Addendum

Supplemental Traffic Analysis for Capitol Expressway Light Rail Project EIR

Prepared by

AECOM
2025 Gateway Place, Suite 400
San Jose, CA 95110

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1.0 INTRODUCTION

This analysis addresses the intersection performance of Capitol Expressway and South Capitol Avenue/Excalibur Drive due to the proposed mitigation measure to eliminate the adverse impacts with LRT as stated in the EIR. Modifications include revising lane configuration of South Capitol Avenue and Excalibur Drive within the existing right-of-way and changing the signal phasing. The analysis years remained at 2018 and 2035, consistent with the EIR and the 'with LRT' scenarios including two options- with and without Ocala Station. The 'with Ocala Station' option is considered the base option.

2.0 MODIFICATION TO INTERSECTION

The lane configurations along the eastbound and westbound of the Capitol Expressway / South Capitol Avenue intersection would be modified to accommodate the high turning volumes. One additional left-turn lane would be provided along westbound South Capitol Avenue, making it a total of three left-turn lanes. This can be achieved by narrowing the center median and reducing the widths of existing travel lanes. In addition, the existing westbound left-through lane would be re-striped to a straight-through lane.

Similarly for eastbound Excalibur Drive, a second left-turn lane would be provided. In addition, the left-through lane would be re-striped to a straight-through lane. With both eastbound and westbound left-through lanes eliminated, exclusive left turn phases could be provided for South Capitol Avenue and Excalibur Drive, making the intersection more efficient. Figure 1 shows the proposed intersection layout.

2.1 Traffic Operations Analysis

The following tables present the analysis results of the proposed intersection layout under the horizon years of 2018 and 2035. The No Build traffic operations are identical to those contained in the prior environmental document. The 'with LRT' scenarios include the base option and 'without Ocala Station' option, consistent with the EIR.

Tables 1 – 4 present the results for the base option and Tables 5 – 8 present the result for the 'without Ocala Station' option.

Table 1 Comparison of Intersection Performance – 2018 AM With LRT (Base)

#	Intersection with Capitol Expressway	CMP Intersection	2018 AM - No Build				2018 AM With LRT (Base)				Δ in Crit Del (sec)
			LOS	Avg Del (sec)	Crit V/C	Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit Del (sec)	
1	South Capitol Avenue	Yes	D	47.5	0.899	52.4	D	45.8	0.936	51.9	-0.5

Source: AECOM 2010, 2013

Table 2 Comparison of Intersection Performance – 2018 PM With LRT (Base)

#	Intersection with Capitol Expressway	CMP Intersection	2018 PM - No Build				2018 PM With LRT (Base)				Δ Crit Del (sec)
			LOS	Avg Del (sec)	Crit V/C	Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit Del (sec)	
1	South Capitol Avenue	Yes	D-	52.9	0.907	56.7	D+	37.9	0.684	34.7	-22.0

Source: AECOM 2010, 2013

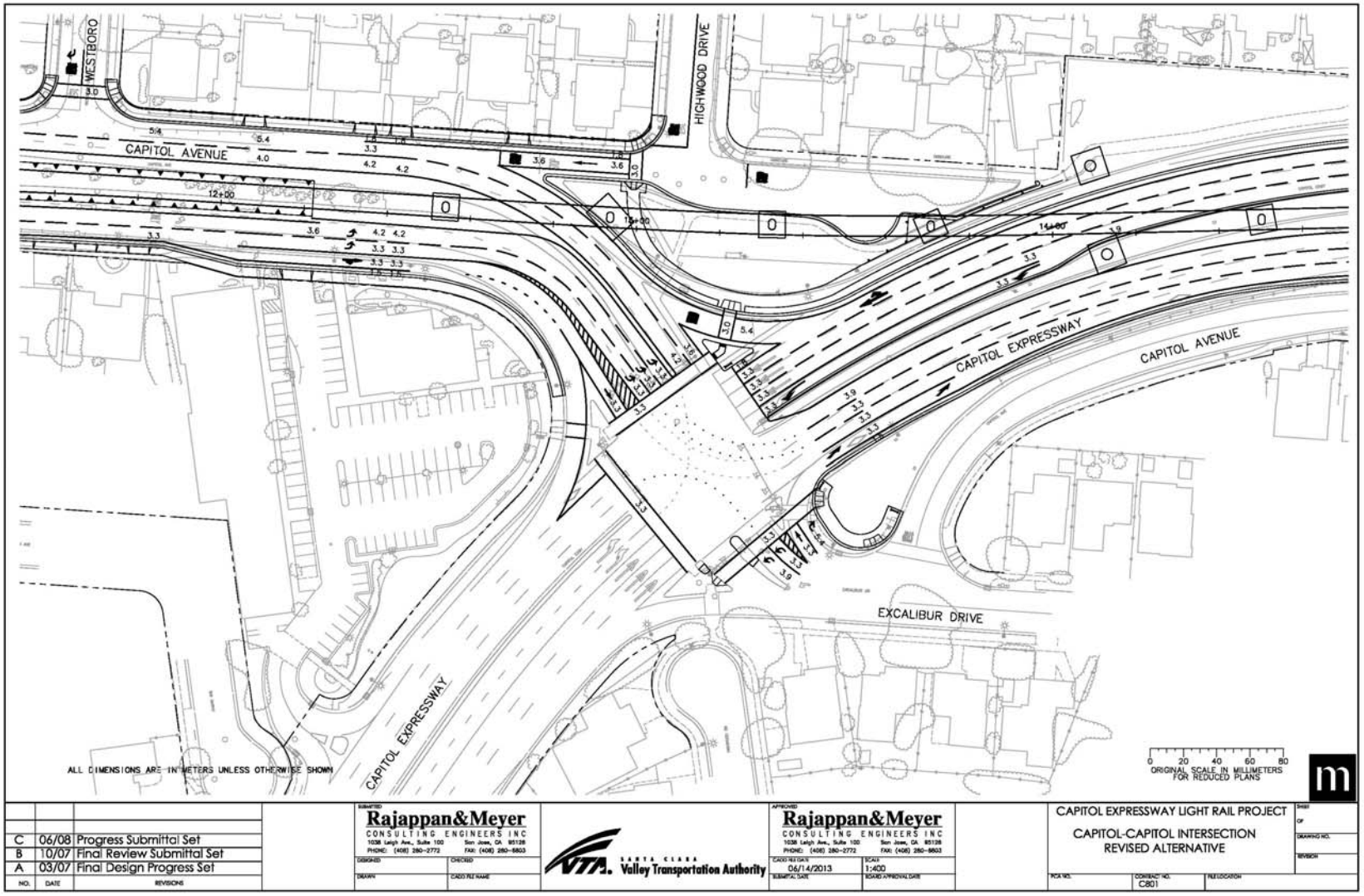


Figure 1 Proposed Intersection Layout

Table 3 Comparison of Intersection Performance – 2035 AM With LRT (Base)

