



APPENDIX L

TRAFFIC LEVEL OF SERVICE (LOS) WORKSHEETS



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Scenario Report

Scenario: 01 Existing AM
Command: 01 Existing AM
Volume: 01 Existing AM
Geometry: Default Geometry
Impact Fee: Default Impact Fee
Trip Generation: Default Trip Generation
Trip Distribution: Default Trip Distribution
Paths: Default Path
Routes: Default Route
Configuration: Default Configuration

Impact Analysis Report
Level Of Service

Intersection	Base		Future		Change in
	Del/ LOS Veh	V/ C	Del/ LOS Veh	V/ C	
# 1 Denni Street/Orange Avenue	A xxxxx	0.528	A xxxxx	0.528	+ 0.000 V/C
# 2 Moody Street/Lincoln Avenue	C xxxxx	0.719	C xxxxx	0.719	+ 0.000 V/C
# 3 Moody Street/Orange Avenue	B xxxxx	0.644	B xxxxx	0.644	+ 0.000 V/C
# 4 Moody Street/Ball Road	B xxxxx	0.647	B xxxxx	0.647	+ 0.000 V/C
# 5 Grindlay Street/Orange Avenue	A xxxxx	0.484	A xxxxx	0.484	+ 0.000 V/C
# 6 Walker Street/Orange Avenue	B xxxxx	0.647	B xxxxx	0.647	+ 0.000 V/C

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #1 Denni Street/Orange Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.528
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A

Street Name: Denni Street Orange Avenue
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Prot+Permit Prot+Permit Prot+Permit Prot+Permit
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 1 1 0 1 0 1 1 0 1 0 1 1 0

Volume Module:
Base Vol: 144 282 135 156 310 131 56 450 151 148 476 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: 144 282 135 156 310 131 56 450 151 148 476 80
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 144 282 135 156 310 131 56 450 151 148 476 80
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 144 282 135 156 310 131 56 450 151 148 476 80
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 144 282 135 156 310 131 56 450 151 148 476 80

Saturation Flow Module:
Sat/Lane: 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.35 0.65 1.00 1.41 0.59 1.00 1.50 0.50 1.00 1.71 0.29
Final Sat.: 1700 2299 1101 1700 2390 1010 1700 2546 854 1700 2911 489

Capacity Analysis Module:
Vol/Sat: 0.08 0.12 0.12 0.09 0.13 0.13 0.03 0.18 0.18 0.09 0.16 0.16
Crit Moves: **** **** **** **** ****

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #2 Moody Street/Lincoln Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.719
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: C

Street Name: Moody Street Lincoln Avenue
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 1 1 0

Volume Module:
Base Vol: 148 571 126 160 860 230 137 581 106 78 696 148
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 148 571 126 160 860 230 137 581 106 78 696 148
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 148 571 126 160 860 230 137 581 106 78 696 148
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 148 571 126 160 860 230 137 581 106 78 696 148
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 148 571 126 160 860 230 137 581 106 78 696 148

Saturation Flow Module:
Sat/Lane: 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 1.69 0.31 1.00 1.65 0.35
Final Sat.: 1700 3400 1700 1700 3400 1700 1700 2875 525 1700 2804 596

Capacity Analysis Module:
Vol/Sat: 0.09 0.17 0.07 0.09 0.25 0.14 0.08 0.20 0.20 0.05 0.25 0.25
Crit Moves: **** **** **** **** ****

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #3 Moody Street/Orange Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.644
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: B

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Y+R, Lanes for Moody Street and Orange Avenue.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with columns for Vol/Sat, Crit Moves.

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #4 Moody Street/Ball Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.647
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: B

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Y+R, Lanes for Moody Street and Ball Road.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with columns for Vol/Sat, Crit Moves.

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #5 Grindlay Street/Orange Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.484
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 23 Level Of Service: A

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Y+R, Lanes. Rows include Grindlay Street and Orange Avenue with North and South Bound movements.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with columns for Vol/Sat, Crit Moves.

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #6 Walker Street/Orange Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.647
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: B

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Y+R, Lanes. Rows include Walker Street and Orange Avenue with North and South Bound movements.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with columns for Vol/Sat, Crit Moves.

