Aspire
PUBLIC SCHOOLS

September 29, 2005

Mr. Randolph E. Ward, Ed. D.
1025 Second Avenue
Oakland, California 94606

Dear Dr. Ward:

In accordance with Section 17078.53 of the California Education Code, Aspire Public Schools has assumed the role of Lead Agency for the development of its charter school to be located at 1009 66th Avenue in Oakland, California.

Questions regarding this matter may be forwarded to Charles Robitaille, Director of Real Estate for Aspire Public Schools at the below address.

Sincerely,

Charles P. Robitaille
Director of Real Estate

cc: Tim White, OUSD

426 17th Street, Suite 200 • Oakland, CA 94612-2820 • Tel 510.251.1660 • Fax 510.251.1670 • www.aspirepublicschools.org

EXHIBIT C
Notice of Violation – Oakland Fire Department

OAKLAND FIRE DEPARTMENT

250 Frank H. Ogawa Plaza, #3341, Oakland, CA 94612

HAZARDOUS MATERIALS MANAGEMENT PROGRAM

Phone: (510) 238-3927

Date: August 26, 2005 **Permit Number: 20-2671**

Mailing Address	Facility Operator, Name, and Address
AMERICAN FUMIGATION 973 66TH AVE. OAKLAND CA 94621	American Fumigation 973 66th Ave. Oakland, CA 94621

Notice of Violation

The following are results of inspections made of your facility on the date(s) indicated. The violations are to be corrected and reinspected by the due date shown. Please call this agency to schedule a reinspection.

HMBP Inspection

Violation		Inspector	Inspect Date	Due Date
1	Article 80 UFC requires the business to install placarding at locations required by the Administering Agency in conformance to Standard 704 of the National Fire Protection Association. Affix accurate NFPA diamond placards to building, storage and use areas.	Jesse Kupers	08/03/2005	08/26/2005
2	Title 19 CCR Section 2731 requires the business plan to include specific emergency response procedures including but not limited to: notification of emergency personnel and the AA, location of medical assistance, mitigation capabilities and evacuation.	Jesse Kupers	08/03/2005	08/26/2005
3	CA H&SC Section 25503.5(a) requires any business handling a hazardous material and which has a quantity at any one time equal to or greater that, 500 pounds, 30 gallons, or 200 cubic feet of compressed gas, shall establish and implement a business plan. Facility required to file accurate hazardous materials bulsness plan with the Oakland Fire Department.	Jesse Kupers	08/03/2005	08/26/2005
4	HMBP - Other 40 CFR 68 and HSC 2735.4 - Stationary source required to develop and implement approved Risk Management Plan as part of both state and federal accidental release programs.	Jesse Kupers	08/03/2005	08/26/2005

Sincerely,

Jesse Kupers

- The facility represents a real danger to people and the environment.

American Fumigation must immediately cease and desist initiation of any fumigation activities at the 973 66th Ave facility and within the City of Oakland.

Sincerely,

Jesse Kupers
Hazardous Materials Inspector II

EXHIBIT D
BAAQMD Letter

BAY AREA AIR QUALITY MANAGEMENT DISTRICT

ALAMEDA COUNTY
Roberta Cooper
Scott Haggerty
Nate Miley
Sheila Young

CONTRA COSTA COUNTY
Mark DeSaulnier
Mark Ross
(Secretary)
Michael Shimansky
Gayle B. Uilkema
(Vice-Chairperson)

MARIN COUNTY
Harold C. Brown, Jr.

NAPA COUNTY
Brad Wagenknecht

SAN FRANCISCO COUNTY
Chris Daly
Jake McGoldrick
Gavin Newsom

SAN MATEO COUNTY
Jerry Hill
Mariand Townsend
(Chairperson)

SANTA CLARA COUNTY
Erin Garner
Liz Kniss
Patrick Kwok
Julia Miller

SOLANO COUNTY
John F. Silva

SONOMA COUNTY
Tim Smith
Pamela Torliatt

Jack P. Broadbent
EXECUTIVE OFFICER/APCO

March 8, 2005

Mr. Lucas Goldstein
Senior Project Engineer
Levine Fricke (LFR)
1900 Powell Street, 12th Floor
Emeryville, CA 94608-1827

Re: Proposed School Site in Oakland, California

Dear Mr. Goldstein:

I am writing in response to your letter dated February 1, 2005, in which you request that the District identify sources of hazardous air emissions located within one-quarter mile of the above referenced proposed school site in the Oakland Unified School District. Pursuant to Public Resources Code Section 21151.8, no environmental impact report or negative declaration shall be approved for any project involving the purchase of a school site or the construction of a new elementary or secondary school by a school district unless the lead agency has requested the air district having jurisdiction in the area to identify facilities within one-quarter of a mile of the proposed school site which might reasonably be anticipated to emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste.

The Bay Area Air Quality Management District staff has not identified any sources of toxic air contaminants within the prescribed one-quarter mile of the future school site.

Please be advised, however, that this statement applies only to the emission of hazardous air pollutants. A facility that does not emit, but does store, hazardous materials on site is not required to report the fact of such storage to this agency. We do not normally have any knowledge of the existence of such facilities. Accordingly, if you become aware of the existence of any facility within ¼ mile of the proposed school site which stores, but does not emit, hazardous materials you should contact that facility directly.

Please feel free to contact Marc Nash at (415) 749-4677 or call me at (415) 749-4676 if you wish to discuss the matter further.