#	Intersection with Capitol Expressway	CMP Intersection	2035 AM - No Build				2035 AM With LRT (Base)				Δ Crit Del (sec)
			LOS	Avg Del (sec)	Crit V/C	Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit Del (sec)	
1	South Capitol Avenue	Yes	F	106.1	1.176	136.8	F	101.8	1.166	129.4	-7.4

Source: AECOM 2009, 2013

Table 4 Comparison of Intersection Performance – 2035 PM With LRT (Base)

Intersection with Capitol Expressway		CMP Intersection	2035 PM – No Build				2035 PM With LRT (Base)				Δ Critical Delay (sec)
			LOS	Avg Delay (sec)	Crit V/C	Crit Delay	LOS	Avg Delay (sec)	Crit V/C	Crit Delay	
1	South Capitol Avenue	Yes	F	116.6	1.162	146.0	E	62.8	0.996	82.7	-63.3

Source: AECOM 2009, 2013

Table 5 Comparison of Intersection Performance – 2018 AM With No Ocala Station

Intersection with Capitol Expressway		CMP Intersection	2018 AM - No Build				2018 AM With LRT No Ocala				Δ Critical Delay (sec)
			LOS	Avg Delay (sec)	Crit V/C	Critical Delay	LOS	Avg Delay (sec)	Crit V/C	Crit Del (sec)	
1	South Capitol Avenue	Yes	D	47.5	0.899	52.4	D	43.3	0.922	48.4	-4.0

Source: AECOM 2010, 2013

Table 6 Comparison of Intersection Performance – 2018 PM With No Ocala Station

#	Intersection with Capitol Expressway	CMP Intersection	2018 PM - No Build				2018 PM With LRT No Ocala				Δ Crit Del (sec)
			LOS	Avg Del (sec)	Crit V/C	Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit Del (sec)	
1	South Capitol Avenue	Yes	D-	52.9	0.907	56.7	D+	37.5	0.677	34.2	-22.5

Source: AECOM 2010, 2013

Table 7 Comparison of Intersection Performance – 2035 AM With No Ocala Station

#	Intersection with Capitol Expressway	CMP Intersection	2035 No Build AM				2035 AM With LRT No Ocala				Δ Crit Del (sec)
			LOS	Avg Del (sec)	Crit V/C	Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit Del (sec)	
1	South Capitol Avenue	Yes	F	106.1	1.176	136.8	F	97.8	1.156	124.0	-12.8

Source: AECOM 2009, 2013

Table 8 Comparison of Intersection Performance – 2035 PM With No Ocala Station

#	Intersection with Capitol Expressway	CMP Intersection	2035 No Build PM				2035 PM With LRT No Ocala				Δ Crit Del (sec)
			LOS	Avg Del (sec)	Crit V/C	Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit Del (sec)	
1	South Capitol Avenue	Yes	F	116.6	1.162	146.0	E	61.5	0.990	81.0	-65.0

Source: AECOM 2009, 2013

As can be seen from the above tables, the proposed modifications would improve the intersection performance, making it better than the No Build scenario in all cases. In the AM of 2018, under the base LRT scenario, the average delay improved slightly even though the LOS remained at D. Similarly, even though the LOS remained at F in the AM of 2035 (both options), the average delay is an improvement from the No Build condition. The analysis output details are presented in the Appendix.

3.0 CONCLUSION

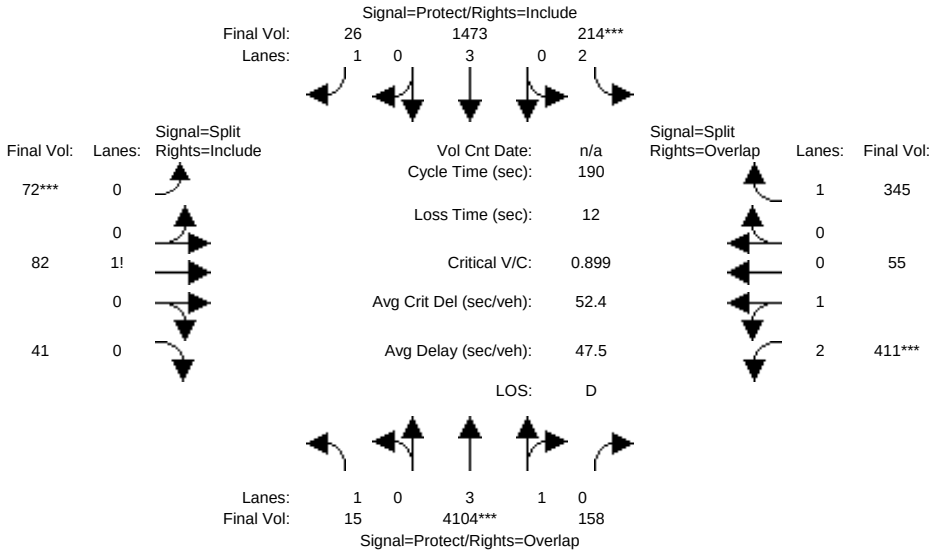
This analysis presents the results of providing a straight-through lane and adding one left-turn lane along eastbound and westbound of Capitol Expressway and South Capitol Avenue/Excalibur Drive intersection, along the Capitol LRT corridor. These proposed modifications within the existing right-of-way resulted in the intersection performing better than in the No Build scenarios for both 2018 and 2035. In conclusion, the adverse impacts under the 'with LRT' conditions presented in the EIR could be eliminated with the changes proposed.