Scenario Report

Scenario: 01 Existing PM
 Command: 01 Existing PM
 Volume: 01 Existing PM
 Geometry: Default Geometry
 Impact Fee: Default Impact Fee
 Trip Generation: Default Trip Generation
 Trip Distribution: Default Trip Distribution
 Paths: Default Path
 Routes: Default Route
 Configuration: Default Configuration

Impact Analysis Report
Level Of Service

Intersection	Base		Future		Change in
	LOS	Veh C	LOS	Veh C	
# 1 Denni Street/Orange Avenue	A	xxxxx 0.314	A	xxxxx 0.314	+ 0.000 V/C
# 2 Moody Street/Lincoln Avenue	C	xxxxx 0.740	C	xxxxx 0.740	+ 0.000 V/C
# 3 Moody Street/Orange Avenue	A	xxxxx 0.525	A	xxxxx 0.525	+ 0.000 V/C
# 4 Moody Street/Ball Road	B	xxxxx 0.619	B	xxxxx 0.619	+ 0.000 V/C
# 5 Grindlay Street/Orange Avenue	A	xxxxx 0.306	A	xxxxx 0.306	+ 0.000 V/C
# 6 Walker Street/Orange Avenue	B	xxxxx 0.629	B	xxxxx 0.629	+ 0.000 V/C

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #1 Denni Street/Orange Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.314
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 18 Level Of Service: A

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Y+R, Lanes. Rows include Denni Street (North/South Bound) and Orange Avenue (East/West Bound).

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with columns for Vol/Sat, Crit Moves.

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #2 Moody Street/Lincoln Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.740
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: C

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Y+R, Lanes. Rows include Moody Street (North/South Bound) and Lincoln Avenue (East/West Bound).

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with columns for Vol/Sat, Crit Moves.

 Level Of Service Computation Report
 ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

 Intersection #3 Moody Street/Orange Avenue

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.525
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 25 Level Of Service: A

 Street Name: Moody Street Orange Avenue
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

 Control: Prot+Permit Prot+Permit Prot+Permit Prot+Permit
 Rights: Include Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
 Lanes: 1 0 1 1 0 1 0 1 1 0 1 0 1 1 0

 Volume Module:
 Base Vol: 59 710 69 142 551 69 75 272 27 75 317 86
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 59 710 69 142 551 69 75 272 27 75 317 86
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 59 710 69 142 551 69 75 272 27 75 317 86
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 59 710 69 142 551 69 75 272 27 75 317 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: 59 710 69 142 551 69 75 272 27 75 317 86

 Saturation Flow Module:
 Sat/Lane: 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 1.82 0.18 1.00 1.78 0.22 1.00 1.82 0.18 1.00 1.57 0.43
 Final Sat.: 1700 3099 301 1700 3022 378 1700 3093 307 1700 2674 726

 Capacity Analysis Module:
 Vol/Sat: 0.03 0.23 0.23 0.08 0.18 0.18 0.04 0.09 0.09 0.04 0.12 0.12
 Crit Moves: **** **

 Level Of Service Computation Report
 ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

 Intersection #4 Moody Street/Ball Road

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.619
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 30 Level Of Service: B

 Street Name: Moody Street Ball Road
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

 Control: Prot+Permit Prot+Permit Protected Protected
 Rights: Include Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
 Lanes: 1 0 1 1 0 1 0 1 1 0 1 0 2 0 1 1 0 2 0 1

 Volume Module:
 Base Vol: 90 503 44 123 370 109 158 811 62 61 824 169
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 90 503 44 123 370 109 158 811 62 61 824 169
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 90 503 44 123 370 109 158 811 62 61 824 169
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 90 503 44 123 370 109 158 811 62 61 824 169
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 90 503 44 123 370 109 158 811 62 61 824 169

 Saturation Flow Module:
 Sat/Lane: 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 1.84 0.16 1.00 1.54 0.46 1.00 2.00 1.00 1.00 2.00 1.00
 Final Sat.: 1700 3127 273 1700 2626 774 1700 3400 1700 1700 3400 1700

 Capacity Analysis Module:
 Vol/Sat: 0.05 0.16 0.16 0.07 0.14 0.14 0.09 0.24 0.04 0.04 0.24 0.10
 Crit Moves: **** **

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #5 Grindlay Street/Orange Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.306
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 17 Level Of Service: A

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Y+R, Lanes. Rows include Grindlay Street and Orange Avenue with North, South, East, and West bounds.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with columns for Vol/Sat, Crit Moves.

