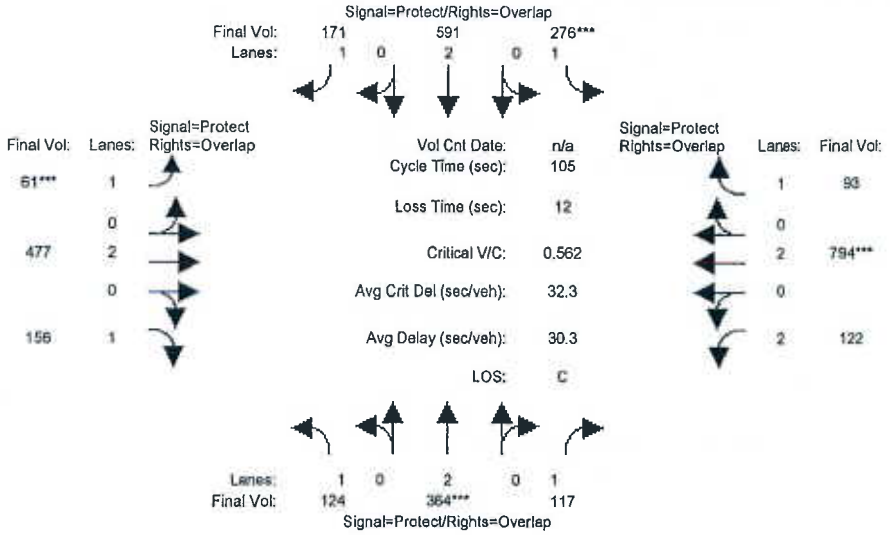
Mowry Ave Residential
Newark, CA
TIA

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

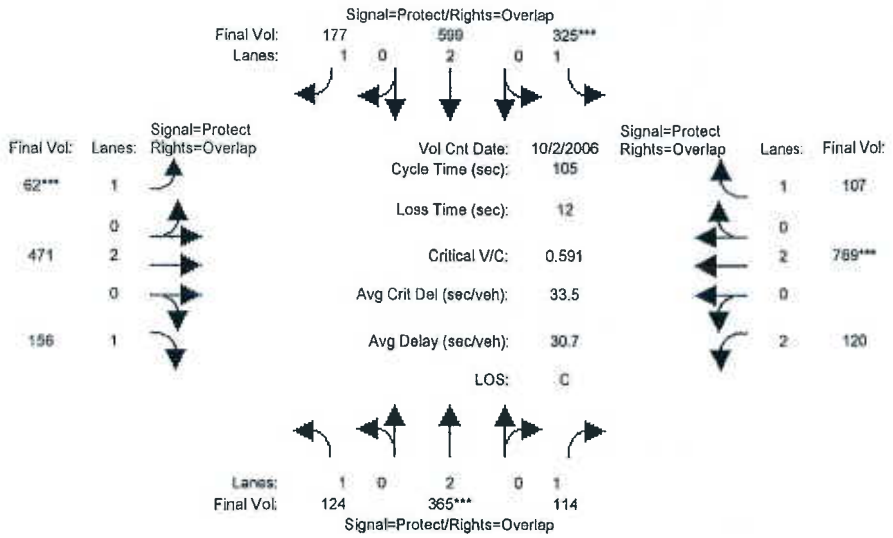
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

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

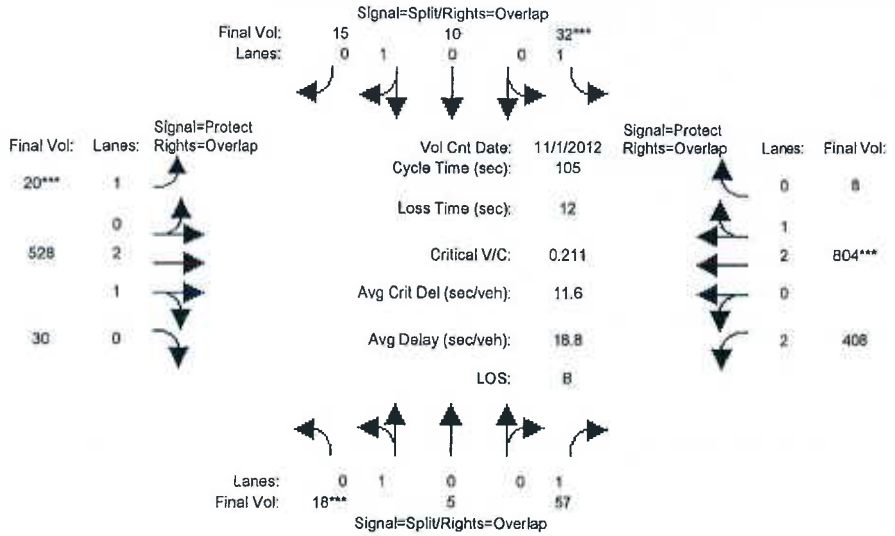
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

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

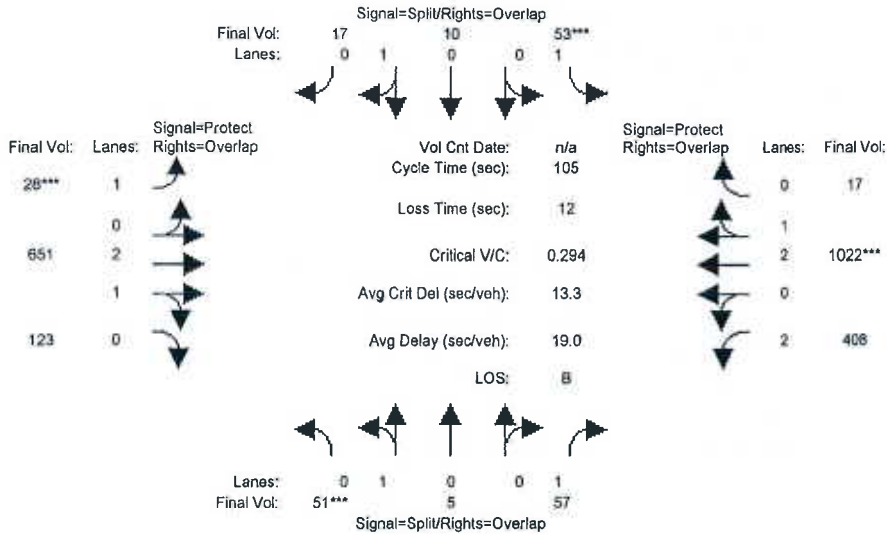
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.
Licensed to Hexagon Trans., San Jose

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

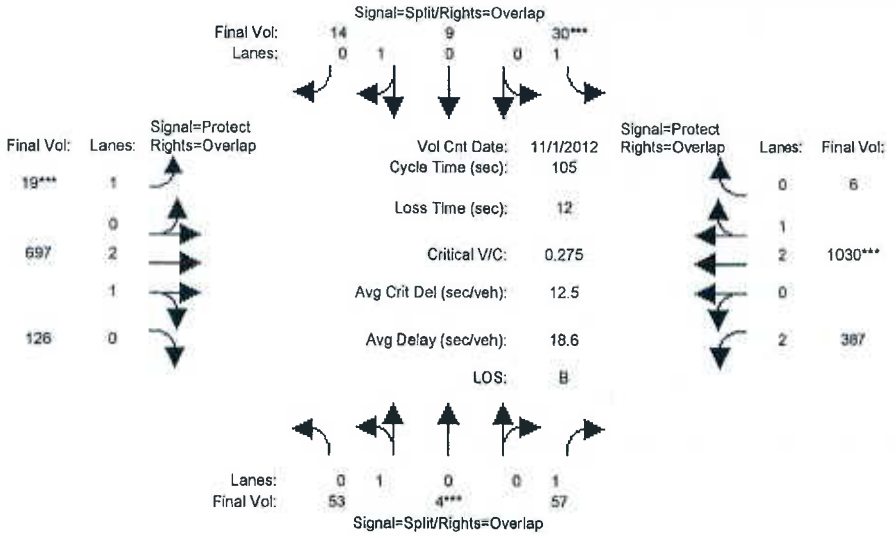
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

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

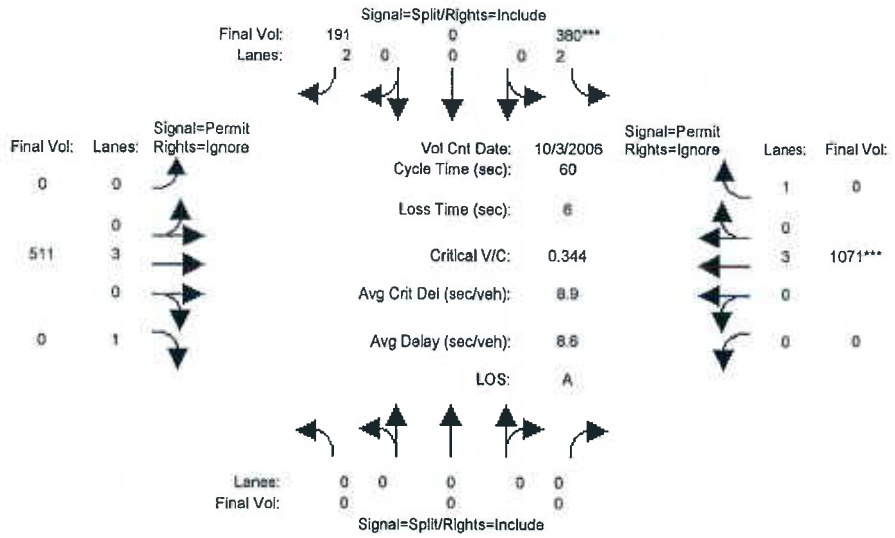
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

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

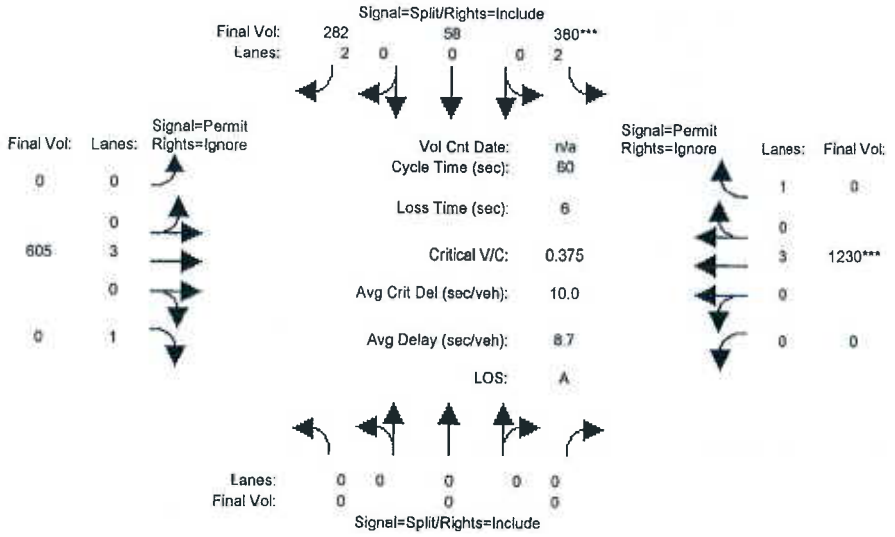
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.
Licensed to Hexagon Trans., San Jose

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

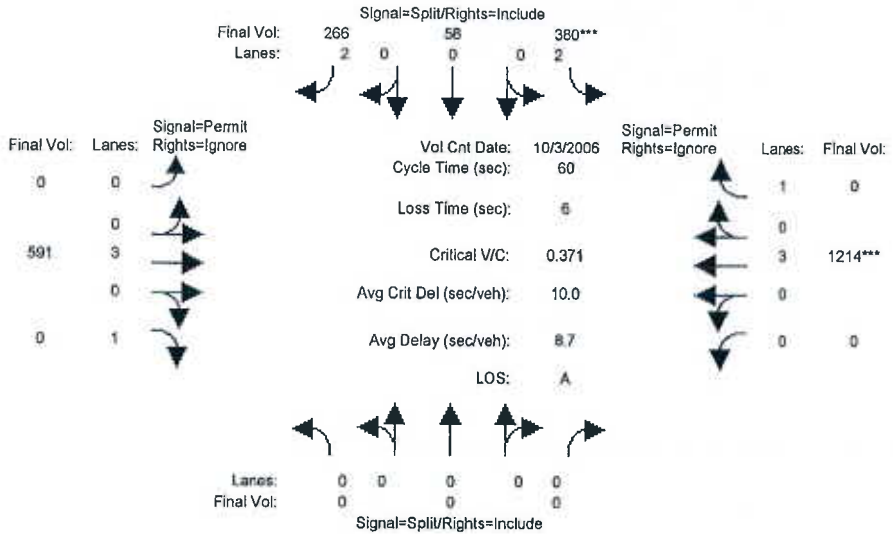
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

