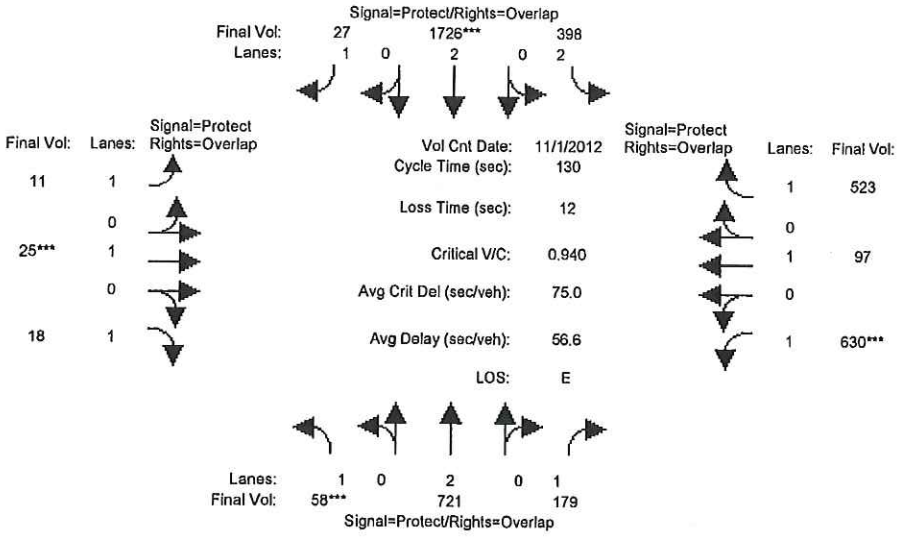
Mowry Ave Residential
Newark, CA
TIA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Proj AM

Intersection #4: Cherry St and Mowry Ave



Street Name:	Cherry Street						Mowry 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:	7	10	10	7	10	10	7	10	10	7	10	10
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: >> Count Date: 1 Nov 2012 <<												
Base Vol:	58	721	179	398	1726	27	11	25	18	630	97	523
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	58	721	179	398	1726	27	11	25	18	630	97	523
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:	58	721	179	398	1726	27	11	25	18	630	97	523
User Adj:	1.00	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:	58	721	179	398	1726	27	11	25	18	630	97	523
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	721	179	398	1726	27	11	25	18	630	97	523
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	58	721	179	398	1726	27	11	25	18	630	97	523
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	0.97	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1900	3610	1900	3686	3610	1900	1900	1900	1900	1900	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.03	0.20	0.09	0.11	0.48	0.01	0.01	0.01	0.01	0.33	0.05	0.28
Crit Moves:	****				****			****		****		
Green Time:	7.0	43.3	84.6	23.4	59.6	72.1	12.5	10.0	17.0	41.4	38.9	62.2
Volume/Cap:	0.57	0.60	0.14	0.60	1.04	0.03	0.06	0.17	0.07	1.04	0.17	0.57
Delay/Veh:	67.3	37.0	8.8	50.5	69.2	13.1	53.5	56.7	49.7	92.4	33.8	25.3
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:	67.3	37.0	8.8	50.5	69.2	13.1	53.5	56.7	49.7	92.4	33.8	25.3
LOS by Move:	E	D	A	D	E	B	D	E	D	F	C	C
HCM2kAvgQ:	2	12	3	7	39	0	0	1	1	31	3	14

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

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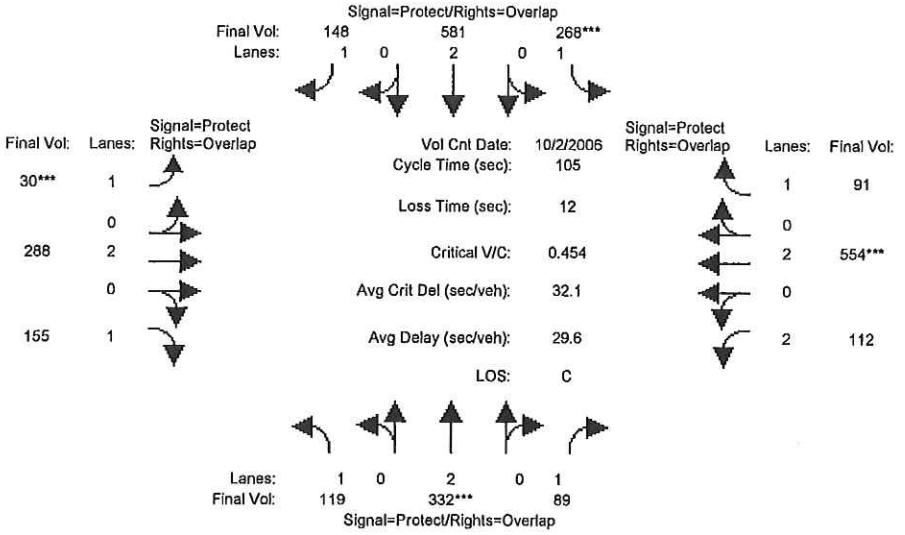
Mowry Ave Residential
Newark, CA
TIA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #5: Cedar Blvd and Mowry Ave



Street Name:	Cedar Boulevard						Mowry 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:	7	10	10	7	10	10	7	10	10	7	10	10
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: >> Count Date: 2 Oct 2006 <<												
Base Vol:	119	332	89	268	581	148	30	288	155	112	554	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:	119	332	89	268	581	148	30	288	155	112	554	91
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:	119	332	89	268	581	148	30	288	155	112	554	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:	119	332	89	268	581	148	30	288	155	112	554	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	119	332	89	268	581	148	30	288	155	112	554	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:	119	332	89	268	581	148	30	288	155	112	554	91
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	0.97	0.95	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1900	3610	1900	1900	3610	1900	1900	3610	1900	3686	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.06	0.09	0.05	0.14	0.16	0.08	0.02	0.08	0.08	0.03	0.15	0.05
Crit Moves:		****		****			****				****	
Green Time:	15.2	20.5	37.4	31.4	36.7	43.7	7.0	24.2	39.4	16.9	34.1	65.5
Volume/Cap:	0.43	0.47	0.13	0.47	0.46	0.19	0.24	0.35	0.22	0.19	0.47	0.08
Delay/Veh:	42.1	38.0	22.9	30.7	26.8	19.5	47.4	34.0	22.5	38.2	28.5	7.8
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:	42.1	38.0	22.9	30.7	26.8	19.5	47.4	34.0	22.5	38.2	28.5	7.8
LOS by Move:	D	D	C	C	C	B	D	C	C	D	C	A
HCM2kAvgQ:	3	5	2	7	8	3	1	4	3	2	7	1

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

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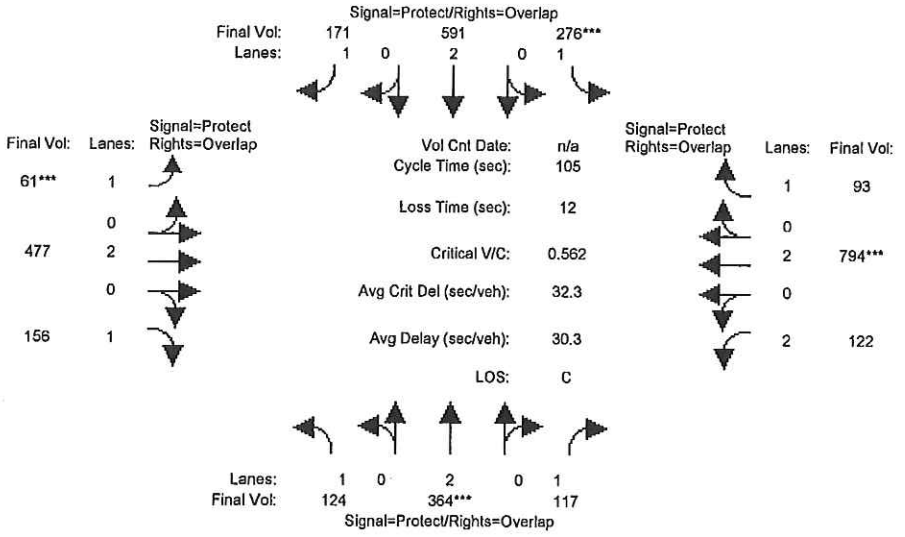
Mowry Ave Residential
Newark, CA
TIA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgrd AM

Intersection #5: Cedar Blvd and Mowry Ave



Street Name:	Cedar Boulevard						Mowry 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:	7	10	10	7	10	10	7	10	10	7	10	10
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:	124	364	117	276	591	171	61	477	156	122	794	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:	124	364	117	276	591	171	61	477	156	122	794	93
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	124	364	117	276	591	171	61	477	156	122	794	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	124	364	117	276	591	171	61	477	156	122	794	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	124	364	117	276	591	171	61	477	156	122	794	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:	124	364	117	276	591	171	61	477	156	122	794	93
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	0.97	0.95	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1900	3610	1900	1900	3610	1900	1900	3610	1900	3686	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.07	0.10	0.06	0.15	0.16	0.09	0.03	0.13	0.08	0.03	0.22	0.05
Crit Moves:		****		****			****				****	
Green Time:	13.1	18.6	34.6	26.8	32.3	39.3	7.0	31.6	44.8	16.0	40.6	67.4
Volume/Cap:	0.52	0.57	0.19	0.57	0.53	0.24	0.48	0.44	0.19	0.22	0.57	0.08
Delay/Veh:	45.1	40.7	25.3	35.7	30.6	22.8	50.1	29.8	18.9	39.2	25.9	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:	45.1	40.7	25.3	35.7	30.6	22.8	50.1	29.8	18.9	39.2	25.9	7.1
LOS by Move:	D	D	C	D	C	C	D	C	B	D	C	A
HCM2kAvgQ:	4	6	3	8	9	4	2	6	3	2	10	1

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

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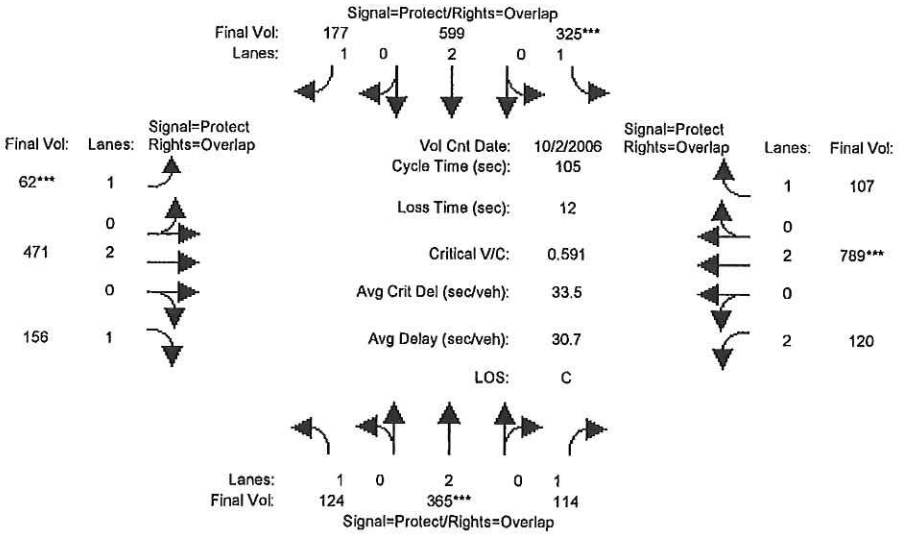
Mowry Ave Residential
Newark, CA
TIA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Proj AM

Intersection #5: Cedar Blvd and Mowry Ave



Street Name:	Cedar Boulevard						Mowry 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:	7	10	10	7	10	10	7	10	10	7	10	10
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: >> Count Date: 2 Oct 2006 <<												
Base Vol:	124	365	114	325	599	177	62	471	156	120	789	107
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	124	365	114	325	599	177	62	471	156	120	789	107
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	124	365	114	325	599	177	62	471	156	120	789	107
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	124	365	114	325	599	177	62	471	156	120	789	107
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	124	365	114	325	599	177	62	471	156	120	789	107
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	124	365	114	325	599	177	62	471	156	120	789	107
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	0.97	0.95	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1900	3610	1900	1900	3610	1900	1900	3610	1900	3686	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.07	0.10	0.06	0.17	0.17	0.09	0.03	0.13	0.08	0.03	0.22	0.06
Crit Moves:		****		****			****				****	
Green Time:	13.7	17.7	33.0	30.0	34.0	41.0	7.0	30.0	43.7	15.3	38.3	68.3
Volume/Cap:	0.50	0.60	0.19	0.60	0.51	0.24	0.49	0.46	0.20	0.22	0.60	0.09
Delay/Veh:	44.1	42.0	26.4	34.2	29.1	21.7	50.2	31.1	19.6	39.8	27.9	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:	44.1	42.0	26.4	34.2	29.1	21.7	50.2	31.1	19.6	39.8	27.9	6.8
LOS by Move:	D	D	C	C	C	C	D	C	B	D	C	A
HCM2kAvgQ:	4	6	3	10	8	4	2	6	3	2	11	1

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

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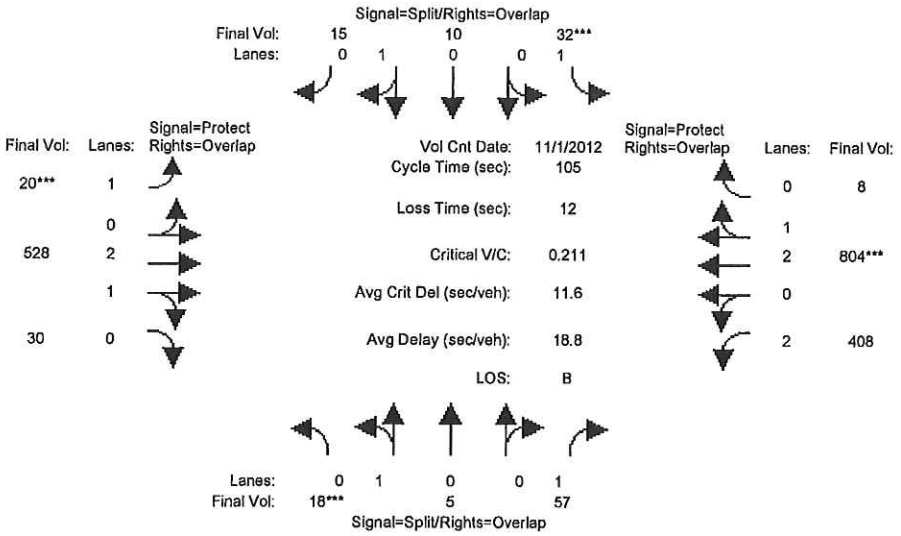
Mowry Ave Residential
Newark, CA
TIA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #6: Alpenrose St and Mowry Ave



Street Name:	Alpenrose Street						Mowry 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:	10	10	10	10	10	10	7	10	10	7	10	10
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: >> Count Date: 1 Nov 2012 <<												
Base Vol:	18	5	57	32	10	15	20	528	30	408	804	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:	18	5	57	32	10	15	20	528	30	408	804	8
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	5	57	32	10	15	20	528	30	408	804	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:	1.00	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	5	57	32	10	15	20	528	30	408	804	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	5	57	32	10	15	20	528	30	408	804	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:	18	5	57	32	10	15	20	528	30	408	804	8
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.96	1.00	0.97	0.97	1.00
Lanes:	0.78	0.22	1.00	1.00	0.40	0.60	1.00	2.84	0.16	2.00	2.97	0.03
Final Sat.:	1487	413	1900	1900	760	1140	1900	5213	296	3686	5456	54
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.03	0.02	0.01	0.01	0.01	0.10	0.10	0.11	0.15	0.15
Crit Moves:	****			****			****				****	
Green Time:	10.0	10.0	48.1	10.0	10.0	17.0	7.0	34.9	44.9	38.1	66.0	76.0
Volume/Cap:	0.13	0.13	0.07	0.18	0.14	0.08	0.16	0.30	0.24	0.30	0.23	0.20
Delay/Veh:	43.8	43.8	15.9	44.2	43.9	37.5	46.8	26.1	19.2	24.1	8.5	4.7
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:	43.8	43.8	15.9	44.2	43.9	37.5	46.8	26.1	19.2	24.1	8.5	4.7
LOS by Move:	D	D	B	D	D	D	D	C	B	C	A	A
HCM2kAvgQ:	1	1	1	1	1	1	1	4	4	5	4	3

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

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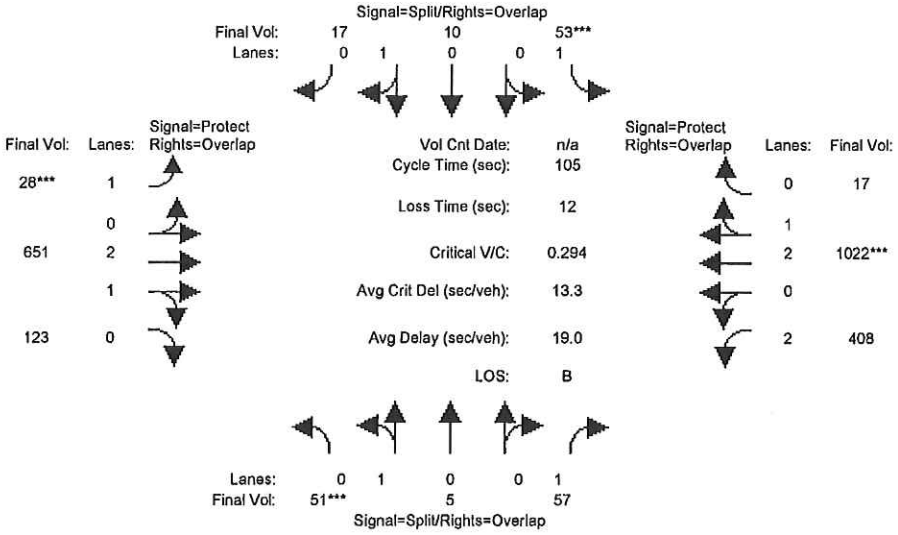
Mowry Ave Residential
Newark, CA
TIA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgrd AM

Intersection #6: Alpenrose St and Mowry Ave



Street Name:	Alpenrose Street						Mowry 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:	10	10	10	10	10	10	7	10	10	7	10	10
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:	51	5	57	53	10	17	28	651	123	408	1022	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	51	5	57	53	10	17	28	651	123	408	1022	17
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:	51	5	57	53	10	17	28	651	123	408	1022	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	51	5	57	53	10	17	28	651	123	408	1022	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	5	57	53	10	17	28	651	123	408	1022	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	51	5	57	53	10	17	28	651	123	408	1022	17
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.96	1.00	0.97	0.97	1.00
Lanes:	0.91	0.09	1.00	1.00	0.37	0.63	1.00	2.54	0.46	2.00	2.95	0.05
Final Sat.:	1730	170	1900	1900	704	1196	1900	4633	875	3686	5420	90
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.03	0.01	0.01	0.01	0.14	0.14	0.11	0.19	0.19
Crit Moves:	****			****			****				****	
Green Time:	10.3	10.3	42.3	10.0	10.0	17.0	7.0	40.7	51.0	32.0	65.7	75.7
Volume/Cap:	0.30	0.30	0.07	0.29	0.15	0.09	0.22	0.36	0.29	0.36	0.30	0.26
Delay/Veh:	44.9	44.9	19.3	45.1	44.0	37.5	47.3	23.0	16.2	28.7	9.1	5.1
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:	44.9	44.9	19.3	45.1	44.0	37.5	47.3	23.0	16.2	28.7	9.1	5.1
LOS by Move:	D	D	B	D	D	D	D	C	B	C	A	A
HCM2kAvgQ:	2	2	1	2	1	1	1	6	5	5	5	4

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

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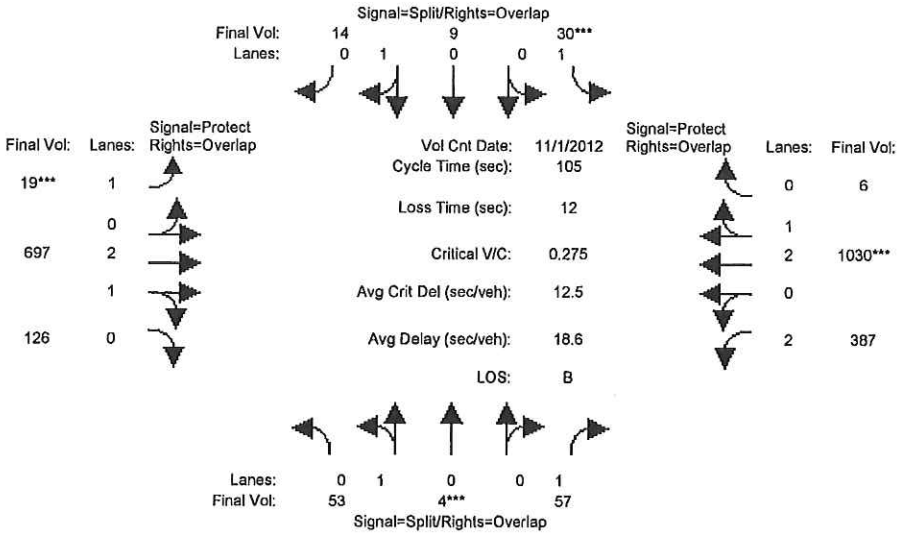
Mowry Ave Residential
Newark, CA
TIA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Proj AM

Intersection #6: Alpenrose St and Mowry Ave



Street Name:	Alpenrose Street						Mowry 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:	10	10	10	10	10	10	7	10	10	7	10	10
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: >> Count Date: 1 Nov 2012 <<												
Base Vol:	53	4	57	30	9	14	19	697	126	387	1030	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	53	4	57	30	9	14	19	697	126	387	1030	6
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	53	4	57	30	9	14	19	697	126	387	1030	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	53	4	57	30	9	14	19	697	126	387	1030	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	4	57	30	9	14	19	697	126	387	1030	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	53	4	57	30	9	14	19	697	126	387	1030	6
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.96	1.00	0.97	0.97	1.00
Lanes:	0.93	0.07	1.00	1.00	0.39	0.61	1.00	2.56	0.44	2.00	2.98	0.02
Final Sat.:	1767	133	1900	1900	743	1157	1900	4665	843	3686	5478	32
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.02	0.01	0.01	0.01	0.15	0.15	0.10	0.19	0.19
Crit Moves:		****		****			****				****	
Green Time:	10.5	10.5	40.4	10.0	10.0	17.0	7.0	42.6	53.1	29.9	65.5	75.5
Volume/Cap:	0.30	0.30	0.08	0.17	0.13	0.07	0.15	0.37	0.30	0.37	0.30	0.26
Delay/Veh:	44.8	44.8	20.5	44.1	43.8	37.4	46.7	21.9	15.2	30.2	9.2	5.1
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:	44.8	44.8	20.5	44.1	43.8	37.4	46.7	21.9	15.2	30.2	9.2	5.1
LOS by Move:	D	D	C	D	D	D	D	C	B	C	A	A
HCM2kAvgQ:	2	2	1	1	1	1	1	6	5	5	5	4

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

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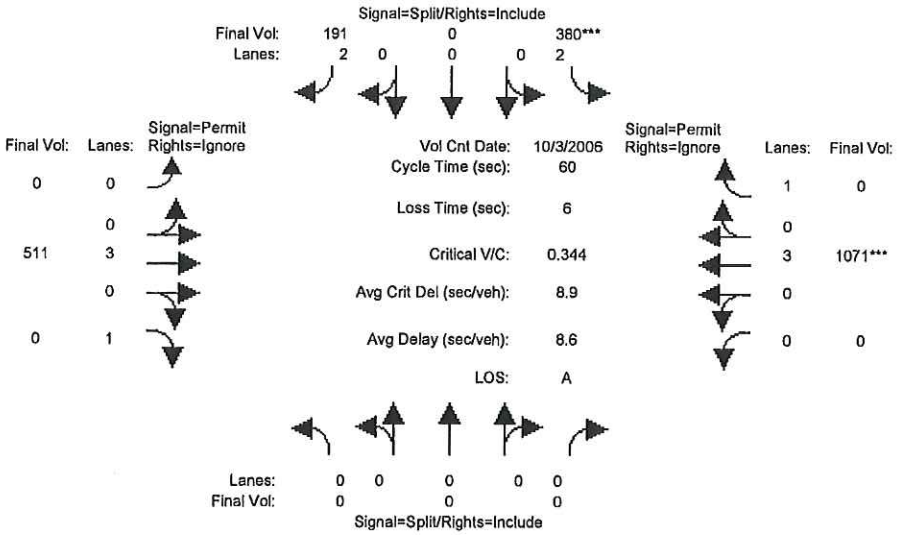
Mowry Ave Residential
Newark, CA
TIA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #7: I-880 SB off-ramp and Mowry Ave



Street Name:	I-880 SB off-ramp						Mowry 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:	0	0	0	10	0	10	0	10	10	0	10	10
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: >> Count Date: 3 Oct 2006 <<												
Base Vol:	0	0	0	380	0	191	0	511	358	0	1071	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	380	0	191	0	511	358	0	1071	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	380	0	191	0	511	358	0	1071	0
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:	0	0	0	380	0	191	0	511	0	0	1071	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	380	0	191	0	511	0	0	1071	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:	0	0	0	380	0	191	0	511	0	0	1071	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.97	1.00	0.88	1.00	0.91	1.00	1.00	0.91	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3686	0	3344	0	5187	1900	0	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.06	0.00	0.10	0.00	0.00	0.21	0.00
Crit Moves:				****							****	
Green Time:	0.0	0.0	0.0	18.0	0.0	18.0	0.0	36.0	0.0	0.0	36.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.34	0.00	0.19	0.00	0.16	0.00	0.00	0.34	0.00
Delay/Veh:	0.0	0.0	0.0	16.6	0.0	15.7	0.0	5.3	0.0	0.0	6.1	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	0.0	0.0	16.6	0.0	15.7	0.0	5.3	0.0	0.0	6.1	0.0
LOS by Move:	A	A	A	B	A	B	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	3	0	2	0	1	0	0	4	0

