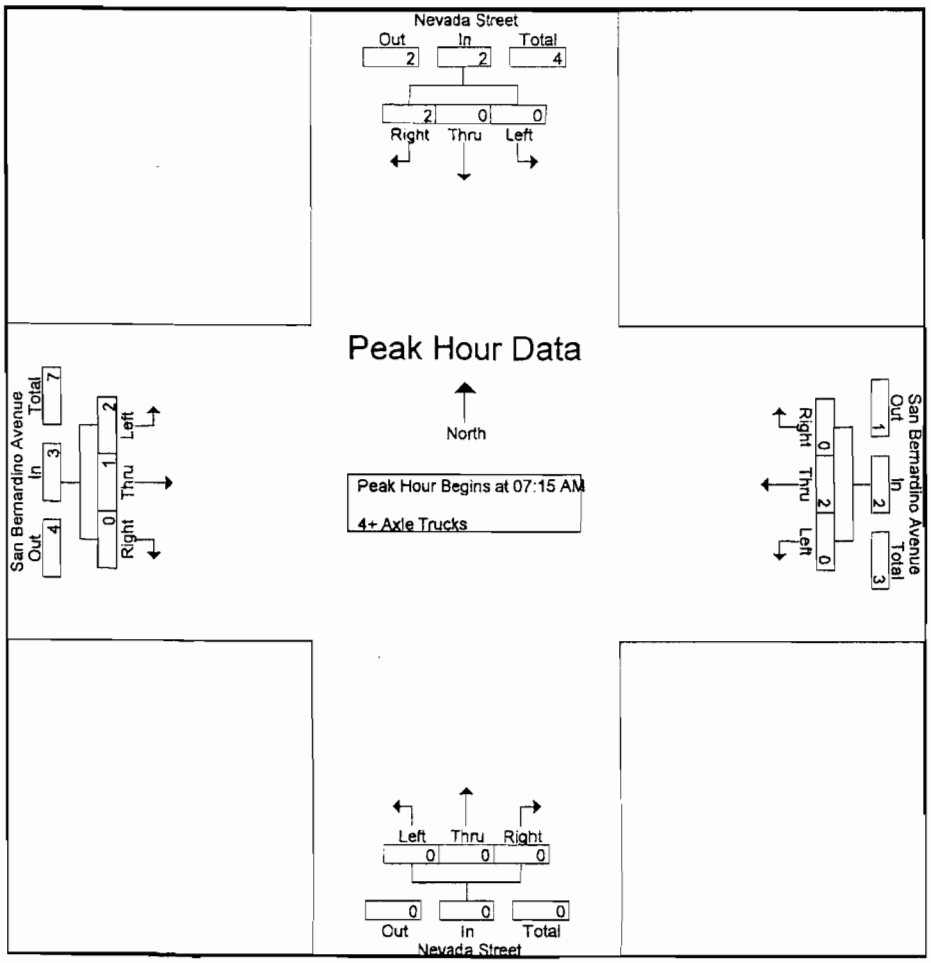

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	**1**
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	**1**	**1**	0	**2**
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	**2**	**2**	0	**2**	0	**2**	0	0	0	0	0	0	0	0
Total Volume	0	0	2	2	0	2	0	2	0	0	0	0	2	1	0	3
% App. Total	0	0	100		0	100	0		0	0	0		66.7	33.3	0	
PHF	.000	.000	.250	.250	.000	.250	.000	.250	.000	.000	.000	.000	.500	.250	.000	.375

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City of Redlands
N/S: Nevada Street
E/W: San Bernardino Avenue
Weather: Sunny

File Name : REDNESBPM
Site Code : 00000043
Start Date : 4/30/2013
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Nevada Street Southbound				San Bernardino Avenue Westbound				Nevada Street Northbound				San Bernardino Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	2	2	1	5	17	23	1	41	10	4	23	37	4	106	11	121	204
04:15 PM	3	6	0	9	26	110	7	143	6	7	24	37	3	87	11	101	290
04:30 PM	2	7	1	10	10	69	4	83	3	7	23	33	1	79	12	92	218
04:45 PM	2	6	3	11	11	46	2	59	0	6	25	31	4	118	12	134	235
Total	9	21	5	35	64	248	14	326	19	24	95	138	12	390	46	448	947
05:00 PM	3	2	3	8	12	39	3	54	5	17	41	63	0	107	7	114	239
05:15 PM	0	1	0	1	9	36	1	46	5	7	25	37	2	153	13	168	252
05:30 PM	0	2	1	3	10	38	2	50	3	9	37	49	3	105	11	119	221
05:45 PM	1	0	1	2	11	37	1	49	4	5	19	28	0	102	8	110	189
Total	4	5	5	14	42	150	7	199	17	38	122	177	5	467	39	511	901
Grand Total	13	26	10	49	106	398	21	525	36	62	217	315	17	857	85	959	1848
Apprch %	26.5	53.1	20.4		20.2	75.8	4		11.4	19.7	68.9		1.8	89.4	8.9		
Total %	0.7	1.4	0.5	2.7	5.7	21.5	1.1	28.4	1.9	3.4	11.7	17	0.9	46.4	4.6	51.9	
Passenger Vehicles	13	24	10	47	105	380	17	502	36	61	214	311	14	842	85	941	1801
% Passenger Vehicles	100	92.3	100	95.9	99.1	95.5	81	95.6	100	98.4	98.6	98.7	82.4	98.2	100	98.1	97.5
Large 2 Axle Vehicles	0	2	0	2	1	7	2	10	0	1	2	3	1	9	0	10	25
% Large 2 Axle Vehicles	0	7.7	0	4.1	0.9	1.8	9.5	1.9	0	1.6	0.9	1	5.9	1.1	0	1	1.4
3 Axle Vehicles	0	0	0	0	0	3	0	3	0	0	0	0	1	2	0	3	6
% 3 Axle Vehicles	0	0	0	0	0	0.8	0	0.6	0	0	0	0	5.9	0.2	0	0.3	0.3
4+ Axle Trucks	0	0	0	0	0	8	2	10	0	0	1	1	1	4	0	5	16
% 4+ Axle Trucks	0	0	0	0	0	2	9.5	1.9	0	0	0.5	0.3	5.9	0.5	0	0.5	0.9

	Nevada Street Southbound				San Bernardino Avenue Westbound				Nevada Street Northbound				San Bernardino Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	3	6	0	9	26	110	7	143	6	7	24	37	3	87	11	101	290
04:30 PM	2	7	1	10	10	69	4	83	3	7	23	33	1	79	12	92	218
04:45 PM	2	6	3	11	11	46	2	59	0	6	25	31	4	118	12	134	235
05:00 PM	3	2	3	8	12	39	3	54	5	17	41	63	0	107	7	114	239
Total Volume	10	21	7	38	59	264	16	339	14	37	113	164	8	391	42	441	982
% App. Total	26.3	55.3	18.4		17.4	77.9	4.7		8.5	22.6	68.9		1.8	88.7	9.5		
PHF	.833	.750	.583	.864	.567	.600	.571	.593	.583	.544	.689	.651	.500	.828	.875	.823	.847

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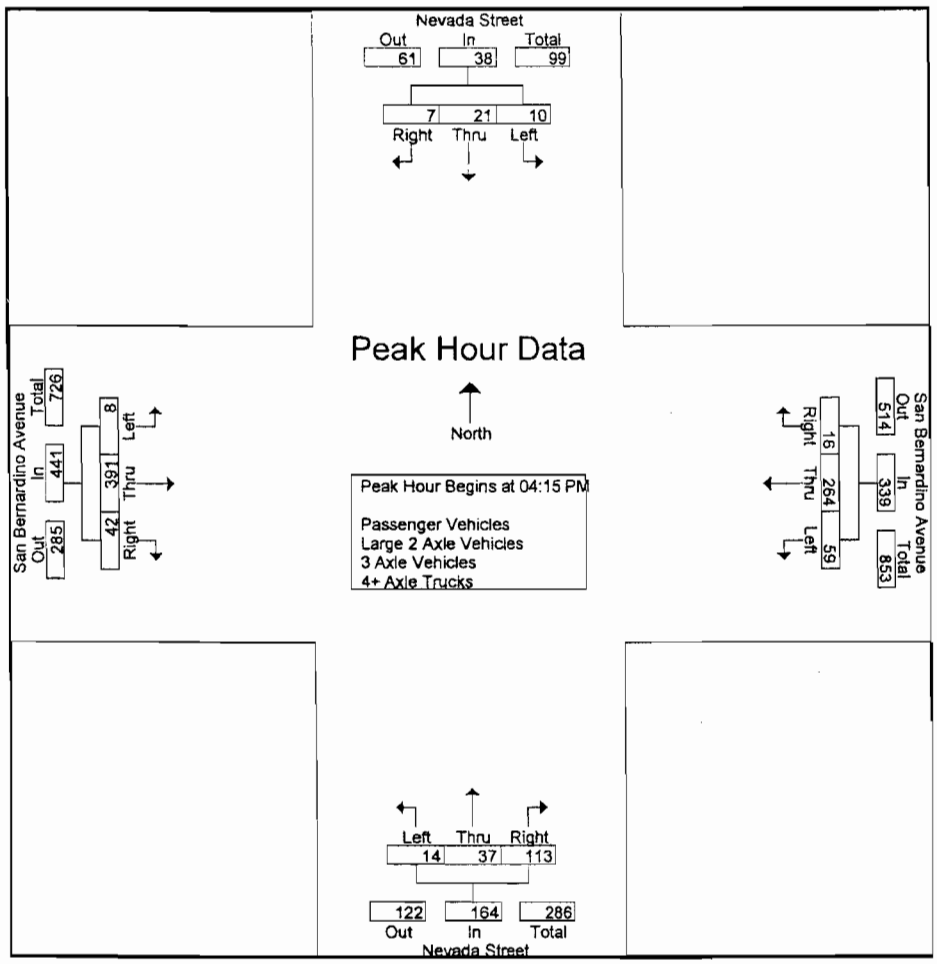

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:45 PM				04:45 PM			
+0 mins.	**3**	6	0	9	**26**	**110**	**7**	**143**	0	6	25	31	**4**	118	12	134
+15 mins.	2	**7**	1	10	10	69	**4**	83	**5**	**17**	**41**	**63**	0	107	7	114
+30 mins.	2	6	**3**	**11**	11	46	2	59	5	7	25	37	2	**153**	**13**	**168**
+45 mins.	3	2	3	8	12	39	3	54	3	9	37	49	3	105	11	119
Total Volume	10	21	7	38	59	264	16	339	13	39	128	180	9	483	43	535
% App. Total	26.3	55.3	18.4		17.4	77.9	4.7		7.2	21.7	71.1		1.7	90.3	8	
PHF	.833	.750	.583	.864	.567	.600	.571	.593	.650	.574	.780	.714	.563	.789	.827	.796

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Groups Printed- Passenger Vehicles

	Nevada Street Southbound				San Bernardino Avenue Westbound				Nevada Street Northbound				San Bernardino Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	2	2	1	5	17	23	1	41	10	4	23	37	4	104	11	119	202
04:15 PM	3	6	0	9	25	107	7	139	6	6	24	36	2	85	11	98	282
04:30 PM	2	5	1	8	10	62	3	75	3	7	20	30	1	76	12	89	202
04:45 PM	2	6	3	11	11	41	2	54	0	6	25	31	3	116	12	131	227
Total	9	19	5	33	63	233	13	309	19	23	92	134	10	381	46	437	913
05:00 PM	3	2	3	8	12	39	2	53	5	17	41	63	0	103	7	110	234
05:15 PM	0	1	0	1	9	34	0	43	5	7	25	37	2	152	13	167	248
05:30 PM	0	2	1	3	10	37	1	48	3	9	37	49	2	105	11	118	218
05:45 PM	1	0	1	2	11	37	1	49	4	5	19	28	0	101	8	109	188
Total	4	5	5	14	42	147	4	193	17	38	122	177	4	461	39	504	888
Grand Total	13	24	10	47	105	380	17	502	36	61	214	311	14	842	85	941	1801
Apprch %	27.7	51.1	21.3		20.9	75.7	3.4		11.6	19.6	68.8		1.5	89.5	9		
Total %	0.7	1.3	0.6	2.6	5.8	21.1	0.9	27.9	2	3.4	11.9	17.3	0.8	46.8	4.7	52.2	

	Nevada Street Southbound				San Bernardino Avenue Westbound				Nevada Street Northbound				San Bernardino Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	3	6	0	9	25	107	7	139	6	6	24	36	2	85	11	98	282
04:30 PM	2	5	1	8	10	62	3	75	3	7	20	30	1	76	12	89	202
04:45 PM	2	6	3	11	11	41	2	54	0	6	25	31	3	116	12	131	227
05:00 PM	3	2	3	8	12	39	2	53	5	17	41	63	0	103	7	110	234
Total Volume	10	19	7	36	58	249	14	321	14	36	110	160	6	380	42	428	945
% App. Total	27.8	52.8	19.4		18.1	77.6	4.4		8.8	22.5	68.8		1.4	88.8	9.8		
PHF	.833	.792	.583	.818	.580	.582	.500	.577	.583	.529	.671	.635	.500	.819	.875	.817	.838

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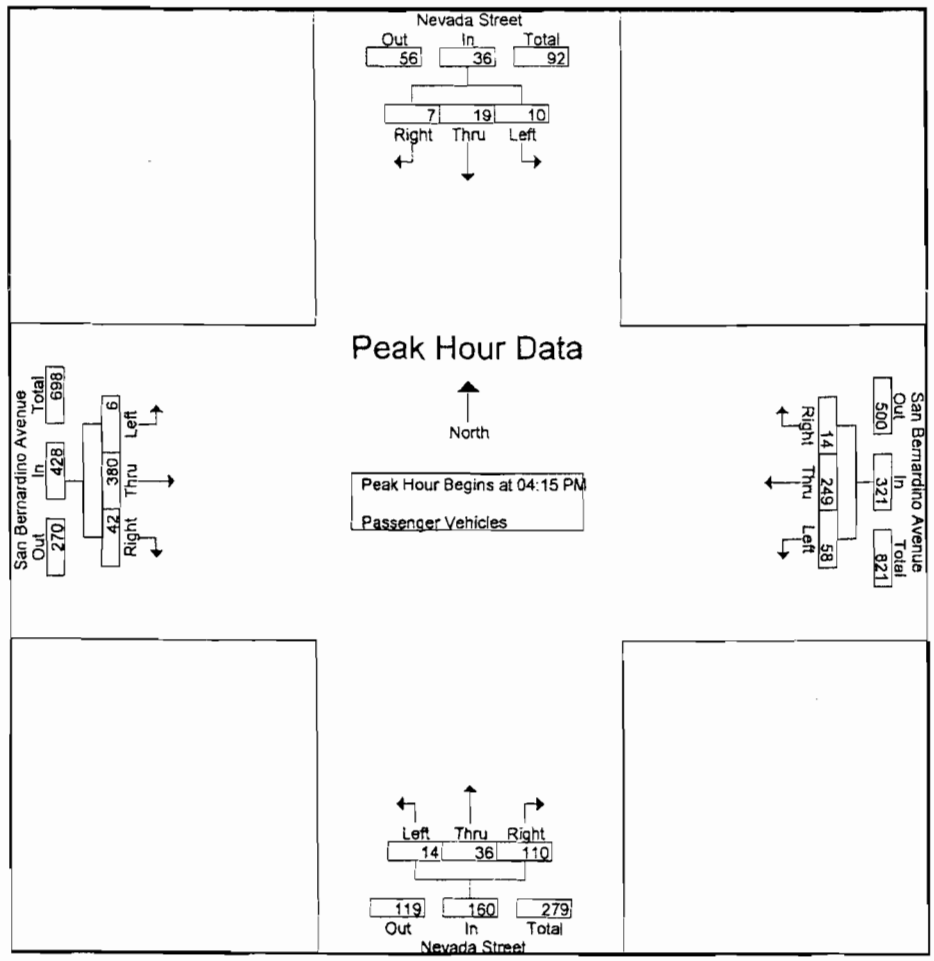

Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	**3**	**6**	0	9	**25**	**107**	**7**	**139**	**6**	6	24	36	2	85	11	98
+15 mins.	2	5	1	8	10	62	3	75	3	7	20	30	1	76	**12**	89
+30 mins.	2	6	**3**	**11**	11	41	2	54	0	6	25	31	**3**	**116**	12	**131**
+45 mins.	3	2	3	8	12	39	2	53	5	**17**	**41**	**63**	0	103	7	110
Total Volume	10	19	7	36	58	249	14	321	14	36	110	160	6	380	42	428
% App. Total	27.8	52.8	19.4		18.1	77.6	4.4		8.8	22.5	68.8		1.4	88.8	9.8	
PHF	.833	.792	.583	.818	.580	.582	.500	.577	.583	.529	.671	.635	.500	.819	.875	.817

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Groups Printed- Large 2 Axle Vehicles

	Nevada Street Southbound				San Bernardino Avenue Westbound				Nevada Street Northbound				San Bernardino Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:15 PM	0	0	0	0	1	0	0	1	0	1	0	1	0	2	0	2	4
04:30 PM	0	2	0	2	0	3	1	4	0	0	2	2	0	2	0	2	10
04:45 PM	0	0	0	0	0	2	0	2	0	0	0	0	1	1	0	2	4
Total	0	2	0	2	1	5	1	7	0	1	2	3	1	6	0	7	19
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
05:15 PM	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	2
05:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	2	1	3	0	0	0	0	0	3	0	3	6
Grand Total	0	2	0	2	1	7	2	10	0	1	2	3	1	9	0	10	25
Apprch %	0	100	0		10	70	20		0	33.3	66.7		10	90	0		
Total %	0	8	0	8	4	28	8	40	0	4	8	12	4	36	0	40	

	Nevada Street Southbound				San Bernardino Avenue Westbound				Nevada Street Northbound				San Bernardino Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	0	0	0	1	0	0	1	0	1	0	1	0	2	0	2	4
04:30 PM	0	2	0	2	0	3	1	4	0	0	2	2	0	2	0	2	10
04:45 PM	0	0	0	0	0	2	0	2	0	0	0	0	1	1	0	2	4
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
Total Volume	0	2	0	2	1	5	1	7	0	1	2	3	1	7	0	8	20
% App. Total	0	100	0		14.3	71.4	14.3		0	33.3	66.7		12.5	87.5	0		
PHF	.000	.250	.000	.250	.250	.417	.250	.438	.000	.250	.250	.375	.250	.875	.000	1.00	.500

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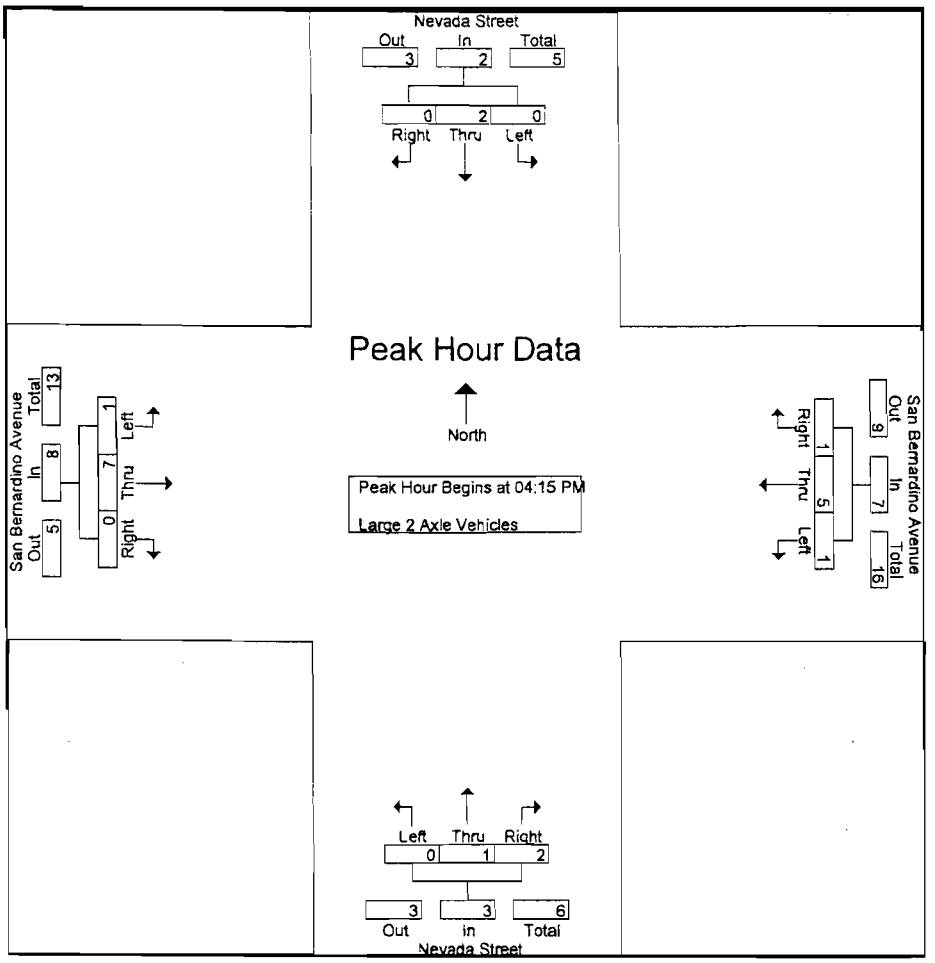

Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	0	0	0	0	**1**	0	0	1	0	**1**	0	1	0	**2**	0	**2**
+15 mins.	0	**2**	0	**2**	0	**3**	**1**	**4**	0	0	**2**	**2**	0	2	0	2
+30 mins.	0	0	0	0	0	2	0	2	0	0	0	0	**1**	1	0	2
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
Total Volume	0	2	0	2	1	5	1	7	0	1	2	3	1	7	0	8
% App. Total	0	100	0		14.3	71.4	14.3		0	33.3	66.7		12.5	87.5	0	
PHF	.000	.250	.000	.250	.250	.417	.250	.438	.000	.250	.250	.375	.250	.875	.000	1.000

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Groups Printed- 3 Axle Vehicles

	Nevada Street Southbound				San Bernardino Avenue Westbound				Nevada Street Northbound				San Bernardino Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	1	0	0	1	2
04:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	3	0	3	0	0	0	0	1	2	0	3	6
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	3	0	3	0	0	0	0	1	2	0	3	6
Apprch %	0	0	0		0	100	0		0	0	0		33.3	66.7	0		
Total %	0	0	0	0	0	50	0	50	0	0	0	0	16.7	33.3	0	50	

	Nevada Street Southbound				San Bernardino Avenue Westbound				Nevada Street Northbound				San Bernardino Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	1	0	0	1	2
04:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	3	0	3	0	0	0	0	1	1	0	2	5
% App. Total	0	0	0		0	100	0		0	0	0		50	50	0		
PHF	.000	.000	.000	.000	.000	.750	.000	.750	.000	.000	.000	.000	.250	.250	.000	.500	.625

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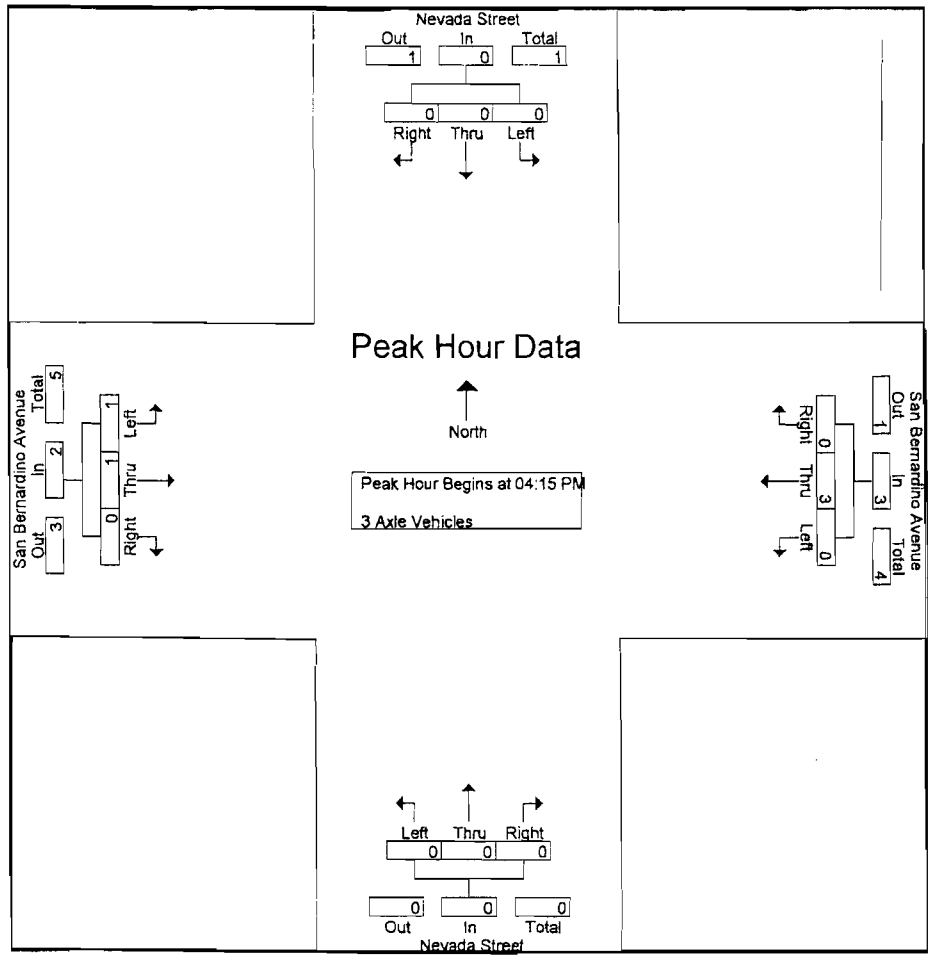

Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	0	0	0	0	0	1	0	1	0	0	0	0	1	0	0	1
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	3	0	3	0	0	0	0	1	1	0	2
% App. Total	0	0	0		0	100	0		0	0	0		50	50	0	
PHF	.000	.000	.000	.000	.000	.750	.000	.750	.000	.000	.000	.000	.250	.250	.000	.500

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Groups Printed- 4+ Axle Trucks

	Nevada Street Southbound				San Bernardino Avenue Westbound				Nevada Street Northbound				San Bernardino Avenue Eastbound				
Start Time	Left	Thru	Right	App Total	Left	Thru	Right	App Total	Left	Thru	Right	App Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
04:30 PM	0	0	0	0	0	3	0	3	0	0	1	1	0	0	0	0	4
04:45 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
Total	0	0	0	0	0	7	0	7	0	0	1	1	0	1	0	1	9
05:00 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	2	0	2	3
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
05:30 PM	0	0	0	0	0	0	1	1	0	0	0	0	1	0	0	1	2
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	2	3	0	0	0	0	1	3	0	4	7
Grand Total	0	0	0	0	0	8	2	10	0	0	1	1	1	4	0	5	16
Apprch %	0	0	0		0	80	20		0	0	100		20	80	0		
Total %	0	0	0	0	0	50	12.5	62.5	0	0	6.2	6.2	6.2	25	0	31.2	

	Nevada Street Southbound				San Bernardino Avenue Westbound				Nevada Street Northbound				San Bernardino Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
04:30 PM	0	0	0	0	0	3	0	3	0	0	1	1	0	0	0	0	4
04:45 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
05:00 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	2	0	2	3
Total Volume	0	0	0	0	0	7	1	8	0	0	1	1	0	3	0	3	12
% App. Total	0	0	0		0	87.5	12.5		0	0	100		0	100	0		
PHF	.000	.000	.000	.000	.000	.583	.250	.667	.000	.000	.250	.250	.000	.375	.000	.375	.750

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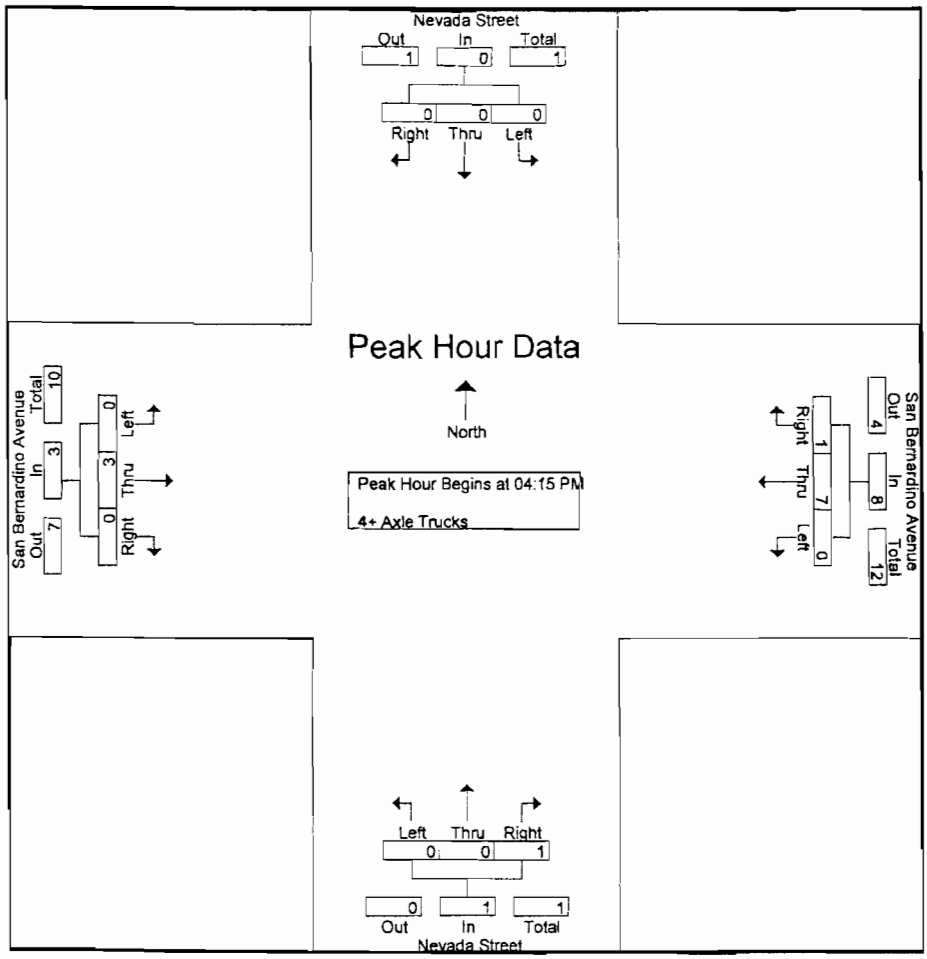
City of Redlands
N/S: Nevada Street
E/W: San Bernardino Avenue
Weather: Sunny

File Name : REDNESBPM
Site Code : 00000043
Start Date : 4/30/2013
Page No 2



Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	**3**	0	**3**	0	0	**1**	**1**	0	0	0	0
+30 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	**1**	0	**1**
+45 mins.	0	0	0	0	0	0	**1**	1	0	0	0	0	0	**2**	0	**2**
Total Volume	0	0	0	0	0	7	1	8	0	0	1	1	0	3	0	3
% App. Total	0	0	0		0	87.5	12.5		0	0	100		0	100	0	
PHF	.000	.000	.000	.000	.000	.583	.250	.667	.000	.000	.250	.250	.000	.375	.000	.375

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City of Redlands
N/S: Nevada Street
E/W: Almond Avenue
Weather: Sunday

File Name : REDNEALAM
Site Code : 00000036
Start Date : 4/16/2013
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Vehicles

	Nevada Street Southbound				Almond Avenue Westbound				Nevada Street Northbound				Almond Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	19	1	20	4	7	0	11	3	9	0	12	1	3	1	5	48
07:15 AM	0	19	0	19	1	3	0	4	4	20	0	24	1	0	0	1	48
07:30 AM	0	33	0	33	1	0	0	1	6	21	0	27	1	2	2	5	66
07:45 AM	0	26	0	26	7	4	0	11	5	27	0	32	0	2	3	5	74
Total	0	97	1	98	13	14	0	27	18	77	0	95	3	7	6	16	236
08:00 AM	0	42	0	42	6	3	0	9	5	22	0	27	0	3	6	9	87
08:15 AM	1	42	0	43	4	2	0	6	4	15	0	19	1	3	3	7	75
08:30 AM	0	25	2	27	1	0	0	1	5	16	0	21	3	3	1	7	56
08:45 AM	0	29	0	29	2	1	0	3	2	18	0	20	0	4	2	6	58
Total	1	138	2	141	13	6	0	19	16	71	0	87	4	13	12	29	276
Grand Total	1	235	3	239	26	20	0	46	34	148	0	182	7	20	18	45	512
Apprch %	0.4	98.3	1.3		56.5	43.5	0		18.7	81.3	0		15.6	44.4	40		
Total %	0.2	45.9	0.6	46.7	5.1	3.9	0	9	6.6	28.9	0	35.5	1.4	3.9	3.5	8.8	
Passenger Vehicles	1	228	3	232	26	19	0	45	33	142	0	175	7	19	16	42	494
% Passenger Vehicles	100	97	100	97.1	100	95	0	97.8	97.1	95.9	0	96.2	100	95	88.9	93.3	96.5
Large 2 Axle Vehicles	0	4	0	4	0	0	0	0	1	4	0	5	0	0	2	2	11
% Large 2 Axle Vehicles	0	1.7	0	1.7	0	0	0	0	2.9	2.7	0	2.7	0	0	11.1	4.4	2.1
3 Axle Vehicles	0	3	0	3	0	0	0	0	0	2	0	2	0	0	0	0	5
% 3 Axle Vehicles	0	1.3	0	1.3	0	0	0	0	0	1.4	0	1.1	0	0	0	0	1
4+ Axle Vehicles	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
% 4+ Axle Vehicles	0	0	0	0	0	5	0	2.2	0	0	0	0	0	5	0	2.2	0.4

	Nevada Street Southbound				Almond Avenue Westbound				Nevada Street Northbound				Almond Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	33	0	33	1	0	0	1	6	21	0	27	1	2	2	5	66
07:45 AM	0	26	0	26	7	4	0	11	5	27	0	32	0	2	3	5	74
08:00 AM	0	42	0	42	6	3	0	9	5	22	0	27	0	3	6	9	87
08:15 AM	1	42	0	43	4	2	0	6	4	15	0	19	1	3	3	7	75
Total Volume	1	143	0	144	18	9	0	27	20	85	0	105	2	10	14	26	302
% App. Total	0.7	99.3	0		66.7	33.3	0		19	81	0		7.7	38.5	53.8		
PHF	.250	.851	.000	.837	.643	.563	.000	.614	.833	.787	.000	.820	.500	.833	.583	.722	.868

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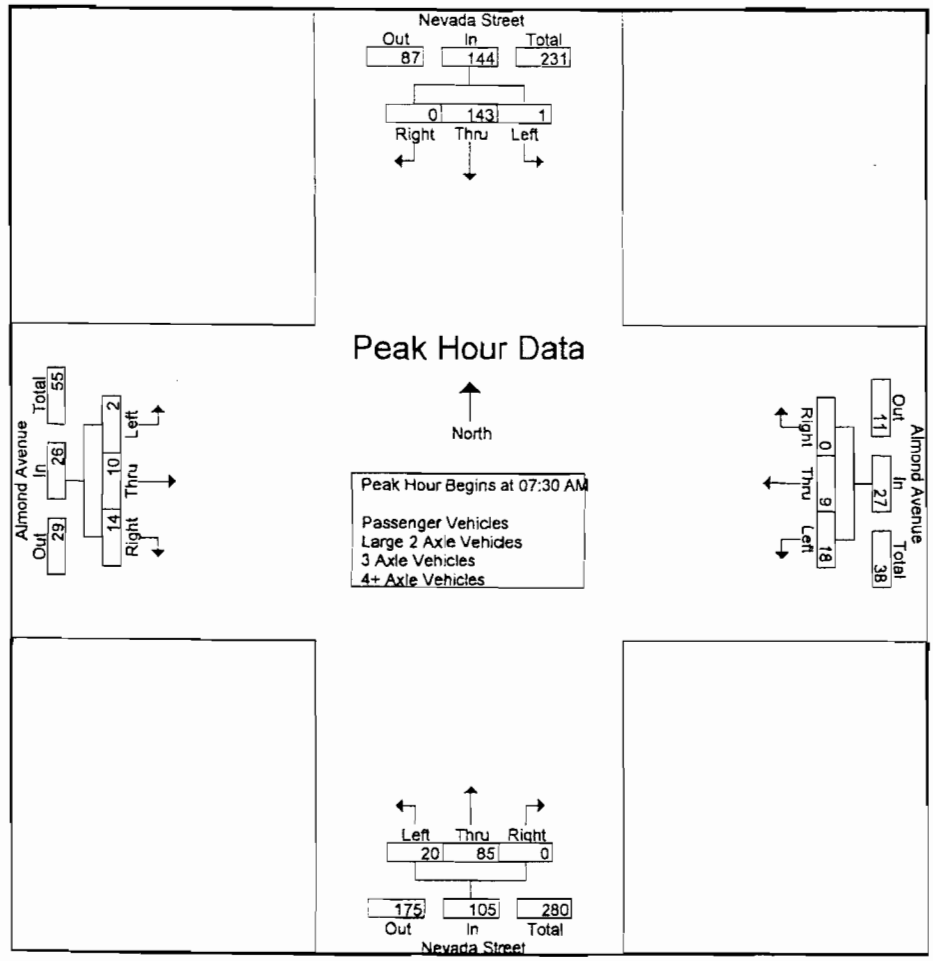
City of Redlands
N/S: Nevada Street
E/W: Almond Avenue
Weather: Sunday

File Name : REDNEALAM
Site Code : 00000036
Start Date : 4/16/2013
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:00 AM				07:15 AM				08:00 AM			
+0 mins.	0	33	0	33	**4**	**7**	0	**11**	4	20	0	24	0	3	**6**	**9**
+15 mins.	0	26	0	26	1	3	0	4	**6**	21	0	27	1	3	3	7
+30 mins.	0	**42**	0	42	1	0	0	1	5	**27**	0	**32**	**3**	3	1	7
+45 mins.	**1**	42	0	**43**	**7**	4	0	11	5	22	0	27	0	**4**	2	6
Total Volume	1	143	0	144	13	14	0	27	20	90	0	110	4	13	12	29
% App. Total	0.7	99.3	0		48.1	51.9	0		18.2	81.8	0		13.8	44.8	41.4	
PHF	.250	.851	.000	.837	.464	.500	.000	.614	.833	.833	.000	.859	.333	.813	.500	.806

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City of Redlands
N/S: Nevada Street
E/W: Almond Avenue
Weather: Sunday

File Name : REDNEALAM
Site Code : 00000036
Start Date : 4/16/2013
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Groups Printed- Passenger Vehicles

	Nevada Street Southbound				Almond Avenue Westbound				Nevada Street Northbound				Almond Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	18	1	19	4	7	0	11	3	9	0	12	1	3	1	5	47
07:15 AM	0	18	0	18	1	3	0	4	4	19	0	23	1	0	0	1	46
07:30 AM	0	32	0	32	1	0	0	1	6	20	0	26	1	2	2	5	64
07:45 AM	0	26	0	26	7	4	0	11	4	25	0	29	0	2	3	5	71
Total	0	94	1	95	13	14	0	27	17	73	0	90	3	7	6	16	228
08:00 AM	0	39	0	39	6	2	0	8	5	22	0	27	0	3	5	8	82
08:15 AM	1	42	0	43	4	2	0	6	4	14	0	18	1	2	3	6	73
08:30 AM	0	25	2	27	1	0	0	1	5	15	0	20	3	3	1	7	55
08:45 AM	0	28	0	28	2	1	0	3	2	18	0	20	0	4	1	5	56
Total	1	134	2	137	13	5	0	18	16	69	0	85	4	12	10	26	266
Grand Total	1	228	3	232	26	19	0	45	33	142	0	175	7	19	16	42	494
Apprch %	0.4	98.3	1.3		57.8	42.2	0		18.9	81.1	0		16.7	45.2	38.1		
Total %	0.2	46.2	0.6	47	5.3	3.8	0	9.1	6.7	28.7	0	35.4	1.4	3.8	3.2	8.5	

	Nevada Street Southbound				Almond Avenue Westbound				Nevada Street Northbound				Almond Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	32	0	32	1	0	0	1	6	20	0	26	1	2	2	5	64
07:45 AM	0	26	0	26	7	4	0	11	4	25	0	29	0	2	3	5	71
08:00 AM	0	39	0	39	6	2	0	8	5	22	0	27	0	3	5	8	82
08:15 AM	1	42	0	43	4	2	0	6	4	14	0	18	1	2	3	6	73
Total Volume	1	139	0	140	18	8	0	26	19	81	0	100	2	9	13	24	290
% App. Total	0.7	99.3	0		69.2	30.8	0		19	81	0		8.3	37.5	54.2		
PHF	.250	.827	.000	.814	.643	.500	.000	.591	.792	.810	.000	.862	.500	.750	.650	.750	.884

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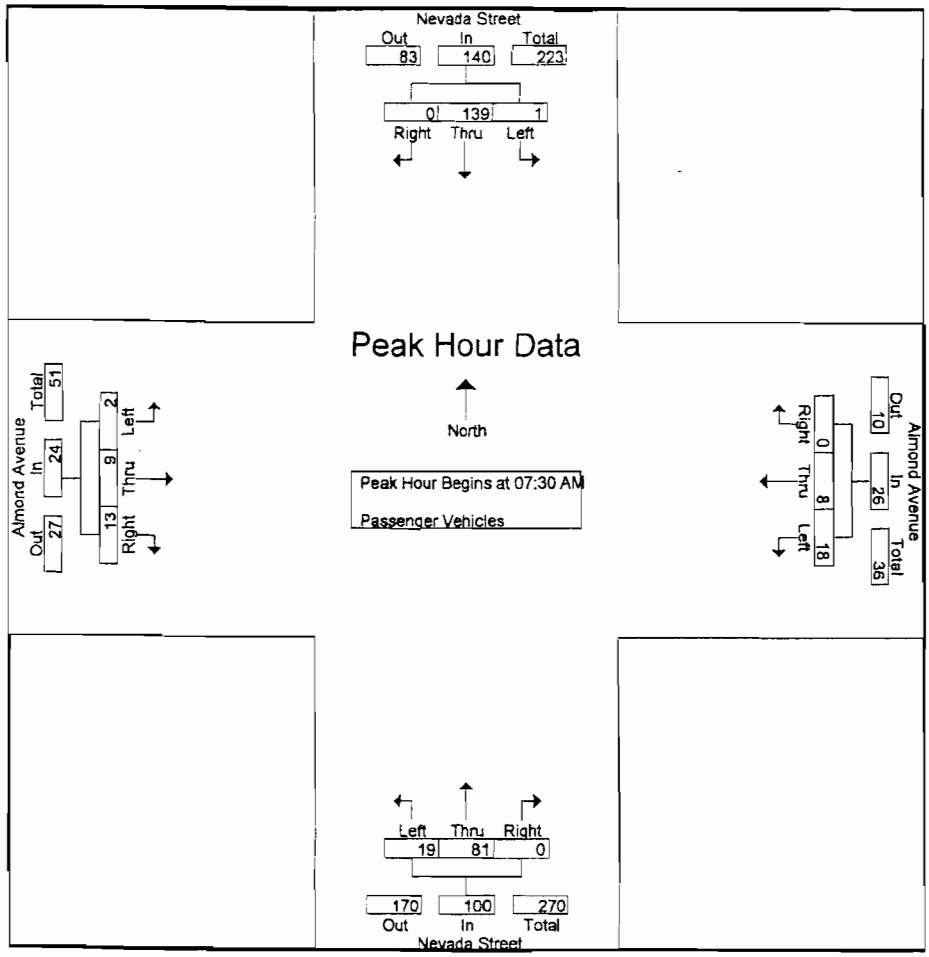
City of Redlands
N/S: Nevada Street
E/W: Almond Avenue
Weather: Sunday

File Name : REDNEALAM
Site Code : 00000036
Start Date : 4/16/2013
Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	32	0	32	1	0	0	1	**6**	20	0	26	**1**	2	2	5
+15 mins.	0	26	0	26	**7**	**4**	0	**11**	4	**25**	0	**29**	0	2	3	5
+30 mins.	0	39	0	39	6	2	0	8	5	22	0	27	0	**3**	**5**	**8**
+45 mins.	**1**	**42**	0	**43**	4	2	0	6	4	14	0	18	1	2	3	6
Total Volume	1	139	0	140	18	8	0	26	19	81	0	100	2	9	13	24
% App. Total	0.7	99.3	0		69.2	30.8	0		19	81	0		8.3	37.5	54.2	
PHF	.250	.827	.000	.814	.643	.500	.000	.591	.792	.810	.000	.862	.500	.750	.650	.750

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City of Redlands
N/S: Nevada Street
E/W: Almond Avenue
Weather: Sunday

File Name : REDNEALAM
Site Code : 00000036
Start Date : 4/16/2013
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	Nevada Street Southbound				Almond Avenue Westbound				Nevada Street Northbound				Almond Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
07:30 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
07:45 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
Total	0	2	0	2	0	0	0	0	1	2	0	3	0	0	0	0	5
08:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	1	2
08:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
08:45 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	1	2
Total	0	2	0	2	0	0	0	0	0	2	0	2	0	0	2	2	6
Grand Total	0	4	0	4	0	0	0	0	1	4	0	5	0	0	2	2	11
Apprch %	0	100	0		0	0	0		20	80	0		0	0	100		
Total %	0	36.4	0	36.4	0	0	0	0	9.1	36.4	0	45.5	0	0	18.2	18.2	

	Nevada Street Southbound				Almond Avenue Westbound				Nevada Street Northbound				Almond Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
07:45 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
08:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	1	2
08:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total Volume	0	2	0	2	0	0	0	0	1	2	0	3	0	0	1	1	6
% App. Total	0	100	0		0	0	0		33.3	66.7	0		0	0	100		
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.250	.500	.000	.750	.000	.000	.250	.250	.750

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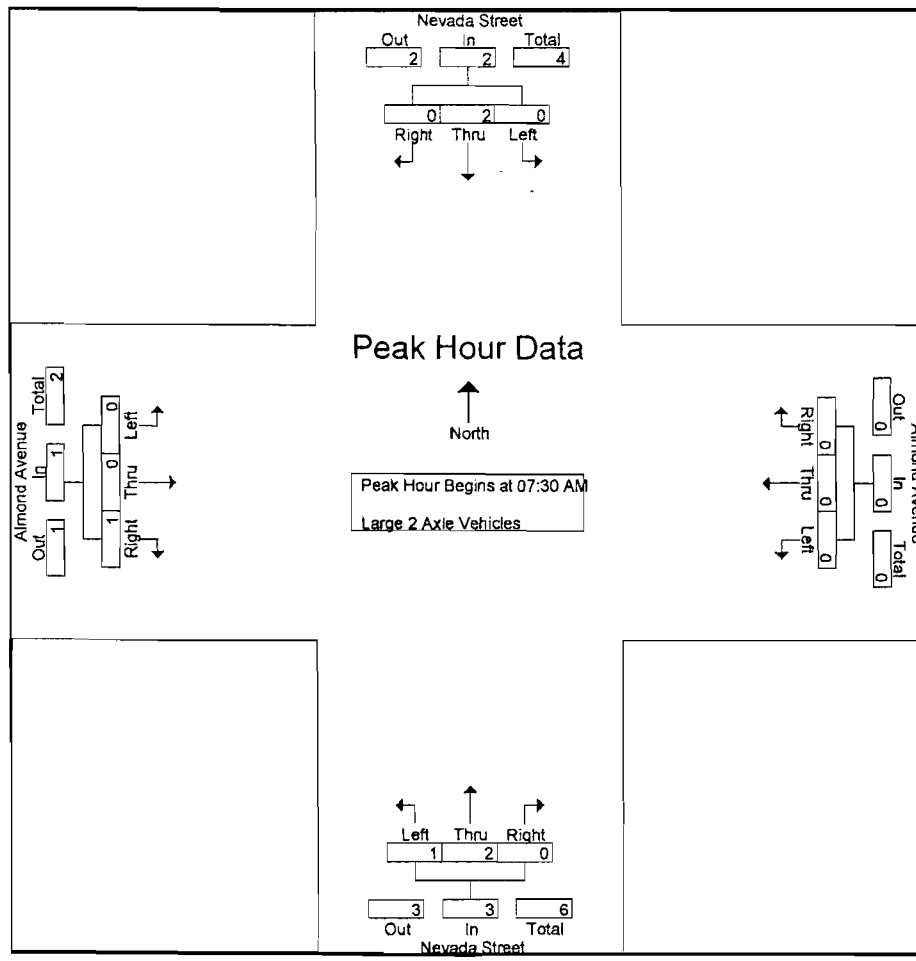
City of Redlands
N/S: Nevada Street
E/W: Almond Avenue
Weather: Sunday

File Name : REDNEALAM
Site Code : 00000036
Start Date : 4/16/2013
Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0
+30 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	1
+45 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
Total Volume	0	2	0	2	0	0	0	0	1	2	0	3	0	0	1	1
% App. Total	0	100	0		0	0	0		33.3	66.7	0		0	0	100	
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.250	.500	.000	.750	.000	.000	.250	.250

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City of Redlands
N/S: Nevada Street
E/W: Almond Avenue
Weather: Sunday

File Name : REDNEALAM
Site Code : 00000036
Start Date : 4/16/2013
Page No : 1

Groups Printed- 3 Axle Vehicles

	Nevada Street Southbound				Almond Avenue Westbound				Nevada Street Northbound				Almond Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
Total	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
08:00 AM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Grand Total	0	3	0	3	0	0	0	0	0	2	0	2	0	0	0	0	5
Apprch %	0	100	0		0	0	0		0	100	0		0	0	0		
Total %	0	60	0	60	0	0	0	0	0	40	0	40	0	0	0	0	

	Nevada Street Southbound				Almond Avenue Westbound				Nevada Street Northbound				Almond Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
08:00 AM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	2	0	2	0	0	0	0	0	2	0	2	0	0	0	0	4
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.500

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City of Redlands
N/S: Nevada Street
E/W: Almond Avenue
Weather: Sunday

File Name : REDNEALAM
Site Code : 00000036
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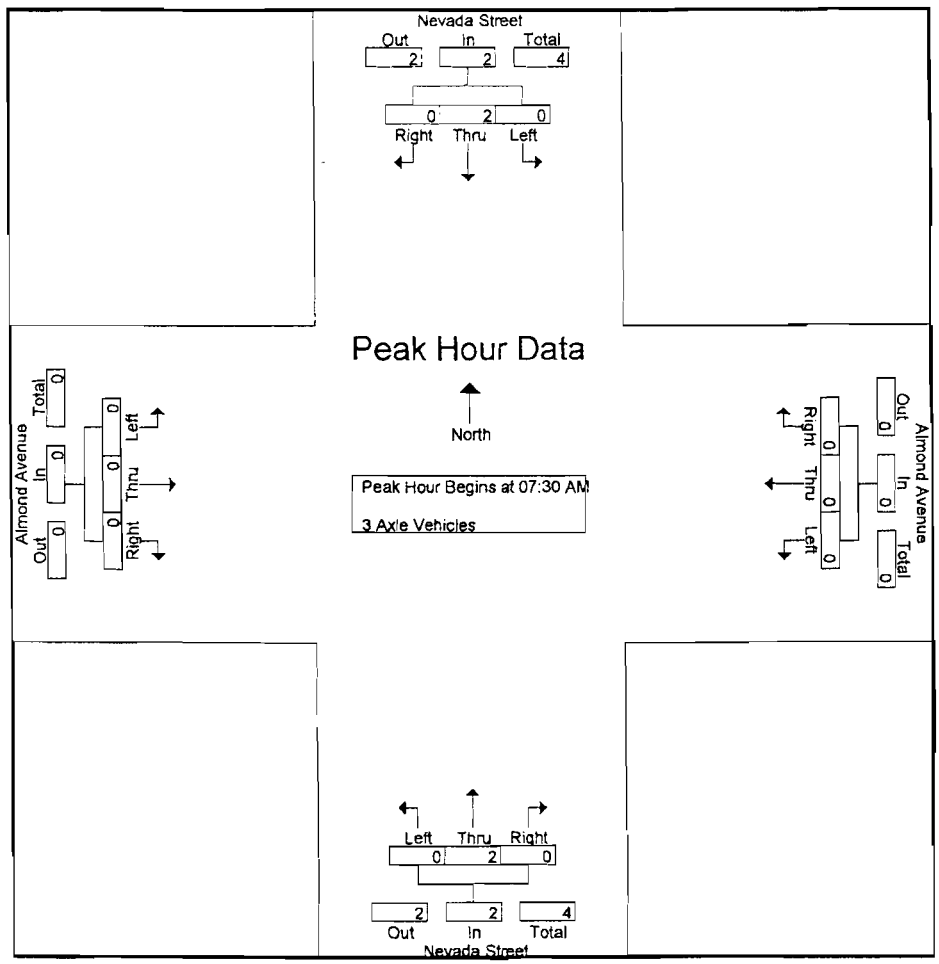

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	**2**	0	**2**	0	0	0	0
+30 mins.	0	**2**	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	2	0	2	0	0	0	0	0	2	0	2	0	0	0	0
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0	
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000

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Groups Printed- 4+ Axle Vehicles

	Nevada Street Southbound				Almond Avenue Westbound				Nevada Street Northbound				Almond Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
Grand Total	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
Apprch %	0	0	0		0	100	0		0	0	0		0	100	0		
Total %	0	0	0	0	0	50	0	50	0	0	0	0	0	50	0	50	

	Nevada Street Southbound				Almond Avenue Westbound				Nevada Street Northbound				Almond Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250	.000	.250	.500

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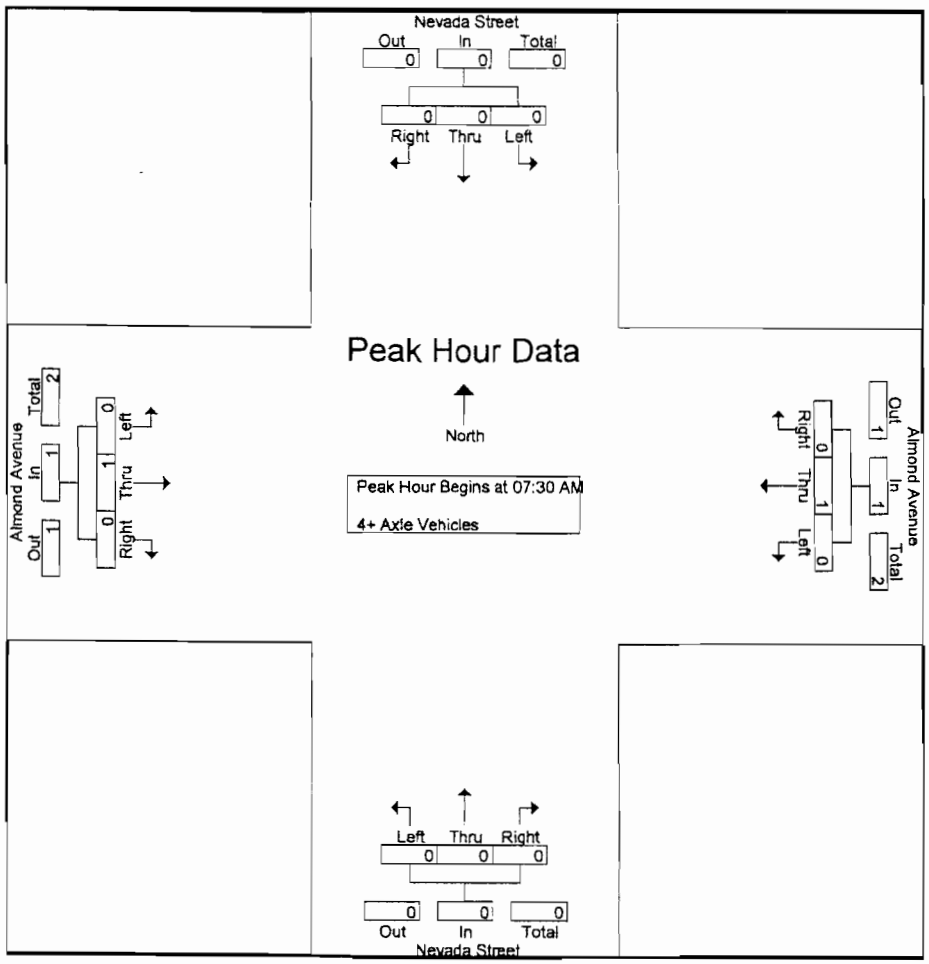

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0	
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250	.000	.250

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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Vehicles

	Nevada Street Southbound				Almond Avenue Westbound				Nevada Street Northbound				Almond Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	30	0	30	1	3	0	4	3	29	1	33	1	10	7	18	85
04:15 PM	0	32	1	33	0	3	0	3	3	34	1	38	1	8	5	14	88
04:30 PM	0	25	0	25	1	4	0	5	1	34	1	36	0	8	5	13	79
04:45 PM	0	47	0	47	1	7	0	8	1	37	1	39	0	13	11	24	118
Total	0	134	1	135	3	17	0	20	8	134	4	146	2	39	28	69	370
05:00 PM	1	26	0	27	1	3	0	4	5	54	3	62	1	9	8	18	111
05:15 PM	1	40	1	42	2	4	0	6	4	46	4	54	0	43	7	50	152
05:30 PM	1	18	0	19	0	4	0	4	2	35	1	38	2	30	11	43	104
05:45 PM	3	44	0	47	3	1	0	4	1	28	2	31	1	19	6	26	108
Total	6	128	1	135	6	12	0	18	12	163	10	185	4	101	32	137	475
Grand Total	6	262	2	270	9	29	0	38	20	297	14	331	6	140	60	206	845
Apprch %	2.2	97	0.7		23.7	76.3	0		6	89.7	4.2		2.9	68	29.1		
Total %	0.7	31	0.2	32	1.1	3.4	0	4.5	2.4	35.1	1.7	39.2	0.7	16.6	7.1	24.4	
Passenger Vehicles	6	260	2	268	9	28	0	37	20	295	13	328	6	140	60	206	839
% Passenger Vehicles	100	99.2	100	99.3	100	96.6	0	97.4	100	99.3	92.9	99.1	100	100	100	100	99.3
Large 2 Axle Vehicles	0	1	0	1	0	1	0	1	0	2	1	3	0	0	0	0	5
% Large 2 Axle Vehicles	0	0.4	0	0.4	0	3.4	0	2.6	0	0.7	7.1	0.9	0	0	0	0	0.6
3 Axle Vehicles	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
% 3 Axle Vehicles	0	0.4	0	0.4	0	0	0	0	0	0	0	0	0	0	0	0	0.1
4+ Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% 4+ Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	Nevada Street Southbound				Almond Avenue Westbound				Nevada Street Northbound				Almond Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	47	0	47	1	7	0	8	1	37	1	39	0	13	11	24	118
05:00 PM	1	26	0	27	1	3	0	4	5	54	3	62	1	9	8	18	111
05:15 PM	1	40	1	42	2	4	0	6	4	46	4	54	0	43	7	50	152
05:30 PM	1	18	0	19	0	4	0	4	2	35	1	38	2	30	11	43	104
Total Volume	3	131	1	135	4	18	0	22	12	172	9	193	3	95	37	135	485
% App. Total	2.2	97	0.7		18.2	81.8	0		6.2	89.1	4.7		2.2	70.4	27.4		
PHF	.750	.697	.250	.718	.500	.643	.000	.688	.600	.796	.563	.778	.375	.552	.841	.675	.798

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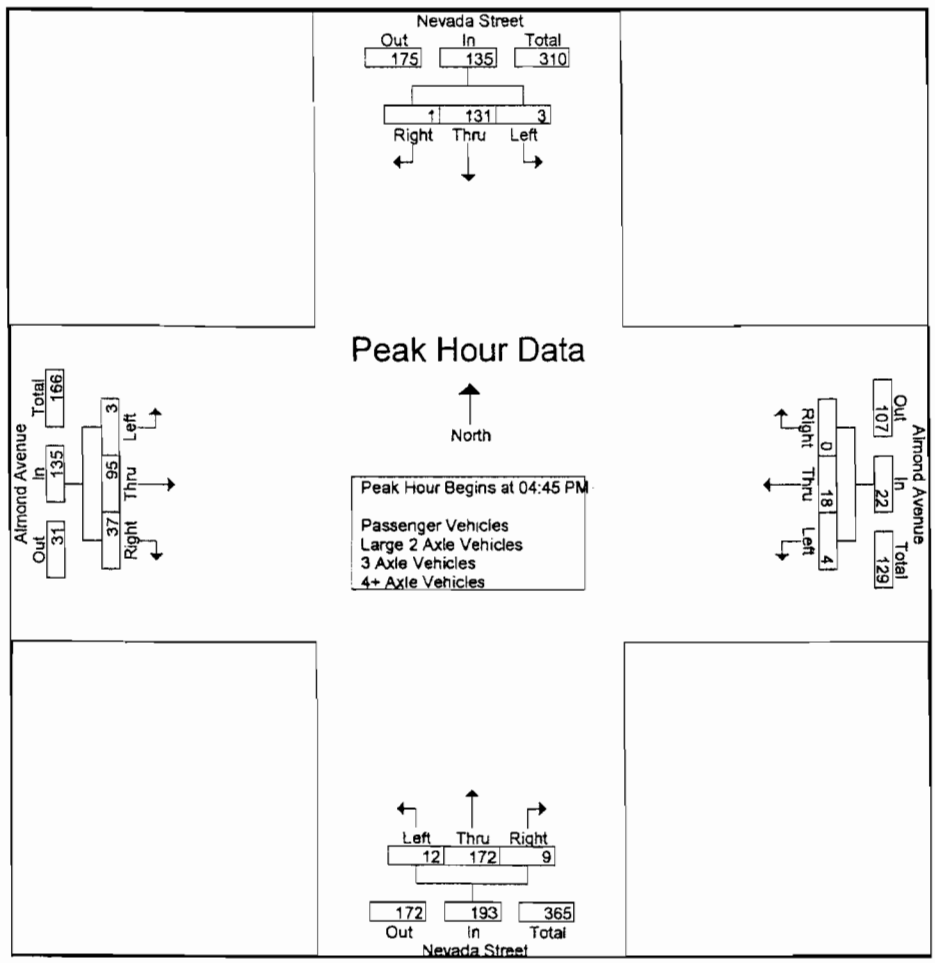

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:45 PM				05:00 PM			
+0 mins.	0	25	0	25	1	4	0	5	1	37	1	39	1	9	8	18
+15 mins.	0	**47**	0	**47**	1	**7**	0	**8**	**5**	**54**	3	**62**	0	**43**	7	**50**
+30 mins.	**1**	26	0	27	1	3	0	4	4	46	**4**	54	**2**	30	**11**	43
+45 mins.	1	40	**1**	42	**2**	4	0	6	2	35	1	38	1	19	6	26
Total Volume	2	138	1	141	5	18	0	23	12	172	9	193	4	101	32	137
% App. Total	1.4	97.9	0.7		21.7	78.3	0		6.2	89.1	4.7		2.9	73.7	23.4	
PHF	.500	.734	.250	.750	.625	.643	.000	.719	.600	.796	.563	.778	.500	.587	.727	.685

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Groups Printed- Passenger Vehicles

	Nevada Street Southbound				Almond Avenue Westbound				Nevada Street Northbound				Almond Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	29	0	29	1	3	0	4	3	29	1	33	1	10	7	18	84
04:15 PM	0	32	1	33	0	3	0	3	3	33	1	37	1	8	5	14	87
04:30 PM	0	24	0	24	1	4	0	5	1	33	1	35	0	8	5	13	77
04:45 PM	0	47	0	47	1	6	0	7	1	37	0	38	0	13	11	24	116
Total	0	132	1	133	3	16	0	19	8	132	3	143	2	39	28	69	364
05:00 PM	1	26	0	27	1	3	0	4	5	54	3	62	1	9	8	18	111
05:15 PM	1	40	1	42	2	4	0	6	4	46	4	54	0	43	7	50	152
05:30 PM	1	18	0	19	0	4	0	4	2	35	1	38	2	30	11	43	104
05:45 PM	3	44	0	47	3	1	0	4	1	28	2	31	1	19	6	26	108
Total	6	128	1	135	6	12	0	18	12	163	10	185	4	101	32	137	475
Grand Total	6	260	2	268	9	28	0	37	20	295	13	328	6	140	60	206	839
Apprch %	2.2	97	0.7		24.3	75.7	0		6.1	89.9	4		2.9	68	29.1		
Total %	0.7	31	0.2	31.9	1.1	3.3	0	4.4	2.4	35.2	1.5	39.1	0.7	16.7	7.2	24.6	

	Nevada Street Southbound				Almond Avenue Westbound				Nevada Street Northbound				Almond Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	47	0	47	1	6	0	7	1	37	0	38	0	13	11	24	116
05:00 PM	1	26	0	27	1	3	0	4	5	54	3	62	1	9	8	18	111
05:15 PM	1	40	1	42	2	4	0	6	4	46	4	54	0	43	7	50	152
05:30 PM	1	18	0	19	0	4	0	4	2	35	1	38	2	30	11	43	104
Total Volume	3	131	1	135	4	17	0	21	12	172	8	192	3	95	37	135	483
% App. Total	2.2	97	0.7		19	81	0		6.2	89.6	4.2		2.2	70.4	27.4		
PHF	.750	.697	.250	.718	.500	.708	.000	.750	.600	.796	.500	.774	.375	.552	.841	.675	.794

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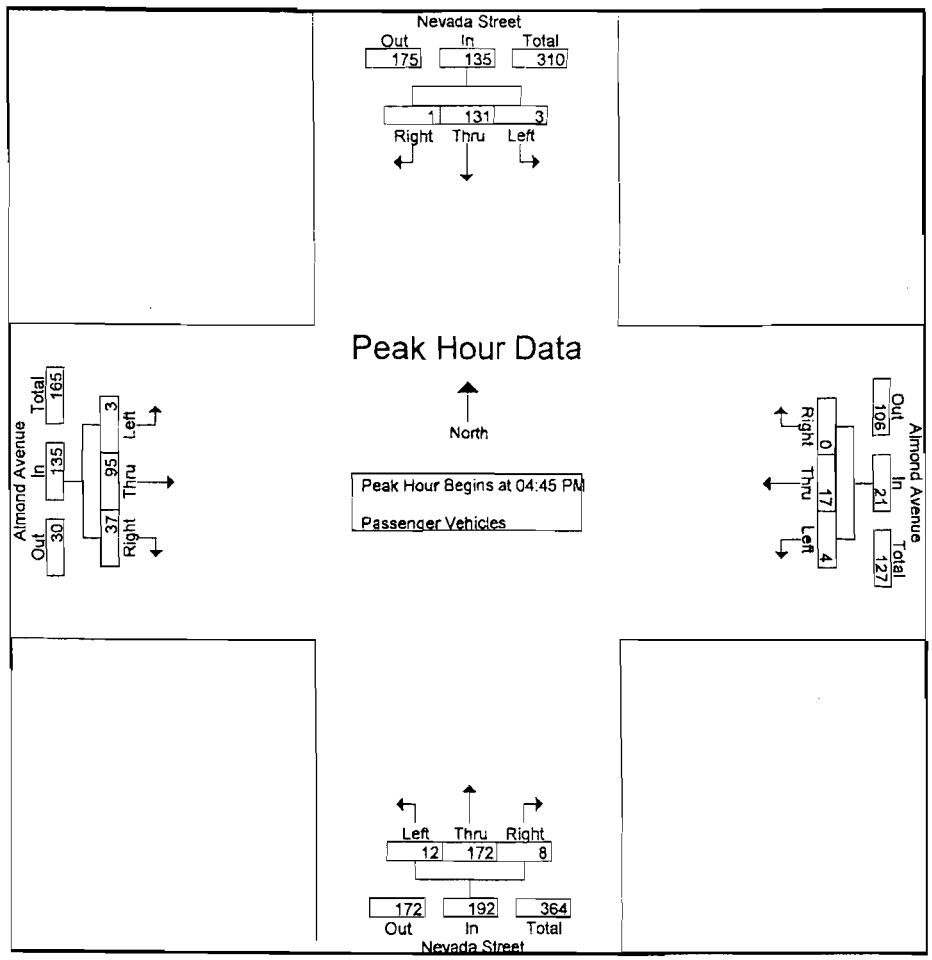

Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	**47**	0	**47**	1	**6**	0	**7**	1	37	0	38	0	13	**11**	24
+15 mins.	**1**	26	0	27	1	3	0	4	**5**	**54**	3	**62**	1	9	8	18
+30 mins.	1	40	**1**	42	**2**	4	0	6	4	46	**4**	54	0	**43**	7	**50**
+45 mins.	1	18	0	19	0	4	0	4	2	35	1	38	**2**	30	11	43
Total Volume	3	131	1	135	4	17	0	21	12	172	8	192	3	95	37	135
% App. Total	2.2	97	0.7		19	81	0		6.2	89.6	4.2		2.2	70.4	27.4	
PHF	.750	.697	.250	.718	.500	.708	.000	.750	.600	.796	.500	.774	.375	.552	.841	.675

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Groups Printed- Large 2 Axle Vehicles

	Nevada Street Southbound				Almond Avenue Westbound				Nevada Street Northbound				Almond Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
04:30 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
04:45 PM	0	0	0	0	0	1	0	1	0	0	1	1	0	0	0	0	2
Total	0	1	0	1	0	1	0	1	0	2	1	3	0	0	0	0	5
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	1	0	1	0	1	0	1	0	2	1	3	0	0	0	0	5
Apprch %	0	100	0		0	100	0		0	66.7	33.3		0	0	0		
Total %	0	20	0	20	0	20	0	20	0	40	20	60	0	0	0	0	

	Nevada Street Southbound				Almond Avenue Westbound				Nevada Street Northbound				Almond Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	1	0	1	0	0	1	1	0	0	0	0	2
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	1	0	1	0	0	1	1	0	0	0	0	2
% App. Total	0	0	0		0	100	0		0	0	100		0	0	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.250	.250	.000	.000	.000	.000	.250

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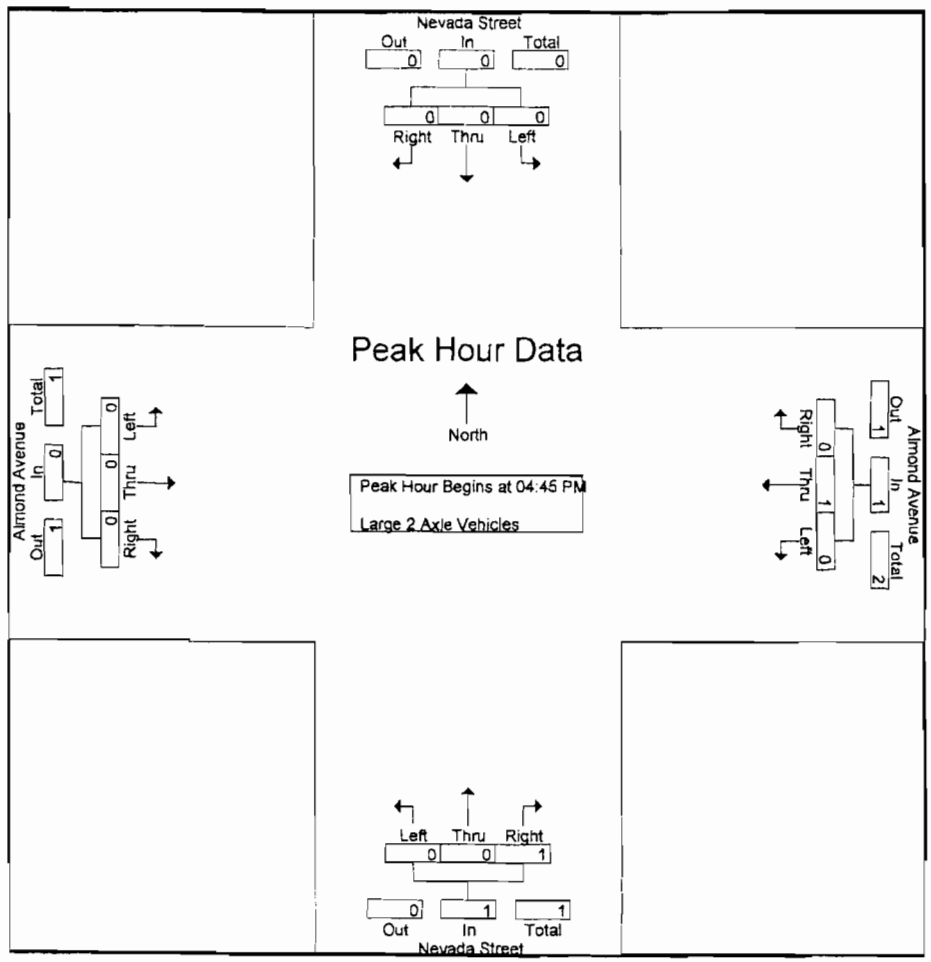

Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	0	0	0	1	0	1	0	0	1	1	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	1	0	1	0	0	1	1	0	0	0	0
% App. Total	0	0	0		0	100	0		0	0	100		0	0	0	
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.250	.250	.000	.000	.000	.000

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Start Date : 4/16/2013
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Groups Printed- 3 Axle Vehicles

	Nevada Street Southbound				Almond Avenue Westbound				Nevada Street Northbound				Almond Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Apprch %	0	100	0		0	0	0		0	0	0		0	0	0		
Total %	0	100	0	100	0	0	0	0	0	0	0	0	0	0	0	0	

	Nevada Street Southbound				Almond Avenue Westbound				Nevada Street Northbound				Almond Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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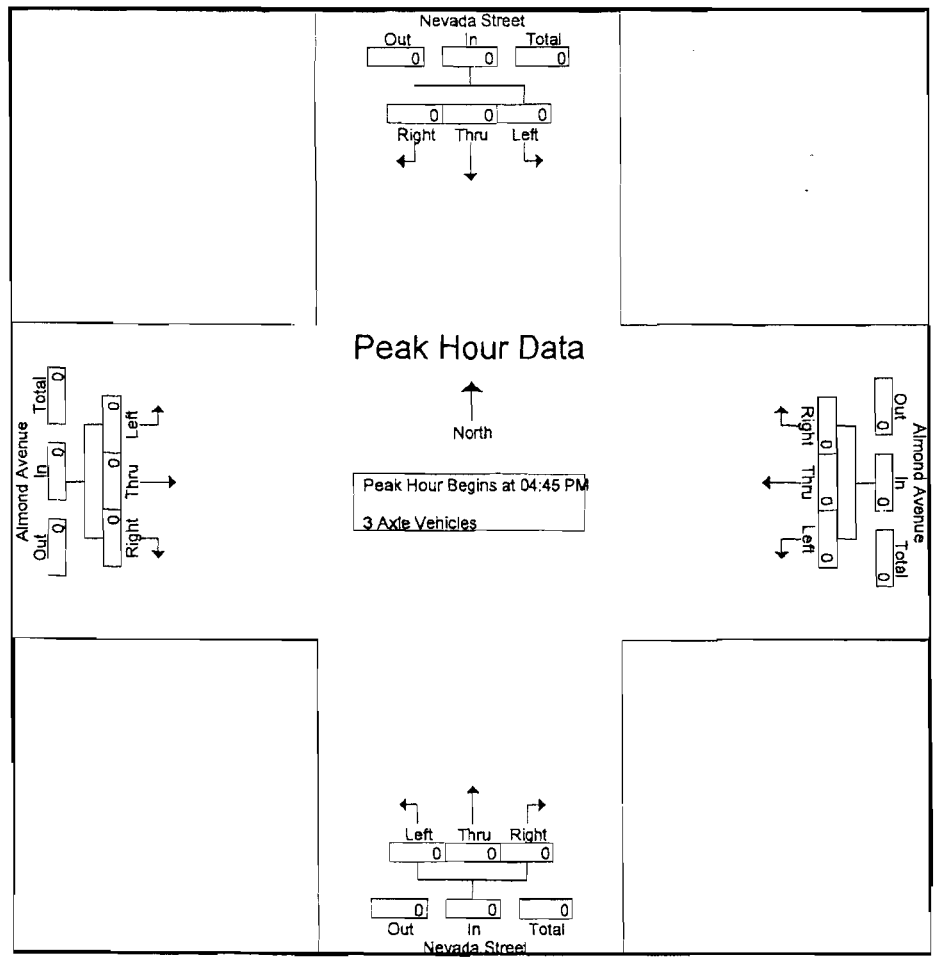
City of Redlands
N/S: Nevada Street
E/W: Almond Avenue
Weather: Sunday

File Name : REDNEALPM
Site Code : 00000036
Start Date : 4/16/2013
Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Redlands
N/S: Nevada Street
E/W: Almond Avenue
Weather: Sunday

File Name : REDNEALPM
Site Code : 00000036
Start Date : 4/16/2013
Page No : 1

Groups Printed- 4+ Axle Vehicles

	Nevada Street Southbound				Almond Avenue Westbound				Nevada Street Northbound				Almond Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0		0	0	0		0	0	0		0	0	0		
Total %																	

	Nevada Street Southbound				Almond Avenue Westbound				Nevada Street Northbound				Almond Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Redlands
N/S: Nevada Street
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File Name : REDNEALPM
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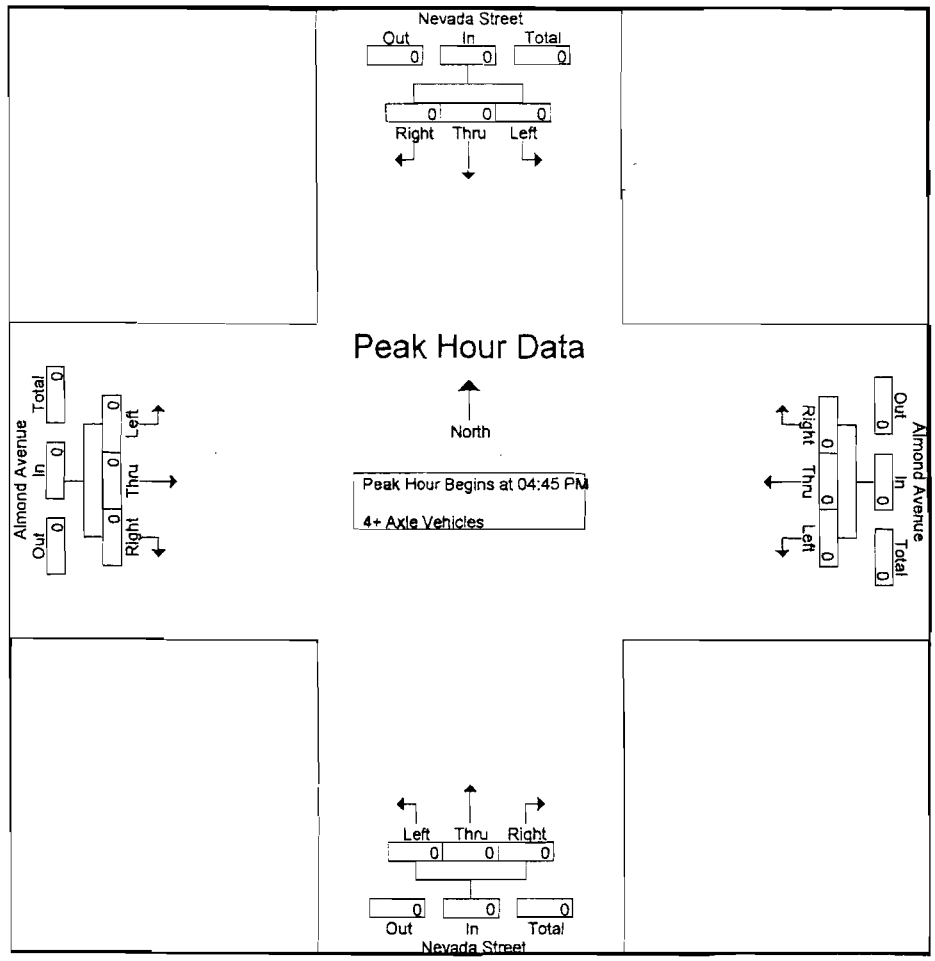

Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

NATIONAL DATA AND SURVEYING SERVICES

Axle Count

Project # 5416

Location: Nevada Street at Lugonia Avenue City: Redlands Date: 2/5/2013 Day: Tuesday

		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
7:00	CARS	0	12	7	0	15	6	2	8	2	10	25	3
	2-axle	0	0	0	0	0	0	0	0	0	0	0	0
	3-axle	0	0	0	0	1	0	0	0	0	0	0	0
	4-axle	0	0	0	0	0	0	0	0	0	0	0	0
	5-axle +	0	0	0	0	0	0	0	0	0	0	0	0
7:15	CARS	6	17	4	2	23	1	6	8	5	24	29	4
	2-axle	0	1	0	0	0	0	0	0	0	0	0	0
	3-axle	0	0	0	0	0	0	0	0	0	0	0	0
	4-axle	0	1	0	0	0	0	0	0	0	0	0	0
	5-axle +	0	0	0	0	0	0	0	0	0	0	0	0
7:30	CARS	5	19	4	2	19	2	1	13	10	17	26	2
	2-axle	0	0	0	0	1	0	0	0	0	0	0	0
	3-axle	0	0	0	0	0	0	0	0	0	0	0	0
	4-axle	0	0	0	0	0	0	0	0	0	0	0	0
	5-axle +	0	0	0	0	0	0	0	0	0	0	0	0
7:45	CARS	14	18	5	1	41	4	2	11	9	36	36	4
	2-axle	0	0	0	0	0	0	0	0	0	1	0	0
	3-axle	0	0	0	0	0	0	0	0	0	0	0	0
	4-axle	0	0	0	0	0	0	0	0	0	0	0	0
	5-axle +	0	0	0	0	0	0	0	0	0	0	0	0
8:00	CARS	7	21	13	3	37	6	3	18	6	10	29	1
	2-axle	0	0	0	0	0	0	0	0	0	0	0	0
	3-axle	1	1	0	0	0	0	0	0	0	0	0	0
	4-axle	0	0	0	0	0	0	0	0	0	0	0	0
	5-axle +	0	0	0	0	0	0	0	0	0	0	0	0
8:15	CARS	2	16	8	1	21	4	0	10	2	32	27	0
	2-axle	1	0	0	0	1	0	0	0	1	0	0	0
	3-axle	0	0	0	0	0	0	0	1	0	0	0	0
	4-axle	1	0	0	0	0	0	0	0	0	0	0	0
	5-axle +	0	0	0	0	0	0	0	0	0	0	0	0
8:30	CARS	3	7	10	3	26	3	2	12	5	13	23	2
	2-axle	0	1	0	1	0	0	0	0	1	0	0	0
	3-axle	0	1	0	0	1	0	0	0	0	0	0	0
	4-axle	0	0	0	0	0	0	0	0	0	0	0	0
	5-axle +	0	0	0	0	0	0	0	0	0	0	0	0
8:45	CARS	4	9	15	3	29	0	0	11	3	25	20	2
	2-axle	0	0	0	0	0	0	0	0	1	0	0	0
	3-axle	0	1	0	0	1	0	0	0	0	0	0	0
	4-axle	0	0	0	0	1	0	0	0	0	0	0	0
	5-axle +	0	0	0	0	0	0	0	0	0	0	0	0

MOVEMENT TOTALS

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
CARS	41	119	66	15	211	26	16	91	42	167	215	18
2-axle	1	2	0	1	2	0	0	0	3	1	0	0
3-axle	1	3	0	0	3	0	0	1	0	0	0	0
4-axle	1	1	0	0	1	0	0	0	0	0	0	0
5-axle +	0	0	0	0	0	0	0	0	0	0	0	0
TOTALS	44	125	66	16	217	26	16	92	45	168	215	18
	NL	*NT*	*NR*	*SL*	*ST*	*SR*	*EL*	*ET*	*ER*	*WL*	*WT*	*WR*

NATIONAL DATA AND SURVEYING SERVICES

Axle Count

Project # 5416

Location: Nevada Street at Lugonia Avenue City: Redlands Date: 2/5/2013 Day: Tuesday

		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
4:00	CARS	3	22	25	4	29	0	1	52	6	29	32	2
	2-axle	0	0	0	0	0	0	0	0	0	0	0	0
	3-axle	0	1	0	0	0	0	0	0	0	0	0	0
	4-axle	0	0	0	0	0	0	0	0	0	0	0	0
	5-axle +	0	0	0	0	0	0	0	0	0	0	0	0
4:15	CARS	3	33	30	9	29	1	5	42	12	26	39	2
	2-axle	1	0	0	0	1	1	0	1	0	0	1	0
	3-axle	0	0	0	0	0	0	0	0	0	0	0	0
	4-axle	0	0	0	0	0	0	0	0	0	0	0	0
	5-axle +	0	0	0	0	0	0	0	0	0	0	0	0
4:30	CARS	1	26	43	6	29	1	10	51	12	28	44	3
	2-axle	0	2	0	0	0	0	0	0	1	0	0	0
	3-axle	0	0	0	0	0	0	0	0	0	0	0	0
	4-axle	0	0	0	0	0	0	0	0	0	0	0	0
	5-axle +	0	0	0	0	0	0	0	0	0	0	0	0
4:45	CARS	5	46	43	2	35	0	5	39	6	32	28	1
	2-axle	1	0	0	0	0	0	0	0	0	0	0	0
	3-axle	0	0	0	0	0	0	0	0	1	0	0	0
	4-axle	0	0	0	0	0	0	0	0	0	0	0	0
	5-axle +	0	0	0	0	0	0	0	0	0	0	0	0
5:00	CARS	6	59	51	4	36	1	3	57	13	33	42	3
	2-axle	0	0	0	0	1	0	0	0	0	0	0	0
	3-axle	0	0	0	0	0	0	0	0	0	0	0	0
	4-axle	0	0	0	0	0	0	0	0	0	0	0	0
	5-axle +	0	0	0	0	0	0	0	0	0	0	0	0
5:15	CARS	2	43	39	5	28	0	1	43	5	25	38	0
	2-axle	0	0	0	0	0	0	0	0	1	0	0	0
	3-axle	0	0	0	0	0	0	0	0	0	0	0	0
	4-axle	0	0	0	0	0	0	0	0	0	0	0	0
	5-axle +	0	0	0	0	0	0	0	0	0	0	0	0
5:30	CARS	2	29	29	4	23	0	3	37	13	25	30	1
	2-axle	0	0	0	0	0	0	1	1	0	0	0	0
	3-axle	0	0	0	0	0	0	0	0	0	0	0	0
	4-axle	0	0	0	0	0	0	0	0	0	0	0	0
	5-axle +	0	0	0	0	0	0	0	0	0	0	0	0
5:45	CARS	3	20	41	1	23	0	1	29	2	23	39	7
	2-axle	0	0	0	0	0	0	0	0	0	0	1	0
	3-axle	0	0	0	0	0	0	0	0	0	0	0	0
	4-axle	0	0	0	0	0	0	0	1	0	0	0	0
	5-axle +	0	0	0	0	0	0	0	0	0	0	0	0

MOVEMENT TOTALS

CARS	25	278	301	35	232	3	29	350	69	221	292	19
2-axle	2	2	0	0	2	1	1	2	2	0	2	0
3-axle	0	1	0	0	0	0	0	0	1	0	0	0
4-axle	0	0	0	0	0	0	0	1	0	0	0	0
5-axle +	0	0	0	0	0	0	0	0	0	0	0	0
TOTALS	27	281	301	35	234	4	30	353	72	221	294	19
	NL	*NT*	*NR*	*SL*	*ST*	*SR*	*EL*	*ET*	*ER*	*WL*	*WT*	*WR*

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City of Redlands
N/S: 9930 Alabama Street West DW
E/W: Almond Avenue
Weather: Sunny

File Name : REDDWALAM
Site Code : 00000125
Start Date : 7/16/2013
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Almond Avenue Westbound			9930 Alabama Street West Driveway Northbound			Almond Avenue Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	2	2	0	0	0	1	0	1	3
07:15 AM	1	4	5	0	0	0	1	0	1	6
07:30 AM	0	6	6	0	0	0	3	0	3	9
07:45 AM	0	14	14	1	0	1	3	0	3	18
Total	1	26	27	1	0	1	8	0	8	36
08:00 AM	1	4	5	0	0	0	0	0	0	5
08:15 AM	0	5	5	0	0	0	3	0	3	8
08:30 AM	0	4	4	0	0	0	3	0	3	7
08:45 AM	0	2	2	0	0	0	2	0	2	4
Total	1	15	16	0	0	0	8	0	8	24
Grand Total	2	41	43	1	0	1	16	0	16	60
Apprch %	4.7	95.3		100	0		100	0		
Total %	3.3	68.3	71.7	1.7	0	1.7	26.7	0	26.7	
Passenger Vehicles	2	39	41	1	0	1	16	0	16	58
% Passenger Vehicles	100	95.1	95.3	100	0	100	100	0	100	96.7
Large 2 Axle Vehicles	0	2	2	0	0	0	0	0	0	2
% Large 2 Axle Vehicles	0	4.9	4.7	0	0	0	0	0	0	3.3
3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0
% 3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0
4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0
% 4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0

	Almond Avenue Westbound			9930 Alabama Street West Driveway Northbound			Almond Avenue Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	0	6	6	0	0	0	3	0	3	9
07:45 AM	0	14	14	1	0	1	3	0	3	18
08:00 AM	1	4	5	0	0	0	0	0	0	5
08:15 AM	0	5	5	0	0	0	3	0	3	8
Total Volume	1	29	30	1	0	1	9	0	9	40
% App. Total	3.3	96.7		100	0		100	0		
PHF	.250	.518	.536	.250	.000	.250	.750	.000	.750	.556

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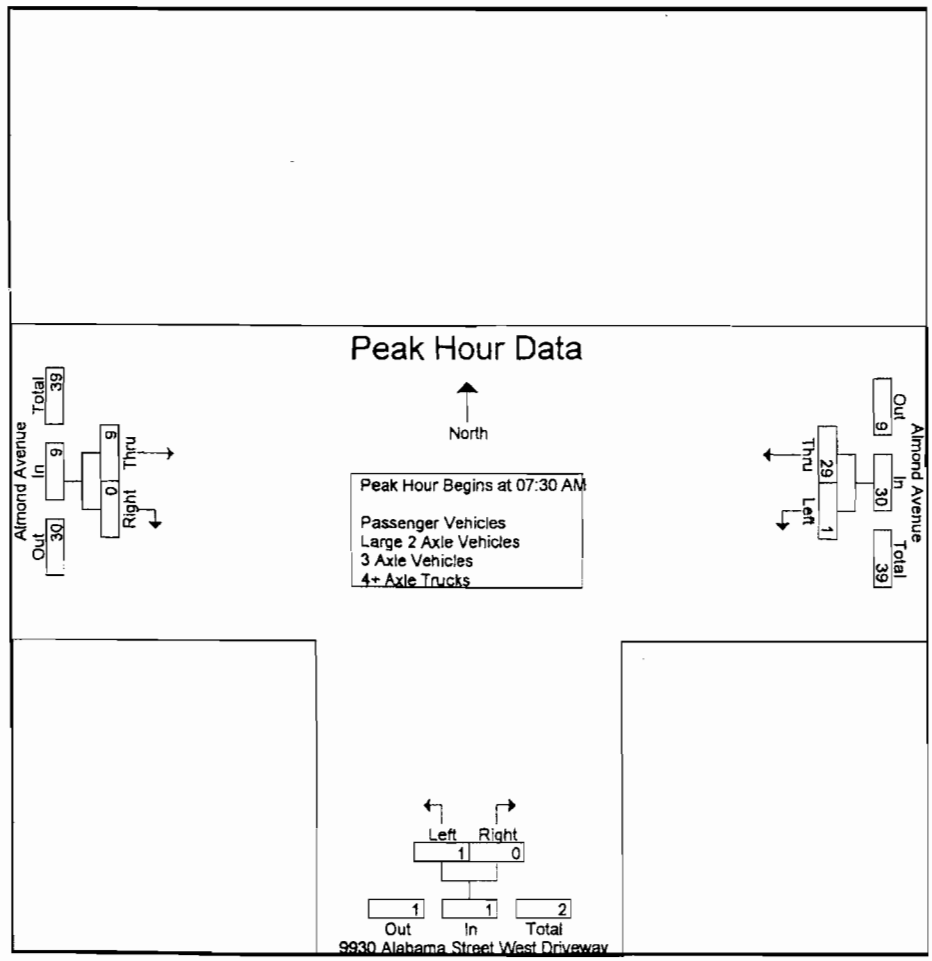
City of Redlands
N/S: 9930 Alabama Street West DW
E/W: Almond Avenue
Weather: Sunny

File Name : REDDWALAM
Site Code : 00000125
Start Date : 7/16/2013
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM			07:00 AM			07:30 AM		
+0 mins.	1	4	5	0	0	0	3	0	3
+15 mins.	0	6	6	0	0	0	3	0	3
+30 mins.	0	14	14	0	0	0	0	0	0
+45 mins.	1	4	5	1	0	1	3	0	3
Total Volume	2	28	30	1	0	1	9	0	9
% App. Total	6.7	93.3		100	0		100	0	
PHF	.500	.500	.536	.250	.000	.250	.750	.000	.750

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City of Redlands
N/S: 9930 Alabama Street West DW
E/W: Almond Avenue
Weather: Sunny

File Name : REDDWALAM
Site Code : 00000125
Start Date : 7/16/2013
Page No : 1

Groups Printed- Passenger Vehicles

	Almond Avenue Westbound			9930 Alabama Street West Driveway Northbound			Almond Avenue Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	2	2	0	0	0	1	0	1	3
07:15 AM	1	4	5	0	0	0	1	0	1	6
07:30 AM	0	6	6	0	0	0	3	0	3	9
07:45 AM	0	14	14	1	0	1	3	0	3	18
Total	1	26	27	1	0	1	8	0	8	36
08:00 AM	1	3	4	0	0	0	0	0	0	4
08:15 AM	0	4	4	0	0	0	3	0	3	7
08:30 AM	0	4	4	0	0	0	3	0	3	7
08:45 AM	0	2	2	0	0	0	2	0	2	4
Total	1	13	14	0	0	0	8	0	8	22
Grand Total	2	39	41	1	0	1	16	0	16	58
Apprch %	4.9	95.1		100	0		100	0		
Total %	3.4	67.2	70.7	1.7	0	1.7	27.6	0	27.6	

	Almond Avenue Westbound			9930 Alabama Street West Driveway Northbound			Almond Avenue Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	0	6	6	0	0	0	3	0	3	9
07:45 AM	0	14	14	1	0	1	3	0	3	18
08:00 AM	1	3	4	0	0	0	0	0	0	4
08:15 AM	0	4	4	0	0	0	3	0	3	7
Total Volume	1	27	28	1	0	1	9	0	9	38
% App. Total	3.6	96.4		100	0		100	0		
PHF	.250	.482	.500	.250	.000	.250	.750	.000	.750	.528

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City of Redlands
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E/W: Almond Avenue
Weather: Sunny

File Name : REDDWALAM
Site Code : 00000125
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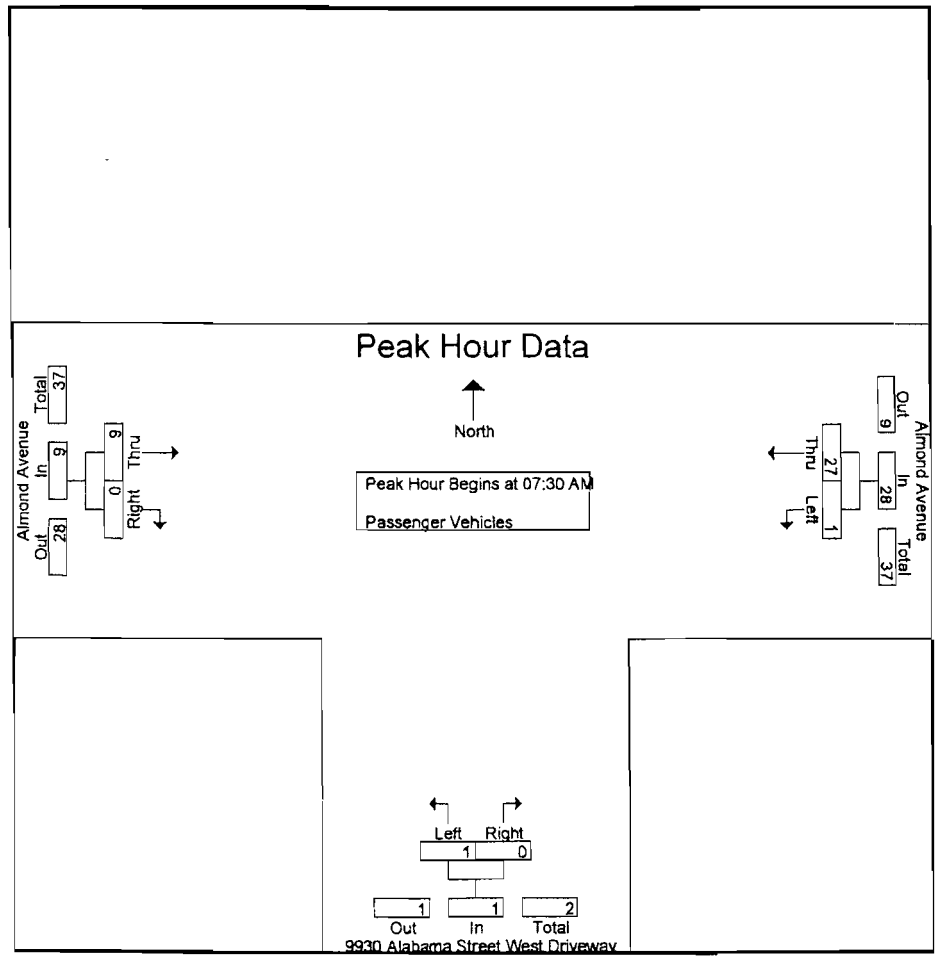

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM			07:30 AM			07:30 AM		
+0 mins.	0	6	6	0	0	0	**3**	0	**3**
+15 mins.	0	**14**	**14**	**1**	0	**1**	3	0	3
+30 mins.	**1**	3	4	0	0	0	0	0	0
+45 mins.	0	4	4	0	0	0	3	0	3
Total Volume	1	27	28	1	0	1	9	0	9
% App. Total	3.6	96.4		100	0		100	0	
PHF	.250	.482	.500	.250	.000	.250	.750	.000	.750

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Groups Printed- Large 2 Axle Vehicles

	Almond Avenue Westbound			9930 Alabama Street West Driveway Northbound			Almond Avenue Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	1	1	0	0	0	0	0	0	1
08:15 AM	0	1	1	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	2	2	0	0	0	0	0	0	2
Grand Total	0	2	2	0	0	0	0	0	0	2
Apprch %	0	100		0	0		0	0		
Total %	0	100	100	0	0	0	0	0	0	

	Almond Avenue Westbound			9930 Alabama Street West Driveway Northbound			Almond Avenue Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	1	1	0	0	0	0	0	0	1
08:15 AM	0	1	1	0	0	0	0	0	0	1
Total Volume	0	2	2	0	0	0	0	0	0	2
% App. Total	0	100		0	0		0	0		
PHF	.000	.500	.500	.000	.000	.000	.000	.000	.000	.500

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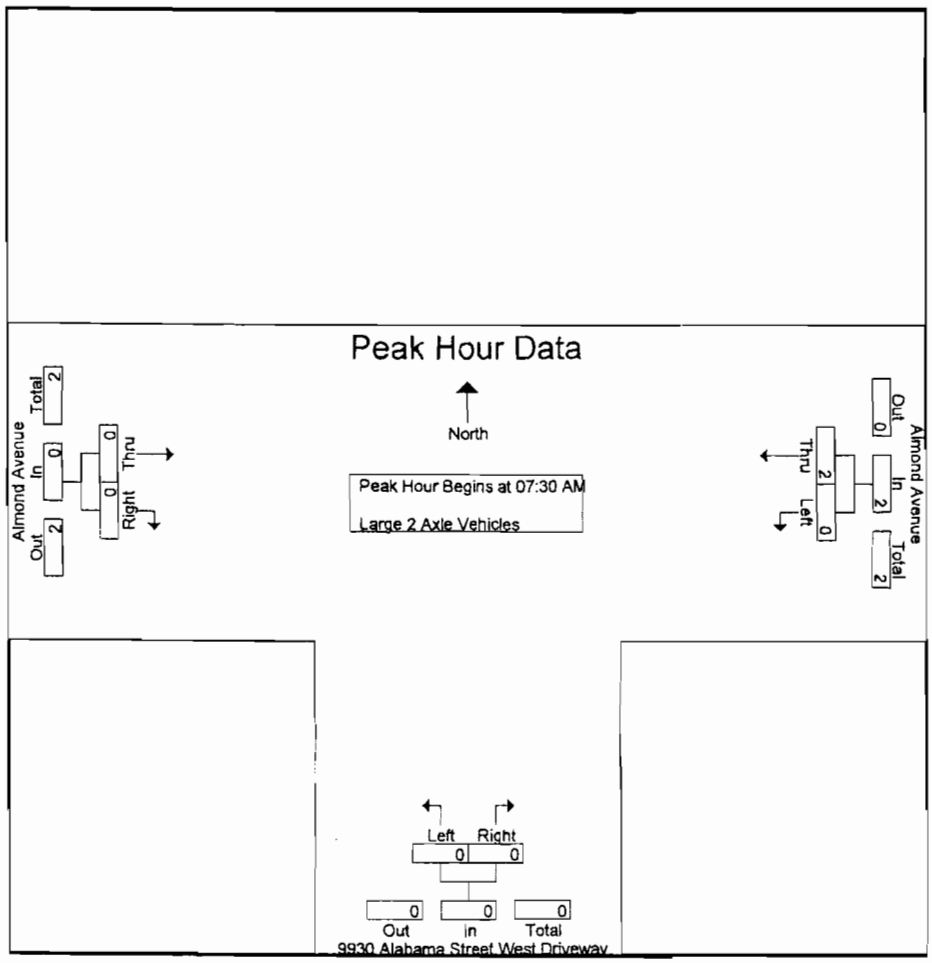

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM			07:30 AM			07:30 AM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	1	1	0	0	0	0	0	0
+45 mins.	0	1	1	0	0	0	0	0	0
Total Volume	0	2	2	0	0	0	0	0	0
% App. Total	0	100		0	0		0	0	
PHF	.000	.500	.500	.000	.000	.000	.000	.000	.000

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Groups Printed- 3 Axle Vehicles

	Almond Avenue Westbound			9930 Alabama Street West Driveway Northbound			Almond Avenue Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0		0	0		0	0		
Total %										

	Almond Avenue Westbound			9930 Alabama Street West Driveway Northbound			Almond Avenue Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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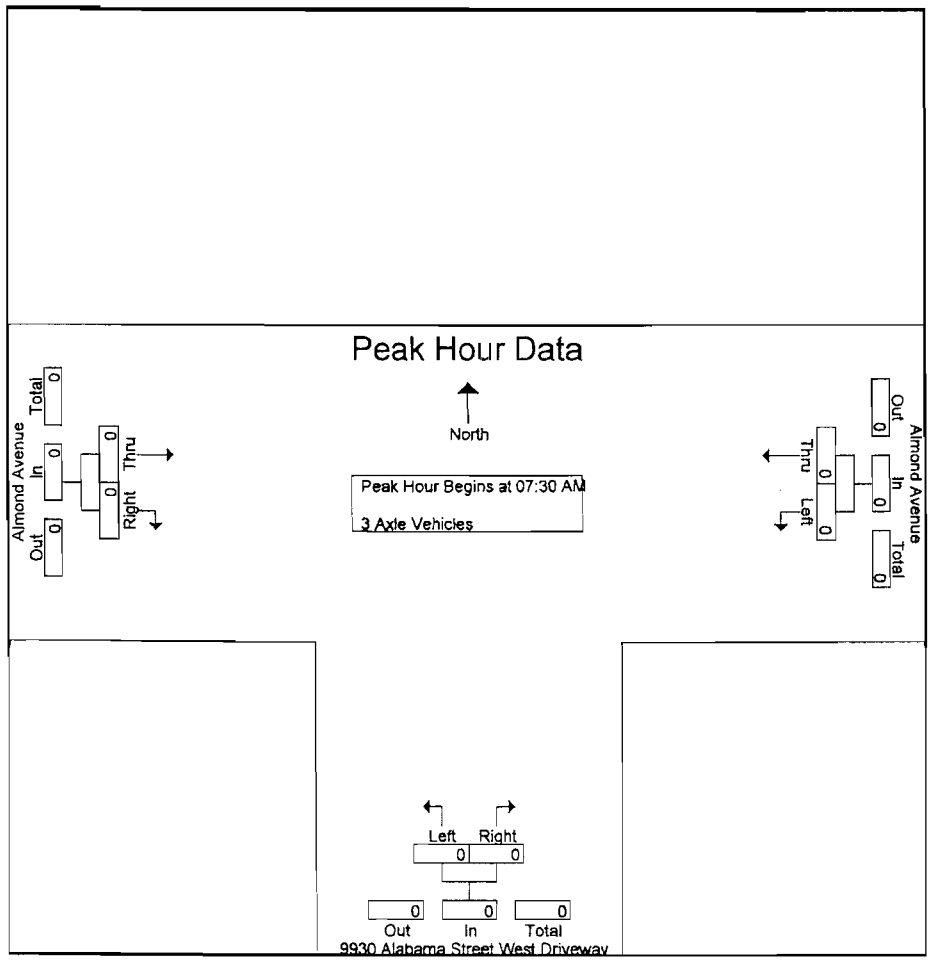

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM			07:30 AM			07:30 AM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000

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Groups Printed- 4+ Axle Trucks

	Almond Avenue Westbound			9930 Alabama Street West Driveway Northbound			Almond Avenue Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0		0	0		0	0		
Total %										

	Almond Avenue Westbound			9930 Alabama Street West Driveway Northbound			Almond Avenue Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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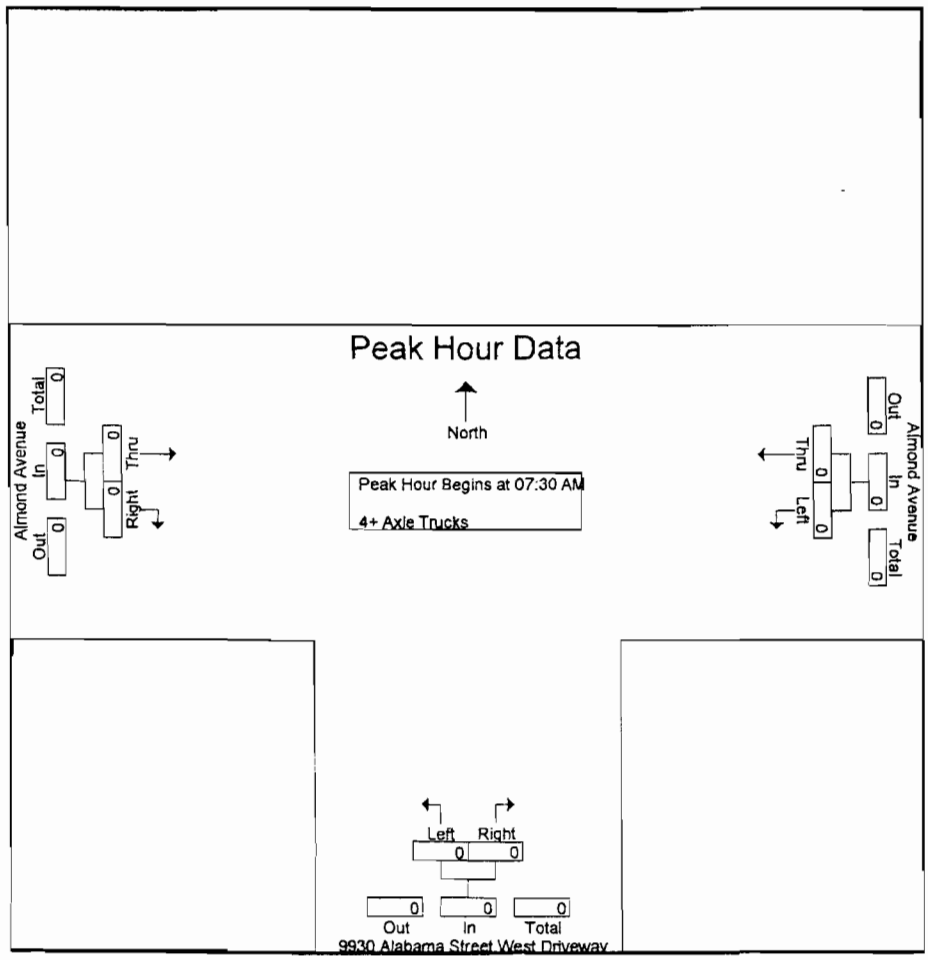

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM			07:30 AM			07:30 AM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000

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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Almond Avenue Westbound			9930 Alabama Street West Driveway Northbound			Almond Avenue Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	7	7	0	0	0	13	0	13	20
04:15 PM	0	4	4	0	1	1	13	1	14	19
04:30 PM	2	4	6	0	0	0	11	4	15	21
04:45 PM	1	4	5	0	1	1	17	0	17	23
Total	3	19	22	0	2	2	54	5	59	83
05:00 PM	1	1	2	0	0	0	23	0	23	25
05:15 PM	1	2	3	0	0	0	18	0	18	21
05:30 PM	0	4	4	0	0	0	14	0	14	18
05:45 PM	0	2	2	1	1	2	8	1	9	13
Total	2	9	11	1	1	2	63	1	64	77
Grand Total	5	28	33	1	3	4	117	6	123	160
Apprch %	15.2	84.8		25	75		95.1	4.9		
Total %	3.1	17.5	20.6	0.6	1.9	2.5	73.1	3.8	76.9	
Passenger Vehicles	4	25	29	1	2	3	117	5	122	154
% Passenger Vehicles	80	89.3	87.9	100	66.7	75	100	83.3	99.2	96.2
Large 2 Axle Vehicles	1	3	4	0	1	1	0	1	1	6
% Large 2 Axle Vehicles	20	10.7	12.1	0	33.3	25	0	16.7	0.8	3.8
3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0
% 3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0
4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0
% 4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0

	Almond Avenue Westbound			9930 Alabama Street West Driveway Northbound			Almond Avenue Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	**2**	**4**	**6**	0	0	0	11	**4**	15	21
04:45 PM	1	4	5	0	**1**	**1**	17	0	17	23
05:00 PM	1	1	2	0	0	0	**23**	0	**23**	**25**
05:15 PM	1	2	3	0	0	0	18	0	18	21
Total Volume	5	11	16	0	1	1	69	4	73	90
% App. Total	31.2	68.8		0	100		94.5	5.5		
PHF	.625	.688	.667	.000	.250	.250	.750	.250	.793	.900

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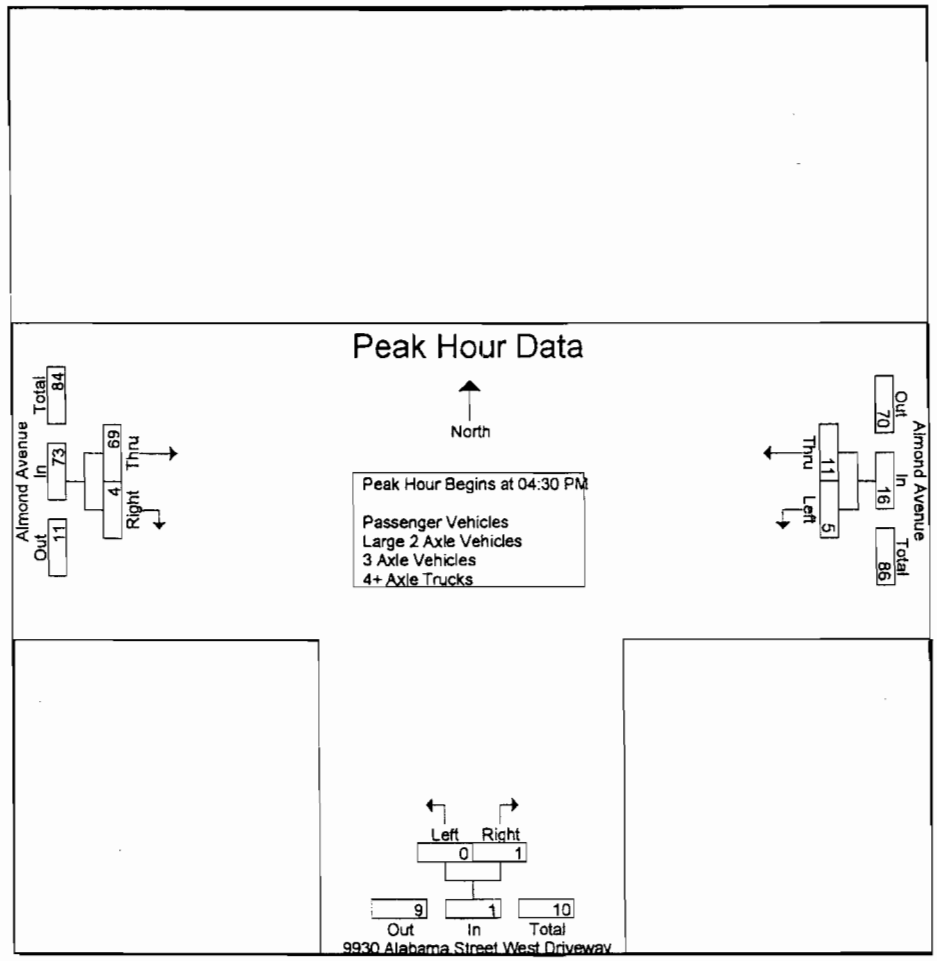

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:30 PM		
+0 mins.	0	7	7	0	0	0	11	4	15
+15 mins.	0	4	4	0	1	1	17	0	17
+30 mins.	2	4	6	0	0	0	23	0	23
+45 mins.	1	4	5	0	1	1	18	0	18
Total Volume	3	19	22	0	2	2	69	4	73
% App. Total	13.6	86.4		0	100		94.5	5.5	
PHF	.375	.679	.786	.000	.500	.500	.750	.250	.793

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Groups Printed- Passenger Vehicles

	Almond Avenue Westbound			9930 Alabama Street West Driveway Northbound			Almond Avenue Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	6	6	0	0	0	13	0	13	19
04:15 PM	0	3	3	0	1	1	13	1	14	18
04:30 PM	1	4	5	0	0	0	11	3	14	19
04:45 PM	1	3	4	0	0	0	17	0	17	21
Total	2	16	18	0	1	1	54	4	58	77
05:00 PM	1	1	2	0	0	0	23	0	23	25
05:15 PM	1	2	3	0	0	0	18	0	18	21
05:30 PM	0	4	4	0	0	0	14	0	14	18
05:45 PM	0	2	2	1	1	2	8	1	9	13
Total	2	9	11	1	1	2	63	1	64	77
Grand Total	4	25	29	1	2	3	117	5	122	154
Apprch %	13.8	86.2		33.3	66.7		95.9	4.1		
Total %	2.6	16.2	18.8	0.6	1.3	1.9	76	3.2	79.2	

	Almond Avenue Westbound			9930 Alabama Street West Driveway Northbound			Almond Avenue Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	1	4	5	0	0	0	11	3	14	19
04:45 PM	1	3	4	0	0	0	17	0	17	21
05:00 PM	1	1	2	0	0	0	23	0	23	25
05:15 PM	1	2	3	0	0	0	18	0	18	21
Total Volume	4	10	14	0	0	0	69	3	72	86
% App. Total	28.6	71.4		0	0		95.8	4.2		
PHF	1.00	.625	.700	.000	.000	.000	.750	.250	.783	.860

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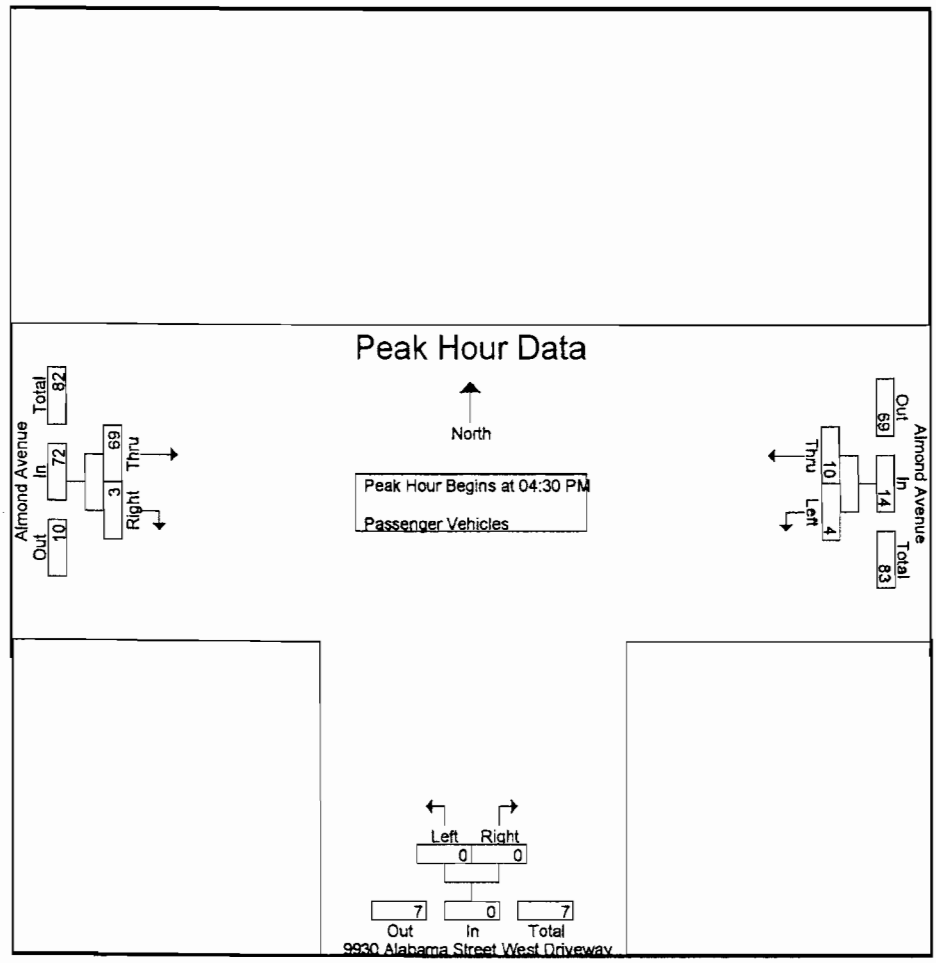

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM			04:30 PM			04:30 PM		
+0 mins.	**1**	**4**	**5**	0	0	0	11	**3**	**14**
+15 mins.	1	3	4	0	0	0	17	0	17
+30 mins.	1	1	2	0	0	0	**23**	0	**23**
+45 mins.	1	2	3	0	0	0	18	0	18
Total Volume	4	10	14	0	0	0	69	3	72
% App. Total	28.6	71.4		0	0		95.8	4.2	
PHF	1.000	.625	.700	.000	.000	.000	.750	.250	.783

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Groups Printed- Large 2 Axle Vehicles

	Almond Avenue Westbound			9930 Alabama Street West Driveway Northbound			Almond Avenue Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	1	1	0	0	0	0	0	0	1
04:15 PM	0	1	1	0	0	0	0	0	0	1
04:30 PM	1	0	1	0	0	0	0	1	1	2
04:45 PM	0	1	1	0	1	1	0	0	0	2
Total	1	3	4	0	1	1	0	1	1	6
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	1	3	4	0	1	1	0	1	1	6
Apprch %	25	75		0	100		0	100		
Total %	16.7	50	66.7	0	16.7	16.7	0	16.7	16.7	

	Almond Avenue Westbound			9930 Alabama Street West Driveway Northbound			Almond Avenue Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	1	0	1	0	0	0	0	1	1	2
04:45 PM	0	1	1	0	1	1	0	0	0	2
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	1	1	2	0	1	1	0	1	1	4
% App. Total	50	50		0	100		0	100		
PHF	.250	.250	.500	.000	.250	.250	.000	.250	.250	.500

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City of Redlands
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E/W: Almond Avenue
Weather: Sunny

File Name : REDDWALPM
Site Code : 00000125
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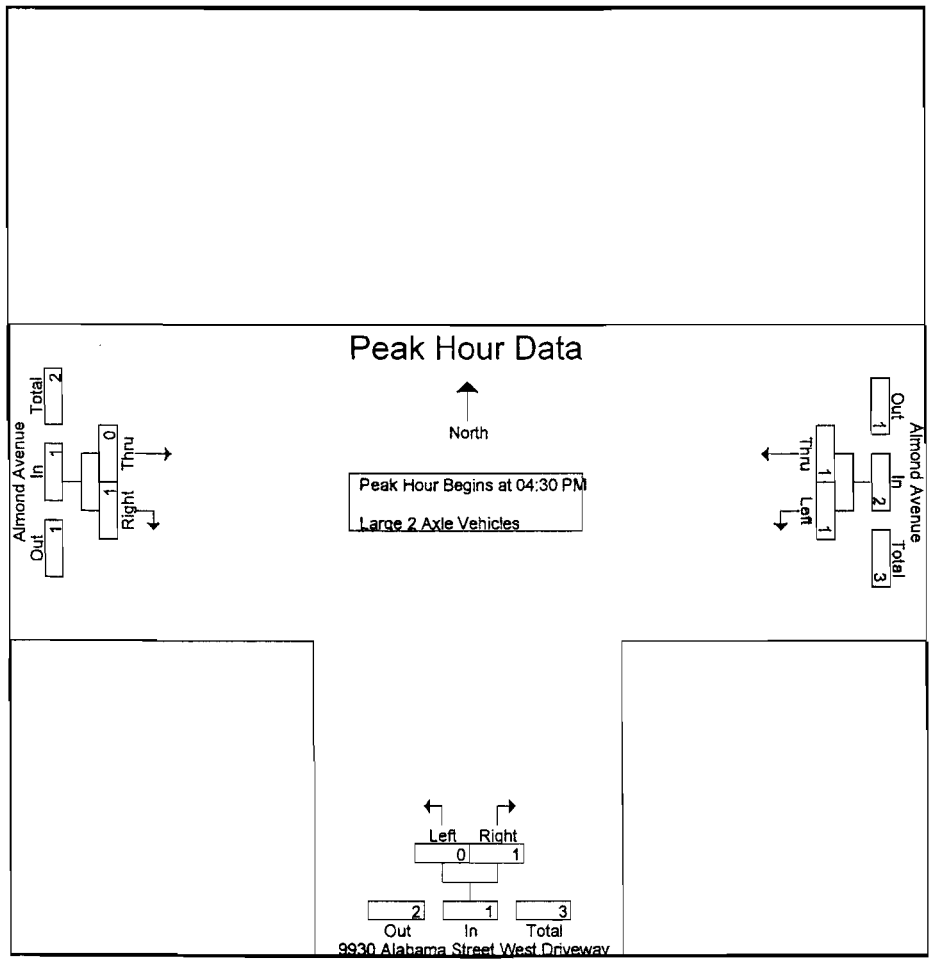

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM			04:30 PM			04:30 PM		
+0 mins.	1	0	1	0	0	0	0	1	1
+15 mins.	0	1	1	0	1	1	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	1	1	2	0	1	1	0	1	1
% App. Total	50	50		0	100		0	100	
PHF	.250	.250	.500	.000	.250	.250	.000	.250	.250

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Groups Printed- 3 Axle Vehicles

	Almond Avenue Westbound			9930 Alabama Street West Driveway Northbound			Almond Avenue Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0		0	0		0	0		
Total %										

	Almond Avenue Westbound			9930 Alabama Street West Driveway Northbound			Almond Avenue Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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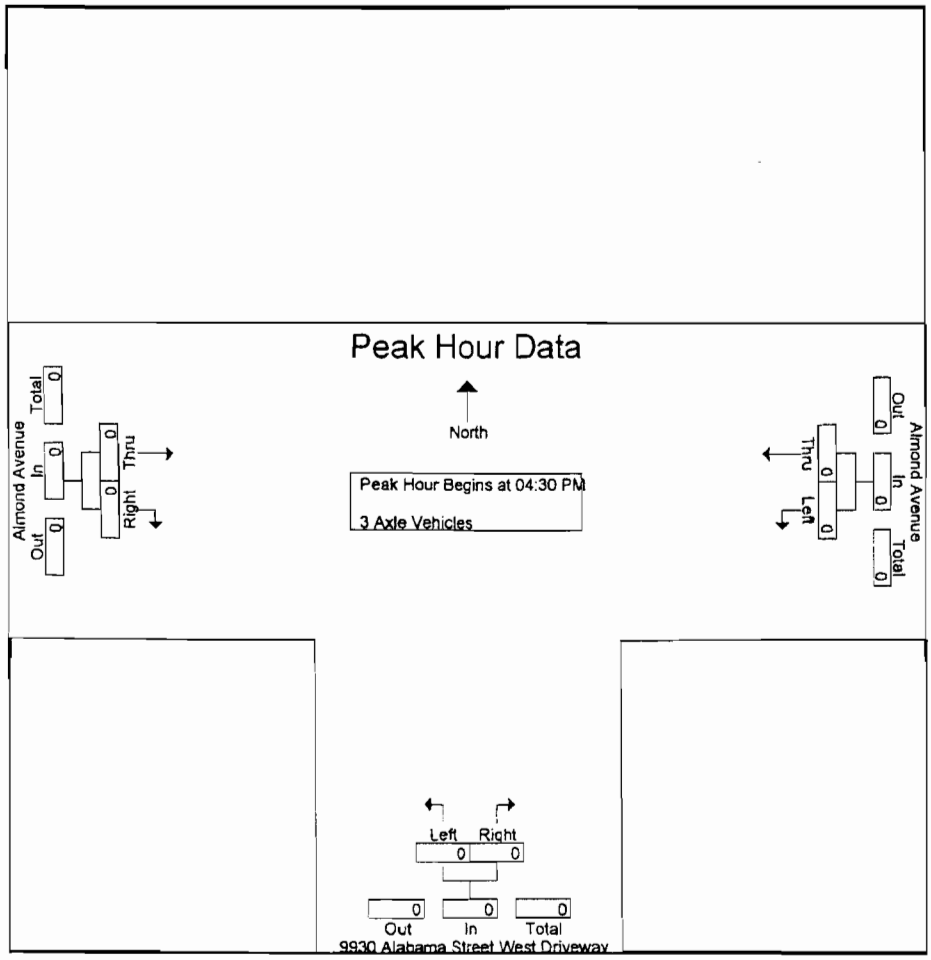

Peak Hour Analysis From 04:30 PM to 05:15 PM Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM			04:30 PM			04:30 PM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000

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File Name : REDDWALPM
Site Code : 00000125
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Groups Printed- 4+ Axle Trucks

	Almond Avenue Westbound			9930 Alabama Street West Driveway Northbound			Almond Avenue Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0		0	0		0	0		
Total %										

	Almond Avenue Westbound			9930 Alabama Street West Driveway Northbound			Almond Avenue Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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File Name : REDDWALPM
Site Code : 00000125
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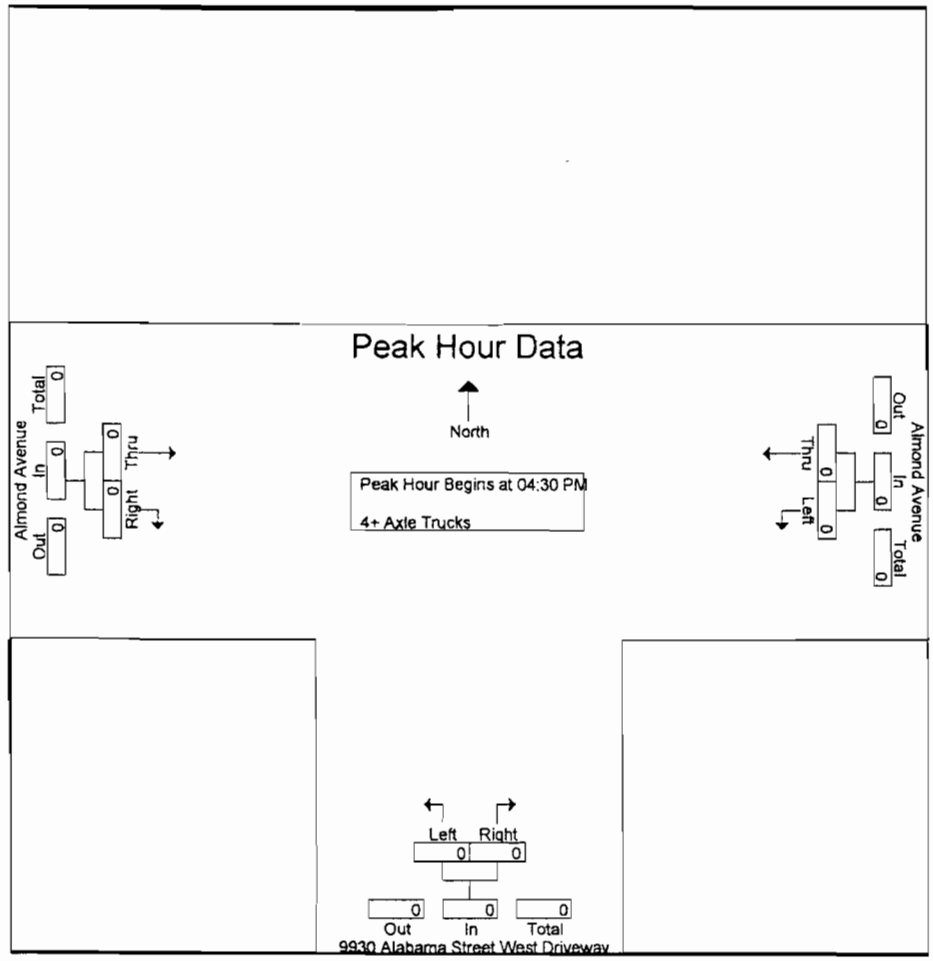

Peak Hour Analysis From 04:30 PM to 05:15 PM Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM			04:30 PM			04:30 PM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000

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File Name : REDALSBAM
Site Code : 00000043
Start Date : 4/16/2013
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Alabama Street Southbound				San Bernardino Avenue Westbound				Alabama Street Northbound				San Bernardino Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	45	43	16	104	27	63	17	107	12	37	8	57	9	22	4	35	303
07:15 AM	26	49	38	113	42	113	25	180	36	36	6	78	5	18	3	26	397
07:30 AM	13	72	16	101	40	103	22	165	18	38	11	67	8	20	7	35	368
07:45 AM	9	85	42	136	45	111	26	182	19	36	10	65	7	25	4	36	419
Total	93	249	112	454	154	390	90	634	85	147	35	267	29	85	18	132	1487
08:00 AM	6	62	25	93	43	111	8	162	11	57	9	77	12	41	12	65	397
08:15 AM	12	42	12	66	53	76	11	140	5	42	12	59	12	28	18	58	323
08:30 AM	5	68	14	87	48	52	21	121	9	28	13	50	9	31	3	43	301
08:45 AM	13	64	17	94	47	53	16	116	2	33	16	51	11	24	3	38	299
Total	36	236	68	340	191	292	56	539	27	160	50	237	44	124	36	204	1320
Grand Total	129	485	180	794	345	682	146	1173	112	307	85	504	73	209	54	336	2807
Apprch %	16.2	61.1	22.7		29.4	58.1	12.4		22.2	60.9	16.9		21.7	62.2	16.1		
Total %	4.6	17.3	6.4	28.3	12.3	24.3	5.2	41.8	4	10.9	3	18	2.6	7.4	1.9	12	
Passenger Vehicles	124	440	169	733	337	673	131	1141	107	262	81	450	66	203	53	322	2646
% Passenger Vehicles	96.1	90.7	93.9	92.3	97.7	98.7	89.7	97.3	95.5	85.3	95.3	89.3	90.4	97.1	98.1	95.8	94.3
Large 2 Axle Vehicles	2	9	2	13	6	5	3	14	2	13	3	18	2	3	0	5	50
% Large 2 Axle Vehicles	1.6	1.9	1.1	1.6	1.7	0.7	2.1	1.2	1.8	4.2	3.5	3.6	2.7	1.4	0	1.5	1.8
3 Axle Vehicles	0	2	2	4	2	0	4	6	0	7	0	7	5	0	0	5	22
% 3 Axle Vehicles	0	0.4	1.1	0.5	0.6	0	2.7	0.5	0	2.3	0	1.4	6.8	0	0	1.5	0.8
4+ Axle Trucks	3	34	7	44	0	4	8	12	3	25	1	29	0	3	1	4	89
% 4+ Axle Trucks	2.3	7	3.9	5.5	0	0.6	5.5	1	2.7	8.1	1.2	5.8	0	1.4	1.9	1.2	3.2

	Alabama Street Southbound				San Bernardino Avenue Westbound				Alabama Street Northbound				San Bernardino Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	26	49	38	113	42	113	25	180	36	36	6	78	5	18	3	26	397
07:30 AM	13	72	16	101	40	103	22	165	18	38	11	67	8	20	7	35	368
07:45 AM	9	85	42	136	45	111	26	182	19	36	10	65	7	25	4	36	419
08:00 AM	6	62	25	93	43	111	8	162	11	57	9	77	12	41	12	65	397
Total Volume	54	268	121	443	170	438	81	689	84	167	36	287	32	104	26	162	1581
% App. Total	12.2	60.5	27.3		24.7	63.6	11.8		29.3	58.2	12.5		19.8	64.2	16		
PHF	.519	.788	.720	.814	.944	.969	.779	.946	.583	.732	.818	.920	.667	.634	.542	.623	.943

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Site Code : 00000043
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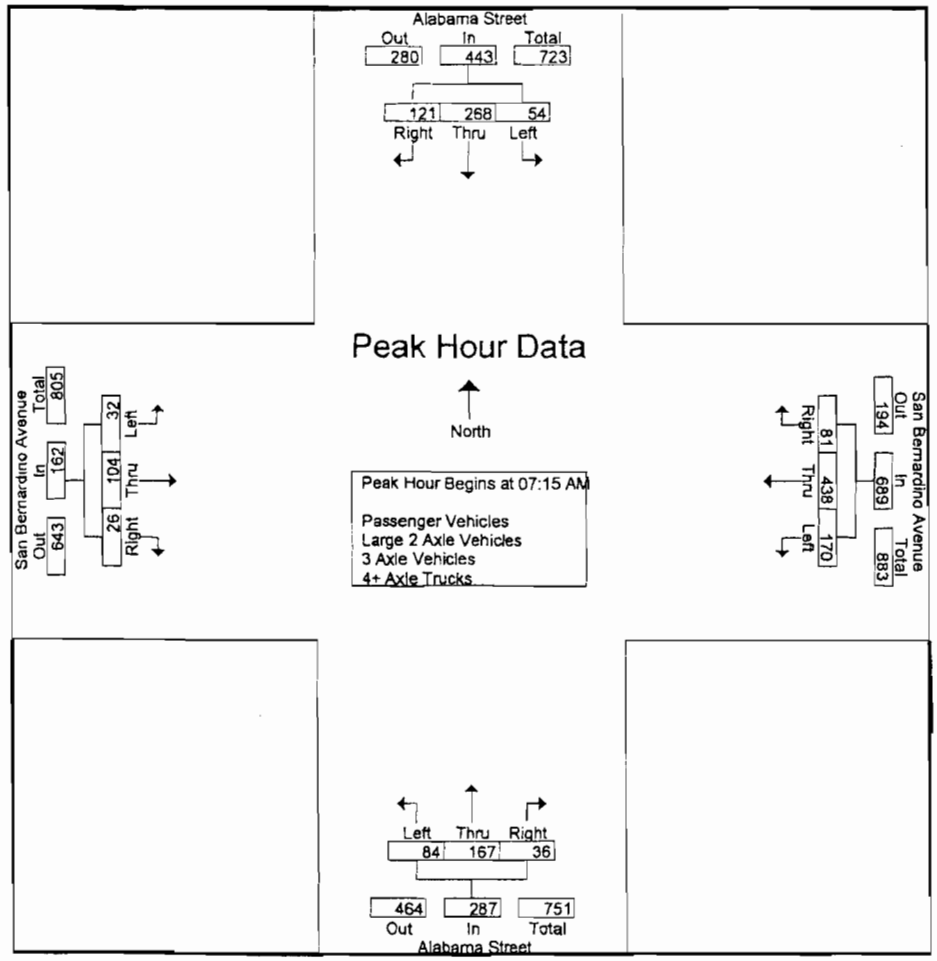

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:15 AM				07:15 AM				08:00 AM			
+0 mins.	**45**	43	16	104	42	**113**	25	180	**36**	36	6	**78**	**12**	**41**	12	**65**
+15 mins.	26	49	38	113	40	103	22	165	18	38	**11**	67	12	28	**18**	58
+30 mins.	13	72	16	101	**45**	111	**26**	**182**	19	36	10	65	9	31	3	43
+45 mins.	9	**85**	**42**	**136**	43	111	8	162	11	**57**	9	77	11	24	3	38
Total Volume	93	249	112	454	170	438	81	689	84	167	36	287	44	124	36	204
% App. Total	20.5	54.8	24.7		24.7	63.6	11.8		29.3	58.2	12.5		21.6	60.8	17.6	
PHF	.517	.732	.667	.835	.944	.969	.779	.946	.583	.732	.818	.920	.917	.756	.500	.785

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Groups Printed- Passenger Vehicles

	Alabama Street Southbound				San Bernardino Avenue Westbound				Alabama Street Northbound				San Bernardino Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	44	38	15	97	27	61	16	104	12	35	8	55	9	21	4	34	290
07:15 AM	26	46	37	109	41	112	23	176	35	30	5	70	5	18	3	26	381
07:30 AM	10	69	15	94	39	100	21	160	17	33	11	61	8	18	7	33	348
07:45 AM	8	81	39	128	44	110	24	178	18	30	9	57	6	25	4	35	398
Total	88	234	106	428	151	383	84	618	82	128	33	243	28	82	18	128	1417
08:00 AM	6	61	25	92	41	111	7	159	11	51	9	71	12	40	12	64	386
08:15 AM	12	35	11	58	53	75	11	139	5	35	11	51	8	26	17	51	299
08:30 AM	5	56	12	73	45	51	16	112	8	23	13	44	9	31	3	43	272
08:45 AM	13	54	15	82	47	53	13	113	1	25	15	41	9	24	3	36	272
Total	36	206	63	305	186	290	47	523	25	134	48	207	38	121	35	194	1229
Grand Total	124	440	169	733	337	673	131	1141	107	262	81	450	66	203	53	322	2646
Apprch %	16.9	60	23.1		29.5	59	11.5		23.8	58.2	18		20.5	63	16.5		
Total %	4.7	16.6	6.4	27.7	12.7	25.4	5	43.1	4	9.9	3.1	17	2.5	7.7	2	12.2	

	Alabama Street Southbound				San Bernardino Avenue Westbound				Alabama Street Northbound				San Bernardino Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	26	46	37	109	41	112	23	176	35	30	5	70	5	18	3	26	381
07:30 AM	10	69	15	94	39	100	21	160	17	33	11	61	8	18	7	33	348
07:45 AM	8	81	39	128	44	110	24	178	18	30	9	57	6	25	4	35	398
08:00 AM	6	61	25	92	41	111	7	159	11	51	9	71	12	40	12	64	386
Total Volume	50	257	116	423	165	433	75	673	81	144	34	259	31	101	26	158	1513
% App. Total	11.8	60.8	27.4		24.5	64.3	11.1		31.3	55.6	13.1		19.6	63.9	16.5		
PHF	.481	.793	.744	.826	.938	.967	.781	.945	.579	.706	.773	.912	.646	.631	.542	.617	.950

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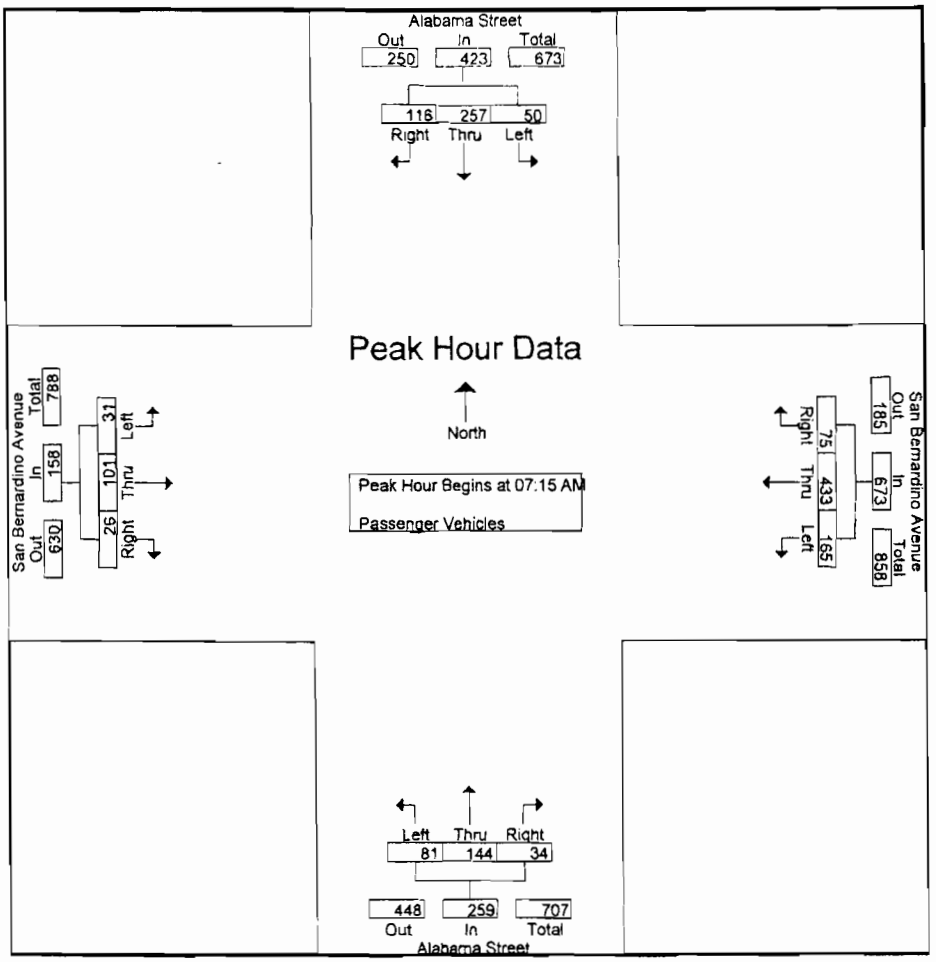

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	**26**	46	37	109	41	**112**	23	176	**35**	30	5	70	5	18	3	26
+15 mins.	10	69	15	94	39	100	21	160	17	33	**11**	61	8	18	7	33
+30 mins.	8	**81**	**39**	**128**	**44**	110	**24**	**178**	18	30	9	57	6	25	4	35
+45 mins.	6	61	25	92	41	111	7	159	11	**51**	9	**71**	**12**	**40**	**12**	**64**
Total Volume	50	257	116	423	165	433	75	673	81	144	34	259	31	101	26	158
% App. Total	11.8	60.8	27.4		24.5	64.3	11.1		31.3	55.6	13.1		19.6	63.9	16.5	
PHF	.481	.793	.744	.826	.938	.967	.781	.945	.579	.706	.773	.912	.646	.631	.542	.617

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Groups Printed- Large 2 Axle Vehicles

	Alabama Street Southbound				San Bernardino Avenue Westbound				Alabama Street Northbound				San Bernardino Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	1	0	1	0	1	0	1	0	1	0	1	0	0	0	0	3
07:15 AM	0	0	0	0	1	0	0	1	0	1	1	2	0	0	0	0	3
07:30 AM	1	0	0	1	1	1	0	2	0	2	0	2	0	1	0	1	6
07:45 AM	1	0	2	3	1	1	1	3	1	2	0	3	0	0	0	0	9
Total	2	1	2	5	3	3	1	7	1	6	1	8	0	1	0	1	21
08:00 AM	0	0	0	0	1	0	0	1	0	2	0	2	0	1	0	1	4
08:15 AM	0	2	0	2	0	1	0	1	0	2	1	3	1	1	0	2	8
08:30 AM	0	6	0	6	2	1	1	4	0	2	0	2	0	0	0	0	12
08:45 AM	0	0	0	0	0	0	1	1	1	1	1	3	1	0	0	1	5
Total	0	8	0	8	3	2	2	7	1	7	2	10	2	2	0	4	29
Grand Total	2	9	2	13	6	5	3	14	2	13	3	18	2	3	0	5	50
Apprch %	15.4	69.2	15.4		42.9	35.7	21.4		11.1	72.2	16.7		40	60	0		
Total %	4	18	4	26	12	10	6	28	4	26	6	36	4	6	0	10	

	Alabama Street Southbound				San Bernardino Avenue Westbound				Alabama Street Northbound				San Bernardino Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	1	0	0	1	0	1	1	2	0	0	0	0	3
07:30 AM	1	0	0	1	1	1	0	2	0	2	0	2	0	1	0	1	6
07:45 AM	1	0	2	3	1	1	1	3	1	2	0	3	0	0	0	0	9
08:00 AM	0	0	0	0	1	0	0	1	0	2	0	2	0	1	0	1	4
Total Volume	2	0	2	4	4	2	1	7	1	7	1	9	0	2	0	2	22
% App. Total	50	0	50		57.1	28.6	14.3		11.1	77.8	11.1		0	100	0		
PHF	.500	.000	.250	.333	1.00	.500	.250	.583	.250	.875	.250	.750	.000	.500	.000	.500	.611

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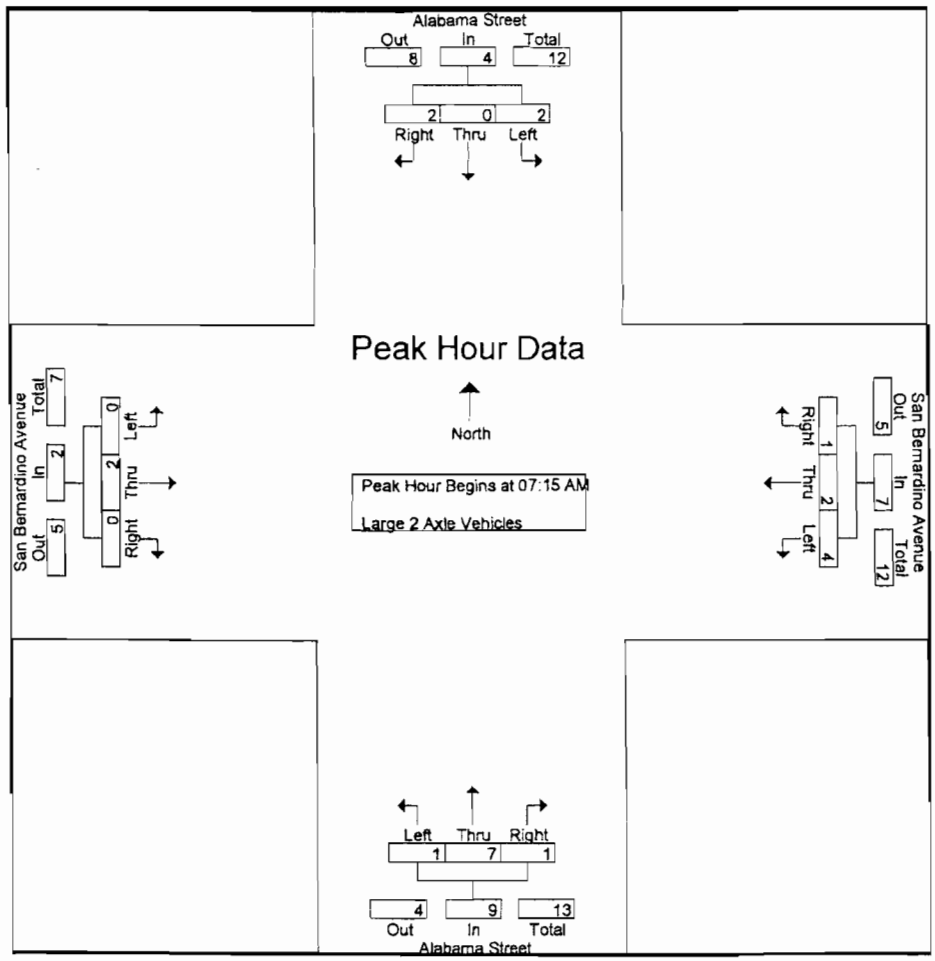

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	**1**	0	0	1	0	1	**1**	2	0	0	0	0
+15 mins.	**1**	0	0	1	1	**1**	0	2	0	**2**	0	2	0	**1**	0	**1**
+30 mins.	1	0	**2**	**3**	1	1	**1**	**3**	**1**	2	0	**3**	0	0	0	0
+45 mins.	0	0	0	0	1	0	0	1	0	2	0	2	0	1	0	1
Total Volume	2	0	2	4	4	2	1	7	1	7	1	9	0	2	0	2
% App. Total	50	0	50		57.1	28.6	14.3		11.1	77.8	11.1		0	100	0	
PHF	.500	.000	.250	.333	1.000	.500	.250	.583	.250	.875	.250	.750	.000	.500	.000	.500

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Groups Printed- 3 Axle Vehicles

	Alabama Street Southbound				San Bernardino Avenue Westbound				Alabama Street Northbound				San Bernardino Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	3
07:30 AM	0	1	1	2	0	0	1	1	0	1	0	1	0	0	0	0	4
07:45 AM	0	0	0	0	0	0	1	1	0	1	0	1	1	0	0	1	3
Total	0	1	1	2	0	0	2	2	0	5	0	5	1	0	0	1	10
08:00 AM	0	0	0	0	1	0	1	2	0	1	0	1	0	0	0	0	3
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
08:30 AM	0	0	1	1	1	0	0	1	0	0	0	0	0	0	0	0	2
08:45 AM	0	1	0	1	0	0	1	1	0	1	0	1	1	0	0	1	4
Total	0	1	1	2	2	0	2	4	0	2	0	2	4	0	0	4	12
Grand Total	0	2	2	4	2	0	4	6	0	7	0	7	5	0	0	5	22
Apprch %	0	50	50		33.3	0	66.7		0	100	0		100	0	0		
Total %	0	9.1	9.1	18.2	9.1	0	18.2	27.3	0	31.8	0	31.8	22.7	0	0	22.7	

	Alabama Street Southbound				San Bernardino Avenue Westbound				Alabama Street Northbound				San Bernardino Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	3
07:30 AM	0	1	1	2	0	0	1	1	0	1	0	1	0	0	0	0	4
07:45 AM	0	0	0	0	0	0	1	1	0	1	0	1	1	0	0	1	3
08:00 AM	0	0	0	0	1	0	1	2	0	1	0	1	0	0	0	0	3
Total Volume	0	1	1	2	1	0	3	4	0	6	0	6	1	0	0	1	13
% App. Total	0	50	50		25	0	75		0	100	0		100	0	0		
PHF	.000	.250	.250	.250	.250	.000	.750	.500	.000	.500	.000	.500	.250	.000	.000	.250	.813

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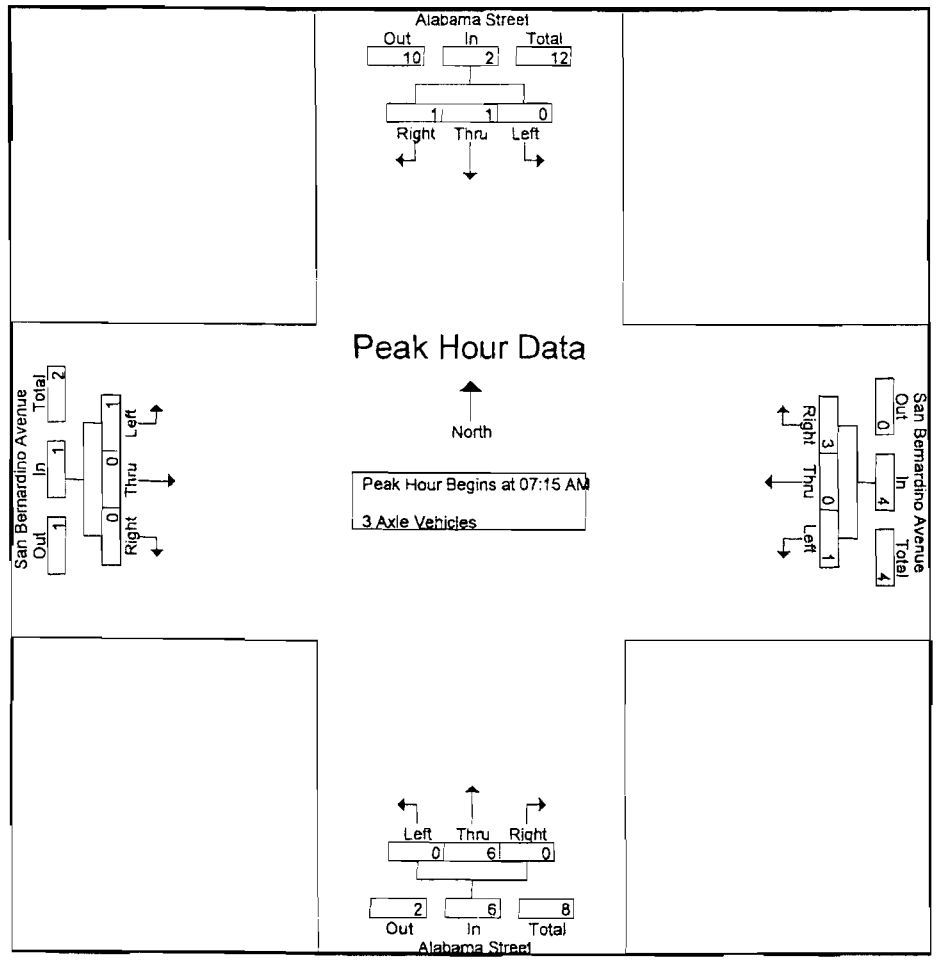

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0
+15 mins.	0	1	1	2	0	0	1	1	0	1	0	1	0	0	0	0
+30 mins.	0	0	0	0	0	0	1	1	0	1	0	1	1	0	0	1
+45 mins.	0	0	0	0	1	0	1	2	0	1	0	1	0	0	0	0
Total Volume	0	1	1	2	1	0	3	4	0	6	0	6	1	0	0	1
% App. Total	0	50	50		25	0	75		0	100	0		100	0	0	
PHF	.000	.250	.250	.250	.250	.000	.750	.500	.000	.500	.000	.500	.250	.000	.000	.250

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Groups Printed- 4+ Axle Trucks

	Alabama Street Southbound				San Bernardino Avenue Westbound				Alabama Street Northbound				San Bernardino Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	4	1	6	0	1	1	2	0	1	0	1	0	1	0	1	10
07:15 AM	0	3	1	4	0	1	2	3	1	2	0	3	0	0	0	0	10
07:30 AM	2	2	0	4	0	2	0	2	1	2	0	3	0	1	0	1	10
07:45 AM	0	4	1	5	0	0	0	0	0	3	1	4	0	0	0	0	9
Total	3	13	3	19	0	4	3	7	2	8	1	11	0	2	0	2	39
08:00 AM	0	1	0	1	0	0	0	0	0	3	0	3	0	0	0	0	4
08:15 AM	0	5	1	6	0	0	0	0	0	5	0	5	0	1	1	2	13
08:30 AM	0	6	1	7	0	0	4	4	1	3	0	4	0	0	0	0	15
08:45 AM	0	9	2	11	0	0	1	1	0	6	0	6	0	0	0	0	18
Total	0	21	4	25	0	0	5	5	1	17	0	18	0	1	1	2	50
Grand Total	3	34	7	44	0	4	8	12	3	25	1	29	0	3	1	4	89
Apprch %	6.8	77.3	15.9		0	33.3	66.7		10.3	86.2	3.4		0	75	25		
Total %	3.4	38.2	7.9	49.4	0	4.5	9	13.5	3.4	28.1	1.1	32.6	0	3.4	1.1	4.5	

	Alabama Street Southbound				San Bernardino Avenue Westbound				Alabama Street Northbound				San Bernardino Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	3	1	4	0	1	2	3	1	2	0	3	0	0	0	0	10
07:30 AM	2	2	0	4	0	2	0	2	1	2	0	3	0	1	0	1	10
07:45 AM	0	4	1	5	0	0	0	0	0	3	1	4	0	0	0	0	9
08:00 AM	0	1	0	1	0	0	0	0	0	3	0	3	0	0	0	0	4
Total Volume	2	10	2	14	0	3	2	5	2	10	1	13	0	1	0	1	33
% App. Total	14.3	71.4	14.3		0	60	40		15.4	76.9	7.7		0	100	0		
PHF	.250	.625	.500	.700	.000	.375	.250	.417	.500	.833	.250	.813	.000	.250	.000	.250	.825