Appendix

CAPITOL EXPRESSWAY TRAFFIC STUDY
--------LRT EXTENSION---------
-----SAN JOSE, CALIFORNIA-----

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 AM - No Build

Intersection #1: Capitol Expy and Capitol Ave



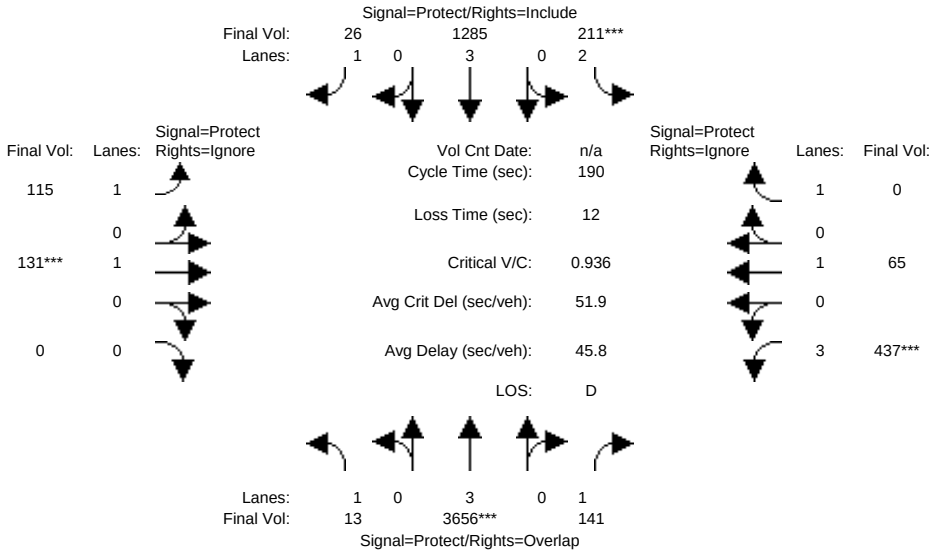
Street Name:	Capitol Expressway						Excalibur Drive - Capitol Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	8	24	24	8	21	21	8	8	8	29	29	29
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	15	4104	158	214	1473	26	72	82	41	411	55	345
Growth Adj:	1.00	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	4104	158	214	1473	26	72	82	41	411	55	345
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	4104	158	214	1473	26	72	82	41	411	55	345
User Adj:	1.00	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:	15	4104	158	214	1473	26	72	82	41	411	55	345
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	4104	158	214	1473	26	72	82	41	411	55	345
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	4104	158	214	1473	26	72	82	41	411	55	345
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	1.00	0.92	0.92	0.92	0.92	0.86	0.95	0.92
Lanes:	1.00	3.85	0.15	2.00	3.00	1.00	0.37	0.42	0.21	2.68	0.32	1.00
Final Sat.:	1750	7221	278	3150	5700	1750	646	736	368	4361	584	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.57	0.57	0.07	0.26	0.01	0.11	0.11	0.11	0.09	0.09	0.20
Crit Moves:		****		****			****			****		
Green Time:	17.8	113	142.3	13.5	109	109.0	22.2	22.2	22.2	29.0	29.0	42.5
Volume/Cap:	0.09	0.95	0.76	0.95	0.45	0.03	0.95	0.95	0.95	0.62	0.62	0.88
Delay/Veh:	79.0	41.8	14.5	134.8	23.4	17.5	132.9	133	132.9	76.9	76.9	91.2
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:	79.0	41.8	14.5	134.8	23.4	17.5	132.9	133	132.9	76.9	76.9	91.2
LOS by Move:	E-	D	B	F	C	B	F	F	F	E-	E-	F
DesignQueue:	39	1354	842	322	593	32	508	508	508	411	411	809

Note: Queue reported is the distance per lane in feet.

CAPITOL EXPRESSWAY TRAFFIC STUDY
--------LRT EXTENSION---------
-----SAN JOSE, CALIFORNIA-----

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 AM - LRT (with Ocala Station)

Intersection #1: Capitol Expy and Capitol Ave



Street Name:	Capitol Expressway						Excalibur Drive - Capitol Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	8	21	21	8	21	21	8	8	8	25	25	25
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
Volume Module:												
Base Vol:	13	3656	141	211	1285	26	115	131	58	437	65	409
Growth Adj:	1.00	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	3656	141	211	1285	26	115	131	58	437	65	409
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	3656	141	211	1285	26	115	131	58	437	65	409
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	13	3656	141	211	1285	26	115	131	0	437	65	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	3656	141	211	1285	26	115	131	0	437	65	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	13	3656	141	211	1285	26	115	131	0	437	65	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.95	0.92	0.80	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	1.00	1.00	0.00	3.00	1.00	1.00
Final Sat.:	1750	5700	1750	3150	5700	1750	1750	1800	0	4551	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.64	0.08	0.07	0.23	0.01	0.07	0.07	0.00	0.10	0.03	0.00
Crit Moves:		****		****				****		****		
Green Time:	21.8	126	150.6	13.1	117	116.9	13.1	14.3	0.0	25.0	26.2	0.0
Volume/Cap:	0.06	0.97	0.10	0.97	0.37	0.02	0.95	0.97	0.00	0.73	0.25	0.00
Delay/Veh:	75.1	39.3	4.5	140.5	18.2	14.3	155.9	156	0.0	83.8	73.6	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:	75.1	39.3	4.5	140.5	18.2	14.3	155.9	156	0.0	83.8	73.6	0.0
LOS by Move:	E-	D	A	F	B-	B	F	F	A	F	E	A
DesignQueue:	33	1312	86	318	462	29	312	344	0	429	149	0

Note: Queue reported is the distance per lane in feet.

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--------LRT EXTENSION---------
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2018 AM - LRT (No Ocala Station)

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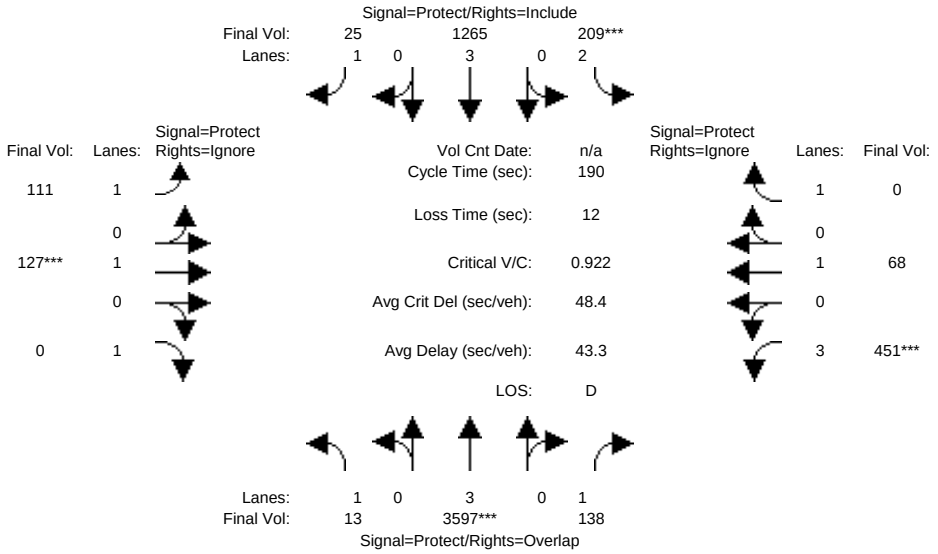