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

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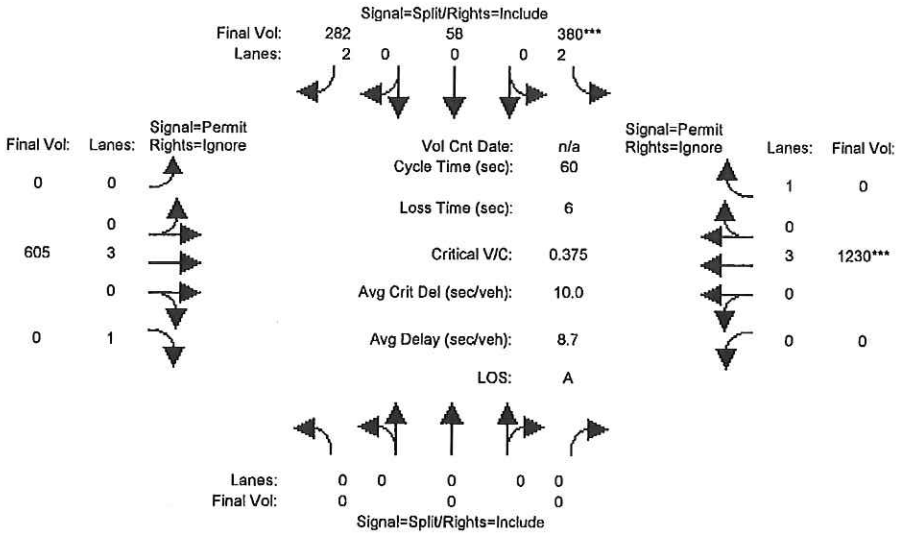
Mowry Ave Residential
Newark, CA
TIA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgrd AM

Intersection #7: I-880 SB off-ramp and Mowry Ave



Street Name:	I-880 SB off-ramp						Mowry 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:	0	0	0	10	0	10	0	10	10	0	10	10
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:	0	0	0	380	58	282	0	605	408	0	1230	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	380	58	282	0	605	408	0	1230	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	380	58	282	0	605	408	0	1230	0
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:	0	0	0	380	58	282	0	605	0	0	1230	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	380	58	282	0	605	0	0	1230	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:	0	0	0	380	58	282	0	605	0	0	1230	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Lanes:	0.00	0.00	0.00	2.00	0.34	1.66	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3800	648	3152	0	5187	1900	0	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.09	0.09	0.00	0.12	0.00	0.00	0.24	0.00
Crit Moves:				****							****	
Green Time:	0.0	0.0	0.0	16.0	16.0	16.0	0.0	38.0	0.0	0.0	38.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.37	0.34	0.34	0.00	0.18	0.00	0.00	0.37	0.00
Delay/Veh:	0.0	0.0	0.0	18.0	17.8	17.8	0.0	4.6	0.0	0.0	5.4	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:	0.0	0.0	0.0	18.0	17.8	17.8	0.0	4.6	0.0	0.0	5.4	0.0
LOS by Move:	A	A	A	B	B	B	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	3	3	3	0	2	0	0	4	0

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

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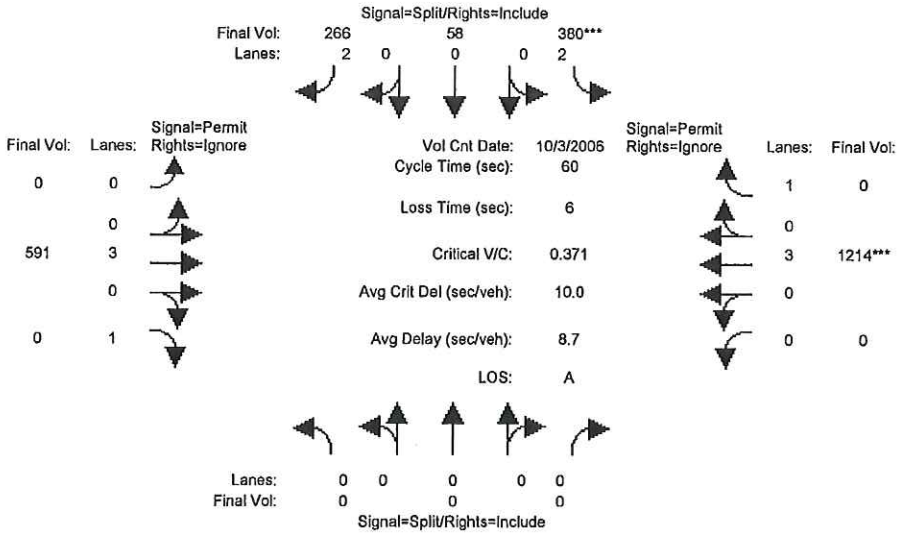
Mowry Ave Residential
Newark, CA
TIA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Proj AM

Intersection #7: I-880 SB off-ramp and Mowry Ave



Street Name:	I-880 SB off-ramp						Mowry 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:	0	0	0	10	0	10	0	10	10	0	10	10
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: >> Count Date: 3 Oct 2006 <<												
Base Vol:	0	0	0	380	58	266	0	591	426	0	1214	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	380	58	266	0	591	426	0	1214	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	380	58	266	0	591	426	0	1214	0
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:	0	0	0	380	58	266	0	591	0	0	1214	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	380	58	266	0	591	0	0	1214	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:	0	0	0	380	58	266	0	591	0	0	1214	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Lanes:	0.00	0.00	0.00	2.00	0.36	1.64	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3800	680	3120	0	5187	1900	0	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.09	0.09	0.00	0.11	0.00	0.00	0.23	0.00
Crit Moves:				****							****	
Green Time:	0.0	0.0	0.0	16.2	16.2	16.2	0.0	37.8	0.0	0.0	37.8	0.0
Volume/Cap:	0.00	0.00	0.00	0.37	0.32	0.32	0.00	0.18	0.00	0.00	0.37	0.00
Delay/Veh:	0.0	0.0	0.0	17.9	17.6	17.6	0.0	4.6	0.0	0.0	5.4	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:	0.0	0.0	0.0	17.9	17.6	17.6	0.0	4.6	0.0	0.0	5.4	0.0
LOS by Move:	A	A	A	B	B	B	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	3	3	3	0	2	0	0	4	0

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

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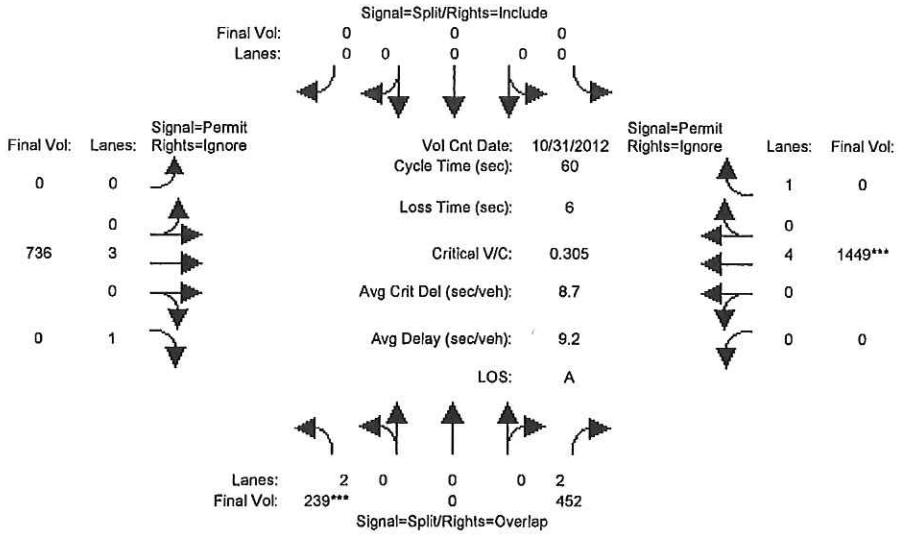
Mowry Ave Residential
Newark, CA
TIA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #8: I-880 NB off-ramp and Mowry Ave



Street Name:	I-880 NB off-ramp						Mowry 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:	10	10	10	10	10	10	10	10	10	10	10	10
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: >> Count Date: 31 Oct 2012 <<												
Base Vol:	239	0	452	0	0	0	0	736	160	0	1449	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:	239	0	452	0	0	0	0	736	160	0	1449	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	239	0	452	0	0	0	0	736	160	0	1449	0
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:	239	0	452	0	0	0	0	736	0	0	1449	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	239	0	452	0	0	0	0	736	0	0	1449	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:	239	0	452	0	0	0	0	736	0	0	1449	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	1.00	0.88	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Lanes:	2.00	0.00	2.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	4.00	1.00
Final Sat.:	3686	0	3344	0	0	0	0	5187	1900	0	6916	1900
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.14	0.00	0.00	0.00	0.00	0.14	0.00	0.00	0.21	0.00
Crit Moves:	****										****	
Green Time:	21.2	0.0	21.2	0.0	0.0	0.0	0.0	32.8	0.0	0.0	32.8	0.0
Volume/Cap:	0.18	0.00	0.38	0.00	0.00	0.00	0.00	0.26	0.00	0.00	0.38	0.00
Delay/Veh:	13.5	0.0	14.7	0.0	0.0	0.0	0.0	7.2	0.0	0.0	7.9	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:	13.5	0.0	14.7	0.0	0.0	0.0	0.0	7.2	0.0	0.0	7.9	0.0
LOS by Move:	B	A	B	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	2	0	4	0	0	0	0	3	0	0	4	0

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

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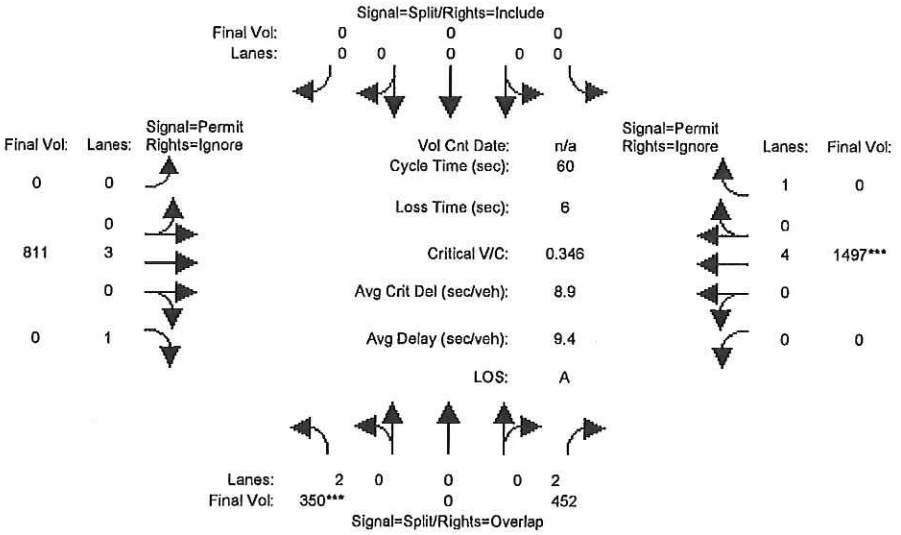
Mowry Ave Residential
Newark, CA
TIA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgrd AM

Intersection #8: I-880 NB off-ramp and Mowry Ave



Street Name:	I-880 NB off-ramp						Mowry 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:	10	10	10	10	10	10	10	10	10	10	10	10
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:	350	0	452	0	0	0	0	811	179	0	1497	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:	350	0	452	0	0	0	0	811	179	0	1497	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	350	0	452	0	0	0	0	811	179	0	1497	0
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:	350	0	452	0	0	0	0	811	0	0	1497	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	350	0	452	0	0	0	0	811	0	0	1497	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:	350	0	452	0	0	0	0	811	0	0	1497	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	1.00	0.88	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Lanes:	2.00	0.00	2.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	4.00	1.00
Final Sat.:	3686	0	3344	0	0	0	0	5187	1900	0	6916	1900
Capacity Analysis Module:												
Vol/Sat:	0.09	0.00	0.14	0.00	0.00	0.00	0.00	0.16	0.00	0.00	0.22	0.00
Crit Moves:	****										****	
Green Time:	20.8	0.0	20.8	0.0	0.0	0.0	0.0	33.2	0.0	0.0	33.2	0.0
Volume/Cap:	0.27	0.00	0.39	0.00	0.00	0.00	0.00	0.28	0.00	0.00	0.39	0.00
Delay/Veh:	14.3	0.0	15.1	0.0	0.0	0.0	0.0	7.1	0.0	0.0	7.7	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:	14.3	0.0	15.1	0.0	0.0	0.0	0.0	7.1	0.0	0.0	7.7	0.0
LOS by Move:	B	A	B	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	3	0	4	0	0	0	0	3	0	0	4	0

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

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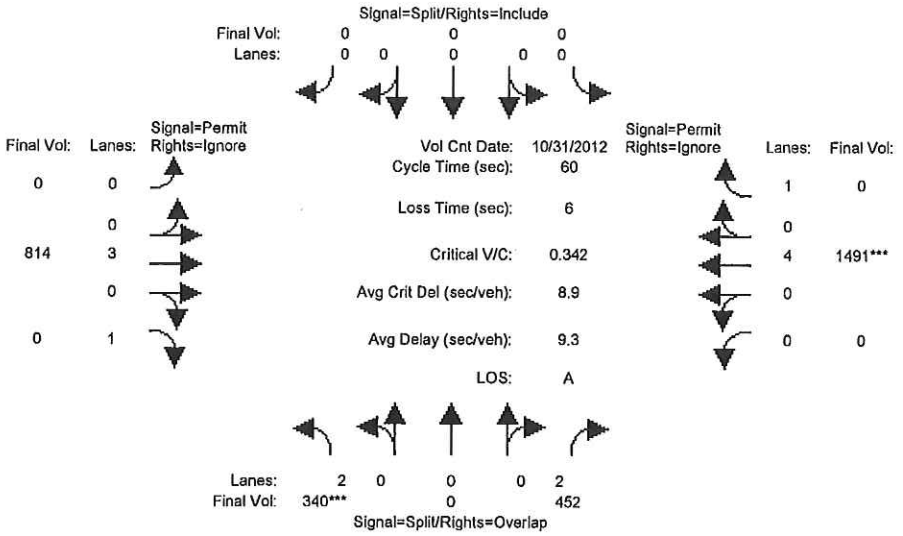
Mowry Ave Residential
Newark, CA
TIA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Proj AM

Intersection #8: I-880 NB off-ramp and Mowry Ave



Street Name:	I-880 NB off-ramp						Mowry 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:	10	10	10	10	10	10	10	10	10	10	10	10
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: >> Count Date: 31 Oct 2012 <<												
Base Vol:	340	0	452	0	0	0	0	814	162	0	1491	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:	340	0	452	0	0	0	0	814	162	0	1491	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	340	0	452	0	0	0	0	814	162	0	1491	0
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:	340	0	452	0	0	0	0	814	0	0	1491	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	340	0	452	0	0	0	0	814	0	0	1491	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:	340	0	452	0	0	0	0	814	0	0	1491	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	1.00	0.88	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Lanes:	2.00	0.00	2.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	4.00	1.00
Final Sat.:	3686	0	3344	0	0	0	0	5187	1900	0	6916	1900
Capacity Analysis Module:												
Vol/Sat:	0.09	0.00	0.14	0.00	0.00	0.00	0.00	0.16	0.00	0.00	0.22	0.00
Crit Moves:	****										****	
Green Time:	20.8	0.0	20.8	0.0	0.0	0.0	0.0	33.2	0.0	0.0	33.2	0.0
Volume/Cap:	0.27	0.00	0.39	0.00	0.00	0.00	0.00	0.28	0.00	0.00	0.39	0.00
Delay/Veh:	14.2	0.0	15.0	0.0	0.0	0.0	0.0	7.2	0.0	0.0	7.7	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:	14.2	0.0	15.0	0.0	0.0	0.0	0.0	7.2	0.0	0.0	7.7	0.0
LOS by Move:	B	A	B	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	2	0	4	0	0	0	0	3	0	0	4	0

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

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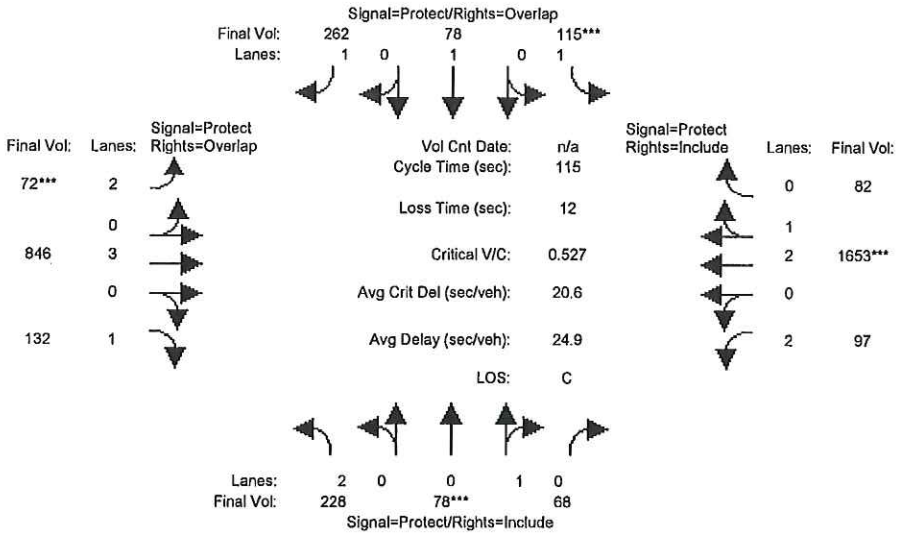
Mowry Ave Residential
Newark, CA
TIA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #9: Farwell Dr and Mowry Ave



Street Name:	Farwell Dr						Mowry Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
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:	228	78	68	115	78	262	72	846	132	97	1653	82
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	228	78	68	115	78	262	72	846	132	97	1653	82
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:	228	78	68	115	78	262	72	846	132	97	1653	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	228	78	68	115	78	262	72	846	132	97	1653	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	228	78	68	115	78	262	72	846	132	97	1653	82
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	228	78	68	115	78	262	72	846	132	97	1653	82
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	1.00	1.00	1.00	1.00	1.00	0.97	0.91	1.00	0.97	0.97	1.00
Lanes:	2.00	0.53	0.47	1.00	1.00	1.00	2.00	3.00	1.00	2.00	2.86	0.14
Final Sat.:	3686	1015	885	1900	1900	1900	3686	5187	1900	3686	5249	260
Capacity Analysis Module:												
Vol/Sat:	0.06	0.08	0.08	0.06	0.04	0.14	0.02	0.16	0.07	0.03	0.31	0.31
Crit Moves:		****		****			****				****	
Green Time:	10.0	16.3	16.3	12.8	19.2	26.2	7.0	53.8	63.8	20.1	66.8	66.8
Volume/Cap:	0.71	0.54	0.54	0.54	0.25	0.61	0.32	0.35	0.13	0.15	0.54	0.54
Delay/Veh:	58.3	48.1	48.1	51.1	42.1	42.3	52.6	19.6	12.3	40.4	14.9	14.9
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:	58.3	48.1	48.1	51.1	42.1	42.3	52.6	19.6	12.3	40.4	14.9	14.9
LOS by Move:	E	D	D	D	D	D	D	B	B	D	B	B
HCM2kAvgQ:	6	5	5	5	2	9	1	7	2	2	13	13

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

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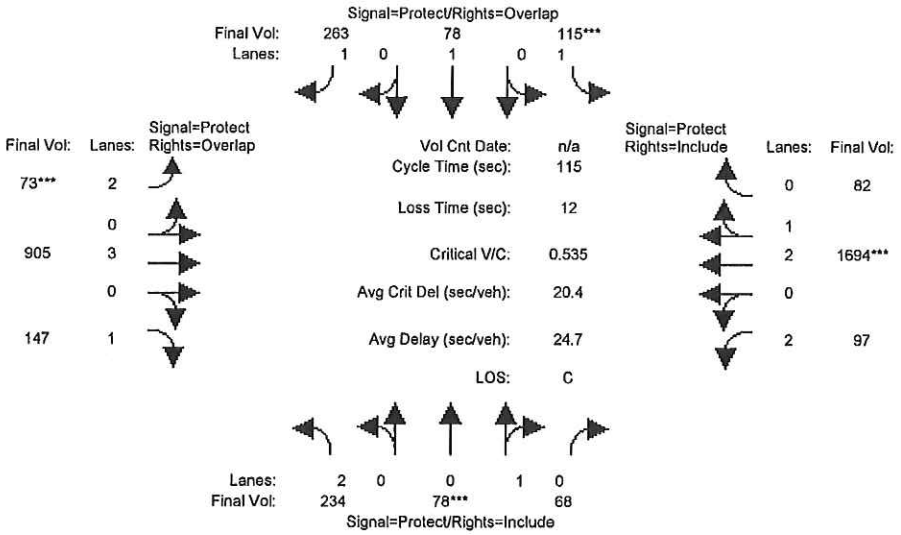
Mowry Ave Residential
Newark, CA
TIA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgrd AM

Intersection #9: Farwell Dr and Mowry Ave



Street Name:	Farwell Dr						Mowry Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
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:	234	78	68	115	78	263	73	905	147	97	1694	82
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	234	78	68	115	78	263	73	905	147	97	1694	82
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:	234	78	68	115	78	263	73	905	147	97	1694	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	234	78	68	115	78	263	73	905	147	97	1694	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	234	78	68	115	78	263	73	905	147	97	1694	82
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	234	78	68	115	78	263	73	905	147	97	1694	82
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	1.00	1.00	1.00	1.00	1.00	0.97	0.91	1.00	0.97	0.97	1.00
Lanes:	2.00	0.53	0.47	1.00	1.00	1.00	2.00	3.00	1.00	2.00	2.87	0.13
Final Sat.:	3686	1015	885	1900	1900	1900	3686	5187	1900	3686	5255	254
Capacity Analysis Module:												
Vol/Sat:	0.06	0.08	0.08	0.06	0.04	0.14	0.02	0.17	0.08	0.03	0.32	0.32
Crit Moves:		****		****			****				****	
Green Time:	10.0	16.0	16.0	12.6	18.7	25.7	7.0	55.1	65.1	19.2	67.3	67.3
Volume/Cap:	0.73	0.55	0.55	0.55	0.25	0.62	0.33	0.36	0.14	0.16	0.55	0.55
Delay/Veh:	59.5	48.6	48.6	51.6	42.5	43.1	52.6	19.0	11.8	41.1	14.8	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:	59.5	48.6	48.6	51.6	42.5	43.1	52.6	19.0	11.8	41.1	14.8	14.8
LOS by Move:	E	D	D	D	D	D	D	B	B	D	B	B
HCM2kAvgQ:	6	5	5	5	3	9	1	7	2	2	13	13

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

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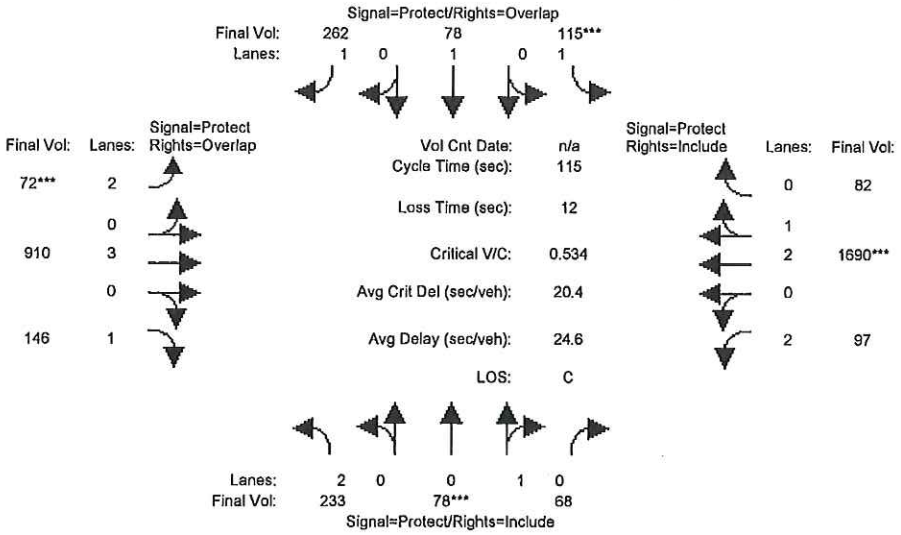
Mowry Ave Residential
Newark, CA
TIA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Proj AM

Intersection #9: Farwell Dr and Mowry Ave



Street Name:	Farwell Dr						Mowry Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
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:	233	78	68	115	78	262	72	910	146	97	1690	82
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	233	78	68	115	78	262	72	910	146	97	1690	82
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:	233	78	68	115	78	262	72	910	146	97	1690	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	233	78	68	115	78	262	72	910	146	97	1690	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	233	78	68	115	78	262	72	910	146	97	1690	82
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	233	78	68	115	78	262	72	910	146	97	1690	82
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	1.00	1.00	1.00	1.00	1.00	0.97	0.91	1.00	0.97	0.97	1.00
Lanes:	2.00	0.53	0.47	1.00	1.00	1.00	2.00	3.00	1.00	2.00	2.87	0.13
Final Sat.:	3686	1015	885	1900	1900	1900	3686	5187	1900	3686	5255	255
Capacity Analysis Module:												
Vol/Sat:	0.06	0.08	0.08	0.06	0.04	0.14	0.02	0.18	0.08	0.03	0.32	0.32
Crit Moves:		****		****			****				****	
Green Time:	10.0	16.1	16.1	12.7	18.7	25.7	7.0	55.1	65.1	19.1	67.3	67.3
Volume/Cap:	0.73	0.55	0.55	0.55	0.25	0.62	0.32	0.37	0.14	0.16	0.55	0.55
Delay/Veh:	59.3	48.5	48.5	51.6	42.5	42.9	52.6	19.0	11.8	41.2	14.8	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:	59.3	48.5	48.5	51.6	42.5	42.9	52.6	19.0	11.8	41.2	14.8	14.8
LOS by Move:	E	D	D	D	D	D	D	B	B	D	B	B
HCM2kAvgQ:	6	5	5	5	3	9	1	7	2	2	13	13

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

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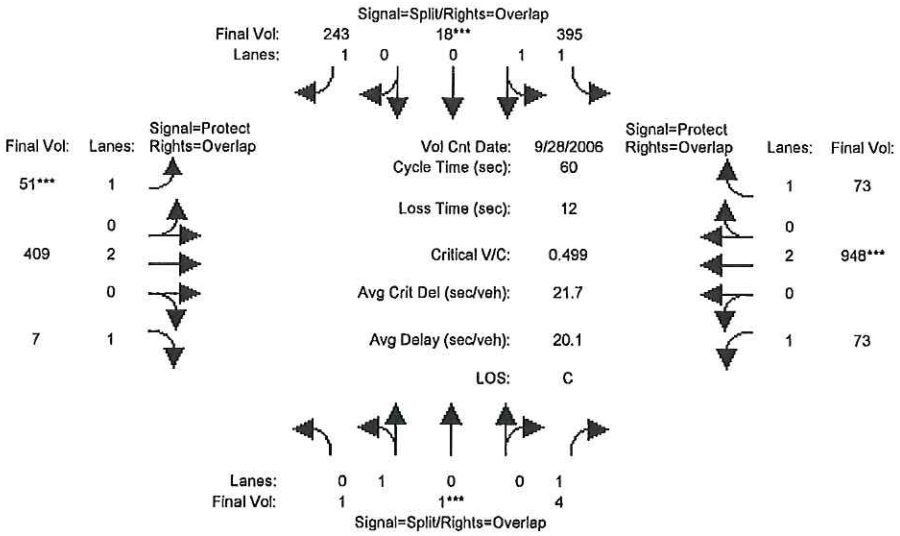
Mowry Ave Residential
Newark, CA
TIA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #10: Cedar Blvd and Stevenson Blvd