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

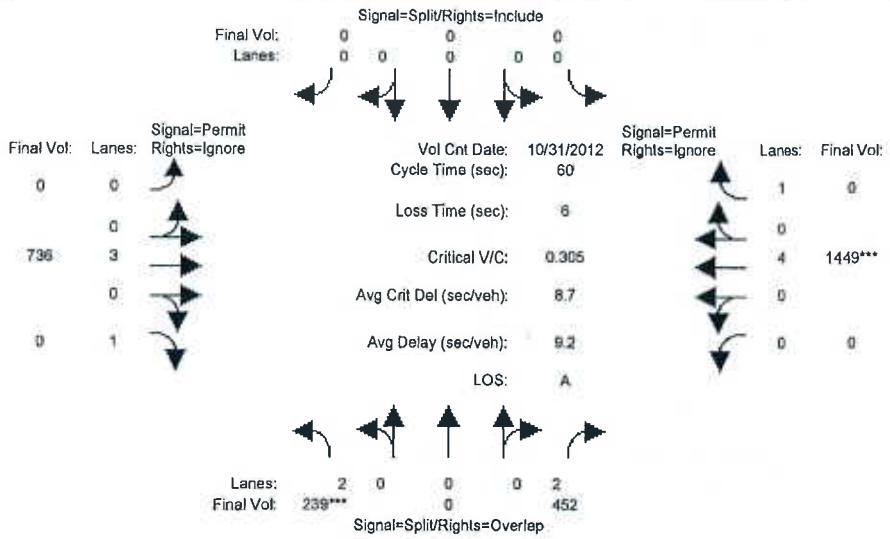
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

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

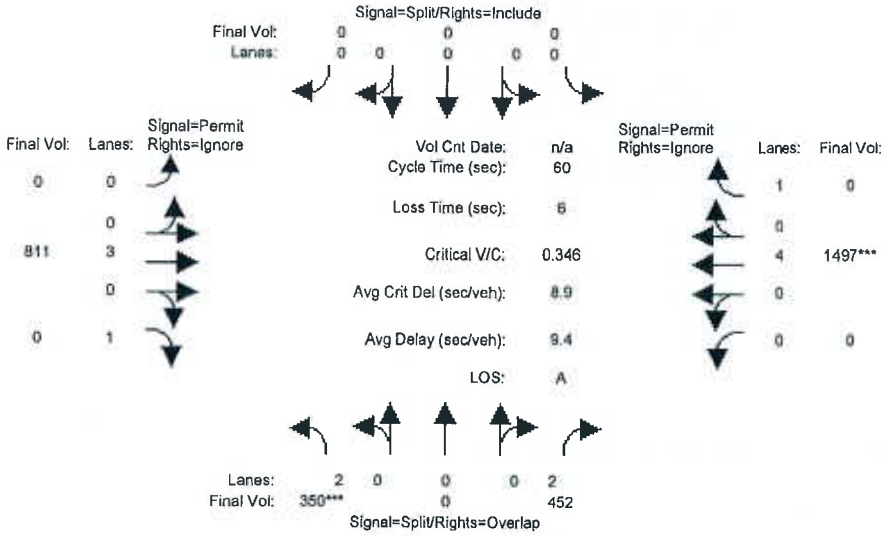
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.
Licensed to Hexagon Trans., San Jose

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

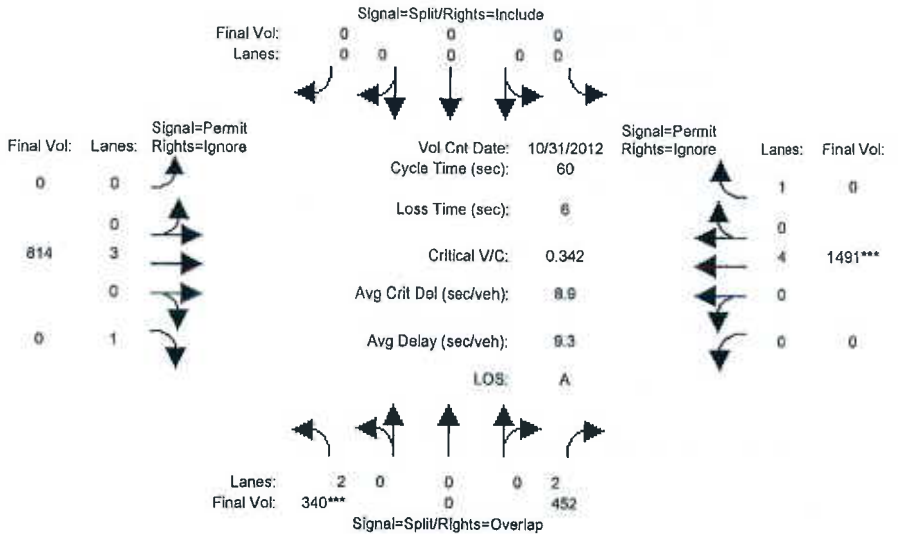
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

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

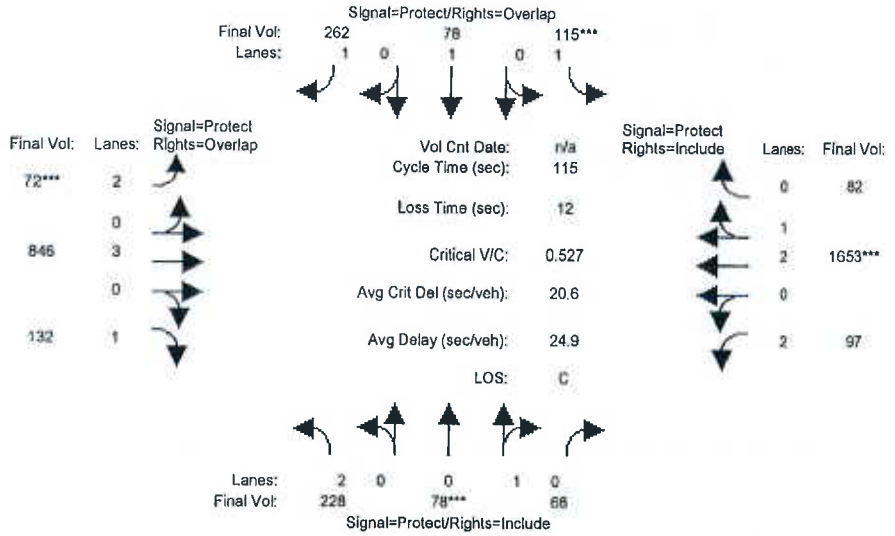
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

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

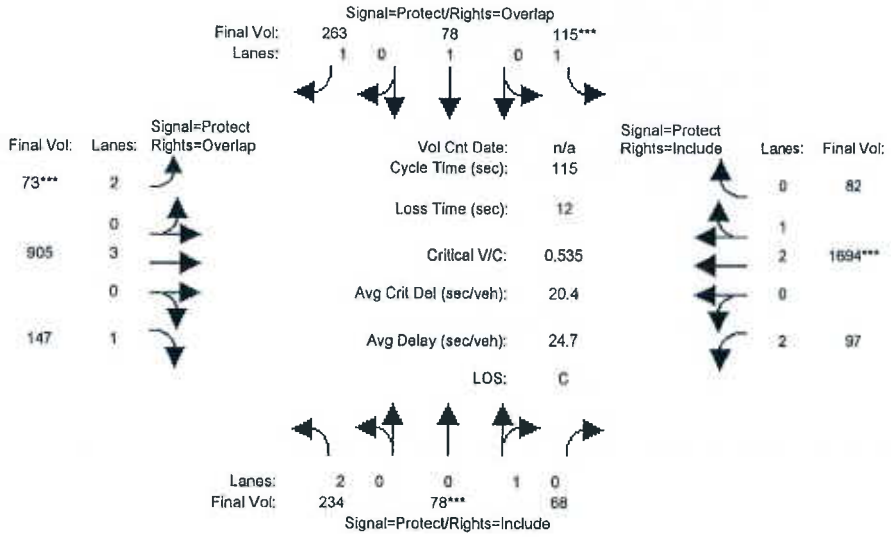
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

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

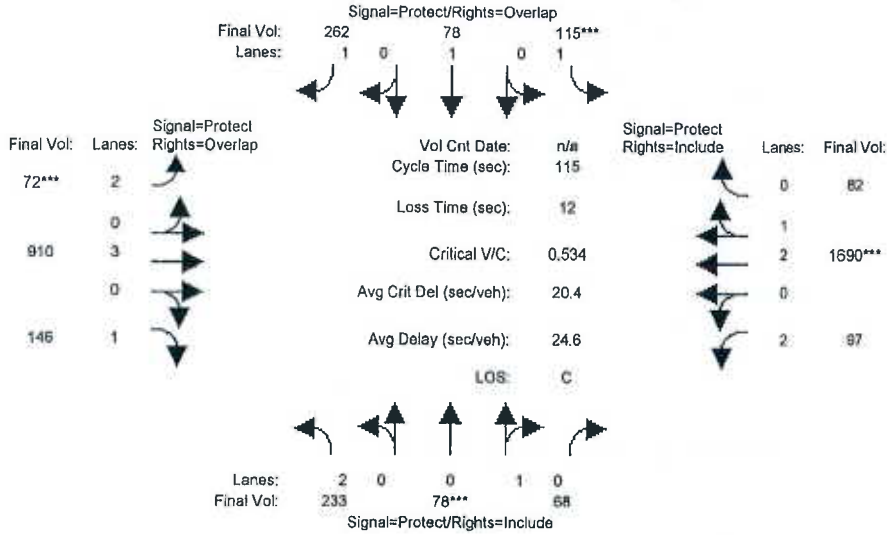
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

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

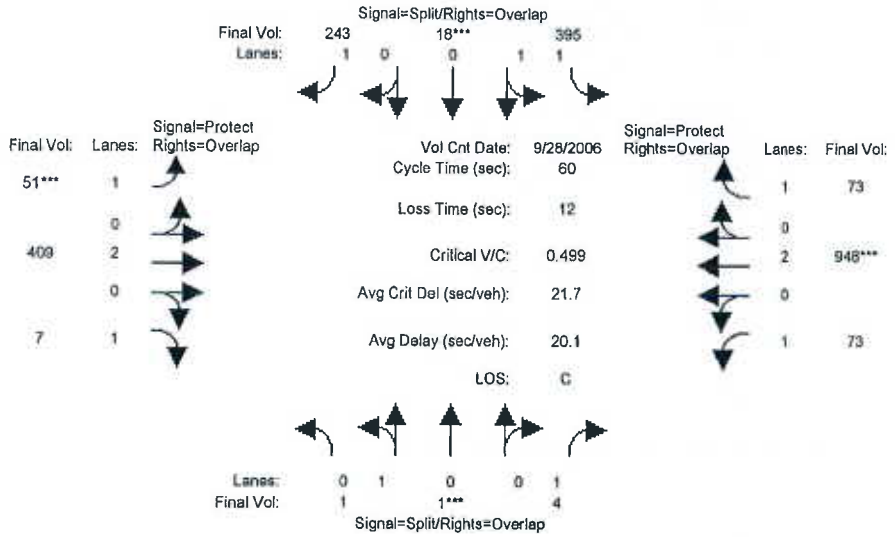
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.
Licensed to Hexagon Trans., San Jose

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

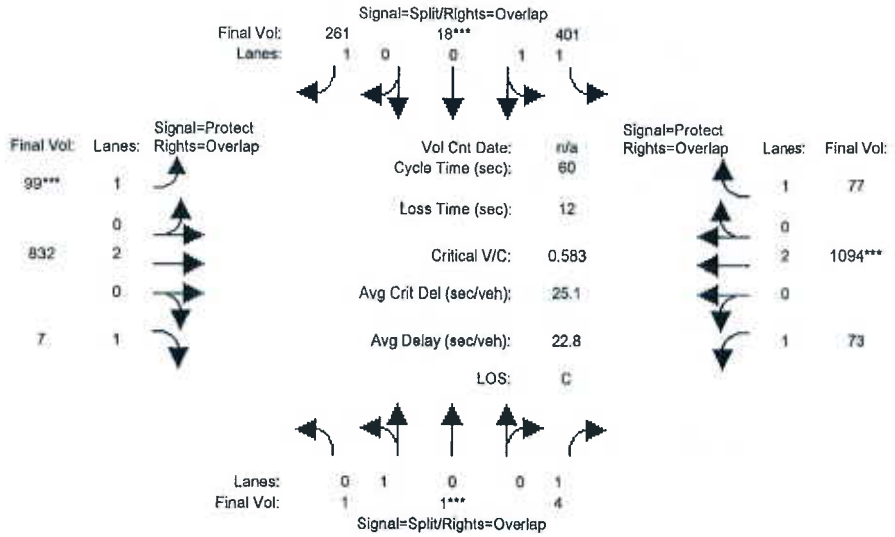
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.
Licensed to Hexagon Trans., San Jose