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #6 Walker Street/Orange Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.629
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: B

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Y+R, Lanes. Rows include Walker Street and Orange Avenue with North, South, East, and West bounds.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with columns for Vol/Sat, Crit Moves.

 Scenario Report
 Scenario: 02 Existing Plus Project AM
 Command: 02 Existing Plus Project AM
 Volume: 02 Existing Plus Project AM
 Geometry: Default Geometry
 Impact Fee: Default Impact Fee
 Trip Generation: Default Trip Generation
 Trip Distribution: Default Trip Distribution
 Paths: Default Path
 Routes: Default Route
 Configuration: Default Configuration

 Impact Analysis Report
 Level Of Service

Intersection	Base		Future		Change in
	LOS	Veh C	LOS	Veh C	
# 1 Denni Street/Orange Avenue	A	xxxxx 0.528	A	xxxxx 0.528	+ 0.000 V/C
# 2 Moody Street/Lincoln Avenue	C	xxxxx 0.723	C	xxxxx 0.723	+ 0.000 V/C
# 3 Moody Street/Orange Avenue	B	xxxxx 0.647	B	xxxxx 0.647	+ 0.000 V/C
# 4 Moody Street/Ball Road	B	xxxxx 0.649	B	xxxxx 0.649	+ 0.000 V/C
# 5 Grindlay Street/Orange Avenue	A	xxxxx 0.486	A	xxxxx 0.486	+ 0.000 V/C
# 6 Walker Street/Orange Avenue	B	xxxxx 0.650	B	xxxxx 0.650	+ 0.000 V/C

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #1 Denni Street/Orange Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.528
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A

Street Name: Denni Street Orange Avenue
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Prot+Permit Prot+Permit Prot+Permit Prot+Permit
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 1 1 0 1 0 1 1 0 1 0 1 1 0

Volume Module:
Base Vol: 144 282 135 156 310 131 56 450 151 148 477 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: 144 282 135 156 310 131 56 450 151 148 477 80
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 144 282 135 156 310 131 56 450 151 148 477 80
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 144 282 135 156 310 131 56 450 151 148 477 80
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 144 282 135 156 310 131 56 450 151 148 477 80

Saturation Flow Module:
Sat/Lane: 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.35 0.65 1.00 1.41 0.59 1.00 1.50 0.50 1.00 1.71 0.29
Final Sat.: 1700 2299 1101 1700 2390 1010 1700 2546 854 1700 2912 488

Capacity Analysis Module:
Vol/Sat: 0.08 0.12 0.12 0.09 0.13 0.13 0.03 0.18 0.18 0.09 0.16 0.16
Crit Moves: **** **** **** **** ****

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #2 Moody Street/Lincoln Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.723
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: C

Street Name: Moody Street Lincoln Avenue
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 1 1 0

Volume Module:
Base Vol: 154 573 126 160 861 230 137 581 108 78 696 148
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 154 573 126 160 861 230 137 581 108 78 696 148
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 154 573 126 160 861 230 137 581 108 78 696 148
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 154 573 126 160 861 230 137 581 108 78 696 148
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 154 573 126 160 861 230 137 581 108 78 696 148

Saturation Flow Module:
Sat/Lane: 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 1.69 0.31 1.00 1.65 0.35
Final Sat.: 1700 3400 1700 1700 3400 1700 1700 2867 533 1700 2804 596

Capacity Analysis Module:
Vol/Sat: 0.09 0.17 0.07 0.09 0.25 0.14 0.08 0.20 0.20 0.05 0.25 0.25
Crit Moves: **** **** **** **** ****

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #3 Moody Street/Orange Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.647
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: B

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Y+R, Lanes for Moody Street, Orange Avenue, and West Bound.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with columns for Vol/Sat, Crit Moves.