Street Name:	Cedar Boulevard						Stevenson Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
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: >> Count Date: 28 Sep 2006 <<												
Base Vol:	1	1	4	395	18	243	51	409	7	73	948	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:	1	1	4	395	18	243	51	409	7	73	948	73
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:	1	1	4	395	18	243	51	409	7	73	948	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:	1	1	4	395	18	243	51	409	7	73	948	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	1	4	395	18	243	51	409	7	73	948	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:	1	1	4	395	18	243	51	409	7	73	948	73
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Lanes:	0.50	0.50	1.00	1.91	0.09	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	950	950	1900	3634	166	1900	1900	3610	1900	1900	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.11	0.13	0.03	0.11	0.00	0.04	0.26	0.04
Crit Moves:		****			****		****				****	
Green Time:	10.0	10.0	21.5	10.0	10.0	17.0	7.0	16.5	26.5	11.5	21.0	31.0
Volume/Cap:	0.01	0.01	0.01	0.65	0.65	0.45	0.23	0.41	0.01	0.20	0.75	0.07
Delay/Veh:	20.9	20.9	12.4	25.8	25.8	18.3	24.6	18.1	9.4	20.6	19.7	7.3
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:	20.9	20.9	12.4	25.8	25.8	18.3	24.6	18.1	9.4	20.6	19.7	7.3
LOS by Move:	C	C	B	C	C	B	C	B	A	C	B	A
HCM2kAvgQ:	0	0	0	4	4	4	1	3	0	1	8	1

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

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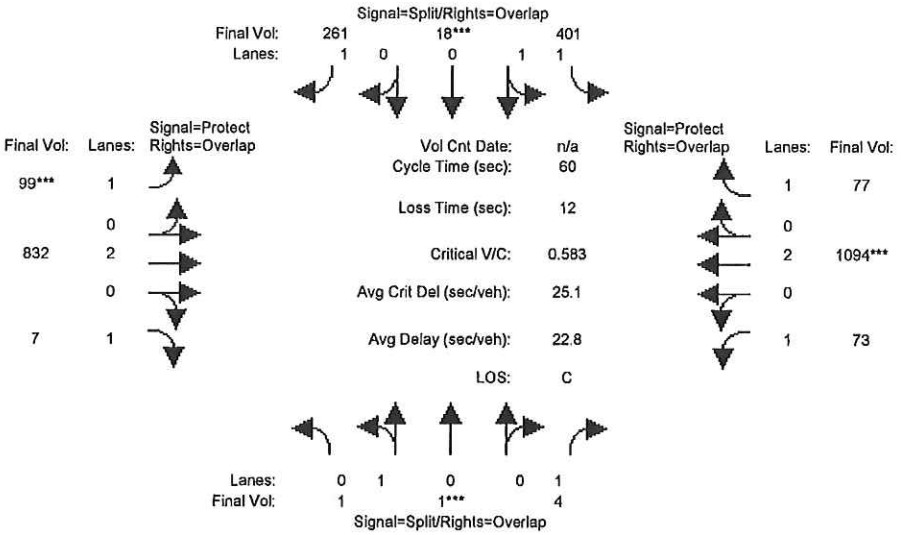
Mowry Ave Residential
Newark, CA
TIA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgrd AM

Intersection #10: Cedar Blvd and Stevenson Blvd



Street Name:	Cedar Boulevard						Stevenson Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
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:	1	1	4	401	18	261	99	832	7	73	1094	77
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	1	4	401	18	261	99	832	7	73	1094	77
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	1	4	401	18	261	99	832	7	73	1094	77
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	1	4	401	18	261	99	832	7	73	1094	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	1	4	401	18	261	99	832	7	73	1094	77
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	1	4	401	18	261	99	832	7	73	1094	77
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Lanes:	0.50	0.50	1.00	1.91	0.09	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	950	950	1900	3637	163	1900	1900	3610	1900	1900	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.11	0.14	0.05	0.23	0.00	0.04	0.30	0.04
Crit Moves:		****			****		****				****	
Green Time:	10.0	10.0	19.4	10.0	10.0	17.0	7.0	18.6	28.6	9.4	21.0	31.0
Volume/Cap:	0.01	0.01	0.01	0.66	0.66	0.48	0.45	0.74	0.01	0.24	0.87	0.08
Delay/Veh:	20.9	20.9	13.8	26.0	26.0	18.6	26.1	21.3	8.3	22.6	24.7	7.3
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:	20.9	20.9	13.8	26.0	26.0	18.6	26.1	21.3	8.3	22.6	24.7	7.3
LOS by Move:	C	C	B	C	C	B	C	C	A	C	C	A
HCM2kAvgQ:	0	0	0	4	4	4	2	7	0	1	11	1

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

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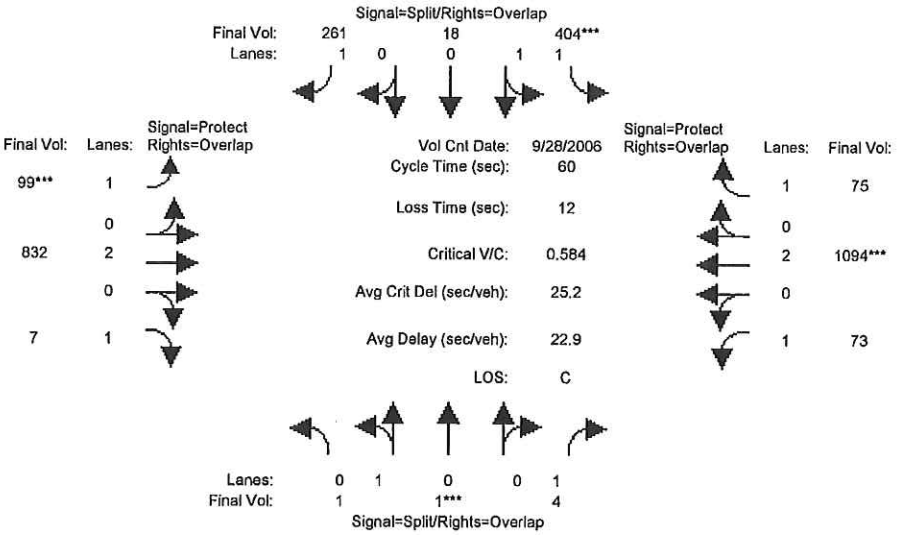
Mowry Ave Residential
Newark, CA
TIA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Proj AM

Intersection #10: Cedar Blvd and Stevenson Blvd



Street Name:	Cedar Boulevard						Stevenson Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
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: >> Count Date: 28 Sep 2006 <<												
Base Vol:	1	1	4	404	18	261	99	832	7	73	1094	75
Growth Adj:	1.00	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	1	4	404	18	261	99	832	7	73	1094	75
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:	1	1	4	404	18	261	99	832	7	73	1094	75
User Adj:	1.00	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:	1	1	4	404	18	261	99	832	7	73	1094	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	1	4	404	18	261	99	832	7	73	1094	75
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	1	4	404	18	261	99	832	7	73	1094	75
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Lanes:	0.50	0.50	1.00	1.91	0.09	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	950	950	1900	3638	162	1900	1900	3610	1900	1900	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.11	0.14	0.05	0.23	0.00	0.04	0.30	0.04
Crit Moves:		****		****			****				****	
Green Time:	10.0	10.0	19.4	10.0	10.0	17.0	7.0	18.6	28.6	9.4	21.0	31.0
Volume/Cap:	0.01	0.01	0.01	0.67	0.67	0.48	0.45	0.74	0.01	0.24	0.87	0.08
Delay/Veh:	20.9	20.9	13.8	26.1	26.1	18.6	26.1	21.3	8.3	22.6	24.7	7.3
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:	20.9	20.9	13.8	26.1	26.1	18.6	26.1	21.3	8.3	22.6	24.7	7.3
LOS by Move:	C	C	B	C	C	B	C	C	A	C	C	A
HCM2kAvgQ:	0	0	0	4	4	4	2	8	0	1	11	1

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

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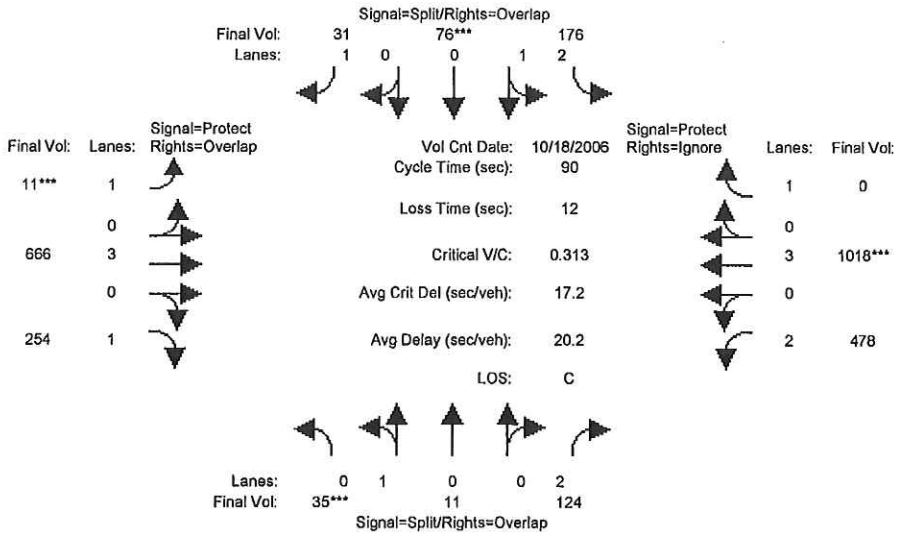
Mowry Ave Residential
Newark, CA
TIA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #11: Albrae St/Balentine Dr and Stevenson Blvd



Street Name:	Albrae Street/Balentin Drive						Stevenson Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
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: >> Count Date: 18 Oct 2006 <<												
Base Vol:	35	11	124	176	76	31	11	666	254	478	1018	478
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	11	124	176	76	31	11	666	254	478	1018	478
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:	35	11	124	176	76	31	11	666	254	478	1018	478
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	35	11	124	176	76	31	11	666	254	478	1018	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	11	124	176	76	31	11	666	254	478	1018	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	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	35	11	124	176	76	31	11	666	254	478	1018	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	0.88	0.97	1.00	1.00	1.00	0.91	1.00	0.97	0.91	1.00
Lanes:	0.76	0.24	2.00	2.11	0.89	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1446	454	3344	3901	1684	1900	1900	5187	1900	3686	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.04	0.05	0.05	0.02	0.01	0.13	0.13	0.13	0.20	0.00
Crit Moves:	****				****		****				****	
Green Time:	10.0	10.0	38.4	11.4	11.4	18.4	7.0	28.2	38.2	28.4	49.6	0.0
Volume/Cap:	0.22	0.22	0.09	0.36	0.36	0.08	0.07	0.41	0.32	0.41	0.36	0.00
Delay/Veh:	37.0	37.0	15.4	36.3	36.3	29.0	38.7	24.5	17.5	24.4	11.4	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:	37.0	37.0	15.4	36.3	36.3	29.0	38.7	24.5	17.5	24.4	11.4	0.0
LOS by Move:	D	D	B	D	D	C	D	C	B	C	B	A
HCM2kAvgQ:	1	1	1	2	2	1	0	5	4	5	6	0

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

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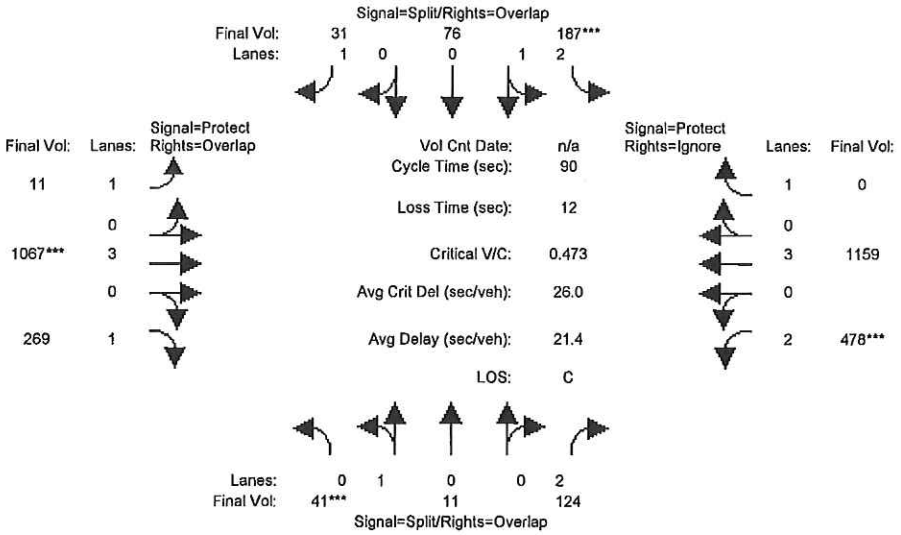
Mowry Ave Residential
Newark, CA
TIA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgrd AM

Intersection #11: Albrae St/Balentine Dr and Stevenson Blvd



Street Name:	Albrae Street/Balentin Drive						Stevenson Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
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	11	124	187	76	31	11	1067	269	478	1159	482
Growth Adj:	1.00	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	11	124	187	76	31	11	1067	269	478	1159	482
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	11	124	187	76	31	11	1067	269	478	1159	482
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	41	11	124	187	76	31	11	1067	269	478	1159	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	11	124	187	76	31	11	1067	269	478	1159	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	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	41	11	124	187	76	31	11	1067	269	478	1159	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	0.88	0.97	1.00	1.00	1.00	0.91	1.00	0.97	0.91	1.00
Lanes:	0.79	0.21	2.00	2.15	0.85	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1498	402	3344	3971	1614	1900	1900	5187	1900	3686	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.04	0.05	0.05	0.02	0.01	0.21	0.14	0.13	0.22	0.00
Crit Moves:	****			****				****		****		
Green Time:	10.0	10.0	32.4	10.0	10.0	25.0	15.0	35.6	45.6	22.4	43.0	0.0
Volume/Cap:	0.25	0.25	0.10	0.42	0.42	0.06	0.03	0.52	0.28	0.52	0.47	0.00
Delay/Veh:	37.2	37.2	19.2	37.8	37.8	23.9	31.5	21.0	12.9	29.7	15.9	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:	37.2	37.2	19.2	37.8	37.8	23.9	31.5	21.0	12.9	29.7	15.9	0.0
LOS by Move:	D	D	B	D	D	C	C	C	B	C	B	A
HCM2kAvgQ:	2	2	1	3	3	1	0	8	4	6	8	0

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

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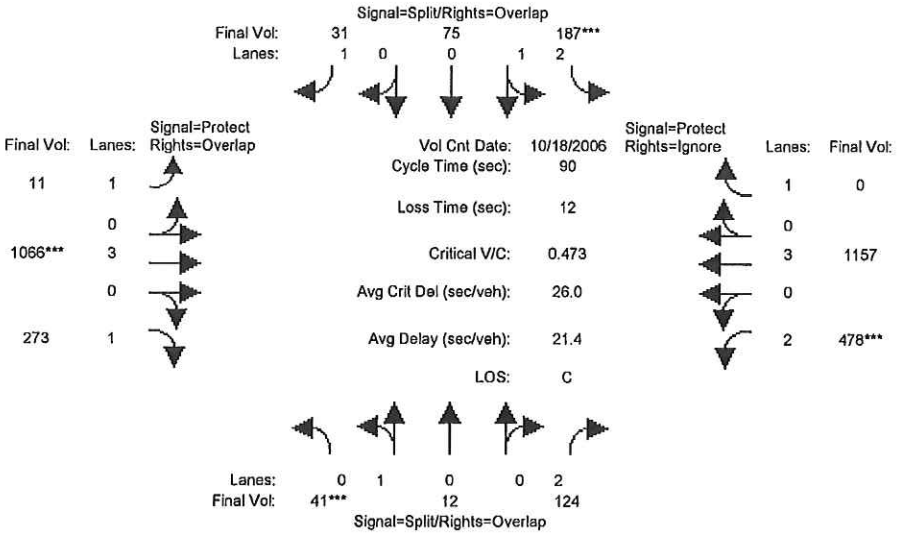
Mowry Ave Residential
Newark, CA
TIA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Proj AM

Intersection #11: Albrae St/Balentine Dr and Stevenson Blvd



Street Name:	Albrae Street/Balentin Drive						Stevenson Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
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:	>> Count Date: 18 Oct 2006 <<											
Base Vol:	41	12	124	187	75	31	11	1066	273	478	1157	482
Growth Adj:	1.00	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	12	124	187	75	31	11	1066	273	478	1157	482
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	12	124	187	75	31	11	1066	273	478	1157	482
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	41	12	124	187	75	31	11	1066	273	478	1157	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	12	124	187	75	31	11	1066	273	478	1157	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	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	41	12	124	187	75	31	11	1066	273	478	1157	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	0.88	0.97	1.00	1.00	1.00	0.91	1.00	0.97	0.91	1.00
Lanes:	0.77	0.23	2.00	2.16	0.84	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1470	430	3344	3986	1599	1900	1900	5187	1900	3686	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.04	0.05	0.05	0.02	0.01	0.21	0.14	0.13	0.22	0.00
Crit Moves:	****			****				****		****		
Green Time:	10.0	10.0	32.4	10.0	10.0	25.0	15.0	35.6	45.6	22.4	43.0	0.0
Volume/Cap:	0.25	0.25	0.10	0.42	0.42	0.06	0.03	0.52	0.28	0.52	0.47	0.00
Delay/Veh:	37.2	37.2	19.2	37.8	37.8	23.9	31.5	21.0	13.0	29.7	15.9	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:	37.2	37.2	19.2	37.8	37.8	23.9	31.5	21.0	13.0	29.7	15.9	0.0
LOS by Move:	D	D	B	D	D	C	C	C	B	C	B	A
HCM2kAvgQ:	2	2	1	3	3	1	0	8	4	6	8	0

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

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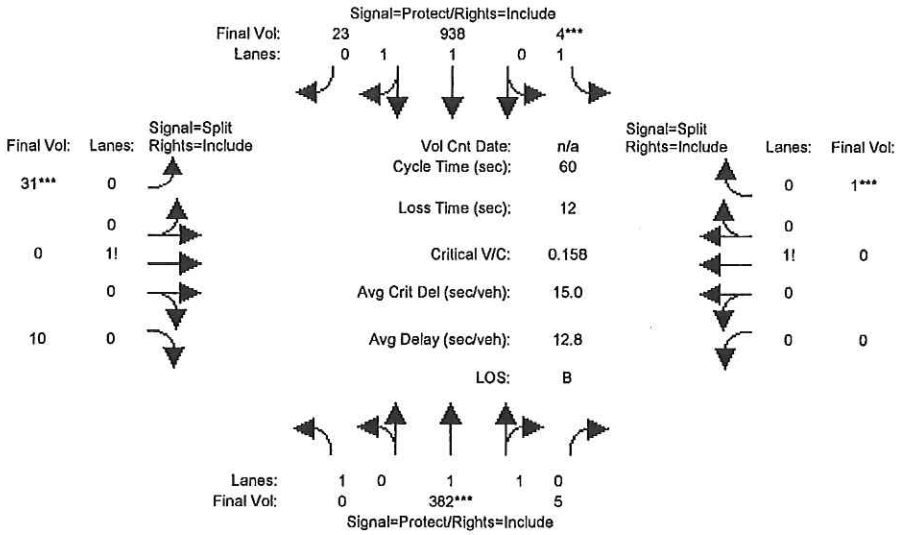
Mowry Ave Residential
Newark, CA
TIA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #12: Cedar Blvd and Moores Ave



Street Name:	Cedar Blvd						Moores Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
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:	0	382	5	4	938	23	31	0	10	0	0	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:	0	382	5	4	938	23	31	0	10	0	0	1
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	382	5	4	938	23	31	0	10	0	0	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	382	5	4	938	23	31	0	10	0	0	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	382	5	4	938	23	31	0	10	0	0	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:	0	382	5	4	938	23	31	0	10	0	0	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	1.97	0.03	1.00	1.95	0.05	0.76	0.00	0.24	0.00	0.00	1.00
Final Sat.:	1900	3751	49	1900	3709	91	1437	0	463	0	0	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.10	0.10	0.00	0.25	0.25	0.02	0.00	0.02	0.00	0.00	0.00
Crit Moves:		****		****			****					****
Green Time:	0.0	21.0	21.0	7.0	28.0	28.0	10.0	0.0	10.0	0.0	0.0	10.0
Volume/Cap:	0.00	0.29	0.29	0.02	0.54	0.54	0.13	0.00	0.13	0.00	0.00	0.00
Delay/Veh:	0.0	14.2	14.2	23.5	11.8	11.8	21.5	0.0	21.5	0.0	0.0	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:	0.0	14.2	14.2	23.5	11.8	11.8	21.5	0.0	21.5	0.0	0.0	20.8
LOS by Move:	A	B	B	C	B	B	C	A	C	A	A	C
HCM2kAvgQ:	0	3	3	0	6	6	1	0	1	0	0	0

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

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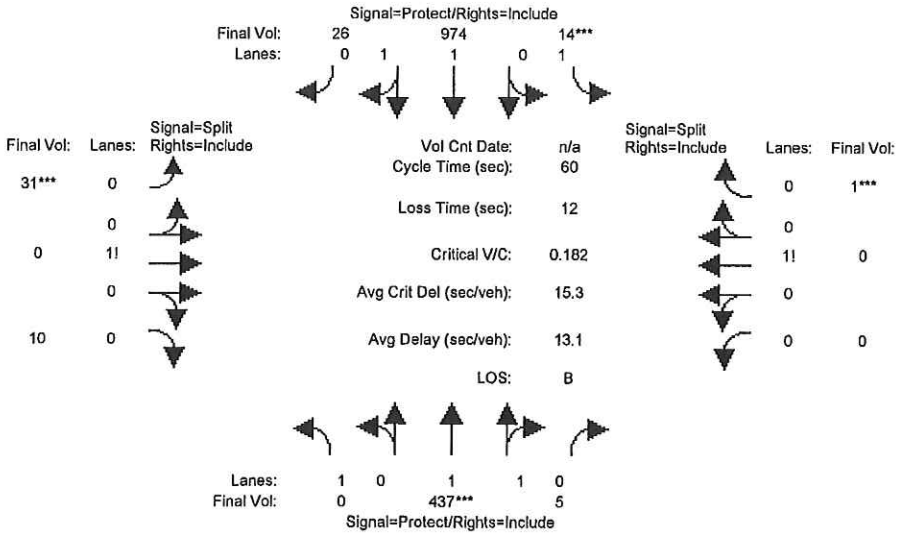
Mowry Ave Residential
Newark, CA
TIA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgrd AM

Intersection #12: Cedar Blvd and Moores Ave



Street Name:	Cedar Blvd						Moores Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
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:	0	437	5	14	974	26	31	0	10	0	0	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:	0	437	5	14	974	26	31	0	10	0	0	1
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	437	5	14	974	26	31	0	10	0	0	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	437	5	14	974	26	31	0	10	0	0	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	437	5	14	974	26	31	0	10	0	0	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:	0	437	5	14	974	26	31	0	10	0	0	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	1.98	0.02	1.00	1.95	0.05	0.76	0.00	0.24	0.00	0.00	1.00
Final Sat.:	1900	3757	43	1900	3701	99	1437	0	463	0	0	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.12	0.12	0.01	0.26	0.26	0.02	0.00	0.02	0.00	0.00	0.00
Crit Moves:		****		****			****					****
Green Time:	0.0	21.0	21.0	7.0	28.0	28.0	10.0	0.0	10.0	0.0	0.0	10.0
Volume/Cap:	0.00	0.33	0.33	0.06	0.56	0.56	0.13	0.00	0.13	0.00	0.00	0.00
Delay/Veh:	0.0	14.5	14.5	23.7	12.0	12.0	21.5	0.0	21.5	0.0	0.0	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:	0.0	14.5	14.5	23.7	12.0	12.0	21.5	0.0	21.5	0.0	0.0	20.8
LOS by Move:	A	B	B	C	B	B	C	A	C	A	A	C
HCM2kAvgQ:	0	3	3	0	6	6	1	0	1	0	0	0

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

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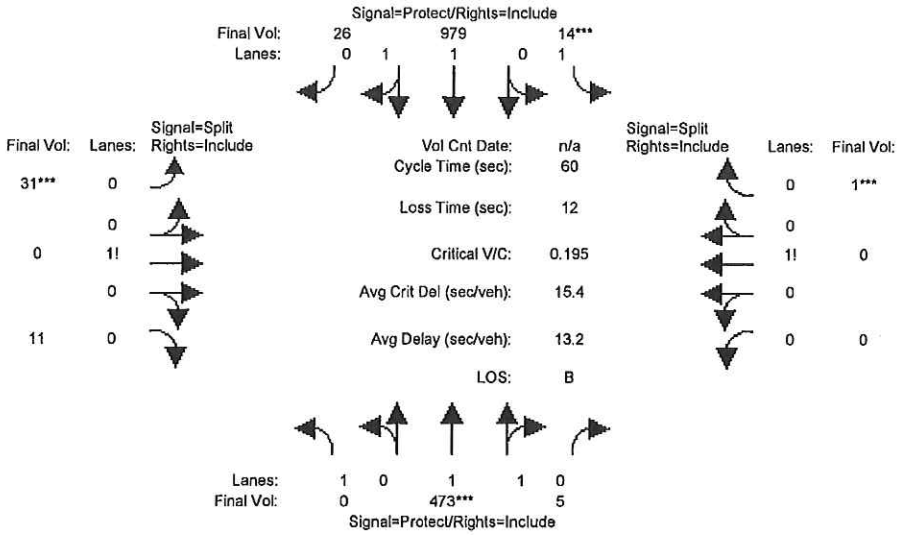
Mowry Ave Residential
Newark, CA
TIA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Proj AM

Intersection #12: Cedar Blvd and Moores Ave



Street Name:	Cedar Blvd						Moores Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
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:	0	473	5	14	979	26	31	0	11	0	0	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:	0	473	5	14	979	26	31	0	11	0	0	1
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	473	5	14	979	26	31	0	11	0	0	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	473	5	14	979	26	31	0	11	0	0	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	473	5	14	979	26	31	0	11	0	0	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:	0	473	5	14	979	26	31	0	11	0	0	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	1.98	0.02	1.00	1.95	0.05	0.74	0.00	0.26	0.00	0.00	1.00
Final Sat.:	1900	3760	40	1900	3702	98	1402	0	498	0	0	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.13	0.01	0.26	0.26	0.02	0.00	0.02	0.00	0.00	0.00
Crit Moves:		****		****			****					****
Green Time:	0.0	21.0	21.0	7.0	28.0	28.0	10.0	0.0	10.0	0.0	0.0	10.0
Volume/Cap:	0.00	0.36	0.36	0.06	0.57	0.57	0.13	0.00	0.13	0.00	0.00	0.00
Delay/Veh:	0.0	14.7	14.7	23.7	12.0	12.0	21.5	0.0	21.5	0.0	0.0	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:	0.0	14.7	14.7	23.7	12.0	12.0	21.5	0.0	21.5	0.0	0.0	20.8
LOS by Move:	A	B	B	C	B	B	C	A	C	A	A	C
HCM2kAvgQ:	0	4	4	0	6	6	1	0	1	0	0	0

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

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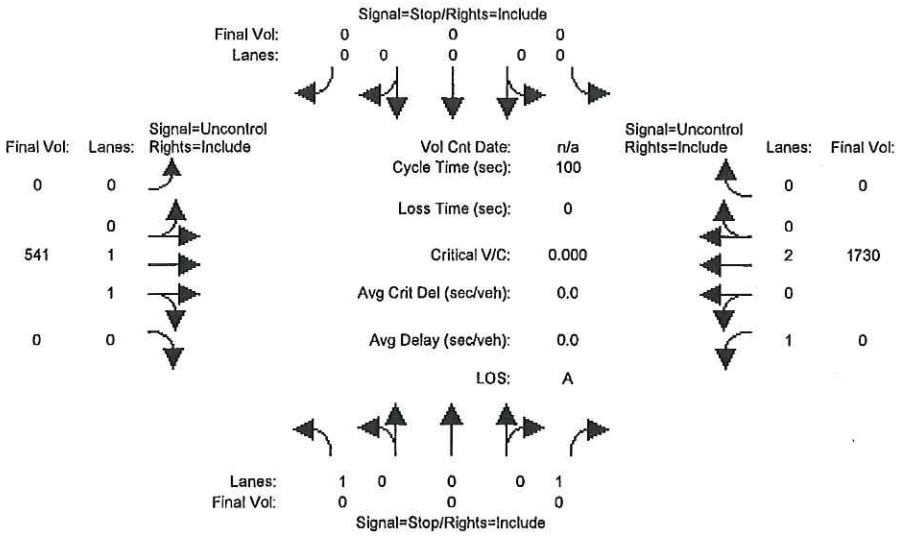
Mowry Ave Residential
Newark, CA
TIA

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing AM

Intersection #13: Project Dwy and Cedar Blvd



Street Name:	Project Dwy						Cedar Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	541	0	0	1730	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	541	0	0	1730	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	541	0	0	1730	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	541	0	0	1730	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	541	0	0	1730	0
Critical Gap Module:												
Critical Gp:	6.8	xxxx		6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	xxxx		3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1406	xxxx		271	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	133	xxxx		733	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	133	xxxx		733	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.00	xxxx		0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	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.