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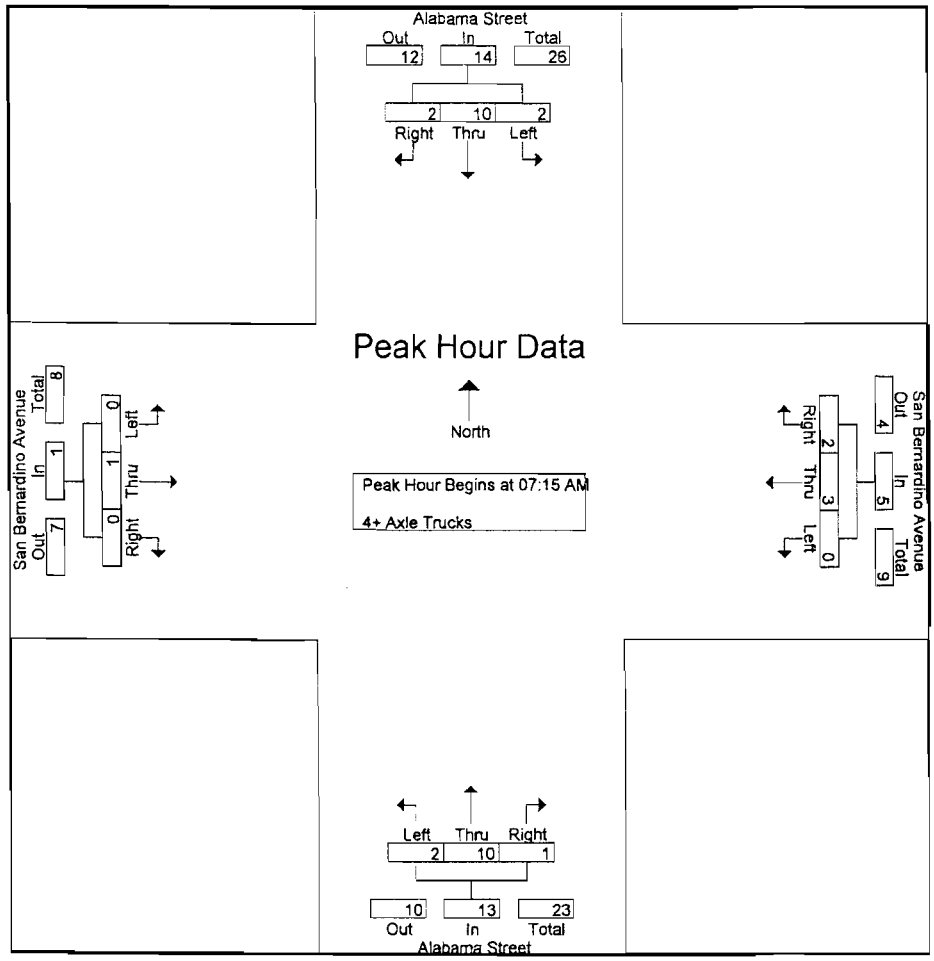

Peak Hour Analysis From 07.15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	3	**1**	4	0	1	**2**	**3**	**1**	2	0	3	0	0	0	0
+15 mins.	**2**	2	0	4	0	**2**	0	2	1	2	0	3	0	**1**	0	**1**
+30 mins.	0	**4**	1	**5**	0	0	0	0	0	**3**	**1**	**4**	0	0	0	0
+45 mins.	0	1	0	1	0	0	0	0	0	3	0	3	0	0	0	0
Total Volume	2	10	2	14	0	3	2	5	2	10	1	13	0	1	0	1
% App. Total	14.3	71.4	14.3		0	60	40		15.4	76.9	7.7		0	100	0	
PHF	.250	.625	.500	.700	.000	.375	.250	.417	.500	.833	.250	.813	.000	.250	.000	.250

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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Alabama Street Southbound				San Bernardino Avenue Westbound				Alabama Street Northbound				San Bernardino Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	31	71	17	119	45	36	15	96	8	75	49	132	15	77	11	103	450
04:15 PM	25	61	9	95	38	32	10	80	11	76	47	134	37	122	24	183	492
04:30 PM	28	76	11	115	37	44	14	95	6	87	55	148	25	89	24	138	496
04:45 PM	27	84	9	120	55	40	14	109	9	76	40	125	19	107	23	149	503
Total	111	292	46	449	175	152	53	380	34	314	191	539	96	395	82	573	1941
05:00 PM	31	83	11	125	33	32	11	76	5	82	60	147	45	122	25	192	540
05:15 PM	28	93	16	137	46	40	25	111	6	103	47	156	53	130	35	218	622
05:30 PM	23	79	8	110	39	25	17	81	7	68	48	123	64	153	56	273	587
05:45 PM	11	66	14	91	44	33	22	99	8	69	32	109	61	141	68	270	569
Total	93	321	49	463	162	130	75	367	26	322	187	535	223	546	184	953	2318
Grand Total	204	613	95	912	337	282	128	747	60	636	378	1074	319	941	266	1526	4259
Apprch %	22.4	67.2	10.4		45.1	37.8	17.1		5.6	59.2	35.2		20.9	61.7	17.4		
Total %	4.8	14.4	2.2	21.4	7.9	6.6	3	17.5	1.4	14.9	8.9	25.2	7.5	22.1	6.2	35.8	
Passenger Vehicles	198	570	91	859	330	274	115	719	59	614	374	1047	310	933	262	1505	4130
% Passenger Vehicles	97.1	93	95.8	94.2	97.9	97.2	89.8	96.3	98.3	96.5	98.9	97.5	97.2	99.1	98.5	98.6	97
Large 2 Axle Vehicles	1	13	0	14	6	3	0	9	1	5	4	10	3	2	0	5	38
% Large 2 Axle Vehicles	0.5	2.1	0	1.5	1.8	1.1	0	1.2	1.7	0.8	1.1	0.9	0.9	0.2	0	0.3	0.9
3 Axle Vehicles	1	6	3	10	0	0	4	4	0	5	0	5	2	0	1	3	22
% 3 Axle Vehicles	0.5	1	3.2	1.1	0	0	3.1	0.5	0	0.8	0	0.5	0.6	0	0.4	0.2	0.5
4+ Axle Trucks	4	24	1	29	1	5	9	15	0	12	0	12	4	6	3	13	69
% 4+ Axle Trucks	2	3.9	1.1	3.2	0.3	1.8	7	2	0	1.9	0	1.1	1.3	0.6	1.1	0.9	1.6

	Alabama Street Southbound				San Bernardino Avenue Westbound				Alabama Street Northbound				San Bernardino Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	31	83	11	125	33	32	11	76	5	82	60	147	45	122	25	192	540
05:15 PM	28	93	16	137	46	40	25	111	6	103	47	156	53	130	35	218	622
05:30 PM	23	79	8	110	39	25	17	81	7	68	48	123	64	153	56	273	587
05:45 PM	11	66	14	91	44	33	22	99	8	69	32	109	61	141	68	270	569
Total Volume	93	321	49	463	162	130	75	367	26	322	187	535	223	546	184	953	2318
% App. Total	20.1	69.3	10.6		44.1	35.4	20.4		4.9	60.2	35		23.4	57.3	19.3		
PHF	.750	.863	.766	.845	.880	.813	.750	.827	.813	.782	.779	.857	.871	.892	.676	.873	.932

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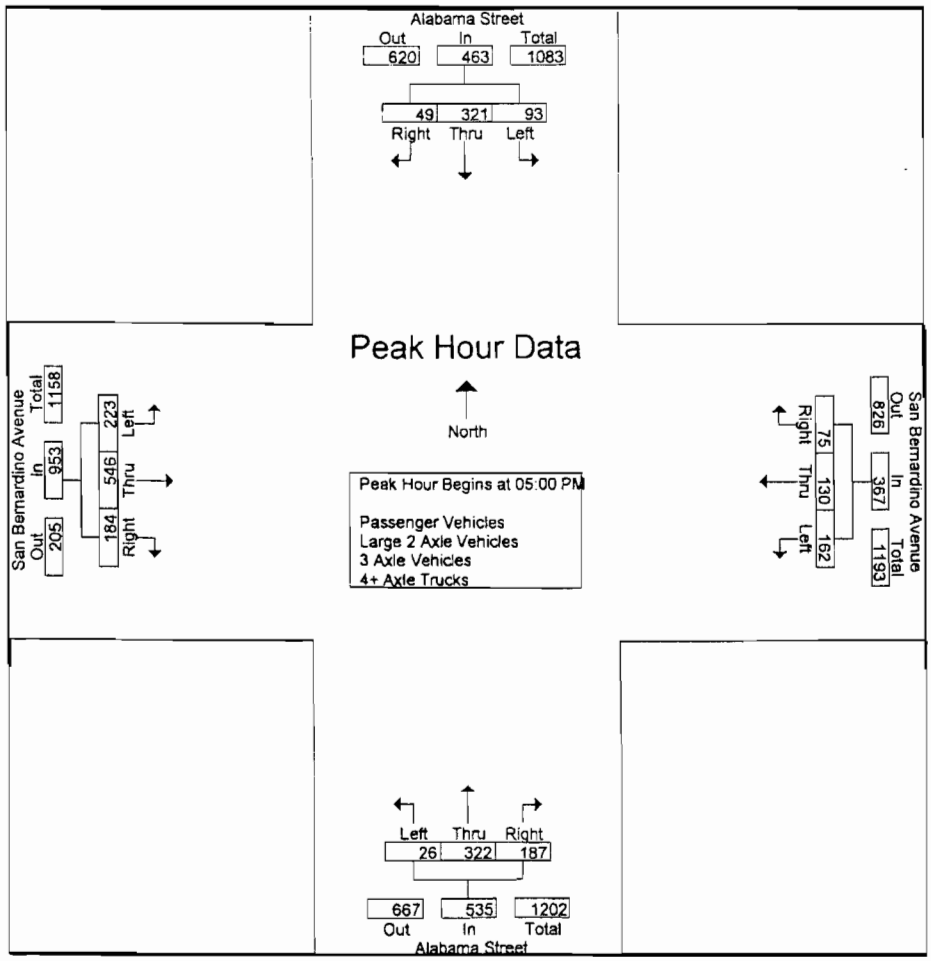

Peak Hour Analysis From 04:00 PM to 05:45 PM Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				05:00 PM			
+0 mins.	28	76	11	115	37	**44**	14	95	6	87	55	148	45	122	25	192
+15 mins.	27	84	9	120	**55**	40	14	109	**9**	76	40	125	53	130	35	218
+30 mins.	**31**	83	11	125	33	32	11	76	5	82	**60**	147	**64**	**153**	56	**273**
+45 mins.	28	**93**	**16**	**137**	46	40	**25**	**111**	6	**103**	47	**156**	61	141	**68**	270
Total Volume	114	336	47	497	171	156	64	391	26	348	202	576	223	546	184	953
% App. Total	22.9	67.6	9.5		43.7	39.9	16.4		4.5	60.4	35.1		23.4	57.3	19.3	
PHF	.919	.903	.734	.907	.777	.886	.640	.881	.722	.845	.842	.923	.871	.892	.676	.873

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Groups Printed- Passenger Vehicles

	Alabama Street Southbound				San Bernardino Avenue Westbound				Alabama Street Northbound				San Bernardino Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	30	60	16	106	45	36	11	92	8	70	49	127	15	76	11	102	427
04:15 PM	25	57	9	91	37	32	8	77	11	75	46	132	37	119	24	180	480
04:30 PM	26	72	11	109	37	42	13	92	6	83	55	144	25	87	23	135	480
04:45 PM	26	83	9	118	54	39	13	106	9	71	39	119	19	107	23	149	492
Total	107	272	45	424	173	149	45	367	34	299	189	522	96	389	81	566	1879
05:00 PM	31	75	10	116	32	32	10	74	5	82	60	147	44	122	24	190	527
05:15 PM	27	88	14	129	45	38	22	105	6	102	46	154	52	130	35	217	605
05:30 PM	22	71	8	101	38	25	17	80	6	65	48	119	61	153	56	270	570
05:45 PM	11	64	14	89	42	30	21	93	8	66	31	105	57	139	66	262	549
Total	91	298	46	435	157	125	70	352	25	315	185	525	214	544	181	939	2251
Grand Total	198	570	91	859	330	274	115	719	59	614	374	1047	310	933	262	1505	4130
Apprch %	23.1	66.4	10.6		45.9	38.1	16		5.6	58.6	35.7		20.6	62	17.4		
Total %	4.8	13.8	2.2	20.8	8	6.6	2.8	17.4	1.4	14.9	9.1	25.4	7.5	22.6	6.3	36.4	

	Alabama Street Southbound				San Bernardino Avenue Westbound				Alabama Street Northbound				San Bernardino Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	31	75	10	116	32	32	10	74	5	82	60	147	44	122	24	190	527
05:15 PM	27	88	14	129	45	38	22	105	6	102	46	154	52	130	35	217	605
05:30 PM	22	71	8	101	38	25	17	80	6	65	48	119	61	153	56	270	570
05:45 PM	11	64	14	89	42	30	21	93	8	66	31	105	57	139	66	262	549
Total Volume	91	298	46	435	157	125	70	352	25	315	185	525	214	544	181	939	2251
% App. Total	20.9	68.5	10.6		44.6	35.5	19.9		4.8	60	35.2		22.8	57.9	19.3		
PHF	.734	.847	.821	.843	.872	.822	.795	.838	.781	.772	.771	.852	.877	.889	.686	.869	.930

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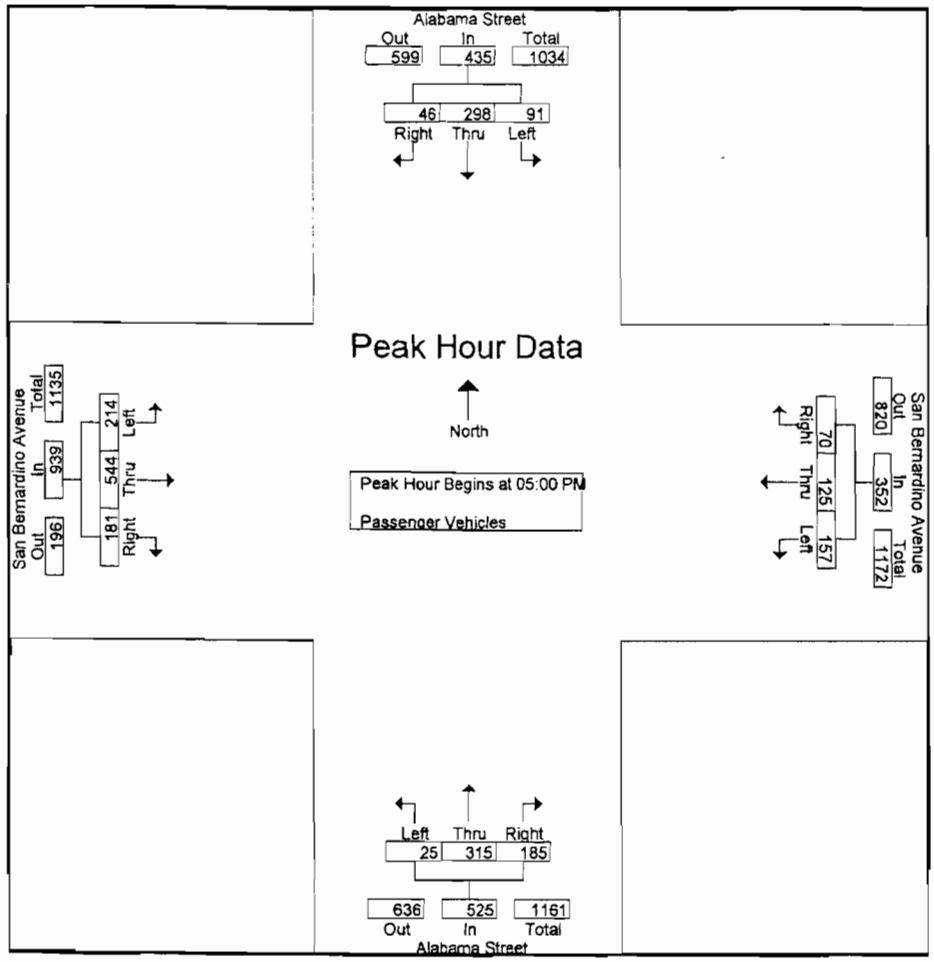

Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	**31**	75	10	116	32	32	10	74	5	82	**60**	147	**44**	122	24	190
+15 mins.	27	**88**	**14**	**129**	**45**	**38**	**22**	**105**	6	**102**	46	**154**	52	130	35	217
+30 mins.	22	71	8	101	38	25	17	80	6	65	48	119	**61**	**153**	56	**270**
+45 mins.	11	64	14	89	42	30	21	93	**8**	66	31	105	57	139	**66**	262
Total Volume	91	298	46	435	157	125	70	352	25	315	185	525	214	544	181	939
% App. Total	20.9	68.5	10.6		44.6	35.5	19.9		4.8	60	35.2		22.8	57.9	19.3	
PHF	.734	.847	.821	.843	.872	.822	.795	.838	.781	.772	.771	.852	.877	.889	.686	.869

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City of Redlands
N/S: Alabama Street
E/W: San Bernardino Avenue
Weather: Sunny

File Name : REDALSBPM
Site Code : 00000043
Start Date : 4/16/2013
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Groups Printed- Large 2 Axle Vehicles

	Alabama Street Southbound				San Bernardino Avenue Westbound				Alabama Street Northbound				San Bernardino Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	4	0	4	0	0	0	0	0	0	0	0	0	1	0	1	5
04:15 PM	0	2	0	2	1	0	0	1	0	0	1	1	0	0	0	0	4
04:30 PM	0	0	0	0	0	1	0	1	0	1	0	1	0	0	0	0	2
04:45 PM	0	1	0	1	1	0	0	1	0	2	1	3	0	0	0	0	5
Total	0	7	0	7	2	1	0	3	0	3	2	5	0	1	0	1	16
05:00 PM	0	1	0	1	1	0	0	1	0	0	0	0	0	0	0	0	2
05:15 PM	0	0	0	0	1	0	0	1	0	0	1	1	1	0	0	1	3
05:30 PM	1	5	0	6	0	0	0	0	1	1	0	2	1	0	0	1	9
05:45 PM	0	0	0	0	2	2	0	4	0	1	1	2	1	1	0	2	8
Total	1	6	0	7	4	2	0	6	1	2	2	5	3	1	0	4	22
Grand Total	1	13	0	14	6	3	0	9	1	5	4	10	3	2	0	5	38
Apprch %	7.1	92.9	0		66.7	33.3	0		10	50	40		60	40	0		
Total %	2.6	34.2	0	36.8	15.8	7.9	0	23.7	2.6	13.2	10.5	26.3	7.9	5.3	0	13.2	

	Alabama Street Southbound				San Bernardino Avenue Westbound				Alabama Street Northbound				San Bernardino Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	1	0	1	1	0	0	1	0	0	0	0	0	0	0	0	2
05:15 PM	0	0	0	0	1	0	0	1	0	0	1	1	1	0	0	1	3
05:30 PM	1	5	0	6	0	0	0	0	1	1	0	2	1	0	0	1	9
05:45 PM	0	0	0	0	2	2	0	4	0	1	1	2	1	1	0	2	8
Total Volume	1	6	0	7	4	2	0	6	1	2	2	5	3	1	0	4	22
% App. Total	14.3	85.7	0		66.7	33.3	0		20	40	40		75	25	0		
PHF	.250	.300	.000	.292	.500	.250	.000	.375	.250	.500	.500	.625	.750	.250	.000	.500	.611

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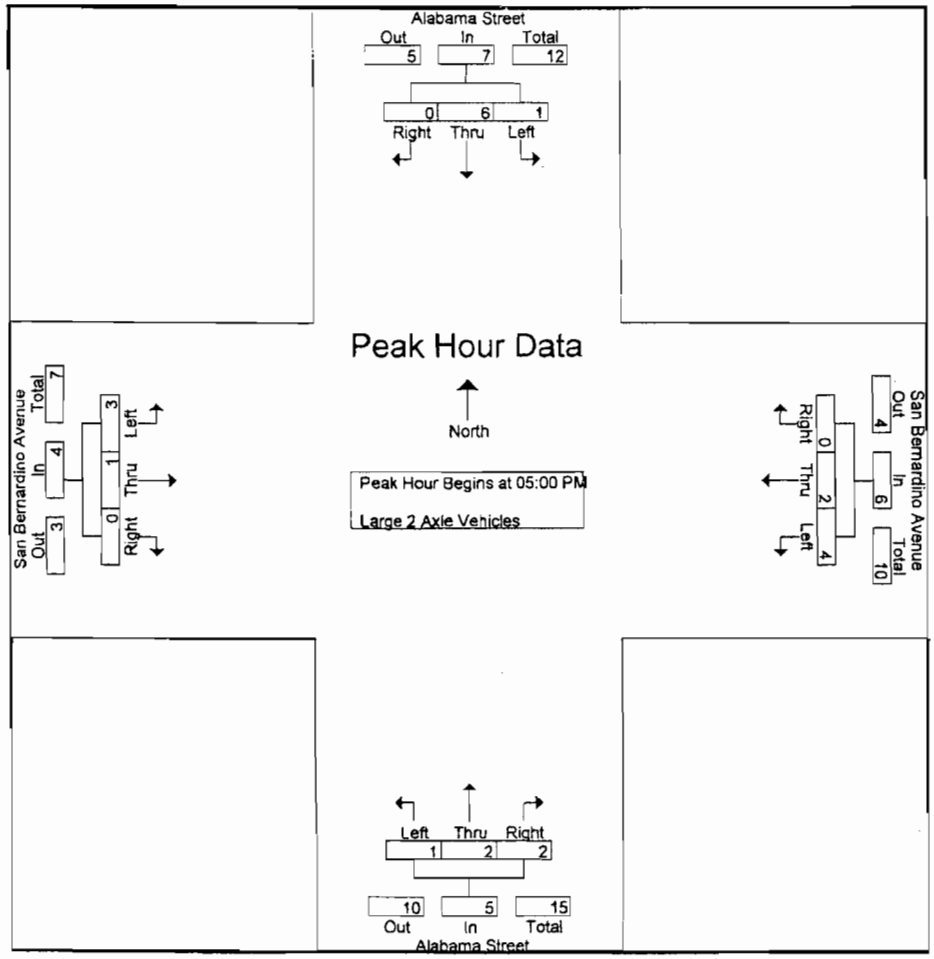

Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	1	0	1	1	0	0	1	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	1	0	0	1	0	0	1	1	1	0	0	1
+30 mins.	1	5	0	6	0	0	0	0	1	1	0	2	1	0	0	1
+45 mins.	0	0	0	0	2	2	0	4	0	1	1	2	1	1	0	2
Total Volume	1	6	0	7	4	2	0	6	1	2	2	5	3	1	0	4
% App. Total	14.3	85.7	0		66.7	33.3	0		20	40	40		75	25	0	
PHF	.250	.300	.000	.292	.500	.250	.000	.375	.250	.500	.500	.625	.750	.250	.000	.500

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Groups Printed- 3 Axle Vehicles

	Alabama Street Southbound				San Bernardino Avenue Westbound				Alabama Street Northbound				San Bernardino Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	1	1	2	0	0	1	1	0	1	0	1	0	0	0	0	4
04:15 PM	0	0	0	0	0	0	1	1	0	1	0	1	0	0	0	0	2
04:30 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	1	1	1	3	0	0	2	2	0	3	0	3	0	0	0	0	8
05:00 PM	0	1	1	2	0	0	0	0	0	0	0	0	1	0	0	1	3
05:15 PM	0	1	1	2	0	0	2	2	0	1	0	1	0	0	0	0	5
05:30 PM	0	2	0	2	0	0	0	0	0	1	0	1	1	0	0	1	4
05:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	1	2
Total	0	5	2	7	0	0	2	2	0	2	0	2	2	0	1	3	14
Grand Total	1	6	3	10	0	0	4	4	0	5	0	5	2	0	1	3	22
Apprch %	10	60	30		0	0	100		0	100	0		66.7	0	33.3		
Total %	4.5	27.3	13.6	45.5	0	0	18.2	18.2	0	22.7	0	22.7	9.1	0	4.5	13.6	

	Alabama Street Southbound				San Bernardino Avenue Westbound				Alabama Street Northbound				San Bernardino Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	1	1	2	0	0	0	0	0	0	0	0	1	0	0	1	3
05:15 PM	0	1	1	2	0	0	2	2	0	1	0	1	0	0	0	0	5
05:30 PM	0	2	0	2	0	0	0	0	0	1	0	1	1	0	0	1	4
05:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	1	2
Total Volume	0	5	2	7	0	0	2	2	0	2	0	2	2	0	1	3	14
% App. Total	0	71.4	28.6		0	0	100		0	100	0		66.7	0	33.3		
PHF	.000	.625	.500	.875	.000	.000	.250	.250	.000	.500	.000	.500	.500	.000	.250	.750	.700

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City of Redlands
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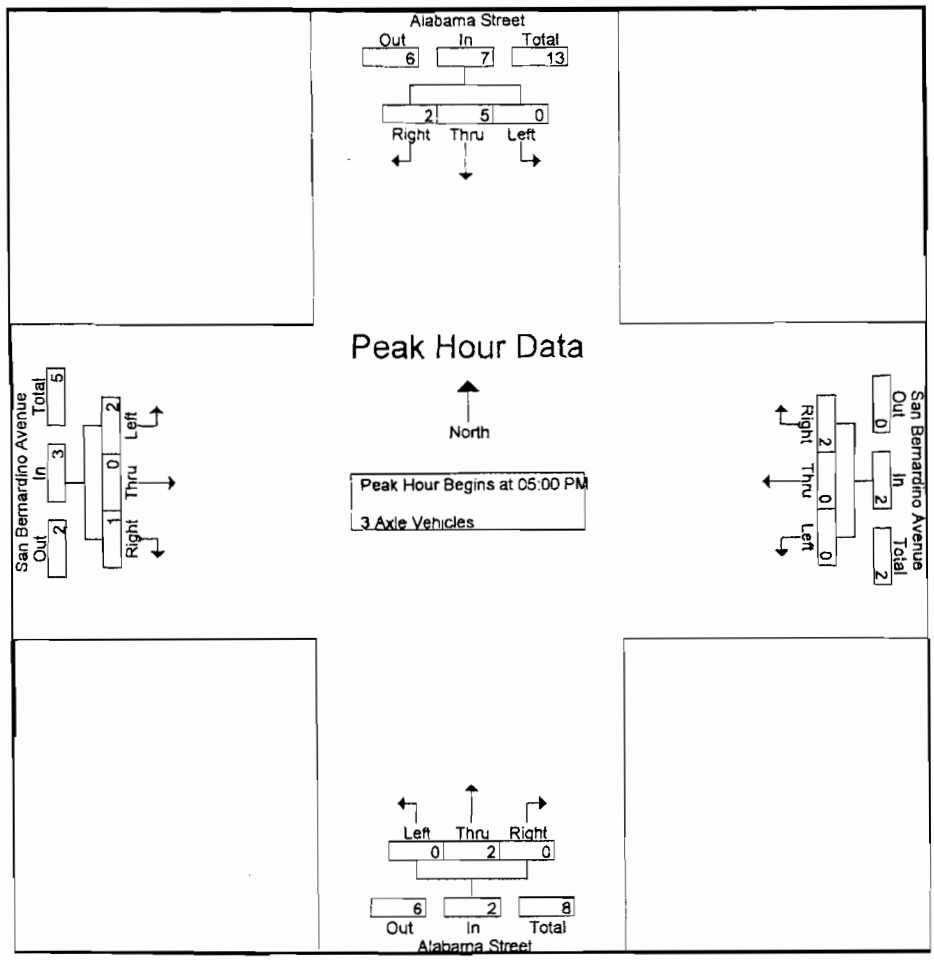

Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	1	**1**	**2**	0	0	0	0	0	0	0	0	**1**	0	0	**1**
+15 mins.	0	1	1	2	0	0	**2**	**2**	0	**1**	0	**1**	0	0	0	0
+30 mins.	0	**2**	0	2	0	0	0	0	0	1	0	1	1	0	0	1
+45 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	**1**	1
Total Volume	0	5	2	7	0	0	2	2	0	2	0	2	2	0	1	3
% App. Total	0	71.4	28.6		0	0	100		0	100	0		66.7	0	33.3	
PHF	.000	.625	.500	.875	.000	.000	.250	.250	.000	.500	.000	.500	.500	.000	.250	.750

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Groups Printed- 4+ Axle Trucks

	Alabama Street Southbound				San Bernardino Avenue Westbound				Alabama Street Northbound				San Bernardino Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	1	6	0	7	0	0	3	3	0	4	0	4	0	0	0	0	14
04:15 PM	0	2	0	2	0	0	1	1	0	0	0	0	0	3	0	3	6
04:30 PM	1	4	0	5	0	1	1	2	0	3	0	3	0	2	1	3	13
04:45 PM	1	0	0	1	0	1	1	2	0	2	0	2	0	0	0	0	5
Total	3	12	0	15	0	2	6	8	0	9	0	9	0	5	1	6	38
05:00 PM	0	6	0	6	0	0	1	1	0	0	0	0	0	0	1	1	8
05:15 PM	1	4	1	6	0	2	1	3	0	0	0	0	0	0	0	0	9
05:30 PM	0	1	0	1	1	0	0	1	0	1	0	1	1	0	0	1	4
05:45 PM	0	1	0	1	0	1	1	2	0	2	0	2	3	1	1	5	10
Total	1	12	1	14	1	3	3	7	0	3	0	3	4	1	2	7	31
Grand Total	4	24	1	29	1	5	9	15	0	12	0	12	4	6	3	13	69
Apprch %	13.8	82.8	3.4		6.7	33.3	60		0	100	0		30.8	46.2	23.1		
Total %	5.8	34.8	1.4	42	1.4	7.2	13	21.7	0	17.4	0	17.4	5.8	8.7	4.3	18.8	

	Alabama Street Southbound				San Bernardino Avenue Westbound				Alabama Street Northbound				San Bernardino Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	6	0	6	0	0	1	1	0	0	0	0	0	0	1	1	8
05:15 PM	1	4	1	6	0	2	1	3	0	0	0	0	0	0	0	0	9
05:30 PM	0	1	0	1	1	0	0	1	0	1	0	1	1	0	0	1	4
05:45 PM	0	1	0	1	0	1	1	2	0	2	0	2	3	1	1	5	10
Total Volume	1	12	1	14	1	3	3	7	0	3	0	3	4	1	2	7	31
% App. Total	7.1	85.7	7.1		14.3	42.9	42.9		0	100	0		57.1	14.3	28.6		
PHF	.250	.500	.250	.583	.250	.375	.750	.583	.000	.375	.000	.375	.333	.250	.500	.350	.775

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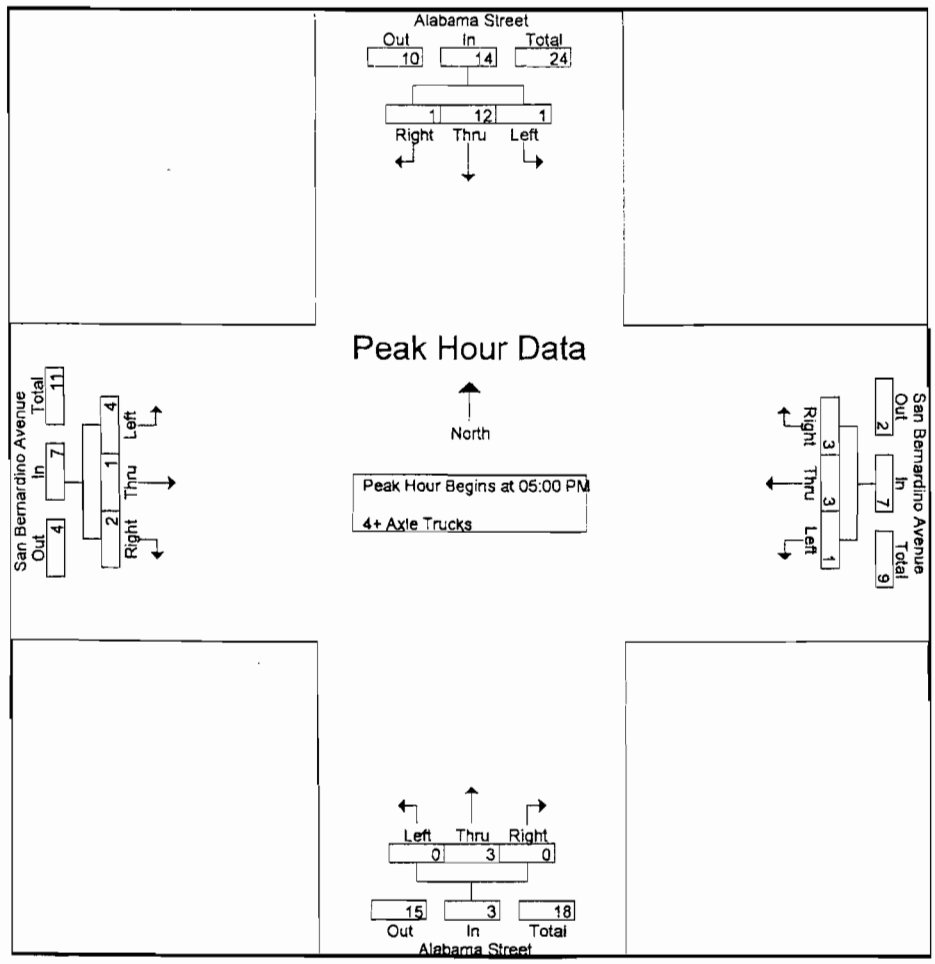

Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	**6**	0	**6**	0	0	**1**	1	0	0	0	0	0	0	**1**	1
+15 mins.	**1**	**4**	**1**	6	0	**2**	1	**3**	0	0	0	0	0	0	0	0
+30 mins.	0	1	0	1	**1**	0	0	1	0	1	0	1	1	0	0	1
+45 mins.	0	1	0	1	0	1	1	2	0	**2**	0	**2**	**3**	**1**	**1**	**5**
Total Volume	1	12	1	14	1	3	3	7	0	3	0	3	4	1	2	7
% App. Total	7.1	85.7	7.1		14.3	42.9	42.9		0	100	0		57.1	14.3	28.6	
PHF	.250	.500	.250	.583	.250	.375	.750	.583	.000	.375	.000	.375	.333	.250	.500	.350

NATIONAL DATA AND SURVEYING SERVICES

Axle Count

Project # 5416

Location: Alabama Street at Almond Avenue City: Redlands Date: 7/16/2013 Day: Tuesday

		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
7:00	CARS	1	38	0	0	59	3	0	0	1	0	0	0
	2-axle	0	2	0	0	1	0	0	0	0	0	0	0
	3-axle	0	3	0	0	1	0	0	0	0	0	0	0
	4-axle	0	0	0	0	0	0	0	0	0	0	0	0
	5-axle +	0	3	0	0	1	0	0	0	0	0	0	0
7:15	CARS	1	52	0	0	112	3	1	0	1	0	0	0
	2-axle	0	1	0	0	0	0	0	0	0	0	0	0
	3-axle	0	2	0	0	2	0	0	0	0	0	0	0
	4-axle	0	0	0	0	0	0	0	0	0	0	0	0
	5-axle +	0	3	0	0	1	0	0	0	0	0	0	0
7:30	CARS	4	51	0	0	94	6	4	0	0	0	0	0
	2-axle	0	1	0	0	1	0	0	0	0	0	0	0
	3-axle	0	3	0	0	1	0	0	0	0	0	0	0
	4-axle	0	0	0	0	0	0	0	0	0	0	0	0
	5-axle +	0	2	0	0	2	0	0	0	0	0	0	0
7:45	CARS	5	47	0	0	128	9	1	0	2	0	0	0
	2-axle	0	1	0	0	1	0	0	0	0	0	0	0
	3-axle	0	2	0	0	6	0	0	0	0	0	0	0
	4-axle	0	0	0	0	0	0	0	0	0	0	0	0
	5-axle +	0	1	0	0	5	0	0	0	0	0	0	0
8:00	CARS	3	59	0	0	95	4	0	0	2	0	0	0
	2-axle	0	2	0	0	1	0	0	0	0	0	0	0
	3-axle	0	1	0	0	2	0	0	0	0	0	0	0
	4-axle	0	1	0	0	0	0	0	0	0	0	0	0
	5-axle +	0	5	0	0	4	0	0	0	0	0	0	0
8:15	CARS	2	50	0	0	100	2	2	0	3	0	0	0
	2-axle	0	2	0	0	0	0	0	0	0	0	0	0
	3-axle	0	5	0	0	2	0	0	0	0	0	0	0
	4-axle	0	0	0	0	0	0	0	0	0	0	0	0
	5-axle +	0	4	0	0	0	0	0	0	0	0	0	0
8:30	CARS	3	63	0	0	104	2	2	0	2	0	0	0
	2-axle	0	4	0	0	4	0	0	0	0	0	0	0
	3-axle	0	3	0	0	2	0	0	0	0	0	0	0
	4-axle	0	0	0	0	0	0	0	0	0	0	0	0
	5-axle +	0	1	0	0	3	0	0	0	0	0	0	0
8:45	CARS	0	91	0	0	111	1	0	0	2	0	0	0
	2-axle	0	0	0	0	0	0	0	0	0	0	0	0
	3-axle	0	2	0	0	1	0	0	0	0	0	0	0
	4-axle	0	0	0	0	0	0	0	0	0	0	0	0
	5-axle +	0	3	0	0	5	0	0	0	0	0	0	0

MOVEMENT TOTALS

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
CARS	19	451	0	0	803	30	10	0	13	0	0	0
2-axle	0	13	0	0	8	0	0	0	0	0	0	0
3-axle	0	21	0	0	17	0	0	0	0	0	0	0
4-axle	0	1	0	0	0	0	0	0	0	0	0	0
5-axle +	0	22	0	0	21	0	0	0	0	0	0	0
TOTALS	19	508	0	0	849	30	10	0	13	0	0	0
	NL	*NT*	*NR*	*SL*	*ST*	*SR*	*EL*	*ET*	*ER*	*WL*	*WT*	*WR*

NATIONAL DATA AND SURVEYING SERVICES

Axle Count

Project # 5416

Location: Alabama Street at Almond Avenue City: Redlands Date: 7/16/2013 Day: Tuesday

		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
4:00	CARS	4	129	0	0	109	5	9	0	13	0	0	0
	2-axle	0	0	0	1	0	0	0	0	0	0	0	0
	3-axle	0	5	0	0	3	0	0	0	0	0	0	0
	4-axle	0	0	0	0	0	0	0	0	0	0	0	0
	5-axle +	0	2	0	0	1	0	0	0	0	0	0	0
4:15	CARS	2	112	0	0	127	4	9	0	13	0	0	0
	2-axle	0	3	0	0	1	0	0	0	0	0	0	0
	3-axle	0	1	0	0	1	0	0	0	0	0	0	0
	4-axle	0	0	0	0	0	0	0	0	0	0	0	0
	5-axle +	0	3	0	0	2	0	0	0	0	0	0	0
4:30	CARS	4	134	0	0	114	6	11	0	6	0	0	0
	2-axle	0	1	1	0	0	0	0	0	0	0	0	0
	3-axle	0	1	0	0	0	0	0	0	0	0	0	0
	4-axle	0	0	0	0	0	0	0	0	0	0	0	0
	5-axle +	0	6	0	0	5	0	0	0	0	0	0	0
4:45	CARS	5	108	0	0	114	5	13	0	11	0	0	0
	2-axle	0	1	0	1	2	0	0	0	0	0	0	0
	3-axle	0	0	0	0	2	0	0	0	0	0	0	0
	4-axle	0	0	0	0	0	0	0	0	0	0	0	0
	5-axle +	0	6	0	0	3	0	0	0	0	0	0	0
5:00	CARS	2	150	0	0	124	7	16	0	13	0	0	0
	2-axle	0	1	0	0	1	0	0	0	0	0	0	0
	3-axle	0	3	0	0	1	0	0	0	0	0	0	0
	4-axle	0	0	0	0	0	0	0	0	0	0	0	0
	5-axle +	0	3	0	0	3	0	0	0	0	0	0	0
5:15	CARS	4	127	0	0	130	9	12	0	11	0	0	0
	2-axle	0	2	0	0	0	0	0	0	0	0	0	0
	3-axle	0	1	0	0	2	0	0	0	0	0	0	0
	4-axle	0	0	0	0	1	0	0	0	0	0	0	0
	5-axle +	0	3	0	0	0	0	0	0	0	0	0	0
5:30	CARS	4	117	0	0	122	14	11	0	8	0	0	0
	2-axle	0	0	0	0	0	0	0	0	0	0	0	0
	3-axle	0	5	0	0	1	0	0	0	0	0	0	0
	4-axle	0	0	0	0	0	0	0	0	0	0	0	0
	5-axle +	0	6	0	0	1	0	0	0	0	0	0	0
5:45	CARS	4	112	0	0	106	9	16	0	4	0	0	0
	2-axle	0	1	0	0	1	0	0	0	0	0	0	0
	3-axle	0	2	0	0	0	0	0	0	0	0	0	0
	4-axle	0	0	0	0	0	0	0	0	0	0	0	0
	5-axle +	0	1	0	0	3	0	0	0	0	0	0	0

MOVEMENT TOTALS

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
CARS	29	989	0	0	946	59	97	0	79	0	0	0
2-axle	0	9	1	2	5	0	0	0	0	0	0	0
3-axle	0	18	0	0	10	0	0	0	0	0	0	0
4-axle	0	0	0	0	1	0	0	0	0	0	0	0
5-axle +	0	30	0	0	18	0	0	0	0	0	0	0
TOTALS	29	1046	1	2	980	59	97	0	79	0	0	0
	NL	*NT*	*NR*	*SL*	*ST*	*SR*	*EL*	*ET*	*ER*	*WL*	*WT*	*WR*

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Weather: Sunny

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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Alabama Street Southbound				Lugonia Avenue Westbound				Alabama Street Northbound				Lugonia Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	4	41	12	57	37	25	6	68	14	39	26	79	3	10	0	13	217
07:15 AM	7	79	16	102	41	31	7	79	16	47	14	77	4	10	1	15	273
07:30 AM	5	70	13	88	40	45	10	95	21	47	23	91	7	10	6	23	297
07:45 AM	2	95	30	127	47	60	8	115	26	44	40	110	6	8	4	18	370
Total	18	285	71	374	165	161	31	357	77	177	103	357	20	38	11	69	1157
08:00 AM	5	56	15	76	31	44	10	85	12	40	11	63	12	18	7	37	261
08:15 AM	6	77	20	103	39	27	4	70	22	46	30	98	9	19	9	37	308
08:30 AM	3	70	16	89	36	24	13	73	18	58	31	107	10	14	13	37	306
08:45 AM	8	79	12	99	47	34	6	87	25	91	33	149	18	17	12	47	382
Total	22	282	63	367	153	129	33	315	77	235	105	417	49	68	41	158	1257
Grand Total	40	567	134	741	318	290	64	672	154	412	208	774	69	106	52	227	2414
Apprch %	5.4	76.5	18.1		47.3	43.2	9.5		19.9	53.2	26.9		30.4	46.7	22.9		
Total %	1.7	23.5	5.6	30.7	13.2	12	2.7	27.8	6.4	17.1	8.6	32.1	2.9	4.4	2.2	9.4	
Passenger Vehicles	33	518	129	680	315	285	55	655	152	364	201	717	69	100	50	219	2271
% Passenger Vehicles	82.5	91.4	96.3	91.8	99.1	98.3	85.9	97.5	98.7	88.3	96.6	92.6	100	94.3	96.2	96.5	94.1
Large 2 Axle Vehicles	5	11	3	19	0	4	9	13	2	13	6	21	0	5	1	6	59
% Large 2 Axle Vehicles	12.5	1.9	2.2	2.6	0	1.4	14.1	1.9	1.3	3.2	2.9	2.7	0	4.7	1.9	2.6	2.4
3 Axle Vehicles	0	6	1	7	2	1	0	3	0	7	0	7	0	1	1	2	19
% 3 Axle Vehicles	0	1.1	0.7	0.9	0.6	0.3	0	0.4	0	1.7	0	0.9	0	0.9	1.9	0.9	0.8
4+ Axle Trucks	2	32	1	35	1	0	0	1	0	28	1	29	0	0	0	0	65
% 4+ Axle Trucks	5	5.6	0.7	4.7	0.3	0	0	0.1	0	6.8	0.5	3.7	0	0	0	0	2.7

	Alabama Street Southbound				Lugonia Avenue Westbound				Alabama Street Northbound				Lugonia Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	5	56	15	76	31	44	10	85	12	40	11	63	12	18	7	37	261
08:15 AM	6	77	20	103	39	27	4	70	22	46	30	98	9	19	9	37	308
08:30 AM	3	70	16	89	36	24	13	73	18	58	31	107	10	14	13	37	306
08:45 AM	8	79	12	99	47	34	6	87	25	91	33	149	18	17	12	47	382
Total Volume	22	282	63	367	153	129	33	315	77	235	105	417	49	68	41	158	1257
% App. Total	6	76.8	17.2		48.6	41	10.5		18.5	56.4	25.2		31	43	25.9		
PHF	.688	.892	.788	.891	.814	.733	.635	.905	.770	.646	.795	.700	.681	.895	.788	.840	.823

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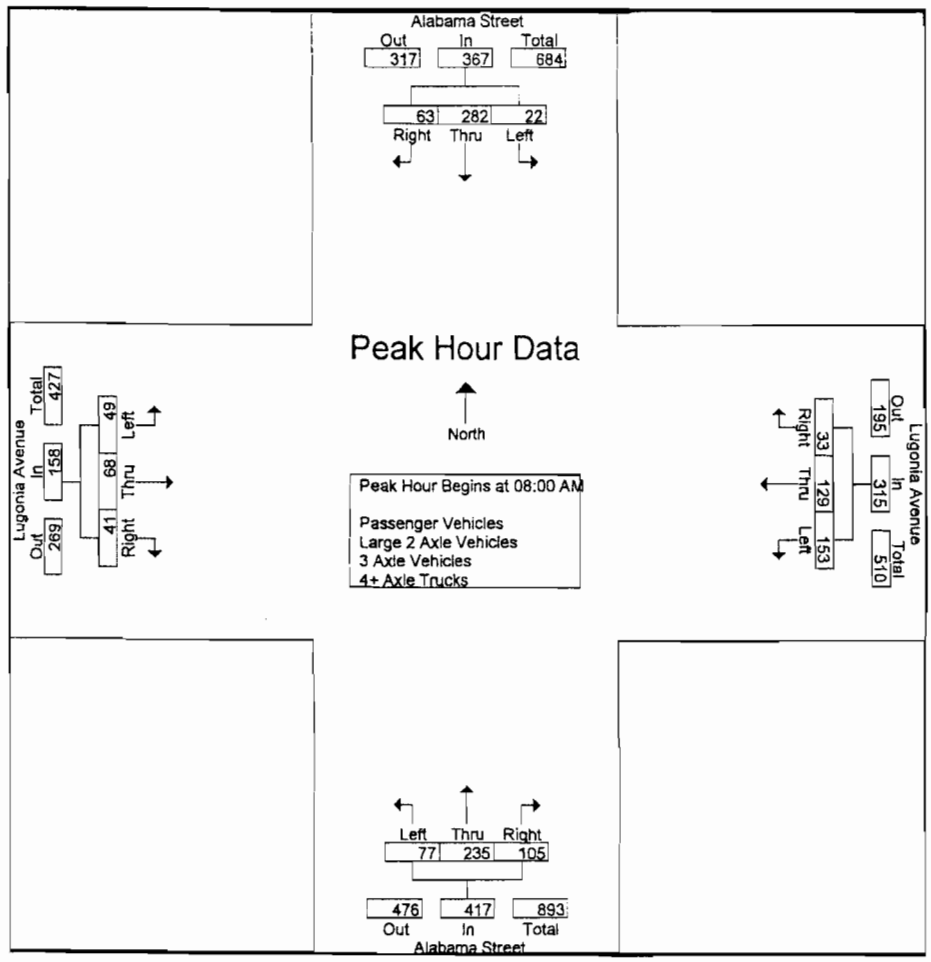

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:15 AM				08:00 AM				08:00 AM			
+0 mins.	2	**95**	**30**	**127**	41	31	7	79	12	40	11	63	12	18	7	37
+15 mins.	5	56	15	76	40	45	**10**	95	22	46	30	98	9	**19**	9	37
+30 mins.	**6**	77	20	103	**47**	**60**	8	**115**	18	58	31	107	10	14	**13**	37
+45 mins.	3	70	16	89	31	44	10	85	**25**	**91**	**33**	**149**	**18**	17	12	**47**
Total Volume	16	298	81	395	159	180	35	374	77	235	105	417	49	68	41	158
% App. Total	4.1	75.4	20.5		42.5	48.1	9.4		18.5	56.4	25.2		31	43	25.9	
PHF	.667	.784	.675	.778	.846	.750	.875	.813	.770	.646	.795	.700	.681	.895	.788	.840

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Groups Printed- Passenger Vehicles

	Alabama Street Southbound				Lugonia Avenue Westbound				Alabama Street Northbound				Lugonia Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	3	37	12	52	37	25	5	67	14	35	26	75	3	10	0	13	207
07:15 AM	7	71	16	94	41	31	6	78	16	45	14	75	4	9	1	14	261
07:30 AM	3	63	12	78	38	45	10	93	20	39	20	79	7	10	6	23	273
07:45 AM	2	92	28	122	47	57	7	111	26	34	38	98	6	7	3	16	347
Total	15	263	68	346	163	158	28	349	76	153	98	327	20	36	10	66	1088
08:00 AM	5	51	15	71	31	42	8	81	12	34	11	57	12	17	7	36	245
08:15 AM	3	70	19	92	39	27	4	70	22	42	28	92	9	16	9	34	288
08:30 AM	3	60	16	79	36	24	9	69	18	52	31	101	10	14	13	37	286
08:45 AM	7	74	11	92	46	34	6	86	24	83	33	140	18	17	11	46	364
Total	18	255	61	334	152	127	27	306	76	211	103	390	49	64	40	153	1183
Grand Total	33	518	129	680	315	285	55	655	152	364	201	717	69	100	50	219	2271
Apprch %	4.9	76.2	19		48.1	43.5	8.4		21.2	50.8	28		31.5	45.7	22.8		
Total %	1.5	22.8	5.7	29.9	13.9	12.5	2.4	28.8	6.7	16	8.9	31.6	3	4.4	2.2	9.6	

	Alabama Street Southbound				Lugonia Avenue Westbound				Alabama Street Northbound				Lugonia Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	5	51	15	71	31	42	8	81	12	34	11	57	12	17	7	36	245
08:15 AM	3	70	19	92	39	27	4	70	22	42	28	92	9	16	9	34	288
08:30 AM	3	60	16	79	36	24	9	69	18	52	31	101	10	14	13	37	286
08:45 AM	7	74	11	92	46	34	6	86	24	83	33	140	18	17	11	46	364
Total Volume	18	255	61	334	152	127	27	306	76	211	103	390	49	64	40	153	1183
% App. Total	5.4	76.3	18.3		49.7	41.5	8.8		19.5	54.1	26.4		32	41.8	26.1		
PHF	.643	.861	.803	.908	.826	.756	.750	.890	.792	.636	.780	.696	.681	.941	.769	.832	.813

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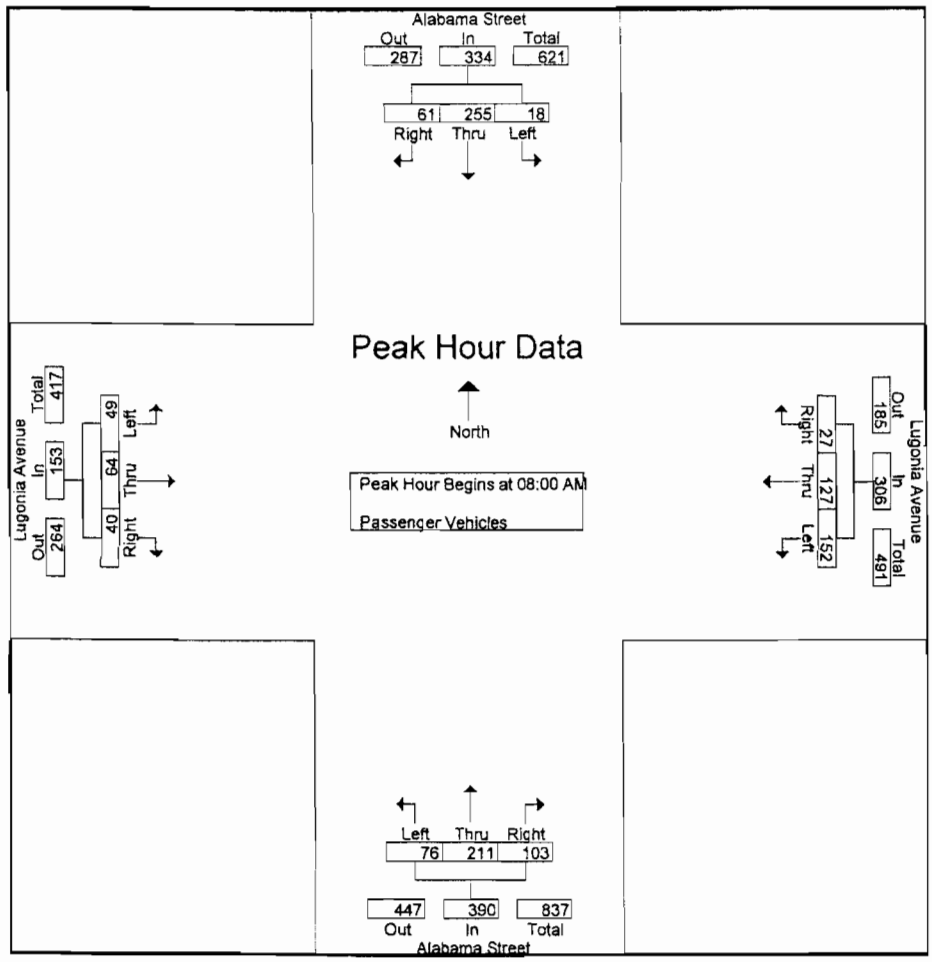

Peak Hour Analysis From 08:00 AM to 08:45 AM Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	5	51	15	71	31	**42**	8	81	12	34	11	57	12	**17**	7	36
+15 mins.	3	70	**19**	**92**	39	27	4	70	22	42	28	92	9	16	9	34
+30 mins.	3	60	16	79	36	24	**9**	69	18	52	31	101	10	14	**13**	37
+45 mins.	**7**	**74**	11	92	**46**	34	6	**86**	**24**	**83**	**33**	**140**	**18**	17	11	**46**
Total Volume	18	255	61	334	152	127	27	306	76	211	103	390	49	64	40	153
% App. Total	5.4	76.3	18.3		49.7	41.5	8.8		19.5	54.1	26.4		32	41.8	26.1	
PHF	.643	.861	.803	.908	.826	.756	.750	.890	.792	.636	.780	.696	.681	.941	.769	.832

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Groups Printed- Large 2 Axle Vehicles

	Alabama Street Southbound				Lugonia Avenue Westbound				Alabama Street Northbound				Lugonia Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	1	0	2	0	0	1	1	0	2	0	2	0	0	0	0	5
07:15 AM	0	2	0	2	0	0	1	1	0	1	0	1	0	0	0	0	4
07:30 AM	1	2	1	4	0	0	0	0	1	2	3	6	0	0	0	0	10
07:45 AM	0	0	2	2	0	3	1	4	0	1	2	3	0	1	1	2	11
Total	2	5	3	10	0	3	3	6	1	6	5	12	0	1	1	2	30
08:00 AM	0	1	0	1	0	1	2	3	0	1	0	1	0	1	0	1	6
08:15 AM	2	1	0	3	0	0	0	0	0	2	1	3	0	3	0	3	9
08:30 AM	0	3	0	3	0	0	4	4	0	2	0	2	0	0	0	0	9
08:45 AM	1	1	0	2	0	0	0	0	1	2	0	3	0	0	0	0	5
Total	3	6	0	9	0	1	6	7	1	7	1	9	0	4	0	4	29
Grand Total	5	11	3	19	0	4	9	13	2	13	6	21	0	5	1	6	59
Apprch %	26.3	57.9	15.8		0	30.8	69.2		9.5	61.9	28.6		0	83.3	16.7		
Total %	8.5	18.6	5.1	32.2	0	6.8	15.3	22	3.4	22	10.2	35.6	0	8.5	1.7	10.2	

	Alabama Street Southbound				Lugonia Avenue Westbound				Alabama Street Northbound				Lugonia Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	1	0	1	0	1	2	3	0	1	0	1	0	1	0	1	6
08:15 AM	2	1	0	3	0	0	0	0	0	2	1	3	0	3	0	3	9
08:30 AM	0	3	0	3	0	0	4	4	0	2	0	2	0	0	0	0	9
08:45 AM	1	1	0	2	0	0	0	0	1	2	0	3	0	0	0	0	5
Total Volume	3	6	0	9	0	1	6	7	1	7	1	9	0	4	0	4	29
% App. Total	33.3	66.7	0		0	14.3	85.7		11.1	77.8	11.1		0	100	0		
PHF	.375	.500	.000	.750	.000	.250	.375	.438	.250	.875	.250	.750	.000	.333	.000	.333	.806

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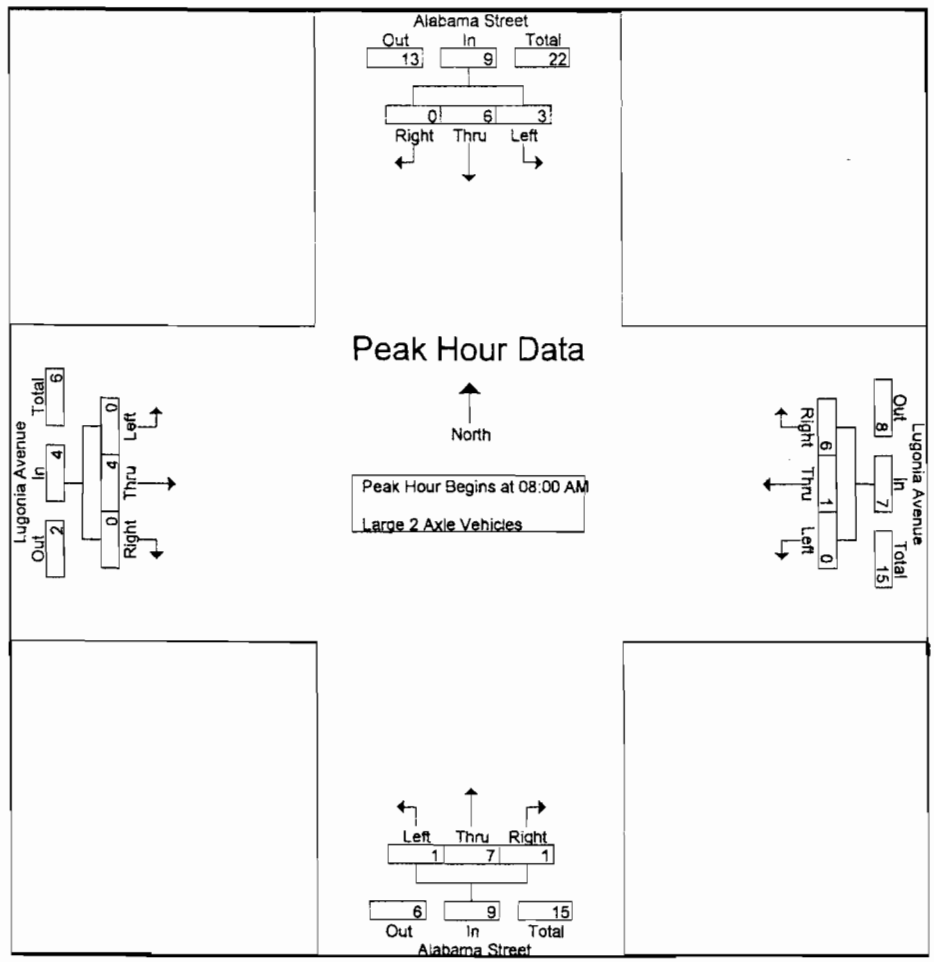

Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	0	1	0	1	0	1	2	3	0	1	0	1	0	1	0	1
+15 mins.	**2**	1	0	**3**	0	0	0	0	0	**2**	**1**	**3**	0	**3**	0	**3**
+30 mins.	0	**3**	0	3	0	0	**4**	**4**	0	2	0	2	0	0	0	0
+45 mins.	1	1	0	2	0	0	0	0	**1**	2	0	3	0	0	0	0
Total Volume	3	6	0	9	0	1	6	7	1	7	1	9	0	4	0	4
% App. Total	33.3	66.7	0		0	14.3	85.7		11.1	77.8	11.1		0	100	0	
PHF	.375	.500	.000	.750	.000	.250	.375	.438	.250	.875	.250	.750	.000	.333	.000	.333

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Groups Printed- 3 Axle Vehicles

	Alabama Street Southbound				Lugonia Avenue Westbound				Alabama Street Northbound				Lugonia Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
07:30 AM	0	1	0	1	2	0	0	2	0	1	0	1	0	0	0	0	4
07:45 AM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
Total	0	2	0	2	2	0	0	2	0	4	0	4	0	1	0	1	9
08:00 AM	0	2	0	2	0	1	0	1	0	1	0	1	0	0	0	0	4
08:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
08:30 AM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
08:45 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	1	2
Total	0	4	1	5	0	1	0	1	0	3	0	3	0	0	1	1	10
Grand Total	0	6	1	7	2	1	0	3	0	7	0	7	0	1	1	2	19
Apprch %	0	85.7	14.3		66.7	33.3	0		0	100	0		0	50	50		
Total %	0	31.6	5.3	36.8	10.5	5.3	0	15.8	0	36.8	0	36.8	0	5.3	5.3	10.5	

	Alabama Street Southbound				Lugonia Avenue Westbound				Alabama Street Northbound				Lugonia Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	2	0	2	0	1	0	1	0	1	0	1	0	0	0	0	4
08:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
08:30 AM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
08:45 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	1	2
Total Volume	0	4	1	5	0	1	0	1	0	3	0	3	0	0	1	1	10
% App. Total	0	80	20		0	100	0		0	100	0		0	0	100		
PHF	.000	.500	.250	.625	.000	.250	.000	.250	.000	.750	.000	.750	.000	.000	.250	.250	.625

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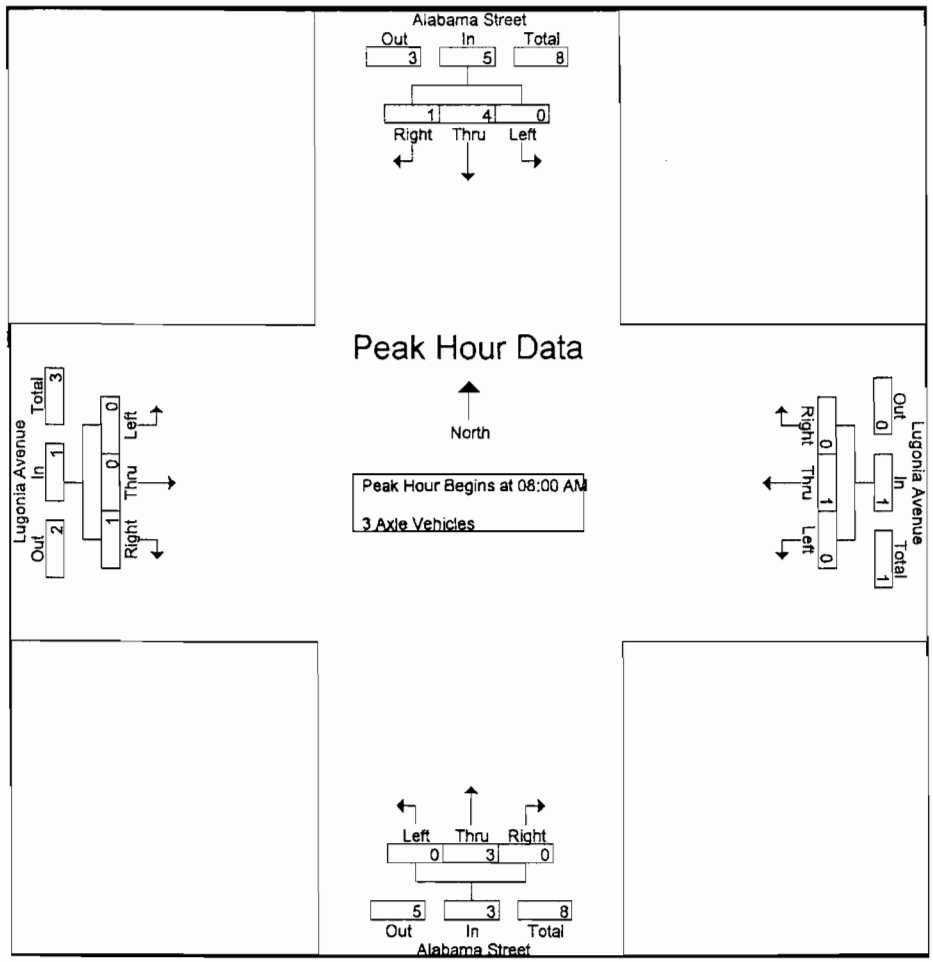

Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	0	**2**	0	**2**	0	**1**	0	**1**	0	**1**	0	**1**	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
+30 mins.	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0
+45 mins.	0	0	**1**	1	0	0	0	0	0	0	0	0	0	0	**1**	**1**
Total Volume	0	4	1	5	0	1	0	1	0	3	0	3	0	0	1	1
% App. Total	0	80	20		0	100	0		0	100	0		0	0	100	
PHF	.000	.500	.250	.625	.000	.250	.000	.250	.000	.750	.000	.750	.000	.000	.250	.250

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Groups Printed- 4+ Axle Trucks

	Alabama Street Southbound				Lugonia Avenue Westbound				Alabama Street Northbound				Lugonia Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	3	0	3	0	0	0	0	0	1	0	1	0	0	0	0	4
07:15 AM	0	6	0	6	0	0	0	0	0	1	0	1	0	0	0	0	7
07:30 AM	1	4	0	5	0	0	0	0	0	5	0	5	0	0	0	0	10
07:45 AM	0	2	0	2	0	0	0	0	0	7	0	7	0	0	0	0	9
Total	1	15	0	16	0	0	0	0	0	14	0	14	0	0	0	0	30
08:00 AM	0	2	0	2	0	0	0	0	0	4	0	4	0	0	0	0	6
08:15 AM	1	6	1	8	0	0	0	0	0	1	1	2	0	0	0	0	10
08:30 AM	0	5	0	5	0	0	0	0	0	3	0	3	0	0	0	0	8
08:45 AM	0	4	0	4	1	0	0	1	0	6	0	6	0	0	0	0	11
Total	1	17	1	19	1	0	0	1	0	14	1	15	0	0	0	0	35
Grand Total	2	32	1	35	1	0	0	1	0	28	1	29	0	0	0	0	65
Apprch %	5.7	91.4	2.9		100	0	0		0	96.6	3.4		0	0	0		
Total %	3.1	49.2	1.5	53.8	1.5	0	0	1.5	0	43.1	1.5	44.6	0	0	0	0	

	Alabama Street Southbound				Lugonia Avenue Westbound				Alabama Street Northbound				Lugonia Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	2	0	2	0	0	0	0	0	4	0	4	0	0	0	0	6
08:15 AM	1	6	1	8	0	0	0	0	0	1	1	2	0	0	0	0	10
08:30 AM	0	5	0	5	0	0	0	0	0	3	0	3	0	0	0	0	8
08:45 AM	0	4	0	4	1	0	0	1	0	6	0	6	0	0	0	0	11
Total Volume	1	17	1	19	1	0	0	1	0	14	1	15	0	0	0	0	35
% App. Total	5.3	89.5	5.3		100	0	0		0	93.3	6.7		0	0	0		
PHF	.250	.708	.250	.594	.250	.000	.000	.250	.000	.583	.250	.625	.000	.000	.000	.000	.795

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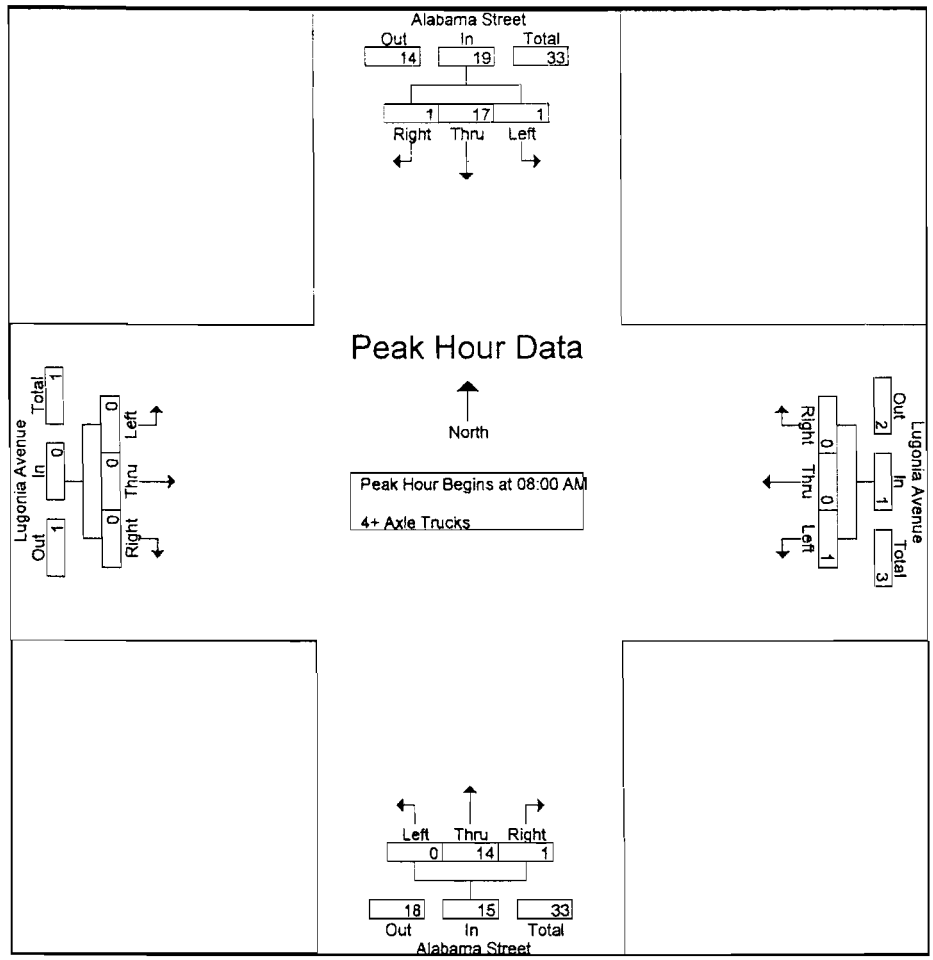

Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	0	2	0	2	0	0	0	0	0	4	0	4	0	0	0	0
+15 mins.	**1**	**6**	**1**	**8**	0	0	0	0	0	1	**1**	2	0	0	0	0
+30 mins.	0	5	0	5	0	0	0	0	0	3	0	3	0	0	0	0
+45 mins.	0	4	0	4	**1**	0	0	**1**	0	**6**	0	**6**	0	0	0	0
Total Volume	1	17	1	19	1	0	0	1	0	14	1	15	0	0	0	0
% App. Total	5.3	89.5	5.3		100	0	0		0	93.3	6.7		0	0	0	
PHF	.250	.708	.250	.594	.250	.000	.000	.250	.000	.583	.250	.625	.000	.000	.000	.000

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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Alabama Street Southbound				Lugonia Avenue Westbound				Alabama Street Northbound				Lugonia Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	18	87	11	116	81	59	10	150	40	152	77	269	21	72	33	126	661
04:15 PM	27	103	22	152	85	61	13	159	35	100	86	221	27	84	28	139	671
04:30 PM	24	110	13	147	87	75	27	189	23	104	89	216	27	67	28	122	674
04:45 PM	31	82	12	125	73	49	17	139	26	100	85	211	31	69	28	128	603
Total	100	382	58	540	326	244	67	637	124	456	337	917	106	292	117	515	2609
05:00 PM	23	92	15	130	86	53	24	163	26	139	105	270	33	90	44	167	730
05:15 PM	33	115	23	171	89	62	16	167	27	88	118	233	19	72	22	113	684
05:30 PM	14	83	13	110	92	62	9	163	35	101	74	210	33	77	27	137	620
05:45 PM	30	89	14	133	68	60	14	142	31	92	103	226	27	60	22	109	610
Total	100	379	65	544	335	237	63	635	119	420	400	939	112	299	115	526	2644
Grand Total	200	761	123	1084	661	481	130	1272	243	876	737	1856	218	591	232	1041	5253
Apprch %	18.5	70.2	11.3		52	37.8	10.2		13.1	47.2	39.7		20.9	56.8	22.3		
Total %	3.8	14.5	2.3	20.6	12.6	9.2	2.5	24.2	4.6	16.7	14	35.3	4.2	11.3	4.4	19.8	
Passenger Vehicles	194	710	122	1026	659	474	124	1257	243	845	737	1825	216	589	232	1037	5145
% Passenger Vehicles	97	93.3	99.2	94.6	99.7	98.5	95.4	98.8	100	96.5	100	98.3	99.1	99.7	100	99.6	97.9
Large 2 Axle Vehicles	5	7	1	13	1	4	5	10	0	3	0	3	2	1	0	3	29
% Large 2 Axle Vehicles	2.5	0.9	0.8	1.2	0.2	0.8	3.8	0.8	0	0.3	0	0.2	0.9	0.2	0	0.3	0.6
3 Axle Vehicles	0	3	0	3	0	2	1	3	0	8	0	8	0	1	0	1	15
% 3 Axle Vehicles	0	0.4	0	0.3	0	0.4	0.8	0.2	0	0.9	0	0.4	0	0.2	0	0.1	0.3
4+ Axle Trucks	1	41	0	42	1	1	0	2	0	20	0	20	0	0	0	0	64
% 4+ Axle Trucks	0.5	5.4	0	3.9	0.2	0.2	0	0.2	0	2.3	0	1.1	0	0	0	0	1.2

	Alabama Street Southbound				Lugonia Avenue Westbound				Alabama Street Northbound				Lugonia Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	24	110	13	147	87	75	27	189	23	104	89	216	27	67	28	122	674
04:45 PM	31	82	12	125	73	49	17	139	26	100	85	211	31	69	28	128	603
05:00 PM	23	92	15	130	86	53	24	163	26	139	105	270	33	90	44	167	730
05:15 PM	33	115	23	171	89	62	16	167	27	88	118	233	19	72	22	113	684
Total Volume	111	399	63	573	335	239	84	658	102	431	397	930	110	298	122	530	2691
% App. Total	19.4	69.6	11		50.9	36.3	12.8		11	46.3	42.7		20.8	56.2	23		
PHF	.841	.867	.685	.838	.941	.797	.778	.870	.944	.775	.841	.861	.833	.828	.693	.793	.922

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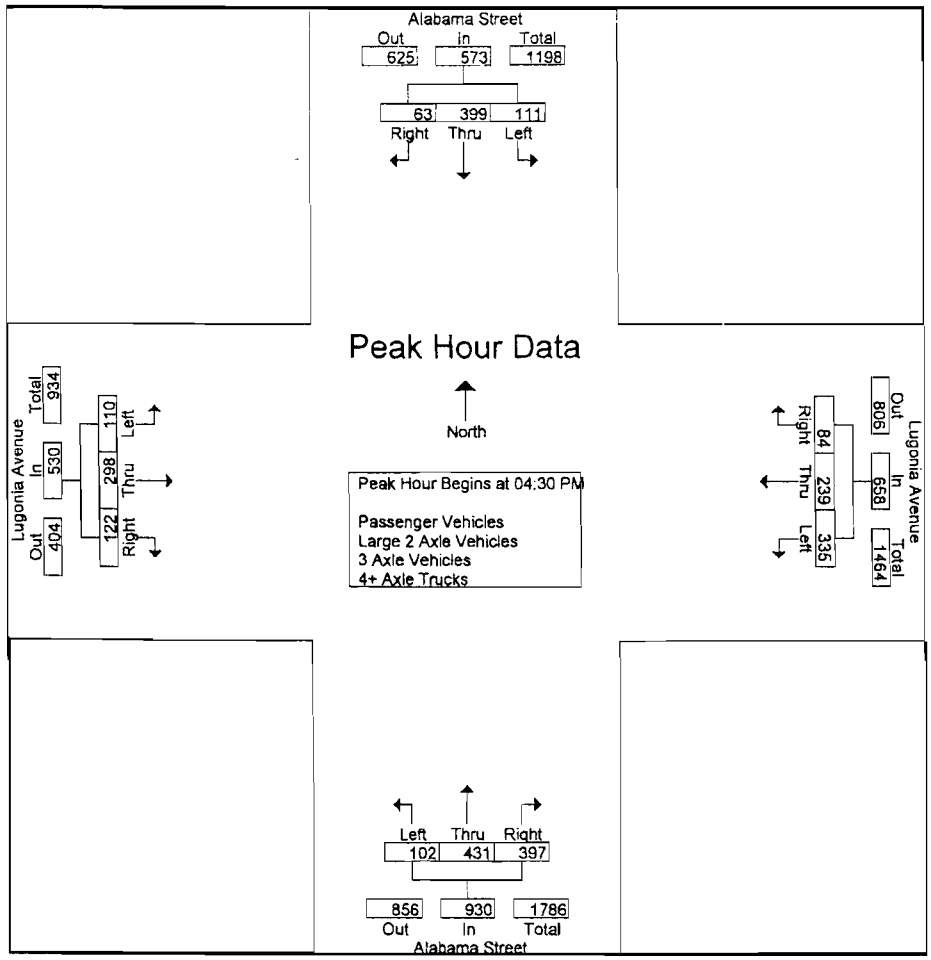

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				05:00 PM				04:15 PM			
+0 mins.	24	110	13	147	87	**75**	**27**	**189**	26	**139**	105	**270**	27	84	28	139
+15 mins.	31	82	12	125	73	49	17	139	27	88	**118**	233	27	67	28	122
+30 mins.	23	92	15	130	86	53	24	163	**35**	101	74	210	31	69	28	128
+45 mins.	**33**	**115**	**23**	171	**89**	62	16	167	31	92	103	226	**33**	**90**	**44**	**167**
Total Volume	111	399	63	573	335	239	84	658	119	420	400	939	118	310	128	556
% App. Total	19.4	69.6	11		50.9	36.3	12.8		12.7	44.7	42.6		21.2	55.8	23	
PHF	.841	.867	.685	.838	.941	.797	.778	.870	.850	.755	.847	.869	.894	.861	.727	.832

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Groups Printed- Passenger Vehicles

	Alabama Street Southbound				Lugonia Avenue Westbound				Alabama Street Northbound				Lugonia Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	18	83	11	112	81	57	8	146	40	146	77	263	21	72	33	126	647
04:15 PM	26	100	21	147	84	60	12	156	35	98	86	219	27	83	28	138	660
04:30 PM	23	101	13	137	86	74	27	187	23	99	89	211	26	67	28	121	656
04:45 PM	30	76	12	118	73	47	16	136	26	96	85	207	31	69	28	128	589
Total	97	360	57	514	324	238	63	625	124	439	337	900	105	291	117	513	2552
05:00 PM	23	85	15	123	86	53	23	162	26	134	105	265	33	90	44	167	717
05:15 PM	31	111	23	165	89	61	16	166	27	86	118	231	19	72	22	113	675
05:30 PM	14	72	13	99	92	62	9	163	35	97	74	206	33	76	27	136	604
05:45 PM	29	82	14	125	68	60	13	141	31	89	103	223	26	60	22	108	597
Total	97	350	65	512	335	236	61	632	119	406	400	925	111	298	115	524	2593
Grand Total	194	710	122	1026	659	474	124	1257	243	845	737	1825	216	589	232	1037	5145
Apprch %	18.9	69.2	11.9		52.4	37.7	9.9		13.3	46.3	40.4		20.8	56.8	22.4		
Total %	3.8	13.8	2.4	19.9	12.8	9.2	2.4	24.4	4.7	16.4	14.3	35.5	4.2	11.4	4.5	20.2	

	Alabama Street Southbound				Lugonia Avenue Westbound				Alabama Street Northbound				Lugonia Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	23	101	13	137	86	74	27	187	23	99	89	211	26	67	28	121	656
04:45 PM	30	76	12	118	73	47	16	136	26	96	85	207	31	69	28	128	589
05:00 PM	23	85	15	123	86	53	23	162	26	134	105	265	33	90	44	167	717
05:15 PM	31	111	23	165	89	61	16	166	27	86	118	231	19	72	22	113	675
Total Volume	107	373	63	543	334	235	82	651	102	415	397	914	109	298	122	529	2637
% App. Total	19.7	68.7	11.6		51.3	36.1	12.6		11.2	45.4	43.4		20.6	56.3	23.1		
PHF	.863	.840	.685	.823	.938	.794	.759	.870	.944	.774	.841	.862	.826	.828	.693	.792	.919

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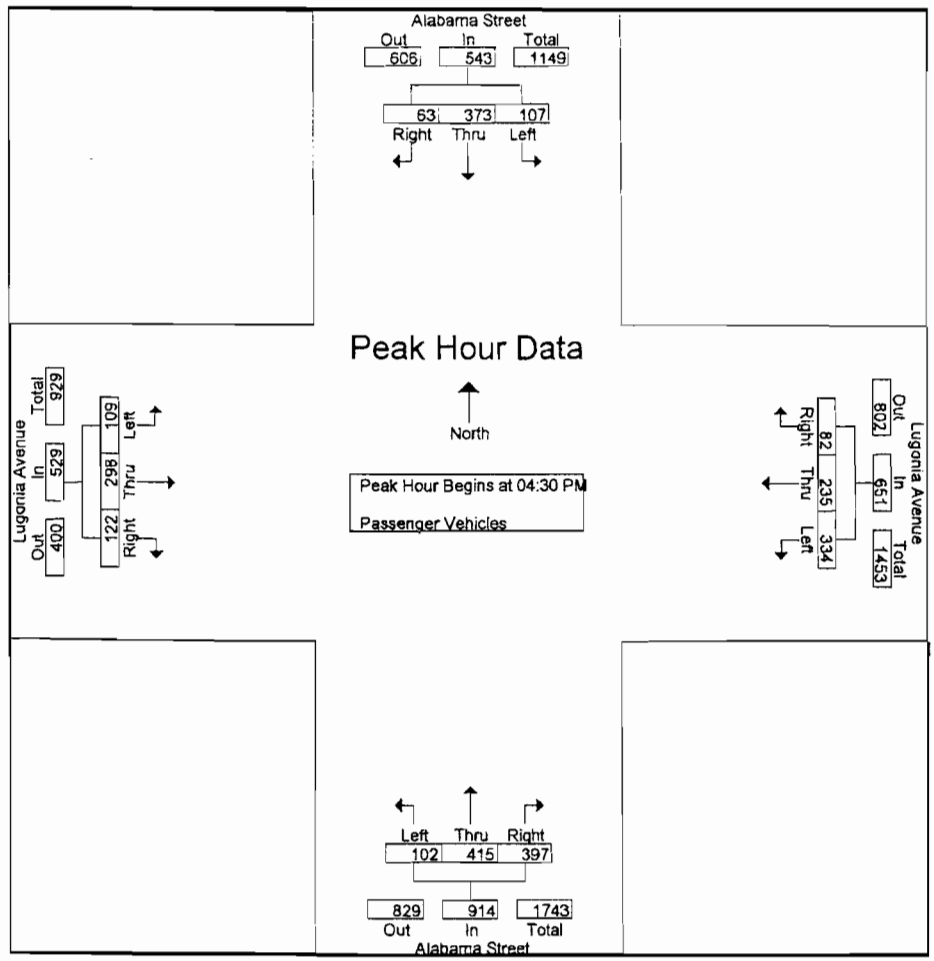

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	23	101	13	137	86	**74**	**27**	**187**	23	99	89	211	26	67	28	121
+15 mins.	30	76	12	118	73	**47**	16	136	26	96	85	207	31	69	28	128
+30 mins.	23	85	15	123	86	53	23	162	26	**134**	105	**265**	**33**	**90**	**44**	**167**
+45 mins.	**31**	**111**	**23**	**165**	**89**	61	16	166	**27**	86	**118**	231	19	72	22	113
Total Volume	107	373	63	543	334	235	82	651	102	415	397	914	109	298	122	529
% App. Total	19.7	68.7	11.6		51.3	36.1	12.6		11.2	45.4	43.4		20.6	56.3	23.1	
PHF	.863	.840	.685	.823	.938	.794	.759	.870	.944	.774	.841	.862	.826	.828	.693	.792

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Groups Printed- Large 2 Axle Vehicles

	Alabama Street Southbound				Lugonia Avenue Westbound				Alabama Street Northbound				Lugonia Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	1	0	1	0	1	1	2	0	0	0	0	0	0	0	0	3
04:15 PM	1	0	1	2	1	1	1	3	0	0	0	0	0	1	0	1	6
04:30 PM	1	1	0	2	0	1	0	1	0	0	0	0	1	0	0	1	4
04:45 PM	1	1	0	2	0	0	1	1	0	1	0	1	0	0	0	0	4
Total	3	3	1	7	1	3	3	7	0	1	0	1	1	1	0	2	17
05:00 PM	0	1	0	1	0	0	1	1	0	1	0	1	0	0	0	0	3
05:15 PM	1	1	0	2	0	1	0	1	0	0	0	0	0	0	0	0	3
05:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
05:45 PM	1	2	0	3	0	0	1	1	0	0	0	0	1	0	0	1	5
Total	2	4	0	6	0	1	2	3	0	2	0	2	1	0	0	1	12
Grand Total	5	7	1	13	1	4	5	10	0	3	0	3	2	1	0	3	29
Apprch %	38.5	53.8	7.7		10	40	50		0	100	0		66.7	33.3	0		
Total %	17.2	24.1	3.4	44.8	3.4	13.8	17.2	34.5	0	10.3	0	10.3	6.9	3.4	0	10.3	

	Alabama Street Southbound				Lugonia Avenue Westbound				Alabama Street Northbound				Lugonia Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	1	1	0	2	0	1	0	1	0	0	0	0	1	0	0	1	4
04:45 PM	1	1	0	2	0	0	1	1	0	1	0	1	0	0	0	0	4
05:00 PM	0	1	0	1	0	0	1	1	0	1	0	1	0	0	0	0	3
05:15 PM	1	1	0	2	0	1	0	1	0	0	0	0	0	0	0	0	3
Total Volume	3	4	0	7	0	2	2	4	0	2	0	2	1	0	0	1	14
% App. Total	42.9	57.1	0		0	50	50		0	100	0		100	0	0		
PHF	.750	1.00	.000	.875	.000	.500	.500	1.00	.000	.500	.000	.500	.250	.000	.000	.250	.875

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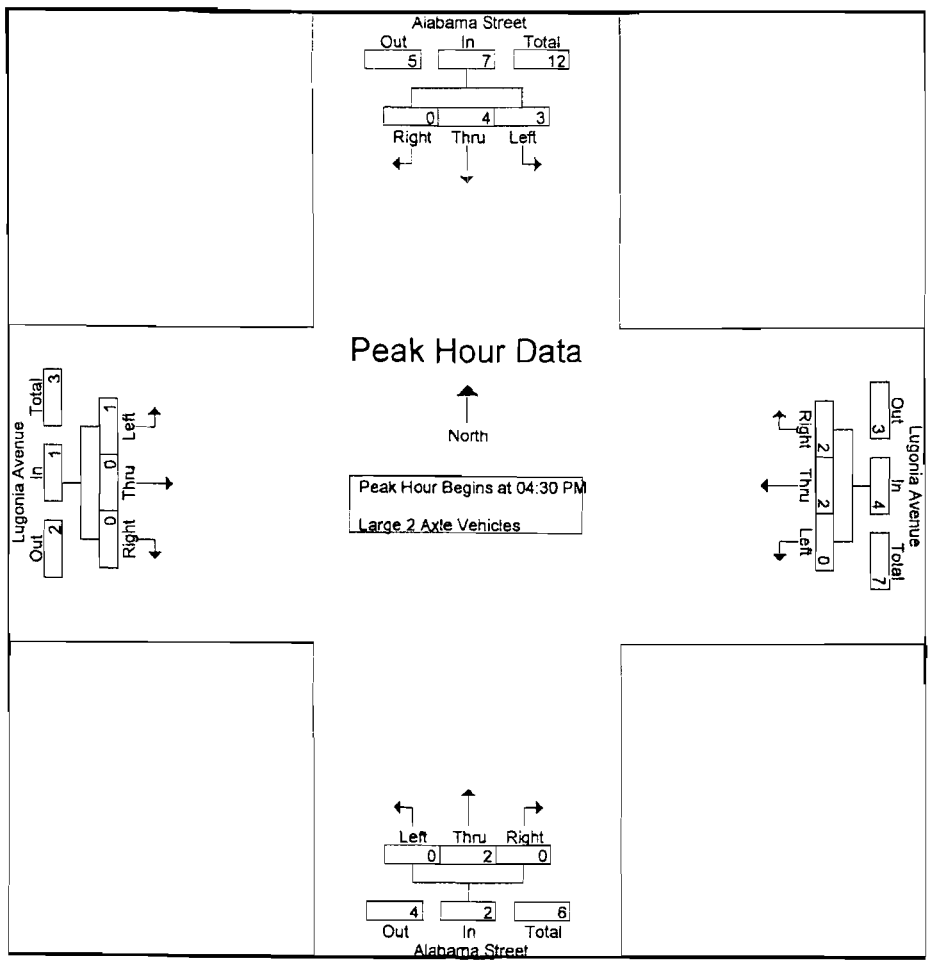

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	1	1	0	2	0	1	0	1	0	0	0	0	1	0	0	1
+15 mins.	1	1	0	2	0	0	1	1	0	1	0	1	0	0	0	0
+30 mins.	0	1	0	1	0	0	1	1	0	1	0	1	0	0	0	0
+45 mins.	1	1	0	2	0	1	0	1	0	0	0	0	0	0	0	0
Total Volume	3	4	0	7	0	2	2	4	0	2	0	2	1	0	0	1
% App. Total	42.9	57.1	0		0	50	50		0	100	0		100	0	0	
PHF	.750	1.000	.000	.875	.000	.500	.500	1.000	.000	.500	.000	.500	.250	.000	.000	.250

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Groups Printed- 3 Axle Vehicles

	Alabama Street Southbound				Lugonia Avenue Westbound				Alabama Street Northbound				Lugonia Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	2	0	2	0	1	1	2	0	4	0	4	0	0	0	0	8
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total	0	2	0	2	0	2	1	3	0	4	0	4	0	0	0	0	9
05:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
05:15 PM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
05:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	1	2
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	0	0	0	0	0	4	0	4	0	1	0	1	6
Grand Total	0	3	0	3	0	2	1	3	0	8	0	8	0	1	0	1	15
Apprch %	0	100	0		0	66.7	33.3		0	100	0		0	100	0		
Total %	0	20	0	20	0	13.3	6.7	20	0	53.3	0	53.3	0	6.7	0	6.7	

	Alabama Street Southbound				Lugonia Avenue Westbound				Alabama Street Northbound				Lugonia Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
05:15 PM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
Total Volume	0	1	0	1	0	1	0	1	0	3	0	3	0	0	0	0	5
% App. Total	0	100	0		0	100	0		0	100	0		0	0	0		
PHF	.000	.250	.000	.250	.000	.250	.000	.250	.000	.375	.000	.375	.000	.000	.000	.000	.417

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N/S: Alabama Street
E/W: Lugonia Avenue
Weather: Sunny

File Name : REDALLUPM
Site Code : 00000045
Start Date : 7/16/2013
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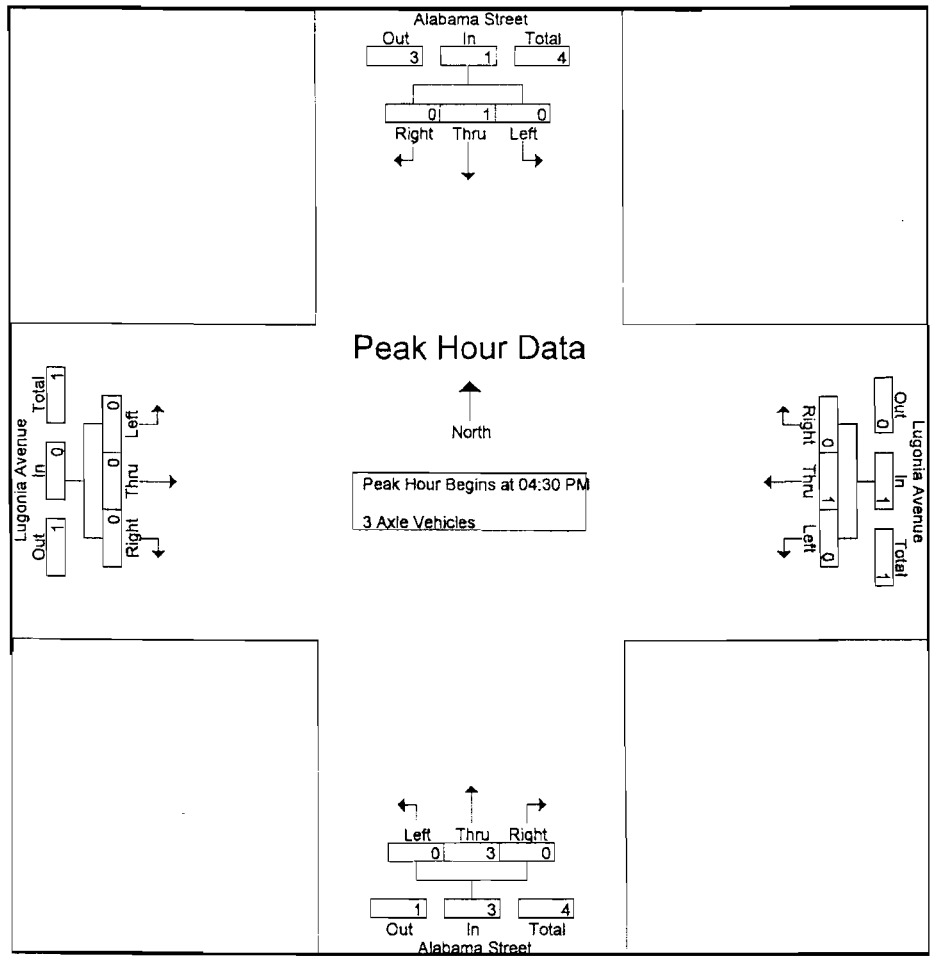

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
+45 mins.	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0
Total Volume	0	1	0	1	0	1	0	1	0	3	0	3	0	0	0	0
% App. Total	0	100	0		0	100	0		0	100	0		0	0	0	
PHF	.000	.250	.000	.250	.000	.250	.000	.250	.000	.375	.000	.375	.000	.000	.000	.000

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Groups Printed- 4+ Axle Trucks

	Alabama Street Southbound				Lugonia Avenue Westbound				Alabama Street Northbound				Lugonia Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
04:15 PM	0	3	0	3	0	0	0	0	0	2	0	2	0	0	0	0	5
04:30 PM	0	8	0	8	1	0	0	1	0	5	0	5	0	0	0	0	14
04:45 PM	0	5	0	5	0	1	0	1	0	3	0	3	0	0	0	0	9
Total	0	17	0	17	1	1	0	2	0	12	0	12	0	0	0	0	31
05:00 PM	0	6	0	6	0	0	0	0	0	3	0	3	0	0	0	0	9
05:15 PM	1	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
05:30 PM	0	11	0	11	0	0	0	0	0	2	0	2	0	0	0	0	13
05:45 PM	0	5	0	5	0	0	0	0	0	3	0	3	0	0	0	0	8
Total	1	24	0	25	0	0	0	0	0	8	0	8	0	0	0	0	33
Grand Total	1	41	0	42	1	1	0	2	0	20	0	20	0	0	0	0	64
Apprch %	2.4	97.6	0		50	50	0		0	100	0		0	0	0		
Total %	1.6	64.1	0	65.6	1.6	1.6	0	3.1	0	31.2	0	31.2	0	0	0	0	

	Alabama Street Southbound				Lugonia Avenue Westbound				Alabama Street Northbound				Lugonia Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	8	0	8	1	0	0	1	0	5	0	5	0	0	0	0	14
04:45 PM	0	5	0	5	0	1	0	1	0	3	0	3	0	0	0	0	9
05:00 PM	0	6	0	6	0	0	0	0	0	3	0	3	0	0	0	0	9
05:15 PM	1	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
Total Volume	1	21	0	22	1	1	0	2	0	11	0	11	0	0	0	0	35
% App Total	4.5	95.5	0		50	50	0		0	100	0		0	0	0		
PHF	.250	.656	.000	.688	.250	.250	.000	.500	.000	.550	.000	.550	.000	.000	.000	.000	.625

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Site Code : 00000045
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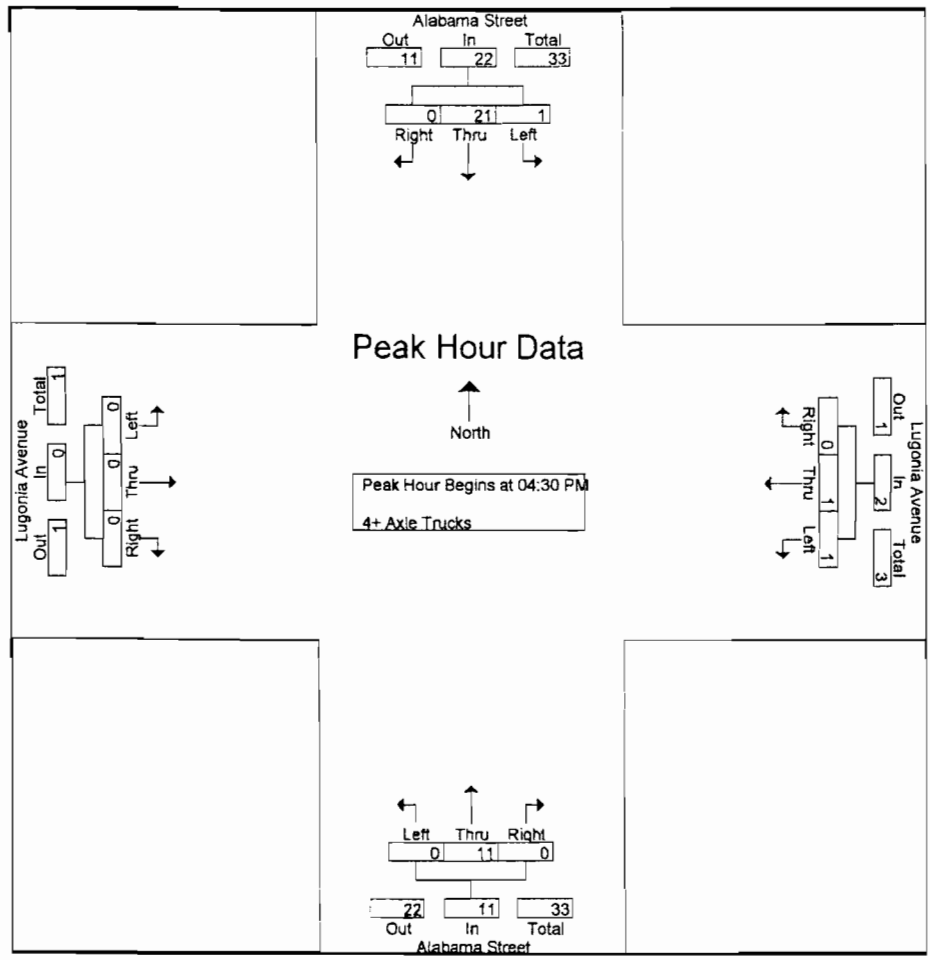

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	**8**	0	**8**	**1**	0	0	**1**	0	**5**	0	**5**	0	0	0	0
+15 mins.	0	5	0	5	0	1	0	1	0	3	0	3	0	0	0	0
+30 mins.	0	6	0	6	0	0	0	0	0	3	0	3	0	0	0	0
+45 mins.	**1**	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	1	21	0	22	1	1	0	2	0	11	0	11	0	0	0	0
% App. Total	4.5	95.5	0		50	50	0		0	100	0		0	0	0	
PHF	.250	.656	.000	.688	.250	.250	.000	.500	.000	.550	.000	.550	.000	.000	.000	.000

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City of Redlands
N/S: Alabama Street
E/W: I-10 Westbound Ramps
Weather: Sunny

File Name : REDAL10WAM
Site Code : 00002222
Start Date : 7/16/2013
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle trucks

	Alabama Street Southbound				I-10 Westboud Off Ramp Westbound				Alabama Street Northbound				I-10 Westboud On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	36	39	75	51	63	44	158	48	77	0	125	0	0	0	0	358
07:15 AM	0	58	44	102	37	89	47	173	79	74	0	153	0	0	0	0	428
07:30 AM	0	62	44	106	46	81	58	185	80	98	0	178	0	0	0	0	469
07:45 AM	0	89	33	122	78	71	88	237	80	102	0	182	0	0	0	0	541
Total	0	245	160	405	212	304	237	753	287	351	0	638	0	0	0	0	1796
08:00 AM	0	51	26	77	62	58	51	171	73	71	0	144	0	0	0	0	392
08:15 AM	0	85	39	124	55	81	59	195	61	94	0	155	0	0	0	0	474
08:30 AM	0	77	41	118	50	72	59	181	67	88	0	155	0	0	0	0	454
08:45 AM	0	104	38	142	54	64	53	171	52	121	0	173	0	0	0	0	486
Total	0	317	144	461	221	275	222	718	253	374	0	627	0	0	0	0	1806
Grand Total	0	562	304	866	433	579	459	1471	540	725	0	1265	0	0	0	0	3602
Apprch %	0	64.9	35.1		29.4	39.4	31.2		42.7	57.3	0		0	0	0		
Total %	0	15.6	8.4	24	12	16.1	12.7	40.8	15	20.1	0	35.1	0	0	0	0	
Passenger Vehicles	0	549	260	809	426	561	440	1427	528	676	0	1204	0	0	0	0	3440
% Passenger Vehicles	0	97.7	85.5	93.4	98.4	96.9	95.9	97	97.8	93.2	0	95.2	0	0	0	0	95.5
Large 2 Axle Vehicles	0	8	10	18	4	8	1	13	5	16	0	21	0	0	0	0	52
% Large 2 Axle Vehicles	0	1.4	3.3	2.1	0.9	1.4	0.2	0.9	0.9	2.2	0	1.7	0	0	0	0	1.4
3 Axle Vehicles	0	3	4	7	0	1	2	3	4	6	0	10	0	0	0	0	20
% 3 Axle Vehicles	0	0.5	1.3	0.8	0	0.2	0.4	0.2	0.7	0.8	0	0.8	0	0	0	0	0.6
4+ Axle trucks	0	2	30	32	3	9	16	28	3	27	0	30	0	0	0	0	90
% 4+ Axle trucks	0	0.4	9.9	3.7	0.7	1.6	3.5	1.9	0.6	3.7	0	2.4	0	0	0	0	2.5

	Alabama Street Southbound				I-10 Westboud Off Ramp Westbound				Alabama Street Northbound				I-10 Westboud On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	62	**44**	106	46	**81**	58	185	**80**	98	0	178	0	0	0	0	469
07:45 AM	0	**89**	33	122	**78**	71	**88**	**237**	80	**102**	0	**182**	0	0	0	0	**541**
08:00 AM	0	51	26	77	62	58	51	171	73	71	0	144	0	0	0	0	392
08:15 AM	0	85	39	**124**	55	81	59	195	61	94	0	155	0	0	0	0	474
Total Volume	0	287	142	429	241	291	256	788	294	365	0	659	0	0	0	0	1876
% App. Total	0	66.9	33.1		30.6	36.9	32.5		44.6	55.4	0		0	0	0		
PHF	.000	.806	.807	.865	.772	.898	.727	.831	.919	.895	.000	.905	.000	.000	.000	.000	.867

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City of Redlands
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E/W: I-10 Westbound Ramps
Weather: Sunny

File Name : REDAL10WAM
Site Code : 00002222
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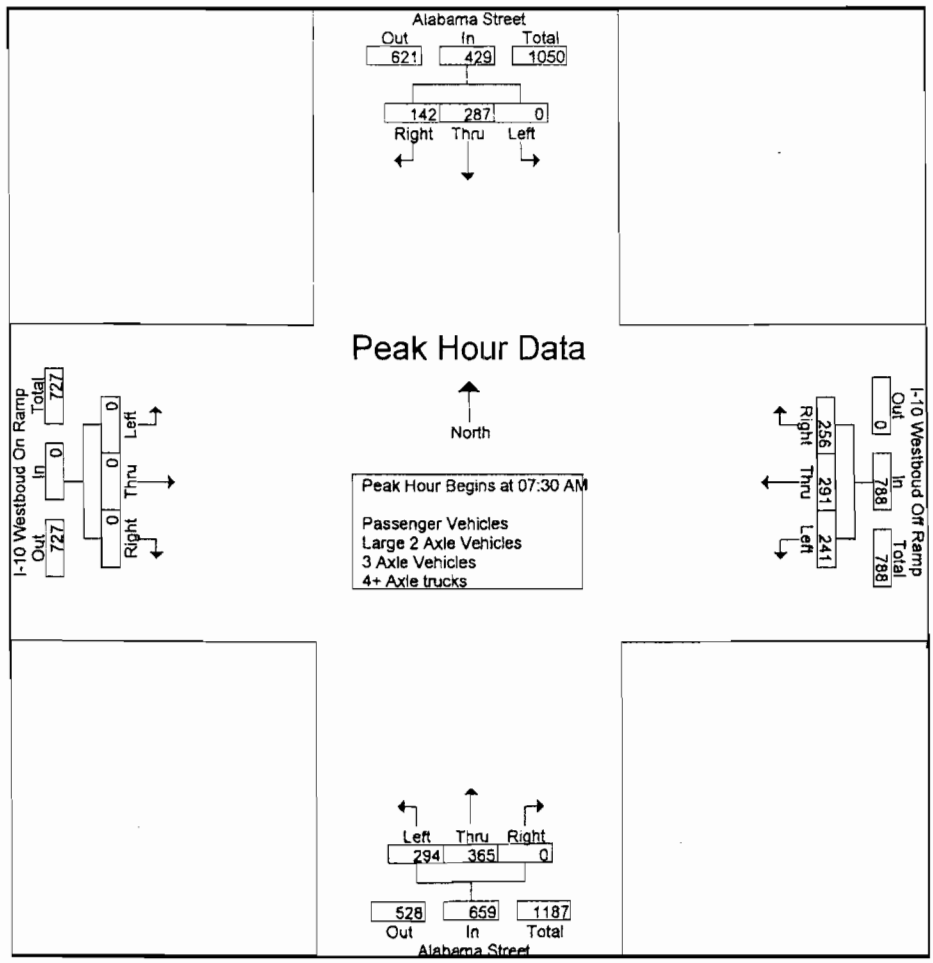

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:00 AM				07:30 AM				07:30 AM				07:00 AM			
+0 mins.	0	51	26	77	46	**81**	58	185	**80**	98	0	178	0	0	0	0
+15 mins.	0	85	39	124	**78**	71	**88**	**237**	80	**102**	0	**182**	0	0	0	0
+30 mins.	0	77	**41**	118	62	58	51	171	73	71	0	144	0	0	0	0
+45 mins.	0	**104**	38	**142**	55	81	59	195	61	94	0	155	0	0	0	0
Total Volume	0	317	144	461	241	291	256	788	294	365	0	659	0	0	0	0
% App. Total	0	68.8	31.2		30.6	36.9	32.5		44.6	55.4	0		0	0	0	
PHF	.000	.762	.878	.812	.772	.898	.727	.831	.919	.895	.000	.905	.000	.000	.000	.000

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City of Redlands
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Weather: Sunny

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Groups Printed- Passenger Vehicles

	Alabama Street Southbound				I-10 Westboud Off Ramp Westbound				Alabama Street Northbound				I-10 Westboud On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	36	35	71	51	62	42	155	48	75	0	123	0	0	0	0	349
07:15 AM	0	55	38	93	36	88	47	171	78	71	0	149	0	0	0	0	413
07:30 AM	0	61	39	100	44	81	56	181	79	90	0	169	0	0	0	0	450
07:45 AM	0	87	27	114	76	68	85	229	78	91	0	169	0	0	0	0	512
Total	0	239	139	378	207	299	230	736	283	327	0	610	0	0	0	0	1724
08:00 AM	0	48	24	72	60	57	47	164	70	66	0	136	0	0	0	0	372
08:15 AM	0	82	31	113	55	76	56	187	60	91	0	151	0	0	0	0	451
08:30 AM	0	76	33	109	50	69	55	174	66	82	0	148	0	0	0	0	431
08:45 AM	0	104	33	137	54	60	52	166	49	110	0	159	0	0	0	0	462
Total	0	310	121	431	219	262	210	691	245	349	0	594	0	0	0	0	1716
Grand Total	0	549	260	809	426	561	440	1427	528	676	0	1204	0	0	0	0	3440
Apprch %	0	67.9	32.1		29.9	39.3	30.8		43.9	56.1	0		0	0	0		
Total %	0	16	7.6	23.5	12.4	16.3	12.8	41.5	15.3	19.7	0	35	0	0	0	0	

	Alabama Street Southbound				I-10 Westboud Off Ramp Westbound				Alabama Street Northbound				I-10 Westboud On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	61	39	100	44	81	56	181	79	90	0	169	0	0	0	0	450
07:45 AM	0	87	27	114	76	68	85	229	78	91	0	169	0	0	0	0	512
08:00 AM	0	48	24	72	60	57	47	164	70	66	0	136	0	0	0	0	372
08:15 AM	0	82	31	113	55	76	56	187	60	91	0	151	0	0	0	0	451
Total Volume	0	278	121	399	235	282	244	761	287	338	0	625	0	0	0	0	1785
% App. Total	0	69.7	30.3		30.9	37.1	32.1		45.9	54.1	0		0	0	0		
PHF	.000	.799	.776	.875	.773	.870	.718	.831	.908	.929	.000	.925	.000	.000	.000	.000	.872

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File Name . REDAL10WAM
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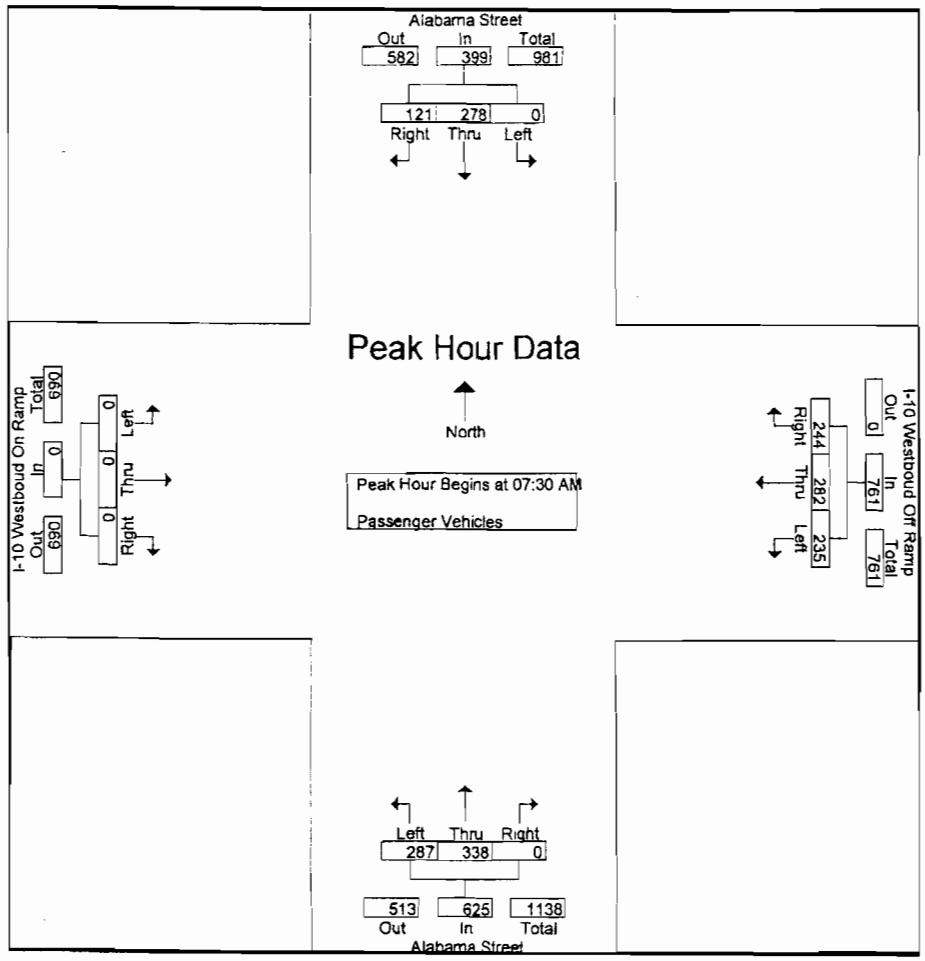

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	61	**39**	100	44	**81**	56	181	**79**	90	0	**169**	0	0	0	0
+15 mins.	0	**87**	27	**114**	**76**	68	**85**	**229**	78	**91**	0	169	0	0	0	0
+30 mins.	0	48	24	72	60	57	47	164	70	66	0	136	0	0	0	0
+45 mins.	0	82	31	113	55	76	56	187	60	91	0	151	0	0	0	0
Total Volume	0	278	121	399	235	282	244	761	287	338	0	625	0	0	0	0
% App. Total	0	69.7	30.3		30.9	37.1	32.1		45.9	54.1	0		0	0	0	
PHF	.000	.799	.776	.875	.773	.870	.718	.831	.908	.929	.000	.925	.000	.000	.000	.000

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Groups Printed- Large 2 Axle Vehicles

	Alabama Street Southbound				I-10 Westboud Off Ramp Westbound				Alabama Street Northbound				I-10 Westboud On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
07:15 AM	0	3	0	3	1	0	0	1	0	2	0	2	0	0	0	0	6
07:30 AM	0	0	2	2	1	0	0	1	0	3	0	3	0	0	0	0	6
07:45 AM	0	2	3	5	1	3	0	4	1	3	0	4	0	0	0	0	13
Total	0	5	5	10	3	3	0	6	1	9	0	10	0	0	0	0	26
08:00 AM	0	1	0	1	1	0	0	1	1	0	0	1	0	0	0	0	3
08:15 AM	0	1	2	3	0	3	0	3	1	2	0	3	0	0	0	0	9
08:30 AM	0	1	2	3	0	1	1	2	0	1	0	1	0	0	0	0	6
08:45 AM	0	0	1	1	0	1	0	1	2	4	0	6	0	0	0	0	8
Total	0	3	5	8	1	5	1	7	4	7	0	11	0	0	0	0	26
Grand Total	0	8	10	18	4	8	1	13	5	16	0	21	0	0	0	0	52
Apprch %	0	44.4	55.6		30.8	61.5	7.7		23.8	76.2	0		0	0	0		
Total %	0	15.4	19.2	34.6	7.7	15.4	1.9	25	9.6	30.8	0	40.4	0	0	0	0	

	Alabama Street Southbound				I-10 Westboud Off Ramp Westbound				Alabama Street Northbound				I-10 Westboud On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	2	2	1	0	0	1	0	3	0	3	0	0	0	0	6
07:45 AM	0	2	3	5	1	3	0	4	1	3	0	4	0	0	0	0	13
08:00 AM	0	1	0	1	1	0	0	1	1	0	0	1	0	0	0	0	3
08:15 AM	0	1	2	3	0	3	0	3	1	2	0	3	0	0	0	0	9
Total Volume	0	4	7	11	3	6	0	9	3	8	0	11	0	0	0	0	31
% App. Total	0	36.4	63.6		33.3	66.7	0		27.3	72.7	0		0	0	0		
PHF	.000	.500	.583	.550	.750	.500	.000	.563	.750	.667	.000	.688	.000	.000	.000	.000	.596

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City of Redlands
N/S: Alabama Street
E/W: I-10 Westbound Ramps
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File Name : REDAL10WAM
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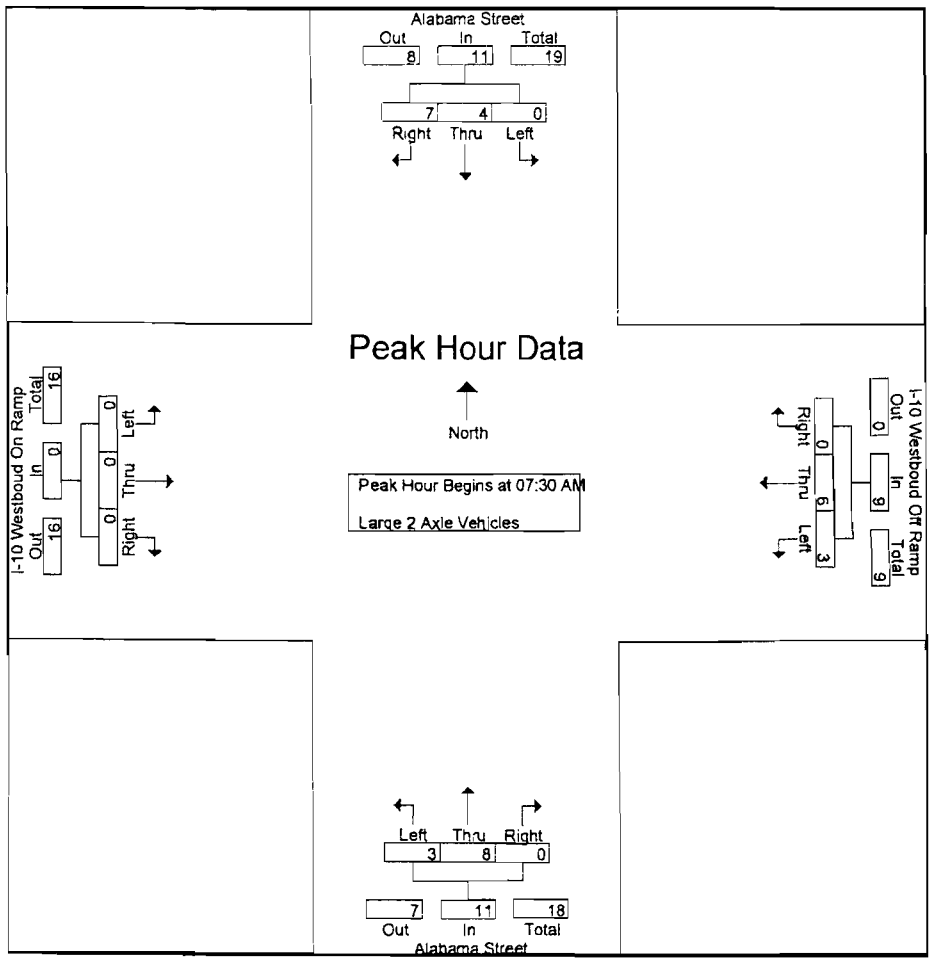

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	2	2	1	0	0	1	0	3	0	3	0	0	0	0
+15 mins.	0	2	3	5	1	3	0	4	1	3	0	4	0	0	0	0
+30 mins.	0	1	0	1	1	0	0	1	1	0	0	1	0	0	0	0
+45 mins.	0	1	2	3	0	3	0	3	1	2	0	3	0	0	0	0
Total Volume	0	4	7	11	3	6	0	9	3	8	0	11	0	0	0	0
% App. Total	0	36.4	63.6		33.3	66.7	0		27.3	72.7	0		0	0	0	
PHF	.000	.500	.583	.550	.750	.500	.000	.563	.750	.667	.000	.688	.000	.000	.000	.000

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City of Redlands
N/S: Alabama Street
E/W: I-10 Westbound Ramps
Weather: Sunny

File Name : REDAL10WAM
Site Code : 00002222
Start Date : 7/16/2013
Page No : 1

Groups Printed- 3 Axle Vehicles

	Alabama Street Southbound				I-10 Westboud Off Ramp Westbound				Alabama Street Northbound				I-10 Westboud On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	1	1	0	0	0	0	0	1	0	1	0	0	0	0	2
07:15 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
07:30 AM	0	1	1	2	0	0	0	0	1	1	0	2	0	0	0	0	4
07:45 AM	0	0	0	0	0	0	1	1	1	1	0	2	0	0	0	0	3
Total	0	1	2	3	0	0	1	1	3	3	0	6	0	0	0	0	10
08:00 AM	0	2	0	2	0	0	0	0	1	1	0	2	0	0	0	0	4
08:15 AM	0	0	0	0	0	0	1	1	0	1	0	1	0	0	0	0	2
08:30 AM	0	0	1	1	0	0	0	0	0	1	0	1	0	0	0	0	2
08:45 AM	0	0	1	1	0	1	0	1	0	0	0	0	0	0	0	0	2
Total	0	2	2	4	0	1	1	2	1	3	0	4	0	0	0	0	10
Grand Total	0	3	4	7	0	1	2	3	4	6	0	10	0	0	0	0	20
Apprch %	0	42.9	57.1		0	33.3	66.7		40	60	0		0	0	0		
Total %	0	15	20	35	0	5	10	15	20	30	0	50	0	0	0	0	

	Alabama Street Southbound				I-10 Westboud Off Ramp Westbound				Alabama Street Northbound				I-10 Westboud On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	1	1	2	0	0	0	0	1	1	0	2	0	0	0	0	4
07:45 AM	0	0	0	0	0	0	1	1	1	1	0	2	0	0	0	0	3
08:00 AM	0	2	0	2	0	0	0	0	1	1	0	2	0	0	0	0	4
08:15 AM	0	0	0	0	0	0	1	1	0	1	0	1	0	0	0	0	2
Total Volume	0	3	1	4	0	0	2	2	3	4	0	7	0	0	0	0	13
% App. Total	0	75	25		0	0	100		42.9	57.1	0		0	0	0		
PHF	.000	.375	.250	.500	.000	.000	.500	.500	.750	1.00	.000	.875	.000	.000	.000	.000	.813

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City of Redlands
N/S: Alabama Street
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Weather: Sunny

File Name : REDAL10WAM
Site Code : 00002222
Start Date : 7/16/2013
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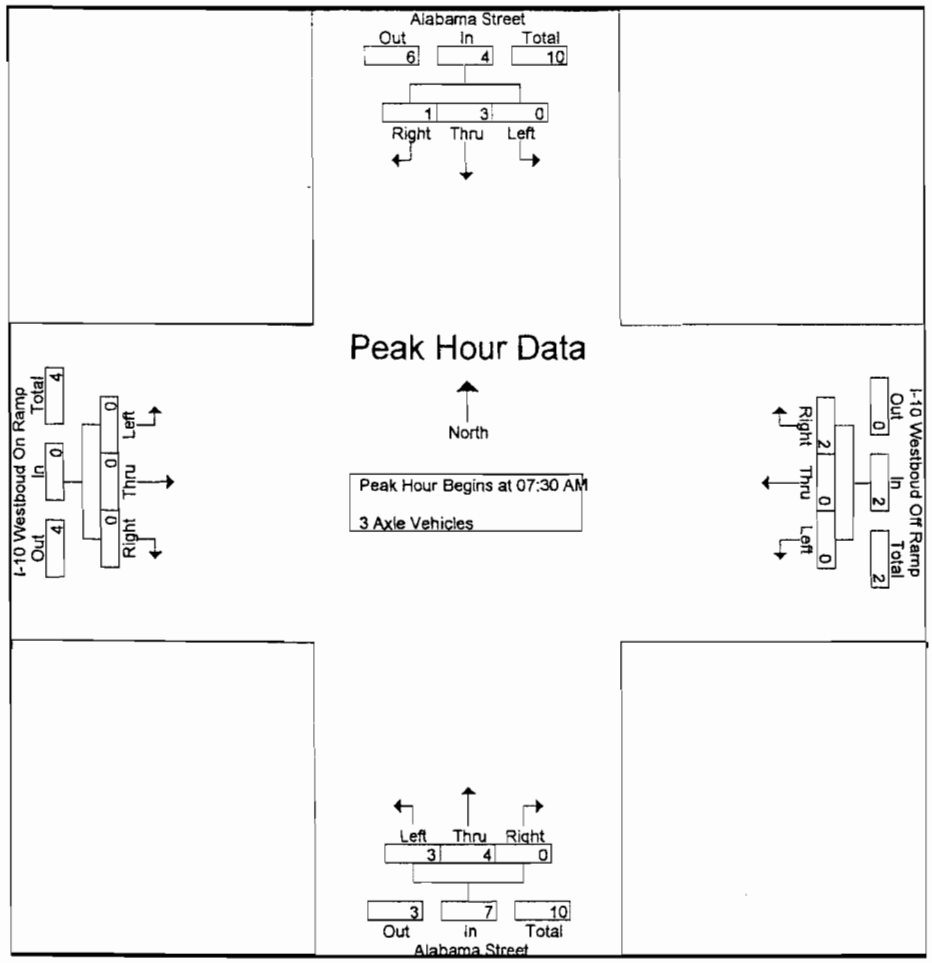

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	1	1	2	0	0	0	0	1	1	0	2	0	0	0	0
+15 mins.	0	0	0	0	0	0	1	1	1	1	0	2	0	0	0	0
+30 mins.	0	2	0	2	0	0	0	0	1	1	0	2	0	0	0	0
+45 mins.	0	0	0	0	0	0	1	1	0	1	0	1	0	0	0	0
Total Volume	0	3	1	4	0	0	2	2	3	4	0	7	0	0	0	0
% App. Total	0	75	25		0	0	100		42.9	57.1	0		0	0	0	
PHF	.000	.375	.250	.500	.000	.000	.500	.500	.750	1.000	.000	.875	.000	.000	.000	.000

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City of Redlands
N/S: Alabama Street
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Weather: Sunny

File Name : REDAL10WAM
Site Code : 00002222
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Groups Printed- 4+ Axle trucks

	Alabama Street Southbound				I-10 Westboud Off Ramp Westbound				Alabama Street Northbound				I-10 Westboud On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	3	3	0	1	2	3	0	0	0	0	0	0	0	0	6
07:15 AM	0	0	6	6	0	1	0	1	0	1	0	1	0	0	0	0	8
07:30 AM	0	0	2	2	1	0	2	3	0	4	0	4	0	0	0	0	9
07:45 AM	0	0	3	3	1	0	2	3	0	7	0	7	0	0	0	0	13
Total	0	0	14	14	2	2	6	10	0	12	0	12	0	0	0	0	36
08:00 AM	0	0	2	2	1	1	4	6	1	4	0	5	0	0	0	0	13
08:15 AM	0	2	6	8	0	2	2	4	0	0	0	0	0	0	0	0	12
08:30 AM	0	0	5	5	0	2	3	5	1	4	0	5	0	0	0	0	15
08:45 AM	0	0	3	3	0	2	1	3	1	7	0	8	0	0	0	0	14
Total	0	2	16	18	1	7	10	18	3	15	0	18	0	0	0	0	54
Grand Total	0	2	30	32	3	9	16	28	3	27	0	30	0	0	0	0	90
Apprch %	0	6.2	93.8		10.7	32.1	57.1		10	90	0		0	0	0		
Total %	0	2.2	33.3	35.6	3.3	10	17.8	31.1	3.3	30	0	33.3	0	0	0	0	

	Alabama Street Southbound				I-10 Westboud Off Ramp Westbound				Alabama Street Northbound				I-10 Westboud On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	2	2	1	0	2	3	0	4	0	4	0	0	0	0	9
07:45 AM	0	0	3	3	1	0	2	3	0	7	0	7	0	0	0	0	13
08:00 AM	0	0	2	2	1	1	4	6	1	4	0	5	0	0	0	0	13
08:15 AM	0	2	6	8	0	2	2	4	0	0	0	0	0	0	0	0	12
Total Volume	0	2	13	15	3	3	10	16	1	15	0	16	0	0	0	0	47
% App. Total	0	13.3	86.7		18.8	18.8	62.5		6.2	93.8	0		0	0	0		
PHF	.000	.250	.542	.469	.750	.375	.625	.667	.250	.536	.000	.571	.000	.000	.000	.000	.904

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File Name : REDAL10WAM
Site Code : 00002222
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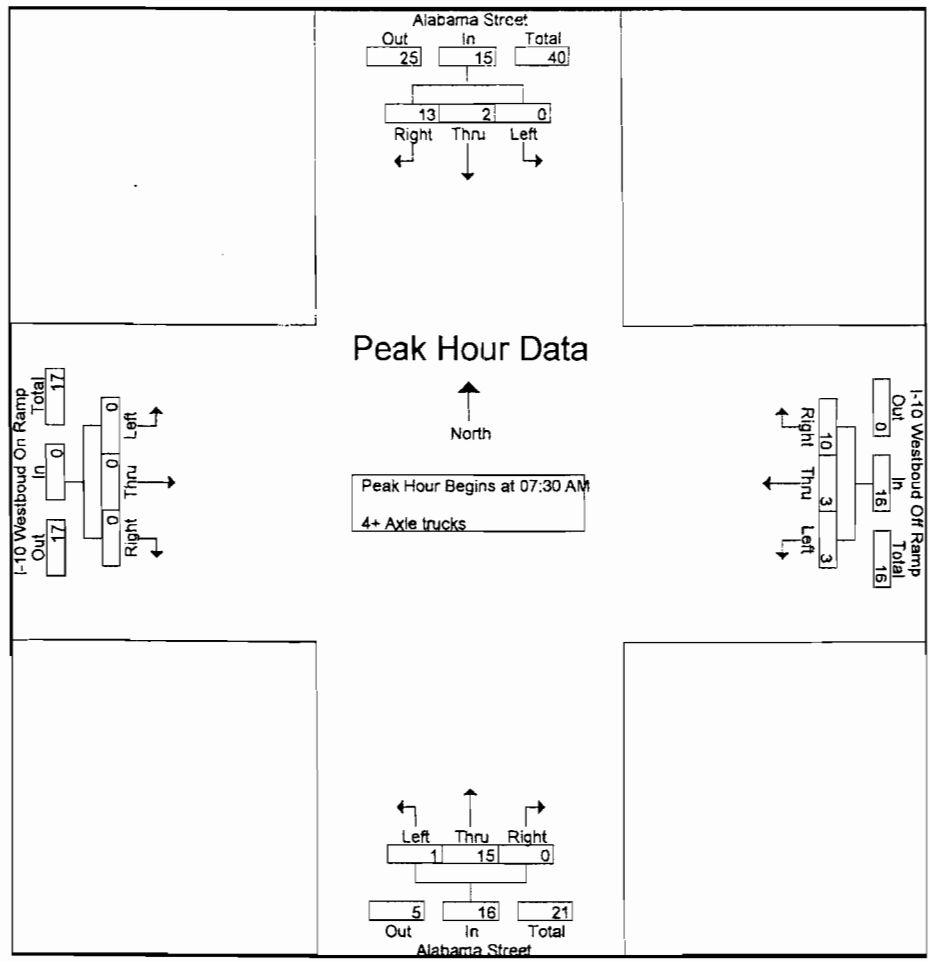

Peak Hour Analysis From 07:30 AM to 08:15 AM Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	2	2	1	0	2	3	0	4	0	4	0	0	0	0
+15 mins.	0	0	3	3	1	0	2	3	0	7	0	7	0	0	0	0
+30 mins.	0	0	2	2	1	1	4	6	1	4	0	5	0	0	0	0
+45 mins.	0	2	6	8	0	2	2	4	0	0	0	0	0	0	0	0
Total Volume	0	2	13	15	3	3	10	16	1	15	0	16	0	0	0	0
% App. Total	0	13.3	86.7		18.8	18.8	62.5		6.2	93.8	0		0	0	0	
PHF	.000	.250	.542	.469	.750	.375	.625	.667	.250	.536	.000	.571	.000	.000	.000	.000

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City of Redlands
N/S: Alabama Street
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Weather: Sunny

File Name : REDAL10WPM
Site Code : 00002222
Start Date : 7/16/2013
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Alabama Street Southbound				I-10 Westbound Off Ramp Westbound				Alabama Street Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	121	96	217	32	60	35	127	98	245	0	343	0	0	0	0	687
04:15 PM	0	141	100	241	43	74	27	144	88	211	0	299	0	0	0	0	684
04:30 PM	0	164	98	262	31	60	26	117	85	223	0	308	0	0	0	0	687
04:45 PM	0	169	88	257	42	69	32	143	78	231	0	309	0	0	0	0	709
Total	0	595	382	977	148	263	120	531	349	910	0	1259	0	0	0	0	2767
05:00 PM	0	148	94	242	37	89	26	152	109	231	0	340	0	0	0	0	734
05:15 PM	0	192	92	284	37	71	32	140	88	206	0	294	0	0	0	0	718
05:30 PM	0	156	96	252	33	72	27	132	95	237	0	332	0	0	0	0	716
05:45 PM	0	149	82	231	38	65	27	130	78	191	0	269	0	0	0	0	630
Total	0	645	364	1009	145	297	112	554	370	865	0	1235	0	0	0	0	2798
Grand Total	0	1240	746	1986	293	560	232	1085	719	1775	0	2494	0	0	0	0	5565
Apprch %	0	62.4	37.6		27	51.6	21.4		28.8	71.2	0		0	0	0		
Total %	0	22.3	13.4	35.7	5.3	10.1	4.2	19.5	12.9	31.9	0	44.8	0	0	0	0	
Passenger Vehicles	0	1233	701	1934	289	546	226	1061	705	1738	0	2443	0	0	0	0	5438
% Passenger Vehicles	0	99.4	94	97.4	98.6	97.5	97.4	97.8	98.1	97.9	0	98	0	0	0	0	97.7
Large 2 Axle Vehicles	0	5	3	8	2	10	0	12	12	7	0	19	0	0	0	0	39
% Large 2 Axle Vehicles	0	0.4	0.4	0.4	0.7	1.8	0	1.1	1.7	0.4	0	0.8	0	0	0	0	0.7
3 Axle Vehicles	0	0	3	3	0	0	0	0	0	7	0	7	0	0	0	0	10
% 3 Axle Vehicles	0	0	0.4	0.2	0	0	0	0	0	0.4	0	0.3	0	0	0	0	0.2
4+ Axle Trucks	0	2	39	41	2	4	6	12	2	23	0	25	0	0	0	0	78
% 4+ Axle Trucks	0	0.2	5.2	2.1	0.7	0.7	2.6	1.1	0.3	1.3	0	1	0	0	0	0	1.4

	Alabama Street Southbound				I-10 Westbound Off Ramp Westbound				Alabama Street Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	169	88	257	42	69	32	143	78	231	0	309	0	0	0	0	709
05:00 PM	0	148	94	242	37	89	26	152	109	231	0	340	0	0	0	0	734
05:15 PM	0	192	92	284	37	71	32	140	88	206	0	294	0	0	0	0	718
05:30 PM	0	156	96	252	33	72	27	132	95	237	0	332	0	0	0	0	716
Total Volume	0	665	370	1035	149	301	117	567	370	905	0	1275	0	0	0	0	2877
% App. Total	0	64.3	35.7		26.3	53.1	20.6		29	71	0		0	0	0		
PHF	.000	.866	.964	.911	.887	.846	.914	.933	.849	.955	.000	.938	.000	.000	.000	.000	.980

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City of Redlands
N/S: Alabama Street
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Weather: Sunny

File Name : REDAL10WPM
Site Code : 00002222
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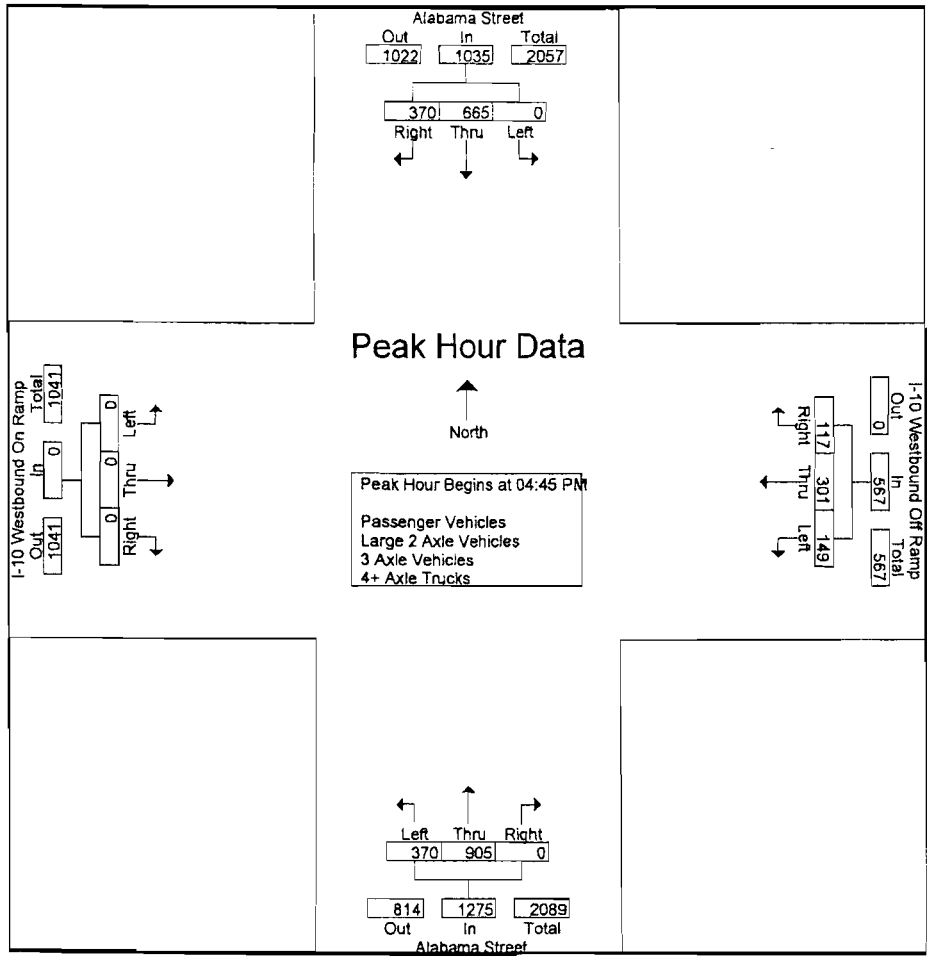

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM				04:45 PM				04:45 PM				04:00 PM			
+0 mins.	0	164	**98**	262	**42**	69	**32**	143	78	231	0	309	0	0	0	0
+15 mins.	0	169	88	257	37	**89**	26	**152**	**109**	231	0	**340**	0	0	0	0
+30 mins.	0	148	94	242	37	71	32	140	88	206	0	294	0	0	0	0
+45 mins.	0	**192**	92	**284**	33	72	27	132	95	**237**	0	332	0	0	0	0
Total Volume	0	673	372	1045	149	301	117	567	370	905	0	1275	0	0	0	0
% App. Total	0	64.4	35.6		26.3	53.1	20.6		29	71	0		0	0	0	
PHF	.000	.876	.949	.920	.887	.846	.914	.933	.849	.955	.000	.938	.000	.000	.000	.000

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City of Redlands
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File Name : REDAL10WPM
Site Code : 00002222
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Groups Printed- Passenger Vehicles

	Alabama Street Southbound				I-10 Westbound Off Ramp Westbound				Alabama Street Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	120	92	212	32	59	34	125	93	240	0	333	0	0	0	0	670
04:15 PM	0	140	97	237	42	72	26	140	86	208	0	294	0	0	0	0	671
04:30 PM	0	161	93	254	31	57	23	111	83	214	0	297	0	0	0	0	662
04:45 PM	0	168	81	249	41	69	31	141	77	226	0	303	0	0	0	0	693
Total	0	589	363	952	146	257	114	517	339	888	0	1227	0	0	0	0	2696
05:00 PM	0	148	88	236	36	88	26	150	108	225	0	333	0	0	0	0	719
05:15 PM	0	191	90	281	37	69	32	138	87	204	0	291	0	0	0	0	710
05:30 PM	0	156	84	240	32	69	27	128	95	234	0	329	0	0	0	0	697
05:45 PM	0	149	76	225	38	63	27	128	76	187	0	263	0	0	0	0	616
Total	0	644	338	982	143	289	112	544	366	850	0	1216	0	0	0	0	2742
Grand Total	0	1233	701	1934	289	546	226	1061	705	1738	0	2443	0	0	0	0	5438
Apprch %	0	63.8	36.2		27.2	51.5	21.3		28.9	71.1	0		0	0	0		
Total %	0	22.7	12.9	35.6	5.3	10	4.2	19.5	13	32	0	44.9	0	0	0	0	

	Alabama Street Southbound				I-10 Westbound Off Ramp Westbound				Alabama Street Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	168	81	249	41	69	31	141	77	226	0	303	0	0	0	0	693
05:00 PM	0	148	88	236	36	88	26	150	108	225	0	333	0	0	0	0	719
05:15 PM	0	191	90	281	37	69	32	138	87	204	0	291	0	0	0	0	710
05:30 PM	0	156	84	240	32	69	27	128	95	234	0	329	0	0	0	0	697
Total Volume	0	663	343	1006	146	295	116	557	367	889	0	1256	0	0	0	0	2819
% App. Total	0	65.9	34.1		26.2	53	20.8		29.2	70.8	0		0	0	0		
PHF	.000	.868	.953	.895	.890	.838	.906	.928	.850	.950	.000	.943	.000	.000	.000	.000	.980

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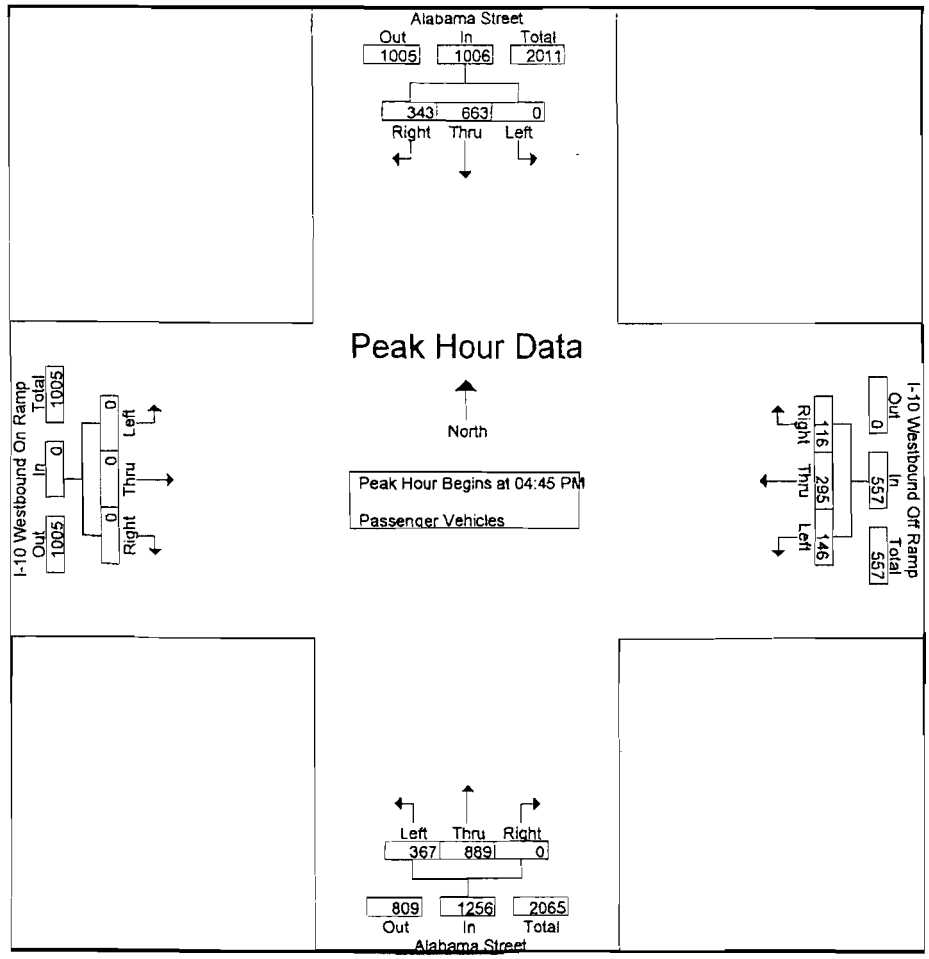

Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	168	81	249	41	69	31	141	77	226	0	303	0	0	0	0
+15 mins.	0	148	88	236	36	88	26	150	108	225	0	333	0	0	0	0
+30 mins.	0	191	90	281	37	69	32	138	87	204	0	291	0	0	0	0
+45 mins.	0	156	84	240	32	69	27	128	95	234	0	329	0	0	0	0
Total Volume	0	663	343	1006	146	295	116	557	367	889	0	1256	0	0	0	0
% App. Total	0	65.9	34.1		26.2	53	20.8		29.2	70.8	0		0	0	0	
PHF	.000	.868	.953	.895	.890	.838	.906	.928	.850	.950	.000	.943	.000	.000	.000	.000

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File Name : REDAL10WPM
Site Code : 00002222
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Groups Printed- Large 2 Axle Vehicles

	Alabama Street Southbound				I-10 Westbound Off Ramp Westbound				Alabama Street Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	1	1	2	0	0	0	0	3	0	0	3	0	0	0	0	5
04:15 PM	0	1	0	1	1	2	0	3	2	0	0	2	0	0	0	0	6
04:30 PM	0	1	0	1	0	3	0	3	2	2	0	4	0	0	0	0	8
04:45 PM	0	1	1	2	1	0	0	1	1	3	0	4	0	0	0	0	7
Total	0	4	2	6	2	5	0	7	8	5	0	13	0	0	0	0	26
05:00 PM	0	0	0	0	0	1	0	1	1	1	0	2	0	0	0	0	3
05:15 PM	0	1	0	1	0	1	0	1	1	0	0	1	0	0	0	0	3
05:30 PM	0	0	1	1	0	1	0	1	0	1	0	1	0	0	0	0	3
05:45 PM	0	0	0	0	0	2	0	2	2	0	0	2	0	0	0	0	4
Total	0	1	1	2	0	5	0	5	4	2	0	6	0	0	0	0	13
Grand Total	0	5	3	8	2	10	0	12	12	7	0	19	0	0	0	0	39
Apprch %	0	62.5	37.5		16.7	83.3	0		63.2	36.8	0		0	0	0		
Total %	0	12.8	7.7	20.5	5.1	25.6	0	30.8	30.8	17.9	0	48.7	0	0	0	0	

	Alabama Street Southbound				I-10 Westbound Off Ramp Westbound				Alabama Street Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	1	1	2	1	0	0	1	1	3	0	4	0	0	0	0	7
05:00 PM	0	0	0	0	0	1	0	1	1	1	0	2	0	0	0	0	3
05:15 PM	0	1	0	1	0	1	0	1	1	0	0	1	0	0	0	0	3
05:30 PM	0	0	1	1	0	1	0	1	0	1	0	1	0	0	0	0	3
Total Volume	0	2	2	4	1	3	0	4	3	5	0	8	0	0	0	0	16
% App. Total	0	50	50		25	75	0		37.5	62.5	0		0	0	0		
PHF	.000	.500	.500	.500	.250	.750	.000	1.00	.750	.417	.000	.500	.000	.000	.000	.000	.571

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City of Redlands
N/S: Alabama Street
E/W: I-10 Westbound Ramps
Weather: Sunny

File Name : REDAL10WPM
Site Code : 00002222
Start Date : 7/16/2013
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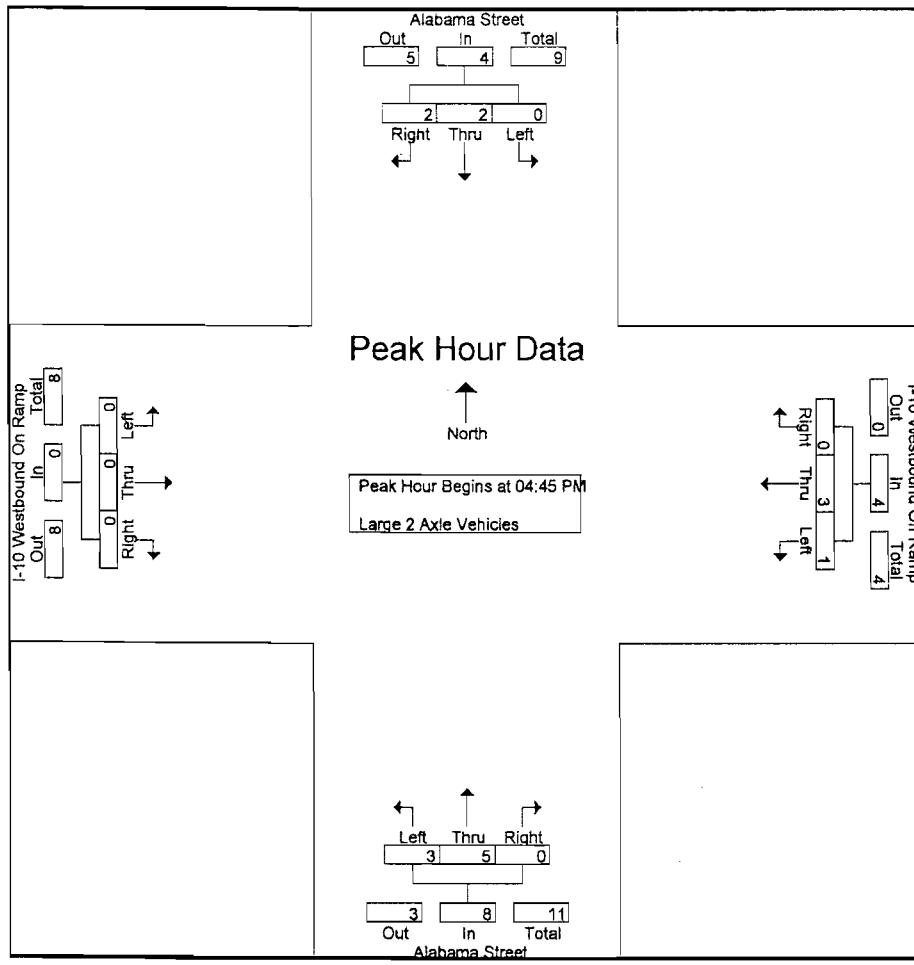

Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	1	1	2	1	0	0	1	1	3	0	4	0	0	0	0
+15 mins.	0	0	0	0	0	1	0	1	1	1	0	2	0	0	0	0
+30 mins.	0	1	0	1	0	1	0	1	1	0	0	1	0	0	0	0
+45 mins.	0	0	1	1	0	1	0	1	0	1	0	1	0	0	0	0
Total Volume	0	2	2	4	1	3	0	4	3	5	0	8	0	0	0	0
% App. Total	0	50	50		25	75	0		37.5	62.5	0		0	0	0	
PHF	.000	.500	.500	.500	.250	.750	.000	1.000	.750	.417	.000	.500	.000	.000	.000	.000

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File Name : REDAL10WPM
Site Code : 00002222
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Groups Printed- 3 Axle Vehicles

	Alabama Street Southbound				I-10 Westbound Off Ramp Westbound				Alabama Street Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	1	1	0	0	0	0	0	2	0	2	0	0	0	0	3
04:15 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	2	2	0	0	0	0	0	2	0	2	0	0	0	0	4
05:00 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
05:15 PM	0	0	1	1	0	0	0	0	0	2	0	2	0	0	0	0	3
05:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	1	0	0	0	0	0	5	0	5	0	0	0	0	6
Grand Total	0	0	3	3	0	0	0	0	0	7	0	7	0	0	0	0	10
Apprch %	0	0	100		0	0	0		0	100	0		0	0	0		
Total %	0	0	30	30	0	0	0	0	0	70	0	70	0	0	0	0	

	Alabama Street Southbound				I-10 Westbound Off Ramp Westbound				Alabama Street Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
05:15 PM	0	0	1	1	0	0	0	0	0	2	0	2	0	0	0	0	3
05:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total Volume	0	0	1	1	0	0	0	0	0	5	0	5	0	0	0	0	6
% App. Total	0	0	100		0	0	0		0	100	0		0	0	0		
PHF	.000	.000	.250	.250	.000	.000	.000	.000	.000	.625	.000	.625	.000	.000	.000	.000	.500

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File Name : REDAL10WPM
Site Code : 00002222
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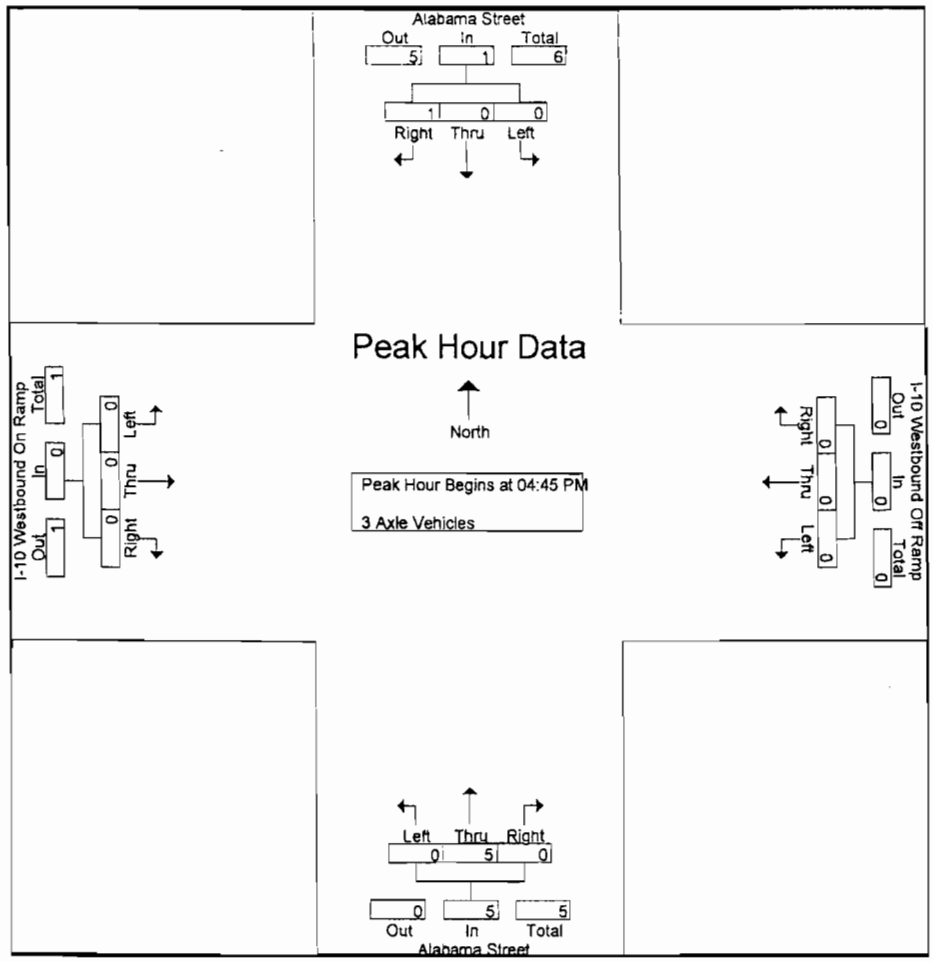

Peak Hour Analysis From 04:45 PM to 05.30 PM - Peak 1 : ' '

Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0
+30 mins.	0	0	1	1	0	0	0	0	0	2	0	2	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
Total Volume	0	0	1	1	0	0	0	0	0	5	0	5	0	0	0	0
% App. Total	0	0	100		0	0	0		0	100	0		0	0	0	
PHF	.000	.000	.250	.250	.000	.000	.000	.000	.000	.625	.000	.625	.000	.000	.000	.000

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File Name : REDAL10WPM
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Groups Printed- 4+ Axle Trucks

	Alabama Street Southbound				I-10 Westbound Off Ramp Westbound				Alabama Street Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	2	2	0	1	1	2	2	3	0	5	0	0	0	0	9
04:15 PM	0	0	2	2	0	0	1	1	0	3	0	3	0	0	0	0	6
04:30 PM	0	2	5	7	0	0	3	3	0	7	0	7	0	0	0	0	17
04:45 PM	0	0	6	6	0	0	1	1	0	2	0	2	0	0	0	0	9
Total	0	2	15	17	0	1	6	7	2	15	0	17	0	0	0	0	41
05:00 PM	0	0	6	6	1	0	0	1	0	3	0	3	0	0	0	0	10
05:15 PM	0	0	1	1	0	1	0	1	0	0	0	0	0	0	0	0	2
05:30 PM	0	0	11	11	1	2	0	3	0	1	0	1	0	0	0	0	15
05:45 PM	0	0	6	6	0	0	0	0	0	4	0	4	0	0	0	0	10
Total	0	0	24	24	2	3	0	5	0	8	0	8	0	0	0	0	37
Grand Total	0	2	39	41	2	4	6	12	2	23	0	25	0	0	0	0	78
Apprch %	0	4.9	95.1		16.7	33.3	50		8	92	0		0	0	0		
Total %	0	2.6	50	52.6	2.6	5.1	7.7	15.4	2.6	29.5	0	32.1	0	0	0	0	

	Alabama Street Southbound				I-10 Westbound Off Ramp Westbound				Alabama Street Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	6	6	0	0	1	1	0	2	0	2	0	0	0	0	9
05:00 PM	0	0	6	6	1	0	0	1	0	3	0	3	0	0	0	0	10
05:15 PM	0	0	1	1	0	1	0	1	0	0	0	0	0	0	0	0	2
05:30 PM	0	0	11	11	1	2	0	3	0	1	0	1	0	0	0	0	15
Total Volume	0	0	24	24	2	3	1	6	0	6	0	6	0	0	0	0	36
% App. Total	0	0	100		33.3	50	16.7		0	100	0		0	0	0		
PHF	.000	.000	.545	.545	.500	.375	.250	.500	.000	.500	.000	.500	.000	.000	.000	.000	.600