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

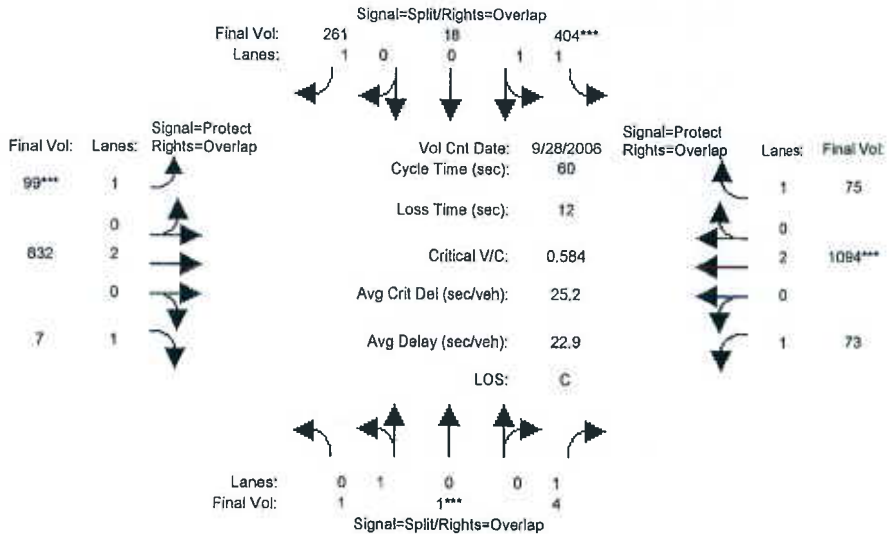
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

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

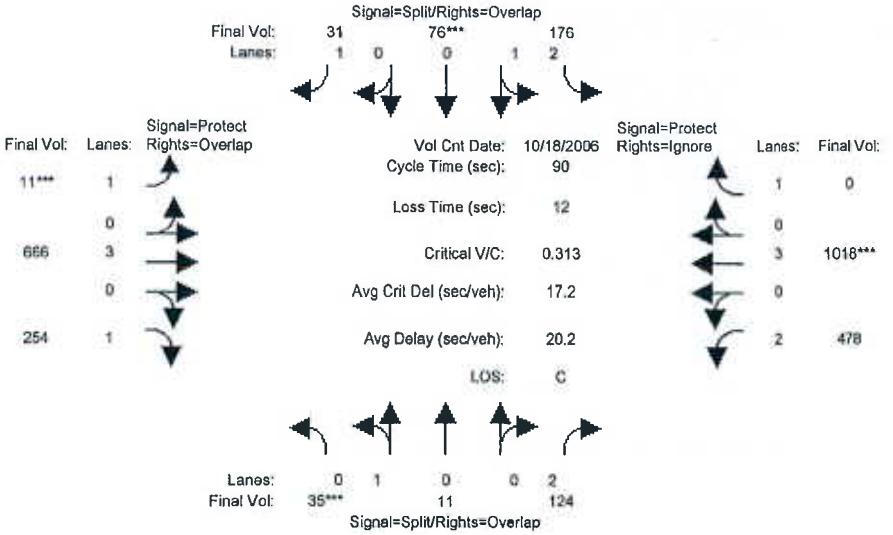
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.
Licensed to Hexagon Trans., San Jose

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

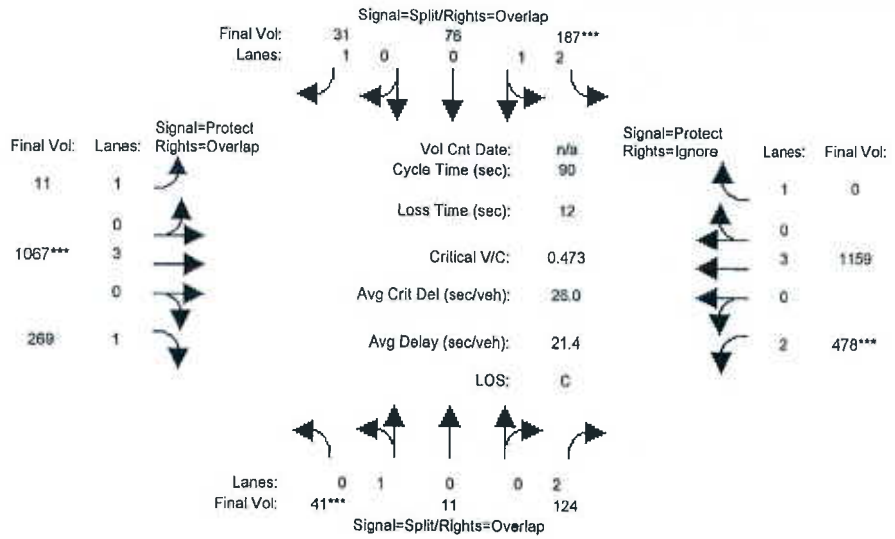
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.
Licensed to Hexagon Trans., San Jose

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

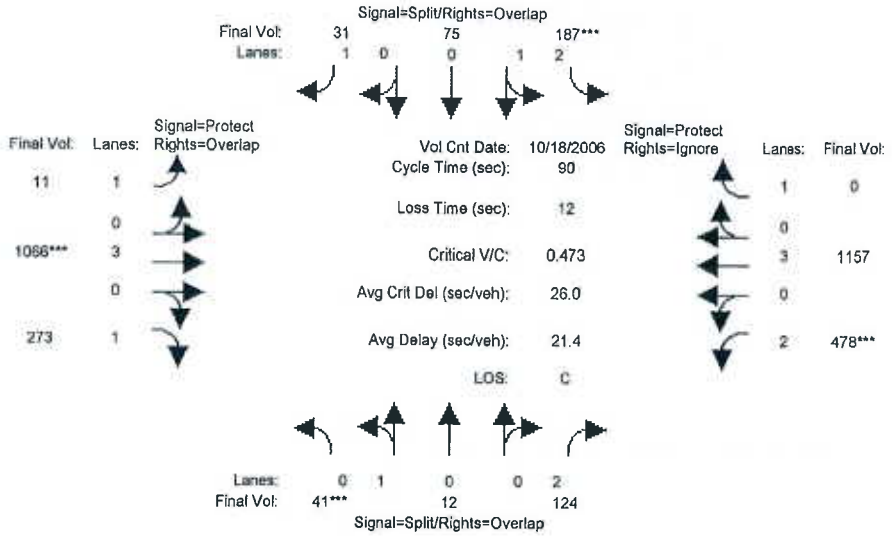
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

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

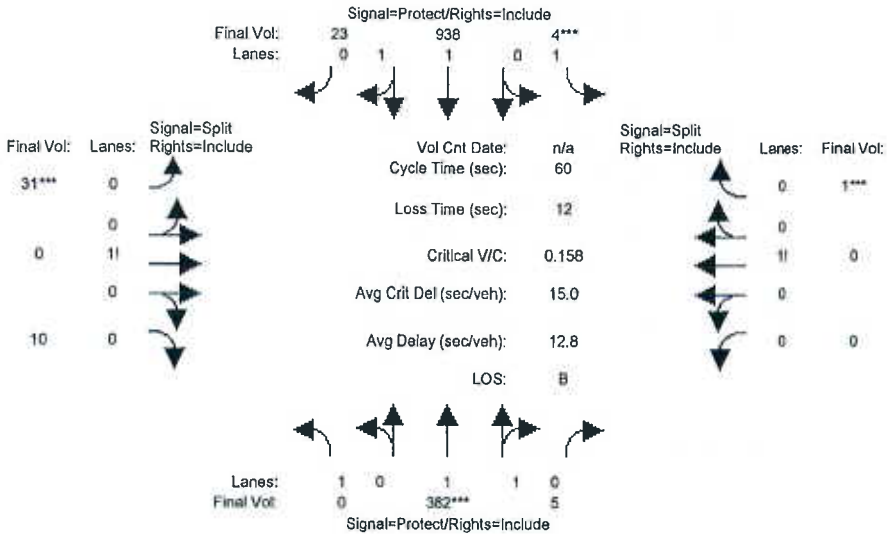
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

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

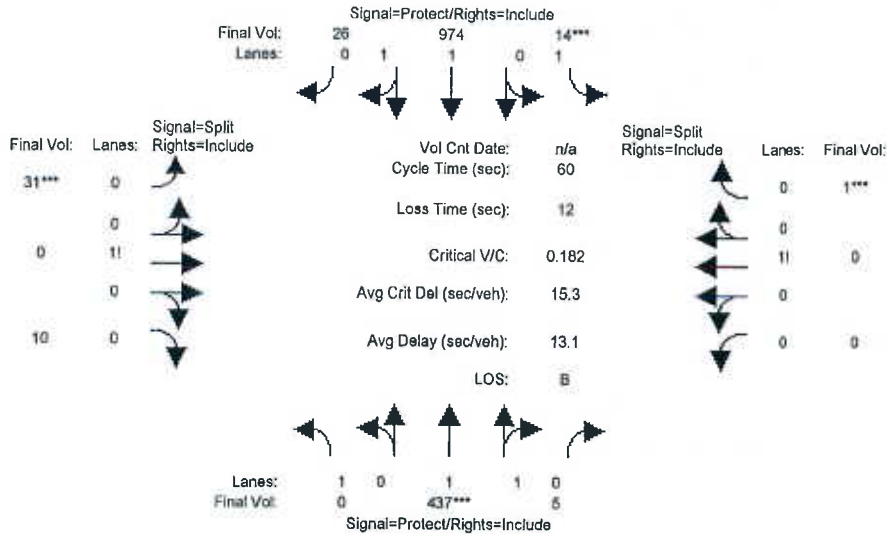
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

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

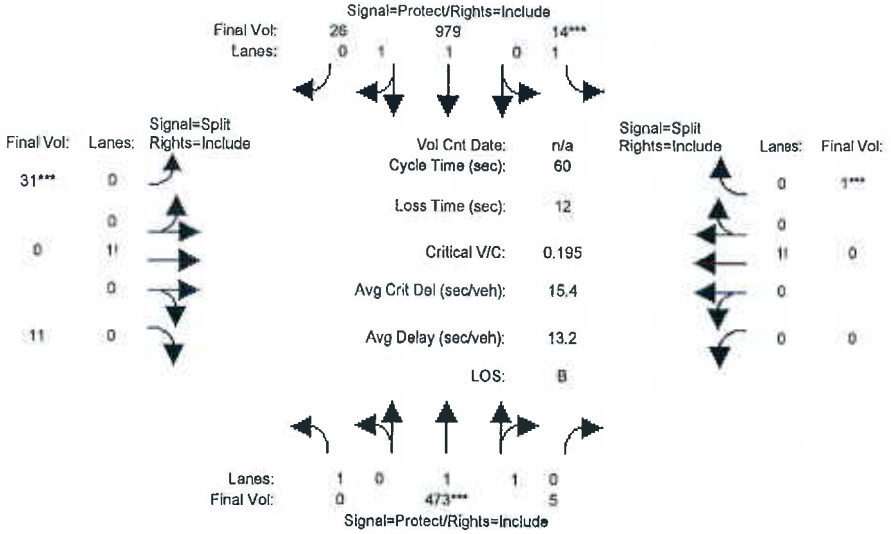
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

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

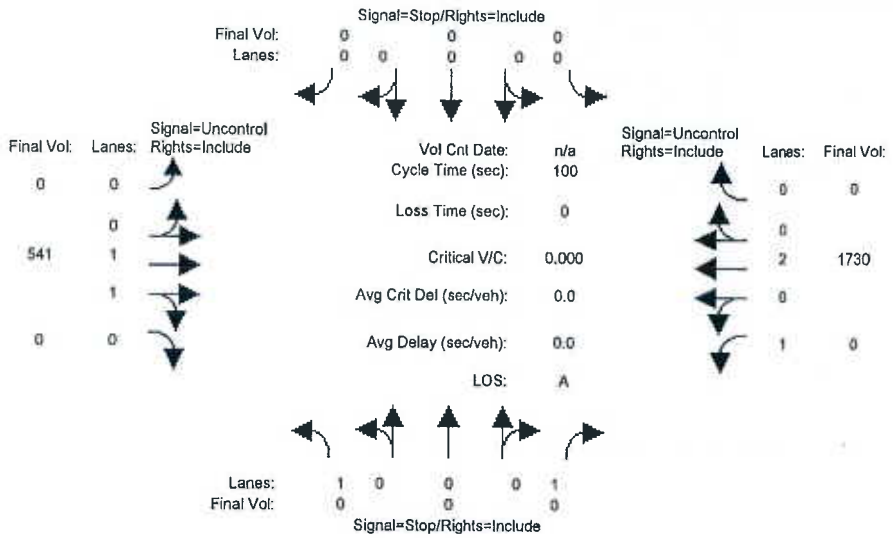
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

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

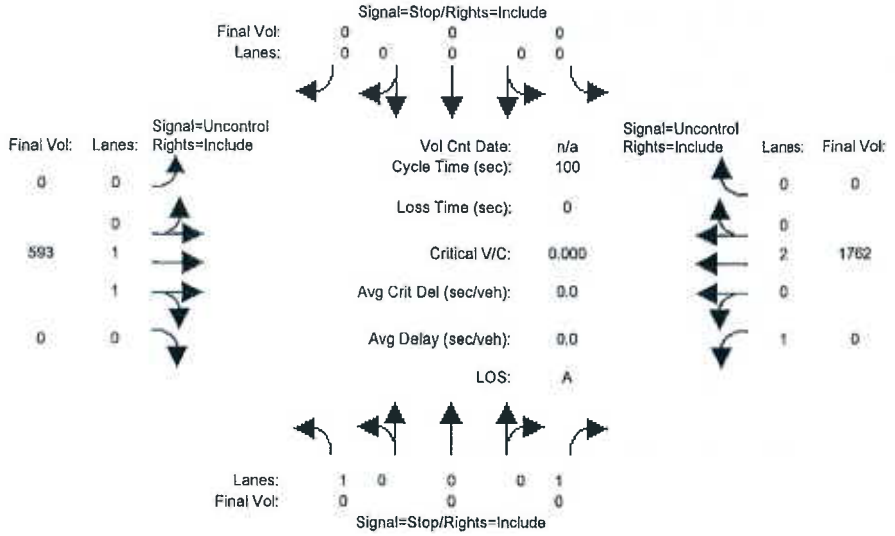
```
*******************************************************************************
Intersection #13 Project Dwy and Cedar Blvd
*******************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
```


Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

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



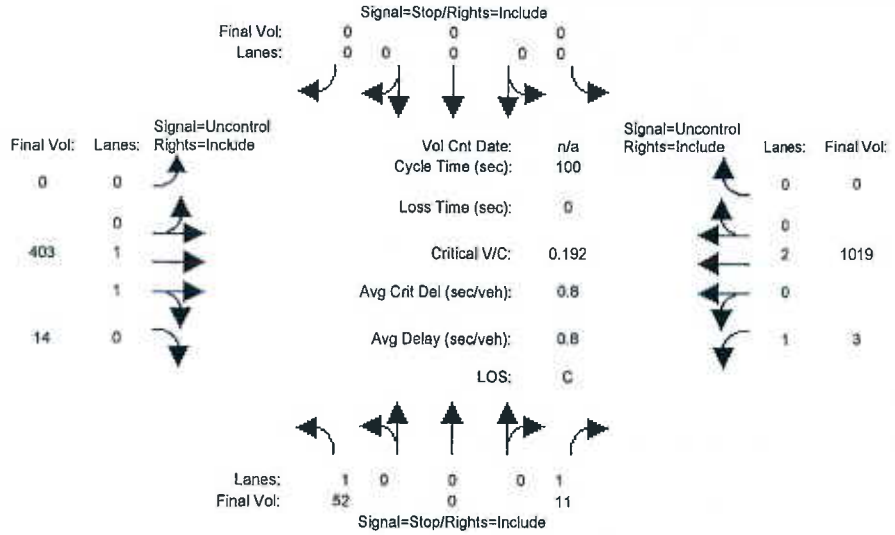

```
Street Name:            Project Dwy                          Cedar Blvd
Approach:       North Bound       South Bound       East Bound       West Bound
Movement:     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
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
```


Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

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



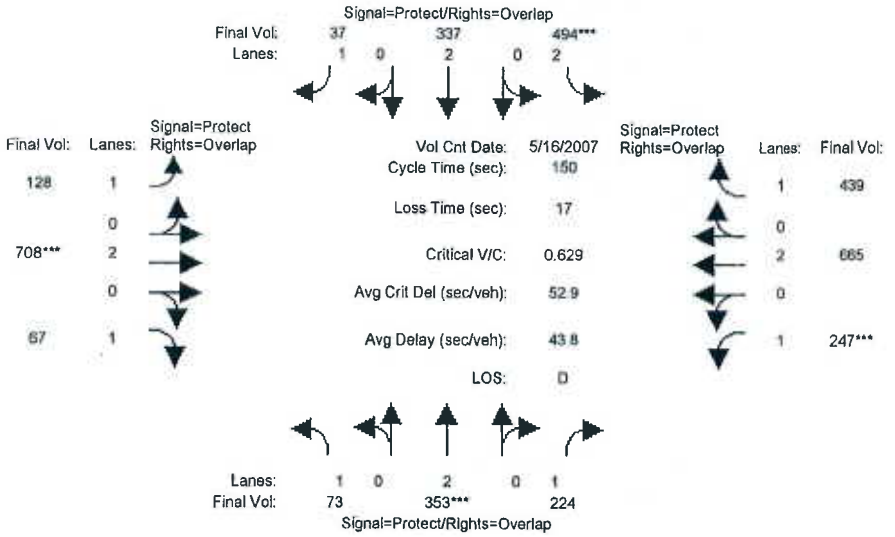

```
Street Name:            Project Dwy                     Cedar Blvd
Approach:       North Bound     South Bound     East Bound      West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
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
```


Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

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

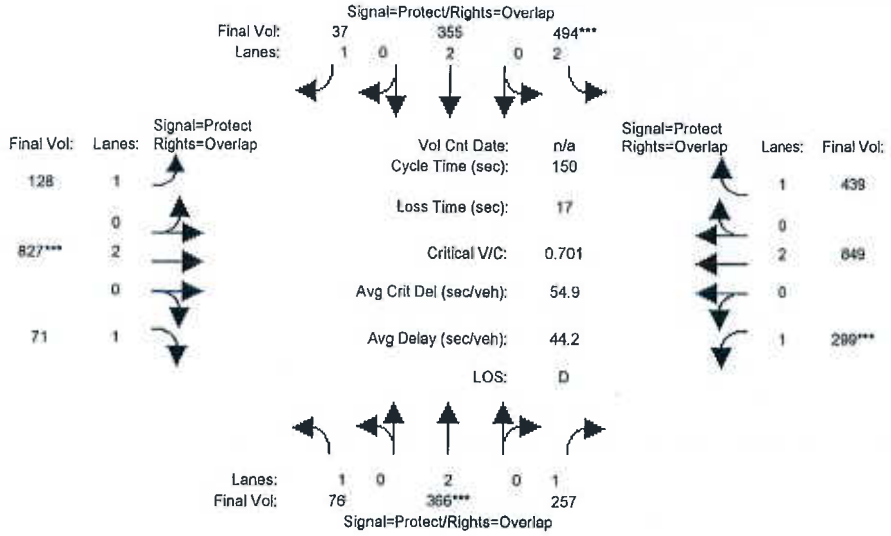
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

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

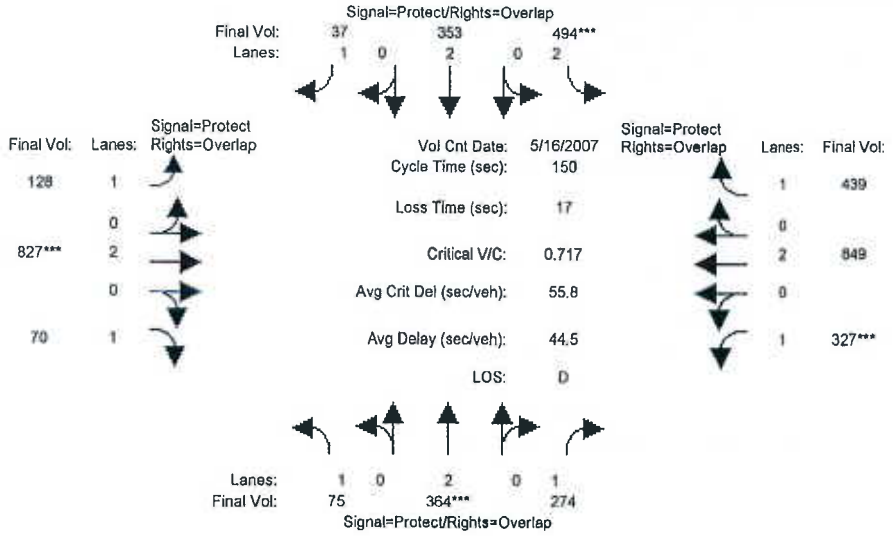
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

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

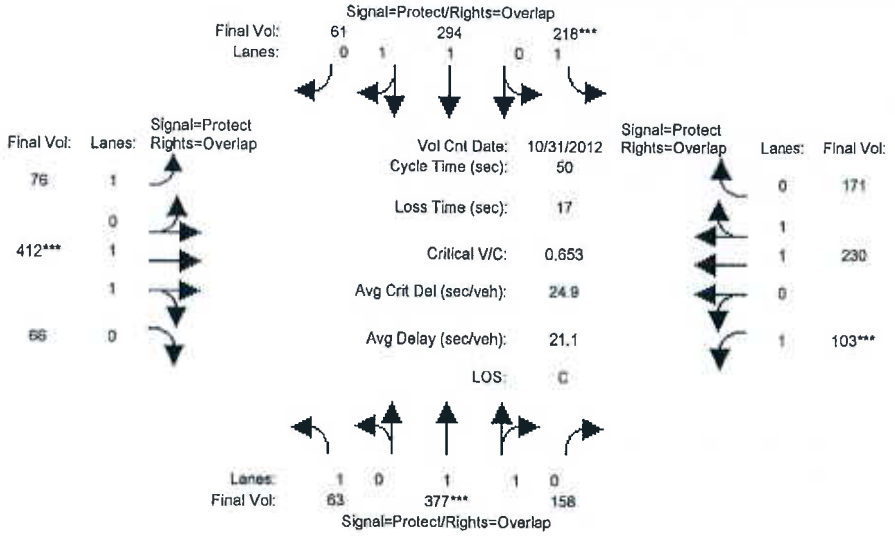
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

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

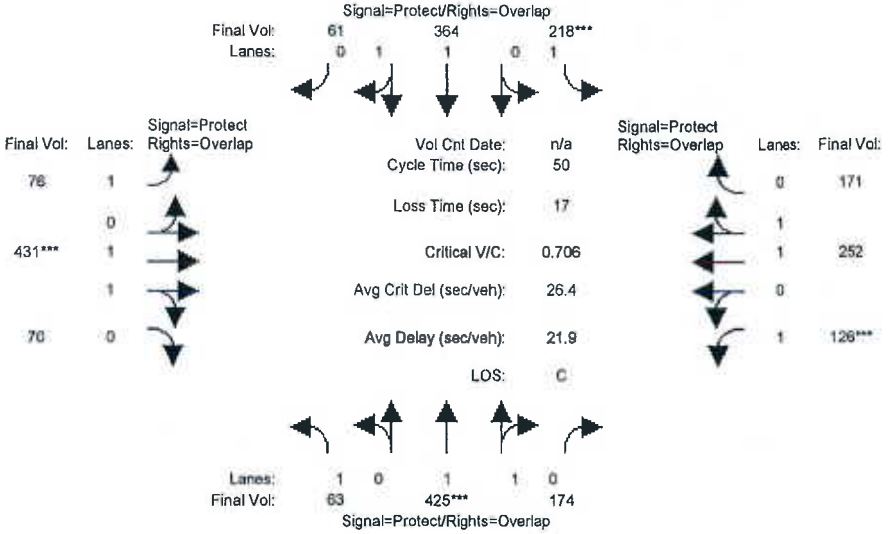
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

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

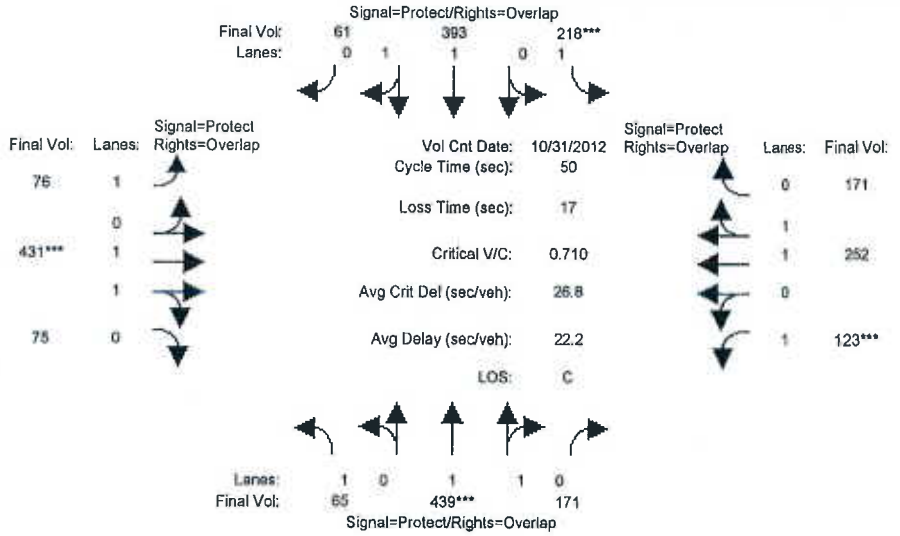
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

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

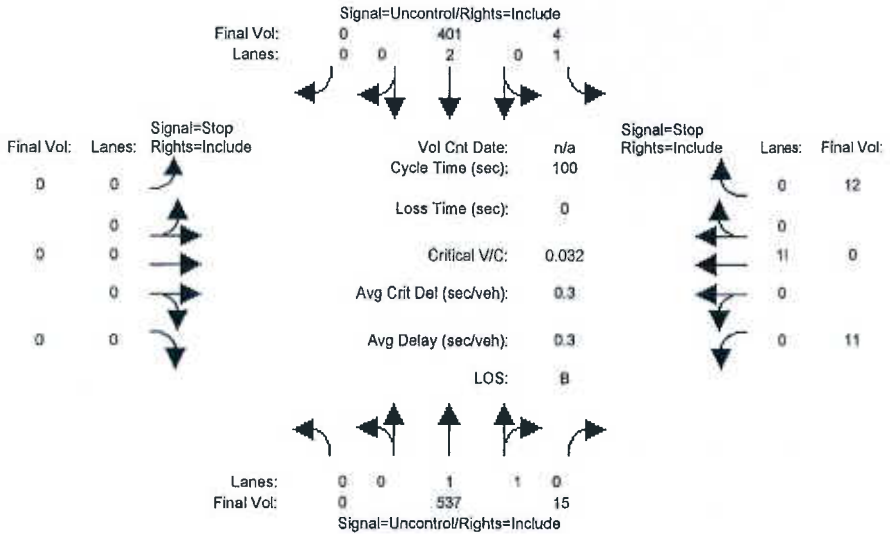
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