Peak Hour Delay Signal Warrant Report

****

Intersection #13 Project Dwy and Cedar Blvd

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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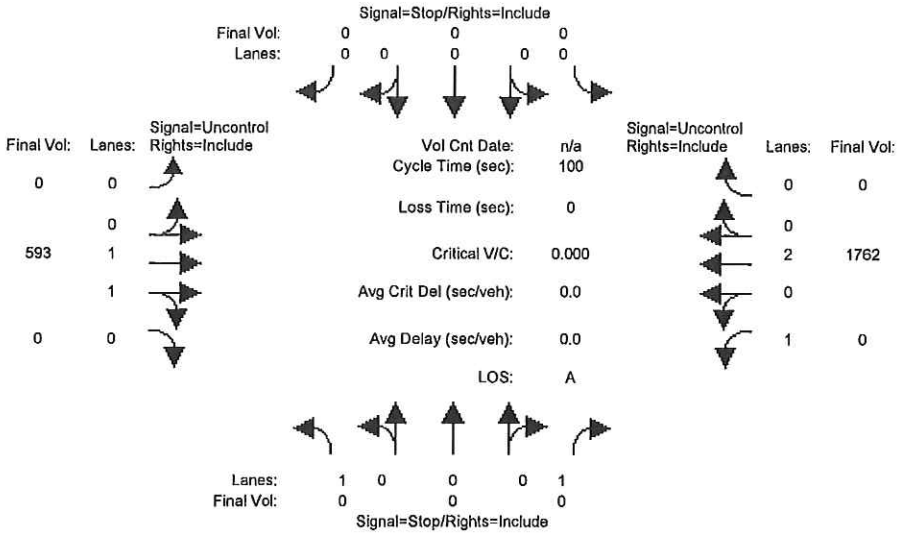
Mowry Ave Residential
Newark, CA
TIA

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Bkgrd AM

Intersection #13: Project Dwy and Cedar Blvd



Street Name:	Project Dwy						Cedar Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	593	0	0	1762	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	593	0	0	1762	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	593	0	0	1762	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	593	0	0	1762	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	593	0	0	1762	0
Critical Gap Module:												
Critical Gp:	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1474	xxxx	297	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	120	xxxx	706	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	120	xxxx	706	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.00	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	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.

Peak Hour Delay Signal Warrant Report

****

Intersection #13 Project Dwy and Cedar Blvd

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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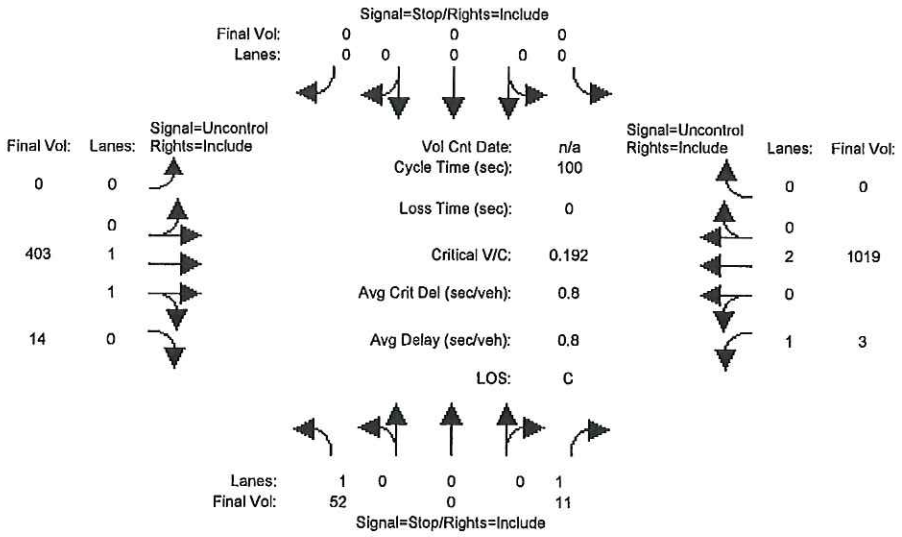
Mowry Ave Residential
Newark, CA
TIA

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Proj AM

Intersection #13: Project Dwy and Cedar Blvd



Street Name:	Project Dwy						Cedar Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	52	0	11	0	0	0	0	403	14	3	1019	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:	52	0	11	0	0	0	0	403	14	3	1019	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	52	0	11	0	0	0	0	403	14	3	1019	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	52	0	11	0	0	0	0	403	14	3	1019	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	52	0	11	0	0	0	0	403	14	3	1019	0
Critical Gap Module:												
Critical Gp:	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	926	xxxx	209	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	417	xxxx	xxxxx
Potent Cap.:	272	xxxx	804	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1153	xxxx	xxxxx
Move Cap.:	271	xxxx	804	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1153	xxxx	xxxxx
Volume/Cap:	0.19	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.7	xxxx	0.0	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	21.4	xxxx	9.5	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.1	xxxx	xxxxx
LOS by Move:	C	*	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	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:		19.3			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		C			*			*			*	

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

Peak Hour Delay Signal Warrant Report

****

Intersection #13 Project Dwy and Cedar Blvd

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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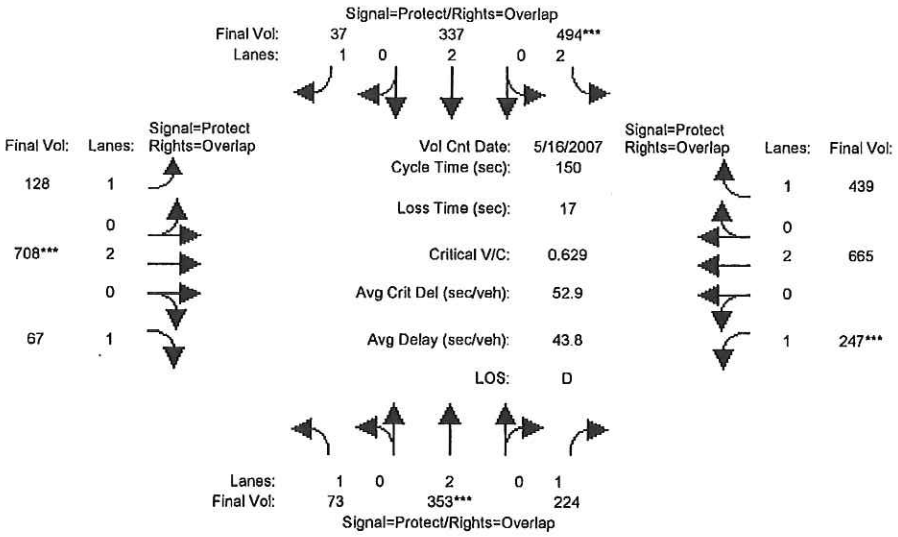
Mowry Ave Residential
Newark, CA
TIA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #1: Cedar Blvd and Thornton Ave



Street Name:	Cedar Boulevard						Thornton 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:	7	10	10	7	10	10	7	10	10	7	10	10
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: >> Count Date: 16 May 2007 <<												
Base Vol:	73	353	224	494	337	37	128	708	67	247	665	439
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	73	353	224	494	337	37	128	708	67	247	665	439
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:	73	353	224	494	337	37	128	708	67	247	665	439
User Adj:	1.00	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:	73	353	224	494	337	37	128	708	67	247	665	439
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	353	224	494	337	37	128	708	67	247	665	439
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	73	353	224	494	337	37	128	708	67	247	665	439
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	0.97	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1900	3610	1900	3686	3610	1900	1900	3610	1900	1900	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.04	0.10	0.12	0.13	0.09	0.02	0.07	0.20	0.04	0.13	0.18	0.23
Crit Moves:		****		****				****		****		
Green Time:	18.4	23.3	54.3	31.9	36.8	57.7	20.8	46.8	65.2	31.0	56.9	88.9
Volume/Cap:	0.31	0.63	0.33	0.63	0.38	0.05	0.49	0.63	0.08	0.63	0.49	0.39
Delay/Veh:	60.8	61.6	34.9	55.3	47.4	29.0	61.1	45.4	24.9	57.5	35.7	16.4
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:	60.8	61.6	34.9	55.3	47.4	29.0	61.1	45.4	24.9	57.5	35.7	16.4
LOS by Move:	E	E	C	E	D	C	E	D	C	E	D	B
HCM2kAvgQ:	3	8	7	11	7	1	6	15	2	10	12	10

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

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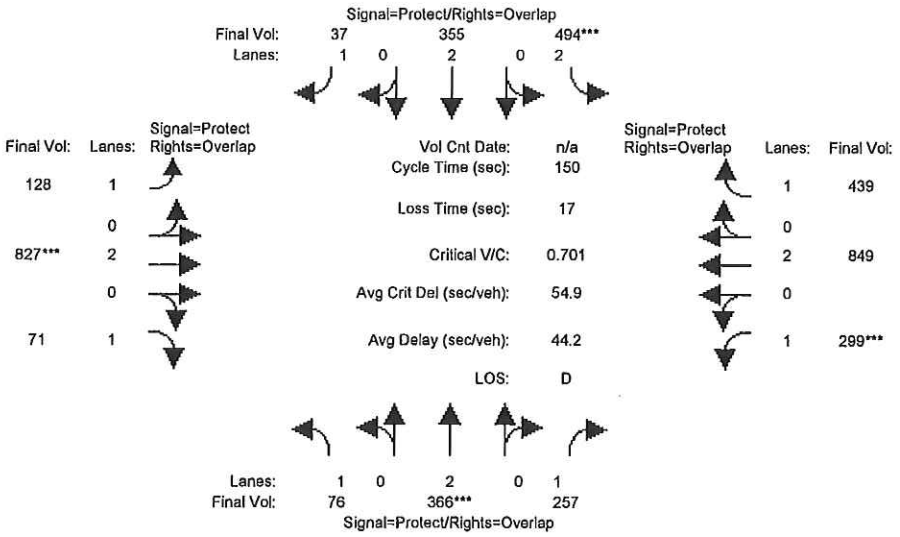
Mowry Ave Residential
Newark, CA
TIA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgrd PM

Intersection #1: Cedar Blvd and Thornton Ave



Street Name:	Cedar Boulevard						Thornton 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:	7	10	10	7	10	10	7	10	10	7	10	10
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:	76	366	257	494	355	37	128	827	71	299	849	439
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	76	366	257	494	355	37	128	827	71	299	849	439
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:	76	366	257	494	355	37	128	827	71	299	849	439
User Adj:	1.00	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:	76	366	257	494	355	37	128	827	71	299	849	439
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	366	257	494	355	37	128	827	71	299	849	439
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	76	366	257	494	355	37	128	827	71	299	849	439
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	0.97	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1900	3610	1900	3686	3610	1900	1900	3610	1900	1900	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.04	0.10	0.14	0.13	0.10	0.02	0.07	0.23	0.04	0.16	0.24	0.23
Crit Moves:		****		****				****		****		
Green Time:	16.2	21.7	55.3	28.7	34.1	52.5	18.4	49.0	65.2	33.7	64.2	92.9
Volume/Cap:	0.37	0.70	0.37	0.70	0.43	0.06	0.55	0.70	0.09	0.70	0.55	0.37
Delay/Veh:	63.3	65.3	34.9	59.8	50.0	32.3	64.7	46.0	24.9	58.7	32.5	14.3
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:	63.3	65.3	34.9	59.8	50.0	32.3	64.7	46.0	24.9	58.7	32.5	14.3
LOS by Move:	E	E	C	E	D	C	E	D	C	E	C	B
HCM2kAvgQ:	3	8	8	12	7	1	6	18	2	13	15	10

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

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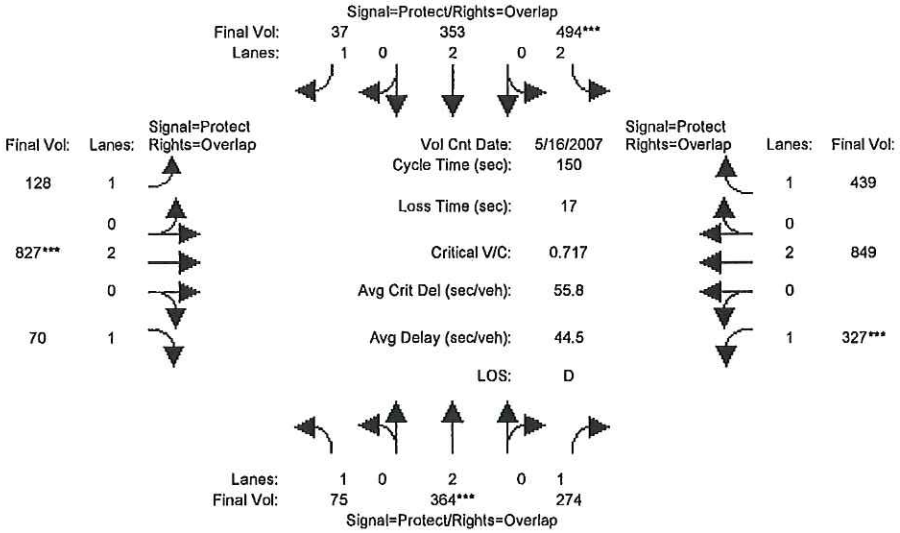
Mowry Ave Residential
Newark, CA
TIA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Proj PM

Intersection #1: Cedar Blvd and Thornton Ave



Street Name:	Cedar Boulevard						Thornton 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:	7	10	10	7	10	10	7	10	10	7	10	10
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: >> Count Date: 16 May 2007 <<												
Base Vol:	75	364	274	494	353	37	128	827	70	327	849	439
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	75	364	274	494	353	37	128	827	70	327	849	439
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	75	364	274	494	353	37	128	827	70	327	849	439
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	75	364	274	494	353	37	128	827	70	327	849	439
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	364	274	494	353	37	128	827	70	327	849	439
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	75	364	274	494	353	37	128	827	70	327	849	439
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	0.97	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1900	3610	1900	3686	3610	1900	1900	3610	1900	1900	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.04	0.10	0.14	0.13	0.10	0.02	0.07	0.23	0.04	0.17	0.24	0.23
Crit Moves:		****		****				****		****		
Green Time:	15.9	21.1	57.1	28.0	33.2	51.9	18.7	47.9	63.8	36.0	65.2	93.2
Volume/Cap:	0.37	0.72	0.38	0.72	0.44	0.06	0.54	0.72	0.09	0.72	0.54	0.37
Delay/Veh:	63.6	66.5	34.0	60.9	50.8	32.7	64.2	47.3	25.8	57.8	31.7	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:	63.6	66.5	34.0	60.9	50.8	32.7	64.2	47.3	25.8	57.8	31.7	14.2
LOS by Move:	E	E	C	E	D	C	E	D	C	E	C	B
HCM2kAvgQ:	3	8	8	12	7	1	6	18	2	13	14	9

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

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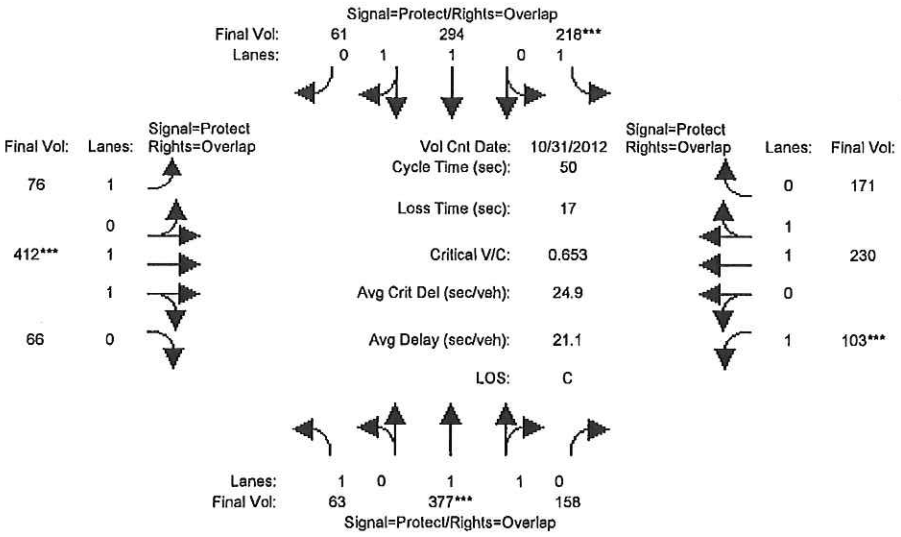
Mowry Ave Residential
Newark, CA
TIA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #2: Cedar Boulevard and Central Avenue



Street Name:	Cedar Boulevard						Central 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:	7	10	10	7	10	10	7	10	10	7	10	10
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: >> Count Date: 31 Oct 2012 <<												
Base Vol:	63	377	158	218	294	61	76	412	66	103	230	171
Growth Adj:	1.00	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	377	158	218	294	61	76	412	66	103	230	171
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:	63	377	158	218	294	61	76	412	66	103	230	171
User Adj:	1.00	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	377	158	218	294	61	76	412	66	103	230	171
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	377	158	218	294	61	76	412	66	103	230	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:	63	377	158	218	294	61	76	412	66	103	230	171
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	1.41	0.59	1.00	1.66	0.34	1.00	1.72	0.28	1.00	1.15	0.85
Final Sat.:	1900	2678	1122	1900	3147	653	1900	3275	525	1900	2180	1620
Capacity Analysis Module:												
Vol/Sat:	0.03	0.14	0.14	0.11	0.09	0.09	0.04	0.13	0.13	0.05	0.11	0.11
Crit Moves:		****		****				****		****		
Green Time:	6.9	9.8	16.7	6.9	9.8	16.7	6.9	9.8	16.7	6.9	9.8	16.7
Volume/Cap:	0.24	0.72	0.42	0.84	0.48	0.28	0.29	0.64	0.38	0.39	0.54	0.32
Delay/Veh:	20.1	22.6	13.4	41.8	18.7	12.6	20.4	20.8	13.2	21.1	19.2	12.8
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:	20.1	22.6	13.4	41.8	18.7	12.6	20.4	20.8	13.2	21.1	19.2	12.8
LOS by Move:	C	C	B	D	B	B	C	C	B	C	B	B
HCM2kAvgQ:	1	4	3	4	2	2	1	5	3	2	4	3

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

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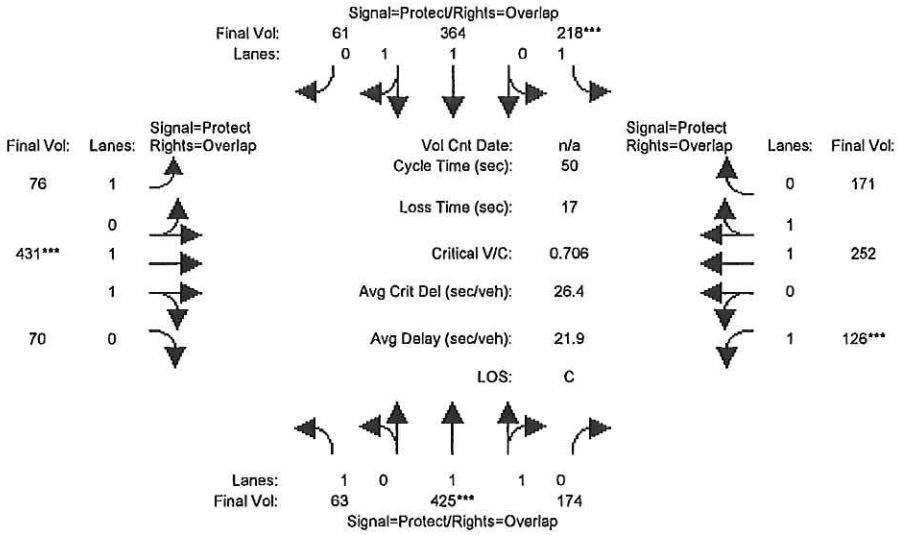
Mowry Ave Residential
Newark, CA
TIA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgrd PM

Intersection #2: Cedar Boulevard and Central Avenue



Street Name:	Cedar Boulevard						Central 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:	7	10	10	7	10	10	7	10	10	7	10	10
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:	63	425	174	218	364	61	76	431	70	126	252	171
Growth Adj:	1.00	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	425	174	218	364	61	76	431	70	126	252	171
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:	63	425	174	218	364	61	76	431	70	126	252	171
User Adj:	1.00	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	425	174	218	364	61	76	431	70	126	252	171
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	425	174	218	364	61	76	431	70	126	252	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:	63	425	174	218	364	61	76	431	70	126	252	171
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	1.42	0.58	1.00	1.71	0.29	1.00	1.72	0.28	1.00	1.19	0.81
Final Sat.:	1900	2696	1104	1900	3255	545	1900	3269	531	1900	2264	1536
Capacity Analysis Module:												
Vol/Sat:	0.03	0.16	0.16	0.11	0.11	0.11	0.04	0.13	0.13	0.07	0.11	0.11
Crit Moves:		****		****				****		****		
Green Time:	6.9	9.8	16.7	6.9	9.8	16.7	6.9	9.8	16.7	6.9	9.8	16.7
Volume/Cap:	0.24	0.80	0.47	0.84	0.57	0.34	0.29	0.67	0.40	0.48	0.57	0.33
Delay/Veh:	20.1	25.9	13.7	41.8	19.6	12.9	20.4	21.4	13.3	21.7	19.6	12.9
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:	20.1	25.9	13.7	41.8	19.6	12.9	20.4	21.4	13.3	21.7	19.6	12.9
LOS by Move:	C	C	B	D	B	B	C	C	B	C	B	B
HCM2kAvgQ:	1	5	4	4	3	2	1	5	3	3	4	3

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

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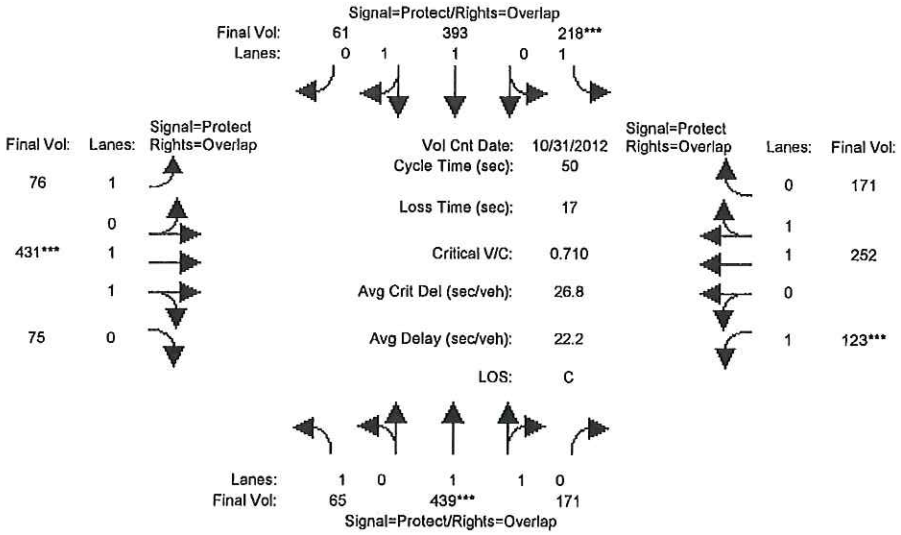
Mowry Ave Residential
Newark, CA
TIA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Proj PM