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File Name : REDAL10WPM
Site Code : 00002222
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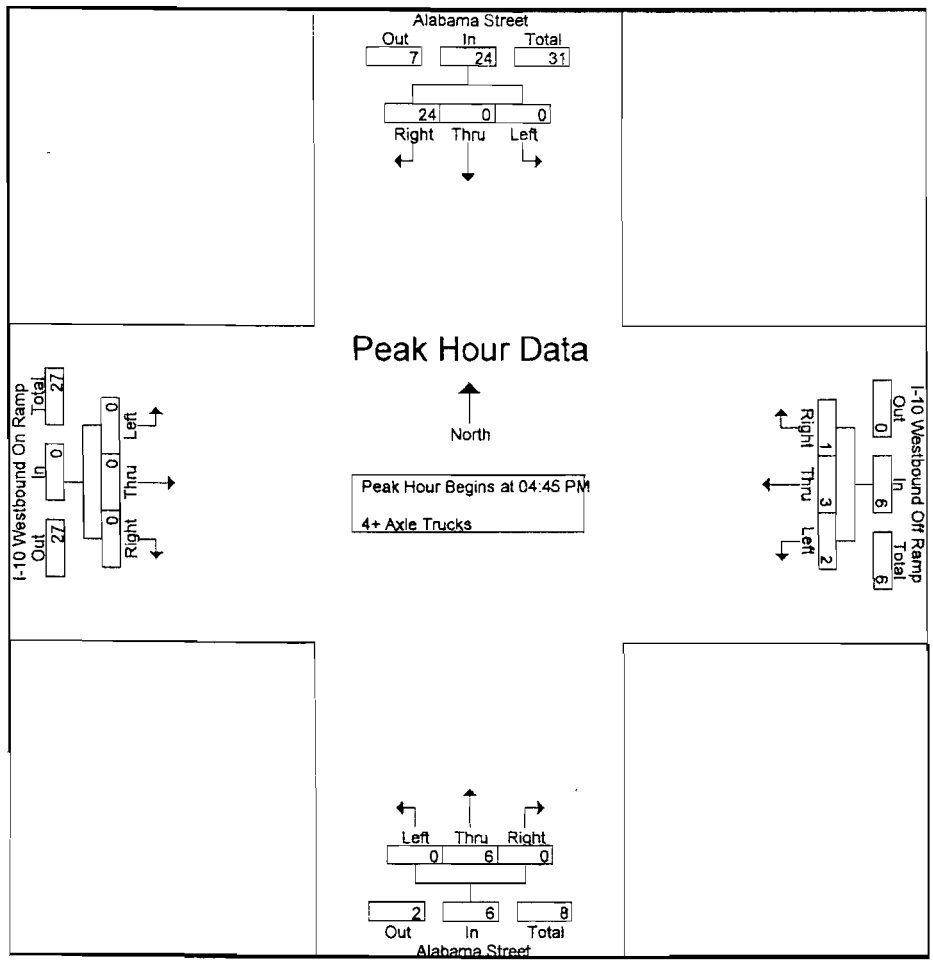

Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	6	6	0	0	1	1	0	2	0	2	0	0	0	0
+15 mins.	0	0	6	6	1	0	0	1	0	3	0	3	0	0	0	0
+30 mins.	0	0	1	1	0	1	0	1	0	0	0	0	0	0	0	0
+45 mins.	0	0	11	11	1	2	0	3	0	1	0	1	0	0	0	0
Total Volume	0	0	24	24	2	3	1	6	0	6	0	6	0	0	0	0
% App. Total	0	0	100		33.3	50	16.7		0	100	0		0	0	0	
PHF	.000	.000	.545	.545	.500	.375	.250	.500	.000	.500	.000	.500	.000	.000	.000	.000

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City of Redlands
N/S: Alabama Street
E/W: I-10 Eastbound Ramps
Weather: Sunny

File Name . REDAL10EAM
Site Code : 00001111
Start Date : 7/16/2013
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Alabama Street Southbound				I-10 Eastbound On Ramp Westbound				Alabama Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	3	87	0	90	0	0	0	0	0	81	17	98	39	0	52	91	279
07:15 AM	3	94	0	97	0	0	0	0	0	106	17	123	50	1	59	110	330
07:30 AM	13	93	0	106	0	0	0	0	0	116	22	138	58	0	70	128	372
07:45 AM	10	146	0	156	0	0	0	0	0	131	12	143	62	1	107	170	469
Total	29	420	0	449	0	0	0	0	0	434	68	502	209	2	288	499	1450
08:00 AM	5	117	0	122	0	0	0	0	0	111	23	134	36	1	90	127	383
08:15 AM	13	126	0	139	0	0	0	0	0	111	25	136	40	0	89	129	404
08:30 AM	13	120	0	133	0	0	0	0	0	104	17	121	48	0	73	121	375
08:45 AM	20	138	0	158	0	0	0	0	0	115	30	145	59	0	106	165	468
Total	51	501	0	552	0	0	0	0	0	441	95	536	183	1	358	542	1630
Grand Total	80	921	0	1001	0	0	0	0	0	875	163	1038	392	3	646	1041	3080
Apprch %	8	92	0		0	0	0		0	84.3	15.7		37.7	0.3	62.1		
Total %	2.6	29.9	0	32.5	0	0	0	0	0	28.4	5.3	33.7	12.7	0.1	21	33.8	
Passenger Vehicles	76	910	0	986	0	0	0	0	0	858	157	1015	352	2	618	972	2973
% Passenger Vehicles	95	98.8	0	98.5	0	0	0	0	0	98.1	96.3	97.8	89.8	66.7	95.7	93.4	96.5
Large 2 Axle Vehicles	2	5	0	7	0	0	0	0	0	9	5	14	12	1	19	32	53
% Large 2 Axle Vehicles	2.5	0.5	0	0.7	0	0	0	0	0	1	3.1	1.3	3.1	33.3	2.9	3.1	1.7
3 Axle Vehicles	2	3	0	5	0	0	0	0	0	4	0	4	4	0	1	5	14
% 3 Axle Vehicles	2.5	0.3	0	0.5	0	0	0	0	0	0.5	0	0.4	1	0	0.2	0.5	0.5
4+ Axle Trucks	0	3	0	3	0	0	0	0	0	4	1	5	24	0	8	32	40
% 4+ Axle Trucks	0	0.3	0	0.3	0	0	0	0	0	0.5	0.6	0.5	6.1	0	1.2	3.1	1.3

	Alabama Street Southbound				I-10 Eastbound On Ramp Westbound				Alabama Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	10	**146**	0	**156**	0	0	0	0	0	**131**	12	**143**	**62**	**1**	**107**	**170**	**469**
08:00 AM	5	117	0	122	0	0	0	0	0	111	23	134	36	1	90	127	383
08:15 AM	**13**	126	0	139	0	0	0	0	0	111	**25**	136	40	0	89	129	404
08:30 AM	13	120	0	133	0	0	0	0	0	104	17	121	48	0	73	121	375
Total Volume	41	509	0	550	0	0	0	0	0	457	77	534	186	2	359	547	1631
% App. Total	7.5	92.5	0		0	0	0		0	85.6	14.4		34	0.4	65.6		
PHF	.788	.872	.000	.881	.000	.000	.000	.000	.000	.872	.770	.934	.750	.500	.839	.804	.869

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File Name : REDAL10EAM
Site Code : 00001111
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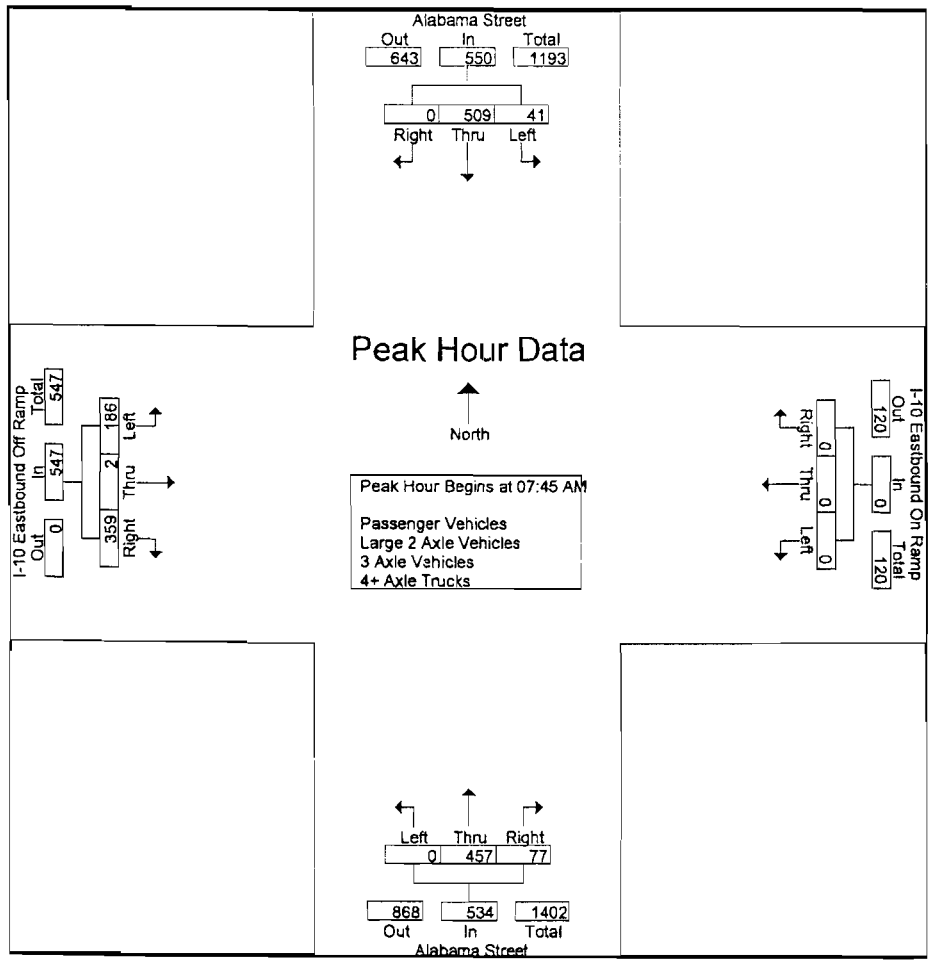

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:00 AM				07:00 AM				07:30 AM				07:30 AM			
+0 mins.	5	117	0	122	0	0	0	0	0	116	22	138	58	0	70	128
+15 mins.	13	126	0	139	0	0	0	0	0	**131**	12	**143**	**62**	**1**	**107**	**170**
+30 mins.	13	120	0	133	0	0	0	0	0	111	23	134	36	1	90	127
+45 mins.	**20**	**138**	0	**158**	0	0	0	0	0	111	25	136	40	0	89	129
Total Volume	51	501	0	552	0	0	0	0	0	469	82	551	196	2	356	554
% App. Total	9.2	90.8	0		0	0	0		0	85.1	14.9		35.4	0.4	64.3	
PHF	.638	.908	.000	.873	.000	.000	.000	.000	.000	.895	.820	.963	.790	.500	.832	.815

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File Name : REDAL10EAM
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Groups Printed- Passenger Vehicles

	Alabama Street Southbound				I-10 Eastbound On Ramp Westbound				Alabama Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	3	87	0	90	0	0	0	0	0	81	17	98	37	0	48	85	273
07:15 AM	3	91	0	94	0	0	0	0	0	105	16	121	50	1	55	106	321
07:30 AM	12	91	0	103	0	0	0	0	0	115	21	136	49	0	68	117	356
07:45 AM	10	144	0	154	0	0	0	0	0	127	12	139	55	1	104	160	453
Total	28	413	0	441	0	0	0	0	0	428	66	494	191	2	275	468	1403
08:00 AM	3	114	0	117	0	0	0	0	0	108	22	130	32	0	86	118	365
08:15 AM	12	125	0	137	0	0	0	0	0	109	23	132	38	0	85	123	392
08:30 AM	13	120	0	133	0	0	0	0	0	103	17	120	42	0	72	114	367
08:45 AM	20	138	0	158	0	0	0	0	0	110	29	139	49	0	100	149	446
Total	48	497	0	545	0	0	0	0	0	430	91	521	161	0	343	504	1570
Grand Total	76	910	0	986	0	0	0	0	0	858	157	1015	352	2	618	972	2973
Apprch %	7.7	92.3	0		0	0	0		0	84.5	15.5		36.2	0.2	63.6		
Total %	2.6	30.6	0	33.2	0	0	0	0	0	28.9	5.3	34.1	11.8	0.1	20.8	32.7	

	Alabama Street Southbound				I-10 Eastbound On Ramp Westbound				Alabama Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	10	**144**	0	**154**	0	0	0	0	0	**127**	12	**139**	**55**	**1**	**104**	**160**	**453**
08:00 AM	3	114	0	117	0	0	0	0	0	108	22	130	32	0	86	118	365
08:15 AM	12	125	0	137	0	0	0	0	0	109	**23**	132	38	0	85	123	392
08:30 AM	**13**	120	0	133	0	0	0	0	0	103	17	120	42	0	72	114	367
Total Volume	38	503	0	541	0	0	0	0	0	447	74	521	167	1	347	515	1577
% App. Total	7	93	0		0	0	0		0	85.8	14.2		32.4	0.2	67.4		
PHF	.731	.873	.000	.878	.000	.000	.000	.000	.000	.880	.804	.937	.759	.250	.834	.805	.870

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City of Redlands
N/S: Alabama Street
E/W: I-10 Eastbound Ramps
Weather: Sunny

File Name : REDAL10EAM
Site Code : 00001111
Start Date : 7/16/2013
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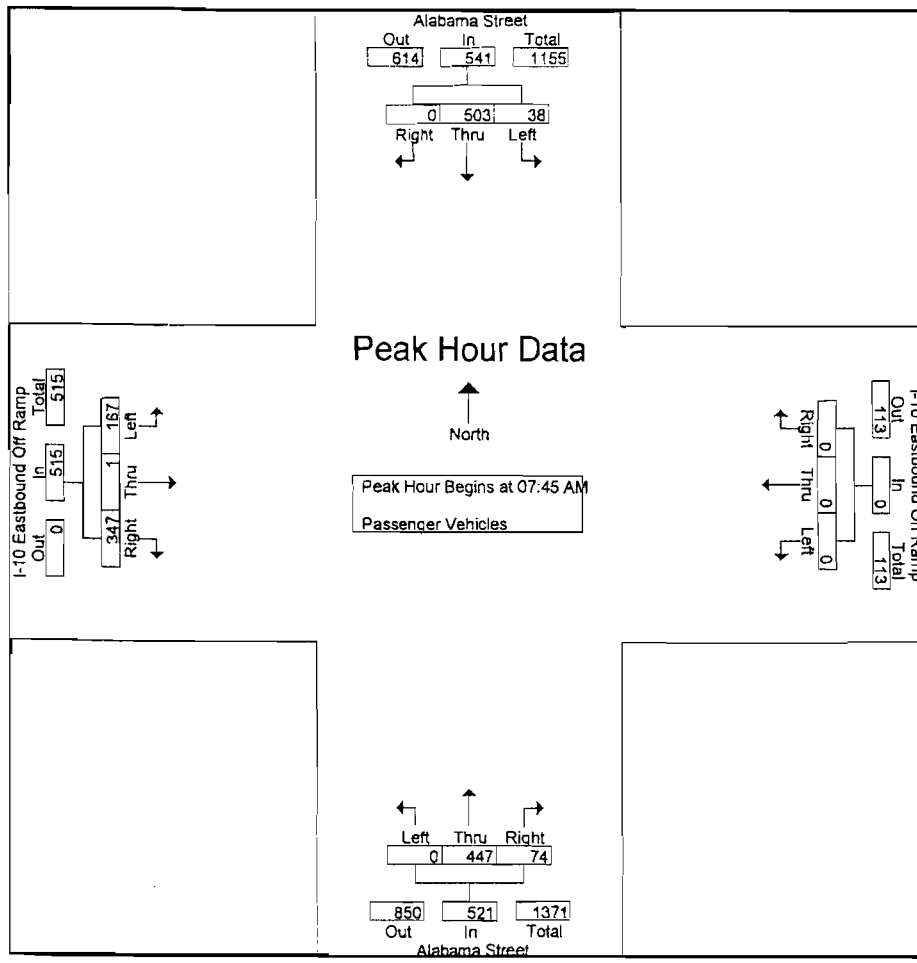

Peak Hour Analysis From 07 45 AM to 08:30 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	10	**144**	0	**154**	0	0	0	0	0	**127**	12	**139**	**55**	**1**	**104**	**160**
+15 mins.	3	114	0	117	0	0	0	0	0	108	22	130	32	0	86	118
+30 mins.	12	125	0	137	0	0	0	0	0	109	23	132	38	0	85	123
+45 mins.	**13**	120	0	133	0	0	0	0	0	103	17	120	42	0	72	114
Total Volume	38	503	0	541	0	0	0	0	0	447	74	521	167	1	347	515
% App. Total	7	93	0		0	0	0		0	85.8	14.2		32.4	0.2	67.4	
PHF	.731	.873	.000	.878	.000	.000	.000	.000	.000	.880	.804	.937	.759	.250	.834	.805

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Weather: Sunny

File Name : REDAL10EAM
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Groups Printed- Large 2 Axle Vehicles

	Alabama Street Southbound				I-10 Eastbound On Ramp Westbound				Alabama Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	3	3
07:15 AM	0	3	0	3	0	0	0	0	0	0	1	1	0	0	3	3	7
07:30 AM	1	0	0	1	0	0	0	0	0	0	1	1	3	0	1	4	6
07:45 AM	0	2	0	2	0	0	0	0	0	2	0	2	1	0	2	3	7
Total	1	5	0	6	0	0	0	0	0	2	2	4	5	0	8	13	23
08:00 AM	1	0	0	1	0	0	0	0	0	1	1	2	0	1	2	3	6
08:15 AM	0	0	0	0	0	0	0	0	0	2	2	4	1	0	3	4	8
08:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	2	0	1	3	4
08:45 AM	0	0	0	0	0	0	0	0	0	3	0	3	4	0	5	9	12
Total	1	0	0	1	0	0	0	0	0	7	3	10	7	1	11	19	30
Grand Total	2	5	0	7	0	0	0	0	0	9	5	14	12	1	19	32	53
Apprch %	28.6	71.4	0		0	0	0		0	64.3	35.7		37.5	3.1	59.4		
Total %	3.8	9.4	0	13.2	0	0	0	0	0	17	9.4	26.4	22.6	1.9	35.8	60.4	

	Alabama Street Southbound				I-10 Eastbound On Ramp Westbound				Alabama Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	2	0	2	0	0	0	0	0	2	0	2	1	0	2	3	7
08:00 AM	1	0	0	1	0	0	0	0	0	1	1	2	0	1	2	3	6
08:15 AM	0	0	0	0	0	0	0	0	0	2	2	4	1	0	3	4	8
08:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	2	0	1	3	4
Total Volume	1	2	0	3	0	0	0	0	0	6	3	9	4	1	8	13	25
% App. Total	33.3	66.7	0		0	0	0		0	66.7	33.3		30.8	7.7	61.5		
PHF	.250	.250	.000	.375	.000	.000	.000	.000	.000	.750	.375	.563	.500	.250	.667	.813	.781

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City of Redlands
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File Name : REDAL10EAM
Site Code : 00001111
Start Date : 7/16/2013
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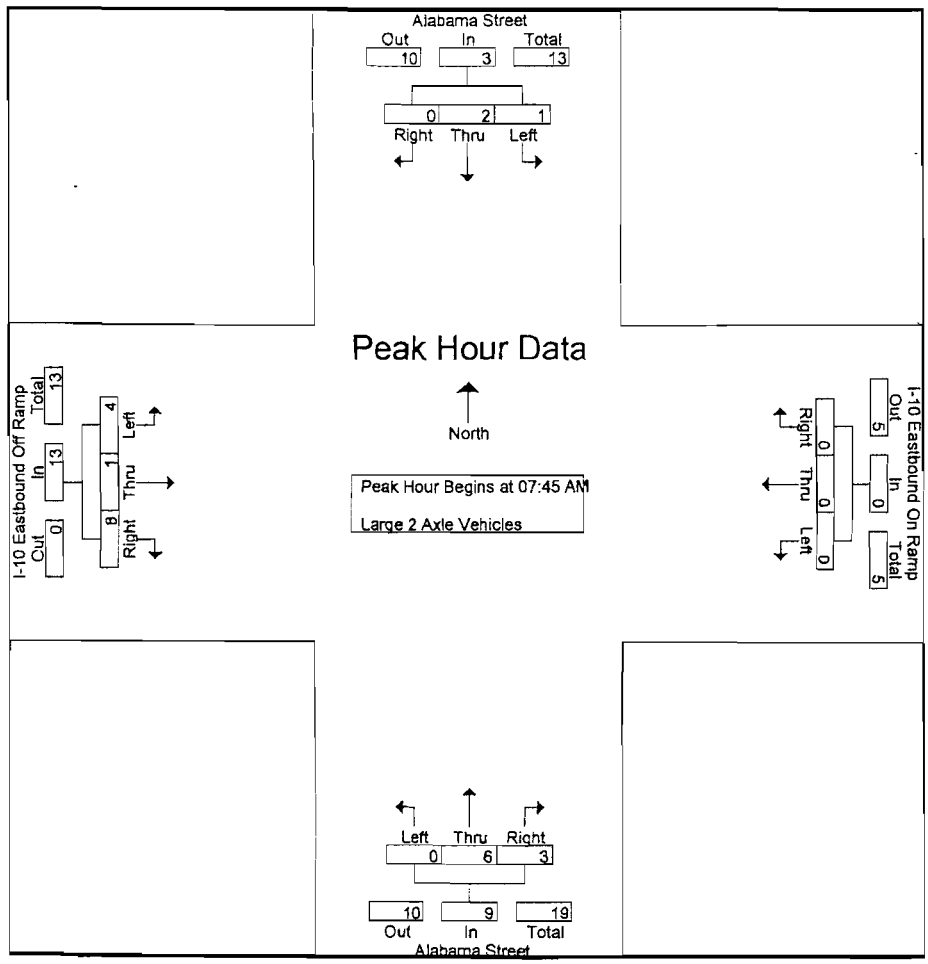

Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	0	2	0	2	0	0	0	0	0	2	0	2	1	0	2	3
+15 mins.	1	0	0	1	0	0	0	0	0	1	1	2	0	1	2	3
+30 mins.	0	0	0	0	0	0	0	0	0	2	2	4	1	0	3	4
+45 mins.	0	0	0	0	0	0	0	0	0	1	0	1	2	0	1	3
Total Volume	1	2	0	3	0	0	0	0	0	6	3	9	4	1	8	13
% App. Total	33.3	66.7	0		0	0	0		0	66.7	33.3		30.8	7.7	61.5	
PHF	.250	.250	.000	.375	.000	.000	.000	.000	.000	.750	.375	.563	.500	.250	.667	.813

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Groups Printed- 3 Axle Vehicles

	Alabama Street Southbound				I-10 Eastbound On Ramp Westbound				Alabama Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App Total	Left	Thru	Right	App. Total	Left	Thru	Right	App Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
07:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
07:30 AM	0	1	0	1	0	0	0	0	0	1	0	1	1	0	1	2	4
07:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	1	2
Total	0	1	0	1	0	0	0	0	0	3	0	3	3	0	1	4	8
08:00 AM	1	2	0	3	0	0	0	0	0	1	0	1	0	0	0	0	4
08:15 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	2	0	4	0	0	0	0	0	1	0	1	1	0	0	1	6
Grand Total	2	3	0	5	0	0	0	0	0	4	0	4	4	0	1	5	14
Apprch %	40	60	0		0	0	0		0	100	0		80	0	20		
Total %	14.3	21.4	0	35.7	0	0	0	0	0	28.6	0	28.6	28.6	0	7.1	35.7	

	Alabama Street Southbound				I-10 Eastbound On Ramp Westbound				Alabama Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	1	2
08:00 AM	1	2	0	3	0	0	0	0	0	1	0	1	0	0	0	0	4
08:15 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total Volume	2	2	0	4	0	0	0	0	0	2	0	2	2	0	0	2	8
% App. Total	50	50	0		0	0	0		0	100	0		100	0	0		
PHF	.500	.250	.000	.333	.000	.000	.000	.000	.000	.500	.000	.500	.500	.000	.000	.500	.500

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File Name . REDAL10EAM
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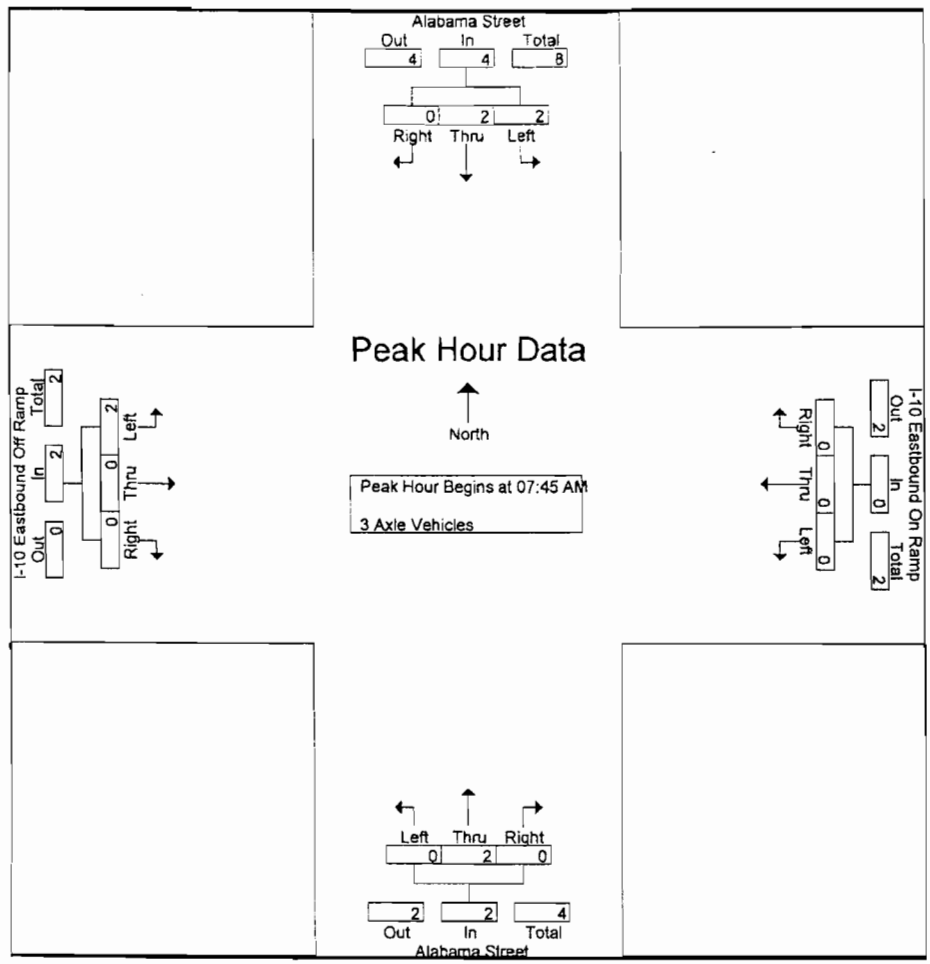

Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	1
+15 mins.	1	2	0	3	0	0	0	0	0	1	0	1	0	0	0	0
+30 mins.	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
Total Volume	2	2	0	4	0	0	0	0	0	2	0	2	2	0	0	2
% App. Total	50	50	0		0	0	0		0	100	0		100	0	0	
PHF	.500	.250	.000	.333	.000	.000	.000	.000	.000	.500	.000	.500	.500	.000	.000	.500

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City of Redlands
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Groups Printed- 4+ Axle Trucks

	Alabama Street Southbound				I-10 Eastbound On Ramp Westbound				Alabama Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
07:30 AM	0	1	0	1	0	0	0	0	0	0	0	0	5	0	0	5	6
07:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	5	0	1	6	7
Total	0	1	0	1	0	0	0	0	0	1	0	1	10	0	4	14	16
08:00 AM	0	1	0	1	0	0	0	0	0	1	0	1	4	0	2	6	8
08:15 AM	0	1	0	1	0	0	0	0	0	0	0	0	1	0	1	2	3
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
08:45 AM	0	0	0	0	0	0	0	0	0	2	1	3	6	0	1	7	10
Total	0	2	0	2	0	0	0	0	0	3	1	4	14	0	4	18	24
Grand Total	0	3	0	3	0	0	0	0	0	4	1	5	24	0	8	32	40
Apprch %	0	100	0		0	0	0		0	80	20		75	0	25		
Total %	0	7.5	0	7.5	0	0	0	0	0	10	2.5	12.5	60	0	20	80	

	Alabama Street Southbound				I-10 Eastbound On Ramp Westbound				Alabama Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	5	0	1	6	7
08:00 AM	0	1	0	1	0	0	0	0	0	1	0	1	4	0	2	6	8
08:15 AM	0	1	0	1	0	0	0	0	0	0	0	0	1	0	1	2	3
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
Total Volume	0	2	0	2	0	0	0	0	0	2	0	2	13	0	4	17	21
% App. Total	0	100	0		0	0	0		0	100	0		76.5	0	23.5		
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.500	.000	.500	.650	.000	.500	.708	.656

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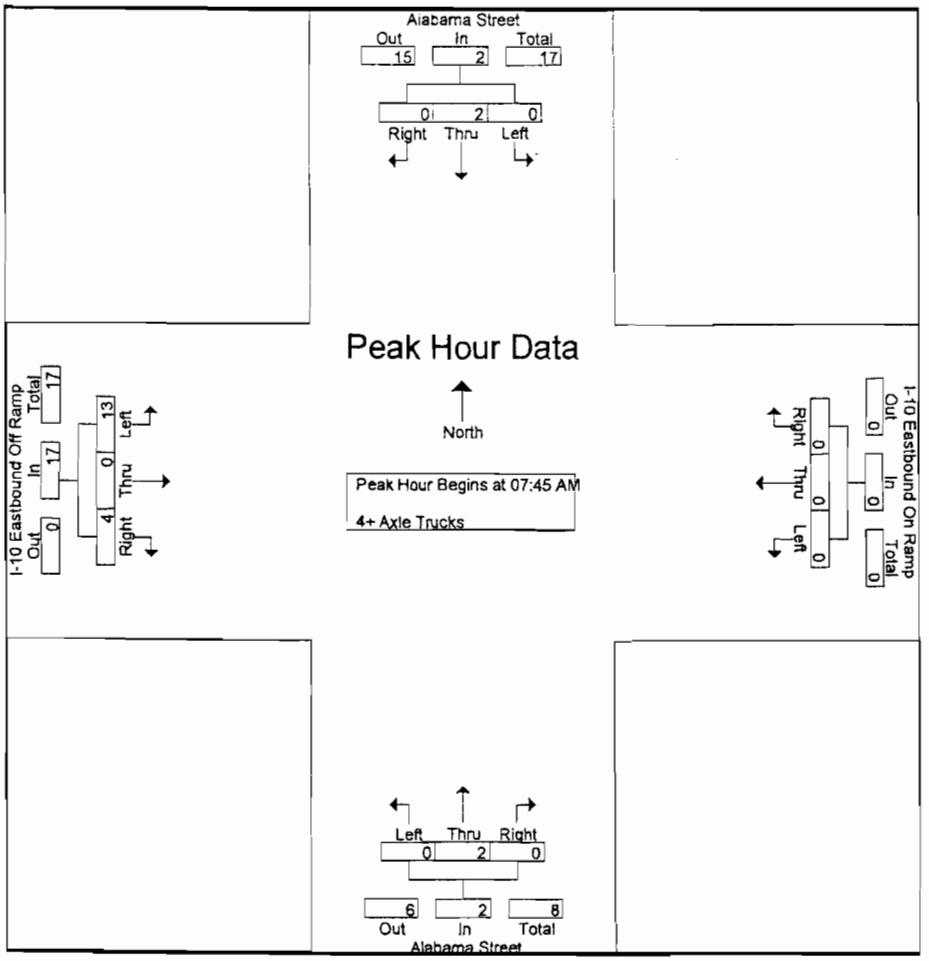

Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	1	0	1	5	0	1	6
+15 mins.	0	1	0	1	0	0	0	0	0	1	0	1	4	0	2	6
+30 mins.	0	1	0	1	0	0	0	0	0	0	0	0	1	0	1	2
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3
Total Volume	0	2	0	2	0	0	0	0	0	2	0	2	13	0	4	17
% App. Total	0	100	0		0	0	0		0	100	0		76.5	0	23.5	
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.500	.000	.500	.650	.000	.500	.708

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City of Redlands
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Alabama Street Southbound				I-10 Eastbound On Ramp Westbound				Alabama Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	43	122	0	165	0	0	0	0	0	232	58	290	108	1	104	213	668
04:15 PM	38	151	0	189	0	0	0	0	0	200	69	269	105	0	103	208	666
04:30 PM	56	141	0	197	0	0	0	0	0	202	61	263	100	1	92	193	653
04:45 PM	51	157	0	208	0	0	0	0	0	202	72	274	101	3	133	237	719
Total	188	571	0	759	0	0	0	0	0	836	260	1096	414	5	432	851	2706
05:00 PM	48	142	0	190	0	0	0	0	0	222	68	290	115	2	125	242	722
05:15 PM	58	185	0	243	0	0	0	0	0	213	60	273	82	0	108	190	706
05:30 PM	45	156	0	201	0	0	0	0	0	225	69	294	92	4	86	182	677
05:45 PM	43	162	0	205	0	0	0	0	0	194	69	263	93	2	104	199	667
Total	194	645	0	839	0	0	0	0	0	854	266	1120	382	8	423	813	2772
Grand Total	382	1216	0	1598	0	0	0	0	0	1690	526	2216	796	13	855	1664	5478
Apprch %	23.9	76.1	0		0	0	0		0	76.3	23.7		47.8	0.8	51.4		
Total %	7	22.2	0	29.2	0	0	0	0	0	30.9	9.6	40.5	14.5	0.2	15.6	30.4	
Passenger Vehicles	380	1206	0	1586	0	0	0	0	0	1673	522	2195	765	13	844	1622	5403
% Passenger Vehicles	99.5	99.2	0	99.2	0	0	0	0	0	99	99.2	99.1	96.1	100	98.7	97.5	98.6
Large 2 Axle Vehicles	1	5	0	6	0	0	0	0	0	11	3	14	3	0	8	11	31
% Large 2 Axle Vehicles	0.3	0.4	0	0.4	0	0	0	0	0	0.7	0.6	0.6	0.4	0	0.9	0.7	0.6
3 Axle Vehicles	0	2	0	2	0	0	0	0	0	3	0	3	8	0	1	9	14
% 3 Axle Vehicles	0	0.2	0	0.1	0	0	0	0	0	0.2	0	0.1	1	0	0.1	0.5	0.3
4+ Axle Trucks	1	3	0	4	0	0	0	0	0	3	1	4	20	0	2	22	30
% 4+ Axle Trucks	0.3	0.2	0	0.3	0	0	0	0	0	0.2	0.2	0.2	2.5	0	0.2	1.3	0.5

	Alabama Street Southbound				I-10 Eastbound On Ramp Westbound				Alabama Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	51	157	0	208	0	0	0	0	0	202	72	274	101	3	133	237	719
05:00 PM	48	142	0	190	0	0	0	0	0	222	68	290	115	2	125	242	722
05:15 PM	58	185	0	243	0	0	0	0	0	213	60	273	82	0	108	190	706
05:30 PM	45	156	0	201	0	0	0	0	0	225	69	294	92	4	86	182	677
Total Volume	202	640	0	842	0	0	0	0	0	862	269	1131	390	9	452	851	2824
% App. Total	24	76	0		0	0	0		0	76.2	23.8		45.8	1.1	53.1		
PHF	.871	.865	.000	.866	.000	.000	.000	.000	.000	.958	.934	.962	.848	.563	.850	.879	.978

Counts Unlimited Inc.
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City of Redlands
N/S: Alabama Street
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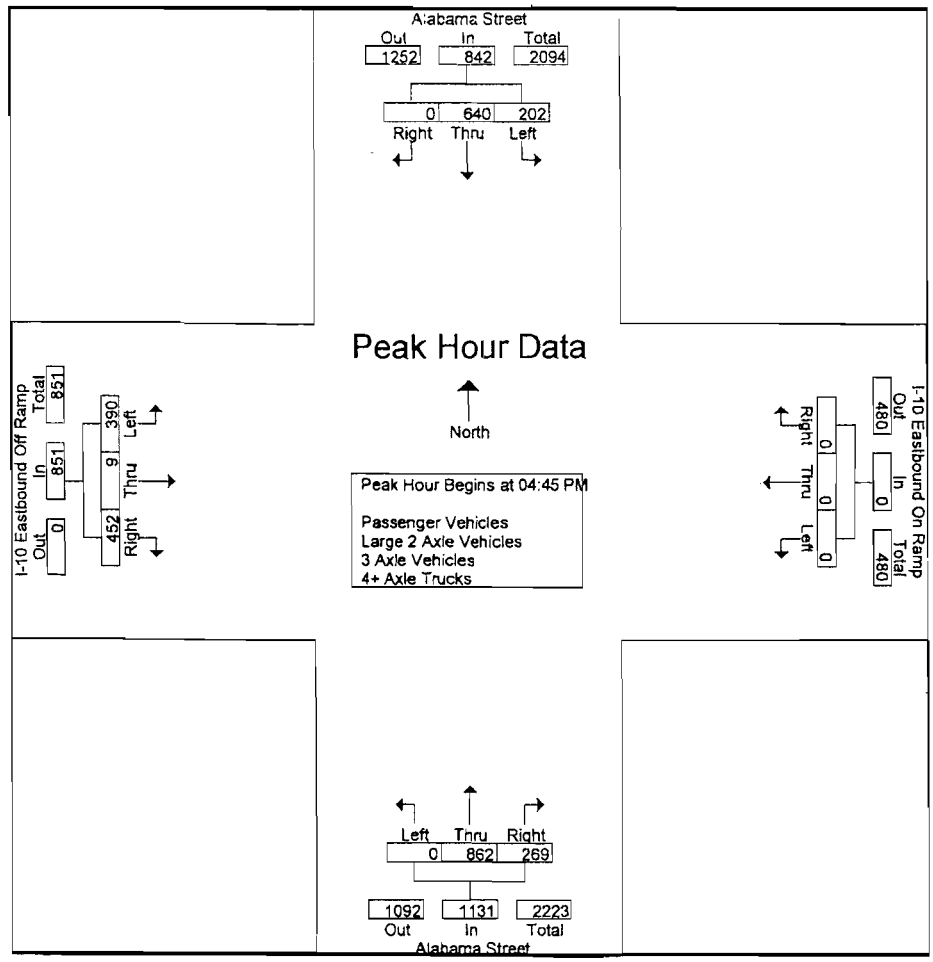

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM				04:00 PM				04:45 PM				04:15 PM			
+0 mins.	51	157	0	208	0	0	0	0	0	202	72	274	105	0	103	208
+15 mins.	48	142	0	190	0	0	0	0	0	222	68	290	100	1	92	193
+30 mins.	58	185	0	243	0	0	0	0	0	213	60	273	101	3	133	237
+45 mins.	45	156	0	201	0	0	0	0	0	225	69	294	115	2	125	242
Total Volume	202	640	0	842	0	0	0	0	0	862	269	1131	421	6	453	880
% App. Total	24	76	0		0	0	0		0	76.2	23.8		47.8	0.7	51.5	
PHF	.871	.865	.000	.866	.000	.000	.000	.000	.000	.958	.934	.962	.915	.500	.852	.909

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City of Redlands
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Groups Printed- Passenger Vehicles

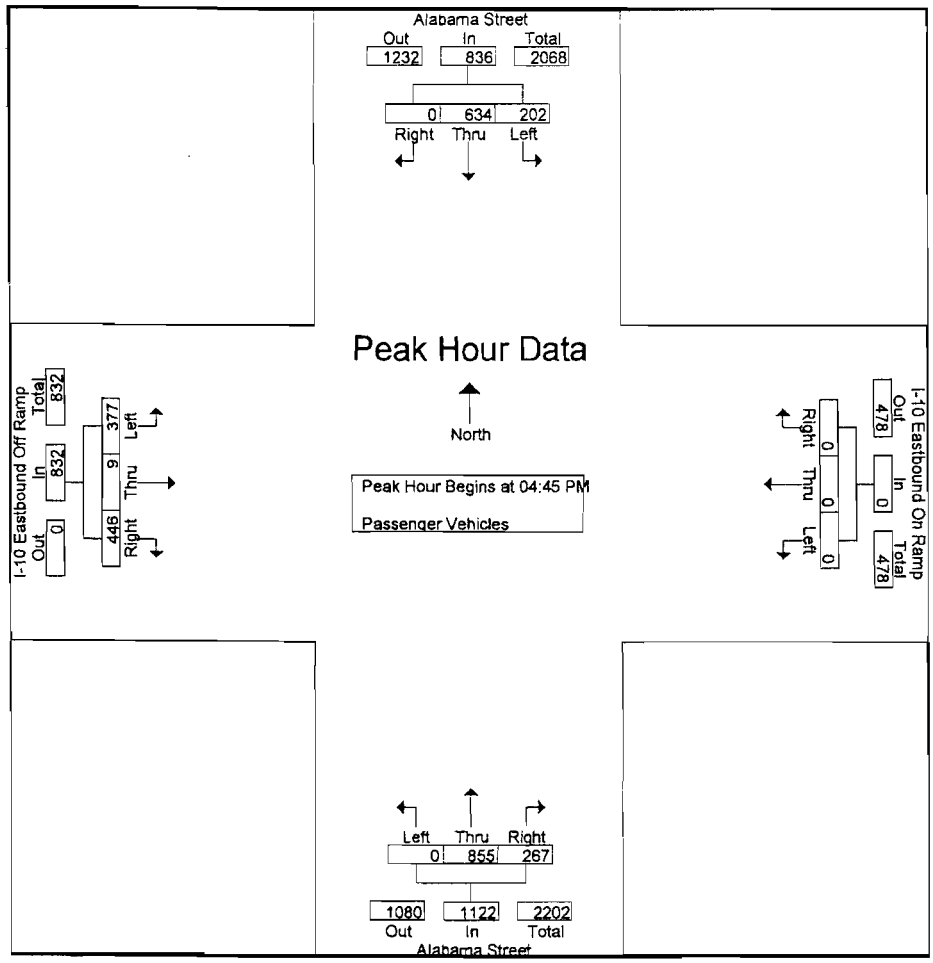
	Alabama Street Southbound				I-10 Eastbound On Ramp Westbound				Alabama Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	43	119	0	162	0	0	0	0	0	228	58	286	102	1	103	206	654
04:15 PM	38	150	0	188	0	0	0	0	0	198	68	266	101	0	102	203	657
04:30 PM	54	141	0	195	0	0	0	0	0	200	61	261	95	1	90	186	642
04:45 PM	51	155	0	206	0	0	0	0	0	200	71	271	96	3	131	230	707
Total	186	565	0	751	0	0	0	0	0	826	258	1084	394	5	426	825	2660
05:00 PM	48	140	0	188	0	0	0	0	0	220	67	287	110	2	124	236	711
05:15 PM	58	184	0	242	0	0	0	0	0	211	60	271	81	0	106	187	700
05:30 PM	45	155	0	200	0	0	0	0	0	224	69	293	90	4	85	179	672
05:45 PM	43	162	0	205	0	0	0	0	0	192	68	260	90	2	103	195	660
Total	194	641	0	835	0	0	0	0	0	847	264	1111	371	8	418	797	2743
Grand Total	380	1206	0	1586	0	0	0	0	0	1673	522	2195	765	13	844	1622	5403
Apprch %	24	76	0		0	0	0		0	76.2	23.8		47.2	0.8	52		
Total %	7	22.3	0	29.4	0	0	0	0	0	31	9.7	40.6	14.2	0.2	15.6	30	

	Alabama Street Southbound				I-10 Eastbound On Ramp Westbound				Alabama Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	51	155	0	206	0	0	0	0	0	200	71	271	96	3	131	230	707
05:00 PM	48	140	0	188	0	0	0	0	0	220	67	287	110	2	124	236	711
05:15 PM	58	184	0	242	0	0	0	0	0	211	60	271	81	0	106	187	700
05:30 PM	45	155	0	200	0	0	0	0	0	224	69	293	90	4	85	179	672
Total Volume	202	634	0	836	0	0	0	0	0	855	267	1122	377	9	446	832	2790
% App. Total	24.2	75.8	0		0	0	0		0	76.2	23.8		45.3	1.1	53.6		
PHF	.871	.861	.000	.864	.000	.000	.000	.000	.000	.954	.940	.957	.857	.563	.851	.881	.981

Counts Unlimited Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Redlands
N/S: Alabama Street
E/W: I-10 Eastbound Ramps
Weather: Sunny

File Name : REDAL10EPM
Site Code : 00001111
Start Date : 7/16/2013
Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	51	155	0	206	0	0	0	0	0	200	71	271	96	3	131	230
+15 mins.	48	140	0	188	0	0	0	0	0	220	67	287	110	2	124	236
+30 mins.	58	184	0	242	0	0	0	0	0	211	60	271	81	0	106	187
+45 mins.	45	155	0	200	0	0	0	0	0	224	69	293	90	4	85	179
Total Volume	202	634	0	836	0	0	0	0	0	855	267	1122	377	9	446	832
% App. Total	24.2	75.8	0		0	0	0		0	76.2	23.8		45.3	1.1	53.6	
PHF	.871	.861	.000	.864	.000	.000	.000	.000	.000	.954	.940	.957	.857	.563	.851	.881

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City of Redlands
N/S: Alabama Street
E/W: I-10 Eastbound Ramps
Weather: Sunny

File Name : REDAL10EPM
Site Code : 00001111
Start Date : 7/16/2013
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	Alabama Street Southbound				I-10 Eastbound On Ramp Westbound				Alabama Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	1	0	1	0	0	0	0	0	2	0	2	1	0	1	2	5
04:15 PM	0	1	0	1	0	0	0	0	0	2	1	3	0	0	0	0	4
04:30 PM	1	0	0	1	0	0	0	0	0	1	0	1	0	0	2	2	4
04:45 PM	0	1	0	1	0	0	0	0	0	2	0	2	1	0	1	2	5
Total	1	3	0	4	0	0	0	0	0	7	1	8	2	0	4	6	18
05:00 PM	0	1	0	1	0	0	0	0	0	1	1	2	1	0	1	2	5
05:15 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	2	2	4
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	2	1	3	0	0	1	1	4
Total	0	2	0	2	0	0	0	0	0	4	2	6	1	0	4	5	13
Grand Total	1	5	0	6	0	0	0	0	0	11	3	14	3	0	8	11	31
Apprch %	16.7	83.3	0		0	0	0		0	78.6	21.4		27.3	0	72.7		
Total %	3.2	16.1	0	19.4	0	0	0	0	0	35.5	9.7	45.2	9.7	0	25.8	35.5	

	Alabama Street Southbound				I-10 Eastbound On Ramp Westbound				Alabama Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	1	0	1	0	0	0	0	0	2	0	2	1	0	1	2	5
05:00 PM	0	1	0	1	0	0	0	0	0	1	1	2	1	0	1	2	5
05:15 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	2	2	4
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	3	0	3	0	0	0	0	0	4	1	5	2	0	4	6	14
% App. Total	0	100	0		0	0	0		0	80	20		33.3	0	66.7		
PHF	.000	.750	.000	.750	.000	.000	.000	.000	.000	.500	.250	.625	.500	.000	.500	.750	.700

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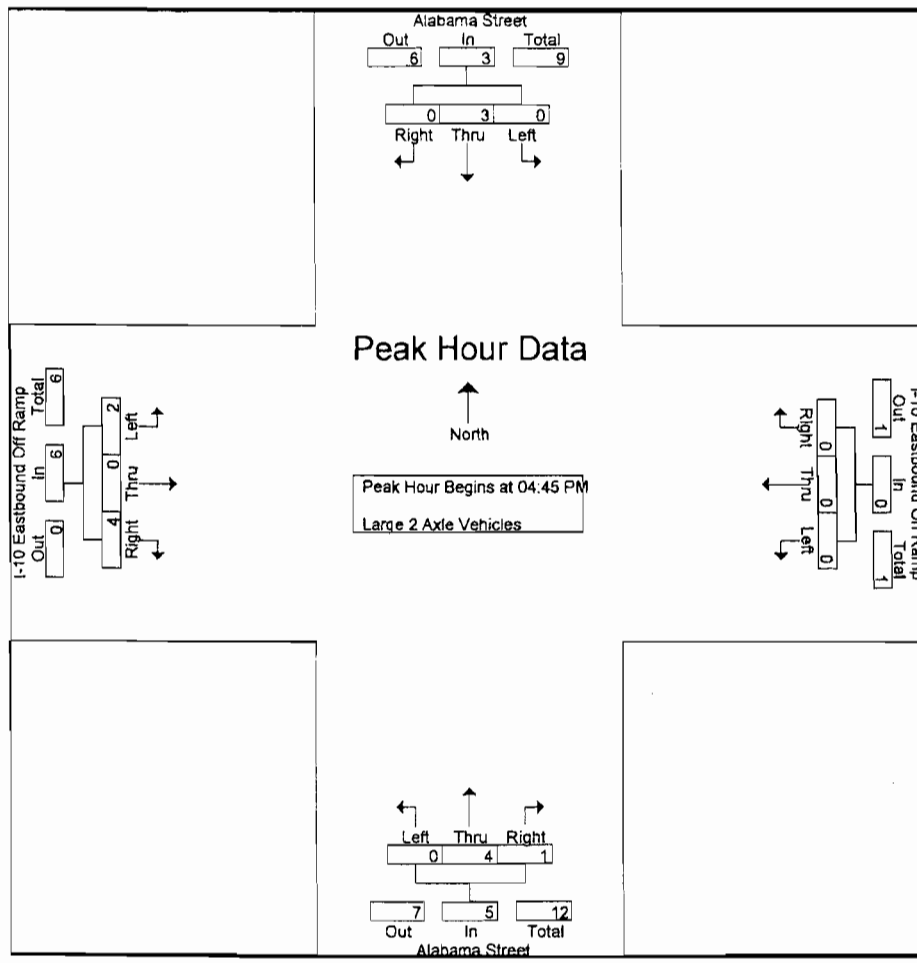
City of Redlands
N/S: Alabama Street
E/W: I-10 Eastbound Ramps
Weather: Sunny

File Name : REDAL10EPM
Site Code : 00001111
Start Date : 7/16/2013
Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	1	0	1	0	0	0	0	0	2	0	2	1	0	1	2
+15 mins.	0	1	0	1	0	0	0	0	0	1	1	2	1	0	1	2
+30 mins.	0	1	0	1	0	0	0	0	0	1	0	1	0	0	2	2
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	3	0	3	0	0	0	0	0	4	1	5	2	0	4	6
% App. Total	0	100	0		0	0	0		0	80	20		33.3	0	66.7	
PHF	.000	.750	.000	.750	.000	.000	.000	.000	.000	.500	.250	.625	.500	.000	.500	.750

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City of Redlands
N/S: Alabama Street
E/W: I-10 Eastbound Ramps
Weather: Sunny

File Name : REDAL10EPM
Site Code : 00001111
Start Date : 7/16/2013
Page No : 1

Groups Printed- 3 Axle Vehicles

	Alabama Street Southbound				I-10 Eastbound On Ramp Westbound				Alabama Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	3	0	0	3	4
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
04:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Total	0	1	0	1	0	0	0	0	0	1	0	1	5	0	1	6	8
05:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	1	2
05:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	1	2
05:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	1	0	0	1	2
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	0	0	0	0	0	2	0	2	3	0	0	3	6
Grand Total	0	2	0	2	0	0	0	0	0	3	0	3	8	0	1	9	14
Apprch %	0	100	0		0	0	0		0	100	0		88.9	0	11.1		
Total %	0	14.3	0	14.3	0	0	0	0	0	21.4	0	21.4	57.1	0	7.1	64.3	

	Alabama Street Southbound				I-10 Eastbound On Ramp Westbound				Alabama Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
05:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	1	2
05:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	1	2
05:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	1	0	0	1	2
Total Volume	0	1	0	1	0	0	0	0	0	2	0	2	3	0	1	4	7
% App. Total	0	100	0		0	0	0		0	100	0		75	0	25		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.500	.000	.500	.750	.000	.250	1.00	.875

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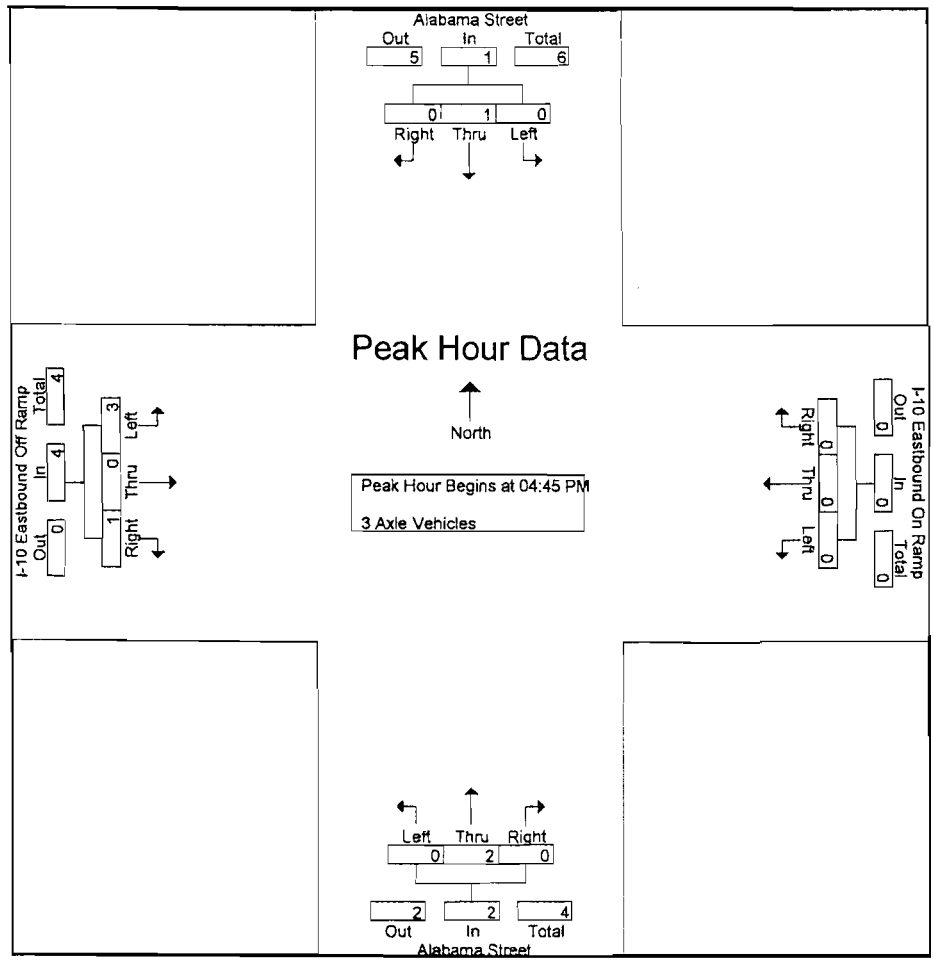
City of Redlands
N/S: Alabama Street
E/W: I-10 Eastbound Ramps
Weather: Sunny

File Name : REDAL10EPM
Site Code : 00001111
Start Date : 7/16/2013
Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
+15 mins.	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	1
+30 mins.	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	1
+45 mins.	0	1	0	1	0	0	0	0	0	0	0	0	1	0	0	1
Total Volume	0	1	0	1	0	0	0	0	0	2	0	2	3	0	1	4
% App. Total	0	100	0		0	0	0		0	100	0		75	0	25	
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.500	.000	.500	.750	.000	.250	1.000

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City of Redlands
N/S: Alabama Street
E/W: I-10 Eastbound Ramps
Weather: Sunny

File Name : REDAL10EPM
Site Code : 00001111
Start Date : 7/16/2013
Page No : 1

Groups Printed- 4+ Axle Trucks

	Alabama Street Southbound				I-10 Eastbound On Ramp Westbound				Alabama Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	1	0	1	0	0	0	0	0	2	0	2	2	0	0	2	5
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	3	3
04:30 PM	1	0	0	1	0	0	0	0	0	0	0	0	5	0	0	5	6
04:45 PM	0	1	0	1	0	0	0	0	0	0	1	1	4	0	0	4	6
Total	1	2	0	3	0	0	0	0	0	2	1	3	13	0	1	14	20
05:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	3	0	0	3	4
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	1	0	1	2	3
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
Total	0	1	0	1	0	0	0	0	0	1	0	1	7	0	1	8	10
Grand Total	1	3	0	4	0	0	0	0	0	3	1	4	20	0	2	22	30
Apprch %	25	75	0		0	0	0		0	75	25		90.9	0	9.1		
Total %	3.3	10	0	13.3	0	0	0	0	0	10	3.3	13.3	66.7	0	6.7	73.3	

	Alabama Street Southbound				I-10 Eastbound On Ramp Westbound				Alabama Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	1	0	1	0	0	0	0	0	0	1	1	4	0	0	4	6
05:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	3	0	0	3	4
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	1	0	1	2	3
Total Volume	0	2	0	2	0	0	0	0	0	1	1	2	8	0	1	9	13
% App. Total	0	100	0		0	0	0		0	50	50		88.9	0	11.1		
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.250	.250	.500	.500	.000	.250	.563	.542

Counts Unlimited Inc.
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City of Redlands
N/S: Alabama Street
E/W: I-10 Eastbound Ramps
Weather: Sunny

File Name : REDAL10EPM
Site Code : 00001111
Start Date : 7/16/2013
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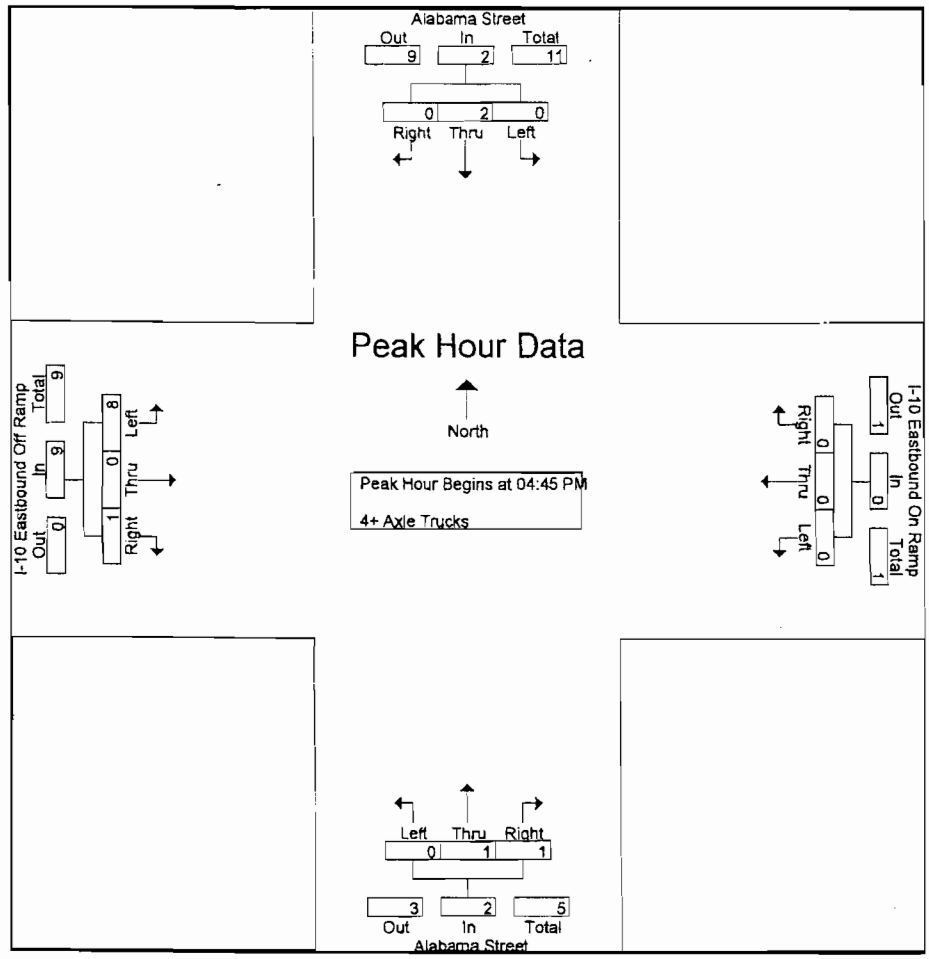


Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	1	0	1	0	0	0	0	0	0	1	1	4	0	0	4
+15 mins.	0	1	0	1	0	0	0	0	0	0	0	0	3	0	0	3
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	1	0	1	1	0	1	2
Total Volume	0	2	0	2	0	0	0	0	0	1	1	2	8	0	1	9
% App. Total	0	100	0		0	0	0		0	50	50		88.9	0	11.1	
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.250	.250	.500	.500	.000	.250	.563

NATIONAL DATA AND SURVEYING SERVICES

Axle Count

Project # CA13_6106-001

Location: I-210 Freeway SB Ramps at San Bernardino Avenue City: Redlands Date: 6/6/2013 Day: Thursday

		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
7:00	CARS	1	0	3	62	45	54	2	29	2	1	56	65
	2-axle	0	0	0	1	1	0	0	3	0	0	1	0
	3-axle	0	0	0	0	0	0	0	0	0	0	0	0
	4-axle	0	0	0	0	0	0	0	2	0	0	0	0
	5-axle +												
7:15	CARS	0	0	7	65	41	62	0	29	2	5	63	72
	2-axle	0	0	0	0	0	0	0	1	0	0	0	1
	3-axle	0	0	0	0	1	0	0	1	0	0	0	0
	4-axle	0	0	0	1	0	0	0	0	0	0	1	0
	5-axle +												
7:30	CARS	0	0	11	104	59	70	3	41	1	4	76	84
	2-axle	0	0	0	1	0	2	0	0	0	0	2	2
	3-axle	0	0	0	0	0	0	0	0	0	0	3	0
	4-axle	0	0	0	0	0	2	0	3	0	0	0	0
	5-axle +												
7:45	CARS	3	0	9	91	60	85	2	32	1	11	97	80
	2-axle	0	0	0	0	2	0	0	4	0	0	2	2
	3-axle	0	0	0	0	1	0	0	1	0	0	1	0
	4-axle	0	0	0	0	0	0	0	1	0	0	3	0
	5-axle +												
8:00	CARS	3	1	5	59	45	60	4	40	3	6	72	59
	2-axle	0	0	0	0	0	1	0	2	0	0	2	0
	3-axle	0	0	0	0	0	0	0	0	0	0	0	0
	4-axle	0	0	0	0	0	1	1	1	0	0	0	0
	5-axle +												
8:15	CARS	0	0	12	40	62	66	2	55	1	10	54	31
	2-axle	0	0	0	0	1	0	0	2	0	0	0	0
	3-axle	0	0	0	0	0	0	0	1	0	0	0	1
	4-axle	0	1	0	1	1	0	1	1	0	0	0	1
	5-axle +												
8:30	CARS	1	3	12	58	76	64	3	37	0	7	47	36
	2-axle	0	0	0	1	0	0	0	1	0	0	1	0
	3-axle	0	0	0	0	0	0	0	1	0	0	0	0
	4-axle	0	0	0	0	0	0	0	0	0	0	0	0
	5-axle +												
8:45	CARS	2	1	8	52	68	61	2	45	1	5	48	32
	2-axle	0	0	0	1	0	0	0	1	0	0	0	0
	3-axle	0	0	0	0	0	0	0	0	0	0	0	0
	4-axle	0	0	0	1	0	0	0	1	0	0	2	0
	5-axle +												

MOVEMENT TOTALS

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
CARS	10	5	67	531	456	522	18	308	11	49	513	459
2-axle	0	0	0	4	4	3	0	14	0	0	8	5
3-axle	0	0	0	0	2	0	0	4	0	0	4	1
4-axle	0	1	0	3	1	3	2	9	0	0	6	1
5-axle +	0	0	0	0	0	0	0	0	0	0	0	0
TOTALS	10	6	67	538	463	528	20	335	11	49	531	466
	NL	*NT*	*NR*	*SL*	*ST*	*SR*	*EL*	*ET*	*ER*	*WL*	*WT*	*WR*

NATIONAL DATA AND SURVEYING SERVICES

Axle Count

Project # CA13_6106-001

Location: I-210 Freeway SB Ramps at San Bernardino Avenue City: Redlands Date: 6/6/2013 Day: Thursday

		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
4:00	CARS	5	8	52	56	65	39	4	114	8	10	51	33
	2-axle	0	0	0	2	0	0	0	0	0	0	1	1
	3-axle	0	0	0	0	0	2	0	0	0	0	0	0
	4-axle	0	0	0	0	2	0	0	0	0	0	0	0
	5-axle +												
4:15	CARS	6	6	60	77	91	42	11	132	19	15	39	34
	2-axle	0	0	0	2	0	1	0	2	0	0	0	0
	3-axle	0	0	0	1	0	0	0	0	0	0	0	0
	4-axle	0	0	0	0	2	2	1	1	0	0	2	1
	5-axle +												
4:30	CARS	1	2	64	57	65	33	9	117	14	11	42	32
	2-axle	0	0	0	1	1	1	0	3	0	0	1	2
	3-axle	0	0	0	0	0	0	0	0	0	0	1	0
	4-axle	0	0	0	0	0	1	0	3	0	0	0	0
	5-axle +												
4:45	CARS	3	3	62	69	102	43	5	122	10	14	37	22
	2-axle	0	0	0	1	3	0	0	2	0	0	0	1
	3-axle	0	0	0	0	0	0	0	0	0	0	1	0
	4-axle	0	0	0	0	0	2	0	0	0	0	3	0
	5-axle +												
5:00	CARS	5	6	66	63	80	36	10	104	12	8	33	20
	2-axle	1	0	0	5	2	0	0	2	0	0	2	1
	3-axle	0	0	0	0	0	1	0	0	0	0	0	0
	4-axle	0	0	0	1	0	1	0	2	0	0	0	0
	5-axle +												
5:15	CARS	6	3	56	64	104	44	11	157	15	10	33	22
	2-axle	0	0	0	4	1	1	0	2	0	0	0	0
	3-axle	0	0	0	0	0	0	0	0	0	0	0	0
	4-axle	0	0	0	0	0	0	0	0	0	0	3	0
	5-axle +												
5:30	CARS	2	12	70	61	110	38	10	123	7	12	38	24
	2-axle	0	0	0	0	1	1	1	3	0	0	1	1
	3-axle	0	0	0	0	0	0	0	0	0	0	0	0
	4-axle	0	0	0	0	0	0	1	0	0	0	1	0
	5-axle +												
5:45	CARS	5	10	52	63	113	40	11	119	9	20	35	24
	2-axle	0	0	0	0	1	0	1	4	0	0	0	0
	3-axle	0	0	0	0	0	0	0	0	0	0	0	0
	4-axle	0	0	0	1	0	0	1	1	1	0	0	0
	5-axle +												

MOVEMENT TOTALS

CARS	33	50	482	510	730	315	71	988	94	100	308	211
2-axle	1	0	0	15	9	4	2	18	0	0	5	6
3-axle	0	0	0	1	0	3	0	0	0	0	2	0
4-axle	0	0	0	2	4	6	3	7	1	0	9	1
5-axle +	0	0	0	0	0	0	0	0	0	0	0	0
TOTALS	34	50	482	528	743	328	76	1013	95	100	324	218
	NL	*NT*	*NR*	*SL*	*ST*	*SR*	*EL*	*ET*	*ER*	*WL*	*WT*	*WR*

NATIONAL DATA AND SURVEYING SERVICES

Axle Count

Project # CA13_6106_002

Location: I-210 Freeway NB Ramps at San Bernardino Avenue City: Redlands Date: 6/6/2013 Day: Thursday

		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
7:00	CARS	7	55	4	19	2	4	14	52	24	1	106	34
	2-axle	0	6	0	0	0	0	0	5	0	0	1	0
	3-axle	0	1	0	0	0	0	0	0	0	0	0	0
	4-axle	0	0	0	0	1	0	1	0	1	0	0	0
	5-axle +												
7:15	CARS	21	52	4	38	0	9	12	63	31	5	115	47
	2-axle	0	2	0	1	0	0	0	1	0	0	1	0
	3-axle	0	0	0	0	0	0	0	0	1	0	0	0
	4-axle	0	1	0	0	0	1	0	0	1	0	0	0
	5-axle +												
7:30	CARS	9	62	8	35	1	12	16	114	20	2	152	84
	2-axle	1	1	0	0	0	0	0	1	0	0	3	3
	3-axle	0	0	0	0	0	2	0	0	0	0	1	0
	4-axle	0	1	0	0	0	0	0	1	1	0	0	0
	5-axle +												
7:45	CARS	15	60	6	34	3	13	17	98	23	11	151	113
	2-axle	1	1	0	0	0	0	2	1	1	0	3	1
	3-axle	1	0	0	0	0	0	0	1	0	0	0	0
	4-axle	0	0	0	0	0	0	2	1	0	0	0	0
	5-axle +												
8:00	CARS	9	75	7	17	0	8	23	58	21	12	120	77
	2-axle	1	0	1	0	0	0	1	1	0	0	1	0
	3-axle	0	0	0	0	0	0	0	0	0	0	0	0
	4-axle	0	1	0	0	0	1	0	0	0	0	2	1
	5-axle +												
8:15	CARS	6	71	0	20	3	14	36	51	22	3	75	52
	2-axle	0	3	0	0	0	0	0	1	1	0	0	1
	3-axle	1	0	0	0	0	0	0	0	1	0	0	0
	4-axle	0	0	0	0	0	0	1	0	0	0	0	0
	5-axle +												
8:30	CARS	5	72	4	19	1	7	28	50	32	6	77	39
	2-axle	0	2	0	0	0	0	0	1	1	0	1	0
	3-axle	0	0	0	0	0	0	0	1	0	0	0	0
	4-axle	1	0	0	0	1	0	0	2	0	0	0	0
	5-axle +												
8:45	CARS	7	81	2	13	5	11	28	45	29	7	68	36
	2-axle	0	2	0	0	1	0	0	2	0	0	0	0
	3-axle	0	1	0	1	0	0	0	0	0	0	0	0
	4-axle	0	0	0	0	0	2	1	0	0	0	0	1
	5-axle +												

MOVEMENT TOTALS

CARS	79	528	35	195	15	78	174	531	202	47	864	482
2-axle	3	17	1	1	1	0	3	13	3	0	10	5
3-axle	2	2	0	1	0	2	0	2	2	0	1	0
4-axle	1	3	0	0	2	4	5	4	3	0	2	2
5-axle +	0	0	0	0	0	0	0	0	0	0	0	0
TOTALS	85	550	36	197	18	84	182	550	210	47	877	489
	NL	*NT*	*NR*	*SL*	*ST*	*SR*	*EL*	*ET*	*ER*	*WL*	*WT*	*WR*

NATIONAL DATA AND SURVEYING SERVICES

Axle Count

Project # CA13_6106_002

Location: I-210 Freeway NB Ramps at San Bernardino Avenue City: Redlands Date: 6/6/2013 Day: Thursday

		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
4:00	CARS	5	92	4	34	8	7	106	94	29	2	76	41
	2-axle	1	2	0	1	0	0	0	2	0	0	1	0
	3-axle	0	0	0	0	0	0	0	0	0	0	0	0
	4-axle	0	0	0	0	0	1	0	1	0	0	0	0
	5-axle +												
4:15	CARS	8	101	5	44	3	11	124	112	26	7	75	39
	2-axle	0	1	0	0	1	0	0	4	0	0	0	0
	3-axle	0	0	1	0	0	0	1	0	0	0	0	0
	4-axle	0	0	0	0	0	2	0	0	0	0	0	0
	5-axle +												
4:30	CARS	7	111	8	59	12	7	103	97	20	3	59	32
	2-axle	0	1	0	0	0	0	1	3	0	0	3	0
	3-axle	1	0	0	0	0	0	0	0	0	0	0	0
	4-axle	0	0	0	0	0	1	2	0	0	0	0	0
	5-axle +												
4:45	CARS	10	98	13	59	13	10	135	114	22	5	65	37
	2-axle	0	2	0	0	0	0	0	3	0	0	1	0
	3-axle	0	0	0	0	0	0	0	0	0	0	1	0
	4-axle	0	0	0	0	0	2	0	0	1	0	0	0
	5-axle +												
5:00	CARS	5	102	8	43	4	10	101	108	21	4	48	44
	2-axle	0	0	0	0	0	0	1	6	0	0	3	0
	3-axle	0	0	0	0	0	0	0	0	0	0	0	0
	4-axle	0	0	0	0	0	1	2	1	0	0	0	0
	5-axle +												
5:15	CARS	6	133	6	64	3	14	109	146	29	6	43	47
	2-axle	0	0	0	0	0	0	0	6	0	0	0	0
	3-axle	0	1	0	0	0	0	0	0	0	0	0	0
	4-axle	0	0	0	0	0	2	0	0	0	0	0	0
	5-axle +												
5:30	CARS	9	107	6	54	2	6	87	136	25	3	67	45
	2-axle	0	0	0	0	0	0	0	3	0	0	2	0
	3-axle	0	0	0	0	0	0	0	0	0	0	0	0
	4-axle	0	0	0	1	0	0	0	0	0	0	0	0
	5-axle +												
5:45	CARS	9	104	5	57	2	11	92	120	23	6	52	28
	2-axle	1	1	0	0	0	0	0	4	0	0	0	0
	3-axle	0	0	0	0	0	0	0	0	0	0	0	0
	4-axle	0	0	0	0	0	1	1	0	1	0	0	0
	5-axle +												

MOVEMENT TOTALS

CARS	59	848	55	414	47	76	857	927	195	36	485	313
2-axle	2	7	0	1	1	0	2	31	0	0	10	0
3-axle	1	1	1	0	0	0	1	0	0	0	1	0
4-axle	0	0	0	1	0	10	5	2	2	0	0	0
5-axle +	0	0	0	0	0	0	0	0	0	0	0	0
TOTALS	62	856	56	416	48	86	865	960	197	36	496	313
	NL	*NT*	*NR*	*SL*	*ST*	*SR*	*EL*	*ET*	*ER*	*WL*	*WT*	*WR*

APPENDIX C

Future Growth Increment Calculation Worksheets

CALIFORNIA STREET (NS) / SAN BERNARDINO AVENUE (EW) - #1

MORNING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS).
2013

		6	17	1	
		<	v	>	
10 ^				^	12
113 >				<	308
40 v				v	68
		<	^	>	
		67	57	47	

EXISTING PEAK HOUR COUNT YEAR (AUTOS):
2013

		24	79	
		v	^	
381 <	IN =	746 <		388
163 >	OUT =	746 >		161
		v	^	
		125	171	

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

		11	35	3	
		<	v	>	
6 ^				^	2
11 >				<	32
30 v				v	7
		<	^	>	
		39	62	25	

PCE FACTORS BY AXLE:
2: 1.5 3: 2.0 4+: 3.0

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):
2013

		17	52	4	
		<	v	>	
16 ^				^	14
124 >				<	340
70 v				v	75
		<	^	>	
		106	119	77	

EXISTING PEAK PERIOD MODEL YEAR (AUTO):
2008

		8	16	
		v	^	
732 <	IN =	1452 <		923
290 >	OUT =	1452 >		383
		v	^	
		321	231	

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):
2008

		0	0	
		v	^	
13 <	IN =	34 <		15
11 >	OUT =	33 >		13
		v	^	
		7	8	

EXISTING PEAK HOUR MODEL YEAR (PCE'S):
PHF FOR CARS: 0.38
PHF FOR TRUCKS: 0.333

		3	6	
		v	^	
282 <	IN =	563 <		356
114 >	OUT =	563 >		150
		v	^	
		124	90	

FUTURE PEAK PERIOD MODEL YEAR (AUTO):
2035

		33	197	
		v	^	
1312 <	IN =	3045 <		1726
498 >	OUT =	3046 >		921
		v	^	
		616	788	

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):
2035

		0	0	
		v	^	
22 <	IN =	67 <		28
22 >	OUT =	66 >		28
		v	^	
		16	17	

FUTURE PEAK HOUR MODEL YEAR (PCE'S):
PHF FOR CARS: 0.38
PHF FOR TRUCKS: 0.333

		13	75	
		v	^	
506 <	IN =	1179 <		665
197 >	OUT =	1179 >		359
		v	^	
		239	305	

RAW GROWTH (PCE'S): 2008 TO 2035
CONVERSION OF TRUCKS TO: 2035
FACTOR = 1.00

		10	69	
		v	^	
223 <			<	309
83 >			>	209
		v	^	
		115	215	

ADJUSTED GROWTH (PCE'S). 2008 TO 2035
10 MINIMUM GROWTH %

		10	70	
		v	^	
220 <	IN =	610 <		310
80 >	OUT =	620 >		210
		v	^	
		120	210	

FUTURE YEAR GROWTH: 2013 TO 2015
2 YEARS

		0	10	
		v	^	
20 <			<	20
10 >			>	20
		v	^	
		10	20	

INITIAL FUTURE YEAR VOLUMES:
2015

		70	160	
		v	^	
480 <	IN =	1060 <		450
220 >	OUT =	1070 >		220
		v	^	
		210	320	

BALANCED FUTURE YEAR VOLUMES:
2015

		70	160	
		v	^	
480 <	IN =	1060 <		450
220 >	OUT =	1070 >		220
		v	^	
		210	320	

EVENING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):
2013

		10	35	4	
		<	v	>	
13 ^				^	3
794 >				<	119
195 v				v	43
		<	^	>	
		61	22	68	

EXISTING PEAK HOUR COUNT YEAR (AUTOS):
2013

		49	38	
		v	^	
190 <	IN =	1367 <		165
1002 >	OUT =	1367 >		866
		v	^	
		273	151	

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

		23	48	3	
		<	v	>	
0 ^				^	5
32 >				<	18
12 v				v	0
		<	^	>	
		10	18	0	

PCE FACTORS BY AXLE:
2: 1.5 3: 2 4+: 3.0

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):
2013

		33	83	7	
		<	v	>	
13 ^				^	8
826 >				<	137
207 v				v	43
		<	^	>	
		71	40	68	

EXISTING PEAK PERIOD MODEL YEAR (AUTO):
2008

		28	16	
		v	^	
562 <	IN =	2929 <		781
1641 >	OUT =	2930 >		1607
		v	^	
		745	479	

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):
2008

		0	0	
		v	^	
16 <	IN =	59 <		21
27 >	OUT =	59 >		25
		v	^	
		18	11	

EXISTING PEAK HOUR MODEL YEAR (PCE'S):
PHF FOR CARS: 0.28
PHF FOR TRUCKS: 0.25

		8	4	
		v	^	
161 <	IN =	835 <		224
466 >	OUT =	835 >		456
		v	^	
		213	137	

FUTURE PEAK PERIOD MODEL YEAR (AUTO):
2035

		271	84	
		v	^	
896 <	IN =	5448 <		1853
2396 >	OUT =	5448 >		2923
		v	^	
		1545	928	

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):
2035

		0	0	
		v	^	
33 <	IN =	104 <		40
39 >	OUT =	104 >		47
		v	^	
		24	25	

FUTURE PEAK HOUR MODEL YEAR (PCE'S):
PHF FOR CARS: 0.28
PHF FOR TRUCKS: 0.25

		76	24	
		v	^	
259 <	IN =	1551 <		529
681 >	OUT =	1551 >		830
		v	^	
		439	266	

RAW GROWTH (PCE'S): 2008 TO 2035
CONVERSION OF TRUCKS TO: 2035
FACTOR = 1.00

		68	19	
		v	^	
98 <			<	305
214 >			>	374
		v	^	
		226	129	

ADJUSTED GROWTH (PCE'S): 2008 TO 2035
10 MINIMUM GROWTH %

		70	20	
		v	^	
100 <	IN =	710 <		300
210 >	OUT =	720 >		370
		v	^	
		230	130	

FUTURE YEAR GROWTH: 2013 TO 2015
2 YEARS

		10	0	
		v	^	
10 <			<	20
20 >			>	30
		v	^	
		20	10	

INITIAL FUTURE YEAR VOLUMES:
2015

		130	60	
		v	^	
250 <	IN =	1600 <		210
1070 >	OUT =	1590 >		930
		v	^	
		350	190	

BALANCED FUTURE YEAR VOLUMES:
2015

		130	60	
		v	^	
250 <	IN =	1600 <		210
1070 >	OUT =	1600 >		940
		v	^	
		350	190	

CALIFORNIA STREET (NS) / SAN BERNARDINO AVENUE (EW) - #1

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

OPENING YEAR TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	OPENING YEAR TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	OPENING YEAR TOTAL
NORTH	LEFT	**106**	SOUTH LEG		NORTH	LEFT	**71**	SOUTH LEG	
BOUND	THRU	**119**	IN ...	**320**	BOUND	THRU	**40**	IN ...	**190**
	RIGHT	**72**	OUT ...	**210**		RIGHT	**68**	OUT ...	**350**
SOUTH	LEFT	**4**	NORTH LEG		SOUTH	LEFT	**7**	NORTH LEG	
BOUND	THRU	**52**	IN ...	**70**	BOUND	THRU	**83**	IN ...	**130**
	RIGHT	**17**	OUT ...	**160**		RIGHT	**33**	OUT ...	**60**
EAST	LEFT	**16**	WEST LEG		EAST	LEFT	**13**	WEST LEG	
BOUND	THRU	**124**	IN ...	**220**	BOUND	THRU	**826**	IN ...	**1,070**
	RIGHT	**70**	OUT ...	**480**		RIGHT	**207**	OUT ...	**250**
WEST	LEFT	**75**	EAST LEG		WEST	LEFT	**43**	EAST LEG	
BOUND	THRU	**340**	IN ...	**450**	BOUND	THRU	**137**	IN ...	**210**
	RIGHT	**14**	OUT ...	**220**		RIGHT	**8**	OUT ...	**940**

OPENING YEAR TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	OPENING YEAR FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	OPENING YEAR FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**106**	**111**	NORTH LEG	NORTH	LEFT	**71**	**74**	NORTH LEG
BOUND	THRU	**119**	**129**	RATIO **10.8%**	BOUND	THRU	**40**	**42**	RATIO **9.0%**
	RIGHT	**72**	**83**	ADT 2,200		RIGHT	**68**	**80**	ADT 2,200
SOUTH	LEFT	**4**	**4**	SOUTH LEG	SOUTH	LEFT	**7**	**8**	SOUTH LEG
BOUND	THRU	**52**	**54**	RATIO **6.3%**	BOUND	THRU	**83**	**90**	RATIO **6.5%**
	RIGHT	**17**	**18**	ADT 8,500		RIGHT	**33**	**34**	ADT 8,500
EAST	LEFT	**16**	**17**	EAST LEG	EAST	LEFT	**13**	**14**	EAST LEG
BOUND	THRU	**124**	**133**	RATIO **5.2%**	BOUND	THRU	**826**	**853**	RATIO **8.8%**
	RIGHT	**70**	**74**	ADT 13,000		RIGHT	**207**	**214**	ADT 13,000
WEST	LEFT	**75**	**85**	WEST LEG	WEST	LEFT	**43**	**53**	WEST LEG
BOUND	THRU	**340**	**354**	RATIO **4.7%**	BOUND	THRU	**137**	**148**	RATIO **8.9%**
	RIGHT	**14**	**15**	ADT 15,100		RIGHT	**8**	**9**	ADT 15,100

CALIFORNIA STREET (NS) / SAN BERNARDINO AVENUE (EW) - #1

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2035 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	FUTURE YEAR TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	FUTURE YEAR TOTAL
NORTH BOUND	LEFT	106	SOUTH LEG		NORTH BOUND	LEFT	71	SOUTH LEG	
	THRU	119	IN ...	470		THRU	40	IN ...	290
	RIGHT	72	OUT ...	300		RIGHT	68	OUT ...	520
SOUTH BOUND	LEFT	4	NORTH LEG		SOUTH BOUND	LEFT	7	NORTH LEG	
	THRU	52	IN ...	80		THRU	83	IN ...	180
	RIGHT	17	OUT ...	210		RIGHT	33	OUT ...	80
EAST BOUND	LEFT	16	WEST LEG		EAST BOUND	LEFT	13	WEST LEG	
	THRU	124	IN ...	280		THRU	826	IN ...	1,220
	RIGHT	70	OUT ...	640		RIGHT	207	OUT ...	320
WEST BOUND	LEFT	75	EAST LEG		WEST BOUND	LEFT	43	EAST LEG	
	THRU	340	IN ...	680		THRU	137	IN ...	430
	RIGHT	14	OUT ...	370		RIGHT	8	OUT ...	1,200

YEAR 2035 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	FUTURE YEAR FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	FUTURE YEAR FORECAST	PEAK - DAILY RELATIONSHIP
NORTH BOUND	LEFT	106	128	NORTH LEG	NORTH BOUND	LEFT	71	79	NORTH LEG
	THRU	119	171	RATIO 11.1%		THRU	40	52	RATIO 10.4%
	RIGHT	72	174	ADT 2,700		RIGHT	68	175	ADT 2,700
SOUTH BOUND	LEFT	4	6	SOUTH LEG	SOUTH BOUND	LEFT	7	15	SOUTH LEG
	THRU	52	61	RATIO 6.6%		THRU	83	141	RATIO 7.2%
	RIGHT	17	19	ADT 11,800		RIGHT	33	37	ADT 11,800
EAST BOUND	LEFT	16	18	EAST LEG	EAST BOUND	LEFT	13	15	EAST LEG
	THRU	124	189	RATIO 5.7%		THRU	826	1,010	RATIO 8.8%
	RIGHT	70	78	ADT 18,400		RIGHT	207	228	ADT 18,400
WEST BOUND	LEFT	75	161	WEST LEG	WEST BOUND	LEFT	43	174	WEST LEG
	THRU	340	498	RATIO 5.1%		THRU	137	234	RATIO 8.9%
	RIGHT	14	24	ADT 18,100		RIGHT	8	20	ADT 18,100

CALIFORNIA STREET (NS) / ALMOND AVENUE (EW) - #2

MORNING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):
2013

		8	94	0	
		<	v	>	
3 ^				^	1
15 >				<	26
11 v				v	5
		<	^	>	
		20	201	11	

EXISTING PEAK HOUR COUNT YEAR (AUTOS):
2013

			102	205	
			v	^	
54 <		IN =	396 <		33
29 >		OUT =	396 >		26
			v	^	
			111	232	

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

		2	58	0	
		<	v	>	
0 ^				^	0
3 >				<	2
2 v				v	9
		<	^	>	
		10	81	9	

PCE FACTORS BY AXLE:
2: 1.5 3: 2.0 4+: 3.0

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):
2013

		10	152	0	
		<	v	>	
3 ^				^	1
18 >				<	28
13 v				v	15
		<	^	>	
		30	282	20	

EXISTING PEAK PERIOD MODEL YEAR (AUTO):
2008

			321	231	
			v	^	
2 <		IN =	669 <		46
3 >		OUT =	669 >		83
			v	^	
			353	299	

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):
2008

			7	8	
			v	^	
0 <		IN =	27 <		7
1 >		OUT =	27 >		6
			v	^	
			13	12	

EXISTING PEAK HOUR MODEL YEAR (PCE'S):
PHF FOR CARS: 0.38
PHF FOR TRUCKS: 0.333

			124	90	
			v	^	
1 <		IN =	263 <		20
1 >		OUT =	263 >		34
			v	^	
			138	118	

FUTURE PEAK PERIOD MODEL YEAR (AUTO):
2035

			616	788	
			v	^	
255 <		IN =	2163 <		135
178 >		OUT =	2162 >		354
			v	^	
			765	1234	

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):
2035

			16	17	
			v	^	
8 <		IN =	69 <		17
6 >		OUT =	69 >		14
			v	^	
			30	30	

FUTURE PEAK HOUR MODEL YEAR (PCE'S):
PHF FOR CARS: 0.38
PHF FOR TRUCKS: 0.333

			239	305	
			v	^	
100 <		IN =	845 <		57
70 >		OUT =	845 >		139
			v	^	
			301	479	

RAW GROWTH (PCE'S): 2008 TO 2035
CONVERSION OF TRUCKS TO: 2035
FACTOR = 1.00

			115	215	
			v	^	
99 <				<	37
68 >				>	106
			v	^	
			162	361	

ADJUSTED GROWTH (PCE'S): 2008 TO 2035
10 MINIMUM GROWTH %

			120	210	
			v	^	
100 <		IN =	590 <		40
70 >		OUT =	580 >		110
			v	^	
			160	360	

FUTURE YEAR GROWTH: 2013 TO 2015
2 YEARS

			10	20	
			v	^	
10 <				<	0
10 >				>	10
			v	^	
			10	30	

INITIAL FUTURE YEAR VOLUMES:
2015

			170	310	
			v	^	
80 <		IN =	610 <		40
40 >		OUT =	630 >		50
			v	^	
			190	360	

BALANCED FUTURE YEAR VOLUMES:
2015

			180	310	
			v	^	
80 <		IN =	630 <		40
40 >		OUT =	630 >		50
			v	^	
			190	370	

EVENING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):
2013

		8	332	7	
		<	v	>	
3 ^				^	8
69 >				<	21
40 v				v	7
		<	^	>	
		24	224	6	

EXISTING PEAK HOUR COUNT YEAR (AUTOS):
2013

			347	240	
			v	^	
53 <		IN =	754 <		36
117 >		OUT =	754 >		82
			v	^	
			379	254	

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

		7	62	0	
		<	v	>	
4 ^				^	0
2 >				<	2
0 v				v	6
		<	^	>	
		6	56	0	

PCE FACTORS BY AXLE:
2: 1.5 3: 2 4+: 3.0

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):
2013

		15	394	7	
		<	v	>	
12 ^				^	8
71 >				<	23
40 v				v	13
		<	^	>	
		30	280	6	

EXISTING PEAK PERIOD MODEL YEAR (AUTO):
2008

			745	479	
			v	^	
4 <		IN =	1421 <		148
5 >		OUT =	1420 >		79
			v	^	
			858	523	

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):
2008

			18	11	
			v	^	
1 <		IN =	48 <		11
1 >		OUT =	48 >		10
			v	^	
			26	18	

EXISTING PEAK HOUR MODEL YEAR (PCE'S):
PHF FOR CARS: 0.28
PHF FOR TRUCKS: 0.25

			213	137	
			v	^	
1 <		IN =	410 <		44
2 >		OUT =	410 >		25
			v	^	
			247	151	

FUTURE PEAK PERIOD MODEL YEAR (AUTO):
2035

			1545	928	
			v	^	
387 <		IN =	4221 <		665
835 >		OUT =	4220 >		274
			v	^	
			2631	1176	

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):
2035

			24	25	
			v	^	
11 <		IN =	111 <		25
20 >		OUT =	111 >		23
			v	^	
			52	42	

FUTURE PEAK HOUR MODEL YEAR (PCE'S):
PHF FOR CARS: 0.28
PHF FOR TRUCKS: 0.25

			439	266	
			v	^	
111 <		IN =	1210 <		192
239 >		OUT =	1209 >		82
			v	^	
			750	340	

RAW GROWTH (PCE'S): 2008 TO 2035
CONVERSION OF TRUCKS TO: 2035
FACTOR = 1.00

			226	129	
			v	^	
110 <				<	148
237 >				>	58
			v	^	
			503	189	

ADJUSTED GROWTH (PCE'S): 2008 TO 2035
10 MINIMUM GROWTH %

			230	130	
			v	^	
110 <		IN =	810 <		150
240 >		OUT =	800 >		60
			v	^	
			500	190	

FUTURE YEAR GROWTH: 2013 TO 2015
2 YEARS

			20	10	
			v	^	
10 <				<	10
20 >				>	0
			v	^	
			40	10	

INITIAL FUTURE YEAR VOLUMES:
2015

			440	310	
			v	^	
80 <		IN =	960 <		50
140 >		OUT =	960 >		80
			v	^	
			490	330	

BALANCED FUTURE YEAR VOLUMES:
2015

			440	310	
			v	^	
80 <		IN =	960 <		50
140 >		OUT =	960 >		80
			v	^	
			490	330	

CALIFORNIA STREET (NS) / ALMOND AVENUE (EW) - #2

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

OPENING YEAR TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	OPENING YEAR TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	OPENING YEAR TOTAL
NORTH	LEFT	30	SOUTH LEG		NORTH	LEFT	30	SOUTH LEG	
BOUND	THRU	282	IN ...	370	BOUND	THRU	280	IN ...	330
	RIGHT	20	OUT ...	190		RIGHT	6	OUT ...	490
SOUTH	LEFT	0	NORTH LEG		SOUTH	LEFT	7	NORTH LEG	
BOUND	THRU	152	IN ...	180	BOUND	THRU	394	IN ...	440
	RIGHT	10	OUT ...	310		RIGHT	15	OUT ...	310
EAST	LEFT	3	WEST LEG		EAST	LEFT	12	WEST LEG	
BOUND	THRU	18	IN ...	40	BOUND	THRU	71	IN ...	140
	RIGHT	13	OUT ...	80		RIGHT	40	OUT ...	80
WEST	LEFT	15	EAST LEG		WEST	LEFT	13	EAST LEG	
BOUND	THRU	28	IN ...	40	BOUND	THRU	23	IN ...	50
	RIGHT	1	OUT ...	50		RIGHT	8	OUT ...	80

OPENING YEAR TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	OPENING YEAR FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	OPENING YEAR FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	30	39	NORTH LEG	NORTH	LEFT	30	36	NORTH LEG
BOUND	THRU	282	306	RATIO 5.8%	BOUND	THRU	280	287	RATIO 8.9%
	RIGHT	20	26	ADT 8,500		RIGHT	6	7	ADT 8,500
SOUTH	LEFT	0	0	SOUTH LEG	SOUTH	LEFT	7	8	SOUTH LEG
BOUND	THRU	152	165	RATIO 6.1%	BOUND	THRU	394	419	RATIO 8.8%
	RIGHT	10	14	ADT 9,300		RIGHT	15	17	ADT 9,300
EAST	LEFT	3	3	EAST LEG	EAST	LEFT	12	15	EAST LEG
BOUND	THRU	18	24	RATIO 4.6%	BOUND	THRU	71	74	RATIO 6.6%
	RIGHT	13	13	ADT 2,100		RIGHT	40	56	ADT 2,100
WEST	LEFT	15	16	WEST LEG	WEST	LEFT	13	15	WEST LEG
BOUND	THRU	28	29	RATIO 5.1%	BOUND	THRU	23	27	RATIO 9.3%
	RIGHT	1	2	ADT 2,400		RIGHT	8	8	ADT 2,400

CALIFORNIA STREET (NS) / ALMOND AVENUE (EW) - #2

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2035 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	FUTURE YEAR TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	FUTURE YEAR TOTAL
NORTH	LEFT	30	SOUTH LEG		NORTH	LEFT	30	SOUTH LEG	
BOUND	THRU	282	IN ...	620	BOUND	THRU	280	IN ...	470
	RIGHT	20	OUT ...	310		RIGHT	6	OUT ...	860
SOUTH	LEFT	0	NORTH LEG		SOUTH	LEFT	7	NORTH LEG	
BOUND	THRU	152	IN ...	260	BOUND	THRU	394	IN ...	610
	RIGHT	10	OUT ...	460		RIGHT	15	OUT ...	410
EAST	LEFT	3	WEST LEG		EAST	LEFT	12	WEST LEG	
BOUND	THRU	18	IN ...	90	BOUND	THRU	71	IN ...	320
	RIGHT	13	OUT ...	150		RIGHT	40	OUT ...	160
WEST	LEFT	15	EAST LEG		WEST	LEFT	13	EAST LEG	
BOUND	THRU	28	IN ...	70	BOUND	THRU	23	IN ...	160
	RIGHT	1	OUT ...	130		RIGHT	8	OUT ...	130

YEAR 2035 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	FUTURE YEAR FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	FUTURE YEAR FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	30	89	NORTH LEG	NORTH	LEFT	30	70	NORTH LEG
BOUND	THRU	282	455	RATIO 6.2%	BOUND	THRU	280	375	RATIO 8.8%
	RIGHT	20	75	ADT 11,800		RIGHT	6	8	ADT 11,800
SOUTH	LEFT	0	0	SOUTH LEG	SOUTH	LEFT	7	8	SOUTH LEG
BOUND	THRU	152	253	RATIO 6.3%	BOUND	THRU	394	604	RATIO 8.9%
	RIGHT	10	16	ADT 14,800		RIGHT	15	17	ADT 14,800
EAST	LEFT	3	4	EAST LEG	EAST	LEFT	12	20	EAST LEG
BOUND	THRU	18	55	RATIO 5.3%	BOUND	THRU	71	118	RATIO 7.7%
	RIGHT	13	32	ADT 3,800		RIGHT	40	187	ADT 3,800
WEST	LEFT	15	25	WEST LEG	WEST	LEFT	13	69	WEST LEG
BOUND	THRU	28	45	RATIO 6.0%	BOUND	THRU	23	75	RATIO 12.2%
	RIGHT	1	2	ADT 4,000		RIGHT	8	15	ADT 4,000

CALIFORNIA STREET (NS) / LOGONIA AVENUE (EW) - #3

MORNING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):
2013

		3	98	15	
		<	v	>	
4 ^				^	21
13 >				<	16
28 v				v	48
		<	^	>	
		176	159	97	

EXISTING PEAK HOUR COUNT YEAR (AUTOS):
2013

			116	184	
			v	^	
215 <		IN =	698 <		105
45 >		OUT =	698 >		125
			v	^	
			174	432	

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

		0	75	0	
		<	v	>	
0 ^				^	14
3 >				<	3
9 v				v	4
		<	^	>	
		16	108	2	

PCE FACTORS BY AXLE:
2: 1.5 3: 2.0 4+: 3.0

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):
2013

		3	173	15	
		<	v	>	
4 ^				^	35
16 >				<	39
37 v				v	52
		<	^	>	
		192	267	99	

EXISTING PEAK PERIOD MODEL YEAR (AUTO):
2008

			353	299	
			v	^	
157 <		IN =	1283 <		300
50 >		OUT =	1282 >		191
			v	^	
			635	580	

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):
2008

			13	12	
			v	^	
6 <		IN =	39 <		3
5 >		OUT =	38 >		3
			v	^	
			17	18	

EXISTING PEAK HOUR MODEL YEAR (PCE'S):
PHF FOR CARS: 0.38
PHF FOR TRUCKS: 0.333

			138	118	
			v	^	
62 <		IN =	501 <		115
21 >		OUT =	500 >		74
			v	^	
			247	226	

FUTURE PEAK PERIOD MODEL YEAR (AUTO):
2035

			765	1234	
			v	^	
312 <		IN =	3535 <		968
210 >		OUT =	3535 >		427
			v	^	
			1562	1592	

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):
2035

			30	30	
			v	^	
8 <		IN =	85 <		12
7 >		OUT =	84 >		6
			v	^	
			40	36	

FUTURE PEAK HOUR MODEL YEAR (PCE'S):
PHF FOR CARS: 0.38
PHF FOR TRUCKS: 0.333

			301	479	
			v	^	
121 <		IN =	1372 <		372
82 >		OUT =	1371 >		164
			v	^	
			607	617	

RAW GROWTH (PCE'S): 2008 TO 2035
CONVERSION OF TRUCKS TO: 2035
FACTOR = 1.00

			162	361	
			v	^	
60 <				<	257
61 >				>	91
			v	^	
			360	391	

ADJUSTED GROWTH (PCE'S): 2008 TO 2035
10 MINIMUM GROWTH %

			160	360	
			v	^	
60 <		IN =	870 <		260
60 >		OUT =	870 >		90
			v	^	
			360	390	

FUTURE YEAR GROWTH: 2013 TO 2015
2 YEARS

			10	30	
			v	^	
0 <				<	20
0 >				>	30
			v	^	
			30	30	

INITIAL FUTURE YEAR VOLUMES:
2015

			200	340	
			v	^	
230 <		IN =	1000 <		150
60 >		OUT =	1000 >		140
			v	^	
			290	590	

BALANCED FUTURE YEAR VOLUMES:
2015

			200	340	
			v	^	
230 <		IN =	1000 <		150
60 >		OUT =	1000 >		140
			v	^	
			290	590	

EVENING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):
2013

		6	370	31	
		<	v	>	
8 ^				^	18
62 >				<	27
166 v				v	143
		<	^	>	
		85	148	67	

EXISTING PEAK HOUR COUNT YEAR (AUTOS):
2013

			407	174	
			v	^	
118 <		IN =	1131 <		188
236 >		OUT =	1131 >		160
			v	^	
			679	300	

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

		2	62	0	
		<	v	>	
6 ^				^	0
5 >				<	3
2 v				v	2
		<	^	>	
		6	50	0	

PCE FACTORS BY AXLE:
2: 1.5 3: 2 4+: 3.0

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):
2013

		8	432	31	
		<	v	>	
14 ^				^	18
67 >				<	30
168 v				v	145
		<	^	>	
		91	198	67	

EXISTING PEAK PERIOD MODEL YEAR (AUTO):
2008

			858	523	
			v	^	
142 <		IN =	2703 <		384
341 >		OUT =	2703 >		671
			v	^	
			1367	1120	

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):
2008

			26	18	
			v	^	
7 <		IN =	67 <		4
10 >		OUT =	67 >		8
			v	^	
			34	27	

EXISTING PEAK HOUR MODEL YEAR (PCE'S):
PHF FOR CARS: 0.28
PHF FOR TRUCKS: 0.25

			247	151	
			v	^	
42 <		IN =	774 <		109
98 >		OUT =	774 >		190
			v	^	
			391	320	

FUTURE PEAK PERIOD MODEL YEAR (AUTO):
2035

			2631	1176	
			v	^	
301 <		IN =	7529 <		1325
853 >		OUT =	7530 >		1952
			v	^	
			4101	2720	

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):
2035

			52	42	
			v	^	
9 <		IN =	140 <		9
19 >		OUT =	141 >		24
			v	^	
			66	60	

FUTURE PEAK HOUR MODEL YEAR (PCE'S):
PHF FOR CARS: 0.28
PHF FOR TRUCKS: 0.25

			750	340	
			v	^	
87 <		IN =	2143 <		371
244 >		OUT =	2144 >		553
			v	^	
			1165	777	

RAW GROWTH (PCE'S): 2008 TO 2035
CONVERSION OF TRUCKS TO: 2035
FACTOR = 1.00

			503	189	
			v	^	
45 <				<	265
146 >				>	363
			v	^	
			774	456	

ADJUSTED GROWTH (PCE'S): 2008 TO 2035
10 MINIMUM GROWTH %

			500	190	
			v	^	
50 <		IN =	1370 <		260
150 >		OUT =	1370 >		360
			v	^	
			770	460	

FUTURE YEAR GROWTH: 2013 TO 2015
2 YEARS

			40	10	
			v	^	
0 <				<	20
10 >				>	30
			v	^	
			60	30	

INITIAL FUTURE YEAR VOLUMES:
2015

			510	240	
			v	^	
130 <		IN =	1370 <		210
260 >		OUT =	1380 >		200
			v	^	
			810	390	

BALANCED FUTURE YEAR VOLUMES:
2015

			510	240	
			v	^	
130 <		IN =	1370 <		210
260 >		OUT =	1380 >		200
			v	^	
			810	390	

CALIFORNIA STREET (NS) / LUGONIA AVENUE (EW) - #3

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

OPENING YEAR TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	OPENING YEAR TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	OPENING YEAR TOTAL
NORTH	LEFT	192	SOUTH LEG		NORTH	LEFT	91	SOUTH LEG	
BOUND	THRU	267	IN ...	590	BOUND	THRU	198	IN ...	390
	RIGHT	99	OUT ...	290		RIGHT	67	OUT ...	810
SOUTH	LEFT	15	NORTH LEG		SOUTH	LEFT	31	NORTH LEG	
BOUND	THRU	173	IN ...	200	BOUND	THRU	432	IN ...	510
	RIGHT	3	OUT ...	340		RIGHT	8	OUT ...	240
EAST	LEFT	4	WEST LEG		EAST	LEFT	14	WEST LEG	
BOUND	THRU	16	IN ...	60	BOUND	THRU	67	IN ...	260
	RIGHT	37	OUT ...	230		RIGHT	168	OUT ...	130
WEST	LEFT	52	EAST LEG		WEST	LEFT	145	EAST LEG	
BOUND	THRU	39	IN ...	150	BOUND	THRU	30	IN ...	210
	RIGHT	35	OUT ...	140		RIGHT	18	OUT ...	200

OPENING YEAR TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	OPENING YEAR FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	OPENING YEAR FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	192	198	NORTH LEG	NORTH	LEFT	91	94	NORTH LEG
BOUND	THRU	267	294	RATIO 5.8%	BOUND	THRU	198	210	RATIO 8.2%
	RIGHT	99	109	ADT 9,300		RIGHT	67	88	ADT 9,300
SOUTH	LEFT	15	16	SOUTH LEG	SOUTH	LEFT	31	36	SOUTH LEG
BOUND	THRU	173	183	RATIO 4.6%	BOUND	THRU	432	471	RATIO 6.2%
	RIGHT	3	4	ADT 19,300		RIGHT	8	9	ADT 19,300
EAST	LEFT	4	4	EAST LEG	EAST	LEFT	14	15	EAST LEG
BOUND	THRU	16	16	RATIO 5.4%	BOUND	THRU	67	75	RATIO 7.7%
	RIGHT	37	40	ADT 5,400		RIGHT	168	174	ADT 5,400
WEST	LEFT	52	67	WEST LEG	WEST	LEFT	145	165	WEST LEG
BOUND	THRU	39	41	RATIO 6.9%	BOUND	THRU	30	31	RATIO 9.1%
	RIGHT	35	42	ADT 4,400		RIGHT	18	19	ADT 4,400

CALIFORNIA STREET (NS) / LUGONIA AVENUE (EW) - #3

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2035 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	FUTURE YEAR TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	FUTURE YEAR TOTAL
NORTH	LEFT	192	SOUTH LEG		NORTH	LEFT	91	SOUTH LEG	
BOUND	THRU	267	IN ...	880	BOUND	THRU	198	IN ...	730
	RIGHT	99	OUT ...	550		RIGHT	67	OUT ...	1,380
SOUTH	LEFT	15	NORTH LEG		SOUTH	LEFT	31	NORTH LEG	
BOUND	THRU	173	IN ...	320	BOUND	THRU	432	IN ...	880
	RIGHT	3	OUT ...	600		RIGHT	8	OUT ...	380
EAST	LEFT	4	WEST LEG		EAST	LEFT	14	WEST LEG	
BOUND	THRU	16	IN ...	110	BOUND	THRU	67	IN ...	370
	RIGHT	37	OUT ...	280		RIGHT	168	OUT ...	170
WEST	LEFT	52	EAST LEG		WEST	LEFT	145	EAST LEG	
BOUND	THRU	39	IN ...	340	BOUND	THRU	30	IN ...	400
	RIGHT	35	OUT ...	200		RIGHT	18	OUT ...	460

YEAR 2035 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	FUTURE YEAR FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	FUTURE YEAR FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	192	213	NORTH LEG	NORTH	LEFT	91	128	NORTH LEG
BOUND	THRU	267	496	RATIO 6.2%	BOUND	THRU	198	343	RATIO 8.6%
	RIGHT	99	158	ADT 14,800		RIGHT	67	258	ADT 14,800
SOUTH	LEFT	15	18	SOUTH LEG	SOUTH	LEFT	31	77	SOUTH LEG
BOUND	THRU	173	297	RATIO 5.0%	BOUND	THRU	432	803	RATIO 7.5%
	RIGHT	3	4	ADT 28,200		RIGHT	8	9	ADT 28,200
EAST	LEFT	4	7	EAST LEG	EAST	LEFT	14	16	EAST LEG
BOUND	THRU	16	24	RATIO 5.6%	BOUND	THRU	67	125	RATIO 9.0%
	RIGHT	37	78	ADT 9,600		RIGHT	168	235	ADT 9,600
WEST	LEFT	52	175	WEST LEG	WEST	LEFT	145	342	WEST LEG
BOUND	THRU	39	65	RATIO 7.4%	BOUND	THRU	30	35	RATIO 10.3%
	RIGHT	35	97	ADT 5,300		RIGHT	18	26	ADT 5,300

CALIFORNIA STREET (NS) / I-10 FREEWAY WB RAMPS (EW) - #4

MORNING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):
2013

```
                    98   105    0
                 <    v    >
0 ^                          ^   295
0 >                          <     1
0 v                          v   306
                 <    ^    >
               377   468    0
```

EXISTING PEAK HOUR COUNT YEAR (AUTOS):
2013

```
                    203   763
                     v     ^
476 <      IN =     1650 <     602
  0 >      OUT =    1650 >       0
                     v     ^
                    411   845
```

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

```
                    53    12    0
                 <    v    >
0 ^                          ^    31
0 >                          <     2
0 v                          v    20
                 <    ^    >
                    43   144    0
```

PCE FACTORS BY AXLE:
2: 1.5 3: 2.0 4+: 3.0

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):
2013

```
                   151   117    0
                 <    v    >
0 ^                          ^   326
0 >                          <     3
0 v                          v   326
                 <    ^    >
                   420   612    0
```

EXISTING PEAK PERIOD MODEL YEAR (AUTO):
2008

```
                    649   1066
                     v     ^
581 <      IN =     2868 <     973
  0 >      OUT =    2868 >       0
                     v     ^
                   1221   1246
```

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):
2008

```
                     24     24
                     v      ^
 40 <      IN =      82 <     9
  0 >      OUT =     81 >     0
                     v      ^
                     17     49
```

EXISTING PEAK HOUR MODEL YEAR (PCE'S):
PHF FOR CARS: 0.38
PHF FOR TRUCKS: 0.333

```
                    255   413
                     v     ^
234 <      IN =     1117 <     373
  0 >      OUT =    1117 >       0
                     v     ^
                    470   490
```

FUTURE PEAK PERIOD MODEL YEAR (AUTO):
2035

```
                   1670   2242
                     v     ^
1606 <     IN =     6469 <    2223
   0 >     OUT =    6468 >       0
                     v     ^
                   2620   2576
```

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):
2035

```
                     54     50
                     v      ^
 75 <      IN =     160 <     18
  0 >      OUT =    159 >      0
                     v      ^
                     34     88
```

FUTURE PEAK HOUR MODEL YEAR (PCE'S):
PHF FOR CARS: 0.38
PHF FOR TRUCKS: 0.333

```
                    653   869
                     v     ^
635 <      IN =     2512 <     851
  0 >      OUT =    2511 >       0
                     v     ^
                   1007   1008
```

RAW GROWTH (PCE'S): 2008 TO 2035
CONVERSION OF TRUCKS TO: 2035
FACTOR = 1.00

```
                    398   456
                     v     ^
401 <                <     478
  0 >                >       0
                     v     ^
                    537   518
```

ADJUSTED GROWTH (PCE'S): 2008 TO 2035
10 MINIMUM GROWTH %

```
                    400   460
                     v     ^
400 <      IN =     1400 <     480
  0 >      OUT =    1400 >       0
                     v     ^
                    540   520
```

FUTURE YEAR GROWTH: 2013 TO 2015
2 YEARS

```
                     30     30
                     v      ^
 30 <                <      40
  0 >                >       0
                     v      ^
                     40     40
```

INITIAL FUTURE YEAR VOLUMES:
2015

```
                    300   970
                     v     ^
600 <      IN =     2070 <     700
  0 >      OUT =    2050 >       0
                     v     ^
                    480   1070
```

BALANCED FUTURE YEAR VOLUMES:
2015

```
                    300   980
                     v     ^
610 <      IN =     2070 <     700
  0 >      OUT =    2070 >       0
                     v     ^
                    480   1070
```

EVENING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):
2013

```
                   521   547    0
                 <    v    >
0 ^                          ^    99
0 >                          <     1
0 v                          v   303
                 <    ^    >
                   473   294    0
```

EXISTING PEAK HOUR COUNT YEAR (AUTOS):
2013

```
                   1068   393
                     v     ^
995 <      IN =     2238 <     403
  0 >      OUT =    2238 >       0
                     v     ^
                    850   767
```

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

```
                    27    14    0
                 <    v    >
0 ^                          ^    16
0 >                          <     3
0 v                          v     6
                 <    ^    >
                    53    79    0
```

PCE FACTORS BY AXLE:
2: 1.5 3: 2 4+: 3.0

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):
2013

```
                   548   561    0
                 <    v    >
0 ^                          ^   115
0 >                          <     4
0 v                          v   309
                 <    ^    >
                   526   373    0
```

EXISTING PEAK PERIOD MODEL YEAR (AUTO):
2008

```
                   2054   1225
                     v      ^
2391 <     IN =     5443 <     535
   0 >     OUT =    5443 >       0
                     v      ^
                   1827   2854
```

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):
2008

```
                     45     38
                     v      ^
 76 <      IN =     145 <     14
  0 >      OUT =    145 >      0
                     v      ^
                     31     86
```

EXISTING PEAK HOUR MODEL YEAR (PCE'S):
PHF FOR CARS: 0.28
PHF FOR TRUCKS: 0.25

```
                    586   353
                     v     ^
688 <      IN =     1560 <     153
  0 >      OUT =    1560 >       0
                     v     ^
                    519   821
```

FUTURE PEAK PERIOD MODEL YEAR (AUTO):
2035

```
                   5111   3042
                     v      ^
4917 <     IN =    12054 <    1264
   0 >     OUT =   12053 >       0
                     v      ^
                   4094   5679
```

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):
2035

```
                     88     82
                     v      ^
105 <      IN =     266 <     44
  0 >      OUT =    266 >      0
                     v      ^
                     79    134
```

FUTURE PEAK HOUR MODEL YEAR (PCE'S):
PHF FOR CARS: 0.28
PHF FOR TRUCKS: 0.25

```
                   1453   872
                     v      ^
1403 <     IN =     3442 <     365
   0 >     OUT =    3441 >       0
                     v      ^
                   1166   1624
```

RAW GROWTH (PCE'S): 2008 TO 2035
CONVERSION OF TRUCKS TO: 2035
FACTOR = 1.00

```
                    867   520
                     v     ^
715 <                <     212
  0 >                >       0
                     v     ^
                    647   803
```

ADJUSTED GROWTH (PCE'S): 2008 TO 2035
10 MINIMUM GROWTH %

```
                    870   520
                     v     ^
710 <      IN =     1880 <     210
  0 >      OUT =    1880 >       0
                     v     ^
                    650   800
```

FUTURE YEAR GROWTH: 2013 TO 2015
2 YEARS

```
                     60     40
                     v      ^
 50 <                <      20
  0 >                >       0
                     v      ^
                     50     60
```

INITIAL FUTURE YEAR VOLUMES:
2015

```
                   1170   530
                     v     ^
1130 <     IN =     2580 <     450
   0 >     OUT =    2580 >       0
                     v     ^
                    920   960
```

BALANCED FUTURE YEAR VOLUMES:
2015

```
                   1170   530
                     v     ^
1130 <     IN =     2580 <     450
   0 >     OUT =    2580 >       0
                     v     ^
                    920   960
```

CALIFORNIA STREET (NS) / I-10 FREEWAY WB RAMPS (EW) - #4

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

OPENING YEAR TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	OPENING YEAR TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	OPENING YEAR TOTAL
NORTH	LEFT	**420**	SOUTH LEG		NORTH	LEFT	**526**	SOUTH LEG	
BOUND	THRU	**612**	IN ...	**1,070**	BOUND	THRU	**373**	IN ...	**960**
	RIGHT	**0**	OUT ...	**480**		RIGHT	**0**	OUT ...	**920**
SOUTH	LEFT	**0**	NORTH LEG		SOUTH	LEFT	**0**	NORTH LEG	
BOUND	THRU	**117**	IN ...	**300**	BOUND	THRU	**561**	IN ...	**1,170**
	RIGHT	**151**	OUT ...	**980**		RIGHT	**548**	OUT ...	**530**
EAST	LEFT	**0**	WEST LEG		EAST	LEFT	**0**	WEST LEG	
BOUND	THRU	**0**	IN ...	**0**	BOUND	THRU	**0**	IN ...	**0**
	RIGHT	**0**	OUT ...	**610**		RIGHT	**0**	OUT ...	**1,130**
WEST	LEFT	**326**	EAST LEG		WEST	LEFT	**309**	EAST LEG	
BOUND	THRU	**3**	IN ...	**700**	BOUND	THRU	**4**	IN ...	**450**
	RIGHT	**326**	OUT ...	**0**		RIGHT	**115**	OUT ...	**0**

OPENING YEAR TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	OPENING YEAR FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	OPENING YEAR FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**420**	**438**	NORTH LEG	NORTH	LEFT	**526**	**553**	NORTH LEG
BOUND	THRU	**612**	**632**	RATIO **6.6%**	BOUND	THRU	**373**	**407**	RATIO **8.8%**
	RIGHT	**0**	**0**	ADT 19,400		RIGHT	**0**	**0**	ADT 19,400
SOUTH	LEFT	**0**	**0**	SOUTH LEG	SOUTH	LEFT	**0**	**0**	SOUTH LEG
BOUND	THRU	**117**	**131**	RATIO **7.2%**	BOUND	THRU	**561**	**597**	RATIO **8.7%**
	RIGHT	**151**	**169**	ADT 21,500		RIGHT	**548**	**573**	ADT 21,500
EAST	LEFT	**0**	**0**	EAST LEG	EAST	LEFT	**0**	**0**	EAST LEG
BOUND	THRU	**0**	**0**	RATIO **13.5%**	BOUND	THRU	**0**	**0**	RATIO **8.7%**
	RIGHT	**0**	**0**	ADT 5,200		RIGHT	**0**	**0**	ADT 5,200
WEST	LEFT	**326**	**349**	WEST LEG	WEST	LEFT	**309**	**323**	WEST LEG
BOUND	THRU	**3**	**3**	RATIO **4.7%**	BOUND	THRU	**4**	**4**	RATIO **8.7%**
	RIGHT	**326**	**348**	ADT 13,000		RIGHT	**115**	**123**	ADT 13,000

CALIFORNIA STREET (NS) / I-10 FREEWAY WB RAMPS (EW) - #4

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2035 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	FUTURE YEAR TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	FUTURE YEAR TOTAL
NORTH	LEFT	**420**	SOUTH LEG		NORTH	LEFT	**526**	SOUTH LEG	
BOUND	THRU	**612**	IN ...	**1,450**	BOUND	THRU	**373**	IN ...	**1,550**
	RIGHT	**0**	OUT ...	**880**		RIGHT	**0**	OUT ...	**1,400**
SOUTH	LEFT	**0**	NORTH LEG		SOUTH	LEFT	**0**	NORTH LEG	
BOUND	THRU	**117**	IN ...	**600**	BOUND	THRU	**561**	IN ...	**1,820**
	RIGHT	**151**	OUT ...	**1,310**		RIGHT	**548**	OUT ...	**910**
EAST	LEFT	**0**	WEST LEG		EAST	LEFT	**0**	WEST LEG	
BOUND	THRU	**0**	IN ...	**0**	BOUND	THRU	**0**	IN ...	**0**
	RIGHT	**0**	OUT ...	**900**		RIGHT	**0**	OUT ...	**1,660**
WEST	LEFT	**326**	EAST LEG		WEST	LEFT	**309**	EAST LEG	
BOUND	THRU	**3**	IN ...	**1,050**	BOUND	THRU	**4**	IN ...	**600**
	RIGHT	**326**	OUT ...	**0**		RIGHT	**115**	OUT ...	**0**

YEAR 2035 TRAFFIC CONDITIONS										
MORNING PEAK HOUR RESULTS						EVENING PEAK HOUR RESULTS					
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	FUTURE YEAR FORECAST	PEAK - DAILY RELATIONSHIP		APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	FUTURE YEAR FORECAST	PEAK - DAILY RELATIONSHIP	
NORTH	LEFT	**420**	**593**	NORTH LEG		NORTH	LEFT	**526**	**815**	NORTH LEG	
BOUND	THRU	**612**	**852**	RATIO	**6.4%**	BOUND	THRU	**373**	**735**	RATIO	**9.2%**
	RIGHT	**0**	**0**	ADT	29,700		RIGHT	**0**	**0**	ADT	29,700
SOUTH	LEFT	**0**	**0**	SOUTH LEG		SOUTH	LEFT	**0**	**0**	SOUTH LEG	
BOUND	THRU	**117**	**295**	RATIO	**6.9%**	BOUND	THRU	**561**	**980**	RATIO	**8.8%**
	RIGHT	**151**	**303**	ADT	33,600		RIGHT	**548**	**840**	ADT	33,600
EAST	LEFT	**0**	**0**	EAST LEG		EAST	LEFT	**0**	**0**	EAST LEG	
BOUND	THRU	**0**	**0**	RATIO	**13.4%**	BOUND	THRU	**0**	**0**	RATIO	**7.7%**
	RIGHT	**0**	**0**	ADT	7,800		RIGHT	**0**	**0**	ADT	7,800
WEST	LEFT	**326**	**585**	WEST LEG		WEST	LEFT	**309**	**420**	WEST LEG	
BOUND	THRU	**3**	**4**	RATIO	**4.8%**	BOUND	THRU	**4**	**5**	RATIO	**8.9%**
	RIGHT	**326**	**458**	ADT	18,600		RIGHT	**115**	**175**	ADT	18,600

CALIFORNIA STREET (NS) / I-10 FREEWAY EB RAMPS (EW) - #5

MORNING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):
2013

```
                    0    354    24
                 <     v     >
          352 ^                  ^    0
            3 >                  <    0
          346 v                  v    0
                 <     ^     >
                    0    529   207
```

EXISTING PEAK HOUR COUNT YEAR (AUTOS):
2013

```
                         378   881
                          v     ^
        0 <     IN  =    1815 <      0
      701 >     OUT =    1815 >    234
                          v     ^
                         700   736
```

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

```
                    0     23     6
                 <     v     >
          106 ^                  ^    0
            4 >                  <    0
           37 v                  v    0
                 <     ^     >
                    0     77    41
```

PCE FACTORS BY AXLE:
2: 1.5 3: 2.0 4+: 3.0

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):
2013

```
                    0    377    30
                 <     v     >
          458 ^                  ^    0
            7 >                  <    0
          383 v                  v    0
                 <     ^     >
                    0    606   248
```

EXISTING PEAK PERIOD MODEL YEAR (AUTO):
2008

```
                         1221  1246
                          v     ^
        0 <     IN  =    3581 <      0
     1315 >     OUT =    3581 >    241
                          v     ^
                         2094  1045
```

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):
2008

```
                           17    49
                          v     ^
        0 <     IN  =     101 <      0
       43 >     OUT =     101 >      9
                          v     ^
                           43    41
```

EXISTING PEAK HOUR MODEL YEAR (PCE'S):
PHF FOR CARS: 0.38
PHF FOR TRUCKS: 0.333

```
                         470   490
                          v     ^
        0 <     IN  =    1394 <      0
      514 >     OUT =    1394 >     95
                          v     ^
                         810   411
```

FUTURE PEAK PERIOD MODEL YEAR (AUTO):
2035

```
                         2620  2576
                          v     ^
        0 <     IN  =    7285 <      0
     2461 >     OUT =    7286 >    460
                          v     ^
                         4250  2204
```

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):
2035

```
                           34    88
                          v     ^
        0 <     IN  =     169 <      0
       61 >     OUT =     169 >     18
                          v     ^
                           63    74
```

FUTURE PEAK HOUR MODEL YEAR (PCE'S):
PHF FOR CARS: 0.38
PHF FOR TRUCKS: 0.333

```
                         1007  1008
                          v     ^
        0 <     IN  =    2825 <      0
      955 >     OUT =    2825 >    181
                          v     ^
                         1636   862
```

RAW GROWTH (PCE'S): 2008 TO 2035
CONVERSION OF TRUCKS TO: 2035
FACTOR = 1.00

```
                          537   518
                           v     ^
        0 <                     <      0
      441 >                     >     86
                           v     ^
                          826   451
```

ADJUSTED GROWTH (PCE'S): 2008 TO 2035
10 MINIMUM GROWTH %

```
                          540   520
                           v     ^
        0 <     IN  =    1430 <      0
      440 >     OUT =    1440 >     90
                           v     ^
                          830   450
```

FUTURE YEAR GROWTH: 2013 TO 2015
2 YEARS

```
                           40    40
                           v     ^
        0 <                     <      0
       30 >                     >     10
                           v     ^
                           60    30
```

INITIAL FUTURE YEAR VOLUMES:
2015

```
                          450  1100
                           v     ^
        0 <     IN  =    2210 <      0
      880 >     OUT =    2220 >    300
                           v     ^
                          820   880
```

BALANCED FUTURE YEAR VOLUMES:
2015

```
                          450  1100
                           v     ^
        0 <     IN  =    2210 <      0
      880 >     OUT =    2220 >    300
                           v     ^
                          820   880
```

EVENING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):
2013

```
                    0    515   291
                 <     v     >
          130 ^                  ^    0
            8 >                  <    0
          421 v                  v    0
                 <     ^     >
                    0    606   511
```

EXISTING PEAK HOUR COUNT YEAR (AUTOS):
2013

```
                         806   736
                          v     ^
        0 <     IN  =    2482 <      0
      559 >     OUT =    2482 >    810
                          v     ^
                         936  1117
```

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

```
                    0      6     9
                 <     v     >
           70 ^                  ^    0
            3 >                  <    0
           13 v                  v    0
                 <     ^     >
                    0     63    39
```

PCE FACTORS BY AXLE:
2: 1.5 3: 2 4+: 3.0

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):
2013

```
                    0    521   300
                 <     v     >
          200 ^                  ^    0
           11 >                  <    0
          434 v                  v    0
                 <     ^     >
                    0    669   550
```

EXISTING PEAK PERIOD MODEL YEAR (AUTO):
2008

```
                         1827  2854
                          v     ^
        0 <     IN  =    6194 <      0
     1087 >     OUT =    6194 >   1477
                          v     ^
                         1863  3280
```

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):
2008

```
                           31    86
                          v     ^
        0 <     IN  =     167 <      0
       64 >     OUT =     166 >     17
                          v     ^
                           63    72
```

EXISTING PEAK HOUR MODEL YEAR (PCE'S):
PHF FOR CARS: 0.28
PHF FOR TRUCKS: 0.25

```
                         519   821
                          v     ^
        0 <     IN  =    1776 <      0
      320 >     OUT =    1776 >    418
                          v     ^
                         537   936
```

FUTURE PEAK PERIOD MODEL YEAR (AUTO):
2035

```
                         4094  5679
                          v     ^
        0 <     IN  =   13271 <      0
     2791 >     OUT =   13272 >   9448
                          v     ^
                         4145  6446
```

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):
2035

```
                           79   134
                          v     ^
        0 <     IN  =     292 <      0
      110 >     OUT =     292 >     37
                          v     ^
                          121   103
```

FUTURE PEAK HOUR MODEL YEAR (PCE'S):
PHF FOR CARS: 0.28
PHF FOR TRUCKS: 0.25

```
                         1166  1624
                          v     ^
        0 <     IN  =    3789 <      0
      792 >     OUT =    3789 >    975
                          v     ^
                         1191  1831
```

RAW GROWTH (PCE'S): 2008 TO 2035
CONVERSION OF TRUCKS TO: 2035
FACTOR = 1.00

```
                          647   803
                           v     ^
        0 <                     <      0
      472 >                     >    557
                           v     ^
                          653   894
```

ADJUSTED GROWTH (PCE'S): 2008 TO 2035
10 MINIMUM GROWTH %

```
                          650   800
                           v     ^
        0 <     IN  =    2010 <      0
      470 >     OUT =    2010 >    560
                           v     ^
                          650   890
```

FUTURE YEAR GROWTH: 2013 TO 2015
2 YEARS

```
                           50    60
                           v     ^
        0 <                     <      0
       30 >                     >     40
                           v     ^
                           50    70
```

INITIAL FUTURE YEAR VOLUMES:
2015

```
                          870   930
                           v     ^
        0 <     IN  =    2840 <      0
      680 >     OUT =    2840 >    900
                           v     ^
                         1010  1290
```

BALANCED FUTURE YEAR VOLUMES:
2015

```
                          870   930
                           v     ^
        0 <     IN  =    2840 <      0
      680 >     OUT =    2840 >    900
                           v     ^
                         1010  1290
```

CALIFORNIA STREET (NS) / I-10 FREEWAY EB RAMPS (EW) - #5

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

OPENING YEAR TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	OPENING YEAR TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	OPENING YEAR TOTAL
NORTH BOUND	LEFT	**0**	SOUTH LEG		NORTH BOUND	LEFT	**0**	SOUTH LEG	
	THRU	**606**	IN ...	**880**		THRU	**669**	IN ...	**1,290**
	RIGHT	**248**	OUT ...	**820**		RIGHT	**550**	OUT ...	**1,010**
SOUTH BOUND	LEFT	**30**	NORTH LEG		SOUTH BOUND	LEFT	**300**	NORTH LEG	
	THRU	**377**	IN ...	**450**		THRU	**521**	IN ...	**870**
	RIGHT	**0**	OUT ...	**1,100**		RIGHT	**0**	OUT ...	**930**
EAST BOUND	LEFT	**458**	WEST LEG		EAST BOUND	LEFT	**200**	WEST LEG	
	THRU	**7**	IN ...	**880**		THRU	**11**	IN ...	**680**
	RIGHT	**383**	OUT ...	**0**		RIGHT	**434**	OUT ...	**0**
WEST BOUND	LEFT	**0**	EAST LEG		WEST BOUND	LEFT	**0**	EAST LEG	
	THRU	**0**	IN ...	**0**		THRU	**0**	IN ...	**0**
	RIGHT	**0**	OUT ...	**300**		RIGHT	**0**	OUT ...	**900**

OPENING YEAR TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	OPENING YEAR FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	OPENING YEAR FORECAST	PEAK - DAILY RELATIONSHIP
NORTH BOUND	LEFT	**0**	**0**	NORTH LEG	NORTH BOUND	LEFT	**0**	**0**	NORTH LEG
	THRU	**606**	**625**	RATIO **7.2%**		THRU	**669**	**717**	RATIO **8.4%**
	RIGHT	**248**	**259**	ADT 21,500		RIGHT	**550**	**573**	ADT 21,500
SOUTH BOUND	LEFT	**30**	**33**	SOUTH LEG	SOUTH BOUND	LEFT	**300**	**315**	SOUTH LEG
	THRU	**377**	**419**	RATIO **6.5%**		THRU	**521**	**555**	RATIO **8.7%**
	RIGHT	**0**	**0**	ADT 26,400		RIGHT	**0**	**0**	ADT 26,400
EAST BOUND	LEFT	**458**	**475**	EAST LEG	EAST BOUND	LEFT	**200**	**213**	EAST LEG
	THRU	**7**	**7**	RATIO **2.9%**		THRU	**11**	**11**	RATIO **8.8%**
	RIGHT	**383**	**401**	ADT 10,200		RIGHT	**434**	**455**	ADT 10,200
WEST BOUND	LEFT	**0**	**0**	WEST LEG	WEST BOUND	LEFT	**0**	**0**	WEST LEG
	THRU	**0**	**0**	RATIO **11.2%**		THRU	**0**	**0**	RATIO **8.6%**
	RIGHT	**0**	**0**	ADT 7,900		RIGHT	**0**	**0**	ADT 7,900

CALIFORNIA STREET (NS) / I-10 FREEWAY EB RAMPS (EW) - #5

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2035 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	FUTURE YEAR TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	FUTURE YEAR TOTAL
NORTH	LEFT	**0**	SOUTH LEG		NORTH	LEFT	**0**	SOUTH LEG	
BOUND	THRU	**606**	IN ...	**1,220**	BOUND	THRU	**669**	IN ...	**1,950**
	RIGHT	**248**	OUT ...	**1,440**		RIGHT	**550**	OUT ...	**1,490**
SOUTH	LEFT	**30**	NORTH LEG		SOUTH	LEFT	**300**	NORTH LEG	
BOUND	THRU	**377**	IN ...	**850**	BOUND	THRU	**521**	IN ...	**1,350**
	RIGHT	**0**	OUT ...	**1,480**		RIGHT	**0**	OUT ...	**1,520**
EAST	LEFT	**458**	WEST LEG		EAST	LEFT	**200**	WEST LEG	
BOUND	THRU	**7**	IN ...	**1,210**	BOUND	THRU	**11**	IN ...	**1,030**
	RIGHT	**383**	OUT ...	**0**		RIGHT	**434**	OUT ...	**0**
WEST	LEFT	**0**	EAST LEG		WEST	LEFT	**0**	EAST LEG	
BOUND	THRU	**0**	IN ...	**0**	BOUND	THRU	**0**	IN ...	**0**
	RIGHT	**0**	OUT ...	**360**		RIGHT	**0**	OUT ...	**1,320**

YEAR 2035 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	FUTURE YEAR FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	FUTURE YEAR FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**0**	**0**	NORTH LEG	NORTH	LEFT	**0**	**0**	NORTH LEG
BOUND	THRU	**606**	**906**	RATIO **6.9%**	BOUND	THRU	**669**	**1,153**	RATIO **8.5%**
	RIGHT	**248**	**311**	ADT 33,600		RIGHT	**550**	**798**	ADT 33,600
SOUTH	LEFT	**30**	**41**	SOUTH LEG	SOUTH	LEFT	**300**	**505**	SOUTH LEG
BOUND	THRU	**377**	**811**	RATIO **6.6%**	BOUND	THRU	**521**	**844**	RATIO **8.6%**
	RIGHT	**0**	**0**	ADT 40,200		RIGHT	**0**	**0**	ADT 40,200
EAST	LEFT	**458**	**574**	EAST LEG	EAST	LEFT	**200**	**367**	EAST LEG
BOUND	THRU	**7**	**7**	RATIO **2.7%**	BOUND	THRU	**11**	**17**	RATIO **10.1%**
	RIGHT	**383**	**629**	ADT 13,100		RIGHT	**434**	**646**	ADT 13,100
WEST	LEFT	**0**	**0**	WEST LEG	WEST	LEFT	**0**	**0**	WEST LEG
BOUND	THRU	**0**	**0**	RATIO **9.8%**	BOUND	THRU	**0**	**0**	RATIO **8.3%**
	RIGHT	**0**	**0**	ADT 12,400		RIGHT	**0**	**0**	ADT 12,400

NEVADA STREET (NS) / SAN BERNADINO AVENUE (EW) - #6

MORNING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):
2013

```
                    1    16    1
                 <    v    >
            4 ^                ^   11
          125 >                <  362
           16 v                v   93
                 <    ^    >
                   25    12    51
```

EXISTING PEAK HOUR COUNT YEAR (AUTOS):
2013

```
                         18    27
                         v     ^
      388 <     IN =     717 <   466
      145 >     OUT =    717 >   177
                         v     ^
                        125    88
```

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

```
                    6    4    2
                 <    v    >
            6 ^                ^    0
           11 >                <   12
            0 v                v    0
                 <    ^    >
                    2    4    0
```

PCE FACTORS BY AXLE:
2: 1.5 3: 2.0 4+: 3.0

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):
2013

```
                    7    20    3
                 <    v    >
           10 ^                ^   11
          136 >                <  374
           16 v                v   93
                 <    ^    >
                   27    16    51
```

EXISTING PEAK PERIOD MODEL YEAR (AUTO):
2008

```
                         73    201
                         v     ^
      914 <     IN =     1548 <  963
      378 >     OUT =    1547 >  230
                         v     ^
                        202    136
```

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):
2008

```
                         4     4
                         v     ^
       14 <     IN =      32 <   12
       12 >     OUT =     32 >    9
                         v     ^
                          5     4
```

EXISTING PEAK HOUR MODEL YEAR (PCE'S):
PHF FOR CARS: 0.33
PHF FOR TRUCKS: 0.333

```
                         29    78
                         v     ^
      352 <     IN =     599 <  370
      147 >     OUT =    599 >   90
                         v     ^
                         78    53
```

FUTURE PEAK PERIOD MODEL YEAR (AUTO):
2035

```
                        158    544
                        v      ^
     1769 <     IN =    3331 <  2207
      855 >     OUT =   3331 >   653
                        v      ^
                        365    111
```

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):
2035

```
                          7     9
                          v     ^
       26 <     IN =      64 <   27
       26 >     OUT =     63 >   23
                          v     ^
                          5     4
```

FUTURE PEAK HOUR MODEL YEAR (PCE'S):
PHF FOR CARS: 0.38
PHF FOR TRUCKS: 0.333

```
                         62    210
                         v     ^
      681 <     IN =    1287 <  848
      334 >     OUT =   1287 >  256
                         v     ^
                        140    44
```

RAW GROWTH (PCE'S): 2008 TO 2035
CONVERSION OF TRUCKS TO: 2035
FACTOR = 1.00

```
                         33    132
                         v     ^
      329 <                <   478
      187 >                >   165
                         v     ^
                         62    -10
```

ADJUSTED GROWTH (PCE'S): 2008 TO 2035
10 MINIMUM GROWTH %

```
                         30    130
                         v     ^
      330 <     IN =     700 <  480
      190 >     OUT =    690 >  170
                         v     ^
                         60    0
```

FUTURE YEAR GROWTH: 2013 TO 2015
2 YEARS

```
                          0    10
                          v    ^
       20 <                <   40
       10 >                >   10
                          v    ^
                          0    0
```

INITIAL FUTURE YEAR VOLUMES:
2015

```
                         30    50
                         v     ^
      430 <     IN =     810 <  520
      170 >     OUT =    810 >  200
                         v     ^
                        130    90
```

BALANCED FUTURE YEAR VOLUMES:
2015

```
                         30    50
                         v     ^
      430 <     IN =     810 <  520
      170 >     OUT =    810 >  200
                         v     ^
                        130    90
```

EVENING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):
2013

```
                    7    19    10
                 <    v    >
            6 ^                ^   14
          380 >                <  249
           42 v                v   58
                 <    ^    >
                   14    36    110
```

EXISTING PEAK HOUR COUNT YEAR (AUTOS):
2013

```
                         36    56
                         v     ^
      270 <     IN =     945 <  321
      428 >     OUT =    945 >  500
                         v     ^
                        119    160
```

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

```
                    0    3    0
                 <    v    >
            4 ^                ^    5
           22 >                <   35
            0 v                v    2
                 <    ^    >
                    0    2    6
```

PCE FACTORS BY AXLE:
2: 1.5 3: 2 4+: 3.0

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):
2013

```
                    7    22    10
                 <    v    >
           10 ^                ^   19
          402 >                <  284
           42 v                v   60
                 <    ^    >
                   14    38    116
```

EXISTING PEAK PERIOD MODEL YEAR (AUTO):
2008

```
                        326    146
                        v      ^
      763 <     IN =    2958 <  536
     1593 >     OUT =   2958 >  1472
                        v      ^
                        577    503
```

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):
2008

```
                          6     6
                          v     ^
       20 <     IN =      55 <   15
       24 >     OUT =     55 >   18
                          v     ^
                         11    10
```

EXISTING PEAK HOUR MODEL YEAR (PCE'S):
PHF FOR CARS: 0.28
PHF FOR TRUCKS: 0.25

```
                         93    42
                         v     ^
      219 <     IN =     842 <  154
      452 >     OUT =    842 >  417
                         v     ^
                        164    143
```

FUTURE PEAK PERIOD MODEL YEAR (AUTO):
2035

```
                        828    390
                        v      ^
     1762 <     IN =    5754 <  1555
     2961 >     OUT =   5754 >  3069
                        v      ^
                        533    410
```

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):
2035

```
                         10    14
                         v     ^
       38 <     IN =      97 <   38
       43 >     OUT =     97 >   35
                         v     ^
                         10    6
```

FUTURE PEAK HOUR MODEL YEAR (PCE'S):
PHF FOR CARS: 0.28
PHF FOR TRUCKS: 0.25

```
                        234    113
                        v      ^
      503 <     IN =    1635 <  445
      840 >     OUT =   1635 >  868
                        v      ^
                        152    116
```

RAW GROWTH (PCE'S): 2008 TO 2035
CONVERSION OF TRUCKS TO: 2035
FACTOR = 1.00

```
                        142    70
                        v      ^
      284 <                <   291
      388 >                >   451
                        v      ^
                        -13    -27
```

ADJUSTED GROWTH (PCE'S): 2008 TO 2035
10 MINIMUM GROWTH %

```
                        140    70
                        v      ^
      280 <     IN =    820 <  290
      390 >     OUT =   800 >  450
                        v      ^
                        0      0
```

FUTURE YEAR GROWTH: 2013 TO 2015
2 YEARS

```
                         10    10
                         v     ^
       20 <                <   20
       30 >                >   30
                         v     ^
                         0     0
```

INITIAL FUTURE YEAR VOLUMES:
2015

```
                         50    80
                         v     ^
      330 <     IN =    1080 <  380
      480 >     OUT =   1090 >  560
                         v     ^
                        120    170
```

BALANCED FUTURE YEAR VOLUMES:
2015

```
                         50    80
                         v     ^
      330 <     IN =    1080 <  380
      480 >     OUT =   1090 >  560
                         v     ^
                        120    170
```

NEVADA STREET (NS) / SAN BERNADINO AVENUE (EW) - #6

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

OPENING YEAR TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	OPENING YEAR TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	OPENING YEAR TOTAL
NORTH	LEFT	27	SOUTH LEG		NORTH	LEFT	14	SOUTH LEG	
BOUND	THRU	16	IN ...	90	BOUND	THRU	38	IN ...	170
	RIGHT	51	OUT ...	130		RIGHT	116	OUT ...	120
SOUTH	LEFT	3	NORTH LEG		SOUTH	LEFT	10	NORTH LEG	
BOUND	THRU	20	IN ...	30	BOUND	THRU	22	IN ...	50
	RIGHT	7	OUT ...	50		RIGHT	7	OUT ...	80
EAST	LEFT	10	WEST LEG		EAST	LEFT	10	WEST LEG	
BOUND	THRU	136	IN ...	170	BOUND	THRU	402	IN ...	480
	RIGHT	16	OUT ...	430		RIGHT	42	OUT ...	330
WEST	LEFT	93	EAST LEG		WEST	LEFT	60	EAST LEG	
BOUND	THRU	374	IN ...	520	BOUND	THRU	284	IN ...	380
	RIGHT	11	OUT ...	200		RIGHT	19	OUT ...	560

OPENING YEAR TRAFFIC CONDITIONS											
MORNING PEAK HOUR RESULTS						EVENING PEAK HOUR RESULTS					
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	OPENING YEAR FORECAST	PEAK - DAILY RELATIONSHIP		APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	OPENING YEAR FORECAST	PEAK - DAILY RELATIONSHIP	
NORTH	LEFT	27	28	NORTH LEG		NORTH	LEFT	14	14	NORTH LEG	
BOUND	THRU	16	19	RATIO	5.9%	BOUND	THRU	38	44	RATIO	9.3%
	RIGHT	51	53	ADT	1,400		RIGHT	116	120	ADT	1,400
SOUTH	LEFT	3	4	SOUTH LEG		SOUTH	LEFT	10	14	SOUTH LEG	
BOUND	THRU	20	21	RATIO	6.5%	BOUND	THRU	22	27	RATIO	8.6%
	RIGHT	7	8	ADT	3,600		RIGHT	7	10	ADT	3,600
EAST	LEFT	10	13	EAST LEG		EAST	LEFT	10	13	EAST LEG	
BOUND	THRU	136	146	RATIO	5.0%	BOUND	THRU	402	433	RATIO	6.7%
	RIGHT	16	17	ADT	14,300		RIGHT	42	44	ADT	14,300
WEST	LEFT	93	98	WEST LEG		WEST	LEFT	60	62	WEST LEG	
BOUND	THRU	374	402	RATIO	4.7%	BOUND	THRU	284	306	RATIO	6.3%
	RIGHT	11	18	ADT	13,000		RIGHT	19	23	ADT	13,000

NEVADA STREET (NS) / SAN BERNADINO AVENUE (EW) - #6

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2035 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	FUTURE YEAR TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	FUTURE YEAR TOTAL
NORTH	LEFT	27	SOUTH LEG		NORTH	LEFT	14	SOUTH LEG	
BOUND	THRU	16	IN ...	90	BOUND	THRU	38	IN ...	170
	RIGHT	51	OUT ...	180		RIGHT	116	OUT ...	120
SOUTH	LEFT	3	NORTH LEG		SOUTH	LEFT	10	NORTH LEG	
BOUND	THRU	20	IN ...	50	BOUND	THRU	22	IN ...	150
	RIGHT	7	OUT ...	150		RIGHT	7	OUT ...	130
EAST	LEFT	10	WEST LEG		EAST	LEFT	10	WEST LEG	
BOUND	THRU	136	IN ...	310	BOUND	THRU	402	IN ...	770
	RIGHT	16	OUT ...	680		RIGHT	42	OUT ...	540
WEST	LEFT	93	EAST LEG		WEST	LEFT	60	EAST LEG	
BOUND	THRU	374	IN ...	870	BOUND	THRU	284	IN ...	600
	RIGHT	11	OUT ...	330		RIGHT	19	OUT ...	900

YEAR 2035 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	FUTURE YEAR FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	FUTURE YEAR FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	27	30	NORTH LEG	NORTH	LEFT	14	16	NORTH LEG
BOUND	THRU	16	31	RATIO 6.5%	BOUND	THRU	38	49	RATIO 9.0%
	RIGHT	51	57	ADT 3,100		RIGHT	116	128	ADT 3,100
SOUTH	LEFT	3	10	SOUTH LEG	SOUTH	LEFT	10	65	SOUTH LEG
BOUND	THRU	20	29	RATIO 7.6%	BOUND	THRU	22	49	RATIO 8.9%
	RIGHT	7	12	ADT 4,000		RIGHT	7	36	ADT 4,000
EAST	LEFT	10	40	EAST LEG	EAST	LEFT	10	25	EAST LEG
BOUND	THRU	136	270	RATIO 6.0%	BOUND	THRU	402	725	RATIO 7.6%
	RIGHT	16	18	ADT 20,300		RIGHT	42	47	ADT 20,300
WEST	LEFT	93	138	WEST LEG	WEST	LEFT	60	66	WEST LEG
BOUND	THRU	374	655	RATIO 5.6%	BOUND	THRU	284	493	RATIO 7.3%
	RIGHT	11	79	ADT 18,300		RIGHT	19	56	ADT 18,300

NEVADA STREET (NS) / ALMOND AVENUE (EW) - #8

MORNING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):
2013

```
                    0   139   1
                 <     v     >
          2 ^                   ^   0
          9 >                   <   8
         13 v                   v  18
                 <     ^     >
                19    81    0
```

EXISTING PEAK HOUR COUNT YEAR (AUTOS):
2013

```
                  140   83
                   v     ^
     27 <     IN =    290 <   26
     24 >    OUT =    290 >   10
                   v     ^
                  170  100
```

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

```
                    0     7     0
                 <     v     >
          0 ^                   ^   0
          3 >                   <   3
          2 v                   v   0
                 <     ^     >
                 2     7     0
```

PCE FACTORS BY AXLE:
2: 1.5 3: 2.0 4+: 3.0

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):
2013

```
                    0   146   1
                 <     v     >
          2 ^                   ^   0
         12 >                   <  11
         15 v                   v  18
                 <     ^     >
                21    88    0
```

EXISTING PEAK PERIOD MODEL YEAR (AUTO):
2008

```
                  202   136
                   v     ^
     70 <     IN =    494 <   39
     18 >    OUT =    493 >   82
                   v     ^
                  205   235
```

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):
2008

```
                    5     4
                   v     ^
      3 <     IN =     12 <    0
      2 >    OUT =     12 >    0
                   v     ^
                    5     5
```

EXISTING PEAK HOUR MODEL YEAR (PCE'S):
PHF FOR CARS: 0.38
PHF FOR TRUCKS: 0.333

```
                   78    53
                   v     ^
     28 <     IN =    192 <   15
      8 >    OUT =    191 >   31
                   v     ^
                   80    91
```

FUTURE PEAK PERIOD MODEL YEAR (AUTO):
2035

```
                  365   111
                   v     ^
    316 <     IN =    833 <   86
     67 >    OUT =    833 >  111
                   v     ^
                  295   315
```

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):
2035

```
                    5     4
                   v     ^
      7 <     IN =     16 <    0
      5 >    OUT =     16 >    0
                   v     ^
                    5     6
```

FUTURE PEAK HOUR MODEL YEAR (PCE'S):
PHF FOR CARS: 0.38
PHF FOR TRUCKS: 0.333

```
                  140    44
                   v     ^
    122 <     IN =    322 <   33
     27 >    OUT =    322 >   42
                   v     ^
                  114   122
```

RAW GROWTH (PCE'S): 2008 TO 2035
CONVERSION OF TRUCKS TO: 2035
FACTOR = 1.00

```
                   62   -10
                   v     ^
     95 <                <   18
     20 >                >   11
                   v     ^
                   34    31
```

ADJUSTED GROWTH (PCE'S): 2008 TO 2035
10 MINIMUM GROWTH %

```
                   60    10
                   v     ^
     90 <     IN =    130 <   20
     20 >    OUT =    140 >   10
                   v     ^
                   30    30
```

FUTURE YEAR GROWTH: 2013 TO 2015
2 YEARS

```
                    0     0
                   v     ^
     10 <                <    0
      0 >                >    0
                   v     ^
                    0     0
```

INITIAL FUTURE YEAR VOLUMES:
2015

```
                  150    90
                   v     ^
     40 <     IN =    320 <   30
     30 >    OUT =    320 >   10
                   v     ^
                  180   110
```

BALANCED FUTURE YEAR VOLUMES:
2015

```
                  150    90
                   v     ^
     40 <     IN =    320 <   30
     30 >    OUT =    320 >   10
                   v     ^
                  180   110
```

EVENING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):
2013

```
                    1   131   3
                 <     v     >
          3 ^                   ^   0
         95 >                   <  17
         37 v                   v   4
                 <     ^     >
                12   172    8
```

EXISTING PEAK HOUR COUNT YEAR (AUTOS):
2013

```
                  135   175
                   v     ^
     30 <     IN =    483 <   21
    135 >    OUT =    483 >  106
                   v     ^
                  172   192
```

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

```
                    0     0     0
                 <     v     >
          0 ^                   ^   0
          0 >                   <   2
          0 v                   v   0
                 <     ^     >
                 0     0     2
```

PCE FACTORS BY AXLE:
2: 1.5 3: 2 4+: 3.0

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):
2013

```
                    1   131   3
                 <     v     >
          3 ^                   ^   0
         95 >                   <  19
         37 v                   v   4
                 <     ^     >
                12   172   10
```

EXISTING PEAK PERIOD MODEL YEAR (AUTO):
2008

```
                  577   503
                   v     ^
     54 <     IN =   1393 <  138
    116 >    OUT =   1394 >  100
                   v     ^
                  737   562
```

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):
2008

```
                   11    10
                   v     ^
      5 <     IN =     27 <    0
      4 >    OUT =     27 >    0
                   v     ^
                   12    12
```

EXISTING PEAK HOUR MODEL YEAR (PCE'S):
PHF FOR CARS: 0.28
PHF FOR TRUCKS: 0.25

```
                  164   143
                   v     ^
     16 <     IN =    397 <   39
     33 >    OUT =    397 >   28
                   v     ^
                  209   160
```

FUTURE PEAK PERIOD MODEL YEAR (AUTO):
2035

```
                  533   410
                   v     ^
    226 <     IN =   1854 <  398
    449 >    OUT =   1854 >  224
                   v     ^
                  994   474
```

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):
2035

```
                   10     6
                   v     ^
     11 <     IN =     30 <    1
      9 >    OUT =     31 >    1
                   v     ^
                   13    10
```

FUTURE PEAK HOUR MODEL YEAR (PCE'S):
PHF FOR CARS: 0.28
PHF FOR TRUCKS: 0.25

```
                  152   116
                   v     ^
     66 <     IN =    527 <  112
    128 >    OUT =    527 >   63
                   v     ^
                  282   135
```

RAW GROWTH (PCE'S): 2008 TO 2035
CONVERSION OF TRUCKS TO: 2035
FACTOR = 1.00

```
                  -13   -27
                   v     ^
     50 <                <   73
     94 >                >   35
                   v     ^
                   72   -25
```

ADJUSTED GROWTH (PCE'S): 2008 TO 2035
10 MINIMUM GROWTH %

```
                   10    20
                   v     ^
     50 <     IN =    170 <   70
     90 >    OUT =    170 >   30
                   v     ^
                   70     0
```

FUTURE YEAR GROWTH: 2013 TO 2015
2 YEARS

```
                    0     0
                   v     ^
      0 <                <   10
     10 >                >    0
                   v     ^
                   10     0
```

INITIAL FUTURE YEAR VOLUMES:
2015

```
                  140   180
                   v     ^
     30 <     IN =    510 <   30
    150 >    OUT =    500 >  110
                   v     ^
                  180   190
```

BALANCED FUTURE YEAR VOLUMES:
2015

```
                  140   180
                   v     ^
     30 <     IN =    510 <   30
    150 >    OUT =    500 >  110
                   v     ^
                  180   190
```

NEVADA STREET (NS) / ALMOND AVENUE (EW) - #8

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

OPENING YEAR TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	OPENING YEAR TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	OPENING YEAR TOTAL
NORTH	LEFT	21	SOUTH LEG		NORTH	LEFT	12	SOUTH LEG	
BOUND	THRU	88	IN ...	110	BOUND	THRU	172	IN ...	190
	RIGHT	0	OUT ...	180		RIGHT	10	OUT ...	180
SOUTH	LEFT	1	NORTH LEG		SOUTH	LEFT	3	NORTH LEG	
BOUND	THRU	146	IN ...	150	BOUND	THRU	131	IN ...	140
	RIGHT	0	OUT ...	90		RIGHT	1	OUT ...	180
EAST	LEFT	2	WEST LEG		EAST	LEFT	3	WEST LEG	
BOUND	THRU	12	IN ...	30	BOUND	THRU	95	IN ...	150
	RIGHT	15	OUT ...	40		RIGHT	37	OUT ...	30
WEST	LEFT	18	EAST LEG		WEST	LEFT	4	EAST LEG	
BOUND	THRU	11	IN ...	30	BOUND	THRU	19	IN ...	30
	RIGHT	0	OUT ...	10		RIGHT	0	OUT ...	110

OPENING YEAR TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	OPENING YEAR FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	OPENING YEAR FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	21	25	NORTH LEG	NORTH	LEFT	12	13	NORTH LEG
BOUND	THRU	88	91	RATIO 6.8%	BOUND	THRU	172	175	RATIO 8.8%
	RIGHT	0	0	ADT 3,600		RIGHT	10	11	ADT 3,600
SOUTH	LEFT	1	2	SOUTH LEG	SOUTH	LEFT	3	4	SOUTH LEG
BOUND	THRU	146	147	RATIO 7.0%	BOUND	THRU	131	132	RATIO 8.8%
	RIGHT	0	0	ADT 4,300		RIGHT	1	2	ADT 4,300
EAST	LEFT	2	3	EAST LEG	EAST	LEFT	3	5	EAST LEG
BOUND	THRU	12	13	RATIO 2.9%	BOUND	THRU	95	100	RATIO 8.5%
	RIGHT	15	17	ADT 1,700		RIGHT	37	41	ADT 1,700
WEST	LEFT	18	19	WEST LEG	WEST	LEFT	4	7	WEST LEG
BOUND	THRU	11	15	RATIO 3.7%	BOUND	THRU	19	23	RATIO 9.2%
	RIGHT	0	0	ADT 2,000		RIGHT	0	0	ADT 2,000

NEVADA STREET (NS) / ALMOND AVENUE (EW) - #8

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2035 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	FUTURE YEAR TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	FUTURE YEAR TOTAL
NORTH	LEFT	21	SOUTH LEG		NORTH	LEFT	12	SOUTH LEG	
BOUND	THRU	88	IN ...	130	BOUND	THRU	172	IN ...	190
	RIGHT	0	OUT ...	200		RIGHT	10	OUT ...	230
SOUTH	LEFT	1	NORTH LEG		SOUTH	LEFT	3	NORTH LEG	
BOUND	THRU	146	IN ...	200	BOUND	THRU	131	IN ...	150
	RIGHT	0	OUT ...	100		RIGHT	1	OUT ...	200
EAST	LEFT	2	WEST LEG		EAST	LEFT	3	WEST LEG	
BOUND	THRU	12	IN ...	50	BOUND	THRU	95	IN ...	210
	RIGHT	15	OUT ...	100		RIGHT	37	OUT ...	70
WEST	LEFT	18	EAST LEG		WEST	LEFT	4	EAST LEG	
BOUND	THRU	11	IN ...	50	BOUND	THRU	19	IN ...	80
	RIGHT	0	OUT ...	20		RIGHT	0	OUT ...	130

YEAR 2035 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	FUTURE YEAR FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	FUTURE YEAR FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	21	53	NORTH LEG	NORTH	LEFT	12	14	NORTH LEG
BOUND	THRU	88	97	RATIO 7.2%	BOUND	THRU	172	189	RATIO 8.7%
	RIGHT	0	0	ADT 4,000		RIGHT	10	11	ADT 4,000
SOUTH	LEFT	1	2	SOUTH LEG	SOUTH	LEFT	3	4	SOUTH LEG
BOUND	THRU	146	178	RATIO 7.0%	BOUND	THRU	131	143	RATIO 8.5%
	RIGHT	0	0	ADT 5,200		RIGHT	1	2	ADT 5,200
EAST	LEFT	2	13	EAST LEG	EAST	LEFT	3	11	EAST LEG
BOUND	THRU	12	18	RATIO 3.6%	BOUND	THRU	95	124	RATIO 9.1%
	RIGHT	15	17	ADT 2,400		RIGHT	37	71	ADT 2,400
WEST	LEFT	18	20	WEST LEG	WEST	LEFT	4	16	WEST LEG
BOUND	THRU	11	47	RATIO 4.8%	BOUND	THRU	19	63	RATIO 9.2%
	RIGHT	0	0	ADT 3,100		RIGHT	0	0	ADT 3,100