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



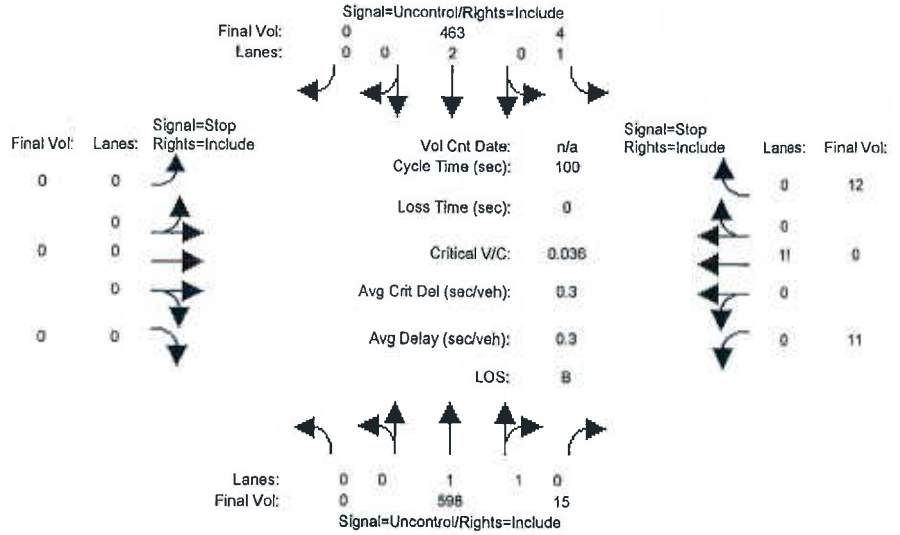

```
Street Name:            Cedar blvd                          Cedar Ct
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
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
```


Copyright (c) 2008 Dowling Associates, Inc.
Licensed to Hexagon Trans., San Jose

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

****

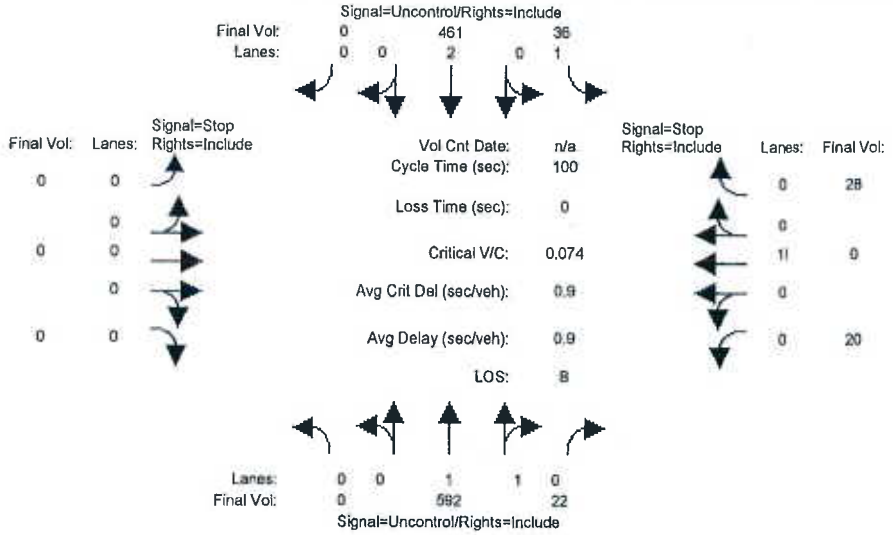
Future Volume Alternative: Peak Hour Warrant NOT Met

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

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



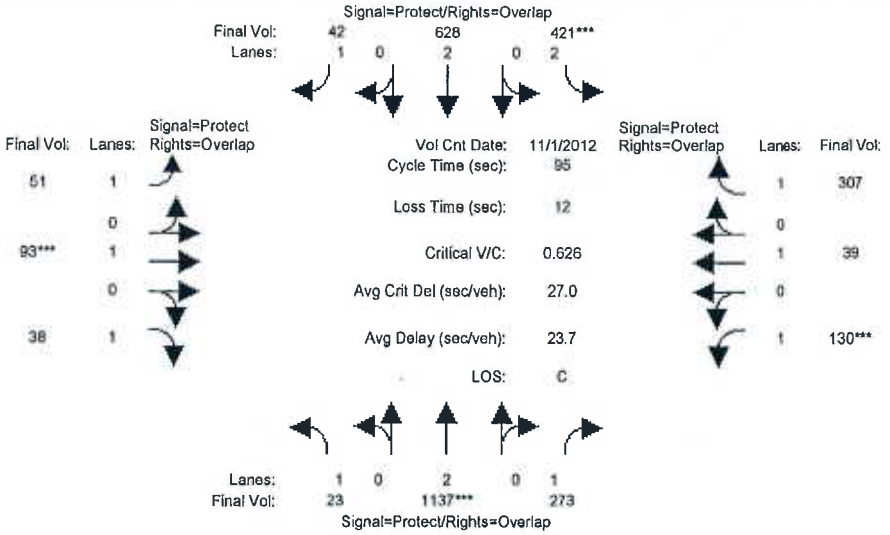

```
Street Name:            Cedar blvd                          Cedar Ct
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
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
```


Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

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

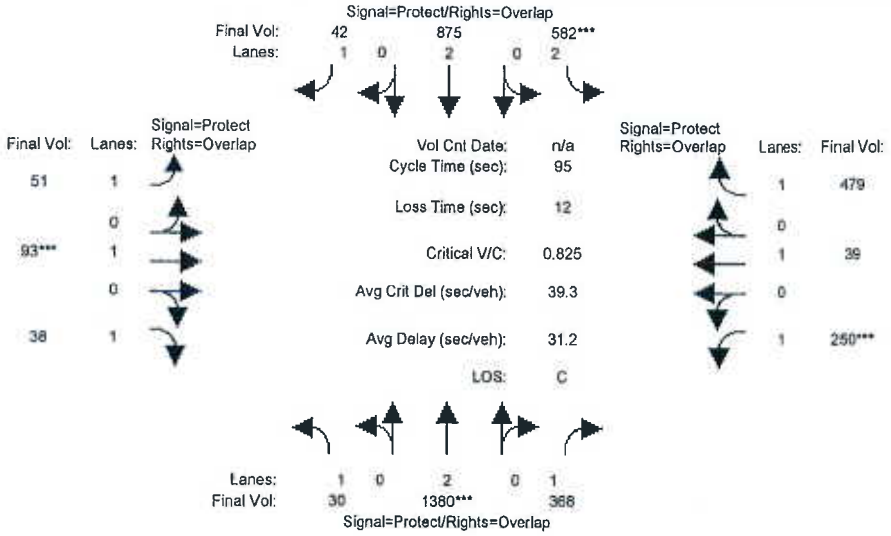
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

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

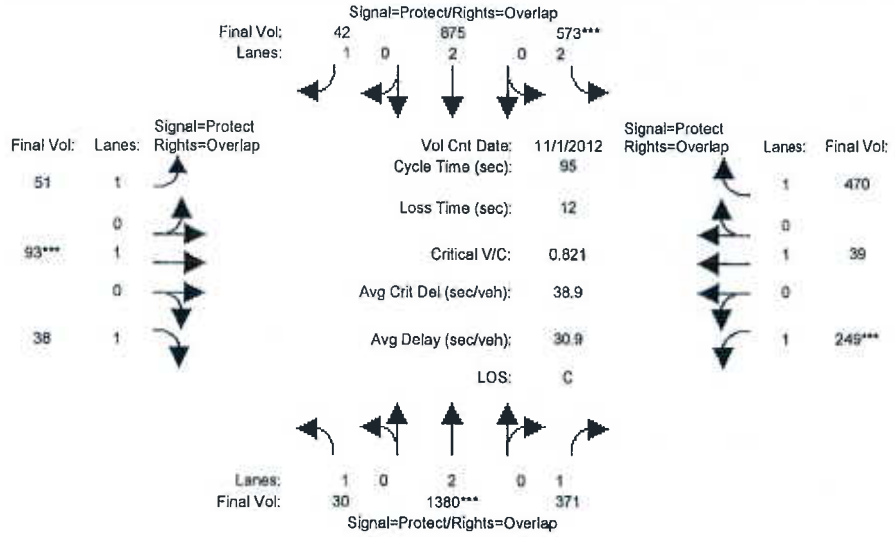
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

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

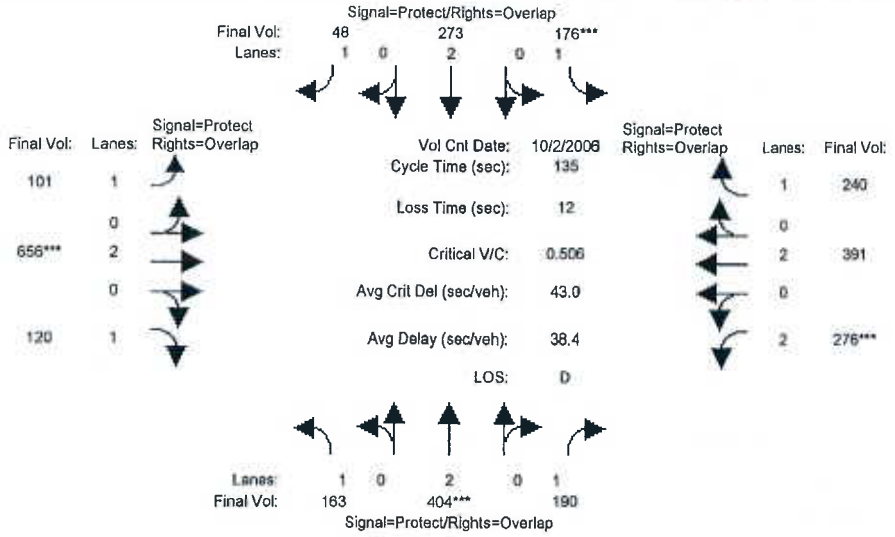
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

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

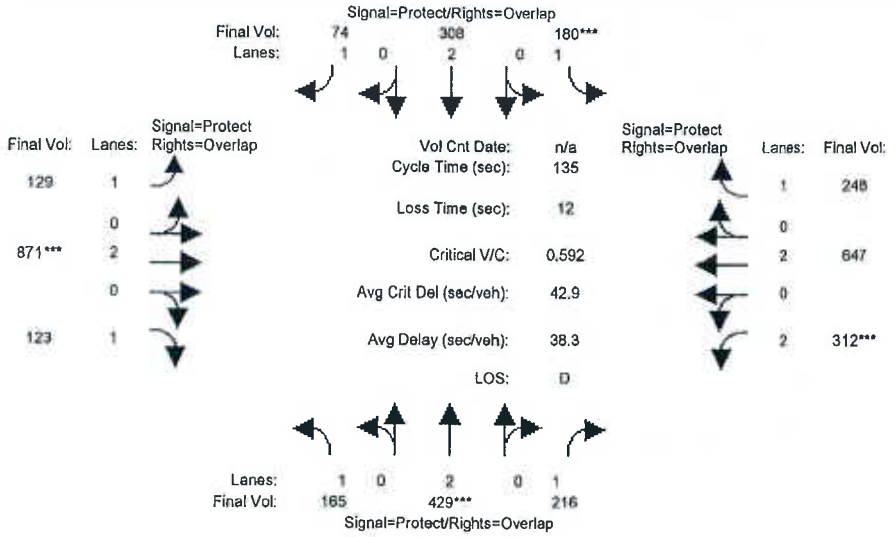
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

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

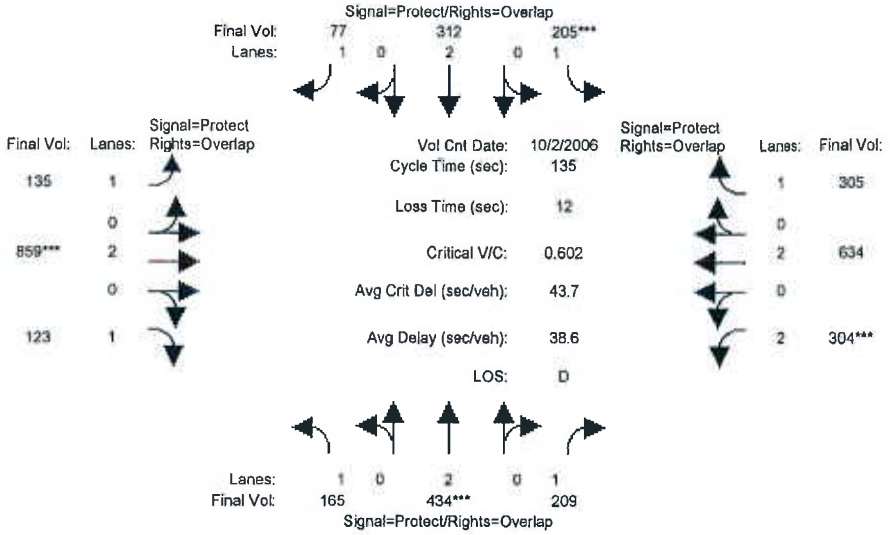
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