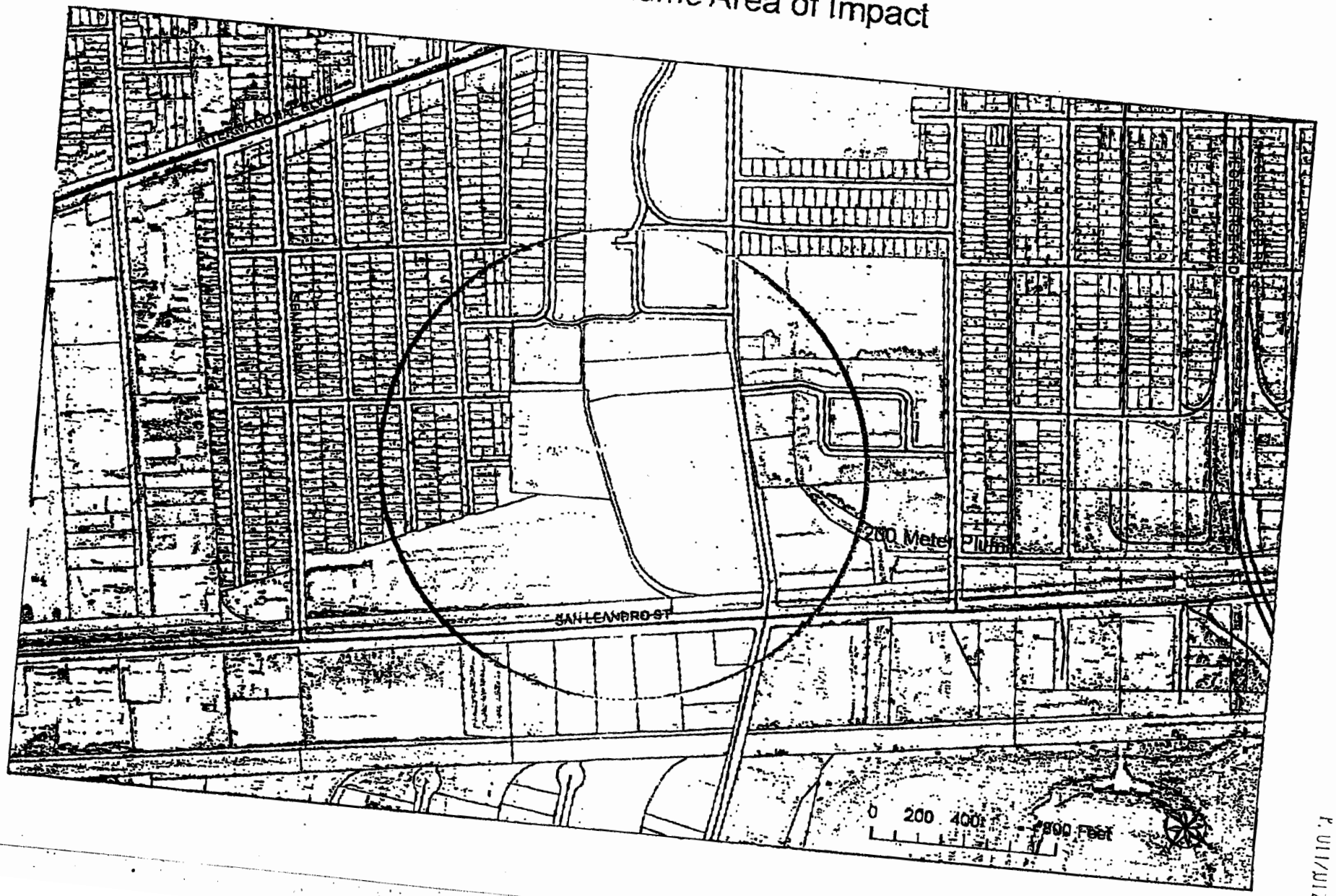
Sincerely,

Scott Lutz

Scott Lutz
Manager, Toxics Evaluation Section

SBL:mn

American Fumigation
200 Yard Plume Area of Impact



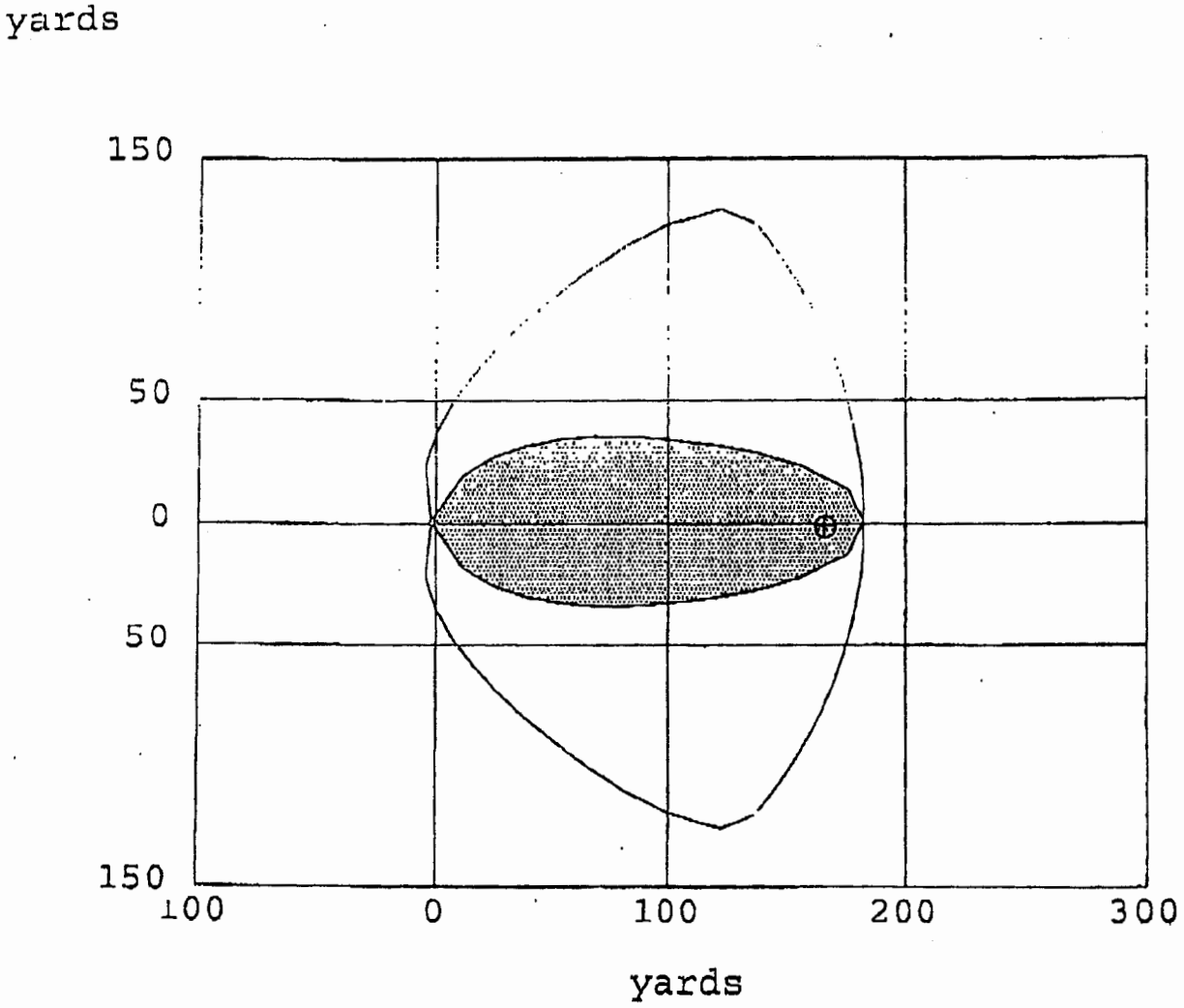
Footprint Window ALOHA® 5.2.3

Time: August 26, 2005 1223 hours PDT (using computer's clock)

Chemical Name: METHYL BROMIDE
Warning: Potential or confirmed human carcinogen.

Wind: 5 mph from se at 3 meters

FOOTPRINT INFORMATION:
Model Run: Heavy Gas
User-specified LOC: equals IDLH (250 ppm)
Max Threat Zone for LOC: 183 yards



Text Summary ALOHA® 5.2.3

SITE DATA INFORMATION:
Location: OAKLAND, CALIFORNIA
Building Air Exchanges Per Hour: 0.47 (unsheltered single storied)
Time: August 26, 2005 1223 hours PDT (using computer's clock)

CHEMICAL INFORMATION:
Chemical Name: METHYL BROMIDE
Molecular Weight: 94.94 kg/kmol
TLV-TWA: -unavail- IDLH: 250 ppm
Warning: Potential or confirmed human carcinogen.
Footprint Level of Concern: 250 ppm
Boiling Point: 38.41° F
Vapor Pressure at Ambient Temperature: greater than 1 atm
Ambient Saturation Concentration: 1,000,000 ppm or 100.0%

ATMOSPHERIC INFORMATION: (MANUAL INPUT OF DATA)
Wind: 5 mph from se at 3 meters
No Inversion Height
Stability Class: B Air Temperature: 72° F
Relative Humidity: 50% Ground Roughness: urban or forest
Cloud Cover: 0 tenths

SOURCE STRENGTH INFORMATION:
Direct Source: 175 pounds Source Height: 0
Release Duration: 1 minute
Release Rate: 2.92 pounds/sec
Total Amount Released: 175 pounds
Note: This chemical may flash boil and or result in two phase flow.

FOOTPRINT INFORMATION:
Model Run: Heavy Gas
User-specified LOC: equals IDLH (250 ppm)
Max Threat Zone for LOC: 183 yards

TIME DEPENDENT INFORMATION:
Concentration Estimates at the point:
Downwind: 166 yards
Off Centerline: 1.01 yards
Max Concentration:
Outdoor: 301 ppm
Indoor: 2.31 ppm
Note: Indoor graph is shown with a dotted line.

EXHIBIT E
Chronology of Events Regarding American Fumigation

Chronology of Events Regarding American Fumigation

July 17th, 2005 – Request for an inspection from Charles Robitaille of the facility arose as a result of a release report uncovered as part of initial planning for new school in the area.

July 20th, 2005 – Mona McBride emails Doug Wolf and Alan Gibbs regarding "1/4 Survey Update for Aspire School." The email summarizes a conversation between LFR and facility owner Mr. Kenneth Gray. This summary paraphrases Mr. Gray as stating the following:

- "The quantities stored on site on a monthly basis include up to 2,100 lbs. Methyl Bromide (physical state – gas), up to 500lbs of Aluminum Phosphide (physical state – solid), and up to 720 lbs. of Propylene Oxide (physical state – solid tablets).
- The facility does not have a Hazardous Materials Business Plan (HMBP) or Risk Management Plan (RMP) filed with Alameda County SUPA, Oakland Fire Department.
- The Facility conducts fumigation on site in a self enclosed vacuum chamber system with gases emitted from the equipment to the atmosphere through 20 foot stack. No abatement devices or secondary ventilation system is provided for possible gas releases. Two 14 foot bay doors are located within the gas storage/use area that would vent gases directly to the ambient air in the event of a accidental release scenario (i.e. loss of containment of one of the 225 ld cylinders of methyl bromide)."

July 25th, 2005 - Initial inspection by Assistant Fire Marshal Leroy Griffin to confirm facility existence and location.

July 27th, 2005 – Facility is called by Inspector Jesse Kupers to schedule an inspection, a message is left.

July 28th, 2005 - Facility is called by Inspector Jesse Kupers to schedule an inspection, spoke with Mr. Kenneth Gray.

August 1st, 2005 - Facility is called by Inspector Jesse Kupers to re-schedule inspection, spoke with Mr. Kenneth Gray, re-scheduled to Wednesday 8/3/05 at 1pm.

August 3rd, 2005 – Facility inspection occurs at 973 66th Ave at 1pm. Asst. Fire Marshal Leroy Griffin, Inspector Jesse Kupers, and Alameda County District Attorney Investigator Hasen Pang inspected the facility. Mr. Kenneth Gray and Mark Gosalves represented the facility. The following was observed at the inspection:

- 5 active fumigation retort chambers varying in size all venting the roof. Facility representatives explained that the process is as follows, products are placed in the chambers, chambers are sealed and a vacuum is created, methyl bromide is transformed from liquid to gas vapor and fills the chamber, over 90% of the fumigant is directly released to the atmosphere above the roof upon completion of the fumigation. Chambers have USDA certification and DPR permits, BAAQMD does not regulate per an MOU w/ DPR, although there is a current permit under consideration with them.

- 2 Large retort chambers were observed in the process of being installed.
- Storage containers are located outside in the parking area. A worker was observed with a portable methyl bromide container going out to a container. Facility representatives described the process of breaking the seal on containers, releasing methyl bromide into the containers, fumigating container, then releasing fumigant to the atmosphere.
- Majority of hazardous materials located in unmarked hazmat storage bin located outside of building. Onsite hazardous materials observed included 28 methyl bromide canisters (175lb each), 6 cases aluminum phosphide (15x500g flasks per case), approximately 50 gallons of LPG, 1 welding kit, sulfur dioxide (220 cubic feet).

August 4, 2005 – Notice to Abate and Notice of Violation sent via certified mail to facility.

August 15th, 2005 – Mr. Kenneth Gray calls and leaves message for Inspector Jesse Kupers requesting an extension on mitigation requirements due to travel plans.

August 16th, 2005 – Inspector Jesse Kupers sends "Response to Extension Request" via certified mail to facility stating that an extension will not be granted absent exigent circumstances.

EXHIBIT F
Traffic Data

Figures:

1. Project Location and Study Intersections
2. School Site Plan
3. Intersection Lane Configurations and Traffic Volumes

Level of Service Calculation Sheets

- Existing AM
- Existing PM
- Existing Plus Project AM
- Existing Plus Project PM
- Cumulative AM
- Cumulative PM
- Cumulative Plus Project AM
- Cumulative Plus Project PM
- Cumulative with San Leandro/66th Improvements AM
- Cumulative with San Leandro/66th Improvements PM
- Cumulative plus Project with San Leandro/66th Improvements AM
- Cumulative plus Project with San Leandro/66th Improvements PM