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #4 Moody Street/Ball Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.649
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: B

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Y+R, Lanes for Moody Street, Ball Road, and West Bound.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with columns for Vol/Sat, Crit Moves.

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #5 Grindlay Street/Orange Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.486
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 23 Level Of Service: A

Street Name: Grindlay Street Orange Avenue
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Prot+Permit Prot+Permit Prot+Permit Prot+Permit
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 0 1 0 1 0 0 1 0 1 0 1 0 1 1 0

Volume Module:
Base Vol: 63 108 76 84 114 75 79 649 70 114 614 76
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 63 108 76 84 114 75 79 649 70 114 614 76
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 63 108 76 84 114 75 79 649 70 114 614 76
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 63 108 76 84 114 75 79 649 70 114 614 76
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 63 108 76 84 114 75 79 649 70 114 614 76

Saturation Flow Module:
Sat/Lane: 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.59 0.41 1.00 0.60 0.40 1.00 1.81 0.19 1.00 1.78 0.22
Final Sat.: 1700 998 702 1700 1025 675 1700 3069 331 1700 3026 374

Capacity Analysis Module:
Vol/Sat: 0.04 0.11 0.11 0.05 0.11 0.11 0.05 0.21 0.21 0.07 0.20 0.20
Crit Moves: **** **** **** ****

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #6 Walker Street/Orange Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.650
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: B

Street Name: Walker Street Orange Avenue
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 Prot+Permit Prot+Permit
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 1 1 0 1 0 1 1 0 1 0 1 0 1 1 0

Volume Module:
Base Vol: 121 462 145 108 765 110 87 586 130 103 569 91
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 121 462 145 108 765 110 87 586 130 103 569 91
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 121 462 145 108 765 110 87 586 130 103 569 91
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 121 462 145 108 765 110 87 586 130 103 569 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: 121 462 145 108 765 110 87 586 130 103 569 91

Saturation Flow Module:
Sat/Lane: 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.52 0.48 1.00 1.75 0.25 1.00 1.64 0.36 1.00 1.72 0.28
Final Sat.: 1700 2588 812 1700 2973 427 1700 2783 617 1700 2931 469

Capacity Analysis Module:
Vol/Sat: 0.07 0.18 0.18 0.06 0.26 0.26 0.05 0.21 0.21 0.06 0.19 0.19
Crit Moves: **** **** **** ****

 Scenario Report
 Scenario: 02 Existing Plus Project PM
 Command: 02 Existing Plus Project PM
 Volume: 02 Existing Plus Project PM
 Geometry: Default Geometry
 Impact Fee: Default Impact Fee
 Trip Generation: Default Trip Generation
 Trip Distribution: Default Trip Distribution
 Paths: Default Path
 Routes: Default Route
 Configuration: Default Configuration

 Impact Analysis Report
 Level Of Service

Intersection	Base		Future		Change in
	LOS	Veh C	LOS	Veh C	
# 1 Denni Street/Orange Avenue	A	xxxxx 0.314	A	xxxxx 0.314	+ 0.000 V/C
# 2 Moody Street/Lincoln Avenue	C	xxxxx 0.740	C	xxxxx 0.740	+ 0.000 V/C
# 3 Moody Street/Orange Avenue	A	xxxxx 0.534	A	xxxxx 0.534	+ 0.000 V/C
# 4 Moody Street/Ball Road	B	xxxxx 0.622	B	xxxxx 0.622	+ 0.000 V/C
# 5 Grindlay Street/Orange Avenue	A	xxxxx 0.302	A	xxxxx 0.302	+ 0.000 V/C
# 6 Walker Street/Orange Avenue	B	xxxxx 0.631	B	xxxxx 0.631	+ 0.000 V/C

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #1 Denni Street/Orange Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.314
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 18 Level Of Service: A

Street Name: Denni Street Orange Avenue
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Prot+Permit Prot+Permit Prot+Permit Prot+Permit
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 1 1 0 1 0 1 1 0 1 0 1 1 0