Intersection #2: Cedar Boulevard and Central Avenue



Street Name:	Cedar Boulevard						Central 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:	7	10	10	7	10	10	7	10	10	7	10	10
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: >> Count Date: 31 Oct 2012 <<												
Base Vol:	65	439	171	218	393	61	76	431	75	123	252	171
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	65	439	171	218	393	61	76	431	75	123	252	171
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:	65	439	171	218	393	61	76	431	75	123	252	171
User Adj:	1.00	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:	65	439	171	218	393	61	76	431	75	123	252	171
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	439	171	218	393	61	76	431	75	123	252	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:	65	439	171	218	393	61	76	431	75	123	252	171
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	1.44	0.56	1.00	1.73	0.27	1.00	1.70	0.30	1.00	1.19	0.81
Final Sat.:	1900	2735	1065	1900	3289	511	1900	3237	563	1900	2264	1536
Capacity Analysis Module:												
Vol/Sat:	0.03	0.16	0.16	0.11	0.12	0.12	0.04	0.13	0.13	0.06	0.11	0.11
Crit Moves:		****		****				****		****		
Green Time:	6.9	9.8	16.7	6.9	9.8	16.7	6.9	9.8	16.7	6.9	9.8	16.7
Volume/Cap:	0.25	0.82	0.48	0.84	0.61	0.36	0.29	0.68	0.40	0.47	0.57	0.33
Delay/Veh:	20.2	26.8	13.8	41.8	20.2	13.0	20.4	21.6	13.3	21.6	19.6	12.9
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:	20.2	26.8	13.8	41.8	20.2	13.0	20.4	21.6	13.3	21.6	19.6	12.9
LOS by Move:	C	C	B	D	C	B	C	C	B	C	B	B
HCM2kAvgQ:	1	5	4	4	3	3	1	5	3	2	4	3

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

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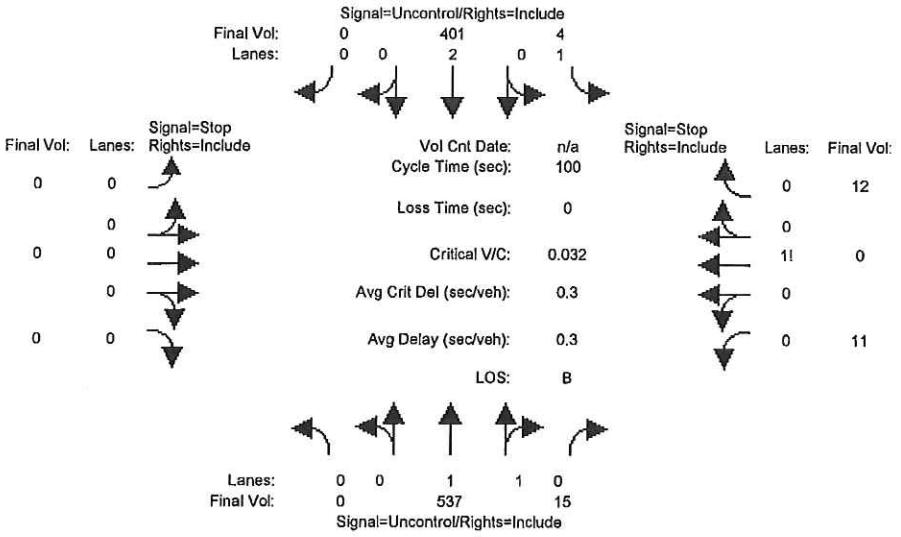
Mowry Ave Residential
Newark, CA
TIA

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing PM

Intersection #3: Cedar Blvd and Cedar Ct



Street Name:	Cedar blvd						Cedar Ct					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	537	15	4	401	0	0	0	0	11	0	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:	0	537	15	4	401	0	0	0	0	11	0	12
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	537	15	4	401	0	0	0	0	11	0	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	537	15	4	401	0	0	0	0	11	0	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	537	15	4	401	0	0	0	0	11	0	12
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	552	xxxx	xxxxx	xxxx	xxxx	xxxxx	753	954	276
Potent Cap.:	xxxx	xxxx	xxxxx	1028	xxxx	xxxxx	xxxx	xxxx	xxxxx	350	261	727
Move Cap.:	xxxx	xxxx	xxxxx	1028	xxxx	xxxxx	xxxx	xxxx	xxxxx	349	260	727
Volume/Cap:	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.03	0.00	0.02
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.5	xxxx	xxxxx	xxxxx	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	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	479	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	12.9	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			12.9		
ApproachLOS:	*			*			*			B		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #3 Cedar Blvd and Cedar Ct

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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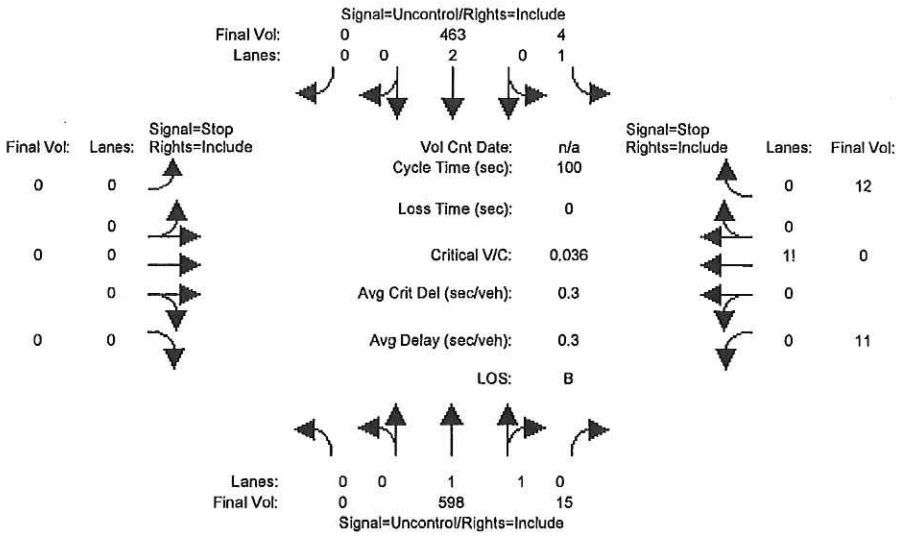
Mowry Ave Residential
Newark, CA
TIA

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Bkgrd PM

Intersection #3: Cedar Blvd and Cedar Ct



Street Name:	Cedar blvd						Cedar Ct					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	598	15	4	463	0	0	0	0	11	0	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:	0	598	15	4	463	0	0	0	0	11	0	12
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	598	15	4	463	0	0	0	0	11	0	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	598	15	4	463	0	0	0	0	11	0	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	598	15	4	463	0	0	0	0	11	0	12
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	613	xxxx	xxxxx	xxxx	xxxx	xxxxx	845	1077	307
Potent Cap.:	xxxx	xxxx	xxxxx	976	xxxx	xxxxx	xxxx	xxxx	xxxxx	306	221	695
Move Cap.:	xxxx	xxxx	xxxxx	976	xxxx	xxxxx	xxxx	xxxx	xxxxx	305	220	695
Volume/Cap:	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.04	0.00	0.02
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.7	xxxx	xxxxx	xxxxx	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	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	431	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	13.8	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			13.8		
ApproachLOS:	*			*			*			B		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #3 Cedar Blvd and Cedar Ct

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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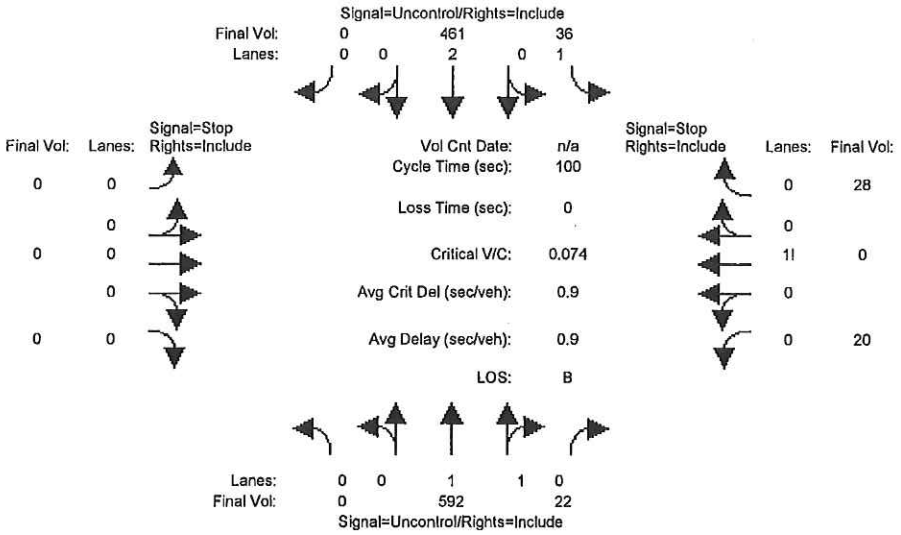
Mowry Ave Residential
Newark, CA
TIA

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Proj PM

Intersection #3: Cedar Blvd and Cedar Ct



Street Name:	Cedar blvd						Cedar Ct					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	592	22	36	461	0	0	0	0	20	0	28
Growth Adj:	1.00	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	592	22	36	461	0	0	0	0	20	0	28
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	592	22	36	461	0	0	0	0	20	0	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	592	22	36	461	0	0	0	0	20	0	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	592	22	36	461	0	0	0	0	20	0	28
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	614	xxxx	xxxxx	xxxx	xxxx	xxxxx	906	1136	307
Potent Cap.:	xxxx	xxxx	xxxxx	975	xxxx	xxxxx	xxxx	xxxx	xxxxx	280	204	695
Move Cap.:	xxxx	xxxx	xxxxx	975	xxxx	xxxxx	xxxx	xxxx	xxxxx	272	196	695
Volume/Cap:	xxxx	xxxx	xxxx	0.04	xxxx	xxxx	xxxx	xxxx	xxxx	0.07	0.00	0.04
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.8	xxxx	xxxxx	xxxxx	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	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	421	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.4	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	14.6	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			14.6		
ApproachLOS:	*			*			*			B		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #3 Cedar Blvd and Cedar Ct

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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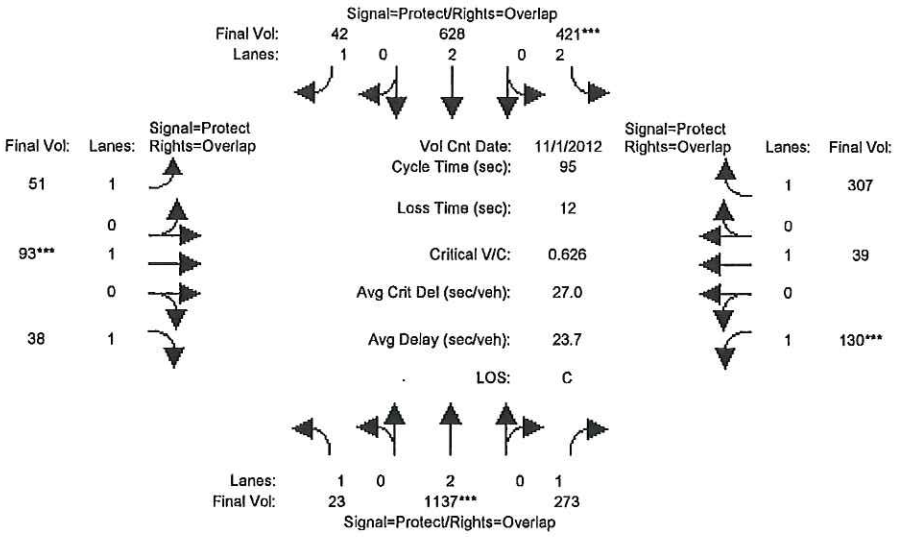
Mowry Ave Residential
Newark, CA
TIA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #4: Cherry St and Mowry Ave



Street Name:	Cherry Street						Mowry 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:	7	10	10	7	10	10	7	10	10	7	10	10
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: >> Count Date: 1 Nov 2012 <<												
Base Vol:	23	1137	273	421	628	42	51	93	38	130	39	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:	23	1137	273	421	628	42	51	93	38	130	39	307
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:	23	1137	273	421	628	42	51	93	38	130	39	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	23	1137	273	421	628	42	51	93	38	130	39	307
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	1137	273	421	628	42	51	93	38	130	39	307
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	23	1137	273	421	628	42	51	93	38	130	39	307
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	0.97	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1900	3610	1900	3686	3610	1900	1900	1900	1900	1900	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.01	0.31	0.14	0.11	0.17	0.02	0.03	0.05	0.02	0.07	0.02	0.16
Crit Moves:		****		****				****		****		
Green Time:	18.7	46.2	56.2	16.8	44.2	52.5	8.3	10.0	28.7	10.0	11.8	28.5
Volume/Cap:	0.06	0.65	0.24	0.65	0.37	0.04	0.31	0.47	0.07	0.65	0.17	0.54
Delay/Veh:	31.1	19.1	9.3	38.7	16.6	9.7	41.8	41.7	23.6	48.0	37.5	28.7
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:	31.1	19.1	9.3	38.7	16.6	9.7	41.8	41.7	23.6	48.0	37.5	28.7
LOS by Move:	C	B	A	D	B	A	D	D	C	D	D	C
HCM2kAvgQ:	1	13	4	6	6	1	2	3	1	4	1	7

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

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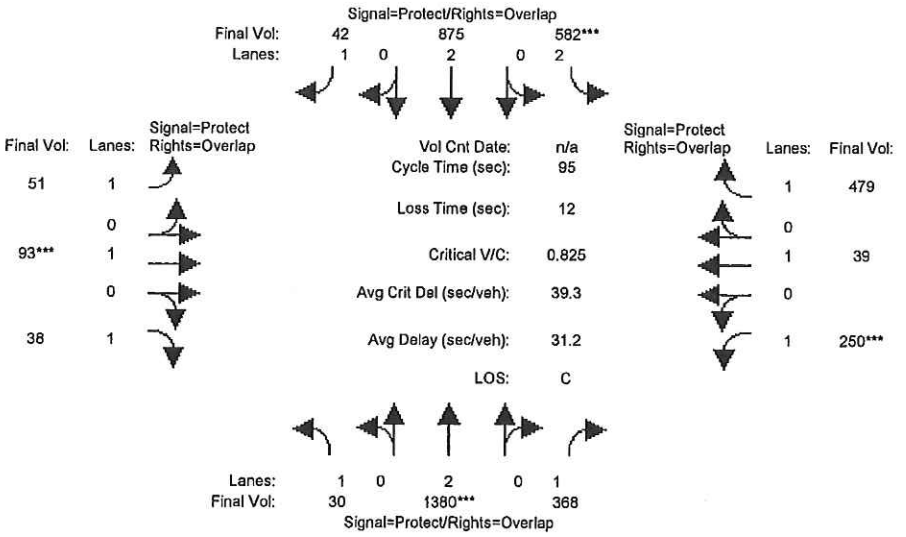
Mowry Ave Residential
Newark, CA
TIA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgrd PM

Intersection #4: Cherry St and Mowry Ave



Street Name:	Cherry Street						Mowry 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:	7	10	10	7	10	10	7	10	10	7	10	10
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	1380	368	582	875	42	51	93	38	250	39	479
Growth Adj:	1.00	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	1380	368	582	875	42	51	93	38	250	39	479
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	1380	368	582	875	42	51	93	38	250	39	479
User Adj:	1.00	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:	30	1380	368	582	875	42	51	93	38	250	39	479
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	1380	368	582	875	42	51	93	38	250	39	479
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	1380	368	582	875	42	51	93	38	250	39	479
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	0.97	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1900	3610	1900	3686	3610	1900	1900	1900	1900	1900	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.02	0.38	0.19	0.16	0.24	0.02	0.03	0.05	0.02	0.13	0.02	0.25
Crit Moves:		****		****				****		****		
Green Time:	13.7	41.5	55.8	17.2	45.0	55.0	10.0	10.0	23.7	14.3	14.3	31.5
Volume/Cap:	0.11	0.87	0.33	0.87	0.51	0.04	0.25	0.47	0.08	0.87	0.14	0.76
Delay/Veh:	35.5	30.1	10.2	50.2	17.6	8.6	39.7	41.7	27.4	63.9	35.2	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:	35.5	30.1	10.2	50.2	17.6	8.6	39.7	41.7	27.4	63.9	35.2	33.9
LOS by Move:	D	C	B	D	B	A	D	D	C	E	D	C
HCM2kAvgQ:	1	20	5	9	9	1	2	3	1	8	1	13

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

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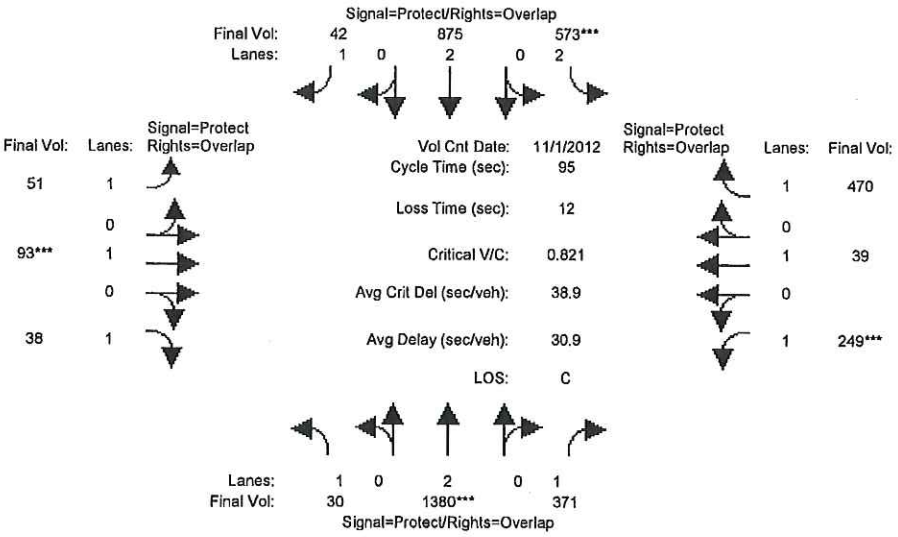
Mowry Ave Residential
Newark, CA
TIA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Proj PM

Intersection #4: Cherry St and Mowry Ave



Street Name:	Cherry Street						Mowry 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:	7	10	10	7	10	10	7	10	10	7	10	10
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: >> Count Date: 1 Nov 2012 <<												
Base Vol:	30	1380	371	573	875	42	51	93	38	249	39	470
Growth Adj:	1.00	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	1380	371	573	875	42	51	93	38	249	39	470
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	1380	371	573	875	42	51	93	38	249	39	470
User Adj:	1.00	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:	30	1380	371	573	875	42	51	93	38	249	39	470
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	1380	371	573	875	42	51	93	38	249	39	470
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	1380	371	573	875	42	51	93	38	249	39	470
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	0.97	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1900	3610	1900	3686	3610	1900	1900	1900	1900	1900	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.02	0.38	0.20	0.16	0.24	0.02	0.03	0.05	0.02	0.13	0.02	0.25
Crit Moves:		****		****				****		****		
Green Time:	13.7	41.7	56.0	17.0	45.0	55.0	10.0	10.0	23.7	14.3	14.3	31.3
Volume/Cap:	0.11	0.87	0.33	0.87	0.51	0.04	0.25	0.47	0.08	0.87	0.14	0.75
Delay/Veh:	35.5	29.7	10.1	50.0	17.6	8.6	39.7	41.7	27.4	63.2	35.2	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:	35.5	29.7	10.1	50.0	17.6	8.6	39.7	41.7	27.4	63.2	35.2	33.5
LOS by Move:	D	C	B	D	B	A	D	D	C	E	D	C
HCM2kAvgQ:	1	18	5	8	9	0	2	3	1	8	1	12

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

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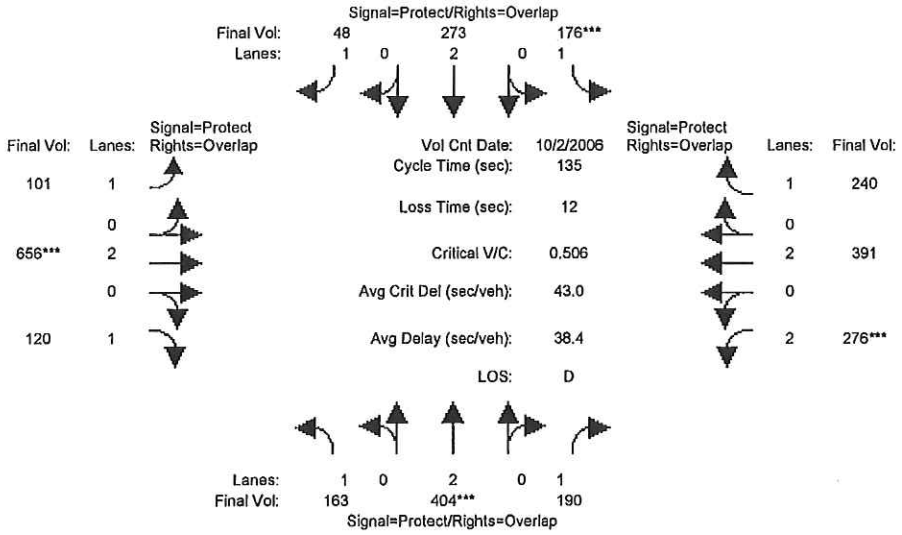
Mowry Ave Residential
Newark, CA
TIA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #5: Cedar Blvd and Mowry Ave



Street Name:	Cedar Boulevard						Mowry 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:	7	10	10	7	10	10	7	10	10	7	10	10
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: >> Count Date: 2 Oct 2006 <<												
Base Vol:	163	404	190	176	273	48	101	656	120	276	391	240
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	163	404	190	176	273	48	101	656	120	276	391	240
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:	163	404	190	176	273	48	101	656	120	276	391	240
User Adj:	1.00	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:	163	404	190	176	273	48	101	656	120	276	391	240
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	163	404	190	176	273	48	101	656	120	276	391	240
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	163	404	190	176	273	48	101	656	120	276	391	240
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	0.97	0.95	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1900	3610	1900	1900	3610	1900	1900	3610	1900	3686	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.09	0.11	0.10	0.09	0.08	0.03	0.05	0.18	0.06	0.07	0.11	0.13
Crit Moves:		****		****				****		****		
Green Time:	29.0	29.9	49.8	24.7	25.6	48.1	22.5	48.5	77.5	20.0	45.9	70.6
Volume/Cap:	0.40	0.51	0.27	0.51	0.40	0.07	0.32	0.51	0.11	0.51	0.32	0.24
Delay/Veh:	46.2	46.6	30.1	50.9	48.4	28.7	50.1	34.2	13.1	53.7	33.1	17.7
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:	46.2	46.6	30.1	50.9	48.4	28.7	50.1	34.2	13.1	53.7	33.1	17.7
LOS by Move:	D	D	C	D	D	C	D	C	B	D	C	B
HCM2kAvgQ:	6	8	5	7	5	1	4	11	2	5	6	5

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

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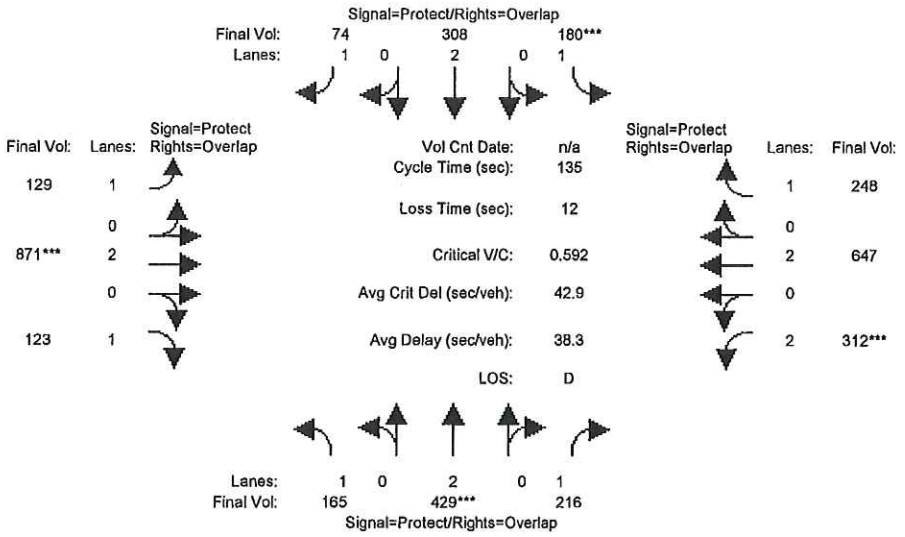
Mowry Ave Residential
Newark, CA
TIA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgrd PM

Intersection #5: Cedar Blvd and Mowry Ave



Street Name:	Cedar Boulevard						Mowry 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:	7	10	10	7	10	10	7	10	10	7	10	10
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:	165	429	216	180	308	74	129	871	123	312	647	248
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	165	429	216	180	308	74	129	871	123	312	647	248
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:	165	429	216	180	308	74	129	871	123	312	647	248
User Adj:	1.00	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:	165	429	216	180	308	74	129	871	123	312	647	248
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	165	429	216	180	308	74	129	871	123	312	647	248
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	165	429	216	180	308	74	129	871	123	312	647	248
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	0.97	0.95	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1900	3610	1900	1900	3610	1900	1900	3610	1900	3686	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.09	0.12	0.11	0.09	0.09	0.04	0.07	0.24	0.06	0.08	0.18	0.13
Crit Moves:		****		****				****		****		
Green Time:	24.6	27.1	46.4	21.6	24.1	44.5	20.4	55.0	79.6	19.3	53.9	75.5
Volume/Cap:	0.48	0.59	0.33	0.59	0.48	0.12	0.45	0.59	0.11	0.59	0.45	0.23
Delay/Veh:	50.5	50.3	33.1	55.7	50.3	31.6	53.3	31.9	12.2	56.0	29.9	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:	50.5	50.3	33.1	55.7	50.3	31.6	53.3	31.9	12.2	56.0	29.9	15.2
LOS by Move:	D	D	C	E	D	C	D	C	B	E	C	B
HCM2kAvgQ:	6	8	6	8	6	2	5	14	2	6	10	5