NE[illegible]EET (NS) / LUGONIA AVENUE (EW) - #9

MORNING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):
2013

		13	120	8	
		<	v	>	
12 ^				^	11
50 >				<	120
30 v				v	87
		<	^	>	
		32	75	26	

EXISTING PEAK HOUR COUNT YEAR (AUTOS):
2013

		141	98	
		v	^	
165 <	IN =	584 <		218
92 >	OUT =	584 >		84
		v	^	
		237	133	

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

		0	2	0	
		<	v	>	
0 ^				^	0
0 >				<	0
0 v				v	2
		<	^	>	
		2	7	0	

PCE FACTORS BY AXLE:
2: 1.5 3: 2.0 4+: 3.0

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):
2013

		13	122	8	
		<	v	>	
12 ^				^	11
50 >				<	120
30 v				v	89
		<	^	>	
		34	82	26	

EXISTING PEAK PERIOD MODEL YEAR (AUTO):
2008

		205	235	
		v	^	
300 <	IN =	895 <		436
191 >	OUT =	895 >		215
		v	^	
		145	63	

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):
2008

		5	5	
		v	^	
3 <	IN =	16 <		6
3 >	OUT =	16 >		6
		v	^	
		2	2	

EXISTING PEAK HOUR MODEL YEAR (PCE'S):
PHF FOR CARS: 0.38
PHF FOR TRUCKS: 0.333

		80	91	
		v	^	
115 <	IN =	345 <		168
74 >	OUT =	345 >		84
		v	^	
		56	25	

FUTURE PEAK PERIOD MODEL YEAR (AUTO):
2035

		295	315	
		v	^	
968 <	IN =	2029 <		1097
427 >	OUT =	2030 >		335
		v	^	
		412	210	

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):
2035

		5	6	
		v	^	
12 <	IN =	31 <		15
6 >	OUT =	31 >		8
		v	^	
		5	5	

FUTURE PEAK HOUR MODEL YEAR (PCE'S):
PHF FOR CARS: 0.38
PHF FOR TRUCKS: 0.333

		114	122	
		v	^	
372 <	IN =	781 <		422
164 >	OUT =	782 >		130
		v	^	
		158	81	

RAW GROWTH (PCE'S): 2008 TO 2035
CONVERSION OF TRUCKS TO: 2035
FACTOR = 1.00

		34	31	
		v	^	
257 <			<	254
91 >			>	46
		v	^	
		102	57	

ADJUSTED GROWTH (PCE'S): 2008 TO 2035
10 MINIMUM GROWTH %

		30	30	
		v	^	
260 <	IN =	430 <		250
90 >	OUT =	440 >		50
		v	^	
		100	60	

FUTURE YEAR GROWTH: 2013 TO 2015
2 YEARS

		0	0	
		v	^	
20 <			<	20
10 >			>	0
		v	^	
		10	0	

INITIAL FUTURE YEAR VOLUMES:
2015

		140	110	
		v	^	
190 <	IN =	620 <		240
100 >	OUT =	630 >		80
		v	^	
		250	140	

BALANCED FUTURE YEAR VOLUMES:
2015

		140	110	
		v	^	
190 <	IN =	620 <		240
100 >	OUT =	630 >		80
		v	^	
		250	140	

EVENING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):
2013

		3	129	21	
		<	v	>	
23 ^				^	9
189 >				<	153
43 v				v	119
		<	^	>	
		15	164	167	

EXISTING PEAK HOUR COUNT YEAR (AUTOS):
2013

		153	196	
		v	^	
171 <	IN =	1035 <		281
255 >	OUT =	1035 >		377
		v	^	
		291	346	

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

		2	3	0	
		<	v	>	
0 ^				^	0
2 >				<	2
4 v				v	0
		<	^	>	
		3	3	0	

PCE FACTORS BY AXLE:
2: 1.5 3: 2 4+: 3.0

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):
2013

		5	132	21	
		<	v	>	
23 ^				^	9
191 >				<	155
47 v				v	119
		<	^	>	
		18	167	167	

EXISTING PEAK PERIOD MODEL YEAR (AUTO):
2008

		737	562	
		v	^	
384 <	IN =	2181 <		381
671 >	OUT =	2180 >		1042
		v	^	
		192	392	

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):
2008

		12	12	
		v	^	
4 <	IN =	33 <		6
8 >	OUT =	34 >		14
		v	^	
		4	7	

EXISTING PEAK HOUR MODEL YEAR (PCE'S):
PHF FOR CARS: 0.28
PHF FOR TRUCKS: 0.25

		209	160	
		v	^	
109 <	IN =	619 <		108
190 >	OUT =	619 >		295
		v	^	
		55	112	

FUTURE PEAK PERIOD MODEL YEAR (AUTO):
2035

		994	474	
		v	^	
1325 <	IN =	4691 <		743
1952 >	OUT =	4689 >		2347
		v	^	
		543	1002	

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):
2035

		13	10	
		v	^	
9 <	IN =	57 <		13
24 >	OUT =	56 >		30
		v	^	
		7	7	

FUTURE PEAK HOUR MODEL YEAR (PCE'S):
PHF FOR CARS: 0.28
PHF FOR TRUCKS: 0.25

		282	135	
		v	^	
373 <	IN =	1328 <		211
553 >	OUT =	1327 >		665
		v	^	
		154	282	

RAW GROWTH (PCE'S): 2008 TO 2035
CONVERSION OF TRUCKS TO: 2035
FACTOR = 1.00

		72	-25	
		v	^	
265 <			<	103
363 >			>	369
		v	^	
		99	171	

ADJUSTED GROWTH (PCE'S): 2008 TO 2035
10 MINIMUM GROWTH %

		70	20	
		v	^	
260 <	IN =	700 <		100
360 >	OUT =	750 >		370
		v	^	
		100	170	

FUTURE YEAR GROWTH: 2013 TO 2015
2 YEARS

		10	0	
		v	^	
20 <			<	10
30 >			>	30
		v	^	
		10	10	

INITIAL FUTURE YEAR VOLUMES:
2015

		170	200	
		v	^	
200 <	IN =	1110 <		290
290 >	OUT =	1120 >		410
		v	^	
		310	360	

BALANCED FUTURE YEAR VOLUMES:
2015

		170	200	
		v	^	
200 <	IN =	1110 <		290
290 >	OUT =	1120 >		410
		v	^	
		310	360	

NEVADA STREET (NS) / LUGONIA AVENUE (EW) - #9

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

OPENING YEAR TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	OPENING YEAR TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	OPENING YEAR TOTAL
NORTH BOUND	LEFT	34	SOUTH LEG		NORTH BOUND	LEFT	18	SOUTH LEG	
	THRU	82	IN ...	140		THRU	167	IN ...	360
	RIGHT	26	OUT ...	250		RIGHT	167	OUT ...	310
SOUTH BOUND	LEFT	8	NORTH LEG		SOUTH BOUND	LEFT	21	NORTH LEG	
	THRU	122	IN ...	140		THRU	132	IN ...	170
	RIGHT	13	OUT ...	110		RIGHT	5	OUT ...	200
EAST BOUND	LEFT	12	WEST LEG		EAST BOUND	LEFT	23	WEST LEG	
	THRU	50	IN ...	100		THRU	191	IN ...	290
	RIGHT	30	OUT ...	190		RIGHT	47	OUT ...	200
WEST BOUND	LEFT	89	EAST LEG		WEST BOUND	LEFT	119	EAST LEG	
	THRU	120	IN ...	240		THRU	155	IN ...	290
	RIGHT	11	OUT ...	80		RIGHT	9	OUT ...	410

OPENING YEAR TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	OPENING YEAR FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	OPENING YEAR FORECAST	PEAK - DAILY RELATIONSHIP
NORTH BOUND	LEFT	34	37	NORTH LEG	NORTH BOUND	LEFT	18	22	NORTH LEG
	THRU	82	83	RATIO 6.0%		THRU	167	167	RATIO 8.7%
	RIGHT	26	27	ADT 4,300		RIGHT	167	174	ADT 4,300
SOUTH BOUND	LEFT	8	9	SOUTH LEG	SOUTH BOUND	LEFT	21	22	SOUTH LEG
	THRU	122	126	RATIO 5.2%		THRU	132	143	RATIO 8.9%
	RIGHT	13	14	ADT 7,700		RIGHT	5	6	ADT 7,700
EAST BOUND	LEFT	12	15	EAST LEG	EAST BOUND	LEFT	23	25	EAST LEG
	THRU	50	51	RATIO 3.0%		THRU	191	214	RATIO 6.4%
	RIGHT	30	36	ADT 11,100		RIGHT	47	54	ADT 11,100
WEST BOUND	LEFT	89	93	WEST LEG	WEST BOUND	LEFT	119	123	WEST LEG
	THRU	120	139	RATIO 5.4%		THRU	155	172	RATIO 9.1%
	RIGHT	11	12	ADT 5,400		RIGHT	9	10	ADT 5,400

NEVADA STREET (NS) / LUGONIA AVENUE (EW) - #9

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2035 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	FUTURE YEAR TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	FUTURE YEAR TOTAL
NORTH BOUND	LEFT	34	SOUTH LEG		NORTH BOUND	LEFT	18	SOUTH LEG	
	THRU	82	IN ...	190		THRU	167	IN ...	490
	RIGHT	26	OUT ...	320		RIGHT	167	OUT ...	380
SOUTH BOUND	LEFT	8	NORTH LEG		SOUTH BOUND	LEFT	21	NORTH LEG	
	THRU	122	IN ...	160		THRU	132	IN ...	220
	RIGHT	13	OUT ...	130		RIGHT	5	OUT ...	220
EAST BOUND	LEFT	12	WEST LEG		EAST BOUND	LEFT	23	WEST LEG	
	THRU	50	IN ...	160		THRU	191	IN ...	550
	RIGHT	30	OUT ...	380		RIGHT	47	OUT ...	390
WEST BOUND	LEFT	89	EAST LEG		WEST BOUND	LEFT	119	EAST LEG	
	THRU	120	IN ...	420		THRU	155	IN ...	360
	RIGHT	11	OUT ...	120		RIGHT	9	OUT ...	680

YEAR 2035 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	FUTURE YEAR FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	FUTURE YEAR FORECAST	PEAK - DAILY RELATIONSHIP
NORTH BOUND	LEFT	34	71	NORTH LEG	NORTH BOUND	LEFT	18	81	NORTH LEG
	THRU	82	94	RATIO 5.7%		THRU	167	179	RATIO 8.7%
	RIGHT	26	29	ADT 5,200		RIGHT	167	242	ADT 5,200
SOUTH BOUND	LEFT	8	9	SOUTH LEG	SOUTH BOUND	LEFT	21	26	SOUTH LEG
	THRU	122	133	RATIO 5.2%		THRU	132	183	RATIO 9.5%
	RIGHT	13	23	ADT 9,800		RIGHT	5	19	ADT 9,800
EAST BOUND	LEFT	12	21	EAST LEG	EAST BOUND	LEFT	23	37	EAST LEG
	THRU	50	84	RATIO 3.9%		THRU	191	412	RATIO 7.9%
	RIGHT	30	58	ADT 14,000		RIGHT	47	116	ADT 14,000
WEST BOUND	LEFT	89	129	WEST LEG	WEST BOUND	LEFT	119	131	WEST LEG
	THRU	120	286	RATIO 5.7%		THRU	155	290	RATIO 9.9%
	RIGHT	11	14	ADT 9,600		RIGHT	9	10	ADT 9,600

9930 ALABAMA STREET WEST OW (NS) / ALMOND AVENUE (EW) - #11

MORNING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):
2013

```
                    0     0     0
                <     v     >
          0 ^                     ^     0
          9 >                     <    27
          0 v                     v     1
                <     ^     >
                    1     0     0
```

EXISTING PEAK HOUR COUNT YEAR (AUTOS):
2013

```
                    0     0
                    v     ^
         28 <    IN =    38 <    28
          9 >   OUT =    38 >     9
                    v     ^
                    1     1
```

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

```
                    0     0     0
                <     v     >
          0 ^                     ^     0
          0 >                     <     3
          0 v                     v     0
                <     ^     >
                    0     0     0
```

PCE FACTORS BY AXLE:
2: 1.5 3: 2.0 4+: 3.0

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):
2013

```
                    0     0     0
                <     v     >
          0 ^                     ^     0
          9 >                     <    30
          0 v                     v     1
                <     ^     >
                    1     0     0
```

EXISTING PEAK PERIOD MODEL YEAR (AUTO):
2008

```
                    0     0
                    v     ^
        138 <    IN =   181 <   138
         43 >   OUT =   181 >    43
                    v     ^
                    0     0
```

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):
2008

```
                    0     0
                    v     ^
          0 <    IN =     0 <     0
          0 >   OUT =     0 >     0
                    v     ^
                    0     0
```

EXISTING PEAK HOUR MODEL YEAR (PCE'S):
PHF FOR CARS: 0.38
PHF FOR TRUCKS: 0.333

```
                    0     0
                    v     ^
         52 <    IN =    69 <    52
         16 >   OUT =    69 >    16
                    v     ^
                    0     0
```

FUTURE PEAK PERIOD MODEL YEAR (AUTO):
2035

```
                    0     0
                    v     ^
        451 <    IN =   539 <   451
         88 >   OUT =   539 >    88
                    v     ^
                    0     0
```

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):
2035

```
                    0     0
                    v     ^
          0 <    IN =     0 <     0
          0 >   OUT =     0 >     0
                    v     ^
                    0     0
```

FUTURE PEAK HOUR MODEL YEAR (PCE'S):
PHF FOR CARS: 0.38
PHF FOR TRUCKS: 0.333

```
                    0     0
                    v     ^
        171 <    IN =   205 <   171
         33 >   OUT =   205 >    33
                    v     ^
                    0     0
```

RAW GROWTH (PCE'S): 2008 TO 2035
CONVERSION OF TRUCKS TO: 2035
FACTOR = 1.00

```
                    0     0
                    v     ^
        119 <          <   119
         17 >          >    17
                    v     ^
                    0     0
```

ADJUSTED GROWTH (PCE'S): 2008 TO 2035
10 MINIMUM GROWTH %

```
                    0     0
                    v     ^
        120 <    IN =   140 <   120
         20 >   OUT =   140 >    20
                    v     ^
                    0     0
```

FUTURE YEAR GROWTH: 2013 TO 2015
2 YEARS

```
                    0     0
                    v     ^
         10 <          <    10
          0 >          >     0
                    v     ^
                    0     0
```

INITIAL FUTURE YEAR VOLUMES:
2015

```
                    0     0
                    v     ^
         40 <    IN =    50 <    40
         10 >   OUT =    50 >    10
                    v     ^
                    0     0
```

BALANCED FUTURE YEAR VOLUMES:
2015

```
                    0     0
                    v     ^
         40 <    IN =    50 <    40
         10 >   OUT =    50 >    10
                    v     ^
                    0     0
```

EVENING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):
2013

```
                    0     0     0
                <     v     >
          0 ^                     ^     0
         69 >                     <    10
          3 v                     v     4
                <     ^     >
                    0     0     0
```

EXISTING PEAK HOUR COUNT YEAR (AUTOS):
2013

```
                    0     0
                    v     ^
         10 <    IN =    86 <    14
         72 >   OUT =    86 >    69
                    v     ^
                    7     0
```

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

```
                    0     0     0
                <     v     >
          0 ^                     ^     0
          0 >                     <     2
          2 v                     v     2
                <     ^     >
                    0     0     2
```

PCE FACTORS BY AXLE:
2: 1.5 3: 2 4+: 3.0

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):
2013

```
                    0     0     0
                <     v     >
          0 ^                     ^     0
         69 >                     <    12
          5 v                     v     6
                <     ^     >
                    0     0     2
```

EXISTING PEAK PERIOD MODEL YEAR (AUTO):
2008

```
                    0     0
                    v     ^
        145 <    IN =   399 <   145
        254 >   OUT =   399 >   254
                    v     ^
                    0     0
```

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):
2008

```
                    0     0
                    v     ^
          0 <    IN =     0 <     0
          0 >   OUT =     0 >     0
                    v     ^
                    0     0
```

EXISTING PEAK HOUR MODEL YEAR (PCE'S):
PHF FOR CARS: 0.28
PHF FOR TRUCKS: 0.25

```
                    0     0
                    v     ^
         41 <    IN =   112 <    41
         71 >   OUT =   112 >    71
                    v     ^
                    0     0
```

FUTURE PEAK PERIOD MODEL YEAR (AUTO):
2035

```
                    0     0
                    v     ^
        282 <    IN =   858 <   282
        576 >   OUT =   858 >   576
                    v     ^
                    0     0
```

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):
2035

```
                    0     0
                    v     ^
          0 <    IN =     1 <     0
          1 >   OUT =     1 >     1
                    v     ^
                    0     0
```

FUTURE PEAK HOUR MODEL YEAR (PCE'S):
PHF FOR CARS: 0.28
PHF FOR TRUCKS: 0.25

```
                    0     0
                    v     ^
         79 <    IN =   240 <    79
        162 >   OUT =   240 >   162
                    v     ^
                    0     0
```

RAW GROWTH (PCE'S): 2008 TO 2035
CONVERSION OF TRUCKS TO: 2035
FACTOR = 1.00

```
                    0     0
                    v     ^
         38 <          <    38
         90 >          >    90
                    v     ^
                    0     0
```

ADJUSTED GROWTH (PCE'S): 2008 TO 2035
10 MINIMUM GROWTH %

```
                    0     0
                    v     ^
         40 <    IN =   130 <    40
         90 >   OUT =   130 >    90
                    v     ^
                    0     0
```

FUTURE YEAR GROWTH: 2013 TO 2015
2 YEARS

```
                    0     0
                    v     ^
          0 <          <     0
         10 >          >    10
                    v     ^
                    0     0
```

INITIAL FUTURE YEAR VOLUMES:
2015

```
                    0     0
                    v     ^
         10 <    IN =   100 <    20
         80 >   OUT =   100 >    80
                    v     ^
                   10     0
```

BALANCED FUTURE YEAR VOLUMES:
2015

```
                    0     0
                    v     ^
         10 <    IN =   100 <    20
         80 >   OUT =   100 >    80
                    v     ^
                   10     0
```

9930 ALABAMA STREET WEST DW (NS) / ALMOND AVENUE (EW) - #11

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

OPENING YEAR TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	OPENING YEAR TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	OPENING YEAR TOTAL
NORTH BOUND	LEFT	1	SOUTH LEG		NORTH BOUND	LEFT	0	SOUTH LEG	
	THRU	0	IN ...	0		THRU	0	IN ...	0
	RIGHT	0	OUT ...	0		RIGHT	2	OUT ...	10
SOUTH BOUND	LEFT	0	NORTH LEG		SOUTH BOUND	LEFT	0	NORTH LEG	
	THRU	0	IN ...	0		THRU	0	IN ...	0
	RIGHT	0	OUT ...	0		RIGHT	0	OUT ...	0
EAST BOUND	LEFT	0	WEST LEG		EAST BOUND	LEFT	0	WEST LEG	
	THRU	9	IN ...	10		THRU	69	IN ...	80
	RIGHT	0	OUT ...	40		RIGHT	5	OUT ...	10
WEST BOUND	LEFT	1	EAST LEG		WEST BOUND	LEFT	6	EAST LEG	
	THRU	30	IN ...	40		THRU	12	IN ...	20
	RIGHT	0	OUT ...	10		RIGHT	0	OUT ...	80

OPENING YEAR TRAFFIC CONDITIONS											
MORNING PEAK HOUR RESULTS						EVENING PEAK HOUR RESULTS					
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	OPENING YEAR FORECAST	PEAK - DAILY RELATIONSHIP		APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	OPENING YEAR FORECAST	PEAK - DAILY RELATIONSHIP	
NORTH BOUND	LEFT	1	2	NORTH LEG		NORTH BOUND	LEFT	0	0	NORTH LEG	
	THRU	0	0	RATIO	#DIV/0!		THRU	0	0	RATIO	#DIV/0!
	RIGHT	0	0	ADT	0		RIGHT	2	3	ADT	0
SOUTH BOUND	LEFT	0	0	SOUTH LEG		SOUTH BOUND	LEFT	0	0	SOUTH LEG	
	THRU	0	0	RATIO	4.0%		THRU	0	0	RATIO	17.1%
	RIGHT	0	0	ADT	100		RIGHT	0	0	ADT	100
EAST BOUND	LEFT	0	0	EAST LEG		EAST BOUND	LEFT	0	0	EAST LEG	
	THRU	9	10	RATIO	3.1%		THRU	69	80	RATIO	6.1%
	RIGHT	0	0	ADT	1,700		RIGHT	5	6	ADT	1,700
WEST BOUND	LEFT	1	2	WEST LEG		WEST BOUND	LEFT	6	8	WEST LEG	
	THRU	30	40	RATIO	3.1%		THRU	12	13	RATIO	5.8%
	RIGHT	0	0	ADT	1,700		RIGHT	0	0	ADT	1,700

9930 ALABAMA STREET WEST DW (NS) / ALMOND AVENUE (EW) - #11

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2035 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	FUTURE YEAR TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	FUTURE YEAR TOTAL
NORTH BOUND	LEFT	1	SOUTH LEG		NORTH BOUND	LEFT	0	SOUTH LEG	
	THRU	0	IN ...	0		THRU	0	IN ...	0
	RIGHT	0	OUT ...	0		RIGHT	2	OUT ...	10
SOUTH BOUND	LEFT	0	NORTH LEG		SOUTH BOUND	LEFT	0	NORTH LEG	
	THRU	0	IN ...	0		THRU	0	IN ...	0
	RIGHT	0	OUT ...	0		RIGHT	0	OUT ...	0
EAST BOUND	LEFT	0	WEST LEG		EAST BOUND	LEFT	0	WEST LEG	
	THRU	9	IN ...	30		THRU	69	IN ...	140
	RIGHT	0	OUT ...	130		RIGHT	5	OUT ...	40
WEST BOUND	LEFT	1	EAST LEG		WEST BOUND	LEFT	6	EAST LEG	
	THRU	30	IN ...	130		THRU	12	IN ...	50
	RIGHT	0	OUT ...	30		RIGHT	0	OUT ...	140

YEAR 2035 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	FUTURE YEAR FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	FUTURE YEAR FORECAST	PEAK - DAILY RELATIONSHIP
NORTH BOUND	LEFT	1	2	NORTH LEG	NORTH BOUND	LEFT	0	0	NORTH LEG
	THRU	0	0	RATIO #DIV/0!		THRU	0	0	RATIO #DIV/0!
	RIGHT	0	0	ADT 0		RIGHT	2	3	ADT 0
SOUTH BOUND	LEFT	0	0	SOUTH LEG	SOUTH BOUND	LEFT	0	0	SOUTH LEG
	THRU	0	0	RATIO 4.0%		THRU	0	0	RATIO 16.5%
	RIGHT	0	0	ADT 100		RIGHT	0	0	ADT 100
EAST BOUND	LEFT	0	0	EAST LEG	EAST BOUND	LEFT	0	0	EAST LEG
	THRU	9	30	RATIO 5.8%		THRU	69	140	RATIO 6.8%
	RIGHT	0	0	ADT 2,800		RIGHT	5	6	ADT 2,800
WEST BOUND	LEFT	1	2	WEST LEG	WEST BOUND	LEFT	6	7	WEST LEG
	THRU	30	130	RATIO 5.8%		THRU	12	40	RATIO 6.6%
	RIGHT	0	0	ADT 2,800		RIGHT	0	0	ADT 2,800

ALABAMA STREET (NS) / SAN BERNARDINO AVENUE (EW) - #12

MORNING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):
2013

		115	257	50	
		<	v	>	
31 ^				^	75
101 >				<	433
26 v				v	165
		<	^	>	
		81	144	34	

EXISTING PEAK HOUR COUNT YEAR (AUTOS):
2013

		423	250	
		v	^	
630 <	IN =	1513	<	673
158 >	OUT =	1513	>	185
		v	^	
		448	259	

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

		11	32	9	
		<	v	>	
2 ^				^	14
6 >				<	12
0 v				v	8
		<	^	>	
		8	53	5	

PCE FACTORS BY AXLE:
2: 1.5 3: 2.0 4+: 3.0

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):
2013

		127	289	59	
		<	v	>	
33 ^				^	89
107 >				<	445
26 v				v	173
		<	^	>	
		89	197	39	

EXISTING PEAK PERIOD MODEL YEAR (AUTO):
2008

		1011	731	
		v	^	
963 <	IN =	3374	<	1306
230 >	OUT =	3374	>	236
		v	^	
		1444	827	

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):
2008

		13	18	
		v	^	
12 <	IN =	75	<	27
9 >	OUT =	75	>	16
		v	^	
		29	26	

EXISTING PEAK HOUR MODEL YEAR (PCE'S):
PHF FOR CARS: 0.38
PHF FOR TRUCKS: 0.333

		389	284	
		v	^	
370 <	IN =	1307	<	505
90 >	OUT =	1307	>	95
		v	^	
		558	323	

FUTURE PEAK PERIOD MODEL YEAR (AUTO):
2035

		1862	1515	
		v	^	
2207 <	IN =	7173	<	2863
653 >	OUT =	7172	>	557
		v	^	
		2893	1795	

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):
2035

		22	22	
		v	^	
27 <	IN =	112	<	40
23 >	OUT =	112	>	17
		v	^	
		46	27	

FUTURE PEAK HOUR MODEL YEAR (PCE'S):
PHF FOR CARS: 0.38
PHF FOR TRUCKS: 0.333

		715	583	
		v	^	
848 <	IN =	2763	<	1101
256 >	OUT =	2763	>	217
		v	^	
		1115	691	

RAW GROWTH (PCE'S): 2008 TO 2035
CONVERSION OF TRUCKS TO: 2035
FACTOR = 1.00

		326	299	
		v	^	
478 <			<	596
165 >			>	122
		v	^	
		556	368	

ADJUSTED GROWTH (PCE'S): 2008 TO 2035
10 MINIMUM GROWTH %

		330	300	
		v	^	
480 <	IN =	1470	<	600
170 >	OUT =	1460	>	120
		v	^	
		560	370	

FUTURE YEAR GROWTH: 2013 TO 2015
2 YEARS

		20	20	
		v	^	
40 <			<	40
10 >			>	10
		v	^	
		40	30	

INITIAL FUTURE YEAR VOLUMES:
2015

		500	340	
		v	^	
700 <	IN =	1790	<	750
180 >	OUT =	1790	>	220
		v	^	
		530	360	

BALANCED FUTURE YEAR VOLUMES:
2015

		500	340	
		v	^	
700 <	IN =	1790	<	750
180 >	OUT =	1790	>	220
		v	^	
		530	360	

EVENING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):
2013

		46	298	91	
		<	v	>	
214 ^				^	70
544 >				<	125
181 v				v	157
		<	^	>	
		25	315	185	

EXISTING PEAK HOUR COUNT YEAR (AUTOS):
2013

		435	599	
		v	^	
196 <	IN =	2251	<	352
939 >	OUT =	2251	>	820
		v	^	
		636	525	

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

		7	55	5	
		<	v	>	
21 ^				^	13
5 >				<	12
8 v				v	9
		<	^	>	
		2	16	3	

PCE FACTORS BY AXLE:
2: 1.5 3: 2 4+: 3.0

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):
2013

		53	353	96	
		<	v	>	
235 ^				^	83
549 >				<	137
189 v				v	166
		<	^	>	
		27	[illegible]	188	

EXISTING PEAK PERIOD MODEL YEAR (AUTO):
2008

		1428	1864	
		v	^	
536 <	IN =	5542	<	779
1472 >	OUT =	5542	>	1405
		v	^	
		1737	1863	

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):
2008

		23	23	
		v	^	
15 <	IN =	108	<	40
18 >	OUT =	109	>	22
		v	^	
		49	27	

EXISTING PEAK HOUR MODEL YEAR (PCE'S):
PHF FOR CARS: 0.28
PHF FOR TRUCKS: 0.25

		406	528	
		v	^	
154 <	IN =	1579	<	228
417 >	OUT =	1579	>	399
		v	^	
		499	528	

FUTURE PEAK PERIOD MODEL YEAR (AUTO):
2035

		2760	3659	
		v	^	
1555 <	IN =	11339	<	1701
3069 >	OUT =	11339	>	2295
		v	^	
		3830	3809	

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):
2035

		34	43	
		v	^	
38 <	IN =	158	<	38
35 >	OUT =	158	>	22
		v	^	
		55	51	

FUTURE PEAK HOUR MODEL YEAR (PCE'S):
PHF FOR CARS: 0.28
PHF FOR TRUCKS: 0.25

		781	1035	
		v	^	
445 <	IN =	3214	<	486
868 >	OUT =	3214	>	648
		v	^	
		1086	1079	

RAW GROWTH (PCE'S): 2008 TO 2035
CONVERSION OF TRUCKS TO: 2035
FACTOR = 1.00

		376	508	
		v	^	
291 <			<	258
451 >			>	249
		v	^	
		588	551	

ADJUSTED GROWTH (PCE'S): 2008 TO 2035
10 MINIMUM GROWTH %

		380	510	
		v	^	
290 <	IN =	1640	<	260
450 >	OUT =	1640	>	250
		v	^	
		590	550	

FUTURE YEAR GROWTH: 2013 TO 2015
2 YEARS

		30	40	
		v	^	
20 <			<	20
30 >			>	20
		v	^	
		40	40	

INITIAL FUTURE YEAR VOLUMES:
2015

		530	690	
		v	^	
240 <	IN =	2530	<	410
1000 >	OUT =	2530	>	850
		v	^	
		750	590	

BALANCED FUTURE YEAR VOLUMES:
2015

		530	690	
		v	^	
240 <	IN =	2530	<	410
1000 >	OUT =	2530	>	850
		v	^	
		750	590	

ALABAMA STREET (NS) / SAN BERNARDINO AVENUE (EW) - #12

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

OPENING YEAR TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	OPENING YEAR TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	OPENING YEAR TOTAL
NORTH BOUND	LEFT	89	SOUTH LEG		NORTH BOUND	LEFT	27	SOUTH LEG	
	THRU	197	IN ...	360		THRU	331	IN ...	590
	RIGHT	39	OUT ...	530		RIGHT	188	OUT ...	750
SOUTH BOUND	LEFT	59	NORTH LEG		SOUTH BOUND	LEFT	96	NORTH LEG	
	THRU	289	IN ...	500		THRU	353	IN ...	530
	RIGHT	127	OUT ...	340		RIGHT	53	OUT ...	690
EAST BOUND	LEFT	33	WEST LEG		EAST BOUND	LEFT	235	WEST LEG	
	THRU	107	IN ...	180		THRU	549	IN ...	1,000
	RIGHT	26	OUT ...	700		RIGHT	189	OUT ...	240
WEST BOUND	LEFT	173	EAST LEG		WEST BOUND	LEFT	166	EAST LEG	
	THRU	445	IN ...	750		THRU	137	IN ...	410
	RIGHT	89	OUT ...	220		RIGHT	83	OUT ...	850

OPENING YEAR TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	OPENING YEAR FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	OPENING YEAR FORECAST	PEAK - DAILY RELATIONSHIP
NORTH BOUND	LEFT	89	101	NORTH LEG	NORTH BOUND	LEFT	27	31	NORTH LEG
	THRU	197	215	RATIO 6.1%		THRU	331	360	RATIO 8.8%
	RIGHT	39	44	ADT 13,800		RIGHT	188	199	ADT 13,800
SOUTH BOUND	LEFT	59	60	SOUTH LEG	SOUTH BOUND	LEFT	96	97	SOUTH LEG
	THRU	289	310	RATIO 5.8%		THRU	353	375	RATIO 8.8%
	RIGHT	127	130	ADT 15,300		RIGHT	53	59	ADT 15,300
EAST BOUND	LEFT	33	35	EAST LEG	EAST BOUND	LEFT	235	244	EAST LEG
	THRU	107	116	RATIO 6.6%		THRU	549	555	RATIO 8.6%
	RIGHT	26	30	ADT 14,600		RIGHT	189	201	ADT 14,600
WEST BOUND	LEFT	173	191	WEST LEG	WEST BOUND	LEFT	166	175	WEST LEG
	THRU	445	469	RATIO 6.2%		THRU	137	150	RATIO 8.7%
	RIGHT	89	90	ADT 14,300		RIGHT	83	85	ADT 14,300

ALABAMA STREET (NS) / SAN BERNARDINO AVENUE (EW) - #12

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2035 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	FUTURE YEAR TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	FUTURE YEAR TOTAL
NORTH	LEFT	89	SOUTH LEG		NORTH	LEFT	27	SOUTH LEG	
BOUND	THRU	197	IN ...	630	BOUND	THRU	331	IN ...	1,000
	RIGHT	39	OUT ...	950		RIGHT	188	OUT ...	1,190
SOUTH	LEFT	59	NORTH LEG		SOUTH	LEFT	96	NORTH LEG	
BOUND	THRU	289	IN ...	750	BOUND	THRU	353	IN ...	810
	RIGHT	127	OUT ...	560		RIGHT	53	OUT ...	1,070
EAST	LEFT	33	WEST LEG		EAST	LEFT	235	WEST LEG	
BOUND	THRU	107	IN ...	310	BOUND	THRU	549	IN ...	1,340
	RIGHT	26	OUT ...	1,050		RIGHT	189	OUT ...	460
WEST	LEFT	173	EAST LEG		WEST	LEFT	166	EAST LEG	
BOUND	THRU	445	IN ...	1,200	BOUND	THRU	137	IN ...	600
	RIGHT	89	OUT ...	310		RIGHT	83	OUT ...	1,030

YEAR 2035 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	FUTURE YEAR FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	FUTURE YEAR FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	89	185	NORTH LEG	NORTH	LEFT	27	84	NORTH LEG
BOUND	THRU	197	373	RATIO 6.5%	BOUND	THRU	331	629	RATIO 9.4%
	RIGHT	39	68	ADT 20,000		RIGHT	188	286	ADT 20,000
SOUTH	LEFT	59	65	SOUTH LEG	SOUTH	LEFT	96	102	SOUTH LEG
BOUND	THRU	289	513	RATIO 6.5%	BOUND	THRU	353	594	RATIO 9.0%
	RIGHT	127	167	ADT 24,200		RIGHT	53	115	ADT 24,200
EAST	LEFT	33	60	EAST LEG	EAST	LEFT	235	345	EAST LEG
BOUND	THRU	107	178	RATIO 7.3%	BOUND	THRU	549	643	RATIO 7.9%
	RIGHT	26	70	ADT 20,700		RIGHT	189	352	ADT 20,700
WEST	LEFT	173	367	WEST LEG	WEST	LEFT	166	244	WEST LEG
BOUND	THRU	445	698	RATIO 6.7%	BOUND	THRU	137	260	RATIO 8.9%
	RIGHT	89	127	ADT 20,300		RIGHT	83	96	ADT 20,300

ALABAMA STREET (NS) / ALMOND AVENUE (EW) - #13

MORNING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):
2013

9 410 0
< v >
4 ^ ^ 0
0 > < 0
9 v v 0
< ^ >
8 263 0

EXISTING PEAK HOUR COUNT YEAR (AUTOS):
2013

419 267
v ^
17 < IN = 703 < 0
13 > OUT = 703 > 0
v ^
419 271

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

0 58 0
< v >
0 ^ ^ 0
0 > < 0
0 v v 0
PCE FACTORS BY AXLE: < ^ >
2: 1.5 3: 2.0 4+: 3.0 0 76 0

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):
2013

9 468 0
< v >
4 ^ ^ 0
0 > < 0
9 v v 0
< ^ >
8 339 0

EXISTING PEAK PERIOD MODEL YEAR (AUTO):
2008

1444 827
v ^
138 < IN = 2378 < 18
43 > OUT = 2378 > 39
v ^
1374 873

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):
2008

29 26
v ^
0 < IN = 55 < 0
0 > OUT = 55 > 0
v ^
29 26

EXISTING PEAK HOUR MODEL YEAR (PCE'S):
PHF FOR CARS: 0.38
PHF FOR TRUCKS: 0.333

558 323
v ^
52 < IN = 921 < 7
16 > OUT = 921 > 15
v ^
532 340

FUTURE PEAK PERIOD MODEL YEAR (AUTO):
2035

2893 1795
v ^
451 < IN = 5128 < 127
88 > OUT = 5129 > 64
v ^
2819 2020

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):
2035

46 27
v ^
0 < IN = 74 < 0
0 > OUT = 73 > 0
v ^
46 28

FUTURE PEAK HOUR MODEL YEAR (PCE'S):
PHF FOR CARS: 0.38
PHF FOR TRUCKS: 0.333

1115 691
v ^
171 < IN = 1973 < 48
33 > OUT = 1973 > 24
v ^
1087 777

RAW GROWTH (PCE'S): 2008 TO 2035
CONVERSION OF TRUCKS TO: 2035
FACTOR = 1.00

556 368
v ^
119 < < 41
17 > > 10
v ^
555 437

ADJUSTED GROWTH (PCE'S): 2008 TO 2035
10 MINIMUM GROWTH %

560 370
v ^
120 < IN = 1060 < 40
20 > OUT = 1050 > 10
v ^
550 440

FUTURE YEAR GROWTH: 2013 TO 2015
2 YEARS

40 30
v ^
10 < < 0
0 > > 0
v ^
40 30

INITIAL FUTURE YEAR VOLUMES:
2015

520 370
v ^
30 < IN = 910 < 0
10 > OUT = 920 > 0
v ^
520 380

BALANCED FUTURE YEAR VOLUMES:
2015

530 370
v ^
30 < IN = 920 < 0
10 > OUT = 920 > 0
v ^
520 380

EVENING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):
2013

27 482 0
< v >
52 ^ ^ 0
0 > < 0
41 v v 0
< ^ >
15 519 0

EXISTING PEAK HOUR COUNT YEAR (AUTOS):
2013

509 571
v ^
42 < IN = 1136 < 0
93 > OUT = 1136 > 0
v ^
523 534

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

0 51 2
< v >
0 ^ ^ 0
0 > < 0
0 v v 0
PCE FACTORS BY AXLE: < ^ >
2: 1.5 3: 2 4+: 3.0 0 72 2

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):
2013

27 533 2
< v >
52 ^ ^ 0
0 > < 0
41 v v 0
< ^ >
15 591 2

EXISTING PEAK PERIOD MODEL YEAR (AUTO):
2008

1737 1863
v ^
145 < IN = 3841 < 96
254 > OUT = 3842 > 64
v ^
1770 1754

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):
2008

49 27
v ^
0 < IN = 76 < 0
0 > OUT = 76 > 0
v ^
49 27

EXISTING PEAK HOUR MODEL YEAR (PCE'S):
PHF FOR CARS: 0.28
PHF FOR TRUCKS: 0.25

499 528
v ^
41 < IN = 1094 < 27
71 > OUT = 1095 > 18
v ^
508 498

FUTURE PEAK PERIOD MODEL YEAR (AUTO):
2035

3830 3809
v ^
282 < IN = 8447 < 204
576 > OUT = 8446 > 961
v ^
3994 3837

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):
2035

55 51
v ^
0 < IN = 106 < 0
0 > OUT = 107 > 1
v ^
55 51

FUTURE PEAK HOUR MODEL YEAR (PCE'S):
PHF FOR CARS: 0.28
PHF FOR TRUCKS: 0.25

1086 1079
v ^
79 < IN = 2392 < 57
161 > OUT = 2392 > 101
v ^
1132 1087

RAW GROWTH (PCE'S): 2008 TO 2035
CONVERSION OF TRUCKS TO: 2035
FACTOR = 1.00

588 551
v ^
38 < < 30
90 > > 83
v ^
624 589

ADJUSTED GROWTH (PCE'S): 2008 TO 2035
10 MINIMUM GROWTH %

590 550
v ^
40 < IN = 1300 < 30
90 > OUT = 1290 > 80
v ^
620 590

FUTURE YEAR GROWTH: 2013 TO 2015
2 YEARS

40 40
v ^
0 < < 0
10 > > 10
v ^
50 40

INITIAL FUTURE YEAR VOLUMES:
2015

600 680
v ^
40 < IN = 1350 < 0
100 > OUT = 1350 > 10
v ^
620 650

BALANCED FUTURE YEAR VOLUMES:
2015

600 680
v ^
40 < IN = 1350 < 0
100 > OUT = 1350 > 10
v ^
620 650

ALABAMA STREET (NS) / ALMOND AVENUE (EW) - #13

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

OPENING YEAR TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	OPENING YEAR TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	OPENING YEAR TOTAL
NORTH	LEFT	8	SOUTH LEG		NORTH	LEFT	15	SOUTH LEG	
BOUND	THRU	339	IN ...	380	BOUND	THRU	591	IN ...	650
	RIGHT	0	OUT ...	520		RIGHT	2	OUT ...	620
SOUTH	LEFT	0	NORTH LEG		SOUTH	LEFT	2	NORTH LEG	
BOUND	THRU	468	IN ...	530	BOUND	THRU	533	IN ...	600
	RIGHT	9	OUT ...	370		RIGHT	27	OUT ...	680
EAST	LEFT	4	WEST LEG		EAST	LEFT	52	WEST LEG	
BOUND	THRU	0	IN ...	10	BOUND	THRU	0	IN ...	100
	RIGHT	9	OUT ...	30		RIGHT	41	OUT ...	40
WEST	LEFT	0	EAST LEG		WEST	LEFT	0	EAST LEG	
BOUND	THRU	0	IN ...	0	BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0		RIGHT	0	OUT ...	10

OPENING YEAR TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	OPENING YEAR FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	OPENING YEAR FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	8	14	NORTH LEG	NORTH	LEFT	15	15	NORTH LEG
BOUND	THRU	339	367	RATIO 5.9%	BOUND	THRU	591	627	RATIO 8.4%
	RIGHT	0	0	ADT 15,300		RIGHT	2	5	ADT 15,300
SOUTH	LEFT	0	0	SOUTH LEG	SOUTH	LEFT	2	5	SOUTH LEG
BOUND	THRU	468	513	RATIO 5.8%	BOUND	THRU	533	573	RATIO 8.1%
	RIGHT	9	16	ADT 15,600		RIGHT	27	28	ADT 15,600
EAST	LEFT	4	5	EAST LEG	EAST	LEFT	52	53	EAST LEG
BOUND	THRU	0	0	RATIO 0.0%	BOUND	THRU	0	0	RATIO 10.0%
	RIGHT	9	10	ADT 100		RIGHT	41	47	ADT 100
WEST	LEFT	0	0	WEST LEG	WEST	LEFT	0	0	WEST LEG
BOUND	THRU	0	0	RATIO 2.6%	BOUND	THRU	0	0	RATIO 8.4%
	RIGHT	0	0	ADT 1,700		RIGHT	0	0	ADT 1,700

ALABAMA STREET (NS) / ALMOND AVENUE (EW) - #13

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2035 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	FUTURE YEAR TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	FUTURE YEAR TOTAL
NORTH BOUND	LEFT	8	SOUTH LEG		NORTH BOUND	LEFT	15	SOUTH LEG	
	THRU	339	IN ...	710		THRU	591	IN ...	1,090
	RIGHT	0	OUT ...	930		RIGHT	2	OUT ...	1,080
SOUTH BOUND	LEFT	0	NORTH LEG		SOUTH BOUND	LEFT	2	NORTH LEG	
	THRU	468	IN ...	940		THRU	533	IN ...	1,040
	RIGHT	9	OUT ...	640		RIGHT	27	OUT ...	1,090
EAST BOUND	LEFT	4	WEST LEG		EAST BOUND	LEFT	52	WEST LEG	
	THRU	0	IN ...	30		THRU	0	IN ...	160
	RIGHT	9	OUT ...	120		RIGHT	41	OUT ...	70
WEST BOUND	LEFT	0	EAST LEG		WEST BOUND	LEFT	0	EAST LEG	
	THRU	0	IN ...	30		THRU	0	IN ...	20
	RIGHT	0	OUT ...	10		RIGHT	0	OUT ...	70

YEAR 2035 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	FUTURE YEAR FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	FUTURE YEAR FORECAST	PEAK - DAILY RELATIONSHIP
NORTH BOUND	LEFT	8	67	NORTH LEG	NORTH BOUND	LEFT	15	30	NORTH LEG
	THRU	339	633	RATIO 6.6%		THRU	591	1,014	RATIO 8.9%
	RIGHT	0	0	ADT 24,200		RIGHT	2	40	ADT 24,200
SOUTH BOUND	LEFT	0	0	SOUTH LEG	SOUTH BOUND	LEFT	2	30	SOUTH LEG
	THRU	468	907	RATIO 6.5%		THRU	533	994	RATIO 8.6%
	RIGHT	9	53	ADT 25,100		RIGHT	27	40	ADT 25,100
EAST BOUND	LEFT	4	7	EAST LEG	EAST BOUND	LEFT	52	76	EAST LEG
	THRU	0	0	RATIO 0.0%		THRU	0	0	RATIO 8.8%
	RIGHT	9	23	ADT 800		RIGHT	41	86	ADT 800
WEST BOUND	LEFT	0	0	WEST LEG	WEST BOUND	LEFT	0	0	WEST LEG
	THRU	0	0	RATIO 5.4%		THRU	0	0	RATIO 8.3%
	RIGHT	0	0	ADT 2,800		RIGHT	0	0	ADT 2,800

ALABAMA STREET (NS) / LUGONIA AVENUE (EW) - #14

MORNING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):

2013

61 255 18
< v >
49 ^ ^ 27
64 > < 127
40 v v 152
< ^ >
76 211 103

EXISTING PEAK HOUR COUNT YEAR (AUTOS):

2013

334 287
v ^
264 < IN = 1383 < 306
153 > OUT = 1183 > 185
v ^
447 390

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

5 68 8
< v >
0 ^ ^ 9
6 > < 4
2 v v 3
< ^ >
2 59 5

PCE FACTORS BY AXLE:

2: 1.5 3: 2.0 4+: 3.0

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):

2013

66 323 26
< v >
49 ^ ^ 36
70 > < 131
42 v v 155
< ^ >
78 270 108

EXISTING PEAK PERIOD MODEL YEAR (AUTO):

2008

1374 873
v ^
436 < IN = 4733 < 1904
215 > OUT = 4733 > 537
v ^
2887 1240

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2008

29 26
v ^
6 < IN = 102 < 36
6 > OUT = 102 > 24
v ^
46 31

EXISTING PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.38
PHF FOR TRUCKS: 0.333

532 340
v ^
168 < IN = 1833 < 736
84 > OUT = 1833 > 212
v ^
1112 482

FUTURE PEAK PERIOD MODEL YEAR (AUTO):

2035

2819 2010
v ^
1097 < IN = 8418 < 2757
335 > OUT = 8419 > 807
v ^
4495 2507

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2035

46 28
v ^
15 < IN = 140 < 47
8 > OUT = 141 > 16
v ^
82 39

FUTURE PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.38
PHF FOR TRUCKS: 0.333

1087 777
v ^
422 < IN = 3245 < 1063
130 > OUT = 3246 > 312
v ^
1735 966

RAW GROWTH (PCE'S): 2008 TO 2035
CONVERSION OF TRUCKS TO: 2035
FACTOR = 1.00

555 437
v ^
254 < < 328
46 > > 100
v ^
623 484

ADJUSTED GROWTH (PCE'S): 2008 TO 2035
10 MINIMUM GROWTH %

550 440
v ^
250 < IN = 1410 < 330
50 > OUT = 1410 > 100
v ^
620 480

FUTURE YEAR GROWTH: 2013 TO 2015
2 YEARS

40 30
v ^
20 < < 20
0 > > 10
v ^
50 40

INITIAL FUTURE YEAR VOLUMES:

2015

460 390
v ^
300 < IN = 1460 < 340
160 > OUT = 1470 > 210
v ^
570 500

BALANCED FUTURE YEAR VOLUMES:

2015

460 390
v ^
300 < IN = 1460 < 340
160 > OUT = 1470 > 210
v ^
570 500

EVENING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):

2013

63 373 107
< v >
109 ^ ^ 82
298 > < 235
122 v v 334
< ^ >
102 415 397

EXISTING PEAK HOUR COUNT YEAR (AUTOS):

2013

543 606
v ^
400 < IN = 2637 < 651
529 > OUT = 2637 > 802
v ^
829 914

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

0 71 8
< v >
2 ^ ^ 3
0 > < 8
0 v v 3
< ^ >
0 42 0

PCE FACTORS BY AXLE:

2: 1.5 3: 2 4+: 3.0

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):

2013

63 444 115
< v >
111 ^ ^ 85
298 > < 243
122 v v 337
< ^ >
102 457 397

EXISTING PEAK PERIOD MODEL YEAR (AUTO):

2008

1770 1754
v ^
381 < IN = 7876 < 1764
1042 > OUT = 7875 > 2314
v ^
3426 3300

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2008

49 27
v ^
6 < IN = 150 < 44
14 > OUT = 149 > 45
v ^
71 43

EXISTING PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.28
PHF FOR TRUCKS: 0.25

508 498
v ^
108 < IN = 2243 < 505
295 > OUT = 2242 > 659
v ^
977 935

FUTURE PEAK PERIOD MODEL YEAR (AUTO):

2035

3994 3837
v ^
743 < IN = 13966 < 2631
2347 > OUT = 13967 > 3767
v ^
5620 4994

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2035

55 51
v ^
13 < IN = 209 < 43
30 > OUT = 209 > 51
v ^
94 81

FUTURE PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.28
PHF FOR TRUCKS: 0.25

1132 1087
v ^
211 < IN = 3963 < 747
665 > OUT = 3963 > 1068
v ^
1597 1419

RAW GROWTH (PCE'S): 2008 TO 2035
CONVERSION OF TRUCKS TO: 2035
FACTOR = 1.00

624 589
v ^
103 < < 243
369 > > 408
v ^
620 484

ADJUSTED GROWTH (PCE'S): 2008 TO 2035
10 MINIMUM GROWTH %

620 590
v ^
100 < IN = 1710 < 240
370 > OUT = 1720 > 410
v ^
620 480

FUTURE YEAR GROWTH: 2013 TO 2015
2 YEARS

50 40
v ^
10 < < 20
30 > > 30
v ^
50 40

INITIAL FUTURE YEAR VOLUMES:

2015

670 690
v ^
420 < IN = 2920 < 690
560 > OUT = 2900 > 840
v ^
950 1000

BALANCED FUTURE YEAR VOLUMES:

2015

670 690
v ^
420 < IN = 2920 < 690
560 > OUT = 2920 > 850
v ^
960 1000

ALABAMA STREET (NS) / LUGONIA AVENUE (EW) - #14

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

OPENING YEAR TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	OPENING YEAR TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	OPENING YEAR TOTAL
NORTH BOUND	LEFT	**78**	SOUTH LEG		NORTH BOUND	LEFT	**102**	SOUTH LEG	
	THRU	**270**	IN ...	**500**		THRU	**457**	IN ...	**1,000**
	RIGHT	**108**	OUT ...	**570**		RIGHT	**397**	OUT ...	**960**
SOUTH BOUND	LEFT	**26**	NORTH LEG		SOUTH BOUND	LEFT	**115**	NORTH LEG	
	THRU	**323**	IN ...	**460**		THRU	**444**	IN ...	**670**
	RIGHT	**66**	OUT ...	**390**		RIGHT	**63**	OUT ...	**690**
EAST BOUND	LEFT	**49**	WEST LEG		EAST BOUND	LEFT	**111**	WEST LEG	
	THRU	**70**	IN ...	**160**		THRU	**298**	IN ...	**560**
	RIGHT	**42**	OUT ...	**300**		RIGHT	**122**	OUT ...	**420**
WEST BOUND	LEFT	**155**	EAST LEG		WEST BOUND	LEFT	**337**	EAST LEG	
	THRU	**131**	IN ...	**340**		THRU	**243**	IN ...	**690**
	RIGHT	**36**	OUT ...	**210**		RIGHT	**85**	OUT ...	**850**

OPENING YEAR TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	OPENING YEAR FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	OPENING YEAR FORECAST	PEAK - DAILY RELATIONSHIP
NORTH BOUND	LEFT	**78**	**87**	NORTH LEG	NORTH BOUND	LEFT	**102**	**105**	NORTH LEG
	THRU	**270**	**302**	RATIO **5.5%**		THRU	**457**	**482**	RATIO **8.7%**
	RIGHT	**108**	**115**	ADT 15,600		RIGHT	**397**	**413**	ADT 15,600
SOUTH BOUND	LEFT	**26**	**28**	SOUTH LEG	SOUTH BOUND	LEFT	**115**	**124**	SOUTH LEG
	THRU	**323**	**362**	RATIO **4.2%**		THRU	**444**	**480**	RATIO **7.7%**
	RIGHT	**66**	**74**	ADT 25,600		RIGHT	**63**	**67**	ADT 25,600
EAST BOUND	LEFT	**49**	**50**	EAST LEG	EAST BOUND	LEFT	**111**	**118**	EAST LEG
	THRU	**70**	**73**	RATIO **3.2%**		THRU	**298**	**313**	RATIO **8.7%**
	RIGHT	**42**	**43**	ADT 17,600		RIGHT	**122**	**129**	ADT 17,600
WEST BOUND	LEFT	**155**	**165**	WEST LEG	WEST BOUND	LEFT	**337**	**352**	WEST LEG
	THRU	**131**	**139**	RATIO **4.2%**		THRU	**243**	**249**	RATIO **8.8%**
	RIGHT	**36**	**38**	ADT 11,100		RIGHT	**85**	**90**	ADT 11,100

ALABAMA STREET (NS) / LUGONIA AVENUE (EW) - #14

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2035 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	FUTURE YEAR TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	FUTURE YEAR TOTAL
NORTH	LEFT	78	SOUTH LEG		NORTH	LEFT	102	SOUTH LEG	
BOUND	THRU	270	IN ...	850	BOUND	THRU	457	IN ...	1,350
	RIGHT	108	OUT ...	1,030		RIGHT	397	OUT ...	1,410
SOUTH	LEFT	26	NORTH LEG		SOUTH	LEFT	115	NORTH LEG	
BOUND	THRU	323	IN ...	870	BOUND	THRU	444	IN ...	1,130
	RIGHT	66	OUT ...	720		RIGHT	63	OUT ...	1,130
EAST	LEFT	49	WEST LEG		EAST	LEFT	111	WEST LEG	
BOUND	THRU	70	IN ...	200	BOUND	THRU	298	IN ...	830
	RIGHT	42	OUT ...	480		RIGHT	122	OUT ...	490
WEST	LEFT	155	EAST LEG		WEST	LEFT	337	EAST LEG	
BOUND	THRU	131	IN ...	590	BOUND	THRU	243	IN ...	870
	RIGHT	36	OUT ...	280		RIGHT	85	OUT ...	1,140

YEAR 2035 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	FUTURE YEAR FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	FUTURE YEAR FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	78	126	NORTH LEG	NORTH	LEFT	102	107	NORTH LEG
BOUND	THRU	270	566	RATIO 6.3%	BOUND	THRU	457	756	RATIO 9.0%
	RIGHT	108	159	ADT 25,100		RIGHT	397	485	ADT 25,100
SOUTH	LEFT	26	47	SOUTH LEG	SOUTH	LEFT	115	218	SOUTH LEG
BOUND	THRU	323	691	RATIO 5.2%	BOUND	THRU	444	806	RATIO 7.6%
	RIGHT	66	131	ADT 36,500		RIGHT	63	103	ADT 36,500
EAST	LEFT	49	74	EAST LEG	EAST	LEFT	111	220	EAST LEG
BOUND	THRU	70	74	RATIO 3.7%	BOUND	THRU	298	437	RATIO 8.6%
	RIGHT	42	52	ADT 23,300		RIGHT	122	171	ADT 23,300
WEST	LEFT	155	286	WEST LEG	WEST	LEFT	337	433	WEST LEG
BOUND	THRU	131	224	RATIO 4.9%	BOUND	THRU	243	280	RATIO 9.4%
	RIGHT	36	80	ADT 14,000		RIGHT	85	154	ADT 14,000

ALABAMA STREET (NS) / I-10 FREEWAY WB RAMPS (EW) - #15

MORNING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):
2013

```
                    121   278    0
                 <     v     >
          0 ^                     ^   244
          0 >                     <   282
          0 v                     v   235
                 <     ^     >
                    287   338    0
```

EXISTING PEAK HOUR COUNT YEAR (AUTOS):
2013

```
                          399   582
                          v     ^
      690 <        IN =   1785 <   761
        0 >       OUT =   1785 >     0
                          v     ^
                          513   625
```

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

```
                    52    18    0
                 <     v     >
          0 ^                     ^    34
          0 >                     <    18
          0 v                     v    14
                 <     ^     >
                    14    65    0
```

PCE FACTORS BY AXLE:
2: 1.5 3: 2.0 4+: 3.0

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):
2013

```
                    173   296    0
                 <     v     >
          0 ^                     ^   278
          0 >                     <   300
          0 v                     v   249
                 <     ^     >
                    301   403    0
```

EXISTING PEAK PERIOD MODEL YEAR (AUTO):
2008

```
                          2835  1899
                          v     ^
     2981 <        IN =   6116 <   601
        0 >       OUT =   6118 >     0
                          v     ^
                          1238  2680
```

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):
2008

```
                            46    31
                            v     ^
       81 <        IN =     127 <     8
        0 >       OUT =     128 >     0
                            v     ^
                             16    73
```

EXISTING PEAK HOUR MODEL YEAR (PCE'S):
PHF FOR CARS: 0.38
PHF FOR TRUCKS: 0.333

```
                          1093   732
                          v     ^
     1160 <        IN =   2366 <   231
        0 >       OUT =   2367 >     0
                          v     ^
                           476  1043
```

FUTURE PEAK PERIOD MODEL YEAR (AUTO):
2035

```
                          4392  3071
                          v     ^
     3931 <        IN =   9231 <  1347
        0 >       OUT =   9231 >     0
                          v     ^
                          2229  3492
```

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):
2035

```
                            83    39
                            v     ^
      110 <        IN =     184 <    14
        0 >       OUT =     183 >     0
                            v     ^
                             34    87
```

FUTURE PEAK HOUR MODEL YEAR (PCE'S):
PHF FOR CARS: 0.38
PHF FOR TRUCKS: 0.333

```
                          1697  1180
                          v     ^
     1530 <        IN =   3569 <   517
        0 >       OUT =   3569 >     0
                          v     ^
                           858  1356
```

RAW GROWTH (PCE'S): 2008 TO 2035
CONVERSION OF TRUCKS TO: 2035
FACTOR = 1.00

```
                           604   448
                           v     ^
      371 <                      <   285
        0 >                      >     0
                           v     ^
                           383   313
```

ADJUSTED GROWTH (PCE'S): 2008 TO 2035
10 MINIMUM GROWTH %

```
                           600   450
                           v     ^
      370 <        IN =    1200 <   290
        0 >       OUT =    1200 >     0
                           v     ^
                           380   310
```

FUTURE YEAR GROWTH: 2013 TO 2015
2 YEARS

```
                            40    30
                            v     ^
       30 <                       <    20
        0 >                       >     0
                            v     ^
                             30    20
```

INITIAL FUTURE YEAR VOLUMES:
2015

```
                           510   710
                           v     ^
      800 <        IN =    2080 <   850
        0 >       OUT =    2090 >     0
                           v     ^
                           580   720
```

BALANCED FUTURE YEAR VOLUMES:
2015

```
                           510   710
                           v     ^
      800 <        IN =    2080 <   850
        0 >       OUT =    2090 >     0
                           v     ^
                           580   720
```

EVENING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):
2013

```
                    341   663    0
                 <     v     >
          0 ^                     ^   116
          0 >                     <   295
          0 v                     v   146
                 <     ^     >
                    367   889    0
```

EXISTING PEAK HOUR COUNT YEAR (AUTOS):
2013

```
                         1006  1005
                         v     ^
     1005 <        IN =   2819 <   557
        0 >       OUT =   2819 >     0
                         v     ^
                          809  1256
```

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

```
                    77     3    0
                 <     v     >
          0 ^                     ^     3
          0 >                     <    14
          0 v                     v     8
                 <     ^     >
                     5    36    0
```

PCE FACTORS BY AXLE:
2: 1.5 3: 2 4+: 3.0

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):
2013

```
                    420   666    0
                 <     v     >
          0 ^                     ^   119
          0 >                     <   309
          0 v                     v   154
                 <     ^     >
                    372   925    0
```

EXISTING PEAK PERIOD MODEL YEAR (AUTO):
2008

```
                         4416  3426
                         v     ^
     4754 <        IN =  10790 <   613
        0 >       OUT =  10790 >     0
                         v     ^
                         2610  5761
```

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):
2008

```
                            71    44
                            v     ^
      127 <        IN =     209 <    14
        0 >       OUT =     209 >     0
                            v     ^
                             38   124
```

EXISTING PEAK HOUR MODEL YEAR (PCE'S):
PHF FOR CARS: 0.28
PHF FOR TRUCKS: 0.25

```
                          2254   970
                          v     ^
     1363 <        IN =   3073 <   175
        0 >       OUT =   3073 >     0
                          v     ^
                           740  1644
```

FUTURE PEAK PERIOD MODEL YEAR (AUTO):
2035

```
                          6346  5053
                          v     ^
     6251 <        IN =  15471 <  1103
        0 >       OUT =  15471 >     0
                          v     ^
                          4167  8022
```

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):
2035

```
                            94    81
                            v     ^
      132 <        IN =     296 <    25
        0 >       OUT =     296 >     0
                            v     ^
                             63   177
```

FUTURE PEAK HOUR MODEL YEAR (PCE'S):
PHF FOR CARS: 0.28
PHF FOR TRUCKS: 0.25

```
                          1800  1435
                          v     ^
     1788 <        IN =   4406 <   315
        0 >       OUT =   4406 >     0
                          v     ^
                          1183  2290
```

RAW GROWTH (PCE'S): 2008 TO 2035
CONVERSION OF TRUCKS TO: 2035
FACTOR = 1.00

```
                           546   465
                           v     ^
      425 <                      <   140
        0 >                      >     0
                           v     ^
                           442   646
```

ADJUSTED GROWTH (PCE'S): 2008 TO 2035
10 MINIMUM GROWTH %

```
                           550   460
                           v     ^
      430 <        IN =    1340 <   140
        0 >       OUT =    1330 >     0
                           v     ^
                           440   650
```

FUTURE YEAR GROWTH: 2013 TO 2015
2 YEARS

```
                            40    30
                            v     ^
       30 <                       <    10
        0 >                       >     0
                            v     ^
                             30    50
```

INITIAL FUTURE YEAR VOLUMES:
2015

```
                          1130  1070
                          v     ^
     1130 <        IN =   3070 <   590
        0 >       OUT =   3050 >     0
                          v     ^
                           850  1350
```

BALANCED FUTURE YEAR VOLUMES:
2015

```
                          1130  1080
                          v     ^
     1140 <        IN =   3070 <   590
        0 >       OUT =   3080 >     0
                          v     ^
                           860  1350
```

ALABAMA STREET (NS) / I-10 FREEWAY WB RAMPS (EW) - #15

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

OPENING YEAR TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	OPENING YEAR TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	OPENING YEAR TOTAL
NORTH	LEFT	301	SOUTH LEG		NORTH	LEFT	372	SOUTH LEG	
BOUND	THRU	403	IN ...	720	BOUND	THRU	925	IN ...	1,350
	RIGHT	0	OUT ...	580		RIGHT	0	OUT ...	860
SOUTH	LEFT	0	NORTH LEG		SOUTH	LEFT	0	NORTH LEG	
BOUND	THRU	296	IN ...	510	BOUND	THRU	666	IN ...	1,130
	RIGHT	173	OUT ...	710		RIGHT	420	OUT ...	1,080
EAST	LEFT	0	WEST LEG		EAST	LEFT	0	WEST LEG	
BOUND	THRU	0	IN ...	0	BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	800		RIGHT	0	OUT ...	1,140
WEST	LEFT	249	EAST LEG		WEST	LEFT	154	EAST LEG	
BOUND	THRU	300	IN ...	850	BOUND	THRU	309	IN ...	590
	RIGHT	278	OUT ...	0		RIGHT	119	OUT ...	0

OPENING YEAR TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	OPENING YEAR FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	OPENING YEAR FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	301	305	NORTH LEG	NORTH	LEFT	372	393	NORTH LEG
BOUND	THRU	403	419	RATIO 4.8%	BOUND	THRU	925	961	RATIO 8.7%
	RIGHT	0	0	ADT 25,500		RIGHT	0	0	ADT 25,500
SOUTH	LEFT	0	0	SOUTH LEG	SOUTH	LEFT	0	0	SOUTH LEG
BOUND	THRU	296	324	RATIO 5.1%	BOUND	THRU	666	701	RATIO 8.7%
	RIGHT	173	188	ADT 25,400		RIGHT	420	433	ADT 25,400
EAST	LEFT	0	0	EAST LEG	EAST	LEFT	0	0	EAST LEG
BOUND	THRU	0	0	RATIO 12.4%	BOUND	THRU	0	0	RATIO 8.6%
	RIGHT	0	0	ADT 6,900		RIGHT	0	0	ADT 6,900
WEST	LEFT	249	256	WEST LEG	WEST	LEFT	154	159	WEST LEG
BOUND	THRU	300	307	RATIO 6.1%	BOUND	THRU	309	314	RATIO 8.6%
	RIGHT	278	291	ADT 13,200		RIGHT	119	123	ADT 13,200

ALABAMA STREET (NS) / I-10 FREEWAY WB RAMPS (EW) - #15

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2035 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	FUTURE YEAR TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	FUTURE YEAR TOTAL
NORTH	LEFT	**301**	SOUTH LEG		NORTH	LEFT	**372**	SOUTH LEG	
BOUND	THRU	**403**	IN ...	**950**	BOUND	THRU	**925**	IN ...	**1,830**
	RIGHT	**0**	OUT ...	**860**		RIGHT	**0**	OUT ...	**1,180**
SOUTH	LEFT	**0**	NORTH LEG		SOUTH	LEFT	**0**	NORTH LEG	
BOUND	THRU	**296**	IN ...	**960**	BOUND	THRU	**666**	IN ...	**1,540**
	RIGHT	**173**	OUT ...	**1,050**		RIGHT	**420**	OUT ...	**1,410**
EAST	LEFT	**0**	WEST LEG		EAST	LEFT	**0**	WEST LEG	
BOUND	THRU	**0**	IN ...	**0**	BOUND	THRU	**0**	IN ...	**0**
	RIGHT	**0**	OUT ...	**1,070**		RIGHT	**0**	OUT ...	**1,450**
WEST	LEFT	**249**	EAST LEG		WEST	LEFT	**154**	EAST LEG	
BOUND	THRU	**300**	IN ...	**1,070**	BOUND	THRU	**309**	IN ...	**690**
	RIGHT	**278**	OUT ...	**0**		RIGHT	**119**	OUT ...	**0**

YEAR 2035 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	FUTURE YEAR FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	FUTURE YEAR FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**301**	**341**	NORTH LEG	NORTH	LEFT	**372**	**540**	NORTH LEG
BOUND	THRU	**403**	**609**	RATIO **5.6%**	BOUND	THRU	**925**	**1,279**	RATIO **8.2%**
	RIGHT	**0**	**0**	ADT 36,000		RIGHT	**0**	**0**	ADT 36,000
SOUTH	LEFT	**0**	**0**	SOUTH LEG	SOUTH	LEFT	**0**	**0**	SOUTH LEG
BOUND	THRU	**296**	**587**	RATIO **5.3%**	BOUND	THRU	**666**	**981**	RATIO **8.8%**
	RIGHT	**173**	**372**	ADT 34,100		RIGHT	**420**	**553**	ADT 34,100
EAST	LEFT	**0**	**0**	EAST LEG	EAST	LEFT	**0**	**0**	EAST LEG
BOUND	THRU	**0**	**0**	RATIO **12.7%**	BOUND	THRU	**0**	**0**	RATIO **8.2%**
	RIGHT	**0**	**0**	ADT 8,400		RIGHT	**0**	**0**	ADT 8,400
WEST	LEFT	**249**	**273**	WEST LEG	WEST	LEFT	**154**	**199**	WEST LEG
BOUND	THRU	**300**	**357**	RATIO **5.9%**	BOUND	THRU	**309**	**357**	RATIO **8.1%**
	RIGHT	**278**	**441**	ADT 18,000		RIGHT	**119**	**131**	ADT 18,000

ALABAMA STREET (NS) / I-10 FREEWAY EB RAMPS (EW) - #16

MORNING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):
2013

```
                    0   503   38
                  <   v   >
        167 ^                   ^   0
          1 >                   <   0
        347 v                   v   0
                  <   ^   >
                    0   447   74
```

EXISTING PEAK HOUR COUNT YEAR (AUTOS):
2013

```
                    541   614
                    v     ^
      0 <     IN =    1577 <     0
    515 >     OUT =   1577 >   113
                    v     ^
                    850   521
```

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

```
                    0   13   6
                  <   v   >
         49 ^                   ^   0
          2 >                   <   0
         24 v                   v   0
                  <   ^   >
                    0   19   5
```

PCE FACTORS BY AXLE:
2: 1.5 3: 2.0 4+: 3.0

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):
2013

```
                    0   516   44
                  <   v   >
        216 ^                   ^   0
          3 >                   <   0
        371 v                   v   0
                  <   ^   >
                    0   466   79
```

EXISTING PEAK PERIOD MODEL YEAR (AUTO):
2008

```
                    1238   2680
                    v      ^
      0 <     IN =    4934 <     0
   1717 >     OUT =   4934 >    53
                    v      ^
                    2201   1979
```

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):
2008

```
                    16   73
                    v    ^
      0 <     IN =    116 <     0
     39 >     OUT =   116 >     1
                    v    ^
                    42   61
```

EXISTING PEAK HOUR MODEL YEAR (PCE'S):
PHF FOR CARS: 0.38
PHF FOR TRUCKS: 0.333

```
                    476   1043
                    v     ^
      0 <     IN =    1914 <     0
    665 >     OUT =   1914 >    20
                    v     ^
                    850   772
```

FUTURE PEAK PERIOD MODEL YEAR (AUTO):
2035

```
                    2229   3492
                    v      ^
      0 <     IN =    7092 <     0
   2307 >     OUT =   7092 >   102
                    v      ^
                    3498   2556
```

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):
2035

```
                    34   87
                    v    ^
      0 <     IN =    155 <     0
     43 >     OUT =   155 >     1
                    v    ^
                    67   78
```

FUTURE PEAK HOUR MODEL YEAR (PCE'S):
PHF FOR CARS: 0.38
PHF FOR TRUCKS: 0.333

```
                    858   1356
                    v     ^
      0 <     IN =    2747 <     0
    891 >     OUT =   2747 >    39
                    v     ^
                    1352  997
```

RAW GROWTH (PCE'S): 2008 TO 2035
CONVERSION OF TRUCKS TO: 2035
FACTOR = 1.00

```
                    383   313
                    v     ^
      0 <                 <     0
    226 >                 >    19
                    v     ^
                    501   225
```

ADJUSTED GROWTH (PCE'S): 2008 TO 2035
10 MINIMUM GROWTH %

```
                    380   310
                    v     ^
      0 <     IN =    830 <     0
    230 >     OUT =   830 >    20
                    v     ^
                    500   220
```

FUTURE YEAR GROWTH: 2013 TO 2015
2 YEARS

```
                    30   20
                    v    ^
      0 <                 <     0
     20 >                 >     0
                    v    ^
                    40   20
```

INITIAL FUTURE YEAR VOLUMES:
2015

```
                    590   700
                    v     ^
      0 <     IN =    1770 <     0
    610 >     OUT =   1760 >   130
                    v     ^
                    930   570
```

BALANCED FUTURE YEAR VOLUMES:
2015

```
                    590   700
                    v     ^
      0 <     IN =    1770 <     0
    610 >     OUT =   1770 >   130
                    v     ^
                    940   570
```

EVENING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):
2013

```
                    0   634   202
                  <   v   >
        377 ^                   ^   0
          9 >                   <   0
        446 v                   v   0
                  <   ^   >
                    0   855   267
```

EXISTING PEAK HOUR COUNT YEAR (AUTOS):
2013

```
                    836   1232
                    v     ^
      0 <     IN =    2790 <     0
    832 >     OUT =   2790 >   478
                    v     ^
                    1080  1122
```

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

```
                    0   13   0
                  <   v   >
         33 ^                   ^   0
          0 >                   <   0
         11 v                   v   0
                  <   ^   >
                    0   13   5
```

PCE FACTORS BY AXLE:
2: 1.5 3: 2 4+: 3.0

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):
2013

```
                    0   647   202
                  <   v   >
        410 ^                   ^   0
          9 >                   <   0
        457 v                   v   0
                  <   ^   >
                    0   868   272
```

EXISTING PEAK PERIOD MODEL YEAR (AUTO):
2008

```
                    2610   5761
                    v      ^
      0 <     IN =    9177 <     0
   2152 >     OUT =   9176 >   465
                    v      ^
                    2950   4415
```

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):
2008

```
                    38   124
                    v    ^
      0 <     IN =    195 <     0
     55 >     OUT =   195 >     2
                    v    ^
                    69   102
```

EXISTING PEAK HOUR MODEL YEAR (PCE'S):
PHF FOR CARS: 0.28
PHF FOR TRUCKS: 0.25

```
                    740   1644
                    v     ^
      0 <     IN =    2618 <     0
    616 >     OUT =   2618 >   131
                    v     ^
                    843   1262
```

FUTURE PEAK PERIOD MODEL YEAR (AUTO):
2035

```
                    4167   8022
                    v      ^
      0 <     IN =    13297 <     0
   2771 >     OUT =   13297 >   975
                    v      ^
                    4300   6359
```

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):
2035

```
                    63   177
                    v    ^
      0 <     IN =    281 <     0
     75 >     OUT =   282 >     4
                    v    ^
                    101  143
```

FUTURE PEAK HOUR MODEL YEAR (PCE'S):
PHF FOR CARS: 0.28
PHF FOR TRUCKS: 0.25

```
                    1183   2290
                    v      ^
      0 <     IN =    3793 <     0
    795 >     OUT =   3794 >   274
                    v      ^
                    1229   1816
```

RAW GROWTH (PCE'S): 2008 TO 2035
CONVERSION OF TRUCKS TO: 2035
FACTOR = 1.00

```
                    442   646
                    v     ^
      0 <                 <     0
    178 >                 >   143
                    v     ^
                    386   555
```

ADJUSTED GROWTH (PCE'S): 2008 TO 2035
10 MINIMUM GROWTH %

```
                    440   650
                    v     ^
      0 <     IN =    1170 <     0
    180 >     OUT =   1180 >   140
                    v     ^
                    390   550
```

FUTURE YEAR GROWTH: 2013 TO 2015
2 YEARS

```
                    30   50
                    v    ^
      0 <                 <     0
     10 >                 >    10
                    v    ^
                    30   40
```

INITIAL FUTURE YEAR VOLUMES:
2015

```
                    880   1330
                    v     ^
      0 <     IN =    2950 <     0
    890 >     OUT =   2950 >   490
                    v     ^
                    1130  1180
```

BALANCED FUTURE YEAR VOLUMES:
2015

```
                    880   1330
                    v     ^
      0 <     IN =    2950 <     0
    890 >     OUT =   2950 >   490
                    v     ^
                    1130  1180
```

ALABAMA STREET (NS) / I-10 FREEWAY EB RAMPS (EW) - #16

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

OPENING YEAR TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	OPENING YEAR TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	OPENING YEAR TOTAL
NORTH BOUND	LEFT	0	SOUTH LEG		NORTH BOUND	LEFT	0	SOUTH LEG	
	THRU	466	IN ...	570		THRU	868	IN ...	1,180
	RIGHT	79	OUT ...	940		RIGHT	272	OUT ...	1,130
SOUTH BOUND	LEFT	44	NORTH LEG		SOUTH BOUND	LEFT	202	NORTH LEG	
	THRU	516	IN ...	590		THRU	647	IN ...	880
	RIGHT	0	OUT ...	700		RIGHT	0	OUT ...	1,330
EAST BOUND	LEFT	216	WEST LEG		EAST BOUND	LEFT	410	WEST LEG	
	THRU	3	IN ...	610		THRU	9	IN ...	890
	RIGHT	371	OUT ...	0		RIGHT	457	OUT ...	0
WEST BOUND	LEFT	0	EAST LEG		WEST BOUND	LEFT	0	EAST LEG	
	THRU	0	IN ...	0		THRU	0	IN ...	0
	RIGHT	0	OUT ...	130		RIGHT	0	OUT ...	490

OPENING YEAR TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	OPENING YEAR FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	OPENING YEAR FORECAST	PEAK - DAILY RELATIONSHIP
NORTH BOUND	LEFT	0	0	NORTH LEG	NORTH BOUND	LEFT	0	0	NORTH LEG
	THRU	466	486	RATIO 5.1%		THRU	868	907	RATIO 8.7%
	RIGHT	79	83	ADT 25,400		RIGHT	272	273	ADT 25,400
SOUTH BOUND	LEFT	44	46	SOUTH LEG	SOUTH BOUND	LEFT	202	208	SOUTH LEG
	THRU	516	546	RATIO 5.7%		THRU	647	672	RATIO 8.7%
	RIGHT	0	0	ADT 26,500		RIGHT	0	0	ADT 26,500
EAST BOUND	LEFT	216	223	EAST LEG	EAST BOUND	LEFT	410	423	EAST LEG
	THRU	3	4	RATIO 2.3%		THRU	9	10	RATIO 8.6%
	RIGHT	371	394	ADT 5,700		RIGHT	457	458	ADT 5,700
WEST BOUND	LEFT	0	0	WEST LEG	WEST BOUND	LEFT	0	0	WEST LEG
	THRU	0	0	RATIO 6.0%		THRU	0	0	RATIO 8.6%
	RIGHT	0	0	ADT 10,400		RIGHT	0	0	ADT 10,400

ALABAMA STREET (NS) / I-10 FREEWAY EB RAMPS (EW) - #16

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2035 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	FUTURE YEAR TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	FUTURE YEAR TOTAL
NORTH BOUND	LEFT	0	SOUTH LEG		NORTH BOUND	LEFT	0	SOUTH LEG	
	THRU	466	IN ...	730		THRU	868	IN ...	1,590
	RIGHT	79	OUT ...	1,300		RIGHT	272	OUT ...	1,420
SOUTH BOUND	LEFT	44	NORTH LEG		SOUTH BOUND	LEFT	202	NORTH LEG	
	THRU	516	IN ...	870		THRU	647	IN ...	1,210
	RIGHT	0	OUT ...	930		RIGHT	0	OUT ...	1,810
EAST BOUND	LEFT	216	WEST LEG		EAST BOUND	LEFT	410	WEST LEG	
	THRU	3	IN ...	780		THRU	9	IN ...	1,030
	RIGHT	371	OUT ...	0		RIGHT	457	OUT ...	0
WEST BOUND	LEFT	0	EAST LEG		WEST BOUND	LEFT	0	EAST LEG	
	THRU	0	IN ...	0		THRU	0	IN ...	0
	RIGHT	0	OUT ...	150		RIGHT	0	OUT ...	590

YEAR 2035 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	FUTURE YEAR FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	FUTURE YEAR FORECAST	PEAK - DAILY RELATIONSHIP
NORTH BOUND	LEFT	0	0	NORTH LEG	NORTH BOUND	LEFT	0	0	NORTH LEG
	THRU	466	641	RATIO 5.3%		THRU	868	1,279	RATIO 8.8%
	RIGHT	79	89	ADT 34,100		RIGHT	272	308	ADT 34,100
SOUTH BOUND	LEFT	44	58	SOUTH LEG	SOUTH BOUND	LEFT	202	273	SOUTH LEG
	THRU	516	812	RATIO 6.0%		THRU	647	933	RATIO 8.8%
	RIGHT	0	0	ADT 34,000		RIGHT	0	0	ADT 34,000
EAST BOUND	LEFT	216	289	EAST LEG	EAST BOUND	LEFT	410	531	EAST LEG
	THRU	3	3	RATIO 2.3%		THRU	9	10	RATIO 9.2%
	RIGHT	371	488	ADT 6,400		RIGHT	457	487	ADT 6,400
WEST BOUND	LEFT	0	0	WEST LEG	WEST BOUND	LEFT	0	0	WEST LEG
	THRU	0	0	RATIO 6.0%		THRU	0	0	RATIO 8.0%
	RIGHT	0	0	ADT 12,900		RIGHT	0	0	ADT 12,900

I-210 FREEWAY SB RAMPS (NS) / SAN BERNARDINO AVENUE (EW) - #17

MORNING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):
2014

		277	205	313		
		<	v	>		
9	^				^	255
142	>				<	308
7	v				v	26
		<	^	>		
		5	1	32		

EXISTING PEAK HOUR COUNT YEAR (AUTOS):
2014

			801	305		
			v	^		
591	<	IN =	1627	<	629	
158	>	OUT =	1627	>	493	
			v	^		
			238	39		

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

		14	7	5		
		<	v	>		
3	^				^	8
30	>				<	29
0	v				v	0
		<	^	>		
		0	0	0		

PCE FACTORS BY AXLE:
2: 1.5 3: 2.0 4+: 3.0

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):
2014

		291	212	324		
		<	v	>		
12	^				^	303
172	>				<	337
7	v				v	26
		<	^	>		
		6	1	32		

EXISTING PEAK PERIOD MODEL YEAR (AUTO):
2008

			2256	22		
			v	^		
1148	<	IN =	3094	<	625	
175	>	OUT =	3095	>	1249	
			v	^		
			676	38		

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):
2008

			27	0		
			v	^		
12	<	IN =	44	<	9	
8	>	OUT =	44	>	25	
			v	^		
			7	0		

EXISTING PEAK HOUR MODEL YEAR (PCE'S):
PHF FOR CARS: 0.38
PHF FOR TRUCKS: 0.333

			866	8		
			v	^		
440	<	IN =	1190	<	240	
69	>	OUT =	1191	>	483	
			v	^		
			259	14		

FUTURE PEAK PERIOD MODEL YEAR (AUTO):
2035

			2711	6		
			v	^		
2935	<	IN =	5123	<	1820	
499	>	OUT =	5123	>	1483	
			v	^		
			699	93		

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):
2035

			35	0		
			v	^		
40	<	IN =	78	<	27	
16	>	OUT =	78	>	31	
			v	^		
			7	0		

FUTURE PEAK HOUR MODEL YEAR (PCE'S):
PHF FOR CARS: 0.38
PHF FOR TRUCKS: 0.333

			1042	2		
			v	^		
1129	<	IN =	1973	<	701	
195	>	OUT =	1973	>	574	
			v	^		
			268	35		

RAW GROWTH (PCE'S): 2008 TO 2035
CONVERSION OF TRUCKS TO: 2035
FACTOR = 1.00

			176	-6		
			v	^		
688	<			<	460	
126	>			>	91	
			v	^		
			9	21		

ADJUSTED GROWTH (PCE'S): 2008 TO 2035
10 MINIMUM GROWTH %

			180	30		
			v	^		
690	<	IN =	790	<	460	
130	>	OUT =	820	>	90	
			v	^		
			10	20		

FUTURE YEAR GROWTH: 2014 TO 2016
2 YEARS

			10	0		
			v	^		
50	<			<	30	
10	>			>	10	
			v	^		
			0	0		

INITIAL FUTURE YEAR VOLUMES:
2016

			840	320		
			v	^		
680	<	IN =	1780	<	700	
200	>	OUT =	1790	>	540	
			v	^		
			250	40		

BALANCED FUTURE YEAR VOLUMES:
2016

			840	320		
			v	^		
680	<	IN =	1780	<	700	
200	>	OUT =	1790	>	540	
			v	^		
			250	40		

EVENING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):
2014

		158	407	251		
		<	v	>		
42	^				^	90
503	>				<	139
43	v				v	50
		<	^	>		
		18	31	244		

EXISTING PEAK HOUR COUNT YEAR (AUTOS):
2014

			816	163		
			v	^		
315	<	IN =	1976	<	279	
588	>	OUT =	1976	>	998	
			v	^		
			500	293		

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

		8	8	20		
		<	v	>		
9	^				^	3
26	>				<	17
3	v				v	0
		<	^	>		
		2	0	0		

PCE FACTORS BY AXLE:
2: 1.5 3: 2 4+: 3.0

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):
2014

		166	415	271		
		<	v	>		
51	^				^	93
529	>				<	156
46	v				v	50
		<	^	>		
		20	31	244		

EXISTING PEAK PERIOD MODEL YEAR (AUTO):
2008

			2900	235		
			v	^		
643	<	IN =	4860	<	411	
1253	>	OUT =	4860	>	2877	
			v	^		
			1105	296		

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):
2008

			47	9		
			v	^		
18	<	IN =	74	<	15	
12	>	OUT =	74	>	32	
			v	^		
			15	0		

EXISTING PEAK HOUR MODEL YEAR (PCE'S):
PHF FOR CARS: 0.28
PHF FOR TRUCKS: 0.25

			824	68		
			v	^		
185	<	IN =	1379	<	119	
354	>	OUT =	1379	>	814	
			v	^		
			313	83		

FUTURE PEAK PERIOD MODEL YEAR (AUTO):
2035

			3505	760		
			v	^		
1510	<	IN =	7745	<	1491	
2396	>	OUT =	7747	>	3979	
			v	^		
			1498	353		

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):
2035

			73	23		
			v	^		
36	<	IN =	135	<	39	
23	>	OUT =	135	>	48	
			v	^		
			28	0		

FUTURE PEAK HOUR MODEL YEAR (PCE'S):
PHF FOR CARS: 0.28
PHF FOR TRUCKS: 0.25

			1000	219		
			v	^		
432	<	IN =	2202	<	427	
677	>	OUT =	2208	>	1126	
			v	^		
			426	99		

RAW GROWTH (PCE'S): 2008 TO 2035
CONVERSION OF TRUCKS TO: 2035
FACTOR = 1.00

			176	151		
			v	^		
247	<			<	308	
323	>			>	313	
			v	^		
			113	16		

ADJUSTED GROWTH (PCE'S): 2008 TO 2035
10 MINIMUM GROWTH %

			180	150		
			v	^		
250	<	IN =	830	<	310	
320	>	OUT =	820	>	310	
			v	^		
			110	20		

FUTURE YEAR GROWTH: 2014 TO 2016
2 YEARS

			10	10		
			v	^		
20	<			<	20	
20	>			>	20	
			v	^		
			10	0		

INITIAL FUTURE YEAR VOLUMES:
2016

			860	190		
			v	^		
360	<	IN =	2130	<	320	
650	>	OUT =	2130	>	1060	
			v	^		
			520	300		

BALANCED FUTURE YEAR VOLUMES:
2016

			860	190		
			v	^		
360	<	IN =	2130	<	320	
650	>	OUT =	2130	>	1060	
			v	^		
			520	300		

I-210 FREEWAY SB RAMPS (NS) / SAN BERNARDINO AVENUE (EW) - #17

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

OPENING YEAR TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	OPENING YEAR TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	OPENING YEAR TOTAL
NORTH BOUND	LEFT	6	SOUTH LEG		NORTH BOUND	LEFT	20	SOUTH LEG	
	THRU	1	IN ...	40		THRU	31	IN ...	300
	RIGHT	32	OUT ...	250		RIGHT	244	OUT ...	520
SOUTH BOUND	LEFT	324	NORTH LEG		SOUTH BOUND	LEFT	271	NORTH LEG	
	THRU	212	IN ...	840		THRU	415	IN ...	860
	RIGHT	291	OUT ...	320		RIGHT	166	OUT ...	190
EAST BOUND	LEFT	12	WEST LEG		EAST BOUND	LEFT	51	WEST LEG	
	THRU	172	IN ...	200		THRU	529	IN ...	650
	RIGHT	7	OUT ...	680		RIGHT	46	OUT ...	360
WEST BOUND	LEFT	26	EAST LEG		WEST BOUND	LEFT	50	EAST LEG	
	THRU	337	IN ...	700		THRU	156	IN ...	320
	RIGHT	303	OUT ...	540		RIGHT	93	OUT ...	1,060

OPENING YEAR TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	OPENING YEAR FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	OPENING YEAR FORECAST	PEAK - DAILY RELATIONSHIP
NORTH BOUND	LEFT	6	6	NORTH LEG	NORTH BOUND	LEFT	20	21	NORTH LEG
	THRU	1	2	RATIO 9.6%		THRU	31	33	RATIO 8.8%
	RIGHT	32	33	ADT 12,100		RIGHT	244	246	ADT 12,100
SOUTH BOUND	LEFT	324	326	SOUTH LEG	SOUTH BOUND	LEFT	271	280	SOUTH LEG
	THRU	212	215	RATIO 3.1%		THRU	415	419	RATIO 8.7%
	RIGHT	291	304	ADT 9,400		RIGHT	166	172	ADT 9,400
EAST BOUND	LEFT	12	12	EAST LEG	EAST BOUND	LEFT	51	56	EAST LEG
	THRU	172	182	RATIO 7.5%		THRU	529	546	RATIO 8.4%
	RIGHT	7	7	ADT 16,600		RIGHT	46	48	ADT 16,600
WEST BOUND	LEFT	26	28	WEST LEG	WEST BOUND	LEFT	50	52	WEST LEG
	THRU	337	369	RATIO 6.0%		THRU	156	167	RATIO 6.9%
	RIGHT	303	307	ADT 14,700		RIGHT	93	101	ADT 14,700

I-210 FREEWAY SB RAMPS (NS) / SAN BERNARDINO AVENUE (EW) - #17

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2035 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	FUTURE YEAR TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	FUTURE YEAR TOTAL
NORTH BOUND	LEFT	6	SOUTH LEG		NORTH BOUND	LEFT	20	SOUTH LEG	
	THRU	1	IN ...	60		THRU	31	IN ...	320
	RIGHT	32	OUT ...	260		RIGHT	244	OUT ...	600
SOUTH BOUND	LEFT	324	NORTH LEG		SOUTH BOUND	LEFT	271	NORTH LEG	
	THRU	212	IN ...	970		THRU	415	IN ...	990
	RIGHT	291	OUT ...	340		RIGHT	166	OUT ...	300
EAST BOUND	LEFT	12	WEST LEG		EAST BOUND	LEFT	51	WEST LEG	
	THRU	172	IN ...	290		THRU	529	IN ...	880
	RIGHT	7	OUT ...	1,170		RIGHT	46	OUT ...	530
WEST BOUND	LEFT	26	EAST LEG		WEST BOUND	LEFT	50	EAST LEG	
	THRU	337	IN ...	1,030		THRU	156	IN ...	540
	RIGHT	303	OUT ...	600		RIGHT	93	OUT ...	1,280

YEAR 2035 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	FUTURE YEAR FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	FUTURE YEAR FORECAST	PEAK - DAILY RELATIONSHIP
NORTH BOUND	LEFT	6	15	NORTH LEG	NORTH BOUND	LEFT	20	25	NORTH LEG
	THRU	1	1	RATIO 9.5%		THRU	31	39	RATIO 8.8%
	RIGHT	32	44	ADT 14,600		RIGHT	244	253	ADT 14,600
SOUTH BOUND	LEFT	324	357	SOUTH LEG	SOUTH BOUND	LEFT	271	302	SOUTH LEG
	THRU	212	215	RATIO 3.1%		THRU	415	461	RATIO 8.7%
	RIGHT	291	470	ADT 10,500		RIGHT	166	220	ADT 10,500
EAST BOUND	LEFT	12	17	EAST LEG	EAST BOUND	LEFT	51	86	EAST LEG
	THRU	172	263	RATIO 7.6%		THRU	529	725	RATIO 8.1%
	RIGHT	7	12	ADT 22,400		RIGHT	46	63	ADT 22,400
WEST BOUND	LEFT	26	33	WEST LEG	WEST BOUND	LEFT	50	76	WEST LEG
	THRU	337	685	RATIO 6.9%		THRU	156	285	RATIO 6.6%
	RIGHT	303	322	ADT 21,300		RIGHT	93	175	ADT 21,300

I-210 FREEWAY NB RAMPS (NS) / SAN BERNARDINO AVENUE (EW) - #18

MORNING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):
2014

```
                42     4    124
             <     v     >
      66 ^                     ^   371
     333 >                     <   533
      95 v                     v    [illegible]
             <     ^     >
                34   249     15
```

EXISTING PEAK HOUR COUNT YEAR (AUTOS):
2014

```
                     170   638
                      v     ^
     634 <     IN =   1883 <   889
     496 >    OUT =   1883 >   482
                      v     ^
                     129   328
```

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

```
                10     0     2
             <     v     >
      11 ^                     ^     9
      14 >                     <    20
      10 v                     v     0
             <     ^     >
                 7    15     2
```

PCE FACTORS BY AXLE:
2: 1.5 3: 2.0 4+: 3.0

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):
2014

```
                52     4    126
             <     v     >
      79 ^                     ^   330
     347 >                     <   558
     105 v                     v    30
             <     ^     >
                61   264    27
```

EXISTING PEAK PERIOD MODEL YEAR (AUTO):
2008

```
                     172  1774
                      v     ^
     625 <     IN =   3709 <  1548
    1249 >    OUT =   3707 >   882
                      v     ^
                     426   740
```

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):
2008

```
                       8    33
                      v     ^
       9 <     IN =     71 <    23
      25 >    OUT =     71 >    24
                      v     ^
                       5    15
```

EXISTING PEAK HOUR MODEL YEAR (PCE'S):
PHF FOR CARS: 0.38
PHF FOR TRUCKS: 0.333

```
                      68   685
                      v     ^
     240 <     IN =   1433 <   596
     483 >    OUT =   1432 >   343
                      v     ^
                     164   286
```

FUTURE PEAK PERIOD MODEL YEAR (AUTO):
2035

```
                     660  3048
                      v     ^
    1820 <     IN =   6868 <  3933
    1483 >    OUT =   6867 >  1708
                      v     ^
                     291   792
```

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):
2035

```
                      24    68
                      v     ^
      27 <     IN =    144 <    68
      31 >    OUT =    144 >    45
                      v     ^
                       4    21
```

FUTURE PEAK HOUR MODEL YEAR (PCE'S):
PHF FOR CARS: 0.38
PHF FOR TRUCKS: 0.333

```
                     259  1181
                      v     ^
     701 <     IN =   2658 <  1517
     574 >    OUT =   2657 >   664
                      v     ^
                     112   308
```

RAW GROWTH (PCE'S): 2008 TO 2035
CONVERSION OF TRUCKS TO: 2035
FACTOR = 1.00

```
                     191   496
                      v     ^
     460 <                 <   921
      91 >                 >   321
                      v     ^
                     -52    22
```

ADJUSTED GROWTH (PCE'S): 2008 TO 2035
10 MINIMUM GROWTH %

```
                     190   500
                      v     ^
     460 <     IN =   1220 <   920
      90 >    OUT =   1280 >   320
                      v     ^
                       0    20
```

FUTURE YEAR GROWTH: 2014 TO 2016
2 YEARS

```
                      10    40
                      v     ^
      30 <                 <    70
      10 >                 >    20
                      v     ^
                       0     0
```

INITIAL FUTURE YEAR VOLUMES:
2016

```
                     190   710
                      v     ^
     700 <     IN =   2070 <   990
     540 >    OUT =   2070 >   520
                      v     ^
                     140   350
```

BALANCED FUTURE YEAR VOLUMES:
2016

```
                     190   710
                      v     ^
     700 <     IN =   2070 <   990
     540 >    OUT =   2070 >   520
                      v     ^
                     140   350
```

EVENING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):
2014

```
                40    22   220
             <     v     >
     432 ^                     ^   173
     504 >                     <   223
      97 v                     v    18
             <     ^     >
                30   440    33
```

EXISTING PEAK HOUR COUNT YEAR (AUTOS):
2014

```
                     282  1045
                      v     ^
     293 <     IN =   2232 <   414
    1033 >    OUT =   2232 >   757
                      v     ^
                     137   503
```

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

```
                15     0     3
             <     v     >
       8 ^                     ^     0
      30 >                     <    11
       3 v                     v     0
             <     ^     >
                 0     5     0
```

PCE FACTORS BY AXLE:
2: 1.5 3: 2 4+: 3.0

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):
2014

```
                55    22   223
             <     v     >
     440 ^                     ^   173
     534 >                     <   234
     100 v                     v    18
             <     ^     >
                30   445    33
```

EXISTING PEAK PERIOD MODEL YEAR (AUTO):
2008

```
                     650  4206
                      v     ^
     411 <     IN =   7206 <  1843
    2877 >    OUT =   7207 >  2564
                      v     ^
                      26  1836
```

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):
2008

```
                      15    50
                      v     ^
      15 <     IN =    107 <    39
      32 >    OUT =    107 >    42
                      v     ^
                       0    21
```

EXISTING PEAK HOUR MODEL YEAR (PCE'S):
PHF FOR CARS: 0.28
PHF FOR TRUCKS: 0.25

```
                     186  1190
                      v     ^
     119 <     IN =   2044 <   526
     814 >    OUT =   2045 >   728
                      v     ^
                       7   519
```

FUTURE PEAK PERIOD MODEL YEAR (AUTO):
2035

```
                    1666  6181
                      v     ^
    1491 <     IN =  12489 <  4722
    3979 >    OUT =  12488 >  4752
                      v     ^
                      64  2122
```

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):
2035

```
                      41    87
                      v     ^
      39 <     IN =    209 <    91
      48 >    OUT =    209 >    83
                      v     ^
                       0    29
```

FUTURE PEAK HOUR MODEL YEAR (PCE'S):
PHF FOR CARS: 0.28
PHF FOR TRUCKS: 0.25

```
                     477  1752
                      v     ^
     427 <     IN =   3549 <  1345
    1126 >    OUT =   3549 >  1351
                      v     ^
                      18   601
```

RAW GROWTH (PCE'S): 2008 TO 2035
CONVERSION OF TRUCKS TO: 2035
FACTOR = 1.00

```
                     291   562
                      v     ^
     308 <                 <   819
     313 >                 >   623
                      v     ^
                      11    82
```

ADJUSTED GROWTH (PCE'S): 2008 TO 2035
10 MINIMUM GROWTH %

```
                     290   560
                      v     ^
     310 <     IN =   1500 <   820
     310 >    OUT =   1500 >   620
                      v     ^
                      10    80
```

FUTURE YEAR GROWTH: 2014 TO 2016
2 YEARS

```
                      20    40
                      v     ^
      20 <                 <    60
      20 >                 >    50
                      v     ^
                       0    10
```

INITIAL FUTURE YEAR VOLUMES:
2016

```
                     320  1100
                      v     ^
     340 <     IN =   2420 <   490
    1090 >    OUT =   2420 >   840
                      v     ^
                     140   520
```

BALANCED FUTURE YEAR VOLUMES:
2016

```
                     320  1100
                      v     ^
     340 <     IN =   2420 <   490
    1090 >    OUT =   2420 >   840
                      v     ^
                     140   520
```

I-210 FREEWAY NB RAMPS (NS) / SAN BERNARDINO AVENUE (EW) - #18

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

OPENING YEAR TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	OPENING YEAR TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	OPENING YEAR TOTAL
NORTH BOUND	LEFT	61	SOUTH LEG		NORTH BOUND	LEFT	30	SOUTH LEG	
	THRU	264	IN ...	350		THRU	445	IN ...	520
	RIGHT	27	OUT ...	140		RIGHT	33	OUT ...	140
SOUTH BOUND	LEFT	126	NORTH LEG		SOUTH BOUND	LEFT	223	NORTH LEG	
	THRU	4	IN ...	190		THRU	22	IN ...	320
	RIGHT	52	OUT ...	710		RIGHT	55	OUT ...	1,100
EAST BOUND	LEFT	79	WEST LEG		EAST BOUND	LEFT	440	WEST LEG	
	THRU	347	IN ...	540		THRU	534	IN ...	1,090
	RIGHT	105	OUT ...	700		RIGHT	100	OUT ...	340
WEST BOUND	LEFT	30	EAST LEG		WEST BOUND	LEFT	18	EAST LEG	
	THRU	558	IN ...	990		THRU	234	IN ...	490
	RIGHT	330	OUT ...	520		RIGHT	173	OUT ...	840

OPENING YEAR TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	OPENING YEAR FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	OPENING YEAR FORECAST	PEAK - DAILY RELATIONSHIP
NORTH BOUND	LEFT	61	63	NORTH LEG	NORTH BOUND	LEFT	30	31	NORTH LEG
	THRU	264	264	RATIO 5.6%		THRU	445	456	RATIO 8.9%
	RIGHT	27	28	ADT 16,200		RIGHT	33	36	ADT 16,200
SOUTH BOUND	LEFT	126	135	SOUTH LEG	SOUTH BOUND	LEFT	223	245	SOUTH LEG
	THRU	4	4	RATIO 6.6%		THRU	22	22	RATIO 8.8%
	RIGHT	52	54	ADT 7,600		RIGHT	55	57	ADT 7,600
EAST BOUND	LEFT	79	79	EAST LEG	EAST BOUND	LEFT	440	454	EAST LEG
	THRU	347	358	RATIO 9.9%		THRU	534	559	RATIO 8.7%
	RIGHT	105	109	ADT 15,200		RIGHT	100	103	ADT 15,200
WEST BOUND	LEFT	30	33	WEST LEG	WEST BOUND	LEFT	18	21	WEST LEG
	THRU	558	590	RATIO 7.6%		THRU	234	259	RATIO 8.8%
	RIGHT	330	367	ADT 16,600		RIGHT	173	209	ADT 16,600

I-210 FREEWAY NB RAMPS (NS) / SAN BERNARDINO AVENUE (EW) - #18

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

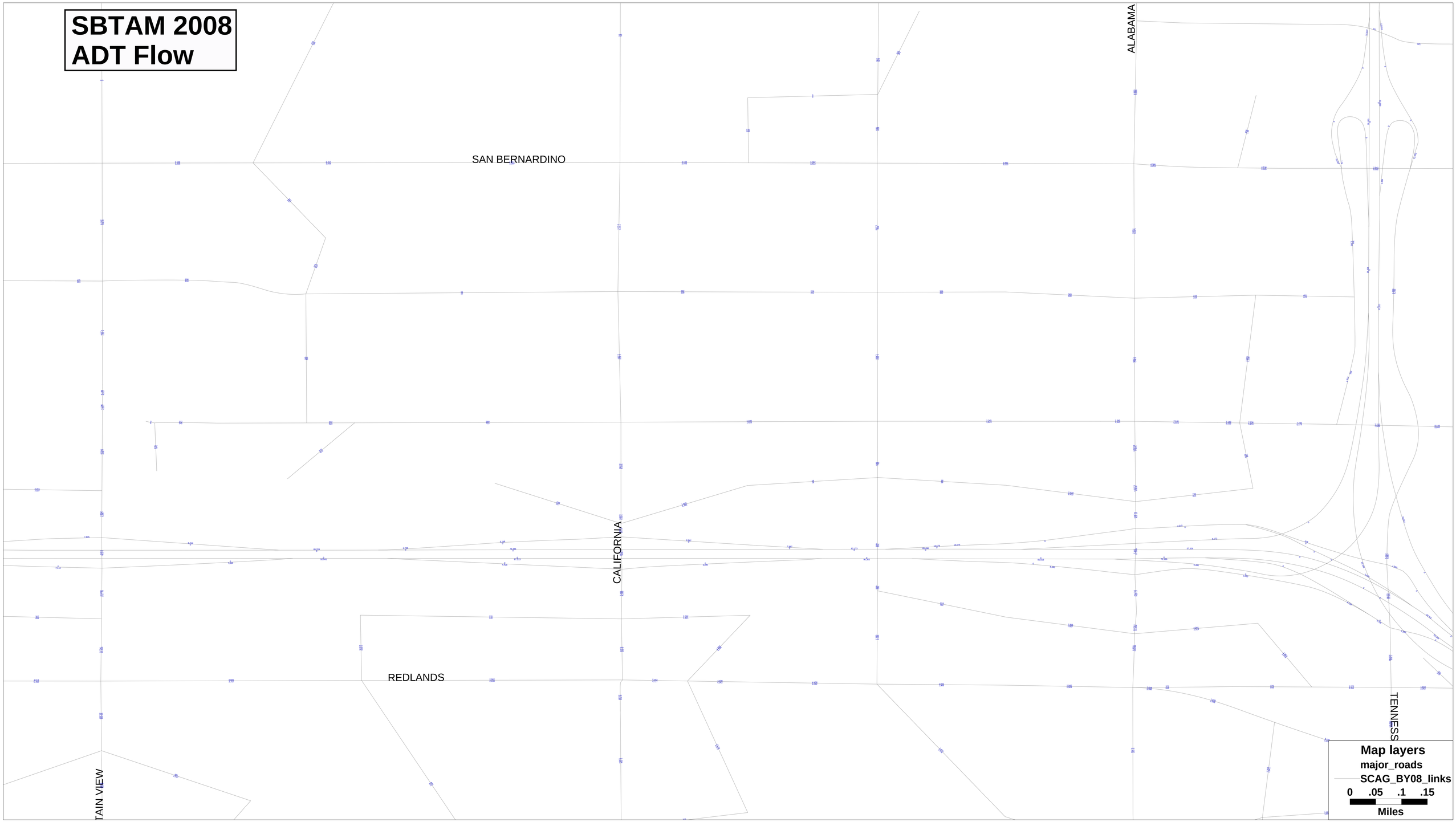
YEAR 2035 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	FUTURE YEAR TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	FUTURE YEAR TOTAL
NORTH BOUND	LEFT	61	SOUTH LEG		NORTH BOUND	LEFT	30	SOUTH LEG	
	THRU	264	IN ...	370		THRU	445	IN ...	570
	RIGHT	27	OUT ...	140		RIGHT	33	OUT ...	150
SOUTH BOUND	LEFT	126	NORTH LEG		SOUTH BOUND	LEFT	223	NORTH LEG	
	THRU	4	IN ...	330		THRU	22	IN ...	530
	RIGHT	52	OUT ...	1,060		RIGHT	55	OUT ...	1,500
EAST BOUND	LEFT	79	WEST LEG		EAST BOUND	LEFT	440	WEST LEG	
	THRU	347	IN ...	600		THRU	534	IN ...	1,310
	RIGHT	105	OUT ...	1,030		RIGHT	100	OUT ...	560
WEST BOUND	LEFT	30	EAST LEG		WEST BOUND	LEFT	18	EAST LEG	
	THRU	558	IN ...	1,640		THRU	234	IN ...	1,070
	RIGHT	330	OUT ...	750		RIGHT	173	OUT ...	1,270

YEAR 2035 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	FUTURE YEAR FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	FUTURE YEAR FORECAST	PEAK - DAILY RELATIONSHIP
NORTH BOUND	LEFT	61	68	NORTH LEG	NORTH BOUND	LEFT	30	33	NORTH LEG
	THRU	264	286	RATIO 6.3%		THRU	445	497	RATIO 9.2%
	RIGHT	27	37	ADT 22,100		RIGHT	33	50	ADT 22,100
SOUTH BOUND	LEFT	126	265	SOUTH LEG	SOUTH BOUND	LEFT	223	452	SOUTH LEG
	THRU	4	5	RATIO 6.8%		THRU	22	25	RATIO 9.1%
	RIGHT	52	66	ADT 8,300		RIGHT	55	61	ADT 8,300
EAST BOUND	LEFT	79	80	EAST LEG	EAST BOUND	LEFT	440	462	EAST LEG
	THRU	347	448	RATIO 9.2%		THRU	534	768	RATIO 8.9%
	RIGHT	105	116	ADT 26,200		RIGHT	100	110	ADT 26,200
WEST BOUND	LEFT	30	50	WEST LEG	WEST BOUND	LEFT	18	44	WEST LEG
	THRU	558	912	RATIO 7.5%		THRU	234	484	RATIO 8.6%
	RIGHT	330	695	ADT 22,400		RIGHT	173	541	ADT 22,400

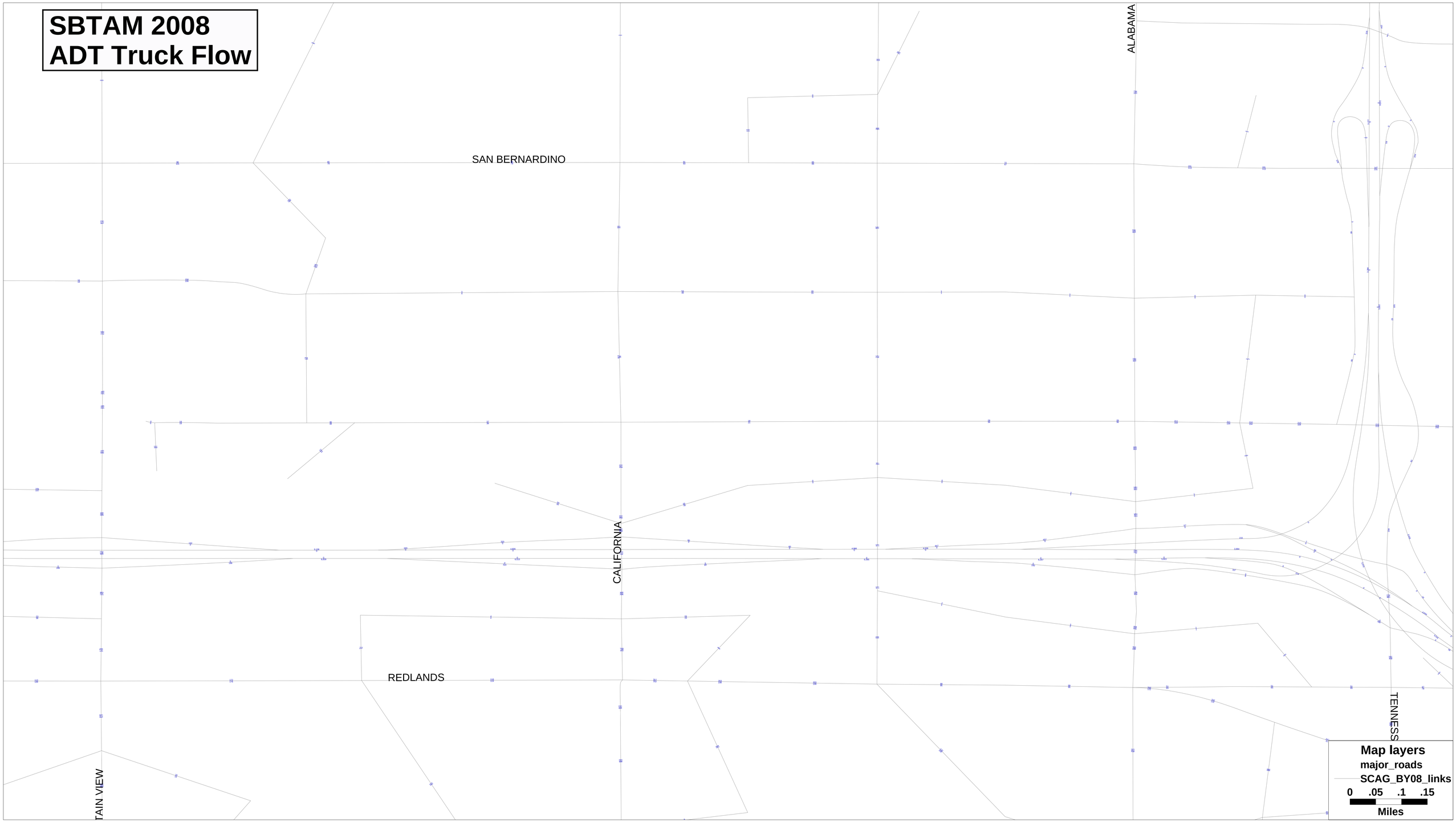
APPENDIX D

Traffic Model Plots

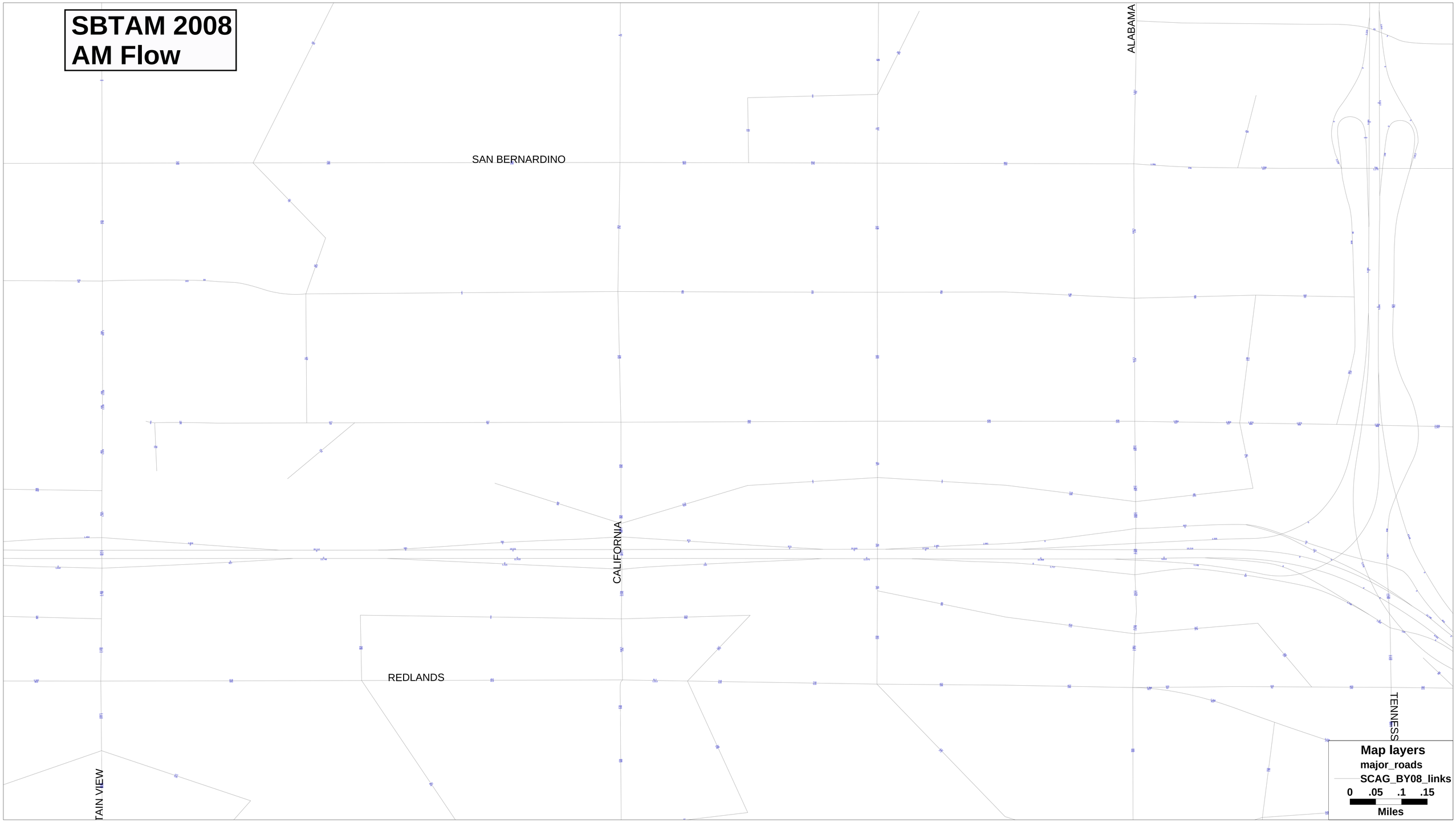
SBTAM 2008
ADT Flow



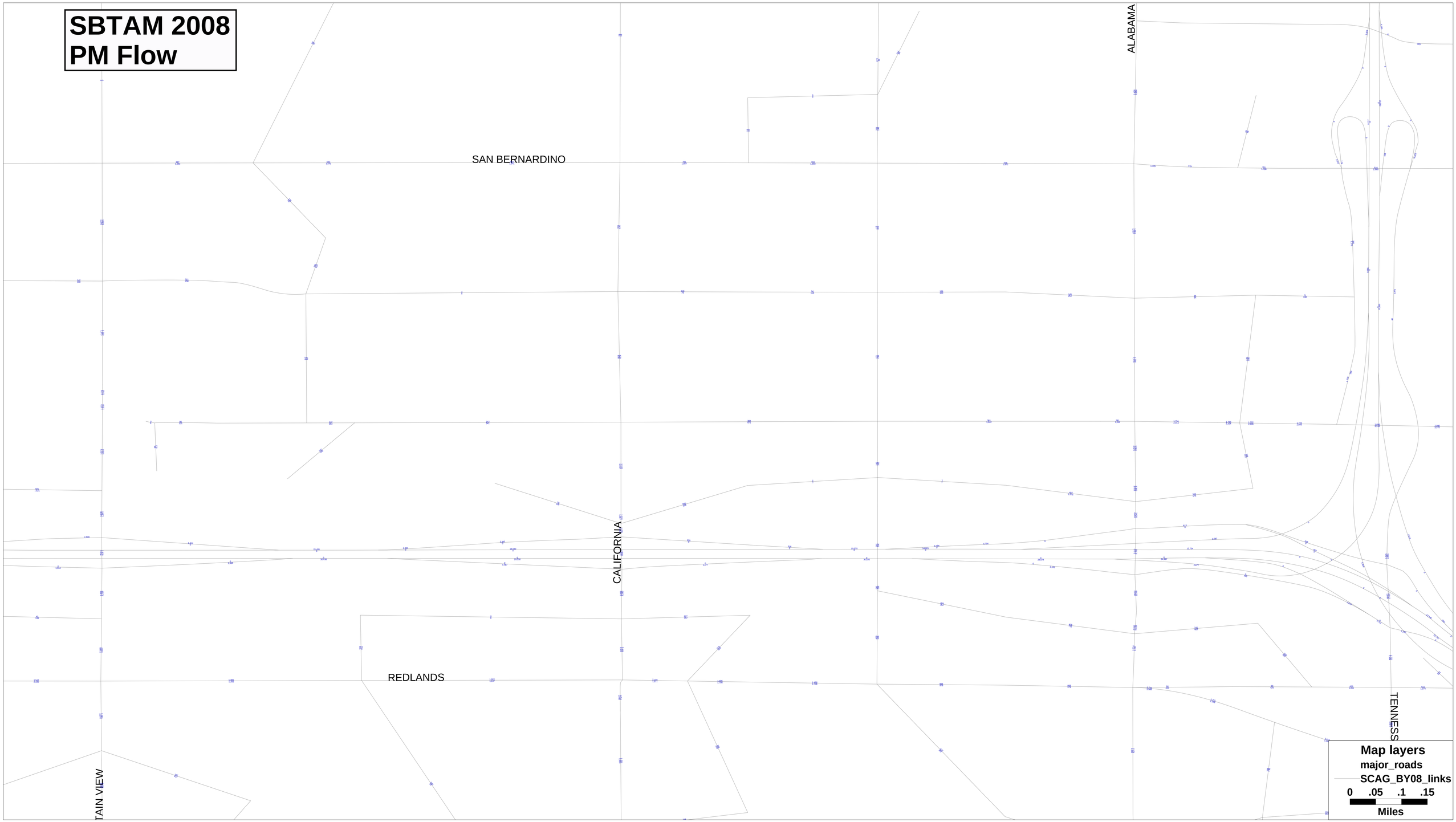
SBTAM 2008
ADT Truck Flow



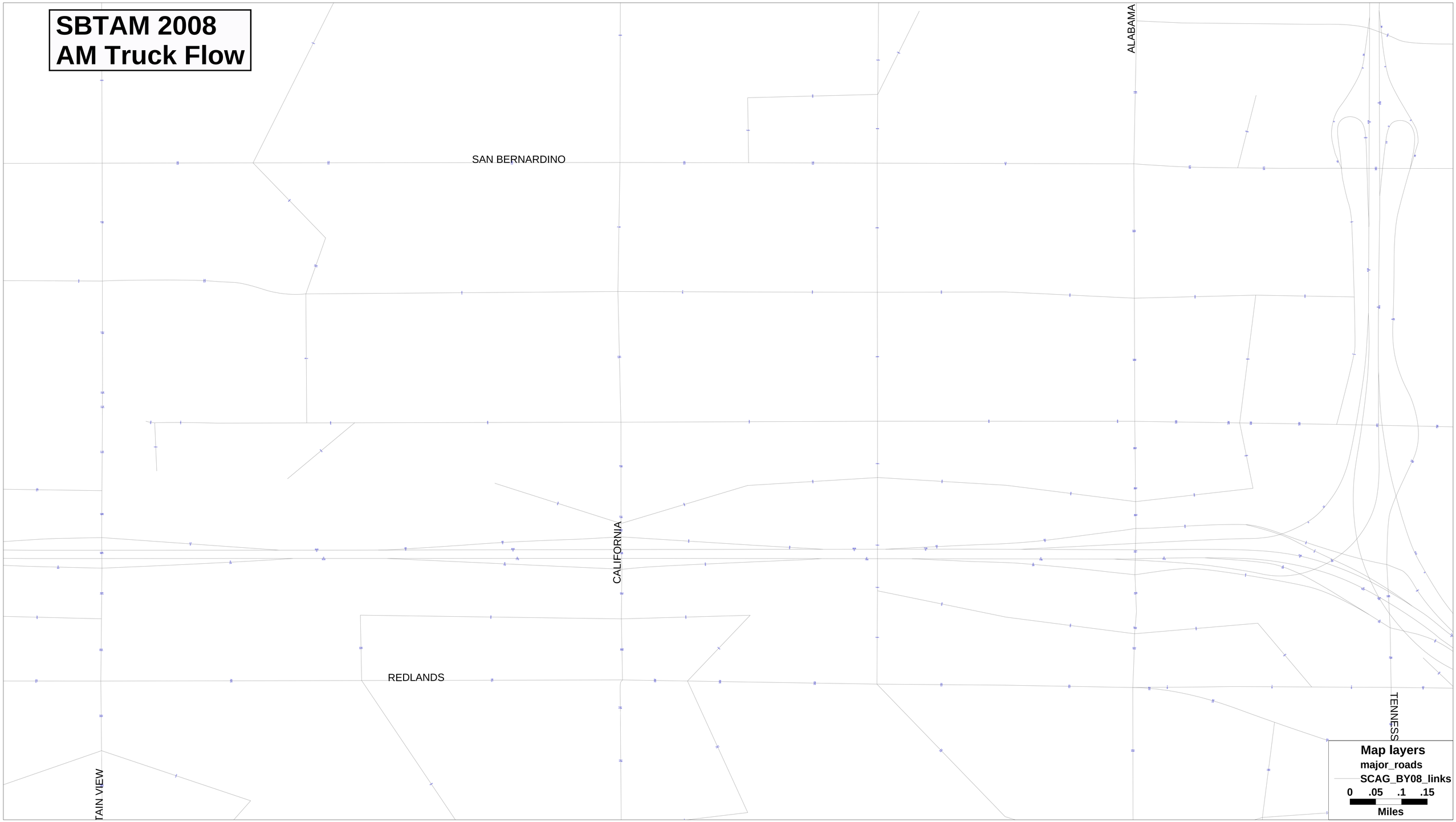
SBTAM 2008
AM Flow



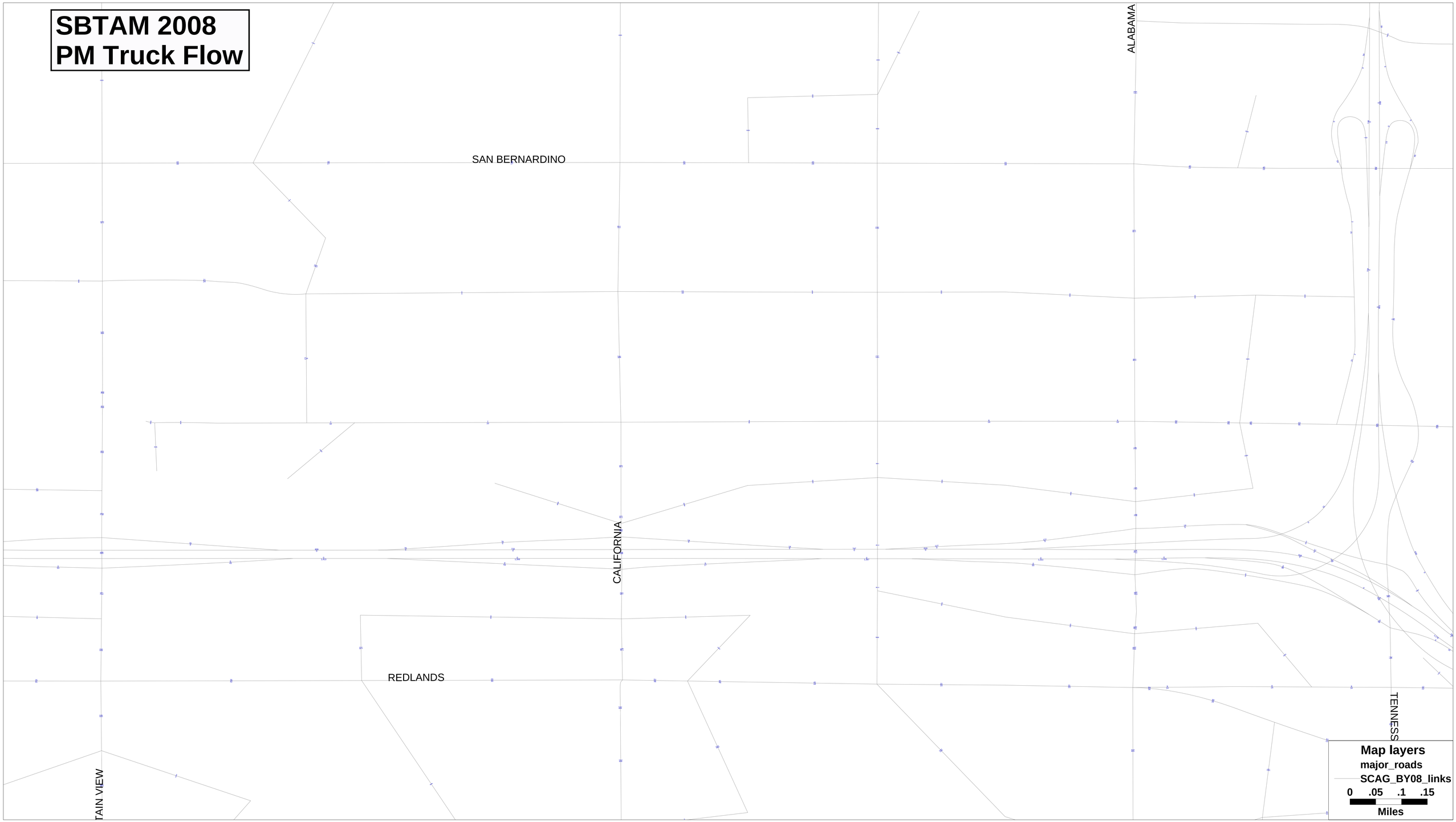
SBTAM 2008
PM Flow



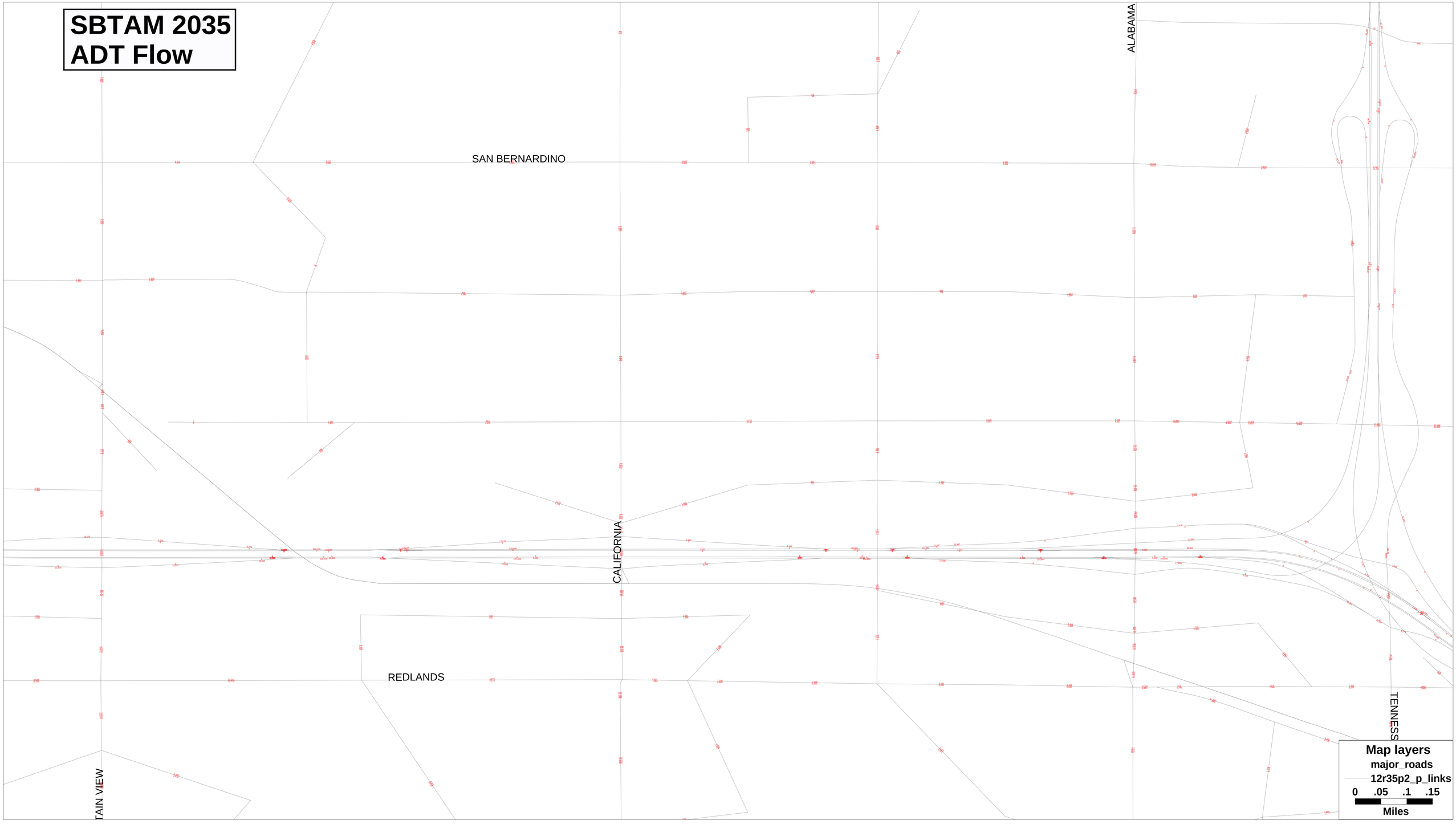
SBTAM 2008
AM Truck Flow



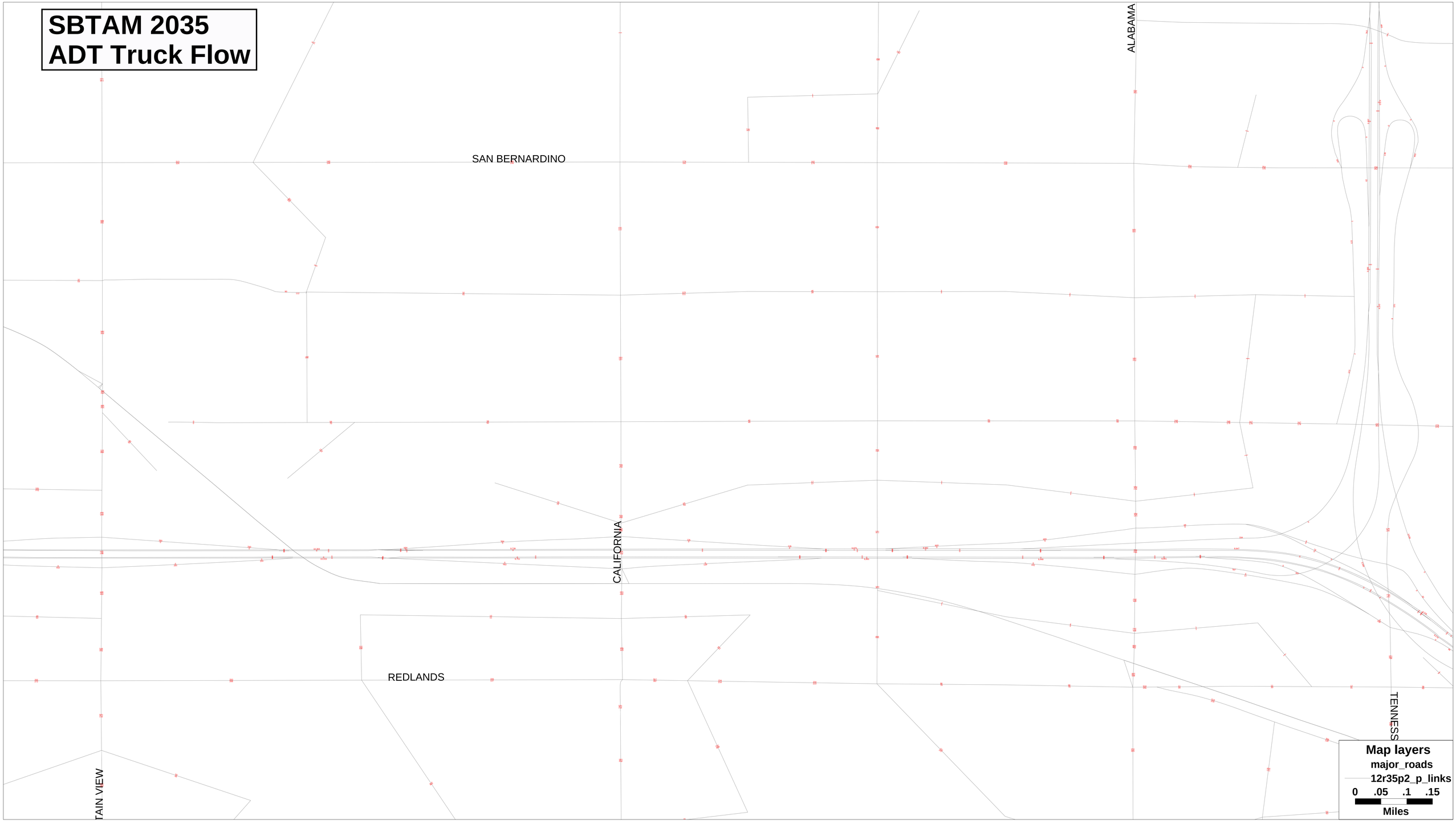
SBTAM 2008
PM Truck Flow



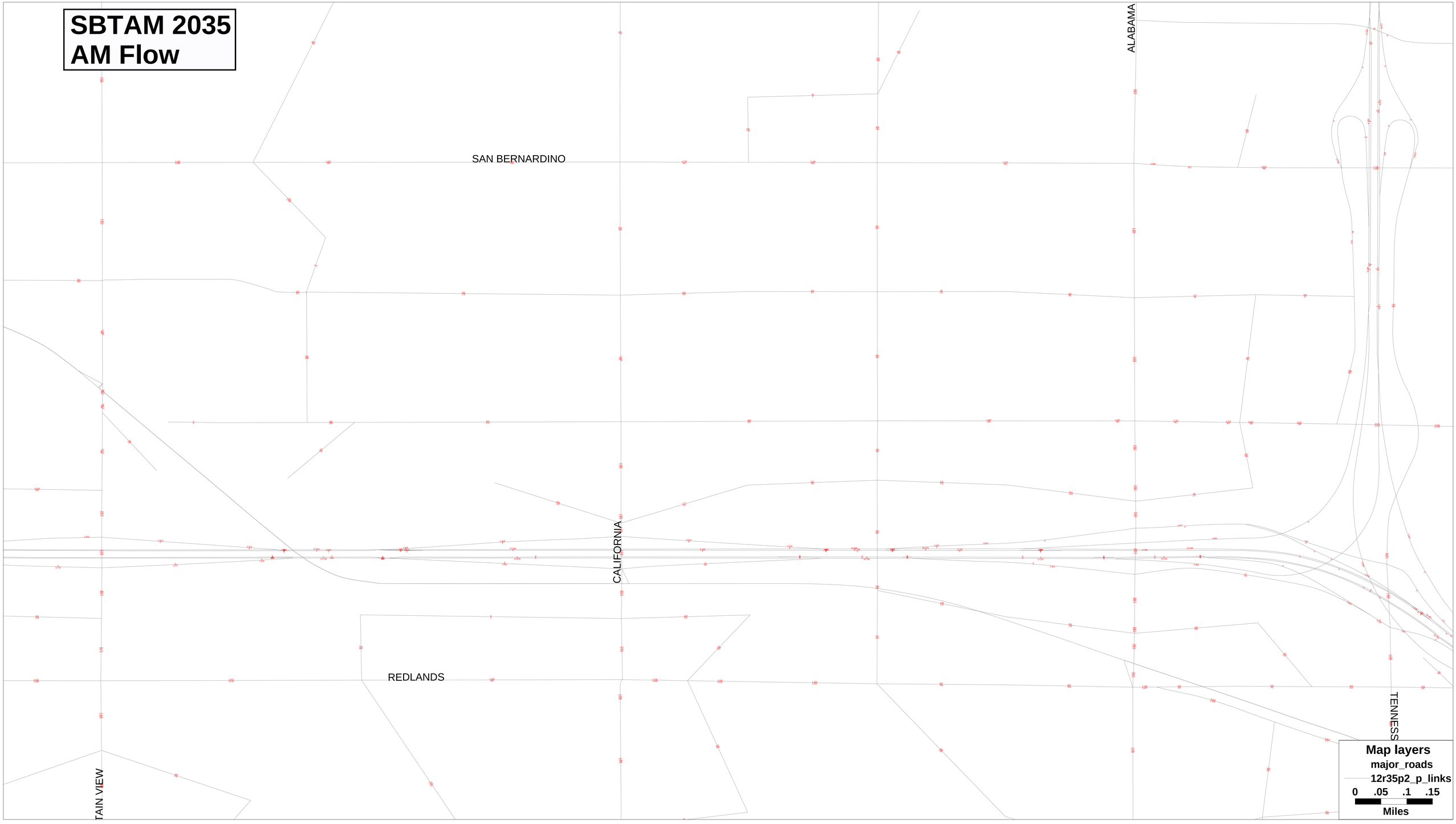
SBTAM 2035
ADT Flow



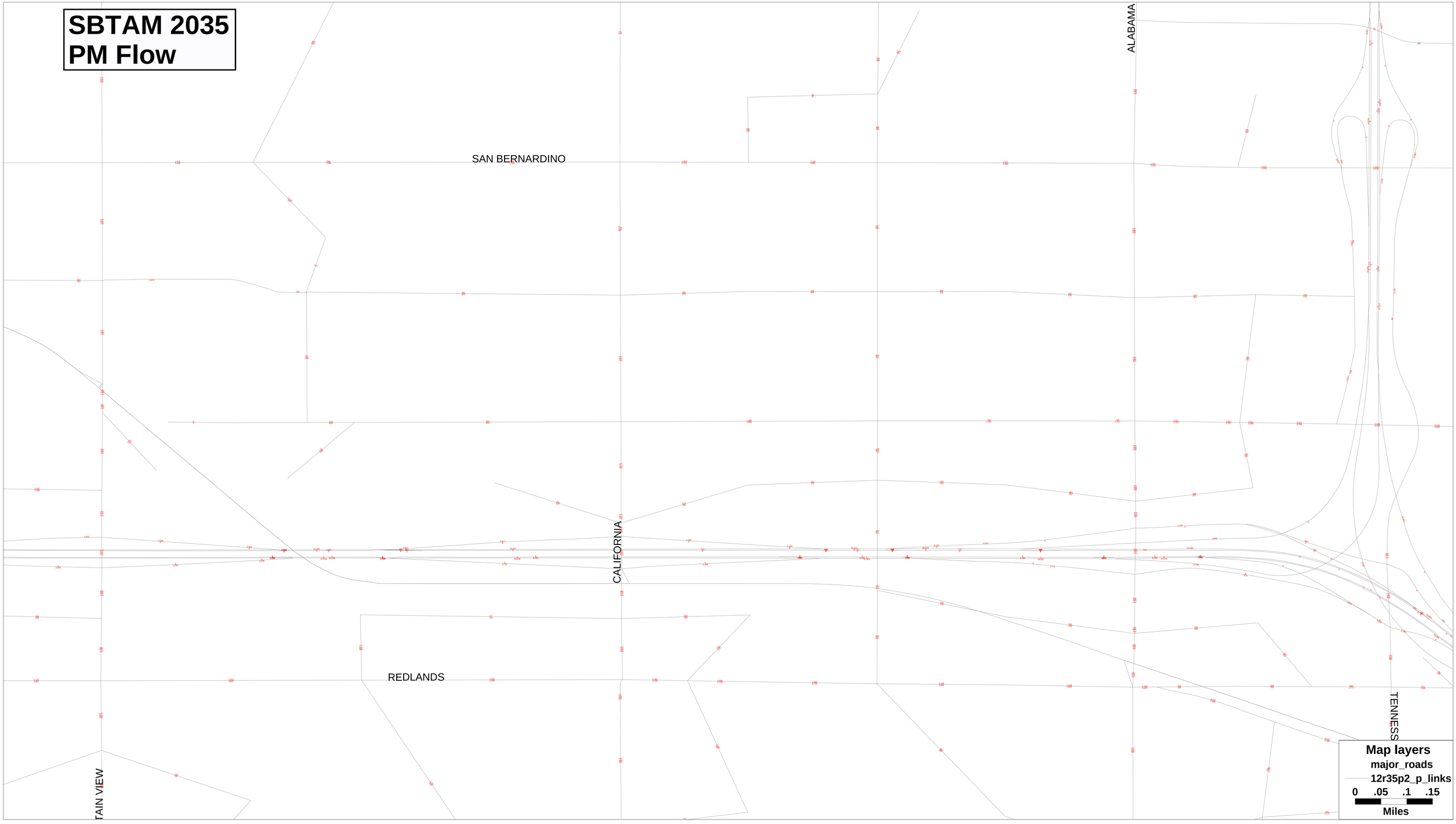
SBTAM 2035
ADT Truck Flow



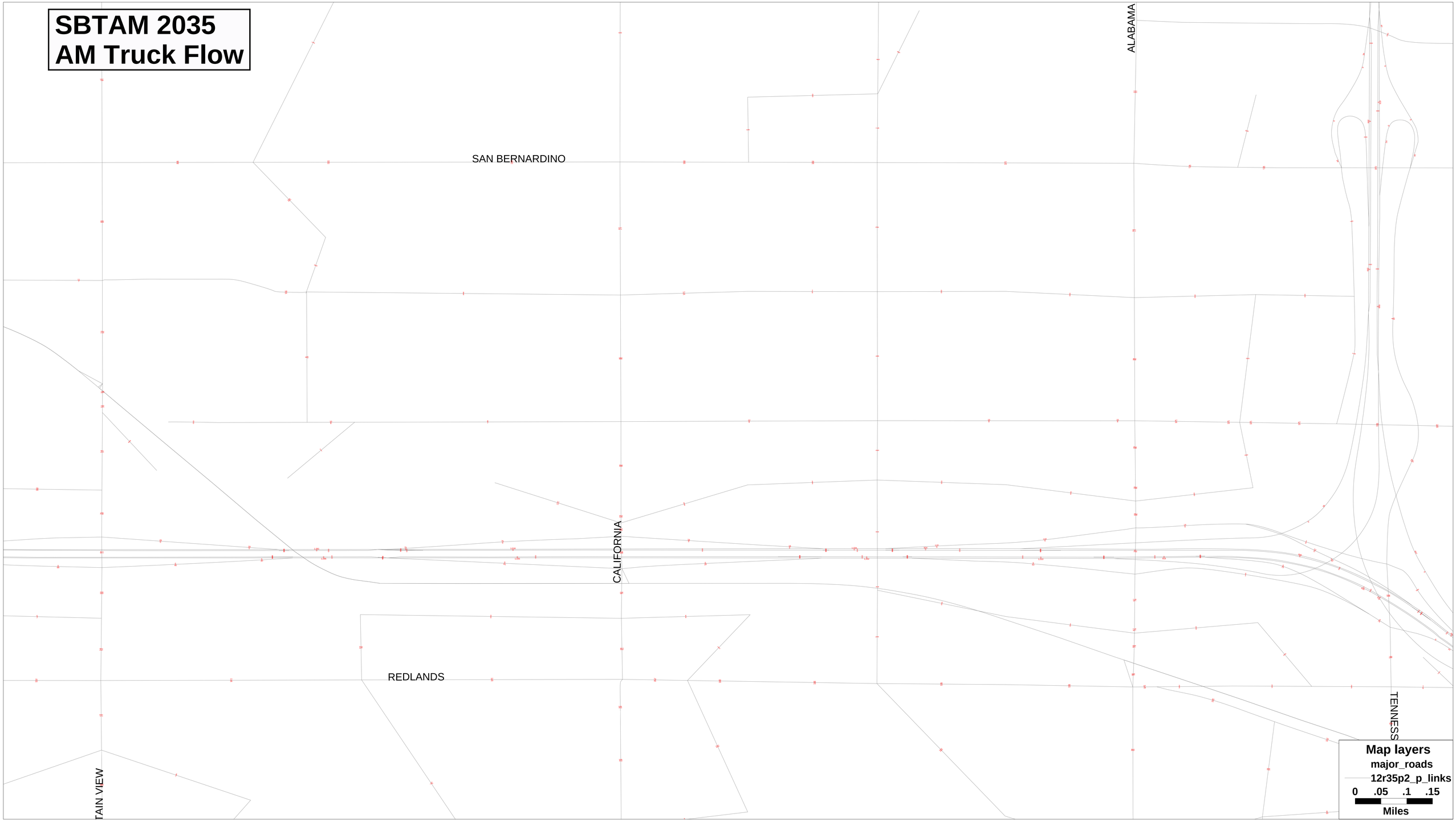
SBTAM 2035
AM Flow



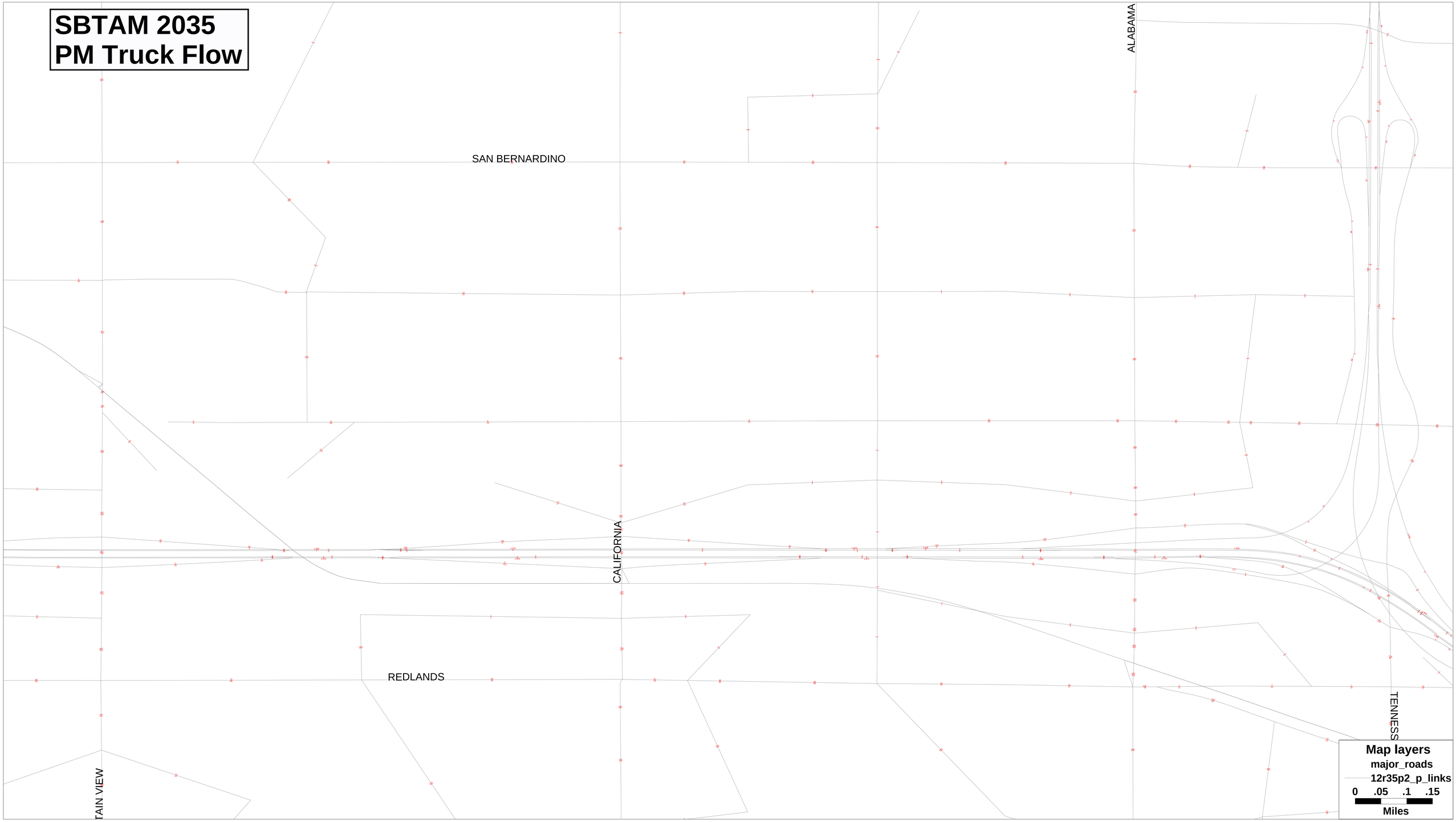
SBTAM 2035
PM Flow



SBTAM 2035
AM Truck Flow



SBTAM 2035
PM Truck Flow



APPENDIX E

Explanation and Calculation of Intersection Delay

EXPLANATION AND CALCULATION OF INTERSECTION LEVEL OF SERVICE USING DELAY METHODOLOGY

The levels of service at the unsignalized and signalized intersections are calculated using the delay methodology in the Highway Capacity Manual. This methodology views an intersection as consisting of several lane groups. A lane group is a set of lanes serving a movement. If there are two northbound left turn lanes, then the lane group serving the northbound left turn movement has two lanes. Similarly, there may be three lanes in the lane group serving the northbound through movement, one lane in the lane group serving the northbound right turn movement, and so forth. It is also possible for one lane to serve two lane groups. A shared lane might result in there being 1.5 lanes in the northbound left turn lane group and 2.5 lanes in the northbound through lane group.

For each lane group, there is a capacity. That capacity is calculated by multiplying the number of lanes in the lane group times a theoretical maximum lane capacity per lane time's 12 adjustment factors.

Each of the 12 adjustment factors has a value of approximately 1.00. A value less than 1.00 is generally assigned when a less than desirable condition occurs.

The 12 adjustment factors are as follows:

1. Peak hour factor (to account for peaking within the peak hour)
2. Lane utilization factor (to account for not all lanes loading equally)
3. Lane width
4. Percent of heavy trucks
5. Approach grade
6. Parking
7. Bus stops at intersections
8. Area type (CBD or other)
9. Right turns
10. Left turns

11. Pedestrian activity

12. Signal progression

The maximum theoretical lane capacity and the 12 adjustment factors for it are all unknowns for which approximate estimates have been recommended in the Highway Capacity Manual. For the most part, the recommended values are not based on statistical analysis but rather on educated estimates. However, it is possible to use the delay method and get reasonable results as will be discussed below.

Once the lane group volume is known and the lane group capacity is known, a volume to capacity ratio can be calculated for the lane group.

With a volume to capacity ratio calculated, average delay per vehicle in a lane group can be estimated. The average delay per vehicle in a lane group is calculated using a complex formula provided by the Highway Capacity Manual, which can be simplified and described as follows:

Delay per vehicle in a lane group is a function of the following:

1. Cycle length

2. Amount of red time faced by a lane group

3. Amount of yellow time for that lane group

4. The volume to capacity ratio of the lane group

The average delay per vehicle for each lane group is calculated, and eventually an overall average delay for all vehicles entering the intersection is calculated. This average delay per vehicle is then used to judge Level of Service. The Level of Services are defined in the table that follows this discussion.

Experience has shown that when a maximum lane capacity of 1,900 vehicles per hour is used (as recommended in the Highway Capacity Manual), little or no yellow time penalty is used, and none of the 12 penalty factors are applied, calculated delay is realistic. The delay calculation for instance assumes that yellow time is totally unused. Yet experience shows that most of the yellow time is used.

An idiosyncrasy of the delay methodology is that it is possible to add traffic to an intersection and reduce the average total delay per vehicle. If the average total delay is 30 seconds per vehicle for all vehicles traveling through an intersection, and traffic is added to a movement that has an average total delay of 15 seconds per vehicle, then the overall average total delay is reduced.

The delay calculation for a lane group is based on a concept that the delay is a function of the amount of unused capacity available. As the volume approaches capacity and there is no more unused capacity available, then the delay rapidly increases. Delay is not proportional to volume, but rather increases rapidly as the unused capacity approaches zero.

Because delay is not linearly related to volumes, the delay does not reflect how close an intersection is to overloading. If an intersection is operating at Level of Service C and has an average total delay of 18 seconds per vehicle, you know very little as to what percent the traffic can increase before Level of Service E is reached.

LEVEL OF SERVICE DESCRIPTION[1]

Level Of Service	Description	Average Total Delay Per Vehicle (Seconds)	
		Signalized	Unsignalized
A	Level of Service A occurs when progression is extremely favorable and most vehicles arrive during the green phase. Most vehicles do not stop at all. Short cycle lengths may also contribute to low delay.	0 to 10.00	0 to 10.00
B	Level of Service B generally occurs with good progression and/or short cycle lengths. More vehicles stop than for Level of Service A, causing higher levels of average total delay.	10.01 to 20.00	10.01 to 15.00
C	Level of Service C generally results when there is fair progression and/or longer cycle lengths. Individual cycle failures may begin to appear in this level. The number of vehicles stopping is significant at this level, although many still pass through the intersection without stopping.	20.01 to 35.00	15.01 to 25.00
D	Level of Service D generally results in noticeable congestion. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high volume to capacity ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.	35.01 to 55.00	25.01 to 35.00
E	Level of Service E is considered to be the limit of acceptable delay. These high delay values generally indicate poor progression, long cycle lengths, and high volume to capacity ratios. Individual cycle failures are frequent occurrences.	55.01 to 80.00	35.01 to 50.00
F	Level of Service F is considered to be unacceptable to most drivers. This condition often occurs with oversaturation, i.e., when arrival flow rates exceed the capacity of the intersection. It may also occur at high volume to capacity ratios below 1.00 with many individual cycle failures. Poor progression and long cycle lengths may also be major contributing causes to such delay levels.	80.01 and up	50.01 and up

[1] Source: Highway Capacity Manual Special Report 209, Transportation Research Board, National Research Council, Washington, D.C., 2000.