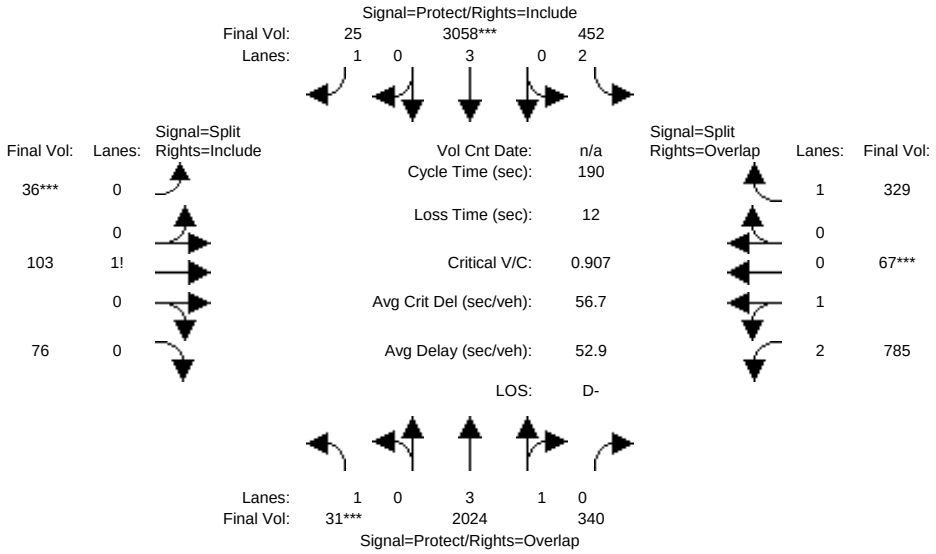
Street Name:	Capitol Expressway						Excalibur Drive - Capitol Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	8	21	21	8	21	21	8	8	8	25	25	25
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	13	3597	138	209	1265	25	111	127	55	451	68	424
Growth Adj:	1.00	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	3597	138	209	1265	25	111	127	55	451	68	424
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	3597	138	209	1265	25	111	127	55	451	68	424
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	13	3597	138	209	1265	25	111	127	0	451	68	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	3597	138	209	1265	25	111	127	0	451	68	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	13	3597	138	209	1265	25	111	127	0	451	68	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.80	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00
Final Sat.:	1750	5700	1750	3150	5700	1750	1750	1900	1750	4551	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.63	0.08	0.07	0.22	0.01	0.06	0.07	0.00	0.10	0.04	0.00
Crit Moves:		****		****				****		****		
Green Time:	22.3	126	151.3	13.3	117	117.4	12.5	13.4	0.0	25.0	25.9	0.0
Volume/Cap:	0.06	0.95	0.10	0.95	0.36	0.02	0.97	0.95	0.00	0.75	0.26	0.00
Delay/Veh:	74.7	35.3	4.3	134.3	17.9	14.1	161.3	150	0.0	84.9	74.0	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:	74.7	35.3	4.3	134.3	17.9	14.1	161.3	150	0.0	84.9	74.0	0.0
LOS by Move:	E	D+	A	F	B	B	F	F	A	F	E	A
DesignQueue:	33	1272	82	315	452	27	302	317	0	443	156	0

Note: Queue reported is the distance per lane in feet.

CAPITOL EXPRESSWAY TRAFFIC STUDY
--------LRT EXTENSION---------
-----SAN JOSE, CALIFORNIA-----

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 PM - No Build

Intersection #1: Capitol Expy and Capitol Ave



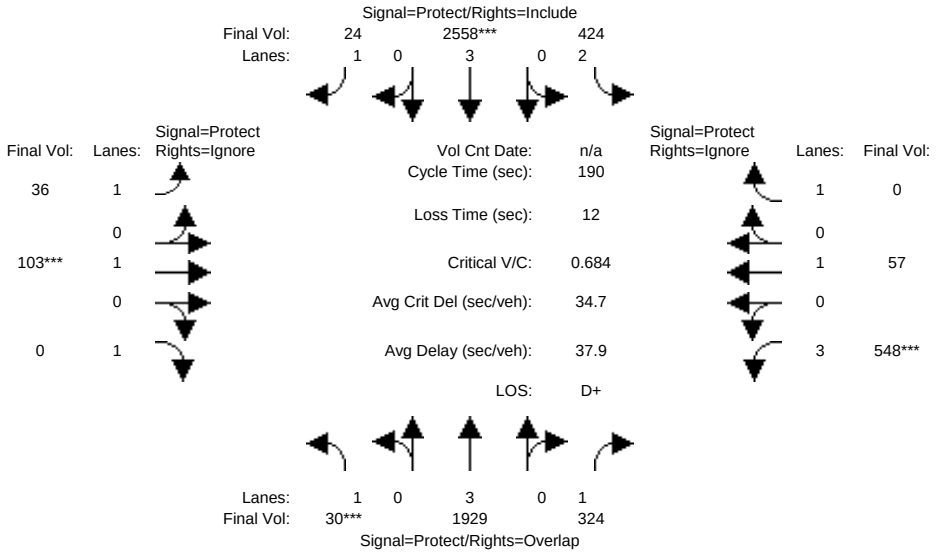
Street Name:	Capitol Expressway						Excalibur Drive - Capitol Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	8	24	24	8	21	21	8	8	8	29	29	29
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	31	2024	340	452	3058	25	36	103	76	785	67	329
Growth Adj:	1.00	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	2024	340	452	3058	25	36	103	76	785	67	329
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	31	2024	340	452	3058	25	36	103	76	785	67	329
User Adj:	1.00	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:	31	2024	340	452	3058	25	36	103	76	785	67	329
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	2024	340	452	3058	25	36	103	76	785	67	329
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	31	2024	340	452	3058	25	36	103	76	785	67	329
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	1.00	0.92	0.92	0.92	0.92	0.86	0.95	0.92
Lanes:	1.00	3.40	0.60	2.00	3.00	1.00	0.17	0.48	0.35	2.78	0.22	1.00
Final Sat.:	1750	6420	1078	3150	5700	1750	293	838	619	4558	389	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.32	0.32	0.14	0.54	0.01	0.12	0.12	0.12	0.17	0.17	0.19
Crit Moves:	****				****		****				****	
Green Time:	8.0	80.9	116.1	36.8	110	109.7	25.1	25.1	25.1	35.2	35.2	72.0
Volume/Cap:	0.42	0.74	0.52	0.74	0.93	0.02	0.93	0.93	0.93	0.93	0.93	0.50
Delay/Veh:	92.6	46.7	21.1	76.9	42.1	17.2	121.7	122	121.7	91.6	91.6	45.7
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:	92.6	46.7	21.1	76.9	42.1	17.2	121.7	122	121.7	91.6	91.6	45.7
LOS by Move:	F	D	C+	E-	D	B	F	F	F	F	F	D
DesignQueue:	85	990	671	603	1325	30	552	552	552	737	737	616

Note: Queue reported is the distance per lane in feet.