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

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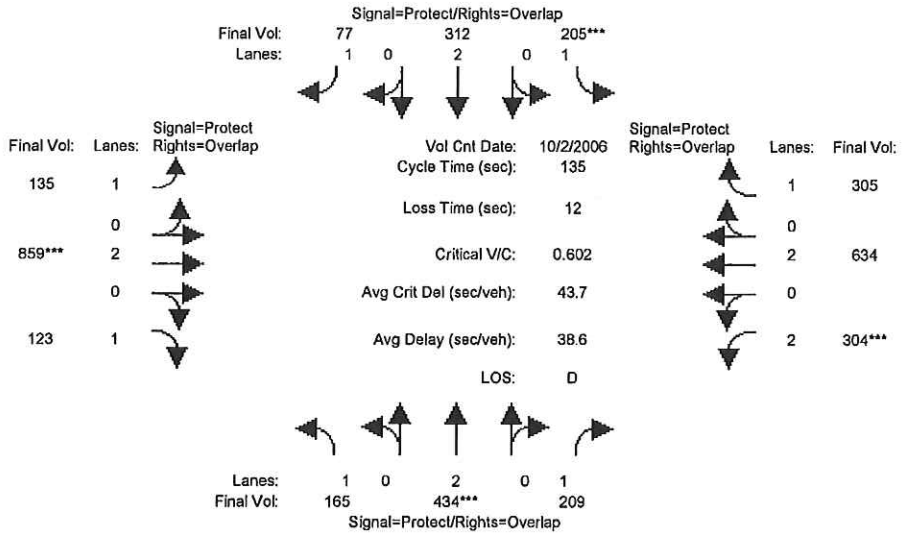
Mowry Ave Residential
Newark, CA
TIA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Proj PM

Intersection #5: Cedar Blvd and Mowry Ave



Street Name:	Cedar Boulevard						Mowry 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:	7	10	10	7	10	10	7	10	10	7	10	10
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: >> Count Date: 2 Oct 2006 <<												
Base Vol:	165	434	209	205	312	77	135	859	123	304	634	305
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	165	434	209	205	312	77	135	859	123	304	634	305
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:	165	434	209	205	312	77	135	859	123	304	634	305
User Adj:	1.00	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:	165	434	209	205	312	77	135	859	123	304	634	305
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	165	434	209	205	312	77	135	859	123	304	634	305
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	165	434	209	205	312	77	135	859	123	304	634	305
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	0.97	0.95	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1900	3610	1900	1900	3610	1900	1900	3610	1900	3686	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.09	0.12	0.11	0.11	0.09	0.04	0.07	0.24	0.06	0.08	0.18	0.16
Crit Moves:		****		****				****		****		
Green Time:	25.6	27.0	45.5	24.2	25.5	46.2	20.7	53.4	79.0	18.5	51.2	75.3
Volume/Cap:	0.46	0.60	0.33	0.60	0.46	0.12	0.46	0.60	0.11	0.60	0.46	0.29
Delay/Veh:	49.4	50.6	33.7	54.0	49.1	30.5	53.3	33.1	12.5	56.8	31.8	15.9
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:	49.4	50.6	33.7	54.0	49.1	30.5	53.3	33.1	12.5	56.8	31.8	15.9
LOS by Move:	D	D	C	D	D	C	D	C	B	E	C	B
HCM2kAvgQ:	6	8	6	8	6	2	5	14	2	6	10	6

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

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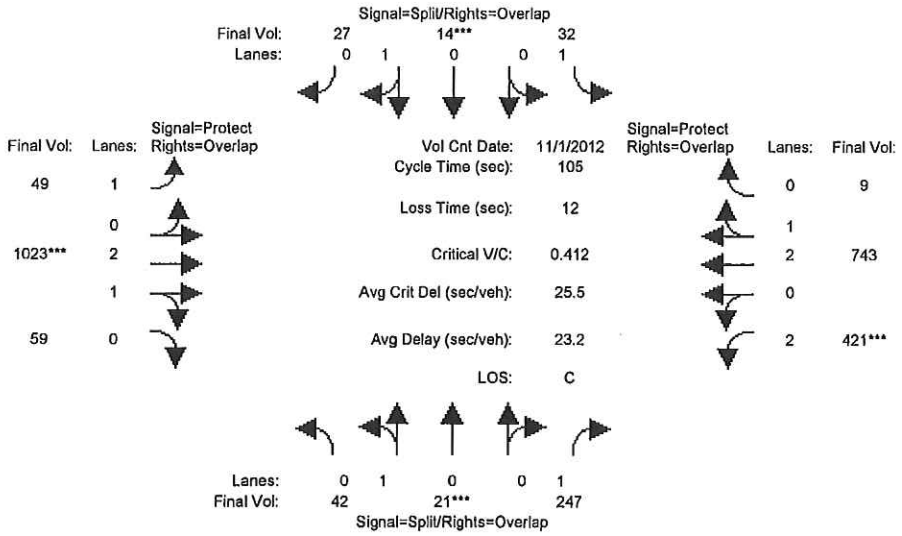
Mowry Ave Residential
Newark, CA
TIA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #6: Alpenrose St and Mowry Ave



Street Name:	Alpenrose Street						Mowry 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:	10	10	10	10	10	10	7	10	10	7	10	10
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: >> Count Date: 1 Nov 2012 <<												
Base Vol:	42	21	247	32	14	27	49	1023	59	421	743	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:	42	21	247	32	14	27	49	1023	59	421	743	9
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:	42	21	247	32	14	27	49	1023	59	421	743	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	42	21	247	32	14	27	49	1023	59	421	743	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	21	247	32	14	27	49	1023	59	421	743	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:	42	21	247	32	14	27	49	1023	59	421	743	9
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.96	1.00	0.97	0.97	1.00
Lanes:	0.67	0.33	1.00	1.00	0.34	0.66	1.00	2.84	0.16	2.00	2.97	0.03
Final Sat.:	1267	633	1900	1900	649	1251	1900	5209	300	3686	5444	66
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.13	0.02	0.02	0.02	0.03	0.20	0.20	0.11	0.14	0.14
Crit Moves:		****			****			****		****		
Green Time:	10.0	10.0	36.8	10.0	10.0	34.0	24.0	46.2	56.2	26.8	49.0	59.0
Volume/Cap:	0.35	0.35	0.37	0.18	0.23	0.07	0.11	0.45	0.37	0.45	0.29	0.24
Delay/Veh:	45.6	45.6	25.8	44.2	44.6	24.6	32.2	20.7	14.2	33.2	17.3	11.7
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:	45.6	45.6	25.8	44.2	44.6	24.6	32.2	20.7	14.2	33.2	17.3	11.7
LOS by Move:	D	D	C	D	D	C	C	C	B	C	B	B
HCM2kAvgQ:	2	2	6	1	1	1	1	8	7	6	5	4

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

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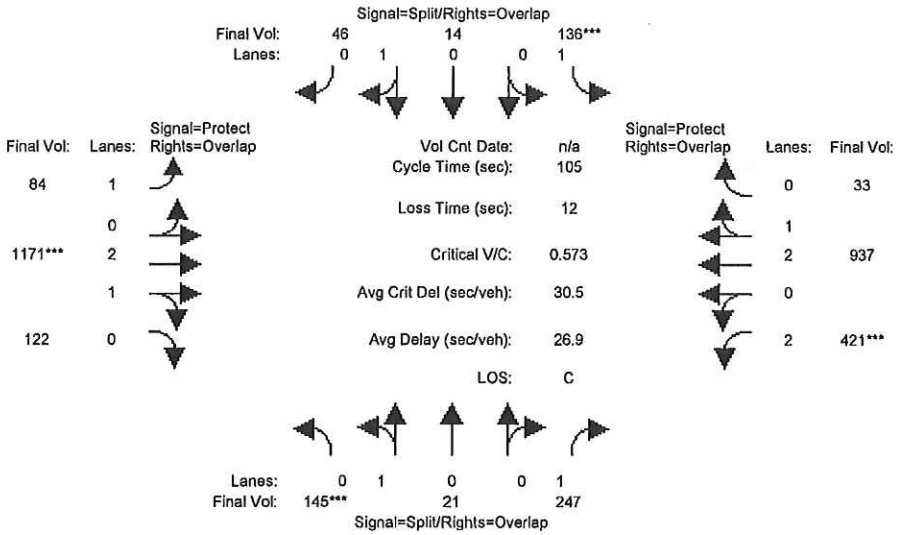
Mowry Ave Residential
Newark, CA
TIA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgrd PM

Intersection #6: Alpenrose St and Mowry Ave



Street Name:	Alpenrose Street						Mowry 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:	10	10	10	10	10	10	7	10	10	7	10	10
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:	145	21	247	136	14	46	84	1171	122	421	937	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	145	21	247	136	14	46	84	1171	122	421	937	33
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:	145	21	247	136	14	46	84	1171	122	421	937	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	145	21	247	136	14	46	84	1171	122	421	937	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	145	21	247	136	14	46	84	1171	122	421	937	33
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	145	21	247	136	14	46	84	1171	122	421	937	33
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.96	1.00	0.97	0.97	1.00
Lanes:	0.87	0.13	1.00	1.00	0.23	0.77	1.00	2.73	0.27	2.00	2.90	0.10
Final Sat.:	1660	240	1900	1900	443	1457	1900	4990	520	3686	5322	187
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.13	0.07	0.03	0.03	0.04	0.23	0.23	0.11	0.18	0.18
Crit Moves:	****			****				****		****		
Green Time:	16.0	16.0	36.9	13.1	13.1	30.7	17.5	43.0	59.0	20.9	46.3	59.5
Volume/Cap:	0.57	0.57	0.37	0.57	0.25	0.11	0.26	0.57	0.42	0.57	0.40	0.31
Delay/Veh:	44.1	44.1	25.7	46.7	42.1	27.3	38.5	24.3	13.3	39.1	20.0	12.0
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:	44.1	44.1	25.7	46.7	42.1	27.3	38.5	24.3	13.3	39.1	20.0	12.0
LOS by Move:	D	D	C	D	D	C	D	C	B	D	B	B
HCM2kAvgQ:	6	6	6	5	2	1	2	11	8	6	7	5

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

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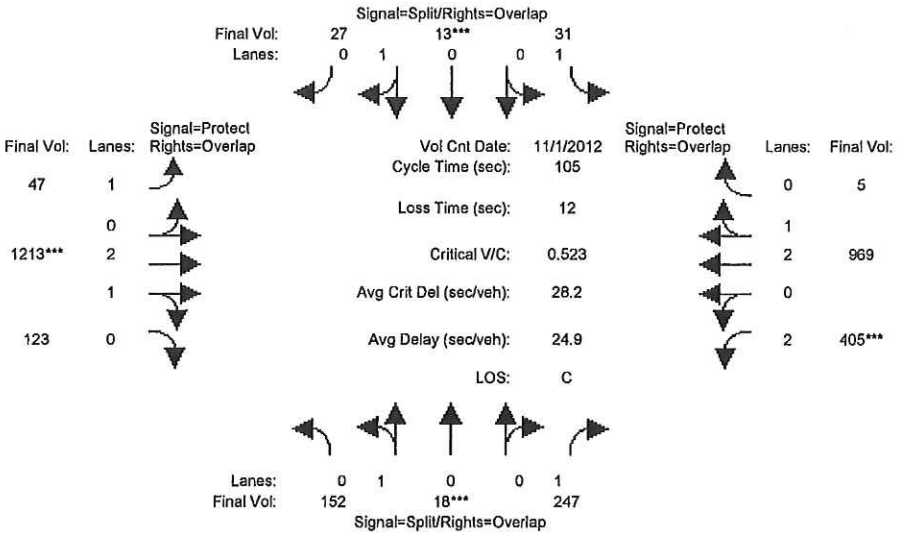
Mowry Ave Residential
Newark, CA
TIA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Proj PM

Intersection #6: Alpenrose St and Mowry Ave



Street Name:	Alpenrose Street						Mowry 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:	10	10	10	10	10	10	7	10	10	7	10	10
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: >> Count Date: 1 Nov 2012 <<												
Base Vol:	152	18	247	31	13	27	47	1213	123	405	969	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	152	18	247	31	13	27	47	1213	123	405	969	5
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:	152	18	247	31	13	27	47	1213	123	405	969	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	152	18	247	31	13	27	47	1213	123	405	969	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	152	18	247	31	13	27	47	1213	123	405	969	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	152	18	247	31	13	27	47	1213	123	405	969	5
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.96	1.00	0.97	0.97	1.00
Lanes:	0.89	0.11	1.00	1.00	0.32	0.68	1.00	2.73	0.27	2.00	2.99	0.01
Final Sat.:	1699	201	1900	1900	618	1283	1900	5002	507	3686	5482	28
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.13	0.02	0.02	0.02	0.02	0.24	0.24	0.11	0.18	0.18
Crit Moves:		****			****			****		****		
Green Time:	16.8	16.8	37.4	10.0	10.0	28.1	18.1	45.6	62.4	20.6	48.1	58.1
Volume/Cap:	0.56	0.56	0.36	0.17	0.22	0.08	0.14	0.56	0.41	0.56	0.39	0.32
Delay/Veh:	43.0	43.0	25.3	44.1	44.5	28.8	37.1	22.5	11.5	39.1	18.8	12.8
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:	43.0	43.0	25.3	44.1	44.5	28.8	37.1	22.5	11.5	39.1	18.8	12.8
LOS by Move:	D	D	C	D	D	C	D	C	B	D	B	B
HCM2kAvgQ:	6	6	6	1	1	1	1	11	8	6	7	6

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

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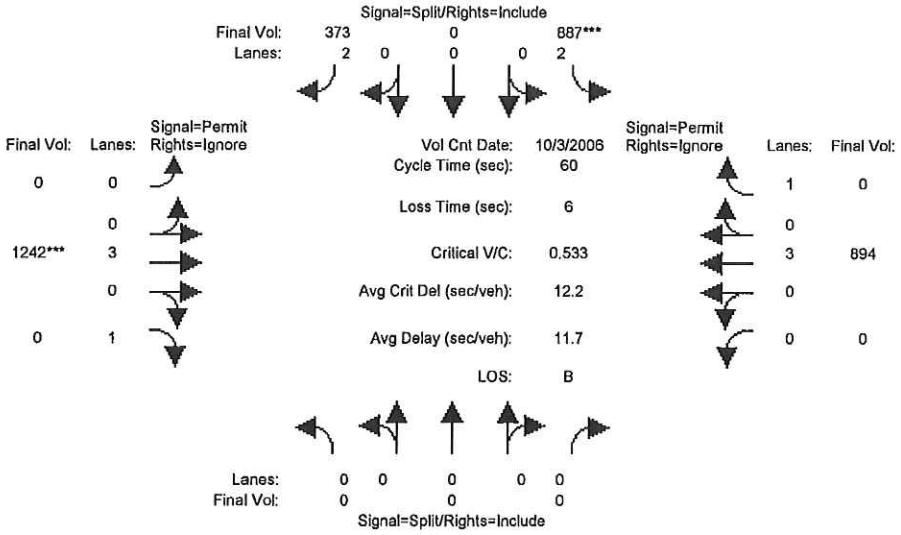
Mowry Ave Residential
Newark, CA
TIA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #7: I-880 SB off-ramp and Mowry Ave



Street Name:	I-880 SB off-ramp						Mowry 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:	0	0	0	10	0	10	0	10	10	0	10	10
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: >> Count Date: 3 Oct 2006 <<												
Base Vol:	0	0	0	887	0	373	0	1242	286	0	894	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	887	0	373	0	1242	286	0	894	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	887	0	373	0	1242	286	0	894	0
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:	0	0	0	887	0	373	0	1242	0	0	894	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	887	0	373	0	1242	0	0	894	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:	0	0	0	887	0	373	0	1242	0	0	894	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.97	1.00	0.88	1.00	0.91	1.00	1.00	0.91	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3686	0	3344	0	5187	1900	0	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.24	0.00	0.11	0.00	0.24	0.00	0.00	0.17	0.00
Crit Moves:				****				****				
Green Time:	0.0	0.0	0.0	27.1	0.0	27.1	0.0	26.9	0.0	0.0	26.9	0.0
Volume/Cap:	0.00	0.00	0.00	0.53	0.00	0.25	0.00	0.53	0.00	0.00	0.38	0.00
Delay/Veh:	0.0	0.0	0.0	12.2	0.0	10.3	0.0	12.2	0.0	0.0	11.1	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	0.0	0.0	12.2	0.0	10.3	0.0	12.2	0.0	0.0	11.1	0.0
LOS by Move:	A	A	A	B	A	B	A	B	A	A	B	A
HCM2kAvgQ:	0	0	0	7	0	3	0	6	0	0	4	0

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

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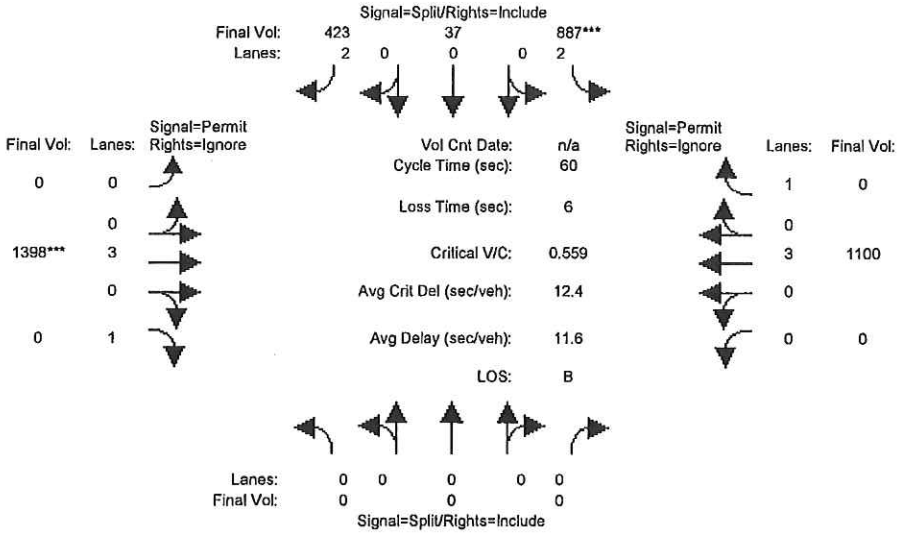
Mowry Ave Residential
Newark, CA
TIA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgrd PM

Intersection #7: I-880 SB off-ramp and Mowry Ave



Street Name:	I-880 SB off-ramp						Mowry 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:	0	0	0	10	0	10	0	10	10	0	10	10
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:	0	0	0	887	37	423	0	1398	381	0	1100	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	887	37	423	0	1398	381	0	1100	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	887	37	423	0	1398	381	0	1100	0
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:	0	0	0	887	37	423	0	1398	0	0	1100	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	887	37	423	0	1398	0	0	1100	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:	0	0	0	887	37	423	0	1398	0	0	1100	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Lanes:	0.00	0.00	0.00	2.00	0.16	1.84	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3800	306	3494	0	5187	1900	0	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.23	0.12	0.12	0.00	0.27	0.00	0.00	0.21	0.00
Crit Moves:				****				****				
Green Time:	0.0	0.0	0.0	25.1	25.1	25.1	0.0	28.9	0.0	0.0	28.9	0.0
Volume/Cap:	0.00	0.00	0.00	0.56	0.29	0.29	0.00	0.56	0.00	0.00	0.44	0.00
Delay/Veh:	0.0	0.0	0.0	13.6	11.6	11.6	0.0	11.3	0.0	0.0	10.3	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	0.0	0.0	13.6	11.6	11.6	0.0	11.3	0.0	0.0	10.3	0.0
LOS by Move:	A	A	A	B	B	B	A	B	A	A	B	A
HCM2kAvgQ:	0	0	0	7	3	3	0	7	0	0	5	0

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

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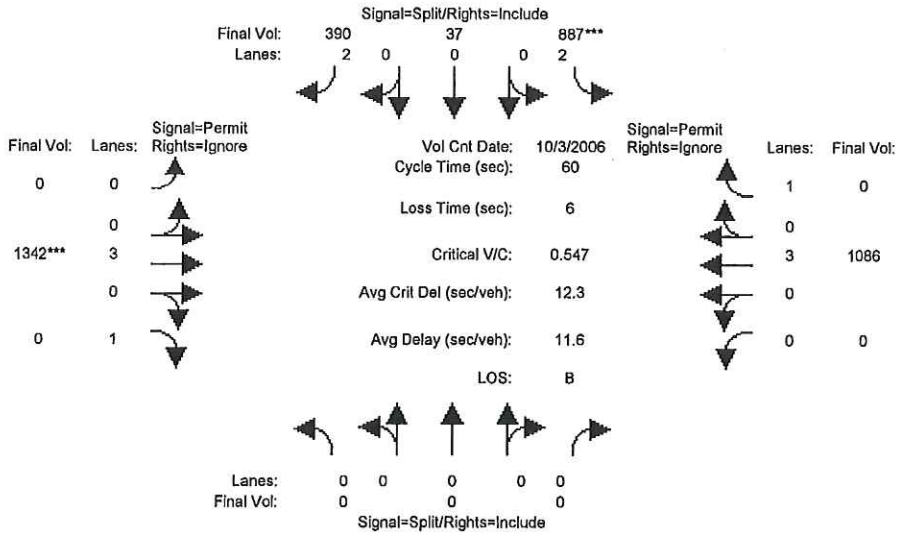
Mowry Ave Residential
Newark, CA
TIA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Proj PM

Intersection #7: I-880 SB off-ramp and Mowry Ave



Street Name:	I-880 SB off-ramp						Mowry 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:	0	0	0	10	0	10	0	10	10	0	10	10
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: >> Count Date: 3 Oct 2006 <<												
Base Vol:	0	0	0	887	37	390	0	1342	360	0	1086	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	887	37	390	0	1342	360	0	1086	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	887	37	390	0	1342	360	0	1086	0
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:	0	0	0	887	37	390	0	1342	0	0	1086	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	887	37	390	0	1342	0	0	1086	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:	0	0	0	887	37	390	0	1342	0	0	1086	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Lanes:	0.00	0.00	0.00	2.00	0.17	1.83	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3800	329	3471	0	5187	1900	0	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.23	0.11	0.11	0.00	0.26	0.00	0.00	0.21	0.00
Crit Moves:				****				****				
Green Time:	0.0	0.0	0.0	25.6	25.6	25.6	0.0	28.4	0.0	0.0	28.4	0.0
Volume/Cap:	0.00	0.00	0.00	0.55	0.26	0.26	0.00	0.55	0.00	0.00	0.44	0.00
Delay/Veh:	0.0	0.0	0.0	13.1	11.1	11.1	0.0	11.5	0.0	0.0	10.7	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:	0.0	0.0	0.0	13.1	11.1	11.1	0.0	11.5	0.0	0.0	10.7	0.0
LOS by Move:	A	A	A	B	B	B	A	B	A	A	B	A
HCM2kAvgQ:	0	0	0	7	3	3	0	6	0	0	5	0

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

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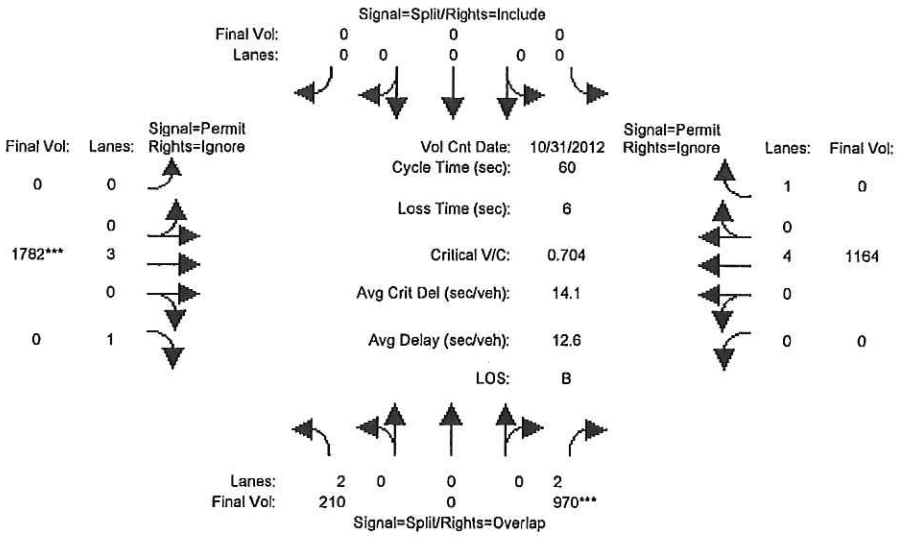
Mowry Ave Residential
Newark, CA
TIA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #8: I-880 NB off-ramp and Mowry Ave



Street Name:	I-880 NB off-ramp						Mowry 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:	10	10	10	10	10	10	10	10	10	10	10	10
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: >> Count Date: 31 Oct 2012 <<												
Base Vol:	210	0	970	0	0	0	0	1782	409	0	1164	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	210	0	970	0	0	0	0	1782	409	0	1164	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	210	0	970	0	0	0	0	1782	409	0	1164	0
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:	210	0	970	0	0	0	0	1782	0	0	1164	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	210	0	970	0	0	0	0	1782	0	0	1164	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:	210	0	970	0	0	0	0	1782	0	0	1164	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	1.00	0.88	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Lanes:	2.00	0.00	2.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	4.00	1.00
Final Sat.:	3686	0	3344	0	0	0	0	5187	1900	0	6916	1900
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.29	0.00	0.00	0.00	0.00	0.34	0.00	0.00	0.17	0.00
Crit Moves:			****					****				
Green Time:	24.7	0.0	24.7	0.0	0.0	0.0	0.0	29.3	0.0	0.0	29.3	0.0
Volume/Cap:	0.14	0.00	0.70	0.00	0.00	0.00	0.00	0.70	0.00	0.00	0.34	0.00
Delay/Veh:	11.0	0.0	16.3	0.0	0.0	0.0	0.0	12.9	0.0	0.0	9.5	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:	11.0	0.0	16.3	0.0	0.0	0.0	0.0	12.9	0.0	0.0	9.5	0.0
LOS by Move:	B	A	B	A	A	A	A	B	A	A	A	A
HCM2kAvgQ:	1	0	10	0	0	0	0	11	0	0	4	0