Existing

Alabama Venture 1 Project
Existing
Morning Peak Hour

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

Intersection #1 California Street (NS) at San Bernardino Avenue (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.190
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 27.0
Optimal Cycle: OPTIMIZED 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:	10	38	38	10	38	38	10	31	31	10	31	31
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	106	119	72	4	52	17	16	124	70	75	340	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	106	119	72	4	52	17	16	124	70	75	340	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	116	130	79	4	57	19	17	135	76	82	371	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	116	130	79	4	57	19	17	135	76	82	371	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	116	130	79	4	57	19	17	135	76	82	371	15
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1700	3600	1800	1700	3600	1800	1700	5400	1800	1700	5400	1800
Capacity Analysis Module:												
Vol/Sat:	0.07	0.04	0.04	0.00	0.02	0.01	0.01	0.03	0.04	0.05	0.07	0.01
Crit Moves:	****				****				****	****		
Green/Cycle:	0.10	0.39	0.39	0.10	0.39	0.39	0.10	0.32	0.32	0.10	0.32	0.32
Volume/Cap:	0.66	0.09	0.11	0.02	0.04	0.03	0.10	0.08	0.13	0.47	0.21	0.03
Delay/Veh:	50.8	18.6	18.8	39.2	18.2	18.1	39.7	23.0	23.6	42.9	24.2	22.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.8	18.6	18.8	39.2	18.2	18.1	39.7	23.0	23.6	42.9	24.2	22.7
LOS by Move:	D	B	B	D	B	B	D	C	C	D	C	C
HCM2kAvgQ:	5	1	1	0	1	0	1	1	2	3	3	0

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

Alabama Venture 1 Project
Existing
Evening Peak Hour

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

Intersection #1 California Street (NS) at San Bernardino Avenue (EW)

Cycle (sec): 105 Critical Vol./Cap.(X): 0.284
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 26.2
Optimal Cycle: OPTIMIZED 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:	10	38	38	10	38	38	10	31	31	10	31	31
Lanes:	1 0 2 0 1			1 0 2 0 1			1 0 3 0 1			1 0 3 0 1		
Volume Module:												
Base Vol:	71	40	68	7	83	33	13	826	207	43	137	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	71	40	68	7	83	33	13	826	207	43	137	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	77	43	73	8	90	36	14	892	224	46	148	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	43	73	8	90	36	14	892	224	46	148	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	77	43	73	8	90	36	14	892	224	46	148	9
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1700	3600	1800	1700	3600	1800	1700	5400	1800	1700	5400	1800
Capacity Analysis Module:												
Vol/Sat:	0.05	0.01	0.04	0.00	0.02	0.02	0.01	0.17	0.12	0.03	0.03	0.00
Crit Moves:	****				****			****		****		
Green/Cycle:	0.10	0.37	0.37	0.10	0.36	0.36	0.11	0.37	0.37	0.10	0.35	0.35
Volume/Cap:	0.45	0.03	0.11	0.05	0.07	0.05	0.07	0.45	0.34	0.29	0.08	0.01
Delay/Veh:	46.4	21.4	22.1	43.2	21.9	21.8	41.8	25.4	24.4	45.2	22.9	22.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.4	21.4	22.1	43.2	21.9	21.8	41.8	25.4	24.4	45.2	22.9	22.4
LOS by Move:	D	C	C	D	C	C	D	C	C	D	C	C
HCM2kAvgQ:	3	0	2	0	1	1	0	7	5	2	1	0

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

Alabama Venture 1 Project
Existing
Morning Peak Hour

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

Intersection #2 California Street (NS) at Almond Avenue (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.209
Loss Time (sec): 4 (Y+R=3.0 sec) Average Delay (sec/veh): 9.4
Optimal Cycle: OPTIMIZED 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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	26	26	26	26	26	26	31	31	31	31	31	31
Lanes:	1 0 0	1 0		1 0 2	0 1		0 1 0	0 1		0 1 0	0 1	
Volume Module:												
Base Vol:	30	282	20	0	152	10	3	18	13	15	28	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	282	20	0	152	10	3	18	13	15	28	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	31	294	21	0	158	10	3	19	14	16	29	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	294	21	0	158	10	3	19	14	16	29	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	31	294	21	0	158	10	3	19	14	16	29	1
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	0.93	0.07	1.00	2.00	1.00	0.15	0.85	1.00	0.36	0.64	1.00
Final Sat.:	1700	1681	119	1700	3600	1800	255	1530	1800	615	1149	1800
Capacity Analysis Module:												
Vol/Sat:	0.02	0.17	0.17	0.00	0.04	0.01	0.01	0.01	0.01	0.03	0.03	0.00
Crit Moves:		****									****	
Green/Cycle:	0.65	0.65	0.65	0.00	0.65	0.65	0.31	0.31	0.31	0.31	0.31	0.31
Volume/Cap:	0.03	0.27	0.27	0.00	0.07	0.01	0.04	0.04	0.02	0.08	0.08	0.00
Delay/Veh:	6.3	7.5	7.5	0.0	6.4	6.2	24.1	24.1	24.0	24.5	24.5	23.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	6.3	7.5	7.5	0.0	6.4	6.2	24.1	24.1	24.0	24.5	24.5	23.8
LOS by Move:	A	A	A	A	A	A	C	C	C	C	C	C
HCM2kAvgQ:	0	4	4	0	1	0	0	0	0	1	1	0

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

Alabama Venture 1 Project
Existing
Evening Peak Hour

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

Intersection #2 California Street (NS) at Almond Avenue (EW)

Cycle (sec): 85 Critical Vol./Cap.(X): 0.234
Loss Time (sec): 4 (Y+R=3.0 sec) Average Delay (sec/veh): 10.2
Optimal Cycle: OPTIMIZED 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:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	26	26	26	26	26	26	31	31	31	31	31	31
Lanes:	1 0	0 1	0	1 0	2 0	1	0 1	0 0	1	0 1	0 0	1
Volume Module:												
Base Vol:	30	280	6	7	394	15	12	71	40	13	23	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	280	6	7	394	15	12	71	40	13	23	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	33	304	7	8	427	16	13	77	43	14	25	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	304	7	8	427	16	13	77	43	14	25	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	33	304	7	8	427	16	13	77	43	14	25	9
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	0.98	0.02	1.00	2.00	1.00	0.15	0.85	1.00	0.37	0.63	1.00
Final Sat.:	1700	1762	38	1700	3600	1800	258	1527	1800	636	1126	1800
Capacity Analysis Module:												
Vol/Sat:	0.02	0.17	0.17	0.00	0.12	0.01	0.05	0.05	0.02	0.02	0.02	0.00
Crit Moves:		****						****				
Green/Cycle:	0.59	0.59	0.59	0.59	0.59	0.59	0.36	0.36	0.36	0.36	0.36	0.36
Volume/Cap:	0.03	0.29	0.29	0.01	0.20	0.02	0.14	0.14	0.07	0.06	0.06	0.01
Delay/Veh:	7.4	8.9	8.9	7.2	8.2	7.3	18.2	18.2	17.6	17.6	17.6	17.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.4	8.9	8.9	7.2	8.2	7.3	18.2	18.2	17.6	17.6	17.6	17.2
LOS by Move:	A	A	A	A	A	A	B	B	B	B	B	B
HCM2kAvgQ:	0	4	4	0	3	0	2	2	1	1	1	0

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

Alabama Venture 1 Project
Existing
Morning Peak Hour

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

Intersection #3 California Street (NS) at Lugonia Avenue (EW)

Cycle (sec): 130 Critical Vol./Cap.(X): 0.279
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 24.3
Optimal Cycle: OPTIMIZED 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:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	26	26	26	26	26	26	31	31	31	31	31	31
Lanes:	1 0	1 0	1	1 0	2 0	1	0 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	192	267	99	15	173	3	4	16	37	52	39	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	192	267	99	15	173	3	4	16	37	52	39	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	221	307	114	17	199	3	5	18	43	60	45	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	221	307	114	17	199	3	5	18	43	60	45	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	221	307	114	17	199	3	5	18	43	60	45	40
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	2.00	1.00	0.21	0.79	1.00	0.43	0.30	0.27
Final Sat.:	1700	1800	1800	1700	3600	1800	356	1423	1800	725	544	488
Capacity Analysis Module:												
Vol/Sat:	0.13	0.17	0.06	0.01	0.06	0.00	0.01	0.01	0.02	0.08	0.08	0.08
Crit Moves:		****						****		****		
Green/Cycle:	0.48	0.48	0.48	0.48	0.48	0.48	0.24	0.24	0.24	0.24	0.24	0.24
Volume/Cap:	0.27	0.36	0.13	0.02	0.12	0.00	0.05	0.05	0.10	0.35	0.35	0.35
Delay/Veh:	20.6	21.7	19.1	18.0	18.9	17.8	38.2	38.2	38.7	41.6	41.6	41.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.6	21.7	19.1	18.0	18.9	17.8	38.2	38.2	38.7	41.6	41.6	41.6
LOS by Move:	C	C	B	B	B	B	D	D	D	D	D	D
HCM2kAvgQ:	5	8	2	0	2	0	1	1	1	5	5	5

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

Alabama Venture 1 Project
Existing
Evening Peak Hour

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

Intersection #3 California Street (NS) at Lugonia Avenue (EW)

Cycle (sec): 95 Critical Vol./Cap.(X): 0.339
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 26.7
Optimal Cycle: OPTIMIZED 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:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	26	26	26	26	26	26	31	31	31	31	31	31
Lanes:	1 0	1 0	1	1 0	2 0	1	0 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	91	198	67	31	432	8	14	67	168	145	30	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	91	198	67	31	432	8	14	67	168	145	30	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	104	227	77	35	494	9	16	77	192	166	34	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	104	227	77	35	494	9	16	77	192	166	34	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	104	227	77	35	494	9	16	77	192	166	34	21
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	2.00	1.00	0.18	0.82	1.00	0.76	0.15	0.09
Final Sat.:	1700	1800	1800	1700	3600	1800	308	1474	1800	1295	268	161
Capacity Analysis Module:												
Vol/Sat:	0.06	0.13	0.04	0.02	0.14	0.01	0.05	0.05	0.11	0.13	0.13	0.13
Crit Moves:					****		****				****	
Green/Cycle:	0.28	0.28	0.28	0.28	0.28	0.28	0.33	0.33	0.33	0.33	0.33	0.33
Volume/Cap:	0.22	0.44	0.15	0.07	0.48	0.02	0.16	0.16	0.33	0.39	0.39	0.39
Delay/Veh:	26.1	28.5	25.6	24.9	28.6	24.5	22.9	22.9	24.5	25.2	25.2	25.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.1	28.5	25.6	24.9	28.6	24.5	22.9	22.9	24.5	25.2	25.2	25.2
LOS by Move:	C	C	C	C	C	C	C	C	C	C	C	C
HCM2kAvgQ:	2	6	2	1	6	0	2	2	4	5	5	5

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

Alabama Venture 1 Project
Existing
Morning Peak Hour

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

Intersection #4 California Street (NS) at I-10 Freeway WB Ramps (EW)

Cycle (sec): 65 Critical Vol./Cap.(X): 0.608
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 18.4
Optimal Cycle: OPTIMIZED 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:	10	19	0	0	19	19	0	0	0	0	0	0
Lanes:	1 0	2 0	0	0 0	3 0	1	0 0	0 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	420	612	0	0	117	151	0	0	0	326	3	326
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	420	612	0	0	117	151	0	0	0	326	3	326
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	442	644	0	0	123	159	0	0	0	343	3	343
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	442	644	0	0	123	159	0	0	0	343	3	343
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	442	644	0	0	123	159	0	0	0	343	3	343
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	3.00	1.00	0.00	0.00	0.00	0.99	0.01	1.00
Final Sat.:	1700	3600	0	0	5400	1800	0	0	0	1685	16	1800
Capacity Analysis Module:												
Vol/Sat:	0.26	0.18	0.00	0.00	0.02	0.09	0.00	0.00	0.00	0.20	0.20	0.19
Crit Moves:	****					****				****		
Green/Cycle:	0.35	0.64	0.00	0.00	0.29	0.29	0.00	0.00	0.00	0.27	0.27	0.27
Volume/Cap:	0.75	0.28	0.00	0.00	0.08	0.30	0.00	0.00	0.00	0.75	0.75	0.71
Delay/Veh:	24.3	5.3	0.0	0.0	16.7	18.2	0.0	0.0	0.0	28.7	28.7	26.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.3	5.3	0.0	0.0	16.7	18.2	0.0	0.0	0.0	28.7	28.7	26.1
LOS by Move:	C	A	A	A	B	B	A	A	A	C	C	C
HCM2kAvgQ:	10	3	0	0	1	3	0	0	0	9	9	8

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

Alabama Venture 1 Project
Existing
Evening Peak Hour

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

Intersection #4 California Street (NS) at I-10 Freeway WB Ramps (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.939
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 30.4
Optimal Cycle: OPTIMIZED 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:	10	19	0	0	19	19	0	0	0	0	0	0
Lanes:	1 0	2 0	0	0 0	3 0	1	0 0	0 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	526	373	0	0	561	548	0	0	0	309	4	115
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	526	373	0	0	561	548	0	0	0	309	4	115
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	557	395	0	0	594	581	0	0	0	327	4	122
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	557	395	0	0	594	581	0	0	0	327	4	122
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	557	395	0	0	594	581	0	0	0	327	4	122
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	3.00	1.00	0.00	0.00	0.00	0.99	0.01	1.00
Final Sat.:	1700	3600	0	0	5400	1800	0	0	0	1679	22	1800
Capacity Analysis Module:												
Vol/Sat:	0.33	0.11	0.00	0.00	0.11	0.32	0.00	0.00	0.00	0.19	0.19	0.07
Crit Moves:	****					****				****		
Green/Cycle:	0.35	0.69	0.00	0.00	0.34	0.34	0.00	0.00	0.00	0.21	0.21	0.21
Volume/Cap:	0.94	0.16	0.00	0.00	0.32	0.94	0.00	0.00	0.00	0.94	0.94	0.33
Delay/Veh:	41.9	3.2	0.0	0.0	14.6	41.4	0.0	0.0	0.0	55.9	55.9	20.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.9	3.2	0.0	0.0	14.6	41.4	0.0	0.0	0.0	55.9	55.9	20.7
LOS by Move:	D	A	A	A	B	D	A	A	A	E	E	C
HCM2kAvgQ:	16	1	0	0	3	16	0	0	0	11	11	2

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

Alabama Venture 1 Project
Existing
Morning Peak Hour

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

Intersection #5 California Street (NS) at I-10 Freeway EB Ramps (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.507
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 14.9
Optimal Cycle: OPTIMIZED 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	19		19	10	19		0	0	0		0	0	0		0
Lanes:	0 0	3	0	1	1 0	2	0	0	0 1	0	0	1	0 0	0	0	0
Volume Module:																
Base Vol:	0	606		248	30	377		0	458		7	383	0		0	0
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	0	606		248	30	377		0	458		7	383	0		0	0
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	0.94	0.94		0.94	0.94	0.94		0.94	0.94		0.94	0.94	0.94		0.94	0.94
PHF Volume:	0	645		264	32	401		0	487		7	407	0		0	0
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
Reduced Vol:	0	645		264	32	401		0	487		7	407	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
FinalVolume:	0	645		264	32	401		0	487		7	407	0		0	0
Saturation Flow Module:																
Sat/Lane:	1800	1800		1800	1800	1800		1800	1800		1800	1800	1800		1800	1800
Adjustment:	0.94	1.00		1.00	0.94	1.00		1.00	0.94		1.00	1.00	0.94		1.00	1.00
Lanes:	0.00	3.00		1.00	1.00	2.00		0.00	0.99		0.01	1.00	0.00		0.00	0.00
Final Sat.:	0	5400		1800	1700	3600		0	1676		26	1800	0		0	0
Capacity Analysis Module:																
Vol/Sat:	0.00	0.12		0.15	0.02	0.11		0.00	0.29		0.29	0.23	0.00		0.00	0.00
Crit Moves:				****	****				****							
Green/Cycle:	0.00	0.32		0.32	0.17	0.48		0.00	0.42		0.42	0.42	0.00		0.00	0.00
Volume/Cap:	0.00	0.38		0.46	0.11	0.23		0.00	0.70		0.70	0.54	0.00		0.00	0.00
Delay/Veh:	0.0	16.0		17.0	21.4	9.1		0.0	17.5		17.5	14.0	0.0		0.0	0.0
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	0.0	16.0		17.0	21.4	9.1		0.0	17.5		17.5	14.0	0.0		0.0	0.0
LOS by Move:	A	B		B	C	A		A	B		B	B	A		A	A
HCM2kAvgQ:	0	3		4	1	2		0	9		9	6	0		0	0

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

Alabama Venture 1 Project
Existing
Evening Peak Hour

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

Intersection #5 California Street (NS) at I-10 Freeway EB Ramps (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.833
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 20.0
Optimal Cycle: OPTIMIZED 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	19	19	10	19	0	0	0	0	0	0	0
Lanes:	0 0 3	0	1	1 0 2	0	0	0 1 0	0	1	0 0 0	0	0
Volume Module:												
Base Vol:	0	669	550	300	521	0	200	11	434	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	669	550	300	521	0	200	11	434	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	0	693	570	311	540	0	207	11	450	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	693	570	311	540	0	207	11	450	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
FinalVolume:	0	693	570	311	540	0	207	11	450	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00	3.00	1.00	1.00	2.00	0.00	0.95	0.05	1.00	0.00	0.00	0.00
Final Sat.:	0	5400	1800	1700	3600	0	1616	89	1800	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.32	0.18	0.15	0.00	0.13	0.13	0.25	0.00	0.00	0.00
Crit Moves:			****	****					****			
Green/Cycle:	0.00	0.38	0.38	0.22	0.60	0.00	0.30	0.30	0.30	0.00	0.00	0.00
Volume/Cap:	0.00	0.34	0.83	0.83	0.25	0.00	0.43	0.43	0.83	0.00	0.00	0.00
Delay/Veh:	0.0	13.3	25.5	37.1	5.7	0.0	17.4	17.4	30.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	13.3	25.5	37.1	5.7	0.0	17.4	17.4	30.2	0.0	0.0	0.0
LOS by Move:	A	B	C	D	A	A	B	B	C	A	A	A
HCM2kAvgQ:	0	3	13	9	2	0	4	4	11	0	0	0

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

Alabama Venture 1 Project
Existing
Morning Peak Hour

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

Intersection #6 Nevada Street (NS) at San Bernardino Avenue (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.217
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 17.9
Optimal Cycle: OPTIMIZED 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:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	31	31	31	31	31	31	10	19	19	10	19	19
Lanes:	0 0	1! 0	0	0 1	0 0	1	1 0	1 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	27	16	51	3	20	7	10	136	16	93	374	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:	27	16	51	3	20	7	10	136	16	93	374	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	29	17	55	3	22	8	11	146	17	100	402	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	17	55	3	22	8	11	146	17	100	402	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	29	17	55	3	22	8	11	146	17	100	402	12
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.30	0.17	0.53	0.14	0.86	1.00	1.00	1.00	1.00	1.00	3.00	1.00
Final Sat.:	508	301	960	233	1553	1800	1700	1800	1800	1700	5400	1800
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.01	0.01	0.00	0.01	0.08	0.01	0.06	0.07	0.01
Crit Moves:		****						****		****		
Green/Cycle:	0.47	0.47	0.47	0.47	0.47	0.47	0.15	0.29	0.29	0.15	0.29	0.29
Volume/Cap:	0.12	0.12	0.12	0.03	0.03	0.01	0.04	0.28	0.03	0.39	0.26	0.02
Delay/Veh:	9.9	9.9	9.9	9.4	9.4	9.3	24.0	18.5	16.9	26.2	18.2	16.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.9	9.9	9.9	9.4	9.4	9.3	24.0	18.5	16.9	26.2	18.2	16.9
LOS by Move:	A	A	A	A	A	A	C	B	B	C	B	B
HCM2kAvgQ:	1	1	1	0	0	0	0	2	0	2	2	0

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

Alabama Venture 1 Project
Existing
Evening Peak Hour

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

Intersection #6 Nevada Street (NS) at San Bernardino Avenue (EW)

Cycle (sec): 85 Critical Vol./Cap.(X): 0.441
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 19.5
Optimal Cycle: OPTIMIZED 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:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	31	31	31	31	31	31	10	19	19	10	19	19
Lanes:	0 0	1! 0	0	0 1	0 0	1	1 0	1 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	14	28	116	10	22	7	10	402	42	60	284	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	28	116	10	22	7	10	402	42	60	284	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	17	33	137	12	26	8	12	475	50	71	335	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	33	137	12	26	8	12	475	50	71	335	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	17	33	137	12	26	8	12	475	50	71	335	22
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.09	0.18	0.73	0.32	0.68	1.00	1.00	1.00	1.00	1.00	3.00	1.00
Final Sat.:	159	317	1315	552	1215	1800	1700	1800	1800	1700	5400	1800
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.02	0.02	0.00	0.01	0.26	0.03	0.04	0.06	0.01
Crit Moves:		****						****		****		
Green/Cycle:	0.36	0.36	0.36	0.36	0.36	0.36	0.19	0.45	0.45	0.12	0.37	0.37
Volume/Cap:	0.29	0.29	0.29	0.06	0.06	0.01	0.04	0.59	0.06	0.35	0.17	0.03
Delay/Veh:	19.4	19.4	19.4	17.6	17.6	17.2	27.8	18.8	13.4	35.6	18.0	17.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.4	19.4	19.4	17.6	17.6	17.2	27.8	18.8	13.4	35.6	18.0	17.1
LOS by Move:	B	B	B	B	B	B	C	B	B	D	B	B
HCM2kAvgQ:	4	4	4	1	1	0	0	10	1	2	2	0

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

Alabama Venture 1 Project
Existing
Morning Peak Hour

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

Intersection #7 Nevada Street (NS) at Almond Avenue (EW)

Cycle (sec):	0	Critical Vol./Cap.(X):	0.226
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	8.4
Optimal Cycle:	0	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:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	0	0 1	0 0	1	0 0	1! 0	0	0 1	0 0	0
Volume Module:												
Base Vol:	21	88	0	1	146	0	2	12	15	18	11	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21	88	0	1	146	0	2	12	15	18	11	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	24	101	0	1	168	0	2	14	17	21	13	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	101	0	1	168	0	2	14	17	21	13	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
FinalVolume:	24	101	0	1	168	0	2	14	17	21	13	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.19	0.81	0.00	0.01	0.99	1.00	0.07	0.41	0.52	0.62	0.38	0.00
Final Sat.:	156	653	0	5	744	878	54	324	405	446	273	0
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	xxxx	0.23	0.23	0.00	0.04	0.04	0.04	0.05	0.05	xxxx
Crit Moves:		****			****		****				****	
Delay/Veh:	8.2	8.2	0.0	8.8	8.8	0.0	7.5	7.5	7.5	7.9	7.9	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.2	8.2	0.0	8.8	8.8	0.0	7.5	7.5	7.5	7.9	7.9	0.0
LOS by Move:	A	A	*	A	A	*	A	A	A	A	A	*
ApproachDel:		8.2			8.8			7.5			7.9	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.2			8.8			7.5			7.9	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.2	0.2	0.2	0.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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

Alabama Venture 1 Project
Existing
Evening Peak Hour

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

Intersection #7 Nevada Street (NS) at Almond Avenue (EW)

Cycle (sec):	0	Critical Vol./Cap.(X):	0.326
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	9.5
Optimal Cycle:	0	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:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 1	0 0	1	0 0	1! 0	0	0 1	0 0	0
Volume Module:												
Base Vol:	12	172	10	3	131	1	3	95	37	4	19	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	172	10	3	131	1	3	95	37	4	19	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
PHF Volume:	15	216	13	4	164	1	4	119	46	5	24	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	216	13	4	164	1	4	119	46	5	24	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
FinalVolume:	15	216	13	4	164	1	4	119	46	5	24	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.06	0.89	0.05	0.02	0.98	1.00	0.02	0.71	0.27	0.17	0.83	0.00
Final Sat.:	46	660	38	15	654	771	16	499	194	111	530	0
Capacity Analysis Module:												
Vol/Sat:	0.33	0.33	0.33	0.25	0.25	0.00	0.24	0.24	0.24	0.04	0.04	xxxx
Crit Moves:			****		****		****				****	
Delay/Veh:	9.8	9.8	9.8	9.6	9.6	7.2	9.1	9.1	9.1	8.4	8.4	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.8	9.8	9.8	9.6	9.6	7.2	9.1	9.1	9.1	8.4	8.4	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	*
ApproachDel:		9.8			9.5			9.1			8.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.8			9.5			9.1			8.4	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.4	0.4	0.4	0.3	0.3	0.0	0.3	0.3	0.3	0.0	0.0	0.0

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

Alabama Venture 1 Project
Existing
Morning Peak Hour

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

Intersection #8 Nevada Street (NS) at Lugonia Avenue (EW)

Cycle (sec):	0	Critical Vol./Cap.(X):	0.453
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	11.3
Optimal Cycle:	0	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:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	1	0 0	1! 0	0	0 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	34	82	26	8	122	13	12	50	30	89	120	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:	34	82	26	8	122	13	12	50	30	89	120	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
PHF Volume:	43	103	33	10	153	16	15	63	38	111	150	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	103	33	10	153	16	15	63	38	111	150	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
FinalVolume:	43	103	33	10	153	16	15	63	38	111	150	14
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.29	0.71	1.00	0.06	0.85	0.09	0.19	0.81	1.00	0.40	0.55	0.05
Final Sat.:	167	403	659	33	501	53	110	458	649	246	331	30
Capacity Analysis Module:												
Vol/Sat:	0.25	0.25	0.05	0.30	0.30	0.30	0.14	0.14	0.06	0.45	0.45	0.45
Crit Moves:	****				****		****				****	
Delay/Veh:	10.6	10.6	8.1	11.2	11.2	11.2	9.5	9.5	8.1	13.1	13.1	13.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.6	10.6	8.1	11.2	11.2	11.2	9.5	9.5	8.1	13.1	13.1	13.1
LOS by Move:	B	B	A	B	B	B	A	A	A	B	B	B
ApproachDel:		10.1			11.2			9.1			13.1	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.1			11.2			9.1			13.1	
LOS by Appr:		B			B			A			B	
AllWayAvgQ:	0.3	0.3	0.0	0.4	0.4	0.4	0.1	0.1	0.1	0.7	0.7	0.7

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

Alabama Venture 1 Project
Existing
Evening Peak Hour

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

Intersection #8 Nevada Street (NS) at Lugonia Avenue (EW)

Cycle (sec):	0	Critical Vol./Cap.(X):	0.641
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	15.5
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:	0 1	0 0	1	0 0	1! 0	0	0 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	18	167	167	21	132	5	23	191	47	119	155	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	167	167	21	132	5	23	191	47	119	155	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	21	192	192	24	152	6	26	220	54	137	178	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	192	192	24	152	6	26	220	54	137	178	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	21	192	192	24	152	6	26	220	54	137	178	10
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.10	0.90	1.00	0.13	0.84	0.03	0.11	0.89	1.00	0.42	0.55	0.03
Final Sat.:	49	453	559	61	385	15	54	444	555	214	278	16
Capacity Analysis Module:												
Vol/Sat:	0.42	0.42	0.34	0.39	0.39	0.39	0.49	0.49	0.10	0.64	0.64	0.64
Crit Moves:	****				****		****			****		
Delay/Veh:	14.2	14.2	11.7	14.3	14.3	14.3	15.6	15.6	9.5	20.3	20.3	20.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.2	14.2	11.7	14.3	14.3	14.3	15.6	15.6	9.5	20.3	20.3	20.3
LOS by Move:	B	B	B	B	B	B	C	C	A	C	C	C
ApproachDel:	13.0			14.3			14.5			20.3		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	13.0			14.3			14.5			20.3		
LOS by Appr:	B			B			B			C		
AllWayAvgQ:	0.6	0.6	0.5	0.5	0.5	0.5	0.8	0.8	0.1	1.5	1.5	1.5

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

Alabama Venture 1 Project
Existing
Morning Peak Hour

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

Intersection #9 Project West Driveway (NS) at Almond Avenue (EW)

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: A[8.9]

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0
Volume Module:																				
Base Vol:	1	0	0	0	0	0	0	0	0	0	0	9	0	1	30	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	1	0	0	0	0	0	0	0	0	0	0	9	0	1	30	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	0.56	0.56	0.56	0.56	0.56	0.56	0.56	0.56	0.56	0.56	0.56	0.56	0.56	0.56	0.56	0.56				
PHF Volume:	2	0	0	0	0	0	0	0	0	0	0	16	0	2	54	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
FinalVolume:	2	0	0	0	0	0	0	0	0	0	0	16	0	2	54	0				
Critical Gap Module:																				
Critical Gp:	6.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		4.1	xxxx	xxxxx							
FollowUpTim:	3.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		2.2	xxxx	xxxxx							
Capacity Module:																				
Cnflict Vol:	74	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		16	xxxx	xxxxx							
Potent Cap.:	935	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		1614	xxxx	xxxxx							
Move Cap.:	934	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		1614	xxxx	xxxxx							
Volume/Cap:	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx		0.00	xxxx	xxxx							
Level Of Service Module:																				
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		0.0	xxxx	xxxxx							
Control Del:	8.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		7.2	xxxx	xxxxx							
LOS by Move:	A	*	*	*	*	*	*	*	*		A	*	*							
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx							
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		0.0	xxxx	xxxxx							
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		7.2	xxxx	xxxxx							
Shared LOS:	*	*	*	*	*	*	*	*	*		A	*	*							
ApproachDel:		8.9			xxxxxx			xxxxxx			xxxxxx									
ApproachLOS:		A			*			*			*									

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

Alabama Venture 1 Project
Existing
Evening Peak Hour

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

Intersection #9 Project West Driveway (NS) at Almond Avenue (EW)

Average Delay (sec/veh): 0.7 Worst Case Level Of Service: A[8.7]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 1			0 0 0 0 0			0 0 0 1 0			0 1 0 0 0		
Volume Module:												
Base Vol:	0	0	2	0	0	0	0	69	5	6	12	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	2	0	0	0	0	69	5	6	12	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	0	2	0	0	0	0	77	6	7	13	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	2	0	0	0	0	77	6	7	13	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	79	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	82	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	986	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1528	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	986	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1528	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.0	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	8.7	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx
LOS by Move:	*	*	A	*	*	*	*	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	A	*	*
ApproachDel:	8.7			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	A			*			*			*		

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

Alabama Venture 1 Project
Existing
Morning Peak Hour

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

Intersection #11 Alabama Street (NS) at San Bernardino Avenue (EW)

Cycle (sec): 80 Critical Vol./Cap.(X): 0.346
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 24.2
Optimal Cycle: OPTIMIZED 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:	10	19	19	10	19	19	10	31	31	10	31	31
Lanes:	1 0	1 1	0	1 0	2 0	1	1 0	1 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	89	197	39	59	289	127	33	107	26	173	445	89
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	89	197	39	59	289	127	33	107	26	173	445	89
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	94	209	41	63	306	135	35	113	28	183	472	94
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	209	41	63	306	135	35	113	28	183	472	94
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	94	209	41	63	306	135	35	113	28	183	472	94
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	1.67	0.33	1.00	2.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	3005	595	1700	3600	1800	1700	1800	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.06	0.07	0.07	0.04	0.09	0.07	0.02	0.06	0.02	0.11	0.13	0.05
Crit Moves:	****				****			****		****		
Green/Cycle:	0.13	0.24	0.24	0.13	0.24	0.24	0.13	0.39	0.39	0.15	0.41	0.41
Volume/Cap:	0.44	0.29	0.29	0.29	0.36	0.32	0.16	0.16	0.04	0.72	0.32	0.13
Delay/Veh:	33.9	25.2	25.2	32.6	25.7	25.6	31.2	16.1	15.3	41.9	16.3	15.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.9	25.2	25.2	32.6	25.7	25.6	31.2	16.1	15.3	41.9	16.3	15.0
LOS by Move:	C	C	C	C	C	C	C	B	B	D	B	B
HCM2kAvgQ:	3	3	3	2	3	3	1	2	0	6	4	1

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

Alabama Venture 1 Project
Existing
Evening Peak Hour

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

Intersection #11 Alabama Street (NS) at San Bernardino Avenue (EW)

Cycle (sec): 85 Critical Vol./Cap.(X): 0.456
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 29.8
Optimal Cycle: OPTIMIZED 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:	10	19	19	10	19	19	10	31	31	10	31	31
Lanes:	1 0 1	1 0		1 0 2	0 1		1 0 1	0 1		1 0 2	0 1	
Volume Module:												
Base Vol:	27	331	188	96	353	53	235	549	189	166	137	83
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	331	188	96	353	53	235	549	189	166	137	83
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	29	355	202	103	379	57	252	589	203	178	147	89
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	355	202	103	379	57	252	589	203	178	147	89
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	29	355	202	103	379	57	252	589	203	178	147	89
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	1.28	0.72	1.00	2.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	2296	1304	1700	3600	1800	1700	1800	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.02	0.15	0.15	0.06	0.11	0.03	0.15	0.33	0.11	0.10	0.04	0.05
Crit Moves:		****		****			****					****
Green/Cycle:	0.12	0.22	0.22	0.12	0.22	0.22	0.20	0.43	0.43	0.14	0.36	0.36
Volume/Cap:	0.14	0.69	0.69	0.52	0.47	0.14	0.74	0.77	0.26	0.76	0.11	0.14
Delay/Veh:	34.0	32.9	32.9	37.5	29.1	26.6	40.4	25.4	15.9	48.9	17.9	18.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.0	32.9	32.9	37.5	29.1	26.6	40.4	25.4	15.9	48.9	17.9	18.1
LOS by Move:	C	C	C	D	C	C	D	C	B	D	B	B
HCM2kAvgQ:	1	8	8	3	5	1	8	15	3	7	1	2

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

Alabama Venture 1 Project
Existing
Morning Peak Hour

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

Intersection #14 Alabama Street (NS) at Almond Avenue (EW)

Cycle (sec): 130 Critical Vol./Cap.(X): 0.172
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 9.3
Optimal Cycle: OPTIMIZED 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:	10	19	0	0	19	19	31	0	31	0	0	0
Lanes:	1 0	2 0	0	0 0	1 1	0	0 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	8	339	0	0	468	9	4	0	9	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:	8	339	0	0	468	9	4	0	9	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	9	385	0	0	532	10	5	0	10	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	385	0	0	532	10	5	0	10	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
FinalVolume:	9	385	0	0	532	10	5	0	10	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.96	0.04	0.32	0.00	0.68	0.00	0.00	0.00
Final Sat.:	1700	3600	0	0	3532	68	544	0	1224	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.11	0.00	0.00	0.15	0.15	0.01	0.00	0.01	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.08	0.72	0.00	0.00	0.64	0.64	0.24	0.00	0.24	0.00	0.00	0.00
Volume/Cap:	0.07	0.15	0.00	0.00	0.24	0.24	0.04	0.00	0.04	0.00	0.00	0.00
Delay/Veh:	55.9	5.9	0.0	0.0	10.1	10.1	38.0	0.0	38.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.9	5.9	0.0	0.0	10.1	10.1	38.0	0.0	38.0	0.0	0.0	0.0
LOS by Move:	E	A	A	A	B	B	D	A	D	A	A	A
HCM2kAvgQ:	0	2	0	0	4	4	0	0	0	0	0	0

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

Alabama Venture 1 Project
Existing
Evening Peak Hour

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

Intersection #14 Alabama Street (NS) at Almond Avenue (EW)

Cycle (sec): 130 Critical Vol./Cap.(X): 0.249
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 11.3
Optimal Cycle: OPTIMIZED 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:	10	19	0	0	19	19	31	0	31	0	0	0
Lanes:	1 0	2 0	0	0 0	1 1	0	0 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	15	591	0	0	533	27	52	0	41	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:	15	591	0	0	533	27	52	0	41	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	16	646	0	0	583	30	57	0	45	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	646	0	0	583	30	57	0	45	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
FinalVolume:	16	646	0	0	583	30	57	0	45	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.90	0.10	0.57	0.00	0.43	0.00	0.00	0.00
Final Sat.:	1700	3600	0	0	3426	174	974	0	768	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.18	0.00	0.00	0.17	0.17	0.06	0.00	0.06	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.08	0.72	0.00	0.00	0.64	0.64	0.24	0.00	0.24	0.00	0.00	0.00
Volume/Cap:	0.13	0.25	0.00	0.00	0.27	0.27	0.24	0.00	0.24	0.00	0.00	0.00
Delay/Veh:	56.4	6.5	0.0	0.0	10.3	10.3	40.3	0.0	40.3	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.4	6.5	0.0	0.0	10.3	10.3	40.3	0.0	40.3	0.0	0.0	0.0
LOS by Move:	E	A	A	A	B	B	D	A	D	A	A	A
HCM2kAvgQ:	1	4	0	0	5	5	3	0	3	0	0	0

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

Alabama Venture 1 Project
Existing
Morning Peak Hour

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

Intersection #15 Alabama Street (NS) at Lugonia Avenue (EW)

Cycle (sec): 95 Critical Vol./Cap.(X): 0.322
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 27.9
Optimal Cycle: OPTIMIZED 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:	10	31	31	10	31	31	10	31	31	10	31	31
Lanes:	1 0 1	1 0		1 0 3	0 1		1 0 1	1 0		1 0 2	0 1	
Volume Module:												
Base Vol:	78	270	108	26	323	66	49	70	42	155	131	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	78	270	108	26	323	66	49	70	42	155	131	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
PHF Volume:	95	328	131	32	392	80	60	85	51	188	159	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	328	131	32	392	80	60	85	51	188	159	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	95	328	131	32	392	80	60	85	51	188	159	44
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	1.43	0.57	1.00	3.00	1.00	1.00	1.25	0.75	1.00	2.00	1.00
Final Sat.:	1700	2571	1029	1700	5400	1800	1700	2250	1350	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.06	0.13	0.13	0.02	0.07	0.04	0.04	0.04	0.04	0.11	0.04	0.02
Crit Moves:		****		****				****		****		
Green/Cycle:	0.11	0.33	0.33	0.11	0.33	0.33	0.12	0.33	0.33	0.16	0.37	0.37
Volume/Cap:	0.53	0.39	0.39	0.18	0.22	0.14	0.30	0.12	0.12	0.70	0.12	0.07
Delay/Veh:	43.3	24.9	24.9	39.2	23.3	22.7	39.1	22.4	22.4	45.9	20.0	19.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.3	24.9	24.9	39.2	23.3	22.7	39.1	22.4	22.4	45.9	20.0	19.6
LOS by Move:	D	C	C	D	C	C	D	C	C	D	C	B
HCM2kAvgQ:	4	5	5	1	3	2	2	1	1	7	2	1

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

Alabama Venture 1 Project
Existing
Evening Peak Hour

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

Intersection #15 Alabama Street (NS) at Lugonia Avenue (EW)

Cycle (sec): 105 Critical Vol./Cap.(X): 0.728
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 39.6
Optimal Cycle: OPTIMIZED Level Of Service: D

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:	10	31	31		10	31	31		10	31	31		10	31	31	
Lanes:	1 0	1 1	0		1 0	3 0	1		1 0	1 1	0		1 0	2 0	1	
Volume Module:																
Base Vol:	102	457	397		115	444	63		111	298	122		337	243	85	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	102	457	397		115	444	63		111	298	122		337	243	85	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92	
PHF Volume:	111	496	431		125	482	68		120	323	132		366	264	92	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	111	496	431		125	482	68		120	323	132		366	264	92	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	111	496	431		125	482	68		120	323	132		366	264	92	
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800		1800	1800	1800		1800	1800	1800		1800	1800	1800	
Adjustment:	0.94	1.00	1.00		0.94	1.00	1.00		0.94	1.00	1.00		0.94	1.00	1.00	
Lanes:	1.00	1.07	0.93		1.00	3.00	1.00		1.00	1.42	0.58		1.00	2.00	1.00	
Final Sat.:	1700	1926	1674		1700	5400	1800		1700	2554	1046		1700	3600	1800	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.26	0.26		0.07	0.09	0.04		0.07	0.13	0.13		0.22	0.07	0.05	
Crit Moves:		****			****					****			****			
Green/Cycle:	0.10	0.30	0.30		0.10	0.30	0.30		0.13	0.30	0.30		0.24	0.40	0.40	
Volume/Cap:	0.68	0.87	0.87		0.77	0.30	0.13		0.54	0.43	0.43		0.90	0.18	0.13	
Delay/Veh:	57.4	43.1	43.1		66.3	28.7	27.2		45.6	30.1	30.1		61.8	20.2	19.8	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	57.4	43.1	43.1		66.3	28.7	27.2		45.6	30.1	30.1		61.8	20.2	19.8	
LOS by Move:	E	D	D		E	C	C		D	C	C		E	C	B	
HCM2kAvgQ:	5	17	17		6	4	2		5	6	6		16	3	2	

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

Alabama Venture 1 Project
Existing
Morning Peak Hour

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

Intersection #16 Alabama Street (NS) at I-10 Freeway WB Ramps (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.647
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 19.2
Optimal Cycle: OPTIMIZED 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:	10	19	0	0	19	19	0	0	0	0	0	0
Lanes:	1 0	2 0	0	0 0	2 0	1	0 0	0 0	0	0 1	0 1	0
Volume Module:												
Base Vol:	301	403	0	0	296	173	0	0	0	249	300	278
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	301	403	0	0	296	173	0	0	0	249	300	278
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	346	463	0	0	340	199	0	0	0	286	345	320
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	346	463	0	0	340	199	0	0	0	286	345	320
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	346	463	0	0	340	199	0	0	0	286	345	320
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.63	0.71	0.66
Final Sat.:	1700	3600	0	0	3600	1800	0	0	0	1065	1283	1189
Capacity Analysis Module:												
Vol/Sat:	0.20	0.13	0.00	0.00	0.09	0.11	0.00	0.00	0.00	0.27	0.27	0.27
Crit Moves:	****					****				****		
Green/Cycle:	0.25	0.57	0.00	0.00	0.32	0.32	0.00	0.00	0.00	0.33	0.33	0.33
Volume/Cap:	0.81	0.23	0.00	0.00	0.30	0.35	0.00	0.00	0.00	0.81	0.81	0.81
Delay/Veh:	32.1	6.5	0.0	0.0	15.6	16.1	0.0	0.0	0.0	22.6	22.6	22.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.1	6.5	0.0	0.0	15.6	16.1	0.0	0.0	0.0	22.6	22.6	22.6
LOS by Move:	C	A	A	A	B	B	A	A	A	C	C	C
HCM2kAvgQ:	9	2	0	0	3	3	0	0	0	11	11	11

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

Alabama Venture 1 Project
Existing
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #16 Alabama Street (NS) at I-10 Freeway WB Ramps (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.699
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 15.5
Optimal Cycle: OPTIMIZED 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:	10	19	0	0	19	19	0	0	0	0	0	0
Lanes:	1 0	2 0	0	0 0	2 0	1	0 0	0 0	0	0 1	0 1	0
Volume Module:												
Base Vol:	372	925	0	0	666	420	0	0	0	154	309	119
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	372	925	0	0	666	420	0	0	0	154	309	119
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	380	944	0	0	680	429	0	0	0	157	315	121
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	380	944	0	0	680	429	0	0	0	157	315	121
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	380	944	0	0	680	429	0	0	0	157	315	121
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.55	1.05	0.40
Final Sat.:	1700	3600	0	0	3600	1800	0	0	0	938	1882	725
Capacity Analysis Module:												
Vol/Sat:	0.22	0.26	0.00	0.00	0.19	0.24	0.00	0.00	0.00	0.17	0.17	0.17
Crit Moves:	****					****				****		
Green/Cycle:	0.32	0.66	0.00	0.00	0.34	0.34	0.00	0.00	0.00	0.24	0.24	0.24
Volume/Cap:	0.70	0.40	0.00	0.00	0.55	0.70	0.00	0.00	0.00	0.70	0.70	0.70
Delay/Veh:	21.9	4.8	0.0	0.0	16.6	20.7	0.0	0.0	0.0	23.4	23.4	23.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.9	4.8	0.0	0.0	16.6	20.7	0.0	0.0	0.0	23.4	23.4	23.4
LOS by Move:	C	A	A	A	B	C	A	A	A	C	C	C
HCM2kAvgQ:	8	4	0	0	6	8	0	0	0	7	7	7

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

Alabama Venture 1 Project
Existing
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #17 Alabama Street (NS) at I-10 Freeway EB Ramps (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.462
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 13.5
Optimal Cycle: OPTIMIZED 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	19	19	10	19	0	0	0	0	0	0	0
Lanes:	0 0	2 0	1	1 0	2 0	0	0 1	0 1	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	466	79	44	516	0	216	3	371	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	466	79	44	516	0	216	3	371	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	0	536	91	51	593	0	248	3	426	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	536	91	51	593	0	248	3	426	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
FinalVolume:	0	536	91	51	593	0	248	3	426	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.99	0.01	1.00	0.00	0.00	0.00
Final Sat.:	0	3600	1800	1700	3600	0	1678	23	1800	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.05	0.03	0.16	0.00	0.15	0.15	0.24	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green/Cycle:	0.00	0.32	0.32	0.17	0.48	0.00	0.42	0.42	0.42	0.00	0.00	0.00
Volume/Cap:	0.00	0.47	0.16	0.18	0.34	0.00	0.36	0.36	0.57	0.00	0.00	0.00
Delay/Veh:	0.0	16.8	14.9	21.8	9.7	0.0	12.1	12.1	14.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	16.8	14.9	21.8	9.7	0.0	12.1	12.1	14.0	0.0	0.0	0.0
LOS by Move:	A	B	B	C	A	A	B	B	B	A	A	A
HCM2kAvgQ:	0	4	1	1	4	0	4	4	7	0	0	0

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

Alabama Venture 1 Project
Existing
Evening Peak Hour

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

Intersection #17 Alabama Street (NS) at I-10 Freeway EB Ramps (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.697
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 16.4
Optimal Cycle: OPTIMIZED 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	19	19	10	19	0	0	0	0	0	0	0
Lanes:	0 0	2 0	1	1 0	2 0	0	0 1	0 1	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	868	272	202	647	0	410	9	457	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	868	272	202	647	0	410	9	457	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	0	888	278	207	662	0	419	9	467	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	888	278	207	662	0	419	9	467	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
FinalVolume:	0	888	278	207	662	0	419	9	467	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.98	0.02	1.00	0.00	0.00	0.00
Final Sat.:	0	3600	1800	1700	3600	0	1665	37	1800	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.15	0.12	0.18	0.00	0.25	0.25	0.26	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green/Cycle:	0.00	0.35	0.35	0.17	0.53	0.00	0.37	0.37	0.37	0.00	0.00	0.00
Volume/Cap:	0.00	0.70	0.44	0.70	0.35	0.00	0.68	0.68	0.70	0.00	0.00	0.00
Delay/Veh:	0.0	18.4	15.3	30.4	8.3	0.0	17.2	17.2	17.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	18.4	15.3	30.4	8.3	0.0	17.2	17.2	17.7	0.0	0.0	0.0
LOS by Move:	A	B	B	C	A	A	B	B	B	A	A	A
HCM2kAvgQ:	0	8	4	5	4	0	8	8	9	0	0	0

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

Alabama Venture 1 Project
Existing
Morning Peak Hour

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

Intersection #18 SR-210 Freeway SB Ramps (NS) at San Bernardino Avenue (EW)

Cycle (sec): 110 Critical Vol./Cap.(X): 0.507
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 36.2
Optimal Cycle: OPTIMIZED Level Of Service: D

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:	10	31	31	10	31	31	10	31	31	10	31	31
Lanes:	1 0	0 1	0	1 0	1 1	0	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	6	1	32	324	212	291	12	172	7	26	337	303
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	1	32	324	212	291	12	172	7	26	337	303
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	7	1	37	378	247	340	14	201	8	30	393	354
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	1	37	378	247	340	14	201	8	30	393	354
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	7	1	37	378	247	340	14	201	8	30	393	354
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	0.03	0.97	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1700	55	1745	1700	1800	1800	1700	1800	1800	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.02	0.22	0.14	0.19	0.01	0.11	0.00	0.02	0.22	0.20
Crit Moves:		****		****			****				****	
Green/Cycle:	0.14	0.28	0.28	0.27	0.42	0.42	0.09	0.28	0.28	0.09	0.28	0.28
Volume/Cap:	0.03	0.08	0.08	0.82	0.33	0.45	0.09	0.40	0.02	0.20	0.78	0.70
Delay/Veh:	41.4	29.1	29.1	48.1	21.6	23.1	46.1	32.4	28.5	46.9	43.7	39.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.4	29.1	29.1	48.1	21.6	23.1	46.1	32.4	28.5	46.9	43.7	39.5
LOS by Move:	D	C	C	D	C	C	D	C	C	D	D	D
HCM2kAvgQ:	0	1	1	15	6	8	1	6	0	1	14	12

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

Alabama Venture 1 Project
Existing
Evening Peak Hour

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

Intersection #18 SR-210 Freeway SB Ramps (NS) at San Bernardino Avenue (EW)

Cycle (sec): 110 Critical Vol./Cap.(X): 0.726
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 38.4
Optimal Cycle: OPTIMIZED Level Of Service: D

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:	10	31	31	10	31	31	10	31	31	10	31	31
Lanes:	1 0 0	1 0		1 0	1 1 0		1 0	1 0 1		1 0	1 0 1	
Volume Module:												
Base Vol:	20	31	244	271	415	166	51	529	46	50	156	93
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	31	244	271	415	166	51	529	46	50	156	93
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	21	33	258	287	440	176	54	560	49	53	165	99
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	33	258	287	440	176	54	560	49	53	165	99
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	21	33	258	287	440	176	54	560	49	53	165	99
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	0.11	0.89	1.00	1.43	0.57	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1700	203	1597	1700	2571	1029	1700	1800	1800	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.01	0.16	0.16	0.17	0.17	0.17	0.03	0.31	0.03	0.03	0.09	0.05
Crit Moves:		****		****				****		****		
Green/Cycle:	0.12	0.28	0.28	0.20	0.36	0.36	0.11	0.36	0.36	0.09	0.34	0.34
Volume/Cap:	0.11	0.57	0.57	0.87	0.47	0.47	0.29	0.87	0.08	0.34	0.27	0.16
Delay/Veh:	43.7	35.5	35.5	63.4	27.4	27.4	45.9	44.6	23.2	48.2	26.6	25.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.7	35.5	35.5	63.4	27.4	27.4	45.9	44.6	23.2	48.2	26.6	25.4
LOS by Move:	D	D	D	E	C	C	D	D	C	D	C	C
HCM2kAvgQ:	1	9	9	13	8	8	2	20	1	2	4	2

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

Alabama Venture 1 Project
Existing
Morning Peak Hour

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

Intersection #19 SR-210 Freeway NB Ramps (NS) at San Bernardino Avenue (EW)

Cycle (sec): 110 Critical Vol./Cap.(X): 0.602
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 32.1
Optimal Cycle: OPTIMIZED 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:	10	31	31	10	31	31	10	31	31	10	31	31
Lanes:	1 0 2 0 1			1 0 0 1 0			2 0 1 0 1			1 0 1 0 1		
Volume Module:												
Base Vol:	61	264	27	126	4	52	79	347	105	30	558	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:	61	264	27	126	4	52	79	347	105	30	558	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:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	71	306	31	146	5	60	91	402	122	35	646	382
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	306	31	146	5	60	91	402	122	35	646	382
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	71	306	31	146	5	60	91	402	122	35	646	382
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.89	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	0.07	0.93	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1700	3600	1800	1700	129	1671	3200	1800	1800	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.04	0.08	0.02	0.09	0.04	0.04	0.03	0.22	0.07	0.02	0.36	0.21
Crit Moves:		****		****			****				****	
Green/Cycle:	0.09	0.28	0.28	0.11	0.29	0.29	0.09	0.41	0.41	0.13	0.45	0.45
Volume/Cap:	0.44	0.30	0.06	0.80	0.12	0.12	0.31	0.55	0.17	0.16	0.80	0.47
Delay/Veh:	48.9	31.2	28.9	69.9	28.5	28.5	47.4	25.8	20.8	42.7	32.0	21.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.9	31.2	28.9	69.9	28.5	28.5	47.4	25.8	20.8	42.7	32.0	21.8
LOS by Move:	D	C	C	E	C	C	D	C	C	D	C	C
HCM2kAvgQ:	3	4	1	7	2	2	2	11	3	1	20	9

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

Alabama Venture 1 Project
Existing
Evening Peak Hour

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

Intersection #19 SR-210 Freeway NB Ramps (NS) at San Bernardino Avenue (EW)

Cycle (sec): 110 Critical Vol./Cap.(X): 0.610
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 41.2
Optimal Cycle: OPTIMIZED Level Of Service: D

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:	10	31	31	10	31	31	10	31	31	10	31	31
Lanes:	1 0	2 0	1	1 0	0 1	0	2 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	30	445	33	223	22	55	440	534	100	18	234	173
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	445	33	223	22	55	440	534	100	18	234	173
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	33	482	36	242	24	60	477	579	108	20	254	187
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	482	36	242	24	60	477	579	108	20	254	187
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	33	482	36	242	24	60	477	579	108	20	254	187
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.89	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	0.29	0.71	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1700	3600	1800	1700	514	1286	3200	1800	1800	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.02	0.13	0.02	0.14	0.05	0.05	0.15	0.32	0.06	0.01	0.14	0.10
Crit Moves:		****		****			****				****	
Green/Cycle:	0.11	0.28	0.28	0.18	0.35	0.35	0.19	0.36	0.36	0.10	0.28	0.28
Volume/Cap:	0.17	0.48	0.07	0.80	0.13	0.13	0.80	0.88	0.17	0.11	0.50	0.37
Delay/Veh:	44.6	33.1	29.0	57.5	24.7	24.7	50.4	45.9	23.7	45.0	33.8	32.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.6	33.1	29.0	57.5	24.7	24.7	50.4	45.9	23.7	45.0	33.8	32.1
LOS by Move:	D	C	C	E	C	C	D	D	C	D	C	C
HCM2kAvgQ:	1	7	1	10	2	2	11	21	2	1	7	5

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

Existing Plus Project

Alabama Venture 1 Project
Existing Plus Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 California Street (NS) at San Bernardino Avenue (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.190
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 27.0
Optimal Cycle: OPTIMIZED 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:	10	38	38	10	38	38	10	31	31	10	31	31
Lanes:	1 0 2 0 1			1 0 2 0 1			1 0 3 0 1			1 0 3 0 1		
Volume Module:												
Base Vol:	106	119	72	4	52	17	16	124	70	75	340	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	106	119	72	4	52	17	16	124	70	75	340	14
Added Vol:	0	0	0	0	0	0	0	3	0	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	106	119	72	4	52	17	16	127	70	75	341	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	116	130	79	4	57	19	17	138	76	82	372	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	116	130	79	4	57	19	17	138	76	82	372	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	116	130	79	4	57	19	17	138	76	82	372	15
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1700	3600	1800	1700	3600	1800	1700	5400	1800	1700	5400	1800
Capacity Analysis Module:												
Vol/Sat:	0.07	0.04	0.04	0.00	0.02	0.01	0.01	0.03	0.04	0.05	0.07	0.01
Crit Moves:	****				****				****	****		
Green/Cycle:	0.10	0.39	0.39	0.10	0.39	0.39	0.10	0.32	0.32	0.10	0.32	0.32
Volume/Cap:	0.66	0.09	0.11	0.02	0.04	0.03	0.10	0.08	0.13	0.47	0.22	0.03
Delay/Veh:	50.8	18.6	18.8	39.2	18.2	18.1	39.7	23.1	23.6	42.9	24.2	22.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.8	18.6	18.8	39.2	18.2	18.1	39.7	23.1	23.6	42.9	24.2	22.7
LOS by Move:	D	B	B	D	B	B	D	C	C	D	C	C
HCM2kAvgQ:	5	1	1	0	1	0	1	1	2	3	3	0

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

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Alabama Venture 1 Project
Existing Plus Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 California Street (NS) at San Bernardino Avenue (EW)

Cycle (sec): 105 Critical Vol./Cap.(X): 0.285
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 26.2
Optimal Cycle: OPTIMIZED 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:	10	38	38	10	38	38	10	31	31	10	31	31
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	71	40	68	7	83	33	13	826	207	43	137	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	71	40	68	7	83	33	13	826	207	43	137	8
Added Vol:	0	0	0	0	0	0	0	2	0	0	3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	71	40	68	7	83	33	13	828	207	43	140	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	77	43	73	8	90	36	14	894	224	46	151	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	43	73	8	90	36	14	894	224	46	151	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	77	43	73	8	90	36	14	894	224	46	151	9
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1700	3600	1800	1700	3600	1800	1700	5400	1800	1700	5400	1800
Capacity Analysis Module:												
Vol/Sat:	0.05	0.01	0.04	0.00	0.02	0.02	0.01	0.17	0.12	0.03	0.03	0.00
Crit Moves:	****				****			****		****		
Green/Cycle:	0.10	0.37	0.37	0.10	0.36	0.36	0.11	0.37	0.37	0.10	0.35	0.35
Volume/Cap:	0.45	0.03	0.11	0.05	0.07	0.05	0.07	0.45	0.34	0.29	0.08	0.01
Delay/Veh:	46.4	21.4	22.1	43.2	21.9	21.8	41.8	25.4	24.3	45.2	22.9	22.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.4	21.4	22.1	43.2	21.9	21.8	41.8	25.4	24.3	45.2	22.9	22.3
LOS by Move:	D	C	C	D	C	C	D	C	C	D	C	C
HCM2kAvgQ:	3	0	2	0	1	1	0	7	5	2	1	0

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

Alabama Venture 1 Project
Existing Plus Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 California Street (NS) at Almond Avenue (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.215
Loss Time (sec): 4 (Y+R=3.0 sec) Average Delay (sec/veh): 9.5
Optimal Cycle: OPTIMIZED 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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	26	26	26	26	26	26	31	31	31	31	31	31
Lanes:	1 0	0 1	0	1 0	2 0	1	0 1	0 0	1	0 1	0 0	1
Volume Module:												
Base Vol:	30	282	20	0	152	10	3	18	13	15	28	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	282	20	0	152	10	3	18	13	15	28	1
Added Vol:	0	0	9	0	0	0	0	1	0	2	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	282	29	0	152	10	3	19	13	17	28	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	31	294	30	0	158	10	3	20	14	18	29	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	294	30	0	158	10	3	20	14	18	29	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	31	294	30	0	158	10	3	20	14	18	29	1
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	0.91	0.09	1.00	2.00	1.00	0.14	0.86	1.00	0.39	0.61	1.00
Final Sat.:	1700	1632	168	1700	3600	1800	244	1542	1800	665	1096	1800
Capacity Analysis Module:												
Vol/Sat:	0.02	0.18	0.18	0.00	0.04	0.01	0.01	0.01	0.01	0.03	0.03	0.00
Crit Moves:		****									****	
Green/Cycle:	0.65	0.65	0.65	0.00	0.65	0.65	0.31	0.31	0.31	0.31	0.31	0.31
Volume/Cap:	0.03	0.28	0.28	0.00	0.07	0.01	0.04	0.04	0.02	0.09	0.09	0.00
Delay/Veh:	6.3	7.6	7.6	0.0	6.4	6.2	24.1	24.1	24.0	24.5	24.5	23.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	6.3	7.6	7.6	0.0	6.4	6.2	24.1	24.1	24.0	24.5	24.5	23.8
LOS by Move:	A	A	A	A	A	A	C	C	C	C	C	C
HCM2kAvgQ:	0	4	4	0	1	0	0	0	0	1	1	0

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

Alabama Venture 1 Project
Existing Plus Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 California Street (NS) at Almond Avenue (EW)

Cycle (sec): 80 Critical Vol./Cap.(X): 0.238
Loss Time (sec): 4 (Y+R=3.0 sec) Average Delay (sec/veh): 10.3
Optimal Cycle: OPTIMIZED 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:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	26	26	26	26	26	26	31	31	31	31	31	31
Lanes:	1 0	0 1	0	1 0	2 0	1	0 1	0 0	1	0 1	0 0	1
Volume Module:												
Base Vol:	30	280	6	7	394	15	12	71	40	13	23	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	280	6	7	394	15	12	71	40	13	23	8
Added Vol:	0	0	5	0	0	0	0	1	0	9	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	280	11	7	394	15	12	72	40	22	24	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	33	304	12	8	427	16	13	78	43	24	26	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	304	12	8	427	16	13	78	43	24	26	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	33	304	12	8	427	16	13	78	43	24	26	9
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	0.96	0.04	1.00	2.00	1.00	0.15	0.85	1.00	0.49	0.51	1.00
Final Sat.:	1700	1732	68	1700	3600	1800	255	1530	1800	837	913	1800
Capacity Analysis Module:												
Vol/Sat:	0.02	0.18	0.18	0.00	0.12	0.01	0.05	0.05	0.02	0.03	0.03	0.00
Crit Moves:		****						****				
Green/Cycle:	0.56	0.56	0.56	0.56	0.56	0.56	0.39	0.39	0.39	0.39	0.39	0.39
Volume/Cap:	0.03	0.31	0.31	0.01	0.21	0.02	0.13	0.13	0.06	0.07	0.07	0.01
Delay/Veh:	7.8	9.5	9.5	7.7	8.7	7.7	15.9	15.9	15.4	15.5	15.5	15.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.8	9.5	9.5	7.7	8.7	7.7	15.9	15.9	15.4	15.5	15.5	15.1
LOS by Move:	A	A	A	A	A	A	B	B	B	B	B	B
HCM2kAvgQ:	0	4	4	0	3	0	1	1	1	1	1	0

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

Alabama Venture 1 Project
Existing Plus Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 California Street (NS) at Lugonia Avenue (EW)

Cycle (sec): 130 Critical Vol./Cap.(X): 0.285
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 24.3
Optimal Cycle: OPTIMIZED 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:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	26	26	26	26	26	26	31	31	31	31	31	31
Lanes:	1 0	1 0	1	1 0	2 0	1	0 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	192	267	99	15	173	3	4	16	37	52	39	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	192	267	99	15	173	3	4	16	37	52	39	35
Added Vol:	0	9	0	0	2	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	192	276	99	15	175	3	4	16	37	52	39	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	221	317	114	17	201	3	5	18	43	60	45	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	221	317	114	17	201	3	5	18	43	60	45	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	221	317	114	17	201	3	5	18	43	60	45	40
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	2.00	1.00	0.21	0.79	1.00	0.43	0.30	0.27
Final Sat.:	1700	1800	1800	1700	3600	1800	356	1423	1800	725	544	488
Capacity Analysis Module:												
Vol/Sat:	0.13	0.18	0.06	0.01	0.06	0.00	0.01	0.01	0.02	0.08	0.08	0.08
Crit Moves:		****						****		****		
Green/Cycle:	0.48	0.48	0.48	0.48	0.48	0.48	0.24	0.24	0.24	0.24	0.24	0.24
Volume/Cap:	0.27	0.37	0.13	0.02	0.12	0.00	0.05	0.05	0.10	0.35	0.35	0.35
Delay/Veh:	20.6	21.9	19.1	18.0	18.9	17.8	38.2	38.2	38.7	41.6	41.6	41.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.6	21.9	19.1	18.0	18.9	17.8	38.2	38.2	38.7	41.6	41.6	41.6
LOS by Move:	C	C	B	B	B	B	D	D	D	D	D	D
HCM2kAvgQ:	5	8	2	0	2	0	1	1	1	5	5	5

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

Alabama Venture 1 Project
Existing Plus Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 California Street (NS) at Lugonia Avenue (EW)

Cycle (sec): 95 Critical Vol./Cap.(X): 0.342
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 26.8
Optimal Cycle: OPTIMIZED 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:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	26	26	26	26	26	26	31	31	31	31	31	31
Lanes:	1 0	1 0	1	1 0	2 0	1	0 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	91	198	67	31	432	8	14	67	168	145	30	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	91	198	67	31	432	8	14	67	168	145	30	18
Added Vol:	0	5	0	0	9	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	91	203	67	31	441	8	14	67	168	145	30	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	104	232	77	35	505	9	16	77	192	166	34	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	104	232	77	35	505	9	16	77	192	166	34	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	104	232	77	35	505	9	16	77	192	166	34	21
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	2.00	1.00	0.18	0.82	1.00	0.76	0.15	0.09
Final Sat.:	1700	1800	1800	1700	3600	1800	308	1474	1800	1295	268	161
Capacity Analysis Module:												
Vol/Sat:	0.06	0.13	0.04	0.02	0.14	0.01	0.05	0.05	0.11	0.13	0.13	0.13
Crit Moves:					****		****				****	
Green/Cycle:	0.28	0.28	0.28	0.28	0.28	0.28	0.33	0.33	0.33	0.33	0.33	0.33
Volume/Cap:	0.22	0.45	0.15	0.07	0.49	0.02	0.16	0.16	0.33	0.39	0.39	0.39
Delay/Veh:	26.1	28.6	25.6	24.9	28.7	24.5	22.9	22.9	24.5	25.2	25.2	25.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.1	28.6	25.6	24.9	28.7	24.5	22.9	22.9	24.5	25.2	25.2	25.2
LOS by Move:	C	C	C	C	C	C	C	C	C	C	C	C
HCM2kAvgQ:	2	6	2	1	6	0	2	2	4	5	5	5

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

Alabama Venture 1 Project
Existing Plus Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

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Intersection #4 California Street (NS) at I-10 Freeway WB Ramps (EW)

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Cycle (sec): 65 Critical Vol./Cap.(X): 0.609
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 18.4
Optimal Cycle: OPTIMIZED 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:	10	19	0	0	19	19	0	0	0	0	0	0
Lanes:	1 0	2 0	0	0 0	3 0	1	0 0	0 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	420	612	0	0	117	151	0	0	0	326	3	326
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	420	612	0	0	117	151	0	0	0	326	3	326
Added Vol:	0	8	0	0	1	2	0	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	420	620	0	0	118	153	0	0	0	326	3	327
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	442	653	0	0	124	161	0	0	0	343	3	344
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	442	653	0	0	124	161	0	0	0	343	3	344
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	442	653	0	0	124	161	0	0	0	343	3	344
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	3.00	1.00	0.00	0.00	0.00	0.99	0.01	1.00
Final Sat.:	1700	3600	0	0	5400	1800	0	0	0	1685	16	1800
Capacity Analysis Module:												
Vol/Sat:	0.26	0.18	0.00	0.00	0.02	0.09	0.00	0.00	0.00	0.20	0.20	0.19
Crit Moves:	****					****				****		
Green/Cycle:	0.35	0.64	0.00	0.00	0.29	0.29	0.00	0.00	0.00	0.27	0.27	0.27
Volume/Cap:	0.75	0.28	0.00	0.00	0.08	0.31	0.00	0.00	0.00	0.75	0.75	0.71
Delay/Veh:	24.3	5.3	0.0	0.0	16.7	18.2	0.0	0.0	0.0	28.7	28.7	26.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.3	5.3	0.0	0.0	16.7	18.2	0.0	0.0	0.0	28.7	28.7	26.2
LOS by Move:	C	A	A	A	B	B	A	A	A	C	C	C
HCM2kAvgQ:	10	3	0	0	1	3	0	0	0	9	9	8

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

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Alabama Venture 1 Project
Existing Plus Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 California Street (NS) at I-10 Freeway WB Ramps (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.944
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 30.8
Optimal Cycle: OPTIMIZED 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:	10	19	0	0	19	19	0	0	0	0	0	0
Lanes:	1 0	2 0	0	0 0	3 0	1	0 0	0 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	526	373	0	0	561	548	0	0	0	309	4	115
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	526	373	0	0	561	548	0	0	0	309	4	115
Added Vol:	0	5	0	0	2	7	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	526	378	0	0	563	555	0	0	0	309	4	115
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	557	400	0	0	596	588	0	0	0	327	4	122
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	557	400	0	0	596	588	0	0	0	327	4	122
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	557	400	0	0	596	588	0	0	0	327	4	122
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	3.00	1.00	0.00	0.00	0.00	0.99	0.01	1.00
Final Sat.:	1700	3600	0	0	5400	1800	0	0	0	1679	22	1800
Capacity Analysis Module:												
Vol/Sat:	0.33	0.11	0.00	0.00	0.11	0.33	0.00	0.00	0.00	0.19	0.19	0.07
Crit Moves:	****					****				****		
Green/Cycle:	0.35	0.69	0.00	0.00	0.35	0.35	0.00	0.00	0.00	0.21	0.21	0.21
Volume/Cap:	0.94	0.16	0.00	0.00	0.32	0.94	0.00	0.00	0.00	0.94	0.94	0.33
Delay/Veh:	42.9	3.2	0.0	0.0	14.5	42.1	0.0	0.0	0.0	57.0	57.0	20.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.9	3.2	0.0	0.0	14.5	42.1	0.0	0.0	0.0	57.0	57.0	20.8
LOS by Move:	D	A	A	A	B	D	A	A	A	E	E	C
HCM2kAvgQ:	16	1	0	0	3	16	0	0	0	11	11	2

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

Alabama Venture 1 Project
Existing Plus Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 California Street (NS) at I-10 Freeway EB Ramps (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.512
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 15.0
Optimal Cycle: OPTIMIZED 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	19	19		10	19	0		0	0	0		0	0	0	
Lanes:	0 0	3 0	1		1 0	2 0	0		0 1	0 0	1		0 0	0 0	0	
Volume Module:																
Base Vol:	0	606	248		30	377	0		458	7	383		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	606	248		30	377	0		458	7	383		0	0	0	
Added Vol:	0	2	0		0	1	0		7	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	608	248		30	378	0		465	7	383		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.94	0.94	0.94		0.94	0.94	0.94		0.94	0.94	0.94		0.94	0.94	0.94	
PHF Volume:	0	647	264		32	402	0		495	7	407		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	647	264		32	402	0		495	7	407		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	
FinalVolume:	0	647	264		32	402	0		495	7	407		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800		1800	1800	1800		1800	1800	1800		1800	1800	1800	
Adjustment:	0.94	1.00	1.00		0.94	1.00	1.00		0.94	1.00	1.00		0.94	1.00	1.00	
Lanes:	0.00	3.00	1.00		1.00	2.00	0.00		0.99	0.01	1.00		0.00	0.00	0.00	
Final Sat.:	0	5400	1800		1700	3600	0		1676	25	1800		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.12	0.15		0.02	0.11	0.00		0.30	0.30	0.23		0.00	0.00	0.00	
Crit Moves:			****		****				****							
Green/Cycle:	0.00	0.32	0.32		0.17	0.48	0.00		0.42	0.42	0.42		0.00	0.00	0.00	
Volume/Cap:	0.00	0.38	0.46		0.11	0.23	0.00		0.71	0.71	0.54		0.00	0.00	0.00	
Delay/Veh:	0.0	16.1	17.0		21.4	9.1	0.0		17.8	17.8	14.0		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	16.1	17.0		21.4	9.1	0.0		17.8	17.8	14.0		0.0	0.0	0.0	
LOS by Move:	A	B	B		C	A	A		B	B	B		A	A	A	
HCM2kAvgQ:	0	3	4		1	2	0		10	10	6		0	0	0	

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

Alabama Venture 1 Project
Existing Plus Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 California Street (NS) at I-10 Freeway EB Ramps (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.833
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 20.1
Optimal Cycle: OPTIMIZED 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	19	19	10	19	0	0	0	0	0	0	0
Lanes:	0 0	3 0	1	1 0	2 0	0	0 1	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	669	550	300	521	0	200	11	434	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	669	550	300	521	0	200	11	434	0	0	0
Added Vol:	0	1	0	1	2	0	4	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	670	550	301	523	0	204	11	434	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	0	694	570	312	542	0	211	11	450	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	694	570	312	542	0	211	11	450	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
FinalVolume:	0	694	570	312	542	0	211	11	450	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00	3.00	1.00	1.00	2.00	0.00	0.95	0.05	1.00	0.00	0.00	0.00
Final Sat.:	0	5400	1800	1700	3600	0	1618	87	1800	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.32	0.18	0.15	0.00	0.13	0.13	0.25	0.00	0.00	0.00
Crit Moves:			****	****					****			
Green/Cycle:	0.00	0.38	0.38	0.22	0.60	0.00	0.30	0.30	0.30	0.00	0.00	0.00
Volume/Cap:	0.00	0.34	0.83	0.83	0.25	0.00	0.44	0.44	0.83	0.00	0.00	0.00
Delay/Veh:	0.0	13.3	25.5	37.1	5.7	0.0	17.5	17.5	30.3	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	13.3	25.5	37.1	5.7	0.0	17.5	17.5	30.3	0.0	0.0	0.0
LOS by Move:	A	B	C	D	A	A	B	B	C	A	A	A
HCM2kAvgQ:	0	3	13	9	2	0	4	4	11	0	0	0

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

Alabama Venture 1 Project
Existing Plus Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 Nevada Street (NS) at San Bernardino Avenue (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.220
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 17.9
Optimal Cycle: OPTIMIZED 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:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	31	31	31	31	31	31	10	19	19	10	19	19
Lanes:	0 0	1! 0	0	0 1	0 0	1	1 0	1 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	27	16	51	3	20	7	10	136	16	93	374	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:	27	16	51	3	20	7	10	136	16	93	374	11
Added Vol:	1	0	1	0	0	0	0	3	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	28	16	52	3	20	7	10	139	16	93	374	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	30	17	56	3	22	8	11	149	17	100	402	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	17	56	3	22	8	11	149	17	100	402	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	17	56	3	22	8	11	149	17	100	402	12
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.30	0.16	0.54	0.14	0.86	1.00	1.00	1.00	1.00	1.00	3.00	1.00
Final Sat.:	516	295	959	233	1553	1800	1700	1800	1800	1700	5400	1800
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.01	0.01	0.00	0.01	0.08	0.01	0.06	0.07	0.01
Crit Moves:		****						****		****		
Green/Cycle:	0.47	0.47	0.47	0.47	0.47	0.47	0.15	0.29	0.29	0.15	0.29	0.29
Volume/Cap:	0.12	0.12	0.12	0.03	0.03	0.01	0.04	0.29	0.03	0.39	0.26	0.02
Delay/Veh:	9.9	9.9	9.9	9.4	9.4	9.3	24.0	18.6	16.9	26.2	18.2	16.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.9	9.9	9.9	9.4	9.4	9.3	24.0	18.6	16.9	26.2	18.2	16.9
LOS by Move:	A	A	A	A	A	A	C	B	B	C	B	B
HCM2kAvgQ:	1	1	1	0	0	0	0	3	0	2	2	0

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

Alabama Venture 1 Project
Existing Plus Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 Nevada Street (NS) at San Bernardino Avenue (EW)

Cycle (sec): 85 Critical Vol./Cap.(X): 0.447
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 19.5
Optimal Cycle: OPTIMIZED 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:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	31	31	31	31	31	31	10	19	19	10	19	19
Lanes:	0 0	1! 0	0	0 1	0 0	1	1 0	1 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	14	28	116	10	22	7	10	402	42	60	284	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	28	116	10	22	7	10	402	42	60	284	19
Added Vol:	3	0	4	0	0	0	0	2	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	28	120	10	22	7	10	404	42	60	284	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	20	33	142	12	26	8	12	477	50	71	335	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	33	142	12	26	8	12	477	50	71	335	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	33	142	12	26	8	12	477	50	71	335	22
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.11	0.17	0.72	0.32	0.68	1.00	1.00	1.00	1.00	1.00	3.00	1.00
Final Sat.:	184	304	1301	552	1215	1800	1700	1800	1800	1700	5400	1800
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.11	0.02	0.02	0.00	0.01	0.26	0.03	0.04	0.06	0.01
Crit Moves:		****						****		****		
Green/Cycle:	0.36	0.36	0.36	0.36	0.36	0.36	0.19	0.45	0.45	0.12	0.37	0.37
Volume/Cap:	0.30	0.30	0.30	0.06	0.06	0.01	0.04	0.59	0.06	0.35	0.17	0.03
Delay/Veh:	19.5	19.5	19.5	17.6	17.6	17.2	27.8	18.9	13.4	35.6	18.0	17.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.5	19.5	19.5	17.6	17.6	17.2	27.8	18.9	13.4	35.6	18.0	17.1
LOS by Move:	B	B	B	B	B	B	C	B	B	D	B	B
HCM2kAvgQ:	4	4	4	1	1	0	0	10	1	2	2	0

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

Alabama Venture 1 Project
Existing Plus Project
Morning Peak Hour

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

Intersection #7 Nevada Street (NS) at Almond Avenue (EW)

Cycle (sec):	0	Critical Vol./Cap.(X):	0.228
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	8.4
Optimal Cycle:	0	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:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 1	0 0	1	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	21	88	0	1	146	0	2	12	15	18	11	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21	88	0	1	146	0	2	12	15	18	11	0
Added Vol:	0	0	2	0	0	0	0	10	0	1	3	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	88	2	1	146	0	2	22	15	19	14	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	24	101	2	1	168	0	2	25	17	22	16	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	101	2	1	168	0	2	25	17	22	16	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	24	101	2	1	168	0	2	25	17	22	16	2
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.19	0.79	0.02	0.01	0.99	1.00	0.05	0.57	0.38	0.54	0.40	0.06
Final Sat.:	151	634	14	5	736	864	39	434	296	392	289	41
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.16	0.23	0.23	0.00	0.06	0.06	0.06	0.06	0.06	0.06
Crit Moves:		****			****			****			****	
Delay/Veh:	8.2	8.2	8.2	8.9	8.9	0.0	7.7	7.7	7.7	8.0	8.0	8.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.2	8.2	8.2	8.9	8.9	0.0	7.7	7.7	7.7	8.0	8.0	8.0
LOS by Move:	A	A	A	A	A	*	A	A	A	A	A	A
ApproachDel:		8.2			8.9			7.7			8.0	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.2			8.9			7.7			8.0	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.2	0.2	0.2	0.3	0.3	0.0	0.1	0.1	0.1	0.1	0.1	0.1

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

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Alabama Venture 1 Project
Existing Plus Project
Evening Peak Hour

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

Intersection #7 Nevada Street (NS) at Almond Avenue (EW)

Cycle (sec):	0	Critical Vol./Cap.(X):	0.335
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	9.6
Optimal Cycle:	0	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:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 1	0 0	1	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	12	172	10	3	131	1	3	95	37	4	19	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	172	10	3	131	1	3	95	37	4	19	0
Added Vol:	0	0	1	0	0	0	0	6	0	2	10	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	172	11	3	131	1	3	101	37	6	29	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
PHF Volume:	15	216	14	4	164	1	4	127	46	8	36	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	216	14	4	164	1	4	127	46	8	36	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	216	14	4	164	1	4	127	46	8	36	9
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.06	0.88	0.06	0.02	0.98	1.00	0.02	0.72	0.26	0.14	0.69	0.17
Final Sat.:	45	643	41	15	639	750	15	501	184	93	449	108
Capacity Analysis Module:												
Vol/Sat:	0.34	0.34	0.34	0.26	0.26	0.00	0.25	0.25	0.25	0.08	0.08	0.08
Crit Moves:		****			****			****			****	
Delay/Veh:	10.0	10.0	10.0	9.7	9.7	7.3	9.3	9.3	9.3	8.5	8.5	8.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.0	10.0	10.0	9.7	9.7	7.3	9.3	9.3	9.3	8.5	8.5	8.5
LOS by Move:	B	B	B	A	A	A	A	A	A	A	A	A
ApproachDel:		10.0			9.7			9.3			8.5	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.0			9.7			9.3			8.5	
LOS by Appr:		B			A			A			A	
AllWayAvgQ:	0.5	0.5	0.5	0.3	0.3	0.0	0.3	0.3	0.3	0.1	0.1	0.1

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

Alabama Venture 1 Project
Existing Plus Project
Morning Peak Hour

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

Intersection #8 Nevada Street (NS) at Lugonia Avenue (EW)

Cycle (sec):	0	Critical Vol./Cap.(X):	0.453
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	11.3
Optimal Cycle:	0	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:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	1	0 0	1! 0	0	0 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	34	82	26	8	122	13	12	50	30	89	120	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:	34	82	26	8	122	13	12	50	30	89	120	11
Added Vol:	0	2	0	0	1	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	34	84	26	8	123	13	12	50	30	89	120	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
PHF Volume:	43	105	33	10	154	16	15	63	38	111	150	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	105	33	10	154	16	15	63	38	111	150	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
FinalVolume:	43	105	33	10	154	16	15	63	38	111	150	14
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.29	0.71	1.00	0.06	0.85	0.09	0.19	0.81	1.00	0.40	0.55	0.05
Final Sat.:	164	406	659	33	501	53	110	457	648	245	331	30
Capacity Analysis Module:												
Vol/Sat:	0.26	0.26	0.05	0.31	0.31	0.31	0.14	0.14	0.06	0.45	0.45	0.45
Crit Moves:		****			****			****			****	
Delay/Veh:	10.6	10.6	8.1	11.2	11.2	11.2	9.5	9.5	8.2	13.1	13.1	13.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.6	10.6	8.1	11.2	11.2	11.2	9.5	9.5	8.2	13.1	13.1	13.1
LOS by Move:	B	B	A	B	B	B	A	A	A	B	B	B
ApproachDel:		10.1			11.2			9.1			13.1	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.1			11.2			9.1			13.1	
LOS by Appr:		B			B			A			B	
AllWayAvgQ:	0.3	0.3	0.0	0.4	0.4	0.4	0.1	0.1	0.1	0.7	0.7	0.7

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

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Alabama Venture 1 Project
Existing Plus Project
Evening Peak Hour

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

Intersection #8 Nevada Street (NS) at Lugonia Avenue (EW)

Cycle (sec):	0	Critical Vol./Cap.(X):	0.642
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	15.6
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:	0 1	0 0	1	0 0	1! 0	0	0 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	18	167	167	21	132	5	23	191	47	119	155	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	167	167	21	132	5	23	191	47	119	155	9
Added Vol:	0	1	0	0	2	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	18	168	167	21	134	5	23	191	47	119	155	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	21	193	192	24	154	6	26	220	54	137	178	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	193	192	24	154	6	26	220	54	137	178	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	21	193	192	24	154	6	26	220	54	137	178	10
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.10	0.90	1.00	0.13	0.84	0.03	0.11	0.89	1.00	0.42	0.55	0.03
Final Sat.:	48	452	558	61	386	14	53	443	553	213	278	16
Capacity Analysis Module:												
Vol/Sat:	0.43	0.43	0.34	0.40	0.40	0.40	0.50	0.50	0.10	0.64	0.64	0.64
Crit Moves:		****		****				****		****		
Delay/Veh:	14.2	14.2	11.8	14.4	14.4	14.4	15.6	15.6	9.5	20.4	20.4	20.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.2	14.2	11.8	14.4	14.4	14.4	15.6	15.6	9.5	20.4	20.4	20.4
LOS by Move:	B	B	B	B	B	B	C	C	A	C	C	C
ApproachDel:		13.1			14.4			14.5			20.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		13.1			14.4			14.5			20.4	
LOS by Appr:		B			B			B			C	
AllWayAvgQ:	0.6	0.6	0.5	0.5	0.5	0.5	0.8	0.8	0.1	1.5	1.5	1.5

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

Alabama Venture 1 Project
Existing Plus Project
Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 Nevada Street (NS) at Lugonia Avenue (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.275
Loss Time (sec): 4 (Y+R=3.0 sec) Average Delay (sec/veh): 9.8
Optimal Cycle: OPTIMIZED 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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	19	19	19	19	19	19	19	19	19	19	19	19
Lanes:	0 1	0 0	1	0 0	1! 0	0	0 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	34	82	26	8	122	13	12	50	30	89	120	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:	34	82	26	8	122	13	12	50	30	89	120	11
Added Vol:	0	2	0	0	1	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	34	84	26	8	123	13	12	50	30	89	120	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
PHF Volume:	43	105	33	10	154	16	15	63	38	111	150	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	105	33	10	154	16	15	63	38	111	150	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
FinalVolume:	43	105	33	10	154	16	15	63	38	111	150	14
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.30	0.70	1.00	0.06	0.85	0.09	0.20	0.80	1.00	0.42	0.53	0.05
Final Sat.:	510	1260	1800	100	1532	162	344	1435	1800	711	959	88
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.02	0.10	0.10	0.10	0.04	0.04	0.02	0.16	0.16	0.16
Crit Moves:					****						****	
Green/Cycle:	0.36	0.36	0.36	0.36	0.36	0.36	0.57	0.57	0.57	0.57	0.57	0.57
Volume/Cap:	0.23	0.23	0.05	0.28	0.28	0.28	0.08	0.08	0.04	0.28	0.28	0.28
Delay/Veh:	13.4	13.4	12.4	13.7	13.7	13.7	5.9	5.9	5.7	6.8	6.8	6.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.4	13.4	12.4	13.7	13.7	13.7	5.9	5.9	5.7	6.8	6.8	6.8
LOS by Move:	B	B	B	B	B	B	A	A	A	A	A	A
HCM2kAvgQ:	2	2	0	3	3	3	1	1	0	3	3	3

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

Alabama Venture 1 Project
Existing Plus Project
Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 Nevada Street (NS) at Lugonia Avenue (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.326
Loss Time (sec): 4 (Y+R=3.0 sec) Average Delay (sec/veh): 10.2
Optimal Cycle: OPTIMIZED 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:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	19	19	19	19	19	19	19	19	19	19	19	19
Lanes:	0 1	0 0	1	0 0	1! 0	0	0 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	18	167	167	21	132	5	23	191	47	119	155	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	167	167	21	132	5	23	191	47	119	155	9
Added Vol:	0	1	0	0	2	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	18	168	167	21	134	5	23	191	47	119	155	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	21	193	192	24	154	6	26	220	54	137	178	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	193	192	24	154	6	26	220	54	137	178	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	21	193	192	24	154	6	26	220	54	137	178	10
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.10	0.90	1.00	0.14	0.83	0.03	0.11	0.89	1.00	0.43	0.54	0.03
Final Sat.:	173	1617	1800	234	1496	56	192	1596	1800	739	962	56
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.11	0.10	0.10	0.10	0.14	0.14	0.03	0.19	0.19	0.19
Crit Moves:		****									****	
Green/Cycle:	0.37	0.37	0.37	0.37	0.37	0.37	0.57	0.57	0.57	0.57	0.57	0.57
Volume/Cap:	0.33	0.33	0.29	0.28	0.28	0.28	0.24	0.24	0.05	0.33	0.33	0.33
Delay/Veh:	14.0	14.0	13.7	13.7	13.7	13.7	6.6	6.6	5.8	7.1	7.1	7.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.0	14.0	13.7	13.7	13.7	13.7	6.6	6.6	5.8	7.1	7.1	7.1
LOS by Move:	B	B	B	B	B	B	A	A	A	A	A	A
HCM2kAvgQ:	3	3	3	3	3	3	2	2	0	3	3	3

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

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Alabama Venture 1 Project
Existing Plus Project
Morning Peak Hour - With Improvements

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

Intersection #9 Project West Driveway (NS) at Almond Avenue (EW)

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: A[9.0]

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1!	0	0
Volume Module:																				
Base Vol:	1	0	0	0	0	0	0	0	0	0	0	9	0	1	30	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	1	0	0	0	0	0	0	0	0	0	0	9	0	1	30	0				
Added Vol:	0	0	0	0	0	0	0	0	0	0	1	11	0	0	5	1				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	1	0	0	0	0	0	0	0	0	0	1	20	0	1	35	1				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	0.56	0.56	0.56	0.56	0.56	0.56	0.56	0.56	0.56	0.56	0.56	0.56	0.56	0.56	0.56	0.56				
PHF Volume:	2	0	0	0	0	0	0	0	0	0	2	36	0	2	63	2				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
FinalVolume:	2	0	0	0	0	0	0	0	0	0	2	36	0	2	63	2				
Critical Gap Module:																				
Critical Gp:	6.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx					4.1	xxxx	xxxxx	4.1	xxxx	xxxxx				
FollowUpTim:	3.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx					2.2	xxxx	xxxxx	2.2	xxxx	xxxxx				
Capacity Module:																				
Cnflict Vol:	107	xxxx	xxxxx	xxxx	xxxx	xxxxx					65	xxxx	xxxxx	36	xxxx	xxxxx				
Potent Cap.:	895	xxxx	xxxxx	xxxx	xxxx	xxxxx					1550	xxxx	xxxxx	1588	xxxx	xxxxx				
Move Cap.:	894	xxxx	xxxxx	xxxx	xxxx	xxxxx					1550	xxxx	xxxxx	1588	xxxx	xxxxx				
Volume/Cap:	0.00	xxxx	xxxx	xxxx	xxxx	xxxx					0.00	xxxx	xxxx	0.00	xxxx	xxxx				
Level Of Service Module:																				
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx					0.0	xxxx	xxxxx	0.0	xxxx	xxxxx				
Control Del:	9.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx					7.3	xxxx	xxxxx	7.3	xxxx	xxxxx				
LOS by Move:	A	*	*	*	*	*					A	*	*	A	*	*				
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx					xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx					0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx					7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	*	*	*	*	*	*					A	*	*	*	*	*				
ApproachDel:		9.0			xxxxxx						xxxxxx				xxxxxx					
ApproachLOS:		A			*						*				*					

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

Alabama Venture 1 Project
Existing Plus Project
Evening Peak Hour - With Improvements

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

Intersection #9 Project West Driveway (NS) at Almond Avenue (EW)

Average Delay (sec/veh): 0.7 Worst Case Level Of Service: A[8.9]

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	0	0	1	0	0	1!	0	0	0	0	1!	0	0	0	0	1!	0	0
Volume Module:																				
Base Vol:	0	0	2			0	0	0			0	69	5			6	12	0		
Growth Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
Initial Bse:	0	0	2			0	0	0			0	69	5			6	12	0		
Added Vol:	0	0	0			1	0	1			1	6	0			0	18	1		
PasserByVol:	0	0	0			0	0	0			0	0	0			0	0	0		
Initial Fut:	0	0	2			1	0	1			1	75	5			6	30	1		
User Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Adj:	0.90	0.90	0.90			0.90	0.90	0.90			0.90	0.90	0.90			0.90	0.90	0.90		
PHF Volume:	0	0	2			1	0	1			1	83	6			7	33	1		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
FinalVolume:	0	0	2			1	0	1			1	83	6			7	33	1		
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx	6.2			7.1	6.5	6.2			4.1	xxxx	xxxxx			4.1	xxxx	xxxxx		
FollowUpTim:	xxxxx	xxxx	3.3			3.5	4.0	3.3			2.2	xxxx	xxxxx			2.2	xxxx	xxxxx		
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx	86			137	138	34			34	xxxx	xxxxx			89	xxxx	xxxxx		
Potent Cap.:	xxxx	xxxx	978			839	756	1045			1590	xxxx	xxxxx			1519	xxxx	xxxxx		
Move Cap.:	xxxx	xxxx	978			834	752	1045			1590	xxxx	xxxxx			1519	xxxx	xxxxx		
Volume/Cap:	xxxx	xxxx	0.00			0.00	0.00	0.00			0.00	xxxx	xxxx			0.00	xxxx	xxxx		
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	0.0			xxxx	xxxx	xxxxx			0.0	xxxx	xxxxx			0.0	xxxx	xxxxx		
Control Del:	xxxxx	xxxx	8.7			xxxxx	xxxx	xxxxx			7.3	xxxx	xxxxx			7.4	xxxx	xxxxx		
LOS by Move:	*	*	A			*	*	*			A	*	*			A	*	*		
Movement:	LT - LTR - RT					LT - LTR - RT					LT - LTR - RT					LT - LTR - RT				
Shared Cap.:	xxxx	xxxx	xxxxx			xxxx	928	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		
SharedQueue:	xxxxx	xxxx	xxxxx			xxxxx	0.0	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shrd ConDel:	xxxxx	xxxx	xxxxx			xxxxx	8.9	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shared LOS:	*	*	*			*	A	*			*	*	*			*	*	*		
ApproachDel:	8.7					8.9					xxxxxx					xxxxxx				
ApproachLOS:	A					A					*					*				

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

Alabama Venture 1 Project
Existing Plus Project
Morning Peak Hour - With Improvements

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

Intersection #10 Project East Driveway (NS) at Almond Avenue (EW)

Average Delay (sec/veh): 2.3 Worst Case Level Of Service: A[8.6]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	0 0	0	0 0	1! 0	0	0 1	0 0	0	0 0	0 1	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	13	0	0	17	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	13	0	0	17	0
Added Vol:	0	0	0	2	0	4	11	0	0	0	1	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	2	0	4	11	13	0	0	18	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	2	0	4	12	14	0	0	19	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	2	0	4	12	14	0	0	19	8
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	60	60	23	27	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	952	835	1059	1599	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	946	829	1059	1599	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.00	0.00	0.00	0.01	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	1019	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.0	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	8.6	xxxxx	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	A	*	A	*	*	*	*	*
ApproachDel:	xxxxxx				8.6		xxxxxx			xxxxxx		
ApproachLOS:	*				A		*			*		

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

Alabama Venture 1 Project
Existing Plus Project
Evening Peak Hour - With Improvements

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

Intersection #10 Project East Driveway (NS) at Almond Avenue (EW)

Average Delay (sec/veh): 1.4 Worst Case Level Of Service: A[8.8]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	0 0	0	0 0	1! 0	0	0 1	0 0	0	0 0	0 1	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	93	0	0	42	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	93	0	0	42	0
Added Vol:	0	0	0	5	0	17	6	1	0	0	2	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	5	0	17	6	94	0	0	44	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	5	0	18	6	99	0	0	46	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	5	0	18	6	99	0	0	46	4
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	160	160	48	51	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	836	736	1026	1569	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	833	733	1026	1569	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.01	0.00	0.02	0.00	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	975	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	8.8	xxxxx	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	A	*	A	*	*	*	*	*
ApproachDel:	xxxxxx				8.8		xxxxxx			xxxxxx		
ApproachLOS:		*			A			*			*	

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

Alabama Venture 1 Project
Existing Plus Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 Alabama Street (NS) at San Bernardino Avenue (EW)

Cycle (sec): 80 Critical Vol./Cap.(X): 0.352
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 24.5
Optimal Cycle: OPTIMIZED 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:	10	19	19	10	19	19	10	31	31	10	31	31
Lanes:	1 0	1 1	0	1 0	2 0	1	1 0	1 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	89	197	39	59	289	127	33	107	26	173	445	89
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	89	197	39	59	289	127	33	107	26	173	445	89
Added Vol:	0	1	1	0	3	0	0	1	3	6	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	89	198	40	59	292	127	33	108	29	179	445	89
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	94	210	42	63	310	135	35	115	31	190	472	94
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	210	42	63	310	135	35	115	31	190	472	94
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	94	210	42	63	310	135	35	115	31	190	472	94
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	1.66	0.34	1.00	2.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	2995	605	1700	3600	1800	1700	1800	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.06	0.07	0.07	0.04	0.09	0.07	0.02	0.06	0.02	0.11	0.13	0.05
Crit Moves:	****				****			****		****		
Green/Cycle:	0.13	0.24	0.24	0.13	0.24	0.24	0.13	0.39	0.39	0.15	0.41	0.41
Volume/Cap:	0.44	0.30	0.30	0.29	0.36	0.32	0.16	0.16	0.04	0.74	0.32	0.13
Delay/Veh:	33.9	25.2	25.2	32.6	25.7	25.6	31.2	16.1	15.3	43.8	16.3	15.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.9	25.2	25.2	32.6	25.7	25.6	31.2	16.1	15.3	43.8	16.3	15.0
LOS by Move:	C	C	C	C	C	C	C	B	B	D	B	B
HCM2kAvgQ:	3	3	3	2	3	3	1	2	0	7	4	1

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

Alabama Venture 1 Project
Existing Plus Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 Alabama Street (NS) at San Bernardino Avenue (EW)

Cycle (sec): 85 Critical Vol./Cap.(X): 0.458
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 30.1
Optimal Cycle: OPTIMIZED 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:	10	19	19		10	19	19		10	31	31		10	31	31	
Lanes:	1 0	1	1	0	1 0	2	0	1	1 0	1	0	1	1 0	2	0	1
Volume Module:																
Base Vol:	27	331	188		96	353		53	235	549	189		166	137		83
Growth Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00		1.00
Initial Bse:	27	331	188		96	353		53	235	549	189		166	137		83
Added Vol:	0	2	3		0	1		0	1	3	2		4	0		0
PasserByVol:	0	0	0		0	0		0	0	0	0		0	0		0
Initial Fut:	27	333	191		96	354		53	236	552	191		170	137		83
User Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00		1.00
PHF Adj:	0.93	0.93	0.93		0.93	0.93		0.93	0.93	0.93	0.93		0.93	0.93		0.93
PHF Volume:	29	357	205		103	380		57	253	592	205		182	147		89
Reduct Vol:	0	0	0		0	0		0	0	0	0		0	0		0
Reduced Vol:	29	357	205		103	380		57	253	592	205		182	147		89
PCE Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00		1.00
MLF Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00		1.00
FinalVolume:	29	357	205		103	380		57	253	592	205		182	147		89
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800		1800	1800		1800	1800	1800	1800		1800	1800		1800
Adjustment:	0.94	1.00	1.00		0.94	1.00		1.00	0.94	1.00	1.00		0.94	1.00		1.00
Lanes:	1.00	1.27	0.73		1.00	2.00		1.00	1.00	1.00	1.00		1.00	2.00		1.00
Final Sat.:	1700	2288	1312		1700	3600		1800	1700	1800	1800		1700	3600		1800
Capacity Analysis Module:																
Vol/Sat:	0.02	0.16	0.16		0.06	0.11		0.03	0.15	0.33	0.11		0.11	0.04		0.05
Crit Moves:		****			****				****							****
Green/Cycle:	0.12	0.22	0.22		0.12	0.22		0.22	0.20	0.43	0.43		0.14	0.36		0.36
Volume/Cap:	0.14	0.70	0.70		0.52	0.47		0.14	0.74	0.77	0.27		0.78	0.11		0.14
Delay/Veh:	34.0	33.1	33.1		37.5	29.1		26.6	40.6	25.6	15.9		50.7	17.9		18.1
User DelAdj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00		1.00
AdjDel/Veh:	34.0	33.1	33.1		37.5	29.1		26.6	40.6	25.6	15.9		50.7	17.9		18.1
LOS by Move:	C	C	C		D	C		C	D	C	B		D	B		B
HCM2kAvgQ:	1	8	8		3	5		1	8	15	3		7	1		2

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

Alabama Venture 1 Project
Existing Plus Project
Morning Peak Hour - With Improvements

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

Intersection #12 Alabama Street (NS) at Project North Driveway (EW)

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[9.9]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 2 0 0			0 0 1 1 0			0 0 0 0 1			0 0 0 0 0		
Volume Module:												
Base Vol:	0	343	0	0	488	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	343	0	0	488	0	0	0	0	0	0	0
Added Vol:	0	2	0	0	5	8	0	0	3	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	345	0	0	493	8	0	0	3	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	363	0	0	519	8	0	0	3	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	363	0	0	519	8	0	0	3	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	264	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	741	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	741	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.0	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	9.9	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	A	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			9.9			xxxxxx		
ApproachLOS:	*			*			A			*		

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

Alabama Venture 1 Project
Existing Plus Project
Evening Peak Hour - With Improvements

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

Intersection #12 Alabama Street (NS) at Project North Driveway (EW)

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: B[10.8]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 2 0 0			0 0 1 1 0			0 0 0 0 1			0 0 0 0 0		
Volume Module:												
Base Vol:	0	643	0	0	708	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	643	0	0	708	0	0	0	0	0	0	0
Added Vol:	0	5	0	0	3	4	0	0	8	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	648	0	0	711	4	0	0	8	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	682	0	0	748	4	0	0	8	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	682	0	0	748	4	0	0	8	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	376	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	627	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	627	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.0	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	10.8	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	B	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			10.8			xxxxxx		
ApproachLOS:	*			*			B			*		

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

Alabama Venture 1 Project
Existing Plus Project
Morning Peak Hour - With Improvements

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

Intersection #13 Alabama Street (NS) at Project South Driveway (EW)

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	2	0	0	0	0	1	1	0	0	0	0	0	1	0	0	0	0	0
Volume Module:																				
Base Vol:	0	343		0		0	488		0		0		0		0	0		0		0
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00
Initial Bse:	0	343		0		0	488		0		0		0		0	0		0		0
Added Vol:	0	2		0		0	3		5		0		0		0	0		0		0
PasserByVol:	0	0		0		0	0		0		0		0		0	0		0		0
Initial Fut:	0	345		0		0	491		5		0		0		0	0		0		0
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00
PHF Adj:	0.95	0.95		0.95		0.95	0.95		0.95		0.95		0.95		0.95	0.95		0.95		0.95
PHF Volume:	0	363		0		0	517		5		0		0		0	0		0		0
Reduct Vol:	0	0		0		0	0		0		0		0		0	0		0		0
FinalVolume:	0	363		0		0	517		5		0		0		0	0		0		0
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxx	6.9	xxxxx	xxxx		xxxxx	
FollowUpTim:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxx	3.3	xxxxx	xxxx		xxxxx	
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx	xxxx			261	xxxx	xxxx		xxxxx	
Potent Cap.:	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx	xxxx			744	xxxx	xxxx		xxxxx	
Move Cap.:	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx	xxxx			744	xxxx	xxxx		xxxxx	
Volume/Cap:	xxxx	xxxx		xxxx		xxxx	xxxx		xxxx		xxxx	xxxx			0.00	xxxx	xxxx		xxxx	
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx	
Control Del:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx	
LOS by Move:	*	*		*		*	*		*		*	*		*		*	*		*	
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx	
SharedQueue:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx	
Shrd ConDel:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx	
Shared LOS:	*	*		*		*	*		*		*	*		*		*	*		*	
ApproachDel:	xxxxxx					xxxxxx					xxxxxx					xxxxxx				
ApproachLOS:	*					*					*					*				

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

Alabama Venture 1 Project
Existing Plus Project
Evening Peak Hour - With Improvements

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

Intersection #13 Alabama Street (NS) at Project South Driveway (EW)

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: B[10.8]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	2 0	0	0 0	1 1	0	0 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	643	0	0	708	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	643	0	0	708	0	0	0	0	0	0	0
Added Vol:	0	5	0	0	8	3	0	0	1	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	648	0	0	716	3	0	0	1	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	682	0	0	754	3	0	0	1	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	682	0	0	754	3	0	0	1	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	378	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	625	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	625	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.0	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	10.8	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	B	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			10.8			xxxxxx		
ApproachLOS:	*			*			B			*		

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

Alabama Venture 1 Project
Existing Plus Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #14 Alabama Street (NS) at Almond Avenue (EW)

Cycle (sec): 130 Critical Vol./Cap.(X): 0.181
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 9.8
Optimal Cycle: OPTIMIZED 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:	10	19		0	0	19		19	31		0	31	0		0	0
Lanes:	1 0	2 0		0	0 0	1 1		0	0 0	1!	0	0	0 0	0	0	0
Volume Module:																
Base Vol:	8	339		0	0	468		9	4		0	9	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:	8	339		0	0	468		9	4		0	9	0		0	0
Added Vol:	9	0		0	0	3		0	2		0	0	0		0	0
PasserByVol:	0	0		0	0	0		0	0		0	0	0		0	0
Initial Fut:	17	339		0	0	471		9	6		0	9	0		0	0
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	0.88	0.88		0.88	0.88	0.88		0.88	0.88		0.88	0.88	0.88		0.88	0.88
PHF Volume:	19	385		0	0	535		10	7		0	10	0		0	0
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
Reduced Vol:	19	385		0	0	535		10	7		0	10	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
FinalVolume:	19	385		0	0	535		10	7		0	10	0		0	0
Saturation Flow Module:																
Sat/Lane:	1800	1800		1800	1800	1800		1800	1800		1800	1800	1800		1800	1800
Adjustment:	0.94	1.00		1.00	0.94	1.00		1.00	0.94		1.00	1.00	0.94		1.00	1.00
Lanes:	1.00	2.00		0.00	0.00	1.96		0.04	0.41		0.00	0.59	0.00		0.00	0.00
Final Sat.:	1700	3600		0	0	3533		67	703		0	1055	0		0	0
Capacity Analysis Module:																
Vol/Sat:	0.01	0.11		0.00	0.00	0.15		0.15	0.01		0.00	0.01	0.00		0.00	0.00
Crit Moves:	****					****			****							
Green/Cycle:	0.08	0.72		0.00	0.00	0.64		0.64	0.24		0.00	0.24	0.00		0.00	0.00
Volume/Cap:	0.15	0.15		0.00	0.00	0.24		0.24	0.04		0.00	0.04	0.00		0.00	0.00
Delay/Veh:	56.5	5.9		0.0	0.0	10.1		10.1	38.1		0.0	38.1	0.0		0.0	0.0
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	56.5	5.9		0.0	0.0	10.1		10.1	38.1		0.0	38.1	0.0		0.0	0.0
LOS by Move:	E	A		A	A	B		B	D		A	D	A		A	A
HCM2kAvgQ:	1	2		0	0	5		5	1		0	1	0		0	0

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

Alabama Venture 1 Project
Existing Plus Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #14 Alabama Street (NS) at Almond Avenue (EW)

Cycle (sec): 130 Critical Vol./Cap.(X): 0.260
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 11.6
Optimal Cycle: OPTIMIZED 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:	10	19	0	0	19	19	31	0	31	0	0	0
Lanes:	1 0	2 0	0	0 0	1 1	0	0 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	15	591	0	0	533	27	52	0	41	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:	15	591	0	0	533	27	52	0	41	0	0	0
Added Vol:	5	0	0	0	8	1	5	0	1	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	591	0	0	541	28	57	0	42	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	22	646	0	0	591	31	62	0	46	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	646	0	0	591	31	62	0	46	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
FinalVolume:	22	646	0	0	591	31	62	0	46	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.90	0.10	0.59	0.00	0.41	0.00	0.00	0.00
Final Sat.:	1700	3600	0	0	3423	177	1002	0	739	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.18	0.00	0.00	0.17	0.17	0.06	0.00	0.06	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.08	0.72	0.00	0.00	0.64	0.64	0.24	0.00	0.24	0.00	0.00	0.00
Volume/Cap:	0.17	0.25	0.00	0.00	0.27	0.27	0.26	0.00	0.26	0.00	0.00	0.00
Delay/Veh:	56.7	6.5	0.0	0.0	10.3	10.3	40.5	0.0	40.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.7	6.5	0.0	0.0	10.3	10.3	40.5	0.0	40.5	0.0	0.0	0.0
LOS by Move:	E	A	A	A	B	B	D	A	D	A	A	A
HCM2kAvgQ:	1	4	0	0	5	5	4	0	4	0	0	0

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

Alabama Venture 1 Project
Existing Plus Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #15 Alabama Street (NS) at Lugonia Avenue (EW)

Cycle (sec): 95 Critical Vol./Cap.(X): 0.325
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 27.9
Optimal Cycle: OPTIMIZED 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:	10	31	31	10	31	31	10	31	31	10	31	31
Lanes:	1 0	1 1	0	1 0	3 0	1	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	78	270	108	26	323	66	49	70	42	155	131	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	78	270	108	26	323	66	49	70	42	155	131	36
Added Vol:	0	8	0	0	3	0	0	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	78	278	108	26	326	66	49	70	42	155	131	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
PHF Volume:	95	338	131	32	396	80	60	85	51	188	159	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	338	131	32	396	80	60	85	51	188	159	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	95	338	131	32	396	80	60	85	51	188	159	45
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	1.44	0.56	1.00	3.00	1.00	1.00	1.25	0.75	1.00	2.00	1.00
Final Sat.:	1700	2593	1007	1700	5400	1800	1700	2250	1350	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.06	0.13	0.13	0.02	0.07	0.04	0.04	0.04	0.04	0.11	0.04	0.02
Crit Moves:		****		****				****		****		
Green/Cycle:	0.11	0.33	0.33	0.11	0.33	0.33	0.12	0.33	0.33	0.16	0.37	0.37
Volume/Cap:	0.53	0.40	0.40	0.18	0.22	0.14	0.30	0.12	0.12	0.70	0.12	0.07
Delay/Veh:	43.3	25.0	25.0	39.2	23.3	22.7	39.1	22.4	22.4	45.9	20.0	19.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.3	25.0	25.0	39.2	23.3	22.7	39.1	22.4	22.4	45.9	20.0	19.6
LOS by Move:	D	C	C	D	C	C	D	C	C	D	C	B
HCM2kAvgQ:	4	5	5	1	3	2	2	1	1	7	2	1

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

Alabama Venture 1 Project
Existing Plus Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #15 Alabama Street (NS) at Lugonia Avenue (EW)

Cycle (sec): 105 Critical Vol./Cap.(X): 0.730
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 39.7
Optimal Cycle: OPTIMIZED Level Of Service: D

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:	10	31	31	10	31	31	10	31	31	10	31	31
Lanes:	1 0 1	1 0		1 0 3	0 1		1 0 1	1 0		1 0 2	0 1	
Volume Module:												
Base Vol:	102	457	397	115	444	63	111	298	122	337	243	85
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	102	457	397	115	444	63	111	298	122	337	243	85
Added Vol:	0	4	0	1	8	0	0	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	102	461	397	116	452	63	111	298	122	337	243	86
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	111	500	431	126	490	68	120	323	132	366	264	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	500	431	126	490	68	120	323	132	366	264	93
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	111	500	431	126	490	68	120	323	132	366	264	93
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	1.07	0.93	1.00	3.00	1.00	1.00	1.42	0.58	1.00	2.00	1.00
Final Sat.:	1700	1934	1666	1700	5400	1800	1700	2554	1046	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.07	0.26	0.26	0.07	0.09	0.04	0.07	0.13	0.13	0.22	0.07	0.05
Crit Moves:		****		****				****		****		
Green/Cycle:	0.10	0.30	0.30	0.10	0.30	0.30	0.13	0.30	0.30	0.24	0.40	0.40
Volume/Cap:	0.68	0.88	0.88	0.78	0.31	0.13	0.54	0.43	0.43	0.90	0.18	0.13
Delay/Veh:	57.4	43.5	43.5	67.2	28.8	27.2	45.6	30.1	30.1	61.8	20.2	19.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.4	43.5	43.5	67.2	28.8	27.2	45.6	30.1	30.1	61.8	20.2	19.8
LOS by Move:	E	D	D	E	C	C	D	C	C	E	C	B
HCM2kAvgQ:	5	17	17	6	4	2	5	6	6	16	3	2

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

Alabama Venture 1 Project
Existing Plus Project
Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #15 Alabama Street (NS) at Lugonia Avenue (EW)

Cycle (sec): 95 Critical Vol./Cap.(X): 0.303
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 26.7
Optimal Cycle: OPTIMIZED 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:	Ovl			Include			Include			Include		
Min. Green:	10	31	31	10	31	31	10	31	31	10	31	31
Lanes:	1 0 2 0 1			1 0 3 0 1			1 0 1 1 0			1 0 2 0 1		
Volume Module:												
Base Vol:	78	270	108	26	323	66	49	70	42	155	131	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	78	270	108	26	323	66	49	70	42	155	131	36
Added Vol:	0	8	0	0	3	0	0	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	78	278	108	26	326	66	49	70	42	155	131	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
PHF Volume:	95	338	131	32	396	80	60	85	51	188	159	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	338	131	32	396	80	60	85	51	188	159	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	95	338	131	32	396	80	60	85	51	188	159	45
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	1.00	1.25	0.75	1.00	2.00	1.00
Final Sat.:	1700	3600	1800	1700	5400	1800	1700	2250	1350	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.06	0.09	0.07	0.02	0.07	0.04	0.04	0.04	0.04	0.11	0.04	0.02
Crit Moves:	****				****			****		****		
Green/Cycle:	0.11	0.33	0.48	0.11	0.33	0.33	0.12	0.33	0.33	0.16	0.37	0.37
Volume/Cap:	0.53	0.29	0.15	0.18	0.22	0.14	0.30	0.12	0.12	0.70	0.12	0.07
Delay/Veh:	43.3	23.9	13.7	39.2	23.3	22.7	39.1	22.4	22.4	45.9	20.0	19.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.3	23.9	13.7	39.2	23.3	22.7	39.1	22.4	22.4	45.9	20.0	19.6
LOS by Move:	D	C	B	D	C	C	D	C	C	D	C	B
HCM2kAvgQ:	4	4	2	1	3	2	2	1	1	7	2	1

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

Alabama Venture 1 Project
Existing Plus Project
Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #15 Alabama Street (NS) at Lugonia Avenue (EW)

Cycle (sec): 110 Critical Vol./Cap.(X): 0.598
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 33.4
Optimal Cycle: OPTIMIZED 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:	Ovl			Include			Include			Include		
Min. Green:	10	31	31	10	31	31	10	31	31	10	31	31
Lanes:	1 0 2 0 1			1 0 3 0 1			1 0 1 1 0			1 0 2 0 1		
Volume Module:												
Base Vol:	102	457	397	115	444	63	111	298	122	337	243	85
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	102	457	397	115	444	63	111	298	122	337	243	85
Added Vol:	0	4	0	1	8	0	0	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	102	461	397	116	452	63	111	298	122	337	243	86
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	111	500	431	126	490	68	120	323	132	366	264	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	500	431	126	490	68	120	323	132	366	264	93
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	111	500	431	126	490	68	120	323	132	366	264	93
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	1.00	1.42	0.58	1.00	2.00	1.00
Final Sat.:	1700	3600	1800	1700	5400	1800	1700	2554	1046	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.07	0.14	0.24	0.07	0.09	0.04	0.07	0.13	0.13	0.22	0.07	0.05
Crit Moves:		****		****				****		****		
Green/Cycle:	0.09	0.28	0.55	0.09	0.28	0.28	0.13	0.28	0.28	0.27	0.42	0.42
Volume/Cap:	0.71	0.49	0.43	0.79	0.32	0.13	0.53	0.45	0.45	0.79	0.18	0.12
Delay/Veh:	62.9	33.3	14.8	72.4	31.2	29.5	46.6	32.8	32.8	46.6	20.2	19.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.9	33.3	14.8	72.4	31.2	29.5	46.6	32.8	32.8	46.6	20.2	19.7
LOS by Move:	E	C	B	E	C	C	D	C	C	D	C	B
HCM2kAvgQ:	5	7	8	6	4	2	5	7	7	14	3	2

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

Alabama Venture 1 Project
Existing Plus Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #16 Alabama Street (NS) at I-10 Freeway WB Ramps (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.649
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 19.2
Optimal Cycle: OPTIMIZED 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:	10	19	0		0	19	19		0	0	0		0	0	0	
Lanes:	1 0	2 0	0		0 0	2 0	1		0 0	0 0	0		0 1	0 1	0	
Volume Module:																
Base Vol:	301	403	0		0	296	173		0	0	0		249	300	278	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	301	403	0		0	296	173		0	0	0		249	300	278	
Added Vol:	0	5	0		0	1	1		0	0	0		0	0	3	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	301	408	0		0	297	174		0	0	0		249	300	281	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.87	0.87	0.87		0.87	0.87	0.87		0.87	0.87	0.87		0.87	0.87	0.87	
PHF Volume:	346	469	0		0	341	200		0	0	0		286	345	323	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	346	469	0		0	341	200		0	0	0		286	345	323	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	346	469	0		0	341	200		0	0	0		286	345	323	
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800		1800	1800	1800		1800	1800	1800		1800	1800	1800	
Adjustment:	0.94	1.00	1.00		0.94	1.00	1.00		0.94	1.00	1.00		0.94	1.00	1.00	
Lanes:	1.00	2.00	0.00		0.00	2.00	1.00		0.00	0.00	0.00		0.62	0.71	0.67	
Final Sat.:	1700	3600	0		0	3600	1800		0	0	0		1061	1279	1198	
Capacity Analysis Module:																
Vol/Sat:	0.20	0.13	0.00		0.00	0.09	0.11		0.00	0.00	0.00		0.27	0.27	0.27	
Crit Moves:	****						****						****			
Green/Cycle:	0.25	0.57	0.00		0.00	0.32	0.32		0.00	0.00	0.00		0.33	0.33	0.33	
Volume/Cap:	0.81	0.23	0.00		0.00	0.30	0.35		0.00	0.00	0.00		0.81	0.81	0.81	
Delay/Veh:	32.3	6.5	0.0		0.0	15.6	16.1		0.0	0.0	0.0		22.7	22.7	22.7	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	32.3	6.5	0.0		0.0	15.6	16.1		0.0	0.0	0.0		22.7	22.7	22.7	
LOS by Move:	C	A	A		A	B	B		A	A	A		C	C	C	
HCM2kAvgQ:	9	2	0		0	3	3		0	0	0		11	11	11	

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

Alabama Venture 1 Project
Existing Plus Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #16 Alabama Street (NS) at I-10 Freeway WB Ramps (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.702
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 15.5
Optimal Cycle: OPTIMIZED 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:	10	19		0	0	19		19	0	0		0	0	0		0
Lanes:	1 0	2 0		0	0 0	2 0		1	0 0	0 0		0	0 1	0 1		0
Volume Module:																
Base Vol:	372	925		0	0	666		420	0	0		0	154	309		119
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	372	925		0	0	666		420	0	0		0	154	309		119
Added Vol:	0	3		0	0	4		4	0	0		0	0	0		2
PasserByVol:	0	0		0	0	0		0	0	0		0	0	0		0
Initial Fut:	372	928		0	0	670		424	0	0		0	154	309		121
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	0.98	0.98		0.98	0.98	0.98		0.98	0.98	0.98		0.98	0.98	0.98		0.98
PHF Volume:	380	947		0	0	684		433	0	0		0	157	315		123
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	380	947		0	0	684		433	0	0		0	157	315		123
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
FinalVolume:	380	947		0	0	684		433	0	0		0	157	315		123
Saturation Flow Module:																
Sat/Lane:	1800	1800		1800	1800	1800		1800	1800	1800		1800	1800	1800		1800
Adjustment:	0.94	1.00		1.00	0.94	1.00		1.00	0.94	1.00		1.00	0.94	1.00		1.00
Lanes:	1.00	2.00		0.00	0.00	2.00		1.00	0.00	0.00		0.00	0.55	1.04		0.41
Final Sat.:	1700	3600		0	0	3600		1800	0	0		0	935	1876		734
Capacity Analysis Module:																
Vol/Sat:	0.22	0.26		0.00	0.00	0.19		0.24	0.00	0.00		0.00	0.17	0.17		0.17
Crit Moves:	****							****					****			
Green/Cycle:	0.32	0.66		0.00	0.00	0.34		0.34	0.00	0.00		0.00	0.24	0.24		0.24
Volume/Cap:	0.70	0.40		0.00	0.00	0.55		0.70	0.00	0.00		0.00	0.70	0.70		0.70
Delay/Veh:	22.1	4.8		0.0	0.0	16.6		20.7	0.0	0.0		0.0	23.5	23.5		23.5
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
AdjDel/Veh:	22.1	4.8		0.0	0.0	16.6		20.7	0.0	0.0		0.0	23.5	23.5		23.5
LOS by Move:	C	A		A	A	B		C	A	A		A	C	C		C
HCM2kAvgQ:	8	4		0	0	6		8	0	0		0	7	7		7

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

Alabama Venture 1 Project
Existing Plus Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #17 Alabama Street (NS) at I-10 Freeway EB Ramps (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.463
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 13.5
Optimal Cycle: OPTIMIZED 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	19	19	10	19	0	0	0	0	0	0	0
Lanes:	0 0	2 0	1	1 0	2 0	0	0 1	0 1	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	466	79	44	516	0	216	3	371	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	466	79	44	516	0	216	3	371	0	0	0
Added Vol:	0	1	0	1	0	0	4	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	467	79	45	516	0	220	3	371	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	0	537	91	52	593	0	253	3	426	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	537	91	52	593	0	253	3	426	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
FinalVolume:	0	537	91	52	593	0	253	3	426	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.99	0.01	1.00	0.00	0.00	0.00
Final Sat.:	0	3600	1800	1700	3600	0	1678	23	1800	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.05	0.03	0.16	0.00	0.15	0.15	0.24	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green/Cycle:	0.00	0.32	0.32	0.17	0.48	0.00	0.42	0.42	0.42	0.00	0.00	0.00
Volume/Cap:	0.00	0.47	0.16	0.18	0.34	0.00	0.36	0.36	0.57	0.00	0.00	0.00
Delay/Veh:	0.0	16.8	14.9	21.8	9.7	0.0	12.1	12.1	14.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	16.8	14.9	21.8	9.7	0.0	12.1	12.1	14.0	0.0	0.0	0.0
LOS by Move:	A	B	B	C	A	A	B	B	B	A	A	A
HCM2kAvgQ:	0	4	1	1	4	0	4	4	7	0	0	0

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

Alabama Venture 1 Project
Existing Plus Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #17 Alabama Street (NS) at I-10 Freeway EB Ramps (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.700
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 16.4
Optimal Cycle: OPTIMIZED 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	19	19	10	19	0	0	0	0	0	0	0
Lanes:	0 0	2 0	1	1 0	2 0	0	0 1	0 1	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	868	272	202	647	0	410	9	457	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	868	272	202	647	0	410	9	457	0	0	0
Added Vol:	0	1	0	3	1	0	2	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	869	272	205	648	0	412	9	457	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	0	889	278	210	663	0	421	9	467	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	889	278	210	663	0	421	9	467	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
FinalVolume:	0	889	278	210	663	0	421	9	467	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.98	0.02	1.00	0.00	0.00	0.00
Final Sat.:	0	3600	1800	1700	3600	0	1666	36	1800	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.15	0.12	0.18	0.00	0.25	0.25	0.26	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green/Cycle:	0.00	0.35	0.35	0.18	0.53	0.00	0.37	0.37	0.37	0.00	0.00	0.00
Volume/Cap:	0.00	0.70	0.44	0.70	0.35	0.00	0.68	0.68	0.70	0.00	0.00	0.00
Delay/Veh:	0.0	18.4	15.3	30.4	8.3	0.0	17.4	17.4	17.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	18.4	15.3	30.4	8.3	0.0	17.4	17.4	17.8	0.0	0.0	0.0
LOS by Move:	A	B	B	C	A	A	B	B	B	A	A	A
HCM2kAvgQ:	0	9	4	5	4	0	8	8	9	0	0	0

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

Alabama Venture 1 Project
Existing Plus Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #18 SR-210 Freeway SB Ramps (NS) at San Bernardino Avenue (EW)

Cycle (sec): 110 Critical Vol./Cap.(X): 0.509
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 36.2
Optimal Cycle: OPTIMIZED Level Of Service: D

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:	10	31	31	10	31	31	10	31	31	10	31	31
Lanes:	1 0	0 1	0	1 0	1 1	0	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	6	1	32	324	212	291	12	172	7	26	337	303
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	1	32	324	212	291	12	172	7	26	337	303
Added Vol:	0	0	0	0	0	4	0	2	0	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	1	32	324	212	295	12	174	7	26	339	303
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	7	1	37	378	247	344	14	203	8	30	396	354
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	1	37	378	247	344	14	203	8	30	396	354
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	7	1	37	378	247	344	14	203	8	30	396	354
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	0.03	0.97	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1700	55	1745	1700	1800	1800	1700	1800	1800	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.02	0.22	0.14	0.19	0.01	0.11	0.00	0.02	0.22	0.20
Crit Moves:		****		****			****				****	
Green/Cycle:	0.14	0.28	0.28	0.27	0.42	0.42	0.09	0.28	0.28	0.09	0.28	0.28
Volume/Cap:	0.03	0.08	0.08	0.82	0.33	0.46	0.09	0.40	0.02	0.20	0.78	0.70
Delay/Veh:	41.4	29.1	29.1	48.1	21.6	23.2	46.1	32.5	28.5	46.9	44.0	39.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.4	29.1	29.1	48.1	21.6	23.2	46.1	32.5	28.5	46.9	44.0	39.5
LOS by Move:	D	C	C	D	C	C	D	C	C	D	D	D
HCM2kAvgQ:	0	1	1	15	6	8	1	6	0	1	14	12

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

Alabama Venture 1 Project
Existing Plus Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #18 SR-210 Freeway SB Ramps (NS) at San Bernardino Avenue (EW)

Cycle (sec): 115 Critical Vol./Cap.(X): 0.727
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 38.7
Optimal Cycle: OPTIMIZED Level Of Service: D

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:	10	31	31	10	31	31	10	31	31	10	31	31
Lanes:	1 0 0	1 0		1 0	1 1 0		1 0	1 0 1		1 0	1 0 1	
Volume Module:												
Base Vol:	20	31	244	271	415	166	51	529	46	50	156	93
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	31	244	271	415	166	51	529	46	50	156	93
Added Vol:	0	0	0	0	0	2	1	6	0	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	31	244	271	415	168	52	535	46	50	157	93
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	21	33	258	287	440	178	55	567	49	53	166	99
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	33	258	287	440	178	55	567	49	53	166	99
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	21	33	258	287	440	178	55	567	49	53	166	99
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	0.11	0.89	1.00	1.42	0.58	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1700	203	1597	1700	2563	1037	1700	1800	1800	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.01	0.16	0.16	0.17	0.17	0.17	0.03	0.31	0.03	0.03	0.09	0.05
Crit Moves:		****		****				****		****		
Green/Cycle:	0.11	0.27	0.27	0.20	0.36	0.36	0.11	0.37	0.37	0.09	0.35	0.35
Volume/Cap:	0.11	0.60	0.60	0.84	0.48	0.48	0.29	0.84	0.07	0.36	0.27	0.16
Delay/Veh:	45.9	38.7	38.7	61.3	29.1	29.1	47.7	42.4	23.2	51.0	27.1	26.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.9	38.7	38.7	61.3	29.1	29.1	47.7	42.4	23.2	51.0	27.1	26.0
LOS by Move:	D	D	D	E	C	C	D	D	C	D	C	C
HCM2kAvgQ:	1	10	10	13	9	9	2	21	1	2	4	2

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

Alabama Venture 1 Project
Existing Plus Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #19 SR-210 Freeway NB Ramps (NS) at San Bernardino Avenue (EW)

Cycle (sec): 110 Critical Vol./Cap.(X): 0.604
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 32.1
Optimal Cycle: OPTIMIZED 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:	10	31	31	10	31	31	10	31	31	10	31	31
Lanes:	1 0	2 0	1	1 0	0 1	0	2 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	61	264	27	126	4	52	79	347	105	30	558	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:	61	264	27	126	4	52	79	347	105	30	558	330
Added Vol:	0	0	0	0	0	1	1	1	0	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	61	264	27	126	4	53	80	348	105	30	560	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:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	71	306	31	146	5	61	93	403	122	35	648	382
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	306	31	146	5	61	93	403	122	35	648	382
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	71	306	31	146	5	61	93	403	122	35	648	382
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.89	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	0.07	0.93	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1700	3600	1800	1700	126	1674	3200	1800	1800	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.04	0.08	0.02	0.09	0.04	0.04	0.03	0.22	0.07	0.02	0.36	0.21
Crit Moves:		****		****			****				****	
Green/Cycle:	0.09	0.28	0.28	0.11	0.29	0.29	0.09	0.41	0.41	0.13	0.45	0.45
Volume/Cap:	0.44	0.30	0.06	0.80	0.12	0.12	0.32	0.55	0.17	0.16	0.80	0.47
Delay/Veh:	48.9	31.2	28.9	70.3	28.6	28.6	47.4	25.8	20.8	42.7	32.1	21.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.9	31.2	28.9	70.3	28.6	28.6	47.4	25.8	20.8	42.7	32.1	21.7
LOS by Move:	D	C	C	E	C	C	D	C	C	D	C	C
HCM2kAvgQ:	3	4	1	7	2	2	2	11	3	1	21	9

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

Alabama Venture 1 Project
Existing Plus Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #19 SR-210 Freeway NB Ramps (NS) at San Bernardino Avenue (EW)

Cycle (sec): 110 Critical Vol./Cap.(X): 0.612
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 41.3
Optimal Cycle: OPTIMIZED Level Of Service: D

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:	10	31	31	10	31	31	10	31	31	10	31	31
Lanes:	1 0	2 0	1	1 0	0 1	0	2 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	30	445	33	223	22	55	440	534	100	18	234	173
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	445	33	223	22	55	440	534	100	18	234	173
Added Vol:	0	0	0	0	0	0	4	2	0	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	445	33	223	22	55	444	536	100	18	235	173
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	33	482	36	242	24	60	481	581	108	20	255	187
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	482	36	242	24	60	481	581	108	20	255	187
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	33	482	36	242	24	60	481	581	108	20	255	187
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.89	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	0.29	0.71	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1700	3600	1800	1700	514	1286	3200	1800	1800	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.02	0.13	0.02	0.14	0.05	0.05	0.15	0.32	0.06	0.01	0.14	0.10
Crit Moves:		****		****			****				****	
Green/Cycle:	0.11	0.28	0.28	0.18	0.35	0.35	0.19	0.37	0.37	0.10	0.28	0.28
Volume/Cap:	0.17	0.48	0.07	0.80	0.13	0.13	0.80	0.88	0.16	0.11	0.50	0.37
Delay/Veh:	44.7	33.1	29.0	58.0	24.7	24.7	50.6	46.0	23.7	45.0	33.8	32.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.7	33.1	29.0	58.0	24.7	24.7	50.6	46.0	23.7	45.0	33.8	32.1
LOS by Move:	D	C	C	E	C	C	D	D	C	D	C	C
HCM2kAvgQ:	1	7	1	10	2	2	11	22	2	1	7	5

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

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Opening Year (2015) With Ambient

Alabama Venture 1 Project
Opening Year (2015) With Ambient
Morning Peak Hour

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

Intersection #1 California Street (NS) at San Bernardino Avenue (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.204
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 27.4
Optimal Cycle: OPTIMIZED 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:	10	38	38	10	38	38	10	31	31	10	31	31
Lanes:	1 0 2 0 1			1 0 2 0 1			1 0 3 0 1			1 0 3 0 1		
Volume Module:												
Base Vol:	111	129	83	4	54	18	17	133	74	85	354	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	111	129	83	4	54	18	17	133	74	85	354	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	121	141	91	4	59	20	19	145	81	93	386	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	121	141	91	4	59	20	19	145	81	93	386	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	121	141	91	4	59	20	19	145	81	93	386	16
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1700	3600	1800	1700	3600	1800	1700	5400	1800	1700	5400	1800
Capacity Analysis Module:												
Vol/Sat:	0.07	0.04	0.05	0.00	0.02	0.01	0.01	0.03	0.04	0.05	0.07	0.01
Crit Moves:	****				****				****	****		
Green/Cycle:	0.10	0.39	0.39	0.10	0.39	0.39	0.10	0.32	0.32	0.10	0.32	0.32
Volume/Cap:	0.69	0.10	0.13	0.02	0.04	0.03	0.11	0.08	0.14	0.53	0.22	0.03
Delay/Veh:	53.2	18.7	19.0	39.2	18.3	18.2	39.7	23.1	23.6	44.3	24.2	22.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.2	18.7	19.0	39.2	18.3	18.2	39.7	23.1	23.6	44.3	24.2	22.7
LOS by Move:	D	B	B	D	B	B	D	C	C	D	C	C
HCM2kAvgQ:	5	1	2	0	1	0	1	1	2	4	3	0

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

Alabama Venture 1 Project
Opening Year (2015) With Ambient
Evening Peak Hour

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

Intersection #1 California Street (NS) at San Bernardino Avenue (EW)

Cycle (sec): 105 Critical Vol./Cap.(X): 0.301
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 26.5
Optimal Cycle: OPTIMIZED 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:	10	38	38	10	38	38	10	31	31	10	31	31
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	74	42	80	8	90	34	14	853	214	53	148	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	74	42	80	8	90	34	14	853	214	53	148	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	80	45	86	9	97	37	15	921	231	57	160	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	45	86	9	97	37	15	921	231	57	160	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	45	86	9	97	37	15	921	231	57	160	10
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1700	3600	1800	1700	3600	1800	1700	5400	1800	1700	5400	1800
Capacity Analysis Module:												
Vol/Sat:	0.05	0.01	0.05	0.01	0.03	0.02	0.01	0.17	0.13	0.03	0.03	0.01
Crit Moves:	****				****			****		****		
Green/Cycle:	0.10	0.37	0.37	0.10	0.36	0.36	0.11	0.37	0.37	0.10	0.35	0.35
Volume/Cap:	0.47	0.03	0.13	0.05	0.07	0.06	0.08	0.47	0.35	0.35	0.08	0.02
Delay/Veh:	46.5	21.4	22.2	43.2	22.0	21.9	41.9	25.6	24.5	45.8	23.0	22.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.5	21.4	22.2	43.2	22.0	21.9	41.9	25.6	24.5	45.8	23.0	22.4
LOS by Move:	D	C	C	D	C	C	D	C	C	D	C	C
HCM2kAvgQ:	3	0	2	0	1	1	1	8	5	2	1	0

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

Alabama Venture 1 Project
Opening Year (2015) With Ambient
Morning Peak Hour

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

****

Intersection #2 California Street (NS) at Almond Avenue (EW)

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.228
Loss Time (sec): 4 (Y+R=3.0 sec) Average Delay (sec/veh): 9.5
Optimal Cycle: OPTIMIZED 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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	26	26	26	26	26	26	31	31	31	31	31	31
Lanes:	1 0	0 1	0	1 0	2 0	1	0 1	0 0	1	0 1	0 0	1
Volume Module:												
Base Vol:	39	306	26	0	165	14	3	24	13	16	29	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	39	306	26	0	165	14	3	24	13	16	29	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	41	319	27	0	172	15	3	25	14	17	30	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	319	27	0	172	15	3	25	14	17	30	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	41	319	27	0	172	15	3	25	14	17	30	2
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	0.92	0.08	1.00	2.00	1.00	0.12	0.88	1.00	0.37	0.63	1.00
Final Sat.:	1700	1659	141	1700	3600	1800	199	1590	1800	627	1136	1800
Capacity Analysis Module:												
Vol/Sat:	0.02	0.19	0.19	0.00	0.05	0.01	0.02	0.02	0.01	0.03	0.03	0.00
Crit Moves:		****									****	
Green/Cycle:	0.65	0.65	0.65	0.00	0.65	0.65	0.31	0.31	0.31	0.31	0.31	0.31
Volume/Cap:	0.04	0.30	0.30	0.00	0.07	0.01	0.05	0.05	0.02	0.09	0.09	0.00
Delay/Veh:	6.3	7.7	7.7	0.0	6.4	6.2	24.2	24.2	24.0	24.5	24.5	23.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	6.3	7.7	7.7	0.0	6.4	6.2	24.2	24.2	24.0	24.5	24.5	23.8
LOS by Move:	A	A	A	A	A	A	C	C	C	C	C	C
HCM2kAvgQ:	0	5	5	0	1	0	1	1	0	1	1	0

****

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

****

Alabama Venture 1 Project
Opening Year (2015) With Ambient
Evening Peak Hour

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

****

Intersection #2 California Street (NS) at Almond Avenue (EW)

****

Cycle (sec): 80 Critical Vol./Cap.(X): 0.243
Loss Time (sec): 4 (Y+R=3.0 sec) Average Delay (sec/veh): 10.3
Optimal Cycle: OPTIMIZED 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:	Permitted						Permitted						Permitted						Permitted					
Rights:	Include						Include						Include						Include					
Min. Green:	26		26		26		26		26		26		31		31		31		31		31		31	
Lanes:	1	0	0	1	0		1	0	2	0	1		0	1	0	0	1		0	1	0	0	1	
Volume Module:																								
Base Vol:	36		287		7		8		419		17		15		74		56		15		27		8	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	36		287		7		8		419		17		15		74		56		15		27		8	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	0.92		0.92		0.92		0.92		0.92		0.92		0.92		0.92		0.92		0.92		0.92		0.92	
PHF Volume:	39		311		8		9		454		18		16		80		61		16		29		9	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	39		311		8		9		454		18		16		80		61		16		29		9	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	39		311		8		9		454		18		16		80		61		16		29		9	
Saturation Flow Module:																								
Sat/Lane:	1800		1800		1800		1800		1800		1800		1800		1800		1800		1800		1800		1800	
Adjustment:	0.94		1.00		1.00		0.94		1.00		1.00		0.94		1.00		1.00		0.94		1.00		1.00	
Lanes:	1.00		0.98		0.02		1.00		2.00		1.00		0.18		0.82		1.00		0.37		0.63		1.00	
Final Sat.:	1700		1757		43		1700		3600		1800		300		1482		1800		630		1133		1800	
Capacity Analysis Module:																								
Vol/Sat:	0.02		0.18		0.18		0.01		0.13		0.01		0.05		0.05		0.03		0.03		0.03		0.00	
Crit Moves:			****												****									
Green/Cycle:	0.56		0.56		0.56		0.56		0.56		0.56		0.39		0.39		0.39		0.39		0.39		0.39	
Volume/Cap:	0.04		0.31		0.31		0.01		0.22		0.02		0.14		0.14		0.09		0.07		0.07		0.01	
Delay/Veh:	7.9		9.5		9.5		7.7		8.8		7.7		16.0		16.0		15.6		15.4		15.4		15.1	
User DelAdj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	7.9		9.5		9.5		7.7		8.8		7.7		16.0		16.0		15.6		15.4		15.4		15.1	
LOS by Move:	A		A		A		A		A		A		B		B		B		B		B		B	
HCM2kAvgQ:	0		4		4		0		3		0		2		2		1		1		1		0	

****

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

****

Alabama Venture 1 Project
Opening Year (2015) With Ambient
Morning Peak Hour

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

Intersection #3 California Street (NS) at Lugonia Avenue (EW)

Cycle (sec): 125 Critical Vol./Cap.(X): 0.314
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 25.0
Optimal Cycle: OPTIMIZED 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:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	26	26	26	26	26	26	31	31	31	31	31	31
Lanes:	1 0	1 0	1	1 0	2 0	1	0 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	198	294	109	16	183	4	4	16	40	67	41	42
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	198	294	109	16	183	4	4	16	40	67	41	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	228	338	125	18	210	5	5	18	46	77	47	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	228	338	125	18	210	5	5	18	46	77	47	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	228	338	125	18	210	5	5	18	46	77	47	48
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	2.00	1.00	0.21	0.79	1.00	0.46	0.27	0.27
Final Sat.:	1700	1800	1800	1700	3600	1800	356	1423	1800	783	479	491
Capacity Analysis Module:												
Vol/Sat:	0.13	0.19	0.07	0.01	0.06	0.00	0.01	0.01	0.03	0.10	0.10	0.10
Crit Moves:		****						****		****		
Green/Cycle:	0.46	0.46	0.46	0.46	0.46	0.46	0.25	0.25	0.25	0.25	0.25	0.25
Volume/Cap:	0.29	0.41	0.15	0.02	0.13	0.01	0.05	0.05	0.10	0.40	0.40	0.40
Delay/Veh:	21.6	23.1	20.0	18.7	19.7	18.5	35.9	35.9	36.4	39.8	39.8	39.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.6	23.1	20.0	18.7	19.7	18.5	35.9	35.9	36.4	39.8	39.8	39.8
LOS by Move:	C	C	B	B	B	B	D	D	D	D	D	D
HCM2kAvgQ:	6	9	3	0	2	0	1	1	1	6	6	6

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

Alabama Venture 1 Project
Opening Year (2015) With Ambient
Evening Peak Hour

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

Intersection #3 California Street (NS) at Lugonia Avenue (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.373
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 26.9
Optimal Cycle: OPTIMIZED 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:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	26	26	26	26	26	26	31	31	31	31	31	31
Lanes:	1 0	1 0	1	1 0	2 0	1	0 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	94	210	88	36	471	9	15	75	174	165	31	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	94	210	88	36	471	9	15	75	174	165	31	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	108	240	101	41	539	10	17	86	199	189	35	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	108	240	101	41	539	10	17	86	199	189	35	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	108	240	101	41	539	10	17	86	199	189	35	22
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	2.00	1.00	0.17	0.83	1.00	0.78	0.14	0.08
Final Sat.:	1700	1800	1800	1700	3600	1800	297	1485	1800	1322	248	152
Capacity Analysis Module:												
Vol/Sat:	0.06	0.13	0.06	0.02	0.15	0.01	0.06	0.06	0.11	0.14	0.14	0.14
Crit Moves:					****			****		****		
Green/Cycle:	0.32	0.32	0.32	0.32	0.32	0.32	0.31	0.31	0.31	0.31	0.31	0.31
Volume/Cap:	0.20	0.42	0.17	0.08	0.47	0.02	0.19	0.19	0.36	0.46	0.46	0.46
Delay/Veh:	24.9	27.2	24.6	23.8	27.5	23.3	25.4	25.4	27.2	28.4	28.4	28.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.9	27.2	24.6	23.8	27.5	23.3	25.4	25.4	27.2	28.4	28.4	28.4
LOS by Move:	C	C	C	C	C	C	C	C	C	C	C	C
HCM2kAvgQ:	3	6	2	1	7	0	2	2	5	7	7	7

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

Alabama Venture 1 Project
Opening Year (2015) With Ambient
Morning Peak Hour

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

****

Intersection #4 California Street (NS) at I-10 Freeway WB Ramps (EW)

****

Cycle (sec): 70 Critical Vol./Cap.(X): 0.643
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 19.7
Optimal Cycle: OPTIMIZED 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:	10	19	0		0	19	19		0	0	0		0	0	0	
Lanes:	1 0	2 0	0		0 0	3 0	1		0 0	0 0	0		0 1	0 0	1	
Volume Module:																
Base Vol:	438	632	0		0	131	169		0	0	0		349	3	348	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	438	632	0		0	131	169		0	0	0		349	3	348	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	461	665	0		0	138	178		0	0	0		367	3	366	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	461	665	0		0	138	178		0	0	0		367	3	366	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	461	665	0		0	138	178		0	0	0		367	3	366	
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800		1800	1800	1800		1800	1800	1800		1800	1800	1800	
Adjustment:	0.94	1.00	1.00		0.94	1.00	1.00		0.94	1.00	1.00		0.94	1.00	1.00	
Lanes:	1.00	2.00	0.00		0.00	3.00	1.00		0.00	0.00	0.00		0.99	0.01	1.00	
Final Sat.:	1700	3600	0		0	5400	1800		0	0	0		1686	14	1800	
Capacity Analysis Module:																
Vol/Sat:	0.27	0.18	0.00		0.00	0.03	0.10		0.00	0.00	0.00		0.22	0.22	0.20	
Crit Moves:	****						****						****			
Green/Cycle:	0.36	0.63	0.00		0.00	0.27	0.27		0.00	0.00	0.00		0.29	0.29	0.29	
Volume/Cap:	0.76	0.29	0.00		0.00	0.09	0.36		0.00	0.00	0.00		0.76	0.76	0.71	
Delay/Veh:	25.5	6.0	0.0		0.0	19.1	21.1		0.0	0.0	0.0		29.7	29.7	27.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	25.5	6.0	0.0		0.0	19.1	21.1		0.0	0.0	0.0		29.7	29.7	27.0	
LOS by Move:	C	A	A		A	B	C		A	A	A		C	C	C	
HCM2kAvgQ:	11	3	0		0	1	3		0	0	0		10	10	9	

****

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

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Alabama Venture 1 Project
Opening Year (2015) With Ambient
Evening Peak Hour

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

****

Intersection #4 California Street (NS) at I-10 Freeway WB Ramps (EW)

****

Cycle (sec): 65 Critical Vol./Cap.(X): 0.980
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 36.6
Optimal Cycle: OPTIMIZED Level Of Service: D

****

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:	10		19		0	0		19		19	0		0		0	0		0		0
Lanes:	1	0	2	0	0	0	0	3	0	1	0	0	0	0	0	0	1	0	0	1
Volume Module:																				
Base Vol:	553		407		0	0		597		573	0		0		0	323		4		123
Growth Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Initial Bse:	553		407		0	0		597		573	0		0		0	323		4		123
User Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Adj:	0.94		0.94		0.94	0.94		0.94		0.94	0.94		0.94		0.94	0.94		0.94		0.94
PHF Volume:	588		433		0	0		635		610	0		0		0	344		4		131
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
Reduced Vol:	588		433		0	0		635		610	0		0		0	344		4		131
PCE Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
MLF Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
FinalVolume:	588		433		0	0		635		610	0		0		0	344		4		131
Saturation Flow Module:																				
Sat/Lane:	1800		1800		1800	1800		1800		1800	1800		1800		1800	1800		1800		1800
Adjustment:	0.94		1.00		1.00	0.94		1.00		1.00	0.94		1.00		1.00	0.94		1.00		1.00
Lanes:	1.00		2.00		0.00	0.00		3.00		1.00	0.00		0.00		0.00	0.99		0.01		1.00
Final Sat.:	1700		3600		0	0		5400		1800	0		0		0	1680		21		1800
Capacity Analysis Module:																				
Vol/Sat:	0.35		0.12		0.00	0.00		0.12		0.34	0.00		0.00		0.00	0.20		0.20		0.07
Crit Moves:	****									****						****				
Green/Cycle:	0.35		0.70		0.00	0.00		0.35		0.35	0.00		0.00		0.00	0.21		0.21		0.21
Volume/Cap:	0.98		0.17		0.00	0.00		0.34		0.98	0.00		0.00		0.00	0.98		0.98		0.35
Delay/Veh:	52.2		3.4		0.0	0.0		15.9		51.9	0.0		0.0		0.0	67.7		67.7		22.5
User DelAdj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
AdjDel/Veh:	52.2		3.4		0.0	0.0		15.9		51.9	0.0		0.0		0.0	67.7		67.7		22.5
LOS by Move:	D		A		A	A		B		D	A		A		A	E		E		C
HCM2kAvgQ:	19		2		0	0		3		19	0		0		0	13		13		3

****

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

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Alabama Venture 1 Project
Opening Year (2015) With Ambient
Morning Peak Hour

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

Intersection #5 California Street (NS) at I-10 Freeway EB Ramps (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.528
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 15.2
Optimal Cycle: OPTIMIZED 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	19		19		10	19		0		0	0		0		0	0		0	
Lanes:	0	0	3	0	1	1	0	2	0	0	0	1	0	0	1	0	0	0	0	0
Volume Module:																				
Base Vol:	0	625		259		33	419		0		475		7		401	0		0		0
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00
Initial Bse:	0	625		259		33	419		0		475		7		401	0		0		0
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00
PHF Adj:	0.94	0.94		0.94		0.94	0.94		0.94		0.94		0.94		0.94	0.94		0.94		0.94
PHF Volume:	0	665		276		35	446		0		505		7		427	0		0		0
Reduct Vol:	0	0		0		0	0		0		0		0		0	0		0		0
Reduced Vol:	0	665		276		35	446		0		505		7		427	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
FinalVolume:	0	665		276		35	446		0		505		7		427	0		0		0
Saturation Flow Module:																				
Sat/Lane:	1800	1800		1800		1800	1800		1800		1800		1800		1800	1800		1800		1800
Adjustment:	0.94	1.00		1.00		0.94	1.00		1.00		0.94		1.00		1.00	0.94		1.00		1.00
Lanes:	0.00	3.00		1.00		1.00	2.00		0.00		0.99		0.01		1.00	0.00		0.00		0.00
Final Sat.:	0	5400		1800		1700	3600		0		1677		25		1800	0		0		0
Capacity Analysis Module:																				
Vol/Sat:	0.00	0.12		0.15		0.02	0.12		0.00		0.30		0.30		0.24	0.00		0.00		0.00
Crit Moves:				****		****					****									
Green/Cycle:	0.00	0.32		0.32		0.17	0.48		0.00		0.42		0.42		0.42	0.00		0.00		0.00
Volume/Cap:	0.00	0.39		0.48		0.12	0.26		0.00		0.72		0.72		0.57	0.00		0.00		0.00
Delay/Veh:	0.0	16.1		17.2		21.5	9.2		0.0		18.3		18.3		14.4	0.0		0.0		0.0
User DelAdj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00
AdjDel/Veh:	0.0	16.1		17.2		21.5	9.2		0.0		18.3		18.3		14.4	0.0		0.0		0.0
LOS by Move:	A	B		B		C	A		A		B		B		B	A		A		A
HCM2kAvgQ:	0	4		5		1	3		0		10		10		7	0		0		0

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

Alabama Venture 1 Project
Opening Year (2015) With Ambient
Evening Peak Hour

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

****

Intersection #5 California Street (NS) at I-10 Freeway EB Ramps (EW)

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.866
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 21.7
Optimal Cycle: OPTIMIZED 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		19			19		10		19			0	0		0			0	0		0		0			0
Lanes:	0	0	3	0		1		1	0	2	0		0	0	1	0	0		1	0	0	0	0	0			
Volume Module:																											
Base Vol:	0		717			573		315		555			0	213		11			455	0		0		0			
Growth Adj:	1.00		1.00			1.00		1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		1.00			
Initial Bse:	0		717			573		315		555			0	213		11			455	0		0		0			
User Adj:	1.00		1.00			1.00		1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		1.00			
PHF Adj:	0.97		0.97			0.97		0.97		0.97			0.97	0.97		0.97			0.97	0.97		0.97		0.97			
PHF Volume:	0		739			591		325		572			0	220		11			469	0		0		0			
Reduct Vol:	0		0			0		0		0			0	0		0			0	0		0		0			
Reduced Vol:	0		739			591		325		572			0	220		11			469	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			
FinalVolume:	0		739			591		325		572			0	220		11			469	0		0		0			
Saturation Flow Module:																											
Sat/Lane:	1800		1800			1800		1800		1800			1800	1800		1800			1800	1800		1800		1800			
Adjustment:	0.94		1.00			1.00		0.94		1.00			1.00	0.94		1.00			1.00	0.94		1.00		1.00			
Lanes:	0.00		3.00			1.00		1.00		2.00			0.00	0.95		0.05			1.00	0.00		0.00		0.00			
Final Sat.:	0		5400			1800		1700		3600			0	1621		84			1800	0		0		0			
Capacity Analysis Module:																											
Vol/Sat:	0.00		0.14			0.33		0.19		0.16			0.00	0.14		0.14			0.26	0.00		0.00		0.00			
Crit Moves:						****		****											****								
Green/Cycle:	0.00		0.38			0.38		0.22		0.60			0.00	0.30		0.30			0.30	0.00		0.00		0.00			
Volume/Cap:	0.00		0.36			0.87		0.87		0.27			0.00	0.45		0.45			0.87	0.00		0.00		0.00			
Delay/Veh:	0.0		13.5			28.6		41.2		5.8			0.0	17.6		17.6			33.6	0.0		0.0		0.0			
User DelAdj:	1.00		1.00			1.00		1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		1.00			
AdjDel/Veh:	0.0		13.5			28.6		41.2		5.8			0.0	17.6		17.6			33.6	0.0		0.0		0.0			
LOS by Move:	A		B			C		D		A			A	B		B			C	A		A		A			
HCM2kAvgQ:	0		4			14		10		3			0	4		4			12	0		0		0			

****

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

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Alabama Venture 1 Project
Opening Year (2015) With Ambient
Morning Peak Hour

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

****

Intersection #6 Nevada Street (NS) at San Bernardino Avenue (EW)

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.231
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 18.0
Optimal Cycle: OPTIMIZED 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:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	31	31	31	31	31	31	10	19	19	10	19	19
Lanes:	0 0	1! 0	0	0 1	0 0	1	1 0	1 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	28	19	53	4	21	8	13	146	17	98	402	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	19	53	4	21	8	13	146	17	98	402	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	30	20	57	4	23	9	14	157	18	105	432	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	20	57	4	23	9	14	157	18	105	432	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	20	57	4	23	9	14	157	18	105	432	19
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.29	0.19	0.52	0.17	0.83	1.00	1.00	1.00	1.00	1.00	3.00	1.00
Final Sat.:	496	336	939	285	1498	1800	1700	1800	1800	1700	5400	1800
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.02	0.02	0.00	0.01	0.09	0.01	0.06	0.08	0.01
Crit Moves:		****						****		****		
Green/Cycle:	0.47	0.47	0.47	0.47	0.47	0.47	0.15	0.29	0.29	0.15	0.29	0.29
Volume/Cap:	0.13	0.13	0.13	0.03	0.03	0.01	0.05	0.30	0.04	0.41	0.28	0.04
Delay/Veh:	10.0	10.0	10.0	9.4	9.4	9.3	24.0	18.7	16.9	26.4	18.3	16.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.0	10.0	10.0	9.4	9.4	9.3	24.0	18.7	16.9	26.4	18.3	16.9
LOS by Move:	A	A	A	A	A	A	C	B	B	C	B	B
HCM2kAvgQ:	1	1	1	0	0	0	0	3	0	3	2	0

****

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

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Alabama Venture 1 Project
Opening Year (2015) With Ambient
Evening Peak Hour

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

****

Intersection #6 Nevada Street (NS) at San Bernardino Avenue (EW)

****

Cycle (sec): 85 Critical Vol./Cap.(X): 0.478
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 19.9
Optimal Cycle: OPTIMIZED 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:	Permitted					Permitted					Protected					Protected				
Rights:	Include					Include					Include					Include				
Min. Green:	31		31		31	31		31		31	10		19		19	10		19		19
Lanes:	0	0	1!	0	0	0	1	0	0	1	1	0	1	0	1	1	0	3	0	1
Volume Module:																				
Base Vol:	14		44		120	14		27		10	13		433		44	62		306		23
Growth Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Initial Bse:	14		44		120	14		27		10	13		433		44	62		306		23
User Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Adj:	0.85		0.85		0.85	0.85		0.85		0.85	0.85		0.85		0.85	0.85		0.85		0.85
PHF Volume:	17		52		142	17		32		12	15		511		52	73		361		27
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
Reduced Vol:	17		52		142	17		32		12	15		511		52	73		361		27
PCE Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
MLF Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
FinalVolume:	17		52		142	17		32		12	15		511		52	73		361		27
Saturation Flow Module:																				
Sat/Lane:	1800		1800		1800	1800		1800		1800	1800		1800		1800	1800		1800		1800
Adjustment:	0.94		1.00		1.00	0.94		1.00		1.00	0.94		1.00		1.00	0.94		1.00		1.00
Lanes:	0.08		0.25		0.67	0.35		0.65		1.00	1.00		1.00		1.00	1.00		3.00		1.00
Final Sat.:	141		443		1208	603		1162		1800	1700		1800		1800	1700		5400		1800
Capacity Analysis Module:																				
Vol/Sat:	0.12		0.12		0.12	0.03		0.03		0.01	0.01		0.28		0.03	0.04		0.07		0.02
Crit Moves:			****										****			****				
Green/Cycle:	0.36		0.36		0.36	0.36		0.36		0.36	0.19		0.45		0.45	0.12		0.37		0.37
Volume/Cap:	0.32		0.32		0.32	0.08		0.08		0.02	0.05		0.64		0.06	0.37		0.18		0.04
Delay/Veh:	19.7		19.7		19.7	17.7		17.7		17.3	27.9		19.8		13.4	35.7		18.1		17.2
User DelAdj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
AdjDel/Veh:	19.7		19.7		19.7	17.7		17.7		17.3	27.9		19.8		13.4	35.7		18.1		17.2
LOS by Move:	B		B		B	B		B		B	C		B		B	D		B		B
HCM2kAvgQ:	4		4		4	1		1		0	0		11		1	2		2		0

****

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

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Alabama Venture 1 Project
Opening Year (2015) With Ambient
Morning Peak Hour

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

Intersection #7 Nevada Street (NS) at Almond Avenue (EW)

Cycle (sec):	0	Critical Vol./Cap.(X):	0.231
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	8.4
Optimal Cycle:	0	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:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1 0 0 0			0 1 0 0 1			0 0 1! 0 0			0 1 0 0 0		
Volume Module:												
Base Vol:	25	91	0	2	147	0	3	13	17	19	15	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:	25	91	0	2	147	0	3	13	17	19	15	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	29	105	0	2	169	0	3	15	20	22	17	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	105	0	2	169	0	3	15	20	22	17	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
FinalVolume:	29	105	0	2	169	0	3	15	20	22	17	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.22	0.78	0.00	0.01	0.99	1.00	0.09	0.39	0.52	0.56	0.44	0.00
Final Sat.:	173	629	0	10	733	869	70	305	399	399	315	0
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	xxxx	0.23	0.23	0.00	0.05	0.05	0.05	0.05	0.05	xxxx
Crit Moves:		****			****			****		****		
Delay/Veh:	8.3	8.3	0.0	8.9	8.9	0.0	7.6	7.6	7.6	8.0	8.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.3	8.3	0.0	8.9	8.9	0.0	7.6	7.6	7.6	8.0	8.0	0.0
LOS by Move:	A	A	*	A	A	*	A	A	A	A	A	*
ApproachDel:		8.3			8.9			7.6			8.0	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.3			8.9			7.6			8.0	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.2	0.2	0.2	0.3	0.3	0.0	0.0	0.0	0.0	0.1	0.1	0.1

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

Alabama Venture 1 Project
Opening Year (2015) With Ambient
Evening Peak Hour

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

Intersection #7 Nevada Street (NS) at Almond Avenue (EW)

Cycle (sec):	0	Critical Vol./Cap.(X):	0.341
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	9.7
Optimal Cycle:	0	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:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 1	0 0	1	0 0	1! 0	0	0 1	0 0	0
Volume Module:												
Base Vol:	13	175	11	4	132	2	5	100	41	7	23	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:	13	175	11	4	132	2	5	100	41	7	23	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
PHF Volume:	16	219	14	5	165	3	6	125	51	9	29	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	219	14	5	165	3	6	125	51	9	29	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	16	219	14	5	165	3	6	125	51	9	29	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.07	0.88	0.05	0.03	0.97	1.00	0.03	0.69	0.28	0.23	0.77	0.00
Final Sat.:	48	644	40	19	637	755	24	481	197	147	483	0
Capacity Analysis Module:												
Vol/Sat:	0.34	0.34	0.34	0.26	0.26	0.00	0.26	0.26	0.26	0.06	0.06	xxxx
Crit Moves:		****			****			****			****	
Delay/Veh:	10.1	10.1	10.1	9.7	9.7	7.3	9.4	9.4	9.4	8.5	8.5	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.1	10.1	10.1	9.7	9.7	7.3	9.4	9.4	9.4	8.5	8.5	0.0
LOS by Move:	B	B	B	A	A	A	A	A	A	A	A	*
ApproachDel:		10.1			9.7			9.4			8.5	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.1			9.7			9.4			8.5	
LOS by Appr:		B			A			A			A	
AllWayAvgQ:	0.5	0.5	0.5	0.3	0.3	0.0	0.3	0.3	0.3	0.1	0.1	0.1

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

Alabama Venture 1 Project
Opening Year (2015) With Ambient
Morning Peak Hour

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

Intersection #8 Nevada Street (NS) at Lugonia Avenue (EW)

Cycle (sec):	0	Critical Vol./Cap.(X):	0.508
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	12.0
Optimal Cycle:	0	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:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	1	0 0	1!	0 0	0 1	0 0	1	0 0	1!	0 0
Volume Module:												
Base Vol:	37	83	27	9	126	14	15	51	36	93	139	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	37	83	27	9	126	14	15	51	36	93	139	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
PHF Volume:	46	104	34	11	158	18	19	64	45	116	174	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	104	34	11	158	18	19	64	45	116	174	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	46	104	34	11	158	18	19	64	45	116	174	15
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.31	0.69	1.00	0.06	0.85	0.09	0.23	0.77	1.00	0.38	0.57	0.05
Final Sat.:	171	383	637	34	482	54	126	429	634	229	342	30
Capacity Analysis Module:												
Vol/Sat:	0.27	0.27	0.05	0.33	0.33	0.33	0.15	0.15	0.07	0.51	0.51	0.51
Crit Moves:		****			****			****		****		
Delay/Veh:	10.9	10.9	8.3	11.6	11.6	11.6	9.8	9.8	8.3	14.3	14.3	14.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.9	10.9	8.3	11.6	11.6	11.6	9.8	9.8	8.3	14.3	14.3	14.3
LOS by Move:	B	B	A	B	B	B	A	A	A	B	B	B
ApproachDel:		10.4			11.6			9.3			14.3	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.4			11.6			9.3			14.3	
LOS by Appr:		B			B			A			B	
AllWayAvgQ:	0.3	0.3	0.0	0.4	0.4	0.4	0.2	0.2	0.1	0.9	0.9	0.9

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

Alabama Venture 1 Project
Opening Year (2015) With Ambient
Evening Peak Hour

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

Intersection #8 Nevada Street (NS) at Lugonia Avenue (EW)

Cycle (sec):	0	Critical Vol./Cap.(X):	0.712
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	17.7
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:	0 1	0 0	1	0 0	1! 0	0	0 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	22	167	174	22	143	6	25	214	54	123	172	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	167	174	22	143	6	25	214	54	123	172	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	25	192	200	25	164	7	29	246	62	141	198	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	192	200	25	164	7	29	246	62	141	198	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
FinalVolume:	25	192	200	25	164	7	29	246	62	141	198	11
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.12	0.88	1.00	0.13	0.84	0.03	0.10	0.90	1.00	0.40	0.57	0.03
Final Sat.:	56	423	533	57	368	15	51	433	537	199	278	16
Capacity Analysis Module:												
Vol/Sat:	0.45	0.45	0.38	0.45	0.45	0.45	0.57	0.57	0.12	0.71	0.71	0.71
Crit Moves:		****		****			****				****	
Delay/Veh:	15.3	15.3	12.6	15.7	15.7	15.7	18.0	18.0	9.9	24.5	24.5	24.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.3	15.3	12.6	15.7	15.7	15.7	18.0	18.0	9.9	24.5	24.5	24.5
LOS by Move:	C	C	B	C	C	C	C	C	A	C	C	C
ApproachDel:		14.0			15.7			16.5			24.5	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		14.0			15.7			16.5			24.5	
LOS by Appr:		B			C			C			C	
AllWayAvgQ:	0.7	0.7	0.5	0.6	0.6	0.6	1.1	1.1	0.1	2.0	2.0	2.0

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

Alabama Venture 1 Project
Opening Year (2015) With Ambient
Morning Peak Hour - With Improvements