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

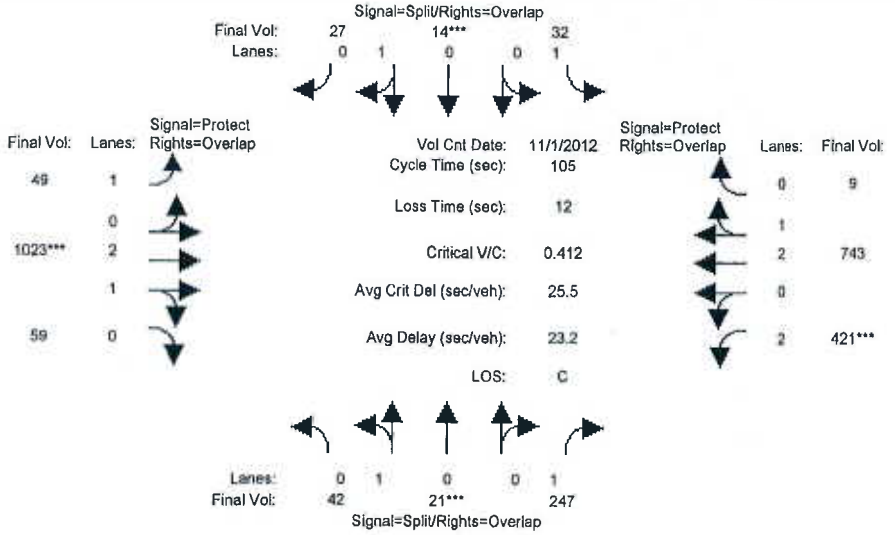
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

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

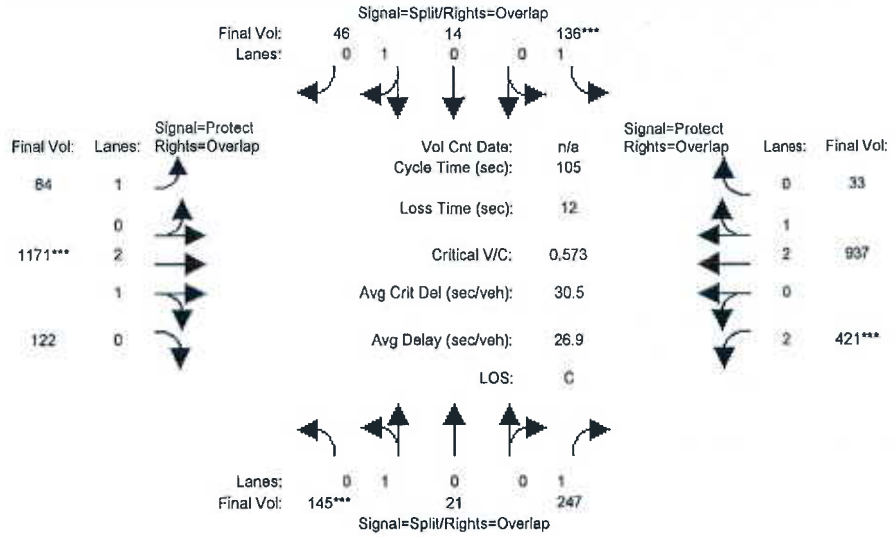
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

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

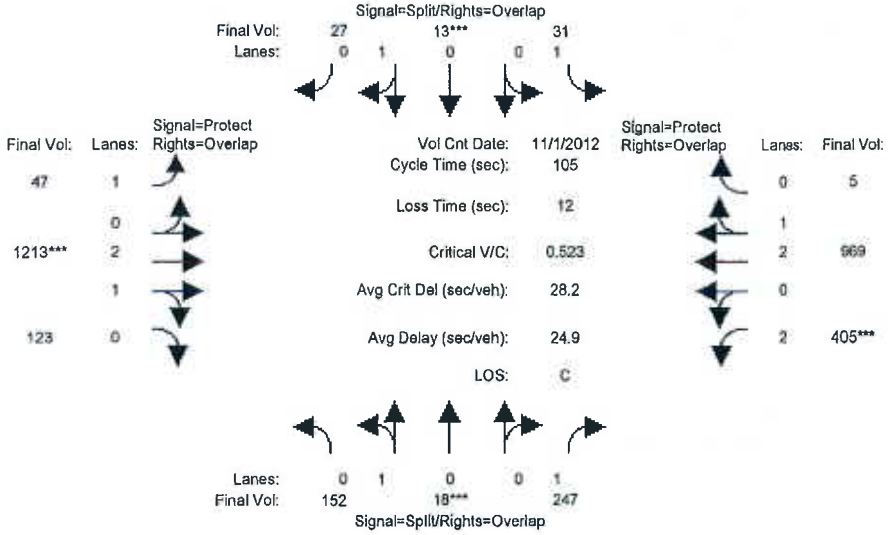
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

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

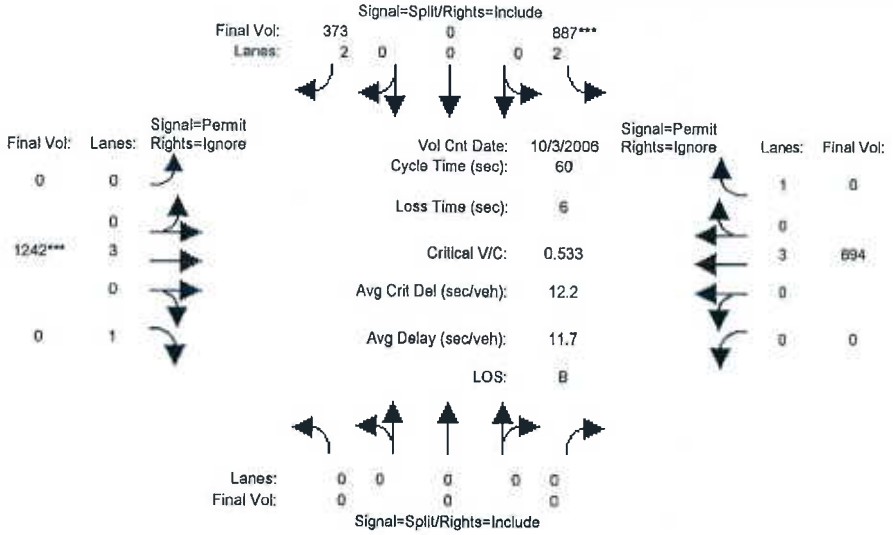
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

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

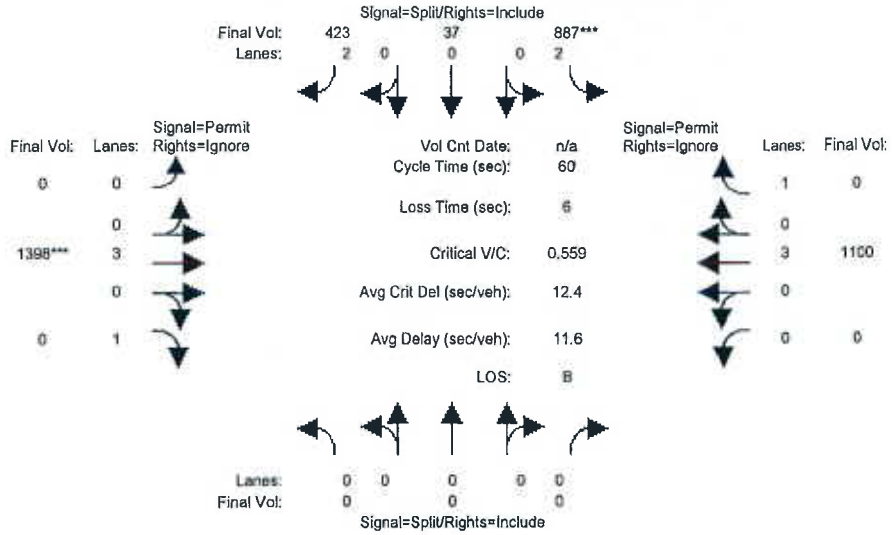
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

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

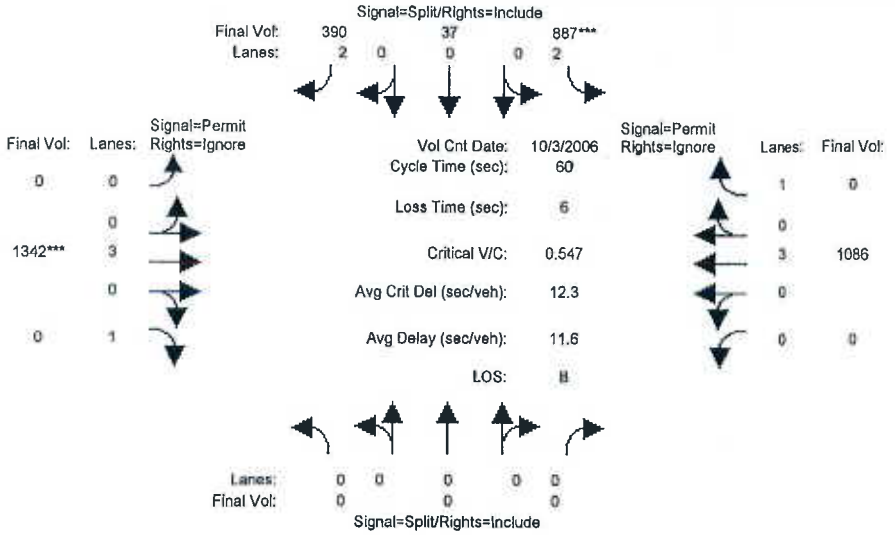
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

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

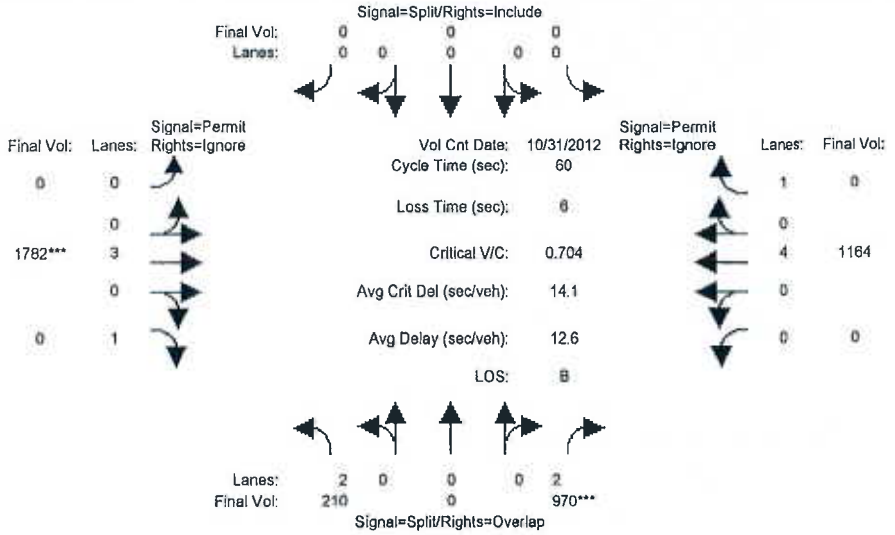
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.
Licensed to Hexagon Trans., San Jose

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

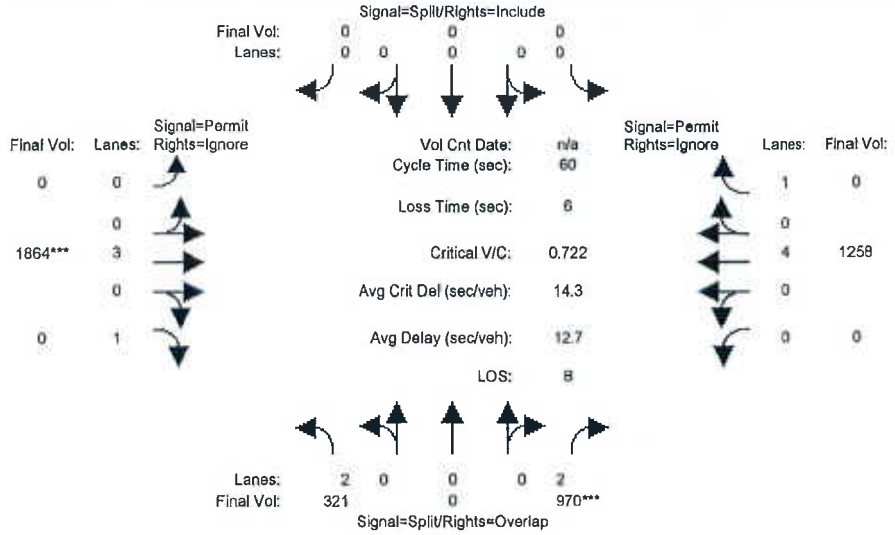
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.
Licensed to Hexagon Trans., San Jose