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

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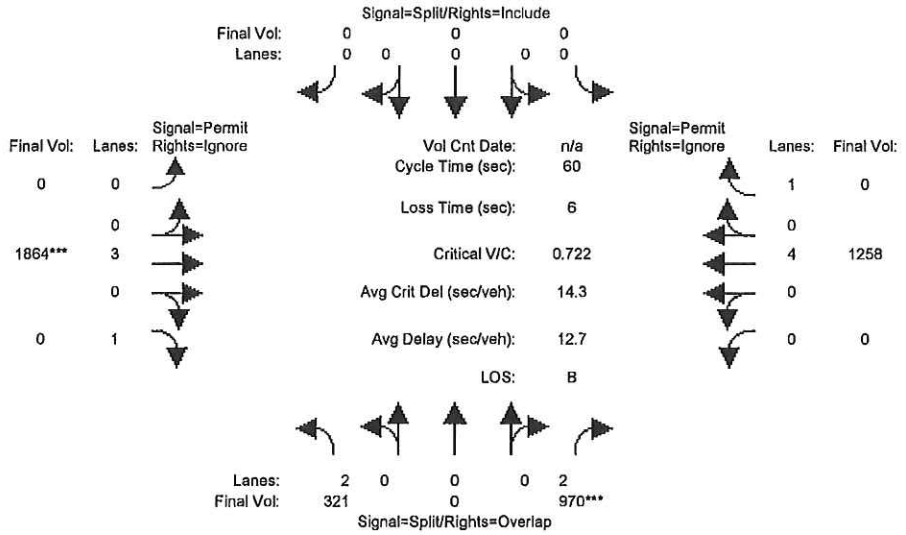
Mowry Ave Residential
Newark, CA
TIA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgrd PM

Intersection #8: I-880 NB off-ramp and Mowry Ave



Street Name:	I-880 NB off-ramp						Mowry 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:	10	10	10	10	10	10	10	10	10	10	10	10
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:	321	0	970	0	0	0	0	1864	483	0	1258	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:	321	0	970	0	0	0	0	1864	483	0	1258	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	321	0	970	0	0	0	0	1864	483	0	1258	0
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:	321	0	970	0	0	0	0	1864	0	0	1258	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	321	0	970	0	0	0	0	1864	0	0	1258	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:	321	0	970	0	0	0	0	1864	0	0	1258	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	1.00	0.88	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Lanes:	2.00	0.00	2.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	4.00	1.00
Final Sat.:	3686	0	3344	0	0	0	0	5187	1900	0	6916	1900
Capacity Analysis Module:												
Vol/Sat:	0.09	0.00	0.29	0.00	0.00	0.00	0.00	0.36	0.00	0.00	0.18	0.00
Crit Moves:			****					****				
Green Time:	24.1	0.0	24.1	0.0	0.0	0.0	0.0	29.9	0.0	0.0	29.9	0.0
Volume/Cap:	0.22	0.00	0.72	0.00	0.00	0.00	0.00	0.72	0.00	0.00	0.37	0.00
Delay/Veh:	11.8	0.0	17.1	0.0	0.0	0.0	0.0	12.8	0.0	0.0	9.3	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:	11.8	0.0	17.1	0.0	0.0	0.0	0.0	12.8	0.0	0.0	9.3	0.0
LOS by Move:	B	A	B	A	A	A	A	B	A	A	A	A
HCM2kAvgQ:	2	0	10	0	0	0	0	11	0	0	4	0

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

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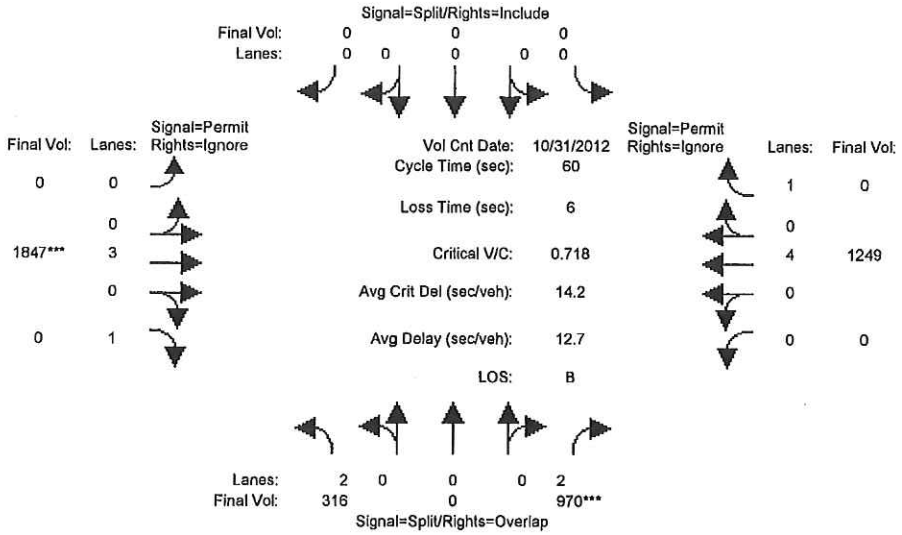
Mowry Ave Residential
Newark, CA
TIA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Proj PM

Intersection #8: I-880 NB off-ramp and Mowry Ave



Street Name:	I-880 NB off-ramp						Mowry 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:	10	10	10	10	10	10	10	10	10	10	10	10
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: >> Count Date: 31 Oct 2012 <<												
Base Vol:	316	0	970	0	0	0	0	1847	444	0	1249	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:	316	0	970	0	0	0	0	1847	444	0	1249	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	316	0	970	0	0	0	0	1847	444	0	1249	0
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:	316	0	970	0	0	0	0	1847	0	0	1249	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	316	0	970	0	0	0	0	1847	0	0	1249	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:	316	0	970	0	0	0	0	1847	0	0	1249	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	1.00	0.88	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Lanes:	2.00	0.00	2.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	4.00	1.00
Final Sat.:	3686	0	3344	0	0	0	0	5187	1900	0	6916	1900
Capacity Analysis Module:												
Vol/Sat:	0.09	0.00	0.29	0.00	0.00	0.00	0.00	0.36	0.00	0.00	0.18	0.00
Crit Moves:			****					****				
Green Time:	24.2	0.0	24.2	0.0	0.0	0.0	0.0	29.8	0.0	0.0	29.8	0.0
Volume/Cap:	0.21	0.00	0.72	0.00	0.00	0.00	0.00	0.72	0.00	0.00	0.36	0.00
Delay/Veh:	11.7	0.0	16.9	0.0	0.0	0.0	0.0	12.8	0.0	0.0	9.4	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:	11.7	0.0	16.9	0.0	0.0	0.0	0.0	12.8	0.0	0.0	9.4	0.0
LOS by Move:	B	A	B	A	A	A	A	B	A	A	A	A
HCM2kAvgQ:	2	0	10	0	0	0	0	11	0	0	4	0

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

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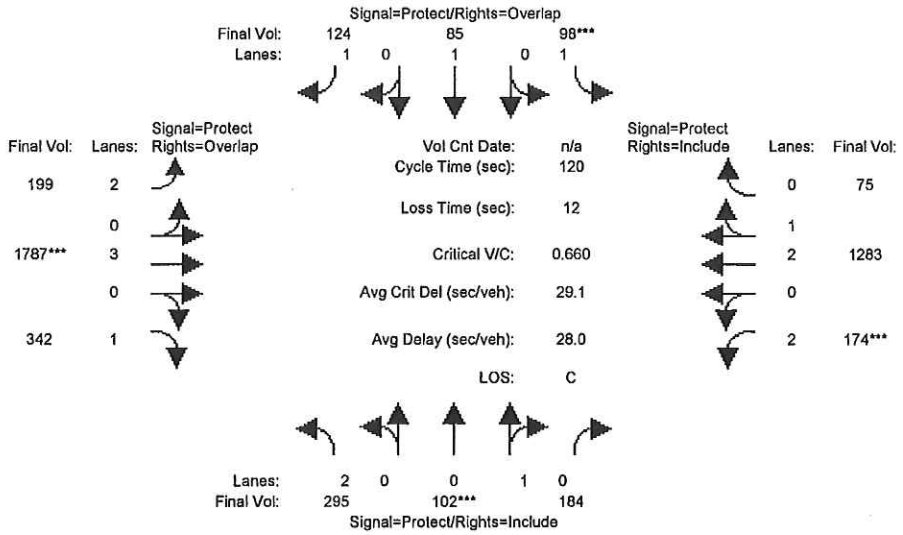
Mowry Ave Residential
Newark, CA
TIA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #9: Farwell Dr and Mowry Ave



Street Name:	Farwell Dr						Mowry Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
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:	295	102	184	98	85	124	199	1787	342	174	1283	75
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	295	102	184	98	85	124	199	1787	342	174	1283	75
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:	295	102	184	98	85	124	199	1787	342	174	1283	75
User Adj:	1.00	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:	295	102	184	98	85	124	199	1787	342	174	1283	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	295	102	184	98	85	124	199	1787	342	174	1283	75
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	295	102	184	98	85	124	199	1787	342	174	1283	75
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	1.00	1.00	1.00	1.00	1.00	0.97	0.91	1.00	0.97	0.96	1.00
Lanes:	2.00	0.36	0.64	1.00	1.00	1.00	2.00	3.00	1.00	2.00	2.84	0.16
Final Sat.:	3686	678	1222	1900	1900	1900	3686	5187	1900	3686	5205	304
Capacity Analysis Module:												
Vol/Sat:	0.08	0.15	0.15	0.05	0.04	0.07	0.05	0.34	0.18	0.05	0.25	0.25
Crit Moves:		****		****				****		****		
Green Time:	18.0	27.4	27.4	9.4	18.7	32.4	13.6	62.7	80.7	8.6	57.6	57.6
Volume/Cap:	0.53	0.66	0.66	0.66	0.29	0.24	0.48	0.66	0.27	0.66	0.51	0.51
Delay/Veh:	48.1	45.8	45.8	64.2	45.2	34.5	50.7	21.5	8.0	60.3	21.7	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:	48.1	45.8	45.8	64.2	45.2	34.5	50.7	21.5	8.0	60.3	21.7	21.7
LOS by Move:	D	D	D	E	D	C	D	C	A	E	C	C
HCM2kAvgQ:	6	10	10	5	3	4	3	17	5	4	12	12

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

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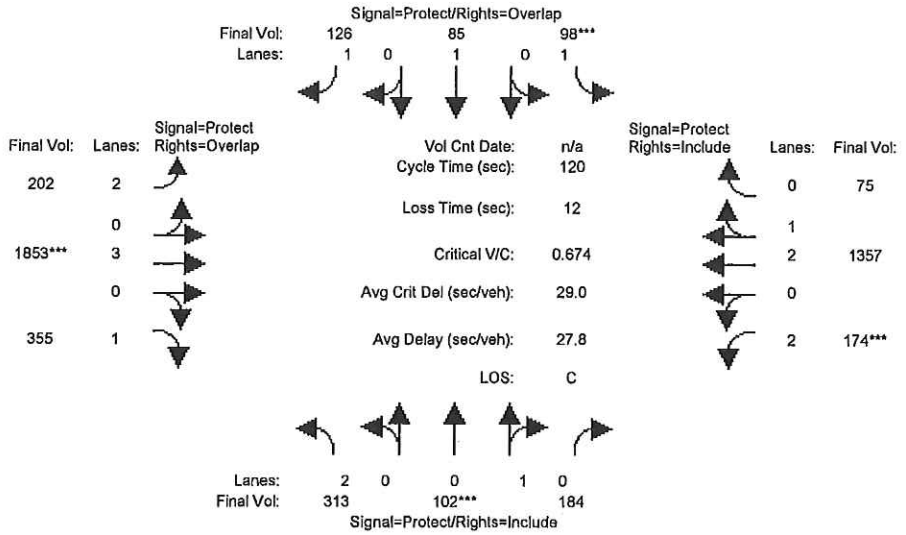
Mowry Ave Residential
Newark, CA
TIA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgrd PM

Intersection #9: Farwell Dr and Mowry Ave



Street Name:	Farwell Dr						Mowry Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
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:	313	102	184	98	85	126	202	1853	355	174	1357	75
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	313	102	184	98	85	126	202	1853	355	174	1357	75
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:	313	102	184	98	85	126	202	1853	355	174	1357	75
User Adj:	1.00	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:	313	102	184	98	85	126	202	1853	355	174	1357	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	313	102	184	98	85	126	202	1853	355	174	1357	75
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	313	102	184	98	85	126	202	1853	355	174	1357	75
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	1.00	1.00	1.00	1.00	1.00	0.97	0.91	1.00	0.97	0.96	1.00
Lanes:	2.00	0.36	0.64	1.00	1.00	1.00	2.00	3.00	1.00	2.00	2.85	0.15
Final Sat.:	3686	678	1222	1900	1900	1900	3686	5187	1900	3686	5221	289
Capacity Analysis Module:												
Vol/Sat:	0.08	0.15	0.15	0.05	0.04	0.07	0.05	0.36	0.19	0.05	0.26	0.26
Crit Moves:		****		****				****		****		
Green Time:	18.2	26.8	26.8	9.2	17.8	31.0	13.2	63.6	81.8	8.4	58.8	58.8
Volume/Cap:	0.56	0.67	0.67	0.67	0.30	0.26	0.50	0.67	0.27	0.67	0.53	0.53
Delay/Veh:	48.5	46.8	46.8	65.8	46.1	35.6	51.2	21.3	7.6	61.3	21.3	21.3
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:	48.5	46.8	46.8	65.8	46.1	35.6	51.2	21.3	7.6	61.3	21.3	21.3
LOS by Move:	D	D	D	E	D	D	D	C	A	E	C	C
HCM2kAvgQ:	6	11	11	5	3	4	3	18	5	5	12	12

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

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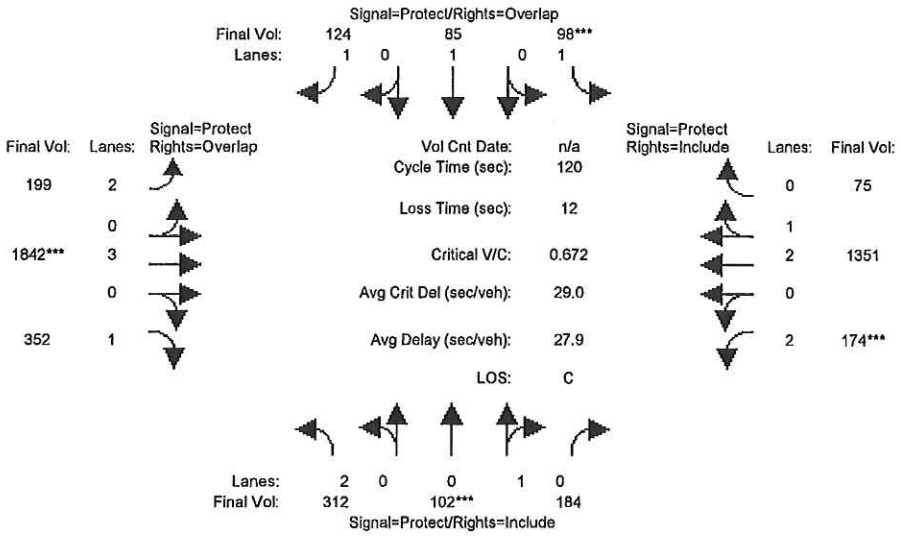
Mowry Ave Residential
Newark, CA
TIA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Proj PM

Intersection #9: Farwell Dr and Mowry Ave



Street Name:	Farwell Dr						Mowry Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
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:	312	102	184	98	85	124	199	1842	352	174	1351	75
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	312	102	184	98	85	124	199	1842	352	174	1351	75
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:	312	102	184	98	85	124	199	1842	352	174	1351	75
User Adj:	1.00	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:	312	102	184	98	85	124	199	1842	352	174	1351	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	312	102	184	98	85	124	199	1842	352	174	1351	75
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	312	102	184	98	85	124	199	1842	352	174	1351	75
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	1.00	1.00	1.00	1.00	1.00	0.97	0.91	1.00	0.97	0.96	1.00
Lanes:	2.00	0.36	0.64	1.00	1.00	1.00	2.00	3.00	1.00	2.00	2.85	0.15
Final Sat.:	3686	678	1222	1900	1900	1900	3686	5187	1900	3686	5220	290
Capacity Analysis Module:												
Vol/Sat:	0.08	0.15	0.15	0.05	0.04	0.07	0.05	0.36	0.19	0.05	0.26	0.26
Crit Moves:		****		****				****		****		
Green Time:	18.2	26.9	26.9	9.2	17.9	31.1	13.2	63.5	81.7	8.4	58.7	58.7
Volume/Cap:	0.56	0.67	0.67	0.67	0.30	0.25	0.49	0.67	0.27	0.67	0.53	0.53
Delay/Veh:	48.4	46.7	46.7	65.5	46.1	35.5	51.2	21.3	7.6	61.2	21.3	21.3
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:	48.4	46.7	46.7	65.5	46.1	35.5	51.2	21.3	7.6	61.2	21.3	21.3
LOS by Move:	D	D	D	E	D	D	D	C	A	E	C	C
HCM2kAvgQ:	6	11	11	5	3	4	3	17	5	5	12	12

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

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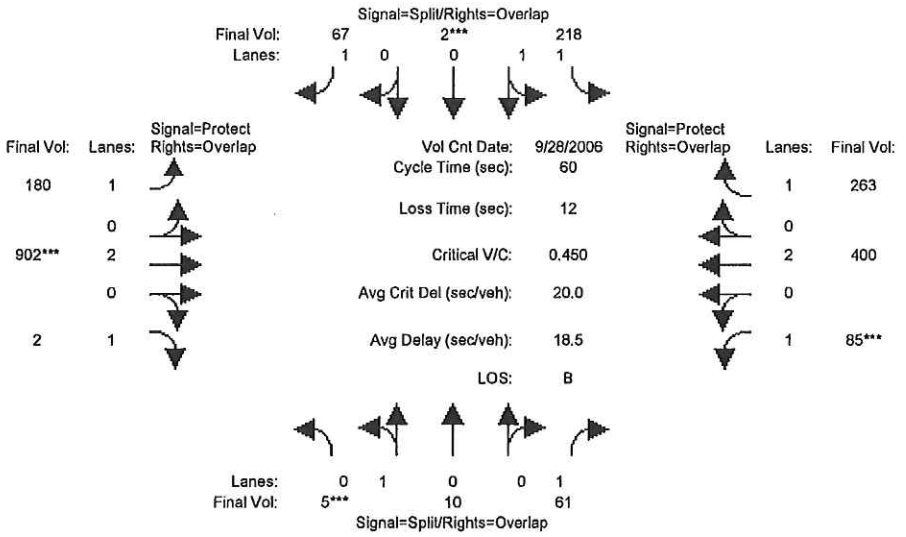
Mowry Ave Residential
Newark, CA
TIA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #10: Cedar Blvd and Stevenson Blvd



Street Name:	Cedar Boulevard						Stevenson Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
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: >> Count Date: 28 Sep 2006 <<												
Base Vol:	5	10	61	218	2	67	180	902	2	85	400	263
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	10	61	218	2	67	180	902	2	85	400	263
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:	5	10	61	218	2	67	180	902	2	85	400	263
User Adj:	1.00	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:	5	10	61	218	2	67	180	902	2	85	400	263
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	10	61	218	2	67	180	902	2	85	400	263
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	10	61	218	2	67	180	902	2	85	400	263
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Lanes:	0.33	0.67	1.00	1.98	0.02	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	633	1267	1900	3765	35	1900	1900	3610	1900	1900	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.03	0.06	0.06	0.04	0.09	0.25	0.00	0.04	0.11	0.14
Crit Moves:	****				****			****		****		
Green Time:	10.0	10.0	17.0	10.0	10.0	21.5	11.5	21.0	31.0	7.0	16.5	26.5
Volume/Cap:	0.05	0.05	0.11	0.35	0.35	0.10	0.49	0.71	0.00	0.38	0.40	0.31
Delay/Veh:	21.1	21.1	16.0	22.4	22.4	12.8	22.7	18.9	7.0	25.6	18.0	11.1
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:	21.1	21.1	16.0	22.4	22.4	12.8	22.7	18.9	7.0	25.6	18.0	11.1
LOS by Move:	C	C	B	C	C	B	C	B	A	C	B	B
HCM2kAvgQ:	0	0	1	2	2	1	3	8	0	1	3	3

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

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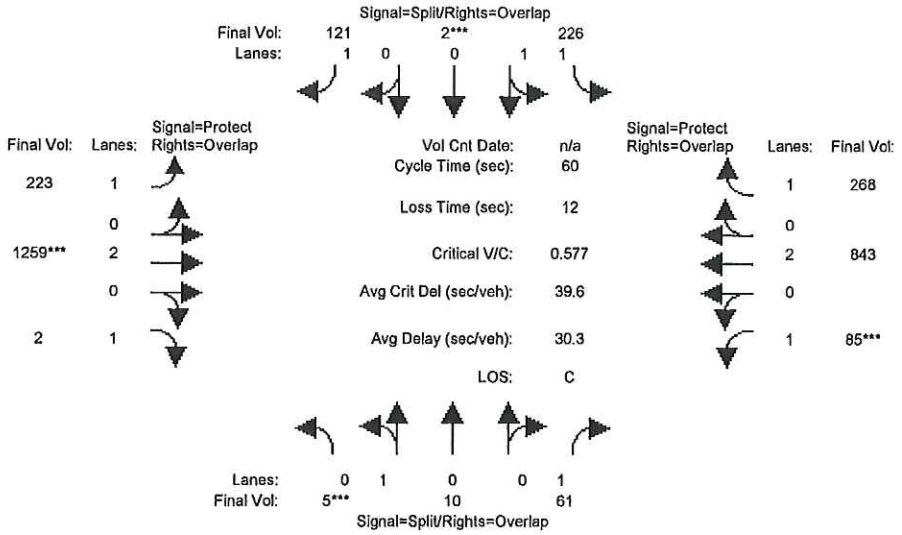
Mowry Ave Residential
Newark, CA
TIA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgrd PM

Intersection #10: Cedar Blvd and Stevenson Blvd



Street Name:	Cedar Boulevard						Stevenson Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
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:	5	10	61	226	2	121	223	1259	2	85	843	268
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	10	61	226	2	121	223	1259	2	85	843	268
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:	5	10	61	226	2	121	223	1259	2	85	843	268
User Adj:	1.00	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:	5	10	61	226	2	121	223	1259	2	85	843	268
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	10	61	226	2	121	223	1259	2	85	843	268
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	10	61	226	2	121	223	1259	2	85	843	268
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Lanes:	0.33	0.67	1.00	1.98	0.02	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	633	1267	1900	3767	33	1900	1900	3610	1900	1900	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.03	0.06	0.06	0.06	0.12	0.35	0.00	0.04	0.23	0.14
Crit Moves:	****				****			****		****		
Green Time:	10.0	10.0	17.0	10.0	10.0	19.4	9.4	21.0	31.0	7.0	18.6	28.6
Volume/Cap:	0.05	0.05	0.11	0.36	0.36	0.20	0.75	1.00	0.00	0.38	0.75	0.30
Delay/Veh:	21.1	21.1	16.0	22.5	22.5	14.9	34.5	43.9	7.0	25.6	21.5	9.7
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:	21.1	21.1	16.0	22.5	22.5	14.9	34.5	43.9	7.0	25.6	21.5	9.7
LOS by Move:	C	C	B	C	C	B	C	D	A	C	C	A
HCM2kAvgQ:	0	0	1	2	2	2	4	16	0	1	8	3

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

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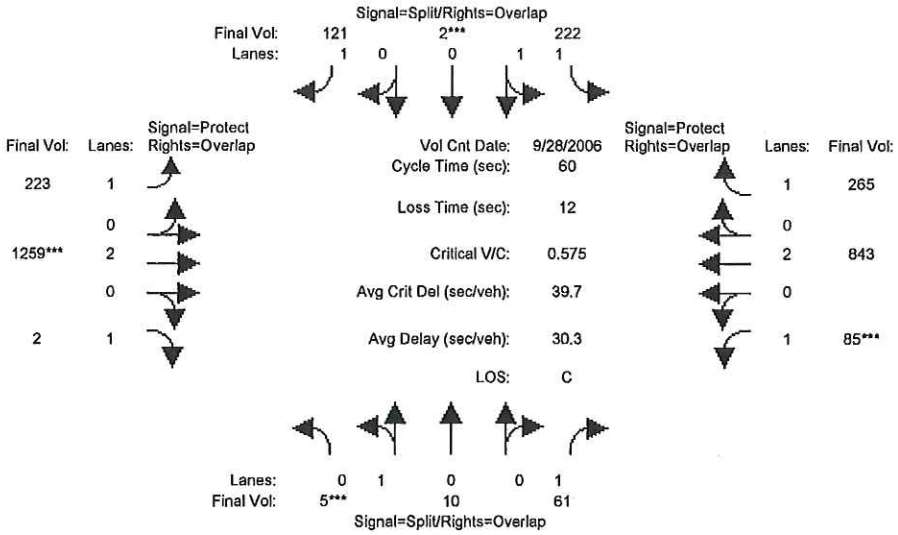
Mowry Ave Residential
Newark, CA
TIA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Proj PM

Intersection #10: Cedar Blvd and Stevenson Blvd



Street Name:	Cedar Boulevard						Stevenson Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
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: >> Count Date: 28 Sep 2006 <<												
Base Vol:	5	10	61	222	2	121	223	1259	2	85	843	265
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	10	61	222	2	121	223	1259	2	85	843	265
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:	5	10	61	222	2	121	223	1259	2	85	843	265
User Adj:	1.00	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:	5	10	61	222	2	121	223	1259	2	85	843	265
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	10	61	222	2	121	223	1259	2	85	843	265
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	10	61	222	2	121	223	1259	2	85	843	265
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Lanes:	0.33	0.67	1.00	1.98	0.02	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	633	1267	1900	3766	34	1900	1900	3610	1900	1900	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.03	0.06	0.06	0.06	0.12	0.35	0.00	0.04	0.23	0.14
Crit Moves:	****				****			****		****		
Green Time:	10.0	10.0	17.0	10.0	10.0	19.4	9.4	21.0	31.0	7.0	18.6	28.6
Volume/Cap:	0.05	0.05	0.11	0.35	0.35	0.20	0.75	1.00	0.00	0.38	0.75	0.29
Delay/Veh:	21.1	21.1	16.0	22.5	22.5	14.9	34.5	43.9	7.0	25.6	21.5	9.7
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:	21.1	21.1	16.0	22.5	22.5	14.9	34.5	43.9	7.0	25.6	21.5	9.7
LOS by Move:	C	C	B	C	C	B	C	D	A	C	C	A
HCM2kAvgQ:	0	0	1	2	2	2	4	13	0	1	8	3