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

Intersection #8 Nevada Street (NS) at Lugonia Avenue (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.297
Loss Time (sec): 4 (Y+R=3.0 sec) Average Delay (sec/veh): 9.8
Optimal Cycle: OPTIMIZED 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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	19	19	19	19	19	19	19	19	19	19	19	19
Lanes:	0 1	0 0	1	0 0	1! 0	0	0 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	37	83	27	9	126	14	15	51	36	93	139	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	37	83	27	9	126	14	15	51	36	93	139	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
PHF Volume:	46	104	34	11	158	18	19	64	45	116	174	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	104	34	11	158	18	19	64	45	116	174	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	46	104	34	11	158	18	19	64	45	116	174	15
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.32	0.68	1.00	0.06	0.85	0.09	0.24	0.76	1.00	0.39	0.56	0.05
Final Sat.:	545	1223	1800	108	1517	169	404	1373	1800	671	1003	87
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.02	0.10	0.10	0.10	0.05	0.05	0.03	0.17	0.17	0.17
Crit Moves:					****						****	
Green/Cycle:	0.35	0.35	0.35	0.35	0.35	0.35	0.58	0.58	0.58	0.58	0.58	0.58
Volume/Cap:	0.24	0.24	0.05	0.30	0.30	0.30	0.08	0.08	0.04	0.30	0.30	0.30
Delay/Veh:	14.1	14.1	13.0	14.4	14.4	14.4	5.5	5.5	5.4	6.5	6.5	6.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.1	14.1	13.0	14.4	14.4	14.4	5.5	5.5	5.4	6.5	6.5	6.5
LOS by Move:	B	B	B	B	B	B	A	A	A	A	A	A
HCM2kAvgQ:	2	2	0	3	3	3	1	1	0	3	3	3

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

Alabama Venture 1 Project
Opening Year (2015) With Ambient
Evening Peak Hour - With Improvements

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

Intersection #8 Nevada Street (NS) at Lugonia Avenue (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.344
Loss Time (sec): 4 (Y+R=3.0 sec) Average Delay (sec/veh): 10.3
Optimal Cycle: OPTIMIZED 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:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	19	19	19	19	19	19	19	19	19	19	19	19
Lanes:	0 1	0 0	1	0 0	1! 0	0	0 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	22	167	174	22	143	6	25	214	54	123	172	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	167	174	22	143	6	25	214	54	123	172	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	25	192	200	25	164	7	29	246	62	141	198	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	192	200	25	164	7	29	246	62	141	198	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
FinalVolume:	25	192	200	25	164	7	29	246	62	141	198	11
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.12	0.88	1.00	0.14	0.83	0.03	0.11	0.89	1.00	0.42	0.55	0.03
Final Sat.:	208	1580	1800	230	1494	63	187	1602	1800	709	992	58
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.11	0.11	0.11	0.11	0.15	0.15	0.03	0.20	0.20	0.20
Crit Moves:		****									****	
Green/Cycle:	0.35	0.35	0.35	0.35	0.35	0.35	0.58	0.58	0.58	0.58	0.58	0.58
Volume/Cap:	0.34	0.34	0.31	0.31	0.31	0.31	0.26	0.26	0.06	0.34	0.34	0.34
Delay/Veh:	14.6	14.6	14.4	14.4	14.4	14.4	6.4	6.4	5.5	6.8	6.8	6.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.6	14.6	14.4	14.4	14.4	14.4	6.4	6.4	5.5	6.8	6.8	6.8
LOS by Move:	B	B	B	B	B	B	A	A	A	A	A	A
HCM2kAvgQ:	3	3	3	3	3	3	3	3	1	4	4	4

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

Alabama Venture 1 Project
Opening Year (2015) With Ambient
Morning Peak Hour

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

Intersection #9 Project West Driveway (NS) at Almond Avenue (EW)

Average Delay (sec/veh): 0.6 Worst Case Level Of Service: A[9.0]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 0 0 0			0 0 0 0 0			0 0 1 0 0			0 1 0 0 0		
Volume Module:												
Base Vol:	2	0	0	0	0	0	0	10	0	2	40	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	0	0	0	0	0	0	10	0	2	40	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.56	0.56	0.56	0.56	0.56	0.56	0.56	0.56	0.56	0.56	0.56	0.56
PHF Volume:	4	0	0	0	0	0	0	18	0	4	72	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	4	0	0	0	0	0	0	18	0	4	72	0
Critical Gap Module:												
Critical Gp:	6.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	97	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	18	xxxx	xxxxx
Potent Cap.:	908	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1612	xxxx	xxxxx
Move Cap.:	906	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1612	xxxx	xxxxx
Volume/Cap:	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	9.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.2	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.2	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	A	*	*
ApproachDel:	9.0			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	A			*			*			*		

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

Alabama Venture 1 Project
Opening Year (2015) With Ambient
Evening Peak Hour

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

Intersection #9 Project West Driveway (NS) at Almond Avenue (EW)

Average Delay (sec/veh): 0.8 Worst Case Level Of Service: A[8.7]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 1			0 0 0 0 0			0 0 0 1 0			0 1 0 0 0		
Volume Module:												
Base Vol:	0	0	3	0	0	0	0	80	6	8	13	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	3	0	0	0	0	80	6	8	13	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	0	3	0	0	0	0	89	7	9	14	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	3	0	0	0	0	89	7	9	14	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	92	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	96	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	971	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1511	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	971	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1511	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.0	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	8.7	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx
LOS by Move:	*	*	A	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	A	*	*
ApproachDel:	8.7			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	A			*			*			*		

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

Alabama Venture 1 Project
Opening Year (2015) With Ambient
Morning Peak Hour

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

Intersection #11 Alabama Street (NS) at San Bernardino Avenue (EW)

Cycle (sec): 85 Critical Vol./Cap.(X): 0.377
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 25.1
Optimal Cycle: OPTIMIZED 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:	10	19	19	10	19	19	10	31	31	10	31	31
Lanes:	1 0 1	1 0		1 0 2	0 1		1 0 1	0 1		1 0 2	0 1	
Volume Module:												
Base Vol:	101	215	44	60	310	130	35	116	30	191	469	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:	101	215	44	60	310	130	35	116	30	191	469	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:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	107	228	47	64	329	138	37	123	32	203	497	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	228	47	64	329	138	37	123	32	203	497	95
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	107	228	47	64	329	138	37	123	32	203	497	95
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	1.66	0.34	1.00	2.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	2988	612	1700	3600	1800	1700	1800	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.06	0.08	0.08	0.04	0.09	0.08	0.02	0.07	0.02	0.12	0.14	0.05
Crit Moves:	****				****			****		****		
Green/Cycle:	0.12	0.22	0.22	0.12	0.22	0.22	0.14	0.36	0.36	0.20	0.43	0.43
Volume/Cap:	0.54	0.34	0.34	0.32	0.41	0.34	0.16	0.19	0.05	0.60	0.32	0.12
Delay/Veh:	38.1	28.0	28.0	35.3	28.5	28.3	32.6	18.6	17.5	33.7	16.3	14.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.1	28.0	28.0	35.3	28.5	28.3	32.6	18.6	17.5	33.7	16.3	14.8
LOS by Move:	D	C	C	D	C	C	C	B	B	C	B	B
HCM2kAvgQ:	4	3	3	2	4	3	1	2	1	6	4	2

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

Alabama Venture 1 Project
Opening Year (2015) With Ambient
Evening Peak Hour

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

Intersection #11 Alabama Street (NS) at San Bernardino Avenue (EW)

Cycle (sec): 85 Critical Vol./Cap.(X): 0.478
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 30.9
Optimal Cycle: OPTIMIZED 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:	10	19	19	10	19	19	10	31	31	10	31	31
Lanes:	1 0 1	1 0		1 0 2	0 1		1 0 1	0 1		1 0 2	0 1	
Volume Module:												
Base Vol:	31	360	199	97	375	59	244	555	201	175	150	85
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	31	360	199	97	375	59	244	555	201	175	150	85
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	33	387	214	104	403	63	262	597	216	188	161	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	387	214	104	403	63	262	597	216	188	161	91
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	33	387	214	104	403	63	262	597	216	188	161	91
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	1.29	0.71	1.00	2.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	2318	1282	1700	3600	1800	1700	1800	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.02	0.17	0.17	0.06	0.11	0.04	0.15	0.33	0.12	0.11	0.04	0.05
Crit Moves:		****		****			****					****
Green/Cycle:	0.12	0.22	0.22	0.12	0.22	0.22	0.20	0.43	0.43	0.14	0.36	0.36
Volume/Cap:	0.17	0.75	0.75	0.52	0.50	0.16	0.77	0.78	0.28	0.80	0.12	0.14
Delay/Veh:	34.1	34.6	34.6	37.7	29.4	26.7	42.6	25.9	16.1	53.5	18.0	18.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.1	34.6	34.6	37.7	29.4	26.7	42.6	25.9	16.1	53.5	18.0	18.2
LOS by Move:	C	C	C	D	C	C	D	C	B	D	B	B
HCM2kAvgQ:	1	9	9	3	5	1	9	15	4	7	1	2

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

Alabama Venture 1 Project
Opening Year (2015) With Ambient
Morning Peak Hour

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

Intersection #14 Alabama Street (NS) at Almond Avenue (EW)

Cycle (sec): 130 Critical Vol./Cap.(X): 0.195
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 9.7
Optimal Cycle: OPTIMIZED 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:	10	19	0	0	19	19	31	0	31	0	0	0
Lanes:	1 0	2 0	0	0 0	1 1	0	0 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	14	367	0	0	513	16	5	0	10	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:	14	367	0	0	513	16	5	0	10	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	16	417	0	0	583	18	6	0	11	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	417	0	0	583	18	6	0	11	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
FinalVolume:	16	417	0	0	583	18	6	0	11	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.94	0.06	0.35	0.00	0.65	0.00	0.00	0.00
Final Sat.:	1700	3600	0	0	3491	109	588	0	1177	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.12	0.00	0.00	0.17	0.17	0.01	0.00	0.01	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.08	0.72	0.00	0.00	0.64	0.64	0.24	0.00	0.24	0.00	0.00	0.00
Volume/Cap:	0.12	0.16	0.00	0.00	0.26	0.26	0.04	0.00	0.04	0.00	0.00	0.00
Delay/Veh:	56.3	6.0	0.0	0.0	10.3	10.3	38.1	0.0	38.1	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.3	6.0	0.0	0.0	10.3	10.3	38.1	0.0	38.1	0.0	0.0	0.0
LOS by Move:	E	A	A	A	B	B	D	A	D	A	A	A
HCM2kAvgQ:	1	3	0	0	5	5	1	0	1	0	0	0

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

Alabama Venture 1 Project
Opening Year (2015) With Ambient
Evening Peak Hour

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

Intersection #14 Alabama Street (NS) at Almond Avenue (EW)

Cycle (sec): 130 Critical Vol./Cap.(X): 0.267
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 11.4
Optimal Cycle: OPTIMIZED 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:	10	19	0	0	19	19	31	0	31	0	0	0
Lanes:	1 0	2 0	0	0 0	1 1	0	0 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	15	627	0	0	573	28	53	0	47	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	627	0	0	573	28	53	0	47	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	16	685	0	0	626	31	58	0	51	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	685	0	0	626	31	58	0	51	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
FinalVolume:	16	685	0	0	626	31	58	0	51	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.91	0.09	0.54	0.00	0.46	0.00	0.00	0.00
Final Sat.:	1700	3600	0	0	3432	168	925	0	820	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.19	0.00	0.00	0.18	0.18	0.06	0.00	0.06	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.08	0.72	0.00	0.00	0.64	0.64	0.24	0.00	0.24	0.00	0.00	0.00
Volume/Cap:	0.13	0.27	0.00	0.00	0.29	0.29	0.26	0.00	0.26	0.00	0.00	0.00
Delay/Veh:	56.4	6.6	0.0	0.0	10.5	10.5	40.6	0.0	40.6	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.4	6.6	0.0	0.0	10.5	10.5	40.6	0.0	40.6	0.0	0.0	0.0
LOS by Move:	E	A	A	A	B	B	D	A	D	A	A	A
HCM2kAvgQ:	1	5	0	0	6	6	4	0	4	0	0	0

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

Alabama Venture 1 Project
Opening Year (2015) With Ambient
Morning Peak Hour

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

Intersection #15 Alabama Street (NS) at Lugonia Avenue (EW)

Cycle (sec): 95 Critical Vol./Cap.(X): 0.347
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 28.5
Optimal Cycle: OPTIMIZED 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:	10	31	31	10	31	31	10	31	31	10	31	31
Lanes:	1 0	1 1	0	1 0	3 0	1	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	87	302	115	28	362	74	50	73	43	165	139	38
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	87	302	115	28	362	74	50	73	43	165	139	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
PHF Volume:	106	367	140	34	440	90	61	89	52	200	169	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	367	140	34	440	90	61	89	52	200	169	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	106	367	140	34	440	90	61	89	52	200	169	46
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	1.45	0.55	1.00	3.00	1.00	1.00	1.26	0.74	1.00	2.00	1.00
Final Sat.:	1700	2607	993	1700	5400	1800	1700	2266	1334	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.06	0.14	0.14	0.02	0.08	0.05	0.04	0.04	0.04	0.12	0.05	0.03
Crit Moves:		****		****				****		****		
Green/Cycle:	0.11	0.33	0.33	0.11	0.33	0.33	0.12	0.33	0.33	0.16	0.37	0.37
Volume/Cap:	0.59	0.43	0.43	0.19	0.25	0.15	0.30	0.12	0.12	0.75	0.13	0.07
Delay/Veh:	45.7	25.3	25.3	39.3	23.5	22.8	39.2	22.5	22.5	49.1	20.1	19.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.7	25.3	25.3	39.3	23.5	22.8	39.2	22.5	22.5	49.1	20.1	19.6
LOS by Move:	D	C	C	D	C	C	D	C	C	D	C	B
HCM2kAvgQ:	4	6	6	1	3	2	2	1	1	8	2	1

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

Alabama Venture 1 Project
Opening Year (2015) With Ambient
Evening Peak Hour

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

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Intersection #15 Alabama Street (NS) at Lugonia Avenue (EW)

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Cycle (sec): 110 Critical Vol./Cap.(X): 0.764
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 42.3
Optimal Cycle: OPTIMIZED Level Of Service: D

****

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:	10	31	31		10	31	31		10	31	31		10	31	31	
Lanes:	1 0	1	1	0	1 0	3	0	1	1 0	1	1	0	1 0	2	0	1
Volume Module:																
Base Vol:	105	482	413		124	480		67	118	313		129	352	249		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:	105	482	413		124	480		67	118	313		129	352	249		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:	0.92	0.92	0.92		0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92		0.92
PHF Volume:	114	524	449		135	522		73	128	340		140	383	271		98
Reduct Vol:	0	0	0		0	0		0	0	0		0	0	0		0
Reduced Vol:	114	524	449		135	522		73	128	340		140	383	271		98
PCE Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
FinalVolume:	114	524	449		135	522		73	128	340		140	383	271		98
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800		1800	1800		1800	1800	1800		1800	1800	1800		1800
Adjustment:	0.94	1.00	1.00		0.94	1.00		1.00	0.94	1.00		1.00	0.94	1.00		1.00
Lanes:	1.00	1.08	0.92		1.00	3.00		1.00	1.00	1.42		0.58	1.00	2.00		1.00
Final Sat.:	1700	1939	1661		1700	5400		1800	1700	2549		1051	1700	3600		1800
Capacity Analysis Module:																
Vol/Sat:	0.07	0.27	0.27		0.08	0.10		0.04	0.08	0.13		0.13	0.23	0.08		0.05
Crit Moves:		****			****					****			****			
Green/Cycle:	0.10	0.30	0.30		0.09	0.30		0.30	0.13	0.28		0.28	0.25	0.40		0.40
Volume/Cap:	0.70	0.89	0.89		0.87	0.32		0.14	0.58	0.47		0.47	0.89	0.19		0.13
Delay/Veh:	60.9	46.2	46.2		87.4	30.2		28.4	48.8	33.1		33.1	60.1	21.2		20.8
User DelAdj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
AdjDel/Veh:	60.9	46.2	46.2		87.4	30.2		28.4	48.8	33.1		33.1	60.1	21.2		20.8
LOS by Move:	E	D	D		F	C		C	D	C		C	E	C		C
HCM2kAvgQ:	5	19	19		7	5		2	5	7		7	17	3		2

****

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

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Alabama Venture 1 Project
Opening Year (2015) With Ambient
Morning Peak Hour - With Improvements

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

Intersection #15 Alabama Street (NS) at Lugonia Avenue (EW)

Cycle (sec):	95	Critical Vol./Cap.(X):	0.328
Loss Time (sec):	8 (Y+R=3.0 sec)	Average Delay (sec/veh):	27.4
Optimal Cycle: OPTIMIZED		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:	Ovl			Include			Include			Include		
Min. Green:	10	31	31	10	31	31	10	31	31	10	31	31
Lanes:	1 0 2 0 1			1 0 3 0 1			1 0 1 1 0			1 0 2 0 1		
Volume Module:												
Base Vol:	87	302	115	28	362	74	50	73	43	165	139	38
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	87	302	115	28	362	74	50	73	43	165	139	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
PHF Volume:	106	367	140	34	440	90	61	89	52	200	169	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	367	140	34	440	90	61	89	52	200	169	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	106	367	140	34	440	90	61	89	52	200	169	46
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	1.00	1.26	0.74	1.00	2.00	1.00
Final Sat.:	1700	3600	1800	1700	5400	1800	1700	2266	1334	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.06	0.10	0.08	0.02	0.08	0.05	0.04	0.04	0.04	0.12	0.05	0.03
Crit Moves:	****				****			****		****		
Green/Cycle:	0.11	0.33	0.48	0.11	0.33	0.33	0.12	0.33	0.33	0.16	0.37	0.37
Volume/Cap:	0.59	0.31	0.16	0.19	0.25	0.15	0.30	0.12	0.12	0.75	0.13	0.07
Delay/Veh:	45.7	24.2	13.8	39.3	23.5	22.8	39.2	22.5	22.5	49.1	20.1	19.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.7	24.2	13.8	39.3	23.5	22.8	39.2	22.5	22.5	49.1	20.1	19.6
LOS by Move:	D	C	B	D	C	C	D	C	C	D	C	B
HCM2kAvgQ:	4	4	2	1	3	2	2	1	1	8	2	1

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

Alabama Venture 1 Project
Opening Year (2015) With Ambient
Evening Peak Hour - With Improvements

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

Intersection #15 Alabama Street (NS) at Lugonia Avenue (EW)

Cycle (sec): 110 Critical Vol./Cap.(X): 0.629
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 34.6
Optimal Cycle: OPTIMIZED 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:	Ovl			Include			Include			Include		
Min. Green:	10	31	31	10	31	31	10	31	31	10	31	31
Lanes:	1 0 2 0 1			1 0 3 0 1			1 0 1 1 0			1 0 2 0 1		
Volume Module:												
Base Vol:	105	482	413	124	480	67	118	313	129	352	249	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:	105	482	413	124	480	67	118	313	129	352	249	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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	114	524	449	135	522	73	128	340	140	383	271	98
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	524	449	135	522	73	128	340	140	383	271	98
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	114	524	449	135	522	73	128	340	140	383	271	98
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	1.00	1.42	0.58	1.00	2.00	1.00
Final Sat.:	1700	3600	1800	1700	5400	1800	1700	2549	1051	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.07	0.15	0.25	0.08	0.10	0.04	0.08	0.13	0.13	0.23	0.08	0.05
Crit Moves:		****		****				****		****		
Green/Cycle:	0.09	0.28	0.55	0.09	0.28	0.28	0.13	0.28	0.28	0.27	0.42	0.42
Volume/Cap:	0.73	0.52	0.45	0.84	0.34	0.14	0.56	0.47	0.47	0.84	0.18	0.13
Delay/Veh:	64.8	33.7	15.1	79.0	31.3	29.5	47.7	33.1	33.1	50.7	20.3	19.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.8	33.7	15.1	79.0	31.3	29.5	47.7	33.1	33.1	50.7	20.3	19.9
LOS by Move:	E	C	B	E	C	C	D	C	C	D	C	B
HCM2kAvgQ:	6	8	9	7	5	2	5	7	7	15	3	2

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

Alabama Venture 1 Project
Opening Year (2015) With Ambient
Morning Peak Hour

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

Intersection #16 Alabama Street (NS) at I-10 Freeway WB Ramps (EW)

Cycle (sec):	65	Critical Vol./Cap.(X):	0.665
Loss Time (sec):	6 (Y+R=3.0 sec)	Average Delay (sec/veh):	19.7
Optimal Cycle: OPTIMIZED		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:	10	19	0	0	19	19	0	0	0	0	0	0
Lanes:	1 0	2 0	0	0 0	2 0	1	0 0	0 0	0	0 1	0 1	0
Volume Module:												
Base Vol:	305	419	0	0	324	188	0	0	0	256	307	291
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	305	419	0	0	324	188	0	0	0	256	307	291
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	351	482	0	0	372	216	0	0	0	294	353	334
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	351	482	0	0	372	216	0	0	0	294	353	334
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	351	482	0	0	372	216	0	0	0	294	353	334
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.62	0.71	0.67
Final Sat.:	1700	3600	0	0	3600	1800	0	0	0	1060	1272	1205
Capacity Analysis Module:												
Vol/Sat:	0.21	0.13	0.00	0.00	0.10	0.12	0.00	0.00	0.00	0.28	0.28	0.28
Crit Moves:	****					****				****		
Green/Cycle:	0.26	0.55	0.00	0.00	0.29	0.29	0.00	0.00	0.00	0.35	0.35	0.35
Volume/Cap:	0.79	0.24	0.00	0.00	0.35	0.41	0.00	0.00	0.00	0.79	0.79	0.79
Delay/Veh:	31.2	7.5	0.0	0.0	18.4	19.0	0.0	0.0	0.0	22.2	22.2	22.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.2	7.5	0.0	0.0	18.4	19.0	0.0	0.0	0.0	22.2	22.2	22.2
LOS by Move:	C	A	A	A	B	B	A	A	A	C	C	C
HCM2kAvgQ:	9	3	0	0	3	4	0	0	0	11	11	11

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

Alabama Venture 1 Project
Opening Year (2015) With Ambient
Evening Peak Hour

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

Intersection #16 Alabama Street (NS) at I-10 Freeway WB Ramps (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.725
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 16.0
Optimal Cycle: OPTIMIZED 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:	10	19	0	0	19	19	0	0	0	0	0	0
Lanes:	1 0 2 0 0			0 0 2 0 1			0 0 0 0 0			0 1 0 1 0		
Volume Module:												
Base Vol:	393	961	0	0	701	433	0	0	0	159	314	123
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	393	961	0	0	701	433	0	0	0	159	314	123
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	401	981	0	0	715	442	0	0	0	162	320	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	401	981	0	0	715	442	0	0	0	162	320	126
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	401	981	0	0	715	442	0	0	0	162	320	126
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.55	1.04	0.41
Final Sat.:	1700	3600	0	0	3600	1800	0	0	0	946	1867	731
Capacity Analysis Module:												
Vol/Sat:	0.24	0.27	0.00	0.00	0.20	0.25	0.00	0.00	0.00	0.17	0.17	0.17
Crit Moves:	****					****				****		
Green/Cycle:	0.33	0.66	0.00	0.00	0.34	0.34	0.00	0.00	0.00	0.24	0.24	0.24
Volume/Cap:	0.73	0.41	0.00	0.00	0.59	0.73	0.00	0.00	0.00	0.73	0.73	0.73
Delay/Veh:	22.7	4.8	0.0	0.0	17.1	21.8	0.0	0.0	0.0	24.3	24.3	24.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.7	4.8	0.0	0.0	17.1	21.8	0.0	0.0	0.0	24.3	24.3	24.3
LOS by Move:	C	A	A	A	B	C	A	A	A	C	C	C
HCM2kAvgQ:	9	4	0	0	6	9	0	0	0	7	7	7

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

Alabama Venture 1 Project
Opening Year (2015) With Ambient
Morning Peak Hour

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

Intersection #17 Alabama Street (NS) at I-10 Freeway EB Ramps (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.487
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 13.6
Optimal Cycle: OPTIMIZED 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	19	19	10	19	0	0	0	0	0	0	0
Lanes:	0 0	2 0	1	1 0	2 0	0	0 1	0 1	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	486	83	46	546	0	223	4	394	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	486	83	46	546	0	223	4	394	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	0	559	95	53	628	0	256	5	453	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	559	95	53	628	0	256	5	453	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
FinalVolume:	0	559	95	53	628	0	256	5	453	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.98	0.02	1.00	0.00	0.00	0.00
Final Sat.:	0	3600	1800	1700	3600	0	1672	30	1800	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.05	0.03	0.17	0.00	0.15	0.15	0.25	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green/Cycle:	0.00	0.32	0.32	0.17	0.48	0.00	0.42	0.42	0.42	0.00	0.00	0.00
Volume/Cap:	0.00	0.49	0.17	0.19	0.36	0.00	0.37	0.37	0.60	0.00	0.00	0.00
Delay/Veh:	0.0	16.9	14.9	21.8	9.8	0.0	12.2	12.2	14.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	16.9	14.9	21.8	9.8	0.0	12.2	12.2	14.5	0.0	0.0	0.0
LOS by Move:	A	B	B	C	A	A	B	B	B	A	A	A
HCM2kAvgQ:	0	5	1	1	4	0	4	4	7	0	0	0

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

Alabama Venture 1 Project
Opening Year (2015) With Ambient
Evening Peak Hour

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

****

Intersection #17 Alabama Street (NS) at I-10 Freeway EB Ramps (EW)

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.713
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 16.6
Optimal Cycle: OPTIMIZED 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	19	19		10	19	0		0	0	0		0	0	0	
Lanes:	0 0	2 0	1		1 0	2 0	0		0 1	0 1	0		0 0	0 0	0	
Volume Module:																
Base Vol:	0	907	273		208	672	0		423	10	458		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	907	273		208	672	0		423	10	458		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.98	0.98	0.98		0.98	0.98	0.98		0.98	0.98	0.98		0.98	0.98	0.98	
PHF Volume:	0	926	279		212	686	0		432	10	467		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	926	279		212	686	0		432	10	467		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	
FinalVolume:	0	926	279		212	686	0		432	10	467		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800		1800	1800	1800		1800	1800	1800		1800	1800	1800	
Adjustment:	0.94	1.00	1.00		0.94	1.00	1.00		0.94	1.00	1.00		0.94	1.00	1.00	
Lanes:	0.00	2.00	1.00		1.00	2.00	0.00		0.98	0.02	1.00		0.00	0.00	0.00	
Final Sat.:	0	3600	1800		1700	3600	0		1663	39	1800		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.26	0.15		0.12	0.19	0.00		0.26	0.26	0.26		0.00	0.00	0.00	
Crit Moves:		****			****				****							
Green/Cycle:	0.00	0.36	0.36		0.18	0.54	0.00		0.36	0.36	0.36		0.00	0.00	0.00	
Volume/Cap:	0.00	0.71	0.43		0.71	0.36	0.00		0.71	0.71	0.71		0.00	0.00	0.00	
Delay/Veh:	0.0	18.4	15.0		31.2	8.1	0.0		18.3	18.3	18.3		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	18.4	15.0		31.2	8.1	0.0		18.3	18.3	18.3		0.0	0.0	0.0	
LOS by Move:	A	B	B		C	A	A		B	B	B		A	A	A	
HCM2kAvgQ:	0	9	4		6	4	0		9	9	9		0	0	0	

****

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

****

Alabama Venture 1 Project
Opening Year (2015) With Ambient
Morning Peak Hour

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

****

Intersection #18 SR-210 Freeway SB Ramps (NS) at San Bernardino Avenue (EW)

****

Cycle (sec): 115 Critical Vol./Cap.(X): 0.531
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 37.4
Optimal Cycle: OPTIMIZED Level Of Service: D

****

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:	10	31	31	10	31	31	10	31	31	10	31	31
Lanes:	1 0 0 1 0			1 0 1 1 0			1 0 1 0 1			1 0 1 0 1		
Volume Module:												
Base Vol:	6	2	33	326	215	304	12	182	7	28	369	307
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	2	33	326	215	304	12	182	7	28	369	307
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	7	2	39	380	251	355	14	212	8	33	431	358
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	2	39	380	251	355	14	212	8	33	431	358
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	7	2	39	380	251	355	14	212	8	33	431	358
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	0.06	0.94	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1700	103	1697	1700	1800	1800	1700	1800	1800	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.02	0.22	0.14	0.20	0.01	0.12	0.00	0.02	0.24	0.20
Crit Moves:		****		****			****				****	
Green/Cycle:	0.13	0.27	0.27	0.28	0.41	0.41	0.09	0.29	0.29	0.09	0.30	0.30
Volume/Cap:	0.03	0.08	0.08	0.81	0.34	0.48	0.09	0.41	0.02	0.21	0.81	0.67
Delay/Veh:	43.4	31.5	31.5	48.6	23.1	24.9	48.6	33.4	29.1	48.8	46.2	38.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.4	31.5	31.5	48.6	23.1	24.9	48.6	33.4	29.1	48.8	46.2	38.8
LOS by Move:	D	C	C	D	C	C	D	C	C	D	D	D
HCM2kAvgQ:	0	1	1	15	6	9	1	6	0	1	16	12

****

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

****

Alabama Venture 1 Project
Opening Year (2015) With Ambient
Evening Peak Hour

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

****

Intersection #18 SR-210 Freeway SB Ramps (NS) at San Bernardino Avenue (EW)

****

Cycle (sec): 115 Critical Vol./Cap.(X): 0.742
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 39.5
Optimal Cycle: OPTIMIZED Level Of Service: D

****

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:	10	31	31	10	31	31	10	31	31	10	31	31
Lanes:	1 0 0 1 0			1 0 1 1 0			1 0 1 0 1			1 0 1 0 1		
Volume Module:												
Base Vol:	21	33	247	275	428	172	55	548	47	51	167	102
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21	33	247	275	428	172	55	548	47	51	167	102
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	22	35	262	291	453	182	58	581	50	54	177	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	35	262	291	453	182	58	581	50	54	177	108
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	22	35	262	291	453	182	58	581	50	54	177	108
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	0.12	0.88	1.00	1.43	0.57	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1700	212	1588	1700	2568	1032	1700	1800	1800	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.01	0.16	0.16	0.17	0.18	0.18	0.03	0.32	0.03	0.03	0.10	0.06
Crit Moves:		****		****				****		****		
Green/Cycle:	0.11	0.27	0.27	0.20	0.35	0.35	0.11	0.37	0.37	0.09	0.35	0.35
Volume/Cap:	0.11	0.61	0.61	0.86	0.50	0.50	0.30	0.86	0.07	0.37	0.28	0.17
Delay/Veh:	46.0	39.0	39.0	64.0	29.4	29.4	47.8	44.1	23.2	51.0	27.3	26.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.0	39.0	39.0	64.0	29.4	29.4	47.8	44.1	23.2	51.0	27.3	26.0
LOS by Move:	D	D	D	E	C	C	D	D	C	D	C	C
HCM2kAvgQ:	1	10	10	13	9	9	2	22	1	2	4	3

****

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

****

Alabama Venture 1 Project
Opening Year (2015) With Ambient
Morning Peak Hour

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

****

Intersection #19 SR-210 Freeway NB Ramps (NS) at San Bernardino Avenue (EW)

****

Cycle (sec): 115 Critical Vol./Cap.(X): 0.632
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 33.7
Optimal Cycle: OPTIMIZED 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:	10	31	31	10	31	31	10	31	31	10	31	31
Lanes:	1 0	2 0	1	1 0	0 1	0	2 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	63	272	27	139	4	55	80	354	109	32	586	358
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	63	272	27	139	4	55	80	354	109	32	586	358
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	73	315	31	161	5	64	93	410	126	37	678	414
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	315	31	161	5	64	93	410	126	37	678	414
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	73	315	31	161	5	64	93	410	126	37	678	414
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.89	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	0.07	0.93	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1700	3600	1800	1700	122	1678	3200	1800	1800	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.04	0.09	0.02	0.09	0.04	0.04	0.03	0.23	0.07	0.02	0.38	0.23
Crit Moves:		****		****			****				****	
Green/Cycle:	0.09	0.27	0.27	0.12	0.29	0.29	0.09	0.41	0.41	0.13	0.46	0.46
Volume/Cap:	0.46	0.32	0.06	0.82	0.13	0.13	0.33	0.55	0.17	0.16	0.82	0.50
Delay/Veh:	51.4	33.8	31.3	73.1	30.2	30.2	50.1	26.6	21.4	44.5	33.7	22.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.4	33.8	31.3	73.1	30.2	30.2	50.1	26.6	21.4	44.5	33.7	22.4
LOS by Move:	D	C	C	E	C	C	D	C	C	D	C	C
HCM2kAvgQ:	3	4	1	8	2	2	2	11	3	1	23	10

****

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

****

Alabama Venture 1 Project
Opening Year (2015) With Ambient
Evening Peak Hour

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

Intersection #19 SR-210 Freeway NB Ramps (NS) at San Bernardino Avenue (EW)

Cycle (sec): 115 Critical Vol./Cap.(X): 0.613
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 43.4
Optimal Cycle: OPTIMIZED Level Of Service: D

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:	10	31	31	10	31	31	10	31	31	10	31	31
Lanes:	1 0	2 0	1	1 0	0 1	0	2 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	31	455	35	243	22	57	454	552	103	21	259	208
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	31	455	35	243	22	57	454	552	103	21	259	208
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	34	493	38	263	24	62	492	598	112	23	281	225
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	493	38	263	24	62	492	598	112	23	281	225
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	34	493	38	263	24	62	492	598	112	23	281	225
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.89	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	0.28	0.72	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1700	3600	1800	1700	501	1299	3200	1800	1800	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.02	0.14	0.02	0.15	0.05	0.05	0.15	0.33	0.06	0.01	0.16	0.13
Crit Moves:		****		****			****					****
Green/Cycle:	0.11	0.27	0.27	0.20	0.35	0.35	0.19	0.37	0.37	0.10	0.27	0.27
Volume/Cap:	0.17	0.51	0.08	0.79	0.13	0.13	0.79	0.90	0.17	0.14	0.58	0.46
Delay/Veh:	46.5	36.0	31.4	55.8	25.4	25.4	50.7	50.0	24.6	48.0	38.1	35.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.5	36.0	31.4	55.8	25.4	25.4	50.7	50.0	24.6	48.0	38.1	35.8
LOS by Move:	D	D	C	E	C	C	D	D	C	D	D	D
HCM2kAvgQ:	1	8	1	11	2	2	11	24	3	1	9	7

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

Opening Year (2015) With Ambient and Project

Alabama Venture 1 Project
Opening Year (2015) With Ambient and Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #1 California Street (NS) at San Bernardino Avenue (EW)

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.204
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 27.4
Optimal Cycle: OPTIMIZED 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:	10	38	38	10	38	38	10	31	31	10	31	31
Lanes:	1 0 2 0 1			1 0 2 0 1			1 0 3 0 1			1 0 3 0 1		
Volume Module:												
Base Vol:	111	129	83	4	54	18	17	133	74	85	354	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	111	129	83	4	54	18	17	133	74	85	354	15
Added Vol:	0	0	0	0	0	0	0	3	0	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	111	129	83	4	54	18	17	136	74	85	355	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	121	141	91	4	59	20	19	148	81	93	387	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	121	141	91	4	59	20	19	148	81	93	387	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	121	141	91	4	59	20	19	148	81	93	387	16
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1700	3600	1800	1700	3600	1800	1700	5400	1800	1700	5400	1800
Capacity Analysis Module:												
Vol/Sat:	0.07	0.04	0.05	0.00	0.02	0.01	0.01	0.03	0.04	0.05	0.07	0.01
Crit Moves:	****				****				****	****		
Green/Cycle:	0.10	0.39	0.39	0.10	0.39	0.39	0.10	0.32	0.32	0.10	0.32	0.32
Volume/Cap:	0.69	0.10	0.13	0.02	0.04	0.03	0.11	0.09	0.14	0.53	0.22	0.03
Delay/Veh:	53.2	18.7	19.0	39.2	18.3	18.2	39.7	23.1	23.6	44.3	24.3	22.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.2	18.7	19.0	39.2	18.3	18.2	39.7	23.1	23.6	44.3	24.3	22.7
LOS by Move:	D	B	B	D	B	B	D	C	C	D	C	C
HCM2kAvgQ:	5	1	2	0	1	0	1	1	2	4	3	0

****

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

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Alabama Venture 1 Project
Opening Year (2015) With Ambient and Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 California Street (NS) at San Bernardino Avenue (EW)

Cycle (sec): 105 Critical Vol./Cap.(X): 0.302
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 26.5
Optimal Cycle: OPTIMIZED 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:	10	38	38	10	38	38	10	31	31	10	31	31
Lanes:	1 0 2 0 1			1 0 2 0 1			1 0 3 0 1			1 0 3 0 1		
Volume Module:												
Base Vol:	74	42	80	8	90	34	14	853	214	53	148	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	74	42	80	8	90	34	14	853	214	53	148	9
Added Vol:	0	0	0	0	0	0	0	2	0	0	3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	74	42	80	8	90	34	14	855	214	53	151	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	80	45	86	9	97	37	15	923	231	57	163	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	45	86	9	97	37	15	923	231	57	163	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	45	86	9	97	37	15	923	231	57	163	10
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1700	3600	1800	1700	3600	1800	1700	5400	1800	1700	5400	1800
Capacity Analysis Module:												
Vol/Sat:	0.05	0.01	0.05	0.01	0.03	0.02	0.01	0.17	0.13	0.03	0.03	0.01
Crit Moves:	****				****			****		****		
Green/Cycle:	0.10	0.37	0.37	0.10	0.36	0.36	0.11	0.37	0.37	0.10	0.35	0.35
Volume/Cap:	0.47	0.03	0.13	0.05	0.07	0.06	0.08	0.47	0.35	0.35	0.09	0.02
Delay/Veh:	46.6	21.4	22.2	43.2	22.0	21.9	41.9	25.6	24.5	45.8	23.0	22.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.6	21.4	22.2	43.2	22.0	21.9	41.9	25.6	24.5	45.8	23.0	22.4
LOS by Move:	D	C	C	D	C	C	D	C	C	D	C	C
HCM2kAvgQ:	3	0	2	0	1	1	1	8	5	2	1	0

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

Alabama Venture 1 Project
Opening Year (2015) With Ambient and Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #2 California Street (NS) at Almond Avenue (EW)

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.235
Loss Time (sec): 4 (Y+R=3.0 sec) Average Delay (sec/veh): 9.6
Optimal Cycle: OPTIMIZED Level Of Service: A

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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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	26	26	26	26	26	26	31	31	31	31	31	31
Lanes:	1 0	0 1	0	1 0	2 0	1	0 1	0 0	1	0 1	0 0	1
Volume Module:												
Base Vol:	39	306	26	0	165	14	3	24	13	16	29	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	39	306	26	0	165	14	3	24	13	16	29	2
Added Vol:	0	0	9	0	0	0	0	1	0	2	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	39	306	35	0	165	14	3	25	13	18	29	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	41	319	36	0	172	15	3	26	14	19	30	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	319	36	0	172	15	3	26	14	19	30	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	41	319	36	0	172	15	3	26	14	19	30	2
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	0.90	0.10	1.00	2.00	1.00	0.11	0.89	1.00	0.40	0.60	1.00
Final Sat.:	1700	1615	185	1700	3600	1800	192	1597	1800	674	1086	1800
Capacity Analysis Module:												
Vol/Sat:	0.02	0.20	0.20	0.00	0.05	0.01	0.02	0.02	0.01	0.03	0.03	0.00
Crit Moves:		****									****	
Green/Cycle:	0.65	0.65	0.65	0.00	0.65	0.65	0.31	0.31	0.31	0.31	0.31	0.31
Volume/Cap:	0.04	0.30	0.30	0.00	0.07	0.01	0.05	0.05	0.02	0.09	0.09	0.00
Delay/Veh:	6.3	7.8	7.8	0.0	6.4	6.2	24.2	24.2	24.0	24.6	24.6	23.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	6.3	7.8	7.8	0.0	6.4	6.2	24.2	24.2	24.0	24.6	24.6	23.8
LOS by Move:	A	A	A	A	A	A	C	C	C	C	C	C
HCM2kAvgQ:	0	5	5	0	1	0	1	1	0	1	1	0

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

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Alabama Venture 1 Project
Opening Year (2015) With Ambient and Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 California Street (NS) at Almond Avenue (EW)

Cycle (sec): 80 Critical Vol./Cap.(X): 0.247
Loss Time (sec): 4 (Y+R=3.0 sec) Average Delay (sec/veh): 10.4
Optimal Cycle: OPTIMIZED 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:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	26	26	26	26	26	26	31	31	31	31	31	31
Lanes:	1 0	0 1	0	1 0	2 0	1	0 1	0 0	1	0 1	0 0	1
Volume Module:												
Base Vol:	36	287	7	8	419	17	15	74	56	15	27	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	36	287	7	8	419	17	15	74	56	15	27	8
Added Vol:	0	0	5	0	0	0	0	1	0	9	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	36	287	12	8	419	17	15	75	56	24	28	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	39	311	13	9	454	18	16	81	61	26	30	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	311	13	9	454	18	16	81	61	26	30	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	39	311	13	9	454	18	16	81	61	26	30	9
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	0.96	0.04	1.00	2.00	1.00	0.17	0.83	1.00	0.48	0.52	1.00
Final Sat.:	1700	1728	72	1700	3600	1800	297	1485	1800	809	944	1800
Capacity Analysis Module:												
Vol/Sat:	0.02	0.18	0.18	0.01	0.13	0.01	0.05	0.05	0.03	0.03	0.03	0.00
Crit Moves:		****						****				
Green/Cycle:	0.56	0.56	0.56	0.56	0.56	0.56	0.39	0.39	0.39	0.39	0.39	0.39
Volume/Cap:	0.04	0.32	0.32	0.01	0.22	0.02	0.14	0.14	0.09	0.08	0.08	0.01
Delay/Veh:	7.9	9.5	9.5	7.7	8.8	7.7	16.0	16.0	15.6	15.6	15.6	15.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.9	9.5	9.5	7.7	8.8	7.7	16.0	16.0	15.6	15.6	15.6	15.1
LOS by Move:	A	A	A	A	A	A	B	B	B	B	B	B
HCM2kAvgQ:	0	4	4	0	3	0	2	2	1	1	1	0

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

Alabama Venture 1 Project
Opening Year (2015) With Ambient and Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 California Street (NS) at Lugonia Avenue (EW)

Cycle (sec): 130 Critical Vol./Cap.(X): 0.319
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 25.0
Optimal Cycle: OPTIMIZED 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:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	26	26	26	26	26	26	31	31	31	31	31	31
Lanes:	1 0	1 0	1	1 0	2 0	1	0 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	198	294	109	16	183	4	4	16	40	67	41	42
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	198	294	109	16	183	4	4	16	40	67	41	42
Added Vol:	0	9	0	0	2	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	198	303	109	16	185	4	4	16	40	67	41	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	228	348	125	18	213	5	5	18	46	77	47	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	228	348	125	18	213	5	5	18	46	77	47	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	228	348	125	18	213	5	5	18	46	77	47	48
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	2.00	1.00	0.21	0.79	1.00	0.46	0.27	0.27
Final Sat.:	1700	1800	1800	1700	3600	1800	356	1423	1800	783	479	491
Capacity Analysis Module:												
Vol/Sat:	0.13	0.19	0.07	0.01	0.06	0.00	0.01	0.01	0.03	0.10	0.10	0.10
Crit Moves:		****						****		****		
Green/Cycle:	0.47	0.47	0.47	0.47	0.47	0.47	0.24	0.24	0.24	0.24	0.24	0.24
Volume/Cap:	0.28	0.41	0.15	0.02	0.12	0.01	0.05	0.05	0.11	0.41	0.41	0.41
Delay/Veh:	20.9	22.6	19.4	18.2	19.1	18.0	38.2	38.2	38.8	42.2	42.2	42.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.9	22.6	19.4	18.2	19.1	18.0	38.2	38.2	38.8	42.2	42.2	42.2
LOS by Move:	C	C	B	B	B	B	D	D	D	D	D	D
HCM2kAvgQ:	6	9	3	0	2	0	1	1	1	6	6	6

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

Alabama Venture 1 Project
Opening Year (2015) With Ambient and Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #3 California Street (NS) at Lugonia Avenue (EW)

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.376
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 27.0
Optimal Cycle: OPTIMIZED 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:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	26	26	26	26	26	26	31	31	31	31	31	31
Lanes:	1 0 1 0 1			1 0 2 0 1			0 1 0 0 1			0 0 1! 0 0		
Volume Module:												
Base Vol:	94	210	88	36	471	9	15	75	174	165	31	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	94	210	88	36	471	9	15	75	174	165	31	19
Added Vol:	0	5	0	0	9	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	94	215	88	36	480	9	15	75	174	165	31	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	108	246	101	41	549	10	17	86	199	189	35	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	108	246	101	41	549	10	17	86	199	189	35	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	108	246	101	41	549	10	17	86	199	189	35	22
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	2.00	1.00	0.17	0.83	1.00	0.78	0.14	0.08
Final Sat.:	1700	1800	1800	1700	3600	1800	297	1485	1800	1322	248	152
Capacity Analysis Module:												
Vol/Sat:	0.06	0.14	0.06	0.02	0.15	0.01	0.06	0.06	0.11	0.14	0.14	0.14
Crit Moves:					****			****		****		
Green/Cycle:	0.32	0.32	0.32	0.32	0.32	0.32	0.31	0.31	0.31	0.31	0.31	0.31
Volume/Cap:	0.20	0.43	0.17	0.08	0.48	0.02	0.19	0.19	0.36	0.46	0.46	0.46
Delay/Veh:	24.9	27.3	24.6	23.8	27.6	23.3	25.4	25.4	27.2	28.4	28.4	28.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.9	27.3	24.6	23.8	27.6	23.3	25.4	25.4	27.2	28.4	28.4	28.4
LOS by Move:	C	C	C	C	C	C	C	C	C	C	C	C
HCM2kAvgQ:	3	6	2	1	7	0	2	2	5	7	7	7

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

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Alabama Venture 1 Project
Opening Year (2015) With Ambient and Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #4 California Street (NS) at I-10 Freeway WB Ramps (EW)

****

Cycle (sec): 65 Critical Vol./Cap.(X): 0.649
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 19.8
Optimal Cycle: OPTIMIZED 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:	10	19	0	0	19	19	0	0	0	0	0	0
Lanes:	1 0	2 0	0	0 0	3 0	1	0 0	0 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	438	632	0	0	131	169	0	0	0	349	3	348
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	438	632	0	0	131	169	0	0	0	349	3	348
Added Vol:	0	8	0	0	1	2	0	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	438	640	0	0	132	171	0	0	0	349	3	349
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	461	674	0	0	139	180	0	0	0	367	3	367
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	461	674	0	0	139	180	0	0	0	367	3	367
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	461	674	0	0	139	180	0	0	0	367	3	367
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	3.00	1.00	0.00	0.00	0.00	0.99	0.01	1.00
Final Sat.:	1700	3600	0	0	5400	1800	0	0	0	1686	14	1800
Capacity Analysis Module:												
Vol/Sat:	0.27	0.19	0.00	0.00	0.03	0.10	0.00	0.00	0.00	0.22	0.22	0.20
Crit Moves:	****					****				****		
Green/Cycle:	0.34	0.63	0.00	0.00	0.29	0.29	0.00	0.00	0.00	0.27	0.27	0.27
Volume/Cap:	0.79	0.30	0.00	0.00	0.09	0.34	0.00	0.00	0.00	0.79	0.79	0.74
Delay/Veh:	26.8	5.4	0.0	0.0	16.7	18.5	0.0	0.0	0.0	31.0	31.0	27.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.8	5.4	0.0	0.0	16.7	18.5	0.0	0.0	0.0	31.0	31.0	27.6
LOS by Move:	C	A	A	A	B	B	A	A	A	C	C	C
HCM2kAvgQ:	11	3	0	0	1	3	0	0	0	10	10	9

****

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

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Alabama Venture 1 Project
Opening Year (2015) With Ambient and Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 California Street (NS) at I-10 Freeway WB Ramps (EW)

Cycle (sec): 65 Critical Vol./Cap.(X): 0.984
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 37.2
Optimal Cycle: OPTIMIZED Level Of Service: D

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:	10	19	0	0	19	19	0	0	0	0	0	0
Lanes:	1 0	2 0	0	0 0	3 0	1	0 0	0 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	553	407	0	0	597	573	0	0	0	323	4	123
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	553	407	0	0	597	573	0	0	0	323	4	123
Added Vol:	0	5	0	0	2	7	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	553	412	0	0	599	580	0	0	0	323	4	123
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	588	438	0	0	637	617	0	0	0	344	4	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	588	438	0	0	637	617	0	0	0	344	4	131
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	588	438	0	0	637	617	0	0	0	344	4	131
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	3.00	1.00	0.00	0.00	0.00	0.99	0.01	1.00
Final Sat.:	1700	3600	0	0	5400	1800	0	0	0	1680	21	1800
Capacity Analysis Module:												
Vol/Sat:	0.35	0.12	0.00	0.00	0.12	0.34	0.00	0.00	0.00	0.20	0.20	0.07
Crit Moves:	****					****				****		
Green/Cycle:	0.35	0.70	0.00	0.00	0.35	0.35	0.00	0.00	0.00	0.21	0.21	0.21
Volume/Cap:	0.98	0.17	0.00	0.00	0.34	0.98	0.00	0.00	0.00	0.98	0.98	0.35
Delay/Veh:	53.6	3.4	0.0	0.0	15.8	52.8	0.0	0.0	0.0	69.1	69.1	22.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.6	3.4	0.0	0.0	15.8	52.8	0.0	0.0	0.0	69.1	69.1	22.6
LOS by Move:	D	A	A	A	B	D	A	A	A	E	E	C
HCM2kAvgQ:	19	2	0	0	3	19	0	0	0	13	13	3

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

Alabama Venture 1 Project
Opening Year (2015) With Ambient and Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 California Street (NS) at I-10 Freeway EB Ramps (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.533
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 15.3
Optimal Cycle: OPTIMIZED 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	19	19	10	19	0	0	0	0	0	0	0
Lanes:	0 0	3 0	1	1 0	2 0	0	0 1	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	625	259	33	419	0	475	7	401	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	625	259	33	419	0	475	7	401	0	0	0
Added Vol:	0	2	0	0	1	0	7	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	627	259	33	420	0	482	7	401	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	0	667	276	35	447	0	513	7	427	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	667	276	35	447	0	513	7	427	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
FinalVolume:	0	667	276	35	447	0	513	7	427	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00	3.00	1.00	1.00	2.00	0.00	0.99	0.01	1.00	0.00	0.00	0.00
Final Sat.:	0	5400	1800	1700	3600	0	1677	24	1800	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.12	0.15	0.02	0.12	0.00	0.31	0.31	0.24	0.00	0.00	0.00
Crit Moves:			****	****			****					
Green/Cycle:	0.00	0.32	0.32	0.17	0.48	0.00	0.42	0.42	0.42	0.00	0.00	0.00
Volume/Cap:	0.00	0.39	0.48	0.12	0.26	0.00	0.73	0.73	0.57	0.00	0.00	0.00
Delay/Veh:	0.0	16.1	17.2	21.5	9.2	0.0	18.7	18.7	14.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	16.1	17.2	21.5	9.2	0.0	18.7	18.7	14.4	0.0	0.0	0.0
LOS by Move:	A	B	B	C	A	A	B	B	B	A	A	A
HCM2kAvgQ:	0	4	5	1	3	0	10	10	7	0	0	0

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

Alabama Venture 1 Project
Opening Year (2015) With Ambient and Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 California Street (NS) at I-10 Freeway EB Ramps (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.867
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 21.7
Optimal Cycle: OPTIMIZED 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	19	19	10	19	0	0	0	0	0	0	0
Lanes:	0 0	3 0	1	1 0	2 0	0	0 1	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	717	573	315	555	0	213	11	455	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	717	573	315	555	0	213	11	455	0	0	0
Added Vol:	0	1	0	1	2	0	4	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	718	573	316	557	0	217	11	455	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	0	740	591	326	574	0	224	11	469	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	740	591	326	574	0	224	11	469	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
FinalVolume:	0	740	591	326	574	0	224	11	469	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00	3.00	1.00	1.00	2.00	0.00	0.95	0.05	1.00	0.00	0.00	0.00
Final Sat.:	0	5400	1800	1700	3600	0	1622	82	1800	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.33	0.19	0.16	0.00	0.14	0.14	0.26	0.00	0.00	0.00
Crit Moves:			****	****					****			
Green/Cycle:	0.00	0.38	0.38	0.22	0.60	0.00	0.30	0.30	0.30	0.00	0.00	0.00
Volume/Cap:	0.00	0.36	0.87	0.87	0.27	0.00	0.46	0.46	0.87	0.00	0.00	0.00
Delay/Veh:	0.0	13.5	28.7	41.3	5.8	0.0	17.7	17.7	33.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	13.5	28.7	41.3	5.8	0.0	17.7	17.7	33.7	0.0	0.0	0.0
LOS by Move:	A	B	C	D	A	A	B	B	C	A	A	A
HCM2kAvgQ:	0	4	14	10	3	0	4	4	12	0	0	0

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

Alabama Venture 1 Project
Opening Year (2015) With Ambient and Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 Nevada Street (NS) at San Bernardino Avenue (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.234
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 18.0
Optimal Cycle: OPTIMIZED 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:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	31	31	31	31	31	31	10	19	19	10	19	19
Lanes:	0 0	1! 0	0	0 1	0 0	1	1 0	1 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	28	19	53	4	21	8	13	146	17	98	402	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	19	53	4	21	8	13	146	17	98	402	18
Added Vol:	1	0	1	0	0	0	0	3	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	19	54	4	21	8	13	149	17	98	402	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	31	20	58	4	23	9	14	160	18	105	432	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	20	58	4	23	9	14	160	18	105	432	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	31	20	58	4	23	9	14	160	18	105	432	19
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.30	0.18	0.52	0.17	0.83	1.00	1.00	1.00	1.00	1.00	3.00	1.00
Final Sat.:	503	330	937	285	1498	1800	1700	1800	1800	1700	5400	1800
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.02	0.02	0.00	0.01	0.09	0.01	0.06	0.08	0.01
Crit Moves:		****						****		****		
Green/Cycle:	0.47	0.47	0.47	0.47	0.47	0.47	0.15	0.29	0.29	0.15	0.29	0.29
Volume/Cap:	0.13	0.13	0.13	0.03	0.03	0.01	0.05	0.31	0.04	0.41	0.28	0.04
Delay/Veh:	10.0	10.0	10.0	9.4	9.4	9.3	24.0	18.7	16.9	26.4	18.3	16.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.0	10.0	10.0	9.4	9.4	9.3	24.0	18.7	16.9	26.4	18.3	16.9
LOS by Move:	A	A	A	A	A	A	C	B	B	C	B	B
HCM2kAvgQ:	1	1	1	0	0	0	0	3	0	3	2	0

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

Alabama Venture 1 Project
Opening Year (2015) With Ambient and Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

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Intersection #6 Nevada Street (NS) at San Bernardino Avenue (EW)

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Cycle (sec): 85 Critical Vol./Cap.(X): 0.485
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 20.0
Optimal Cycle: OPTIMIZED Level Of Service: B

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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:	31		31		31	31		31		31	10		19		19	10		19		19
Lanes:	0	0	1!	0	0	0	1	0	0	1	1	0	1	0	1	1	0	3	0	1
Volume Module:																				
Base Vol:	14		44		120	14		27		10	13		433		44	62		306		23
Growth Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Initial Bse:	14		44		120	14		27		10	13		433		44	62		306		23
Added Vol:	3		0		4	0		0		0	0		2		0	0		0		0
PasserByVol:	0		0		0	0		0		0	0		0		0	0		0		0
Initial Fut:	17		44		124	14		27		10	13		435		44	62		306		23
User Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Adj:	0.85		0.85		0.85	0.85		0.85		0.85	0.85		0.85		0.85	0.85		0.85		0.85
PHF Volume:	20		52		146	17		32		12	15		514		52	73		361		27
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
Reduced Vol:	20		52		146	17		32		12	15		514		52	73		361		27
PCE Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
MLF Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
FinalVolume:	20		52		146	17		32		12	15		514		52	73		361		27
Saturation Flow Module:																				
Sat/Lane:	1800		1800		1800	1800		1800		1800	1800		1800		1800	1800		1800		1800
Adjustment:	0.94		1.00		1.00	0.94		1.00		1.00	0.94		1.00		1.00	0.94		1.00		1.00
Lanes:	0.10		0.23		0.67	0.35		0.65		1.00	1.00		1.00		1.00	1.00		3.00		1.00
Final Sat.:	165		426		1200	603		1162		1800	1700		1800		1800	1700		5400		1800
Capacity Analysis Module:																				
Vol/Sat:	0.12		0.12		0.12	0.03		0.03		0.01	0.01		0.29		0.03	0.04		0.07		0.02
Crit Moves:			****										****			****				
Green/Cycle:	0.36		0.36		0.36	0.36		0.36		0.36	0.19		0.45		0.45	0.12		0.37		0.37
Volume/Cap:	0.33		0.33		0.33	0.08		0.08		0.02	0.05		0.64		0.06	0.37		0.18		0.04
Delay/Veh:	19.8		19.8		19.8	17.7		17.7		17.3	27.9		19.9		13.4	35.7		18.1		17.2
User DelAdj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
AdjDel/Veh:	19.8		19.8		19.8	17.7		17.7		17.3	27.9		19.9		13.4	35.7		18.1		17.2
LOS by Move:	B		B		B	B		B		B	C		B		B	D		B		B
HCM2kAvgQ:	4		4		4	1		1		0	0		11		1	2		2		0

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

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Alabama Venture 1 Project
Opening Year (2015) With Ambient and Project
Morning Peak Hour

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

Intersection #7 Nevada Street (NS) at Almond Avenue (EW)

Cycle (sec):	0	Critical Vol./Cap.(X):	0.234
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	8.5
Optimal Cycle:	0	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:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 1	0 0	1	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	25	91	0	2	147	0	3	13	17	19	15	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:	25	91	0	2	147	0	3	13	17	19	15	0
Added Vol:	0	0	2	0	0	0	0	10	0	1	3	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	91	2	2	147	0	3	23	17	20	18	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	29	105	2	2	169	0	3	26	20	23	21	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	105	2	2	169	0	3	26	20	23	21	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	29	105	2	2	169	0	3	26	20	23	21	2
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.21	0.77	0.02	0.01	0.99	1.00	0.07	0.53	0.40	0.50	0.45	0.05
Final Sat.:	168	611	13	10	723	856	53	407	301	358	322	36
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.17	0.23	0.23	0.00	0.07	0.07	0.07	0.06	0.06	0.06
Crit Moves:		****			****			****				****
Delay/Veh:	8.3	8.3	8.3	9.0	9.0	0.0	7.7	7.7	7.7	8.0	8.0	8.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.3	8.3	8.3	9.0	9.0	0.0	7.7	7.7	7.7	8.0	8.0	8.0
LOS by Move:	A	A	A	A	A	*	A	A	A	A	A	A
ApproachDel:		8.3			9.0			7.7			8.0	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.3			9.0			7.7			8.0	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.2	0.2	0.2	0.3	0.3	0.0	0.1	0.1	0.1	0.1	0.1	0.1

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

Alabama Venture 1 Project
Opening Year (2015) With Ambient and Project
Evening Peak Hour

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

Intersection #7 Nevada Street (NS) at Almond Avenue (EW)

Cycle (sec):	0	Critical Vol./Cap.(X):	0.350
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	9.8
Optimal Cycle:	0	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:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 1	0 0	1	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	13	175	11	4	132	2	5	100	41	7	23	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:	13	175	11	4	132	2	5	100	41	7	23	0
Added Vol:	0	0	1	0	0	0	0	6	0	2	10	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	175	12	4	132	2	5	106	41	9	33	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
PHF Volume:	16	219	15	5	165	3	6	133	51	11	41	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	219	15	5	165	3	6	133	51	11	41	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	16	219	15	5	165	3	6	133	51	11	41	9
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.06	0.88	0.06	0.03	0.97	1.00	0.03	0.70	0.27	0.18	0.68	0.14
Final Sat.:	47	627	43	19	623	735	23	483	187	117	430	91
Capacity Analysis Module:												
Vol/Sat:	0.35	0.35	0.35	0.27	0.27	0.00	0.27	0.27	0.27	0.10	0.10	0.10
Crit Moves:			****		****			****			****	
Delay/Veh:	10.3	10.3	10.3	9.9	9.9	7.4	9.6	9.6	9.6	8.7	8.7	8.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.3	10.3	10.3	9.9	9.9	7.4	9.6	9.6	9.6	8.7	8.7	8.7
LOS by Move:	B	B	B	A	A	A	A	A	A	A	A	A
ApproachDel:	10.3			9.9			9.6			8.7		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	10.3			9.9			9.6			8.7		
LOS by Appr:	B			A			A			A		
AllWayAvgQ:	0.5	0.5	0.5	0.3	0.3	0.0	0.3	0.3	0.3	0.1	0.1	0.1

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

Alabama Venture 1 Project
Opening Year (2015) With Ambient and Project
Morning Peak Hour

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

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Intersection #8 Nevada Street (NS) at Lugonia Avenue (EW)

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Cycle (sec):	0	Critical Vol./Cap.(X):	0.509
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	12.0
Optimal Cycle:	0	Level Of Service:	B

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	1	0 0	1! 0	0	0 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	37	83	27	9	126	14	15	51	36	93	139	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	37	83	27	9	126	14	15	51	36	93	139	12
Added Vol:	0	2	0	0	1	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	37	85	27	9	127	14	15	51	36	93	139	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
PHF Volume:	46	106	34	11	159	18	19	64	45	116	174	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	106	34	11	159	18	19	64	45	116	174	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	46	106	34	11	159	18	19	64	45	116	174	15
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.30	0.70	1.00	0.06	0.85	0.09	0.23	0.77	1.00	0.38	0.57	0.05
Final Sat.:	168	386	637	34	482	53	126	427	632	228	341	29
Capacity Analysis Module:												
Vol/Sat:	0.28	0.28	0.05	0.33	0.33	0.33	0.15	0.15	0.07	0.51	0.51	0.51
Crit Moves:		****			****			****			****	
Delay/Veh:	11.0	11.0	8.3	11.7	11.7	11.7	9.8	9.8	8.4	14.3	14.3	14.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.0	11.0	8.3	11.7	11.7	11.7	9.8	9.8	8.4	14.3	14.3	14.3
LOS by Move:	B	B	A	B	B	B	A	A	A	B	B	B
ApproachDel:		10.5			11.7			9.3			14.3	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.5			11.7			9.3			14.3	
LOS by Appr:		B			B			A			B	
AllWayAvgQ:	0.3	0.3	0.0	0.4	0.4	0.4	0.2	0.2	0.1	0.9	0.9	0.9

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

Alabama Venture 1 Project
Opening Year (2015) With Ambient and Project
Evening Peak Hour

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

Intersection #8 Nevada Street (NS) at Lugonia Avenue (EW)

Cycle (sec):	0	Critical Vol./Cap.(X):	0.713
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	17.8
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:	0 1	0 0	1	0 0	1!	0 0	0 1	0 0	1	0 0	1!	0 0
Volume Module:												
Base Vol:	22	167	174	22	143	6	25	214	54	123	172	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	167	174	22	143	6	25	214	54	123	172	10
Added Vol:	0	1	0	0	2	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	168	174	22	145	6	25	214	54	123	172	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	25	193	200	25	167	7	29	246	62	141	198	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	193	200	25	167	7	29	246	62	141	198	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
FinalVolume:	25	193	200	25	167	7	29	246	62	141	198	11
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.12	0.88	1.00	0.13	0.84	0.03	0.10	0.90	1.00	0.40	0.57	0.03
Final Sat.:	55	423	532	56	369	15	50	432	535	198	277	16
Capacity Analysis Module:												
Vol/Sat:	0.46	0.46	0.38	0.45	0.45	0.45	0.57	0.57	0.12	0.71	0.71	0.71
Crit Moves:		****			****			****			****	
Delay/Veh:	15.3	15.3	12.7	15.9	15.9	15.9	18.1	18.1	9.9	24.6	24.6	24.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.3	15.3	12.7	15.9	15.9	15.9	18.1	18.1	9.9	24.6	24.6	24.6
LOS by Move:	C	C	B	C	C	C	C	C	A	C	C	C
ApproachDel:		14.1			15.9			16.6			24.6	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		14.1			15.9			16.6			24.6	
LOS by Appr:		B			C			C			C	
AllWayAvgQ:	0.7	0.7	0.5	0.7	0.7	0.7	1.1	1.1	0.1	2.0	2.0	2.0

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

Alabama Venture 1 Project
Opening Year (2015) With Ambient and Project
Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 Nevada Street (NS) at Lugonia Avenue (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.298
Loss Time (sec): 4 (Y+R=3.0 sec) Average Delay (sec/veh): 9.9
Optimal Cycle: OPTIMIZED 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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	19	19	19	19	19	19	19	19	19	19	19	19
Lanes:	0 1	0 0	1	0 0	1! 0	0	0 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	37	83	27	9	126	14	15	51	36	93	139	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	37	83	27	9	126	14	15	51	36	93	139	12
Added Vol:	0	2	0	0	1	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	37	85	27	9	127	14	15	51	36	93	139	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
PHF Volume:	46	106	34	11	159	18	19	64	45	116	174	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	106	34	11	159	18	19	64	45	116	174	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	46	106	34	11	159	18	19	64	45	116	174	15
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.32	0.68	1.00	0.06	0.85	0.09	0.24	0.76	1.00	0.39	0.56	0.05
Final Sat.:	536	1232	1800	108	1519	167	404	1373	1800	671	1003	87
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.02	0.10	0.10	0.10	0.05	0.05	0.03	0.17	0.17	0.17
Crit Moves:					****						****	
Green/Cycle:	0.35	0.35	0.35	0.35	0.35	0.35	0.58	0.58	0.58	0.58	0.58	0.58
Volume/Cap:	0.25	0.25	0.05	0.30	0.30	0.30	0.08	0.08	0.04	0.30	0.30	0.30
Delay/Veh:	14.0	14.0	12.9	14.4	14.4	14.4	5.5	5.5	5.4	6.5	6.5	6.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.0	14.0	12.9	14.4	14.4	14.4	5.5	5.5	5.4	6.5	6.5	6.5
LOS by Move:	B	B	B	B	B	B	A	A	A	A	A	A
HCM2kAvgQ:	2	2	0	3	3	3	1	1	0	3	3	3

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

Alabama Venture 1 Project
Opening Year (2015) With Ambient and Project
Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 Nevada Street (NS) at Lugonia Avenue (EW)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.345
Loss Time (sec):	4 (Y+R=3.0 sec)	Average Delay (sec/veh):	10.3
Optimal Cycle: OPTIMIZED		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:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	19	19	19	19	19	19	19	19	19	19	19	19
Lanes:	0 1	0 0	1	0 0	1! 0	0	0 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	22	167	174	22	143	6	25	214	54	123	172	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	167	174	22	143	6	25	214	54	123	172	10
Added Vol:	0	1	0	0	2	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	168	174	22	145	6	25	214	54	123	172	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	25	193	200	25	167	7	29	246	62	141	198	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	193	200	25	167	7	29	246	62	141	198	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
FinalVolume:	25	193	200	25	167	7	29	246	62	141	198	11
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.12	0.88	1.00	0.13	0.84	0.03	0.11	0.89	1.00	0.42	0.55	0.03
Final Sat.:	207	1581	1800	227	1497	62	187	1602	1800	709	992	58
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.11	0.11	0.11	0.11	0.15	0.15	0.03	0.20	0.20	0.20
Crit Moves:		****									****	
Green/Cycle:	0.35	0.35	0.35	0.35	0.35	0.35	0.58	0.58	0.58	0.58	0.58	0.58
Volume/Cap:	0.34	0.34	0.31	0.31	0.31	0.31	0.27	0.27	0.06	0.34	0.34	0.34
Delay/Veh:	14.6	14.6	14.3	14.3	14.3	14.3	6.4	6.4	5.5	6.9	6.9	6.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.6	14.6	14.3	14.3	14.3	14.3	6.4	6.4	5.5	6.9	6.9	6.9
LOS by Move:	B	B	B	B	B	B	A	A	A	A	A	A
HCM2kAvgQ:	3	3	3	3	3	3	3	3	1	4	4	4

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

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Alabama Venture 1 Project
Opening Year (2015) With Ambient and Project
Morning Peak Hour - With Improvements

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

Intersection #9 Project West Driveway (NS) at Almond Avenue (EW)

Average Delay (sec/veh): 0.6 Worst Case Level Of Service: A[9.2]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	1	0	0	0	0	0	0	0	0	1	0	0	0	0	1!	0	0
Volume Module:																	
Base Vol:	2	0	0	0	0	0	0	10	0	2	40	0					
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Initial Bse:	2	0	0	0	0	0	0	10	0	2	40	0					
Added Vol:	0	0	0	0	0	0	1	11	0	0	5	1					
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0					
Initial Fut:	2	0	0	0	0	0	1	21	0	2	45	1					
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Adj:	0.56	0.56	0.56	0.56	0.56	0.56	0.56	0.56	0.56	0.56	0.56	0.56					
PHF Volume:	4	0	0	0	0	0	2	38	0	4	81	2					
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0					
FinalVolume:	4	0	0	0	0	0	2	38	0	4	81	2					
Critical Gap Module:																	
Critical Gp:	6.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx					
FollowUpTim:	3.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx					
Capacity Module:																	
Cnflict Vol:	130	xxxx	xxxxx	xxxx	xxxx	xxxxx	82	xxxx	xxxxx	38	xxxx	xxxxx					
Potent Cap.:	869	xxxx	xxxxx	xxxx	xxxx	xxxxx	1528	xxxx	xxxxx	1586	xxxx	xxxxx					
Move Cap.:	867	xxxx	xxxxx	xxxx	xxxx	xxxxx	1528	xxxx	xxxxx	1586	xxxx	xxxxx					
Volume/Cap:	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	0.00	xxxx	xxxx					
Level Of Service Module:																	
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx					
Control Del:	9.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx	7.3	xxxx	xxxxx					
LOS by Move:	A	*	*	*	*	*	A	*	*	A	*	*					
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT							
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx					
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx					
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx					
Shared LOS:	*	*	*	*	*	*	A	*	*	*	*	*					
ApproachDel:	9.2			xxxxxx			xxxxxx			xxxxxx							
ApproachLOS:	A			*			*			*							

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

Alabama Venture 1 Project
Opening Year (2015) With Ambient and Project
Evening Peak Hour - With Improvements

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

Intersection #9 Project West Driveway (NS) at Almond Avenue (EW)

Average Delay (sec/veh): 0.8 Worst Case Level Of Service: A[9.0]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	0 0	1	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	0	3	0	0	0	0	80	6	8	13	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	3	0	0	0	0	80	6	8	13	0
Added Vol:	0	0	0	1	0	1	1	6	0	0	18	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	3	1	0	1	1	86	6	8	31	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	0	3	1	0	1	1	96	7	9	34	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	3	1	0	1	1	96	7	9	34	1
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	99	156	157	35	36	xxxx	xxxxx	102	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	962	815	738	1044	1589	xxxx	xxxxx	1502	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	962	809	734	1044	1589	xxxx	xxxxx	1502	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.00	0.00	0.00	0.00	0.00	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.0	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	8.8	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx	7.4	xxxx	xxxxx
LOS by Move:	*	*	A	*	*	*	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	911	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	9.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	A	*	*	*	*	*	*	*
ApproachDel:	8.8			9.0			xxxxxx			xxxxxx		
ApproachLOS:	A			A			*			*		

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

Alabama Venture 1 Project
Opening Year (2015) With Ambient and Project
Morning Peak Hour - With Improvements

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

Intersection #10 Project East Driveway (NS) at Almond Avenue (EW)

Average Delay (sec/veh): 1.9 Worst Case Level Of Service: A[8.6]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	0 0	0	0 0	1! 0	0	0 1	0 0	0	0 0	0 1	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	15	0	0	30	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	15	0	0	30	0
Added Vol:	0	0	0	2	0	4	11	0	0	0	1	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	2	0	4	11	15	0	0	31	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	2	0	4	12	16	0	0	33	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	2	0	4	12	16	0	0	33	8
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	76	76	37	41	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	932	818	1041	1581	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	927	812	1041	1581	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.00	0.00	0.00	0.01	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	1000	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.0	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	8.6	xxxxx	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	A	*	A	*	*	*	*	*
ApproachDel:	xxxxxx				8.6		xxxxxx			xxxxxx		
ApproachLOS:	*				A			*			*	

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

Alabama Venture 1 Project
Opening Year (2015) With Ambient and Project
Evening Peak Hour - With Improvements

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

Intersection #10 Project East Driveway (NS) at Almond Avenue (EW)

Average Delay (sec/veh): 1.3 Worst Case Level Of Service: A[8.8]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			0 0 1! 0 0			0 1 0 0 0			0 0 0 1 0		
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	100	0	0	43	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	100	0	0	43	0
Added Vol:	0	0	0	5	0	17	6	1	0	0	2	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	5	0	17	6	101	0	0	45	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	5	0	18	6	106	0	0	47	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	5	0	18	6	106	0	0	47	4
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	168	168	49	52	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	827	728	1025	1567	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	824	725	1025	1567	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.01	0.00	0.02	0.00	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	971	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	8.8	xxxxx	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	A	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			8.8			xxxxxx			xxxxxx		
ApproachLOS:	*			A			*			*		

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

Alabama Venture 1 Project
Opening Year (2015) With Ambient and Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #11 Alabama Street (NS) at San Bernardino Avenue (EW)

****

Cycle (sec): 85 Critical Vol./Cap.(X): 0.383
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 25.2
Optimal Cycle: OPTIMIZED 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:	10	19	19	10	19	19	10	31	31	10	31	31
Lanes:	1 0	1 1	0	1 0	2 0	1	1 0	1 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	101	215	44	60	310	130	35	116	30	191	469	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:	101	215	44	60	310	130	35	116	30	191	469	90
Added Vol:	0	1	1	0	3	0	0	1	3	6	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	101	216	45	60	313	130	35	117	33	197	469	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:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	107	229	48	64	332	138	37	124	35	209	497	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	229	48	64	332	138	37	124	35	209	497	95
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	107	229	48	64	332	138	37	124	35	209	497	95
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	1.66	0.34	1.00	2.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	2979	621	1700	3600	1800	1700	1800	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.06	0.08	0.08	0.04	0.09	0.08	0.02	0.07	0.02	0.12	0.14	0.05
Crit Moves:	****				****			****		****		
Green/Cycle:	0.12	0.22	0.22	0.12	0.22	0.22	0.14	0.36	0.36	0.20	0.43	0.43
Volume/Cap:	0.54	0.34	0.34	0.32	0.41	0.34	0.16	0.19	0.05	0.61	0.32	0.12
Delay/Veh:	38.1	28.0	28.0	35.3	28.6	28.3	32.6	18.6	17.5	34.3	16.3	14.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.1	28.0	28.0	35.3	28.6	28.3	32.6	18.6	17.5	34.3	16.3	14.8
LOS by Move:	D	C	C	D	C	C	C	B	B	C	B	B
HCM2kAvgQ:	4	3	3	2	4	3	1	2	1	6	4	2

****

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

****

Alabama Venture 1 Project
Opening Year (2015) With Ambient and Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 Alabama Street (NS) at San Bernardino Avenue (EW)

Cycle (sec): 85 Critical Vol./Cap.(X): 0.481
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 31.2
Optimal Cycle: OPTIMIZED 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:	10	19	19	10	19	19	10	31	31	10	31	31
Lanes:	1 0	1 1	0	1 0	2 0	1	1 0	1 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	31	360	199	97	375	59	244	555	201	175	150	85
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	31	360	199	97	375	59	244	555	201	175	150	85
Added Vol:	0	2	3	0	1	0	1	3	2	4	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	31	362	202	97	376	59	245	558	203	179	150	85
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	33	389	217	104	404	63	263	600	218	192	161	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	389	217	104	404	63	263	600	218	192	161	91
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	33	389	217	104	404	63	263	600	218	192	161	91
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	1.28	0.72	1.00	2.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	2311	1289	1700	3600	1800	1700	1800	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.02	0.17	0.17	0.06	0.11	0.04	0.15	0.33	0.12	0.11	0.04	0.05
Crit Moves:		****		****			****					****
Green/Cycle:	0.12	0.22	0.22	0.12	0.22	0.22	0.20	0.43	0.43	0.14	0.36	0.36
Volume/Cap:	0.17	0.75	0.75	0.52	0.50	0.16	0.77	0.78	0.28	0.82	0.12	0.14
Delay/Veh:	34.1	34.9	34.9	37.7	29.4	26.7	42.8	26.1	16.1	55.9	18.0	18.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.1	34.9	34.9	37.7	29.4	26.7	42.8	26.1	16.1	55.9	18.0	18.2
LOS by Move:	C	C	C	D	C	C	D	C	B	E	B	B
HCM2kAvgQ:	1	9	9	3	5	1	9	15	4	8	1	2

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

Alabama Venture 1 Project
Opening Year (2015) With Ambient and Project
Morning Peak Hour - With Improvements

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

Intersection #12 Alabama Street (NS) at Project North Driveway (EW)

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: B[10.0]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 2 0 0			0 0 1 1 0			0 0 0 0 1			0 0 0 0 0		
Volume Module:												
Base Vol:	0	372	0	0	531	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	372	0	0	531	0	0	0	0	0	0	0
Added Vol:	0	2	0	0	5	8	0	0	3	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	374	0	0	536	8	0	0	3	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	394	0	0	564	8	0	0	3	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	394	0	0	564	8	0	0	3	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	286	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	716	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	716	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.0	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	10.0	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	B	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			10.0			xxxxxx		
ApproachLOS:	*			*			B			*		

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

Alabama Venture 1 Project
Opening Year (2015) With Ambient and Project
Evening Peak Hour - With Improvements

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

Intersection #12 Alabama Street (NS) at Project North Driveway (EW)

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: B[11.0]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	2 0	0	0 0	1 1	0	0 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	680	0	0	751	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	680	0	0	751	0	0	0	0	0	0	0
Added Vol:	0	5	0	0	3	4	0	0	8	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	685	0	0	754	4	0	0	8	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	721	0	0	794	4	0	0	8	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	721	0	0	794	4	0	0	8	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	399	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	606	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	606	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.0	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	11.0	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	B	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			11.0			xxxxxx		
ApproachLOS:	*			*			B			*		

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

Alabama Venture 1 Project
Opening Year (2015) With Ambient and Project
Morning Peak Hour - With Improvements

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

Intersection #13 Alabama Street (NS) at Project South Driveway (EW)

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	2	0	0	0	0	1	1	0	0	0	0	0	1	0	0	0	0	0
Volume Module:																				
Base Vol:	0	372		0		0	531		0		0		0		0	0		0		0
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00
Initial Bse:	0	372		0		0	531		0		0		0		0	0		0		0
Added Vol:	0	2		0		0	3		5		0		0		0	0		0		0
PasserByVol:	0	0		0		0	0		0		0		0		0	0		0		0
Initial Fut:	0	374		0		0	534		5		0		0		0	0		0		0
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00
PHF Adj:	0.95	0.95		0.95		0.95	0.95		0.95		0.95		0.95		0.95	0.95		0.95		0.95
PHF Volume:	0	394		0		0	562		5		0		0		0	0		0		0
Reduct Vol:	0	0		0		0	0		0		0		0		0	0		0		0
FinalVolume:	0	394		0		0	562		5		0		0		0	0		0		0
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx		xxxx		6.9	xxxxx		xxxx		xxxxx
FollowUpTim:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx		xxxx		3.3	xxxxx		xxxx		xxxxx
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx		xxxx		284	xxxx		xxxx		xxxxx
Potent Cap.:	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx		xxxx		719	xxxx		xxxx		xxxxx
Move Cap.:	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx		xxxx		719	xxxx		xxxx		xxxxx
Volume/Cap:	xxxx	xxxx		xxxx		xxxx	xxxx		xxxx		xxxx		xxxx		0.00	xxxx		xxxx		xxxx
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx		xxxx		xxxxx	xxxx		xxxx		xxxxx
Control Del:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx		xxxx		xxxxx	xxxxx		xxxx		xxxxx
LOS by Move:	*	*		*		*	*		*		*		*		*	*		*		*
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx		xxxx		xxxxx	xxxx		xxxx		xxxxx
SharedQueue:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx		xxxx		xxxxx	xxxxx		xxxx		xxxxx
Shrd ConDel:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx		xxxx		xxxxx	xxxxx		xxxx		xxxxx
Shared LOS:	*	*		*		*	*		*		*		*		*	*		*		*
ApproachDel:	xxxxxx					xxxxxx					xxxxxx					xxxxxx				
ApproachLOS:	*					*					*					*				

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

Alabama Venture 1 Project
Opening Year (2015) With Ambient and Project
Evening Peak Hour - With Improvements

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

Intersection #13 Alabama Street (NS) at Project South Driveway (EW)

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: B[11.0]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 2	0	0	0 0 1	1	0	0 0 0	0	1	0 0 0	0	0
Volume Module:												
Base Vol:	0	680	0	0	751	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	680	0	0	751	0	0	0	0	0	0	0
Added Vol:	0	5	0	0	8	3	0	0	1	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	685	0	0	759	3	0	0	1	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	721	0	0	799	3	0	0	1	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	721	0	0	799	3	0	0	1	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	401	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	604	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	604	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.0	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	11.0	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	B	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			11.0			xxxxxx		
ApproachLOS:	*			*			B			*		

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

Alabama Venture 1 Project
Opening Year (2015) With Ambient and Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #14 Alabama Street (NS) at Almond Avenue (EW)

Cycle (sec): 130 Critical Vol./Cap.(X): 0.204
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 10.2
Optimal Cycle: OPTIMIZED 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:	10	19	0	0	19	19	31	0	31	0	0	0
Lanes:	1 0	2 0	0	0 0	1 1	0	0 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	14	367	0	0	513	16	5	0	10	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:	14	367	0	0	513	16	5	0	10	0	0	0
Added Vol:	9	0	0	0	3	0	2	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	367	0	0	516	16	7	0	10	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	26	417	0	0	586	18	8	0	11	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	417	0	0	586	18	8	0	11	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
FinalVolume:	26	417	0	0	586	18	8	0	11	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.94	0.06	0.43	0.00	0.57	0.00	0.00	0.00
Final Sat.:	1700	3600	0	0	3492	108	724	0	1034	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.12	0.00	0.00	0.17	0.17	0.01	0.00	0.01	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.08	0.72	0.00	0.00	0.64	0.64	0.24	0.00	0.24	0.00	0.00	0.00
Volume/Cap:	0.20	0.16	0.00	0.00	0.26	0.26	0.05	0.00	0.05	0.00	0.00	0.00
Delay/Veh:	57.0	6.0	0.0	0.0	10.3	10.3	38.2	0.0	38.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.0	6.0	0.0	0.0	10.3	10.3	38.2	0.0	38.2	0.0	0.0	0.0
LOS by Move:	E	A	A	A	B	B	D	A	D	A	A	A
HCM2kAvgQ:	1	3	0	0	5	5	1	0	1	0	0	0

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

Alabama Venture 1 Project
Opening Year (2015) With Ambient and Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #14 Alabama Street (NS) at Almond Avenue (EW)

Cycle (sec): 130 Critical Vol./Cap.(X): 0.277
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 11.7
Optimal Cycle: OPTIMIZED 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:	10	19	0	0	19	19	31	0	31	0	0	0
Lanes:	1 0	2 0	0	0 0	1 1	0	0 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	15	627	0	0	573	28	53	0	47	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	627	0	0	573	28	53	0	47	0	0	0
Added Vol:	5	0	0	0	8	1	5	0	1	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	627	0	0	581	29	58	0	48	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	22	685	0	0	635	32	63	0	52	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	685	0	0	635	32	63	0	52	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
FinalVolume:	22	685	0	0	635	32	63	0	52	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.90	0.10	0.56	0.00	0.44	0.00	0.00	0.00
Final Sat.:	1700	3600	0	0	3429	171	954	0	790	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.19	0.00	0.00	0.19	0.19	0.07	0.00	0.07	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.08	0.72	0.00	0.00	0.64	0.64	0.24	0.00	0.24	0.00	0.00	0.00
Volume/Cap:	0.17	0.27	0.00	0.00	0.29	0.29	0.28	0.00	0.28	0.00	0.00	0.00
Delay/Veh:	56.7	6.6	0.0	0.0	10.5	10.5	40.7	0.0	40.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.7	6.6	0.0	0.0	10.5	10.5	40.7	0.0	40.7	0.0	0.0	0.0
LOS by Move:	E	A	A	A	B	B	D	A	D	A	A	A
HCM2kAvgQ:	1	5	0	0	6	6	4	0	4	0	0	0

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

Alabama Venture 1 Project
Opening Year (2015) With Ambient and Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #15 Alabama Street (NS) at Lugonia Avenue (EW)

Cycle (sec): 95 Critical Vol./Cap.(X): 0.350
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 28.5
Optimal Cycle: OPTIMIZED 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:	10	31	31	10	31	31	10	31	31	10	31	31
Lanes:	1 0	1 1	0	1 0	3 0	1	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	87	302	115	28	362	74	50	73	43	165	139	38
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	87	302	115	28	362	74	50	73	43	165	139	38
Added Vol:	0	8	0	0	3	0	0	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	87	310	115	28	365	74	50	73	43	165	139	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
PHF Volume:	106	377	140	34	443	90	61	89	52	200	169	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	377	140	34	443	90	61	89	52	200	169	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	106	377	140	34	443	90	61	89	52	200	169	47
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	1.46	0.54	1.00	3.00	1.00	1.00	1.26	0.74	1.00	2.00	1.00
Final Sat.:	1700	2626	974	1700	5400	1800	1700	2266	1334	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.06	0.14	0.14	0.02	0.08	0.05	0.04	0.04	0.04	0.12	0.05	0.03
Crit Moves:		****		****				****		****		
Green/Cycle:	0.11	0.33	0.33	0.11	0.33	0.33	0.12	0.33	0.33	0.16	0.37	0.37
Volume/Cap:	0.59	0.44	0.44	0.19	0.25	0.15	0.30	0.12	0.12	0.75	0.13	0.07
Delay/Veh:	45.7	25.4	25.4	39.3	23.6	22.8	39.2	22.5	22.5	49.1	20.1	19.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.7	25.4	25.4	39.3	23.6	22.8	39.2	22.5	22.5	49.1	20.1	19.6
LOS by Move:	D	C	C	D	C	C	D	C	C	D	C	B
HCM2kAvgQ:	4	6	6	1	3	2	2	1	1	8	2	1

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

Alabama Venture 1 Project
Opening Year (2015) With Ambient and Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #15 Alabama Street (NS) at Lugonia Avenue (EW)

Cycle (sec):	110	Critical Vol./Cap.(X):	0.766
Loss Time (sec):	8 (Y+R=3.0 sec)	Average Delay (sec/veh):	42.5
Optimal Cycle: OPTIMIZED		Level Of Service:	D

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:	10	31	31	10	31	31	10	31	31	10	31	31
Lanes:	1 0	1 1	0	1 0	3 0	1	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	105	482	413	124	480	67	118	313	129	352	249	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:	105	482	413	124	480	67	118	313	129	352	249	90
Added Vol:	0	4	0	1	8	0	0	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	105	486	413	125	488	67	118	313	129	352	249	91
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	114	528	449	136	530	73	128	340	140	383	271	99
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	528	449	136	530	73	128	340	140	383	271	99
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	114	528	449	136	530	73	128	340	140	383	271	99
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	1.08	0.92	1.00	3.00	1.00	1.00	1.42	0.58	1.00	2.00	1.00
Final Sat.:	1700	1946	1654	1700	5400	1800	1700	2549	1051	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.07	0.27	0.27	0.08	0.10	0.04	0.08	0.13	0.13	0.23	0.08	0.05
Crit Moves:		****		****				****		****		
Green/Cycle:	0.10	0.30	0.30	0.09	0.30	0.30	0.13	0.28	0.28	0.25	0.40	0.40
Volume/Cap:	0.70	0.90	0.90	0.88	0.33	0.14	0.58	0.47	0.47	0.90	0.19	0.14
Delay/Veh:	60.7	46.4	46.4	89.0	30.2	28.4	48.9	33.1	33.1	60.6	21.2	20.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.7	46.4	46.4	89.0	30.2	28.4	48.9	33.1	33.1	60.6	21.2	20.8
LOS by Move:	E	D	D	F	C	C	D	C	C	E	C	C
HCM2kAvgQ:	5	19	19	8	5	2	5	7	7	17	3	2

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

Alabama Venture 1 Project
Opening Year (2015) With Ambient and Project
Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #15 Alabama Street (NS) at Lugonia Avenue (EW)

Cycle (sec): 95 Critical Vol./Cap.(X): 0.329
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 27.3
Optimal Cycle: OPTIMIZED 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:	Ovl			Include			Include			Include		
Min. Green:	10	31	31	10	31	31	10	31	31	10	31	31
Lanes:	1 0	2 0	1	1 0	3 0	1	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	87	302	115	28	362	74	50	73	43	165	139	38
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	87	302	115	28	362	74	50	73	43	165	139	38
Added Vol:	0	8	0	0	3	0	0	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	87	310	115	28	365	74	50	73	43	165	139	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
PHF Volume:	106	377	140	34	443	90	61	89	52	200	169	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	377	140	34	443	90	61	89	52	200	169	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	106	377	140	34	443	90	61	89	52	200	169	47
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	1.00	1.26	0.74	1.00	2.00	1.00
Final Sat.:	1700	3600	1800	1700	5400	1800	1700	2266	1334	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.06	0.10	0.08	0.02	0.08	0.05	0.04	0.04	0.04	0.12	0.05	0.03
Crit Moves:	****				****			****		****		
Green/Cycle:	0.11	0.33	0.48	0.11	0.33	0.33	0.12	0.33	0.33	0.16	0.37	0.37
Volume/Cap:	0.59	0.32	0.16	0.19	0.25	0.15	0.30	0.12	0.12	0.75	0.13	0.07
Delay/Veh:	45.7	24.2	13.8	39.3	23.6	22.8	39.2	22.5	22.5	49.1	20.1	19.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.7	24.2	13.8	39.3	23.6	22.8	39.2	22.5	22.5	49.1	20.1	19.6
LOS by Move:	D	C	B	D	C	C	D	C	C	D	C	B
HCM2kAvgQ:	4	4	2	1	3	2	2	1	1	8	2	1

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

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Alabama Venture 1 Project
Opening Year (2015) With Ambient and Project
Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #15 Alabama Street (NS) at Lugonia Avenue (EW)

Cycle (sec): 110 Critical Vol./Cap.(X): 0.631
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 34.6
Optimal Cycle: OPTIMIZED 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:	Ovl			Include			Include			Include		
Min. Green:	10	31	31	10	31	31	10	31	31	10	31	31
Lanes:	1 0 2 0 1			1 0 3 0 1			1 0 1 1 0			1 0 2 0 1		
Volume Module:												
Base Vol:	105	482	413	124	480	67	118	313	129	352	249	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:	105	482	413	124	480	67	118	313	129	352	249	90
Added Vol:	0	4	0	1	8	0	0	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	105	486	413	125	488	67	118	313	129	352	249	91
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	114	528	449	136	530	73	128	340	140	383	271	99
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	528	449	136	530	73	128	340	140	383	271	99
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	114	528	449	136	530	73	128	340	140	383	271	99
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	1.00	1.42	0.58	1.00	2.00	1.00
Final Sat.:	1700	3600	1800	1700	5400	1800	1700	2549	1051	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.07	0.15	0.25	0.08	0.10	0.04	0.08	0.13	0.13	0.23	0.08	0.05
Crit Moves:		****		****				****		****		
Green/Cycle:	0.09	0.28	0.55	0.10	0.29	0.29	0.13	0.28	0.28	0.27	0.42	0.42
Volume/Cap:	0.73	0.52	0.45	0.84	0.34	0.14	0.56	0.47	0.47	0.84	0.18	0.13
Delay/Veh:	64.6	33.7	15.2	79.2	31.3	29.4	47.8	33.1	33.1	50.9	20.3	19.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.6	33.7	15.2	79.2	31.3	29.4	47.8	33.1	33.1	50.9	20.3	19.9
LOS by Move:	E	C	B	E	C	C	D	C	C	D	C	B
HCM2kAvgQ:	6	8	9	7	5	2	5	7	7	15	3	2

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

Alabama Venture 1 Project
Opening Year (2015) With Ambient and Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #16 Alabama Street (NS) at I-10 Freeway WB Ramps (EW)

Cycle (sec): 65 Critical Vol./Cap.(X): 0.667
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 19.7
Optimal Cycle: OPTIMIZED 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:	10	19	0	0	19	19	0	0	0	0	0	0
Lanes:	1 0 2 0 0			0 0 2 0 1			0 0 0 0 0			0 1 0 1 0		
Volume Module:												
Base Vol:	305	419	0	0	324	188	0	0	0	256	307	291
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	305	419	0	0	324	188	0	0	0	256	307	291
Added Vol:	0	5	0	0	1	1	0	0	0	0	0	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	305	424	0	0	325	189	0	0	0	256	307	294
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	351	487	0	0	374	217	0	0	0	294	353	338
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	351	487	0	0	374	217	0	0	0	294	353	338
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	351	487	0	0	374	217	0	0	0	294	353	338
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.62	0.71	0.67
Final Sat.:	1700	3600	0	0	3600	1800	0	0	0	1057	1267	1214
Capacity Analysis Module:												
Vol/Sat:	0.21	0.14	0.00	0.00	0.10	0.12	0.00	0.00	0.00	0.28	0.28	0.28
Crit Moves:	****					****				****		
Green/Cycle:	0.26	0.55	0.00	0.00	0.29	0.29	0.00	0.00	0.00	0.35	0.35	0.35
Volume/Cap:	0.79	0.24	0.00	0.00	0.35	0.41	0.00	0.00	0.00	0.79	0.79	0.79
Delay/Veh:	31.4	7.5	0.0	0.0	18.4	19.0	0.0	0.0	0.0	22.2	22.2	22.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.4	7.5	0.0	0.0	18.4	19.0	0.0	0.0	0.0	22.2	22.2	22.2
LOS by Move:	C	A	A	A	B	B	A	A	A	C	C	C
HCM2kAvgQ:	9	3	0	0	3	4	0	0	0	11	11	11

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

Alabama Venture 1 Project
Opening Year (2015) With Ambient and Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #16 Alabama Street (NS) at I-10 Freeway WB Ramps (EW)

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.729
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 16.1
Optimal Cycle: OPTIMIZED 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:	10	19	0	0	19	19	0	0	0	0	0	0
Lanes:	1 0 2 0 0			0 0 2 0 1			0 0 0 0 0			0 1 0 1 0		
Volume Module:												
Base Vol:	393	961	0	0	701	433	0	0	0	159	314	123
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	393	961	0	0	701	433	0	0	0	159	314	123
Added Vol:	0	3	0	0	4	4	0	0	0	0	0	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	393	964	0	0	705	437	0	0	0	159	314	125
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	401	984	0	0	719	446	0	0	0	162	320	128
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	401	984	0	0	719	446	0	0	0	162	320	128
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	401	984	0	0	719	446	0	0	0	162	320	128
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.55	1.04	0.41
Final Sat.:	1700	3600	0	0	3600	1800	0	0	0	942	1861	741
Capacity Analysis Module:												
Vol/Sat:	0.24	0.27	0.00	0.00	0.20	0.25	0.00	0.00	0.00	0.17	0.17	0.17
Crit Moves:	****					****				****		
Green/Cycle:	0.32	0.66	0.00	0.00	0.34	0.34	0.00	0.00	0.00	0.24	0.24	0.24
Volume/Cap:	0.73	0.41	0.00	0.00	0.59	0.73	0.00	0.00	0.00	0.73	0.73	0.73
Delay/Veh:	22.9	4.8	0.0	0.0	17.1	21.8	0.0	0.0	0.0	24.4	24.4	24.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.9	4.8	0.0	0.0	17.1	21.8	0.0	0.0	0.0	24.4	24.4	24.4
LOS by Move:	C	A	A	A	B	C	A	A	A	C	C	C
HCM2kAvgQ:	9	4	0	0	6	9	0	0	0	7	7	7

****

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

****

Alabama Venture 1 Project
Opening Year (2015) With Ambient and Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #17 Alabama Street (NS) at I-10 Freeway EB Ramps (EW)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.488
Loss Time (sec):	6 (Y+R=3.0 sec)	Average Delay (sec/veh):	13.7
Optimal Cycle: OPTIMIZED		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	19	19	10	19	0	0	0	0	0	0	0
Lanes:	0 0	2 0	1	1 0	2 0	0	0 1	0 1	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	486	83	46	546	0	223	4	394	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	486	83	46	546	0	223	4	394	0	0	0
Added Vol:	0	1	0	1	0	0	4	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	487	83	47	546	0	227	4	394	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	0	560	95	54	628	0	261	5	453	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	560	95	54	628	0	261	5	453	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
FinalVolume:	0	560	95	54	628	0	261	5	453	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.98	0.02	1.00	0.00	0.00	0.00
Final Sat.:	0	3600	1800	1700	3600	0	1672	29	1800	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.05	0.03	0.17	0.00	0.16	0.16	0.25	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green/Cycle:	0.00	0.32	0.32	0.17	0.48	0.00	0.42	0.42	0.42	0.00	0.00	0.00
Volume/Cap:	0.00	0.49	0.17	0.19	0.36	0.00	0.37	0.37	0.60	0.00	0.00	0.00
Delay/Veh:	0.0	16.9	14.9	21.8	9.8	0.0	12.2	12.2	14.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	16.9	14.9	21.8	9.8	0.0	12.2	12.2	14.5	0.0	0.0	0.0
LOS by Move:	A	B	B	C	A	A	B	B	B	A	A	A
HCM2kAvgQ:	0	5	1	1	4	0	4	4	7	0	0	0

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

Alabama Venture 1 Project
Opening Year (2015) With Ambient and Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #17 Alabama Street (NS) at I-10 Freeway EB Ramps (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.716
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 16.7
Optimal Cycle: OPTIMIZED 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	19	19	10	19	0	0	0	0	0	0	0
Lanes:	0 0 2	0	1	1 0 2	0	0	0 1 0	1	0	0 0 0	0	0
Volume Module:												
Base Vol:	0	907	273	208	672	0	423	10	458	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	907	273	208	672	0	423	10	458	0	0	0
Added Vol:	0	1	0	3	1	0	2	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	908	273	211	673	0	425	10	458	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	0	927	279	215	687	0	434	10	467	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	927	279	215	687	0	434	10	467	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
FinalVolume:	0	927	279	215	687	0	434	10	467	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.98	0.02	1.00	0.00	0.00	0.00
Final Sat.:	0	3600	1800	1700	3600	0	1663	39	1800	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.15	0.13	0.19	0.00	0.26	0.26	0.26	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.00	0.36	0.36	0.18	0.54	0.00	0.36	0.36	0.36	0.00	0.00	0.00
Volume/Cap:	0.00	0.72	0.43	0.72	0.36	0.00	0.72	0.72	0.71	0.00	0.00	0.00
Delay/Veh:	0.0	18.5	15.0	31.3	8.1	0.0	18.4	18.4	18.3	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	18.5	15.0	31.3	8.1	0.0	18.4	18.4	18.3	0.0	0.0	0.0
LOS by Move:	A	B	B	C	A	A	B	B	B	A	A	A
HCM2kAvgQ:	0	9	4	6	4	0	9	9	9	0	0	0

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

Alabama Venture 1 Project
Opening Year (2015) With Ambient and Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #18 SR-210 Freeway SB Ramps (NS) at San Bernardino Avenue (EW)

Cycle (sec):	115	Critical Vol./Cap.(X):	0.532
Loss Time (sec):	8 (Y+R=3.0 sec)	Average Delay (sec/veh):	37.4
Optimal Cycle: OPTIMIZED		Level Of Service:	D

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:	10	31	31	10	31	31	10	31	31	10	31	31
Lanes:	1 0	0 1	0	1 0	1 1	0	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	6	2	33	326	215	304	12	182	7	28	369	307
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	2	33	326	215	304	12	182	7	28	369	307
Added Vol:	0	0	0	0	0	4	0	2	0	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	2	33	326	215	308	12	184	7	28	371	307
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	7	2	39	380	251	359	14	215	8	33	433	358
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	2	39	380	251	359	14	215	8	33	433	358
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	7	2	39	380	251	359	14	215	8	33	433	358
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	0.06	0.94	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1700	103	1697	1700	1800	1800	1700	1800	1800	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.02	0.22	0.14	0.20	0.01	0.12	0.00	0.02	0.24	0.20
Crit Moves:		****		****			****				****	
Green/Cycle:	0.13	0.27	0.27	0.28	0.41	0.41	0.09	0.29	0.29	0.09	0.30	0.30
Volume/Cap:	0.03	0.08	0.08	0.81	0.34	0.48	0.09	0.41	0.02	0.21	0.81	0.67
Delay/Veh:	43.4	31.5	31.5	48.8	23.1	25.1	48.6	33.4	29.1	48.8	46.3	38.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.4	31.5	31.5	48.8	23.1	25.1	48.6	33.4	29.1	48.8	46.3	38.7
LOS by Move:	D	C	C	D	C	C	D	C	C	D	D	D
HCM2kAvgQ:	0	1	1	15	6	9	1	6	0	1	16	12

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

Alabama Venture 1 Project
Opening Year (2015) With Ambient and Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #18 SR-210 Freeway SB Ramps (NS) at San Bernardino Avenue (EW)

****

Cycle (sec): 115 Critical Vol./Cap.(X): 0.746
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 39.8
Optimal Cycle: OPTIMIZED Level Of Service: D

****

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:	10	31	31	10	31	31	10	31	31	10	31	31
Lanes:	1 0	0 1	0	1 0	1 1	0	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	21	33	247	275	428	172	55	548	47	51	167	102
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21	33	247	275	428	172	55	548	47	51	167	102
Added Vol:	0	0	0	0	0	2	1	6	0	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	33	247	275	428	174	56	554	47	51	168	102
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	22	35	262	291	453	184	59	587	50	54	178	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	35	262	291	453	184	59	587	50	54	178	108
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	22	35	262	291	453	184	59	587	50	54	178	108
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	0.12	0.88	1.00	1.42	0.58	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1700	212	1588	1700	2559	1041	1700	1800	1800	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.01	0.16	0.16	0.17	0.18	0.18	0.03	0.33	0.03	0.03	0.10	0.06
Crit Moves:		****		****				****		****		
Green/Cycle:	0.11	0.27	0.27	0.20	0.35	0.35	0.11	0.38	0.38	0.09	0.35	0.35
Volume/Cap:	0.11	0.61	0.61	0.87	0.50	0.50	0.31	0.87	0.07	0.37	0.28	0.17
Delay/Veh:	46.0	39.0	39.0	65.1	29.5	29.5	47.8	44.6	23.1	51.0	27.2	26.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.0	39.0	39.0	65.1	29.5	29.5	47.8	44.6	23.1	51.0	27.2	26.0
LOS by Move:	D	D	D	E	C	C	D	D	C	D	C	C
HCM2kAvgQ:	1	10	10	13	9	9	2	22	1	2	4	3

****

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

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Alabama Venture 1 Project
Opening Year (2015) With Ambient and Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #19 SR-210 Freeway NB Ramps (NS) at San Bernardino Avenue (EW)

****

Cycle (sec): 115 Critical Vol./Cap.(X): 0.634
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 33.8
Optimal Cycle: OPTIMIZED 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:	10	31	31	10	31	31	10	31	31	10	31	31
Lanes:	1 0	2 0	1	1 0	0 1	0	2 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	63	272	27	139	4	55	80	354	109	32	586	358
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	63	272	27	139	4	55	80	354	109	32	586	358
Added Vol:	0	0	0	0	0	1	1	1	0	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	63	272	27	139	4	56	81	355	109	32	588	358
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	73	315	31	161	5	65	94	411	126	37	681	414
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	315	31	161	5	65	94	411	126	37	681	414
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	73	315	31	161	5	65	94	411	126	37	681	414
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.89	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	0.07	0.93	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1700	3600	1800	1700	120	1680	3200	1800	1800	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.04	0.09	0.02	0.09	0.04	0.04	0.03	0.23	0.07	0.02	0.38	0.23
Crit Moves:		****		****			****				****	
Green/Cycle:	0.09	0.27	0.27	0.11	0.29	0.29	0.09	0.41	0.41	0.13	0.46	0.46
Volume/Cap:	0.46	0.32	0.06	0.82	0.13	0.13	0.34	0.55	0.17	0.16	0.82	0.50
Delay/Veh:	51.4	33.8	31.3	73.5	30.2	30.2	50.1	26.6	21.4	44.5	33.8	22.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.4	33.8	31.3	73.5	30.2	30.2	50.1	26.6	21.4	44.5	33.8	22.3
LOS by Move:	D	C	C	E	C	C	D	C	C	D	C	C
HCM2kAvgQ:	3	4	1	8	2	2	2	11	3	1	23	10

****

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

****

Alabama Venture 1 Project
Opening Year (2015) With Ambient and Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #19 SR-210 Freeway NB Ramps (NS) at San Bernardino Avenue (EW)

****

Cycle (sec): 115 Critical Vol./Cap.(X): 0.648
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 43.5
Optimal Cycle: OPTIMIZED Level Of Service: D

****

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:	10	31	31	10	31	31	10	31	31	10	31	31
Lanes:	1 0 2 0 1			1 0 0 1 0			2 0 1 0 1			1 0 1 0 1		
Volume Module:												
Base Vol:	31	455	35	243	22	57	454	552	103	21	259	208
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	31	455	35	243	22	57	454	552	103	21	259	208
Added Vol:	0	0	0	0	0	0	4	2	0	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	31	455	35	243	22	57	458	554	103	21	260	208
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	34	493	38	263	24	62	496	600	112	23	282	225
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	493	38	263	24	62	496	600	112	23	282	225
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	34	493	38	263	24	62	496	600	112	23	282	225
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.89	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	0.28	0.72	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1700	3600	1800	1700	501	1299	3200	1800	1800	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.02	0.14	0.02	0.15	0.05	0.05	0.16	0.33	0.06	0.01	0.16	0.13
Crit Moves:		****		****			****				****	
Green/Cycle:	0.11	0.27	0.27	0.20	0.35	0.35	0.20	0.37	0.37	0.10	0.27	0.27
Volume/Cap:	0.17	0.51	0.08	0.79	0.14	0.14	0.79	0.90	0.17	0.14	0.58	0.46
Delay/Veh:	46.5	36.0	31.4	56.2	25.5	25.5	50.8	50.1	24.5	48.0	38.1	35.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.5	36.0	31.4	56.2	25.5	25.5	50.8	50.1	24.5	48.0	38.1	35.8
LOS by Move:	D	D	C	E	C	C	D	D	C	D	D	D
HCM2kAvgQ:	1	8	1	11	2	2	11	24	3	1	9	7

****

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

****

Opening Year (2015) With Ambient and Cumulative and Project

Alabama Venture 1 Project
Opening Year (2015) With Ambient and Cumulative and Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #1 California Street (NS) at San Bernardino Avenue (EW)

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.224
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 27.9
Optimal Cycle: OPTIMIZED 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:	10	38	38	10	38	38	10	31	31	10	31	31
Lanes:	1 0 2 0 1			1 0 2 0 1			1 0 3 0 1			1 0 3 0 1		
Volume Module:												
Base Vol:	111	129	83	4	54	18	17	133	74	85	354	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	111	129	83	4	54	18	17	133	74	85	354	15
Added Vol:	6	16	36	0	5	0	0	75	2	20	26	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	117	145	119	4	59	18	17	208	76	105	380	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	128	158	130	4	64	20	19	227	83	115	414	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	128	158	130	4	64	20	19	227	83	115	414	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	128	158	130	4	64	20	19	227	83	115	414	16
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1700	3600	1800	1700	3600	1800	1700	5400	1800	1700	5400	1800
Capacity Analysis Module:												
Vol/Sat:	0.08	0.04	0.07	0.00	0.02	0.01	0.01	0.04	0.05	0.07	0.08	0.01
Crit Moves:	****				****				****	****		
Green/Cycle:	0.12	0.40	0.40	0.10	0.38	0.38	0.10	0.31	0.31	0.11	0.32	0.32
Volume/Cap:	0.62	0.11	0.18	0.02	0.05	0.03	0.11	0.14	0.15	0.62	0.24	0.03
Delay/Veh:	47.4	19.1	19.7	40.3	19.6	19.4	41.0	24.9	25.1	48.9	25.4	23.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.4	19.1	19.7	40.3	19.6	19.4	41.0	24.9	25.1	48.9	25.4	23.6
LOS by Move:	D	B	B	D	B	B	D	C	C	D	C	C
HCM2kAvgQ:	5	2	3	0	1	0	1	2	2	5	3	0

****

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

****

Alabama Venture 1 Project
Opening Year (2015) With Ambient and Cumulative and Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 California Street (NS) at San Bernardino Avenue (EW)

Cycle (sec): 95 Critical Vol./Cap.(X): 0.373
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 27.9
Optimal Cycle: OPTIMIZED 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:	10	38	38	10	38	38	10	31	31	10	31	31
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	74	42	80	8	90	34	14	853	214	53	148	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	74	42	80	8	90	34	14	853	214	53	148	9
Added Vol:	3	7	52	0	16	0	0	105	6	52	66	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	77	49	132	8	106	34	14	958	220	105	214	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	83	53	143	9	114	37	15	1035	238	113	231	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	53	143	9	114	37	15	1035	238	113	231	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	83	53	143	9	114	37	15	1035	238	113	231	10
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1700	3600	1800	1700	3600	1800	1700	5400	1800	1700	5400	1800
Capacity Analysis Module:												
Vol/Sat:	0.05	0.01	0.08	0.01	0.03	0.02	0.01	0.19	0.13	0.07	0.04	0.01
Crit Moves:			****	****				****		****		
Green/Cycle:	0.10	0.39	0.39	0.10	0.39	0.39	0.10	0.32	0.32	0.10	0.32	0.32
Volume/Cap:	0.47	0.04	0.20	0.05	0.08	0.05	0.09	0.60	0.41	0.65	0.13	0.02
Delay/Veh:	43.0	18.2	19.6	39.3	18.6	18.3	39.6	28.4	26.4	50.0	23.5	22.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.0	18.2	19.6	39.3	18.6	18.3	39.6	28.4	26.4	50.0	23.5	22.6
LOS by Move:	D	B	B	D	B	B	D	C	C	D	C	C
HCM2kAvgQ:	3	0	3	0	1	1	0	9	6	5	2	0

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

Alabama Venture 1 Project
Opening Year (2015) With Ambient and Cumulative and Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #2 California Street (NS) at Almond Avenue (EW)

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.302
Loss Time (sec): 4 (Y+R=3.0 sec) Average Delay (sec/veh): 10.1
Optimal Cycle: OPTIMIZED 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:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	26	26	26	26	26	26	31	31	31	31	31	31
Lanes:	1 0	0 1	0	1 0	2 0	1	0 1	0 0	1	0 1	0 0	1
Volume Module:												
Base Vol:	39	306	26	0	165	14	3	24	13	16	29	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	39	306	26	0	165	14	3	24	13	16	29	2
Added Vol:	0	58	41	0	27	0	0	3	0	21	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	39	364	67	0	192	14	3	27	13	37	30	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	41	379	70	0	200	15	3	28	14	39	31	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	379	70	0	200	15	3	28	14	39	31	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	41	379	70	0	200	15	3	28	14	39	31	2
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	0.84	0.16	1.00	2.00	1.00	0.11	0.89	1.00	0.57	0.43	1.00
Final Sat.:	1700	1520	280	1700	3600	1800	179	1611	1800	963	781	1800
Capacity Analysis Module:												
Vol/Sat:	0.02	0.25	0.25	0.00	0.06	0.01	0.02	0.02	0.01	0.04	0.04	0.00
Crit Moves:		****									****	
Green/Cycle:	0.65	0.65	0.65	0.00	0.65	0.65	0.31	0.31	0.31	0.31	0.31	0.31
Volume/Cap:	0.04	0.38	0.38	0.00	0.09	0.01	0.06	0.06	0.02	0.13	0.13	0.00
Delay/Veh:	6.3	8.4	8.4	0.0	6.5	6.2	24.3	24.3	24.0	24.9	24.9	23.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	6.3	8.4	8.4	0.0	6.5	6.2	24.3	24.3	24.0	24.9	24.9	23.8
LOS by Move:	A	A	A	A	A	A	C	C	C	C	C	C
HCM2kAvgQ:	0	6	6	0	1	0	1	1	0	2	2	0

****

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

****

Alabama Venture 1 Project
Opening Year (2015) With Ambient and Cumulative and Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #2 California Street (NS) at Almond Avenue (EW)

****

Cycle (sec): 80 Critical Vol./Cap.(X): 0.323
Loss Time (sec): 4 (Y+R=3.0 sec) Average Delay (sec/veh): 10.9
Optimal Cycle: OPTIMIZED 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:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	26	26	26	26	26	26	31	31	31	31	31	31
Lanes:	1 0	0 1	0	1 0	2 0	1	0 1	0 0	1	0 1	0 0	1
Volume Module:												
Base Vol:	36	287	7	8	419	17	15	74	56	15	27	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	36	287	7	8	419	17	15	74	56	15	27	8
Added Vol:	0	62	38	0	74	0	0	2	0	66	3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	36	349	45	8	493	17	15	76	56	81	30	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	39	379	49	9	535	18	16	82	61	88	33	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	379	49	9	535	18	16	82	61	88	33	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	39	379	49	9	535	18	16	82	61	88	33	9
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	0.89	0.11	1.00	2.00	1.00	0.17	0.83	1.00	0.74	0.26	1.00
Final Sat.:	1700	1594	206	1700	3600	1800	294	1489	1800	1259	466	1800
Capacity Analysis Module:												
Vol/Sat:	0.02	0.24	0.24	0.01	0.15	0.01	0.06	0.06	0.03	0.07	0.07	0.00
Crit Moves:		****									****	
Green/Cycle:	0.56	0.56	0.56	0.56	0.56	0.56	0.39	0.39	0.39	0.39	0.39	0.39
Volume/Cap:	0.04	0.42	0.42	0.01	0.26	0.02	0.14	0.14	0.09	0.18	0.18	0.01
Delay/Veh:	7.9	10.3	10.3	7.7	9.1	7.7	16.0	16.0	15.6	16.3	16.3	15.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.9	10.3	10.3	7.7	9.1	7.7	16.0	16.0	15.6	16.3	16.3	15.1
LOS by Move:	A	B	B	A	A	A	B	B	B	B	B	B
HCM2kAvgQ:	0	6	6	0	3	0	2	2	1	2	2	0

****

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

****

Alabama Venture 1 Project
Opening Year (2015) With Ambient and Cumulative and Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #3 California Street (NS) at Lugonia Avenue (EW)

****

Cycle (sec): 130 Critical Vol./Cap.(X): 0.404
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 26.0
Optimal Cycle: OPTIMIZED 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:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	26	26	26	26	26	26	31	31	31	31	31	31
Lanes:	1 0	1 0	1	1 0	2 0	1	0 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	198	294	109	16	183	4	4	16	40	67	41	42
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	198	294	109	16	183	4	4	16	40	67	41	42
Added Vol:	0	90	5	2	44	3	3	3	0	19	13	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	198	384	114	18	227	7	7	19	40	86	54	48
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	228	441	131	21	261	8	8	22	46	99	62	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	228	441	131	21	261	8	8	22	46	99	62	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	228	441	131	21	261	8	8	22	46	99	62	55
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	2.00	1.00	0.28	0.72	1.00	0.47	0.28	0.25
Final Sat.:	1700	1800	1800	1700	3600	1800	477	1295	1800	802	503	448
Capacity Analysis Module:												
Vol/Sat:	0.13	0.25	0.07	0.01	0.07	0.00	0.02	0.02	0.03	0.12	0.12	0.12
Crit Moves:		****						****		****		
Green/Cycle:	0.48	0.48	0.48	0.48	0.48	0.48	0.24	0.24	0.24	0.24	0.24	0.24
Volume/Cap:	0.28	0.52	0.15	0.03	0.15	0.01	0.07	0.07	0.11	0.52	0.52	0.52
Delay/Veh:	20.8	24.2	19.3	18.1	19.3	17.9	38.4	38.4	38.8	44.0	44.0	44.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.8	24.2	19.3	18.1	19.3	17.9	38.4	38.4	38.8	44.0	44.0	44.0
LOS by Move:	C	C	B	B	B	B	D	D	D	D	D	D
HCM2kAvgQ:	6	12	3	0	3	0	1	1	1	8	8	8

****

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

****

Alabama Venture 1 Project
Opening Year (2015) With Ambient and Cumulative and Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #3 California Street (NS) at Lugonia Avenue (EW)

****

Cycle (sec): 105 Critical Vol./Cap.(X): 0.442
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 27.9
Optimal Cycle: OPTIMIZED 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:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	26	26	26	26	26	26	31	31	31	31	31	31
Lanes:	1 0	1 0	1	1 0	2 0	1	0 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	94	210	88	36	471	9	15	75	174	165	31	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	94	210	88	36	471	9	15	75	174	165	31	19
Added Vol:	0	87	18	6	124	10	10	12	0	10	7	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	94	297	106	42	595	19	25	87	174	175	38	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:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	108	340	121	48	681	22	29	100	199	200	43	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	108	340	121	48	681	22	29	100	199	200	43	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	108	340	121	48	681	22	29	100	199	200	43	25
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	2.00	1.00	0.23	0.77	1.00	0.76	0.15	0.09
Final Sat.:	1700	1800	1800	1700	3600	1800	397	1380	1800	1284	279	161
Capacity Analysis Module:												
Vol/Sat:	0.06	0.19	0.07	0.03	0.19	0.01	0.07	0.07	0.11	0.16	0.16	0.16
Crit Moves:					****			****			****	
Green/Cycle:	0.35	0.35	0.35	0.35	0.35	0.35	0.30	0.30	0.30	0.30	0.30	0.30
Volume/Cap:	0.18	0.54	0.19	0.08	0.54	0.03	0.24	0.24	0.37	0.53	0.53	0.53
Delay/Veh:	23.7	28.0	23.8	22.7	27.6	22.3	28.3	28.3	29.8	31.9	31.9	31.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.7	28.0	23.8	22.7	27.6	22.3	28.3	28.3	29.8	31.9	31.9	31.9
LOS by Move:	C	C	C	C	C	C	C	C	C	C	C	C
HCM2kAvgQ:	3	9	3	1	9	0	3	3	5	8	8	8

****

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

****

Alabama Venture 1 Project
Opening Year (2015) With Ambient and Cumulative and Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #4 California Street (NS) at I-10 Freeway WB Ramps (EW)

****

Cycle (sec): 75 Critical Vol./Cap.(X): 0.668
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 20.0
Optimal Cycle: OPTIMIZED 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:	10	19	0	0	19	19	0	0	0	0	0	0
Lanes:	1 0	2 0	0	0 0	3 0	1	0 0	0 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	438	632	0	0	131	169	0	0	0	349	3	348
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	438	632	0	0	131	169	0	0	0	349	3	348
Added Vol:	0	91	0	0	27	36	0	0	0	9	0	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	438	723	0	0	158	205	0	0	0	358	3	352
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	461	761	0	0	166	216	0	0	0	377	3	371
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	461	761	0	0	166	216	0	0	0	377	3	371
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	461	761	0	0	166	216	0	0	0	377	3	371
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	3.00	1.00	0.00	0.00	0.00	0.99	0.01	1.00
Final Sat.:	1700	3600	0	0	5400	1800	0	0	0	1687	14	1800
Capacity Analysis Module:												
Vol/Sat:	0.27	0.21	0.00	0.00	0.03	0.12	0.00	0.00	0.00	0.22	0.22	0.21
Crit Moves:	****					****				****		
Green/Cycle:	0.37	0.62	0.00	0.00	0.25	0.25	0.00	0.00	0.00	0.30	0.30	0.30
Volume/Cap:	0.74	0.34	0.00	0.00	0.12	0.47	0.00	0.00	0.00	0.74	0.74	0.68
Delay/Veh:	25.5	7.0	0.0	0.0	21.6	24.5	0.0	0.0	0.0	29.3	29.3	26.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.5	7.0	0.0	0.0	21.6	24.5	0.0	0.0	0.0	29.3	29.3	26.7
LOS by Move:	C	A	A	A	C	C	A	A	A	C	C	C
HCM2kAvgQ:	11	4	0	0	1	5	0	0	0	10	10	9

****

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

****

Alabama Venture 1 Project
Opening Year (2015) With Ambient and Cumulative and Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #4 California Street (NS) at I-10 Freeway WB Ramps (EW)

****

Cycle (sec): 95 Critical Vol./Cap.(X): 0.998
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 44.7
Optimal Cycle: OPTIMIZED Level Of Service: D

****

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:	10	19	0	0	19	19	0	0	0	0	0	0
Lanes:	1 0	2 0	0	0 0	3 0	1	0 0	0 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	553	407	0	0	597	573	0	0	0	323	4	123
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	553	407	0	0	597	573	0	0	0	323	4	123
Added Vol:	0	103	0	0	72	62	0	0	0	14	0	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	553	510	0	0	669	635	0	0	0	337	4	126
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	588	543	0	0	712	676	0	0	0	359	4	134
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	588	543	0	0	712	676	0	0	0	359	4	134
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	588	543	0	0	712	676	0	0	0	359	4	134
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	3.00	1.00	0.00	0.00	0.00	0.99	0.01	1.00
Final Sat.:	1700	3600	0	0	5400	1800	0	0	0	1681	20	1800
Capacity Analysis Module:												
Vol/Sat:	0.35	0.15	0.00	0.00	0.13	0.38	0.00	0.00	0.00	0.21	0.21	0.07
Crit Moves:	****					****				****		
Green/Cycle:	0.35	0.72	0.00	0.00	0.38	0.38	0.00	0.00	0.00	0.21	0.21	0.21
Volume/Cap:	1.00	0.21	0.00	0.00	0.35	1.00	0.00	0.00	0.00	1.00	1.00	0.35
Delay/Veh:	67.4	4.3	0.0	0.0	21.4	63.5	0.0	0.0	0.0	83.8	83.8	32.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	67.4	4.3	0.0	0.0	21.4	63.5	0.0	0.0	0.0	83.8	83.8	32.3
LOS by Move:	E	A	A	A	C	E	A	A	A	F	F	C
HCM2kAvgQ:	25	3	0	0	5	27	0	0	0	17	17	4

****

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

****

Alabama Venture 1 Project
Opening Year (2015) With Ambient and Cumulative and Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 California Street (NS) at I-10 Freeway EB Ramps (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.573
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 16.1
Optimal Cycle: OPTIMIZED 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	19	19	10	19	0	0	0	0	0	0	0
Lanes:	0 0 3	0	1	1 0 2	0	0	0 1 0	0	1	0 0 0	0	0
Volume Module:												
Base Vol:	0	625	259	33	419	0	475	7	401	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	625	259	33	419	0	475	7	401	0	0	0
Added Vol:	0	37	11	1	34	0	53	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	662	270	34	453	0	528	7	401	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	0	704	287	36	482	0	562	7	427	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	704	287	36	482	0	562	7	427	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
FinalVolume:	0	704	287	36	482	0	562	7	427	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00	3.00	1.00	1.00	2.00	0.00	0.99	0.01	1.00	0.00	0.00	0.00
Final Sat.:	0	5400	1800	1700	3600	0	1679	22	1800	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.16	0.02	0.13	0.00	0.33	0.33	0.24	0.00	0.00	0.00
Crit Moves:			****	****			****					
Green/Cycle:	0.00	0.32	0.32	0.17	0.48	0.00	0.42	0.42	0.42	0.00	0.00	0.00
Volume/Cap:	0.00	0.41	0.50	0.13	0.28	0.00	0.80	0.80	0.57	0.00	0.00	0.00
Delay/Veh:	0.0	16.3	17.4	21.5	9.3	0.0	21.9	21.9	14.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	16.3	17.4	21.5	9.3	0.0	21.9	21.9	14.4	0.0	0.0	0.0
LOS by Move:	A	B	B	C	A	A	C	C	B	A	A	A
HCM2kAvgQ:	0	4	5	1	3	0	12	12	7	0	0	0

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

Alabama Venture 1 Project
Opening Year (2015) With Ambient and Cumulative and Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #5 California Street (NS) at I-10 Freeway EB Ramps (EW)

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.878
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 21.8
Optimal Cycle: OPTIMIZED 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	19	19	10	19	0	0	0	0	0	0	0
Lanes:	0 0 3	0	1	1 0 2	0	0	0 1 0	0	1	0 0 0	0	0
Volume Module:												
Base Vol:	0	717	573	315	555	0	213	11	455	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	717	573	315	555	0	213	11	455	0	0	0
Added Vol:	0	59	14	4	82	0	44	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	776	587	319	637	0	257	11	455	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	0	800	605	329	657	0	265	11	469	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	800	605	329	657	0	265	11	469	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
FinalVolume:	0	800	605	329	657	0	265	11	469	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00	3.00	1.00	1.00	2.00	0.00	0.96	0.04	1.00	0.00	0.00	0.00
Final Sat.:	0	5400	1800	1700	3600	0	1634	70	1800	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.34	0.19	0.18	0.00	0.16	0.16	0.26	0.00	0.00	0.00
Crit Moves:			****	****					****			
Green/Cycle:	0.00	0.38	0.38	0.22	0.60	0.00	0.30	0.30	0.30	0.00	0.00	0.00
Volume/Cap:	0.00	0.39	0.88	0.88	0.30	0.00	0.55	0.55	0.88	0.00	0.00	0.00
Delay/Veh:	0.0	13.5	29.6	42.9	5.9	0.0	19.0	19.0	35.3	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	13.5	29.6	42.9	5.9	0.0	19.0	19.0	35.3	0.0	0.0	0.0
LOS by Move:	A	B	C	D	A	A	B	B	D	A	A	A
HCM2kAvgQ:	0	4	14	10	3	0	5	5	12	0	0	0

****

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

****

Alabama Venture 1 Project
Opening Year (2015) With Ambient and Cumulative and Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #6 Nevada Street (NS) at San Bernardino Avenue (EW)

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.326
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 18.7
Optimal Cycle: OPTIMIZED 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:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	31	31	31	31	31	31	10	19	19	10	19	19
Lanes:	0 0	1! 0	0	0 1	0 0	1	1 0	1 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	28	19	53	4	21	8	13	146	17	98	402	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	19	53	4	21	8	13	146	17	98	402	18
Added Vol:	11	1	12	3	0	1	2	90	8	29	35	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	39	20	65	7	21	9	15	236	25	127	437	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:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	42	22	70	8	23	10	16	254	27	137	470	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	22	70	8	23	10	16	254	27	137	470	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	42	22	70	8	23	10	16	254	27	137	470	23
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.33	0.16	0.51	0.26	0.74	1.00	1.00	1.00	1.00	1.00	3.00	1.00
Final Sat.:	556	285	926	443	1330	1800	1700	1800	1800	1700	5400	1800
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.08	0.02	0.02	0.01	0.01	0.14	0.01	0.08	0.09	0.01
Crit Moves:		****						****		****		
Green/Cycle:	0.47	0.47	0.47	0.47	0.47	0.47	0.15	0.29	0.29	0.15	0.29	0.29
Volume/Cap:	0.16	0.16	0.16	0.04	0.04	0.01	0.06	0.49	0.05	0.53	0.30	0.04
Delay/Veh:	10.1	10.1	10.1	9.5	9.5	9.3	24.1	20.2	17.0	27.9	18.4	17.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.1	10.1	10.1	9.5	9.5	9.3	24.1	20.2	17.0	27.9	18.4	17.0
LOS by Move:	B	B	B	A	A	A	C	C	B	C	B	B
HCM2kAvgQ:	2	2	2	0	0	0	0	5	0	4	3	0

****

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

****

Alabama Venture 1 Project
Opening Year (2015) With Ambient and Cumulative and Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #6 Nevada Street (NS) at San Bernardino Avenue (EW)

****

Cycle (sec):	95	Critical Vol./Cap.(X):	0.639
Loss Time (sec):	6 (Y+R=3.0 sec)	Average Delay (sec/veh):	23.2
Optimal Cycle: OPTIMIZED		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:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	31	31	31	31	31	31	10	19	19	10	19	19
Lanes:	0 0	1! 0	0	0 1	0 0	1	1 0	1 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	14	44	120	14	27	10	13	433	44	62	306	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	44	120	14	27	10	13	433	44	62	306	23
Added Vol:	16	0	36	10	1	2	1	149	10	32	100	10
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	44	156	24	28	12	14	582	54	94	406	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	35	52	184	28	33	14	17	687	64	111	479	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	52	184	28	33	14	17	687	64	111	479	39
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	35	52	184	28	33	14	17	687	64	111	479	39
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.14	0.19	0.67	0.48	0.52	1.00	1.00	1.00	1.00	1.00	3.00	1.00
Final Sat.:	233	342	1212	809	944	1800	1700	1800	1800	1700	5400	1800
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.15	0.04	0.04	0.01	0.01	0.38	0.04	0.07	0.09	0.02
Crit Moves:		****						****		****		
Green/Cycle:	0.33	0.33	0.33	0.33	0.33	0.33	0.21	0.51	0.51	0.11	0.40	0.40
Volume/Cap:	0.47	0.47	0.47	0.11	0.11	0.02	0.05	0.76	0.07	0.62	0.22	0.05
Delay/Veh:	26.0	26.0	26.0	22.4	22.4	21.7	29.9	22.5	12.1	47.2	18.8	17.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.0	26.0	26.0	22.4	22.4	21.7	29.9	22.5	12.1	47.2	18.8	17.5
LOS by Move:	C	C	C	C	C	C	C	C	B	D	B	B
HCM2kAvgQ:	7	7	7	1	1	0	0	17	1	4	3	1

****

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

****

Alabama Venture 1 Project
Opening Year (2015) With Ambient and Cumulative and Project
Morning Peak Hour

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

****

Intersection #7 Nevada Street (NS) at Almond Avenue (EW)

****

Cycle (sec):	0	Critical Vol./Cap.(X):	0.281
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	9.0
Optimal Cycle:	0	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:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 1	0 0	1	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	25	91	0	2	147	0	3	13	17	19	15	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:	25	91	0	2	147	0	3	13	17	19	15	0
Added Vol:	0	18	16	10	9	5	4	40	0	13	18	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	109	16	12	156	5	7	53	17	32	33	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	29	125	18	14	179	6	8	61	20	37	38	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	125	18	14	179	6	8	61	20	37	38	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	29	125	18	14	179	6	8	61	20	37	38	8
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.16	0.73	0.11	0.07	0.93	1.00	0.09	0.69	0.22	0.44	0.46	0.10
Final Sat.:	125	546	80	49	638	799	64	484	155	303	313	66
Capacity Analysis Module:												
Vol/Sat:	0.23	0.23	0.23	0.28	0.28	0.01	0.13	0.13	0.13	0.12	0.12	0.12
Crit Moves:			****		****				****		****	
Delay/Veh:	8.9	8.9	8.9	9.7	9.7	7.1	8.4	8.4	8.4	8.6	8.6	8.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.9	8.9	8.9	9.7	9.7	7.1	8.4	8.4	8.4	8.6	8.6	8.6
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:		8.9			9.6			8.4			8.6	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.9			9.6			8.4			8.6	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.3	0.3	0.3	0.4	0.4	0.0	0.1	0.1	0.1	0.1	0.1	0.1

****

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

Alabama Venture 1 Project
Opening Year (2015) With Ambient and Cumulative and Project
Evening Peak Hour

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

****

Intersection #7 Nevada Street (NS) at Almond Avenue (EW)

****

Cycle (sec):	0	Critical Vol./Cap.(X):	0.527
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	12.4
Optimal Cycle:	0	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:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 1	0 0	1	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	13	175	11	4	132	2	5	100	41	7	23	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:	13	175	11	4	132	2	5	100	41	7	23	0
Added Vol:	0	25	41	7	31	15	2	37	0	43	53	17
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	200	52	11	163	17	7	137	41	50	76	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
PHF Volume:	16	251	65	14	204	21	9	172	51	63	95	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	251	65	14	204	21	9	172	51	63	95	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	16	251	65	14	204	21	9	172	51	63	95	21
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.05	0.75	0.20	0.06	0.94	1.00	0.04	0.74	0.22	0.35	0.53	0.12
Final Sat.:	31	476	124	35	520	626	22	436	131	196	298	67
Capacity Analysis Module:												
Vol/Sat:	0.53	0.53	0.53	0.39	0.39	0.03	0.39	0.39	0.39	0.32	0.32	0.32
Crit Moves:	****				****			****		****		
Delay/Veh:	13.8	13.8	13.8	12.4	12.4	8.3	11.8	11.8	11.8	11.2	11.2	11.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.8	13.8	13.8	12.4	12.4	8.3	11.8	11.8	11.8	11.2	11.2	11.2
LOS by Move:	B	B	B	B	B	A	B	B	B	B	B	B
ApproachDel:		13.8			12.0			11.8			11.2	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		13.8			12.0			11.8			11.2	
LOS by Appr:		B			B			B			B	
AllWayAvgQ:	0.9	0.9	0.9	0.5	0.5	0.0	0.5	0.5	0.5	0.4	0.4	0.4

****

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

Alabama Venture 1 Project
Opening Year (2015) With Ambient and Cumulative and Project
Morning Peak Hour

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

****

Intersection #8 Nevada Street (NS) at Lugonia Avenue (EW)

****

Cycle (sec):	0	Critical Vol./Cap.(X):	0.669
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	15.1
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:	0 1	0 0	1	0 0	1! 0	0	0 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	37	83	27	9	126	14	15	51	36	93	139	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	37	83	27	9	126	14	15	51	36	93	139	12
Added Vol:	0	28	5	2	21	0	0	9	0	19	38	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	37	111	32	11	147	14	15	60	36	112	177	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
PHF Volume:	46	139	40	14	184	18	19	75	45	140	221	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	139	40	14	184	18	19	75	45	140	221	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	46	139	40	14	184	18	19	75	45	140	221	23
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.25	0.75	1.00	0.06	0.86	0.08	0.20	0.80	1.00	0.36	0.58	0.06
Final Sat.:	129	388	587	34	451	43	102	408	575	209	331	34
Capacity Analysis Module:												
Vol/Sat:	0.36	0.36	0.07	0.41	0.41	0.41	0.18	0.18	0.08	0.67	0.67	0.67
Crit Moves:		****			****			****			****	
Delay/Veh:	12.5	12.5	8.8	13.4	13.4	13.4	10.6	10.6	8.9	19.7	19.7	19.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.5	12.5	8.8	13.4	13.4	13.4	10.6	10.6	8.9	19.7	19.7	19.7
LOS by Move:	B	B	A	B	B	B	B	B	A	C	C	C
ApproachDel:		11.9			13.4			10.0			19.7	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		11.9			13.4			10.0			19.7	
LOS by Appr:		B			B			B			C	
AllWayAvgQ:	0.5	0.5	0.1	0.6	0.6	0.6	0.2	0.2	0.1	1.7	1.7	1.7

****

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

Alabama Venture 1 Project
Opening Year (2015) With Ambient and Cumulative and Project
Evening Peak Hour

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

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Intersection #8 Nevada Street (NS) at Lugonia Avenue (EW)

****

Cycle (sec):	0	Critical Vol./Cap.(X):	0.896
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	30.1
Optimal Cycle:	0	Level Of Service:	D

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	1	0 0	1!	0 0	0 1	0 0	1	0 0	1!	0 0
Volume Module:												
Base Vol:	22	167	174	22	143	6	25	214	54	123	172	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	167	174	22	143	6	25	214	54	123	172	10
Added Vol:	0	63	18	6	68	0	0	37	0	10	20	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	230	192	28	211	6	25	251	54	133	192	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	25	264	221	32	243	7	29	289	62	153	221	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	264	221	32	243	7	29	289	62	153	221	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	264	221	32	243	7	29	289	62	153	221	15
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.09	0.91	1.00	0.11	0.87	0.02	0.09	0.91	1.00	0.39	0.57	0.04
Final Sat.:	38	392	471	46	344	10	39	387	466	171	246	17
Capacity Analysis Module:												
Vol/Sat:	0.67	0.67	0.47	0.70	0.70	0.70	0.75	0.75	0.13	0.90	0.90	0.90
Crit Moves:		****				****	****				****	
Delay/Veh:	24.9	24.9	16.0	27.2	27.2	27.2	29.3	29.3	11.2	47.7	47.7	47.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.9	24.9	16.0	27.2	27.2	27.2	29.3	29.3	11.2	47.7	47.7	47.7
LOS by Move:	C	C	C	D	D	D	D	D	B	E	E	E
ApproachDel:		21.1			27.2			26.4			47.7	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		21.1			27.2			26.4			47.7	
LOS by Appr:		C			D			D			E	
AllWayAvgQ:	1.7	1.7	0.8	1.7	1.7	1.7	2.2	2.2	0.1	4.4	4.4	4.4

****

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

Alabama Venture 1 Project
Opening Year (2015) With Ambient and Cumulative and Project
Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 Nevada Street (NS) at Lugonia Avenue (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.362
Loss Time (sec): 4 (Y+R=3.0 sec) Average Delay (sec/veh): 10.2
Optimal Cycle: OPTIMIZED 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:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	19	19	19	19	19	19	19	19	19	19	19	19
Lanes:	0 1	0 0	1	0 0	1! 0	0	0 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	37	83	27	9	126	14	15	51	36	93	139	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	37	83	27	9	126	14	15	51	36	93	139	12
Added Vol:	0	28	5	2	21	0	0	9	0	19	38	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	37	111	32	11	147	14	15	60	36	112	177	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
PHF Volume:	46	139	40	14	184	18	19	75	45	140	221	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	139	40	14	184	18	19	75	45	140	221	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	46	139	40	14	184	18	19	75	45	140	221	23
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.26	0.74	1.00	0.07	0.85	0.08	0.21	0.79	1.00	0.38	0.56	0.06
Final Sat.:	443	1330	1800	115	1533	146	356	1423	1800	643	1016	103
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.02	0.12	0.12	0.12	0.05	0.05	0.03	0.22	0.22	0.22
Crit Moves:					****						****	
Green/Cycle:	0.33	0.33	0.33	0.33	0.33	0.33	0.60	0.60	0.60	0.60	0.60	0.60
Volume/Cap:	0.31	0.31	0.07	0.36	0.36	0.36	0.09	0.09	0.04	0.36	0.36	0.36
Delay/Veh:	15.3	15.3	13.8	15.6	15.6	15.6	5.1	5.1	4.9	6.3	6.3	6.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.3	15.3	13.8	15.6	15.6	15.6	5.1	5.1	4.9	6.3	6.3	6.3
LOS by Move:	B	B	B	B	B	B	A	A	A	A	A	A
HCM2kAvgQ:	3	3	1	3	3	3	1	1	0	4	4	4

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

Alabama Venture 1 Project
Opening Year (2015) With Ambient and Cumulative and Project
Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 Nevada Street (NS) at Lugonia Avenue (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.410
Loss Time (sec): 4 (Y+R=3.0 sec) Average Delay (sec/veh): 10.7
Optimal Cycle: OPTIMIZED 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:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	19	19	19	19	19	19	19	19	19	19	19	19
Lanes:	0 1	0 0	1	0 0	1! 0	0	0 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	22	167	174	22	143	6	25	214	54	123	172	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	167	174	22	143	6	25	214	54	123	172	10
Added Vol:	0	63	18	6	68	0	0	37	0	10	20	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	230	192	28	211	6	25	251	54	133	192	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	25	264	221	32	243	7	29	289	62	153	221	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	264	221	32	243	7	29	289	62	153	221	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	264	221	32	243	7	29	289	62	153	221	15
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.09	0.91	1.00	0.12	0.86	0.02	0.10	0.90	1.00	0.41	0.55	0.04
Final Sat.:	156	1634	1800	204	1540	44	162	1628	1800	692	999	68
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.12	0.16	0.16	0.16	0.18	0.18	0.03	0.22	0.22	0.22
Crit Moves:		****									****	
Green/Cycle:	0.39	0.39	0.39	0.39	0.39	0.39	0.54	0.54	0.54	0.54	0.54	0.54
Volume/Cap:	0.41	0.41	0.31	0.40	0.40	0.40	0.33	0.33	0.06	0.41	0.41	0.41
Delay/Veh:	13.5	13.5	12.8	13.4	13.4	13.4	8.0	8.0	6.6	8.5	8.5	8.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.5	13.5	12.8	13.4	13.4	13.4	8.0	8.0	6.6	8.5	8.5	8.5
LOS by Move:	B	B	B	B	B	B	A	A	A	A	A	A
HCM2kAvgQ:	4	4	3	4	4	4	3	3	1	5	5	5

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

Alabama Venture 1 Project
Opening Year (2015) With Ambient and Cumulative and Project
Morning Peak Hour - With Improvements

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

Intersection #9 Project West Driveway (NS) at Almond Avenue (EW)

Average Delay (sec/veh): 1.4 Worst Case Level Of Service: B[10.4]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign						Stop Sign						Uncontrolled						Uncontrolled					
Rights:	Include						Include						Include						Include					
Lanes:	1	0	0	0	0		0	0	1!	0	0		0	1	0	0	0		0	0	1!	0	0	
Volume Module:																								
Base Vol:	2		0		0		0		0		0		0		10		0		2		40		0	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	2		0		0		0		0		0		0		10		0		2		40		0	
Added Vol:	0		0		0		3		0		5		12		33		0		0		31		7	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	2		0		0		3		0		5		12		43		0		2		71		7	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	0.56		0.56		0.56		0.56		0.56		0.56		0.56		0.56		0.56		0.56		0.56		0.56	
PHF Volume:	4		0		0		5		0		9		21		77		0		4		127		13	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
FinalVolume:	4		0		0		5		0		9		21		77		0		4		127		13	
Critical Gap Module:																								
Critical Gp:	7.1	xxxx	xxxxx				7.1		6.5		6.2		4.1	xxxx	xxxxx				4.1	xxxx	xxxxx			
FollowUpTim:	3.5	xxxx	xxxxx				3.5		4.0		3.3		2.2	xxxx	xxxxx				2.2	xxxx	xxxxx			
Capacity Module:																								
Cnflict Vol:	265	xxxx	xxxxx				260		260		133		140	xxxx	xxxxx				77	xxxx	xxxxx			
Potent Cap.:	692	xxxx	xxxxx				697		648		921		1456	xxxx	xxxxx				1535	xxxx	xxxxx			
Move Cap.:	676	xxxx	xxxxx				688		637		921		1456	xxxx	xxxxx				1535	xxxx	xxxxx			
Volume/Cap:	0.01	xxxx	xxxx				0.01		0.00		0.01		0.01	xxxx	xxxx				0.00	xxxx	xxxx			
Level Of Service Module:																								
2Way95thQ:	0.0	xxxx	xxxxx				xxxx		xxxx		xxxxx		0.0	xxxx	xxxxx				0.0	xxxx	xxxxx			
Control Del:	10.4	xxxx	xxxxx				xxxxx		xxxx		xxxxx		7.5	xxxx	xxxxx				7.4	xxxx	xxxxx			
LOS by Move:	B	*	*				*		*		*		A	*	*				A	*	*			
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx				xxxx		817		xxxxx		xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx				xxxxx		0.1		xxxxx		0.0	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx				xxxxx		9.5		xxxxx		7.5	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*				*		A		*		A	*	*				*	*	*			
ApproachDel:		10.4							9.5					xxxxxx						xxxxxx				
ApproachLOS:		B							A					*						*				

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

Alabama Venture 1 Project
Opening Year (2015) With Ambient and Cumulative and Project
Evening Peak Hour - With Improvements

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

Intersection #9 Project West Driveway (NS) at Almond Avenue (EW)

Average Delay (sec/veh): 1.1 Worst Case Level Of Service: A[9.6]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 1			0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	0	0	3	0	0	0	0	80	6	8	13	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	3	0	0	0	0	80	6	8	13	0
Added Vol:	0	0	0	7	0	12	6	74	0	0	82	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	3	7	0	12	6	154	6	8	95	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	0	3	8	0	13	7	171	7	9	106	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	3	8	0	13	7	171	7	9	106	4
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	174	315	317	108	110	xxxx	xxxxx	178	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	874	642	603	952	1493	xxxx	xxxxx	1410	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	874	634	596	952	1493	xxxx	xxxxx	1410	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.00	0.01	0.00	0.01	0.00	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.0	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	9.1	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx	7.6	xxxx	xxxxx
LOS by Move:	*	*	A	*	*	*	A	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	803	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	9.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	A	*	*	*	*	*	*	*
ApproachDel:		9.1			9.6			xxxxxx			xxxxxx	
ApproachLOS:		A			A			*			*	

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

Alabama Venture 1 Project
Opening Year (2015) With Ambient and Cumulative and Project
Morning Peak Hour - With Improvements

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

Intersection #10 Project East Driveway (NS) at Almond Avenue (EW)

Average Delay (sec/veh): 1.1 Worst Case Level Of Service: A[8.9]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			0 0 1! 0 0			0 1 0 0 0			0 0 0 1 0		
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	15	0	0	30	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	15	0	0	30	0
Added Vol:	0	0	0	3	0	4	11	25	0	0	34	10
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	3	0	4	11	40	0	0	64	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	3	0	4	12	42	0	0	67	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	3	0	4	12	42	0	0	67	11
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	138	138	73	78	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	860	757	995	1533	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	855	751	995	1533	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.00	0.00	0.00	0.01	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	930	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.0	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	8.9	xxxxx	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	A	*	A	*	*	*	*	*
ApproachDel:	xxxxxx				8.9		xxxxxx			xxxxxx		
ApproachLOS:	*				A			*			*	

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

Alabama Venture 1 Project
Opening Year (2015) With Ambient and Cumulative and Project
Evening Peak Hour - With Improvements

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

Intersection #10 Project East Driveway (NS) at Almond Avenue (EW)

Average Delay (sec/veh): 0.8 Worst Case Level Of Service: A[9.4]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	0 0	0	0 0	1! 0	0	0 1	0 0	0	0 0	0 1	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	100	0	0	43	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	100	0	0	43	0
Added Vol:	0	0	0	7	0	17	6	75	0	0	69	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	7	0	17	6	175	0	0	112	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	7	0	18	6	184	0	0	118	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	7	0	18	6	184	0	0	118	5
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	317	317	121	123	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	680	602	936	1476	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	678	600	936	1476	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.01	0.00	0.02	0.00	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	843	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	9.4	xxxxx	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	A	*	A	*	*	*	*	*
ApproachDel:	xxxxxx				9.4		xxxxxx			xxxxxx		
ApproachLOS:	*				A			*			*	

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

Alabama Venture 1 Project
Opening Year (2015) With Ambient and Cumulative and Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 Alabama Street (NS) at San Bernardino Avenue (EW)

Cycle (sec): 85 Critical Vol./Cap.(X): 0.471
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 25.9
Optimal Cycle: OPTIMIZED 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:	10	19	19	10	19	19	10	31	31	10	31	31
Lanes:	1 0	1 1	0	1 0	2 0	1	1 0	1 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	101	215	44	60	310	130	35	116	30	191	469	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:	101	215	44	60	310	130	35	116	30	191	469	90
Added Vol:	9	67	29	31	44	6	8	85	13	26	52	35
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	282	73	91	354	136	43	201	43	217	521	125
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	117	299	77	97	375	144	46	213	46	230	552	133
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	117	299	77	97	375	144	46	213	46	230	552	133
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	117	299	77	97	375	144	46	213	46	230	552	133
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	1.59	0.41	1.00	2.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	2860	740	1700	3600	1800	1700	1800	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.07	0.10	0.10	0.06	0.10	0.08	0.03	0.12	0.03	0.14	0.15	0.07
Crit Moves:	****				****			****		****		
Green/Cycle:	0.12	0.22	0.22	0.12	0.22	0.22	0.14	0.36	0.36	0.20	0.43	0.43
Volume/Cap:	0.58	0.47	0.47	0.48	0.47	0.36	0.19	0.32	0.07	0.68	0.36	0.17
Delay/Veh:	39.9	29.0	29.0	36.9	29.0	28.4	32.9	19.7	17.6	36.8	16.6	15.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.9	29.0	29.0	36.9	29.0	28.4	32.9	19.7	17.6	36.8	16.6	15.2
LOS by Move:	D	C	C	D	C	C	C	B	B	D	B	B
HCM2kAvgQ:	4	5	5	3	5	3	1	4	1	7	5	2

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

Alabama Venture 1 Project
Opening Year (2015) With Ambient and Cumulative and Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

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Intersection #11 Alabama Street (NS) at San Bernardino Avenue (EW)

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Cycle (sec): 90 Critical Vol./Cap.(X): 0.956
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 46.4
Optimal Cycle: OPTIMIZED Level Of Service: D

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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:	10	19	19	10	19	19	10	31	31	10	31	31
Lanes:	1 0	1 1	0	1 0	2 0	1	1 0	1 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	31	360	199	97	375	59	244	555	201	175	150	85
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	31	360	199	97	375	59	244	555	201	175	150	85
Added Vol:	30	105	24	63	126	4	9	154	31	47	107	57
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	61	465	223	160	501	63	253	709	232	222	257	142
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	66	500	240	172	539	68	272	762	249	239	276	153
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	66	500	240	172	539	68	272	762	249	239	276	153
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	66	500	240	172	539	68	272	762	249	239	276	153
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	1.35	0.65	1.00	2.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	2433	1167	1700	3600	1800	1700	1800	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.04	0.21	0.21	0.10	0.15	0.04	0.16	0.42	0.14	0.14	0.08	0.08
Crit Moves:		****		****				****		****		
Green/Cycle:	0.11	0.21	0.21	0.11	0.21	0.21	0.19	0.44	0.44	0.15	0.40	0.40
Volume/Cap:	0.34	0.96	0.96	0.91	0.70	0.18	0.86	0.96	0.31	0.96	0.19	0.21
Delay/Veh:	38.0	58.4	58.4	80.7	35.8	29.2	56.0	47.4	16.6	84.6	17.6	17.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.0	58.4	58.4	80.7	35.8	29.2	56.0	47.4	16.6	84.6	17.6	17.8
LOS by Move:	D	E	E	F	D	C	E	D	B	F	B	B
HCM2kAvgQ:	2	15	15	8	8	2	11	27	5	11	2	3

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

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Alabama Venture 1 Project
Opening Year (2015) With Ambient and Cumulative and Project
Morning Peak Hour - With Improvements

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

Intersection #12 Alabama Street (NS) at Project North Driveway (EW)

Average Delay (sec/veh): 0.3 Worst Case Level Of Service: B[10.3]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	2 0	0	0 1	0 1	0	0 0	0 0	1	0 0	0 0	1
Volume Module:												
Base Vol:	0	372	0	0	531	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	372	0	0	531	0	0	0	0	0	0	0
Added Vol:	0	92	0	15	60	8	0	0	3	0	0	14
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	464	0	15	591	8	0	0	3	0	0	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	488	0	16	622	8	0	0	3	0	0	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	488	0	16	622	8	0	0	3	0	0	15
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	488	xxxx	xxxxx	xxxx	xxxx	315	xxxx	xxxx	244
Potent Cap.:	xxxx	xxxx	xxxxx	1085	xxxx	xxxxx	xxxx	xxxx	686	xxxx	xxxx	762
Move Cap.:	xxxx	xxxx	xxxxx	1085	xxxx	xxxxx	xxxx	xxxx	686	xxxx	xxxx	762
Volume/Cap:	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	0.02
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	0.0	xxxx	xxxx	0.1
Control Del:	xxxxx	xxxx	xxxxx	8.4	xxxx	xxxxx	xxxxx	xxxx	10.3	xxxxx	xxxx	9.8
LOS by Move:	*	*	*	A	*	*	*	*	B	*	*	A
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	8.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			10.3			9.8		
ApproachLOS:	*			*			B			A		

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

Alabama Venture 1 Project
Opening Year (2015) With Ambient and Cumulative and Project
Evening Peak Hour - With Improvements

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

Intersection #12 Alabama Street (NS) at Project North Driveway (EW)

Average Delay (sec/veh): 0.6 Worst Case Level Of Service: B[11.8]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	2 0	0	0 1	0 1	0	0 0	0 0	1	0 0	0 0	1
Volume Module:												
Base Vol:	0	680	0	0	751	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	680	0	0	751	0	0	0	0	0	0	0
Added Vol:	0	110	0	48	153	4	0	0	8	0	0	49
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	790	0	48	904	4	0	0	8	0	0	49
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	832	0	51	952	4	0	0	8	0	0	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	832	0	51	952	4	0	0	8	0	0	52
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	832	xxxx	xxxxx	xxxx	xxxx	478	xxxx	xxxx	416
Potent Cap.:	xxxx	xxxx	xxxxx	810	xxxx	xxxxx	xxxx	xxxx	539	xxxx	xxxx	591
Move Cap.:	xxxx	xxxx	xxxxx	810	xxxx	xxxxx	xxxx	xxxx	539	xxxx	xxxx	591
Volume/Cap:	xxxx	xxxx	xxxx	0.06	xxxx	xxxx	xxxx	xxxx	0.02	xxxx	xxxx	0.09
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	0.0	xxxx	xxxx	0.3
Control Del:	xxxxx	xxxx	xxxxx	9.7	xxxx	xxxxx	xxxxx	xxxx	11.8	xxxxx	xxxx	11.7
LOS by Move:	*	*	*	A	*	*	*	*	B	*	*	B
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	9.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			11.8			11.7		
ApproachLOS:	*			*			B			B		

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

Alabama Venture 1 Project
Opening Year (2015) With Ambient and Cumulative and Project
Morning Peak Hour - With Improvements

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

Intersection #13 Alabama Street (NS) at Project South Driveway (EW)

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 2 0 0			0 0 1 1 0			0 0 0 0 1			0 0 0 0 0		
Volume Module:												
Base Vol:	0	372	0	0	531	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	372	0	0	531	0	0	0	0	0	0	0
Added Vol:	0	92	0	0	58	5	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	464	0	0	589	5	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	488	0	0	620	5	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	488	0	0	620	5	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	313	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	689	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	689	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

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

Alabama Venture 1 Project
Opening Year (2015) With Ambient and Cumulative and Project
Evening Peak Hour - With Improvements

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

Intersection #13 Alabama Street (NS) at Project South Driveway (EW)

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: B[11.7]

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	2	0	0	0	0	1	1	0	0	0	0	0	1	0	0	0	0	0
Volume Module:																				
Base Vol:	0	680		0		0	751		0		0		0		0	0		0		0
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00
Initial Bse:	0	680		0		0	751		0		0		0		0	0		0		0
Added Vol:	0	110		0		0	158		3		0		0		1	0		0		0
PasserByVol:	0	0		0		0	0		0		0		0		0	0		0		0
Initial Fut:	0	790		0		0	909		3		0		0		1	0		0		0
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00
PHF Adj:	0.95	0.95		0.95		0.95	0.95		0.95		0.95		0.95		0.95	0.95		0.95		0.95
PHF Volume:	0	832		0		0	957		3		0		0		1	0		0		0
Reduct Vol:	0	0		0		0	0		0		0		0		0	0		0		0
FinalVolume:	0	832		0		0	957		3		0		0		1	0		0		0
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx		xxxx		6.9	xxxxx		xxxx		xxxxx
FollowUpTim:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx		xxxx		3.3	xxxxx		xxxx		xxxxx
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx		xxxx		480	xxxx		xxxx		xxxxx
Potent Cap.:	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx		xxxx		537	xxxx		xxxx		xxxxx
Move Cap.:	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx		xxxx		537	xxxx		xxxx		xxxxx
Volume/Cap:	xxxx	xxxx		xxxx		xxxx	xxxx		xxxx		xxxx		xxxx		0.00	xxxx		xxxx		xxxx
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx		xxxx		0.0	xxxx		xxxx		xxxxx
Control Del:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx		xxxx		11.7	xxxxx		xxxx		xxxxx
LOS by Move:	*	*		*		*	*		*		*		*		B	*		*		*
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx		xxxx		xxxxx	xxxx		xxxx		xxxxx
SharedQueue:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx		xxxx		xxxxx	xxxxx		xxxx		xxxxx
Shrd ConDel:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx		xxxx		xxxxx	xxxxx		xxxx		xxxxx
Shared LOS:	*	*		*		*	*		*		*		*		*	*		*		*
ApproachDel:	xxxxxx					xxxxxx					11.7					xxxxxx				
ApproachLOS:	*					*					B					*				

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

Alabama Venture 1 Project
Opening Year (2015) With Ambient and Cumulative and Project
Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #14 Alabama Street (NS) at Almond Avenue (EW)

Cycle (sec): 90 Critical Vol./Cap.(X): 0.257
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 18.5
Optimal Cycle: OPTIMIZED 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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	19	19	10	19	19	31	31	31	31	31	31
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:	14	367	0	0	513	16	5	0	10	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:	14	367	0	0	513	16	5	0	10	0	0	0
Added Vol:	23	71	57	18	36	4	3	18	6	53	17	17
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	37	438	57	18	549	20	8	18	16	53	17	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	42	498	65	20	624	23	9	20	18	60	19	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	498	65	20	624	23	9	20	18	60	19	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	42	498	65	20	624	23	9	20	18	60	19	19
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	1.77	0.23	1.00	1.93	0.07	1.00	0.53	0.47	1.00	0.50	0.50
Final Sat.:	1700	3185	415	1700	3473	127	1700	953	847	1700	900	900
Capacity Analysis Module:												
Vol/Sat:	0.02	0.16	0.16	0.01	0.18	0.18	0.01	0.02	0.02	0.04	0.02	0.02
Crit Moves:	****				****					****		
Green/Cycle:	0.11	0.39	0.39	0.20	0.48	0.48	0.34	0.34	0.34	0.34	0.34	0.34
Volume/Cap:	0.22	0.40	0.40	0.06	0.38	0.38	0.02	0.06	0.06	0.10	0.06	0.06
Delay/Veh:	37.1	20.3	20.3	29.0	15.1	15.1	19.5	19.8	19.8	20.1	19.8	19.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.1	20.3	20.3	29.0	15.1	15.1	19.5	19.8	19.8	20.1	19.8	19.8
LOS by Move:	D	C	C	C	B	B	B	B	B	C	B	B
HCM2kAvgQ:	1	6	6	0	6	6	0	1	1	1	1	1