CAPITOL EXPRESSWAY TRAFFIC STUDY
--------LRT EXTENSION---------
-----SAN JOSE, CALIFORNIA-----

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 PM - LRT (with Ocala Station)

Intersection #1: Capitol Expy and Capitol Ave



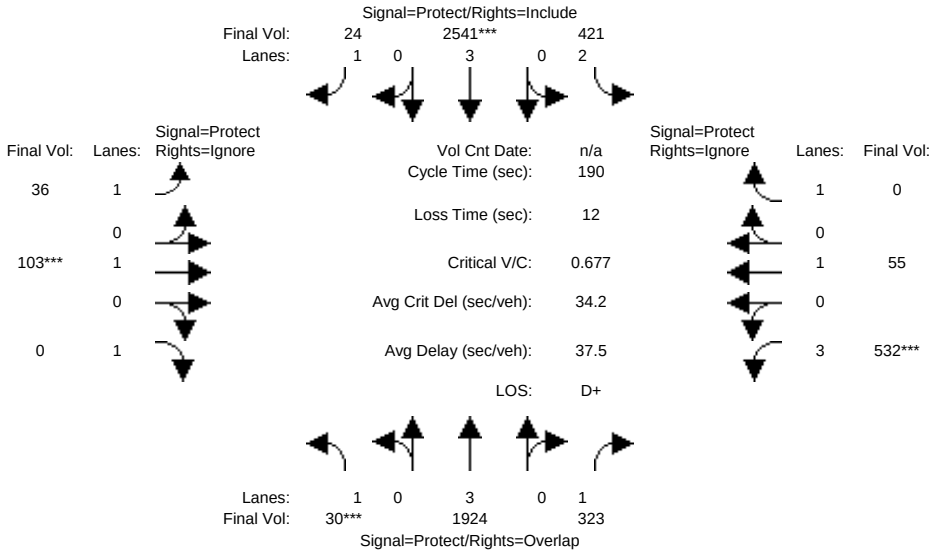
Street Name:	Capitol Expressway						Excalibur Drive - Capitol Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	8	21	21	8	21	21	8	8	8	25	25	25
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	30	1929	324	424	2558	24	36	103	76	548	57	279
Growth Adj:	1.00	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	1929	324	424	2558	24	36	103	76	548	57	279
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	1929	324	424	2558	24	36	103	76	548	57	279
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	30	1929	324	424	2558	24	36	103	0	548	57	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	1929	324	424	2558	24	36	103	0	548	57	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	30	1929	324	424	2558	24	36	103	0	548	57	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.80	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00
Final Sat.:	1750	5700	1750	3150	5700	1750	1750	1900	1750	4551	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.34	0.19	0.13	0.45	0.01	0.02	0.05	0.00	0.12	0.03	0.00
Crit Moves:	****				****			****			****	
Green Time:	8.0	93.3	126.1	37.1	122	122.4	11.5	14.8	0.0	32.8	36.1	0.0
Volume/Cap:	0.41	0.69	0.28	0.69	0.70	0.02	0.34	0.70	0.00	0.70	0.16	0.00
Delay/Veh:	92.3	38.0	13.3	74.4	22.4	12.2	87.5	99.0	0.0	76.7	64.5	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:	92.3	38.0	13.3	74.4	22.4	12.2	87.5	99.0	0.0	76.7	64.5	0.0
LOS by Move:	F	D+	B	E	C+	B	F	F	A	E-	E	A
DesignQueue:	83	948	328	563	908	25	97	254	0	516	123	0

Note: Queue reported is the distance per lane in feet.

CAPITOL EXPRESSWAY TRAFFIC STUDY
--------LRT EXTENSION---------
-----SAN JOSE, CALIFORNIA-----

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 PM - LRT (No Ocala Station)

Intersection #1: Capitol Expy and Capitol Ave



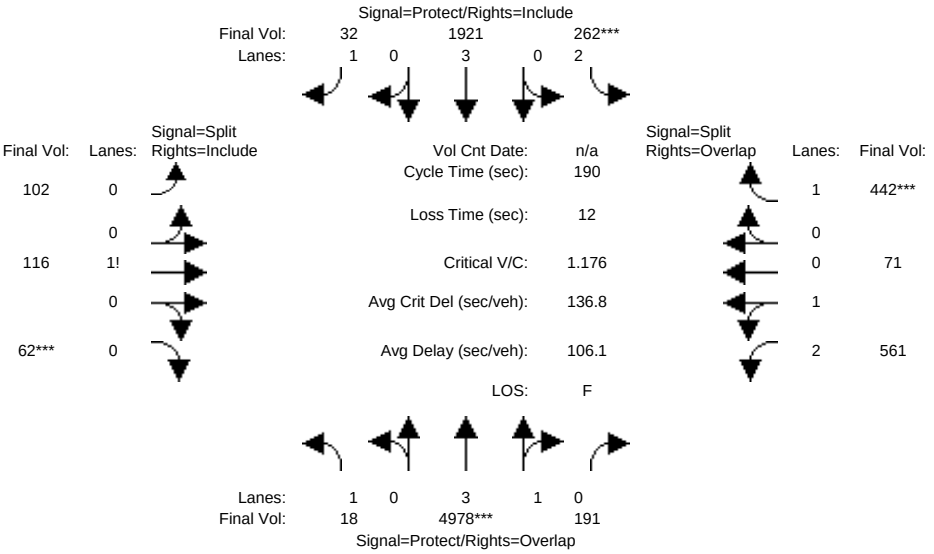
Street Name:	Capitol Expressway						Excalibur Drive - Capitol Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	8	21	21	8	21	21	8	8	8	25	25	25
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	30	1924	323	421	2541	24	36	103	76	532	55	272
Growth Adj:	1.00	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	1924	323	421	2541	24	36	103	76	532	55	272
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	1924	323	421	2541	24	36	103	76	532	55	272
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	30	1924	323	421	2541	24	36	103	0	532	55	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	1924	323	421	2541	24	36	103	0	532	55	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	30	1924	323	421	2541	24	36	103	0	532	55	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.80	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00
Final Sat.:	1750	5700	1750	3150	5700	1750	1750	1900	1750	4551	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.34	0.18	0.13	0.45	0.01	0.02	0.05	0.00	0.12	0.03	0.00
Crit Moves:	****				****			****			****	
Green Time:	8.0	93.7	125.9	37.1	123	122.8	11.4	14.9	0.0	32.2	35.7	0.0
Volume/Cap:	0.41	0.68	0.28	0.68	0.69	0.02	0.34	0.69	0.00	0.69	0.15	0.00
Delay/Veh:	92.3	37.5	13.4	74.2	22.0	12.0	87.6	98.1	0.0	76.8	64.7	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:	92.3	37.5	13.4	74.2	22.0	12.0	87.6	98.1	0.0	76.8	64.7	0.0
LOS by Move:	F	D+	B	E	C+	B	F	F	A	E-	E	A
DesignQueue:	83	941	328	559	895	24	97	254	0	502	119	0

Note: Queue reported is the distance per lane in feet.