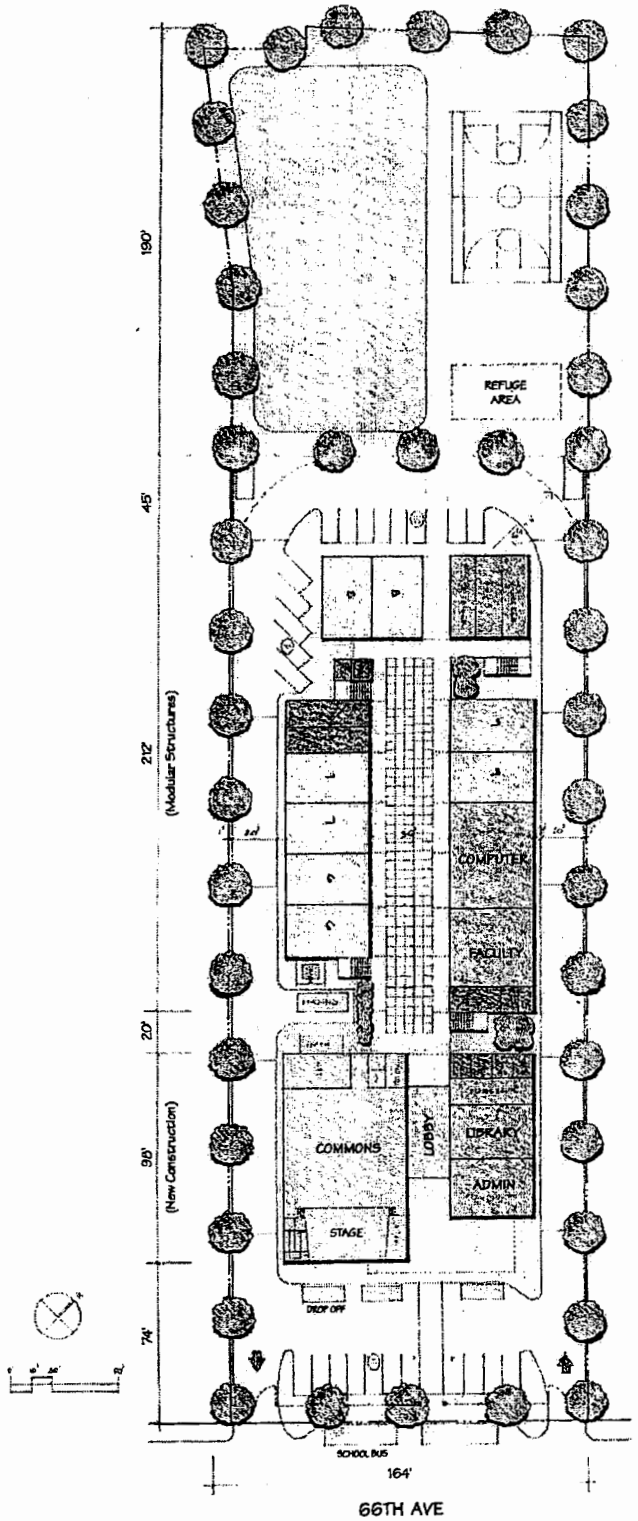
Korve Engineering

ASPIRE SCHOOL TRAFFIC IMPACT STUDY

Figure 1

PROJECT LOCATION and STUDY INTERSECTIONS

Korve Engineering

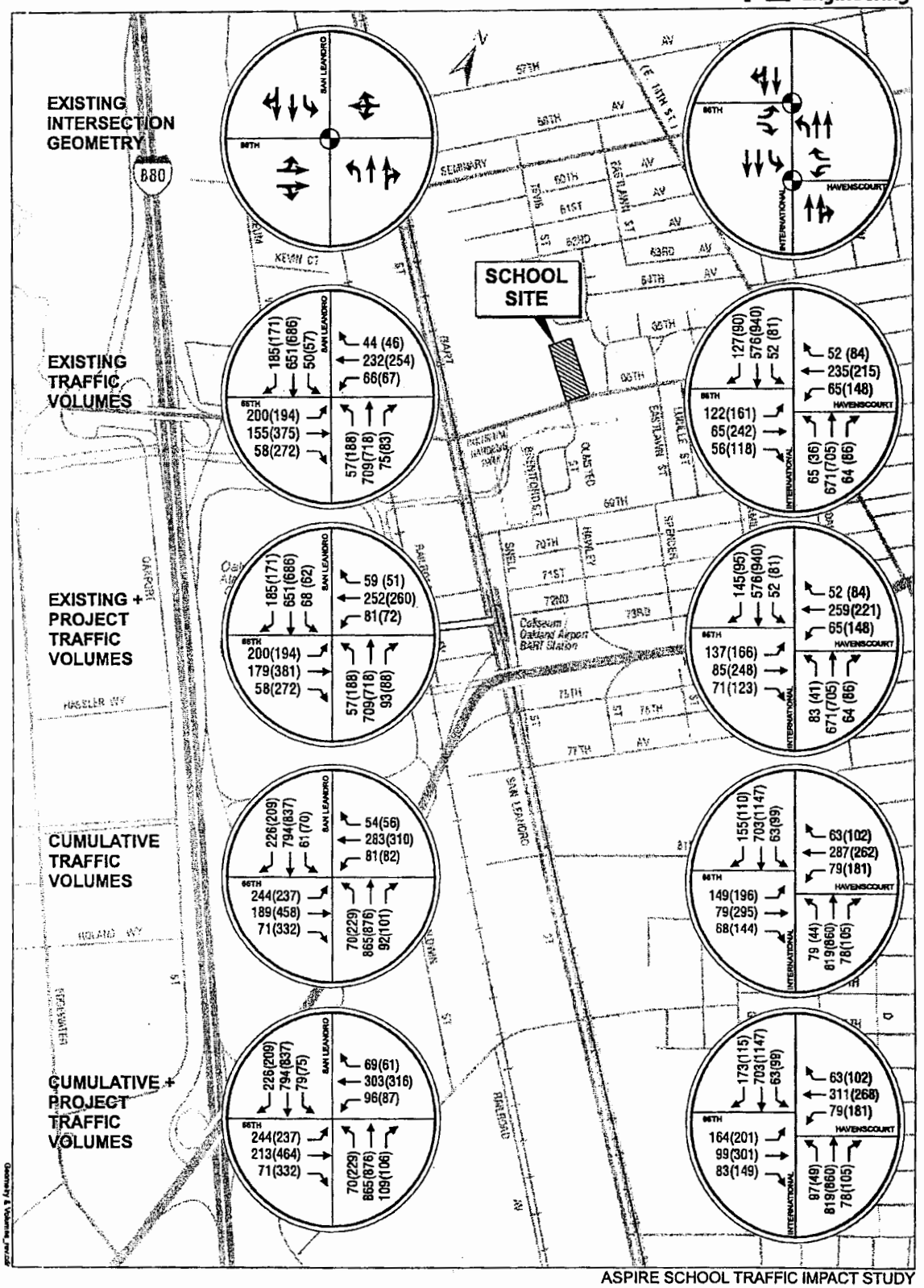


ASPIRE SCHOOL TRAFFIC IMPACT STUDY

Figure 2

SCHOOL SITE PLAN

Korve Engineering



ASPIRE SCHOOL TRAFFIC IMPACT STUDY

Figure 3

INTERSECTION GEOMETRY AND TRAFFIC VOLUMES

Aspire School Traffic Study
Existing AM Peak Hour

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

****

Intersection #1 San Leandro Street / 66th Avenue

****

Cycle (sec): 110 Critical Vol./Cap. (X): 0.685
Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh): 24.8
Optimal Cycle: 47 Level Of Service: C

****

Street Name:	San Leandro Street						66th Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	0 1	0	0 0	1! 0	0
Volume Module: >> Count Date: 24 Mar 2005 <<												
Base Vol:	57	709	75	50	651	185	200	155	58	66	232	44
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:	57	709	75	50	651	185	200	155	58	66	232	44
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:	57	709	75	50	651	185	200	155	58	66	232	44
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:	0.95	0.95	0.95	0.93	0.93	0.93	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	60	746	79	54	700	199	222	172	64	73	258	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	746	79	54	700	199	222	172	64	73	258	49
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
Final Vol.:	60	746	79	54	700	199	222	172	64	73	258	49
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.16	0.94	0.94	0.19	0.92	0.92	0.61	0.96	0.96	0.88	0.88	0.88
Lanes:	1.00	1.81	0.19	1.00	1.56	0.44	1.00	0.73	0.27	0.48	0.26	0.26
Final Sat.:	302	3219	341	363	2718	773	1157	1326	496	194	1232	232
Capacity Analysis Module:												
Vol/Sat:	0.20	0.23	0.23	0.15	0.26	0.26	0.19	0.13	0.13	0.38	0.21	0.21
Crit Moves:					****					****		
Green/Cycle:	0.38	0.38	0.38	0.38	0.38	0.38	0.55	0.55	0.55	0.55	0.55	0.55
Volume/Cap:	0.53	0.62	0.62	0.39	0.69	0.69	0.35	0.24	0.24	0.69	0.38	0.38
Delay/Veh:	31.4	28.8	28.8	27.0	30.4	30.4	14.0	12.8	12.8	21.3	14.2	14.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.4	28.8	28.8	27.0	30.4	30.4	14.0	12.8	12.8	21.3	14.2	14.3
HCM2kAvg:	10	12	12	7	14	14	7	4	4	6	20	4

****

Aspire School Traffic Study
Existing AM Peak Hour

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

****

Intersection #2 International Boulevard / 66th Avenue

****

Cycle (sec): 105 Critical Vol./Cap. (X): 0.576
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 30.0
Optimal Cycle: 47 Level Of Service: C

****

Street Name:	International Boulevard									66th Avenue								
Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Protected						Protected					
Rights:	Include						Include						Include						Include					
Min. Green:	0		0		0		0		0		0		0		0		0		0		0		0	
Lanes:	1	0	1	1	0		1	0	1	1	0		1	0	0	1	0		1	0	0	1	0	
Volume Module: >> Count Date: 24 Mar 2005 <<																								
Base Vol:	65		671		64		52		576		127		122		65		56		65		235		52	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	65		671		64		52		576		127		122		65		56		65		235		52	
Added Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	65		671		64		52		576		127		122		65		56		65		235		52	
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:	0.90		0.90		0.90		0.90		0.90		0.90		0.90		0.90		0.90		0.90		0.90		0.90	
PHF Volume:	72		746		71		58		640		141		136		72		62		72		261		58	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	72		746		71		58		640		141		136		72		62		72		261		58	
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	
Final Vol.:	72		746		71		58		640		141		136		72		62		72		261		58	
Saturation Flow Module:																								
Sat/Lane:	1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900	
Adjustment:	0.95		0.94		0.94		0.95		0.92		0.92		0.95		0.93		0.93		0.95		0.97		0.97	
Lanes:	1.00		1.83		0.17		1.00		1.64		0.36		1.00		0.54		0.46		1.00		0.82		0.18	
Final Sat.:	1805		3253		310		1805		2878		635		1805		950		819		1805		1514		335	
Capacity Analysis Module:																								
Vol/Sat:	0.04		0.23		0.23		0.03		0.22		0.22		0.08		0.08		0.08		0.04		0.17		0.17	
Crit Moves:	****								****				****								****			
Green/Cycle:	0.07		0.40		0.40		0.06		0.39		0.39		0.13		0.28		0.28		0.15		0.30		0.30	
Volume/Cap:	0.58		0.57		0.57		0.57		0.58		0.58		0.58		0.27		0.27		0.27		0.58		0.58	
Delay/Veh:	53.8		25.1		25.1		56.1		26.0		26.0		46.4		29.6		29.6		40.2		32.6		32.6	
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:	53.8		25.1		25.1		56.1		26.0		26.0		46.4		29.6		29.6		40.2		32.6		32.6	
HCM2kAvg:	3		11		11		3		10		10		5		3		3		2		9		9	