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

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Alabama Venture 1 Project
Opening Year (2015) With Ambient and Cumulative and Project
Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #14 Alabama Street (NS) at Almond Avenue (EW)

Cycle (sec): 80 Critical Vol./Cap.(X): 0.449
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 20.2
Optimal Cycle: OPTIMIZED 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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	19	19	10	19	19	31	31	31	31	31	31
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:	15	627	0	0	573	28	53	0	47	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	627	0	0	573	28	53	0	47	0	0	0
Added Vol:	12	42	182	58	98	3	9	58	15	186	59	59
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	669	182	58	671	31	62	58	62	186	59	59
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	30	731	199	63	733	34	68	63	68	203	64	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	731	199	63	733	34	68	63	68	203	64	64
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	731	199	63	733	34	68	63	68	203	64	64
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	1.57	0.43	1.00	1.91	0.09	1.00	0.48	0.52	1.00	0.50	0.50
Final Sat.:	1700	2830	770	1700	3441	159	1700	870	930	1700	900	900
Capacity Analysis Module:												
Vol/Sat:	0.02	0.26	0.26	0.04	0.21	0.21	0.04	0.07	0.07	0.12	0.07	0.07
Crit Moves:		****		****						****		
Green/Cycle:	0.19	0.41	0.41	0.13	0.35	0.35	0.39	0.39	0.39	0.39	0.39	0.39
Volume/Cap:	0.09	0.63	0.63	0.30	0.61	0.61	0.10	0.19	0.19	0.31	0.18	0.18
Delay/Veh:	27.1	19.5	19.5	32.6	22.2	22.2	15.7	16.3	16.3	17.3	16.3	16.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.1	19.5	19.5	32.6	22.2	22.2	15.7	16.3	16.3	17.3	16.3	16.3
LOS by Move:	C	B	B	C	C	C	B	B	B	B	B	B
HCM2kAvgQ:	1	10	10	2	8	8	1	2	2	4	2	2

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

Alabama Venture 1 Project
Opening Year (2015) With Ambient and Cumulative and Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #15 Alabama Street (NS) at Lugonia Avenue (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.487
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 32.6
Optimal Cycle: OPTIMIZED 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:	10	31	31	10	31	31	10	31	31	10	31	31
Lanes:	1 0	1 1	0	1 0	3 0	1	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	87	302	115	28	362	74	50	73	43	165	139	38
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	87	302	115	28	362	74	50	73	43	165	139	38
Added Vol:	6	127	72	2	88	5	19	19	25	65	5	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	93	429	187	30	450	79	69	92	68	230	144	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
PHF Volume:	113	521	227	36	547	96	84	112	83	279	175	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	113	521	227	36	547	96	84	112	83	279	175	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	113	521	227	36	547	96	84	112	83	279	175	52
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	1.39	0.61	1.00	3.00	1.00	1.00	1.15	0.85	1.00	2.00	1.00
Final Sat.:	1700	2507	1093	1700	5400	1800	1700	2070	1530	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.07	0.21	0.21	0.02	0.10	0.05	0.05	0.05	0.05	0.16	0.05	0.03
Crit Moves:		****		****				****		****		
Green/Cycle:	0.10	0.31	0.31	0.10	0.31	0.31	0.12	0.31	0.31	0.20	0.39	0.39
Volume/Cap:	0.66	0.67	0.67	0.21	0.33	0.17	0.40	0.17	0.17	0.82	0.13	0.08
Delay/Veh:	52.9	31.7	31.7	42.0	26.6	25.3	41.5	25.2	25.2	53.1	19.9	19.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.9	31.7	31.7	42.0	26.6	25.3	41.5	25.2	25.2	53.1	19.9	19.5
LOS by Move:	D	C	C	D	C	C	D	C	C	D	B	B
HCM2kAvgQ:	5	11	11	1	4	2	3	2	2	11	2	1

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

Alabama Venture 1 Project
Opening Year (2015) With Ambient and Cumulative and Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #15 Alabama Street (NS) at Lugonia Avenue (EW)

****

Cycle (sec): 130 Critical Vol./Cap.(X): 1.047
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 99.0
Optimal Cycle: OPTIMIZED Level Of Service: F

****

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:	10	31	31	10	31	31	10	31	31	10	31	31
Lanes:	1 0	1 1	0	1 0	3 0	1	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	105	482	413	124	480	67	118	313	129	352	249	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:	105	482	413	124	480	67	118	313	129	352	249	90
Added Vol:	24	223	207	5	275	18	10	10	13	211	18	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	129	705	620	129	755	85	128	323	142	563	267	93
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	140	766	674	140	821	92	139	351	154	612	290	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	766	674	140	821	92	139	351	154	612	290	101
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	140	766	674	140	821	92	139	351	154	612	290	101
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	1.06	0.94	1.00	3.00	1.00	1.00	1.39	0.61	1.00	2.00	1.00
Final Sat.:	1700	1915	1685	1700	5400	1800	1700	2501	1099	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.08	0.40	0.40	0.08	0.15	0.05	0.08	0.14	0.14	0.36	0.08	0.06
Crit Moves:		****		****				****		****		
Green/Cycle:	0.10	0.33	0.33	0.08	0.30	0.30	0.14	0.24	0.24	0.30	0.40	0.40
Volume/Cap:	0.79	1.22	1.22	1.07	0.51	0.17	0.60	0.59	0.59	1.22	0.20	0.14
Delay/Veh:	78.1	150	150.4	159.4	37.7	33.6	57.1	44.9	44.9	161.7	25.8	25.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	78.1	150	150.4	159.4	37.7	33.6	57.1	44.9	44.9	161.7	25.8	25.1
LOS by Move:	E	F	F	F	D	C	E	D	D	F	C	C
HCM2kAvgQ:	8	47	47	10	9	3	6	9	9	42	4	2

****

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

****

Alabama Venture 1 Project
Opening Year (2015) With Ambient and Cumulative and Project
Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #15 Alabama Street (NS) at Lugonia Avenue (EW)

Cycle (sec): 95 Critical Vol./Cap.(X): 0.337
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 27.5
Optimal Cycle: OPTIMIZED 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:	10	31	31	10	31	31	10	31	31	10	31	31
Lanes:	1 0	2 0	1	1 0	3 0	1	2 0	1 1	0	2 0	1 1	0
Volume Module:												
Base Vol:	87	302	115	28	362	74	50	73	43	165	139	38
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	87	302	115	28	362	74	50	73	43	165	139	38
Added Vol:	6	127	72	2	88	5	19	19	25	65	5	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	93	429	187	30	450	79	69	92	68	230	144	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
PHF Volume:	113	521	227	36	547	96	84	112	83	279	175	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	113	521	227	36	547	96	84	112	83	279	175	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	113	521	227	36	547	96	84	112	83	279	175	52
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	2.00	1.15	0.85	2.00	1.54	0.46
Final Sat.:	1700	3600	1800	1700	5400	1800	3200	2070	1530	3200	2772	828
Capacity Analysis Module:												
Vol/Sat:	0.07	0.14	0.13	0.02	0.10	0.05	0.03	0.05	0.05	0.09	0.06	0.06
Crit Moves:	****				****			****		****		
Green/Cycle:	0.11	0.33	0.33	0.11	0.33	0.33	0.12	0.33	0.33	0.15	0.36	0.36
Volume/Cap:	0.58	0.44	0.38	0.20	0.31	0.16	0.23	0.17	0.17	0.58	0.18	0.18
Delay/Veh:	44.5	25.0	24.6	39.2	24.1	22.9	38.4	22.9	22.9	39.5	20.9	20.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.5	25.0	24.6	39.2	24.1	22.9	38.4	22.9	22.9	39.5	20.9	20.9
LOS by Move:	D	C	C	D	C	C	D	C	C	D	C	C
HCM2kAvgQ:	4	6	5	1	4	2	1	2	2	5	2	2

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

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Alabama Venture 1 Project
Opening Year (2015) With Ambient and Cumulative and Project
Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #15 Alabama Street (NS) at Lugonia Avenue (EW)

Cycle (sec): 105 Critical Vol./Cap.(X): 0.679
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 34.6
Optimal Cycle: OPTIMIZED 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:	Ovl			Include			Include			Include		
Min. Green:	10	31	31	10	31	31	10	31	31	10	31	31
Lanes:	1 0 2 0 1			1 0 3 0 1			2 0 1 1 0			2 0 1 1 0		
Volume Module:												
Base Vol:	105	482	413	124	480	67	118	313	129	352	249	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:	105	482	413	124	480	67	118	313	129	352	249	90
Added Vol:	24	223	207	5	275	18	10	10	13	211	18	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	129	705	620	129	755	85	128	323	142	563	267	93
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	140	766	674	140	821	92	139	351	154	612	290	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	766	674	140	821	92	139	351	154	612	290	101
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	140	766	674	140	821	92	139	351	154	612	290	101
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	2.00	1.39	0.61	2.00	1.48	0.52
Final Sat.:	1700	3600	1800	1700	5400	1800	3200	2501	1099	3200	2670	930
Capacity Analysis Module:												
Vol/Sat:	0.08	0.21	0.37	0.08	0.15	0.05	0.04	0.14	0.14	0.19	0.11	0.11
Crit Moves:		****		****				****		****		
Green/Cycle:	0.10	0.30	0.53	0.10	0.30	0.30	0.13	0.30	0.30	0.23	0.40	0.40
Volume/Cap:	0.85	0.72	0.71	0.82	0.51	0.17	0.34	0.48	0.48	0.82	0.27	0.27
Delay/Veh:	79.6	35.6	21.2	72.4	30.7	27.3	42.1	30.7	30.7	45.5	21.4	21.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	79.6	35.6	21.2	72.4	30.7	27.3	42.1	30.7	30.7	45.5	21.4	21.4
LOS by Move:	E	D	C	E	C	C	D	C	C	D	C	C
HCM2kAvgQ:	7	12	17	7	8	2	3	7	7	13	4	4

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

Alabama Venture 1 Project
Opening Year (2015) With Ambient and Cumulative and Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #16 Alabama Street (NS) at I-10 Freeway WB Ramps (EW)

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.738
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 19.7
Optimal Cycle: OPTIMIZED 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:	10	19	0	0	19	19	0	0	0	0	0	0
Lanes:	1 0	2 0	0	0 0	2 0	1	0 0	0 0	0	0 1	0 1	0
Volume Module:												
Base Vol:	305	419	0	0	324	188	0	0	0	256	307	291
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	305	419	0	0	324	188	0	0	0	256	307	291
Added Vol:	0	171	0	0	100	78	0	0	0	0	0	34
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	305	590	0	0	424	266	0	0	0	256	307	325
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	351	678	0	0	487	306	0	0	0	294	353	374
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	351	678	0	0	487	306	0	0	0	294	353	374
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	351	678	0	0	487	306	0	0	0	294	353	374
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.60	0.68	0.72
Final Sat.:	1700	3600	0	0	3600	1800	0	0	0	1021	1224	1296
Capacity Analysis Module:												
Vol/Sat:	0.21	0.19	0.00	0.00	0.14	0.17	0.00	0.00	0.00	0.29	0.29	0.29
Crit Moves:	****					****				****		
Green/Cycle:	0.24	0.56	0.00	0.00	0.32	0.32	0.00	0.00	0.00	0.34	0.34	0.34
Volume/Cap:	0.85	0.34	0.00	0.00	0.43	0.54	0.00	0.00	0.00	0.85	0.85	0.85
Delay/Veh:	36.7	7.3	0.0	0.0	16.5	17.9	0.0	0.0	0.0	24.2	24.2	24.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.7	7.3	0.0	0.0	16.5	17.9	0.0	0.0	0.0	24.2	24.2	24.2
LOS by Move:	D	A	A	A	B	B	A	A	A	C	C	C
HCM2kAvgQ:	10	4	0	0	4	5	0	0	0	12	12	12

****

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

****

Alabama Venture 1 Project
Opening Year (2015) With Ambient and Cumulative and Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #16 Alabama Street (NS) at I-10 Freeway WB Ramps (EW)

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.908
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 20.6
Optimal Cycle: OPTIMIZED 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:	10	19	0	0	19	19	0	0	0	0	0	0
Lanes:	1 0	2 0	0	0 0	2 0	1	0 0	0 0	0	0 1	0 1	0
Volume Module:												
Base Vol:	393	961	0	0	701	433	0	0	0	159	314	123
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	393	961	0	0	701	433	0	0	0	159	314	123
Added Vol:	0	394	0	0	239	260	0	0	0	0	0	60
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	393	1355	0	0	940	693	0	0	0	159	314	183
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	401	1383	0	0	959	707	0	0	0	162	320	187
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	401	1383	0	0	959	707	0	0	0	162	320	187
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	401	1383	0	0	959	707	0	0	0	162	320	187
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.51	0.94	0.55
Final Sat.:	1700	3600	0	0	3600	1800	0	0	0	860	1699	990
Capacity Analysis Module:												
Vol/Sat:	0.24	0.38	0.00	0.00	0.27	0.39	0.00	0.00	0.00	0.19	0.19	0.19
Crit Moves:	****					****				****		
Green/Cycle:	0.26	0.55	0.00	0.00	0.43	0.43	0.00	0.00	0.00	0.21	0.21	0.21
Volume/Cap:	0.91	0.55	0.00	0.00	0.62	0.91	0.00	0.00	0.00	0.91	0.91	0.91
Delay/Veh:	43.8	4.9	0.0	0.0	13.9	30.4	0.0	0.0	0.0	38.3	38.3	38.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.8	4.9	0.0	0.0	13.9	30.4	0.0	0.0	0.0	38.3	38.3	38.3
LOS by Move:	D	A	A	A	B	C	A	A	A	D	D	D
HCM2kAvgQ:	12	7	0	0	8	17	0	0	0	10	10	10

****

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

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Alabama Venture 1 Project
Opening Year (2015) With Ambient and Cumulative and Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #17 Alabama Street (NS) at I-10 Freeway EB Ramps (EW)

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.537
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 14.2
Optimal Cycle: OPTIMIZED 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	19	19		10	19	0		0	0	0		0	0	0	
Lanes:	0 0	2 0	1		1 0	2 0	0		0 1	0 1	0		0 0	0 0	0	
Volume Module:																
Base Vol:	0	486	83		46	546	0		223	4	394		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	486	83		46	546	0		223	4	394		0	0	0	
Added Vol:	0	77	0		31	70	0		94	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	563	83		77	616	0		317	4	394		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.87	0.87	0.87		0.87	0.87	0.87		0.87	0.87	0.87		0.87	0.87	0.87	
PHF Volume:	0	647	95		89	708	0		364	5	453		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	647	95		89	708	0		364	5	453		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	
FinalVolume:	0	647	95		89	708	0		364	5	453		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800		1800	1800	1800		1800	1800	1800		1800	1800	1800	
Adjustment:	0.94	1.00	1.00		0.94	1.00	1.00		0.94	1.00	1.00		0.94	1.00	1.00	
Lanes:	0.00	2.00	1.00		1.00	2.00	0.00		0.99	0.01	1.00		0.00	0.00	0.00	
Final Sat.:	0	3600	1800		1700	3600	0		1680	21	1800		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.18	0.05		0.05	0.20	0.00		0.22	0.22	0.25		0.00	0.00	0.00	
Crit Moves:		****			****						****					
Green/Cycle:	0.00	0.32	0.32		0.17	0.48	0.00		0.42	0.42	0.42		0.00	0.00	0.00	
Volume/Cap:	0.00	0.57	0.17		0.31	0.41	0.00		0.52	0.52	0.60		0.00	0.00	0.00	
Delay/Veh:	0.0	17.8	14.9		22.6	10.1	0.0		13.3	13.3	14.4		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	17.8	14.9		22.6	10.1	0.0		13.3	13.3	14.4		0.0	0.0	0.0	
LOS by Move:	A	B	B		C	B	A		B	B	B		A	A	A	
HCM2kAvgQ:	0	6	1		2	4	0		6	6	7		0	0	0	

****

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

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Alabama Venture 1 Project
Opening Year (2015) With Ambient and Cumulative and Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #17 Alabama Street (NS) at I-10 Freeway EB Ramps (EW)

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.953
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 27.6
Optimal Cycle: OPTIMIZED 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	19	19	10	19	0	0	0	0	0	0	0
Lanes:	0 0	2 0	1	1 0	2 0	0	0 1	0 1	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	907	273	208	672	0	423	10	458	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	907	273	208	672	0	423	10	458	0	0	0
Added Vol:	0	168	0	64	175	0	226	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1075	273	272	847	0	649	10	458	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	0	1097	279	278	864	0	662	10	467	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1097	279	278	864	0	662	10	467	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
FinalVolume:	0	1097	279	278	864	0	662	10	467	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	1.00	0.02	0.98	0.00	0.00	0.00
Final Sat.:	0	3600	1800	1700	3600	0	1700	38	1762	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.30	0.15	0.16	0.24	0.00	0.39	0.27	0.27	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.00	0.32	0.32	0.17	0.49	0.00	0.41	0.41	0.41	0.00	0.00	0.00
Volume/Cap:	0.00	0.95	0.48	0.95	0.49	0.00	0.95	0.65	0.65	0.00	0.00	0.00
Delay/Veh:	0.0	36.4	17.1	64.6	10.4	0.0	33.2	15.1	15.1	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	36.4	17.1	64.6	10.4	0.0	33.2	15.1	15.1	0.0	0.0	0.0
LOS by Move:	A	D	B	E	B	A	C	B	B	A	A	A
HCM2kAvgQ:	0	16	5	10	6	0	19	8	8	0	0	0

****

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

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Alabama Venture 1 Project
Opening Year (2015) With Ambient and Cumulative and Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

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Intersection #18 SR-210 Freeway SB Ramps (NS) at San Bernardino Avenue (EW)

****

Cycle (sec): 130 Critical Vol./Cap.(X): 0.769
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 59.8
Optimal Cycle: OPTIMIZED Level Of Service: E

****

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:	10	31	31	10	31	31	10	31	31	10	31	31
Lanes:	1 0 0 1	0		1 0 1 1	0		1 0 1 0	1		1 0 1 0	1	
Volume Module:												
Base Vol:	6	2	33	326	215	304	12	182	7	28	369	307
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	2	33	326	215	304	12	182	7	28	369	307
Added Vol:	0	28	17	152	18	73	29	132	0	30	115	56
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	30	50	478	233	377	41	314	7	58	484	363
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	7	35	58	558	272	440	48	366	8	68	565	424
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	35	58	558	272	440	48	366	8	68	565	424
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	7	35	58	558	272	440	48	366	8	68	565	424
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	0.37	0.63	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1700	675	1125	1700	1800	1800	1700	1800	1800	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.05	0.05	0.33	0.15	0.24	0.03	0.20	0.00	0.04	0.31	0.24
Crit Moves:		****		****			****				****	
Green/Cycle:	0.13	0.24	0.24	0.32	0.42	0.42	0.08	0.29	0.29	0.09	0.30	0.30
Volume/Cap:	0.03	0.22	0.22	1.03	0.36	0.58	0.37	0.71	0.02	0.43	1.03	0.77
Delay/Veh:	49.1	40.0	40.0	90.9	25.5	29.3	58.7	45.7	33.1	57.5	91.6	47.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.1	40.0	40.0	90.9	25.5	29.3	58.7	45.7	33.1	57.5	91.6	47.8
LOS by Move:	D	D	D	F	C	C	E	D	C	E	F	D
HCM2kAvgQ:	0	3	3	31	7	13	2	14	0	3	30	17

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

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Alabama Venture 1 Project
Opening Year (2015) With Ambient and Cumulative and Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #18 SR-210 Freeway SB Ramps (NS) at San Bernardino Avenue (EW)

****

Cycle (sec):	130	Critical Vol./Cap.(X):	1.197
Loss Time (sec):	8 (Y+R=3.0 sec)	Average Delay (sec/veh):	104.4
Optimal Cycle: OPTIMIZED		Level Of Service:	F

****

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:	10	31	31	10	31	31	10	31	31	10	31	31
Lanes:	1 0	0 1	0	1 0	1 1	0	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	21	33	247	275	428	172	55	548	47	51	167	102
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21	33	247	275	428	172	55	548	47	51	167	102
Added Vol:	0	99	58	195	57	119	92	269	0	97	156	91
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	132	305	470	485	291	147	817	47	148	323	193
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	22	140	323	498	514	308	156	865	50	157	342	204
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	140	323	498	514	308	156	865	50	157	342	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
FinalVolume:	22	140	323	498	514	308	156	865	50	157	342	204
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	0.30	0.70	1.00	1.25	0.75	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1700	544	1256	1700	2250	1350	1700	1800	1800	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.01	0.26	0.26	0.29	0.23	0.23	0.09	0.48	0.03	0.09	0.19	0.11
Crit Moves:		****		****				****		****		
Green/Cycle:	0.12	0.24	0.24	0.24	0.36	0.36	0.13	0.39	0.39	0.08	0.34	0.34
Volume/Cap:	0.11	1.08	1.08	1.24	0.64	0.64	0.71	1.24	0.07	1.20	0.57	0.34
Delay/Veh:	51.8	116	115.6	178.0	35.7	35.7	64.7	161	25.1	201.9	36.7	32.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.8	116	115.6	178.0	35.7	35.7	64.7	161	25.1	201.9	36.7	32.7
LOS by Move:	D	F	F	F	D	D	E	F	C	F	D	C
HCM2kAvgQ:	1	27	27	36	14	14	8	57	1	13	11	6

****

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

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Alabama Venture 1 Project
Opening Year (2015) With Ambient and Cumulative and Project
Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #18 SR-210 Freeway SB Ramps (NS) at San Bernardino Avenue (EW)

Cycle (sec): 105 Critical Vol./Cap.(X): 0.530
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 33.2
Optimal Cycle: OPTIMIZED 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:	10	31	31	10	31	31	10	31	31	10	31	31
Lanes:	1 0	0 1	0	2 0	1 1	0	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	6	2	33	326	215	304	12	182	7	28	369	307
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	2	33	326	215	304	12	182	7	28	369	307
Added Vol:	0	28	17	152	18	73	29	132	0	30	115	56
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	30	50	478	233	377	41	314	7	58	484	363
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	7	35	58	558	272	440	48	366	8	68	565	424
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	35	58	558	272	440	48	366	8	68	565	424
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	7	35	58	558	272	440	48	366	8	68	565	424
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.89	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	0.37	0.63	2.00	1.00	1.00	1.00	1.96	0.04	1.00	2.00	1.00
Final Sat.:	1700	675	1125	3200	1800	1800	1700	3521	79	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.05	0.05	0.17	0.15	0.24	0.03	0.10	0.10	0.04	0.16	0.24
Crit Moves:		****		****			****					****
Green/Cycle:	0.13	0.30	0.30	0.23	0.39	0.39	0.10	0.30	0.30	0.10	0.31	0.31
Volume/Cap:	0.03	0.18	0.18	0.77	0.38	0.62	0.30	0.34	0.34	0.41	0.51	0.77
Delay/Veh:	40.2	27.7	27.7	43.0	22.8	26.5	45.2	28.6	28.6	46.1	30.4	39.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.2	27.7	27.7	43.0	22.8	26.5	45.2	28.6	28.6	46.1	30.4	39.5
LOS by Move:	D	C	C	D	C	C	D	C	C	D	C	D
HCM2kAvgQ:	0	2	2	11	6	12	2	5	5	3	8	14

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

Alabama Venture 1 Project
Opening Year (2015) With Ambient and Cumulative and Project
Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #18 SR-210 Freeway SB Ramps (NS) at San Bernardino Avenue (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.825
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 38.4
Optimal Cycle: OPTIMIZED Level Of Service: D

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:	10	31		31	10	31		31	10	31		31	10	31		31
Lanes:	1 0	0	1	0	2 0	1	1	0	1 0	1	1	0	1 0	2	0	1
Volume Module:																
Base Vol:	21	33		247	275	428		172	55	548		47	51	167		102
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	21	33		247	275	428		172	55	548		47	51	167		102
Added Vol:	0	99		58	195	57		119	92	269		0	97	156		91
PasserByVol:	0	0		0	0	0		0	0	0		0	0	0		0
Initial Fut:	21	132		305	470	485		291	147	817		47	148	323		193
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	0.94	0.94		0.94	0.94	0.94		0.94	0.94	0.94		0.94	0.94	0.94		0.94
PHF Volume:	22	140		323	498	514		308	156	865		50	157	342		204
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	22	140		323	498	514		308	156	865		50	157	342		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
FinalVolume:	22	140		323	498	514		308	156	865		50	157	342		204
Saturation Flow Module:																
Sat/Lane:	1800	1800		1800	1800	1800		1800	1800	1800		1800	1800	1800		1800
Adjustment:	0.94	1.00		1.00	0.89	1.00		1.00	0.94	1.00		1.00	0.94	1.00		1.00
Lanes:	1.00	0.30		0.70	2.00	1.25		0.75	1.00	1.89		0.11	1.00	2.00		1.00
Final Sat.:	1700	544		1256	3200	2250		1350	1700	3404		196	1700	3600		1800
Capacity Analysis Module:																
Vol/Sat:	0.01	0.26		0.26	0.16	0.23		0.23	0.09	0.25		0.25	0.09	0.10		0.11
Crit Moves:		****			****					****			****			
Green/Cycle:	0.12	0.31		0.31	0.19	0.38		0.38	0.10	0.31		0.31	0.11	0.32		0.32
Volume/Cap:	0.11	0.83		0.83	0.83	0.61		0.61	0.89	0.82		0.82	0.83	0.30		0.36
Delay/Veh:	39.3	41.9		41.9	48.4	25.9		25.9	83.2	36.9		36.9	68.5	25.8		26.6
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
AdjDel/Veh:	39.3	41.9		41.9	48.4	25.9		25.9	83.2	36.9		36.9	68.5	25.8		26.6
LOS by Move:	D	D		D	D	C		C	F	D		D	E	C		C
HCM2kAvgQ:	1	16		16	11	11		11	8	15		15	7	4		5

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

Alabama Venture 1 Project
Opening Year (2015) With Ambient and Cumulative and Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #19 SR-210 Freeway NB Ramps (NS) at San Bernardino Avenue (EW)

Cycle (sec): 125 Critical Vol./Cap.(X): 0.728
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 38.5
Optimal Cycle: OPTIMIZED Level Of Service: D

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:	10	31	31	10	31	31	10	31	31	10	31	31
Lanes:	1 0	2 0	1	1 0	0 1	0	2 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	63	272	27	139	4	55	80	354	109	32	586	358
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	63	272	27	139	4	55	80	354	109	32	586	358
Added Vol:	22	61	0	0	147	99	61	201	38	9	81	61
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	85	333	27	139	151	154	141	555	147	41	667	419
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	98	385	31	161	175	178	163	642	170	47	772	485
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	385	31	161	175	178	163	642	170	47	772	485
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	98	385	31	161	175	178	163	642	170	47	772	485
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.89	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	0.50	0.50	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1700	3600	1800	1700	891	909	3200	1800	1800	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.06	0.11	0.02	0.09	0.20	0.20	0.05	0.36	0.09	0.03	0.43	0.27
Crit Moves:		****		****			****				****	
Green/Cycle:	0.09	0.25	0.25	0.11	0.27	0.27	0.08	0.47	0.47	0.11	0.50	0.50
Volume/Cap:	0.66	0.43	0.07	0.86	0.72	0.72	0.64	0.76	0.20	0.26	0.86	0.54
Delay/Veh:	66.0	39.9	36.0	85.7	46.7	46.7	61.0	31.0	19.3	52.2	36.1	22.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	66.0	39.9	36.0	85.7	46.7	46.7	61.0	31.0	19.3	52.2	36.1	22.2
LOS by Move:	E	D	D	F	D	D	E	C	B	D	D	C
HCM2kAvgQ:	5	6	1	9	13	13	5	21	4	2	28	13

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

Alabama Venture 1 Project
Opening Year (2015) With Ambient and Cumulative and Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #19 SR-210 Freeway NB Ramps (NS) at San Bernardino Avenue (EW)

****

Cycle (sec): 130 Critical Vol./Cap.(X): 0.895
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 61.0
Optimal Cycle: OPTIMIZED Level Of Service: E

****

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:	10	31	31	10	31	31	10	31	31	10	31	31
Lanes:	1 0	2 0	1	1 0	0 1	0	2 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	31	455	35	243	22	57	454	552	103	21	259	208
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	31	455	35	243	22	57	454	552	103	21	259	208
Added Vol:	35	98	0	0	188	179	201	273	49	14	130	98
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	66	553	35	243	210	236	655	825	152	35	389	306
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	72	599	38	263	228	256	710	894	165	38	421	332
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	599	38	263	228	256	710	894	165	38	421	332
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	72	599	38	263	228	256	710	894	165	38	421	332
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.89	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	0.47	0.53	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1700	3600	1800	1700	848	952	3200	1800	1800	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.04	0.17	0.02	0.15	0.27	0.27	0.22	0.50	0.09	0.02	0.23	0.18
Crit Moves:		****		****				****		****		
Green/Cycle:	0.09	0.24	0.24	0.15	0.30	0.30	0.27	0.47	0.47	0.08	0.29	0.29
Volume/Cap:	0.49	0.70	0.09	1.05	0.89	0.89	0.83	1.05	0.19	0.29	0.82	0.64
Delay/Veh:	59.2	47.8	38.6	124.5	60.5	60.5	52.1	77.5	19.8	57.9	53.3	43.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.2	47.8	38.6	124.5	60.5	60.5	52.1	77.5	19.8	57.9	53.3	43.4
LOS by Move:	E	D	D	F	E	E	D	E	B	E	D	D
HCM2kAvgQ:	3	12	1	17	22	22	17	46	4	2	18	12

****

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

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Alabama Venture 1 Project
Opening Year (2015) With Ambient and Cumulative and Project
Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #19 SR-210 Freeway NB Ramps (NS) at San Bernardino Avenue (EW)

Cycle (sec): 90 Critical Vol./Cap.(X): 0.461
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 25.1
Optimal Cycle: OPTIMIZED 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			Ovl		
Min. Green:	10	31	31	10	31	31	10	31	31	10	31	31
Lanes:	1 0	2 0	1	2 0	1 1	0	2 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	63	272	27	139	4	55	80	354	109	32	586	358
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	63	272	27	139	4	55	80	354	109	32	586	358
Added Vol:	22	61	0	0	147	99	61	201	38	9	81	61
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	85	333	27	139	151	154	141	555	147	41	667	419
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	98	385	31	161	175	178	163	642	170	47	772	485
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	385	31	161	175	178	163	642	170	47	772	485
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	98	385	31	161	175	178	163	642	170	47	772	485
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	1.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	3600	1800	3200	1800	1800	3200	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.06	0.11	0.02	0.05	0.10	0.10	0.05	0.18	0.09	0.03	0.21	0.27
Crit Moves:	****				****		****				****	
Green/Cycle:	0.11	0.34	0.34	0.11	0.34	0.34	0.11	0.34	0.34	0.11	0.34	0.46
Volume/Cap:	0.52	0.31	0.05	0.45	0.28	0.29	0.46	0.52	0.27	0.25	0.62	0.59
Delay/Veh:	40.3	21.8	19.7	38.4	21.5	21.6	38.4	23.9	21.6	37.3	25.6	19.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.3	21.8	19.7	38.4	21.5	21.6	38.4	23.9	21.6	37.3	25.6	19.4
LOS by Move:	D	C	B	D	C	C	D	C	C	D	C	B
HCM2kAvgQ:	3	4	1	3	4	4	3	7	3	1	10	10

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

Alabama Venture 1 Project
Opening Year (2015) With Ambient and Cumulative and Project
Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #19 SR-210 Freeway NB Ramps (NS) at San Bernardino Avenue (EW)

Cycle (sec): 110 Critical Vol./Cap.(X): 0.634
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 35.3
Optimal Cycle: OPTIMIZED Level Of Service: D

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			Ovl		
Min. Green:	10	31	31	10	31	31	10	31	31	10	31	31
Lanes:	1 0	2 0	1	2 0	1 1	0	2 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	31	455	35	243	22	57	454	552	103	21	259	208
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	31	455	35	243	22	57	454	552	103	21	259	208
Added Vol:	35	98	0	0	188	179	201	273	49	14	130	98
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	66	553	35	243	210	236	655	825	152	35	389	306
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	72	599	38	263	228	256	710	894	165	38	421	332
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	599	38	263	228	256	710	894	165	38	421	332
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	72	599	38	263	228	256	710	894	165	38	421	332
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	1.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	3600	1800	3200	1800	1800	3200	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.04	0.17	0.02	0.08	0.13	0.14	0.22	0.25	0.09	0.02	0.12	0.18
Crit Moves:		****		****			****				****	
Green/Cycle:	0.09	0.28	0.28	0.10	0.29	0.29	0.27	0.41	0.41	0.13	0.28	0.38
Volume/Cap:	0.45	0.59	0.07	0.84	0.44	0.49	0.84	0.60	0.22	0.17	0.42	0.48
Delay/Veh:	49.3	35.0	29.0	66.1	32.2	32.9	45.4	25.8	21.0	42.6	32.4	26.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.3	35.0	29.0	66.1	32.2	32.9	45.4	25.8	21.0	42.6	32.4	26.4
LOS by Move:	D	C	C	E	C	C	D	C	C	D	C	C
HCM2kAvgQ:	3	9	1	7	6	7	15	12	4	1	6	9

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

Buildout Year (2035) With Ambient

Alabama Venture 1 Project
Buildout Year (2035) With Ambient
Morning Peak Hour

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

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Intersection #1 California Street (NS) at San Bernardino Avenue (EW)

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.258
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 30.4
Optimal Cycle: OPTIMIZED 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:	10	38	38	10	38	38	10	31	31	10	31	31
Lanes:	1 0 2 0 1			1 0 2 0 1			1 0 3 0 1			1 0 3 0 1		
Volume Module:												
Base Vol:	128	171	174	6	61	19	18	189	78	161	498	24
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	128	171	174	6	61	19	18	189	78	161	498	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	135	180	183	6	64	20	19	199	82	169	524	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	135	180	183	6	64	20	19	199	82	169	524	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	135	180	183	6	64	20	19	199	82	169	524	25
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1800	3800	1900	1800	3800	1900	1800	5700	1900	1800	5700	1900
Capacity Analysis Module:												
Vol/Sat:	0.07	0.05	0.10	0.00	0.02	0.01	0.01	0.03	0.04	0.09	0.09	0.01
Crit Moves:			****	****					****	****		
Green/Cycle:	0.10	0.38	0.38	0.10	0.38	0.38	0.11	0.31	0.31	0.13	0.33	0.33
Volume/Cap:	0.75	0.12	0.25	0.04	0.04	0.03	0.10	0.11	0.14	0.72	0.28	0.04
Delay/Veh:	68.3	18.6	20.3	41.0	17.9	17.8	41.3	24.2	24.8	59.5	23.9	21.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	68.3	18.6	20.3	41.0	17.9	17.8	41.3	24.2	24.8	59.5	23.9	21.8
LOS by Move:	E	B	C	D	B	B	D	C	C	E	C	C
HCM2kAvgQ:	6	1	3	0	0	0	1	1	2	7	3	0

****

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

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Alabama Venture 1 Project
Buildout Year (2035) With Ambient
Evening Peak Hour

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

Intersection #1 California Street (NS) at San Bernardino Avenue (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.428
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 30.7
Optimal Cycle: OPTIMIZED 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:	10	38	38	10	38	38	10	31	31	10	31	31
Lanes:	1 0 2 0 1			1 0 2 0 1			1 0 3 0 1			1 0 3 0 1		
Volume Module:												
Base Vol:	79	52	175	15	141	37	15	1010	228	174	234	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	79	52	175	15	141	37	15	1010	228	174	234	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	83	55	184	16	148	39	16	1063	240	183	246	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	55	184	16	148	39	16	1063	240	183	246	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	83	55	184	16	148	39	16	1063	240	183	246	21
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1800	3800	1900	1800	3800	1900	1800	5700	1900	1800	5700	1900
Capacity Analysis Module:												
Vol/Sat:	0.05	0.01	0.10	0.01	0.04	0.02	0.01	0.19	0.13	0.10	0.04	0.01
Crit Moves:			****	****				****		****		
Green/Cycle:	0.10	0.38	0.38	0.10	0.38	0.38	0.11	0.31	0.31	0.13	0.33	0.33
Volume/Cap:	0.46	0.04	0.26	0.09	0.10	0.05	0.08	0.60	0.41	0.78	0.13	0.03
Delay/Veh:	50.8	17.9	20.3	41.8	18.4	18.1	41.0	30.1	28.7	64.7	22.5	21.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.8	17.9	20.3	41.8	18.4	18.1	41.0	30.1	28.7	64.7	22.5	21.7
LOS by Move:	D	B	C	D	B	B	D	C	C	E	C	C
HCM2kAvgQ:	3	0	3	1	1	1	0	9	5	8	1	0

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

Alabama Venture 1 Project
Buildout Year (2035) With Ambient
Morning Peak Hour

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

Intersection #2 California Street (NS) at Almond Avenue (EW)

Cycle (sec): 120 Critical Vol./Cap.(X): 0.345
Loss Time (sec): 4 (Y+R=3.0 sec) Average Delay (sec/veh): 7.1
Optimal Cycle: OPTIMIZED 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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	26	26	26	26	26	26	31	31	31	31	31	31
Lanes:	1 0	0 1	0	1 0	2 0	1	0 1	0 0	1	0 1	0 0	1
Volume Module:												
Base Vol:	89	455	75	0	253	16	4	55	32	25	45	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	89	455	75	0	253	16	4	55	32	25	45	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	94	479	79	0	266	17	4	58	34	26	47	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	479	79	0	266	17	4	58	34	26	47	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	94	479	79	0	266	17	4	58	34	26	47	2
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	0.86	0.14	1.00	2.00	1.00	0.07	0.93	1.00	0.37	0.63	1.00
Final Sat.:	1800	1631	269	1800	3800	1900	128	1765	1900	665	1198	1900
Capacity Analysis Module:												
Vol/Sat:	0.05	0.29	0.29	0.00	0.07	0.01	0.03	0.03	0.02	0.04	0.04	0.00
Crit Moves:		****									****	
Green/Cycle:	0.71	0.71	0.71	0.00	0.71	0.71	0.26	0.26	0.26	0.26	0.26	0.26
Volume/Cap:	0.07	0.41	0.41	0.00	0.10	0.01	0.13	0.13	0.07	0.15	0.15	0.00
Delay/Veh:	1.3	2.5	2.5	0.0	1.3	1.1	34.7	34.7	33.9	35.0	35.0	33.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	1.3	2.5	2.5	0.0	1.3	1.1	34.7	34.7	33.9	35.0	35.0	33.1
LOS by Move:	A	A	A	A	A	A	C	C	C	D	D	C
HCM2kAvgQ:	0	2	2	0	0	0	2	2	1	2	2	0

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

Alabama Venture 1 Project
Buildout Year (2035) With Ambient
Evening Peak Hour

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

Intersection #2 California Street (NS) at Almond Avenue (EW)

Cycle (sec): 75 Critical Vol./Cap.(X): 0.334
Loss Time (sec): 4 (Y+R=3.0 sec) Average Delay (sec/veh): 9.3
Optimal Cycle: OPTIMIZED 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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	26	26	26	26	26	26	31	31	31	31	31	31
Lanes:	1 0	0 1	0	1 0	2 0	1	0 1	0 0	1	0 1	0 0	1
Volume Module:												
Base Vol:	70	375	8	8	604	17	20	118	187	69	75	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	375	8	8	604	17	20	118	187	69	75	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	74	395	8	8	636	18	21	124	197	73	79	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	395	8	8	636	18	21	124	197	73	79	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	74	395	8	8	636	18	21	124	197	73	79	16
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	0.98	0.02	1.00	2.00	1.00	0.15	0.85	1.00	0.49	0.51	1.00
Final Sat.:	1800	1860	40	1800	3800	1900	273	1612	1900	887	964	1900
Capacity Analysis Module:												
Vol/Sat:	0.04	0.21	0.21	0.00	0.17	0.01	0.08	0.08	0.10	0.08	0.08	0.01
Crit Moves:		****							****			
Green/Cycle:	0.53	0.53	0.53	0.53	0.53	0.53	0.41	0.41	0.41	0.41	0.41	0.41
Volume/Cap:	0.08	0.40	0.40	0.01	0.31	0.02	0.19	0.19	0.25	0.20	0.20	0.02
Delay/Veh:	6.2	8.5	8.5	5.9	7.4	5.9	12.8	12.8	13.4	13.0	13.0	11.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	6.2	8.5	8.5	5.9	7.4	5.9	12.8	12.8	13.4	13.0	13.0	11.5
LOS by Move:	A	A	A	A	A	A	B	B	B	B	B	B
HCM2kAvgQ:	1	4	4	0	3	0	2	2	2	2	2	0

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

Alabama Venture 1 Project
Buildout Year (2035) With Ambient
Morning Peak Hour

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

Intersection #3 California Street (NS) at Lugonia Avenue (EW)

Cycle (sec): 115 Critical Vol./Cap.(X): 0.511
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 29.6
Optimal Cycle: OPTIMIZED 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:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	26	26	26	26	26	26	31	31	31	31	31	31
Lanes:	1 0	1 0	1	1 0	2 0	1	0 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	213	496	158	18	297	4	7	24	78	175	65	97
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	213	496	158	18	297	4	7	24	78	175	65	97
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	224	522	166	19	313	4	7	25	82	184	68	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	224	522	166	19	313	4	7	25	82	184	68	102
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	224	522	166	19	313	4	7	25	82	184	68	102
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	2.00	1.00	0.24	0.76	1.00	0.53	0.19	0.28
Final Sat.:	1800	1900	1900	1800	3800	1900	424	1453	1900	959	356	532
Capacity Analysis Module:												
Vol/Sat:	0.12	0.27	0.09	0.01	0.08	0.00	0.02	0.02	0.04	0.19	0.19	0.19
Crit Moves:		****						****			****	
Green/Cycle:	0.40	0.40	0.40	0.40	0.40	0.40	0.27	0.27	0.27	0.28	0.28	0.28
Volume/Cap:	0.31	0.69	0.22	0.03	0.21	0.01	0.06	0.06	0.16	0.69	0.69	0.69
Delay/Veh:	22.4	30.7	21.0	18.8	20.6	18.6	31.5	31.5	32.7	44.3	44.3	44.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.4	30.7	21.0	18.8	20.6	18.6	31.5	31.5	32.7	44.3	44.3	44.3
LOS by Move:	C	C	C	B	C	B	C	C	C	D	D	D
HCM2kAvgQ:	5	14	3	0	3	0	1	1	2	12	12	12

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

Alabama Venture 1 Project
Buildout Year (2035) With Ambient
Evening Peak Hour

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

Intersection #3 California Street (NS) at Lugonia Avenue (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.569
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 32.4
Optimal Cycle: OPTIMIZED 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:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	26	26	26	26	26	26	31	31	31	31	31	31
Lanes:	1 0	1 0	1	1 0	2 0	1	0 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	128	343	258	77	803	9	16	125	235	342	35	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	128	343	258	77	803	9	16	125	235	342	35	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	135	361	272	81	845	9	17	132	247	360	37	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	135	361	272	81	845	9	17	132	247	360	37	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	135	361	272	81	845	9	17	132	247	360	37	27
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	2.00	1.00	0.12	0.88	1.00	0.86	0.08	0.06
Final Sat.:	1800	1900	1900	1800	3800	1900	214	1674	1900	1540	158	117
Capacity Analysis Module:												
Vol/Sat:	0.07	0.19	0.14	0.05	0.22	0.00	0.08	0.08	0.13	0.23	0.23	0.23
Crit Moves:					****		****			****		
Green/Cycle:	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.32	0.32	0.32
Volume/Cap:	0.24	0.62	0.47	0.15	0.72	0.02	0.25	0.25	0.42	0.72	0.72	0.72
Delay/Veh:	26.5	33.9	30.1	25.2	34.2	23.7	26.3	26.3	29.0	36.5	36.5	36.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.5	33.9	30.1	25.2	34.2	23.7	26.3	26.3	29.0	36.5	36.5	36.5
LOS by Move:	C	C	C	C	C	C	C	C	C	D	D	D
HCM2kAvgQ:	3	9	6	2	12	0	3	3	6	13	13	13

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

Alabama Venture 1 Project
Buildout Year (2035) With Ambient
Morning Peak Hour

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

Intersection #4 California Street (NS) at I-10 Freeway WB Ramps (EW)

Cycle (sec): 90 Critical Vol./Cap.(X): 0.920
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 34.0
Optimal Cycle: OPTIMIZED 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:	10	19	0	0	19	19	0	0	0	0	0	0
Lanes:	1 0	2 0	0	0 0	3 0	1	0 0	0 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	593	852	0	0	295	303	0	0	0	585	4	458
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	593	852	0	0	295	303	0	0	0	585	4	458
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	624	897	0	0	311	319	0	0	0	616	4	482
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	624	897	0	0	311	319	0	0	0	616	4	482
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	624	897	0	0	311	319	0	0	0	616	4	482
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	3.00	1.00	0.00	0.00	0.00	0.99	0.01	1.00
Final Sat.:	1800	3800	0	0	5700	1900	0	0	0	1788	12	1900
Capacity Analysis Module:												
Vol/Sat:	0.35	0.24	0.00	0.00	0.05	0.17	0.00	0.00	0.00	0.34	0.34	0.25
Crit Moves:	****					****				****		
Green/Cycle:	0.36	0.57	0.00	0.00	0.21	0.21	0.00	0.00	0.00	0.36	0.36	0.36
Volume/Cap:	0.96	0.41	0.00	0.00	0.26	0.80	0.00	0.00	0.00	0.96	0.96	0.71
Delay/Veh:	52.2	7.4	0.0	0.0	30.1	48.6	0.0	0.0	0.0	52.5	52.5	29.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.2	7.4	0.0	0.0	30.1	48.6	0.0	0.0	0.0	52.5	52.5	29.1
LOS by Move:	D	A	A	A	C	D	A	A	A	D	D	C
HCM2kAvgQ:	23	5	0	0	2	10	0	0	0	23	23	12

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

Alabama Venture 1 Project
Buildout Year (2035) With Ambient
Evening Peak Hour

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

Intersection #4 California Street (NS) at I-10 Freeway WB Ramps (EW)

Cycle (sec): 90 Critical Vol./Cap.(X): 1.275
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 93.6
Optimal Cycle: OPTIMIZED Level Of Service: F

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:	10	19	0	0	19	19	0	0	0	0	0	0
Lanes:	1 0	2 0	0	0 0	3 0	1	0 0	0 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	815	735	0	0	980	840	0	0	0	420	5	175
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	815	735	0	0	980	840	0	0	0	420	5	175
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	858	774	0	0	1032	884	0	0	0	442	5	184
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	858	774	0	0	1032	884	0	0	0	442	5	184
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	858	774	0	0	1032	884	0	0	0	442	5	184
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	3.00	1.00	0.00	0.00	0.00	0.99	0.01	1.00
Final Sat.:	1800	3800	0	0	5700	1900	0	0	0	1780	21	1900
Capacity Analysis Module:												
Vol/Sat:	0.48	0.20	0.00	0.00	0.18	0.47	0.00	0.00	0.00	0.25	0.25	0.10
Crit Moves:	****					****				****		
Green/Cycle:	0.37	0.74	0.00	0.00	0.36	0.36	0.00	0.00	0.00	0.19	0.19	0.19
Volume/Cap:	1.28	0.28	0.00	0.00	0.50	1.28	0.00	0.00	0.00	1.28	1.28	0.50
Delay/Veh:	161.2	0.5	0.0	0.0	21.5	161.5	0.0	0.0	0.0	180.6	181	37.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	161.2	0.5	0.0	0.0	21.5	161.5	0.0	0.0	0.0	180.6	181	37.0
LOS by Move:	F	A	A	A	C	F	A	A	A	F	F	D
HCM2kAvgQ:	51	1	0	0	7	50	0	0	0	28	28	5

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

Alabama Venture 1 Project
Buildout Year (2035) With Ambient
Morning Peak Hour - With Improvements

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

Intersection #4 California Street (NS) at I-10 Freeway WB Ramps (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.466
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 14.6
Optimal Cycle: OPTIMIZED 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				Ignore				Include				Include			
Min. Green:	10	19	0		0	19	19		0	0	0		0	0	0	
Lanes:	2 0	3 0	0		0 0	3 0	1		0 0	0 0	0		2 0	0 1	1	
Volume Module:																
Base Vol:	593	852	0		0	295	303		0	0	0		585	4	458	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	593	852	0		0	295	303		0	0	0		585	4	458	
User Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.00		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	624	897	0		0	311	0		0	0	0		616	4	482	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	624	897	0		0	311	0		0	0	0		616	4	482	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	624	897	0		0	311	0		0	0	0		616	4	482	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.89	1.00	1.00		0.95	1.00	1.00		0.95	1.00	1.00		0.89	1.00	1.00	
Lanes:	2.00	3.00	0.00		0.00	3.00	1.00		0.00	0.00	0.00		2.00	0.02	1.98	
Final Sat.:	3400	5700	0		0	5700	1900		0	0	0		3400	33	3767	
Capacity Analysis Module:																
Vol/Sat:	0.18	0.16	0.00		0.00	0.05	0.00		0.00	0.00	0.00		0.18	0.13	0.13	
Crit Moves:	****					****							****			
Green/Cycle:	0.29	0.61	0.00		0.00	0.32	0.00		0.00	0.00	0.00		0.29	0.29	0.29	
Volume/Cap:	0.63	0.26	0.00		0.00	0.17	0.00		0.00	0.00	0.00		0.63	0.44	0.44	
Delay/Veh:	21.1	3.2	0.0		0.0	14.6	0.0		0.0	0.0	0.0		21.4	18.5	18.5	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	21.1	3.2	0.0		0.0	14.6	0.0		0.0	0.0	0.0		21.4	18.5	18.5	
LOS by Move:	C	A	A		A	B	A		A	A	A		C	B	B	
HCM2kAvgQ:	6	2	0		0	1	0		0	0	0		6	4	4	

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

Alabama Venture 1 Project
Buildout Year (2035) With Ambient
Evening Peak Hour - With Improvements

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

Intersection #4 California Street (NS) at I-10 Freeway WB Ramps (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.626
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 14.9
Optimal Cycle: OPTIMIZED 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				Ignore				Include				Include			
Min. Green:	10	19	0		0	19	19		0	0	0		0	0	0	
Lanes:	2 0	3 0	0		0 0	3 0	1		0 0	0 0	0		2 0	0 1	1	
Volume Module:																
Base Vol:	815	735	0	0	980	840	0	0	0	420	5	175				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	815	735	0	0	980	840	0	0	0	420	5	175				
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.00	0.95	0.95	0.95	0.95	0.95	0.95				
PHF Volume:	858	774	0	0	1032	0	0	0	0	442	5	184				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	858	774	0	0	1032	0	0	0	0	442	5	184				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	858	774	0	0	1032	0	0	0	0	442	5	184				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.89	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.89	1.00	1.00				
Lanes:	2.00	3.00	0.00	0.00	3.00	1.00	0.00	0.00	0.00	2.00	0.06	1.94				
Final Sat.:	3400	5700	0	0	5700	1900	0	0	0	3400	106	3694				
Capacity Analysis Module:																
Vol/Sat:	0.25	0.14	0.00	0.00	0.18	0.00	0.00	0.00	0.00	0.13	0.05	0.05				
Crit Moves:	****				****					****						
Green/Cycle:	0.38	0.70	0.00	0.00	0.32	0.00	0.00	0.00	0.00	0.20	0.20	0.20				
Volume/Cap:	0.66	0.19	0.00	0.00	0.57	0.00	0.00	0.00	0.00	0.66	0.25	0.25				
Delay/Veh:	16.4	0.9	0.0	0.0	18.0	0.0	0.0	0.0	0.0	27.1	21.1	21.1				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	16.4	0.9	0.0	0.0	18.0	0.0	0.0	0.0	0.0	27.1	21.1	21.1				
LOS by Move:	B	A	A	A	B	A	A	A	A	C	C	C				
HCM2kAvgQ:	8	1	0	0	6	0	0	0	0	5	2	2				

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

Alabama Venture 1 Project
Buildout Year (2035) With Ambient
Morning Peak Hour

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

Intersection #5 California Street (NS) at I-10 Freeway EB Ramps (EW)

Cycle (sec): 65 Critical Vol./Cap.(X): 0.595
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 17.8
Optimal Cycle: OPTIMIZED 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	19	19		10	19	0		0	0	0		0	0	0	
Lanes:	0 0	3 0	1		1 0	2 0	0		0 1	0 0	1		0 0	0 0	0	
Volume Module:																
Base Vol:	0	906	311		41	811	0		574	7	629		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	906	311		41	811	0		574	7	629		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	0	954	327		43	854	0		604	7	662		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	954	327		43	854	0		604	7	662		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	
FinalVolume:	0	954	327		43	854	0		604	7	662		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	1.00	1.00		0.95	1.00	1.00		0.95	1.00	1.00		0.95	1.00	1.00	
Lanes:	0.00	3.00	1.00		1.00	2.00	0.00		0.99	0.01	1.00		0.00	0.00	0.00	
Final Sat.:	0	5700	1900		1800	3800	0		1779	22	1900		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.17	0.17		0.02	0.22	0.00		0.34	0.34	0.35		0.00	0.00	0.00	
Crit Moves:		****			****						****					
Green/Cycle:	0.00	0.29	0.29		0.15	0.45	0.00		0.46	0.46	0.46		0.00	0.00	0.00	
Volume/Cap:	0.00	0.57	0.59		0.16	0.50	0.00		0.74	0.74	0.76		0.00	0.00	0.00	
Delay/Veh:	0.0	20.8	24.0		25.0	11.9	0.0		17.5	17.5	17.9		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	20.8	24.0		25.0	11.9	0.0		17.5	17.5	17.9		0.0	0.0	0.0	
LOS by Move:	A	C	C		C	B	A		B	B	B		A	A	A	
HCM2kAvgQ:	0	6	6		1	5	0		11	11	11		0	0	0	

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

Alabama Venture 1 Project
Buildout Year (2035) With Ambient
Evening Peak Hour

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

Intersection #5 California Street (NS) at I-10 Freeway EB Ramps (EW)

Cycle (sec): 80 Critical Vol./Cap.(X): 1.184
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 65.6
Optimal Cycle: OPTIMIZED Level Of Service: E

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	19	19	10	19	0	0	0	0	0	0	0
Lanes:	0 0	3 0	1	1 0	2 0	0	0 1	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	1153	798	505	844	0	367	17	646	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1153	798	505	844	0	367	17	646	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	1214	840	532	888	0	386	18	680	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1214	840	532	888	0	386	18	680	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
FinalVolume:	0	1214	840	532	888	0	386	18	680	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	0.00	3.00	1.00	1.00	2.00	0.00	0.96	0.04	1.00	0.00	0.00	0.00
Final Sat.:	0	5700	1900	1800	3800	0	1724	80	1900	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.44	0.30	0.23	0.00	0.22	0.22	0.36	0.00	0.00	0.00
Crit Moves:			****	****					****			
Green/Cycle:	0.00	0.37	0.37	0.25	0.62	0.00	0.30	0.30	0.30	0.00	0.00	0.00
Volume/Cap:	0.00	0.57	1.18	1.18	0.38	0.00	0.74	0.74	1.18	0.00	0.00	0.00
Delay/Veh:	0.0	19.5	119.9	133.5	4.3	0.0	33.5	33.5	127.1	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	19.5	119.9	133.5	4.3	0.0	33.5	33.5	127.1	0.0	0.0	0.0
LOS by Move:	A	B	F	F	A	A	C	C	F	A	A	A
HCM2kAvgQ:	0	8	40	28	3	0	11	11	33	0	0	0

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

Alabama Venture 1 Project
Buildout Year (2035) With Ambient
Morning Peak Hour - With Improvements

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

Intersection #5 California Street (NS) at I-10 Freeway EB Ramps (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.397
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 12.7
Optimal Cycle: OPTIMIZED 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	19	19	10	19	0	0	0	0	0	0	0
Lanes:	0 0	3 0	1	2 0	3 0	0	2 0	0 1	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	906	311	41	811	0	574	7	629	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	906	311	41	811	0	574	7	629	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	954	327	43	854	0	604	7	662	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	954	327	43	854	0	604	7	662	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
FinalVolume:	0	954	327	43	854	0	604	7	662	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00	0.95	1.00	1.00
Lanes:	0.00	3.00	1.00	2.00	3.00	0.00	2.00	0.02	1.98	0.00	0.00	0.00
Final Sat.:	0	5700	1900	3400	5700	0	3400	42	3758	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.17	0.01	0.15	0.00	0.18	0.18	0.18	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.00	0.36	0.36	0.17	0.52	0.00	0.38	0.38	0.38	0.00	0.00	0.00
Volume/Cap:	0.00	0.47	0.48	0.08	0.29	0.00	0.47	0.47	0.47	0.00	0.00	0.00
Delay/Veh:	0.0	14.8	16.6	21.4	6.1	0.0	14.2	14.0	14.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	14.8	16.6	21.4	6.1	0.0	14.2	14.0	14.0	0.0	0.0	0.0
LOS by Move:	A	B	B	C	A	A	B	B	B	A	A	A
HCM2kAvgQ:	0	4	5	0	2	0	5	4	4	0	0	0

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

Alabama Venture 1 Project
Buildout Year (2035) With Ambient
Evening Peak Hour - With Improvements

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

Intersection #5 California Street (NS) at I-10 Freeway EB Ramps (EW)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.869
Loss Time (sec):	6 (Y+R=3.0 sec)	Average Delay (sec/veh):	17.9
Optimal Cycle: OPTIMIZED		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	19	19		10	19	0		0	0	0		0	0	0	
Lanes:	0 0	3 0	1		2 0	3 0	0		2 0	0 1	1		0 0	0 0	0	
Volume Module:																
Base Vol:	0	1153	798		505	844	0		367	17	646		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	1153	798		505	844	0		367	17	646		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	0	1214	840		532	888	0		386	18	680		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1214	840		532	888	0		386	18	680		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	
FinalVolume:	0	1214	840		532	888	0		386	18	680		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	1.00	1.00		0.89	1.00	1.00		0.89	1.00	1.00		0.95	1.00	1.00	
Lanes:	0.00	3.00	1.00		2.00	3.00	0.00		2.00	0.05	1.95		0.00	0.00	0.00	
Final Sat.:	0	5700	1900		3400	5700	0		3400	97	3703		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.21	0.44		0.16	0.16	0.00		0.11	0.18	0.18		0.00	0.00	0.00	
Crit Moves:			****		****					****						
Green/Cycle:	0.00	0.51	0.51		0.18	0.69	0.00		0.21	0.21	0.21		0.00	0.00	0.00	
Volume/Cap:	0.00	0.42	0.87		0.87	0.23	0.00		0.54	0.87	0.87		0.00	0.00	0.00	
Delay/Veh:	0.0	7.4	20.3		39.4	1.2	0.0		23.9	35.2	35.2		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	7.4	20.3		39.4	1.2	0.0		23.9	35.2	35.2		0.0	0.0	0.0	
LOS by Move:	A	A	C		D	A	A		C	D	D		A	A	A	
HCM2kAvgQ:	0	4	16		9	1	0		4	10	10		0	0	0	

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

Alabama Venture 1 Project
Buildout Year (2035) With Ambient
Morning Peak Hour

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

Intersection #6 Nevada Street (NS) at San Bernardino Avenue (EW)

Cycle (sec): 75 Critical Vol./Cap.(X): 0.322
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 20.0
Optimal Cycle: OPTIMIZED 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:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	31	31	31	31	31	31	10	19	19	10	19	19
Lanes:	0 0	1! 0	0	0	1 0	0 1	1 0	1 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	30	31	57	10	29	12	40	270	18	138	655	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:	30	31	57	10	29	12	40	270	18	138	655	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	32	33	60	11	31	13	42	284	19	145	689	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	33	60	11	31	13	42	284	19	145	689	83
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	32	33	60	11	31	13	42	284	19	145	689	83
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	0.26	0.26	0.48	0.27	0.73	1.00	1.00	1.00	1.00	1.00	3.00	1.00
Final Sat.:	476	492	905	480	1393	1900	1800	1900	1900	1800	5700	1900
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.07	0.02	0.02	0.01	0.02	0.15	0.01	0.08	0.12	0.04
Crit Moves:		****						****		****		
Green/Cycle:	0.41	0.41	0.41	0.41	0.41	0.41	0.17	0.33	0.33	0.18	0.33	0.33
Volume/Cap:	0.16	0.16	0.16	0.05	0.05	0.02	0.13	0.45	0.03	0.45	0.36	0.13
Delay/Veh:	12.6	12.6	12.6	11.7	11.7	11.5	27.0	21.5	16.5	32.2	18.8	17.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.6	12.6	12.6	11.7	11.7	11.5	27.0	21.5	16.5	32.2	18.8	17.2
LOS by Move:	B	B	B	B	B	B	C	C	B	C	B	B
HCM2kAvgQ:	1	1	1	0	0	0	1	5	0	4	4	1

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

Alabama Venture 1 Project
Buildout Year (2035) With Ambient
Evening Peak Hour

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

Intersection #6 Nevada Street (NS) at San Bernardino Avenue (EW)

Cycle (sec): 115 Critical Vol./Cap.(X): 0.578
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 20.2
Optimal Cycle: OPTIMIZED 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:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	31	31	31	31	31	31	10	19	19	10	19	19
Lanes:	0 0	1! 0	0	0 1	0 0	1	1 0	1 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	16	49	128	65	49	36	25	725	47	66	493	56
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	49	128	65	49	36	25	725	47	66	493	56
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	17	52	135	68	52	38	26	763	49	69	519	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	52	135	68	52	38	26	763	49	69	519	59
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	17	52	135	68	52	38	26	763	49	69	519	59
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	0.09	0.25	0.66	0.58	0.42	1.00	1.00	1.00	1.00	1.00	3.00	1.00
Final Sat.:	157	480	1254	1050	792	1900	1800	1900	1900	1800	5700	1900
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.11	0.07	0.07	0.02	0.01	0.40	0.03	0.04	0.09	0.03
Crit Moves:		****						****		****		
Green/Cycle:	0.27	0.27	0.27	0.27	0.27	0.27	0.23	0.59	0.59	0.09	0.44	0.44
Volume/Cap:	0.40	0.40	0.40	0.24	0.24	0.07	0.06	0.68	0.04	0.44	0.20	0.07
Delay/Veh:	36.7	36.7	36.7	34.0	34.0	31.6	34.5	12.9	5.9	58.7	16.7	15.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.7	36.7	36.7	34.0	34.0	31.6	34.5	12.9	5.9	58.7	16.7	15.6
LOS by Move:	D	D	D	C	C	C	C	B	A	E	B	B
HCM2kAvgQ:	6	6	6	3	3	1	1	13	0	3	3	1

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

Alabama Venture 1 Project
Buildout Year (2035) With Ambient
Morning Peak Hour

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

Intersection #7 Nevada Street (NS) at Almond Avenue (EW)

Cycle (sec): 0 Critical Vol./Cap.(X): 0.264
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 8.8
Optimal Cycle: 0 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:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	0	0 1	0 0	1	0 0	1! 0	0	0 1	0 0	0
Volume Module:												
Base Vol:	53	97	0	2	178	0	13	18	17	20	47	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:	53	97	0	2	178	0	13	18	17	20	47	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	56	102	0	2	187	0	14	19	18	21	49	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	102	0	2	187	0	14	19	18	21	49	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
FinalVolume:	56	102	0	2	187	0	14	19	18	21	49	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.35	0.65	0.00	0.01	0.99	1.00	0.27	0.38	0.35	0.30	0.70	0.00
Final Sat.:	271	496	0	8	710	834	196	271	256	209	490	0
Capacity Analysis Module:												
Vol/Sat:	0.21	0.21	xxxx	0.26	0.26	0.00	0.07	0.07	0.07	0.10	0.10	xxxx
Crit Moves:	****			****			****				****	
Delay/Veh:	8.7	8.7	0.0	9.3	9.3	0.0	8.0	8.0	8.0	8.3	8.3	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.7	8.7	0.0	9.3	9.3	0.0	8.0	8.0	8.0	8.3	8.3	0.0
LOS by Move:	A	A	*	A	A	*	A	A	A	A	A	*
ApproachDel:		8.7			9.3			8.0			8.3	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.7			9.3			8.0			8.3	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.2	0.2	0.2	0.3	0.3	0.0	0.1	0.1	0.1	0.1	0.1	0.1

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

Alabama Venture 1 Project
Buildout Year (2035) With Ambient
Evening Peak Hour

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

Intersection #7 Nevada Street (NS) at Almond Avenue (EW)

Cycle (sec):	0	Critical Vol./Cap.(X):	0.324
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	9.8
Optimal Cycle:	0	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:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 1	0 0	1	0 0	1! 0	0	0 1	0 0	0
Volume Module:												
Base Vol:	14	189	11	4	143	2	11	124	71	16	63	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:	14	189	11	4	143	2	11	124	71	16	63	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	15	199	12	4	151	2	12	131	75	17	66	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	199	12	4	151	2	12	131	75	17	66	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
FinalVolume:	15	199	12	4	151	2	12	131	75	17	66	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.07	0.88	0.05	0.03	0.97	1.00	0.05	0.61	0.34	0.20	0.80	0.00
Final Sat.:	46	615	36	17	609	714	38	427	245	130	510	0
Capacity Analysis Module:												
Vol/Sat:	0.32	0.32	0.32	0.25	0.25	0.00	0.31	0.31	0.31	0.13	0.13	xxxx
Crit Moves:		****		****				****			****	
Delay/Veh:	10.1	10.1	10.1	9.8	9.8	7.5	9.7	9.7	9.7	8.9	8.9	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.1	10.1	10.1	9.8	9.8	7.5	9.7	9.7	9.7	8.9	8.9	0.0
LOS by Move:	B	B	B	A	A	A	A	A	A	A	A	*
ApproachDel:		10.1			9.8			9.7			8.9	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.1			9.8			9.7			8.9	
LOS by Appr:		B			A			A			A	
AllWayAvgQ:	0.4	0.4	0.4	0.3	0.3	0.0	0.4	0.4	0.4	0.1	0.1	0.1

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

Alabama Venture 1 Project
Buildout Year (2035) With Ambient
Morning Peak Hour

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

Intersection #8 Nevada Street (NS) at Lugonia Avenue (EW)

Cycle (sec):	0	Critical Vol./Cap.(X):	0.769
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	17.8
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:	0 1	0 0	1	0 0	1! 0	0	0 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	71	94	29	9	133	23	21	84	58	129	286	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	71	94	29	9	133	23	21	84	58	129	286	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	75	99	31	9	140	24	22	88	61	136	301	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	99	31	9	140	24	22	88	61	136	301	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	75	99	31	9	140	24	22	88	61	136	301	15
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.43	0.57	1.00	0.05	0.81	0.14	0.20	0.80	1.00	0.30	0.67	0.03
Final Sat.:	212	281	562	27	404	70	104	416	588	177	392	19
Capacity Analysis Module:												
Vol/Sat:	0.35	0.35	0.05	0.35	0.35	0.35	0.21	0.21	0.10	0.77	0.77	0.77
Crit Moves:		****		****				****			****	
Delay/Veh:	12.8	12.8	8.9	12.7	12.7	12.7	10.8	10.8	9.0	25.2	25.2	25.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.8	12.8	8.9	12.7	12.7	12.7	10.8	10.8	9.0	25.2	25.2	25.2
LOS by Move:	B	B	A	B	B	B	B	B	A	D	D	D
ApproachDel:		12.3			12.7			10.1			25.2	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		12.3			12.7			10.1			25.2	
LOS by Appr:		B			B			B			D	
AllWayAvgQ:	0.5	0.5	0.0	0.4	0.4	0.4	0.2	0.2	0.1	2.6	2.6	2.6

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

Alabama Venture 1 Project
Buildout Year (2035) With Ambient
Evening Peak Hour

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

Intersection #8 Nevada Street (NS) at Lugonia Avenue (EW)

Cycle (sec):	0	Critical Vol./Cap.(X):	1.096
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	61.7
Optimal Cycle:	0	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	1	0 0	1! 0	0	0 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	81	179	242	26	183	19	37	412	116	131	290	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	81	179	242	26	183	19	37	412	116	131	290	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	85	188	255	27	193	20	39	434	122	138	305	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	188	255	27	193	20	39	434	122	138	305	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
FinalVolume:	85	188	255	27	193	20	39	434	122	138	305	11
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.31	0.69	1.00	0.11	0.81	0.08	0.08	0.92	1.00	0.30	0.68	0.02
Final Sat.:	127	282	453	43	306	32	36	396	473	127	282	10
Capacity Analysis Module:												
Vol/Sat:	0.67	0.67	0.56	0.63	0.63	0.63	1.10	1.10	0.26	1.08	1.08	1.08
Crit Moves:	****				****		****			****		
Delay/Veh:	27.2	27.2	20.2	26.7	26.7	26.7	100.3	100	12.9	97.2	97.2	97.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.2	27.2	20.2	26.7	26.7	26.7	100.3	100	12.9	97.2	97.2	97.2
LOS by Move:	D	D	C	D	D	D	F	F	B	F	F	F
ApproachDel:		23.8			26.7			82.3			97.2	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		23.8			26.7			82.3			97.2	
LOS by Appr:		C			D			F			F	
AllWayAvgQ:	1.8	1.8	1.2	1.5	1.5	1.5	10.7	10.7	0.3	10.0	10.0	10.0

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

Alabama Venture 1 Project
Buildout Year (2035) With Ambient
Morning Peak Hour - With Improvements

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

Intersection #8 Nevada Street (NS) at Lugonia Avenue (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.359
Loss Time (sec): 4 (Y+R=3.0 sec) Average Delay (sec/veh): 8.4
Optimal Cycle: OPTIMIZED 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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	19	19	19	19	19	19	19	19	19	19	19	19
Lanes:	0 1	0 0	1	0 0	1! 0	0	0 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	71	94	29	9	133	23	21	84	58	129	286	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	71	94	29	9	133	23	21	84	58	129	286	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	75	99	31	9	140	24	22	88	61	136	301	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	99	31	9	140	24	22	88	61	136	301	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	75	99	31	9	140	24	22	88	61	136	301	15
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	0.44	0.56	1.00	0.06	0.80	0.14	0.21	0.79	1.00	0.31	0.66	0.03
Final Sat.:	798	1057	1900	103	1527	264	376	1503	1900	562	1246	61
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.02	0.09	0.09	0.09	0.06	0.06	0.03	0.24	0.24	0.24
Crit Moves:		****									****	
Green/Cycle:	0.32	0.32	0.32	0.32	0.32	0.32	0.62	0.62	0.62	0.62	0.62	0.62
Volume/Cap:	0.30	0.30	0.05	0.29	0.29	0.29	0.10	0.10	0.05	0.39	0.39	0.39
Delay/Veh:	16.3	16.3	14.0	16.2	16.2	16.2	2.7	2.7	2.5	4.1	4.1	4.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.3	16.3	14.0	16.2	16.2	16.2	2.7	2.7	2.5	4.1	4.1	4.1
LOS by Move:	B	B	B	B	B	B	A	A	A	A	A	A
HCM2kAvgQ:	2	2	0	2	2	2	0	0	0	3	3	3

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

Alabama Venture 1 Project
Buildout Year (2035) With Ambient
Evening Peak Hour - With Improvements

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

Intersection #8 Nevada Street (NS) at Lugonia Avenue (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.425
Loss Time (sec): 4 (Y+R=3.0 sec) Average Delay (sec/veh): 9.6
Optimal Cycle: OPTIMIZED 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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	19	19	19	19	19	19	19	19	19	19	19	19
Lanes:	0 1	0 0	1	0 0	1! 0	0	0 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	81	179	242	26	183	19	37	412	116	131	290	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	81	179	242	26	183	19	37	412	116	131	290	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	85	188	255	27	193	20	39	434	122	138	305	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	188	255	27	193	20	39	434	122	138	305	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
FinalVolume:	85	188	255	27	193	20	39	434	122	138	305	11
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	0.32	0.68	1.00	0.12	0.80	0.08	0.09	0.91	1.00	0.32	0.66	0.02
Final Sat.:	582	1286	1900	215	1515	157	156	1735	1900	568	1257	43
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.13	0.13	0.13	0.13	0.25	0.25	0.06	0.24	0.24	0.24
Crit Moves:		****						****				
Green/Cycle:	0.35	0.35	0.35	0.35	0.35	0.35	0.59	0.59	0.59	0.59	0.59	0.59
Volume/Cap:	0.42	0.42	0.39	0.37	0.37	0.37	0.42	0.42	0.11	0.41	0.41	0.41
Delay/Veh:	16.3	16.3	15.8	15.6	15.6	15.6	5.3	5.3	3.5	5.2	5.2	5.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.3	16.3	15.8	15.6	15.6	15.6	5.3	5.3	3.5	5.2	5.2	5.2
LOS by Move:	B	B	B	B	B	B	A	A	A	A	A	A
HCM2kAvgQ:	4	4	3	3	3	3	3	3	1	3	3	3

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

Alabama Venture 1 Project
Buildout Year (2035) With Ambient
Morning Peak Hour - With Improvements

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

Intersection #9 Project West Driveway (NS) at Almond Avenue (EW)

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: A[9.4]

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0
Volume Module:																				
Base Vol:	2	0	0	0	0	0	0	0	0	0	0	30	0	2	130	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	2	0	0	0	0	0	0	0	0	0	0	30	0	2	130	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95				
PHF Volume:	2	0	0	0	0	0	0	0	0	0	0	32	0	2	137	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
FinalVolume:	2	0	0	0	0	0	0	0	0	0	0	32	0	2	137	0				
Critical Gap Module:																				
Critical Gp:	6.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		4.1	xxxx	xxxxx							
FollowUpTim:	3.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		2.2	xxxx	xxxxx							
Capacity Module:																				
Cnflict Vol:	173	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		32	xxxx	xxxxx							
Potent Cap.:	822	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		1594	xxxx	xxxxx							
Move Cap.:	821	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		1594	xxxx	xxxxx							
Volume/Cap:	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx		0.00	xxxx	xxxx							
Level Of Service Module:																				
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		0.0	xxxx	xxxxx							
Control Del:	9.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		7.3	xxxx	xxxxx							
LOS by Move:	A	*	*	*	*	*	*	*	*		A	*	*							
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx							
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		0.0	xxxx	xxxxx							
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		7.3	xxxx	xxxxx							
Shared LOS:	*	*	*	*	*	*	*	*	*		A	*	*							
ApproachDel:	9.4			xxxxxx			xxxxxx				xxxxxx									
ApproachLOS:	A			*			*				*									

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

Alabama Venture 1 Project
Buildout Year (2035) With Ambient
Evening Peak Hour - With Improvements

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

Intersection #9 Project West Driveway (NS) at Almond Avenue (EW)

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: A[9.0]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	0 0	1	0 0	0 0	0	0 0	0 1	0	0 1	0 0	0
Volume Module:												
Base Vol:	0	0	3	0	0	0	0	140	6	7	40	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	3	0	0	0	0	140	6	7	40	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	3	0	0	0	0	147	6	7	42	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	3	0	0	0	0	147	6	7	42	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	151	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	154	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	901	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1439	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	901	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1439	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.0	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	9.0	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx
LOS by Move:	*	*	A	*	*	*	*	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	A	*	*
ApproachDel:		9.0			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		A			*			*			*	

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

Alabama Venture 1 Project
Buildout Year (2035) With Ambient
Morning Peak Hour

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

Intersection #11 Alabama Street (NS) at San Bernardino Avenue (EW)

Cycle (sec): 95 Critical Vol./Cap.(X): 0.615
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 34.0
Optimal Cycle: OPTIMIZED 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:	10	19	19	10	19	19	10	31	31	10	31	31
Lanes:	1 0	1 1	0	1 0	2 0	1	1 0	1 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	185	373	68	65	513	167	60	178	70	367	698	127
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	185	373	68	65	513	167	60	178	70	367	698	127
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	195	393	72	68	540	176	63	187	74	386	735	134
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	195	393	72	68	540	176	63	187	74	386	735	134
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	195	393	72	68	540	176	63	187	74	386	735	134
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	1.69	0.31	1.00	2.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00
Final Sat.:	1800	3214	586	1800	3800	1900	1800	1900	1900	1800	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.11	0.12	0.12	0.04	0.14	0.09	0.04	0.10	0.04	0.21	0.19	0.07
Crit Moves:	****				****			****		****		
Green/Cycle:	0.13	0.22	0.22	0.11	0.20	0.20	0.14	0.33	0.33	0.26	0.44	0.44
Volume/Cap:	0.83	0.56	0.56	0.33	0.71	0.46	0.25	0.30	0.12	0.83	0.44	0.16
Delay/Veh:	67.6	36.0	36.0	43.1	41.0	37.5	38.4	24.3	22.0	48.8	16.3	13.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	67.6	36.0	36.0	43.1	41.0	37.5	38.4	24.3	22.0	48.8	16.3	13.8
LOS by Move:	E	D	D	D	D	D	D	C	C	D	B	B
HCM2kAvgQ:	8	6	6	2	9	5	2	4	1	13	6	2

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

Alabama Venture 1 Project
Buildout Year (2035) With Ambient
Evening Peak Hour

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

****

Intersection #11 Alabama Street (NS) at San Bernardino Avenue (EW)

****

Cycle (sec):	105	Critical Vol./Cap.(X):	0.615
Loss Time (sec):	8 (Y+R=3.0 sec)	Average Delay (sec/veh):	44.6
Optimal Cycle: OPTIMIZED		Level Of Service:	D

****

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:	10	19	19	10	19	19	10	31	31	10	31	31
Lanes:	1 0	1 1	0	1 0	2 0	1	1 0	1 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	84	629	286	102	594	115	345	643	352	244	260	96
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	84	629	286	102	594	115	345	643	352	244	260	96
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	88	662	301	107	625	121	363	677	371	257	274	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	662	301	107	625	121	363	677	371	257	274	101
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	88	662	301	107	625	121	363	677	371	257	274	101
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	1.37	0.63	1.00	2.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00
Final Sat.:	1800	2612	1188	1800	3800	1900	1800	1900	1900	1800	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.05	0.25	0.25	0.06	0.16	0.06	0.20	0.36	0.20	0.14	0.07	0.05
Crit Moves:		****		****			****					****
Green/Cycle:	0.14	0.30	0.30	0.10	0.26	0.26	0.24	0.38	0.38	0.15	0.30	0.30
Volume/Cap:	0.36	0.85	0.85	0.63	0.64	0.25	0.85	0.94	0.51	0.94	0.24	0.18
Delay/Veh:	45.4	42.6	42.6	61.8	37.9	32.2	57.5	50.2	25.6	84.7	28.3	28.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.4	42.6	42.6	61.8	37.9	32.2	57.5	50.2	25.6	84.7	28.3	28.0
LOS by Move:	D	D	D	E	D	C	E	D	C	F	C	C
HCM2kAvgQ:	3	17	17	5	9	3	14	25	8	13	3	2

****

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

****

Alabama Venture 1 Project
Buildout Year (2035) With Ambient
Morning Peak Hour

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

****

Intersection #14 Alabama Street (NS) at Almond Avenue (EW)

****

Cycle (sec): 130 Critical Vol./Cap.(X): 0.338
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 7.7
Optimal Cycle: OPTIMIZED 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:	10	19		0	0	19		19	31		0	31	0		0	0
Lanes:	1 0	2 0		0	0 0	1 1		0	0 0	1! 0		0	0 0	0 0		0
Volume Module:																
Base Vol:	67	633		0	0	907		53	7		0	23	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:	67	633		0	0	907		53	7		0	23	0		0	0
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	0.95	0.95		0.95	0.95	0.95		0.95	0.95		0.95	0.95	0.95		0.95	0.95
PHF Volume:	71	666		0	0	955		56	7		0	24	0		0	0
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
Reduced Vol:	71	666		0	0	955		56	7		0	24	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
FinalVolume:	71	666		0	0	955		56	7		0	24	0		0	0
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.95	1.00		1.00	0.95	1.00		1.00	0.95		1.00	1.00	0.95		1.00	1.00
Lanes:	1.00	2.00		0.00	0.00	1.89		0.11	0.24		0.00	0.76	0.00		0.00	0.00
Final Sat.:	1800	3800		0	0	3590		210	438		0	1438	0		0	0
Capacity Analysis Module:																
Vol/Sat:	0.04	0.18		0.00	0.00	0.27		0.27	0.02		0.00	0.02	0.00		0.00	0.00
Crit Moves:	****					****			****							
Green/Cycle:	0.09	0.72		0.00	0.00	0.62		0.62	0.24		0.00	0.24	0.00		0.00	0.00
Volume/Cap:	0.43	0.25		0.00	0.00	0.43		0.43	0.07		0.00	0.07	0.00		0.00	0.00
Delay/Veh:	63.6	1.4		0.0	0.0	7.0		7.0	38.6		0.0	38.6	0.0		0.0	0.0
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	63.6	1.4		0.0	0.0	7.0		7.0	38.6		0.0	38.6	0.0		0.0	0.0
LOS by Move:	E	A		A	A	A		A	D		A	D	A		A	A
HCM2kAvgQ:	3	1		0	0	6		6	1		0	1	0		0	0

****

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

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Alabama Venture 1 Project
Buildout Year (2035) With Ambient
Evening Peak Hour

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

****

Intersection #14 Alabama Street (NS) at Almond Avenue (EW)

****

Cycle (sec): 130 Critical Vol./Cap.(X): 0.415
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 7.7
Optimal Cycle: OPTIMIZED Level Of Service: A

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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:	10	19	0	0	19	19	31	0	31	0	0	0
Lanes:	1 0 2 0 0			0 0 1 1 0			0 0 1! 0 0			0 0 0 0 0		
Volume Module:												
Base Vol:	30	1014	0	0	994	40	76	0	86	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:	30	1014	0	0	994	40	76	0	86	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	32	1067	0	0	1046	42	80	0	91	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	1067	0	0	1046	42	80	0	91	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
FinalVolume:	32	1067	0	0	1046	42	80	0	91	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.92	0.08	0.48	0.00	0.52	0.00	0.00	0.00
Final Sat.:	1800	3800	0	0	3653	147	869	0	983	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.28	0.00	0.00	0.29	0.29	0.09	0.00	0.09	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.08	0.72	0.00	0.00	0.64	0.64	0.24	0.00	0.24	0.00	0.00	0.00
Volume/Cap:	0.23	0.39	0.00	0.00	0.45	0.45	0.39	0.00	0.39	0.00	0.00	0.00
Delay/Veh:	60.2	1.8	0.0	0.0	6.2	6.2	44.1	0.0	44.1	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.2	1.8	0.0	0.0	6.2	6.2	44.1	0.0	44.1	0.0	0.0	0.0
LOS by Move:	E	A	A	A	A	A	D	A	D	A	A	A
HCM2kAvgQ:	1	2	0	0	6	6	6	0	6	0	0	0

****

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

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Alabama Venture 1 Project
Buildout Year (2035) With Ambient
Morning Peak Hour

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

Intersection #15 Alabama Street (NS) at Lugonia Avenue (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.468
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 33.8
Optimal Cycle: OPTIMIZED 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:	10	31	31	10	31	31	10	31	31	10	31	31
Lanes:	1 0	1 1	0	1 0	3 0	1	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	126	566	159	47	691	131	74	74	52	286	224	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	126	566	159	47	691	131	74	74	52	286	224	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	133	596	167	49	727	138	78	78	55	301	236	84
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	133	596	167	49	727	138	78	78	55	301	236	84
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	133	596	167	49	727	138	78	78	55	301	236	84
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	1.56	0.44	1.00	3.00	1.00	1.00	1.17	0.83	1.00	2.00	1.00
Final Sat.:	1800	2967	833	1800	5700	1900	1800	2232	1568	1800	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.07	0.20	0.20	0.03	0.13	0.07	0.04	0.03	0.03	0.17	0.06	0.04
Crit Moves:		****		****				****		****		
Green/Cycle:	0.10	0.31	0.31	0.10	0.31	0.31	0.12	0.31	0.31	0.20	0.39	0.39
Volume/Cap:	0.74	0.65	0.65	0.27	0.41	0.23	0.35	0.11	0.11	0.84	0.16	0.11
Delay/Veh:	67.1	31.9	31.9	45.4	27.4	26.0	44.3	24.3	24.3	58.5	18.5	18.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	67.1	31.9	31.9	45.4	27.4	26.0	44.3	24.3	24.3	58.5	18.5	18.3
LOS by Move:	E	C	C	D	C	C	D	C	C	E	B	B
HCM2kAvgQ:	6	10	10	2	5	3	3	1	1	12	2	1

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

Alabama Venture 1 Project
Buildout Year (2035) With Ambient
Evening Peak Hour

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

****

Intersection #15 Alabama Street (NS) at Lugonia Avenue (EW)

****

Cycle (sec): 130 Critical Vol./Cap.(X): 0.951
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 62.8
Optimal Cycle: OPTIMIZED Level Of Service: E

****

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:	10	31	31	10	31	31	10	31	31	10	31	31
Lanes:	1 0 1	1 0		1 0 3	0 1		1 0 1	1 0		1 0 2	0 1	
Volume Module:												
Base Vol:	107	756	485	218	806	103	220	437	171	433	280	154
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	107	756	485	218	806	103	220	437	171	433	280	154
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	113	796	511	229	848	108	232	460	180	456	295	162
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	113	796	511	229	848	108	232	460	180	456	295	162
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	113	796	511	229	848	108	232	460	180	456	295	162
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	1.22	0.78	1.00	3.00	1.00	1.00	1.44	0.56	1.00	2.00	1.00
Final Sat.:	1800	2315	1485	1800	5700	1900	1800	2731	1069	1800	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.06	0.34	0.34	0.13	0.15	0.06	0.13	0.17	0.17	0.25	0.08	0.09
Crit Moves:		****		****				****		****		
Green/Cycle:	0.11	0.33	0.33	0.12	0.34	0.34	0.17	0.24	0.24	0.24	0.31	0.31
Volume/Cap:	0.56	1.03	1.03	1.03	0.43	0.17	0.76	0.71	0.71	1.03	0.25	0.27
Delay/Veh:	65.8	76.5	76.5	126.8	31.8	28.7	67.7	49.9	49.9	101.3	32.8	33.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.8	76.5	76.5	126.8	31.8	28.7	67.7	49.9	49.9	101.3	32.8	33.7
LOS by Move:	E	E	E	F	C	C	E	D	D	F	C	C
HCM2kAvgQ:	5	34	34	15	8	2	11	12	12	26	4	4

****

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

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Alabama Venture 1 Project
Buildout Year (2035) With Ambient
Morning Peak Hour - With Improvements

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

Intersection #15 Alabama Street (NS) at Lugonia Avenue (EW)

Cycle (sec): 90 Critical Vol./Cap.(X): 0.356
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 27.3
Optimal Cycle: OPTIMIZED 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:	Ovl			Include			Include			Include		
Min. Green:	10	31	31	10	31	31	10	31	31	10	31	31
Lanes:	1 0	2 0	1	1 0	3 0	1	2 0	1 1	0	2 0	1 1	0
Volume Module:												
Base Vol:	126	566	159	47	691	131	74	74	52	286	224	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	126	566	159	47	691	131	74	74	52	286	224	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	133	596	167	49	727	138	78	78	55	301	236	84
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	133	596	167	49	727	138	78	78	55	301	236	84
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	133	596	167	49	727	138	78	78	55	301	236	84
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	2.00	1.17	0.83	2.00	1.47	0.53
Final Sat.:	1800	3800	1900	1800	5700	1900	3400	2232	1568	3400	2800	1000
Capacity Analysis Module:												
Vol/Sat:	0.07	0.16	0.09	0.03	0.13	0.07	0.02	0.03	0.03	0.09	0.08	0.08
Crit Moves:	****				****			****		****		
Green/Cycle:	0.11	0.34	0.46	0.11	0.34	0.34	0.11	0.34	0.34	0.11	0.34	0.34
Volume/Cap:	0.66	0.46	0.19	0.25	0.37	0.21	0.21	0.10	0.10	0.80	0.24	0.24
Delay/Veh:	54.4	22.9	12.6	39.5	21.6	20.5	37.6	19.2	19.2	54.9	20.5	20.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.4	22.9	12.6	39.5	21.6	20.5	37.6	19.2	19.2	54.9	20.5	20.5
LOS by Move:	D	C	B	D	C	C	D	B	B	D	C	C
HCM2kAvgQ:	5	6	2	1	5	2	1	1	1	7	3	3

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

Alabama Venture 1 Project
Buildout Year (2035) With Ambient
Evening Peak Hour - With Improvements

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

Intersection #15 Alabama Street (NS) at Lugonia Avenue (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.695
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 34.0
Optimal Cycle: OPTIMIZED 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:		Ovl			Include			Include			Include	
Min. Green:	10	31	31	10	31	31	10	31	31	10	31	31
Lanes:	1 0	2 0	1	1 0	3 0	1	2 0	1 1	0	2 0	1 1	0
Volume Module:												
Base Vol:	107	756	485	218	806	103	220	437	171	433	280	154
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	107	756	485	218	806	103	220	437	171	433	280	154
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	113	796	511	229	848	108	232	460	180	456	295	162
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	113	796	511	229	848	108	232	460	180	456	295	162
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	113	796	511	229	848	108	232	460	180	456	295	162
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	2.00	1.44	0.56	2.00	1.29	0.71
Final Sat.:	1800	3800	1900	1800	5700	1900	3400	2731	1069	3400	2452	1348
Capacity Analysis Module:												
Vol/Sat:	0.06	0.21	0.27	0.13	0.15	0.06	0.07	0.17	0.17	0.13	0.12	0.12
Crit Moves:		****		****				****		****		
Green/Cycle:	0.11	0.31	0.46	0.15	0.34	0.34	0.11	0.31	0.31	0.15	0.35	0.35
Volume/Cap:	0.56	0.68	0.58	0.87	0.43	0.17	0.60	0.54	0.54	0.87	0.34	0.34
Delay/Veh:	53.1	32.6	18.9	72.2	24.6	22.1	49.0	29.8	29.8	59.2	23.3	23.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.1	32.6	18.9	72.2	24.6	22.1	49.0	29.8	29.8	59.2	23.3	23.3
LOS by Move:	D	C	B	E	C	C	D	C	C	E	C	C
HCM2kAvgQ:	4	11	10	10	6	2	5	8	8	11	5	5

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

Alabama Venture 1 Project
Buildout Year (2035) With Ambient
Morning Peak Hour

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

Intersection #16 Alabama Street (NS) at I-10 Freeway WB Ramps (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.785
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 21.0
Optimal Cycle: OPTIMIZED 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:	10	19	0	0	19	19	0	0	0	0	0	0
Lanes:	1 0	2 0	0	0 0	2 0	1	0 0	0 0	0	0 1	0 1	0
Volume Module:												
Base Vol:	341	609	0	0	587	372	0	0	0	273	357	441
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	341	609	0	0	587	372	0	0	0	273	357	441
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	359	641	0	0	618	392	0	0	0	287	376	464
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	359	641	0	0	618	392	0	0	0	287	376	464
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	359	641	0	0	618	392	0	0	0	287	376	464
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.53	0.66	0.81
Final Sat.:	1800	3800	0	0	3800	1900	0	0	0	955	1249	1543
Capacity Analysis Module:												
Vol/Sat:	0.20	0.17	0.00	0.00	0.16	0.21	0.00	0.00	0.00	0.30	0.30	0.30
Crit Moves:	****					****				****		
Green/Cycle:	0.23	0.55	0.00	0.00	0.32	0.32	0.00	0.00	0.00	0.35	0.35	0.35
Volume/Cap:	0.86	0.31	0.00	0.00	0.51	0.65	0.00	0.00	0.00	0.86	0.86	0.86
Delay/Veh:	41.9	5.4	0.0	0.0	17.8	22.5	0.0	0.0	0.0	24.4	24.4	24.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.9	5.4	0.0	0.0	17.8	22.5	0.0	0.0	0.0	24.4	24.4	24.4
LOS by Move:	D	A	A	A	B	C	A	A	A	C	C	C
HCM2kAvgQ:	10	2	0	0	5	7	0	0	0	13	13	13

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

Alabama Venture 1 Project
Buildout Year (2035) With Ambient
Evening Peak Hour

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

Intersection #16 Alabama Street (NS) at I-10 Freeway WB Ramps (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.906
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 22.7
Optimal Cycle: OPTIMIZED 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:	10	19	0	0	19	19	0	0	0	0	0	0
Lanes:	1 0	2 0	0	0 0	2 0	1	0 0	0 0	0	0 1	0 1	0
Volume Module:												
Base Vol:	540	1279	0	0	981	553	0	0	0	199	357	131
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	540	1279	0	0	981	553	0	0	0	199	357	131
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	568	1346	0	0	1033	582	0	0	0	209	376	138
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	568	1346	0	0	1033	582	0	0	0	209	376	138
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	568	1346	0	0	1033	582	0	0	0	209	376	138
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.60	1.02	0.38
Final Sat.:	1800	3800	0	0	3800	1900	0	0	0	1083	1943	713
Capacity Analysis Module:												
Vol/Sat:	0.32	0.35	0.00	0.00	0.27	0.31	0.00	0.00	0.00	0.19	0.19	0.19
Crit Moves:	****					****				****		
Green/Cycle:	0.35	0.69	0.00	0.00	0.34	0.34	0.00	0.00	0.00	0.21	0.21	0.21
Volume/Cap:	0.91	0.52	0.00	0.00	0.80	0.91	0.00	0.00	0.00	0.91	0.91	0.91
Delay/Veh:	36.7	2.1	0.0	0.0	22.6	36.8	0.0	0.0	0.0	38.8	38.8	38.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.7	2.1	0.0	0.0	22.6	36.8	0.0	0.0	0.0	38.8	38.8	38.8
LOS by Move:	D	A	A	A	C	D	A	A	A	D	D	D
HCM2kAvgQ:	15	3	0	0	11	15	0	0	0	11	11	11

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

Alabama Venture 1 Project
Buildout Year (2035) With Ambient
Morning Peak Hour

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

Intersection #17 Alabama Street (NS) at I-10 Freeway EB Ramps (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.535
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 13.6
Optimal Cycle: OPTIMIZED 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	19	19	10	19	0	0	0	0	0	0	0
Lanes:	0 0 2	0	1	1 0 2	0	0	0 1 0	1	0	0 0 0	0	0
Volume Module:												
Base Vol:	0	641	89	58	812	0	289	3	488	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	641	89	58	812	0	289	3	488	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	675	94	61	855	0	304	3	514	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	675	94	61	855	0	304	3	514	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
FinalVolume:	0	675	94	61	855	0	304	3	514	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.99	0.01	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	1900	1800	3800	0	1782	19	1900	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.05	0.03	0.22	0.00	0.17	0.17	0.27	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green/Cycle:	0.00	0.32	0.32	0.17	0.48	0.00	0.42	0.42	0.42	0.00	0.00	0.00
Volume/Cap:	0.00	0.56	0.16	0.20	0.47	0.00	0.41	0.41	0.65	0.00	0.00	0.00
Delay/Veh:	0.0	18.5	14.9	23.1	9.0	0.0	11.4	11.4	14.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	18.5	14.9	23.1	9.0	0.0	11.4	11.4	14.8	0.0	0.0	0.0
LOS by Move:	A	B	B	C	A	A	B	B	B	A	A	A
HCM2kAvgQ:	0	5	1	1	4	0	4	4	8	0	0	0

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

Alabama Venture 1 Project
Buildout Year (2035) With Ambient
Evening Peak Hour

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

Intersection #17 Alabama Street (NS) at I-10 Freeway EB Ramps (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.916
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 22.7
Optimal Cycle: OPTIMIZED 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	19	19	10	19	0	0	0	0	0	0	0
Lanes:	0 0	2 0	1	1 0	2 0	0	0 1	0 1	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	1279	308	273	933	0	531	10	487	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1279	308	273	933	0	531	10	487	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	1346	324	287	982	0	559	11	513	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1346	324	287	982	0	559	11	513	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
FinalVolume:	0	1346	324	287	982	0	559	11	513	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	1.00	0.02	0.98	0.00	0.00	0.00
Final Sat.:	0	3800	1900	1800	3800	0	1800	38	1862	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.35	0.17	0.16	0.26	0.00	0.31	0.28	0.28	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.00	0.39	0.39	0.17	0.56	0.00	0.34	0.34	0.34	0.00	0.00	0.00
Volume/Cap:	0.00	0.92	0.44	0.92	0.46	0.00	0.92	0.81	0.81	0.00	0.00	0.00
Delay/Veh:	0.0	26.3	14.3	57.6	5.9	0.0	30.6	22.7	22.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	26.3	14.3	57.6	5.9	0.0	30.6	22.7	22.7	0.0	0.0	0.0
LOS by Move:	A	C	B	E	A	A	C	C	C	A	A	A
HCM2kAvgQ:	0	16	4	10	4	0	15	11	11	0	0	0

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

Alabama Venture 1 Project
Buildout Year (2035) With Ambient
Morning Peak Hour

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

Intersection #18 SR-210 Freeway SB Ramps (NS) at San Bernardino Avenue (EW)

Cycle (sec): 130 Critical Vol./Cap.(X): 0.646
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 45.0
Optimal Cycle: OPTIMIZED Level Of Service: D

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:	10	31	31	10	31	31	10	31	31	10	31	31
Lanes:	1 0	0 1	0	1 0	1 1	0	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	15	1	45	357	217	470	16	245	11	32	655	322
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	1	45	357	217	470	16	245	11	32	655	322
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	16	1	47	376	228	495	17	258	12	34	689	339
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	1	47	376	228	495	17	258	12	34	689	339
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	16	1	47	376	228	495	17	258	12	34	689	339
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	0.02	0.98	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1800	41	1859	1800	1900	1900	1800	1900	1900	1800	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.01	0.03	0.03	0.21	0.12	0.26	0.01	0.14	0.01	0.02	0.36	0.18
Crit Moves:		****		****			****				****	
Green/Cycle:	0.11	0.24	0.24	0.23	0.36	0.36	0.08	0.36	0.36	0.12	0.40	0.40
Volume/Cap:	0.08	0.11	0.11	0.92	0.33	0.72	0.12	0.38	0.02	0.16	0.92	0.45
Delay/Veh:	53.2	39.2	39.2	76.9	28.7	38.2	57.7	30.7	25.4	53.5	51.5	27.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.2	39.2	39.2	76.9	28.7	38.2	57.7	30.7	25.4	53.5	51.5	27.9
LOS by Move:	D	D	D	E	C	D	E	C	C	D	D	C
HCM2kAvgQ:	1	1	1	19	6	17	1	7	0	1	29	8

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

Alabama Venture 1 Project
Buildout Year (2035) With Ambient
Evening Peak Hour

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

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Intersection #18 SR-210 Freeway SB Ramps (NS) at San Bernardino Avenue (EW)

****

Cycle (sec): 130 Critical Vol./Cap.(X): 0.816
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 45.7
Optimal Cycle: OPTIMIZED Level Of Service: D

****

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:	10	31	31	10	31	31	10	31	31	10	31	31
Lanes:	1 0	0 1	0	1 0	1 1	0	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	25	45	248	309	429	235	95	694	55	66	280	191
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	45	248	309	429	235	95	694	55	66	280	191
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	26	47	261	325	452	247	100	731	58	69	295	201
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	47	261	325	452	247	100	731	58	69	295	201
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	26	47	261	325	452	247	100	731	58	69	295	201
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	0.15	0.85	1.00	1.29	0.71	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1800	292	1608	1800	2455	1345	1800	1900	1900	1800	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.01	0.16	0.16	0.18	0.18	0.18	0.06	0.38	0.03	0.04	0.16	0.11
Crit Moves:		****		****				****		****		
Green/Cycle:	0.11	0.24	0.24	0.20	0.33	0.33	0.12	0.42	0.42	0.08	0.38	0.38
Volume/Cap:	0.14	0.68	0.68	0.91	0.56	0.56	0.45	0.91	0.07	0.50	0.41	0.28
Delay/Veh:	54.1	53.0	53.0	79.8	36.0	36.0	59.7	46.3	19.5	70.0	28.9	26.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.1	53.0	53.0	79.8	36.0	36.0	59.7	46.3	19.5	70.0	28.9	26.7
LOS by Move:	D	D	D	E	D	D	E	D	B	E	C	C
HCM2kAvgQ:	1	12	12	17	11	11	4	30	1	3	7	5

****

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

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Alabama Venture 1 Project
Buildout Year (2035) With Ambient
Morning Peak Hour

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

Intersection #19 SR-210 Freeway NB Ramps (NS) at San Bernardino Avenue (EW)

Cycle (sec): 130 Critical Vol./Cap.(X): 0.798
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 53.3
Optimal Cycle: OPTIMIZED Level Of Service: D

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:	10	31	31	10	31	31	10	31	31	10	31	31
Lanes:	1 0	2 0	1	1 0	0 1	0	2 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	68	272	32	281	6	78	84	427	116	47	873	663
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	68	272	32	281	6	78	84	427	116	47	873	663
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	72	286	34	296	6	82	88	449	122	49	919	698
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	286	34	296	6	82	88	449	122	49	919	698
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	72	286	34	296	6	82	88	449	122	49	919	698
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.89	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	0.07	0.93	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1800	3800	1900	1800	136	1764	3400	1900	1900	1800	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.04	0.08	0.02	0.16	0.05	0.05	0.03	0.24	0.06	0.03	0.48	0.37
Crit Moves:		****		****			****				****	
Green/Cycle:	0.10	0.24	0.24	0.16	0.30	0.30	0.08	0.41	0.41	0.13	0.47	0.47
Volume/Cap:	0.41	0.32	0.07	1.04	0.16	0.16	0.34	0.58	0.16	0.21	1.04	0.79
Delay/Veh:	62.3	41.7	38.7	118.9	33.5	33.5	60.3	29.3	21.8	52.3	69.6	31.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.3	41.7	38.7	118.9	33.5	33.5	60.3	29.3	21.8	52.3	69.6	31.1
LOS by Move:	E	D	D	F	C	C	E	C	C	D	E	C
HCM2kAvgQ:	3	4	1	18	2	2	2	12	2	2	46	22

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

Alabama Venture 1 Project
Buildout Year (2035) With Ambient
Evening Peak Hour

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

****

Intersection #19 SR-210 Freeway NB Ramps (NS) at San Bernardino Avenue (EW)

****

Cycle (sec): 130 Critical Vol./Cap.(X): 0.895
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 82.7
Optimal Cycle: OPTIMIZED Level Of Service: F

****

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:	10	31	31	10	31	31	10	31	31	10	31	31
Lanes:	1 0 2 0 1			1 0 0 1 0			2 0 1 0 1			1 0 1 0 1		
Volume Module:												
Base Vol:	33	502	46	474	28	59	481	720	110	43	479	566
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	502	46	474	28	59	481	720	110	43	479	566
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	35	528	48	499	29	62	506	758	116	45	504	596
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	528	48	499	29	62	506	758	116	45	504	596
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	35	528	48	499	29	62	506	758	116	45	504	596
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.89	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	0.32	0.68	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1800	3800	1900	1800	611	1289	3400	1900	1900	1800	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.02	0.14	0.03	0.28	0.05	0.05	0.15	0.40	0.06	0.03	0.27	0.31
Crit Moves:		****		****				****		****		
Green/Cycle:	0.12	0.24	0.24	0.26	0.37	0.37	0.14	0.37	0.37	0.08	0.30	0.30
Volume/Cap:	0.16	0.58	0.11	1.09	0.13	0.13	1.04	1.09	0.17	0.33	0.88	1.04
Delay/Veh:	52.8	46.5	39.2	115.3	25.1	25.1	107.4	97.6	26.2	63.0	60.0	93.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.8	46.5	39.2	115.3	25.1	25.1	107.4	97.6	26.2	63.0	60.0	93.2
LOS by Move:	D	D	D	F	C	C	F	F	C	E	E	F
HCM2kAvgQ:	1	9	1	30	2	2	17	42	3	2	22	32

****

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

****

Alabama Venture 1 Project
Buildout Year (2035) With Ambient
Morning Peak Hour - With Improvements

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

Intersection #19 SR-210 Freeway NB Ramps (NS) at San Bernardino Avenue (EW)

Cycle (sec): 115 Critical Vol./Cap.(X): 0.504
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 26.3
Optimal Cycle: OPTIMIZED 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			Ovl		
Min. Green:	10	31	31	10	31	31	10	31	31	10	31	31
Lanes:	1 0	2 0	1	2 0	1 1	0	2 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	68	272	32	281	6	78	84	427	116	47	873	663
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	68	272	32	281	6	78	84	427	116	47	873	663
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	72	286	34	296	6	82	88	449	122	49	919	698
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	286	34	296	6	82	88	449	122	49	919	698
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	72	286	34	296	6	82	88	449	122	49	919	698
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	1.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1800	3800	1900	3400	1900	1900	3400	3800	1900	1800	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.04	0.08	0.02	0.09	0.00	0.04	0.03	0.12	0.06	0.03	0.24	0.37
Crit Moves:		****		****			****					****
Green/Cycle:	0.10	0.27	0.27	0.14	0.31	0.31	0.09	0.40	0.40	0.13	0.44	0.57
Volume/Cap:	0.40	0.28	0.07	0.64	0.01	0.14	0.30	0.30	0.16	0.21	0.55	0.64
Delay/Veh:	55.3	33.9	31.5	53.7	27.2	28.8	51.8	21.8	20.5	47.1	21.7	13.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.3	33.9	31.5	53.7	27.2	28.8	51.8	21.8	20.5	47.1	21.7	13.3
LOS by Move:	E	C	C	D	C	C	D	C	C	D	C	B
HCM2kAvgQ:	3	4	1	6	0	2	2	4	2	2	10	12

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

Alabama Venture 1 Project
Buildout Year (2035) With Ambient
Evening Peak Hour - With Improvements

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

Intersection #19 SR-210 Freeway NB Ramps (NS) at San Bernardino Avenue (EW)

Cycle (sec): 110 Critical Vol./Cap.(X): 0.612
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 36.5
Optimal Cycle: OPTIMIZED Level Of Service: D

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				Ovl		
Min. Green:	10	31		31	10	31		31	10	31		31	10	31		31
Lanes:	1 0	2 0		1	2 0	1 1		0	2 0	2 0		1	1 0	2 0		1
Volume Module:																
Base Vol:	33	502		46	474	28		59	481	720		110	43	479		566
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	33	502		46	474	28		59	481	720		110	43	479		566
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95
PHF Volume:	35	528		48	499	29		62	506	758		116	45	504		596
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	35	528		48	499	29		62	506	758		116	45	504		596
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
FinalVolume:	35	528		48	499	29		62	506	758		116	45	504		596
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900
Adjustment:	0.95	1.00		1.00	0.89	1.00		1.00	0.89	1.00		1.00	0.95	1.00		1.00
Lanes:	1.00	2.00		1.00	2.00	1.00		1.00	2.00	2.00		1.00	1.00	2.00		1.00
Final Sat.:	1800	3800		1900	3400	1900		1900	3400	3800		1900	1800	3800		1900
Capacity Analysis Module:																
Vol/Sat:	0.02	0.14		0.03	0.15	0.02		0.03	0.15	0.20		0.06	0.03	0.13		0.31
Crit Moves:		****			****				****					****		
Green/Cycle:	0.11	0.28		0.28	0.18	0.35		0.35	0.18	0.35		0.35	0.11	0.28		0.46
Volume/Cap:	0.17	0.49		0.09	0.81	0.04		0.09	0.81	0.57		0.17	0.22	0.47		0.68
Delay/Veh:	46.0	34.6		29.4	54.5	22.4		22.9	54.2	29.0		23.8	46.8	34.2		23.2
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
AdjDel/Veh:	46.0	34.6		29.4	54.5	22.4		22.9	54.2	29.0		23.8	46.8	34.2		23.2
LOS by Move:	D	C		C	D	C		C	D	C		C	D	C		C
HCM2kAvgQ:	1	7		1	11	1		1	11	10		2	2	7		14

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

Buildout Year (2035) With Ambient and Project

Alabama Venture 1 Project
Buildout Year (2035) With Ambient and Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #1 California Street (NS) at San Bernardino Avenue (EW)

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.249
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 30.4
Optimal Cycle: OPTIMIZED 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:	10	38	38	10	38	38	10	31	31	10	31	31
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	128	171	174	6	61	19	18	189	78	161	498	24
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	128	171	174	6	61	19	18	189	78	161	498	24
Added Vol:	0	0	0	0	0	0	0	3	0	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	128	171	174	6	61	19	18	192	78	161	499	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	135	180	183	6	64	20	19	202	82	169	525	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	135	180	183	6	64	20	19	202	82	169	525	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	135	180	183	6	64	20	19	202	82	169	525	25
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1800	3800	1900	1800	3800	1900	1800	5700	1900	1800	5700	1900
Capacity Analysis Module:												
Vol/Sat:	0.07	0.05	0.10	0.00	0.02	0.01	0.01	0.04	0.04	0.09	0.09	0.01
Crit Moves:			****	****				****		****		
Green/Cycle:	0.10	0.38	0.38	0.10	0.38	0.38	0.11	0.31	0.31	0.13	0.33	0.33
Volume/Cap:	0.75	0.12	0.25	0.04	0.04	0.03	0.10	0.11	0.14	0.72	0.28	0.04
Delay/Veh:	68.3	18.6	20.3	41.0	17.9	17.8	41.3	24.3	24.8	59.5	23.9	21.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	68.3	18.6	20.3	41.0	17.9	17.8	41.3	24.3	24.8	59.5	23.9	21.8
LOS by Move:	E	B	C	D	B	B	D	C	C	E	C	C
HCM2kAvgQ:	6	1	3	0	0	0	1	1	2	7	3	0

****

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

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Alabama Venture 1 Project
Buildout Year (2035) With Ambient and Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 California Street (NS) at San Bernardino Avenue (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.429
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 30.7
Optimal Cycle: OPTIMIZED 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:	10	38	38	10	38	38	10	31	31	10	31	31
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	79	52	175	15	141	37	15	1010	228	174	234	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	79	52	175	15	141	37	15	1010	228	174	234	20
Added Vol:	0	0	0	0	0	0	0	2	0	0	3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	79	52	175	15	141	37	15	1012	228	174	237	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	83	55	184	16	148	39	16	1065	240	183	249	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	55	184	16	148	39	16	1065	240	183	249	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	83	55	184	16	148	39	16	1065	240	183	249	21
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1800	3800	1900	1800	3800	1900	1800	5700	1900	1800	5700	1900
Capacity Analysis Module:												
Vol/Sat:	0.05	0.01	0.10	0.01	0.04	0.02	0.01	0.19	0.13	0.10	0.04	0.01
Crit Moves:			****	****				****		****		
Green/Cycle:	0.10	0.38	0.38	0.10	0.38	0.38	0.11	0.31	0.31	0.13	0.33	0.33
Volume/Cap:	0.46	0.04	0.26	0.09	0.10	0.05	0.08	0.60	0.41	0.78	0.13	0.03
Delay/Veh:	50.8	17.9	20.3	41.8	18.4	18.1	41.0	30.2	28.7	64.7	22.5	21.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.8	17.9	20.3	41.8	18.4	18.1	41.0	30.2	28.7	64.7	22.5	21.7
LOS by Move:	D	B	C	D	B	B	D	C	C	E	C	C
HCM2kAvgQ:	3	0	3	1	1	1	0	9	5	8	2	0

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

Alabama Venture 1 Project
Buildout Year (2035) With Ambient and Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 California Street (NS) at Almond Avenue (EW)

Cycle (sec): 120 Critical Vol./Cap.(X): 0.351
Loss Time (sec): 4 (Y+R=3.0 sec) Average Delay (sec/veh): 7.1
Optimal Cycle: OPTIMIZED 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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	26	26	26	26	26	26	31	31	31	31	31	31
Lanes:	1 0	0 1	0	1 0	2 0	1	0 1	0 0	1	0 1	0 0	1
Volume Module:												
Base Vol:	89	455	75	0	253	16	4	55	32	25	45	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	89	455	75	0	253	16	4	55	32	25	45	2
Added Vol:	0	0	9	0	0	0	0	1	0	2	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	89	455	84	0	253	16	4	56	32	27	45	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	94	479	88	0	266	17	4	59	34	28	47	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	479	88	0	266	17	4	59	34	28	47	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	94	479	88	0	266	17	4	59	34	28	47	2
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	0.84	0.16	1.00	2.00	1.00	0.07	0.93	1.00	0.39	0.61	1.00
Final Sat.:	1800	1604	296	1800	3800	1900	126	1767	1900	698	1163	1900
Capacity Analysis Module:												
Vol/Sat:	0.05	0.30	0.30	0.00	0.07	0.01	0.03	0.03	0.02	0.04	0.04	0.00
Crit Moves:		****									****	
Green/Cycle:	0.71	0.71	0.71	0.00	0.71	0.71	0.26	0.26	0.26	0.26	0.26	0.26
Volume/Cap:	0.07	0.42	0.42	0.00	0.10	0.01	0.13	0.13	0.07	0.16	0.16	0.00
Delay/Veh:	1.3	2.6	2.6	0.0	1.3	1.1	34.7	34.7	33.9	35.1	35.1	33.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	1.3	2.6	2.6	0.0	1.3	1.1	34.7	34.7	33.9	35.1	35.1	33.1
LOS by Move:	A	A	A	A	A	A	C	C	C	D	D	C
HCM2kAvgQ:	0	2	2	0	0	0	2	2	1	2	2	0

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

Alabama Venture 1 Project
Buildout Year (2035) With Ambient and Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

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Intersection #2 California Street (NS) at Almond Avenue (EW)

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Cycle (sec): 75 Critical Vol./Cap.(X): 0.337
Loss Time (sec): 4 (Y+R=3.0 sec) Average Delay (sec/veh): 9.4
Optimal Cycle: OPTIMIZED Level Of Service: A

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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						Permitted						Permitted					
Rights:	Include						Include						Include						Include					
Min. Green:	26		26		26		26		26		26		31		31		31		31		31		31	
Lanes:	1	0	0	1	0		1	0	2	0	1		0	1	0	0	1		0	1	0	0	1	
Volume Module:																								
Base Vol:		70	375		8		8	604		17			20	118		187			69	75		15		
Growth Adj:		1.00	1.00		1.00		1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
Initial Bse:		70	375		8		8	604		17			20	118		187			69	75		15		
Added Vol:		0	0		5		0	0		0			0	1		0			9	1		0		
PasserByVol:		0	0		0		0	0		0			0	0		0			0	0		0		
Initial Fut:		70	375		13		8	604		17			20	119		187			78	76		15		
User Adj:		1.00	1.00		1.00		1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
PHF Adj:		0.95	0.95		0.95		0.95	0.95		0.95			0.95	0.95		0.95			0.95	0.95		0.95		
PHF Volume:		74	395		14		8	636		18			21	125		197			82	80		16		
Reduct Vol:		0	0		0		0	0		0			0	0		0			0	0		0		
Reduced Vol:		74	395		14		8	636		18			21	125		197			82	80		16		
PCE Adj:		1.00	1.00		1.00		1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
MLF Adj:		1.00	1.00		1.00		1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
FinalVolume:		74	395		14		8	636		18			21	125		197			82	80		16		
Saturation Flow Module:																								
Sat/Lane:		1900	1900		1900		1900	1900		1900			1900	1900		1900			1900	1900		1900		
Adjustment:		0.95	1.00		1.00		0.95	1.00		1.00			0.95	1.00		1.00			0.95	1.00		1.00		
Lanes:		1.00	0.97		0.03		1.00	2.00		1.00			0.15	0.85		1.00			0.52	0.48		1.00		
Final Sat.:		1800	1836		64		1800	3800		1900			271	1614		1900			936	912		1900		
Capacity Analysis Module:																								
Vol/Sat:		0.04	0.21		0.21		0.00	0.17		0.01			0.08	0.08		0.10			0.09	0.09		0.01		
Crit Moves:			****													****								
Green/Cycle:		0.53	0.53		0.53		0.53	0.53		0.53			0.41	0.41		0.41			0.41	0.41		0.41		
Volume/Cap:		0.08	0.40		0.40		0.01	0.31		0.02			0.19	0.19		0.25			0.21	0.21		0.02		
Delay/Veh:		6.2	8.6		8.6		5.9	7.4		5.9			12.8	12.8		13.4			13.1	13.1		11.5		
User DelAdj:		1.00	1.00		1.00		1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
AdjDel/Veh:		6.2	8.6		8.6		5.9	7.4		5.9			12.8	12.8		13.4			13.1	13.1		11.5		
LOS by Move:		A	A		A		A	A		A			B	B		B			B	B		B		
HCM2kAvgQ:		1	4		4		0	3		0			2	2		2			2	2		0		

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

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Alabama Venture 1 Project
Buildout Year (2035) With Ambient and Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 California Street (NS) at Lugonia Avenue (EW)

Cycle (sec):	115	Critical Vol./Cap.(X):	0.516
Loss Time (sec):	6 (Y+R=3.0 sec)	Average Delay (sec/veh):	29.6
Optimal Cycle: OPTIMIZED		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:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	26	26	26	26	26	26	31	31	31	31	31	31
Lanes:	1 0	1 0	1	1 0	2 0	1	0 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	213	496	158	18	297	4	7	24	78	175	65	97
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	213	496	158	18	297	4	7	24	78	175	65	97
Added Vol:	0	9	0	0	2	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	213	505	158	18	299	4	7	24	78	175	65	97
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	224	532	166	19	315	4	7	25	82	184	68	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	224	532	166	19	315	4	7	25	82	184	68	102
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	224	532	166	19	315	4	7	25	82	184	68	102
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	2.00	1.00	0.24	0.76	1.00	0.53	0.19	0.28
Final Sat.:	1800	1900	1900	1800	3800	1900	424	1453	1900	959	356	532
Capacity Analysis Module:												
Vol/Sat:	0.12	0.28	0.09	0.01	0.08	0.00	0.02	0.02	0.04	0.19	0.19	0.19
Crit Moves:		****						****			****	
Green/Cycle:	0.40	0.40	0.40	0.40	0.40	0.40	0.27	0.27	0.27	0.28	0.28	0.28
Volume/Cap:	0.31	0.70	0.22	0.03	0.21	0.01	0.06	0.06	0.16	0.70	0.70	0.70
Delay/Veh:	22.1	30.6	20.7	18.6	20.3	18.4	31.5	31.5	32.7	44.9	44.9	44.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.1	30.6	20.7	18.6	20.3	18.4	31.5	31.5	32.7	44.9	44.9	44.9
LOS by Move:	C	C	C	B	C	B	C	C	C	D	D	D
HCM2kAvgQ:	5	15	3	0	3	0	1	1	2	12	12	12

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

Alabama Venture 1 Project
Buildout Year (2035) With Ambient and Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 California Street (NS) at Lugonia Avenue (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.572
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 32.4
Optimal Cycle: OPTIMIZED 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:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	26	26	26	26	26	26	31	31	31	31	31	31
Lanes:	1 0	1 0	1	1 0	2 0	1	0 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	128	343	258	77	803	9	16	125	235	342	35	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	128	343	258	77	803	9	16	125	235	342	35	26
Added Vol:	0	5	0	0	9	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	128	348	258	77	812	9	16	125	235	342	35	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	135	366	272	81	855	9	17	132	247	360	37	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	135	366	272	81	855	9	17	132	247	360	37	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	135	366	272	81	855	9	17	132	247	360	37	27
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	2.00	1.00	0.12	0.88	1.00	0.86	0.08	0.06
Final Sat.:	1800	1900	1900	1800	3800	1900	214	1674	1900	1540	158	117
Capacity Analysis Module:												
Vol/Sat:	0.07	0.19	0.14	0.05	0.22	0.00	0.08	0.08	0.13	0.23	0.23	0.23
Crit Moves:					****		****			****		
Green/Cycle:	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.32	0.32	0.32
Volume/Cap:	0.24	0.62	0.46	0.15	0.73	0.02	0.25	0.25	0.42	0.73	0.73	0.73
Delay/Veh:	26.3	33.9	29.9	25.0	34.1	23.5	26.3	26.3	29.0	36.9	36.9	36.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.3	33.9	29.9	25.0	34.1	23.5	26.3	26.3	29.0	36.9	36.9	36.9
LOS by Move:	C	C	C	C	C	C	C	C	C	D	D	D
HCM2kAvgQ:	3	10	6	2	12	0	3	3	6	13	13	13

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

Alabama Venture 1 Project
Buildout Year (2035) With Ambient and Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 California Street (NS) at I-10 Freeway WB Ramps (EW)

Cycle (sec): 90 Critical Vol./Cap.(X): 0.922
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 34.0
Optimal Cycle: OPTIMIZED 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:	10	19	0	0	19	19	0	0	0	0	0	0
Lanes:	1 0 2 0 0			0 0 3 0 1			0 0 0 0 0			0 1 0 0 1		
Volume Module:												
Base Vol:	593	852	0	0	295	303	0	0	0	585	4	458
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	593	852	0	0	295	303	0	0	0	585	4	458
Added Vol:	0	8	0	0	1	2	0	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	593	860	0	0	296	305	0	0	0	585	4	459
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	624	905	0	0	312	321	0	0	0	616	4	483
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	624	905	0	0	312	321	0	0	0	616	4	483
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	624	905	0	0	312	321	0	0	0	616	4	483
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	3.00	1.00	0.00	0.00	0.00	0.99	0.01	1.00
Final Sat.:	1800	3800	0	0	5700	1900	0	0	0	1788	12	1900
Capacity Analysis Module:												
Vol/Sat:	0.35	0.24	0.00	0.00	0.05	0.17	0.00	0.00	0.00	0.34	0.34	0.25
Crit Moves:	****					****				****		
Green/Cycle:	0.36	0.57	0.00	0.00	0.21	0.21	0.00	0.00	0.00	0.36	0.36	0.36
Volume/Cap:	0.96	0.42	0.00	0.00	0.26	0.80	0.00	0.00	0.00	0.96	0.96	0.71
Delay/Veh:	52.2	7.4	0.0	0.0	30.1	49.1	0.0	0.0	0.0	52.5	52.5	29.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.2	7.4	0.0	0.0	30.1	49.1	0.0	0.0	0.0	52.5	52.5	29.2
LOS by Move:	D	A	A	A	C	D	A	A	A	D	D	C
HCM2kAvgQ:	23	5	0	0	2	11	0	0	0	23	23	12

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

Alabama Venture 1 Project
Buildout Year (2035) With Ambient and Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 California Street (NS) at I-10 Freeway WB Ramps (EW)

Cycle (sec): 90 Critical Vol./Cap.(X): 1.280
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 94.5
Optimal Cycle: OPTIMIZED Level Of Service: F

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:	10	19	0		0	19	19		0	0	0		0	0	0	
Lanes:	1 0	2 0	0		0 0	3 0	1		0 0	0 0	0		0 1	0 0	1	
Volume Module:																
Base Vol:	815	735	0		0	980	840		0	0	0		420	5	175	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	815	735	0		0	980	840		0	0	0		420	5	175	
Added Vol:	0	5	0		0	2	7		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	815	740	0		0	982	847		0	0	0		420	5	175	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	858	779	0		0	1034	892		0	0	0		442	5	184	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	858	779	0		0	1034	892		0	0	0		442	5	184	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	858	779	0		0	1034	892		0	0	0		442	5	184	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	1.00	1.00		0.95	1.00	1.00		0.95	1.00	1.00		0.95	1.00	1.00	
Lanes:	1.00	2.00	0.00		0.00	3.00	1.00		0.00	0.00	0.00		0.99	0.01	1.00	
Final Sat.:	1800	3800	0		0	5700	1900		0	0	0		1780	21	1900	
Capacity Analysis Module:																
Vol/Sat:	0.48	0.20	0.00		0.00	0.18	0.47		0.00	0.00	0.00		0.25	0.25	0.10	
Crit Moves:	****						****						****			
Green/Cycle:	0.37	0.74	0.00		0.00	0.37	0.37		0.00	0.00	0.00		0.19	0.19	0.19	
Volume/Cap:	1.28	0.28	0.00		0.00	0.49	1.28		0.00	0.00	0.00		1.28	1.28	0.50	
Delay/Veh:	163.1	0.5	0.0		0.0	21.3	163.1		0.0	0.0	0.0		182.4	182	37.1	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	163.1	0.5	0.0		0.0	21.3	163.1		0.0	0.0	0.0		182.4	182	37.1	
LOS by Move:	F	A	A		A	C	F		A	A	A		F	F	D	
HCM2kAvgQ:	51	1	0		0	7	51		0	0	0		28	28	5	

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

Alabama Venture 1 Project
Buildout Year (2035) With Ambient and Project
Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 California Street (NS) at I-10 Freeway WB Ramps (EW)

Cycle (sec): 65 Critical Vol./Cap.(X): 0.462
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 15.0
Optimal Cycle: OPTIMIZED 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			Ignore			Include			Include		
Min. Green:	10	19	0	0	19	19	0	0	0	0	0	0
Lanes:	2 0	3 0	0	0 0	3 0	1	0 0	0 0	0	2 0	0 1	1
Volume Module:												
Base Vol:	593	852	0	0	295	303	0	0	0	585	4	458
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	593	852	0	0	295	303	0	0	0	585	4	458
Added Vol:	0	8	0	0	1	2	0	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	593	860	0	0	296	305	0	0	0	585	4	459
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.00	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	624	905	0	0	312	0	0	0	0	616	4	483
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	624	905	0	0	312	0	0	0	0	616	4	483
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	624	905	0	0	312	0	0	0	0	616	4	483
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.89	1.00	1.00
Lanes:	2.00	3.00	0.00	0.00	3.00	1.00	0.00	0.00	0.00	2.00	0.02	1.98
Final Sat.:	3400	5700	0	0	5700	1900	0	0	0	3400	33	3767
Capacity Analysis Module:												
Vol/Sat:	0.18	0.16	0.00	0.00	0.05	0.00	0.00	0.00	0.00	0.18	0.13	0.13
Crit Moves:	****				****					****		
Green/Cycle:	0.31	0.60	0.00	0.00	0.29	0.00	0.00	0.00	0.00	0.31	0.31	0.31
Volume/Cap:	0.59	0.26	0.00	0.00	0.19	0.00	0.00	0.00	0.00	0.59	0.42	0.42
Delay/Veh:	21.0	3.7	0.0	0.0	17.3	0.0	0.0	0.0	0.0	21.3	18.8	18.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.0	3.7	0.0	0.0	17.3	0.0	0.0	0.0	0.0	21.3	18.8	18.8
LOS by Move:	C	A	A	A	B	A	A	A	A	C	B	B
HCM2kAvgQ:	6	2	0	0	1	0	0	0	0	6	4	4

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

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Alabama Venture 1 Project
Buildout Year (2035) With Ambient and Project
Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 California Street (NS) at I-10 Freeway WB Ramps (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.626
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 14.9
Optimal Cycle: OPTIMIZED 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			Ignore			Include			Include		
Min. Green:	10	19	0	0	19	19	0	0	0	0	0	0
Lanes:	2 0	3 0	0	0 0	3 0	1	0 0	0 0	0	2 0	0 1	1
Volume Module:												
Base Vol:	815	735	0	0	980	840	0	0	0	420	5	175
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	815	735	0	0	980	840	0	0	0	420	5	175
Added Vol:	0	5	0	0	2	7	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	815	740	0	0	982	847	0	0	0	420	5	175
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.00	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	858	779	0	0	1034	0	0	0	0	442	5	184
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	858	779	0	0	1034	0	0	0	0	442	5	184
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	858	779	0	0	1034	0	0	0	0	442	5	184
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.89	1.00	1.00
Lanes:	2.00	3.00	0.00	0.00	3.00	1.00	0.00	0.00	0.00	2.00	0.06	1.94
Final Sat.:	3400	5700	0	0	5700	1900	0	0	0	3400	106	3694
Capacity Analysis Module:												
Vol/Sat:	0.25	0.14	0.00	0.00	0.18	0.00	0.00	0.00	0.00	0.13	0.05	0.05
Crit Moves:	****				****					****		
Green/Cycle:	0.38	0.70	0.00	0.00	0.32	0.00	0.00	0.00	0.00	0.20	0.20	0.20
Volume/Cap:	0.66	0.19	0.00	0.00	0.57	0.00	0.00	0.00	0.00	0.66	0.25	0.25
Delay/Veh:	16.4	0.9	0.0	0.0	18.0	0.0	0.0	0.0	0.0	27.1	21.1	21.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.4	0.9	0.0	0.0	18.0	0.0	0.0	0.0	0.0	27.1	21.1	21.1
LOS by Move:	B	A	A	A	B	A	A	A	A	C	C	C
HCM2kAvgQ:	8	1	0	0	6	0	0	0	0	5	2	2

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

Alabama Venture 1 Project
Buildout Year (2035) With Ambient and Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 California Street (NS) at I-10 Freeway EB Ramps (EW)

Cycle (sec): 65 Critical Vol./Cap.(X): 0.595
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 17.9
Optimal Cycle: OPTIMIZED 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	19	19	10	19	0	0	0	0	0	0	0
Lanes:	0 0	3 0	1	1 0	2 0	0	0 1	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	906	311	41	811	0	574	7	629	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	906	311	41	811	0	574	7	629	0	0	0
Added Vol:	0	2	0	0	1	0	7	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	908	311	41	812	0	581	7	629	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	956	327	43	855	0	612	7	662	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	956	327	43	855	0	612	7	662	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
FinalVolume:	0	956	327	43	855	0	612	7	662	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	0.00	3.00	1.00	1.00	2.00	0.00	0.99	0.01	1.00	0.00	0.00	0.00
Final Sat.:	0	5700	1900	1800	3800	0	1780	21	1900	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.17	0.02	0.22	0.00	0.34	0.34	0.35	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green/Cycle:	0.00	0.29	0.29	0.15	0.45	0.00	0.46	0.46	0.46	0.00	0.00	0.00
Volume/Cap:	0.00	0.57	0.59	0.16	0.50	0.00	0.74	0.74	0.76	0.00	0.00	0.00
Delay/Veh:	0.0	20.8	24.0	25.0	11.9	0.0	17.8	17.8	17.9	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	20.8	24.0	25.0	11.9	0.0	17.8	17.8	17.9	0.0	0.0	0.0
LOS by Move:	A	C	C	C	B	A	B	B	B	A	A	A
HCM2kAvgQ:	0	6	6	1	5	0	11	11	11	0	0	0

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

Alabama Venture 1 Project
Buildout Year (2035) With Ambient and Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 California Street (NS) at I-10 Freeway EB Ramps (EW)

Cycle (sec): 80 Critical Vol./Cap.(X): 1.185
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 65.7
Optimal Cycle: OPTIMIZED Level Of Service: E

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	19	19		10	19	0		0	0	0		0	0	0	
Lanes:	0 0	3	0	1	1 0	2	0	0	0 1	0	0	1	0 0	0	0	0
Volume Module:																
Base Vol:	0	1153	798		505	844	0		367	17	646		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	1153	798		505	844	0		367	17	646		0	0	0	
Added Vol:	0	1	0		1	2	0		4	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	1154	798		506	846	0		371	17	646		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	0	1215	840		533	891	0		391	18	680		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1215	840		533	891	0		391	18	680		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	
FinalVolume:	0	1215	840		533	891	0		391	18	680		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	1.00	1.00		0.95	1.00	1.00		0.95	1.00	1.00		0.95	1.00	1.00	
Lanes:	0.00	3.00	1.00		1.00	2.00	0.00		0.96	0.04	1.00		0.00	0.00	0.00	
Final Sat.:	0	5700	1900		1800	3800	0		1725	79	1900		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.21	0.44		0.30	0.23	0.00		0.23	0.23	0.36		0.00	0.00	0.00	
Crit Moves:			****		****						****					
Green/Cycle:	0.00	0.37	0.37		0.25	0.62	0.00		0.30	0.30	0.30		0.00	0.00	0.00	
Volume/Cap:	0.00	0.57	1.18		1.18	0.38	0.00		0.75	0.75	1.18		0.00	0.00	0.00	
Delay/Veh:	0.0	19.5	120.2		133.7	4.3	0.0		33.9	33.9	127.4		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	19.5	120.2		133.7	4.3	0.0		33.9	33.9	127.4		0.0	0.0	0.0	
LOS by Move:	A	B	F		F	A	A		C	C	F		A	A	A	
HCM2kAvgQ:	0	8	40		28	3	0		11	11	33		0	0	0	

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

Alabama Venture 1 Project
Buildout Year (2035) With Ambient and Project
Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 California Street (NS) at I-10 Freeway EB Ramps (EW)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.400
Loss Time (sec):	6 (Y+R=3.0 sec)	Average Delay (sec/veh):	12.7
Optimal Cycle: OPTIMIZED		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	19	19		10	19	0		0	0	0		0	0	0	
Lanes:	0 0	3 0	1		2 0	3 0	0		2 0	0 1	1		0 0	0 0	0	
Volume Module:																
Base Vol:	0	906	311		41	811	0		574	7	629		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	906	311		41	811	0		574	7	629		0	0	0	
Added Vol:	0	2	0		0	1	0		7	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	908	311		41	812	0		581	7	629		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	0	956	327		43	855	0		612	7	662		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	956	327		43	855	0		612	7	662		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	
FinalVolume:	0	956	327		43	855	0		612	7	662		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	1.00	1.00		0.89	1.00	1.00		0.89	1.00	1.00		0.95	1.00	1.00	
Lanes:	0.00	3.00	1.00		2.00	3.00	0.00		2.00	0.02	1.98		0.00	0.00	0.00	
Final Sat.:	0	5700	1900		3400	5700	0		3400	42	3758		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.17	0.17		0.01	0.15	0.00		0.18	0.18	0.18		0.00	0.00	0.00	
Crit Moves:		****			****				****							
Green/Cycle:	0.00	0.35	0.35		0.17	0.52	0.00		0.38	0.38	0.38		0.00	0.00	0.00	
Volume/Cap:	0.00	0.47	0.49		0.08	0.29	0.00		0.47	0.46	0.46		0.00	0.00	0.00	
Delay/Veh:	0.0	15.0	16.7		21.4	6.2	0.0		14.1	13.9	13.9		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	15.0	16.7		21.4	6.2	0.0		14.1	13.9	13.9		0.0	0.0	0.0	
LOS by Move:	A	B	B		C	A	A		B	B	B		A	A	A	
HCM2kAvgQ:	0	4	5		0	2	0		5	4	4		0	0	0	

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

Alabama Venture 1 Project
Buildout Year (2035) With Ambient and Project
Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 California Street (NS) at I-10 Freeway EB Ramps (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.869
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 18.0
Optimal Cycle: OPTIMIZED 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	19	19	10	19	0	0	0	0	0	0	0
Lanes:	0 0	3 0	1	2 0	3 0	0	2 0	0 1	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	1153	798	505	844	0	367	17	646	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1153	798	505	844	0	367	17	646	0	0	0
Added Vol:	0	1	0	1	2	0	4	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1154	798	506	846	0	371	17	646	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	1215	840	533	891	0	391	18	680	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1215	840	533	891	0	391	18	680	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
FinalVolume:	0	1215	840	533	891	0	391	18	680	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00	0.95	1.00	1.00
Lanes:	0.00	3.00	1.00	2.00	3.00	0.00	2.00	0.05	1.95	0.00	0.00	0.00
Final Sat.:	0	5700	1900	3400	5700	0	3400	97	3703	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.44	0.16	0.16	0.00	0.11	0.18	0.18	0.00	0.00	0.00
Crit Moves:			****	****				****				
Green/Cycle:	0.00	0.51	0.51	0.18	0.69	0.00	0.21	0.21	0.21	0.00	0.00	0.00
Volume/Cap:	0.00	0.42	0.87	0.87	0.23	0.00	0.54	0.87	0.87	0.00	0.00	0.00
Delay/Veh:	0.0	7.4	20.3	39.4	1.2	0.0	24.0	35.2	35.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	7.4	20.3	39.4	1.2	0.0	24.0	35.2	35.2	0.0	0.0	0.0
LOS by Move:	A	A	C	D	A	A	C	D	D	A	A	A
HCM2kAvgQ:	0	4	16	9	1	0	4	10	10	0	0	0

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

Alabama Venture 1 Project
Buildout Year (2035) With Ambient and Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

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Intersection #6 Nevada Street (NS) at San Bernardino Avenue (EW)

****

Cycle (sec): 75 Critical Vol./Cap.(X): 0.325
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 20.0
Optimal Cycle: OPTIMIZED 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:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	31	31	31	31	31	31	10	19	19	10	19	19
Lanes:	0 0	1! 0	0	0 1	0 0	1	1 0	1 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	30	31	57	10	29	12	40	270	18	138	655	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:	30	31	57	10	29	12	40	270	18	138	655	79
Added Vol:	1	0	1	0	0	0	0	3	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	31	31	58	10	29	12	40	273	18	138	655	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	33	33	61	11	31	13	42	287	19	145	689	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	33	61	11	31	13	42	287	19	145	689	83
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	33	33	61	11	31	13	42	287	19	145	689	83
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	0.27	0.25	0.48	0.27	0.73	1.00	1.00	1.00	1.00	1.00	3.00	1.00
Final Sat.:	484	484	905	480	1393	1900	1800	1900	1900	1800	5700	1900
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.07	0.02	0.02	0.01	0.02	0.15	0.01	0.08	0.12	0.04
Crit Moves:		****						****		****		
Green/Cycle:	0.41	0.41	0.41	0.41	0.41	0.41	0.17	0.33	0.33	0.18	0.33	0.33
Volume/Cap:	0.16	0.16	0.16	0.05	0.05	0.02	0.13	0.46	0.03	0.46	0.36	0.13
Delay/Veh:	12.6	12.6	12.6	11.7	11.7	11.5	27.0	21.4	16.4	32.4	18.8	17.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.6	12.6	12.6	11.7	11.7	11.5	27.0	21.4	16.4	32.4	18.8	17.2
LOS by Move:	B	B	B	B	B	B	C	C	B	C	B	B
HCM2kAvgQ:	2	2	2	0	0	0	1	5	0	4	4	1

****

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

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Alabama Venture 1 Project
Buildout Year (2035) With Ambient and Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 Nevada Street (NS) at San Bernardino Avenue (EW)

Cycle (sec): 115 Critical Vol./Cap.(X): 0.583
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 20.4
Optimal Cycle: OPTIMIZED 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:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	31	31	31	31	31	31	10	19	19	10	19	19
Lanes:	0 0	1! 0	0	0	1 0	0 1	1 0	1 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	16	49	128	65	49	36	25	725	47	66	493	56
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	49	128	65	49	36	25	725	47	66	493	56
Added Vol:	3	0	4	0	0	0	0	2	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	49	132	65	49	36	25	727	47	66	493	56
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	20	52	139	68	52	38	26	765	49	69	519	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	52	139	68	52	38	26	765	49	69	519	59
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	52	139	68	52	38	26	765	49	69	519	59
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	0.10	0.24	0.66	0.58	0.42	1.00	1.00	1.00	1.00	1.00	3.00	1.00
Final Sat.:	180	463	1247	1050	792	1900	1800	1900	1900	1800	5700	1900
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.11	0.07	0.07	0.02	0.01	0.40	0.03	0.04	0.09	0.03
Crit Moves:		****						****		****		
Green/Cycle:	0.27	0.27	0.27	0.27	0.27	0.27	0.23	0.59	0.59	0.09	0.44	0.44
Volume/Cap:	0.41	0.41	0.41	0.24	0.24	0.07	0.06	0.68	0.04	0.44	0.20	0.07
Delay/Veh:	37.0	37.0	37.0	34.0	34.0	31.6	34.5	12.9	5.9	58.7	16.7	15.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.0	37.0	37.0	34.0	34.0	31.6	34.5	12.9	5.9	58.7	16.7	15.6
LOS by Move:	D	D	D	C	C	C	C	B	A	E	B	B
HCM2kAvgQ:	6	6	6	3	3	1	1	13	0	3	3	1

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

Alabama Venture 1 Project
Buildout Year (2035) With Ambient and Project
Morning Peak Hour

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

Intersection #7 Nevada Street (NS) at Almond Avenue (EW)

Cycle (sec):	0	Critical Vol./Cap.(X):	0.267
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	8.9
Optimal Cycle:	0	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:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 1	0 0	1	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	53	97	0	2	178	0	13	18	17	20	47	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:	53	97	0	2	178	0	13	18	17	20	47	0
Added Vol:	0	0	2	0	0	0	0	10	0	1	3	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	53	97	2	2	178	0	13	28	17	21	50	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	56	102	2	2	187	0	14	29	18	22	53	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	102	2	2	187	0	14	29	18	22	53	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	56	102	2	2	187	0	14	29	18	22	53	2
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.35	0.64	0.01	0.01	0.99	1.00	0.22	0.49	0.29	0.29	0.68	0.03
Final Sat.:	264	484	10	8	701	823	160	345	209	200	477	19
Capacity Analysis Module:												
Vol/Sat:	0.21	0.21	0.21	0.27	0.27	0.00	0.09	0.09	0.09	0.11	0.11	0.11
Crit Moves:		****			****			****			****	
Delay/Veh:	8.8	8.8	8.8	9.4	9.4	0.0	8.1	8.1	8.1	8.4	8.4	8.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.8	8.8	8.8	9.4	9.4	0.0	8.1	8.1	8.1	8.4	8.4	8.4
LOS by Move:	A	A	A	A	A	*	A	A	A	A	A	A
ApproachDel:		8.8			9.4			8.1			8.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.8			9.4			8.1			8.4	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.3	0.3	0.3	0.3	0.3	0.0	0.1	0.1	0.1	0.1	0.1	0.1

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

Alabama Venture 1 Project
Buildout Year (2035) With Ambient and Project
Evening Peak Hour

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

Intersection #7 Nevada Street (NS) at Almond Avenue (EW)

Cycle (sec):	0	Critical Vol./Cap.(X):	0.331
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	9.9
Optimal Cycle:	0	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:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 1	0 0	1	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	14	189	11	4	143	2	11	124	71	16	63	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:	14	189	11	4	143	2	11	124	71	16	63	0
Added Vol:	0	0	1	0	0	0	0	6	0	2	10	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	189	12	4	143	2	11	130	71	18	73	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	15	199	13	4	151	2	12	137	75	19	77	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	199	13	4	151	2	12	137	75	19	77	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
FinalVolume:	15	199	13	4	151	2	12	137	75	19	77	7
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.06	0.88	0.06	0.03	0.97	1.00	0.05	0.62	0.33	0.18	0.75	0.07
Final Sat.:	45	602	38	17	598	700	36	431	235	118	480	46
Capacity Analysis Module:												
Vol/Sat:	0.33	0.33	0.33	0.25	0.25	0.00	0.32	0.32	0.32	0.16	0.16	0.16
Crit Moves:		****			****				****		****	
Delay/Veh:	10.3	10.3	10.3	10.0	10.0	7.5	9.9	9.9	9.9	9.1	9.1	9.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.3	10.3	10.3	10.0	10.0	7.5	9.9	9.9	9.9	9.1	9.1	9.1
LOS by Move:	B	B	B	A	A	A	A	A	A	A	A	A
ApproachDel:		10.3			9.9			9.9			9.1	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.3			9.9			9.9			9.1	
LOS by Appr:		B			A			A			A	
AllWayAvgQ:	0.4	0.4	0.4	0.3	0.3	0.0	0.4	0.4	0.4	0.2	0.2	0.2

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

Alabama Venture 1 Project
Buildout Year (2035) With Ambient and Project
Morning Peak Hour

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

Intersection #8 Nevada Street (NS) at Lugonia Avenue (EW)

Cycle (sec):	0	Critical Vol./Cap.(X):	0.770
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	17.9
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:	0 1	0 0	1	0 0	1!	0 0	0 1	0 0	1	0 0	1!	0 0
Volume Module:												
Base Vol:	71	94	29	9	133	23	21	84	58	129	286	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	71	94	29	9	133	23	21	84	58	129	286	14
Added Vol:	0	2	0	0	1	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	71	96	29	9	134	23	21	84	58	129	286	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	75	101	31	9	141	24	22	88	61	136	301	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	101	31	9	141	24	22	88	61	136	301	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	75	101	31	9	141	24	22	88	61	136	301	15
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.43	0.57	1.00	0.05	0.81	0.14	0.20	0.80	1.00	0.30	0.67	0.03
Final Sat.:	209	283	562	27	404	69	104	415	586	176	391	19
Capacity Analysis Module:												
Vol/Sat:	0.36	0.36	0.05	0.35	0.35	0.35	0.21	0.21	0.10	0.77	0.77	0.77
Crit Moves:		****			****			****			****	
Delay/Veh:	12.9	12.9	8.9	12.8	12.8	12.8	10.8	10.8	9.0	25.4	25.4	25.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.9	12.9	8.9	12.8	12.8	12.8	10.8	10.8	9.0	25.4	25.4	25.4
LOS by Move:	B	B	A	B	B	B	B	B	A	D	D	D
ApproachDel:		12.3			12.8			10.2			25.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		12.3			12.8			10.2			25.4	
LOS by Appr:		B			B			B			D	
AllWayAvgQ:	0.5	0.5	0.0	0.4	0.4	0.4	0.2	0.2	0.1	2.7	2.7	2.7

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

Alabama Venture 1 Project
Buildout Year (2035) With Ambient and Project
Evening Peak Hour

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

Intersection #8 Nevada Street (NS) at Lugonia Avenue (EW)

Cycle (sec):	0	Critical Vol./Cap.(X):	1.098
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	62.1
Optimal Cycle:	0	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	1	0 0	1! 0	0	0 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	81	179	242	26	183	19	37	412	116	131	290	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	81	179	242	26	183	19	37	412	116	131	290	10
Added Vol:	0	1	0	0	2	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	81	180	242	26	185	19	37	412	116	131	290	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	85	189	255	27	195	20	39	434	122	138	305	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	189	255	27	195	20	39	434	122	138	305	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
FinalVolume:	85	189	255	27	195	20	39	434	122	138	305	11
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.31	0.69	1.00	0.11	0.81	0.08	0.08	0.92	1.00	0.30	0.68	0.02
Final Sat.:	127	282	453	43	307	31	35	395	472	127	281	10
Capacity Analysis Module:												
Vol/Sat:	0.67	0.67	0.56	0.64	0.64	0.64	1.10	1.10	0.26	1.09	1.09	1.09
Crit Moves:		****			****		****				****	
Delay/Veh:	27.5	27.5	20.2	27.0	27.0	27.0	100.9	101	13.0	98.0	98.0	98.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.5	27.5	20.2	27.0	27.0	27.0	100.9	101	13.0	98.0	98.0	98.0
LOS by Move:	D	D	C	D	D	D	F	F	B	F	F	F
ApproachDel:		24.0			27.0			82.9			98.0	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		24.0			27.0			82.9			98.0	
LOS by Appr:		C			D			F			F	
AllWayAvgQ:	1.8	1.8	1.2	1.5	1.5	1.5	10.8	10.8	0.3	10.0	10.0	10.0

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

Alabama Venture 1 Project
Buildout Year (2035) With Ambient and Project
Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 Nevada Street (NS) at Lugonia Avenue (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.360
Loss Time (sec): 4 (Y+R=3.0 sec) Average Delay (sec/veh): 8.4
Optimal Cycle: OPTIMIZED 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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	19	19	19	19	19	19	19	19	19	19	19	19
Lanes:	0 1	0 0	1	0 0	1! 0	0	0 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	71	94	29	9	133	23	21	84	58	129	286	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	71	94	29	9	133	23	21	84	58	129	286	14
Added Vol:	0	2	0	0	1	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	71	96	29	9	134	23	21	84	58	129	286	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	75	101	31	9	141	24	22	88	61	136	301	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	101	31	9	141	24	22	88	61	136	301	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	75	101	31	9	141	24	22	88	61	136	301	15
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	0.44	0.56	1.00	0.06	0.80	0.14	0.21	0.79	1.00	0.31	0.66	0.03
Final Sat.:	789	1067	1900	103	1529	262	376	1503	1900	562	1246	61
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.02	0.09	0.09	0.09	0.06	0.06	0.03	0.24	0.24	0.24
Crit Moves:		****									****	
Green/Cycle:	0.32	0.32	0.32	0.32	0.32	0.32	0.62	0.62	0.62	0.62	0.62	0.62
Volume/Cap:	0.30	0.30	0.05	0.29	0.29	0.29	0.10	0.10	0.05	0.39	0.39	0.39
Delay/Veh:	16.3	16.3	14.0	16.2	16.2	16.2	2.7	2.7	2.5	4.1	4.1	4.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.3	16.3	14.0	16.2	16.2	16.2	2.7	2.7	2.5	4.1	4.1	4.1
LOS by Move:	B	B	B	B	B	B	A	A	A	A	A	A
HCM2kAvgQ:	2	2	0	2	2	2	0	0	0	3	3	3

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

Alabama Venture 1 Project
Buildout Year (2035) With Ambient and Project
Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 Nevada Street (NS) at Lugonia Avenue (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.425
Loss Time (sec): 4 (Y+R=3.0 sec) Average Delay (sec/veh): 9.7
Optimal Cycle: OPTIMIZED 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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	19	19	19	19	19	19	19	19	19	19	19	19
Lanes:	0 1	0 0	1	0 0	1! 0	0	0 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	81	179	242	26	183	19	37	412	116	131	290	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	81	179	242	26	183	19	37	412	116	131	290	10
Added Vol:	0	1	0	0	2	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	81	180	242	26	185	19	37	412	116	131	290	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	85	189	255	27	195	20	39	434	122	138	305	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	189	255	27	195	20	39	434	122	138	305	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
FinalVolume:	85	189	255	27	195	20	39	434	122	138	305	11
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	0.32	0.68	1.00	0.12	0.80	0.08	0.09	0.91	1.00	0.32	0.66	0.02
Final Sat.:	580	1288	1900	213	1519	156	156	1735	1900	568	1257	43
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.13	0.13	0.13	0.13	0.25	0.25	0.06	0.24	0.24	0.24
Crit Moves:		****						****				
Green/Cycle:	0.35	0.35	0.35	0.35	0.35	0.35	0.59	0.59	0.59	0.59	0.59	0.59
Volume/Cap:	0.43	0.43	0.39	0.37	0.37	0.37	0.43	0.43	0.11	0.41	0.41	0.41
Delay/Veh:	16.3	16.3	15.8	15.6	15.6	15.6	5.3	5.3	3.5	5.2	5.2	5.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.3	16.3	15.8	15.6	15.6	15.6	5.3	5.3	3.5	5.2	5.2	5.2
LOS by Move:	B	B	B	B	B	B	A	A	A	A	A	A
HCM2kAvgQ:	4	4	3	3	3	3	3	3	1	3	3	3

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

Alabama Venture 1 Project
Buildout Year (2035) With Ambient and Project
Morning Peak Hour - With Improvements

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

Intersection #9 Project West Driveway (NS) at Almond Avenue (EW)

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: A[9.5]

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1!	0	0
Volume Module:																				
Base Vol:	2	0	0	0	0	0	0	0	0	0	0	30	0	2	130	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	2	0	0	0	0	0	0	0	0	0	0	30	0	2	130	0				
Added Vol:	0	0	0	0	0	0	0	0	0	0	1	11	0	0	5	1				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	2	0	0	0	0	0	0	0	0	0	1	41	0	2	135	1				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95				
PHF Volume:	2	0	0	0	0	0	0	0	0	0	1	43	0	2	142	1				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
FinalVolume:	2	0	0	0	0	0	0	0	0	0	1	43	0	2	142	1				
Critical Gap Module:																				
Critical Gp:	6.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx					4.1	xxxx	xxxxx	4.1	xxxx	xxxxx				
FollowUpTim:	3.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx					2.2	xxxx	xxxxx	2.2	xxxx	xxxxx				
Capacity Module:																				
Cnflict Vol:	192	xxxx	xxxxx	xxxx	xxxx	xxxxx					143	xxxx	xxxxx	43	xxxx	xxxxx				
Potent Cap.:	801	xxxx	xxxxx	xxxx	xxxx	xxxxx					1452	xxxx	xxxxx	1579	xxxx	xxxxx				
Move Cap.:	800	xxxx	xxxxx	xxxx	xxxx	xxxxx					1452	xxxx	xxxxx	1579	xxxx	xxxxx				
Volume/Cap:	0.00	xxxx	xxxx	xxxx	xxxx	xxxx					0.00	xxxx	xxxx	0.00	xxxx	xxxx				
Level Of Service Module:																				
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx					0.0	xxxx	xxxxx	0.0	xxxx	xxxxx				
Control Del:	9.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx					7.5	xxxx	xxxxx	7.3	xxxx	xxxxx				
LOS by Move:	A	*	*	*	*	*					A	*	*	A	*	*				
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx					xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx					0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx					7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	*	*	*	*	*	*					A	*	*	*	*	*				
ApproachDel:		9.5			xxxxxx						xxxxxx				xxxxxx					
ApproachLOS:		A			*						*				*					

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

Alabama Venture 1 Project
Buildout Year (2035) With Ambient and Project
Evening Peak Hour - With Improvements

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

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Intersection #9 Project West Driveway (NS) at Almond Avenue (EW)

****

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: A[9.3]

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 1			0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	0	0	3	0	0	0	0	140	6	7	40	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	3	0	0	0	0	140	6	7	40	0
Added Vol:	0	0	0	1	0	1	1	6	0	0	18	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	3	1	0	1	1	146	6	7	58	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	3	1	0	1	1	154	6	7	61	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	3	1	0	1	1	154	6	7	61	1
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	157	237	238	62	62	xxxx	xxxxx	160	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	894	722	666	1009	1554	xxxx	xxxxx	1432	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	894	716	662	1009	1554	xxxx	xxxxx	1432	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.00	0.00	0.00	0.00	0.00	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.0	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	9.0	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx	7.5	xxxx	xxxxx
LOS by Move:	*	*	A	*	*	*	A	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	838	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	9.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	A	*	*	*	*	*	*	*
ApproachDel:	9.0			9.3			xxxxxx			xxxxxx		
ApproachLOS:	A			A			*			*		

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

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Alabama Venture 1 Project
Buildout Year (2035) With Ambient and Project
Morning Peak Hour - With Improvements

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

Intersection #10 Project East Driveway (NS) at Almond Avenue (EW)

Average Delay (sec/veh): 0.8 Worst Case Level Of Service: A[9.2]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			0 0 1! 0 0			0 1 0 0 0			0 0 0 1 0		
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	30	0	0	120	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	30	0	0	120	0
Added Vol:	0	0	0	2	0	4	11	0	0	0	1	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	2	0	4	11	30	0	0	121	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	0	0	2	0	4	12	33	0	0	134	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	2	0	4	12	33	0	0	134	9
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	196	196	139	143	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	797	703	915	1452	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	792	697	915	1452	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.00	0.00	0.00	0.01	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	870	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.0	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	9.2	xxxxx	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	A	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			9.2			xxxxxx			xxxxxx		
ApproachLOS:	*			A			*			*		

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

Alabama Venture 1 Project
Buildout Year (2035) With Ambient and Project
Evening Peak Hour - With Improvements

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

Intersection #10 Project East Driveway (NS) at Almond Avenue (EW)

Average Delay (sec/veh): 0.9 Worst Case Level Of Service: A[9.1]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	0 0	0	0 0	1! 0	0	0 1	0 0	0	0 0	0 1	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	162	0	0	70	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	162	0	0	70	0
Added Vol:	0	0	0	5	0	17	6	1	0	0	2	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	5	0	17	6	163	0	0	72	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	0	0	6	0	19	7	181	0	0	80	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	6	0	19	7	181	0	0	80	4
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	276	276	82	84	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	718	635	983	1525	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	716	632	983	1525	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.01	0.00	0.02	0.00	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	906	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	9.1	xxxxx	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	A	*	A	*	*	*	*	*
ApproachDel:	xxxxxx				9.1		xxxxxx			xxxxxx		
ApproachLOS:		*			A			*			*	

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

Alabama Venture 1 Project
Buildout Year (2035) With Ambient and Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 Alabama Street (NS) at San Bernardino Avenue (EW)

Cycle (sec): 95 Critical Vol./Cap.(X): 0.621
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 34.3
Optimal Cycle: OPTIMIZED 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:	10	19	19	10	19	19	10	31	31	10	31	31
Lanes:	1 0	1 1	0	1 0	2 0	1	1 0	1 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	185	373	68	65	513	167	60	178	70	367	698	127
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	185	373	68	65	513	167	60	178	70	367	698	127
Added Vol:	0	1	1	0	3	0	0	1	3	6	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	185	374	69	65	516	167	60	179	73	373	698	127
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	195	394	73	68	543	176	63	188	77	393	735	134
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	195	394	73	68	543	176	63	188	77	393	735	134
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	195	394	73	68	543	176	63	188	77	393	735	134
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	1.69	0.31	1.00	2.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00
Final Sat.:	1800	3208	592	1800	3800	1900	1800	1900	1900	1800	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.11	0.12	0.12	0.04	0.14	0.09	0.04	0.10	0.04	0.22	0.19	0.07
Crit Moves:	****				****			****		****		
Green/Cycle:	0.13	0.22	0.22	0.11	0.20	0.20	0.14	0.33	0.33	0.26	0.44	0.44
Volume/Cap:	0.84	0.57	0.57	0.33	0.71	0.46	0.25	0.30	0.12	0.84	0.44	0.16
Delay/Veh:	69.1	36.2	36.2	43.2	41.2	37.5	38.4	24.3	22.1	49.5	16.2	13.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	69.1	36.2	36.2	43.2	41.2	37.5	38.4	24.3	22.1	49.5	16.2	13.8
LOS by Move:	E	D	D	D	D	D	D	C	C	D	B	B
HCM2kAvgQ:	8	6	6	2	9	5	2	4	1	14	6	2