CAPITOL EXPRESSWAY TRAFFIC STUDY
--------LRT EXTENSION---------
-----SAN JOSE, CALIFORNIA-----

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM - No Build

Intersection #1: Capitol Expy and Capitol Ave



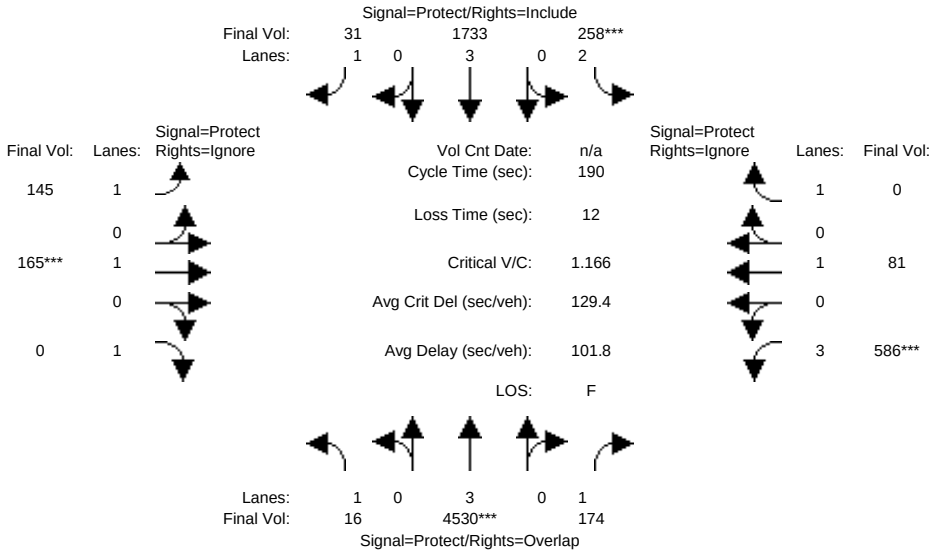
Street Name:	Capitol Expressway						Excalibur Drive - Capitol Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	8	24	24	8	21	21	8	8	8	29	29	29
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	18	4978	191	262	1921	32	102	116	62	561	71	442
Growth Adj:	1.00	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	4978	191	262	1921	32	102	116	62	561	71	442
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	18	4978	191	262	1921	32	102	116	62	561	71	442
User Adj:	1.00	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:	18	4978	191	262	1921	32	102	116	62	561	71	442
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	4978	191	262	1921	32	102	116	62	561	71	442
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	18	4978	191	262	1921	32	102	116	62	561	71	442
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	1.00	0.92	0.92	0.92	0.92	0.86	0.95	0.92
Lanes:	1.00	3.85	0.15	2.00	3.00	1.00	0.36	0.42	0.22	2.69	0.31	1.00
Final Sat.:	1750	7222	277	3150	5700	1750	638	725	388	4390	556	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.69	0.69	0.08	0.34	0.02	0.16	0.16	0.16	0.13	0.13	0.25
Crit Moves:		****		****					****			****
Green Time:	13.7	110	139.1	13.3	110	109.7	25.6	25.6	25.6	29.0	29.0	42.3
Volume/Cap:	0.14	1.19	0.94	1.19	0.58	0.03	1.19	1.19	1.19	0.84	0.84	1.13
Delay/Veh:	83.2	128	26.0	209.5	25.8	17.3	201.5	202	201.5	86.4	86.4	161.4
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:	83.2	128	26.0	209.5	25.8	17.3	201.5	202	201.5	86.4	86.4	161.4
LOS by Move:	F	F	C	F	C	B	F	F	F	F	F	F
DesignQueue:	48	1775	1131	397	784	39	725	725	725	562	562	1055

Note: Queue reported is the distance per lane in feet.

CAPITOL EXPRESSWAY TRAFFIC STUDY
--------LRT EXTENSION---------
-----SAN JOSE, CALIFORNIA-----

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM - LRT (with Ocala Station)

Intersection #1: Capitol Expy and Capitol Ave



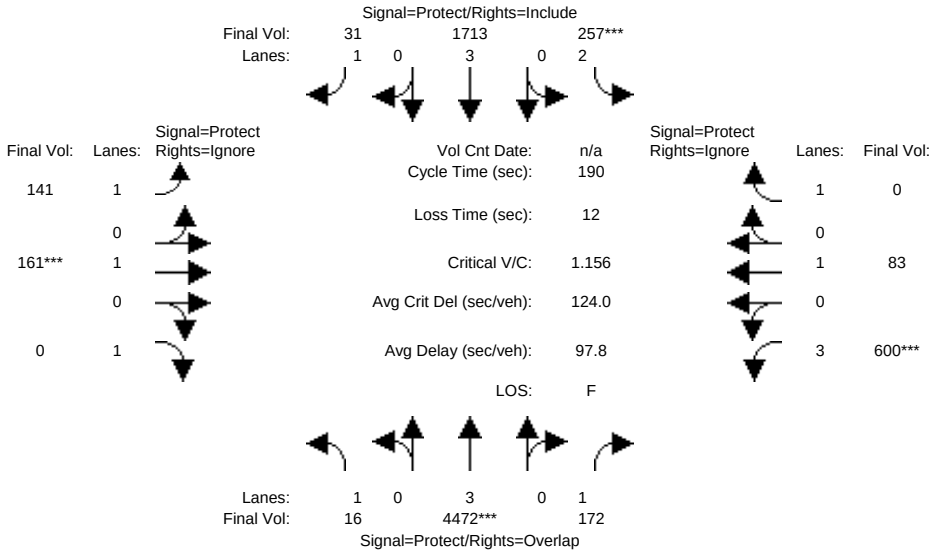
Street Name:	Capitol Expressway						Excalibur Drive - Capitol Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	8	21	21	8	21	21	8	8	8	25	25	25
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	16	4530	174	258	1733	31	145	165	79	586	81	506
Growth Adj:	1.00	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	4530	174	258	1733	31	145	165	79	586	81	506
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	4530	174	258	1733	31	145	165	79	586	81	506
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	16	4530	174	258	1733	31	145	165	0	586	81	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	4530	174	258	1733	31	145	165	0	586	81	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	16	4530	174	258	1733	31	145	165	0	586	81	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.80	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00
Final Sat.:	1750	5700	1750	3150	5700	1750	1750	1900	1750	4551	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.79	0.10	0.08	0.30	0.02	0.08	0.09	0.00	0.13	0.04	0.00
Crit Moves:		****		****				****		****		
Green Time:	16.9	126	151.2	13.0	122	122.3	13.8	13.8	0.0	25.0	25.0	0.0
Volume/Cap:	0.10	1.20	0.12	1.20	0.47	0.03	1.14	1.20	0.00	0.98	0.32	0.00
Delay/Veh:	79.8	123	4.4	213.0	17.4	12.3	211.0	227	0.0	113.5	75.6	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:	79.8	123	4.4	213.0	17.4	12.3	211.0	227	0.0	113.5	75.6	0.0
LOS by Move:	E-	F	A	F	B	B	F	F	A	F	E-	A
DesignQueue:	42	1693	105	391	591	32	394	413	0	580	188	0

Note: Queue reported is the distance per lane in feet.