Volume Module:
Base Vol: 27 246 72 65 181 24 27 244 30 88 246 73
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 27 246 72 65 181 24 27 244 30 88 246 73
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 27 246 72 65 181 24 27 244 30 88 246 73
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 27 246 72 65 181 24 27 244 30 88 246 73
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 27 246 72 65 181 24 27 244 30 88 246 73

Saturation Flow Module:
Sat/Lane: 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.55 0.45 1.00 1.77 0.23 1.00 1.78 0.22 1.00 1.54 0.46
Final Sat.: 1700 2630 770 1700 3002 398 1700 3028 372 1700 2622 778

Capacity Analysis Module:
Vol/Sat: 0.02 0.09 0.09 0.04 0.06 0.06 0.02 0.08 0.08 0.05 0.09 0.09
Crit Moves: **** **

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #2 Moody Street/Lincoln Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.740
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: C

Street Name: Moody Street Lincoln Avenue
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 1 1 0

Volume Module:
Base Vol: 106 758 87 190 660 211 170 669 98 72 664 205
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 106 758 87 190 660 211 170 669 98 72 664 205
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 106 758 87 190 660 211 170 669 98 72 664 205
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 106 758 87 190 660 211 170 669 98 72 664 205
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 106 758 87 190 660 211 170 669 98 72 664 205

Saturation Flow Module:
Sat/Lane: 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 1.74 0.26 1.00 1.53 0.47
Final Sat.: 1700 3400 1700 1700 3400 1700 1700 2966 434 1700 2598 802

Capacity Analysis Module:
Vol/Sat: 0.06 0.22 0.05 0.11 0.19 0.12 0.10 0.23 0.23 0.04 0.26 0.26
Crit Moves: **** **

 Level Of Service Computation Report
 ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

 Intersection #3 Moody Street/Orange Avenue

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.534
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 25 Level Of Service: A

 Street Name: Moody Street Orange Avenue
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

 Control: Prot+Permit Prot+Permit Prot+Permit Prot+Permit
 Rights: Include Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
 Lanes: 1 0 1 1 0 1 0 1 1 0 1 0 1 1 0

 Volume Module:
 Base Vol: 59 710 75 151 551 69 75 273 27 79 318 91
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 59 710 75 151 551 69 75 273 27 79 318 91
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 59 710 75 151 551 69 75 273 27 79 318 91
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 59 710 75 151 551 69 75 273 27 79 318 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: 59 710 75 151 551 69 75 273 27 79 318 91

 Saturation Flow Module:
 Sat/Lane: 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 1.81 0.19 1.00 1.78 0.22 1.00 1.82 0.18 1.00 1.56 0.44
 Final Sat.: 1700 3075 325 1700 3022 378 1700 3094 306 1700 2644 756

 Capacity Analysis Module:
 Vol/Sat: 0.03 0.23 0.23 0.09 0.18 0.18 0.04 0.09 0.09 0.05 0.12 0.12
 Crit Moves: **** **

 Level Of Service Computation Report
 ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

 Intersection #4 Moody Street/Ball Road

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.622
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 30 Level Of Service: B

 Street Name: Moody Street Ball Road
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

 Control: Prot+Permit Prot+Permit Protected Protected
 Rights: Include Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
 Lanes: 1 0 1 1 0 1 0 1 1 0 1 0 2 0 1 1 0 2 0 1

 Volume Module:
 Base Vol: 90 506 44 124 372 111 161 811 62 61 824 170
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 90 506 44 124 372 111 161 811 62 61 824 170
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 90 506 44 124 372 111 161 811 62 61 824 170
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 90 506 44 124 372 111 161 811 62 61 824 170
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 90 506 44 124 372 111 161 811 62 61 824 170

 Saturation Flow Module:
 Sat/Lane: 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 1.84 0.16 1.00 1.54 0.46 1.00 2.00 1.00 1.00 2.00 1.00
 Final Sat.: 1700 3128 272 1700 2619 781 1700 3400 1700 1700 3400 1700

 Capacity Analysis Module:
 Vol/Sat: 0.05 0.16 0.16 0.07 0.14 0.14 0.09 0.24 0.04 0.04 0.24 0.10
 Crit Moves: **** **