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

Alabama Venture 1 Project
Buildout Year (2035) With Ambient and Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 Alabama Street (NS) at San Bernardino Avenue (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.620
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 44.7
Optimal Cycle: OPTIMIZED Level Of Service: D

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:	10		19		19		10		19		19		10		31		31		10		31		31	
Lanes:	1	0	1	1	0		1	0	2	0	1		1	0	1	0	1		1	0	2	0	1	
Volume Module:																								
Base Vol:	84		629		286		102		594		115		345		643		352		244		260		96	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	84		629		286		102		594		115		345		643		352		244		260		96	
Added Vol:	0		2		3		0		1		0		1		3		2		4		0		0	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	84		631		289		102		595		115		346		646		354		248		260		96	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	0.95		0.95		0.95		0.95		0.95		0.95		0.95		0.95		0.95		0.95		0.95		0.95	
PHF Volume:	88		664		304		107		626		121		364		680		373		261		274		101	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	88		664		304		107		626		121		364		680		373		261		274		101	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	88		664		304		107		626		121		364		680		373		261		274		101	
Saturation Flow Module:																								
Sat/Lane:	1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900	
Adjustment:	0.95		1.00		1.00		0.95		1.00		1.00		0.95		1.00		1.00		0.95		1.00		1.00	
Lanes:	1.00		1.37		0.63		1.00		2.00		1.00		1.00		1.00		1.00		1.00		2.00		1.00	
Final Sat.:	1800		2606		1194		1800		3800		1900		1800		1900		1900		1800		3800		1900	
Capacity Analysis Module:																								
Vol/Sat:	0.05		0.25		0.25		0.06		0.16		0.06		0.20		0.36		0.20		0.15		0.07		0.05	
Crit Moves:			****				****						****										****	
Green/Cycle:	0.13		0.28		0.28		0.10		0.25		0.25		0.23		0.38		0.38		0.15		0.31		0.31	
Volume/Cap:	0.37		0.90		0.90		0.60		0.65		0.25		0.90		0.94		0.51		0.94		0.23		0.17	
Delay/Veh:	43.9		45.9		45.9		56.8		37.0		31.2		62.6		48.7		24.4		82.1		25.5		25.2	
User DelAdj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	43.9		45.9		45.9		56.8		37.0		31.2		62.6		48.7		24.4		82.1		25.5		25.2	
LOS by Move:	D		D		D		E		D		C		E		D		C		F		C		C	
HCM2kAvgQ:	3		18		18		4		9		3		15		25		8		12		3		2	

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

Alabama Venture 1 Project
Buildout Year (2035) With Ambient and Project
Morning Peak Hour - With Improvements

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

Intersection #12 Alabama Street (NS) at Project North Driveway (EW)

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: B[12.4]

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	2	0	0	0	0	1	1	0	0	0	0	0	1	0	0	0	0	0
Volume Module:																				
Base Vol:	0	640		0		0	960		0		0	0		0		0	0		0	
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Initial Bse:	0	640		0		0	960		0		0	0		0		0	0		0	
Added Vol:	0	2		0		0	5		8		0	0		3		0	0		0	
PasserByVol:	0	0		0		0	0		0		0	0		0		0	0		0	
Initial Fut:	0	642		0		0	965		8		0	0		3		0	0		0	
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Adj:	0.90	0.90		0.90		0.90	0.90		0.90		0.90	0.90		0.90		0.90	0.90		0.90	
PHF Volume:	0	711		0		0	1069		9		0	0		3		0	0		0	
Reduct Vol:	0	0		0		0	0		0		0	0		0		0	0		0	
FinalVolume:	0	711		0		0	1069		9		0	0		3		0	0		0	
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		6.9		xxxxx	xxxx		xxxxx	
FollowUpTim:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		3.3		xxxxx	xxxx		xxxxx	
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx	xxxx		539		xxxx	xxxx		xxxxx	
Potent Cap.:	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx	xxxx		492		xxxx	xxxx		xxxxx	
Move Cap.:	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx	xxxx		492		xxxx	xxxx		xxxxx	
Volume/Cap:	xxxx	xxxx		xxxx		xxxx	xxxx		xxxx		xxxx	xxxx		0.01		xxxx	xxxx		xxxx	
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx	xxxx		0.0		xxxx	xxxx		xxxxx	
Control Del:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		12.4		xxxxx	xxxx		xxxxx	
LOS by Move:	*	*		*		*	*		*		*	*		B		*	*		*	
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx	
SharedQueue:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx	
Shrd ConDel:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx	
Shared LOS:	*	*		*		*	*		*		*	*		*		*	*		*	
ApproachDel:	xxxxxx					xxxxxx					12.4					xxxxxx				
ApproachLOS:	*					*					B					*				

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

Alabama Venture 1 Project
Buildout Year (2035) With Ambient and Project
Evening Peak Hour - With Improvements

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

Intersection #12 Alabama Street (NS) at Project North Driveway (EW)

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: B[14.0]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	2 0	0	0 0	1 1	0	0 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	1090	0	0	1190	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1090	0	0	1190	0	0	0	0	0	0	0
Added Vol:	0	5	0	0	3	4	0	0	8	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1095	0	0	1193	4	0	0	8	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	1213	0	0	1322	4	0	0	9	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	1213	0	0	1322	4	0	0	9	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	663	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	408	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	408	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.1	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	14.0	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	B	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			14.0			xxxxxx		
ApproachLOS:	*			*			B			*		

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

Alabama Venture 1 Project
Buildout Year (2035) With Ambient and Project
Morning Peak Hour - With Improvements

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

Intersection #13 Alabama Street (NS) at Project South Driveway (EW)

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	2 0	0	0 0	1 1	0	0 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	640	0	0	960	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	640	0	0	960	0	0	0	0	0	0	0
Added Vol:	0	2	0	0	3	5	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	642	0	0	963	5	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	711	0	0	1067	6	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	711	0	0	1067	6	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	536	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	494	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	494	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

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

Alabama Venture 1 Project
Buildout Year (2035) With Ambient and Project
Evening Peak Hour - With Improvements

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

Intersection #13 Alabama Street (NS) at Project South Driveway (EW)

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: B[13.9]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 2	0	0	0 0 1	1	0	0 0 0	0	1	0 0 0	0	0
Volume Module:												
Base Vol:	0	1090	0	0	1190	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1090	0	0	1190	0	0	0	0	0	0	0
Added Vol:	0	5	0	0	8	3	0	0	1	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1095	0	0	1198	3	0	0	1	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	1213	0	0	1327	3	0	0	1	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	1213	0	0	1327	3	0	0	1	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	665	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	407	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	407	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.0	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	13.9	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	B	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			13.9			xxxxxx		
ApproachLOS:	*			*			B			*		

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

Alabama Venture 1 Project
Buildout Year (2035) With Ambient and Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #14 Alabama Street (NS) at Almond Avenue (EW)

****

Cycle (sec): 130 Critical Vol./Cap.(X): 0.345
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 8.4
Optimal Cycle: OPTIMIZED 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:	10	19	0	0	19	19	31	0	31	0	0	0
Lanes:	1 0	2 0	0	0 0	1 1	0	0 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	67	633	0	0	907	53	7	0	23	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:	67	633	0	0	907	53	7	0	23	0	0	0
Added Vol:	9	0	0	0	3	0	2	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	76	633	0	0	910	53	9	0	23	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	80	666	0	0	958	56	9	0	24	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	666	0	0	958	56	9	0	24	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
FinalVolume:	80	666	0	0	958	56	9	0	24	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.89	0.11	0.29	0.00	0.71	0.00	0.00	0.00
Final Sat.:	1800	3800	0	0	3591	209	526	0	1345	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.18	0.00	0.00	0.27	0.27	0.02	0.00	0.02	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.10	0.72	0.00	0.00	0.61	0.61	0.24	0.00	0.24	0.00	0.00	0.00
Volume/Cap:	0.44	0.25	0.00	0.00	0.44	0.44	0.08	0.00	0.08	0.00	0.00	0.00
Delay/Veh:	62.2	1.4	0.0	0.0	7.8	7.8	38.7	0.0	38.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.2	1.4	0.0	0.0	7.8	7.8	38.7	0.0	38.7	0.0	0.0	0.0
LOS by Move:	E	A	A	A	A	A	D	A	D	A	A	A
HCM2kAvgQ:	4	1	0	0	6	6	1	0	1	0	0	0

****

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

****

Alabama Venture 1 Project
Buildout Year (2035) With Ambient and Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #14 Alabama Street (NS) at Almond Avenue (EW)

****

Cycle (sec): 130 Critical Vol./Cap.(X): 0.425
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 7.9
Optimal Cycle: OPTIMIZED 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:	10	19	0		0	19	19		31	0	31		0	0	0	
Lanes:	1 0	2 0	0		0 0	1 1	0		0 0	1! 0	0		0 0	0 0	0	
Volume Module:																
Base Vol:	30	1014	0		0	994	40		76	0	86		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:	30	1014	0		0	994	40		76	0	86		0	0	0	
Added Vol:	5	0	0		0	8	1		5	0	1		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	35	1014	0		0	1002	41		81	0	87		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	37	1067	0		0	1055	43		85	0	92		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	37	1067	0		0	1055	43		85	0	92		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	
FinalVolume:	37	1067	0		0	1055	43		85	0	92		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	1.00	1.00		0.95	1.00	1.00		0.95	1.00	1.00		0.95	1.00	1.00	
Lanes:	1.00	2.00	0.00		0.00	1.92	0.08		0.50	0.00	0.50		0.00	0.00	0.00	
Final Sat.:	1800	3800	0		0	3651	149		892	0	958		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.28	0.00		0.00	0.29	0.29		0.10	0.00	0.10		0.00	0.00	0.00	
Crit Moves:	****					****			****							
Green/Cycle:	0.08	0.72	0.00		0.00	0.64	0.64		0.24	0.00	0.24		0.00	0.00	0.00	
Volume/Cap:	0.27	0.39	0.00		0.00	0.45	0.45		0.40	0.00	0.40		0.00	0.00	0.00	
Delay/Veh:	61.2	1.8	0.0		0.0	6.3	6.3		44.4	0.0	44.4		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	61.2	1.8	0.0		0.0	6.3	6.3		44.4	0.0	44.4		0.0	0.0	0.0	
LOS by Move:	E	A	A		A	A	A		D	A	D		A	A	A	
HCM2kAvgQ:	2	2	0		0	6	6		6	0	6		0	0	0	

****

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

****

Alabama Venture 1 Project
Buildout Year (2035) With Ambient and Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #15 Alabama Street (NS) at Lugonia Avenue (EW)

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.470
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 33.8
Optimal Cycle: OPTIMIZED 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:	10	31	31	10	31	31	10	31	31	10	31	31
Lanes:	1 0	1 1	0	1 0	3 0	1	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	126	566	159	47	691	131	74	74	52	286	224	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	126	566	159	47	691	131	74	74	52	286	224	80
Added Vol:	0	8	0	0	3	0	0	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	126	574	159	47	694	131	74	74	52	286	224	81
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	133	604	167	49	731	138	78	78	55	301	236	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	133	604	167	49	731	138	78	78	55	301	236	85
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	133	604	167	49	731	138	78	78	55	301	236	85
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	1.57	0.43	1.00	3.00	1.00	1.00	1.17	0.83	1.00	2.00	1.00
Final Sat.:	1800	2976	824	1800	5700	1900	1800	2232	1568	1800	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.07	0.20	0.20	0.03	0.13	0.07	0.04	0.03	0.03	0.17	0.06	0.04
Crit Moves:		****		****				****		****		
Green/Cycle:	0.10	0.31	0.31	0.10	0.31	0.31	0.12	0.31	0.31	0.20	0.39	0.39
Volume/Cap:	0.74	0.65	0.65	0.27	0.41	0.23	0.35	0.11	0.11	0.84	0.16	0.12
Delay/Veh:	67.1	32.1	32.1	45.4	27.4	26.0	44.3	24.3	24.3	58.5	18.5	18.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	67.1	32.1	32.1	45.4	27.4	26.0	44.3	24.3	24.3	58.5	18.5	18.3
LOS by Move:	E	C	C	D	C	C	D	C	C	E	B	B
HCM2kAvgQ:	6	10	10	2	5	3	3	1	1	12	2	1

****

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

****

Alabama Venture 1 Project
Buildout Year (2035) With Ambient and Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #15 Alabama Street (NS) at Lugonia Avenue (EW)

Cycle (sec): 130 Critical Vol./Cap.(X): 0.953
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 63.1
Optimal Cycle: OPTIMIZED Level Of Service: E

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:	10	31	31	10	31	31	10	31	31	10	31	31
Lanes:	1 0	1 1	0	1 0	3 0	1	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	107	756	485	218	806	103	220	437	171	433	280	154
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	107	756	485	218	806	103	220	437	171	433	280	154
Added Vol:	0	4	0	1	8	0	0	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	107	760	485	219	814	103	220	437	171	433	280	155
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	113	800	511	231	857	108	232	460	180	456	295	163
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	113	800	511	231	857	108	232	460	180	456	295	163
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	113	800	511	231	857	108	232	460	180	456	295	163
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	1.22	0.78	1.00	3.00	1.00	1.00	1.44	0.56	1.00	2.00	1.00
Final Sat.:	1800	2320	1480	1800	5700	1900	1800	2731	1069	1800	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.06	0.34	0.34	0.13	0.15	0.06	0.13	0.17	0.17	0.25	0.08	0.09
Crit Moves:		****		****				****		****		
Green/Cycle:	0.11	0.33	0.33	0.12	0.34	0.34	0.17	0.24	0.24	0.24	0.31	0.31
Volume/Cap:	0.56	1.04	1.04	1.04	0.44	0.17	0.76	0.71	0.71	1.04	0.25	0.27
Delay/Veh:	65.7	77.2	77.2	127.4	31.9	28.6	67.8	49.9	49.9	102.1	32.9	33.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.7	77.2	77.2	127.4	31.9	28.6	67.8	49.9	49.9	102.1	32.9	33.8
LOS by Move:	E	E	E	F	C	C	E	D	D	F	C	C
HCM2kAvgQ:	5	34	34	15	8	2	11	12	12	26	4	4

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

Alabama Venture 1 Project
Buildout Year (2035) With Ambient and Project
Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #15 Alabama Street (NS) at Lugonia Avenue (EW)

Cycle (sec): 90 Critical Vol./Cap.(X): 0.357
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 27.3
Optimal Cycle: OPTIMIZED 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:	Ovl			Include			Include			Include		
Min. Green:	10	31	31	10	31	31	10	31	31	10	31	31
Lanes:	1 0	2 0	1	1 0	3 0	1	2 0	1 1	0	2 0	1 1	0
Volume Module:												
Base Vol:	126	566	159	47	691	131	74	74	52	286	224	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	126	566	159	47	691	131	74	74	52	286	224	80
Added Vol:	0	8	0	0	3	0	0	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	126	574	159	47	694	131	74	74	52	286	224	81
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	133	604	167	49	731	138	78	78	55	301	236	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	133	604	167	49	731	138	78	78	55	301	236	85
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	133	604	167	49	731	138	78	78	55	301	236	85
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	2.00	1.17	0.83	2.00	1.47	0.53
Final Sat.:	1800	3800	1900	1800	5700	1900	3400	2232	1568	3400	2791	1009
Capacity Analysis Module:												
Vol/Sat:	0.07	0.16	0.09	0.03	0.13	0.07	0.02	0.03	0.03	0.09	0.08	0.08
Crit Moves:	****				****			****		****		
Green/Cycle:	0.11	0.34	0.46	0.11	0.34	0.34	0.11	0.34	0.34	0.11	0.34	0.34
Volume/Cap:	0.66	0.46	0.19	0.25	0.37	0.21	0.21	0.10	0.10	0.80	0.25	0.25
Delay/Veh:	54.4	23.0	12.6	39.5	21.6	20.5	37.6	19.2	19.2	54.9	20.5	20.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.4	23.0	12.6	39.5	21.6	20.5	37.6	19.2	19.2	54.9	20.5	20.5
LOS by Move:	D	C	B	D	C	C	D	B	B	D	C	C
HCM2kAvgQ:	5	6	2	1	5	2	1	1	1	7	3	3

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

Alabama Venture 1 Project
Buildout Year (2035) With Ambient and Project
Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #15 Alabama Street (NS) at Lugonia Avenue (EW)

Cycle (sec): 99 Critical Vol./Cap.(X): 0.697
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 34.2
Optimal Cycle: OPTIMIZED 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:	Ovl			Include			Include			Include		
Min. Green:	10	31	31	10	31	31	10	31	31	10	31	31
Lanes:	1 0	2 0	1	1 0	3 0	1	2 0	1 1	0	2 0	1 1	0
Volume Module:												
Base Vol:	107	756	485	218	806	103	220	437	171	433	280	154
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	107	756	485	218	806	103	220	437	171	433	280	154
Added Vol:	0	4	0	1	8	0	0	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	107	760	485	219	814	103	220	437	171	433	280	155
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	113	800	511	231	857	108	232	460	180	456	295	163
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	113	800	511	231	857	108	232	460	180	456	295	163
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	113	800	511	231	857	108	232	460	180	456	295	163
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	2.00	1.44	0.56	2.00	1.29	0.71
Final Sat.:	1800	3800	1900	1800	5700	1900	3400	2731	1069	3400	2446	1354
Capacity Analysis Module:												
Vol/Sat:	0.06	0.21	0.27	0.13	0.15	0.06	0.07	0.17	0.17	0.13	0.12	0.12
Crit Moves:		****		****				****		****		
Green/Cycle:	0.11	0.31	0.46	0.14	0.34	0.34	0.11	0.31	0.31	0.15	0.35	0.35
Volume/Cap:	0.56	0.67	0.58	0.89	0.44	0.17	0.60	0.54	0.54	0.89	0.34	0.34
Delay/Veh:	52.6	31.9	18.8	76.1	24.4	21.9	48.7	29.1	29.1	62.2	23.1	23.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.6	31.9	18.8	76.1	24.4	21.9	48.7	29.1	29.1	62.2	23.1	23.1
LOS by Move:	D	C	B	E	C	C	D	C	C	E	C	C
HCM2kAvgQ:	4	11	10	11	6	2	5	8	8	11	5	5

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

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Alabama Venture 1 Project
Buildout Year (2035) With Ambient and Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #16 Alabama Street (NS) at I-10 Freeway WB Ramps (EW)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.786
Loss Time (sec):	6 (Y+R=3.0 sec)	Average Delay (sec/veh):	21.0
Optimal Cycle: OPTIMIZED		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:	10	19	0	0	19	19	0	0	0	0	0	0
Lanes:	1 0	2 0	0	0 0	2 0	1	0 0	0 0	0	0 1	0 1	0
Volume Module:												
Base Vol:	341	609	0	0	587	372	0	0	0	273	357	441
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	341	609	0	0	587	372	0	0	0	273	357	441
Added Vol:	0	5	0	0	1	1	0	0	0	0	0	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	341	614	0	0	588	373	0	0	0	273	357	444
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	359	646	0	0	619	393	0	0	0	287	376	467
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	359	646	0	0	619	393	0	0	0	287	376	467
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	359	646	0	0	619	393	0	0	0	287	376	467
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.53	0.66	0.81
Final Sat.:	1800	3800	0	0	3800	1900	0	0	0	952	1246	1549
Capacity Analysis Module:												
Vol/Sat:	0.20	0.17	0.00	0.00	0.16	0.21	0.00	0.00	0.00	0.30	0.30	0.30
Crit Moves:	****					****				****		
Green/Cycle:	0.23	0.55	0.00	0.00	0.32	0.32	0.00	0.00	0.00	0.35	0.35	0.35
Volume/Cap:	0.86	0.31	0.00	0.00	0.51	0.65	0.00	0.00	0.00	0.86	0.86	0.86
Delay/Veh:	42.1	5.4	0.0	0.0	17.8	22.6	0.0	0.0	0.0	24.5	24.5	24.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.1	5.4	0.0	0.0	17.8	22.6	0.0	0.0	0.0	24.5	24.5	24.5
LOS by Move:	D	A	A	A	B	C	A	A	A	C	C	C
HCM2kAvgQ:	10	2	0	0	5	7	0	0	0	13	13	13

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

Alabama Venture 1 Project
Buildout Year (2035) With Ambient and Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #16 Alabama Street (NS) at I-10 Freeway WB Ramps (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.909
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 22.9
Optimal Cycle: OPTIMIZED 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:	10	19	0	0	19	19	0	0	0	0	0	0
Lanes:	1 0	2 0	0	0 0	2 0	1	0 0	0 0	0	0 1	0 1	0
Volume Module:												
Base Vol:	540	1279	0	0	981	553	0	0	0	199	357	131
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	540	1279	0	0	981	553	0	0	0	199	357	131
Added Vol:	0	3	0	0	4	4	0	0	0	0	0	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	540	1282	0	0	985	557	0	0	0	199	357	133
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	568	1349	0	0	1037	586	0	0	0	209	376	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	568	1349	0	0	1037	586	0	0	0	209	376	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	568	1349	0	0	1037	586	0	0	0	209	376	140
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.60	1.02	0.38
Final Sat.:	1800	3800	0	0	3800	1900	0	0	0	1080	1938	722
Capacity Analysis Module:												
Vol/Sat:	0.32	0.36	0.00	0.00	0.27	0.31	0.00	0.00	0.00	0.19	0.19	0.19
Crit Moves:	****					****				****		
Green/Cycle:	0.35	0.69	0.00	0.00	0.34	0.34	0.00	0.00	0.00	0.21	0.21	0.21
Volume/Cap:	0.91	0.52	0.00	0.00	0.80	0.91	0.00	0.00	0.00	0.91	0.91	0.91
Delay/Veh:	37.2	2.2	0.0	0.0	22.6	37.1	0.0	0.0	0.0	39.2	39.2	39.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.2	2.2	0.0	0.0	22.6	37.1	0.0	0.0	0.0	39.2	39.2	39.2
LOS by Move:	D	A	A	A	C	D	A	A	A	D	D	D
HCM2kAvgQ:	15	3	0	0	11	15	0	0	0	11	11	11

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

Alabama Venture 1 Project
Buildout Year (2035) With Ambient and Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

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Intersection #17 Alabama Street (NS) at I-10 Freeway EB Ramps (EW)

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.536
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 13.6
Optimal Cycle: OPTIMIZED Level Of Service: B

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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		19		19	10		19		0	0		0		0	0		0		0
Lanes:	0	0	2	0	1	1	0	2	0	0	0	1	0	1	0	0	0	0	0	0
Volume Module:																				
Base Vol:	0		641		89	58		812		0	289		3		488	0		0		0
Growth Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Initial Bse:	0		641		89	58		812		0	289		3		488	0		0		0
Added Vol:	0		1		0	1		0		0	4		0		0	0		0		0
PasserByVol:	0		0		0	0		0		0	0		0		0	0		0		0
Initial Fut:	0		642		89	59		812		0	293		3		488	0		0		0
User Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Adj:	0.95		0.95		0.95	0.95		0.95		0.95	0.95		0.95		0.95	0.95		0.95		0.95
PHF Volume:	0		676		94	62		855		0	308		3		514	0		0		0
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
Reduced Vol:	0		676		94	62		855		0	308		3		514	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
FinalVolume:	0		676		94	62		855		0	308		3		514	0		0		0
Saturation Flow Module:																				
Sat/Lane:	1900		1900		1900	1900		1900		1900	1900		1900		1900	1900		1900		1900
Adjustment:	0.95		1.00		1.00	0.95		1.00		1.00	0.95		1.00		1.00	0.95		1.00		1.00
Lanes:	0.00		2.00		1.00	1.00		2.00		0.00	0.99		0.01		1.00	0.00		0.00		0.00
Final Sat.:	0		3800		1900	1800		3800		0	1783		18		1900	0		0		0
Capacity Analysis Module:																				
Vol/Sat:	0.00		0.18		0.05	0.03		0.22		0.00	0.17		0.17		0.27	0.00		0.00		0.00
Crit Moves:			****			****									****					
Green/Cycle:	0.00		0.32		0.32	0.17		0.48		0.00	0.42		0.42		0.42	0.00		0.00		0.00
Volume/Cap:	0.00		0.56		0.16	0.21		0.47		0.00	0.42		0.42		0.65	0.00		0.00		0.00
Delay/Veh:	0.0		18.5		14.9	23.1		9.0		0.0	11.5		11.5		14.8	0.0		0.0		0.0
User DelAdj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
AdjDel/Veh:	0.0		18.5		14.9	23.1		9.0		0.0	11.5		11.5		14.8	0.0		0.0		0.0
LOS by Move:	A		B		B	C		A		A	B		B		B	A		A		A
HCM2kAvgQ:	0		6		1	1		4		0	4		4		8	0		0		0

****

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

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Alabama Venture 1 Project
Buildout Year (2035) With Ambient and Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #17 Alabama Street (NS) at I-10 Freeway EB Ramps (EW)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.920
Loss Time (sec):	6 (Y+R=3.0 sec)	Average Delay (sec/veh):	23.0
Optimal Cycle: OPTIMIZED		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	19	19		10	19	0		0	0	0		0	0	0	
Lanes:	0 0	2 0	1		1 0	2 0	0		0 1	0 1	0		0 0	0 0	0	
Volume Module:																
Base Vol:	0	1279	308		273	933	0		531	10	487		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	1279	308		273	933	0		531	10	487		0	0	0	
Added Vol:	0	1	0		3	1	0		2	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	1280	308		276	934	0		533	10	487		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	0	1347	324		291	983	0		561	11	513		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1347	324		291	983	0		561	11	513		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	
FinalVolume:	0	1347	324		291	983	0		561	11	513		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	1.00	1.00		0.95	1.00	1.00		0.95	1.00	1.00		0.95	1.00	1.00	
Lanes:	0.00	2.00	1.00		1.00	2.00	0.00		1.00	0.02	0.98		0.00	0.00	0.00	
Final Sat.:	0	3800	1900		1800	3800	0		1800	38	1862		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.35	0.17		0.16	0.26	0.00		0.31	0.28	0.28		0.00	0.00	0.00	
Crit Moves:		****			****				****							
Green/Cycle:	0.00	0.39	0.39		0.18	0.56	0.00		0.34	0.34	0.34		0.00	0.00	0.00	
Volume/Cap:	0.00	0.92	0.44		0.92	0.46	0.00		0.92	0.81	0.81		0.00	0.00	0.00	
Delay/Veh:	0.0	26.8	14.4		58.1	5.9	0.0		31.0	22.7	22.7		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	26.8	14.4		58.1	5.9	0.0		31.0	22.7	22.7		0.0	0.0	0.0	
LOS by Move:	A	C	B		E	A	A		C	C	C		A	A	A	
HCM2kAvgQ:	0	17	4		10	4	0		15	11	11		0	0	0	

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

Alabama Venture 1 Project
Buildout Year (2035) With Ambient and Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

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Intersection #18 SR-210 Freeway SB Ramps (NS) at San Bernardino Avenue (EW)

****

Cycle (sec): 130 Critical Vol./Cap.(X): 0.647
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 45.1
Optimal Cycle: OPTIMIZED Level Of Service: D

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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:	10	31	31	10	31	31	10	31	31	10	31	31
Lanes:	1 0	0 1	0	1 0	1 1	0	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	15	1	45	357	217	470	16	245	11	32	655	322
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	1	45	357	217	470	16	245	11	32	655	322
Added Vol:	0	0	0	0	0	4	0	2	0	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	1	45	357	217	474	16	247	11	32	657	322
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	16	1	47	376	228	499	17	260	12	34	692	339
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	1	47	376	228	499	17	260	12	34	692	339
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	16	1	47	376	228	499	17	260	12	34	692	339
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	0.02	0.98	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1800	41	1859	1800	1900	1900	1800	1900	1900	1800	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.01	0.03	0.03	0.21	0.12	0.26	0.01	0.14	0.01	0.02	0.36	0.18
Crit Moves:		****		****			****				****	
Green/Cycle:	0.11	0.24	0.24	0.23	0.36	0.36	0.08	0.36	0.36	0.12	0.40	0.40
Volume/Cap:	0.08	0.11	0.11	0.92	0.33	0.73	0.12	0.38	0.02	0.16	0.92	0.45
Delay/Veh:	53.3	39.2	39.2	77.3	28.7	38.4	57.7	30.7	25.3	53.5	51.7	27.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.3	39.2	39.2	77.3	28.7	38.4	57.7	30.7	25.3	53.5	51.7	27.9
LOS by Move:	D	D	D	E	C	D	E	C	C	D	D	C
HCM2kAvgQ:	1	1	1	19	6	17	1	7	0	1	29	8

****

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

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Alabama Venture 1 Project
Buildout Year (2035) With Ambient and Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #18 SR-210 Freeway SB Ramps (NS) at San Bernardino Avenue (EW)

Cycle (sec): 130 Critical Vol./Cap.(X): 0.820
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 46.0
Optimal Cycle: OPTIMIZED Level Of Service: D

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:	10		31		31		10		31		31		10		31		31		10		31		31	
Lanes:	1	0	0	1	0		1	0	1	1	0		1	0	1	0	1		1	0	1	0	1	
Volume Module:																								
Base Vol:		25	45		248		309		429		235		95		694		55		66		280		191	
Growth Adj:		1.00	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:		25	45		248		309		429		235		95		694		55		66		280		191	
Added Vol:		0	0		0		0		0		2		1		6		0		0		1		0	
PasserByVol:		0	0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:		25	45		248		309		429		237		96		700		55		66		281		191	
User Adj:		1.00	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:		0.95	0.95		0.95		0.95		0.95		0.95		0.95		0.95		0.95		0.95		0.95		0.95	
PHF Volume:		26	47		261		325		452		249		101		737		58		69		296		201	
Reduct Vol:		0	0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:		26	47		261		325		452		249		101		737		58		69		296		201	
PCE Adj:		1.00	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:		1.00	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:		26	47		261		325		452		249		101		737		58		69		296		201	
Saturation Flow Module:																								
Sat/Lane:		1900	1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900	
Adjustment:		0.95	1.00		1.00		0.95		1.00		1.00		0.95		1.00		1.00		0.95		1.00		1.00	
Lanes:		1.00	0.15		0.85		1.00		1.29		0.71		1.00		1.00		1.00		1.00		1.00		1.00	
Final Sat.:		1800	292		1608		1800		2448		1352		1800		1900		1900		1800		1900		1900	
Capacity Analysis Module:																								
Vol/Sat:		0.01	0.16		0.16		0.18		0.18		0.18		0.06		0.39		0.03		0.04		0.16		0.11	
Crit Moves:			****				****								****				****					
Green/Cycle:		0.11	0.24		0.24		0.20		0.33		0.33		0.12		0.43		0.43		0.08		0.38		0.38	
Volume/Cap:		0.14	0.68		0.68		0.91		0.56		0.56		0.46		0.91		0.07		0.50		0.41		0.28	
Delay/Veh:		54.2	53.0		53.0		80.9		36.2		36.2		59.8		46.8		19.4		70.0		28.9		26.6	
User DelAdj:		1.00	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:		54.2	53.0		53.0		80.9		36.2		36.2		59.8		46.8		19.4		70.0		28.9		26.6	
LOS by Move:		D	D		D		F		D		D		E		D		B		E		C		C	
HCM2kAvgQ:		1	12		12		17		11		11		4		30		1		3		7		5	

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

Alabama Venture 1 Project
Buildout Year (2035) With Ambient and Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #19 SR-210 Freeway NB Ramps (NS) at San Bernardino Avenue (EW)

Cycle (sec):	130	Critical Vol./Cap.(X):	0.800
Loss Time (sec):	8 (Y+R=3.0 sec)	Average Delay (sec/veh):	53.5
Optimal Cycle: OPTIMIZED		Level Of Service:	D

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:	10	31	31	10	31	31	10	31	31	10	31	31
Lanes:	1 0 2 0 1			1 0 0 1 0			2 0 1 0 1			1 0 1 0 1		
Volume Module:												
Base Vol:	68	272	32	281	6	78	84	427	116	47	873	663
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	68	272	32	281	6	78	84	427	116	47	873	663
Added Vol:	0	0	0	0	0	1	1	1	0	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	68	272	32	281	6	79	85	428	116	47	875	663
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	72	286	34	296	6	83	89	451	122	49	921	698
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	286	34	296	6	83	89	451	122	49	921	698
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	72	286	34	296	6	83	89	451	122	49	921	698
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.89	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	0.07	0.93	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1800	3800	1900	1800	134	1766	3400	1900	1900	1800	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.04	0.08	0.02	0.16	0.05	0.05	0.03	0.24	0.06	0.03	0.48	0.37
Crit Moves:		****		****			****				****	
Green/Cycle:	0.10	0.24	0.24	0.16	0.30	0.30	0.08	0.41	0.41	0.13	0.47	0.47
Volume/Cap:	0.41	0.32	0.07	1.04	0.16	0.16	0.34	0.58	0.16	0.21	1.04	0.79
Delay/Veh:	62.3	41.7	38.7	119.5	33.6	33.6	60.4	29.3	21.8	52.3	70.1	31.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.3	41.7	38.7	119.5	33.6	33.6	60.4	29.3	21.8	52.3	70.1	31.1
LOS by Move:	E	D	D	F	C	C	E	C	C	D	E	C
HCM2kAvgQ:	3	4	1	18	2	2	2	12	2	2	47	22

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

Alabama Venture 1 Project
Buildout Year (2035) With Ambient and Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #19 SR-210 Freeway NB Ramps (NS) at San Bernardino Avenue (EW)

Cycle (sec): 130 Critical Vol./Cap.(X): 0.897
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 83.1
Optimal Cycle: OPTIMIZED Level Of Service: F

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:	10	31	31	10	31	31	10	31	31	10	31	31
Lanes:	1 0	2 0	1	1 0	0 1	0	2 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	33	502	46	474	28	59	481	720	110	43	479	566
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	502	46	474	28	59	481	720	110	43	479	566
Added Vol:	0	0	0	0	0	0	4	2	0	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	33	502	46	474	28	59	485	722	110	43	480	566
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	35	528	48	499	29	62	511	760	116	45	505	596
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	528	48	499	29	62	511	760	116	45	505	596
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	35	528	48	499	29	62	511	760	116	45	505	596
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.89	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	0.32	0.68	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1800	3800	1900	1800	611	1289	3400	1900	1900	1800	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.02	0.14	0.03	0.28	0.05	0.05	0.15	0.40	0.06	0.03	0.27	0.31
Crit Moves:		****		****				****		****		
Green/Cycle:	0.12	0.24	0.24	0.26	0.37	0.37	0.14	0.37	0.37	0.08	0.30	0.30
Volume/Cap:	0.16	0.58	0.11	1.09	0.13	0.13	1.04	1.09	0.17	0.33	0.88	1.04
Delay/Veh:	52.9	46.5	39.2	115.9	25.1	25.1	107.7	98.1	26.1	63.0	60.5	93.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.9	46.5	39.2	115.9	25.1	25.1	107.7	98.1	26.1	63.0	60.5	93.8
LOS by Move:	D	D	D	F	C	C	F	F	C	E	E	F
HCM2kAvgQ:	1	9	1	30	2	2	17	42	3	2	22	32

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

Alabama Venture 1 Project
Buildout Year (2035) With Ambient and Project
Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #19 SR-210 Freeway NB Ramps (NS) at San Bernardino Avenue (EW)

Cycle (sec): 115 Critical Vol./Cap.(X): 0.504
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 26.3
Optimal Cycle: OPTIMIZED 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			Ovl		
Min. Green:	10	31	31	10	31	31	10	31	31	10	31	31
Lanes:	1 0 2 0 1			2 0 1 1 0			2 0 2 0 1			1 0 2 0 1		
Volume Module:												
Base Vol:	68	272	32	281	6	78	84	427	116	47	873	663
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	68	272	32	281	6	78	84	427	116	47	873	663
Added Vol:	0	0	0	0	0	1	1	1	0	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	68	272	32	281	6	79	85	428	116	47	875	663
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	72	286	34	296	6	83	89	451	122	49	921	698
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	286	34	296	6	83	89	451	122	49	921	698
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	72	286	34	296	6	83	89	451	122	49	921	698
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	1.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1800	3800	1900	3400	1900	1900	3400	3800	1900	1800	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.04	0.08	0.02	0.09	0.00	0.04	0.03	0.12	0.06	0.03	0.24	0.37
Crit Moves:		****		****			****					****
Green/Cycle:	0.10	0.27	0.27	0.14	0.31	0.31	0.09	0.40	0.40	0.13	0.44	0.57
Volume/Cap:	0.40	0.28	0.07	0.64	0.01	0.14	0.30	0.30	0.16	0.21	0.55	0.64
Delay/Veh:	55.3	33.9	31.5	53.7	27.2	28.8	51.9	21.8	20.5	47.1	21.7	13.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.3	33.9	31.5	53.7	27.2	28.8	51.9	21.8	20.5	47.1	21.7	13.3
LOS by Move:	E	C	C	D	C	C	D	C	C	D	C	B
HCM2kAvgQ:	3	4	1	6	0	2	2	4	2	2	10	12

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

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

Alabama Venture 1 Project
Buildout Year (2035) With Ambient and Project
Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #19 SR-210 Freeway NB Ramps (NS) at San Bernardino Avenue (EW)

Cycle (sec): 110 Critical Vol./Cap.(X): 0.614
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 36.6
Optimal Cycle: OPTIMIZED Level Of Service: D

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			Ovl		
Min. Green:	10	31	31	10	31	31	10	31	31	10	31	31
Lanes:	1 0 2 0 1			2 0 1 1 0			2 0 2 0 1			1 0 2 0 1		
Volume Module:												
Base Vol:	33	502	46	474	28	59	481	720	110	43	479	566
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	502	46	474	28	59	481	720	110	43	479	566
Added Vol:	0	0	0	0	0	0	4	2	0	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	33	502	46	474	28	59	485	722	110	43	480	566
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	35	528	48	499	29	62	511	760	116	45	505	596
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	528	48	499	29	62	511	760	116	45	505	596
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	35	528	48	499	29	62	511	760	116	45	505	596
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	1.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1800	3800	1900	3400	1900	1900	3400	3800	1900	1800	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.02	0.14	0.03	0.15	0.02	0.03	0.15	0.20	0.06	0.03	0.13	0.31
Crit Moves:		****		****			****				****	
Green/Cycle:	0.11	0.28	0.28	0.18	0.35	0.35	0.18	0.35	0.35	0.11	0.28	0.46
Volume/Cap:	0.17	0.49	0.09	0.82	0.04	0.09	0.82	0.57	0.17	0.22	0.47	0.68
Delay/Veh:	46.0	34.6	29.4	54.9	22.4	23.0	54.4	28.9	23.7	46.8	34.2	23.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.0	34.6	29.4	54.9	22.4	23.0	54.4	28.9	23.7	46.8	34.2	23.3
LOS by Move:	D	C	C	D	C	C	D	C	C	D	C	C
HCM2kAvgQ:	1	7	1	11	1	1	11	10	2	2	7	14

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

Buildout Year (2035) With Ambient and Cumulative and Project

Alabama Venture 1 Project
Buildout Year (2035) With Ambient and Cumulative and Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #1 California Street (NS) at San Bernardino Avenue (EW)

****

Cycle (sec): 105 Critical Vol./Cap.(X): 0.297
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 31.3
Optimal Cycle: OPTIMIZED 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:	10	38	38	10	38	38	10	31	31	10	31	31
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	128	171	174	6	61	19	18	189	78	161	498	24
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	128	171	174	6	61	19	18	189	78	161	498	24
Added Vol:	6	16	36	0	5	0	0	75	2	20	26	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	134	187	210	6	66	19	18	264	80	181	524	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	141	197	221	6	69	20	19	278	84	191	552	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	141	197	221	6	69	20	19	278	84	191	552	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	141	197	221	6	69	20	19	278	84	191	552	25
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1800	3800	1900	1800	3800	1900	1800	5700	1900	1800	5700	1900
Capacity Analysis Module:												
Vol/Sat:	0.08	0.05	0.12	0.00	0.02	0.01	0.01	0.05	0.04	0.11	0.10	0.01
Crit Moves:			****	****				****		****		
Green/Cycle:	0.10	0.36	0.36	0.10	0.36	0.36	0.11	0.30	0.30	0.17	0.35	0.35
Volume/Cap:	0.82	0.14	0.32	0.04	0.05	0.03	0.09	0.17	0.15	0.62	0.27	0.04
Delay/Veh:	80.8	21.2	23.8	43.5	20.4	20.2	42.6	27.3	27.6	49.3	23.2	21.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	80.8	21.2	23.8	43.5	20.4	20.2	42.6	27.3	27.6	49.3	23.2	21.1
LOS by Move:	F	C	C	D	C	C	D	C	C	D	C	C
HCM2kAvgQ:	7	2	4	0	1	0	1	2	2	7	4	0

****

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

****

Alabama Venture 1 Project
Buildout Year (2035) With Ambient and Cumulative and Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #1 California Street (NS) at San Bernardino Avenue (EW)

****

Cycle (sec): 105 Critical Vol./Cap.(X): 0.512
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 33.5
Optimal Cycle: OPTIMIZED 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:	10	38	38	10	38	38	10	31	31	10	31	31
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	79	52	175	15	141	37	15	1010	228	174	234	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	79	52	175	15	141	37	15	1010	228	174	234	20
Added Vol:	3	7	52	0	16	0	0	105	6	52	66	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	82	59	227	15	157	37	15	1115	234	226	300	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	86	62	239	16	165	39	16	1174	246	238	316	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	86	62	239	16	165	39	16	1174	246	238	316	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	86	62	239	16	165	39	16	1174	246	238	316	21
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1800	3800	1900	1800	3800	1900	1800	5700	1900	1800	5700	1900
Capacity Analysis Module:												
Vol/Sat:	0.05	0.02	0.13	0.01	0.04	0.02	0.01	0.21	0.13	0.13	0.06	0.01
Crit Moves:			****	****				****		****		
Green/Cycle:	0.10	0.36	0.36	0.10	0.36	0.36	0.11	0.30	0.30	0.17	0.35	0.35
Volume/Cap:	0.50	0.05	0.35	0.09	0.12	0.06	0.08	0.70	0.44	0.77	0.16	0.03
Delay/Veh:	55.3	20.3	24.2	44.4	21.0	20.5	42.3	34.9	32.1	58.4	22.1	21.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.3	20.3	24.2	44.4	21.0	20.5	42.3	34.9	32.1	58.4	22.1	21.0
LOS by Move:	E	C	C	D	C	C	D	C	C	E	C	C
HCM2kAvgQ:	3	1	5	1	1	1	1	12	6	9	2	0

****

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

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Alabama Venture 1 Project
Buildout Year (2035) With Ambient and Cumulative and Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #2 California Street (NS) at Almond Avenue (EW)

****

Cycle (sec): 120 Critical Vol./Cap.(X): 0.415
Loss Time (sec): 4 (Y+R=3.0 sec) Average Delay (sec/veh): 7.5
Optimal Cycle: OPTIMIZED 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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	26	26	26	26	26	26	31	31	31	31	31	31
Lanes:	1 0	0 1	0	1 0	2 0	1	0 1	0 0	1	0 1	0 0	1
Volume Module:												
Base Vol:	89	455	75	0	253	16	4	55	32	25	45	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	89	455	75	0	253	16	4	55	32	25	45	2
Added Vol:	0	58	41	0	27	0	0	3	0	21	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	89	513	116	0	280	16	4	58	32	46	46	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	94	540	122	0	295	17	4	61	34	48	48	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	540	122	0	295	17	4	61	34	48	48	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	94	540	122	0	295	17	4	61	34	48	48	2
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	0.82	0.18	1.00	2.00	1.00	0.07	0.93	1.00	0.51	0.49	1.00
Final Sat.:	1800	1550	350	1800	3800	1900	122	1771	1900	924	924	1900
Capacity Analysis Module:												
Vol/Sat:	0.05	0.35	0.35	0.00	0.08	0.01	0.03	0.03	0.02	0.05	0.05	0.00
Crit Moves:		****									****	
Green/Cycle:	0.71	0.71	0.71	0.00	0.71	0.71	0.26	0.26	0.26	0.26	0.26	0.26
Volume/Cap:	0.07	0.49	0.49	0.00	0.11	0.01	0.13	0.13	0.07	0.20	0.20	0.00
Delay/Veh:	1.3	3.0	3.0	0.0	1.3	1.1	34.7	34.7	33.9	35.8	35.8	33.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	1.3	3.0	3.0	0.0	1.3	1.1	34.7	34.7	33.9	35.8	35.8	33.1
LOS by Move:	A	A	A	A	A	A	C	C	C	D	D	C
HCM2kAvgQ:	0	3	3	0	0	0	2	2	1	3	3	0

****

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

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Alabama Venture 1 Project
Buildout Year (2035) With Ambient and Cumulative and Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 California Street (NS) at Almond Avenue (EW)

Cycle (sec): 75 Critical Vol./Cap.(X): 0.412
Loss Time (sec): 4 (Y+R=3.0 sec) Average Delay (sec/veh): 9.9
Optimal Cycle: OPTIMIZED 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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	26	26	26	26	26	26	31	31	31	31	31	31
Lanes:	1 0	0 1	0	1 0	2 0	1	0 1	0 0	1	0 1	0 0	1
Volume Module:												
Base Vol:	70	375	8	8	604	17	20	118	187	69	75	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	375	8	8	604	17	20	118	187	69	75	15
Added Vol:	0	62	38	0	74	0	0	2	0	66	3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	437	46	8	678	17	20	120	187	135	78	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	74	460	48	8	714	18	21	126	197	142	82	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	460	48	8	714	18	21	126	197	142	82	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	74	460	48	8	714	18	21	126	197	142	82	16
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	0.90	0.10	1.00	2.00	1.00	0.15	0.85	1.00	0.65	0.35	1.00
Final Sat.:	1800	1719	181	1800	3800	1900	269	1616	1900	1163	672	1900
Capacity Analysis Module:												
Vol/Sat:	0.04	0.27	0.27	0.00	0.19	0.01	0.08	0.08	0.10	0.12	0.12	0.01
Crit Moves:		****									****	
Green/Cycle:	0.53	0.53	0.53	0.53	0.53	0.53	0.41	0.41	0.41	0.41	0.41	0.41
Volume/Cap:	0.08	0.50	0.50	0.01	0.35	0.02	0.19	0.19	0.25	0.30	0.30	0.02
Delay/Veh:	6.2	9.7	9.7	5.9	7.6	5.9	12.9	12.9	13.4	13.9	13.9	11.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	6.2	9.7	9.7	5.9	7.6	5.9	12.9	12.9	13.4	13.9	13.9	11.5
LOS by Move:	A	A	A	A	A	A	B	B	B	B	B	B
HCM2kAvgQ:	1	6	6	0	3	0	2	2	2	3	3	0

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

Alabama Venture 1 Project
Buildout Year (2035) With Ambient and Cumulative and Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 California Street (NS) at Lugonia Avenue (EW)

Cycle (sec): 120 Critical Vol./Cap.(X): 0.589
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 32.0
Optimal Cycle: OPTIMIZED 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:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	26	26	26	26	26	26	31	31	31	31	31	31
Lanes:	1 0	1 0	1	1 0	2 0	1	0 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	213	496	158	18	297	4	7	24	78	175	65	97
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	213	496	158	18	297	4	7	24	78	175	65	97
Added Vol:	0	90	5	2	44	3	3	3	0	19	13	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	213	586	163	20	341	7	10	27	78	194	78	103
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	224	617	172	21	359	7	11	28	82	204	82	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	224	617	172	21	359	7	11	28	82	204	82	108
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	224	617	172	21	359	7	11	28	82	204	82	108
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	2.00	1.00	0.28	0.72	1.00	0.53	0.20	0.27
Final Sat.:	1800	1900	1900	1800	3800	1900	506	1366	1900	955	384	507
Capacity Analysis Module:												
Vol/Sat:	0.12	0.32	0.09	0.01	0.09	0.00	0.02	0.02	0.04	0.21	0.21	0.21
Crit Moves:		****						****			****	
Green/Cycle:	0.42	0.42	0.42	0.42	0.42	0.42	0.26	0.26	0.26	0.27	0.27	0.27
Volume/Cap:	0.30	0.78	0.22	0.03	0.23	0.01	0.08	0.08	0.17	0.78	0.78	0.78
Delay/Veh:	21.4	33.9	20.3	18.1	20.0	17.9	34.0	34.0	35.2	51.4	51.4	51.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.4	33.9	20.3	18.1	20.0	17.9	34.0	34.0	35.2	51.4	51.4	51.4
LOS by Move:	C	C	C	B	C	B	C	C	D	D	D	D
HCM2kAvgQ:	5	19	3	0	3	0	1	1	2	15	15	15

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

Alabama Venture 1 Project
Buildout Year (2035) With Ambient and Cumulative and Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #3 California Street (NS) at Lugonia Avenue (EW)

****

Cycle (sec): 105 Critical Vol./Cap.(X): 0.629
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 34.2
Optimal Cycle: OPTIMIZED 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:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	26	26	26	26	26	26	31	31	31	31	31	31
Lanes:	1 0	1 0	1	1 0	2 0	1	0 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	128	343	258	77	803	9	16	125	235	342	35	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	128	343	258	77	803	9	16	125	235	342	35	26
Added Vol:	0	87	18	6	124	10	10	12	0	10	7	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	128	430	276	83	927	19	26	137	235	352	42	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	135	453	291	87	976	20	27	144	247	371	44	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	135	453	291	87	976	20	27	144	247	371	44	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	135	453	291	87	976	20	27	144	247	371	44	31
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	2.00	1.00	0.17	0.83	1.00	0.84	0.09	0.07
Final Sat.:	1800	1900	1900	1800	3800	1900	300	1583	1900	1511	180	125
Capacity Analysis Module:												
Vol/Sat:	0.07	0.24	0.15	0.05	0.26	0.01	0.09	0.09	0.13	0.25	0.25	0.25
Crit Moves:					****			****		****		
Green/Cycle:	0.33	0.33	0.33	0.33	0.33	0.33	0.30	0.30	0.30	0.32	0.32	0.32
Volume/Cap:	0.23	0.72	0.46	0.15	0.78	0.03	0.31	0.31	0.44	0.78	0.78	0.78
Delay/Veh:	25.2	36.5	29.0	24.2	35.0	22.9	29.8	29.8	32.2	41.5	41.5	41.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.2	36.5	29.0	24.2	35.0	22.9	29.8	29.8	32.2	41.5	41.5	41.5
LOS by Move:	C	D	C	C	D	C	C	C	C	D	D	D
HCM2kAvgQ:	3	13	7	2	15	0	4	4	6	15	15	15

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

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Alabama Venture 1 Project
Buildout Year (2035) With Ambient and Cumulative and Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #4 California Street (NS) at I-10 Freeway WB Ramps (EW)

****

Cycle (sec): 90 Critical Vol./Cap.(X): 0.947
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 35.2
Optimal Cycle: OPTIMIZED Level Of Service: D

****

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:	10	19	0	0	19	19	0	0	0	0	0	0
Lanes:	1 0	2 0	0	0 0	3 0	1	0 0	0 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	593	852	0	0	295	303	0	0	0	585	4	458
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	593	852	0	0	295	303	0	0	0	585	4	458
Added Vol:	0	91	0	0	27	36	0	0	0	9	0	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	593	943	0	0	322	339	0	0	0	594	4	462
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	624	993	0	0	339	357	0	0	0	625	4	486
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	624	993	0	0	339	357	0	0	0	625	4	486
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	624	993	0	0	339	357	0	0	0	625	4	486
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	3.00	1.00	0.00	0.00	0.00	0.99	0.01	1.00
Final Sat.:	1800	3800	0	0	5700	1900	0	0	0	1789	12	1900
Capacity Analysis Module:												
Vol/Sat:	0.35	0.26	0.00	0.00	0.06	0.19	0.00	0.00	0.00	0.35	0.35	0.26
Crit Moves:	****					****				****		
Green/Cycle:	0.36	0.57	0.00	0.00	0.21	0.21	0.00	0.00	0.00	0.36	0.36	0.36
Volume/Cap:	0.96	0.46	0.00	0.00	0.28	0.89	0.00	0.00	0.00	0.96	0.96	0.71
Delay/Veh:	54.0	7.9	0.0	0.0	30.4	58.8	0.0	0.0	0.0	53.7	53.7	28.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.0	7.9	0.0	0.0	30.4	58.8	0.0	0.0	0.0	53.7	53.7	28.9
LOS by Move:	D	A	A	A	C	E	A	A	A	D	D	C
HCM2kAvgQ:	24	5	0	0	3	13	0	0	0	24	24	12

****

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

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Alabama Venture 1 Project
Buildout Year (2035) With Ambient and Cumulative and Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #4 California Street (NS) at I-10 Freeway WB Ramps (EW)

****

Cycle (sec): 95 Critical Vol./Cap.(X): 1.316
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 101.0
Optimal Cycle: OPTIMIZED Level Of Service: F

****

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:	10	19	0		0	19	19		0	0	0		0	0	0	
Lanes:	1 0	2 0	0		0 0	3 0	1		0 0	0 0	0		0 1	0 0	1	
Volume Module:																
Base Vol:	815	735	0		0	980	840		0	0	0		420	5	175	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	815	735	0		0	980	840		0	0	0		420	5	175	
Added Vol:	0	103	0		0	72	62		0	0	0		14	0	3	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	815	838	0		0	1052	902		0	0	0		434	5	178	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	858	882	0		0	1107	949		0	0	0		457	5	187	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	858	882	0		0	1107	949		0	0	0		457	5	187	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	858	882	0		0	1107	949		0	0	0		457	5	187	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	1.00	1.00		0.95	1.00	1.00		0.95	1.00	1.00		0.95	1.00	1.00	
Lanes:	1.00	2.00	0.00		0.00	3.00	1.00		0.00	0.00	0.00		0.99	0.01	1.00	
Final Sat.:	1800	3800	0		0	5700	1900		0	0	0		1781	21	1900	
Capacity Analysis Module:																
Vol/Sat:	0.48	0.23	0.00		0.00	0.19	0.50		0.00	0.00	0.00		0.26	0.26	0.10	
Crit Moves:	****						****						****			
Green/Cycle:	0.36	0.74	0.00		0.00	0.38	0.38		0.00	0.00	0.00		0.19	0.19	0.19	
Volume/Cap:	1.32	0.31	0.00		0.00	0.51	1.32		0.00	0.00	0.00		1.32	1.32	0.51	
Delay/Veh:	181.2	0.5	0.0		0.0	21.6	178.9		0.0	0.0	0.0		199.3	199	39.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	181.2	0.5	0.0		0.0	21.6	178.9		0.0	0.0	0.0		199.3	199	39.0	
LOS by Move:	F	A	A		A	C	F		A	A	A		F	F	D	
HCM2kAvgQ:	55	1	0		0	8	57		0	0	0		31	31	5	

****

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

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Alabama Venture 1 Project
Buildout Year (2035) With Ambient and Cumulative and Project
Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 California Street (NS) at I-10 Freeway WB Ramps (EW)

Cycle (sec): 70 Critical Vol./Cap.(X): 0.467
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 15.3
Optimal Cycle: OPTIMIZED 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				Ignore				Include				Include			
Min. Green:	10	19	0		0	19	19		0	0	0		0	0	0	
Lanes:	2 0	3 0	0		0 0	3 0	1		0 0	0 0	0		2 0	0 1	1	
Volume Module:																
Base Vol:	593	852	0		0	295	303		0	0	0		585	4	458	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	593	852	0		0	295	303		0	0	0		585	4	458	
Added Vol:	0	91	0		0	27	36		0	0	0		9	0	4	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	593	943	0		0	322	339		0	0	0		594	4	462	
User Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.00		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	624	993	0		0	339	0		0	0	0		625	4	486	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	624	993	0		0	339	0		0	0	0		625	4	486	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	624	993	0		0	339	0		0	0	0		625	4	486	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.89	1.00	1.00		0.95	1.00	1.00		0.95	1.00	1.00		0.89	1.00	1.00	
Lanes:	2.00	3.00	0.00		0.00	3.00	1.00		0.00	0.00	0.00		2.00	0.02	1.98	
Final Sat.:	3400	5700	0		0	5700	1900		0	0	0		3400	33	3767	
Capacity Analysis Module:																
Vol/Sat:	0.18	0.17	0.00		0.00	0.06	0.00		0.00	0.00	0.00		0.18	0.13	0.13	
Crit Moves:	****					****							****			
Green/Cycle:	0.32	0.59	0.00		0.00	0.27	0.00		0.00	0.00	0.00		0.32	0.32	0.32	
Volume/Cap:	0.57	0.29	0.00		0.00	0.22	0.00		0.00	0.00	0.00		0.57	0.40	0.40	
Delay/Veh:	21.3	4.4	0.0		0.0	20.1	0.0		0.0	0.0	0.0		21.3	18.9	18.9	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	21.3	4.4	0.0		0.0	20.1	0.0		0.0	0.0	0.0		21.3	18.9	18.9	
LOS by Move:	C	A	A		A	C	A		A	A	A		C	B	B	
HCM2kAvgQ:	6	2	0		0	2	0		0	0	0		6	4	4	

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

Alabama Venture 1 Project
Buildout Year (2035) With Ambient and Cumulative and Project
Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #4 California Street (NS) at I-10 Freeway WB Ramps (EW)

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.646
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 14.9
Optimal Cycle: OPTIMIZED 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			Ignore			Include			Include		
Min. Green:	10	19	0	0	19	19	0	0	0	0	0	0
Lanes:	2 0	3 0	0	0 0	3 0	1	0 0	0 0	0	2 0	0 1	1
Volume Module:												
Base Vol:	815	735	0	0	980	840	0	0	0	420	5	175
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	815	735	0	0	980	840	0	0	0	420	5	175
Added Vol:	0	103	0	0	72	62	0	0	0	14	0	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	815	838	0	0	1052	902	0	0	0	434	5	178
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.00	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	858	882	0	0	1107	0	0	0	0	457	5	187
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	858	882	0	0	1107	0	0	0	0	457	5	187
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	858	882	0	0	1107	0	0	0	0	457	5	187
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.89	1.00	1.00
Lanes:	2.00	3.00	0.00	0.00	3.00	1.00	0.00	0.00	0.00	2.00	0.05	1.95
Final Sat.:	3400	5700	0	0	5700	1900	0	0	0	3400	104	3696
Capacity Analysis Module:												
Vol/Sat:	0.25	0.15	0.00	0.00	0.19	0.00	0.00	0.00	0.00	0.13	0.05	0.05
Crit Moves:	****				****					****		
Green/Cycle:	0.38	0.70	0.00	0.00	0.32	0.00	0.00	0.00	0.00	0.20	0.20	0.20
Volume/Cap:	0.66	0.22	0.00	0.00	0.61	0.00	0.00	0.00	0.00	0.66	0.25	0.25
Delay/Veh:	16.8	1.0	0.0	0.0	18.5	0.0	0.0	0.0	0.0	27.0	20.9	20.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.8	1.0	0.0	0.0	18.5	0.0	0.0	0.0	0.0	27.0	20.9	20.9
LOS by Move:	B	A	A	A	B	A	A	A	A	C	C	C
HCM2kAvgQ:	8	1	0	0	6	0	0	0	0	6	2	2

****

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

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Alabama Venture 1 Project
Buildout Year (2035) With Ambient and Cumulative and Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #5 California Street (NS) at I-10 Freeway EB Ramps (EW)

****

Cycle (sec): 65 Critical Vol./Cap.(X): 0.632
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 18.5
Optimal Cycle: OPTIMIZED 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	19	19		10	19		0	0	0		0	0	0		0
Lanes:	0 0	3 0	1		1 0	2 0		0	0 1	0 0		1	0 0	0 0		0
Volume Module:																
Base Vol:	0	906	311		41	811		0	574	7		629	0	0		0
Growth Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	0	906	311		41	811		0	574	7		629	0	0		0
Added Vol:	0	37	11		1	34		0	53	0		0	0	0		0
PasserByVol:	0	0	0		0	0		0	0	0		0	0	0		0
Initial Fut:	0	943	322		42	845		0	627	7		629	0	0		0
User Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	0.95	0.95	0.95		0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95
PHF Volume:	0	993	339		44	889		0	660	7		662	0	0		0
Reduct Vol:	0	0	0		0	0		0	0	0		0	0	0		0
Reduced Vol:	0	993	339		44	889		0	660	7		662	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
FinalVolume:	0	993	339		44	889		0	660	7		662	0	0		0
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900		1900	1900	1900		1900	1900	1900		1900
Adjustment:	0.95	1.00	1.00		0.95	1.00		1.00	0.95	1.00		1.00	0.95	1.00		1.00
Lanes:	0.00	3.00	1.00		1.00	2.00		0.00	0.99	0.01		1.00	0.00	0.00		0.00
Final Sat.:	0	5700	1900		1800	3800		0	1781	20		1900	0	0		0
Capacity Analysis Module:																
Vol/Sat:	0.00	0.17	0.18		0.02	0.23		0.00	0.37	0.37		0.35	0.00	0.00		0.00
Crit Moves:			****		****				****							
Green/Cycle:	0.00	0.29	0.29		0.15	0.45		0.00	0.46	0.46		0.46	0.00	0.00		0.00
Volume/Cap:	0.00	0.60	0.61		0.16	0.52		0.00	0.80	0.80		0.76	0.00	0.00		0.00
Delay/Veh:	0.0	21.1	24.6		25.1	12.1		0.0	20.4	20.4		17.9	0.0	0.0		0.0
User DelAdj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
AdjDel/Veh:	0.0	21.1	24.6		25.1	12.1		0.0	20.4	20.4		17.9	0.0	0.0		0.0
LOS by Move:	A	C	C		C	B		A	C	C		B	A	A		A
HCM2kAvgQ:	0	6	6		1	6		0	13	13		11	0	0		0

****

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

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Alabama Venture 1 Project
Buildout Year (2035) With Ambient and Cumulative and Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #5 California Street (NS) at I-10 Freeway EB Ramps (EW)

****

Cycle (sec): 80 Critical Vol./Cap.(X): 1.195
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 66.4
Optimal Cycle: OPTIMIZED Level Of Service: E

****

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	19	19		10	19	0		0	0	0		0	0	0	
Lanes:	0 0	3 0	1		1 0	2 0	0		0 1	0 0	1		0 0	0 0	0	
Volume Module:																
Base Vol:	0	1153	798		505	844	0		367	17	646		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	1153	798		505	844	0		367	17	646		0	0	0	
Added Vol:	0	59	14		4	82	0		44	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	1212	812		509	926	0		411	17	646		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	0	1276	855		536	975	0		433	18	680		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1276	855		536	975	0		433	18	680		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	
FinalVolume:	0	1276	855		536	975	0		433	18	680		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	1.00	1.00		0.95	1.00	1.00		0.95	1.00	1.00		0.95	1.00	1.00	
Lanes:	0.00	3.00	1.00		1.00	2.00	0.00		0.96	0.04	1.00		0.00	0.00	0.00	
Final Sat.:	0	5700	1900		1800	3800	0		1732	72	1900		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.22	0.45		0.30	0.26	0.00		0.25	0.25	0.36		0.00	0.00	0.00	
Crit Moves:			****		****						****					
Green/Cycle:	0.00	0.38	0.38		0.25	0.63	0.00		0.30	0.30	0.30		0.00	0.00	0.00	
Volume/Cap:	0.00	0.59	1.20		1.20	0.41	0.00		0.83	0.83	1.20		0.00	0.00	0.00	
Delay/Veh:	0.0	19.6	124.1		137.8	4.4	0.0		39.9	39.9	131.7		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	19.6	124.1		137.8	4.4	0.0		39.9	39.9	131.7		0.0	0.0	0.0	
LOS by Move:	A	B	F		F	A	A		D	D	F		A	A	A	
HCM2kAvgQ:	0	8	41		29	3	0		13	13	34		0	0	0	

****

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

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Alabama Venture 1 Project
Buildout Year (2035) With Ambient and Cumulative and Project
Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 California Street (NS) at I-10 Freeway EB Ramps (EW)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.428
Loss Time (sec):	6 (Y+R=3.0 sec)	Average Delay (sec/veh):	12.9
Optimal Cycle: OPTIMIZED		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	19	19	10	19	0	0	0	0	0	0	0
Lanes:	0 0 3 0 1			2 0 3 0 0			2 0 0 1 1			0 0 0 0 0		
Volume Module:												
Base Vol:	0	906	311	41	811	0	574	7	629	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	906	311	41	811	0	574	7	629	0	0	0
Added Vol:	0	37	11	1	34	0	53	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	943	322	42	845	0	627	7	629	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	993	339	44	889	0	660	7	662	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	993	339	44	889	0	660	7	662	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
FinalVolume:	0	993	339	44	889	0	660	7	662	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00	0.95	1.00	1.00
Lanes:	0.00	3.00	1.00	2.00	3.00	0.00	2.00	0.02	1.98	0.00	0.00	0.00
Final Sat.:	0	5700	1900	3400	5700	0	3400	42	3758	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.18	0.01	0.16	0.00	0.19	0.18	0.18	0.00	0.00	0.00
Crit Moves:			****	****			****					
Green/Cycle:	0.00	0.35	0.35	0.17	0.52	0.00	0.38	0.38	0.38	0.00	0.00	0.00
Volume/Cap:	0.00	0.50	0.51	0.08	0.30	0.00	0.51	0.46	0.46	0.00	0.00	0.00
Delay/Veh:	0.0	15.3	17.2	21.4	6.4	0.0	14.4	13.7	13.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	15.3	17.2	21.4	6.4	0.0	14.4	13.7	13.7	0.0	0.0	0.0
LOS by Move:	A	B	B	C	A	A	B	B	B	A	A	A
HCM2kAvgQ:	0	5	5	0	2	0	5	4	4	0	0	0

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

Alabama Venture 1 Project
Buildout Year (2035) With Ambient and Cumulative and Project
Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #5 California Street (NS) at I-10 Freeway EB Ramps (EW)

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.879
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 18.1
Optimal Cycle: OPTIMIZED 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	19	19	10	19	0	0	0	0	0	0	0
Lanes:	0 0	3 0	1	2 0	3 0	0	2 0	0 1	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	1153	798	505	844	0	367	17	646	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1153	798	505	844	0	367	17	646	0	0	0
Added Vol:	0	59	14	4	82	0	44	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1212	812	509	926	0	411	17	646	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	1276	855	536	975	0	433	18	680	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1276	855	536	975	0	433	18	680	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
FinalVolume:	0	1276	855	536	975	0	433	18	680	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00	0.95	1.00	1.00
Lanes:	0.00	3.00	1.00	2.00	3.00	0.00	2.00	0.05	1.95	0.00	0.00	0.00
Final Sat.:	0	5700	1900	3400	5700	0	3400	97	3703	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.45	0.16	0.17	0.00	0.13	0.18	0.18	0.00	0.00	0.00
Crit Moves:			****	****				****				
Green/Cycle:	0.00	0.51	0.51	0.18	0.69	0.00	0.21	0.21	0.21	0.00	0.00	0.00
Volume/Cap:	0.00	0.44	0.88	0.88	0.25	0.00	0.61	0.88	0.88	0.00	0.00	0.00
Delay/Veh:	0.0	7.4	20.9	40.5	1.2	0.0	25.4	36.2	36.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	7.4	20.9	40.5	1.2	0.0	25.4	36.2	36.2	0.0	0.0	0.0
LOS by Move:	A	A	C	D	A	A	C	D	D	A	A	A
HCM2kAvgQ:	0	4	17	9	1	0	5	10	10	0	0	0

****

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

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Alabama Venture 1 Project
Buildout Year (2035) With Ambient and Cumulative and Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 Nevada Street (NS) at San Bernardino Avenue (EW)

Cycle (sec): 80 Critical Vol./Cap.(X): 0.408
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 21.1
Optimal Cycle: OPTIMIZED 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:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	31	31	31		31	31	31		10	19	19		10	19	19	
Lanes:	0 0	1! 0	0		0 1	0 0	1		1 0	1 0	1		1 0	3 0	1	
Volume Module:																
Base Vol:	30	31	57		10	29	12		40	270	18		138	655	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:	30	31	57		10	29	12		40	270	18		138	655	79	
Added Vol:	11	1	12		3	0	1		2	90	8		29	35	3	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	41	32	69		13	29	13		42	360	26		167	690	82	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	43	34	73		14	31	14		44	379	27		176	726	86	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	43	34	73		14	31	14		44	379	27		176	726	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	
FinalVolume:	43	34	73		14	31	14		44	379	27		176	726	86	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	1.00	1.00		0.95	1.00	1.00		0.95	1.00	1.00		0.95	1.00	1.00	
Lanes:	0.30	0.22	0.48		0.32	0.68	1.00		1.00	1.00	1.00		1.00	3.00	1.00	
Final Sat.:	540	421	909		578	1290	1900		1800	1900	1900		1800	5700	1900	
Capacity Analysis Module:																
Vol/Sat:	0.08	0.08	0.08		0.02	0.02	0.01		0.02	0.20	0.01		0.10	0.13	0.05	
Crit Moves:		****								****			****			
Green/Cycle:	0.39	0.39	0.39		0.39	0.39	0.39		0.19	0.36	0.36		0.18	0.35	0.35	
Volume/Cap:	0.21	0.21	0.21		0.06	0.06	0.02		0.13	0.55	0.04		0.55	0.36	0.13	
Delay/Veh:	15.4	15.4	15.4		14.1	14.1	13.8		28.0	22.3	15.6		36.8	18.6	17.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	15.4	15.4	15.4		14.1	14.1	13.8		28.0	22.3	15.6		36.8	18.6	17.0	
LOS by Move:	B	B	B		B	B	B		C	C	B		D	B	B	
HCM2kAvgQ:	2	2	2		1	1	0		1	7	0		5	4	1	

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

Alabama Venture 1 Project
Buildout Year (2035) With Ambient and Cumulative and Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #6 Nevada Street (NS) at San Bernardino Avenue (EW)

****

Cycle (sec): 120 Critical Vol./Cap.(X): 0.714
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 23.4
Optimal Cycle: OPTIMIZED Level Of Service: C

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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:	31	31	31	31	31	31	10	19	19	10	19	19
Lanes:	0 0	1! 0	0	0 1	0 0	1	1 0	1 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	16	49	128	65	49	36	25	725	47	66	493	56
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	49	128	65	49	36	25	725	47	66	493	56
Added Vol:	16	0	36	10	1	2	1	149	10	32	100	10
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	32	49	164	75	50	38	26	874	57	98	593	66
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	34	52	173	79	53	40	27	920	60	103	624	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	52	173	79	53	40	27	920	60	103	624	69
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	34	52	173	79	53	40	27	920	60	103	624	69
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	0.14	0.20	0.66	0.61	0.39	1.00	1.00	1.00	1.00	1.00	3.00	1.00
Final Sat.:	246	377	1263	1103	735	1900	1800	1900	1900	1800	5700	1900
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.14	0.07	0.07	0.02	0.02	0.48	0.03	0.06	0.11	0.04
Crit Moves:		****						****		****		
Green/Cycle:	0.26	0.26	0.26	0.26	0.26	0.26	0.24	0.61	0.61	0.08	0.45	0.45
Volume/Cap:	0.53	0.53	0.53	0.28	0.28	0.08	0.06	0.80	0.05	0.69	0.24	0.08
Delay/Veh:	42.3	42.3	42.3	37.0	37.0	34.0	35.6	15.6	5.4	76.2	17.0	15.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.3	42.3	42.3	37.0	37.0	34.0	35.6	15.6	5.4	76.2	17.0	15.7
LOS by Move:	D	D	D	D	D	C	D	B	A	E	B	B
HCM2kAvgQ:	8	8	8	4	4	1	1	20	0	5	4	1

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

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Alabama Venture 1 Project
Buildout Year (2035) With Ambient and Cumulative and Project
Morning Peak Hour

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

Intersection #7 Nevada Street (NS) at Almond Avenue (EW)

Cycle (sec):	0	Critical Vol./Cap.(X):	0.314
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	9.5
Optimal Cycle:	0	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:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 1	0 0	1	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	53	97	0	2	178	0	13	18	17	20	47	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:	53	97	0	2	178	0	13	18	17	20	47	0
Added Vol:	0	18	16	10	9	5	4	40	0	13	18	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	53	115	16	12	187	5	17	58	17	33	65	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	56	121	17	13	197	5	18	61	18	35	68	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	121	17	13	197	5	18	61	18	35	68	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
FinalVolume:	56	121	17	13	197	5	18	61	18	35	68	7
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.29	0.62	0.09	0.06	0.94	1.00	0.18	0.64	0.18	0.31	0.62	0.07
Final Sat.:	208	451	63	40	627	772	124	423	124	209	411	44
Capacity Analysis Module:												
Vol/Sat:	0.27	0.27	0.27	0.31	0.31	0.01	0.14	0.14	0.14	0.17	0.17	0.17
Crit Moves:		****			****		****				****	
Delay/Veh:	9.5	9.5	9.5	10.2	10.2	7.2	8.7	8.7	8.7	9.0	9.0	9.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.5	9.5	9.5	10.2	10.2	7.2	8.7	8.7	8.7	9.0	9.0	9.0
LOS by Move:	A	A	A	B	B	A	A	A	A	A	A	A
ApproachDel:		9.5			10.1			8.7			9.0	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.5			10.1			8.7			9.0	
LOS by Appr:		A			B			A			A	
AllWayAvgQ:	0.3	0.3	0.3	0.4	0.4	0.0	0.1	0.1	0.1	0.2	0.2	0.2

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

Alabama Venture 1 Project
Buildout Year (2035) With Ambient and Cumulative and Project
Evening Peak Hour

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

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Intersection #7 Nevada Street (NS) at Almond Avenue (EW)

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Cycle (sec):	0	Critical Vol./Cap.(X):	0.479
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	12.1
Optimal Cycle:	0	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:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 1	0 0	1	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	14	189	11	4	143	2	11	124	71	16	63	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:	14	189	11	4	143	2	11	124	71	16	63	0
Added Vol:	0	25	41	7	31	15	2	37	0	43	53	17
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	214	52	11	174	17	13	161	71	59	116	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	15	225	55	12	183	18	14	169	75	62	122	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	225	55	12	183	18	14	169	75	62	122	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
FinalVolume:	15	225	55	12	183	18	14	169	75	62	122	18
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.05	0.76	0.19	0.06	0.94	1.00	0.05	0.66	0.29	0.31	0.60	0.09
Final Sat.:	31	471	114	32	512	612	32	402	177	177	349	51
Capacity Analysis Module:												
Vol/Sat:	0.48	0.48	0.48	0.36	0.36	0.03	0.42	0.42	0.42	0.35	0.35	0.35
Crit Moves:	****				****			****			****	
Delay/Veh:	13.0	13.0	13.0	11.9	11.9	8.3	12.0	12.0	12.0	11.4	11.4	11.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.0	13.0	13.0	11.9	11.9	8.3	12.0	12.0	12.0	11.4	11.4	11.4
LOS by Move:	B	B	B	B	B	A	B	B	B	B	B	B
ApproachDel:	13.0			11.6			12.0			11.4		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	13.0			11.6			12.0			11.4		
LOS by Appr:	B			B			B			B		
AllWayAvgQ:	0.8	0.8	0.8	0.5	0.5	0.0	0.6	0.6	0.6	0.4	0.4	0.4

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

Alabama Venture 1 Project
Buildout Year (2035) With Ambient and Cumulative and Project
Morning Peak Hour

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

Intersection #8 Nevada Street (NS) at Lugonia Avenue (EW)

Cycle (sec):	0	Critical Vol./Cap.(X):	0.916
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	27.2
Optimal Cycle:	0	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	1	0 0	1!	0 0	0 1	0 0	1	0 0	1!	0 0
Volume Module:												
Base Vol:	71	94	29	9	133	23	21	84	58	129	286	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	71	94	29	9	133	23	21	84	58	129	286	14
Added Vol:	0	28	5	2	21	0	0	9	0	19	38	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	71	122	34	11	154	23	21	93	58	148	324	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	75	128	36	12	162	24	22	98	61	156	341	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	128	36	12	162	24	22	98	61	156	341	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	75	128	36	12	162	24	22	98	61	156	341	21
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.37	0.63	1.00	0.06	0.82	0.12	0.18	0.82	1.00	0.30	0.66	0.04
Final Sat.:	175	301	539	28	394	59	90	399	548	170	372	23
Capacity Analysis Module:												
Vol/Sat:	0.43	0.43	0.07	0.41	0.41	0.41	0.25	0.25	0.11	0.92	0.92	0.92
Crit Moves:		****			****		****			****		
Delay/Veh:	14.8	14.8	9.5	14.6	14.6	14.6	11.7	11.7	9.6	43.8	43.8	43.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.8	14.8	9.5	14.6	14.6	14.6	11.7	11.7	9.6	43.8	43.8	43.8
LOS by Move:	B	B	A	B	B	B	B	B	A	E	E	E
ApproachDel:		14.0			14.6			11.0			43.8	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		14.0			14.6			11.0			43.8	
LOS by Appr:		B			B			B			E	
AllWayAvgQ:	0.6	0.6	0.1	0.6	0.6	0.6	0.3	0.3	0.1	5.4	5.4	5.4

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

Alabama Venture 1 Project
Buildout Year (2035) With Ambient and Cumulative and Project
Evening Peak Hour

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

Intersection #8 Nevada Street (NS) at Lugonia Avenue (EW)

Cycle (sec):	0	Critical Vol./Cap.(X):	1.271
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	100.1
Optimal Cycle:	0	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	1	0 0	1! 0	0	0 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	81	179	242	26	183	19	37	412	116	131	290	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	81	179	242	26	183	19	37	412	116	131	290	10
Added Vol:	0	63	18	6	68	0	0	37	0	10	20	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	81	242	260	32	251	19	37	449	116	141	310	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	85	255	274	34	264	20	39	473	122	148	326	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	255	274	34	264	20	39	473	122	148	326	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
FinalVolume:	85	255	274	34	264	20	39	473	122	148	326	14
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.25	0.75	1.00	0.11	0.83	0.06	0.08	0.92	1.00	0.30	0.67	0.03
Final Sat.:	99	295	433	40	311	24	31	372	439	118	259	11
Capacity Analysis Module:												
Vol/Sat:	0.86	0.86	0.63	0.85	0.85	0.85	1.27	1.27	0.28	1.26	1.26	1.26
Crit Moves:		****			****			****		****		
Delay/Veh:	47.8	47.8	24.1	47.7	47.7	47.7	166.7	167	14.0	164.9	165	164.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.8	47.8	24.1	47.7	47.7	47.7	166.7	167	14.0	164.9	165	164.9
LOS by Move:	E	E	C	E	E	E	F	F	B	F	F	F
ApproachDel:		37.3			47.7			137.2			164.9	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		37.3			47.7			137.2			164.9	
LOS by Appr:		E			E			F			F	
AllWayAvgQ:	3.9	3.9	1.6	3.7	3.7	3.7	17.3	17.3	0.4	16.4	16.4	16.4

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

Alabama Venture 1 Project
Buildout Year (2035) With Ambient and Cumulative and Project
Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

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Intersection #8 Nevada Street (NS) at Lugonia Avenue (EW)

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Cycle (sec): 60 Critical Vol./Cap.(X): 0.427
Loss Time (sec): 4 (Y+R=3.0 sec) Average Delay (sec/veh): 8.9
Optimal Cycle: OPTIMIZED Level Of Service: A

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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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	19	19	19	19	19	19	19	19	19	19	19	19
Lanes:	0 1	0 0	1	0 0	1! 0	0	0 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	71	94	29	9	133	23	21	84	58	129	286	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	71	94	29	9	133	23	21	84	58	129	286	14
Added Vol:	48	0	5	2	0	0	0	9	0	19	38	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	119	94	34	11	133	23	21	93	58	148	324	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	125	99	36	12	140	24	22	98	61	156	341	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	99	36	12	140	24	22	98	61	156	341	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	125	99	36	12	140	24	22	98	61	156	341	21
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	0.57	0.43	1.00	0.07	0.79	0.14	0.19	0.81	1.00	0.31	0.65	0.04
Final Sat.:	1030	813	1900	125	1508	261	346	1534	1900	562	1231	76
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.02	0.09	0.09	0.09	0.06	0.06	0.03	0.28	0.28	0.28
Crit Moves:		****									****	
Green/Cycle:	0.32	0.32	0.32	0.32	0.32	0.32	0.62	0.62	0.62	0.62	0.62	0.62
Volume/Cap:	0.38	0.38	0.06	0.29	0.29	0.29	0.10	0.10	0.05	0.45	0.45	0.45
Delay/Veh:	17.4	17.4	14.1	16.3	16.3	16.3	2.7	2.7	2.5	4.5	4.5	4.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.4	17.4	14.1	16.3	16.3	16.3	2.7	2.7	2.5	4.5	4.5	4.5
LOS by Move:	B	B	B	B	B	B	A	A	A	A	A	A
HCM2kAvgQ:	3	3	0	2	2	2	1	1	0	3	3	3

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

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Alabama Venture 1 Project
Buildout Year (2035) With Ambient and Cumulative and Project
Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 Nevada Street (NS) at Lugonia Avenue (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.529
Loss Time (sec): 4 (Y+R=3.0 sec) Average Delay (sec/veh): 10.5
Optimal Cycle: OPTIMIZED 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:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	19	19	19	19	19	19	19	19	19	19	19	19
Lanes:	0 1	0 0	1	0 0	1! 0	0	0 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	81	179	242	26	183	19	37	412	116	131	290	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	81	179	242	26	183	19	37	412	116	131	290	10
Added Vol:	131	0	18	6	0	0	0	37	0	10	20	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	212	179	260	32	183	19	37	449	116	141	310	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	223	188	274	34	193	20	39	473	122	148	326	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	223	188	274	34	193	20	39	473	122	148	326	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
FinalVolume:	223	188	274	34	193	20	39	473	122	148	326	14
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	0.56	0.44	1.00	0.14	0.78	0.08	0.08	0.92	1.00	0.31	0.66	0.03
Final Sat.:	1000	844	1900	258	1475	153	144	1748	1900	568	1248	52
Capacity Analysis Module:												
Vol/Sat:	0.22	0.22	0.14	0.13	0.13	0.13	0.27	0.27	0.06	0.26	0.26	0.26
Crit Moves:		****						****				
Green/Cycle:	0.42	0.42	0.42	0.42	0.42	0.42	0.51	0.51	0.51	0.51	0.51	0.51
Volume/Cap:	0.53	0.53	0.34	0.31	0.31	0.31	0.53	0.53	0.13	0.51	0.51	0.51
Delay/Veh:	13.8	13.8	11.3	11.0	11.0	11.0	9.4	9.4	6.0	9.2	9.2	9.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.8	13.8	11.3	11.0	11.0	11.0	9.4	9.4	6.0	9.2	9.2	9.2
LOS by Move:	B	B	B	B	B	B	A	A	A	A	A	A
HCM2kAvgQ:	5	5	3	3	3	3	5	5	1	5	5	5

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

Alabama Venture 1 Project
Buildout Year (2035) With Ambient and Cumulative and Project
Morning Peak Hour - With Improvements

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

Intersection #9 Project West Driveway (NS) at Almond Avenue (EW)

Average Delay (sec/veh): 0.8 Worst Case Level Of Service: B[10.3]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 0	0	0	0 0	1! 0	0	0 1 0	0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	2	0	0	0	0	0	0	30	0	2	130	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	0	0	0	0	0	0	30	0	2	130	0
Added Vol:	0	0	0	3	0	5	12	33	0	0	31	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	0	0	3	0	5	12	63	0	2	161	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	2	0	0	3	0	5	13	66	0	2	169	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	2	0	0	3	0	5	13	66	0	2	169	7
Critical Gap Module:												
Critical Gp:	7.1	xxxx	xxxxx	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	272	xxxx	xxxxx	269	269	173	177	xxxx	xxxxx	66	xxxx	xxxxx
Potent Cap.:	685	xxxx	xxxxx	688	641	876	1411	xxxx	xxxxx	1548	xxxx	xxxxx
Move Cap.:	676	xxxx	xxxxx	682	634	876	1411	xxxx	xxxxx	1548	xxxx	xxxxx
Volume/Cap:	0.00	xxxx	xxxx	0.00	0.00	0.01	0.01	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	10.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx	7.3	xxxx	xxxxx
LOS by Move:	B	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	791	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.0	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	9.6	xxxxx	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	A	*	A	*	*	*	*	*
ApproachDel:		10.3			9.6			xxxxxx			xxxxxx	
ApproachLOS:		B			A			*			*	

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

Alabama Venture 1 Project
Buildout Year (2035) With Ambient and Cumulative and Project
Evening Peak Hour - With Improvements

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

Intersection #9 Project West Driveway (NS) at Almond Avenue (EW)

Average Delay (sec/veh): 0.8 Worst Case Level Of Service: A[9.9]

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	0	0	1	0	0	1!	0	0	0	0	1!	0	0	0	0	1!	0	0
Volume Module:																				
Base Vol:	0	0	3			0	0	0			0	140	6			7	40	0		
Growth Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
Initial Bse:	0	0	3			0	0	0			0	140	6			7	40	0		
Added Vol:	0	0	0			7	0	12			6	74	0			0	82	4		
PasserByVol:	0	0	0			0	0	0			0	0	0			0	0	0		
Initial Fut:	0	0	3			7	0	12			6	214	6			7	122	4		
User Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Adj:	0.95	0.95	0.95			0.95	0.95	0.95			0.95	0.95	0.95			0.95	0.95	0.95		
PHF Volume:	0	0	3			7	0	13			6	225	6			7	128	4		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
FinalVolume:	0	0	3			7	0	13			6	225	6			7	128	4		
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx	6.2			7.1	6.5	6.2			4.1	xxxx	xxxxx			4.1	xxxx	xxxxx		
FollowUpTim:	xxxxx	xxxx	3.3			3.5	4.0	3.3			2.2	xxxx	xxxxx			2.2	xxxx	xxxxx		
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx	228			388	389	131			133	xxxx	xxxxx			232	xxxx	xxxxx		
Potent Cap.:	xxxx	xxxx	816			575	549	924			1465	xxxx	xxxxx			1348	xxxx	xxxxx		
Move Cap.:	xxxx	xxxx	816			568	543	924			1465	xxxx	xxxxx			1348	xxxx	xxxxx		
Volume/Cap:	xxxx	xxxx	0.00			0.01	0.00	0.01			0.00	xxxx	xxxx			0.01	xxxx	xxxx		
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	0.0			xxxx	xxxx	xxxxx			0.0	xxxx	xxxxx			0.0	xxxx	xxxxx		
Control Del:	xxxxx	xxxx	9.4			xxxxx	xxxx	xxxxx			7.5	xxxx	xxxxx			7.7	xxxx	xxxxx		
LOS by Move:	*	*	A			*	*	*			A	*	*			A	*	*		
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx			xxxx	751	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		
SharedQueue:	xxxxx	xxxx	xxxxx			xxxxx	0.1	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shrd ConDel:	xxxxx	xxxx	xxxxx			xxxxx	9.9	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shared LOS:	*	*	*			*	A	*			*	*	*			*	*	*		
ApproachDel:		9.4					9.9					xxxxxx					xxxxxx			
ApproachLOS:		A					A					*					*			

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

Alabama Venture 1 Project
Buildout Year (2035) With Ambient and Cumulative and Project
Morning Peak Hour - With Improvements

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

Intersection #10 Project East Driveway (NS) at Almond Avenue (EW)

Average Delay (sec/veh): 0.6 Worst Case Level Of Service: A[9.5]

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	0	0	0	0	0	1!	0	0	0	1	0	0	0	0	0	0	1	0
Volume Module:																				
Base Vol:	0	0	0	0	0	0	0	30	0	0	120	0								
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
Initial Bse:	0	0	0	0	0	0	0	30	0	0	120	0								
Added Vol:	0	0	0	3	0	4	11	25	0	0	34	10								
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0								
Initial Fut:	0	0	0	3	0	4	11	55	0	0	154	10								
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90								
PHF Volume:	0	0	0	3	0	4	12	61	0	0	171	11								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
FinalVolume:	0	0	0	3	0	4	12	61	0	0	171	11								
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx	xxxxx	261	261	176	182	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Potent Cap.:	xxxx	xxxx	xxxxx	732	647	872	1406	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Move Cap.:	xxxx	xxxx	xxxxx	727	641	872	1406	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Volume/Cap:	xxxx	xxxx	xxxx	0.00	0.00	0.01	0.01	xxxx	xxxx	xxxx	xxxx	xxxx								
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*								
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT								
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	803	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.0	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	9.5	xxxxx	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Shared LOS:	*	*	*	*	A	*	A	*	*	*	*	*								
ApproachDel:	xxxxxx				9.5		xxxxxx			xxxxxx										
ApproachLOS:	*				A			*			*									

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

Alabama Venture 1 Project
Buildout Year (2035) With Ambient and Cumulative and Project
Evening Peak Hour - With Improvements

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

Intersection #10 Project East Driveway (NS) at Almond Avenue (EW)

Average Delay (sec/veh): 0.7 Worst Case Level Of Service: A[9.8]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	0 0	0	0 0	1! 0	0	0 1	0 0	0	0 0	0 1	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	162	0	0	70	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	162	0	0	70	0
Added Vol:	0	0	0	7	0	17	6	75	0	0	69	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	7	0	17	6	237	0	0	139	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	0	0	8	0	19	7	263	0	0	154	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	8	0	19	7	263	0	0	154	6
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	433	433	157	160	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	584	519	894	1432	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	582	517	894	1432	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.01	0.00	0.02	0.00	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	773	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	9.8	xxxxx	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	A	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			9.8			xxxxxx			xxxxxx		
ApproachLOS:	*			A			*			*		

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

Alabama Venture 1 Project
Buildout Year (2035) With Ambient and Cumulative and Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 Alabama Street (NS) at San Bernardino Avenue (EW)

Cycle (sec): 95 Critical Vol./Cap.(X): 0.702
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 36.2
Optimal Cycle: OPTIMIZED Level Of Service: D

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:	10	19	19	10	19	19	10	31	31	10	31	31
Lanes:	1 0 1	1 0		1 0 2	0 1		1 0 1	0 1		1 0 2	0 1	
Volume Module:												
Base Vol:	185	373	68	65	513	167	60	178	70	367	698	127
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	185	373	68	65	513	167	60	178	70	367	698	127
Added Vol:	9	67	29	31	44	6	8	85	13	26	52	35
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	194	440	97	96	557	173	68	263	83	393	750	162
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	204	463	102	101	586	182	72	277	87	414	789	171
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	204	463	102	101	586	182	72	277	87	414	789	171
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	204	463	102	101	586	182	72	277	87	414	789	171
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	1.64	0.36	1.00	2.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00
Final Sat.:	1800	3114	686	1800	3800	1900	1800	1900	1900	1800	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.11	0.15	0.15	0.06	0.15	0.10	0.04	0.15	0.05	0.23	0.21	0.09
Crit Moves:	****				****			****		****		
Green/Cycle:	0.13	0.22	0.22	0.11	0.20	0.20	0.14	0.33	0.33	0.26	0.44	0.44
Volume/Cap:	0.88	0.69	0.69	0.50	0.77	0.48	0.28	0.45	0.14	0.88	0.47	0.20
Delay/Veh:	75.6	39.1	39.1	47.9	43.4	37.9	39.0	26.7	22.3	54.3	16.6	14.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	75.6	39.1	39.1	47.9	43.4	37.9	39.0	26.7	22.3	54.3	16.6	14.2
LOS by Move:	E	D	D	D	D	D	D	C	C	D	B	B
HCM2kAvgQ:	9	9	9	4	10	5	2	6	2	15	7	2

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

Alabama Venture 1 Project
Buildout Year (2035) With Ambient and Cumulative and Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 Alabama Street (NS) at San Bernardino Avenue (EW)

Cycle (sec): 110 Critical Vol./Cap.(X): 1.076
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 68.6
Optimal Cycle: OPTIMIZED Level Of Service: E

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:	10	19	19	10	19	19	10	31	31	10	31	31
Lanes:	1 0 1	1 0		1 0 2	0 1		1 0 1	0 1		1 0 2	0 1	
Volume Module:												
Base Vol:	84	629	286	102	594	115	345	643	352	244	260	96
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	84	629	286	102	594	115	345	643	352	244	260	96
Added Vol:	30	105	24	63	126	4	9	154	31	47	107	57
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	114	734	310	165	720	119	354	797	383	291	367	153
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	120	773	326	174	758	125	373	839	403	306	386	161
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	773	326	174	758	125	373	839	403	306	386	161
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	120	773	326	174	758	125	373	839	403	306	386	161
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	1.41	0.59	1.00	2.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00
Final Sat.:	1800	2672	1128	1800	3800	1900	1800	1900	1900	1800	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.07	0.29	0.29	0.10	0.20	0.07	0.21	0.44	0.21	0.17	0.10	0.08
Crit Moves:		****		****				****		****		
Green/Cycle:	0.11	0.27	0.27	0.09	0.25	0.25	0.24	0.41	0.41	0.16	0.33	0.33
Volume/Cap:	0.59	1.08	1.08	1.06	0.81	0.27	0.86	1.08	0.52	1.08	0.31	0.26
Delay/Veh:	58.5	91.6	91.6	137.6	46.4	34.8	59.6	83.8	23.9	121.7	27.3	27.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.5	91.6	91.6	137.6	46.4	34.8	59.6	83.8	23.9	121.7	27.3	27.2
LOS by Move:	E	F	F	F	D	C	E	F	C	F	C	C
HCM2kAvgQ:	5	28	28	11	14	3	15	40	9	18	4	3

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

Alabama Venture 1 Project
Buildout Year (2035) With Ambient and Cumulative and Project
Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 Alabama Street (NS) at San Bernardino Avenue (EW)

Cycle (sec): 95 Critical Vol./Cap.(X): 0.623
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 35.5
Optimal Cycle: OPTIMIZED Level Of Service: D

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						Ovl					
Min. Green:	10		19		19		10		19		19		10		31		31		10		31		31	
Lanes:	1	0	1	1	0		1	0	2	0	1		1	0	2	0	1		1	0	2	0	1	
Volume Module:																								
Base Vol:	185		373		68		65		513		167		60		178		70		367		698		127	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	185		373		68		65		513		167		60		178		70		367		698		127	
Added Vol:	9		67		29		31		44		6		8		85		13		26		52		35	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	194		440		97		96		557		173		68		263		83		393		750		162	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	0.95		0.95		0.95		0.95		0.95		0.95		0.95		0.95		0.95		0.95		0.95		0.95	
PHF Volume:	204		463		102		101		586		182		72		277		87		414		789		171	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	204		463		102		101		586		182		72		277		87		414		789		171	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	204		463		102		101		586		182		72		277		87		414		789		171	
Saturation Flow Module:																								
Sat/Lane:	1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900	
Adjustment:	0.95		1.00		1.00		0.95		1.00		1.00		0.95		1.00		1.00		0.95		1.00		1.00	
Lanes:	1.00		1.64		0.36		1.00		2.00		1.00		1.00		2.00		1.00		1.00		2.00		1.00	
Final Sat.:	1800		3114		686		1800		3800		1900		1800		3800		1900		1800		3800		1900	
Capacity Analysis Module:																								
Vol/Sat:	0.11		0.15		0.15		0.06		0.15		0.10		0.04		0.07		0.05		0.23		0.21		0.09	
Crit Moves:	****								****						****				****					
Green/Cycle:	0.13		0.22		0.22		0.11		0.20		0.20		0.14		0.33		0.33		0.26		0.44		0.56	
Volume/Cap:	0.88		0.69		0.69		0.50		0.77		0.48		0.28		0.22		0.14		0.88		0.47		0.16	
Delay/Veh:	75.6		39.1		39.1		47.9		43.4		37.9		39.0		22.8		22.3		54.3		16.6		7.2	
User DelAdj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	75.6		39.1		39.1		47.9		43.4		37.9		39.0		22.8		22.3		54.3		16.6		7.2	
LOS by Move:	E		D		D		D		D		D		D		C		C		D		B		A	
HCM2kAvgQ:	9		9		9		4		10		5		2		3		2		15		7		2	

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

Alabama Venture 1 Project
Buildout Year (2035) With Ambient and Cumulative and Project
Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 Alabama Street (NS) at San Bernardino Avenue (EW)

Cycle (sec): 105 Critical Vol./Cap.(X): 0.752
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 45.7
Optimal Cycle: OPTIMIZED Level Of Service: D

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			Ovl		
Min. Green:	10	19	19	10	19	19	10	31	31	10	31	31
Lanes:	1 0	1 1	0	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	84	629	286	102	594	115	345	643	352	244	260	96
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	84	629	286	102	594	115	345	643	352	244	260	96
Added Vol:	30	105	24	63	126	4	9	154	31	47	107	57
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	114	734	310	165	720	119	354	797	383	291	367	153
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	120	773	326	174	758	125	373	839	403	306	386	161
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	773	326	174	758	125	373	839	403	306	386	161
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	120	773	326	174	758	125	373	839	403	306	386	161
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	1.41	0.59	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1800	2672	1128	1800	3800	1900	1800	3800	1900	1800	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.07	0.29	0.29	0.10	0.20	0.07	0.21	0.22	0.21	0.17	0.10	0.08
Crit Moves:		****		****			****				****	
Green/Cycle:	0.13	0.31	0.31	0.10	0.28	0.28	0.22	0.33	0.33	0.19	0.30	0.40
Volume/Cap:	0.50	0.94	0.94	0.94	0.72	0.24	0.94	0.68	0.65	0.90	0.34	0.21
Delay/Veh:	49.8	50.6	50.6	99.6	38.6	30.5	73.3	32.4	34.3	71.4	29.6	19.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.8	50.6	50.6	99.6	38.6	30.5	73.3	32.4	34.3	71.4	29.6	19.3
LOS by Move:	D	D	D	F	D	C	E	C	C	E	C	B
HCM2kAvgQ:	4	22	22	9	12	3	17	12	11	14	4	3

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

Alabama Venture 1 Project
Buildout Year (2035) With Ambient and Cumulative and Project
Morning Peak Hour - With Improvements

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

Intersection #12 Alabama Street (NS) at Project North Driveway (EW)

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: B[12.7]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	2 0	0	0 1	0 1	0	0 0	0 0	1	0 0	0 0	1
Volume Module:												
Base Vol:	0	640	0	0	960	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	640	0	0	960	0	0	0	0	0	0	0
Added Vol:	0	92	0	15	60	8	0	0	3	0	0	14
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	732	0	15	1020	8	0	0	3	0	0	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	811	0	17	1130	9	0	0	3	0	0	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	811	0	17	1130	9	0	0	3	0	0	16
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	811	xxxx	xxxxx	xxxx	xxxx	570	xxxx	xxxx	406
Potent Cap.:	xxxx	xxxx	xxxxx	824	xxxx	xxxxx	xxxx	xxxx	470	xxxx	xxxx	600
Move Cap.:	xxxx	xxxx	xxxxx	824	xxxx	xxxxx	xxxx	xxxx	470	xxxx	xxxx	600
Volume/Cap:	xxxx	xxxx	xxxx	0.02	xxxx	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	0.03
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	0.0	xxxx	xxxx	0.1
Control Del:	xxxxx	xxxx	xxxxx	9.5	xxxx	xxxxx	xxxxx	xxxx	12.7	xxxxx	xxxx	11.2
LOS by Move:	*	*	*	A	*	*	*	*	B	*	*	B
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	9.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			12.7			11.2		
ApproachLOS:	*			*			B			B		

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

Alabama Venture 1 Project
Buildout Year (2035) With Ambient and Cumulative and Project
Evening Peak Hour - With Improvements

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

****

Intersection #12 Alabama Street (NS) at Project North Driveway (EW)

****

Average Delay (sec/veh): 0.6 Worst Case Level Of Service: C[15.2]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	2 0	0	0 1	0 1	0	0 0	0 0	1	0 0	0 0	1
Volume Module:												
Base Vol:	0	1090	0	0	1190	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1090	0	0	1190	0	0	0	0	0	0	0
Added Vol:	0	110	0	48	153	4	0	0	8	0	0	49
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1200	0	48	1343	4	0	0	8	0	0	49
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	1330	0	53	1488	4	0	0	9	0	0	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	1330	0	53	1488	4	0	0	9	0	0	54
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1330	xxxx	xxxxx	xxxx	xxxx	746	xxxx	xxxx	665
Potent Cap.:	xxxx	xxxx	xxxxx	526	xxxx	xxxxx	xxxx	xxxx	360	xxxx	xxxx	407
Move Cap.:	xxxx	xxxx	xxxxx	526	xxxx	xxxxx	xxxx	xxxx	360	xxxx	xxxx	407
Volume/Cap:	xxxx	xxxx	xxxx	0.10	xxxx	xxxx	xxxx	xxxx	0.02	xxxx	xxxx	0.13
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxx	xxxx	0.1	xxxx	xxxx	0.5
Control Del:	xxxxx	xxxx	xxxxx	12.6	xxxx	xxxxx	xxxxx	xxxx	15.2	xxxxx	xxxx	15.2
LOS by Move:	*	*	*	B	*	*	*	*	C	*	*	C
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	12.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	B	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			15.2			15.2		
ApproachLOS:	*			*			C			C		

****

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

****

Alabama Venture 1 Project
Buildout Year (2035) With Ambient and Cumulative and Project
Morning Peak Hour - With Improvements

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

Intersection #13 Alabama Street (NS) at Project South Driveway (EW)

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	2	0	0	0	0	1	1	0	0	0	0	0	1	0	0	0	0	0
Volume Module:																				
Base Vol:	0	640		0		0	960		0		0	0		0		0	0		0	
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Initial Bse:	0	640		0		0	960		0		0	0		0		0	0		0	
Added Vol:	0	92		0		0	58		5		0	0		0		0	0		0	
PasserByVol:	0	0		0		0	0		0		0	0		0		0	0		0	
Initial Fut:	0	732		0		0	1018		5		0	0		0		0	0		0	
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Adj:	0.90	0.90		0.90		0.90	0.90		0.90		0.90	0.90		0.90		0.90	0.90		0.90	
PHF Volume:	0	811		0		0	1128		6		0	0		0		0	0		0	
Reduct Vol:	0	0		0		0	0		0		0	0		0		0	0		0	
FinalVolume:	0	811		0		0	1128		6		0	0		0		0	0		0	
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx			6.9	xxxxx	xxxx		xxxxx	
FollowUpTim:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx			3.3	xxxxx	xxxx		xxxxx	
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx	xxxx			567	xxxx	xxxx		xxxxx	
Potent Cap.:	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx	xxxx			472	xxxx	xxxx		xxxxx	
Move Cap.:	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx	xxxx			472	xxxx	xxxx		xxxxx	
Volume/Cap:	xxxx	xxxx		xxxx		xxxx	xxxx		xxxx		xxxx	xxxx			0.00	xxxx	xxxx		xxxx	
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx	
Control Del:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx	
LOS by Move:	*	*		*		*	*		*		*	*		*		*	*		*	
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx	
SharedQueue:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx	
Shrd ConDel:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx	
Shared LOS:	*	*		*		*	*		*		*	*		*		*	*		*	
ApproachDel:	xxxxxx					xxxxxx					xxxxxx					xxxxxx				
ApproachLOS:		*					*						*					*		

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

Alabama Venture 1 Project
Buildout Year (2035) With Ambient and Cumulative and Project
Evening Peak Hour - With Improvements

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

Intersection #13 Alabama Street (NS) at Project South Driveway (EW)

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: C[15.1]

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	2	0	0	0	0	1	1	0	0	0	0	0	1	0	0	0	0	0
Volume Module:																				
Base Vol:	0	1090		0		0	1190		0		0		0		0	0		0		0
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00
Initial Bse:	0	1090		0		0	1190		0		0		0		0	0		0		0
Added Vol:	0	110		0		0	158		3		0		0		1	0		0		0
PasserByVol:	0	0		0		0	0		0		0		0		0	0		0		0
Initial Fut:	0	1200		0		0	1348		3		0		0		1	0		0		0
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00
PHF Adj:	0.90	0.90		0.90		0.90	0.90		0.90		0.90		0.90		0.90	0.90		0.90		0.90
PHF Volume:	0	1330		0		0	1494		3		0		0		1	0		0		0
Reduct Vol:	0	0		0		0	0		0		0		0		0	0		0		0
FinalVolume:	0	1330		0		0	1494		3		0		0		1	0		0		0
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx		xxxx		6.9	xxxxx		xxxx		xxxxx
FollowUpTim:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx		xxxx		3.3	xxxxx		xxxx		xxxxx
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx		xxxx		748	xxxx		xxxx		xxxxx
Potent Cap.:	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx		xxxx		359	xxxx		xxxx		xxxxx
Move Cap.:	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx		xxxx		359	xxxx		xxxx		xxxxx
Volume/Cap:	xxxx	xxxx		xxxx		xxxx	xxxx		xxxx		xxxx		xxxx		0.00	xxxx		xxxx		xxxx
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx		xxxx		0.0	xxxx		xxxx		xxxxx
Control Del:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx		xxxx		15.1	xxxxx		xxxx		xxxxx
LOS by Move:	*	*		*		*	*		*		*		*		C	*		*		*
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx		xxxx		xxxxx	xxxx		xxxx		xxxxx
SharedQueue:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx		xxxx		xxxxx	xxxxx		xxxx		xxxxx
Shrd ConDel:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx		xxxx		xxxxx	xxxxx		xxxx		xxxxx
Shared LOS:	*	*		*		*	*		*		*		*		*	*		*		*
ApproachDel:	xxxxxx					xxxxxx					15.1					xxxxxx				
ApproachLOS:	*					*					C					*				

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

Alabama Venture 1 Project
Buildout Year (2035) With Ambient and Cumulative and Project
Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #14 Alabama Street (NS) at Almond Avenue (EW)

Cycle (sec): 130 Critical Vol./Cap.(X): 0.378
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 15.7
Optimal Cycle: OPTIMIZED 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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	19	19	10	19	19	31	31	31	31	31	31
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:	67	633	0	0	907	53	7	0	23	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:	67	633	0	0	907	53	7	0	23	0	0	0
Added Vol:	23	71	57	18	36	4	3	18	6	53	17	17
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	704	57	18	943	57	10	18	29	53	17	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	95	741	60	19	993	60	11	19	31	56	18	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	741	60	19	993	60	11	19	31	56	18	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
FinalVolume:	95	741	60	19	993	60	11	19	31	56	18	18
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	1.85	0.15	1.00	1.89	0.11	1.00	0.38	0.62	1.00	0.50	0.50
Final Sat.:	1800	3515	285	1800	3583	217	1800	728	1172	1800	950	950
Capacity Analysis Module:												
Vol/Sat:	0.05	0.21	0.21	0.01	0.28	0.28	0.01	0.03	0.03	0.03	0.02	0.02
Crit Moves:	****				****					****		
Green/Cycle:	0.11	0.52	0.52	0.19	0.60	0.60	0.24	0.24	0.24	0.24	0.24	0.24
Volume/Cap:	0.46	0.40	0.40	0.06	0.46	0.46	0.02	0.11	0.11	0.13	0.08	0.08
Delay/Veh:	61.1	14.2	14.2	43.3	8.9	8.9	38.0	39.2	39.2	39.5	38.8	38.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.1	14.2	14.2	43.3	8.9	8.9	38.0	39.2	39.2	39.5	38.8	38.8
LOS by Move:	E	B	B	D	A	A	D	D	D	D	D	D
HCM2kAvgQ:	4	7	7	1	7	7	0	1	1	2	1	1

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

Alabama Venture 1 Project
Buildout Year (2035) With Ambient and Cumulative and Project
Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #14 Alabama Street (NS) at Almond Avenue (EW)

Cycle (sec): 130 Critical Vol./Cap.(X): 0.509
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 17.2
Optimal Cycle: OPTIMIZED 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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	19	19	10	19	19	31	31	31	31	31	31
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:	30	1014	0	0	994	40	76	0	86	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:	30	1014	0	0	994	40	76	0	86	0	0	0
Added Vol:	12	42	182	58	98	3	9	58	15	186	59	59
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	42	1056	182	58	1092	43	85	58	101	186	59	59
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	44	1112	192	61	1149	45	89	61	106	196	62	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	1112	192	61	1149	45	89	61	106	196	62	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	44	1112	192	61	1149	45	89	61	106	196	62	62
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	1.71	0.29	1.00	1.92	0.08	1.00	0.36	0.64	1.00	0.50	0.50
Final Sat.:	1800	3241	559	1800	3656	144	1800	693	1207	1800	950	950
Capacity Analysis Module:												
Vol/Sat:	0.02	0.34	0.34	0.03	0.31	0.31	0.05	0.09	0.09	0.11	0.07	0.07
Crit Moves:		****		****						****		
Green/Cycle:	0.14	0.64	0.64	0.08	0.57	0.57	0.24	0.24	0.24	0.24	0.24	0.24
Volume/Cap:	0.17	0.54	0.54	0.44	0.55	0.55	0.21	0.37	0.37	0.46	0.27	0.27
Delay/Veh:	50.7	7.0	7.0	67.2	11.8	11.8	40.8	43.6	43.6	45.8	41.8	41.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.7	7.0	7.0	67.2	11.8	11.8	40.8	43.6	43.6	45.8	41.8	41.8
LOS by Move:	D	A	A	E	B	B	D	D	D	D	D	D
HCM2kAvgQ:	2	8	8	3	10	10	3	5	5	7	4	4

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

Alabama Venture 1 Project
Buildout Year (2035) With Ambient and Cumulative and Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

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Intersection #15 Alabama Street (NS) at Lugonia Avenue (EW)

****

Cycle (sec): 110 Critical Vol./Cap.(X): 0.579
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 39.2
Optimal Cycle: OPTIMIZED Level Of Service: D

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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:	10	31	31	10	31	31	10	31	31	10	31	31
Lanes:	1 0	1 1	0	1 0	3 0	1	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	126	566	159	47	691	131	74	74	52	286	224	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	126	566	159	47	691	131	74	74	52	286	224	80
Added Vol:	6	127	72	2	88	5	19	19	25	65	5	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	132	693	231	49	779	136	93	93	77	351	229	85
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	139	729	243	52	820	143	98	98	81	369	241	89
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	139	729	243	52	820	143	98	98	81	369	241	89
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	139	729	243	52	820	143	98	98	81	369	241	89
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	1.50	0.50	1.00	3.00	1.00	1.00	1.09	0.91	1.00	2.00	1.00
Final Sat.:	1800	2850	950	1800	5700	1900	1800	2079	1721	1800	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.08	0.26	0.26	0.03	0.14	0.08	0.05	0.05	0.05	0.21	0.06	0.05
Crit Moves:		****		****				****		****		
Green/Cycle:	0.10	0.31	0.31	0.09	0.30	0.30	0.13	0.28	0.28	0.25	0.40	0.40
Volume/Cap:	0.79	0.83	0.83	0.32	0.48	0.25	0.42	0.17	0.17	0.83	0.16	0.12
Delay/Veh:	78.5	41.7	41.7	51.8	31.8	29.6	49.7	30.1	30.1	55.7	19.2	18.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	78.5	41.7	41.7	51.8	31.8	29.6	49.7	30.1	30.1	55.7	19.2	18.9
LOS by Move:	E	D	D	D	C	C	D	C	C	E	B	B
HCM2kAvgQ:	7	17	17	2	7	3	4	2	2	15	2	1

****

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

****

Alabama Venture 1 Project
Buildout Year (2035) With Ambient and Cumulative and Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #15 Alabama Street (NS) at Lugonia Avenue (EW)

****

Cycle (sec): 130 Critical Vol./Cap.(X): 1.220
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 133.5
Optimal Cycle: OPTIMIZED Level Of Service: F

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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:	10	31	31	10	31	31	10	31	31	10	31	31
Lanes:	1 0	1 1	0	1 0	3 0	1	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	107	756	485	218	806	103	220	437	171	433	280	154
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	107	756	485	218	806	103	220	437	171	433	280	154
Added Vol:	24	223	207	5	275	18	10	10	13	211	18	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	131	979	692	223	1081	121	230	447	184	644	298	157
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	138	1031	728	235	1138	127	242	471	194	678	314	165
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	138	1031	728	235	1138	127	242	471	194	678	314	165
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	138	1031	728	235	1138	127	242	471	194	678	314	165
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	1.17	0.83	1.00	3.00	1.00	1.00	1.42	0.58	1.00	2.00	1.00
Final Sat.:	1800	2226	1574	1800	5700	1900	1800	2692	1108	1800	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.08	0.46	0.46	0.13	0.20	0.07	0.13	0.17	0.17	0.38	0.08	0.09
Crit Moves:		****		****				****		****		
Green/Cycle:	0.10	0.33	0.33	0.09	0.32	0.32	0.18	0.24	0.24	0.27	0.33	0.33
Volume/Cap:	0.73	1.39	1.39	1.39	0.62	0.21	0.73	0.73	0.73	1.39	0.25	0.27
Delay/Veh:	78.7	220	219.9	264.6	37.4	31.6	63.3	50.9	50.9	233.2	31.5	32.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	78.7	220	219.9	264.6	37.4	31.6	63.3	50.9	50.9	233.2	31.5	32.2
LOS by Move:	E	F	F	F	D	C	E	D	D	F	C	C
HCM2kAvgQ:	7	66	66	20	12	3	11	13	13	54	4	4

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

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Alabama Venture 1 Project
Buildout Year (2035) With Ambient and Cumulative and Project
Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #15 Alabama Street (NS) at Lugonia Avenue (EW)

Cycle (sec): 95 Critical Vol./Cap.(X): 0.372
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 26.9
Optimal Cycle: OPTIMIZED 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:	Ovl			Include			Include			Include		
Min. Green:	10	31	31	10	31	31	10	31	31	10	31	31
Lanes:	2 0	3 0	1	2 0	3 0	1	2 0	1 1	0	2 0	1 1	0
Volume Module:												
Base Vol:	126	566	159	47	691	131	74	74	52	286	224	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	126	566	159	47	691	131	74	74	52	286	224	80
Added Vol:	6	127	72	2	88	5	19	19	25	65	5	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	132	693	231	49	779	136	93	93	77	351	229	85
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	139	729	243	52	820	143	98	98	81	369	241	89
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	139	729	243	52	820	143	98	98	81	369	241	89
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	139	729	243	52	820	143	98	98	81	369	241	89
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	1.09	0.91	2.00	1.46	0.54
Final Sat.:	3400	5700	1900	3400	5700	1900	3400	2079	1721	3400	2771	1029
Capacity Analysis Module:												
Vol/Sat:	0.04	0.13	0.13	0.02	0.14	0.08	0.03	0.05	0.05	0.11	0.09	0.09
Crit Moves:	****				****			****		****		
Green/Cycle:	0.11	0.33	0.48	0.11	0.33	0.33	0.12	0.33	0.33	0.16	0.37	0.37
Volume/Cap:	0.39	0.39	0.26	0.14	0.44	0.23	0.24	0.14	0.14	0.69	0.24	0.24
Delay/Veh:	42.8	24.5	12.2	39.5	25.0	23.4	39.5	22.1	22.1	44.8	19.8	19.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.8	24.5	12.2	39.5	25.0	23.4	39.5	22.1	22.1	44.8	19.8	19.8
LOS by Move:	D	C	B	D	C	C	D	C	C	D	B	B
HCM2kAvgQ:	2	5	3	1	6	3	2	2	2	7	3	3

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

Alabama Venture 1 Project
Buildout Year (2035) With Ambient and Cumulative and Project
Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #15 Alabama Street (NS) at Lugonia Avenue (EW)

Cycle (sec): 104 Critical Vol./Cap.(X): 0.676
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 34.1
Optimal Cycle: OPTIMIZED 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:	Ovl			Include			Include			Include		
Min. Green:	10	31	31	10	31	31	10	31	31	10	31	31
Lanes:	2 0	3 0	1	2 0	3 0	1	2 0	1 1	0	2 0	1 1	0
Volume Module:												
Base Vol:	107	756	485	218	806	103	220	437	171	433	280	154
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	107	756	485	218	806	103	220	437	171	433	280	154
Added Vol:	24	223	207	5	275	18	10	10	13	211	18	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	131	979	692	223	1081	121	230	447	184	644	298	157
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	138	1031	728	235	1138	127	242	471	194	678	314	165
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	138	1031	728	235	1138	127	242	471	194	678	314	165
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	138	1031	728	235	1138	127	242	471	194	678	314	165
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	1.42	0.58	2.00	1.31	0.69
Final Sat.:	3400	5700	1900	3400	5700	1900	3400	2692	1108	3400	2489	1311
Capacity Analysis Module:												
Vol/Sat:	0.04	0.18	0.38	0.07	0.20	0.07	0.07	0.17	0.17	0.20	0.13	0.13
Crit Moves:		****		****				****		****		
Green/Cycle:	0.10	0.30	0.53	0.10	0.30	0.30	0.13	0.30	0.30	0.23	0.40	0.40
Volume/Cap:	0.42	0.61	0.72	0.72	0.67	0.22	0.55	0.59	0.59	0.86	0.32	0.32
Delay/Veh:	48.2	32.5	18.0	58.4	33.7	28.0	47.4	32.9	32.9	50.6	19.7	19.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.2	32.5	18.0	58.4	33.7	28.0	47.4	32.9	32.9	50.6	19.7	19.7
LOS by Move:	D	C	B	E	C	C	D	C	C	D	B	B
HCM2kAvgQ:	3	9	15	6	11	3	5	9	9	14	4	4

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

Alabama Venture 1 Project
Buildout Year (2035) With Ambient and Cumulative and Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #16 Alabama Street (NS) at I-10 Freeway WB Ramps (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.843
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 21.8
Optimal Cycle: OPTIMIZED 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:	10	19	0	0	19	19	0	0	0	0	0	0
Lanes:	1 0	2 0	0	0 0	2 0	1	0 0	0 0	0	0 1	0 1	0
Volume Module:												
Base Vol:	341	609	0	0	587	372	0	0	0	273	357	441
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	341	609	0	0	587	372	0	0	0	273	357	441
Added Vol:	0	171	0	0	100	78	0	0	0	0	0	34
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	341	780	0	0	687	450	0	0	0	273	357	475
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	359	821	0	0	723	474	0	0	0	287	376	500
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	359	821	0	0	723	474	0	0	0	287	376	500
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	359	821	0	0	723	474	0	0	0	287	376	500
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.51	0.64	0.85
Final Sat.:	1800	3800	0	0	3800	1900	0	0	0	926	1211	1611
Capacity Analysis Module:												
Vol/Sat:	0.20	0.22	0.00	0.00	0.19	0.25	0.00	0.00	0.00	0.31	0.31	0.31
Crit Moves:	****					****				****		
Green/Cycle:	0.23	0.54	0.00	0.00	0.32	0.32	0.00	0.00	0.00	0.36	0.36	0.36
Volume/Cap:	0.87	0.40	0.00	0.00	0.60	0.79	0.00	0.00	0.00	0.87	0.87	0.87
Delay/Veh:	44.2	6.0	0.0	0.0	19.0	28.2	0.0	0.0	0.0	25.2	25.2	25.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.2	6.0	0.0	0.0	19.0	28.2	0.0	0.0	0.0	25.2	25.2	25.2
LOS by Move:	D	A	A	A	B	C	A	A	A	C	C	C
HCM2kAvgQ:	10	3	0	0	6	10	0	0	0	14	14	14

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

Alabama Venture 1 Project
Buildout Year (2035) With Ambient and Cumulative and Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #16 Alabama Street (NS) at I-10 Freeway WB Ramps (EW)

Cycle (sec):	80	Critical Vol./Cap.(X):	1.055
Loss Time (sec):	6 (Y+R=3.0 sec)	Average Delay (sec/veh):	37.6
Optimal Cycle: OPTIMIZED		Level Of Service:	D

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:	10	19	0	0	19	19	0	0	0	0	0	0
Lanes:	1 0	2 0	0	0 0	2 0	1	0 0	0 0	0	0 1	0 1	0
Volume Module:												
Base Vol:	540	1279	0	0	981	553	0	0	0	199	357	131
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	540	1279	0	0	981	553	0	0	0	199	357	131
Added Vol:	0	394	0	0	239	260	0	0	0	0	0	60
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	540	1673	0	0	1220	813	0	0	0	199	357	191
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	568	1761	0	0	1284	856	0	0	0	209	376	201
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	568	1761	0	0	1284	856	0	0	0	209	376	201
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	568	1761	0	0	1284	856	0	0	0	209	376	201
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.55	0.95	0.50
Final Sat.:	1800	3800	0	0	3800	1900	0	0	0	998	1790	957
Capacity Analysis Module:												
Vol/Sat:	0.32	0.46	0.00	0.00	0.34	0.45	0.00	0.00	0.00	0.21	0.21	0.21
Crit Moves:	****					****				****		
Green/Cycle:	0.30	0.73	0.00	0.00	0.43	0.43	0.00	0.00	0.00	0.20	0.20	0.20
Volume/Cap:	1.06	0.64	0.00	0.00	0.79	1.06	0.00	0.00	0.00	1.06	1.06	1.06
Delay/Veh:	81.8	1.9	0.0	0.0	21.2	67.0	0.0	0.0	0.0	80.6	80.6	80.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	81.8	1.9	0.0	0.0	21.2	67.0	0.0	0.0	0.0	80.6	80.6	80.6
LOS by Move:	F	A	A	A	C	E	A	A	A	F	F	F
HCM2kAvgQ:	24	3	0	0	14	33	0	0	0	17	17	17

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

Alabama Venture 1 Project
Buildout Year (2035) With Ambient and Cumulative and Project
Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

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Intersection #16 Alabama Street (NS) at I-10 Freeway WB Ramps (EW)

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Cycle (sec): 60 Critical Vol./Cap.(X): 0.739
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 16.9
Optimal Cycle: OPTIMIZED Level Of Service: B

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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:	10	19	0	0	19	19	0	0	0	0	0	0
Lanes:	2 0	3 0	0	0 0	3 0	1	0 0	0 0	0	0 1	0 1	0
Volume Module:												
Base Vol:	341	609	0	0	587	372	0	0	0	273	357	441
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	341	609	0	0	587	372	0	0	0	273	357	441
Added Vol:	0	171	0	0	100	78	0	0	0	0	0	34
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	341	780	0	0	687	450	0	0	0	273	357	475
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	359	821	0	0	723	474	0	0	0	287	376	500
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	359	821	0	0	723	474	0	0	0	287	376	500
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	359	821	0	0	723	474	0	0	0	287	376	500
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	2.00	3.00	0.00	0.00	3.00	1.00	0.00	0.00	0.00	0.51	0.64	0.85
Final Sat.:	3400	5700	0	0	5700	1900	0	0	0	926	1211	1611
Capacity Analysis Module:												
Vol/Sat:	0.11	0.14	0.00	0.00	0.13	0.25	0.00	0.00	0.00	0.31	0.31	0.31
Crit Moves:	****					****				****		
Green/Cycle:	0.17	0.49	0.00	0.00	0.33	0.33	0.00	0.00	0.00	0.41	0.41	0.41
Volume/Cap:	0.63	0.29	0.00	0.00	0.39	0.76	0.00	0.00	0.00	0.76	0.76	0.76
Delay/Veh:	28.6	7.3	0.0	0.0	15.6	26.1	0.0	0.0	0.0	17.3	17.3	17.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.6	7.3	0.0	0.0	15.6	26.1	0.0	0.0	0.0	17.3	17.3	17.3
LOS by Move:	C	A	A	A	B	C	A	A	A	B	B	B
HCM2kAvgQ:	5	2	0	0	3	9	0	0	0	11	11	11

****

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

****

Alabama Venture 1 Project
Buildout Year (2035) With Ambient and Cumulative and Project
Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #16 Alabama Street (NS) at I-10 Freeway WB Ramps (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.920
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 17.8
Optimal Cycle: OPTIMIZED 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:	10		19		0		0		19		19		0		0		0		0		0		0	
Lanes:	2	0	3	0	0		0	0	3	0	1		0	0	0	0	0		0	1	0	1	0	
Volume Module:																								
Base Vol:	540		1279		0		0		981		553		0		0		0		199		357		131	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	540		1279		0		0		981		553		0		0		0		199		357		131	
Added Vol:	0		394		0		0		239		260		0		0		0		0		0		60	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	540		1673		0		0		1220		813		0		0		0		199		357		191	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	0.95		0.95		0.95		0.95		0.95		0.95		0.95		0.95		0.95		0.95		0.95		0.95	
PHF Volume:	568		1761		0		0		1284		856		0		0		0		209		376		201	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	568		1761		0		0		1284		856		0		0		0		209		376		201	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	568		1761		0		0		1284		856		0		0		0		209		376		201	
Saturation Flow Module:																								
Sat/Lane:	1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900	
Adjustment:	0.89		1.00		1.00		0.95		1.00		1.00		0.95		1.00		1.00		0.95		1.00		1.00	
Lanes:	2.00		3.00		0.00		0.00		3.00		1.00		0.00		0.00		0.00		0.55		0.95		0.50	
Final Sat.:	3400		5700		0		0		5700		1900		0		0		0		998		1790		957	
Capacity Analysis Module:																								
Vol/Sat:	0.17		0.31		0.00		0.00		0.23		0.45		0.00		0.00		0.00		0.21		0.21		0.21	
Crit Moves:	****										****								****					
Green/Cycle:	0.18		0.67		0.00		0.00		0.49		0.49		0.00		0.00		0.00		0.23		0.23		0.23	
Volume/Cap:	0.92		0.46		0.00		0.00		0.46		0.92		0.00		0.00		0.00		0.92		0.92		0.92	
Delay/Veh:	45.2		2.1		0.0		0.0		8.4		26.6		0.0		0.0		0.0		39.1		39.1		39.1	
User DelAdj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	45.2		2.1		0.0		0.0		8.4		26.6		0.0		0.0		0.0		39.1		39.1		39.1	
LOS by Move:	D		A		A		A		A		C		A		A		A		D		D		D	
HCM2kAvgQ:	10		3		0		0		4		19		0		0		0		12		12		12	

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

Alabama Venture 1 Project
Buildout Year (2035) With Ambient and Cumulative and Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #17 Alabama Street (NS) at I-10 Freeway EB Ramps (EW)

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.579
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 14.3
Optimal Cycle: OPTIMIZED 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	19	19	10	19	0	0	0	0	0	0	0
Lanes:	0 0 2	0	1	1 0 2	0	0	0 1 0	1	0	0 0 0	0	0
Volume Module:												
Base Vol:	0	641	89	58	812	0	289	3	488	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	641	89	58	812	0	289	3	488	0	0	0
Added Vol:	0	77	0	31	70	0	94	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	718	89	89	882	0	383	3	488	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	756	94	94	928	0	403	3	514	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	756	94	94	928	0	403	3	514	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
FinalVolume:	0	756	94	94	928	0	403	3	514	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.99	0.01	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	1900	1800	3800	0	1787	14	1900	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.05	0.05	0.24	0.00	0.23	0.23	0.27	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green/Cycle:	0.00	0.32	0.32	0.17	0.48	0.00	0.42	0.42	0.42	0.00	0.00	0.00
Volume/Cap:	0.00	0.63	0.16	0.31	0.51	0.00	0.54	0.54	0.65	0.00	0.00	0.00
Delay/Veh:	0.0	19.5	14.9	24.7	9.4	0.0	12.8	12.8	14.6	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	19.5	14.9	24.7	9.4	0.0	12.8	12.8	14.6	0.0	0.0	0.0
LOS by Move:	A	B	B	C	A	A	B	B	B	A	A	A
HCM2kAvgQ:	0	7	1	2	5	0	6	6	8	0	0	0

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

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Alabama Venture 1 Project
Buildout Year (2035) With Ambient and Cumulative and Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #17 Alabama Street (NS) at I-10 Freeway EB Ramps (EW)

****

Cycle (sec): 85 Critical Vol./Cap.(X): 1.120
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 60.0
Optimal Cycle: OPTIMIZED Level Of Service: E

****

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	19	19		10	19	0		0	0	0		0	0	0	
Lanes:	0 0	2 0	1		1 0	2 0	0		0 1	0 1	0		0 0	0 0	0	
Volume Module:																
Base Vol:	0	1279	308		273	933	0		531	10	487		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	1279	308		273	933	0		531	10	487		0	0	0	
Added Vol:	0	168	0		64	175	0		226	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	1447	308		337	1108	0		757	10	487		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	0	1523	324		355	1166	0		797	11	513		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1523	324		355	1166	0		797	11	513		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	
FinalVolume:	0	1523	324		355	1166	0		797	11	513		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	1.00	1.00		0.95	1.00	1.00		0.95	1.00	1.00		0.95	1.00	1.00	
Lanes:	0.00	2.00	1.00		1.00	2.00	0.00		1.00	0.02	0.98		0.00	0.00	0.00	
Final Sat.:	0	3800	1900		1800	3800	0		1800	38	1862		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.40	0.17		0.20	0.31	0.00		0.44	0.28	0.28		0.00	0.00	0.00	
Crit Moves:		****			****				****							
Green/Cycle:	0.00	0.36	0.36		0.18	0.53	0.00		0.40	0.40	0.40		0.00	0.00	0.00	
Volume/Cap:	0.00	1.12	0.48		1.12	0.57	0.00		1.12	0.70	0.70		0.00	0.00	0.00	
Delay/Veh:	0.0	89.8	22.2		121.8	10.7	0.0		88.7	21.4	21.4		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	89.8	22.2		121.8	10.7	0.0		88.7	21.4	21.4		0.0	0.0	0.0	
LOS by Move:	A	F	C		F	B	A		F	C	C		A	A	A	
HCM2kAvgQ:	0	34	6		19	8	0		37	11	11		0	0	0	

****

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

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Alabama Venture 1 Project
Buildout Year (2035) With Ambient and Cumulative and Project
Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #17 Alabama Street (NS) at I-10 Freeway EB Ramps (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.478
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 12.9
Optimal Cycle: OPTIMIZED 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	19	19	10	19	0	0	0	0	0	0	0
Lanes:	0 0	3 0	1	2 0	3 0	0	0 1	0 1	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	641	89	58	812	0	289	3	488	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	641	89	58	812	0	289	3	488	0	0	0
Added Vol:	0	77	0	31	70	0	94	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	718	89	89	882	0	383	3	488	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	756	94	94	928	0	403	3	514	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	756	94	94	928	0	403	3	514	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
FinalVolume:	0	756	94	94	928	0	403	3	514	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.89	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	0.00	3.00	1.00	2.00	3.00	0.00	0.99	0.01	1.00	0.00	0.00	0.00
Final Sat.:	0	5700	1900	3400	5700	0	1787	14	1900	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.05	0.03	0.16	0.00	0.23	0.23	0.27	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green/Cycle:	0.00	0.32	0.32	0.17	0.48	0.00	0.42	0.42	0.42	0.00	0.00	0.00
Volume/Cap:	0.00	0.42	0.16	0.17	0.34	0.00	0.54	0.54	0.65	0.00	0.00	0.00
Delay/Veh:	0.0	16.4	14.9	22.1	7.9	0.0	12.8	12.8	14.6	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	16.4	14.9	22.1	7.9	0.0	12.8	12.8	14.6	0.0	0.0	0.0
LOS by Move:	A	B	B	C	A	A	B	B	B	A	A	A
HCM2kAvgQ:	0	4	1	1	3	0	6	6	8	0	0	0

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

Alabama Venture 1 Project
Buildout Year (2035) With Ambient and Cumulative and Project
Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #17 Alabama Street (NS) at I-10 Freeway EB Ramps (EW)

****

Cycle (sec): 65 Critical Vol./Cap.(X): 0.897
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 23.5
Optimal Cycle: OPTIMIZED 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	19	19	10	19	0	0	0	0	0	0	0
Lanes:	0 0	3 0	1	2 0	3 0	0	0 1	0 1	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	1279	308	273	933	0	531	10	487	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1279	308	273	933	0	531	10	487	0	0	0
Added Vol:	0	168	0	64	175	0	226	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1447	308	337	1108	0	757	10	487	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	1523	324	355	1166	0	797	11	513	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1523	324	355	1166	0	797	11	513	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
FinalVolume:	0	1523	324	355	1166	0	797	11	513	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.89	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	0.00	3.00	1.00	2.00	3.00	0.00	1.00	0.02	0.98	0.00	0.00	0.00
Final Sat.:	0	5700	1900	3400	5700	0	1800	38	1862	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.27	0.17	0.10	0.20	0.00	0.44	0.28	0.28	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.00	0.29	0.29	0.15	0.45	0.00	0.46	0.46	0.46	0.00	0.00	0.00
Volume/Cap:	0.00	0.91	0.58	0.68	0.46	0.00	0.96	0.60	0.60	0.00	0.00	0.00
Delay/Veh:	0.0	31.3	23.9	32.9	11.1	0.0	30.2	11.9	11.9	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	31.3	23.9	32.9	11.1	0.0	30.2	11.9	11.9	0.0	0.0	0.0
LOS by Move:	A	C	C	C	B	A	C	B	B	A	A	A
HCM2kAvgQ:	0	14	6	5	5	0	23	7	7	0	0	0

****

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

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Alabama Venture 1 Project
Buildout Year (2035) With Ambient and Cumulative and Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #18 SR-210 Freeway SB Ramps (NS) at San Bernardino Avenue (EW)

Cycle (sec):	130	Critical Vol./Cap.(X):	0.854
Loss Time (sec):	8 (Y+R=3.0 sec)	Average Delay (sec/veh):	77.3
Optimal Cycle: OPTIMIZED		Level Of Service:	E

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:	10	31	31	10	31	31	10	31	31	10	31	31
Lanes:	1 0 0	1 0		1 0 1	1 0		1 0 1	0 1		1 0 1	0 1	
Volume Module:												
Base Vol:	15	1	45	357	217	470	16	245	11	32	655	322
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	1	45	357	217	470	16	245	11	32	655	322
Added Vol:	0	28	17	152	18	73	29	132	0	30	115	56
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	29	62	509	235	543	45	377	11	62	770	378
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	16	31	65	536	247	572	47	397	12	65	811	398
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	31	65	536	247	572	47	397	12	65	811	398
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	16	31	65	536	247	572	47	397	12	65	811	398
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	0.32	0.68	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1800	605	1295	1800	1900	1900	1800	1900	1900	1800	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.01	0.05	0.05	0.30	0.13	0.30	0.03	0.21	0.01	0.04	0.43	0.21
Crit Moves:		****		****			****				****	
Green/Cycle:	0.10	0.24	0.24	0.26	0.39	0.39	0.08	0.34	0.34	0.11	0.37	0.37
Volume/Cap:	0.09	0.21	0.21	1.16	0.33	0.76	0.34	0.62	0.02	0.33	1.16	0.57
Delay/Veh:	54.0	40.8	40.8	143.0	25.1	36.0	63.5	39.2	27.7	58.2	127	33.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.0	40.8	40.8	143.0	25.1	36.0	63.5	39.2	27.7	58.2	127	33.9
LOS by Move:	D	D	D	F	C	D	E	D	C	E	F	C
HCM2kAvgQ:	1	3	3	35	6	19	2	13	0	3	49	11

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

Alabama Venture 1 Project
Buildout Year (2035) With Ambient and Cumulative and Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #18 SR-210 Freeway SB Ramps (NS) at San Bernardino Avenue (EW)

****

Cycle (sec):	130	Critical Vol./Cap.(X):	1.250
Loss Time (sec):	8 (Y+R=3.0 sec)	Average Delay (sec/veh):	115.5
Optimal Cycle: OPTIMIZED		Level Of Service:	F

****

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:	10	31	31	10	31	31	10	31	31	10	31	31
Lanes:	1 0 0 1 0			1 0 1 1 0			1 0 1 0 1			1 0 1 0 1		
Volume Module:												
Base Vol:	25	45	248	309	429	235	95	694	55	66	280	191
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	45	248	309	429	235	95	694	55	66	280	191
Added Vol:	0	99	58	195	57	119	92	269	0	97	156	91
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	144	306	504	486	354	187	963	55	163	436	282
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	26	152	322	531	512	373	197	1014	58	172	459	297
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	152	322	531	512	373	197	1014	58	172	459	297
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	26	152	322	531	512	373	197	1014	58	172	459	297
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	0.32	0.68	1.00	1.16	0.84	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1800	608	1292	1800	2199	1601	1800	1900	1900	1800	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.01	0.25	0.25	0.29	0.23	0.23	0.11	0.53	0.03	0.10	0.24	0.16
Crit Moves:		****		****				****		****		
Green/Cycle:	0.11	0.24	0.24	0.22	0.35	0.35	0.15	0.40	0.40	0.08	0.33	0.33
Volume/Cap:	0.13	1.05	1.05	1.33	0.67	0.67	0.73	1.33	0.08	1.24	0.73	0.47
Delay/Veh:	53.3	104	104.2	215.2	36.8	36.8	69.1	192	21.6	214.5	44.6	35.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.3	104	104.2	215.2	36.8	36.8	69.1	192	21.6	214.5	44.6	35.9
LOS by Move:	D	F	F	F	D	D	E	F	C	F	D	D
HCM2kAvgQ:	1	26	26	41	14	14	9	72	1	14	16	8

****

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

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Alabama Venture 1 Project
Buildout Year (2035) With Ambient and Cumulative and Project
Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #18 SR-210 Freeway SB Ramps (NS) at San Bernardino Avenue (EW)

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.487
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 33.6
Optimal Cycle: OPTIMIZED 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:	10	31	31	10	31	31	10	31	31	10	31	31
Lanes:	1 0 0 1		0	2 0 1 1		0	1 0 1 1		0	1 0 2 0		1
Volume Module:												
Base Vol:	15	1	45	357	217	470	16	245	11	32	655	322
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	1	45	357	217	470	16	245	11	32	655	322
Added Vol:	0	28	17	152	18	73	29	132	0	30	115	56
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	29	62	509	235	543	45	377	11	62	770	378
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	16	31	65	536	247	572	47	397	12	65	811	398
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	31	65	536	247	572	47	397	12	65	811	398
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	16	31	65	536	247	572	47	397	12	65	811	398
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.89	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	0.32	0.68	2.00	1.00	1.00	1.00	1.94	0.06	1.00	2.00	1.00
Final Sat.:	1800	605	1295	3400	1900	1900	1800	3692	108	1800	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.01	0.05	0.05	0.16	0.13	0.30	0.03	0.11	0.11	0.04	0.21	0.21
Crit Moves:		****		****			****				****	
Green/Cycle:	0.12	0.31	0.31	0.20	0.39	0.39	0.10	0.31	0.31	0.10	0.31	0.31
Volume/Cap:	0.07	0.16	0.16	0.79	0.34	0.78	0.26	0.35	0.35	0.36	0.69	0.68
Delay/Veh:	39.3	25.1	25.1	47.0	20.1	30.3	45.1	26.9	26.9	47.6	32.9	35.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.3	25.1	25.1	47.0	20.1	30.3	45.1	26.9	26.9	47.6	32.9	35.5
LOS by Move:	D	C	C	D	C	C	D	C	C	D	C	D
HCM2kAvgQ:	0	2	2	11	5	16	2	4	4	2	11	11

****

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

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Alabama Venture 1 Project
Buildout Year (2035) With Ambient and Cumulative and Project
Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #18 SR-210 Freeway SB Ramps (NS) at San Bernardino Avenue (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.729
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 40.9
Optimal Cycle: OPTIMIZED Level Of Service: D

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:	10	31	31	10	31	31	10	31	31	10	31	31
Lanes:	1 0 0	1 0		2 0 1	1 0		1 0 1	1 0		1 0 2	0 1	
Volume Module:												
Base Vol:	25	45	248	309	429	235	95	694	55	66	280	191
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	45	248	309	429	235	95	694	55	66	280	191
Added Vol:	0	99	58	195	57	119	92	269	0	97	156	91
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	144	306	504	486	354	187	963	55	163	436	282
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	26	152	322	531	512	373	197	1014	58	172	459	297
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	152	322	531	512	373	197	1014	58	172	459	297
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	26	152	322	531	512	373	197	1014	58	172	459	297
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.89	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	0.32	0.68	2.00	1.16	0.84	1.00	1.89	0.11	1.00	2.00	1.00
Final Sat.:	1800	608	1292	3400	2199	1601	1800	3595	205	1800	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.01	0.25	0.25	0.16	0.23	0.23	0.11	0.28	0.28	0.10	0.12	0.16
Crit Moves:		****		****			****					****
Green/Cycle:	0.12	0.31	0.31	0.18	0.37	0.37	0.12	0.33	0.33	0.11	0.31	0.31
Volume/Cap:	0.12	0.80	0.80	0.88	0.63	0.63	0.88	0.86	0.86	0.90	0.39	0.50
Delay/Veh:	40.6	42.1	42.1	57.5	26.3	26.3	79.6	38.2	38.2	87.8	27.4	30.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.6	42.1	42.1	57.5	26.3	26.3	79.6	38.2	38.2	87.8	27.4	30.6
LOS by Move:	D	D	D	E	C	C	E	D	D	F	C	C
HCM2kAvgQ:	1	15	15	12	11	11	9	18	18	9	5	7

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

Alabama Venture 1 Project
Buildout Year (2035) With Ambient and Cumulative and Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #19 SR-210 Freeway NB Ramps (NS) at San Bernardino Avenue (EW)

Cycle (sec): 130 Critical Vol./Cap.(X): 0.884
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 60.5
Optimal Cycle: OPTIMIZED Level Of Service: E

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:	10	31	31	10	31	31	10	31	31	10	31	31
Lanes:	1 0	2 0	1	1 0	0 1	0	2 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	68	272	32	281	6	78	84	427	116	47	873	663
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	68	272	32	281	6	78	84	427	116	47	873	663
Added Vol:	22	61	0	0	147	99	61	201	38	9	81	61
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	333	32	281	153	177	145	628	154	56	954	724
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	95	351	34	296	161	186	153	661	162	59	1004	762
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	351	34	296	161	186	153	661	162	59	1004	762
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	95	351	34	296	161	186	153	661	162	59	1004	762
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.89	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	0.46	0.54	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1800	3800	1900	1800	881	1019	3400	1900	1900	1800	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.05	0.09	0.02	0.16	0.18	0.18	0.04	0.35	0.09	0.03	0.53	0.40
Crit Moves:		****		****			****				****	
Green/Cycle:	0.09	0.24	0.24	0.15	0.29	0.29	0.08	0.45	0.45	0.10	0.48	0.48
Volume/Cap:	0.56	0.39	0.07	1.11	0.63	0.63	0.58	0.77	0.19	0.33	1.11	0.84
Delay/Veh:	68.9	42.8	38.7	144.0	44.8	44.8	67.2	31.5	18.3	59.2	93.0	33.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	68.9	42.8	38.7	144.0	44.8	44.8	67.2	31.5	18.3	59.2	93.0	33.5
LOS by Move:	E	D	D	F	D	D	E	C	B	E	F	C
HCM2kAvgQ:	5	6	1	20	12	12	4	21	3	3	55	26

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

Alabama Venture 1 Project
Buildout Year (2035) With Ambient and Cumulative and Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #19 SR-210 Freeway NB Ramps (NS) at San Bernardino Avenue (EW)

****

Cycle (sec): 130 Critical Vol./Cap.(X): 1.094
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 127.5
Optimal Cycle: OPTIMIZED Level Of Service: F

****

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:	10	31	31	10	31	31	10	31	31	10	31	31
Lanes:	1 0	2 0	1	1 0	0 1	0	2 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	33	502	46	474	28	59	481	720	110	43	479	566
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	502	46	474	28	59	481	720	110	43	479	566
Added Vol:	35	98	0	0	188	179	201	273	49	14	130	98
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	68	600	46	474	216	238	682	993	159	57	609	664
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	72	632	48	499	227	251	718	1045	167	60	641	699
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	632	48	499	227	251	718	1045	167	60	641	699
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	72	632	48	499	227	251	718	1045	167	60	641	699
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.89	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	0.48	0.52	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1800	3800	1900	1800	904	996	3400	1900	1900	1800	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.04	0.17	0.03	0.28	0.25	0.25	0.21	0.55	0.09	0.03	0.34	0.37
Crit Moves:		****		****				****		****		
Green/Cycle:	0.10	0.24	0.24	0.21	0.34	0.34	0.18	0.41	0.41	0.08	0.31	0.31
Volume/Cap:	0.38	0.70	0.11	1.33	0.73	0.73	1.18	1.33	0.21	0.43	1.08	1.18
Delay/Veh:	60.0	49.6	39.2	216.3	42.9	42.9	150.0	190	22.1	66.9	104	140.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.0	49.6	39.2	216.3	42.9	42.9	150.0	190	22.1	66.9	104	140.6
LOS by Move:	E	D	D	F	D	D	F	F	C	E	F	F
HCM2kAvgQ:	3	12	1	39	17	17	26	74	3	3	36	43

****

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

****

Alabama Venture 1 Project
Buildout Year (2035) With Ambient and Cumulative and Project
Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #19 SR-210 Freeway NB Ramps (NS) at San Bernardino Avenue (EW)

Cycle (sec): 105 Critical Vol./Cap.(X): 0.583
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 27.7
Optimal Cycle: OPTIMIZED 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			Ovl		
Min. Green:	10	31	31	10	31	31	10	31	31	10	31	31
Lanes:	1 0	2 0	1	2 0	1 1	0	2 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	68	272	32	281	6	78	84	427	116	47	873	663
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	68	272	32	281	6	78	84	427	116	47	873	663
Added Vol:	22	61	0	0	147	99	61	201	38	9	81	61
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	333	32	281	153	177	145	628	154	56	954	724
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	95	351	34	296	161	186	153	661	162	59	1004	762
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	351	34	296	161	186	153	661	162	59	1004	762
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	95	351	34	296	161	186	153	661	162	59	1004	762
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	1.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1800	3800	1900	3400	1900	1900	3400	3800	1900	1800	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.05	0.09	0.02	0.09	0.08	0.10	0.04	0.17	0.09	0.03	0.26	0.40
Crit Moves:		****		****			****					****
Green/Cycle:	0.10	0.30	0.30	0.12	0.31	0.31	0.10	0.39	0.39	0.12	0.42	0.53
Volume/Cap:	0.52	0.31	0.06	0.74	0.27	0.31	0.47	0.45	0.22	0.26	0.64	0.75
Delay/Veh:	55.1	29.1	26.5	56.2	27.0	27.6	49.9	22.8	20.4	44.4	23.4	18.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.1	29.1	26.5	56.2	27.0	27.6	49.9	22.8	20.4	44.4	23.4	18.7
LOS by Move:	E	C	C	E	C	C	D	C	C	D	C	B
HCM2kAvgQ:	4	4	1	7	3	4	3	7	3	2	12	17

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

Alabama Venture 1 Project
Buildout Year (2035) With Ambient and Cumulative and Project
Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #19 SR-210 Freeway NB Ramps (NS) at San Bernardino Avenue (EW)

****

Cycle (sec): 120 Critical Vol./Cap.(X): 0.742
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 41.9
Optimal Cycle: OPTIMIZED Level Of Service: D

****

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			Ovl		
Min. Green:	10	31	31	10	31	31	10	31	31	10	31	31
Lanes:	1 0	2 0	1	2 0	1 1	0	2 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	33	502	46	474	28	59	481	720	110	43	479	566
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	502	46	474	28	59	481	720	110	43	479	566
Added Vol:	35	98	0	0	188	179	201	273	49	14	130	98
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	68	600	46	474	216	238	682	993	159	57	609	664
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	72	632	48	499	227	251	718	1045	167	60	641	699
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	632	48	499	227	251	718	1045	167	60	641	699
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	72	632	48	499	227	251	718	1045	167	60	641	699
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	1.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1800	3800	1900	3400	1900	1900	3400	3800	1900	1800	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.04	0.17	0.03	0.15	0.12	0.13	0.21	0.28	0.09	0.03	0.17	0.37
Crit Moves:		****		****			****				****	
Green/Cycle:	0.10	0.26	0.26	0.17	0.32	0.32	0.25	0.39	0.39	0.12	0.26	0.43
Volume/Cap:	0.38	0.64	0.10	0.86	0.37	0.41	0.86	0.71	0.23	0.28	0.65	0.86
Delay/Veh:	55.8	42.8	34.3	63.6	30.8	31.5	54.4	31.2	23.2	51.7	43.1	37.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.8	42.8	34.3	63.6	30.8	31.5	54.4	31.2	23.2	51.7	43.1	37.9
LOS by Move:	E	D	C	E	C	C	D	C	C	D	D	D
HCM2kAvgQ:	3	11	1	13	6	6	17	16	3	2	11	24

****

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

****

APPENDIX F

Traffic Signal Warrant Worksheet

WARRANT 3, PEAK HOUR (70% FACTOR)
(Rural Areas)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 70 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **Existing**

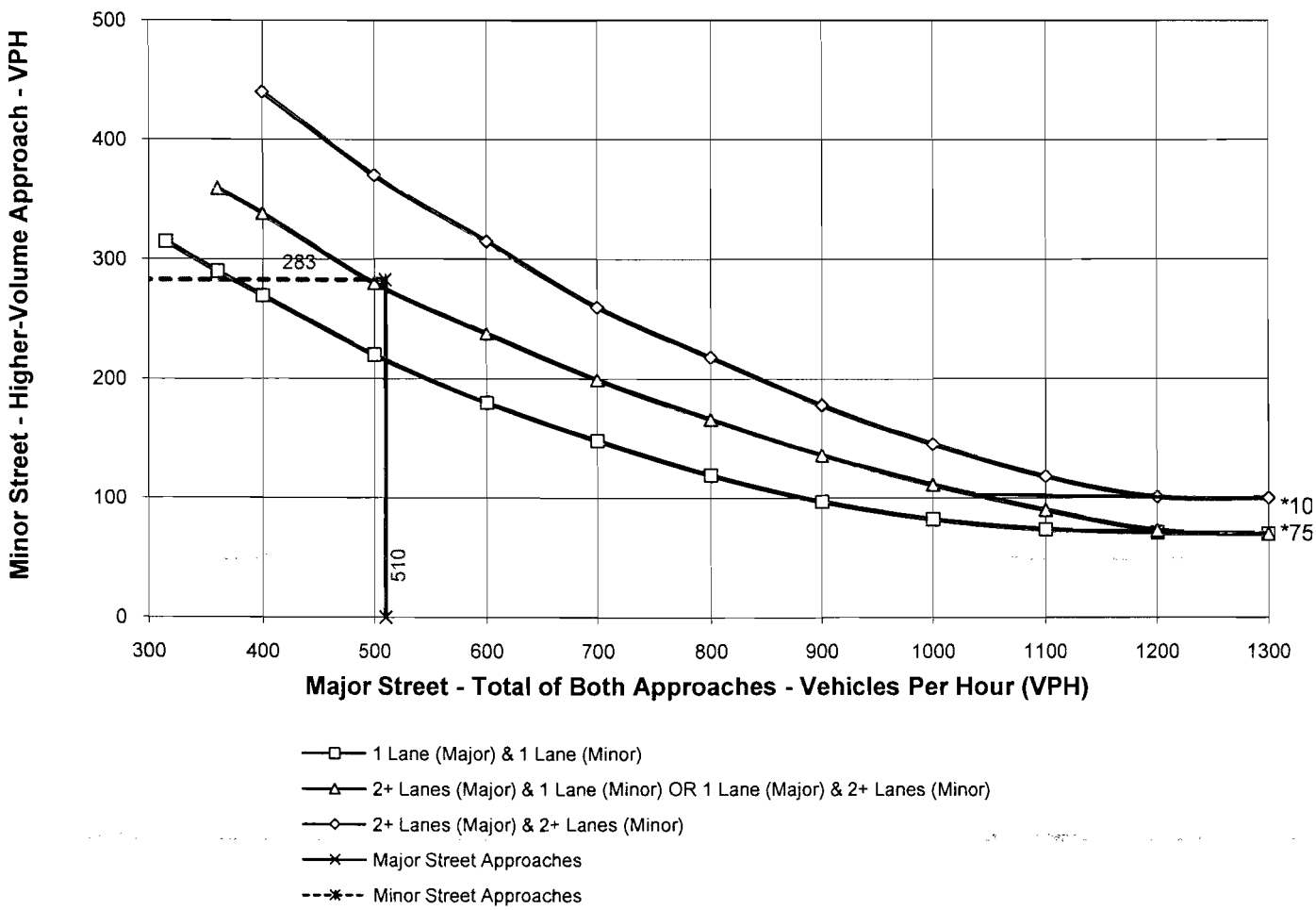
Major Street Name = **Nevada Street**

Total of Both Approaches (VPH) = **510**
Number of Approach Lanes Major Street = **1**

Minor Street Name = **Lugonia Avenue**

High Volume Approach (VPH) = **283**
Number of Approach Lanes Minor Street = **1**

WARRANTED FOR A SIGNAL



* Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

November 2003

APPENDIX G

Preliminary Construction Cost Estimates
For Congestion Management Program

PRELIMINARY CONSTRUCTION COST ESTIMATES
FOR
CONGESTION MANAGEMENT PLAN

Add One Lane Each Direction on Freeway	
Asphalt Concrete Pavement	$2,300,000 Per Mile
Portland Cement Concrete Pavement	$2,800,000 Per Mile
Includes: Excavation Paving Section Barrier Shoulder Upgrade Drainage System Traffic Control Mobilization @10% Design @11% Construction Mgt. @12.5%	**Excludes:** Environmental Costs Right of Way Widening of Bridge Structures Added Retaining Walls Added Sound Walls

Widen Existing UC Structures	
Total Cost =	$160 Per Square Foot
Includes: Structure Mobilization @10% Design @11% Construction Mgt. @12.5%	**Excludes:** Environmental Costs Right of Way Traffic Control Ramp Modifications Signal/Lighting Up Grades Drainage Upgrades Added Retaining Walls Added Sound Walls

Diamond Interchanges			
$10,000,000	EACH	NEW IC	Minimal Row/Environmental
$15,000,000	EACH	NEW IC	Includes Row/Environmental
$20,000,000	EACH	EXISTING	Minimal Row/Environmental
$25,000,000	EACH	EXISTING	Includes Row/ Environmental
Includes: Structure Retaining Walls Soil Nail Walls Drainage System Ramps Mobilization @ 10% Design @ 11% Construction Mgt. @ 12.5%		**Excludes:** As listed	

Retaining Walls

Height Feet	Structure Cost $/LF	Mobilization Design Constr. Mgt. $/LF	Total $/LF
4	$190	$70	$260
6	$260	$90	$350
8	$380	$140	$520
10	$430	$150	$580
12	$480	$170	$650
14	$590	$210	$800
16	$660	$240	$900
	Excludes: Environmental Costs Right of Way		

12' High Sound Walls (Masonry Block on Footing)

Structure Cost $/Mile	Mobilization Design Constr. Mgt. $/Mile	Total $/Mile
$800,000	$300,000	$1,100,000

Widen Conventional Highway

1. Add one outside lane (Work includes earthwork, modify existing drainage system and construct AC shoulder section.	
Asphalt Concrete Pavement	$1,000,000/Mile
2. Add one outside lane each direction (Work includes earthwork, modify existing drainage system and construct AC shoulder section)	
Asphalt Concrete Pavement	$2,000,000/Mile
With Median Concrete Barrier	$2,200,000/Mile
With Median Double Thrie Beam Barrier	$2,300,000/Mile

Local Interchange Improvements

1. New Interchange	
Urban Interchange	$10,000,000 to $17,000,000
Partial – Cloverleaf Interchange (Work includes new OC structure, earthwork, signal)	$6,000,000
Diamond Interchange (Work includes new OC structure, earthwork, signal)	$5,000,000

Local Interchange Improvements CONT...		
2.	Reconstruct Existing Interchange	
	Realign and widen existing ramps (to 2 lanes)	$750,000/Each Ramp
	Construct Loop on – ramps (Does not include realigning existing ramp)	$700,000/Each Ramp
	Upgrade existing Diamond IC to Partial – Cloverleaf	$6,000,000
3.	Improve Existing Interchange	
	Widen ramps (From one to two lanes)	$350,000/Each Ramp
	Widen existing OC structure	$110/Sq. Ft.
	Signalize ramp intersection	$90,000/Location
	Upgrade existing signal at ramp terminal	$75,000/Intersection
	Upgrade existing signal at ramp terminal (Add lights only)	$25,000/Each
4.	Ramp Metering System	$60,000/Each location
Intersection Improvements		
1.	Signalization of local intersection (with some roadwork)	$250,000
2.	Upgrade existing intersection signalization	$75,000
3.	Upgrade existing Traffic Controller/Assembles	$40,000/Each
4.	Install new signal	$90,000/location
5.	Add signal heads	$25,000/Intersection
6.	Construct left – turn lane (240' long)	$50,000/Each Location
7.	Street widening (12' wide) (Pavement only)	$180,000/Mile
8.	Curb and gutter (Type A2-8)	$15/LF

Other Improvements		
1.	Construct new OC structure (Does not include roadway work)	$100/Sq. Ft.
2.	Construct Retaining Walls (Type 1)	$285/LF (H=8') $360/LF (H=10') $460/LF (H=12') $560/LF (H=14')
3.	Construct Soundwall	$1,000,000/Mile (H=12')
4.	Traffic Management Plan	10% of total construction costs

NOTE: This cost estimate does not include the following items:

1. R/W engineering, appraisal, acquisition and utilities relocation costs.
2. Minor items and supplemental work (10%).
3. Mobilization (10%).
4. Contingencies (25%).
5. Landscaping costs.

General Note: **When adding a through lane, the minimum distance is 600' approach and 600' departure to the next intersection.**

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