CAPITOL EXPRESSWAY TRAFFIC STUDY
--------LRT EXTENSION---------
-----SAN JOSE, CALIFORNIA-----

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM - LRT (No Ocala Station)

Intersection #1: Capitol Expy and Capitol Ave



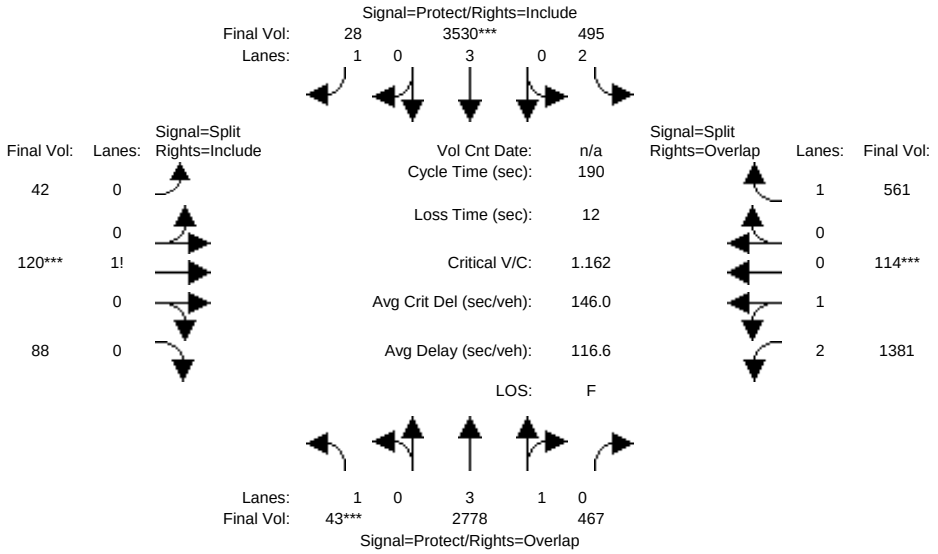
Street Name:	Capitol Expressway						Excalibur Drive - Capitol Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	8	21	21	8	21	21	8	8	8	25	25	25
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	16	4472	172	257	1713	31	141	161	77	600	83	521
Growth Adj:	1.00	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	4472	172	257	1713	31	141	161	77	600	83	521
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	4472	172	257	1713	31	141	161	77	600	83	521
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	16	4472	172	257	1713	31	141	161	0	600	83	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	4472	172	257	1713	31	141	161	0	600	83	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	16	4472	172	257	1713	31	141	161	0	600	83	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.80	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00
Final Sat.:	1750	5700	1750	3150	5700	1750	1750	1900	1750	4551	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.78	0.10	0.08	0.30	0.02	0.08	0.08	0.00	0.13	0.04	0.00
Crit Moves:		****		****				****		****		
Green Time:	17.1	126	151.2	13.1	122	122.2	13.6	13.6	0.0	25.0	25.0	0.0
Volume/Cap:	0.10	1.18	0.12	1.18	0.47	0.03	1.12	1.18	0.00	1.00	0.33	0.00
Delay/Veh:	79.7	116	4.4	206.9	17.4	12.3	205.3	222	0.0	119.8	75.7	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:	79.7	116	4.4	206.9	17.4	12.3	205.3	222	0.0	119.8	75.7	0.0
LOS by Move:	E-	F	A	F	B	B	F	F	A	F	E-	A
DesignQueue:	42	1665	103	389	584	32	383	403	0	595	192	0

Note: Queue reported is the distance per lane in feet.

CAPITOL EXPRESSWAY TRAFFIC STUDY
--------LRT EXTENSION---------
-----SAN JOSE, CALIFORNIA-----

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM - No Build

Intersection #1: Capitol Expy and Capitol Ave



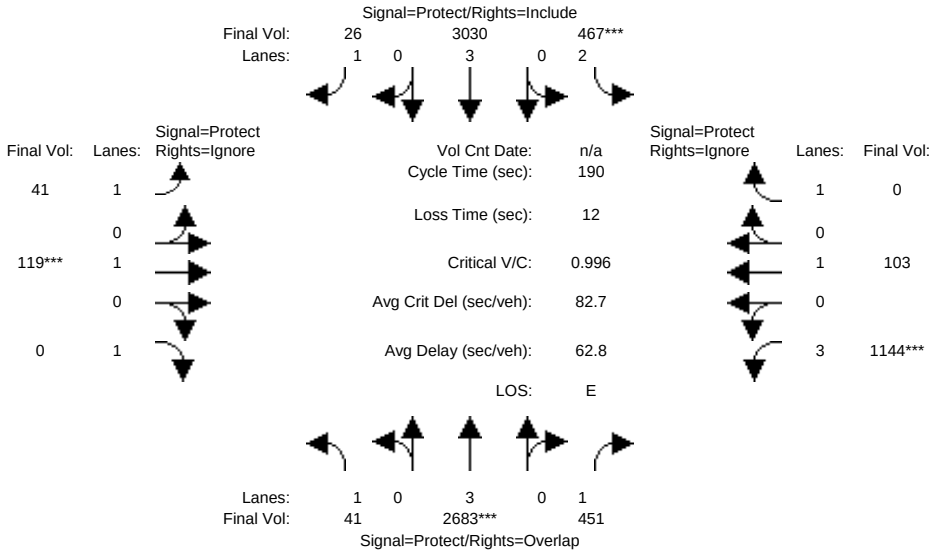
Street Name:	Capitol Expressway						Excalibur Drive - Capitol Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	8	24	24	8	21	21	8	8	8	29	29	29
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	43	2778	467	495	3530	28	42	120	88	1381	114	561
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	2778	467	495	3530	28	42	120	88	1381	114	561
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	2778	467	495	3530	28	42	120	88	1381	114	561
User Adj:	1.00	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:	43	2778	467	495	3530	28	42	120	88	1381	114	561
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	2778	467	495	3530	28	42	120	88	1381	114	561
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	2778	467	495	3530	28	42	120	88	1381	114	561
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	1.00	0.92	0.92	0.92	0.92	0.86	0.95	0.92
Lanes:	1.00	3.40	0.60	2.00	3.00	1.00	0.17	0.48	0.35	2.79	0.21	1.00
Final Sat.:	1750	6419	1079	3150	5700	1750	294	840	616	4570	377	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.43	0.43	0.16	0.62	0.02	0.14	0.14	0.14	0.30	0.30	0.32
Crit Moves:	****				****			****			****	
Green Time:	8.0	78.4	126.7	28.5	98.9	98.9	22.8	22.8	22.8	48.3	48.3	76.7
Volume/Cap:	0.58	1.05	0.65	1.05	1.19	0.03	1.19	1.19	1.19	1.19	1.19	0.79
Delay/Veh:	100.8	86.5	18.9	135.4	135	22.2	206.3	206	206.3	164.4	164	55.8
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:	100.8	86.5	18.9	135.4	135	22.2	206.3	206	206.3	164.4	164	55.8
LOS by Move:	F	F	B-	F	F	C+	F	F	F	F	F	E+
DesignQueue:	119	1438	816	699	1779	39	655	655	655	1228	1228	1047