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #5 Grindlay Street/Orange Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.302
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 17 Level Of Service: A

Street Name: Grindlay Street Orange Avenue
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Prot+Permit Prot+Permit Prot+Permit Prot+Permit
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 0 1 0 1 0 0 1 0 1 0 1 0 1 1 0

Volume Module:
Base Vol: 36 46 37 65 41 45 39 480 48 17 445 59
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 36 46 37 65 41 45 39 480 48 17 445 59
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 36 46 37 65 41 45 39 480 48 17 445 59
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 36 46 37 65 41 45 39 480 48 17 445 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: 36 46 37 65 41 45 39 480 48 17 445 59

Saturation Flow Module:
Sat/Lane: 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.55 0.45 1.00 0.48 0.52 1.00 1.82 0.18 1.00 1.77 0.23
Final Sat.: 1700 942 758 1700 810 890 1700 3091 309 1700 3002 398

Capacity Analysis Module:
Vol/Sat: 0.02 0.05 0.05 0.04 0.05 0.05 0.02 0.16 0.16 0.01 0.15 0.15
Crit Moves: **** **** **** **** ****

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #6 Walker Street/Orange Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.631
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: B

Street Name: Walker Street Orange Avenue
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 Prot+Permit Prot+Permit
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 1 1 0 1 0 1 1 0 1 0 1 0 1 1 0

Volume Module:
Base Vol: 102 890 122 110 674 71 89 383 120 120 436 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: 102 890 122 110 674 71 89 383 120 120 436 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: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 102 890 122 110 674 71 89 383 120 120 436 96
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 102 890 122 110 674 71 89 383 120 120 436 96
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 102 890 122 110 674 71 89 383 120 120 436 96

Saturation Flow Module:
Sat/Lane: 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.76 0.24 1.00 1.81 0.19 1.00 1.52 0.48 1.00 1.64 0.36
Final Sat.: 1700 2990 410 1700 3076 324 1700 2589 811 1700 2786 614

Capacity Analysis Module:
Vol/Sat: 0.06 0.30 0.30 0.06 0.22 0.22 0.05 0.15 0.15 0.07 0.16 0.16
Crit Moves: **** **** **** **** ****

HCM 6th TWSC
7: Orange Avenue & Project Driveway

01/29/2018

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↔	↕	↕		↕	↔
Traffic Vol, veh/h	5	797	701	2	8	15
Future Vol, veh/h	5	797	701	2	8	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	866	762	2	9	16

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	764	0	0	1206	382
Stage 1	-	-	-	763	-
Stage 2	-	-	-	443	-
Critical Hdwy	4.14	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	3.52	3.32
Pot Cap-1 Maneuver	845	-	-	176	616
Stage 1	-	-	-	421	-
Stage 2	-	-	-	614	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	845	-	-	175	616
Mov Cap-2 Maneuver	-	-	-	302	-
Stage 1	-	-	-	418	-
Stage 2	-	-	-	614	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	13.4
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	845	-	-	-	452
HCM Lane V/C Ratio	0.006	-	-	-	0.055
HCM Control Delay (s)	9.3	-	-	-	13.4
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.2

HCM 6th TWSC
7: Orange Avenue & Project Driveway

01/29/2018

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↔	↕	↕		↕	↔
Traffic Vol, veh/h	16	523	498	9	5	10
Future Vol, veh/h	16	523	498	9	5	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	17	568	541	10	5	11

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	551	0	0	864	276
Stage 1	-	-	-	546	-
Stage 2	-	-	-	318	-
Critical Hdwy	4.14	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	3.52	3.32
Pot Cap-1 Maneuver	1015	-	-	293	721
Stage 1	-	-	-	544	-
Stage 2	-	-	-	710	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	1015	-	-	288	721
Mov Cap-2 Maneuver	-	-	-	403	-
Stage 1	-	-	-	535	-
Stage 2	-	-	-	710	-

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	11.5
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1015	-	-	-	571
HCM Lane V/C Ratio	0.017	-	-	-	0.029
HCM Control Delay (s)	8.6	-	-	-	11.5
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1