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

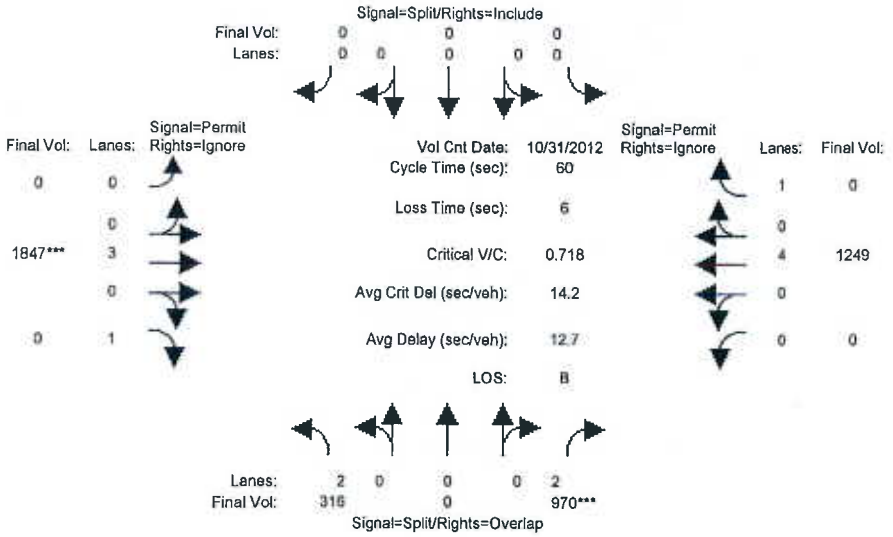
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

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

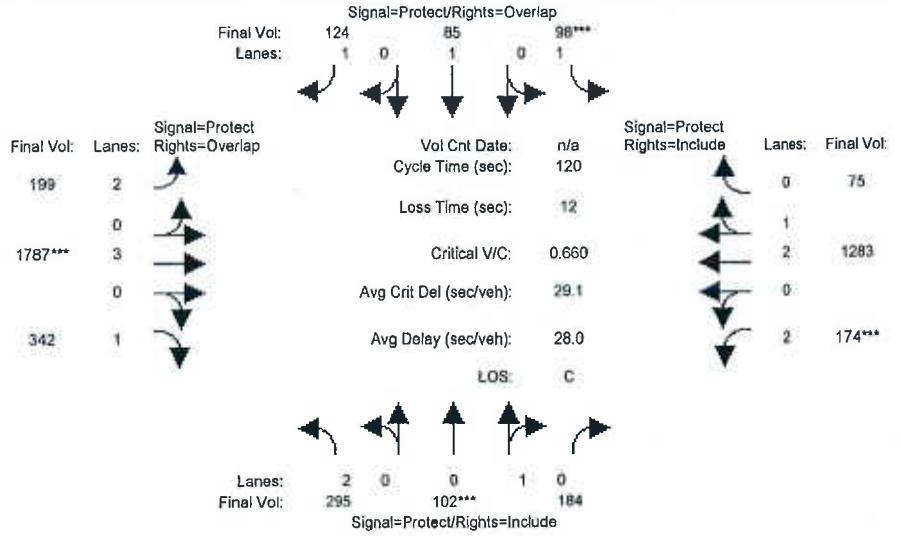
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.
Licensed to Hexagon Trans., San Jose

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

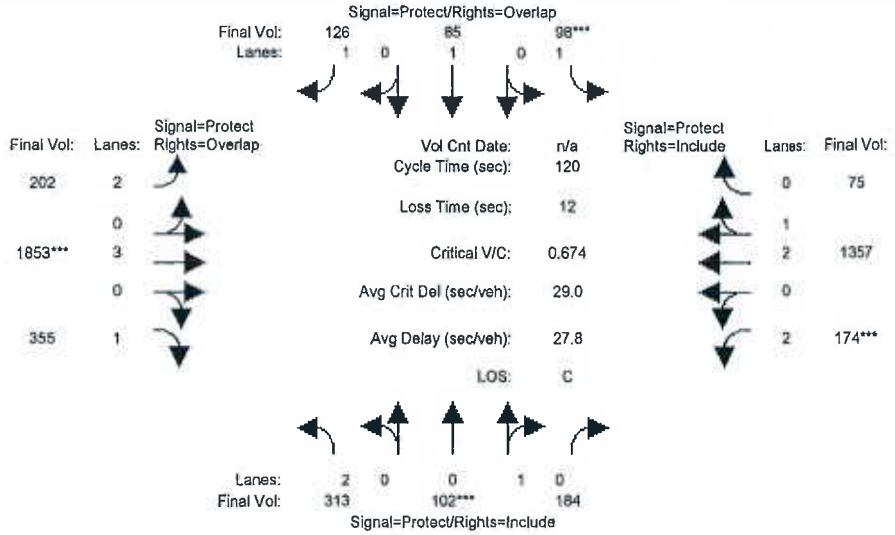
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

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

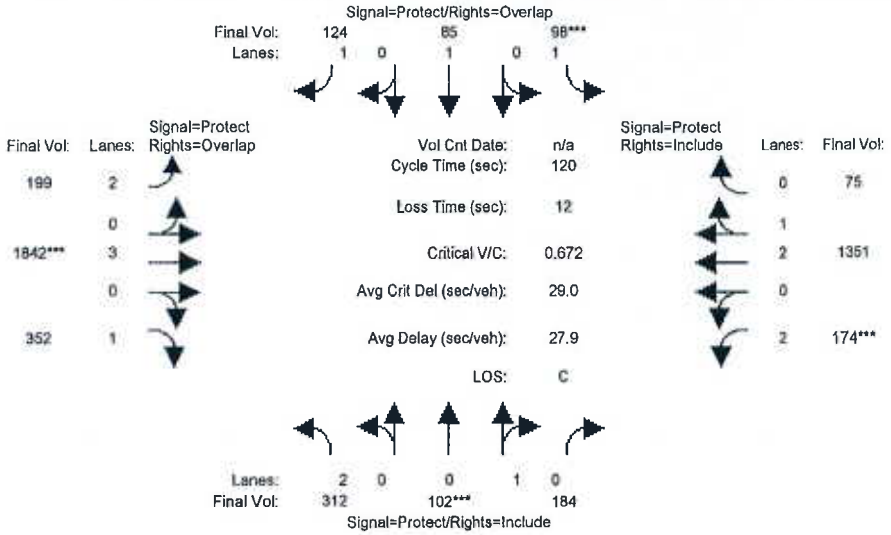
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

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

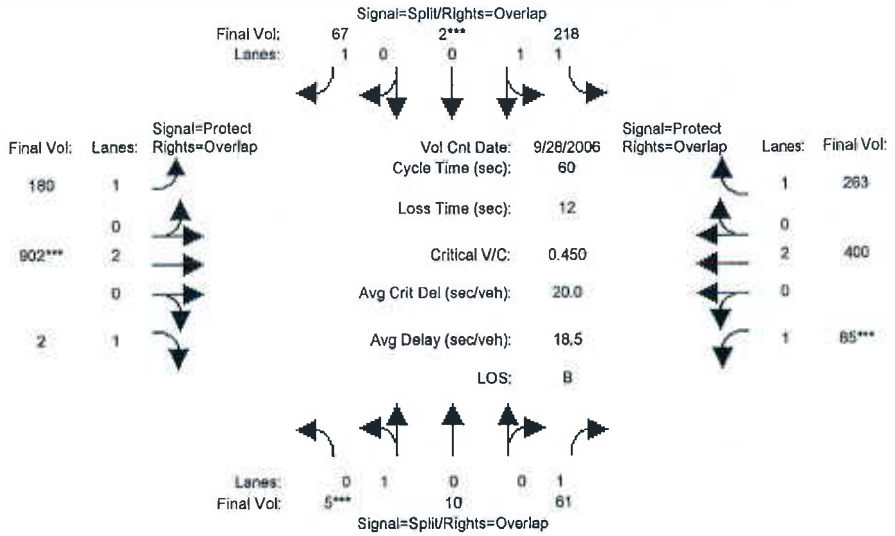
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

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

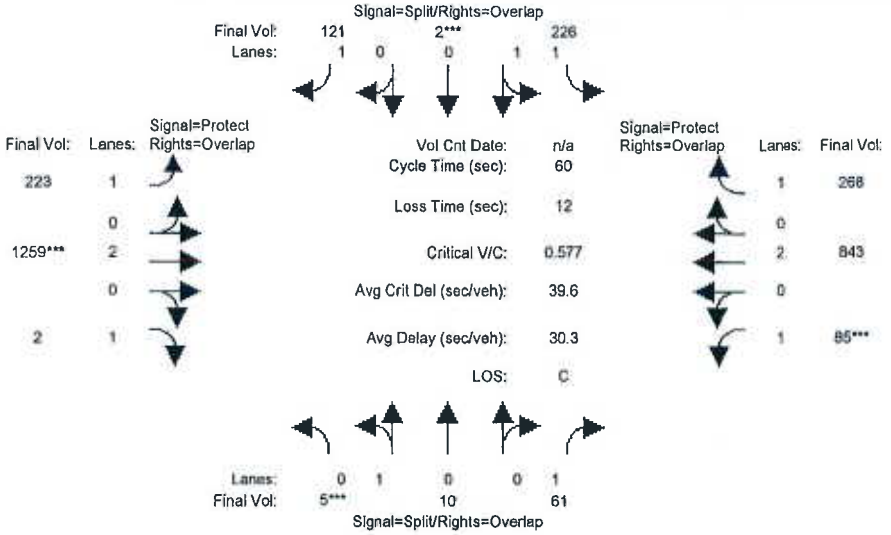
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

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

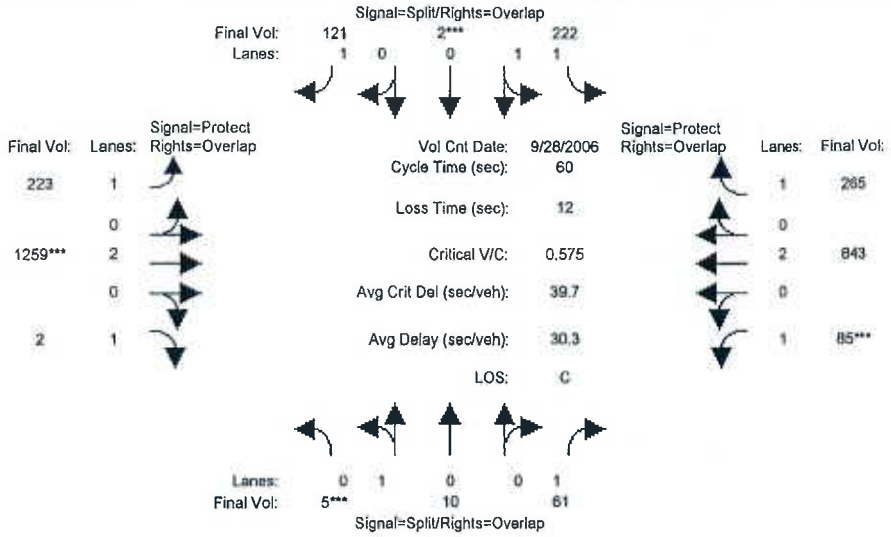
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.
Licensed to Hexagon Trans., San Jose

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

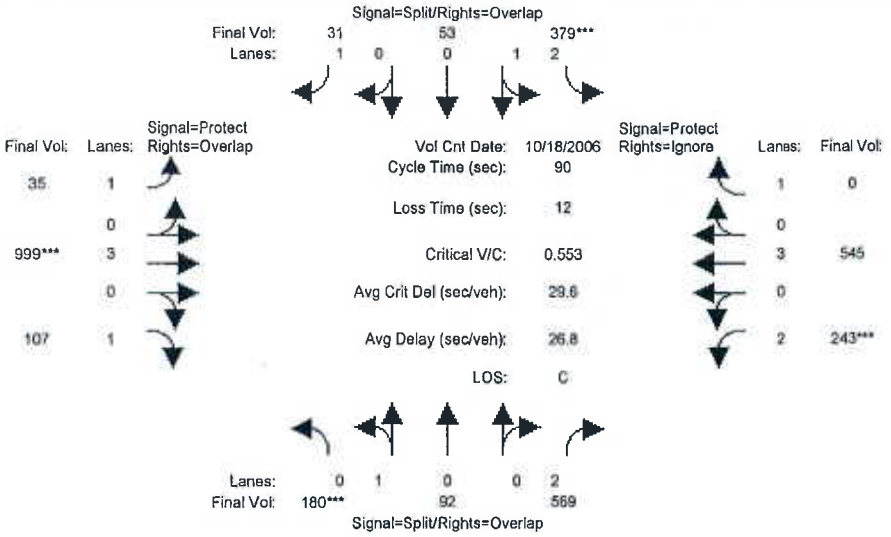
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