Note: Queue reported is the distance per lane in feet.

CAPITOL EXPRESSWAY TRAFFIC STUDY
--------LRT EXTENSION---------
-----SAN JOSE, CALIFORNIA-----

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM - LRT (with Ocala Station)

Intersection #1: Capitol Expy and Capitol Ave



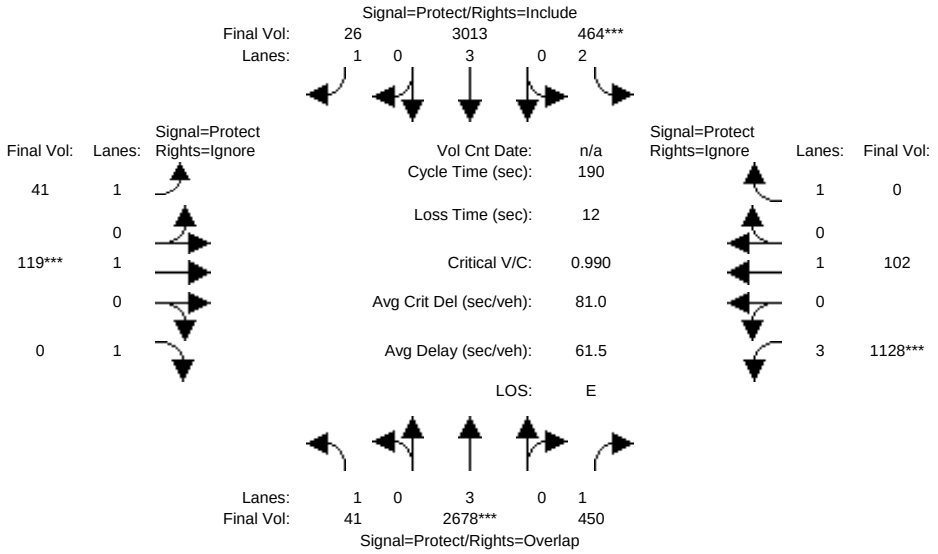
Street Name:	Capitol Expressway						Excalibur Drive - Capitol Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	8	21	21	8	21	21	8	8	8	25	25	25
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	41	2683	451	467	3030	26	41	119	88	1144	103	510
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	41	2683	451	467	3030	26	41	119	88	1144	103	510
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	41	2683	451	467	3030	26	41	119	88	1144	103	510
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	41	2683	451	467	3030	26	41	119	0	1144	103	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	2683	451	467	3030	26	41	119	0	1144	103	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	41	2683	451	467	3030	26	41	119	0	1144	103	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.80	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00
Final Sat.:	1750	5700	1750	3150	5700	1750	1750	1900	1750	4551	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.47	0.26	0.15	0.53	0.01	0.02	0.06	0.00	0.25	0.05	0.00
Crit Moves:		****		****				****		****		
Green Time:	8.7	89.8	137.8	28.3	109	109.4	14.5	11.9	0.0	48.0	45.4	0.0
Volume/Cap:	0.51	1.00	0.36	1.00	0.92	0.03	0.31	1.00	0.00	1.00	0.23	0.00
Delay/Veh:	94.2	66.3	9.8	121.2	41.5	17.4	84.3	170	0.0	96.4	58.4	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:	94.2	66.3	9.8	121.2	41.5	17.4	84.3	170	0.0	96.4	58.4	0.0
LOS by Move:	F	E	A	F	D	B	F	F	A	F	E+	A
DesignQueue:	113	1421	381	658	1315	32	109	299	0	1009	210	0

Note: Queue reported is the distance per lane in feet.

CAPITOL EXPRESSWAY TRAFFIC STUDY
--------LRT EXTENSION---------
-----SAN JOSE, CALIFORNIA-----

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM - LRT (No Ocala Station)

Intersection #1: Capitol Expy and Capitol Ave



Street Name:	Capitol Expressway						Excalibur Drive - Capitol Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	8	21	21	8	21	21	8	8	8	25	25	25
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
Volume Module:												
Base Vol:	41	2678	450	464	3013	26	41	119	88	1128	102	503
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	41	2678	450	464	3013	26	41	119	88	1128	102	503
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	41	2678	450	464	3013	26	41	119	88	1128	102	503
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	41	2678	450	464	3013	26	41	119	0	1128	102	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	2678	450	464	3013	26	41	119	0	1128	102	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	41	2678	450	464	3013	26	41	119	0	1128	102	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.80	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00
Final Sat.:	1750	5700	1750	3150	5700	1750	1750	1900	1750	4551	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.47	0.26	0.15	0.53	0.01	0.02	0.06	0.00	0.25	0.05	0.00
Crit Moves:		****		****				****		****		
Green Time:	8.7	90.2	137.7	28.3	110	109.7	14.4	12.0	0.0	47.6	45.1	0.0
Volume/Cap:	0.51	0.99	0.35	0.99	0.92	0.03	0.31	0.99	0.00	0.99	0.23	0.00
Delay/Veh:	93.9	64.5	9.9	119.6	40.6	17.2	84.4	168	0.0	95.2	58.6	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:	93.9	64.5	9.9	119.6	40.6	17.2	84.4	168	0.0	95.2	58.6	0.0
LOS by Move:	F	E	A	F	D	B	F	F	A	F	E+	A
DesignQueue:	113	1413	381	654	1302	32	109	299	0	997	208	0

Note: Queue reported is the distance per lane in feet.

