APPENDIX D:
Traffic Impact Analysis

17TH/SUPERIOR LIVE/WORK PROJECT TRAFFIC IMPACT ANALYSIS

City of Costa Mesa

Prepared for

INTRACORP

Prepared by

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EXECUTIVE SUMMARY

This study analyzes forecast traffic conditions associated with the proposed 17th/Superior Live/Work project located in the City of Costa Mesa. The proposed project is located at the southwest corner of the 17th Street/Superior Avenue intersection and is planned to open in 2015. This analysis considers the impacts of two project alternatives:

- 49 live/work units with a total of 12,912 square feet of work space; and
- 29 live/work units with a total of 7,486 square feet of work space.

The existing project site is currently occupied by commercial/warehouse land uses that will be displaced by the proposed project.

The proposed 49 live/work unit project alternative is forecast to generate a total of approximately 29 net new daily trips, which includes approximately 8 net new a.m. peak hour trips and approximately 17 net new p.m. peak hour trips.

The proposed 29 live/work unit project alternative is forecast to generate a total reduction of approximately 201 net daily trips, which includes a reduction of approximately 3 net a.m. peak hour trips and a reduction of approximately 1 net p.m. peak hour trip.

Full access for the site will continue to be provided at 17th Street and Superior Avenue. Both 17th Street and Superior Avenue are four-lane divided roadways separated by a continuous left-turn lane to efficiently facilitate full access at the project site. Hence, the continuous left-turn lane on both roadways at the project access driveways remove vehicles turning left into the project site out of the through movement lanes, as well as facilitate the transitional merge of vehicles turning left out of the project access driveways into the through movement lanes. The proposed project driveways are forecast to operate within the City of Costa Mesa goal for peak hour intersection operation (LOS D or better) for the evaluated scenarios for both project alternatives.

Based on the thresholds of significance, the proposed project is forecast to result in no significant traffic impact at either the City study intersection or the State-controlled study intersection for the evaluated scenarios for both project alternatives.

INTRODUCTION

This study analyzes forecast traffic conditions associated with the proposed 17th/Superior Live/Work project located in the City of Costa Mesa. The proposed project is located at the southwest corner of the 17th Street/Superior Avenue intersection and is planned to open in 2015. This analysis considers the impacts of two project alternatives:

- 49 live/work units with a total of 12,912 square feet of work space; and
- 29 live/work units with a total of 7,486 square feet of work space.

The existing project site is currently occupied by commercial/warehouse land uses that will be displaced by the proposed project.

Full access for the site will continue to be provided at 17th Street and Superior Avenue.

Exhibit 1 shows the regional location of the project site. Exhibit 2 shows the project site location.

Study Area

This study analyzes the following two (2) intersections in the vicinity of the project site identified by City staff:

1. Superior Avenue/17th Street (signalized); and
2. Newport Boulevard (SR-55)/17th Street (signalized).

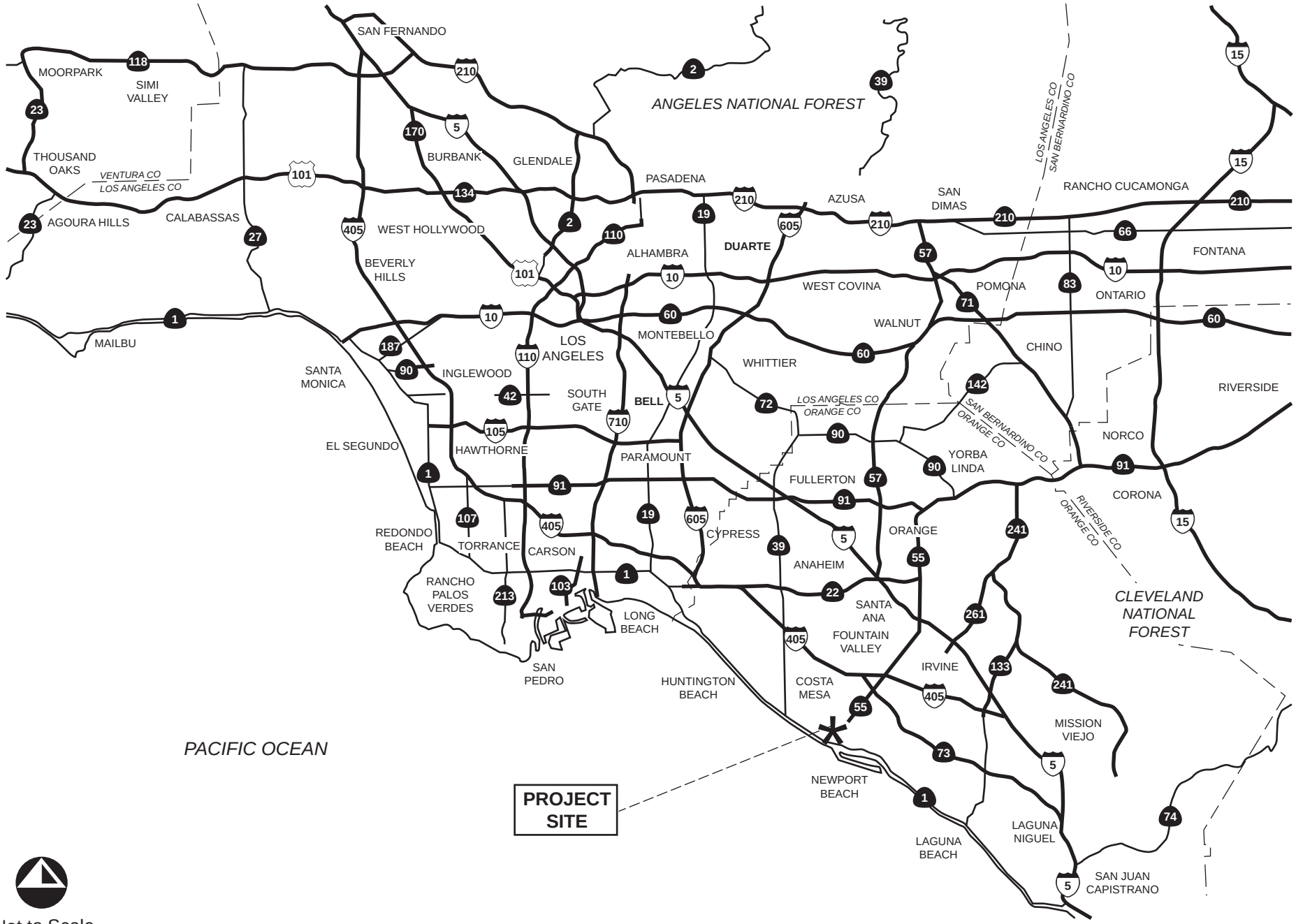
Table 1 identifies the applicable jurisdictions of the two (2) study intersections.

Table 1
Study Intersection Applicable Jurisdictions

Int #	Study Intersection	City of Costa Mesa	Caltrans
1.	Superior Ave / 17th St	X	
2.	Newport Blvd (SR-55) / 17th St		X

Exhibit 3 shows the location of the study intersections, which are analyzed for the following four study scenarios identified by agency staff:

- Existing Conditions;
- Forecast Existing Plus Project Conditions;
- Forecast Opening Year Without Project Conditions; and
- Forecast Opening Year With Project Conditions.



Not to Scale

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Regional Project Location

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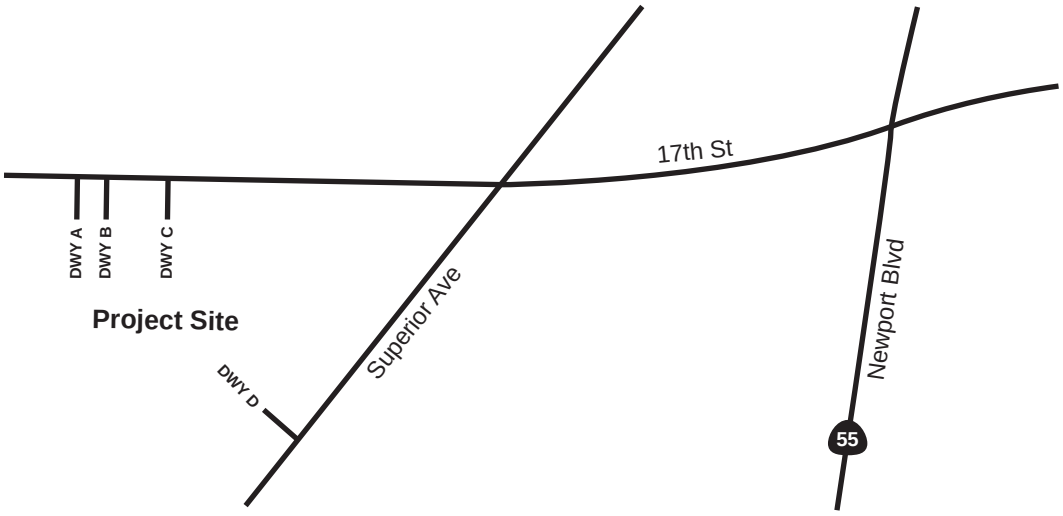
AUG/2013

Exhibit 1



Legend:

DWY Driveway

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Project Site Location

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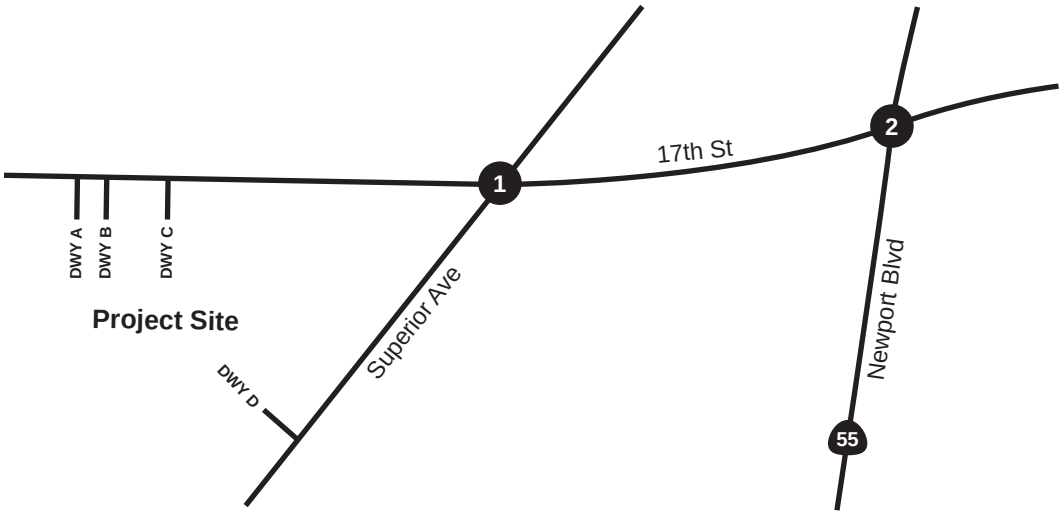
Exhibit 2



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DWY Driveway

X Study Intersection

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Study Intersection Locations

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Exhibit 3

INTERSECTION ANALYSIS METHODOLOGY

Level of service (LOS) is commonly used as a qualitative description of intersection operation and is based on the capacity of the intersection and the volume of traffic using the intersection. The *Intersection Capacity Utilization (ICU)* analysis method is utilized by the City of Costa Mesa to determine the operating LOS of signalized intersections. The *ICU* analysis methodology describes the operation of an intersection using a range of LOS from LOS A (free-flow conditions) to LOS F (severely congested conditions), based on the corresponding volume to capacity (V/C) ratios shown in Table 2.

Table 2
Signalized Study
Intersection V/C & LOS Ranges

V/C Ratio	LOS
≤ 0.60	A
0.61 to ≤ 0.70	B
0.71 to ≤ 0.80	C
0.81 to ≤ 0.90	D
0.91 to ≤ 1.00	E
> 1.00	F

Note: V/C Ratio = Volume to Capacity Ratio.
Source: *1990 Transportation Research Board.*

Performance Criteria

The City of Costa Mesa goal for peak hour intersection operation is LOS D or better.

Thresholds of Significance

To determine whether the addition of project-generated trips results in a significant impact at a study intersection, and thus requires mitigation, the City of Costa Mesa utilizes the following threshold of significance:

- A significant project impact occurs at a signalized study intersection when the addition of project-generated trips causes the peak hour level of service of the study intersection to change from acceptable operation (LOS A, B, C, or D) to deficient operation (LOS E or F).

EXISTING CONDITIONS

Roadway Description

The characteristics of the roadway system in the vicinity of the project site are described below:

17th Street is a four-lane divided roadway trending in an east-west direction. 17th Street has a continuous left turn lane west of Superior Avenue and transitions into a raised median from Superior Avenue to approximately 520 feet east of Newport Boulevard (SR-55). The posted speed limit is 35 miles per hour on 17th Street within the project vicinity; on street parking is prohibited.

Superior Avenue is a four-lane divided roadway with a continuous left turn lane trending in a north-south direction south of 17th Street. Superior Avenue transitions to a two-land undivided roadway north of 17th Street. The posted speed limit is 35 miles per hour on Superior Avenue within the project vicinity; on street parking is prohibited.

Newport Boulevard, designated State Route 55 (SR-55), is a six-lane divided roadway with a raised median trending in a north-south direction south of 17th Street. Newport Boulevard (SR-55) transitions into a seven-lane divided roadway (four northbound lanes and three southbound lanes) north of 17th Street. The posted speed limit is 40 miles per hour within the project vicinity; on street parking is prohibited.

Existing Conditions Traffic Volumes

To determine existing operation of the study intersections, a.m. peak period and p.m. peak period traffic movement counts were collected in June 2013 during typical weekday conditions and provided by the City of Costa Mesa. The a.m. peak period intersection counts were collected from 7:00 a.m. to 9:00 a.m.; the p.m. peak period intersection counts were collected from 4:00 p.m. to 6:00 p.m. The traffic volumes used in this analysis were taken from the highest hour within the two-hour peak period counted. Detailed traffic count data sheets are contained in Appendix A.

Exhibit 4 shows existing study intersection geometry and control.

Exhibit 5 shows existing conditions a.m. and p.m. peak hour volumes at the study intersections.

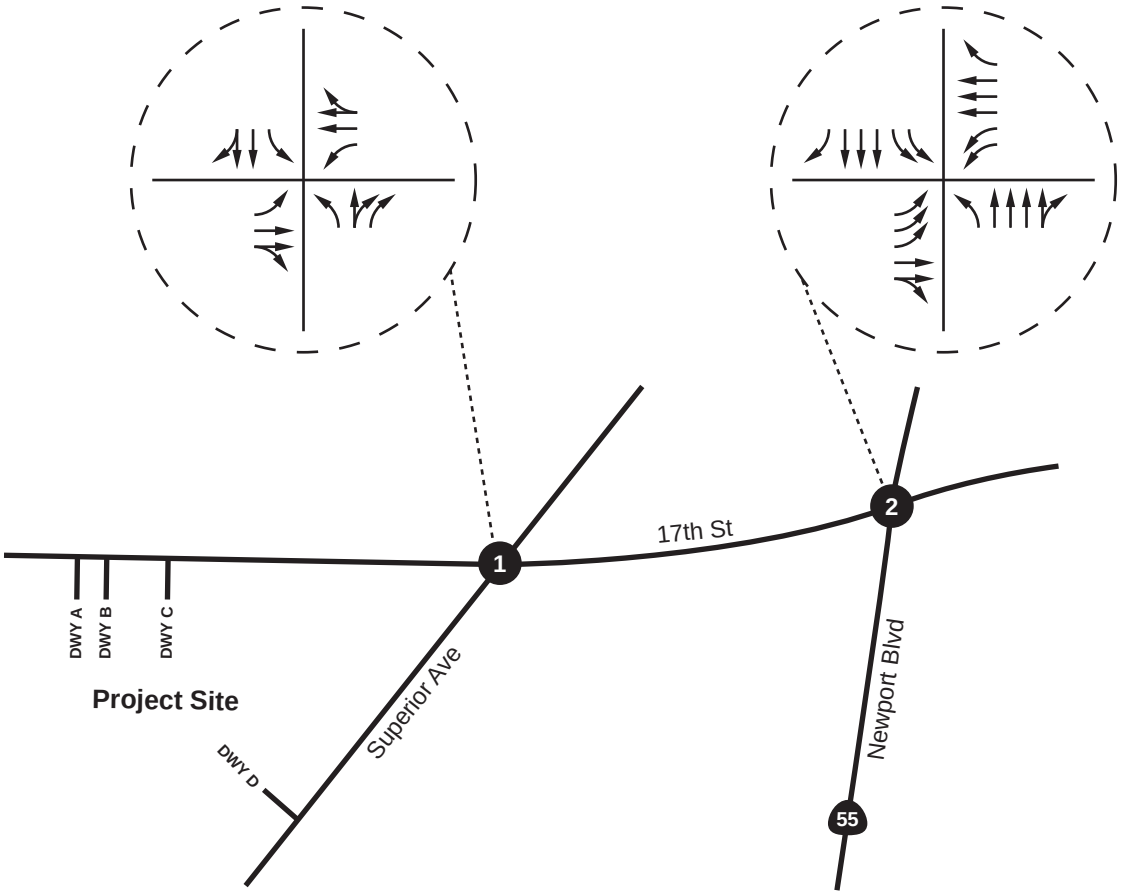
Existing Conditions City Study Intersection Peak Hour Level of Service

Table 3 summarizes existing conditions a.m. peak hour and p.m. peak hour LOS of the City study intersection; detailed LOS analysis sheets are contained in Appendix B.

Table 3
Existing Conditions
AM & PM Peak Hour City Study Intersection LOS

Study Intersection	V/C – LOS	
	AM Peak Hour	PM Peak Hour
Superior Ave / 17th St	0.74 – C	0.78 – C

Note: V/C = volume to capacity ratio.



Legend:

← Existing Lane

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Existing Study Intersection Geometry

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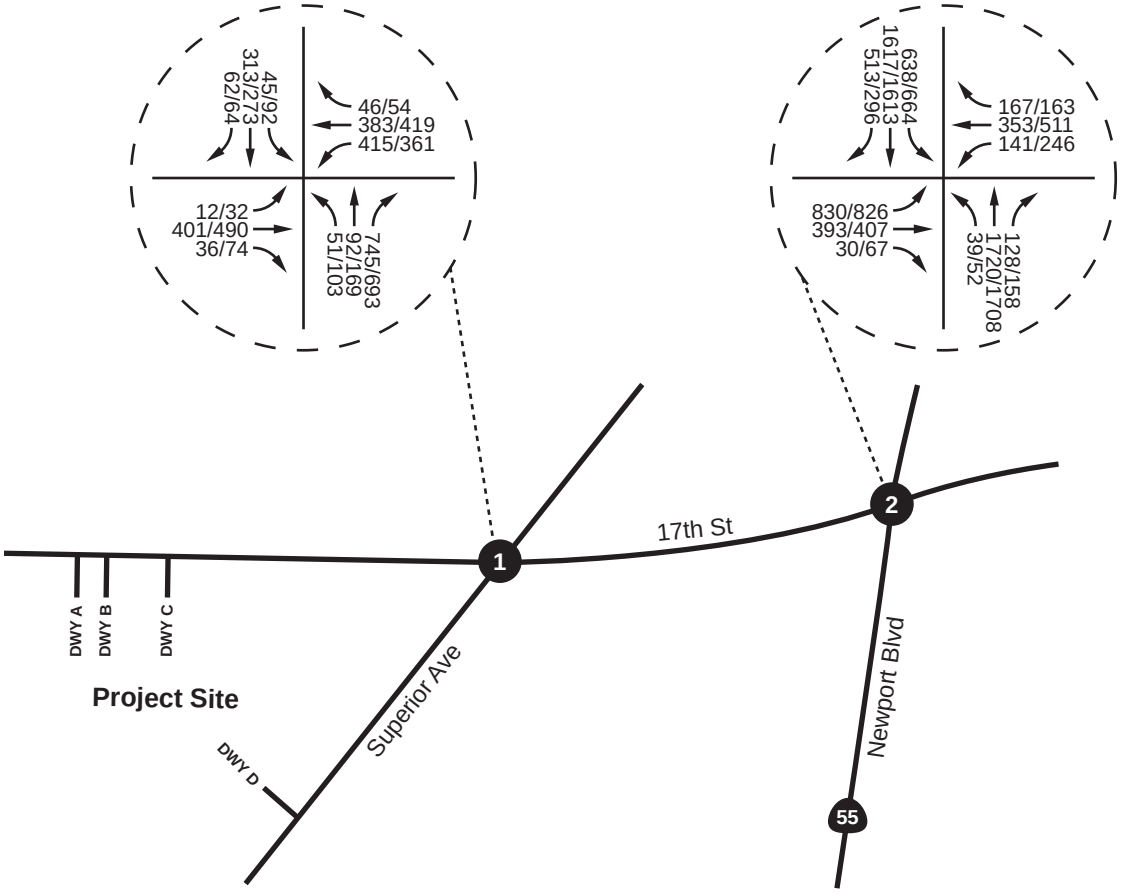
Exhibit 4



Legend:

X	Study Intersection
DWY	Driveway
XX/XX	AM/PM Peak Hour Volume

Not to Scale

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Existing AM/PM Peak Hour Study Intersection Volumes

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Exhibit 5

PROPOSED PROJECT

This study analyzes forecast traffic conditions associated with the proposed 17th/Superior Live/Work project located in the City of Costa Mesa. The proposed project is located at the southwest corner of the 17th Street/Superior Avenue intersection and is planned to open in 2015. This analysis considers the impacts of two project alternatives:

- 49 live/work units with a total of 12,912 square feet of work space; and
- 29 live/work units with a total of 7,486 square feet of work space.