****

Aspire School Traffic Study
Existing PM Peak Hour

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

****

Intersection #1 San Leandro Street / 66th Avenue

****

Cycle (sec): 110 Critical Vol./Cap. (X): 0.938
Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh): 29.2
Optimal Cycle: 132 Level Of Service: C

****

Street Name:	San Leandro Street						66th Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	0 1	0	0 0	1! 0	0
Volume Module: >> Count Date: 24 Mar 2005 <<												
Base Vol:	188	718	83	57	686	171	194	375	272	67	254	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:	188	718	83	57	686	171	194	375	272	67	254	46
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:	188	718	83	57	686	171	194	375	272	67	254	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:	0.94	0.94	0.94	0.90	0.90	0.90	0.95	0.95	0.95	0.92	0.92	0.92
PHF Volume:	200	764	88	63	762	190	204	395	286	73	276	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	200	764	88	63	762	190	204	395	286	73	276	50
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
Final Vol.:	200	764	88	63	762	190	204	395	286	73	276	50
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.22	0.93	0.93	0.25	0.92	0.92	0.69	0.94	0.94	0.30	0.30	0.30
Lanes:	1.00	1.79	0.21	1.00	1.60	0.40	1.00	0.58	0.42	0.47	0.27	0.26
Final Sat.:	410	3184	368	477	2803	699	1303	1032	748	194	1232	232
Capacity Analysis Module:												
Vol/Sat:	0.49	0.24	0.24	0.13	0.27	0.27	0.16	0.38	0.38	0.38	0.22	0.22
Crit Moves:	****							****				
Green/Cycle:	0.52	0.52	0.52	0.52	0.52	0.52	0.41	0.41	0.41	0.41	0.41	0.41
Volume/Cap:	0.94	0.46	0.46	0.26	0.52	0.52	0.38	0.94	0.94	0.92	0.55	0.53
Delay/Veh:	69.2	16.9	16.9	15.2	17.7	17.7	23.3	51.0	51.0	55.7	25.8	25.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	69.2	16.9	16.9	15.2	17.7	17.7	23.3	51.0	51.0	55.7	25.8	25.3
HCM2kAvg:	34	9	9	5	11	11	7	27	27	21	77	15

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Aspire School Traffic Study
Existing PM Peak Hour

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

Intersection #2 International Boulevard / 66th Avenue

Cycle (sec): 105 Critical Vol./Cap. (X): 0.735
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 33.7
Optimal Cycle: 65 Level Of Service: C

Street Name:	International Boulevard						66th Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 1 1 0			1 0 1 1 0			1 0 0 1 0			1 0 0 1 0		
Volume Module: >> Count Date: 24 Mar 2005 <<												
Base Vol:	36	705	86	81	940	90	161	242	118	148	215	84
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	36	705	86	81	940	90	161	242	118	148	215	84
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:	36	705	86	81	940	90	161	242	118	148	215	84
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:	0.94	0.94	0.94	0.91	0.91	0.91	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	38	750	91	89	1033	99	179	269	131	164	239	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	750	91	89	1033	99	179	269	131	164	239	93
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	38	750	91	89	1033	99	179	269	131	164	239	93
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.93	0.95	0.94	0.94	0.95	0.95	0.95	0.95	0.96	0.96
Lanes:	1.00	1.78	0.22	1.00	1.83	0.17	1.00	0.67	0.33	1.00	0.72	0.28
Final Sat.:	1805	3166	386	1805	3252	311	1805	1215	592	1805	1309	511
Capacity Analysis Module:												
Vol/Sat:	0.02	0.24	0.24	0.05	0.32	0.32	0.10	0.22	0.22	0.09	0.18	0.18
Crit Moves:	****				****			****		****		
Green/Cycle:	0.03	0.38	0.38	0.08	0.43	0.43	0.15	0.30	0.30	0.12	0.28	0.28
Volume/Cap:	0.74	0.62	0.62	0.62	0.74	0.74	0.66	0.74	0.74	0.74	0.66	0.66
Delay/Veh:	92.5	27.2	27.2	54.9	26.7	26.7	48.2	38.1	38.1	56.3	37.0	37.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	92.5	27.2	27.2	54.9	26.7	26.7	48.2	38.1	38.1	56.3	37.0	37.0
HCM2kAvg:	3	12	12	4	16	16	7	13	13	7	10	10

Aspires School Traffic Study
Existing plus Project AM Peak Hour

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

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Intersection #1 San Leandro Street / 66th Avenue

****

Cycle (sec): 110 Critical Vol./Cap. (X): 0.778
Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh): 29.6
Optimal Cycle: 62 Level Of Service: C

****

Street Name:	San Leandro Street						66th Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1 0		1 0	1 1 0		1 0	0 1 0		0 0	1! 0 0	
Volume Module: >> Count Date: 24 Mar 2005 <<												
Base Vol:	57	709	75	50	651	185	200	155	58	66	232	44
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:	57	709	75	50	651	185	200	155	58	66	232	44
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	18	18	0	0	0	24	0	15	20	15
Initial Fut:	57	709	93	68	651	185	200	179	58	81	252	59
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.93	0.93	0.93	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	60	746	98	73	700	199	222	199	64	90	280	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	746	98	73	700	199	222	199	64	90	280	66
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
Final Vol.:	60	746	98	73	700	199	222	199	64	90	280	66
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.12	0.93	0.93	0.15	0.92	0.92	0.58	0.96	0.96	0.85	0.85	0.85
Lanes:	1.00	1.77	0.23	1.00	1.56	0.44	1.00	0.76	0.24	0.48	0.23	0.29
Final Sat.:	234	3137	411	281	2718	773	1100	1382	448	194	1232	232
Capacity Analysis Module:												
Vol/Sat:	0.26	0.24	0.24	0.26	0.26	0.26	0.20	0.14	0.14	0.46	0.23	0.28
Crit Moves:					****					****		
Green/Cycle:	0.33	0.33	0.33	0.33	0.33	0.33	0.60	0.60	0.60	0.60	0.60	0.60
Volume/Cap:	0.78	0.72	0.72	0.79	0.78	0.78	0.34	0.24	0.24	0.78	0.38	0.47
Delay/Veh:	70.9	34.5	34.5	67.7	36.6	36.6	11.5	10.6	10.6	23.6	11.8	12.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	70.9	34.5	34.5	67.7	36.6	36.6	11.5	10.6	10.6	23.6	11.8	12.9
HCM2kAvg:	16	14	14	17	15	15	6	4	4	8	23	5

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Aspires School Traffic Study
Existing plus Project AM Peak Hour

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

Intersection #2 International Boulevard / 66th Avenue

Cycle (sec):	105	Critical Vol./Cap. (X):	0.622
Loss Time (sec):	12 (Y+R = 4 sec)	Average Delay (sec/veh):	31.3
Optimal Cycle:	51	Level Of Service:	C

Street Name:	International Boulevard						66th Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T	- R		L - T	- R		L - T	- R		L - T	- R	
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	0 1	0	1 0	0 1	0
Volume Module: >> Count Date: 24 Mar 2005 <<												
Base Vol:	65	671	64	52	576	127	122	65	56	65	235	52
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	65	671	64	52	576	127	122	65	56	65	235	52
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	18	0	0	0	0	18	15	20	15	0	24	0
Initial Fut:	83	671	64	52	576	145	137	85	71	65	259	52
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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	92	746	71	58	640	161	152	94	79	72	288	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	746	71	58	640	161	152	94	79	72	288	58
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
Final Vol.:	92	746	71	58	640	161	152	94	79	72	288	58
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.94	0.94	0.95	0.92	0.92	0.95	0.93	0.93	0.95	0.98	0.98
Lanes:	1.00	1.83	0.17	1.00	1.60	0.40	1.00	0.54	0.46	1.00	0.83	0.17
Final Sat.:	1805	3253	310	1805	2797	704	1805	965	806	1805	1543	310
Capacity Analysis Module:												
Vol/Sat:	0.05	0.23	0.23	0.03	0.23	0.23	0.08	0.10	0.10	0.04	0.19	0.19
Crit Moves:	****				****		****				****	
Green/Cycle:	0.08	0.39	0.39	0.06	0.37	0.37	0.14	0.31	0.31	0.13	0.30	0.30
Volume/Cap:	0.62	0.58	0.58	0.58	0.62	0.62	0.62	0.32	0.32	0.32	0.62	0.62
Delay/Veh:	54.5	25.6	25.6	56.8	28.1	28.1	47.7	28.1	28.1	42.5	33.8	33.8
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:	54.5	25.6	25.6	56.8	28.1	28.1	47.7	28.1	28.1	42.5	33.8	33.8
HCM2kAvg:	4	11	11	3	11	11	6	4	4	2	10	10

Aspires School Traffic Study
Existing plus Project AM Peak Hour

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

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Intersection #3 Project Driveway - EXIT

****

Average Delay (sec/veh): 1.8 Worst Case Level Of Service: C[15.4]

****

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	0	0	0	1!	0	0	0	0	1	0	0	0	0	1	0	0
Volume Module:																				
Base Vol:	0	0	0			50	0	50			0	317	0			0	440	0		
Growth Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
Initial Bse:	0	0	0			50	0	50			0	317	0			0	440	0		
Added Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
PasserByVol:	0	0	0			0	0	0			0	0	0			0	0	0		
Initial Fut:	0	0	0			50	0	50			0	317	0			0	440	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:	0.95	0.95	0.95			0.95	0.95	0.95			0.95	0.95	0.95			0.95	0.95	0.95		
PHF Volume:	0	0	0			53	0	53			0	334	0			0	463	0		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
Final Vol.:	0	0	0			53	0	53			0	334	0			0	463	0		
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx	xxxxx			6.4	xxxx	6.2			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
FollowUpTim:	xxxxx	xxxx	xxxxx			3.5	xxxx	3.3			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx	xxxxx			797	xxxx	463			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		
Potent Cap.:	xxxx	xxxx	xxxxx			358	xxxx	603			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		
Move Cap.:	xxxx	xxxx	xxxxx			358	xxxx	603			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		
Volume/Cap:	xxxx	xxxx	xxxx			0.15	xxxx	0.09			xxxx	xxxx	xxxx			xxxx	xxxx	xxxx		
Level Of Service Module:																				
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*								
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx			xxxx	450	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		
SharedQueue:	xxxxx	xxxx	xxxxx			xxxxx	0.9	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shrd StpDel:	xxxxx	xxxx	xxxxx			xxxxx	15.4	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shared LOS:	*	*	*			*	C	*			*	*	*			*	*	*		
ApproachDel:	xxxxxx					15.4					xxxxxx					xxxxxx				
ApproachLOS:	*					C					*					*				

Aspires School Traffic Study
Existing plus Project AM Peak Hour

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

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Intersection #4 Project Driveway - ENTRANCE

****

Average Delay (sec/veh): 0.6 Worst Case Level Of Service: A[8.6]

****

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 0			0 0 0 0 0			0 1 0 0 0			0 0 0 1 0		
Volume Module:												
Base Vol:	0	0	0	0	0	0	60	317	0	0	440	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	60	317	0	0	440	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	60	317	0	0	440	60
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	0	0	0	63	334	0	0	463	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	0	0	0	63	334	0	0	463	63
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	526	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1051	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1051	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.06	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

Aspire School Trafic Study
Existing plus Project PM Peak Hour

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

****

Intersection #1 San Leandro Street / 66th Avenue

****

Cycle (sec): 110 Critical Vol./Cap. (X): 0.971
Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh): 30.0
Optimal Cycle: 172 Level Of Service: C

****

Street Name:	San Leandro Street						66th Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 1	1 0		1 0 1	1 0		1 0 0	1 0		0 0 1!	0 0	
Volume Module: >> Count Date: 24 Mar 2005 <<												
Base Vol:	188	718	83	57	686	171	194	375	272	67	254	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:	188	718	83	57	686	171	194	375	272	67	254	46
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	5	5	0	0	0	6	0	5	6	5
Initial Fut:	188	718	88	62	686	171	194	381	272	72	260	51
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:	0.94	0.94	0.94	0.90	0.90	0.90	0.95	0.95	0.95	0.92	0.92	0.92
PHF Volume:	200	764	94	69	762	190	204	401	286	78	283	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	200	764	94	69	762	190	204	401	286	78	283	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
Final Vol.:	200	764	94	69	762	190	204	401	286	78	283	55
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.21	0.93	0.93	0.25	0.92	0.92	0.68	0.94	0.94	0.30	0.30	0.30
Lanes:	1.00	1.78	0.22	1.00	1.60	0.40	1.00	0.58	0.42	0.47	0.26	0.27
Final Sat.:	403	3164	388	467	2803	699	1292	1039	742	194	1232	232
Capacity Analysis Module:												
Vol/Sat:	0.50	0.24	0.24	0.15	0.27	0.27	0.16	0.39	0.39	0.40	0.23	0.24
Crit Moves:	****									****		
Green/Cycle:	0.51	0.51	0.51	0.51	0.51	0.51	0.42	0.42	0.42	0.42	0.42	0.42
Volume/Cap:	0.97	0.47	0.47	0.29	0.53	0.53	0.38	0.93	0.93	0.97	0.55	0.57
Delay/Veh:	80.1	17.5	17.5	16.1	18.3	18.3	22.8	48.6	48.6	67.2	25.3	25.8
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:	80.1	17.5	17.5	16.1	18.3	18.3	22.8	48.6	48.6	67.2	25.3	25.8
HCM2kAvg:	37	9	9	5	11	11	7	27	27	24	83	17

****

Aspire School Trafic Study
Existing plus Project PM Peak Hour

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

****

Intersection #2 International Boulevard / 66th Avenue

****

Cycle (sec): 105 Critical Vol./Cap. (X): 0.749
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 34.3
Optimal Cycle: 68 Level Of Service: C

****

Street Name:	International Boulevard						66th Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	0 1	0	1 0	0 1	0
Volume Module: >> Count Date: 24 Mar 2005 <<												
Base Vol:	36	705	86	81	940	90	161	242	118	148	215	84
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	36	705	86	81	940	90	161	242	118	148	215	84
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	5	0	0	0	0	5	5	6	5	0	6	0
Initial Fut:	41	705	86	81	940	95	166	248	123	148	221	84
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:	0.94	0.94	0.94	0.91	0.91	0.91	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	44	750	91	89	1033	104	184	276	137	164	246	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	750	91	89	1033	104	184	276	137	164	246	93
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	44	750	91	89	1033	104	184	276	137	164	246	93
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.93	0.95	0.94	0.94	0.95	0.95	0.95	0.95	0.96	0.96
Lanes:	1.00	1.78	0.22	1.00	1.82	0.18	1.00	0.67	0.33	1.00	0.72	0.28
Final Sat.:	1805	3166	386	1805	3233	327	1805	1207	598	1805	1320	502
Capacity Analysis Module:												
Vol/Sat:	0.02	0.24	0.24	0.05	0.32	0.32	0.10	0.23	0.23	0.09	0.19	0.19
Crit Moves:	****				****			****		****		
Green/Cycle:	0.03	0.38	0.38	0.08	0.43	0.43	0.15	0.31	0.31	0.12	0.28	0.28
Volume/Cap:	0.75	0.62	0.62	0.62	0.75	0.75	0.68	0.75	0.75	0.75	0.68	0.68
Delay/Veh:	91.5	27.4	27.4	55.1	27.5	27.5	48.7	38.5	38.5	57.9	37.5	37.5
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:	91.5	27.4	27.4	55.1	27.5	27.5	48.7	38.5	38.5	57.9	37.5	37.5
HCM2kAvg:	3	12	12	4	17	17	7	13	13	7	11	11

****

Aspire School Trafic Study
Existing plus Project PM Peak Hour

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

****

Intersection #3 Project Driveway - EXIT

****

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: B[14.1]

****

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	0	0	0	1!	0	0	0	0	1	0	0	0	0	1	0	0
Volume Module:																				
Base Vol:	0	0	0			16	0		16		0	534		0		0	370		0	
Growth Adj:	1.00	1.00	1.00			1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Initial Bse:	0	0	0			16	0		16		0	534		0		0	370		0	
Added Vol:	0	0	0			0	0		.0		0	0		0		0	0		0	
PasserByVol:	0	0	0			0	0		0		0	0		0		0	0		0	
Initial Fut:	0	0	0			16	0		16		0	534		0		0	370		0	
User Adj:	1.00	1.00	1.00			1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Adj:	1.00	1.00	1.00			1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Volume:	0	0	0			16	0		16		0	534		0		0	370		0	
Reduct Vol:	0	0	0			0	0		0		0	0		0		0	0		0	
Final Vol.:	0	0	0			16	0		16		0	534		0		0	370		0	
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx	xxxxx			6.4	xxxx		6.2		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx	
FollowUpTim:	xxxxx	xxxx	xxxxx			3.5	xxxx		3.3		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx	
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx	xxxxx			904	xxxx		370		xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx	
Potent Cap.:	xxxx	xxxx	xxxxx			310	xxxx		680		xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx	
Move Cap.:	xxxx	xxxx	xxxxx			310	xxxx		680		xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx	
Volume/Cap:	xxxx	xxxx	xxxx			0.05	xxxx		0.02		xxxx	xxxx		xxxx		xxxx	xxxx		xxxx	
Level Of Service Module:																				
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx		426	xxxxx				xxxx	xxxx	xxxxx	xxxx		xxxx	xxxx	xxxxx	xxxx	
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx		0.2	xxxxx				xxxxx	xxxx	xxxxx	xxxxx		xxxxx	xxxx	xxxxx	xxxxx	
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx		14.1	xxxxx				xxxxx	xxxx	xxxxx	xxxxx		xxxxx	xxxx	xxxxx	xxxxx	
Shared LOS:	*	*	*	*		B	*				*	*	*	*		*	*	*	*	
ApproachDel:	xxxxxx					14.1					xxxxxx					xxxxxx				
ApproachLOS:	*					B					*					*				

Aspire School Trafic Study
Existing plus Project PM Peak Hour

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

****

Intersection #4 Project Driveway - ENTRANCE

****

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: A[8.1]

****

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	0		0	0	0	0	0		0	1	0	0	0		0	0	0	1	0	
Volume Module:																								
Base Vol:		0		0		0		0		0		0		16		534		0		0		370		16
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	1.00		1.00	1.00	1.00
Initial Bse:		0		0		0		0		0		0		16		534		0		0		370		16
Added Vol:		0		0		0		0		0		0		0		0		0		0		0		0
PasserByVol:		0		0		0		0		0		0		0		0		0		0		0		0
Initial Fut:		0		0		0		0		0		0		16		534		0		0		370		16
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	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	1.00		1.00	1.00	1.00
PHF Volume:		0		0		0		0		0		0		16		534		0		0		370		16
Reduct Vol:		0		0		0		0		0		0		0		0		0		0		0		0
Final Vol.:		0		0		0		0		0		0		16		534		0		0		370		16
Critical Gap Module:																								
Critical Gp:	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx					4.1	xxxx		xxxxx	xxxxx	xxxx		xxxxx				
FollowUpTim:	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx					2.2	xxxx		xxxxx	xxxxx	xxxx		xxxxx				
Capacity Module:																								
Cnflict Vol:	xxxx	xxxx		xxxxx	xxxx	xxxx		xxxxx					386	xxxx		xxxxx	xxxx	xxxx		xxxxx				
Potent Cap.:	xxxx	xxxx		xxxxx	xxxx	xxxx		xxxxx					1184	xxxx		xxxxx	xxxx	xxxx		xxxxx				
Move Cap.:	xxxx	xxxx		xxxxx	xxxx	xxxx		xxxxx					1184	xxxx		xxxxx	xxxx	xxxx		xxxxx				
Volume/Cap:	xxxx	xxxx		xxxx	xxxx	xxxx		xxxx					0.01	xxxx		xxxx	xxxx	xxxx		xxxx				
Level Of Service Module:																								
Queue:	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx					0.0	xxxx		xxxxx	xxxxx	xxxx		xxxxx				
Stopped Del:	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx					8.1	xxxx		xxxxx	xxxxx	xxxx		xxxxx				
IOS by Move:	*	*		*	*	*		*					A	*		*	*	*		*				
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx		xxxxx	xxxx	xxxx		xxxxx					xxxx	xxxx		xxxxx	xxxx	xxxx		xxxxx				
SharedQueue:	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx					0.0	xxxx		xxxxx	xxxxx	xxxx		xxxxx				
Shrd StpDel:	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx					8.1	xxxx		xxxxx	xxxxx	xxxx		xxxxx				
Shared LOS:	*	*		*	*	*		*					A	*		*	*	*		*				
ApproachDel:		xxxxxx				xxxxxx								xxxxxx						xxxxxx				
ApproachLOS:		*				*								*						*				

Aspire School Traffic Study
Cumulative AM Peak Hour

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

****

Intersection #1 San Leandro Street / 66th Avenue

****

Cycle (sec): 110 Critical Vol./Cap. (X): 0.934
Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh): 27.1
Optimal Cycle: 129 Level Of Service: C

****

Street Name:	San Leandro Street						66th Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	0 1	0	0 0	1! 0	0
Volume Module: >> Count Date: 24 Mar 2005 <<												
Base Vol:	57	709	75	50	651	185	200	155	58	66	232	44
Growth Adj:	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22
Initial Bse:	70	865	92	61	794	226	244	189	71	81	283	54
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:	70	865	92	61	794	226	244	189	71	81	283	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:	0.95	0.95	0.95	0.93	0.93	0.93	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	73	911	96	66	854	243	271	210	79	89	314	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	911	96	66	854	243	271	210	79	89	314	60
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
Final Vol.:	73	911	96	66	854	243	271	210	79	89	314	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.10	0.94	0.94	0.12	0.92	0.92	0.60	0.96	0.96	0.86	0.86	0.86
Lanes:	1.00	1.81	0.19	1.00	1.56	0.44	1.00	0.73	0.27	0.48	0.26	0.26
Final Sat.:	181	3219	341	228	2718	773	1132	1326	496	194	1232	232
Capacity Analysis Module:												
Vol/Sat:	0.41	0.28	0.28	0.29	0.31	0.31	0.24	0.16	0.16	0.46	0.26	0.26
Crit Moves:	****									****		
Green/Cycle:	0.43	0.43	0.43	0.43	0.43	0.43	0.49	0.49	0.49	0.49	0.49	0.49
Volume/Cap:	0.93	0.65	0.65	0.66	0.72	0.72	0.48	0.32	0.32	0.93	0.52	0.52
Delay/Veh:	109.0	25.6	25.6	40.6	27.5	27.5	19.2	17.0	17.0	51.1	19.5	19.5
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:	109.0	25.6	25.6	40.6	27.5	27.5	19.2	17.0	17.0	51.1	19.5	19.5
HCM2kAvg:	29	14	14	15	16	16	10	6	6	11	30	6

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Aspire School Traffic Study
Cumulative AM Peak Hour

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

****

Intersection #2 International Boulevard / 66th Avenue

****

Cycle (sec): 105 Critical Vol./Cap. (X): 0.665
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 32.2
Optimal Cycle: 56 Level Of Service: C

****

Street Name:	International Boulevard						66th Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	0 1	0	1 0	0 1	0
Volume Module: >> Count Date: 24 Mar 2005 <<												
Base Vol:	65	671	64	52	576	127	122	65	56	65	235	52
Growth Adj:	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22
Initial Bse:	79	819	78	63	703	155	149	79	68	79	287	63
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:	79	819	78	63	703	155	149	79	68	79	287	63
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	83	862	82	67	740	163	157	83	72	83	302	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	862	82	67	740	163	157	83	72	83	302	67
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
Final Vol.:	83	862	82	67	740	163	157	83	72	83	302	67
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.94	0.94	0.95	0.92	0.92	0.95	0.93	0.93	0.95	0.97	0.97
Lanes:	1.00	1.83	0.17	1.00	1.64	0.36	1.00	0.54	0.46	1.00	0.82	0.18
Final Sat.:	1805	3253	310	1805	2878	635	1805	950	819	1805	1514	335
Capacity Analysis Module:												
Vol/Sat:	0.05	0.26	0.26	0.04	0.26	0.26	0.09	0.09	0.09	0.05	0.20	0.20
Crit Moves:	****				****		****				****	
Green/Cycle:	0.07	0.40	0.40	0.06	0.39	0.39	0.13	0.28	0.28	0.15	0.30	0.30
Volume/Cap:	0.67	0.66	0.66	0.66	0.67	0.67	0.67	0.31	0.31	0.31	0.67	0.67
Delay/Veh:	60.4	26.9	26.9	63.9	27.9	27.9	50.5	30.1	30.1	40.6	35.2	35.2
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:	60.4	26.9	26.9	63.9	27.9	27.9	50.5	30.1	30.1	40.6	35.2	35.2
HCM2kAvg:	4	13	13	3	13	13	6	4	4	3	11	11

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Aspire School Traffic Study
Cumulative PM Peak Hour

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

****

Intersection #1 San Leandro Street / 66th Avenue

****

Cycle (sec): 110 Critical Vol./Cap. (X): 1.269
Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh): 62.5
Optimal Cycle: 180 Level Of Service: E

****

Street Name:	San Leandro Street						66th Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	0 1	0	0 0	1! 0	0
Volume Module: >> Count Date: 24 Mar 2005 <<												
Base Vol:	188	718	83	57	686	171	194	375	272	67	254	46
Growth Adj:	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22
Initial Bse:	229	876	101	70	837	209	237	458	332	82	310	56
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:	229	876	101	70	837	209	237	458	332	82	310	56
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	241	922	107	73	881	220	249	482	349	86	326	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	241	922	107	73	881	220	249	482	349	86	326	59
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	241	922	107	73	881	220	249	482	349	86	326	59
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.18	0.93	0.93	0.20	0.92	0.92	0.73	0.94	0.94	0.11	0.11	0.11
Lanes:	1.00	1.79	0.21	1.00	1.60	0.40	1.00	0.58	0.42	0.47	0.27	0.26
Final Sat.:	340	3184	368	384	2803	699	1391	1032	748	194	1232	232
Capacity Analysis Module:												
Vol/Sat:	0.71	0.29	0.29	0.19	0.31	0.31	0.18	0.47	0.47	0.44	0.26	0.25
Crit Moves:	****							****				
Green/Cycle:	0.56	0.56	0.56	0.56	0.56	0.56	0.37	0.37	0.37	0.37	0.37	0.37
Volume/Cap:	1.27	0.52	0.52	0.34	0.56	0.56	0.49	1.27	1.27	1.21	0.72	0.69
Delay/Veh:	179.9	15.3	15.3	14.1	15.9	15.9	27.5	168	167.6	149.2	33.8	32.6
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:	179.9	15.3	15.3	14.1	15.9	15.9	27.5	168	167.6	149.2	33.8	32.6
HCM2kAvg:	81	11	11	7	12	12	9	51	51	96	294	56

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Aspire School Traffic Study
Cumulative PM Peak Hour

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

****

Intersection #2 International Boulevard / 66th Avenue

****

Cycle (sec): 105 Critical Vol./Cap. (X): 0.897
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 43.0
Optimal Cycle: 111 Level Of Service: D

****

Street Name:	International Boulevard						66th Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 1	1 0		1 0 1	1 0		1 0 0	1 0		1 0 0	1 0	
Volume Module: >> Count Date: 24 Mar 2005 <<												
Base Vol:	36	705	86	81	940	90	161	242	118	148	215	84
Growth Adj:	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22
Initial Bse:	44	860	105	99	1147	110	196	295	144	181	262	102
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:	44	860	105	99	1147	110	196	295	144	181	262	102
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:	0.94	0.94	0.94	0.91	0.91	0.91	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	47	915	112	109	1260	121	218	328	160	201	291	114
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	915	112	109	1260	121	218	328	160	201	291	114
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
Final Vol.:	47	915	112	109	1260	121	218	328	160	201	291	114
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.93	0.95	0.94	0.94	0.95	0.95	0.95	0.95	0.96	0.96
Lanes:	1.00	1.78	0.22	1.00	1.83	0.17	1.00	0.67	0.33	1.00	0.72	0.28
Final Sat.:	1805	3166	386	1805	3252	311	1805	1215	592	1805	1309	511
Capacity Analysis Module:												
Vol/Sat:	0.03	0.29	0.29	0.06	0.39	0.39	0.12	0.27	0.27	0.11	0.22	0.22
Crit Moves:	****				****			****		****		
Green/Cycle:	0.03	0.38	0.38	0.08	0.43	0.43	0.15	0.30	0.30	0.12	0.28	0.28
Volume/Cap:	0.90	0.76	0.76	0.76	0.90	0.90	0.81	0.90	0.90	0.90	0.81	0.81
Delay/Veh:	138.1	30.8	30.8	67.9	35.0	35.0	59.6	52.6	52.6	79.2	44.9	44.9
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:	138.1	30.8	30.8	67.9	35.0	35.0	59.6	52.6	52.6	79.2	44.9	44.9
HCM2kAvg:	4	16	16	5	24	24	9	19	19	10	14	14

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Aspire School Traffic Study
Cumulative plus Project AM Peak Hour

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

****

Intersection #1 San Leandro Street / 66th Avenue

****

Cycle (sec): 110 Critical Vol./Cap. (X): 1.032
Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh): 32.7
Optimal Cycle: 180 Level Of Service: C

****

Street Name:	San Leandro Street						66th Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 1	1 0		1 0 1	1 0		1 0 0	1 0		0 0 1!	0 0	
Volume Module: >> Count Date: 24 Mar 2005 <<												
Base Vol:	57	709	75	50	651	185	200	155	58	66	232	44
Growth Adj:	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22
Initial Bse:	70	865	92	61	794	226	244	189	71	81	283	54
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	18	18	0	0	0	24	0	15	20	15
Initial Fut:	70	865	109	79	794	226	244	213	71	96	303	69
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:	0.95	0.95	0.95	0.93	0.93	0.93	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	73	911	115	85	854	243	271	237	79	106	337	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	911	115	85	854	243	271	237	79	106	337	76
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	73	911	115	85	854	243	271	237	79	106	337	76
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.09	0.93	0.93	0.12	0.92	0.92	0.59	0.96	0.96	0.83	0.83	0.83
Lanes:	1.00	1.78	0.22	1.00	1.56	0.44	1.00	0.75	0.25	0.47	0.24	0.29
Final Sat.:	179	3150	399	228	2718	773	1130	1374	456	194	1232	232
Capacity Analysis Module:												
Vol/Sat:	0.41	0.29	0.29	0.37	0.31	0.31	0.24	0.17	0.17	0.55	0.27	0.33
Crit Moves:	****									****		
Green/Cycle:	0.40	0.40	0.40	0.40	0.40	0.40	0.53	0.53	0.53	0.53	0.53	0.53
Volume/Cap:	1.03	0.73	0.73	0.94	0.79	0.79	0.45	0.33	0.33	1.03	0.52	0.62
Delay/Veh:	149.2	30.0	30.0	106.6	32.3	32.3	16.5	14.9	14.9	74.5	17.2	19.5
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:	149.2	30.0	30.0	106.6	32.3	32.3	16.5	14.9	14.9	74.5	17.2	19.5
HCM2kAvg:	35	16	16	28	18	18	9	6	6	14	34	8

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Aspire School Traffic Study
Cumulative plus Project AM Peak Hour

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

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Intersection #2 International Boulevard / 66th Avenue

****

Cycle (sec): 105 Critical Vol./Cap. (X): 0.709
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 33.7
Optimal Cycle: 61 Level Of Service: C

****

Street Name:	International Boulevard						66th Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	-	T - R	L	-	T - R	L	-	T - R	L	-	T - R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	0	1 0	1 0	0	1 0
Volume Module: >> Count Date: 24 Mar 2005 <<												
Base Vol:	65	671	64	52	576	127	122	65	56	65	235	52
Growth Adj:	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22
Initial Bse:	79	819	78	63	703	155	149	79	68	79	287	63
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	18	0	0	0	0	18	15	20	15	0	24	0
Initial Fut:	97	819	78	63	703	173	164	99	83	79	311	63
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	102	862	82	67	740	182	172	105	88	83	327	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	102	862	82	67	740	182	172	105	88	83	327	67
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
Final Vol.:	102	862	82	67	740	182	172	105	88	83	327	67
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.94	0.94	0.95	0.92	0.92	0.95	0.93	0.93	0.95	0.98	0.98
Lanes:	1.00	1.83	0.17	1.00	1.61	0.39	1.00	0.54	0.46	1.00	0.83	0.17
Final Sat.:	1805	3253	310	1805	2810	692	1805	963	808	1805	1538	314
Capacity Analysis Module:												
Vol/Sat:	0.06	0.26	0.26	0.04	0.26	0.26	0.10	0.11	0.11	0.05	0.21	0.21
Crit Moves:	****				****		****				****	
Green/Cycle:	0.08	0.40	0.40	0.06	0.37	0.37	0.13	0.30	0.30	0.13	0.30	0.30
Volume/Cap:	0.71	0.67	0.67	0.67	0.71	0.71	0.71	0.36	0.36	0.36	0.71	0.71
Delay/Veh:	62.2	27.3	27.3	64.8	30.0	30.0	52.8	28.9	28.9	42.6	36.9	36.9
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:	62.2	27.3	27.3	64.8	30.0	30.0	52.8	28.9	28.9	42.6	36.9	36.9
HCM2kAvg:	5	13	13	4	14	14	7	5	5	3	12	12

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Aspire School Traffic Study
Cumulative plus Project AM Peak Hour

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

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Intersection #3 Project Driveway - EXIT

****

Average Delay (sec/veh): 1.8 Worst Case Level Of Service: C[18.3]

****

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 0			0 0 1! 0 0			0 0 1 0 0			0 0 1 0 0		
Volume Module:												
Base Vol:	0	0	0	50	0	50	0	384	0	0	525	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	50	0	50	0	384	0	0	525	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	50	0	50	0	384	0	0	525	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	53	0	53	0	404	0	0	553	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	53	0	53	0	404	0	0	553	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	957	xxxx	553	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	288	xxxx	537	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	288	xxxx	537	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.18	xxxx	0.10	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	375	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	1.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	18.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	C	*	*	*	*	*	*	*
ApproachDel:	xxxxxx				18.3		xxxxxx			xxxxxx		
ApproachLOS:	*				C		*			*		

Aspire School Traffic Study
Cumulative plus Project AM Peak Hour

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

****

Intersection #4 Project Driveway - ENTRANCE

****

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: A[9.0]

****

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	0	0 0	0 0	0	0 1	0 0	0	0 0	0 1	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	60	374	0	0	525	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	60	374	0	0	525	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	60	374	0	0	525	60
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	0	0	0	63	394	0	0	553	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	0	0	0	63	394	0	0	553	63
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	616	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	974	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	974	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.06	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

Aspire School Traffic Study
Cumulative plus Project PM Peak Hour

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

****

Intersection #1 San Leandro Street / 66th Avenue

****

Cycle (sec): 110 Critical Vol./Cap. (X): 1.273
Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh): 63.7
Optimal Cycle: 180 Level Of Service: E

****

Street Name:	San Leandro Street						66th Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	0 1	0	0 0	1! 0	0
Volume Module: >> Count Date: 24 Mar 2005 <<												
Base Vol:	188	718	83	57	686	171	194	375	272	67	254	46
Growth Adj:	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22
Initial Bse:	229	876	101	70	837	209	237	458	332	82	310	56
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	5	5	0	0	0	6	0	5	6	5
Initial Fut:	229	876	106	75	837	209	237	464	332	87	316	61
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	241	922	112	78	881	220	249	488	349	91	333	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	241	922	112	78	881	220	249	488	349	91	333	64
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
Final Vol.:	241	922	112	78	881	220	249	488	349	91	333	64
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.18	0.93	0.93	0.20	0.92	0.92	0.73	0.94	0.94	0.09	0.09	0.09
Lanes:	1.00	1.78	0.22	1.00	1.60	0.40	1.00	0.58	0.42	0.46	0.27	0.27
Final Sat.:	340	3168	384	380	2803	699	1395	1038	743	194	1232	232
Capacity Analysis Module:												
Vol/Sat:	0.71	0.29	0.29	0.21	0.31	0.31	0.18	0.47	0.47	0.47	0.27	0.28
Crit Moves:	****									****		
Green/Cycle:	0.56	0.56	0.56	0.56	0.56	0.56	0.37	0.37	0.37	0.37	0.37	0.37
Volume/Cap:	1.27	0.52	0.52	0.37	0.56	0.56	0.48	1.27	1.27	1.27	0.73	0.75
Delay/Veh:	181.8	15.4	15.4	14.7	16.1	16.1	27.3	169	168.8	176.5	34.0	35.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	181.8	15.4	15.4	14.7	16.1	16.1	27.3	169	168.8	176.5	34.0	35.1
HCM2kAvg:	82	11	11	7	12	12	9	52	52	124	351	69

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Aspire School Traffic Study
Cumulative plus Project PM Peak Hour

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

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Intersection #2 International Boulevard / 66th Avenue

****

Cycle (sec): 105 Critical Vol./Cap. (X): 0.869
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 40.8
Optimal Cycle: 99 Level Of Service: D

****

Street Name:	International Boulevard						66th Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	0 1	0	1 0	0 1	0
Volume Module: >> Count Date: 24 Mar 2005 <<												
Base Vol:	36	705	86	81	940	90	161	242	118	148	215	84
Growth Adj:	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22
Initial Bse:	44	860	105	99	1147	110	196	295	144	181	262	102
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	5	0	0	0	0	5	5	6	5	0	6	0
Initial Fut:	49	860	105	99	1147	115	201	301	149	181	268	102
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	51	905	110	104	1207	121	212	317	157	190	282	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	905	110	104	1207	121	212	317	157	190	282	108
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
Final Vol.:	51	905	110	104	1207	121	212	317	157	190	282	108
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.93	0.95	0.94	0.94	0.95	0.95	0.95	0.95	0.96	0.96
Lanes:	1.00	1.78	0.22	1.00	1.82	0.18	1.00	0.67	0.33	1.00	0.72	0.28
Final Sat.:	1805	3166	386	1805	3236	324	1805	1208	597	1805	1318	504
Capacity Analysis Module:												
Vol/Sat:	0.03	0.29	0.29	0.06	0.37	0.37	0.12	0.26	0.26	0.11	0.21	0.21
Crit Moves:	****				****			****		****		
Green/Cycle:	0.03	0.38	0.38	0.08	0.43	0.43	0.15	0.30	0.30	0.12	0.27	0.27
Volume/Cap:	0.87	0.74	0.74	0.74	0.87	0.87	0.78	0.87	0.87	0.87	0.78	0.78
Delay/Veh:	122.3	30.1	30.1	66.6	32.9	32.9	56.8	48.6	48.6	74.2	43.2	43.2
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:	122.3	30.1	30.1	66.6	32.9	32.9	56.8	48.6	48.6	74.2	43.2	43.2
HCM2kAvg:	4	15	15	5	22	22	9	18	18	9	13	13

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Aspire School Traffic Study
Cumulative plus Project PM Peak Hour

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

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Intersection #3 Project Driveway - EXIT

****

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: C[17.5]

****

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 0			0 0 1! 0 0			0 0 1 0 0			0 0 1 0 0		
Volume Module:												
Base Vol:	0	0	0	16	0	16	0	648	0	0	448	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	16	0	16	0	648	0	0	448	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	16	0	16	0	648	0	0	448	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	17	0	17	0	682	0	0	472	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	17	0	17	0	682	0	0	472	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1154	xxxx	472	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	220	xxxx	596	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	220	xxxx	596	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.08	xxxx	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	321	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	17.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	C	*	*	*	*	*	*	*
ApproachDel:	xxxxxx				17.5		xxxxxx			xxxxxx		
ApproachLOS:	*				C		*			*		

Aspire School Traffic Study
Cumulative plus Project PM Peak Hour

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

****

Intersection #4 Project Driveway - ENTRANCE

****

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: A[8.4]

****

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	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0
Volume Module:																				
Base Vol:	0		0		0	0		0		0	16		648		0	0		448		16
Growth Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Initial Bse:	0		0		0	0		0		0	16		648		0	0		448		16
Added Vol:	0		0		0	0		0		0	0		0		0	0		0		0
PasserByVol:	0		0		0	0		0		0	0		0		0	0		0		0
Initial Fut:	0		0		0	0		0		0	16		648		0	0		448		16
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:	0.95		0.95		0.95	0.95		0.95		0.95	0.95		0.95		0.95	0.95		0.95		0.95
PHF Volume:	0		0		0	0		0		0	17		682		0	0		472		17
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
Final Vol.:	0		0		0	0		0		0	17		682		0	0		472		17
Critical Gap Module:																				
Critical Gp:	xxxxx		xxxx		xxxxx	xxxxx		xxxx		xxxxx	4.1		xxxx		xxxxx	xxxxx		xxxx		xxxxx
FollowUpTim:	xxxxx		xxxx		xxxxx	xxxxx		xxxx		xxxxx	2.2		xxxx		xxxxx	xxxxx		xxxx		xxxxx
Capacity Module:																				
Cnflict Vol:	xxxx		xxxx		xxxxx	xxxx		xxxx		xxxxx	488		xxxx		xxxxx	xxxx		xxxx		xxxxx
Potent Cap.:	xxxx		xxxx		xxxxx	xxxx		xxxx		xxxxx	1085		xxxx		xxxxx	xxxx		xxxx		xxxxx
Move Cap.:	xxxx		xxxx		xxxxx	xxxx		xxxx		xxxxx	1085		xxxx		xxxxx	xxxx		xxxx		xxxxx
Volume/Cap:	xxxx		xxxx		xxxx	xxxx		xxxx		xxxx	0.02		xxxx		xxxx	xxxx		xxxx		xxxx
Level Of Service Module:																				
Queue:	xxxxx		xxxx		xxxxx	xxxxx		xxxx		xxxxx	0.0		xxxx		xxxxx	xxxxx		xxxx		xxxxx
Stopped Del:	xxxxx		xxxx		xxxxx	xxxxx		xxxx		xxxxx	8.4		xxxx		xxxxx	xxxxx		xxxx		xxxxx
LOS by Move:	*		*		*	*		*		*	A		*		*	*		*		*
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx		xxxx		xxxxx	xxxx		xxxx		xxxxx	xxxx		xxxx		xxxxx	xxxx		xxxx		xxxxx
SharedQueue:	xxxxx		xxxx		xxxxx	xxxxx		xxxx		xxxxx	0.0		xxxx		xxxxx	xxxxx		xxxx		xxxxx
Shrd StpDel:	xxxxx		xxxx		xxxxx	xxxxx		xxxx		xxxxx	8.4		xxxx		xxxxx	xxxxx		xxxx		xxxxx
Shared LOS:	*		*		*	*		*		*	A		*		*	*		*		*
ApproachDel:	xxxxxx					xxxxxx					xxxxxx					xxxxxx				
ApproachLOS:	*					*					*					*				

Aspire School Traffic Study
Cumulative AM Peak Hour
WITH MITIGATION

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

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Intersection #1 San Leandro Street / 66th Avenue

****

Cycle (sec): 110 Critical Vol./Cap. (X): 0.695
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 28.4
Optimal Cycle: 60 Level Of Service: C

****

Street Name:	San Leandro Street						66th Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1 0		1 0	2 0 1		1 0	0 1 0		0 0	1! 0 0	
Volume Module: >> Count Date: 24 Mar 2005 <<												
Base Vol:	57	709	75	50	651	185	200	155	58	66	232	44
Growth Adj:	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22
Initial Bse:	70	865	92	61	794	226	244	189	71	81	283	54
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:	70	865	92	61	794	226	244	189	71	81	283	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:	0.95	0.95	0.95	0.93	0.93	0.93	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	73	911	96	66	854	243	271	210	79	89	314	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	911	96	66	854	243	271	210	79	89	314	60
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
Final Vol.:	73	911	96	66	854	243	271	210	79	89	314	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.94	0.94	0.95	0.95	0.85	0.67	0.96	0.96	0.81	0.81	0.81
Lanes:	1.00	1.81	0.19	1.00	2.00	1.00	1.00	0.73	0.27	0.19	0.68	0.13
Final Sat.:	1805	3219	341	1805	3610	1615	1271	1326	496	298	1048	199
Capacity Analysis Module:												
Vol/Sat:	0.04	0.28	0.28	0.04	0.24	0.15	0.21	0.16	0.16	0.30	0.30	0.30
Crit Moves:		****		****							****	
Green/Cycle:	0.07	0.41	0.41	0.05	0.39	0.39	0.43	0.43	0.43	0.43	0.43	0.43
Volume/Cap:	0.60	0.70	0.70	0.70	0.60	0.38	0.49	0.37	0.37	0.70	0.70	0.70
Delay/Veh:	58.2	28.5	28.5	71.5	27.4	24.3	23.3	21.4	21.4	28.6	28.6	28.6
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:	58.2	28.5	28.5	71.5	27.4	24.3	23.3	21.4	21.4	28.6	28.6	28.6
HCM2kAvg:	4	15	15	4	12	6	10	7	7	16	16	16

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Aspire School Traffic Study
Cumulative PM Peak
WITH MITIGATION

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

Intersection #1 San Leandro Street / 66th Avenue

Cycle (sec):	110	Critical Vol./Cap. (X):	0.948
Loss Time (sec):	12 (Y+R = 4 sec)	Average Delay (sec/veh):	48.1
Optimal Cycle:	147	Level Of Service:	D

Street Name:	San Leandro Street						66th Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	1 0	2 0	1	1 0	0 1	0	0 0	1! 0	0
Volume Module: >> Count Date: 24 Mar 2005 <<												
Base Vol:	188	718	83	57	686	171	194	375	272	67	254	46
Growth Adj:	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22
Initial Bse:	229	876	101	70	837	209	237	458	332	82	310	56
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:	229	876	101	70	837	209	237	458	332	82	310	56
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	241	922	107	73	881	220	249	482	349	86	326	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	241	922	107	73	881	220	249	482	349	86	326	59
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	241	922	107	73	881	220	249	482	349	86	326	59
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.93	0.95	0.95	0.85	0.56	0.94	0.94	0.54	0.54	0.54
Lanes:	1.00	1.79	0.21	1.00	2.00	1.00	1.00	0.58	0.42	0.18	0.69	0.13
Final Sat.:	1805	3184	368	1805	3610	1615	1055	1032	748	189	716	130
Capacity Analysis Module:												
Vol/Sat:	0.13	0.29	0.29	0.04	0.24	0.14	0.24	0.47	0.47	0.46	0.46	0.46
Crit Moves:	****				****			****				
Green/Cycle:	0.14	0.35	0.35	0.05	0.26	0.26	0.49	0.49	0.49	0.49	0.49	0.49
Volume/Cap:	0.95	0.83	0.83	0.83	0.95	0.53	0.48	0.95	0.95	0.93	0.93	0.93
Delay/Veh:	89.0	37.5	37.5	96.9	58.3	36.4	19.3	45.5	45.5	48.9	48.9	48.9
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:	89.0	37.5	37.5	96.9	58.3	36.4	19.3	45.5	45.5	48.9	48.9	48.9
HCM2kAvg:	13	18	18	5	19	7	10	32	32	31	31	31

Aspire School Traffic Study
Cumulative plus Project AM Peak
WITH MITIGATION

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

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Intersection #1 San Leandro Street / 66th Avenue

****

Cycle (sec):	110	Critical Vol./Cap. (X):	0.776
Loss Time (sec):	12 (Y+R = 4 sec)	Average Delay (sec/veh):	31.1
Optimal Cycle:	74	Level Of Service:	C

****

Street Name:	San Leandro Street						66th Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	1 0	2 0	1	1 0	0 1	0	0 0	1! 0	0
Volume Module: >> Count Date: 24 Mar 2005 <<												
Base Vol:	57	709	75	50	651	185	200	155	58	66	232	44
Growth Adj:	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22
Initial Bse:	70	865	92	61	794	226	244	189	71	81	283	54
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	18	18	0	0	0	24	0	15	20	15
Initial Fut:	70	865	109	79	794	226	244	213	71	96	303	69
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:	0.95	0.95	0.95	0.93	0.93	0.93	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	73	911	115	85	854	243	271	237	79	106	337	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	911	115	85	854	243	271	237	79	106	337	76
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	73	911	115	85	854	243	271	237	79	106	337	76
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.93	0.95	0.95	0.85	0.65	0.96	0.96	0.77	0.77	0.77
Lanes:	1.00	1.78	0.22	1.00	2.00	1.00	1.00	0.75	0.25	0.20	0.65	0.15
Final Sat.:	1805	3150	399	1805	3610	1615	1233	1374	456	298	947	215
Capacity Analysis Module:												
Vol/Sat:	0.04	0.29	0.29	0.05	0.24	0.15	0.22	0.17	0.17	0.36	0.36	0.36
Crit Moves:		****		****							****	
Green/Cycle:	0.06	0.37	0.37	0.06	0.37	0.37	0.46	0.46	0.46	0.46	0.46	0.46
Volume/Cap:	0.64	0.78	0.78	0.78	0.64	0.41	0.48	0.38	0.38	0.78	0.78	0.78
Delay/Veh:	61.9	33.5	33.5	79.7	29.7	26.2	21.4	19.8	19.8	30.8	30.8	30.8
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:	61.9	33.5	33.5	79.7	29.7	26.2	21.4	19.8	19.8	30.8	30.8	30.8
HCM2kAvg:	4	17	17	5	12	6	10	7	7	20	20	20

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Aspire School Traffic Study
Cumulative plus Project PM Peak Hour
WITH MITIGATION

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

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Intersection #1 San Leandro Street / 66th Avenue

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Cycle (sec): 110 Critical Vol./Cap. (X): 0.952
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 49.5
Optimal Cycle: 150 Level Of Service: D

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Street Name:	San Leandro Street						66th Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 1	1 0		1 0 2	0 1		1 0 0	1 0		0 0 1!	0 0	
Volume Module: >> Count Date: 24 Mar 2005 <<												
Base Vol:	188	718	83	57	686	171	194	375	272	67	254	46
Growth Adj:	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22
Initial Bse:	229	876	101	70	837	209	237	458	332	82	310	56
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	5	5	0	0	0	6	0	5	6	5
Initial Fut:	229	876	106	75	837	209	237	464	332	87	316	61
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	241	922	112	78	881	220	249	488	349	91	333	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	241	922	112	78	881	220	249	488	349	91	333	64
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
Final Vol.:	241	922	112	78	881	220	249	488	349	91	333	64
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.93	0.95	0.95	0.85	0.54	0.94	0.94	0.55	0.55	0.55
Lanes:	1.00	1.78	0.22	1.00	2.00	1.00	1.00	0.58	0.42	0.19	0.68	0.13
Final Sat.:	1805	3168	384	1805	3610	1615	1032	1038	743	195	710	137
Capacity Analysis Module:												
Vol/Sat:	0.13	0.29	0.29	0.04	0.24	0.14	0.24	0.47	0.47	0.47	0.47	0.47
Crit Moves:	****				****			****				
Green/Cycle:	0.14	0.35	0.35	0.05	0.26	0.26	0.49	0.49	0.49	0.49	0.49	0.49
Volume/Cap:	0.95	0.84	0.84	0.84	0.95	0.53	0.49	0.95	0.95	0.95	0.95	0.95
Delay/Veh:	90.1	38.7	38.7	98.5	59.2	36.5	19.3	46.2	46.2	53.4	53.4	53.4
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:	90.1	38.7	38.7	98.5	59.2	36.5	19.3	46.2	46.2	53.4	53.4	53.4
HCM2kAvg:	13	19	19	5	19	7	10	32	32	33	33	33

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