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

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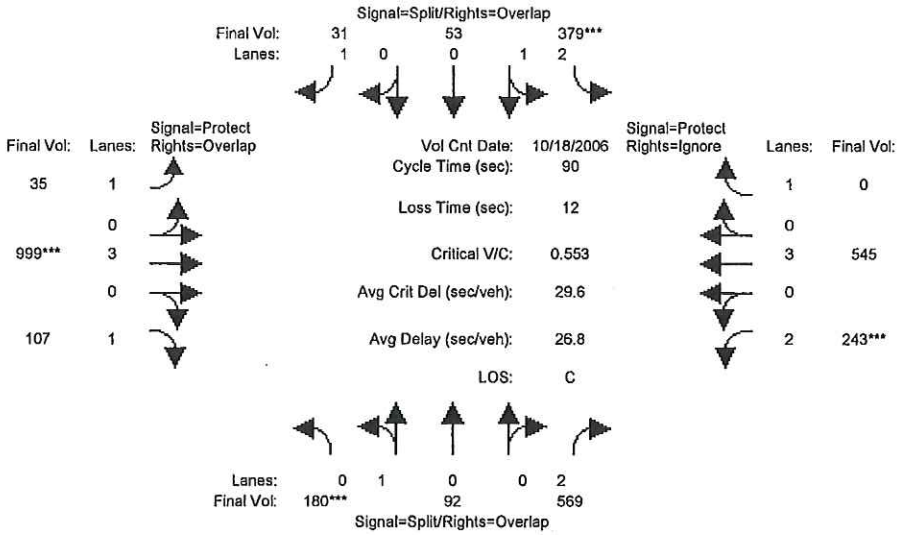
Mowry Ave Residential
Newark, CA
TIA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #11: Albrae St/Balentine Dr and Stevenson Blvd



Street Name:	Albrae Street/Balentin Drive						Stevenson Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
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: >> Count Date: 18 Oct 2006 <<												
Base Vol:	180	92	569	379	53	31	35	999	107	243	545	344
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	92	569	379	53	31	35	999	107	243	545	344
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:	180	92	569	379	53	31	35	999	107	243	545	344
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	180	92	569	379	53	31	35	999	107	243	545	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	92	569	379	53	31	35	999	107	243	545	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	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	180	92	569	379	53	31	35	999	107	243	545	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	0.88	0.98	1.00	1.00	1.00	0.91	1.00	0.97	0.91	1.00
Lanes:	0.66	0.34	2.00	2.64	0.36	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1257	643	3344	4900	685	1900	1900	5187	1900	3686	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.17	0.08	0.08	0.02	0.02	0.19	0.06	0.07	0.11	0.00
Crit Moves:	****			****				****		****		
Green Time:	23.3	23.3	34.0	12.6	12.6	29.9	17.3	31.4	54.7	10.7	24.8	0.0
Volume/Cap:	0.55	0.55	0.45	0.55	0.55	0.05	0.10	0.55	0.09	0.55	0.38	0.00
Delay/Veh:	30.2	30.2	21.2	36.9	36.9	20.4	30.0	24.0	7.4	38.9	26.6	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:	30.2	30.2	21.2	36.9	36.9	20.4	30.0	24.0	7.4	38.9	26.6	0.0
LOS by Move:	C	C	C	D	D	C	C	C	A	D	C	A
HCM2kAvgQ:	7	7	7	5	5	1	1	8	1	3	4	0

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

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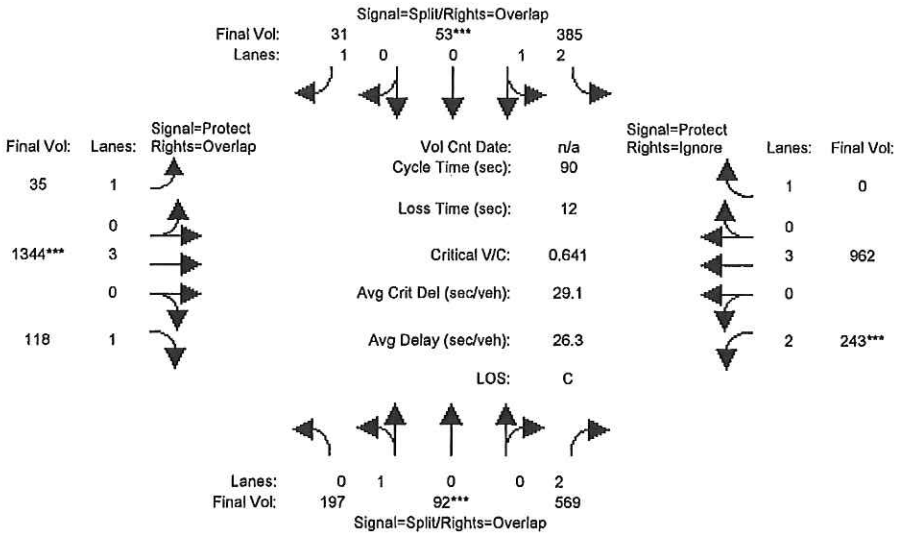
Mowry Ave Residential
Newark, CA
TIA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgrd PM

Intersection #11: Albrae St/Balentine Dr and Stevenson Blvd



Street Name:	Albrae Street/Balentin Drive						Stevenson Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
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:	197	92	569	385	53	31	35	1344	118	243	962	359
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	197	92	569	385	53	31	35	1344	118	243	962	359
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:	197	92	569	385	53	31	35	1344	118	243	962	359
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	197	92	569	385	53	31	35	1344	118	243	962	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	197	92	569	385	53	31	35	1344	118	243	962	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	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	197	92	569	385	53	31	35	1344	118	243	962	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	0.88	0.98	1.00	1.00	1.00	0.91	1.00	0.97	0.91	1.00
Lanes:	0.68	0.32	2.00	2.64	0.36	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1295	605	3344	4910	676	1900	1900	5187	1900	3686	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.17	0.08	0.08	0.02	0.02	0.26	0.06	0.07	0.19	0.00
Crit Moves:		****			****			****		****		
Green Time:	21.4	21.4	30.6	11.0	11.0	24.5	13.5	36.4	57.7	9.3	32.2	0.0
Volume/Cap:	0.64	0.64	0.50	0.64	0.64	0.06	0.12	0.64	0.10	0.64	0.52	0.00
Delay/Veh:	34.0	34.0	24.0	39.7	39.7	24.3	33.3	22.2	6.2	42.5	23.1	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:	34.0	34.0	24.0	39.7	39.7	24.3	33.3	22.2	6.2	42.5	23.1	0.0
LOS by Move:	C	C	C	D	D	C	C	C	A	D	C	A
HCM2kAvgQ:	8	8	7	5	5	1	1	10	1	3	7	0

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

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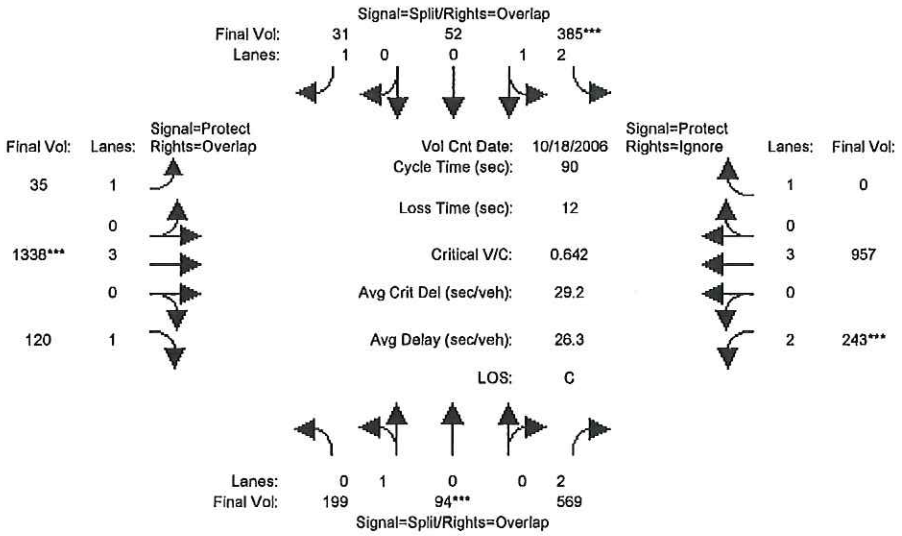
Mowry Ave Residential
Newark, CA
TIA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Proj PM

Intersection #11: Albrae St/Balentine Dr and Stevenson Blvd



Street Name:	Albrae Street/Balentin Drive						Stevenson Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
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: >> Count Date: 18 Oct 2006 <<												
Base Vol:	199	94	569	385	52	31	35	1338	120	243	957	359
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	199	94	569	385	52	31	35	1338	120	243	957	359
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:	199	94	569	385	52	31	35	1338	120	243	957	359
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	199	94	569	385	52	31	35	1338	120	243	957	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	199	94	569	385	52	31	35	1338	120	243	957	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	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	199	94	569	385	52	31	35	1338	120	243	957	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	0.88	0.98	1.00	1.00	1.00	0.91	1.00	0.97	0.91	1.00
Lanes:	0.68	0.32	2.00	2.65	0.35	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1290	610	3344	4921	665	1900	1900	5187	1900	3686	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.17	0.08	0.08	0.02	0.02	0.26	0.06	0.07	0.18	0.00
Crit Moves:		****		****				****		****		
Green Time:	21.6	21.6	30.9	11.0	11.0	24.4	13.5	36.2	57.8	9.2	31.9	0.0
Volume/Cap:	0.64	0.64	0.50	0.64	0.64	0.06	0.12	0.64	0.10	0.64	0.52	0.00
Delay/Veh:	33.8	33.8	23.8	39.7	39.7	24.3	33.3	22.4	6.2	42.5	23.2	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:	33.8	33.8	23.8	39.7	39.7	24.3	33.3	22.4	6.2	42.5	23.2	0.0
LOS by Move:	C	C	C	D	D	C	C	C	A	D	C	A
HCM2kAvgQ:	8	8	7	5	5	1	1	10	1	3	7	0

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

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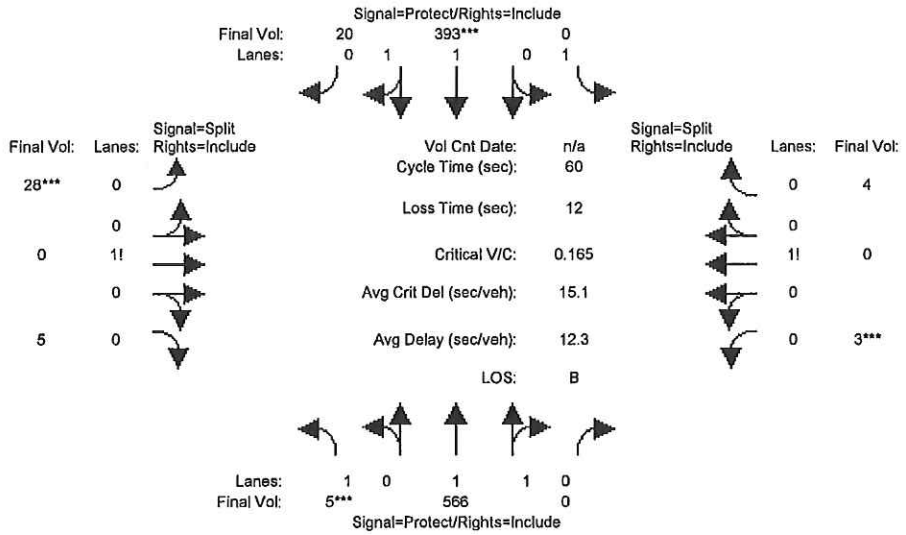
Mowry Ave Residential
Newark, CA
TIA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #12: Cedar Blvd and Moores Ave



Street Name:	Cedar Blvd						Moores Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
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:	5	566	0	0	393	20	28	0	5	3	0	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	566	0	0	393	20	28	0	5	3	0	4
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:	5	566	0	0	393	20	28	0	5	3	0	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	566	0	0	393	20	28	0	5	3	0	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	566	0	0	393	20	28	0	5	3	0	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	566	0	0	393	20	28	0	5	3	0	4
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	1.00	1.90	0.10	0.85	0.00	0.15	0.43	0.00	0.57
Final Sat.:	1900	3800	0	1900	3616	184	1612	0	288	814	0	1086
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.00	0.00	0.11	0.11	0.02	0.00	0.02	0.00	0.00	0.00
Crit Moves:	****				****		****			****		
Green Time:	7.0	28.0	0.0	0.0	21.0	21.0	10.0	0.0	10.0	10.0	0.0	10.0
Volume/Cap:	0.02	0.32	0.00	0.00	0.31	0.31	0.10	0.00	0.10	0.02	0.00	0.02
Delay/Veh:	23.5	10.1	0.0	0.0	14.4	14.4	21.3	0.0	21.3	20.9	0.0	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:	23.5	10.1	0.0	0.0	14.4	14.4	21.3	0.0	21.3	20.9	0.0	20.9
LOS by Move:	C	B	A	A	B	B	C	A	C	C	A	C
HCM2kAvgQ:	0	3	0	0	3	3	1	0	1	0	0	0

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

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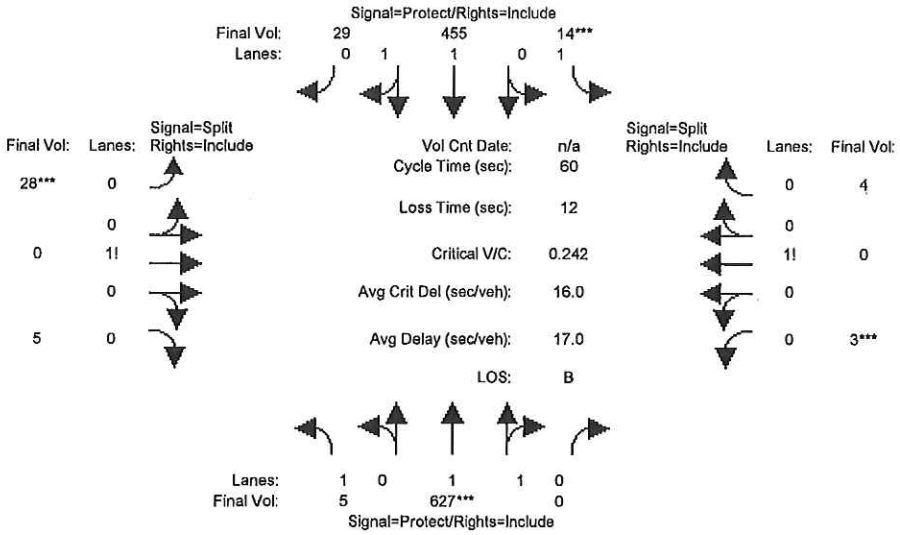
Mowry Ave Residential
Newark, CA
TIA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgrd PM

Intersection #12: Cedar Blvd and Moores Ave



Street Name:	Cedar Blvd						Moores Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
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:	5	627	0	14	455	29	28	0	5	3	0	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	627	0	14	455	29	28	0	5	3	0	4
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:	5	627	0	14	455	29	28	0	5	3	0	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	627	0	14	455	29	28	0	5	3	0	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	627	0	14	455	29	28	0	5	3	0	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	627	0	14	455	29	28	0	5	3	0	4
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	1.00	1.88	0.12	0.85	0.00	0.15	0.43	0.00	0.57
Final Sat.:	1900	3800	0	1900	3572	228	1612	0	288	814	0	1086
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.00	0.01	0.13	0.13	0.02	0.00	0.02	0.00	0.00	0.00
Crit Moves:		****		****			****			****		
Green Time:	11.5	21.0	0.0	7.0	16.5	16.5	10.0	0.0	10.0	10.0	0.0	10.0
Volume/Cap:	0.01	0.47	0.00	0.06	0.46	0.46	0.10	0.00	0.10	0.02	0.00	0.02
Delay/Veh:	19.6	15.4	0.0	23.7	18.4	18.4	21.3	0.0	21.3	20.9	0.0	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:	19.6	15.4	0.0	23.7	18.4	18.4	21.3	0.0	21.3	20.9	0.0	20.9
LOS by Move:	B	B	A	C	B	B	C	A	C	C	A	C
HCM2kAvgQ:	0	5	0	0	4	4	1	0	1	0	0	0

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

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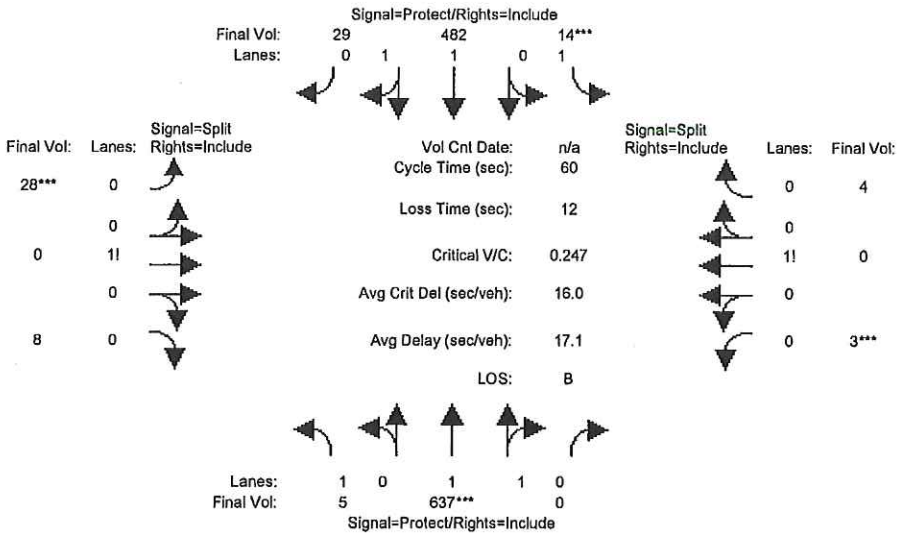
Mowry Ave Residential
Newark, CA
TIA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Proj PM

Intersection #12: Cedar Blvd and Moores Ave



Street Name:	Cedar Blvd						Moores Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
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:	5	637	0	14	482	29	28	0	8	3	0	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	637	0	14	482	29	28	0	8	3	0	4
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:	5	637	0	14	482	29	28	0	8	3	0	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	637	0	14	482	29	28	0	8	3	0	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	637	0	14	482	29	28	0	8	3	0	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	637	0	14	482	29	28	0	8	3	0	4
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	1.00	1.89	0.11	0.78	0.00	0.22	0.43	0.00	0.57
Final Sat.:	1900	3800	0	1900	3584	216	1478	0	422	814	0	1086
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.00	0.01	0.13	0.13	0.02	0.00	0.02	0.00	0.00	0.00
Crit Moves:		****		****			****			****		
Green Time:	11.5	21.0	0.0	7.0	16.5	16.5	10.0	0.0	10.0	10.0	0.0	10.0
Volume/Cap:	0.01	0.48	0.00	0.06	0.49	0.49	0.11	0.00	0.11	0.02	0.00	0.02
Delay/Veh:	19.6	15.5	0.0	23.7	18.6	18.6	21.4	0.0	21.4	20.9	0.0	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:	19.6	15.5	0.0	23.7	18.6	18.6	21.4	0.0	21.4	20.9	0.0	20.9
LOS by Move:	B	B	A	C	B	B	C	A	C	C	A	C
HCM2kAvgQ:	0	5	0	0	4	4	1	0	1	0	0	0

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

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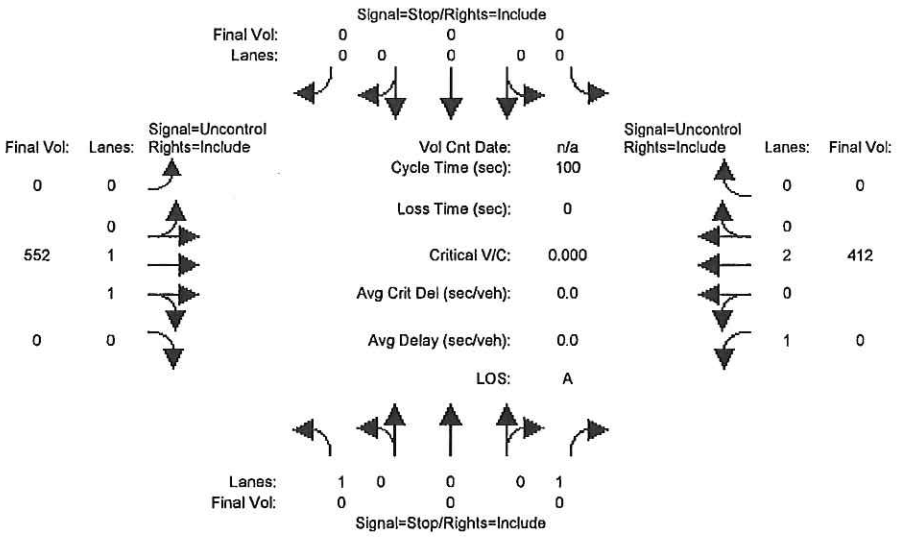
Mowry Ave Residential
Newark, CA
TIA

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing PM

Intersection #13: Project Dwy and Cedar Blvd



Street Name:	Project Dwy						Cedar Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	552	0	0	412	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	552	0	0	412	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	552	0	0	412	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	552	0	0	412	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	552	0	0	412	0
Critical Gap Module:												
Critical Gp:	6.8	xxxx		6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	xxxx		3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	758	xxxx		276	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	347	xxxx		727	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	347	xxxx		727	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.00	xxxx		0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	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.

Peak Hour Delay Signal Warrant Report

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Intersection #13 Project Dwy and Cedar Blvd

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Future Volume Alternative: Peak Hour Warrant NOT Met

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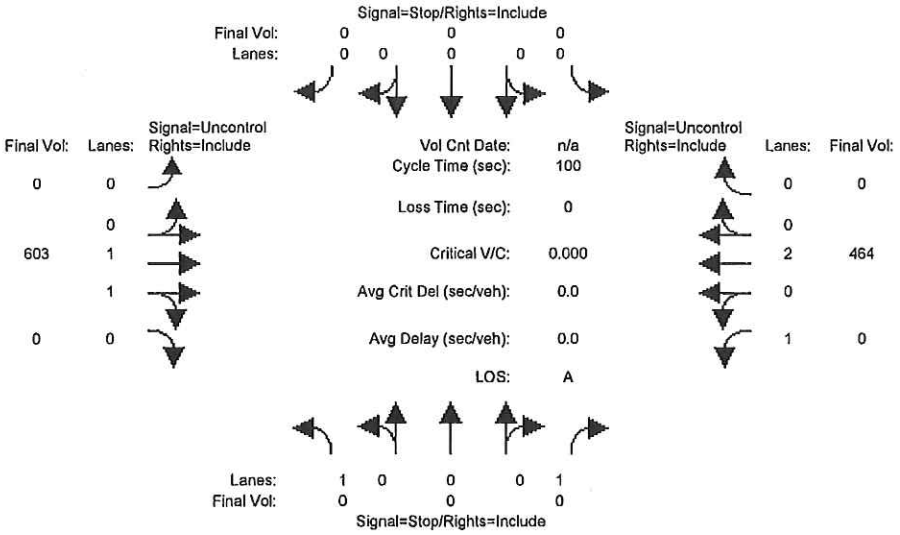
Mowry Ave Residential
Newark, CA
TIA

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Bkgrd PM

Intersection #13: Project Dwy and Cedar Blvd



Street Name:	Project Dwy						Cedar Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	603	0	0	464	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	603	0	0	464	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	603	0	0	464	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	603	0	0	464	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	603	0	0	464	0
Critical Gap Module:												
Critical Gp:	6.8	xxxx		6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	xxxx		3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	835	xxxx		302	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	310	xxxx		701	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	310	xxxx		701	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.00	xxxx		0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	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.

Peak Hour Delay Signal Warrant Report

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Intersection #13 Project Dwy and Cedar Blvd

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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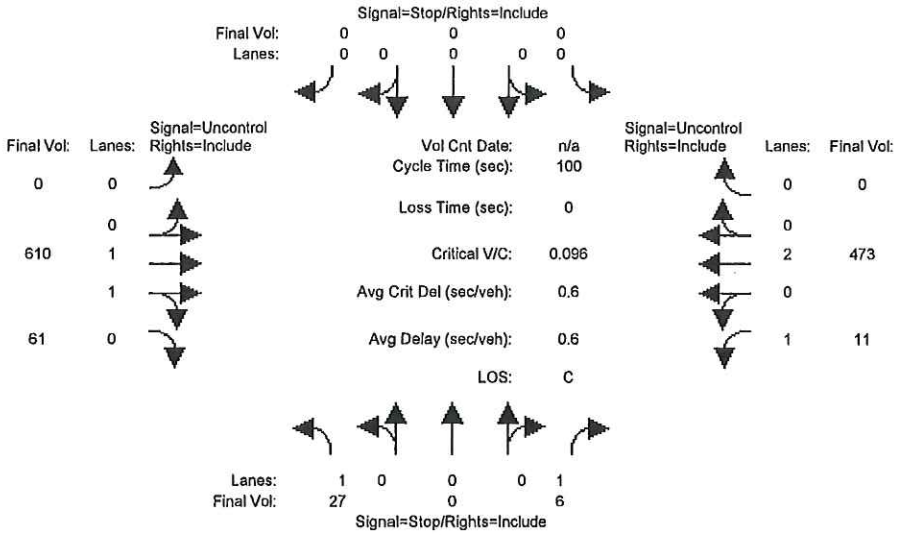
Mowry Ave Residential
Newark, CA
TIA

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Proj PM

Intersection #13: Project Dwy and Cedar Blvd



Street Name:	Project Dwy						Cedar Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	27	0	6	0	0	0	0	610	61	11	473	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:	27	0	6	0	0	0	0	610	61	11	473	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	0	6	0	0	0	0	610	61	11	473	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	27	0	6	0	0	0	0	610	61	11	473	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	27	0	6	0	0	0	0	610	61	11	473	0
Critical Gap Module:												
Critical Gp:	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	899	xxxx	336	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	671	xxxx	xxxxx
Potent Cap.:	282	xxxx	666	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	929	xxxx	xxxxx
Move Cap.:	280	xxxx	666	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	929	xxxx	xxxxx
Volume/Cap:	0.10	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.3	xxxx	0.0	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	19.2	xxxx	10.5	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.9	xxxx	xxxxx
LOS by Move:	C	*	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	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:		17.6			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		C			*			*			*	

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

Peak Hour Delay Signal Warrant Report

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Intersection #13 Project Dwy and Cedar Blvd

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Future Volume Alternative: Peak Hour Warrant NOT Met

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