The existing project site is currently occupied by commercial/warehouse land uses that will be displaced by the proposed project.

Full access for the site will continue to be provided at 17th Street and Superior Avenue.

Exhibit 6 shows the proposed project site plan for the 49 live/work unit alternative and Exhibit 7 shows the proposed project site plan for the 29 live/work unit alternative.

Project Trip Generation

To determine the number of trips currently generated by the existing land uses that will be displaced by the proposed project, traffic counts were collected at the project site in August 2013 during typical weekday conditions. Table 4 shows the trip generation of the existing land uses that will be displaced by the proposed project based on observed data.

Table 4
Trip Generation of Existing Land Uses

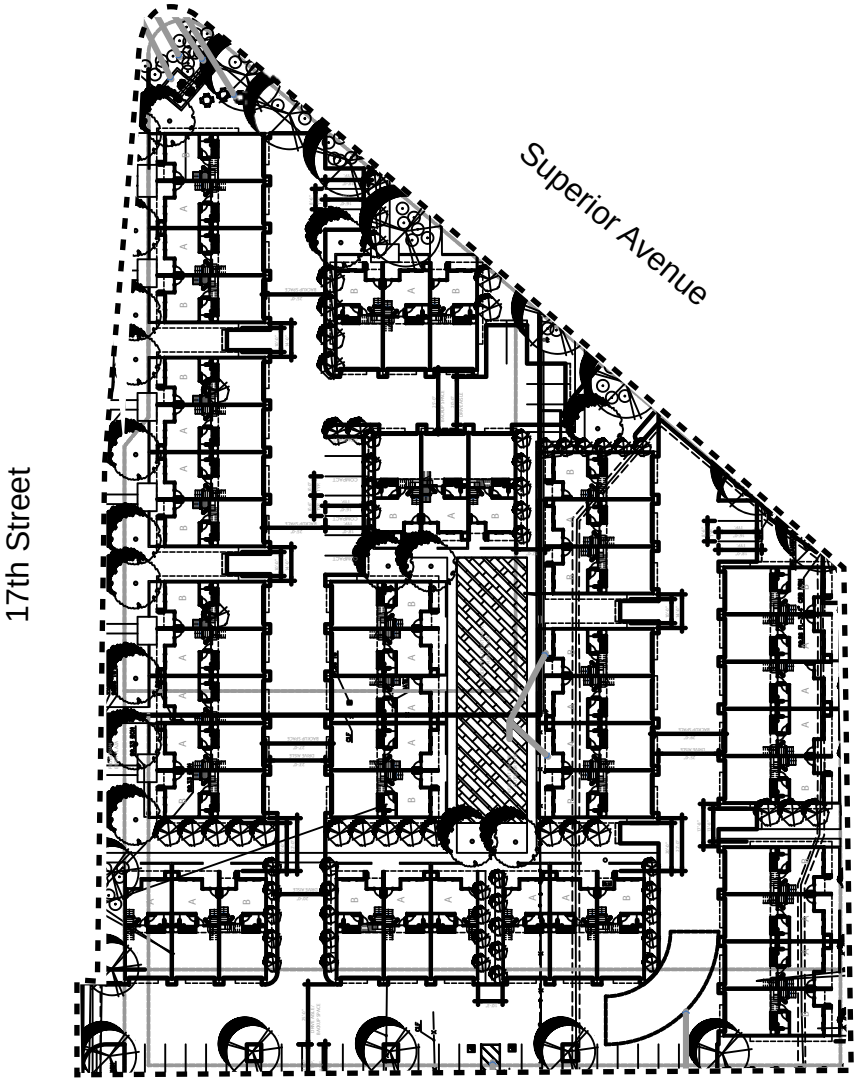
Land Use	AM Peak Hour Trips			PM Peak Hour Trips			Daily Trips
	In	Out	Total	In	Total	Out	
Displaced by 49 Live/Work Unit Alternative							
Commercial/Warehouse	7	13	20	17	13	30	549
Displaced by 29 Live/Work Unit Alternative							
Commercial/Warehouse	7	13	20	17	11	28	538

Source: Observation conducted on August 6, 2013.

As shown in Table 4, the existing site trip generation that will be displaced by the 49 live/work unit alternative consists of approximately 549 daily trips, which includes approximately 20 a.m. peak hour trips and approximately 30 p.m. peak hour trips.

As also shown in Table 4, the existing site trip generation that will be displaced by the 29 live/work unit alternative consists of approximately 538 daily trips, which includes approximately 20 a.m. peak hour trips and approximately 28 p.m. peak hour trips.

To calculate trips forecast to be generated by the proposed land use, *Institute of Transportation Engineers (ITE)* trip generation rates were utilized. The *ITE* Condominium land use category



Legend:

- - - - Project Site Boundary

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Proposed Project Site Plan (49 Live/Work Unit Alternative)

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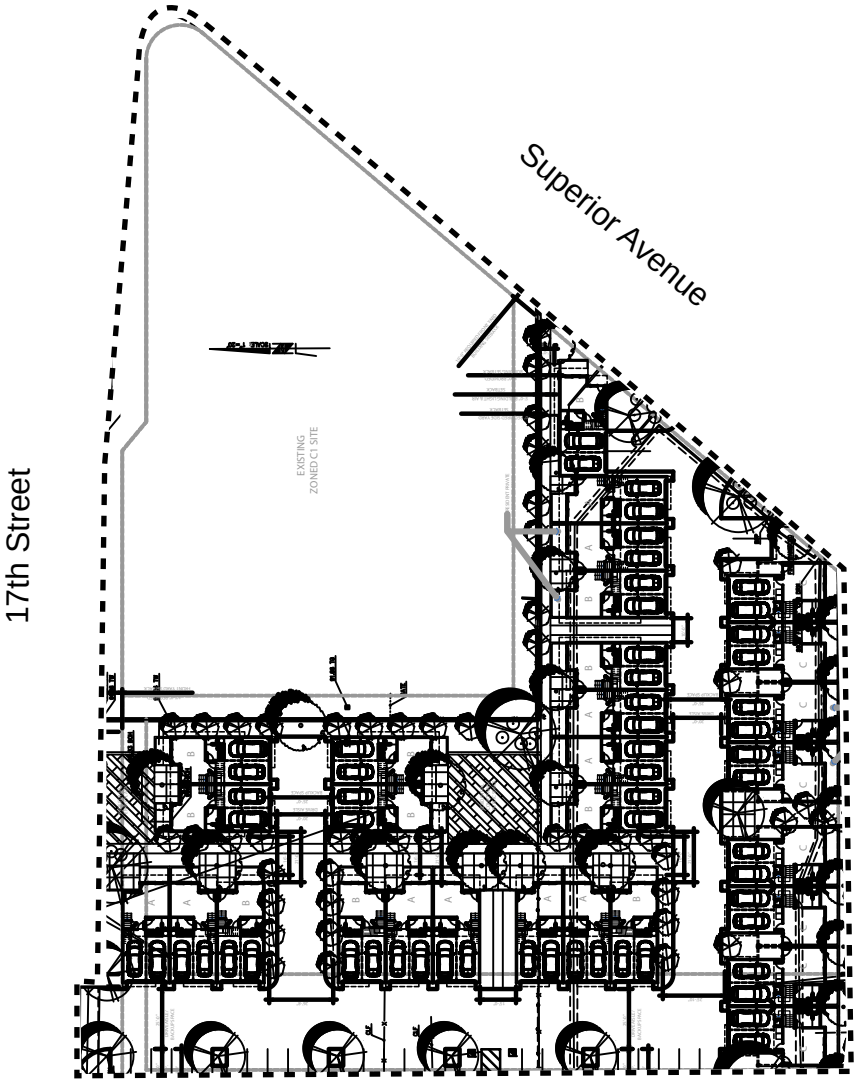
Exhibit 6



Legend:

- - - - Project Site Boundary

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Proposed Project Site Plan (29 Live/Work Unit Alternative)

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AUG/2013

Exhibit 7

was utilized to forecast trips generated by the residential component of the proposed project. The *ITE General Office and Specialty Retail* land use categories were utilized to forecast trips generated by the "work" component of the proposed project, with the square footage of commercial use split evenly between office and retail uses.

The proposed live/work development is anticipated for small home-based businesses which generate nominal customer traffic. These could include real estate appraisers, internet-based businesses, accountants, photographers, and other professions which require minimal customer visits or commercial visibility. The desired reduction in trip generation would occur when a resident "travels" downstairs to begin work each day, without taking a car trip to or from the site.

Consistent with other studies conducted within the City of Costa Mesa, a mixed-use reduction of 10-percent is assigned to the forecast traffic associated with the proposed project uses.

Table 5 summarizes the *ITE* trip generation rates used to calculate the number of trips forecast to be generated by the proposed project.

Table 5
***ITE* Trip Generation Rates for Proposed Project**

Land Use (*ITE* Code)	Units	AM Peak Hour			PM Peak Hour			Daily Trip Rate
		In	Out	Total	In	Out	Total	
Residential Condominium (230)	du	0.07	0.37	0.44	0.35	0.17	0.52	5.81
General Office Building (710)	tsf	1.37	0.19	1.56	0.25	1.24	1.49	11.03
Specialty Retail Center (826)	tsf	0.00	0.00	0.00	1.19	1.52	2.71	44.32

Source: *2012 ITE Trip Generation Manual, 9th Edition*.
Notes: du = dwelling units; tsf = thousand square feet.

Table 6 summarizes the forecast trip generation of the proposed 49 live/work unit project alternative when utilizing the *ITE* trip generation rates shown in Table 5 and accounting for the displaced land uses on the project site.

Table 6
Forecast Trip Generation of Proposed Project (49 Live/Work Unit Alternative)

Project Component	AM Peak Hour Trips			PM Peak Hour Trips			Daily Trips
	In	Out	Total	In	Out	Total	
Proposed Project							
49-du Condominium	3	18	21	17	8	25	285
6.456-tsf Office	9	1	10	2	8	10	71
6.456-tsf Specialty Retail	0	0	0	8	10	18	286
Trip Generation Subtotal	12	19	31	27	26	53	642
10% Mixed Use Trip Reduction	*-1*	*-2*	*-3*	*-3*	*-3*	*-6*	*-64*
Total Trip Generation of Proposed Project	**11**	**17**	**28**	**24**	**23**	**47**	**578**
Displaced Land Use							
Commercial/Warehouse Land Uses[1]	-7	-13	-20	-17	-13	-30	-549
Total Forecast Net Trip Generation of Project	**4**	**4**	**8**	**7**	**10**	**17**	**29**

Source: *2012 ITE Trip Generation Manual, 9th Edition*.
Notes: du = dwelling units; tsf = thousand square feet.
1 = Existing trip generation determined from measured traffic counts on August 6, 2013.

As shown in Table 6, when accounting for the displaced land uses, the proposed 49 live/work unit project alternative is forecast to generate a total of approximately 29 net new daily trips, which includes approximately 8 net new a.m. peak hour trips and approximately 17 net new p.m. peak hour trips.

Table 7 summarizes the forecast trip generation of the proposed 29 live/work unit project alternative when utilizing the *ITE* trip generation rates shown in Table 5 and accounting for the displaced land uses on the project site.

Table 7
Forecast Trip Generation of Proposed Project (29 Live/Work Unit Alternative)

Project Component	AM Peak Hour Trips			PM Peak Hour Trips			Daily Trips
	In	Out	Total	In	Out	Total	
Proposed Project							
29-du Condominium	2	11	13	10	5	15	168
3.743-tsf Office	5	1	6	1	5	6	41
3.743-tsf Specialty Retail	0	0	0	4	6	10	166
Trip Generation Subtotal	7	12	19	15	16	31	375
10% Mixed Use Trip Reduction	*-1*	*-1*	*-2*	*-2*	*-2*	*-4*	*-38*
Total Trip Generation of Proposed Project	**6**	**11**	**17**	**13**	**14**	**27**	**337**
Displaced Land Use							
Commercial/Warehouse Land Uses[1]	-7	-13	-20	-17	-11	-28	-538
Total Forecast Net Trip Generation of Project	**-1**	**-2**	**-3**	**-4**	**3**	**-1**	**-201**

Source: *2012 ITE Trip Generation Manual, 9th Edition*.
Notes: du = dwelling units; tsf = thousand square feet.
1 = Existing trip generation determined from measured traffic counts on August 6, 2013.

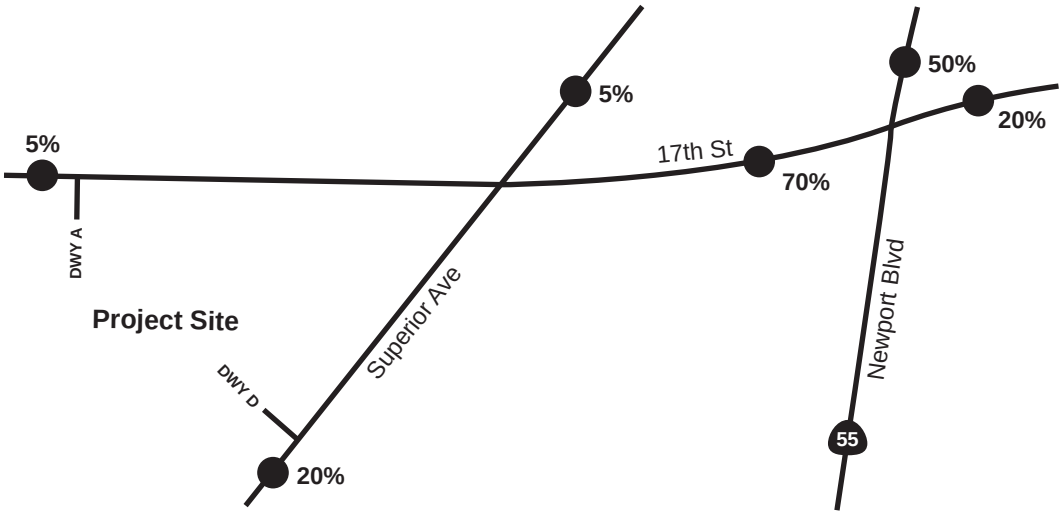
As shown in Table 7, when accounting for the displaced land uses, the proposed 29 live/work unit project alternative is forecast to generate a total reduction of approximately 201 net daily trips, which includes a reduction of approximately 3 net a.m. peak hour trips and a reduction of approximately 1 net p.m. peak hour trip.

Forecast Project Trip Distribution

Exhibit 8 shows the forecast trip percent distribution of the proposed project.

Forecast Project Trip Assignment

Exhibit 9 and Exhibit 10 show the corresponding assignment of project-generated net peak hour trips for the 49 live/work unit alternative and 29 live/work unit alternative, respectively, assuming the trip percent distributions shown in Exhibit 8.



Legend:

DWY Driveway

XX% Trip Percent Distribution

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Forecast Trip Percent Distribution of Proposed Project

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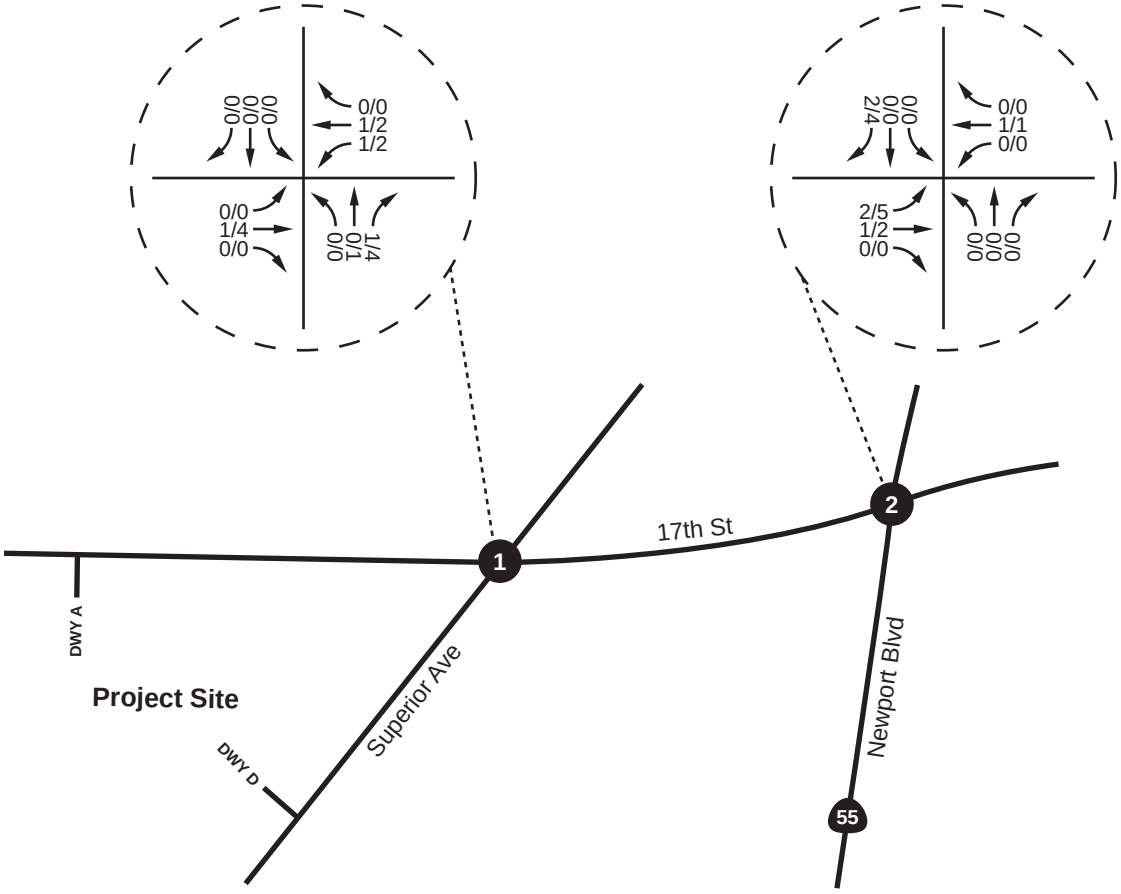
Exhibit 8



Legend:

X	Study Intersection
DWY	Driveway
XX/XX	AM/PM Peak Hour Volume

Not to Scale

Forecast AM/PM Peak Hour Trip Assignment of Proposed Project (49 Live/Work Unit Alternative)

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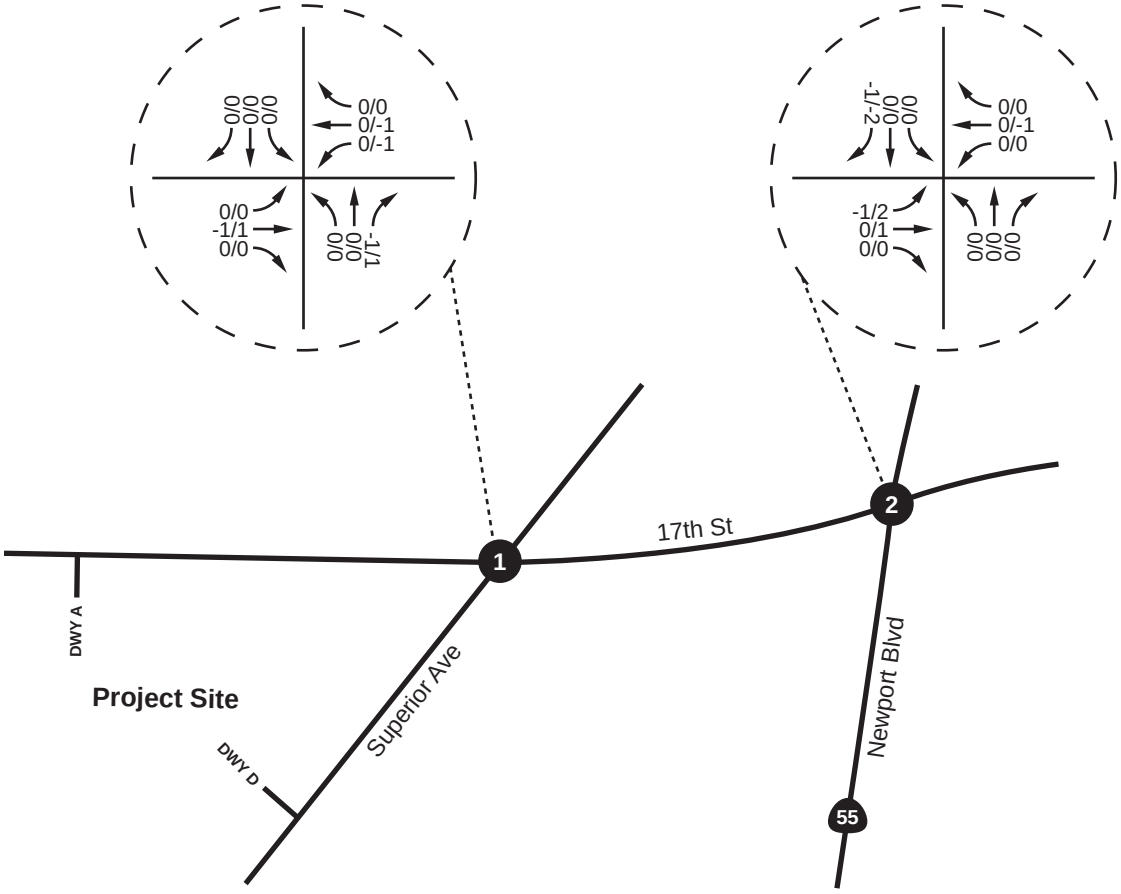
Exhibit 9



Legend:

X	Study Intersection
DWY	Driveway
XX/XX	AM/PM Peak Hour Volume

Not to Scale

Forecast AM/PM Peak Hour Trip Assignment of Proposed Project (29 Live/Work Unit Alternative)

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Exhibit 10

FORECAST EXISTING PLUS PROJECT CONDITIONS

Forecast existing plus project conditions a.m. and p.m. peak hour volumes were derived by adding forecast project-generated trips to existing conditions traffic volumes.

Forecast Existing Plus Project Traffic Volumes

Exhibit 11 shows forecast existing plus project conditions a.m. and p.m. peak hour volumes at the study intersections for the proposed project 49 live/work alternative. Exhibit 12 shows forecast existing plus project conditions a.m. and p.m. peak hour volumes at the study intersections for the proposed project 29 live/work unit alternative.

Forecast Existing Plus Project Conditions City Study Intersection Peak Hour Level of Service

Table 8 summarizes forecast existing plus project conditions a.m. peak hour and p.m. peak hour LOS of the City study intersection; detailed LOS analysis sheets are contained in Appendix B.

Table 8
Forecast Existing Plus Project Conditions
AM & PM Peak Hour City Study Intersection LOS

Study Intersection	Existing Conditions		Forecast Existing Plus Project Conditions		Change in V/C		Significant Impact?
	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	
	V/C – LOS	V/C – LOS	V/C – LOS	V/C – LOS			
49 Live/Work Unit Alternative							
Superior Ave / 17th St	0.74 – C	0.78 – C	0.74 – C	0.78 – C	0.00	0.00	No
29 Live/Work Unit Alternative							
Superior Ave / 17th St	0.74 – C	0.78 – C	0.74 – C	0.78 – C	0.00	0.00	No

Note: V/C = volume to capacity ratio.

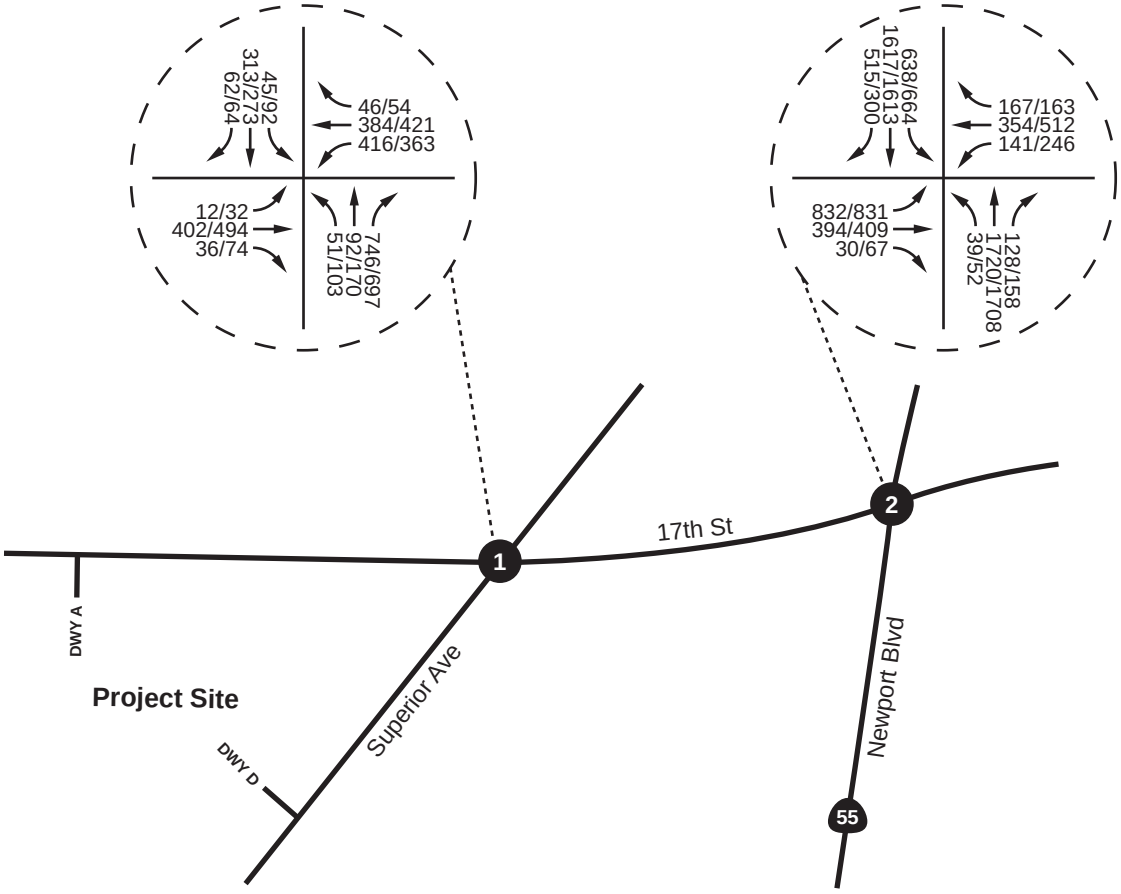
As shown in Table 8, based on the thresholds of significance, the addition of project-generated trips is forecast to result in no significant traffic impact at the City study intersection for forecast existing plus project conditions.

FORECAST YEAR 2015 WITHOUT PROJECT CONDITIONS

To determine potential cumulative traffic impacts of the proposed project at the 2015 opening year, forecast year 2015 without project conditions are examined prior to forecast year 2015 with project conditions.

Forecast Year 2015 Without Project Conditions Peak Hour Traffic Volumes

Based on discussions with City of Costa Mesa staff, forecast year 2015 without project traffic volumes were derived by applying an annual growth rate of 1.0 percent per year to existing



Legend:

X	Study Intersection
DWY	Driveway
XX/XX	AM/PM Peak Hour Volume

Not to Scale

Forecast Existing Plus Project Conditions AM/PM Peak Hour Study Intersection Volumes (49 Live/Work Unit Alternative)

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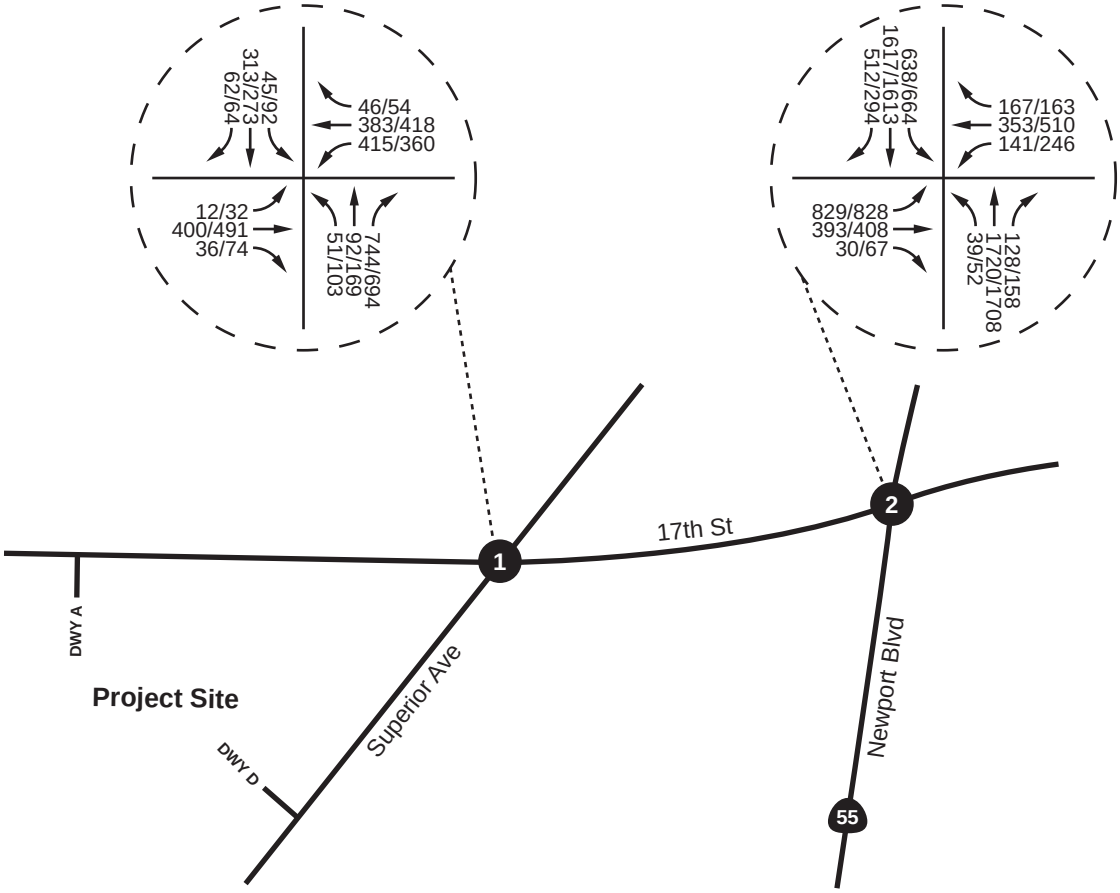
AUG/2013

Exhibit 11



Legend:

X	Study Intersection
DWY	Driveway
XX/XX	AM/PM Peak Hour Volume

Not to Scale

Forecast Existing Plus Project Conditions AM/PM Peak Hour Study Intersection Volumes (29 Live/Work Unit Alternative)

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Exhibit 12

traffic volumes over a two year period to account for background and cumulative growth. It should be noted this is a conservative assumption since the growth rate is applied to all movements at the study intersections.

Exhibit 13 shows forecast year 2015 without project conditions a.m. and p.m. peak hour volumes at the study intersections.

Forecast Year 2015 Without Project Conditions City Study Intersection Peak Hour Level of Service

Table 9 summarizes forecast year 2015 without project conditions a.m. peak hour and p.m. peak hour LOS of the City study intersection; detailed LOS analysis sheets are contained in Appendix B.

Table 9
Forecast Year 2015 Without Project Conditions
AM & PM Peak Hour City Study Intersection LOS

Study Intersection	V/C – LOS	
	AM Peak Hour	PM Peak Hour
Superior Ave / 17th St	0.75 – C	0.79 – C

Note: V/C = volume to capacity ratio.

FORECAST YEAR 2015 WITH PROJECT CONDITIONS

This section analyzes the potential traffic impact of the addition of trips forecast to be generated by the proposed project to forecast year 2015 without project conditions.

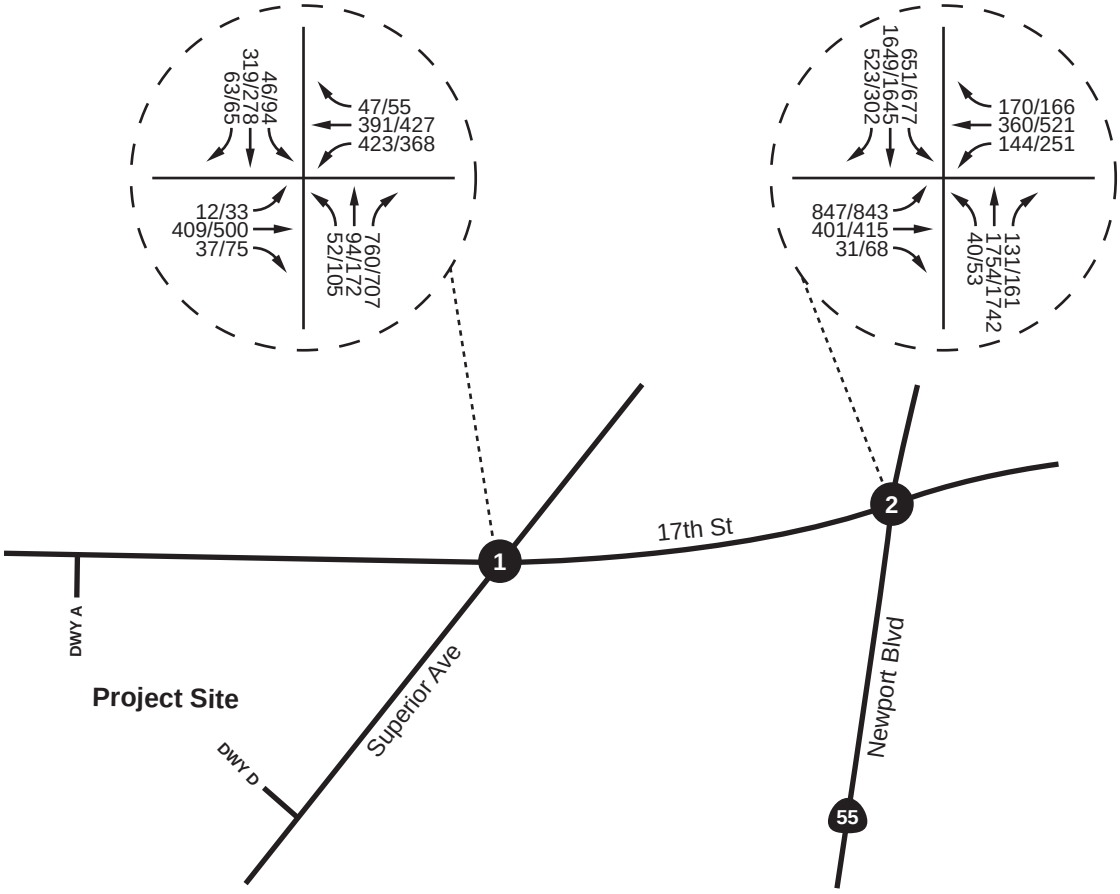
Forecast Year 2015 With Project Conditions Traffic Volumes

Forecast year 2015 with project conditions a.m. and p.m. peak hour volumes were derived by adding forecast project-generated trips to forecast year 2015 without project conditions traffic volumes.

Exhibit 14 shows forecast year 2015 with project conditions a.m. and p.m. peak hour volumes at the study intersections for the proposed project 49 live/work unit alternative. Exhibit 15 shows forecast year 2015 with project conditions a.m. and p.m. peak hour volumes at the study intersections for the proposed project 29 live/work alternative.

Forecast Year 2015 With Project Conditions City Study Intersection Peak Hour Level of Service

Table 10 summarizes forecast year 2015 with project conditions a.m. peak hour and p.m. peak hour LOS of the City study intersections; detailed LOS analysis sheets are contained in Appendix B.



Legend:

X	Study Intersection
DWY	Driveway
XX/XX	AM/PM Peak Hour Volume

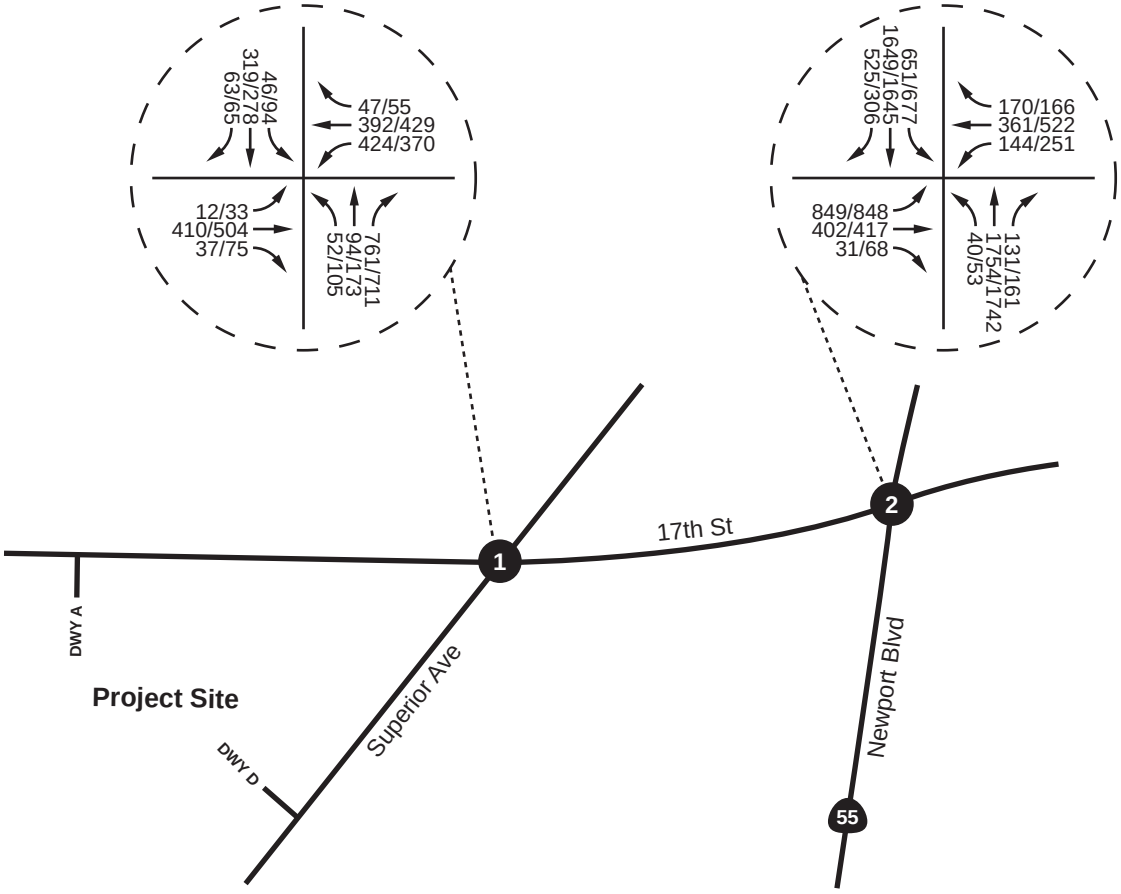
Not to Scale

Forecast Year 2015 Without Project AM/PM Peak Hour Study Intersection Volumes

H:\pdata\134700\Traffic\Exhibits

AUG/2013

Exhibit 13



Legend:

X	Study Intersection
DWY	Driveway
XX/XX	AM/PM Peak Hour Volume

Not to Scale

Forecast Year 2015 With Project AM/PM Peak Hour Study Intersection Volumes (49 Live/Work Unit Alternative)

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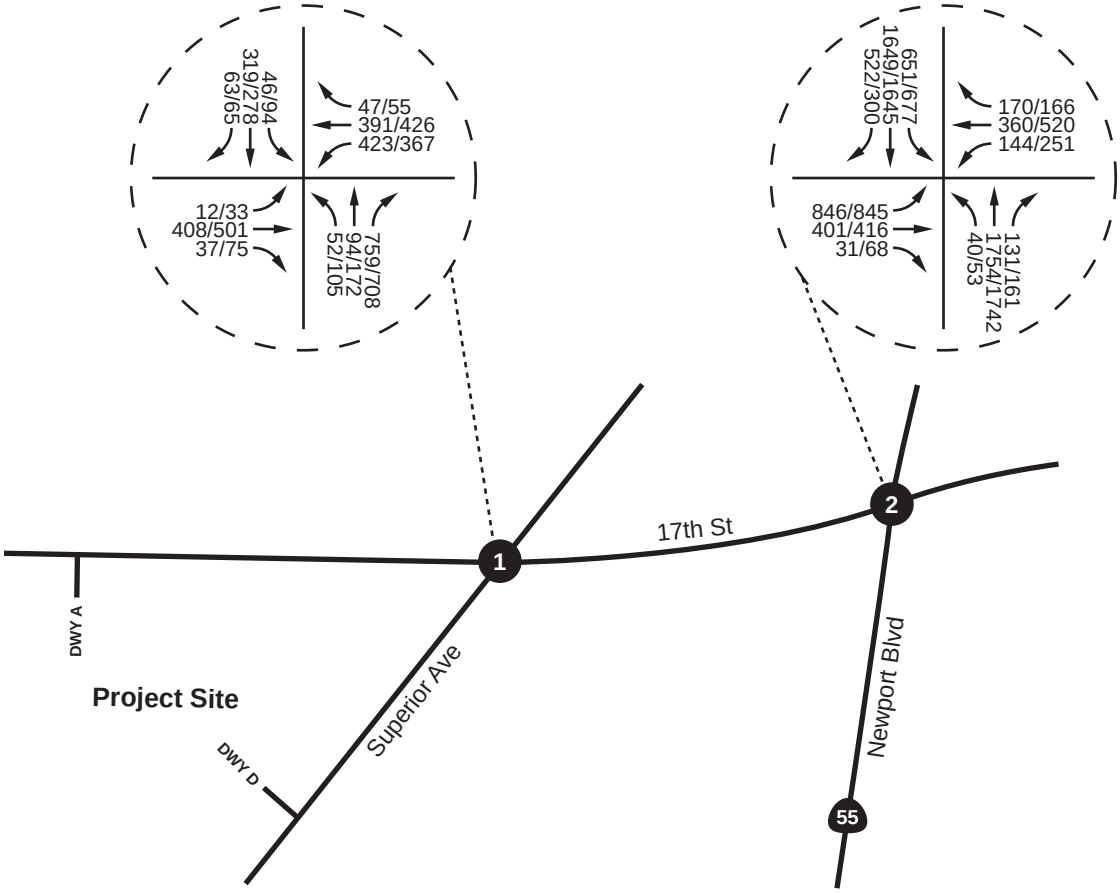
AUG/2013

Exhibit 14



Legend:

X	Study Intersection
DWY	Driveway
XX/XX	AM/PM Peak Hour Volume

Not to Scale

Forecast Year 2015 With Project AM/PM Peak Hour Study Intersection Volumes (29 Live/Work Unit Alternative)

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AUG/2013

Exhibit 15

Table 10
Forecast Year 2015 With Project Conditions
AM & PM Peak Hour City Study Intersection LOS

Study Intersection	Forecast Year 2015 Without Project Conditions		Forecast Year 2015 With Project Conditions		Change in V/C		Significant Impact?
	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	
	V/C – LOS	V/C – LOS	V/C – LOS	V/C – LOS			
49 Live/Work Unit Alternative							
Superior Ave / 17th St	0.75 – C	0.79 – C	0.75 – C	0.80 – C	0.00	0.01	No
29 Live/Work Unit Alternative							
Superior Ave / 17th St	0.75 – C	0.79 – C	0.75 – C	0.79 – C	0.00	0.00	No

Note: V/C = volume to capacity ratio.

As shown in Table 10, based on the thresholds of significance, the addition of project-generated trips is forecast to result in no significant traffic impact at the City study intersections for forecast year 2015 with project conditions.

SITE ACCESS ANALYSIS

Access for the project site will continue to be provided at one full access location on 17th Street and one full access at Superior Avenue. Both 17th Street and Superior Avenue are four-lane divided roadways separated by a continuous left-turn lane to efficiently facilitate full access at the project site. Hence, the continuous left-turn lane on both roadways at the project access driveways remove vehicles turning left into the project site out of the through movement lanes, as well as facilitate the transitional merge of vehicles turning left out of the project access driveways into the through movement lanes.

The *Highway Capacity Manual* (*HCM)* intersection analysis methodology is used to analyze the operation of unsignalized intersections, such as the proposed project driveways. The *HCM* analysis methodology describes the operation of an unsignalized intersection using a range of LOS from LOS A (free-flow conditions) to LOS F (severely congested conditions), based on the corresponding stopped delay experienced per vehicle as shown in Table 11.

Table 11
HCM-Based Unsignalized Study Intersection
LOS & Delay Ranges

LOS	Delay (seconds/vehicle)
A	≤ 10.0
B	> 10.0 to ≤ 15.0
C	> 15.0 to ≤ 25.0
D	> 25.0 to ≤ 35.0
E	> 35.0 to ≤ 50.0
F	> 50.0

Source: *2000 Highway Capacity Manual*

HCM level of service is based on the average stopped delay per vehicle for all movements of all-way stop-controlled intersections; for one-way or two-way stop-controlled intersections, LOS is based on the worst stop-controlled approach.

Forecast Existing Plus Project Conditions Project Driveways Peak Hour Level of Service

Table 12 summarizes forecast existing plus project conditions a.m. peak hour and p.m. peak hour LOS of the project driveways; detailed LOS analysis sheets are contained in Appendix B.

Table 12
Forecast Existing Plus Project Conditions
AM & PM Peak Hour Project Driveways LOS

Study Intersection	Forecast Existing Plus Project Conditions	
	AM Peak Hour	PM Peak Hour
	Delay - LOS	Delay - LOS
49 Live/Work Unit Alternative		
Project Driveway / 17th St	9.6 – A	10.2 – B
Superior Ave / Project Driveway	21.8 – C	20.9 – C
29 Live/Work Alternative		
Project Driveway / 17th St	9.6 – A	10.1 – B
Superior Ave / Project Driveway	20.9 – C	20.8 – C

Note: Delay shown in seconds.

As shown in Table 12, the proposed project driveways are forecast to operate within the City of Costa Mesa goal for peak hour intersection operation (LOS D or better) for forecast existing plus project conditions.

Forecast Year 2015 With Project Conditions Project Driveways Peak Hour Level of Service

Table 13 summarizes forecast year 2015 with project conditions a.m. peak hour and p.m. peak hour LOS of the project driveways; detailed LOS analysis sheets are contained in Appendix B.

Table 13
Forecast Year 2015 With Project Conditions
AM & PM Peak Hour Project Driveways LOS

Study Intersection	Forecast Year 2015 With Project Conditions	
	AM Peak Hour	PM Peak Hour
	Delay - LOS	Delay - LOS
49 Live/Work Unit Alternative		
Project Driveway / 17th St	9.7 – A	10.2 – B
Superior Ave / Project Driveway	22.4 – C	21.5 – C
29 Live/Work Unit Alternative		
Project Driveway / 17th St	9.6 – A	10.2 – B
Superior Ave / Project Driveway	21.4 – C	21.3 – C

Note: Delay shown in seconds.

As shown in Table 13, the proposed project driveways are forecast to operate within the City of Costa Mesa goal for peak hour intersection operation (LOS D or better) for forecast year 2015 with project conditions.

STATE-CONTROLLED INTERSECTION ANALYSIS

This intersection analysis of State-controlled study intersections has been prepared in accordance with the Caltrans *Guide for the Preparation of Traffic Impact Studies* (State of California Department of Transportation, December 2002). This section evaluates the potential forecast traffic impact of project-generated trips at the following State-controlled study intersection:

- Newport Boulevard (SR-55) / 17th Street.

State-Controlled Intersection Analysis Methodology

Caltrans advocates use of *Highway Capacity Manual* (*HCM)* intersection analysis methodology to analyze the operation of signalized intersections. The *HCM* analysis methodology describes

the operation of signalized intersections and unsignalized intersections using a range of LOS from LOS A (free-flow conditions) to LOS F (severely congested conditions), based on the corresponding stopped delay experienced per vehicle as shown in Table 14.

Table 14
State-Controlled Intersection LOS & Delay Ranges

LOS	Delay (seconds/vehicle)	
	Signalized Intersections	**Unsignalized Intersections**
A	≤ 10.0	≤ 10.0
B	> 10.0 to ≤ 20.0	> 10.0 to ≤ 15.0
C	> 20.0 to ≤ 35.0	> 15.0 to ≤ 25.0
D	> 35.0 to ≤ 55.0	> 25.0 to ≤ 35.0
E	> 55.0 to ≤ 80.0	> 35.0 to ≤ 50.0
F	> 80.0	> 50.0

Source: *2000 Highway Capacity Manual*

Level of service is based on the average stopped delay per vehicle for all movements of signalized intersections and all-way stop-controlled intersections; for one-way or two-way stop-controlled intersections, LOS is based on the worst stop-controlled approach.

State-Controlled Intersection Thresholds of Significance

Caltrans endeavors to maintain a target LOS at the transition between LOS C and LOS D at State-controlled facilities, however, Caltrans acknowledges that this may not always be feasible. If an existing State-controlled facility is operating at less than the appropriate target LOS, the existing measures of effectiveness should be maintained.

While Caltrans has not established traffic thresholds of significance, this analysis utilizes the following traffic threshold of significance:

- A significant project impact occurs at a State-controlled study intersection when the addition of project-generated trips to an intersection operating at LOS D or worse causes the peak hour performance and associated level of service of the study intersection to deteriorate one letter grade or more when compared to pre-project conditions.

Existing Conditions State-Controlled Study Intersection Peak Hour Level of Service

Table 15 summarizes existing conditions a.m. peak hour and p.m. peak hour LOS of the State-controlled study intersection; detailed LOS analysis sheets are contained in Appendix B.

Table 15
Existing Conditions
AM & PM Peak Hour State-Controlled Study Intersection LOS

State-Controlled Study Intersection	AM Peak Hour	PM Peak Hour
	Delay – LOS	Delay – LOS
Newport Blvd (SR-55) / 17th St	31.8 – C	34.0 – C

Note: Delay shown in seconds.

Forecast Existing Plus Project Conditions State-Controlled Study Intersection Peak Hour Level of Service

Table 16 summarizes forecast existing plus project conditions a.m. peak hour and p.m. peak hour LOS of the State-controlled study intersection; detailed LOS analysis sheets are contained in Appendix B.

Table 16
Forecast Existing Plus Project Conditions
AM & PM Peak Hour State-Controlled Study Intersection LOS

State-Controlled Study Intersection	Existing Conditions		Forecast Existing Plus Project Conditions		Increase in Delay		Significant Impact?
	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	
	Delay - LOS	Delay – LOS	Delay - LOS	Delay - LOS			
49 Live/Work Unit Alternative							
Newport Blvd (SR-55) / 17th St	31.8 – C	34.0 – C	31.8 – C	34.1 – C	0.0	0.1	No
29 Live/Work Unit Alternative							
Newport Blvd (SR-55) / 17th St	31.8 – C	34.0 – C	31.8 – C	34.0 – C	0.0	0.0	No

Note: Delay shown in seconds.

As shown in Table 16, based on the thresholds of significance, the proposed project is forecast to result in no significant traffic impact at the State-controlled study intersection for forecast existing plus project conditions.

Forecast Year 2015 Without Project Conditions State-Controlled Study Intersection Peak Hour Level of Service

Table 17 summarizes forecast year 2015 without project conditions a.m. peak hour and p.m. peak hour LOS of the State-controlled study intersection; detailed LOS analysis sheets are contained in Appendix B.

Table 17
Forecast Year 2015 Without Project Conditions
AM & PM Peak Hour State-Controlled Study Intersection LOS

State-Controlled Study Intersection	AM Peak Hour	PM Peak Hour
	Delay – LOS	Delay – LOS
Newport Blvd (SR-55) / 17th St	32.3 – C	34.7 – C

Note: Delay shown in seconds.

Forecast Year 2015 With Project Conditions State-Controlled Study Intersection Peak Hour Level of Service

Table 18 summarizes forecast year 2015 with project conditions a.m. peak hour and p.m. peak hour LOS of the State-controlled study intersection; detailed LOS analysis sheets are contained in Appendix B.

Table 18
Forecast Year 2015 With Project Conditions
AM & PM Peak Hour State-Controlled Study Intersection LOS

State-Controlled Study Intersection	Forecast Year 2015 Without Project Conditions		Forecast Year 2015 With Project Conditions		Increase in Delay		Significant Impact?
	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	
	Delay - LOS	Delay – LOS	Delay - LOS	Delay - LOS			
49 Live/Work Unit Alternative							
Newport Blvd (SR-55) / 17th St	32.3 – C	34.7 – C	32.4 – C	34.7 – C	0.1	0.0	No
29 Live/Work Unit Alternative							
Newport Blvd (SR-55) / 17th St	32.3 – C	34.7 – C	32.3 – C	34.7 – C	0.0	0.0	No

Note: Delay shown in seconds.

As shown in Table 18, based on the thresholds of significance, the proposed project is forecast to result in no significant traffic impact at the State-controlled study intersections for forecast year 2015 with project conditions.

MITIGATION MEASURES SUMMARY

Based on the thresholds of significance, the proposed project is forecast to result in no significant traffic impact at the City study intersection for the evaluated scenarios for both project alternatives.

Based on the thresholds of significance, the proposed project is forecast to result in no significant traffic impact at the State-controlled study intersection for the evaluated scenarios for both project alternatives.

CONCLUSIONS

The proposed 49 live/work unit project alternative is forecast to generate a total of approximately 29 net new daily trips, which includes approximately 8 net new a.m. peak hour trips and approximately 17 net new p.m. peak hour trips.

The proposed 29 live/work unit project alternative is forecast to generate a total reduction of approximately 201 net daily trips, which includes a reduction of approximately 3 net a.m. peak hour trips and a reduction of approximately 1 net p.m. peak hour trip.

Both 17th Street and Superior Avenue are four-lane divided roadways separated by a continuous left turn lane to efficiently facilitate full access at the project site. Hence, the continuous left-turn lane on both roadways at the project access driveways remove vehicles turning left into the project site out of the through movement lanes, as well as facilitate the transitional merge of vehicles turning left out of the project access driveways into the through movement lanes. The proposed project driveways are forecast to operate within the City of Costa Mesa goal for peak hour intersection operation (LOS D or better) for the evaluated scenarios for both project alternatives.

Based on the thresholds of significance, the proposed project is forecast to result in no significant traffic impact at the City study intersection or the State-controlled study intersection for the evaluated scenarios for both project alternatives.

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APPENDIX A
Existing Count Data

Intersection Peak Hour Count Data

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Superior Ave and 17th St , City of Costa Mesa

Date: 6/12/2013

Day: Wednesday

Project #: CA13_1162_002

AM Peak Hour	745 AM
NOON Peak Hour	1230 PM
PM Peak Hour	430 PM

Peak Hour Summary

Southbound Approach (Superior Ave)

Lanes	0	2	1		
AM	62	313	45	150	AM
NOON	119	301	116	254	NOON
PM	64	273	92	255	PM

Eastbound Approach (17th St)

Lanes	AM	NOON	PM
	496	684	586
1	12	40	32
2	401	610	490
0	36	61	74

Westbound Approach

Lanes	AM	NOON	PM
0.5	46	78	54
1.5	383	483	419
1	415	353	361
	1191	1313	1275

Northbound Approach

					Lanes
AM	764	51	92	745	AM
NOON	715	82	136	587	NOON
PM	708	103	169	693	PM
		1	0.5	1.5	

CONTROL

Signalized

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON	11:30 AM	1:30 PM
PM	4:00 PM	6:00 PM

Total Ins & Outs

	North Leg		
	420	150	AM
	536	254	NOON
	429	255	PM

West Leg AM	West Leg NOON	West Leg PM		East Leg AM	East Leg NOON	East Leg PM
496	684	586		844	914	834
449	711	596		1191	1313	1275

	South Leg	
AM	764	888
NOON	715	805
PM	708	965

Total Volume Per Leg

	North Leg
AM	570
NOON	790
PM	684

West Leg AM	West Leg NOON	West Leg PM		East Leg AM	East Leg NOON	East Leg PM
945	1395	1182		2035	2227	2109

	South Leg
AM	1652
NOON	1520
PM	1673

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Newport Blvd and 17th St , City of Costa Mesa

Date: 6/12/2013

Day: Wednesday

Project #: CA13_1162_003

AM Peak Hour	730 AM
NOON Peak Hour	1230 PM
PM Peak Hour	430 PM

Peak Hour Summary

Southbound Approach (Newport Blvd)

Lanes	1	3	2		
AM	513	1617	638	2717	AM
NOON	352	1676	723	2358	NOON
PM	296	1613	664	2697	PM

Eastbound Approach (17th St)

Lanes	AM	NOON	PM
	905	937	859
3	830	719	826
2	393	532	407
1	30	55	67

Westbound Approach

AM	NOON	PM	Lanes
167	196	163	1
353	496	511	3
141	273	246	2
1159	1434	1229	

Northbound Approach

AM	1788	39	1720	128	AM
NOON	2004	89	1443	179	NOON
PM	1926	52	1708	158	PM
		1	3.5	0.5	Lanes

CONTROL

Signalized

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON	11:30 AM	1:30 PM
PM	4:00 PM	6:00 PM

Total Ins & Outs

North Leg		
2768	2717	AM
2751	2358	NOON
2573	2697	PM

West Leg			East Leg		
AM	NOON	PM			
905	937	859	661	965	920
1253	1306	1300	1159	1434	1229
			AM	NOON	PM

South Leg		
1788	1887	AM
2004	1711	NOON
1926	1918	PM

Total Volume Per Leg

North Leg	
5485	AM
5109	NOON
5270	PM

West Leg			East Leg		
AM	NOON	PM			
2158	2243	2159	1820	2399	2149
			AM	NOON	PM

South Leg	
3675	AM
3715	NOON
3844	PM

Project Site Existing Driveway Count Data

Tuesday, August 06, 2013

CITY: Costa Mesa

PROJECT: sc0216

Prepared by: Field Data Service

VADT 4 Driveway A

AM Period	IN		OUT			PM Period	IN		OUT		
00:00	0		0			12:00	2		4		
00:15	0		0			12:15	1		2		
00:30	0		0			12:30	5		0		
00:45	0	0	0	0		12:45	1	9	0	6	15
01:00	0		0			13:00	2		0		
01:15	0		0			13:15	4		2		
01:30	0		0			13:30	1		0		
01:45	0	0	0	0		13:45	4	11	0	2	13
02:00	0		0			14:00	3		0		
02:15	0		0			14:15	2		1		
02:30	0		0			14:30	2		0		
02:45	0	0	0	0		14:45	4	11	0	1	12
03:00	0		0			15:00	1		0		
03:15	0		0			15:15	2		1		
03:30	0		0			15:30	5		1		
03:45	0	0	0	0		15:45	2	10	1	3	13
04:00	0		0			16:00	0		2		
04:15	0		0			16:15	1		1		
04:30	0		0			16:30	3		1		
04:45	0	0	0	0		16:45	2	6	0	4	10
05:00	1		0			17:00	1		0		
05:15	0		0			17:15	1		0		
05:30	0		0			17:30	1		1		
05:45	0	1	0	0	1	17:45	3	6	1	2	8
06:00	0		0			18:00	0		0		
06:15	0		0			18:15	0		0		
06:30	0		0			18:30	1		1		
06:45	0	0	0	0		18:45	0	1	0	1	2
07:00	0		0			19:00	2		0		
07:15	1		0			19:15	0		0		
07:30	1		0			19:30	1		0		
07:45	1	3	0	0	3	19:45	0	3	0	0	3
08:00	0		0			20:00	0		0		
08:15	2		0			20:15	1		0		
08:30	0		0			20:30	0		0		
08:45	1	3	1	1	4	20:45	0	1	1	1	2
09:00	2		0			21:00	0		0		
09:15	1		0			21:15	0		0		
09:30	2		0			21:30	0		0		
09:45	0	5	0	0	5	21:45	0	0	0	0	
10:00	0		0			22:00	0		0		
10:15	2		0			22:15	0		0		
10:30	0		1			22:30	0		0		
10:45	0	2	1	2	4	22:45	0	0	0	0	
11:00	0		0			23:00	0		0		
11:15	1		0			23:15	0		0		
11:30	0		0			23:30	0		0		
11:45	3	4	0	0	4	23:45	0	0	0	0	
Total Vol.	18		3		**21**		58		20		**78**

Daily Totals

IN	OUT	OUT2	**Combined**
76	23		**99**

	AM			**PM**		
Split %	85.7%	14.3%	**21.2%**	74.4%	25.6%	**78.8%**
Peak Hour	11:45	11:30	**11:45**	12:30	12:00	**12:00**
Volume	11	6	**17**	12	6	**15**
P.H.F.	0.55	0.38	**0.71**	0.50	0.38	**0.63**

pacific@aimtd.com

Tell. 951 249 3226

Tuesday, August 06, 2013

CITY: Costa Mesa

PROJECT: sc0216

Prepared by: Field Data Service:

VADT 4 Driveway B

AM Period	IN		OUT			PM Period	IN		OUT		
00:00	0		0			12:00	4		3		
00:15	0		0			12:15	2		2		
00:30	0		0			12:30	1		4		
00:45	0	0	0	0		12:45	0	7	1	10	17
01:00	0		0			13:00	0		2		
01:15	0		0			13:15	2		2		
01:30	0		0			13:30	0		3		
01:45	0	0	0	0		13:45	0	2	1	8	10
02:00	0		0			14:00	1		8		
02:15	0		0			14:15	1		1		
02:30	0		0			14:30	0		3		
02:45	0	0	0	0		14:45	1	3	4	16	19
03:00	0		0			15:00	0		3		
03:15	0		0			15:15	1		1		
03:30	0		0			15:30	1		2		
03:45	0	0	0	0		15:45	1	3	2	8	11
04:00	0		0			16:00	1		3		
04:15	0		0			16:15	2		2		
04:30	0		0			16:30	0		1		
04:45	0	0	0	0		16:45	0	3	2	8	11
05:00	0		0			17:00	0		1		
05:15	0		0			17:15	1		1		
05:30	0		0			17:30	0		2		
05:45	0	0	0	0		17:45	0	1	3	7	8
06:00	0		0			18:00	1		1		
06:15	0		1			18:15	0		0		
06:30	1		0			18:30	1		4		
06:45	0	1	0	1	2	18:45	0	2	0	5	7
07:00	0		2			19:00	0		1		
07:15	0		1			19:15	0		2		
07:30	2		0			19:30	0		2		
07:45	0	2	0	3	5	19:45	0	0	3	8	8
08:00	0		0			20:00	0		0		
08:15	1		1			20:15	0		1		
08:30	0		1			20:30	0		2		
08:45	1	2	2	4	6	20:45	0	0	1	4	4
09:00	0		2			21:00	0		0		
09:15	0		1			21:15	0		1		
09:30	2		1			21:30	0		0		
09:45	1	3	0	4	7	21:45	0	0	0	1	1
10:00	0		1			22:00	0		0		
10:15	1		3			22:15	0		0		
10:30	0		0			22:30	0		0		
10:45	0	1	3	7	8	22:45	0	0	0	0	
11:00	0		0			23:00	0		0		
11:15	0		0			23:15	0		0		
11:30	1		1			23:30	0		0		
11:45	0	1	1	2	3	23:45	0	0	0	0	
Total Vol.		10		21	**31**			21		75	**96**

Daily Totals

IN	OUT	**Combined**
31	96	**127**

	AM			**PM**		
Split %	32.3%	67.7%	**24.4%**	21.9%	78.1%	**75.6%**
Peak Hour	11:30	11:45	**11:45**	12:00	14:00	**14:00**
Volume	7	10	**17**	7	16	**19**
P.H.F.	0.44	0.63	**0.61**	0.50	0.50	**0.63**

pacific@aimtd.com

Tell. 951 249 3226

Tuesday, August 06, 2013

CITY: Costa Mesa

PROJECT: sc0216

Prepared by: Field Data Servi

VADT 4 Driveway C

AM Period	IN		OUT			PM Period	IN		OUT		
00:00	0		0			12:00	0		0		
00:15	0		0			12:15	0		0		
00:30	0		0			12:30	0		0		
00:45	0	0	0	0		12:45	0	0	0	0	
01:00	0		0			13:00	0		0		
01:15	0		0			13:15	0		0		
01:30	0		0			13:30	0		0		
01:45	0	0	0	0		13:45	1	1	1	1	2
02:00	0		0			14:00	0		0		
02:15	0		0			14:15	0		0		
02:30	0		0			14:30	0		0		
02:45	0	0	0	0		14:45	0	0	0	0	
03:00	0		0			15:00	0		0		
03:15	0		0			15:15	0		0		
03:30	0		0			15:30	0		0		
03:45	0	0	0	0		15:45	0	0	0	0	
04:00	0		0			16:00	0		0		
04:15	0		0			16:15	0		0		
04:30	0		0			16:30	0		2		
04:45	0	0	0	0		16:45	0	0	0	2	2
05:00	0		0			17:00	0		0		
05:15	0		0			17:15	0		0		
05:30	0		0			17:30	0		0		
05:45	0	0	0	0		17:45	0	0	0	0	
06:00	0		0			18:00	0		0		
06:15	0		0			18:15	0		0		
06:30	0		0			18:30	0		0		
06:45	0	0	0	0		18:45	0	0	0	0	
07:00	0		0			19:00	0		0		
07:15	0		0			19:15	0		0		
07:30	0		0			19:30	0		0		
07:45	0	0	0	0		19:45	0	0	0	0	
08:00	0		0			20:00	0		0		
08:15	0		0			20:15	0		0		
08:30	0		0			20:30	0		0		
08:45	0	0	0	0		20:45	0	0	0	0	
09:00	0		0			21:00	0		0		
09:15	0		0			21:15	0		0		
09:30	0		1			21:30	0		0		
09:45	0	0	0	1	1	21:45	0	0	0	0	
10:00	0		0			22:00	0		0		
10:15	0		0			22:15	0		0		
10:30	0		0			22:30	0		0		
10:45	1	1	1	1	2	22:45	0	0	0	0	
11:00	0		1			23:00	0		0		
11:15	0		1			23:15	0		0		
11:30	1		0			23:30	1		0		
11:45	0	1	0	2	3	23:45	0	1	0	0	1
Total Vol.	2		4		**6**		2		3		**5**

Daily Totals

IN	OUT	**Combined**
4	7	**11**

	AM			**PM**		
Split %	33.3%	66.7%	**54.5%**	40.0%	60.0%	**45.5%**
Peak Hour	10:45	10:30	**10:45**	13:00	15:45	**13:00**
Volume	2	3	**5**	1	2	**2**
P.H.F.	0.50	0.75	**0.63**		0.25	**0.63**

pacific@aimtd.com

Tell. 951 249 3226

Tuesday, August 06, 2013

CITY: Costa Mesa

PROJECT: sc0216

Prepared by: Field Data Service

VADT 4 Driveway D

AM Period	IN		OUT			PM Period	IN		OUT		
00:00	0		0			12:00	1		1		
00:15	0		0			12:15	1		0		
00:30	0		0			12:30	0		1		
00:45	0	0	0	0		12:45	2	4	6	8	12
01:00	0		0			13:00	3		8		
01:15	0		0			13:15	2		6		
01:30	0		0			13:30	3		2		
01:45	0	0	0	0		13:45	1	9	3	19	28
02:00	0		0			14:00	4		1		
02:15	0		0			14:15	1		1		
02:30	0		0			14:30	2		3		
02:45	0	0	0	0		14:45	2	9	3	8	17
03:00	0		0			15:00	0		1		
03:15	0		0			15:15	1		1		
03:30	0		0			15:30	1		2		
03:45	0	0	0	0		15:45	1	3	1	5	8
04:00	0		0			16:00	4		2		
04:15	0		0			16:15	6		4		
04:30	0		0			16:30	2		1		
04:45	4	4	0	0	4	16:45	0	12	0	7	19
05:00	3		0			17:00	1		1		
05:15	0		0			17:15	6		3		
05:30	2		0			17:30	2		6		
05:45	17	22	0	0	22	17:45	1	10	0	10	20
06:00	1		9			18:00	1		2		
06:15	0		2			18:15	4		7		
06:30	4		1			18:30	2		4		
06:45	12	17	4	16	33	18:45	3	10	2	15	25
07:00	4		5			19:00	4		1		
07:15	0		3			19:15	5		0		
07:30	1		0			19:30	2		4		
07:45	0	5	1	9	14	19:45	0	11	1	6	17
08:00	0		7			20:00	0		1		
08:15	1		1			20:15	1		1		
08:30	2		2			20:30	0		8		
08:45	8	11	0	10	21	20:45	0	1	9	19	20
09:00	3		2			21:00	1		0		
09:15	2		0			21:15	1		0		
09:30	0		0			21:30	0		0		
09:45	3	8	0	2	10	21:45	0	2	0	0	2
10:00	1		6			22:00	0		1		
10:15	0		2			22:15	0		0		
10:30	2		0			22:30	0		0		
10:45	0	3	0	8	11	22:45	0	0	0	1	1
11:00	2		2			23:00	0		0		
11:15	2		5			23:15	0		0		
11:30	6		1			23:30	0		0		
11:45	9	19	1	9	28	23:45	0	0	0	0	
Total Vol.		89		54	**143**			71		98	**169**

Daily Totals

IN	OUT	IN2	OUT2	**Combined**
160	152			**312**

	AM			**PM**		
Split %	62.2%	37.8%	**45.8%**	42.0%	58.0%	**54.2%**
Peak Hour	05:00	06:00	**05:45**	18:30	12:45	**12:45**
Volume	22	16	**34**	14	22	**32**
P.H.F.	0.32	0.44	**0.50**	0.81	0.69	**0.63**

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APPENDIX B
LOS Analysis Sheets

Existing Conditions

17th St / Superior Ave TIA
Existing Conditions
AM Peak Hour

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

Intersection #1 Superior / 17th St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.736
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	41	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Prot+Permit				Prot+Permit				Protected				Prot+Permit			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	0	1 1	1	0	1	1 0	1	0	1	1 0	1	0	1	1 0
Volume Module:																
Base Vol:	51	92	745		45	313	62		12	401	36		415	383	46	
Growth Adj:	1.00	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	92	745		45	313	62		12	401	36		415	383	46	
User Adj:	1.00	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	92	745		45	313	62		12	401	36		415	383	46	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	51	92	745		45	313	62		12	401	36		415	383	46	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	51	92	745		45	313	62		12	401	36		415	383	46	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	0.22	1.78		1.00	1.67	0.33		1.00	1.84	0.16		1.00	1.79	0.21	
Final Sat.:	1600	352	2848		1600	2671	529		1600	2936	264		1600	2857	343	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.26	0.26		0.03	0.12	0.12		0.01	0.14	0.14		0.26	0.13	0.13	
Crit Moves:		****			****					****			****			

17th St / Superior Ave TIA
Existing Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #2 Newport Blvd / 17th St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.811
Loss Time (sec):	12	Average Delay (sec/veh):	31.8
Optimal Cycle:	80	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	3	1 0	2	0	3	0 1	3	0	1	1 0	2	0	3	0 1
Volume Module:																
Base Vol:	39	1720	128		638	1617	513		830	393	30		141	353	167	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	39	1720	128		638	1617	513		830	393	30		141	353	167	
User Adj:	1.00	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:	39	1720	128		638	1617	513		830	393	30		141	353	167	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	39	1720	128		638	1617	513		830	393	30		141	353	167	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	39	1720	128		638	1617	513		830	393	30		141	353	167	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.90	0.90		0.92	0.91	0.85		0.92	0.94	0.94		0.92	0.91	0.85	
Lanes:	1.00	3.72	0.28		2.00	3.00	1.00		3.00	1.86	0.14		2.00	3.00	1.00	
Final Sat.:	1805	6373	474		3502	5187	1615		5253	3317	253		3502	5187	1615	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.27	0.27		0.18	0.31	0.32		0.16	0.12	0.12		0.04	0.07	0.10	
Crit Moves:		****			****				****						****	
Green/Cycle:	0.04	0.33	0.33		0.22	0.52	0.52		0.19	0.24	0.24		0.08	0.13	0.13	
Volume/Cap:	0.61	0.81	0.81		0.81	0.60	0.61		0.81	0.49	0.49		0.49	0.53	0.81	
Delay/Veh:	63.3	32.8	32.8		43.1	17.0	18.0		43.5	33.2	33.2		45.3	41.7	63.4	
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:	63.3	32.8	32.8		43.1	17.0	18.0		43.5	33.2	33.2		45.3	41.7	63.4	
LOS by Move:	E	C	C		D	B	B		D	C	C		D	D	E	
HCM2kAvgQ:	2	16	16		12	13	11		9	6	6		3	4	7	

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

17th St / Superior Ave TIA
Existing Conditions
PM Peak Hour

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

Intersection #1 Superior / 17th St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.779
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Prot+Permit				Prot+Permit				Protected				Prot+Permit			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	0	1 1	1	0	1	1 0	1	0	1	1 0	1	0	1	1 0
Volume Module:																
Base Vol:	103	169	693		92	273	64		32	490	74		361	419	54	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	103	169	693		92	273	64		32	490	74		361	419	54	
User Adj:	1.00	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:	103	169	693		92	273	64		32	490	74		361	419	54	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	103	169	693		92	273	64		32	490	74		361	419	54	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	103	169	693		92	273	64		32	490	74		361	419	54	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	0.39	1.61		1.00	1.62	0.38		1.00	1.74	0.26		1.00	1.77	0.23	
Final Sat.:	1600	627	2573		1600	2592	608		1600	2780	420		1600	2835	365	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.27	0.27		0.06	0.11	0.11		0.02	0.18	0.18		0.23	0.15	0.15	
Crit Moves:		****			****					****			****			

17th St / Superior Ave TIA
Existing Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #2 Newport Blvd / 17th St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.817
Loss Time (sec):	12	Average Delay (sec/veh):	34.0
Optimal Cycle:	81	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	3	1 0	2	0	3	0 1	3	0	1	1 0	2	0	3	0 1
Volume Module:																
Base Vol:	52	1708	158		664	1613	296		826	407	67		246	511	163	
Growth Adj:	1.00	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	1708	158		664	1613	296		826	407	67		246	511	163	
User Adj:	1.00	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	1708	158		664	1613	296		826	407	67		246	511	163	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	52	1708	158		664	1613	296		826	407	67		246	511	163	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	52	1708	158		664	1613	296		826	407	67		246	511	163	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.90	0.90		0.92	0.91	0.85		0.92	0.93	0.93		0.92	0.91	0.85	
Lanes:	1.00	3.66	0.34		2.00	3.00	1.00		3.00	1.72	0.28		2.00	3.00	1.00	
Final Sat.:	1805	6248	578		3502	5187	1615		5253	3035	500		3502	5187	1615	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.27	0.27		0.19	0.31	0.18		0.16	0.13	0.13		0.07	0.10	0.10	
Crit Moves:		****			****				****					****		
Green/Cycle:	0.05	0.33	0.33		0.23	0.52	0.52		0.19	0.21	0.21		0.11	0.12	0.12	
Volume/Cap:	0.60	0.82	0.82		0.82	0.60	0.35		0.82	0.65	0.65		0.65	0.82	0.84	
Delay/Veh:	57.7	32.9	32.9		42.8	17.2	14.4		44.0	38.6	38.6		46.9	51.1	68.9	
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:	57.7	32.9	32.9		42.8	17.2	14.4		44.0	38.6	38.6		46.9	51.1	68.9	
LOS by Move:	E	C	C		D	B	B		D	D	D		D	D	E	
HCM2kAvgQ:	3	17	17		12	13	5		8	7	7		5	8	7	

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

Forecast Existing Plus Project (49 Live/Work Unit Alternative) Conditions

17th St / Superior Ave TIA (49-du Alternative)
Forecast Existing Plus Project Conditions
AM Peak Hour

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

Intersection #1 Superior / 17th St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.737
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	42	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Prot+Permit				Prot+Permit				Protected				Prot+Permit			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	0	1	1	1	0	1	1	0	1	1	0	1	0	1
Volume Module:																
Base Vol:	51	92	745		45	313	62		12	401	36		415	383	46	
Growth Adj:	1.00	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	92	745		45	313	62		12	401	36		415	383	46	
Added Vol:	0	0	1		0	0	0		0	1	0		1	1	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	51	92	746		45	313	62		12	402	36		416	384	46	
User Adj:	1.00	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	92	746		45	313	62		12	402	36		416	384	46	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	51	92	746		45	313	62		12	402	36		416	384	46	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	51	92	746		45	313	62		12	402	36		416	384	46	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	0.22	1.78		1.00	1.67	0.33		1.00	1.84	0.16		1.00	1.79	0.21	
Final Sat.:	1600	351	2849		1600	2671	529		1600	2937	263		1600	2858	342	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.26	0.26		0.03	0.12	0.12		0.01	0.14	0.14		0.26	0.13	0.13	
Crit Moves:		****			****					****			****			

17th St / Superior Ave TIA (49-du Alternative)
Forecast Existing Plus Project Conditions
AM Peak Hour

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

Intersection #2 Newport Blvd / 17th St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.811
Loss Time (sec):	12	Average Delay (sec/veh):	31.8
Optimal Cycle:	80	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	3	1	0	2	0	3	0	1	3	0	1	1	0	2
Volume Module:																
Base Vol:	39	1720	128		638	1617	513		830	393	30		141	353	167	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	39	1720	128		638	1617	513		830	393	30		141	353	167	
Added Vol:	0	0	0		0	0	2		2	1	0		0	1	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	39	1720	128		638	1617	515		832	394	30		141	354	167	
User Adj:	1.00	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:	39	1720	128		638	1617	515		832	394	30		141	354	167	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	39	1720	128		638	1617	515		832	394	30		141	354	167	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	39	1720	128		638	1617	515		832	394	30		141	354	167	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.90	0.90		0.92	0.91	0.85		0.92	0.94	0.94		0.92	0.91	0.85	
Lanes:	1.00	3.72	0.28		2.00	3.00	1.00		3.00	1.86	0.14		2.00	3.00	1.00	
Final Sat.:	1805	6373	474		3502	5187	1615		5253	3318	253		3502	5187	1615	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.27	0.27		0.18	0.31	0.32		0.16	0.12	0.12		0.04	0.07	0.10	
Crit Moves:		****			****				****						****	
Green/Cycle:	0.04	0.33	0.33		0.22	0.52	0.52		0.20	0.24	0.24		0.08	0.13	0.13	
Volume/Cap:	0.61	0.81	0.81		0.81	0.60	0.61		0.81	0.49	0.49		0.49	0.54	0.81	
Delay/Veh:	63.7	32.8	32.8		43.1	17.0	18.1		43.4	33.1	33.1		45.3	41.7	63.5	
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:	63.7	32.8	32.8		43.1	17.0	18.1		43.4	33.1	33.1		45.3	41.7	63.5	
LOS by Move:	E	C	C		D	B	B		D	C	C		D	D	E	
HCM2kAvgQ:	2	16	16		12	13	12		9	6	6		3	4	7	

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

17th St / Superior Ave TIA (49-du Alternative)
Forecast Existing Plus Project Conditions
PM Peak Hour

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

Intersection #1 Superior / 17th St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.783
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	49	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Prot+Permit				Prot+Permit				Protected				Prot+Permit			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	0	1 1	1	0	1	1 0	1	0	1	1 0	1	0	1	1 0
Volume Module:																
Base Vol:	103	169	693		92	273	64		32	490	74		361	419	54	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	103	169	693		92	273	64		32	490	74		361	419	54	
Added Vol:	0	1	4		0	0	0		0	4	0		2	2	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	103	170	697		92	273	64		32	494	74		363	421	54	
User Adj:	1.00	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:	103	170	697		92	273	64		32	494	74		363	421	54	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	103	170	697		92	273	64		32	494	74		363	421	54	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	103	170	697		92	273	64		32	494	74		363	421	54	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	0.39	1.61		1.00	1.62	0.38		1.00	1.74	0.26		1.00	1.77	0.23	
Final Sat.:	1600	627	2573		1600	2592	608		1600	2783	417		1600	2836	364	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.27	0.27		0.06	0.11	0.11		0.02	0.18	0.18		0.23	0.15	0.15	
Crit Moves:		****			****					****			****			

17th St / Superior Ave TIA (49-du Alternative)
Forecast Existing Plus Project Conditions
PM Peak Hour

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

Intersection #2 Newport Blvd / 17th St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.818
Loss Time (sec):	12	Average Delay (sec/veh):	34.1
Optimal Cycle:	81	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	3	1 0	2	0	3	0 1	3	0	1	1 0	2	0	3	0 1
Volume Module:																
Base Vol:	52	1708	158		664	1613	296		826	407	67		246	511	163	
Growth Adj:	1.00	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	1708	158		664	1613	296		826	407	67		246	511	163	
Added Vol:	0	0	0		0	0	4		5	2	0		0	1	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	52	1708	158		664	1613	300		831	409	67		246	512	163	
User Adj:	1.00	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	1708	158		664	1613	300		831	409	67		246	512	163	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	52	1708	158		664	1613	300		831	409	67		246	512	163	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	52	1708	158		664	1613	300		831	409	67		246	512	163	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.90	0.90		0.92	0.91	0.85		0.92	0.93	0.93		0.92	0.91	0.85	
Lanes:	1.00	3.66	0.34		2.00	3.00	1.00		3.00	1.72	0.28		2.00	3.00	1.00	
Final Sat.:	1805	6248	578		3502	5187	1615		5253	3037	497		3502	5187	1615	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.27	0.27		0.19	0.31	0.19		0.16	0.13	0.13		0.07	0.10	0.10	
Crit Moves:		****			****				****					****		
Green/Cycle:	0.05	0.33	0.33		0.23	0.52	0.52		0.19	0.21	0.21		0.11	0.12	0.12	
Volume/Cap:	0.60	0.82	0.82		0.82	0.60	0.36		0.82	0.65	0.65		0.65	0.82	0.84	
Delay/Veh:	57.8	32.9	32.9		43.0	17.2	14.5		43.9	38.5	38.5		46.9	51.2	68.8	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	57.8	32.9	32.9		43.0	17.2	14.5		43.9	38.5	38.5		46.9	51.2	68.8	
LOS by Move:	E	C	C		D	B	B		D	D	D		D	D	E	
HCM2kAvgQ:	3	17	17		12	13	5		8	7	7		5	8	7	

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

Forecast Existing Plus Project (29 Live/Work Unit Alternative) Conditions

17th St / Superior Ave TIA (29-du Alternative)
Forecast Existing Plus Project Conditions
AM Peak Hour

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

Intersection #1 Superior / 17th St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.735
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	41	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Prot+Permit				Prot+Permit				Protected				Prot+Permit			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	0	1 1	1	0	1	1 0	1	0	1	1 0	1	0	1	1 0
Volume Module:																
Base Vol:	51	92	745		45	313	62		12	401	36		415	383	46	
Growth Adj:	1.00	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	92	745		45	313	62		12	401	36		415	383	46	
Added Vol:	0	0	-1		0	0	0		0	-1	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	51	92	744		45	313	62		12	400	36		415	383	46	
User Adj:	1.00	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	92	744		45	313	62		12	400	36		415	383	46	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	51	92	744		45	313	62		12	400	36		415	383	46	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	51	92	744		45	313	62		12	400	36		415	383	46	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	0.22	1.78		1.00	1.67	0.33		1.00	1.83	0.17		1.00	1.79	0.21	
Final Sat.:	1600	352	2848		1600	2671	529		1600	2936	264		1600	2857	343	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.26	0.26		0.03	0.12	0.12		0.01	0.14	0.14		0.26	0.13	0.13	
Crit Moves:		****			****					****			****			

17th St / Superior Ave TIA (29-du Alternative)
Forecast Existing Plus Project Conditions
AM Peak Hour

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

Intersection #2 Newport Blvd / 17th St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.811
Loss Time (sec):	12	Average Delay (sec/veh):	31.8
Optimal Cycle:	80	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	3	1 0	2	0	3	0 1	3	0	1	1 0	2	0	3	0 1
Volume Module:																
Base Vol:	39	1720	128		638	1617	513		830	393	30		141	353	167	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	39	1720	128		638	1617	513		830	393	30		141	353	167	
Added Vol:	0	0	0		0	0	-1		-1	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	39	1720	128		638	1617	512		829	393	30		141	353	167	
User Adj:	1.00	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:	39	1720	128		638	1617	512		829	393	30		141	353	167	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	39	1720	128		638	1617	512		829	393	30		141	353	167	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	39	1720	128		638	1617	512		829	393	30		141	353	167	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.90	0.90		0.92	0.91	0.85		0.92	0.94	0.94		0.92	0.91	0.85	
Lanes:	1.00	3.72	0.28		2.00	3.00	1.00		3.00	1.86	0.14		2.00	3.00	1.00	
Final Sat.:	1805	6373	474		3502	5187	1615		5253	3317	253		3502	5187	1615	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.27	0.27		0.18	0.31	0.32		0.16	0.12	0.12		0.04	0.07	0.10	
Crit Moves:		****			****				****						****	
Green/Cycle:	0.04	0.33	0.33		0.22	0.52	0.52		0.19	0.24	0.24		0.08	0.13	0.13	
Volume/Cap:	0.61	0.81	0.81		0.81	0.60	0.61		0.81	0.49	0.49		0.49	0.53	0.81	
Delay/Veh:	63.1	32.8	32.8		43.1	17.0	18.0		43.5	33.2	33.2		45.3	41.7	63.4	
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:	63.1	32.8	32.8		43.1	17.0	18.0		43.5	33.2	33.2		45.3	41.7	63.4	
LOS by Move:	E	C	C		D	B	B		D	C	C		D	D	E	
HCM2kAvgQ:	2	16	16		12	13	11		9	6	6		3	4	7	

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

17th St / Superior Ave TIA (29-du Alternative)
Forecast Existing Plus Project Conditions
PM Peak Hour

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

Intersection #1 Superior / 17th St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.779
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Prot+Permit				Prot+Permit				Protected				Prot+Permit			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	0	1 1	1	0	1	1 0	1	0	1	1 0	1	0	1	1 0
Volume Module:																
Base Vol:	103	169	693		92	273	64		32	490	74		361	419	54	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	103	169	693		92	273	64		32	490	74		361	419	54	
Added Vol:	0	0	1		0	0	0		0	1	0		-1	-1	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	103	169	694		92	273	64		32	491	74		360	418	54	
User Adj:	1.00	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:	103	169	694		92	273	64		32	491	74		360	418	54	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	103	169	694		92	273	64		32	491	74		360	418	54	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	103	169	694		92	273	64		32	491	74		360	418	54	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	0.39	1.61		1.00	1.62	0.38		1.00	1.74	0.26		1.00	1.77	0.23	
Final Sat.:	1600	627	2573		1600	2592	608		1600	2781	419		1600	2834	366	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.27	0.27		0.06	0.11	0.11		0.02	0.18	0.18		0.23	0.15	0.15	
Crit Moves:		****			****					****			****			

17th St / Superior Ave TIA (29-du Alternative)
Forecast Existing Plus Project Conditions
PM Peak Hour

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

Intersection #2 Newport Blvd / 17th St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.817
Loss Time (sec):	12	Average Delay (sec/veh):	34.0
Optimal Cycle:	81	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	3	1 0	2	0	3	0 1	3	0	1	1 0	2	0	3	0 1
Volume Module:																
Base Vol:	52	1708	158		664	1613	296		826	407	67		246	511	163	
Growth Adj:	1.00	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	1708	158		664	1613	296		826	407	67		246	511	163	
Added Vol:	0	0	0		0	0	-2		2	1	0		0	-1	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	52	1708	158		664	1613	294		828	408	67		246	510	163	
User Adj:	1.00	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	1708	158		664	1613	294		828	408	67		246	510	163	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	52	1708	158		664	1613	294		828	408	67		246	510	163	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	52	1708	158		664	1613	294		828	408	67		246	510	163	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.90	0.90		0.92	0.91	0.85		0.92	0.93	0.93		0.92	0.91	0.85	
Lanes:	1.00	3.66	0.34		2.00	3.00	1.00		3.00	1.72	0.28		2.00	3.00	1.00	
Final Sat.:	1805	6248	578		3502	5187	1615		5253	3036	499		3502	5187	1615	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.27	0.27		0.19	0.31	0.18		0.16	0.13	0.13		0.07	0.10	0.10	
Crit Moves:		****			****				****					****		
Green/Cycle:	0.05	0.33	0.33		0.23	0.52	0.52		0.19	0.21	0.21		0.11	0.12	0.12	
Volume/Cap:	0.60	0.82	0.82		0.82	0.60	0.35		0.82	0.65	0.65		0.65	0.82	0.84	
Delay/Veh:	57.8	32.9	32.9		42.9	17.2	14.4		43.9	38.6	38.6		46.9	51.2	69.3	
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:	57.8	32.9	32.9		42.9	17.2	14.4		43.9	38.6	38.6		46.9	51.2	69.3	
LOS by Move:	E	C	C		D	B	B		D	D	D		D	D	E	
HCM2kAvgQ:	3	17	17		12	13	5		8	7	7		5	8	7	

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

Forecast Year 2015
Without Project Conditions

17th St / Superior Ave TIA
Forecast Year 2015 Without Project Conditions
AM Peak Hour

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

Intersection #1 Superior / 17th St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.749
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	43	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Prot+Permit				Prot+Permit				Protected				Prot+Permit			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	1	1	1	0	1	1	0	1	1	0	1	0	1
Volume Module:																
Base Vol:	51	92	745		45	313	62		12	401	36		415	383	46	
Growth Adj:	1.02	1.02	1.02		1.02	1.02	1.02		1.02	1.02	1.02		1.02	1.02	1.02	
Initial Bse:	52	94	760		46	319	63		12	409	37		423	391	47	
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	94	760		46	319	63		12	409	37		423	391	47	
User Adj:	1.00	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	94	760		46	319	63		12	409	37		423	391	47	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	52	94	760		46	319	63		12	409	37		423	391	47	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	52	94	760		46	319	63		12	409	37		423	391	47	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	0.22	1.78		1.00	1.67	0.33		1.00	1.84	0.16		1.00	1.79	0.21	
Final Sat.:	1600	352	2848		1600	2671	529		1600	2936	264		1600	2857	343	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.27	0.27		0.03	0.12	0.12		0.01	0.14	0.14		0.26	0.14	0.14	
Crit Moves:		****			****					****			****			

17th St / Superior Ave TIA
Forecast Year 2015 Without Project Conditions
AM Peak Hour

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

Intersection #2 Newport Blvd / 17th St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.827
Loss Time (sec):	12	Average Delay (sec/veh):	32.3
Optimal Cycle:	84	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	3	1	0	2	0	3	0	1	3	0	1	1	0	2	0	3	0	1
Volume Module:																
Base Vol:	39	1720	128		638	1617	513		830	393	30		141	353	167	
Growth Adj:	1.02	1.02	1.02		1.02	1.02	1.02		1.02	1.02	1.02		1.02	1.02	1.02	
Initial Bse:	40	1754	131		651	1649	523		847	401	31		144	360	170	
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:	40	1754	131		651	1649	523		847	401	31		144	360	170	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	40	1754	131		651	1649	523		847	401	31		144	360	170	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	40	1754	131		651	1649	523		847	401	31		144	360	170	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	40	1754	131		651	1649	523		847	401	31		144	360	170	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.90	0.90		0.92	0.91	0.85		0.92	0.94	0.94		0.92	0.91	0.85	
Lanes:	1.00	3.72	0.28		2.00	3.00	1.00		3.00	1.86	0.14		2.00	3.00	1.00	
Final Sat.:	1805	6373	474		3502	5187	1615		5253	3317	253		3502	5187	1615	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.28	0.28		0.19	0.32	0.32		0.16	0.12	0.12		0.04	0.07	0.11	
Crit Moves:		****			****				****						****	
Green/Cycle:	0.04	0.33	0.33		0.22	0.52	0.52		0.19	0.24	0.24		0.08	0.13	0.13	
Volume/Cap:	0.62	0.83	0.83		0.83	0.61	0.62		0.83	0.50	0.50		0.50	0.54	0.83	
Delay/Veh:	64.8	33.3	33.3		44.2	17.2	18.3		44.3	33.3	33.3		45.4	41.8	65.8	
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:	64.8	33.3	33.3		44.2	17.2	18.3		44.3	33.3	33.3		45.4	41.8	65.8	
LOS by Move:	E	C	C		D	B	B		D	C	C		D	D	E	
HCM2kAvgQ:	2	17	17		12	13	12		9	6	6		3	5	8	

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

17th St / Superior Ave TIA
Forecast Year 2015 Without Project Conditions
PM Peak Hour

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

Intersection #1 Superior / 17th St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.793
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	51	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Prot+Permit				Prot+Permit				Protected				Prot+Permit			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	0	1 1	1	0	1	1 0	1	0	1	1 0	1	0	1	1 0
Volume Module:																
Base Vol:	103	169	693		92	273	64		32	490	74		361	419	54	
Growth Adj:	1.02	1.02	1.02		1.02	1.02	1.02		1.02	1.02	1.02		1.02	1.02	1.02	
Initial Bse:	105	172	707		94	278	65		33	500	75		368	427	55	
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:	105	172	707		94	278	65		33	500	75		368	427	55	
User Adj:	1.00	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:	105	172	707		94	278	65		33	500	75		368	427	55	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	105	172	707		94	278	65		33	500	75		368	427	55	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	105	172	707		94	278	65		33	500	75		368	427	55	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	0.39	1.61		1.00	1.62	0.38		1.00	1.74	0.26		1.00	1.77	0.23	
Final Sat.:	1600	627	2573		1600	2592	608		1600	2780	420		1600	2835	365	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.27	0.27		0.06	0.11	0.11		0.02	0.18	0.18		0.23	0.15	0.15	
Crit Moves:		****			****					****			****			

17th St / Superior Ave TIA
Forecast Year 2015 Without Project Conditions
PM Peak Hour

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

Intersection #2 Newport Blvd / 17th St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.833
Loss Time (sec):	12	Average Delay (sec/veh):	34.7
Optimal Cycle:	85	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	3	1 0	2	0	3	0 1	3	0	1	1 0	2	0	3	0 1
Volume Module:																
Base Vol:	52	1708	158		664	1613	296		826	407	67		246	511	163	
Growth Adj:	1.02	1.02	1.02		1.02	1.02	1.02		1.02	1.02	1.02		1.02	1.02	1.02	
Initial Bse:	53	1742	161		677	1645	302		843	415	68		251	521	166	
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	1742	161		677	1645	302		843	415	68		251	521	166	
User Adj:	1.00	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	1742	161		677	1645	302		843	415	68		251	521	166	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	53	1742	161		677	1645	302		843	415	68		251	521	166	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	53	1742	161		677	1645	302		843	415	68		251	521	166	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.90	0.90		0.92	0.91	0.85		0.92	0.93	0.93		0.92	0.91	0.85	
Lanes:	1.00	3.66	0.34		2.00	3.00	1.00		3.00	1.72	0.28		2.00	3.00	1.00	
Final Sat.:	1805	6248	578		3502	5187	1615		5253	3035	500		3502	5187	1615	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.28	0.28		0.19	0.32	0.19		0.16	0.14	0.14		0.07	0.10	0.10	
Crit Moves:		****			****				****					****		
Green/Cycle:	0.05	0.33	0.33		0.23	0.52	0.52		0.19	0.21	0.21		0.11	0.12	0.12	
Volume/Cap:	0.61	0.83	0.83		0.83	0.61	0.36		0.83	0.67	0.67		0.67	0.83	0.85	
Delay/Veh:	58.8	33.5	33.5		43.9	17.4	14.5		44.9	38.9	38.9		47.4	52.3	71.8	
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:	58.8	33.5	33.5		43.9	17.4	14.5		44.9	38.9	38.9		47.4	52.3	71.8	
LOS by Move:	E	C	C		D	B	B		D	D	D		D	D	E	
HCM2kAvgQ:	3	17	17		13	13	6		9	7	7		5	8	8	

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

Forecast Year 2015 With Project (49 Live/Work Unit Alternative) Conditions

17th St / Superior Ave TIA (49-du Alternative)
Forecast Year 2015 With Project Conditions
AM Peak Hour

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

Intersection #1 Superior / 17th St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.751
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	43	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Prot+Permit				Prot+Permit				Protected				Prot+Permit			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	0	1 1	1	0	1	1 0	1	0	1	1 0	1	0	1	1 0
Volume Module:																
Base Vol:	51	92	745		45	313	62		12	401	36		415	383	46	
Growth Adj:	1.02	1.02	1.02		1.02	1.02	1.02		1.02	1.02	1.02		1.02	1.02	1.02	
Initial Bse:	52	94	760		46	319	63		12	409	37		423	391	47	
Added Vol:	0	0	1		0	0	0		0	1	0		1	1	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	52	94	761		46	319	63		12	410	37		424	392	47	
User Adj:	1.00	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	94	761		46	319	63		12	410	37		424	392	47	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	52	94	761		46	319	63		12	410	37		424	392	47	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	52	94	761		46	319	63		12	410	37		424	392	47	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	0.22	1.78		1.00	1.67	0.33		1.00	1.84	0.16		1.00	1.79	0.21	
Final Sat.:	1600	351	2849		1600	2671	529		1600	2937	263		1600	2858	342	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.27	0.27		0.03	0.12	0.12		0.01	0.14	0.14		0.27	0.14	0.14	
Crit Moves:		****			****					****			****			

17th St / Superior Ave TIA (49-du Alternative)
Forecast Year 2015 With Project Conditions
AM Peak Hour

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

Intersection #2 Newport Blvd / 17th St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.827
Loss Time (sec):	12	Average Delay (sec/veh):	32.4
Optimal Cycle:	84	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	3	1 0	2	0	3	0 1	3	0	1	1 0	2	0	3	0 1
Volume Module:																
Base Vol:	39	1720	128		638	1617	513		830	393	30		141	353	167	
Growth Adj:	1.02	1.02	1.02		1.02	1.02	1.02		1.02	1.02	1.02		1.02	1.02	1.02	
Initial Bse:	40	1754	131		651	1649	523		847	401	31		144	360	170	
Added Vol:	0	0	0		0	0	2		2	1	0		0	1	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	40	1754	131		651	1649	525		849	402	31		144	361	170	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	40	1754	131		651	1649	525		849	402	31		144	361	170	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	40	1754	131		651	1649	525		849	402	31		144	361	170	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	40	1754	131		651	1649	525		849	402	31		144	361	170	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.90	0.90		0.92	0.91	0.85		0.92	0.94	0.94		0.92	0.91	0.85	
Lanes:	1.00	3.72	0.28		2.00	3.00	1.00		3.00	1.86	0.14		2.00	3.00	1.00	
Final Sat.:	1805	6373	474		3502	5187	1615		5253	3318	253		3502	5187	1615	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.28	0.28		0.19	0.32	0.33		0.16	0.12	0.12		0.04	0.07	0.11	
Crit Moves:		****			****				****						****	
Green/Cycle:	0.04	0.33	0.33		0.22	0.52	0.52		0.20	0.24	0.24		0.08	0.13	0.13	
Volume/Cap:	0.62	0.83	0.83		0.83	0.61	0.62		0.83	0.50	0.50		0.50	0.55	0.83	
Delay/Veh:	65.2	33.4	33.4		44.2	17.2	18.4		44.3	33.2	33.2		45.4	41.9	65.9	
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:	65.2	33.4	33.4		44.2	17.2	18.4		44.3	33.2	33.2		45.4	41.9	65.9	
LOS by Move:	E	C	C		D	B	B		D	C	C		D	D	E	
HCM2kAvgQ:	2	17	17		12	13	12		9	6	6		3	5	8	

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

17th St / Superior Ave TIA (49-du Alternative)
Forecast Year 2015 With Project Conditions
PM Peak Hour

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

Intersection #1 Superior / 17th St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.797
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	51	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Prot+Permit				Prot+Permit				Protected				Prot+Permit			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	0	1 1	1	0	1	1 0	1	0	1	1 0	1	0	1	1 0
Volume Module:																
Base Vol:	103	169	693		92	273	64		32	490	74		361	419	54	
Growth Adj:	1.02	1.02	1.02		1.02	1.02	1.02		1.02	1.02	1.02		1.02	1.02	1.02	
Initial Bse:	105	172	707		94	278	65		33	500	75		368	427	55	
Added Vol:	0	1	4		0	0	0		0	4	0		2	2	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	105	173	711		94	278	65		33	504	75		370	429	55	
User Adj:	1.00	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:	105	173	711		94	278	65		33	504	75		370	429	55	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	105	173	711		94	278	65		33	504	75		370	429	55	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	105	173	711		94	278	65		33	504	75		370	429	55	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	0.39	1.61		1.00	1.62	0.38		1.00	1.74	0.26		1.00	1.77	0.23	
Final Sat.:	1600	627	2573		1600	2592	608		1600	2783	417		1600	2836	364	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.28	0.28		0.06	0.11	0.11		0.02	0.18	0.18		0.23	0.15	0.15	
Crit Moves:		****			****					****			****			

17th St / Superior Ave TIA (49-du Alternative)
Forecast Year 2015 With Project Conditions
PM Peak Hour

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

Intersection #2 Newport Blvd / 17th St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.834
Loss Time (sec):	12	Average Delay (sec/veh):	34.7
Optimal Cycle:	86	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	3	1 0	2	0	3	0 1	3	0	1	1 0	2	0	3	0 1
Volume Module:																
Base Vol:	52	1708	158		664	1613	296		826	407	67		246	511	163	
Growth Adj:	1.02	1.02	1.02		1.02	1.02	1.02		1.02	1.02	1.02		1.02	1.02	1.02	
Initial Bse:	53	1742	161		677	1645	302		843	415	68		251	521	166	
Added Vol:	0	0	0		0	0	4		5	2	0		0	1	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	53	1742	161		677	1645	306		848	417	68		251	522	166	
User Adj:	1.00	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	1742	161		677	1645	306		848	417	68		251	522	166	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	53	1742	161		677	1645	306		848	417	68		251	522	166	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	53	1742	161		677	1645	306		848	417	68		251	522	166	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.90	0.90		0.92	0.91	0.85		0.92	0.93	0.93		0.92	0.91	0.85	
Lanes:	1.00	3.66	0.34		2.00	3.00	1.00		3.00	1.72	0.28		2.00	3.00	1.00	
Final Sat.:	1805	6248	578		3502	5187	1615		5253	3037	498		3502	5187	1615	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.28	0.28		0.19	0.32	0.19		0.16	0.14	0.14		0.07	0.10	0.10	
Crit Moves:		****			****				****					****		
Green/Cycle:	0.05	0.33	0.33		0.23	0.52	0.52		0.19	0.21	0.21		0.11	0.12	0.12	
Volume/Cap:	0.61	0.83	0.83		0.83	0.61	0.37		0.83	0.67	0.67		0.67	0.83	0.85	
Delay/Veh:	59.0	33.6	33.6		44.0	17.4	14.6		44.9	38.9	38.9		47.4	52.4	71.8	
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:	59.0	33.6	33.6		44.0	17.4	14.6		44.9	38.9	38.9		47.4	52.4	71.8	
LOS by Move:	E	C	C		D	B	B		D	D	D		D	D	E	
HCM2kAvgQ:	3	17	17		13	13	6		9	7	7		5	8	8	

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

Forecast Year 2015 With Project (29 Live/Work Unit Alternative) Conditions

17th St / Superior Ave TIA (29-du Alternative)
Forecast Year 2015 With Project Conditions
AM Peak Hour

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

Intersection #1 Superior / 17th St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.749
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	43	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Prot+Permit				Prot+Permit				Protected				Prot+Permit			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	0	1	1	1	0	1	1	0	1	1	0	1	0	1
Volume Module:																
Base Vol:	51	92	745		45	313	62		12	401	36		415	383	46	
Growth Adj:	1.02	1.02	1.02		1.02	1.02	1.02		1.02	1.02	1.02		1.02	1.02	1.02	
Initial Bse:	52	94	760		46	319	63		12	409	37		423	391	47	
Added Vol:	0	0	-1		0	0	0		0	-1	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	52	94	759		46	319	63		12	408	37		423	391	47	
User Adj:	1.00	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	94	759		46	319	63		12	408	37		423	391	47	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	52	94	759		46	319	63		12	408	37		423	391	47	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	52	94	759		46	319	63		12	408	37		423	391	47	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	0.22	1.78		1.00	1.67	0.33		1.00	1.83	0.17		1.00	1.79	0.21	
Final Sat.:	1600	352	2848		1600	2671	529		1600	2936	264		1600	2857	343	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.27	0.27		0.03	0.12	0.12		0.01	0.14	0.14		0.26	0.14	0.14	
Crit Moves:		****			****					****			****			

17th St / Superior Ave TIA (29-du Alternative)
Forecast Year 2015 With Project Conditions
AM Peak Hour

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

Intersection #2 Newport Blvd / 17th St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.827
Loss Time (sec):	12	Average Delay (sec/veh):	32.3
Optimal Cycle:	84	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	3	1	0	2	0	3	0	1	3	0	1	1	0	2
Volume Module:																
Base Vol:	39	1720	128		638	1617	513		830	393	30		141	353	167	
Growth Adj:	1.02	1.02	1.02		1.02	1.02	1.02		1.02	1.02	1.02		1.02	1.02	1.02	
Initial Bse:	40	1754	131		651	1649	523		847	401	31		144	360	170	
Added Vol:	0	0	0		0	0	-1		-1	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	40	1754	131		651	1649	522		846	401	31		144	360	170	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	40	1754	131		651	1649	522		846	401	31		144	360	170	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	40	1754	131		651	1649	522		846	401	31		144	360	170	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	40	1754	131		651	1649	522		846	401	31		144	360	170	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.90	0.90		0.92	0.91	0.85		0.92	0.94	0.94		0.92	0.91	0.85	
Lanes:	1.00	3.72	0.28		2.00	3.00	1.00		3.00	1.86	0.14		2.00	3.00	1.00	
Final Sat.:	1805	6373	474		3502	5187	1615		5253	3317	253		3502	5187	1615	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.28	0.28		0.19	0.32	0.32		0.16	0.12	0.12		0.04	0.07	0.11	
Crit Moves:		****			****				****						****	
Green/Cycle:	0.04	0.33	0.33		0.22	0.52	0.52		0.19	0.24	0.24		0.08	0.13	0.13	
Volume/Cap:	0.62	0.83	0.83		0.83	0.61	0.62		0.83	0.50	0.50		0.50	0.54	0.83	
Delay/Veh:	64.6	33.3	33.3		44.1	17.1	18.3		44.3	33.3	33.3		45.4	41.8	65.8	
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:	64.6	33.3	33.3		44.1	17.1	18.3		44.3	33.3	33.3		45.4	41.8	65.8	
LOS by Move:	E	C	C		D	B	B		D	C	C		D	D	E	
HCM2kAvgQ:	2	17	17		12	13	12		9	6	6		3	5	8	

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

17th St / Superior Ave TIA (29-du Alternative)
Forecast Year 2015 With Project Conditions
PM Peak Hour

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

Intersection #1 Superior / 17th St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.793
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	51	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Prot+Permit				Prot+Permit				Protected				Prot+Permit			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	0	1 1	1	0	1	1 0	1	0	1	1 0	1	0	1	1 0
Volume Module:																
Base Vol:	103	169	693		92	273	64		32	490	74		361	419	54	
Growth Adj:	1.02	1.02	1.02		1.02	1.02	1.02		1.02	1.02	1.02		1.02	1.02	1.02	
Initial Bse:	105	172	707		94	278	65		33	500	75		368	427	55	
Added Vol:	0	0	1		0	0	0		0	1	0		-1	-1	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	105	172	708		94	278	65		33	501	75		367	426	55	
User Adj:	1.00	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:	105	172	708		94	278	65		33	501	75		367	426	55	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	105	172	708		94	278	65		33	501	75		367	426	55	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	105	172	708		94	278	65		33	501	75		367	426	55	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	0.39	1.61		1.00	1.62	0.38		1.00	1.74	0.26		1.00	1.77	0.23	
Final Sat.:	1600	627	2573		1600	2592	608		1600	2781	419		1600	2834	366	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.28	0.28		0.06	0.11	0.11		0.02	0.18	0.18		0.23	0.15	0.15	
Crit Moves:		****			****					****			****			

17th St / Superior Ave TIA (29-du Alternative)
Forecast Year 2015 With Project Conditions
PM Peak Hour

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

Intersection #2 Newport Blvd / 17th St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.833
Loss Time (sec):	12	Average Delay (sec/veh):	34.7
Optimal Cycle:	85	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	3	1 0	2	0	3	0 1	3	0	1	1 0	2	0	3	0 1
Volume Module:																
Base Vol:	52	1708	158		664	1613	296		826	407	67		246	511	163	
Growth Adj:	1.02	1.02	1.02		1.02	1.02	1.02		1.02	1.02	1.02		1.02	1.02	1.02	
Initial Bse:	53	1742	161		677	1645	302		843	415	68		251	521	166	
Added Vol:	0	0	0		0	0	-2		2	1	0		0	-1	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	53	1742	161		677	1645	300		845	416	68		251	520	166	
User Adj:	1.00	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	1742	161		677	1645	300		845	416	68		251	520	166	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	53	1742	161		677	1645	300		845	416	68		251	520	166	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	53	1742	161		677	1645	300		845	416	68		251	520	166	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.90	0.90		0.92	0.91	0.85		0.92	0.93	0.93		0.92	0.91	0.85	
Lanes:	1.00	3.66	0.34		2.00	3.00	1.00		3.00	1.72	0.28		2.00	3.00	1.00	
Final Sat.:	1805	6248	578		3502	5187	1615		5253	3036	499		3502	5187	1615	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.28	0.28		0.19	0.32	0.19		0.16	0.14	0.14		0.07	0.10	0.10	
Crit Moves:		****			****				****					****		
Green/Cycle:	0.05	0.33	0.33		0.23	0.52	0.52		0.19	0.21	0.21		0.11	0.12	0.12	
Volume/Cap:	0.61	0.83	0.83		0.83	0.61	0.36		0.83	0.67	0.67		0.67	0.83	0.86	
Delay/Veh:	58.9	33.5	33.5		43.9	17.4	14.5		44.8	38.9	38.9		47.4	52.4	72.2	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	58.9	33.5	33.5		43.9	17.4	14.5		44.8	38.9	38.9		47.4	52.4	72.2	
LOS by Move:	E	C	C		D	B	B		D	D	D		D	D	E	
HCM2kAvgQ:	3	17	17		13	13	5		9	7	7		5	8	8	

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

Project Driveways LOS Analysis Sheets
(49 Live/Work Unit Alternative)

17th St / Superior Ave TIA (49-du Alternative)
Forecast Existing Plus Project Conditions
AM Peak Hour

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

Intersection #3 Project Dwy at 17th Street

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: A[9.6]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	0	0 1	0	0	0	0 0	0	0	2	0 0	0	1	1	0 0
Volume Module:																
Base Vol:	0	0	0	0	0	0	0	0	0	449	0	0	0	496	0	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	0	0	0	0	0	0	0	0	0	449	0	0	0	496	0	
Added Vol:	0	0	6	0	0	0	0	0	0	0	0	4	0	0		
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Initial Fut:	0	0	6	0	0	0	0	0	0	449	0	4	496	0		
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
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	1.00	1.00		
PHF Volume:	0	0	6	0	0	0	0	0	0	449	0	4	496	0		
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
FinalVolume:	0	0	6	0	0	0	0	0	0	449	0	4	496	0		
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx		6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		4.1	xxxx	xxxxx		
FollowUpTim:	xxxxx	xxxx		3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		2.2	xxxx	xxxxx		
Capacity Module:																
Cnflict Vol:	xxxx	xxxx		225	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		449	xxxx	xxxxx		
Potent Cap.:	xxxx	xxxx		785	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		1122	xxxx	xxxxx		
Move Cap.:	xxxx	xxxx		785	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		1122	xxxx	xxxxx		
Volume/Cap:	xxxx	xxxx		0.01	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx		0.00	xxxx	xxxx		
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx		0.0	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		0.0	xxxx	xxxxx		
Control Del:	xxxxx	xxxx		9.6	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		8.2	xxxx	xxxxx		
LOS by Move:	*	*		A	*	*	*	*	*	*		A	*	*		
Movement:	LT -	LTR -	RT		LT -	LTR -	RT	LT -	LTR -	RT		LT -	LTR -	RT		
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		0.0	xxxx	xxxxx		
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		8.2	xxxx	xxxxx		
Shared LOS:	*	*	*		*	*	*	*	*	*		A	*	*		
ApproachDel:		9.6			xxxxxx			xxxxxx				xxxxxx				
ApproachLOS:		A			*			*				*				

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

17th St / Superior Ave TIA (49-du Alternative)
Forecast Existing Plus Project Conditions
AM Peak Hour

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

Intersection #4 Project Dwy at Superior Ave

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: C[21.8]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0	1	1	0 0	0	0	1	1 0	0	0	1!	0 0	0	0	0	0 0
Volume Module:																
Base Vol:	0	888	0	0	764	0	0	0	0	0	0	0	0			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	0	888	0	0	764	0	0	0	0	0	0	0	0			
Added Vol:	2	0	0	0	0	4	7	0	3	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	2	888	0	0	764	4	7	0	3	0	0	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	2	888	0	0	764	4	7	0	3	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
FinalVolume:	2	888	0	0	764	4	7	0	3	0	0	0				
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	xxxxx	xxxx	xxxxx				
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	768	xxxx	xxxxx	xxxx	xxxx	xxxxx	1214	1658	384	xxxx	xxxx	xxxxx				
Potent Cap.:	855	xxxx	xxxxx	xxxx	xxxx	xxxxx	177	99	620	xxxx	xxxx	xxxxx				
Move Cap.:	855	xxxx	xxxxx	xxxx	xxxx	xxxxx	177	98	620	xxxx	xxxx	xxxxx				
Volume/Cap:	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.04	0.00	0.00	xxxx	xxxx	xxxx				
Level Of Service Module:																
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Control Del:	9.2	xxxx	xxxxx	xxxxx	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	225	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx				
Shrd ConDel:	9.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	21.8	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	A	*	*	*	*	*	*	C	*	*	*	*				
ApproachDel:	xxxxxx			xxxxxx			21.8			xxxxxx						
ApproachLOS:		*			*			C			*					

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

17th St / Superior Ave TIA (49-du Alternative)
Forecast Existing Plus Project Conditions
PM Peak Hour

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

Intersection #3 Project Dwy at 17th Street

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: B[10.2]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	0	0 1	0	0	0	0 0	0	0	2	0 0	0	1	1	0 0
Volume Module:																
Base Vol:	0	0	0	0	0	0	0	0	596	0	0	586	0			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	0	0	0	0	0	0	0	0	596	0	0	586	0			
Added Vol:	0	0	8	0	0	0	0	0	0	0	8	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	0	0	8	0	0	0	0	0	596	0	8	586	0			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
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	1.00			
PHF Volume:	0	0	8	0	0	0	0	0	596	0	8	586	0			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0			
FinalVolume:	0	0	8	0	0	0	0	0	596	0	8	586	0			
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx		6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		4.1	xxxx	xxxxx		
FollowUpTim:	xxxxx	xxxx		3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		2.2	xxxx	xxxxx		
Capacity Module:																
Cnflict Vol:	xxxx	xxxx		298	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		596	xxxx	xxxxx		
Potent Cap.:	xxxx	xxxx		704	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		990	xxxx	xxxxx		
Move Cap.:	xxxx	xxxx		704	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		990	xxxx	xxxxx		
Volume/Cap:	xxxx	xxxx	0.01		xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.01		xxxx	xxxx		
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx		0.0	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		0.0	xxxx	xxxxx		
Control Del:	xxxxx	xxxx		10.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		8.7	xxxx	xxxxx		
LOS by Move:	*	*		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		0.0	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		8.7	xxxx	xxxxx	
Shared LOS:	*	*	*		*	*	*		*	*	*		A	*	*	
ApproachDel:	10.2				xxxxxx				xxxxxx				xxxxxx			
ApproachLOS:	B				*				*				*			

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

17th St / Superior Ave TIA (49-du Alternative)
Forecast Existing Plus Project Conditions
PM Peak Hour

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

Intersection #4 Project Dwy at Superior Ave

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: C[20.9]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0	1	1	0 0	0	0	1	1 0	0	0	1!	0 0	0	0	0	0 0
Volume Module:																
Base Vol:	0	965	0	0	708	0	0	0	0	0	0	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	965	0	0	708	0	0	0	0	0	0	0				
Added Vol:	5	0	0	0	0	10	9	0	5	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	5	965	0	0	708	10	9	0	5	0	0	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	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	965	0	0	708	10	9	0	5	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
FinalVolume:	5	965	0	0	708	10	9	0	5	0	0	0				
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	xxxxx	xxxx	xxxxx				
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	718	xxxx	xxxxx	xxxx	xxxx	xxxxx	1206	1688	359	xxxx	xxxx	xxxxx				
Potent Cap.:	892	xxxx	xxxxx	xxxx	xxxx	xxxxx	179	95	643	xxxx	xxxx	xxxxx				
Move Cap.:	892	xxxx	xxxxx	xxxx	xxxx	xxxxx	178	94	643	xxxx	xxxx	xxxxx				
Volume/Cap:	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.05	0.00	0.01	xxxx	xxxx	xxxx				
Level Of Service Module:																
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Control Del:	9.1	xxxx	xxxxx	xxxxx	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	240	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx				
Shrd ConDel:	9.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	20.9	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	A	*	*	*	*	*	*	C	*	*	*	*				
ApproachDel:	xxxxxx			xxxxxx			20.9			xxxxxx						
ApproachLOS:	*			*			C			*						

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

17th St / Superior Ave TIA (49-du Alternative)
Forecast Year 2015 With Project Conditions
AM Peak Hour

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

Intersection #3 Project Dwy at 17th Street

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: A[9.7]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	0	0 1	0	0	0	0 0	0	0	2	0 0	0	1	1	0 0
Volume Module:																
Base Vol:	0	0	0	0	0	0	0	0	0	449	0	0	0	496	0	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	0	0	0	0	0	0	0	0	458	0	0	0	506	0	0
Added Vol:	0	0	6	0	0	0	0	0	0	0	0	4	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	6	0	0	0	0	0	0	458	0	4	0	506	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	1.00	1.00	1.00	1.00
PHF Volume:	0	0	6	0	0	0	0	0	0	458	0	4	0	506	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	6	0	0	0	0	0	0	458	0	4	0	506	0	0
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx		6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		4.1	xxxx	xxxxx		
FollowUpTim:	xxxxx	xxxx		3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		2.2	xxxx	xxxxx		
Capacity Module:																
Cnflict Vol:	xxxx	xxxx		229	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		458	xxxx	xxxxx		
Potent Cap.:	xxxx	xxxx		780	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		1114	xxxx	xxxxx		
Move Cap.:	xxxx	xxxx		780	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		1114	xxxx	xxxxx		
Volume/Cap:	xxxx	xxxx		0.01	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx		0.00	xxxx	xxxx		
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx		0.0	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		0.0	xxxx	xxxxx		
Control Del:	xxxxx	xxxx		9.7	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		8.2	xxxx	xxxxx		
LOS by Move:	*	*		A	*	*	*	*	*	*		A	*	*		
Movement:	LT - LTR - RT				LT - LTR - RT				LT - LTR - RT				LT - LTR - RT			
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		0.0	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		8.2	xxxx	xxxxx	
Shared LOS:	*	*	*		*	*	*		*	*	*		A	*	*	
ApproachDel:			9.7				xxxxxx				xxxxxx			xxxxxx		
ApproachLOS:			A				*				*			*		

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

17th St / Superior Ave TIA (49-du Alternative)
Forecast Year 2015 With Project Conditions
AM Peak Hour

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

Intersection #4 Project Dwy at Superior Ave

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: C[22.4]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0	1	1	0 0	0	0	1	1 0	0	0	1!	0 0	0	0	0	0 0
Volume Module:																
Base Vol:	0	888	0	0	764	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	906	0	0	779	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	2	0	0	0	0	4	7	0	3	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	906	0	0	779	4	7	0	3	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	1.00	1.00	1.00	1.00
PHF Volume:	2	906	0	0	779	4	7	0	3	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	2	906	0	0	779	4	7	0	3	0	0	0	0	0	0	0
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	xxxxx	xxxx	xxxxx				
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	783	xxxx	xxxxx	xxxx	xxxx	xxxxx	1238	1691	392	xxxx	xxxx	xxxxx				
Potent Cap.:	844	xxxx	xxxxx	xxxx	xxxx	xxxxx	171	94	613	xxxx	xxxx	xxxxx				
Move Cap.:	844	xxxx	xxxxx	xxxx	xxxx	xxxxx	170	94	613	xxxx	xxxx	xxxxx				
Volume/Cap:	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.04	0.00	0.00	xxxx	xxxx	xxxx				
Level Of Service Module:																
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Control Del:	9.3	xxxx	xxxxx	xxxxx	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	217	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx				
Shrd ConDel:	9.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	22.4	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	A	*	*	*	*	*	*	C	*	*	*	*				
ApproachDel:	xxxxxx			xxxxxx				22.4			xxxxxx					
ApproachLOS:		*			*			C			*					

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

17th St / Superior Ave TIA (49-du Alternative)
Forecast Year 2015 With Project Conditions
PM Peak Hour

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

Intersection #3 Project Dwy at 17th Street

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: B[10.2]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	0	0 1	0	0	0	0 0	0	0	2	0 0	0	1	1	0 0
Volume Module:																
Base Vol:	0	0	0	0	0	0	0	0	0	596	0	0	0	586	0	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	0	0	0	0	0	0	0	0	608	0	0	0	598	0	0
Added Vol:	0	0	8	0	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	0	0	0	0
Initial Fut:	0	0	8	0	0	0	0	0	0	608	0	0	8	598	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	1.00	1.00	1.00	1.00
PHF Volume:	0	0	8	0	0	0	0	0	0	608	0	0	8	598	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	8	0	0	0	0	0	0	608	0	0	8	598	0	0
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx		6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		4.1	xxxx	xxxxx		
FollowUpTim:	xxxxx	xxxx		3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		2.2	xxxx	xxxxx		
Capacity Module:																
Cnflict Vol:	xxxx	xxxx		304	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		608	xxxx	xxxxx		
Potent Cap.:	xxxx	xxxx		698	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		980	xxxx	xxxxx		
Move Cap.:	xxxx	xxxx		698	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		980	xxxx	xxxxx		
Volume/Cap:	xxxx	xxxx	0.01		xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.01		xxxx	xxxx		
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx		0.0	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		0.0	xxxx	xxxxx		
Control Del:	xxxxx	xxxx		10.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		8.7	xxxx	xxxxx		
LOS by Move:	*	*		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		0.0	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		8.7	xxxx	xxxxx	
Shared LOS:	*	*	*		*	*	*		*	*	*		A	*	*	
ApproachDel:		10.2			xxxxxx				xxxxxx				xxxxxx			
ApproachLOS:		B					*				*				*	

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

17th St / Superior Ave TIA (49-du Alternative)
Forecast Year 2015 With Project Conditions
PM Peak Hour

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

Intersection #4 Project Dwy at Superior Ave

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: C[21.5]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0	1	1	0 0	0	0	1	1 0	0	0	1!	0 0	0	0	0	0 0
Volume Module:																
Base Vol:	0	965	0	0	708	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	984	0	0	722	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	5	0	0	0	0	10	9	0	5	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	984	0	0	722	10	9	0	5	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	1.00	1.00	1.00	1.00
PHF Volume:	5	984	0	0	722	10	9	0	5	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	5	984	0	0	722	10	9	0	5	0	0	0	0	0	0	0
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx		6.8	6.5		6.9	xxxxx	xxxx	xxxxx		
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx		3.5	4.0		3.3	xxxxx	xxxx	xxxxx		
Capacity Module:																
Cnflict Vol:	732	xxxx	xxxxx	xxxx	xxxx	xxxxx	1229	1721		366	xxxx	xxxx	xxxxx			
Potent Cap.:	882	xxxx	xxxxx	xxxx	xxxx	xxxxx	173	90		637	xxxx	xxxx	xxxxx			
Move Cap.:	882	xxxx	xxxxx	xxxx	xxxx	xxxxx	172	90		637	xxxx	xxxx	xxxxx			
Volume/Cap:	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.05	0.00		0.01	xxxx	xxxx	xxxx			
Level Of Service Module:																
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Control Del:	9.1	xxxx	xxxxx	xxxxx	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	233	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx				
Shrd ConDel:	9.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	21.5	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	A	*	*	*	*	*	*	C	*	*	*	*				
ApproachDel:	xxxxxx			xxxxxx			21.5			xxxxxx						
ApproachLOS:		*			*			C			*					

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

Project Driveways LOS Analysis Sheets
(29 Live/Work Unit Alternative)

17th St / Superior Ave TIA (29-du Alternative)
Forecast Existing Plus Project Conditions
AM Peak Hour

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

Intersection #3 Project Dwy at 17th Street

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: A[9.6]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	0	0 1	0	0	0	0 0	0	0	2	0 0	0	1	1	0 0
Volume Module:																
Base Vol:	0	0	0	0	0	0	0	0	0	449	0	0	0	496	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	449	0	0	0	496	0	0
Added Vol:	0	0	4	0	0	0	0	0	0	0	0	2	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	4	0	0	0	0	0	0	449	0	0	2	496	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	1.00	1.00	1.00	1.00
PHF Volume:	0	0	4	0	0	0	0	0	0	449	0	0	2	496	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	4	0	0	0	0	0	0	449	0	0	2	496	0	0
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx		6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		4.1	xxxx	xxxxx		
FollowUpTim:	xxxxx	xxxx		3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		2.2	xxxx	xxxxx		
Capacity Module:																
Cnflict Vol:	xxxx	xxxx		225	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		449	xxxx	xxxxx		
Potent Cap.:	xxxx	xxxx		785	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		1122	xxxx	xxxxx		
Move Cap.:	xxxx	xxxx		785	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		1122	xxxx	xxxxx		
Volume/Cap:	xxxx	xxxx		0.01	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx		0.00	xxxx	xxxx		
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx		0.0	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		0.0	xxxx	xxxxx		
Control Del:	xxxxx	xxxx		9.6	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		8.2	xxxx	xxxxx		
LOS by Move:	*	*		A	*	*	*	*	*	*		A	*	*		
Movement:	LT - LTR - RT				LT - LTR - RT				LT - LTR - RT				LT - LTR - RT			
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		0.0	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		8.2	xxxx	xxxxx	
Shared LOS:	*	*	*		*	*	*		*	*	*		A	*	*	
ApproachDel:			9.6				xxxxxx				xxxxxx			xxxxxx		
ApproachLOS:			A				*				*			*		

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

17th St / Superior Ave TIA (29-du Alternative)
Forecast Existing Plus Project Conditions
AM Peak Hour

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

Intersection #4 Project Dwy at Superior Ave

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: C[20.9]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0	1	1	0 0	0	0	1	1 0	0	0	1!	0 0	0	0	0	0 0
Volume Module:																
Base Vol:	0	888	0	0	764	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	888	0	0	764	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	1	0	0	0	0	2	4	0	2	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	888	0	0	764	2	4	0	2	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	1.00	1.00	1.00	1.00
PHF Volume:	1	888	0	0	764	2	4	0	2	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	1	888	0	0	764	2	4	0	2	0	0	0	0	0	0	0
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	xxxxx	xxxx	xxxxx				
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	766	xxxx	xxxxx	xxxx	xxxx	xxxxx	1211	1655	383	xxxx	xxxx	xxxxx				
Potent Cap.:	856	xxxx	xxxxx	xxxx	xxxx	xxxxx	178	99	621	xxxx	xxxx	xxxxx				
Move Cap.:	856	xxxx	xxxxx	xxxx	xxxx	xxxxx	178	99	621	xxxx	xxxx	xxxxx				
Volume/Cap:	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	0.00	0.00	xxxx	xxxx	xxxx				
Level Of Service Module:																
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Control Del:	9.2	xxxx	xxxxx	xxxxx	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	233	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx				
Shrd ConDel:	9.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	20.9	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	A	*	*	*	*	*	*	C	*	*	*	*				
ApproachDel:	xxxxxx			xxxxxx				20.9			xxxxxx					
ApproachLOS:			*				*	C			*					

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

17th St / Superior Ave TIA (29-du Alternative)
Forecast Existing Plus Project Conditions
PM Peak Hour

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

Intersection #3 Project Dwy at 17th Street

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: B[10.1]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	0	0 1	0	0	0	0 0	0	0	2	0 0	0	1	1	0 0
Volume Module:																
Base Vol:	0	0	0	0	0	0	0	0	596	0	0	586	0			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	0	0	0	0	0	0	0	0	596	0	0	586	0			
Added Vol:	0	0	5	0	0	0	0	0	0	0	5	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	0	0	5	0	0	0	0	0	596	0	5	586	0			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
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	1.00			
PHF Volume:	0	0	5	0	0	0	0	0	596	0	5	586	0			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0			
FinalVolume:	0	0	5	0	0	0	0	0	596	0	5	586	0			
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx		6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		4.1	xxxx	xxxxx		
FollowUpTim:	xxxxx	xxxx		3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		2.2	xxxx	xxxxx		
Capacity Module:																
Cnflict Vol:	xxxx	xxxx		298	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		596	xxxx	xxxxx		
Potent Cap.:	xxxx	xxxx		704	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		990	xxxx	xxxxx		
Move Cap.:	xxxx	xxxx		704	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		990	xxxx	xxxxx		
Volume/Cap:	xxxx	xxxx		0.01	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx		0.01	xxxx	xxxx		
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx		0.0	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		0.0	xxxx	xxxxx		
Control Del:	xxxxx	xxxx		10.1	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		8.7	xxxx	xxxxx		
LOS by Move:	*	*		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		0.0	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		8.7	xxxx	xxxxx	
Shared LOS:	*	*	*		*	*	*		*	*	*		A	*	*	
ApproachDel:	10.1				xxxxxx				xxxxxx				xxxxxx			
ApproachLOS:	B				*				*				*			

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

17th St / Superior Ave TIA (29-du Alternative)
Forecast Existing Plus Project Conditions
PM Peak Hour

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

Intersection #4 Project Dwy at Superior Ave

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: C[20.8]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0	1	1	0 0	0	0	1	1 0	0	0	1!	0 0	0	0	0	0 0
Volume Module:																
Base Vol:	0	965	0	0	708	0	0	0	0	0	0	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	965	0	0	708	0	0	0	0	0	0	0				
Added Vol:	3	0	0	0	0	5	6	0	3	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	3	965	0	0	708	5	6	0	3	0	0	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	3	965	0	0	708	5	6	0	3	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
FinalVolume:	3	965	0	0	708	5	6	0	3	0	0	0				
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	xxxxx	xxxx	xxxxx				
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	713	xxxx	xxxxx	xxxx	xxxx	xxxxx	1199	1682	357	xxxx	xxxx	xxxxx				
Potent Cap.:	896	xxxx	xxxxx	xxxx	xxxx	xxxxx	181	95	646	xxxx	xxxx	xxxxx				
Move Cap.:	896	xxxx	xxxxx	xxxx	xxxx	xxxxx	180	95	646	xxxx	xxxx	xxxxx				
Volume/Cap:	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.03	0.00	0.00	xxxx	xxxx	xxxx				
Level Of Service Module:																
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Control Del:	9.0	xxxx	xxxxx	xxxxx	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	237	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx				
Shrd ConDel:	9.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	20.8	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	A	*	*	*	*	*	*	C	*	*	*	*				
ApproachDel:	xxxxxx			xxxxxx			20.8			xxxxxx						
ApproachLOS:	*			*			C			*						

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

17th St / Superior Ave TIA (29-du Alternative)
Forecast Year 2015 With Project Conditions
AM Peak Hour

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

Intersection #3 Project Dwy at 17th Street

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: A[9.6]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	0	0 1	0	0	0	0 0	0	0	2	0 0	0	1	1	0 0
Volume Module:																
Base Vol:	0	0	0	0	0	0	0	0	0	449	0	0	0	496	0	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	0	0	0	0	0	0	0	0	458	0	0	0	506	0	0
Added Vol:	0	0	4	0	0	0	0	0	0	0	0	2	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	4	0	0	0	0	0	0	458	0	2	0	506	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	1.00	1.00	1.00	1.00
PHF Volume:	0	0	4	0	0	0	0	0	0	458	0	2	0	506	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	4	0	0	0	0	0	0	458	0	2	0	506	0	0
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx		6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		4.1	xxxx	xxxxx		
FollowUpTim:	xxxxx	xxxx		3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		2.2	xxxx	xxxxx		
Capacity Module:																
Cnflict Vol:	xxxx	xxxx		229	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		458	xxxx	xxxxx		
Potent Cap.:	xxxx	xxxx		780	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		1114	xxxx	xxxxx		
Move Cap.:	xxxx	xxxx		780	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		1114	xxxx	xxxxx		
Volume/Cap:	xxxx	xxxx		0.01	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx		0.00	xxxx	xxxx		
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx		0.0	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		0.0	xxxx	xxxxx		
Control Del:	xxxxx	xxxx		9.6	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		8.2	xxxx	xxxxx		
LOS by Move:	*	*		A	*	*	*	*	*	*		A	*	*		
Movement:	LT - LTR - RT				LT - LTR - RT				LT - LTR - RT				LT - LTR - RT			
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		0.0	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		8.2	xxxx	xxxxx	
Shared LOS:	*	*	*		*	*	*		*	*	*		A	*	*	
ApproachDel:			9.6				xxxxxx				xxxxxx			xxxxxx		
ApproachLOS:			A				*				*			*		

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

17th St / Superior Ave TIA (29-du Alternative)
Forecast Year 2015 With Project Conditions
AM Peak Hour

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

Intersection #4 Project Dwy at Superior Ave

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: C[21.4]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0	1	1	0 0	0	0	1	1 0	0	0	1!	0 0	0	0	0	0 0
Volume Module:																
Base Vol:	0	888	0	0	764	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	906	0	0	779	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	1	0	0	0	0	2	4	0	2	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	906	0	0	779	2	4	0	2	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	1.00	1.00	1.00	1.00
PHF Volume:	1	906	0	0	779	2	4	0	2	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	1	906	0	0	779	2	4	0	2	0	0	0	0	0	0	0
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	xxxxx	xxxx	xxxxx				
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	781	xxxx	xxxxx	xxxx	xxxx	xxxxx	1235	1688	391	xxxx	xxxx	xxxxx				
Potent Cap.:	845	xxxx	xxxxx	xxxx	xxxx	xxxxx	171	95	614	xxxx	xxxx	xxxxx				
Move Cap.:	845	xxxx	xxxxx	xxxx	xxxx	xxxxx	171	95	614	xxxx	xxxx	xxxxx				
Volume/Cap:	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	0.00	0.00	xxxx	xxxx	xxxx				
Level Of Service Module:																
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Control Del:	9.3	xxxx	xxxxx	xxxxx	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	225	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx				
Shrd ConDel:	9.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	21.4	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	A	*	*	*	*	*	*	C	*	*	*	*				
ApproachDel:	xxxxxx			xxxxxx				21.4			xxxxxx					
ApproachLOS:		*			*			C			*					

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

17th St / Superior Ave TIA (29-du Alternative)
Forecast Year 2015 With Project Conditions
PM Peak Hour

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

Intersection #3 Project Dwy at 17th Street

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: B[10.2]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	0	0 1	0	0	0	0 0	0	0	2	0 0	0	1	1	0 0
Volume Module:																
Base Vol:	0	0	0	0	0	0	0	0	0	596	0	0	0	586	0	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	0	0	0	0	0	0	0	0	608	0	0	0	598	0	0
Added Vol:	0	0	5	0	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	0	0	0	0
Initial Fut:	0	0	5	0	0	0	0	0	0	608	0	0	5	598	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	1.00	1.00	1.00	1.00
PHF Volume:	0	0	5	0	0	0	0	0	0	608	0	0	5	598	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	5	0	0	0	0	0	0	608	0	0	5	598	0	0
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx		6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		4.1	xxxx	xxxxx		
FollowUpTim:	xxxxx	xxxx		3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		2.2	xxxx	xxxxx		
Capacity Module:																
Cnflict Vol:	xxxx	xxxx		304	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		608	xxxx	xxxxx		
Potent Cap.:	xxxx	xxxx		698	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		980	xxxx	xxxxx		
Move Cap.:	xxxx	xxxx		698	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		980	xxxx	xxxxx		
Volume/Cap:	xxxx	xxxx	0.01		xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.01		xxxx	xxxx		
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx		0.0	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		0.0	xxxx	xxxxx		
Control Del:	xxxxx	xxxx		10.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		8.7	xxxx	xxxxx		
LOS by Move:	*	*		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		0.0	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		8.7	xxxx	xxxxx	
Shared LOS:	*	*	*		*	*	*		*	*	*		A	*	*	
ApproachDel:		10.2			xxxxxx				xxxxxx				xxxxxx			
ApproachLOS:		B			*				*				*			

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

17th St / Superior Ave TIA (29-du Alternative)
Forecast Year 2015 With Project Conditions
PM Peak Hour

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

Intersection #4 Project Dwy at Superior Ave

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: C[21.3]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0	1	1	0 0	0	0	1	1 0	0	0	1!	0 0	0	0	0	0 0
Volume Module:																
Base Vol:	0	965	0	0	708	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	984	0	0	722	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	3	0	0	0	0	5	6	0	3	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	984	0	0	722	5	6	0	3	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	1.00	1.00	1.00	1.00
PHF Volume:	3	984	0	0	722	5	6	0	3	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	3	984	0	0	722	5	6	0	3	0	0	0	0	0	0	0
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx		6.8	6.5		6.9	xxxxx	xxxx	xxxxx		
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx		3.5	4.0		3.3	xxxxx	xxxx	xxxxx		
Capacity Module:																
Cnflict Vol:	727	xxxx	xxxxx	xxxx	xxxx	xxxxx	1223	1715		364	xxxx	xxxx	xxxxx			
Potent Cap.:	885	xxxx	xxxxx	xxxx	xxxx	xxxxx	175	91		639	xxxx	xxxx	xxxxx			
Move Cap.:	885	xxxx	xxxxx	xxxx	xxxx	xxxxx	174	91		639	xxxx	xxxx	xxxxx			
Volume/Cap:	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.03	0.00		0.00	xxxx	xxxx	xxxx			
Level Of Service Module:																
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Control Del:	9.1	xxxx	xxxxx	xxxxx	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	230	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx				
Shrd ConDel:	9.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	21.3	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	A	*	*	*	*	*	*	C	*	*	*	*				
ApproachDel:	xxxxxx			xxxxxx				21.3			xxxxxx					
ApproachLOS:	*			*				C			*					

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