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

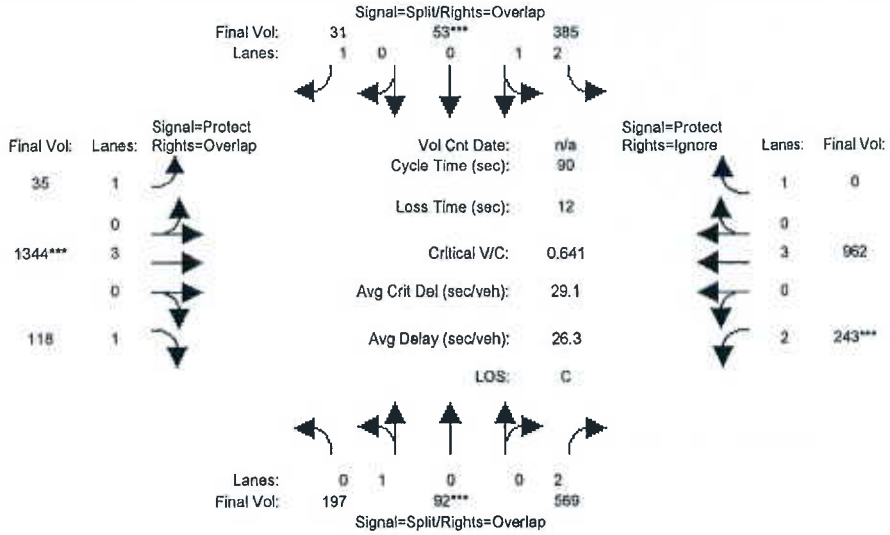
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

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

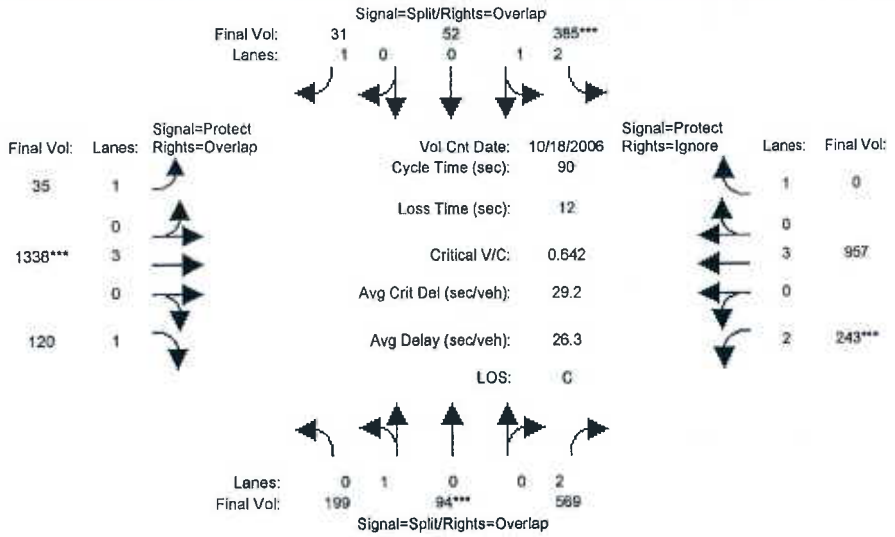
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

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

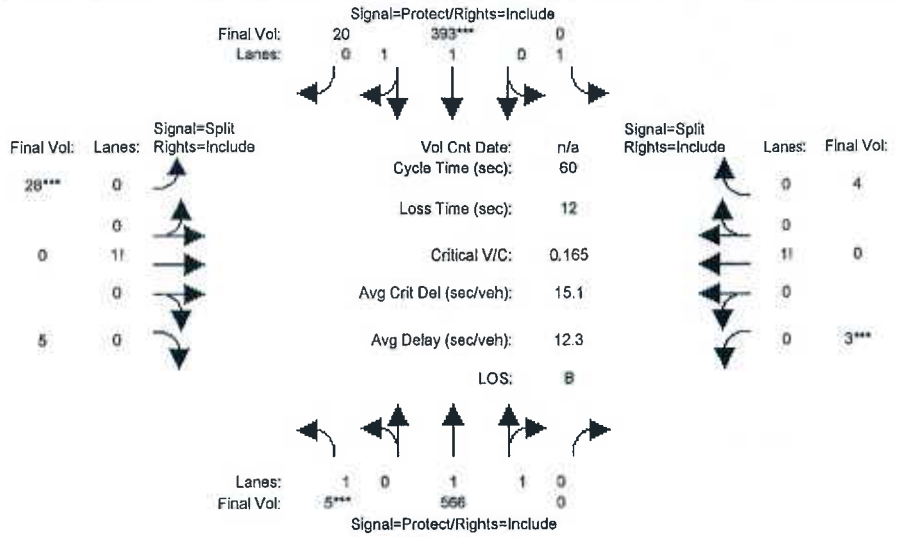
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

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

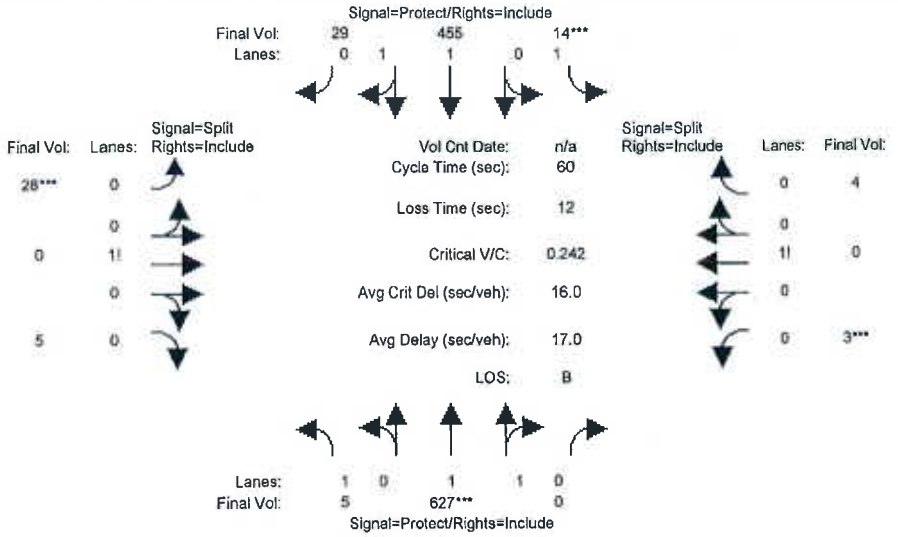
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

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

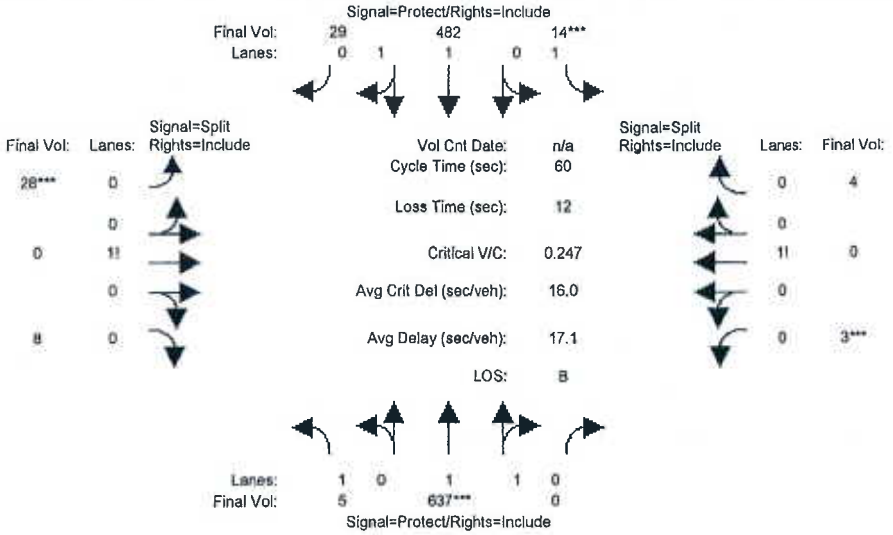
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

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

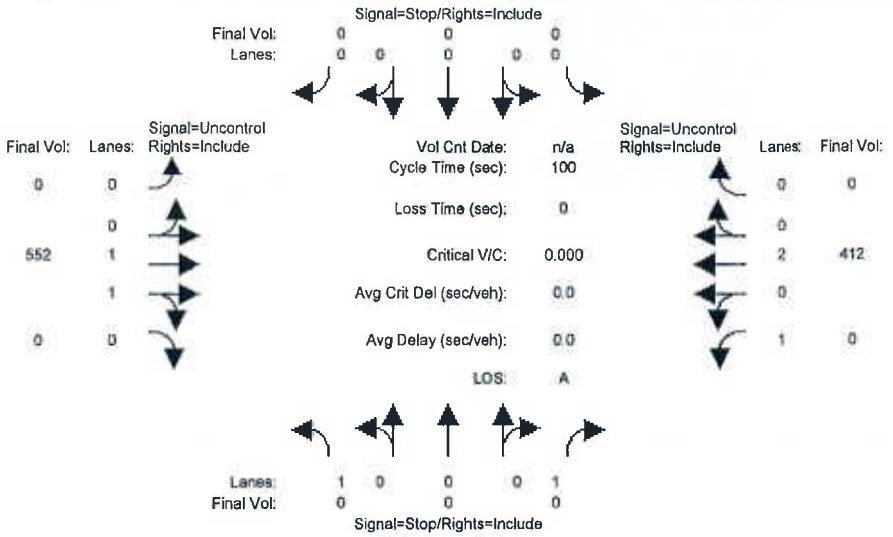
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

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

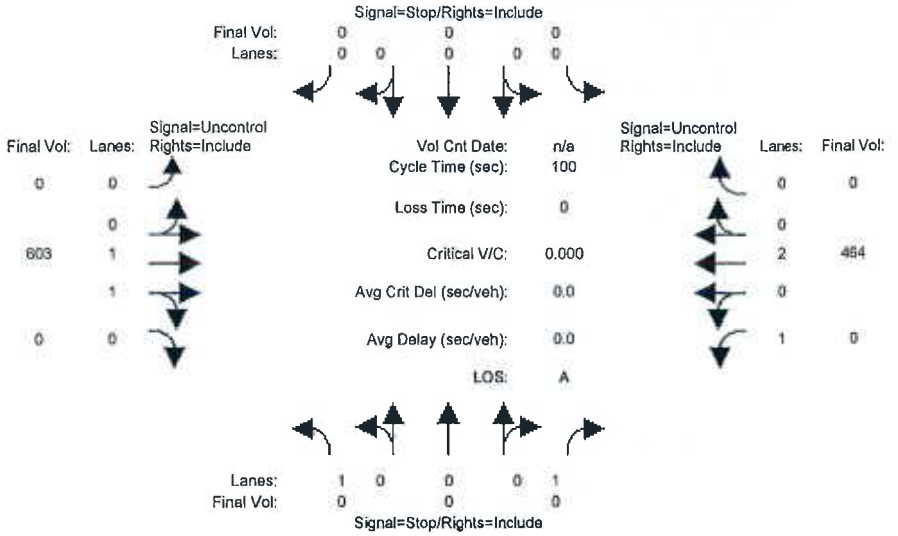
```
*******************************************************************************
Intersection #13 Project Dwy and Cedar Blvd
*******************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
```


Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

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

****

Intersection #13 Project Dwy and Cedar Blvd

****

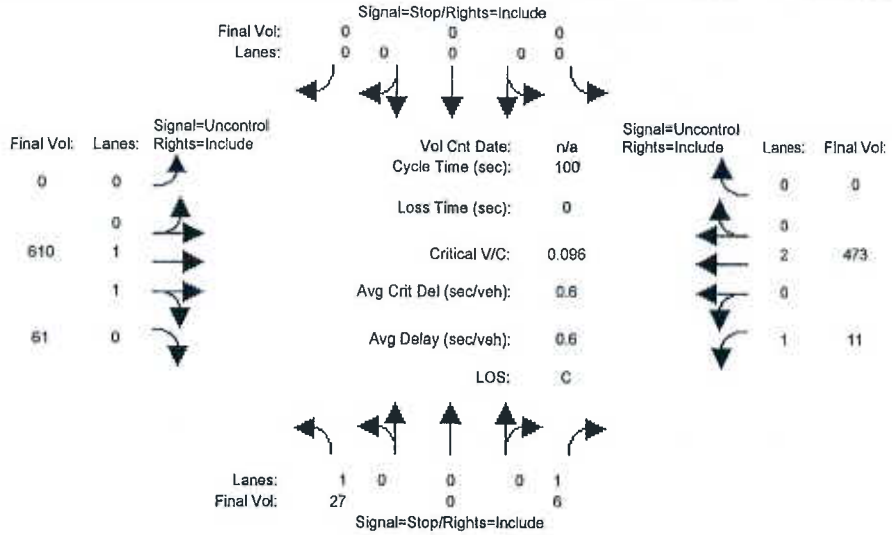
Future Volume Alternative: Peak Hour Warrant NOT Met

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

Mowry Ave Residential
Newark, CA
T/A

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

```
*******************************************************************************
Intersection #13 Project Dwy and Cedar Blvd
*******************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
```


Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose