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APPENDIX 1

NOTICE OF PREPARATION AND COMMENTS RECEIVED ON THE NOP

NOTICE OF PREPARATION

OF AN

ENVIRONMENTAL IMPACT REPORT

FOR THE

MENLO PARK FACEBOOK CAMPUS PROJECT

CITY OF MENLO PARK

APRIL 21, 2011

Notice is hereby given that the City of Menlo Park will be the Lead Agency and will prepare an Environmental Impact Report (EIR) for the Menlo Park Facebook Campus Project. The EIR will address the potential physical, environmental effects for each of the environmental topics outlined in the California Environmental Quality Act (CEQA). The City of Menlo Park is requesting comments on the scope and content of this EIR.

A Scoping Session will be held as part of the Planning Commission meeting on May 16, 2011 at the Menlo Park City Council Chambers. The Scoping Session is part of the EIR scoping process during which the City solicits input from the public and other agencies on specific topics that they believe should be addressed in the environmental analysis. Written comments on the scope of the EIR may also be sent to:

Justin Murphy, Development Services Manager
City of Menlo Park
Community Development Department, Planning Division
701 Laurel Street
Menlo Park, CA 94025
JICMurphy@menlopark.org
Phone: 650.330.6725
Fax: 650.327.1653

Due to the time limits mandated by State law, comments must be received no later than 5 p.m. on May 26, 2011.

PROJECT LOCATION: The project site, which is composed of a 57-acre East Campus and a 22-acre West Campus, is located in the City of Menlo Park, north of US 101. The East Campus and West Campus are separated by Bayfront Expressway/State Route (SR) 84, which runs east-west between the two campuses. The East Campus was formerly occupied by Sun Microsystems and Oracle and is bounded by the tidal mudflats and marshes of the San Francisco Bay and Ravenswood Slough to the north and west, and SR 84 to the east and south. The West Campus was formerly owned by General Motors (GM) Tyco Electronics and is bounded by SR 84 to the north, Willow Road to the east, the Dumbarton Rail Corridor to the south, and the TE Connectivity site (formerly the Tyco Electronics) to the west. Figure 1 depicts the location of the proposed project.

PROJECT DESCRIPTION: Facebook, Inc. (Project Sponsor) plans to move its operations from its existing facilities in the City of Palo Alto to the project site in the City of Menlo Park. Under the proposed

project, Facebook would occupy the East Campus as part of the first phase of the project and would expand to the West Campus in the second phase of the project (see Figure 1).

East Campus. The proposed project would accommodate Facebook's employees moving from Facebook's existing facilities in the City of Palo Alto and its future employee growth by housing approximately 6,600 employees at the East Campus, which is approximately 3,000 employees more than the maximum number of 3,600 onsite employees stipulated in the Conditional Development Permit (CDP) for the site. The East Campus is currently developed with nine buildings, totaling approximately one million gross square feet. Facebook would reuse the existing buildings, and modifications of these buildings would be made to make the facilities functional for Facebook and to improve their sustainability/energy and water-conserving features. Specifically, Facebook would adapt, or "repurpose," the existing buildings from the hardware-intensive laboratory and individual hard-wall office environment to a more open, shared workspace that is characteristic of the Facebook work environment. Facebook estimates that occupancy of the East Campus would exceed the existing 3,600 employee cap in mid-2013, if the proposed project is approved, and would reach full capacity within two to three years thereafter. Figure 2 depicts the proposed site plans for the East Campus.

Facebook could occupy the East Campus in compliance with the existing CDP, zoning, and General Plan land use designations (M-2-X [General Industrial, Conditional Development] zoning district and General Industrial land use designation). No changes to vehicle access points would occur on the East Campus with the proposed project. The change being requested that triggers the need for this CEQA environmental review is Facebook's proposal to amend the existing CDP for the East Campus to establish a maximum number, or "trip cap," on peak period and average daily vehicle trips to and from the East Campus, rather than establish a new maximum number of onsite employees. The trip cap would accommodate the proposed increase in employees at the site, but assumes implementation of the Project Sponsor's proposed Transportation Demand Management (TDM) program to reduce the impacts associated with an increase of 3,000 employees. The proposed change to the metric used to control activities at the site (from an employee cap to a vehicle trip cap) is a discretionary action for the City to consider. The building and site improvements (such as modifying the interior spaces, rewiring the facilities, and incorporating sustainability features) that Facebook is undertaking at the existing East Campus buildings can be approved by the City with a building permit, and therefore, are considered ministerial actions and do not require CEQA review as part of this proposed project.

West Campus. Approximately half of the West Campus site is developed and the entire site is currently unoccupied. This site previously housed office-related uses. The West Campus is zoned M-2 and designated General Industrial in the City's General Plan. The West Campus can be built out to roughly 433,700 gross square feet under the allowable 0.45 Floor Area Ratio (FAR) identified in the City's zoning ordinance.[1] The West Campus includes two existing buildings that are approximately 58,000 square feet each, a guard house, some landscape features, and asphalt parking areas. The existing buildings at the West Campus would be demolished and the site would be developed with a new campus that would accommodate approximately 2,800 employees, in addition to the 6,600 employees at the East Campus. Facebook estimates that the West Campus would be operational by late 2014 and would reach maximum occupancy within two to three years thereafter.

Facebook's conceptual site plans for the West Campus, as shown in Figure 3, propose up to five separate buildings with a footprint of up to 36,000 square feet each, and a total building floor area of approximately 433,700 gross square feet. These buildings would range from two to four stories in height, with the Project Sponsor proposing an overall height limit of 70 feet for the entire West Campus. This

[1] FAR is a measure of building intensity based on the ratio between the total floor area to be built on a site and the size of that site.

increase to the height limit from 35 feet to 70 feet would require a rezoning to an X Conditional Development District. In addition, a five-level parking structure with capacity for approximately 1,500 vehicles would be located in the western portion of the West Campus site. The five buildings would be organized around a central courtyard consisting of open spaces, landscaped areas, amenity centers and meeting rooms, and pedestrian linkages. Main access to the West Campus would be along Bayfront Expressway. The main entrance would be signalized under the proposed project and the existing curb cut would be moved approximately 250 feet to the west. Secondary and emergency access points are proposed at the northwest corner of the West Campus and at the southeast corner of the site along Willow Road; both of these secondary access driveways would allow right-turns only. In addition, connection between the East Campus and West Campus would be enhanced via improvements to an existing undercrossing under Bayfront Expressway that links the campuses. As part of the proposed project, Facebook would improve access to the undercrossing by way of a public access easement and would enhance lighting, visibility, and flood control measures.

There is known hazardous materials contamination on a portion of the West Campus. Although Facebook could proceed with the proposed project for the West Campus without additional remediation, within the existing Department of Toxic Substance Control (DTSC)-approved restrictions, Facebook is considering additional remedial activities that would allow for more flexibility for development onsite and will be working with DTSC on any additional remediation.

PROJECT APPROVALS: The following approvals would be required by the City under the proposed project:

- East Campus
  - Conditional Development Permit Amendment
  - Development Agreement
  - Environmental Review

West Campus (applicant has not yet applied for the entitlements with the exception of *)

- Rezoning from M-2 to M-2-X
- Conditional Development Permit
- Development Agreement
- Lot Merger/Lot Line Adjustment/Tentative Parcel Map
- Heritage Tree Removal Permits
- Below Market Rate Housing Agreement
- Environmental Review*

APPROVALS BY RESPONSIBLE AGENCIES: Approvals by other agencies are identified below. These agencies are expected to review the Draft EIR to evaluate the proposed project:

- Bay Area Air Quality Management District (BAAQMD)
- California Department of Transportation (Caltrans)
- California Regional Water Quality Control Board (RWQCB)/San Mateo Countywide Water Pollution Prevention Program
- City/County Association of Governments (C/CAG)
- Department of Toxic Substance Control
- Menlo Park Fire Protection District
- San Mateo County Environmental Health Division
- West Bay Sanitary District

INTRODUCTION TO EIR: The purpose of an EIR is to inform decision-makers and the general public of the environmental effects of a proposed project. The EIR process is intended to provide environmental information sufficient to evaluate a proposed project and its potential to cause significant effects on the environment; examine methods of reducing adverse environmental impacts; and identify alternatives to the proposed project. The Menlo Park Facebook Campus Project EIR will be prepared and processed in accordance with CEQA and the State CEQA Guidelines. The EIR will include the following:

- Summary of the proposed project and its potential environmental effects;
- Description of the proposed project, including the proposed vehicle trip cap;
- Description of the existing environmental setting, potential environmental impacts of the proposed project, and mitigation measures to reduce significant environmental effects of the proposed project;
- Alternatives to the proposed project;
- Cumulative impacts; and
- CEQA conclusions.

PROBABLE ENVIRONMENTAL EFFECTS: The EIR will analyze whether the proposed project would have significant environmental impacts in the following areas:

- Aesthetics
- Air Quality
- Biological Resources
- Cultural Resources
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning Policy
- Noise
- Population and Housing
- Public Services and Utilities
- Recreation
- Transportation

In order to prepare these sections and analyze the impacts, several studies will be prepared including a Housing Needs Assessment (HNA), a Water Supply Assessment (WSA), and a Transportation Impact Analysis (TIA). The following intersections will be included in the TIA:

- University Ave/Bayfront Expwy
- University Ave/O'Brien Dr
- University Ave/Kavanaugh Dr/Notre Dame Ave
- University Ave/Bay Rd
- University Ave/Runnymede St
- University Ave/Donohoe St
- University Ave/Woodland Ave
- University Ave/Middlefield Rd
- Middlefield Rd/Lytton Ave
- Middlefield Rd/Willow Rd
- Middlefield Rd/Ringwood Ave
- Middlefield Rd/Ravenswood Ave
- Middlefield Rd/Marsh Rd
- Bayfront Expwy/Willow Rd
- Willow Rd/Hamilton Ave
- Willow Rd/Ivy Dr
- Willow Rd/O'Brien Dr
- Willow Rd/Newbridge St
- Willow Rd/Bay Rd
- Willow Rd/Durham St
- Willow Rd/Coleman Ave
- Willow Rd/Gilbert Ave
- Bayfront Expwy/Chilco St
- Bayfront Expwy/Chrysler Dr
- Bayfront Expwy/Marsh Rd
- Marsh Rd/Hwy 101 NB on-off ramp
- Marsh Rd/Hwy 101 SB on-off ramp
- Marsh Rd/Rolison Rd/Scott Dr
- Marsh Rd/Florence St/Bohannon Dr
- Marsh Rd/Bay Rd
- 10 Additional Roadway Segments

The environmental impacts of the proposed project will be measured as the change that results from the project against "baseline" environmental conditions. The baseline environmental conditions for the East Campus are those conditions assuming full occupancy of the East Campus as permitted under the CDP. The baseline environmental conditions for the West Campus are the existing conditions at that site as of the release of this NOP (unoccupied and partially vacant).

ENVIRONMENTAL EFFECTS NOT LIKELY TO REQUIRE FURTHER ANALYSIS: The proposed project is not anticipated to result in significant environmental effects in the following areas:

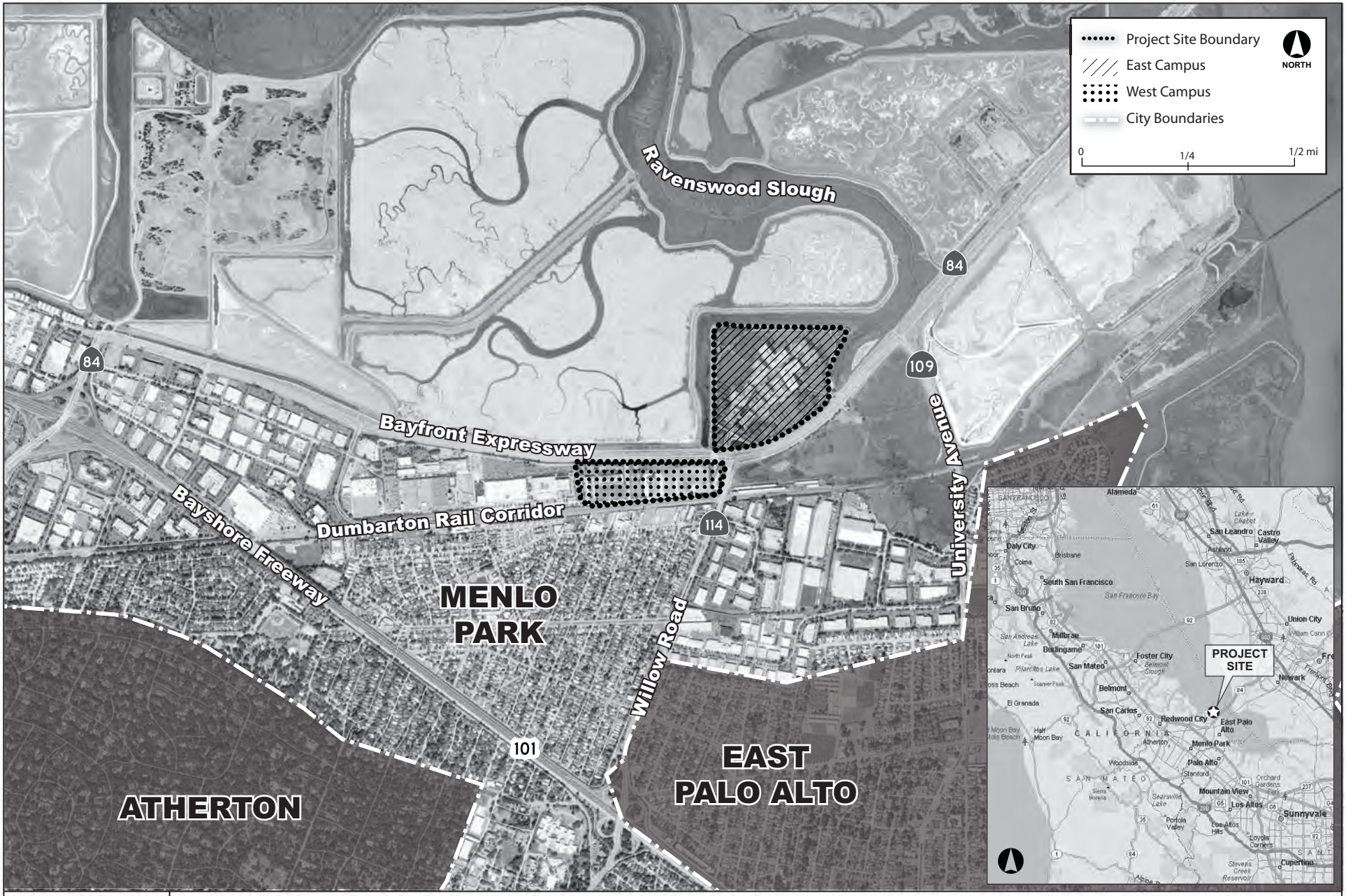
- Agricultural or Forestry Resources
- Mineral Resources

The East Campus is developed, the West Campus is partially developed, and both sites are located in urbanized areas. As such, none of these resources exist on the sites. Therefore, a detailed analysis of these topics will not be included in the EIR.

ALTERNATIVES: Based on the significance conclusions determined in the EIR, alternatives to the proposed project will be analyzed that might reduce identified impacts. Section 15126.6(e) of the CEQA Guidelines requires the evaluation of a No Project Alternative. In addition to the No Project Alternative, the EIR will examine an Alternate Location Alternative and variations of a Reduced Project Alternative, which could include reduced trip cap and/or a reduction in floor area. Others alternatives may be considered during preparation of the EIR and will comply with the CEQA Guidelines that call for a "range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project."

Justin Murphy, Development Services Manager
City of Menlo Park

April 19, 2011
Date



Source: Google Earth; Atkins, 2011.

ATKINS

FIGURE 1
Project Location

100020154

Menlo Park Facebook Campus Project

ATKINS

FIGURE 2
Aerial View of the Existing East Campus

***Source*:** Facebook, 2011.

100020154

Menlo Park Facebook Campus Project

***Source*:** Facebook, 2011.

ATKINS

FIGURE 3
Proposed Site Plan for the West Campus

Murphy, Justin I C

From: Terry Barton [terry.barton@gmail.com]
Sent: Thursday, May 26, 2011 11:31 PM
To: Murphy, Justin I C
Subject: Comments on Scope for Environmental Impact Report for Facebook Development Proposal

Justin Murphy
Development Services Manager
City of Menlo Park

I am making the following comments about the scope of the transportation ascpects that should be considered in the Facebook Development Environmental Impact Report based on my experience as a bicycle commuter to the Sun Microsytems Menlo Park Campus from 2000-2009.

Small factors can have a big impact on the time, convenience and safety of commuting by bicycle. I expect that Facebook and the city will include several mitigations designed to reduce vehicle traffic and increase bicycling to and through the area. The details of these mitigations will determine whether they are effective in acutally reducing auto traffic and increasing bicycle commuting. The following comments are based on over 10 years of bicycle commuting to the east campus.

The traffic impact of employees returning the to campus is obvious. Less obvious are the small improvements that will increase the percentage of commuters who choose to bicycle.

The main bicycle commuting route to the Facebook Campus from Palo Alto and cities to the south is along the Bay Trail The pavement of the Bay Trail cycle path currently ends at Runnymeade in East Palo forcing cyclist onto narrow streets and requiring multiple turns to connect to University Avenue. The extension of the Bay Trail pavement to make a more direct connection to University Avenue and Bayfront Expressway would improve travel time, convenience and safety. Completion of this segment would provide a continous bike thouroghfare for a significant number of potential bicycle commuters by connecting Menlo Park, East Palo Alto, Palo Alto, Mountain View, Sunnyvale, Santa Clara, and San Jose

Improvements to the Bay Trail and along University Avenue would encourage increased bicyle commuting for commuters coming from the south who would otherwise add to congestion on Highway 101 and along Willow Road to get to the Facebook campus, the Gateway Project, and businesses in East Menlo Park. Bicycle commuters crossing the Dumbarton Bridge and continuing south would also benefit from the reduced travel time, and improved safety and convenience.

The 3 extremely long right turn lanes from North Bound University Avenue to east bound Bayfront Expressway and the lack of a lane for bicycles turning left from University, forces cyclists headed to Facebook and the Gateway Project to ride in the left turn lane for a considerable distance which slows auto traffic adding to the delay at the intersection.

Increased traffic on Bayfront Expressway and the Dumbarton bridge will lead to increased auto collisions. The debris from auto collisions is not currently swept up from the adjacent bike paths and shoulders and causes flats for cyclists. Flats cause significant delays for cyclist and discourage cyclists from riding as often. Sweeping to remove the debris is a mitigation that should be considered.

The facilities provided by Sun at the Menlo Park campus to encourage bicycle commuting were less effective due to small design flaws which I believe Facebook could easily correct. The lack of showers in

several buildings and limited locations from bicycle storage at the Sun Campus significantly increased the total commute time and inconvenience of bicycle commuting. Travel to the showers, and then the bicycle storage shed added up 8 minute of commute time after arriving at the campus and was a large impediment to bicycle and pedestrian commuters. Providing easy access to showers and changing rooms with lockers for clothes storage and bicycle storage near every building would encourage employees to commute by bicycle.

The low number of bicycle trips to the area mentioned on page 3.11-42 of the Gateway project EIR, reflects the poor current state of facilities in the area to support bicycle commuting. Improvements to the bicycling routes and on campus facilities, along with the increasing cost of gasoline and bridge tolls can be expected to increase the number of bicycle commuters coming to or passing through eastern Menlo Park along Bayfront Expressway.

A strong TDM program from Facebook may actually reduce auto trips below the level the campus generated when occupied by Sun Microystems even with the higher occupancy. Facebook's strong shuttle program, facilities to support bicycle commuters and pedestrians, and concentrating workers within walking distance in the East and West Campus will significantly reduce employee trips compared to the operation of the campus when occupied by Sun who had operations in Santa Clara and Menlo Park which generated frequent intercampus solo car trips.

The Environmental Impact Report should consider the effects of increased traffic on the area and the options to reduce automobile trips through encouragement of bicycle commuting.

Terry Barton
Bicycle Commuter to Sun Microsystems 2000-2009

May 26, 2011

Justin Murphy, Development Services Manager
City of Menlo Park
Community Development Department, Planning Division
701 Laurel Street
Menlo Park, CA 94025

Subject: Notice of Preparation for the Menlo Park Facebook Campus Project Environmental Impact Report

Dear Mr. Murphy:

On behalf of the San Francisco Bay Trail Project, I am submitting comments on the Notice of Preparation for the Menlo Park Facebook Campus Project Environmental Impact Report. The San Francisco Bay Trail is a visionary plan for a shared-use bicycle and pedestrian path that will one day allow continuous travel around San Francisco Bay. Currently, 310 miles of trail have been completed. Eventually, the Bay Trail will extend over 500 miles to link the shoreline of nine counties, passing through 47 cities and crossing seven toll bridges.

The new Facebook East Campus is located at a crossroads in the Bay Trail (see attached Map A). The existing trail directly adjacent to the campus along Bayfront Expressway provides east-west bicycle access to the Dumbarton Bridge pathway, a key link in the bicycle transportation network between San Mateo and Alameda counties. A north-south alignment is proposed to extend from the Facebook campus, along University Avenue to the Ravenswood Open Space Preserve and south along 26-miles of existing shoreline Bay Trail to Santa Clara.

The following comments are suggested for inclusion in the Environmental Impact Report:

- **Emphasize the importance of bicycle commuting to the new campus** Facebook proposes to establish a "vehicle trip cap" on peak period and average daily vehicle trips to and from the East Campus. In order for this proposal to succeed, safe and direct bicycle access needs to be constructed. The EIR should identify sections of the bicycle network, including the Bay Trail, for completion as development project mitigation.

- **Recognize existing bicycle and pedestrian infrastructure** Twenty-six miles of continuous shoreline trail exist between East Palo Alto and Santa Clara (see attached Map A). This trail system can serve as a primary bicycle commute route since many Facebook employees travel to work from communities south of the new campus, such as Palo Alto, Mountain View and Sunnyvale. The EIR should include a map that identifies existing and proposed sections of the Bay Trail and the surrounding bicycle network.

Administered by the Association of Bay Area Governments
P.O. Box 2050 • Oakland, CA 94604-2050
Phone: 510-464-7900 • Fax: 510-464-7970
Web: www.baytrail.org

- **Require completion of key Bay Trail gap as mitigation** A gap in the Bay Trail exists between the Facebook East Campus and Ravenswood Open Space Preserve in East Palo Alto (see attached Map B). This one-mile gap is the only section missing in the Bay Trail for safe and direct access between East Campus and Santa Clara, a total distance of 27 miles. Completion of this gap also benefits the citizens of Menlo Park. In 2005, the City of Menlo Park completed a feasibility analysis of this trail section with a grant from the Bay Trail Project. Currently, the Midpeninsula Regional Open Space District is securing a trail easement from the San Francisco Public Utilities Commission and completing conceptual design of the trail. The EIR should identify construction of this gap as mitigation to realize a continuous trail between the Facebook East Campus and Santa Clara.

- **Complete Transportation Impact Analysis (TIA) for University Avenue between Bay Road and Bayshore Expressway** This segment of University should be analyzed as part of the Transportation Impact Analysis because bicyclists and pedestrians are currently forced to use this roadway for access around the Bay Trail gap. Information gathered from the study can identify a need for the trail gap closure.

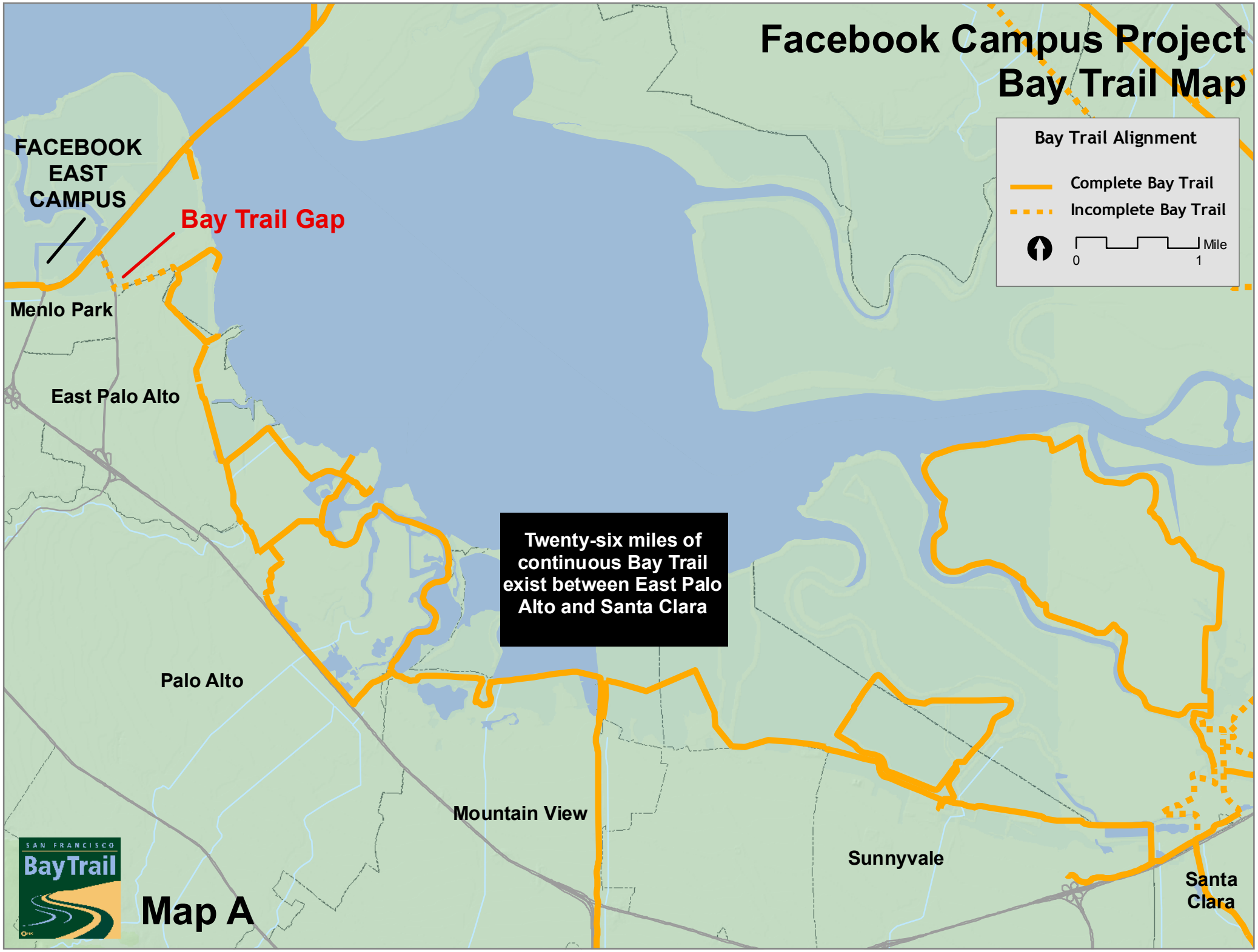
Thank you for considering these comments and please contact me at 510-464-7935 or laurat@abag.ca.gov if you have questions about this letter or the Bay Trail in general.

Sincerely,

Laura Thompson

Laura Thompson
Bay Trail Project Manager

cc: Silicon Valley Bicycle Coalition


Facebook Campus Project
Bay Trail Map
Bay Trail Alignment
Complete Bay Trail
Incomplete Bay Trail
0
1
Mile
FACEBOOK
EAST
CAMPUS
Bay Trail Gap
Menlo Park
East Palo Alto
Twenty-six miles of continuous Bay Trail exist between East Palo Alto and Santa Clara
Palo Alto
Mountain View
Sunnyvale
Santa
Clara
SAN FRANCISCO
BayTrail
Map A

Facebook Campus Project
Bay Trail Map
Bay Trail Alignment
Complete Bay Trail
Incomplete Bay Trail
0
0.2
Mile
Bayfront Expressway
PROPOSED FACEBOOK EAST CAMPUS
University
Bay Trail Gap
MENLO PARK
Ravenswood Open Space Preserve
Cooley Landing
Bay Road
EAST PALO ALTO
Palo Alto Baylands
Map B
SAN FRANCISCO
BayTrail

Making San Francisco Bay Better

RECEIVED

MAY 27 2011

By PLANNING

May 26, 2011

City of Menlo Park
Community Development Department, Planning Division
701 Laurel Street
Menlo Park, California 94025

ATTENTION: Justin Murphy, Development Services Manager

SUBJECT: Menlo Park Facebook Campus Project
(BCDC Permit No. 26-78)

Ladies and Gentlemen:

On April 25, 2011, the San Francisco Bay Conservation and Development Commission (Commission) staff received the Notice of Preparation of an Environmental Impact Report for the Menlo Park Facebook Campus Project, a proposal for two campuses located north of US Highway 101 and separated by Bayfront Expressway/State Route 84 in the City of Menlo Park, San Mateo County. The proposed Phase 1 project includes using the former Sun Microsystem facilities for the East Campus, expanding the number of onsite employees from 3,600 to 6,600 within two to three years. The proposed West Campus would include constructing up to five separate buildings for an additional 2,800 employees, for a total of 9,400 Facebook employees.

Although the project is not specific enough at this time for us to comment on every potential issue this project may raise with respect to the Commission's laws and policies, we do have several comments on the conceptual plans that should be addressed as this project moves forward. As the project is further developed, we will be able to provide more detailed responses and can work closely with your staff to assure the project's consistency with the Commission's laws and policies.

Although the Commission itself has not reviewed the Mitigated Negative Declaration, the staff comments are based on the McAteer-Petris Act, the Commission's San Francisco Bay Plan (Bay Plan), the Commission's federally approved management plan for the San Francisco Bay, and the federal Coastal Zone Management Act (CZMA).

Jurisdiction

The Commission's permit jurisdiction at this site includes all tidal areas of the Bay up to the line of mean high tide or the inland edge of marsh vegetation up to five feet above Mean Sea Level in marshlands, all areas formerly subject to tidal action that have been filled since September 17, 1965, and a shoreline band extending 100 feet inland from and parallel to the shoreline. Commission permits are required for fill placement, construction, dredging and substantial changes in use within its area of jurisdiction. The proposed East Campus project is located within the Commission's 100-foot shoreline band and would require either a new Commission permit or an amendment to the existing Sun Microsystems BCDC Permit No. 26-78.

Public Access

Section 66602 of the McAteer-Petris Act states, that "...maximum feasible public access, consistent with the proposed project, should be provided...." In evaluating a project's proposed public access, the Commission relies on the Bay Plan policies on public access to determine whether the project includes maximum feasible public access consistent with the project. In determining what constitutes the maximum feasible public access consistent with the Facebook East and West Campus project, the Commission would evaluate the project in light of the impact to the surrounding area, including the burden to the present public access and shoreline by adding 3,000 additional employees to the East Campus and 2,800 additional employees to the West Campus.

Attached is BCDC Permit No. 26-78, which required the installation, use and permanent maintenance of an approximately 4.8-acres public access area and landscaping, with a 6-foot-wide pedestrian/bicycle path along the entire 4,700-foot-long shoreline (Exhibit A). Due to the increased impact to the shoreline at the project site, additional public access improvements would likely be necessary in order for the project to be consistent with the Commission's laws and policies. The project sponsor should include specific information about all proposed public access improvements. Such improvements might include expanding the public access areas, widening the public access trail, providing additional amenities (e.g., benches, interpretive signage, overlook decks, landscaping, etc.), additional pedestrian or bicycle access points from the West Campus to the East Campus, and parking areas.

We also recommend that the environmental document evaluate projected increases in sea level at this site and possible options for providing adequate flood protection for the development and continued public use of the multi-use pathway as sea level rises.

Water Quality

The Bay Plan's policies on water quality state that, "new projects should be sited, designed, constructed and maintained to prevent, or if prevention is infeasible, to minimize the discharge of pollutants to the Bay..." by controlling pollutant sources at the project site, using appropriate construction materials, and applying best management practices. The project sponsors should evaluate the potential impacts of the proposed project on Bay water quality and should propose best management practices and mitigation measures to minimize adverse impacts to water quality, particularly from runoff from lands disturbed during the construction of project improvements, including improvements to the public access area.

Thank you again for the opportunity to comment on this project. If you have any questions, please do not hesitate to contact me at (415) 352-3669.

Sincerely,

Karen Weiss

KAREN WEISS
Coastal Program Analyst

Enc.

KW/mm

STATE OF CALIFORNIA PETE WILSON, Governor

SAN FRANCISCO BAY CONSERVATION AND DEVELOPMENT COMMISSION
THIRTY VAN NESS AVENUE, SUITE 2011
SAN FRANCISCO, CALIFORNIA 94102-6080
PHONE: (415) 557-3686

PERMIT NO. 26-78
(Issued on December 1, 1978, As
Amended Through October 20, 1994)
AMENDMENT NO. FIVE

Mr. Michael Lambert
Sun Microsystems, Inc.
2550 Garcia Avenue, MS: PAL1-401
Mountain View, California 94043

for

B.N.P. Leasing Corporation
717 North Harwood, Suite 2630
Dallas, Texas 75201

Ladies and Gentlemen:

On November 16, 1978, the San Francisco Bay Conservation and Development Commission, by a vote of 23 affirmative, and 0 negative, approved the resolution pursuant to which this permit had been issued. Moreover, on June 12, 1979, June 13, 1983, February 19, 1991, ~~and~~ August 13, 1993, and October 18, 1994, pursuant to Regulation Section 10822, the Executive Director approved Amendment Nos. One, Two, Three, ~~and~~ Four, and Five, respectively, to which this amended permit is issued:

I. Authorization

A. Subject to the conditions stated below, the permittee is granted permission to construct and use within the Commission's 100-foot shoreline band, parking facilities, a peripheral access road, landscaping, and a public access area on a 59-acre site along the Dumbarton Bridge Approach Road in Menlo Park, San Mateo County, including the following:

1. Placing approximately 28,000 cubic yards of earth fill in the shoreline band for public access grading and roadway bedding;

2. Constructing a 6-foot-wide by 4,700-foot-long pedestrian/ bicycle path along the entire shoreline of the property;

3. Landscaping approximately 4.8 acres of shoreline public access area along the walkway;

4. Providing five rest/viewing plazas with benches and trash containers;

5. Placing an approximately 4,400-foot-long chain-link fence around the public access perimeter to separate it from the Raychem facilities;

6. Constructing, using and maintaining ten parking spaces for public access;

7. Constructing and using approximately 3,115 lineal feet of roadway covering approximately 2.5 acres in the shoreline band;

8. Constructing and using portions of 105 auto parking spaces for employees covering approximately 20,000 square feet in the shoreline band; ~~and~~

9. Installing and maintaining approximately 1.34 acres of landscaping adjacent to parking and access roadways;

10. Constructing, using and maintaining an 8,300-square-foot portion of an 11,700-square-foot recreation building at the north east corner of the campus (Amendment No. Five);

11. Installing and maintaining approximately 25,000 square feet of landscaping (Amendment Five); and

12. Installing, using and maintaining a 2,600-square-foot portion of a paved playing surface, including two basketball backboards and baskets, an approximately 150-foot-long section of a 5-foot-wide access path, approximately 3,000 square feet of paved surfaces and a baseball backstop (Amendment No. Five).

B. This amended authority is generally pursuant to and limited by your original application filed September 22, 1978, including accompanying exhibits and all conditions of this authorization, your letter dated May 29, 1979, requesting Amendment No. One, your letter dated May 20, 1983, requesting Amendment No. Two, your letter dated December 6, 1990, requesting Amendment No. Three, ~~and~~ your letter and application dated March 10, 1993, requesting Amendment No. Four, and your letter and application dated April 25, 1994, including accompanying exhibits and additional information submitted in response to staff requests.

C. Work authorized herein must commence prior to July 1, 1981, or this amended permit will lapse and become null and void. Such work must also be diligently prosecuted to completion and must be completed within seventeen (17) years of commencement, or by July 1, 1998, whichever is earlier, unless an extension of time is granted by a further amendment of this amended permit. Work authorized in Amendment No. Five shall commence by December 1, 1994 and such work must also be diligently prosecuted to completion and must be completed within two (2) years of commencement, or by December 1, 1996, whichever is earlier, unless an extension of time is granted by a further amendment of this amended permit.

D. The project will result in the creation of approximately 4.8 acres of new public access along approximately 4,700 feet of Bay shoreline. No Bay fill will result.

II. Special Conditions

The amended authorization made herein shall be subject to the following Special Conditions, in addition to the Standard Conditions in Part IV:

A. Specific Plans and Plan Review

1. **Specific Plan Approval.** No work whatsoever shall be performed at any location within the Commission's jurisdiction until final precise site, engineering, grading, architectural, and landscaping plans for that portion of the work have been submitted to, reviewed, and approved by or on behalf of the Commission. Architectural plans submitted for review shall include all outside architectural building details and fixtures, including, but not limited to, the location, dimensions, and color of all outside signs and other fixtures. In each instance, plan review shall be completed within forty-five (45) days after receipt of the plans to be reviewed. Approval or disapproval shall be based upon conformity with this amended permit and upon a determination by or on behalf of the Commission that the proposed construction will be in accordance with the information presented to and recommendations of or on behalf of the Engineering Criteria Review Board for engineering plans and the information presented to and recommendations of or on behalf of the Design Review Board for architectural and design plans.

2. **Changes to Approved Plans.** After final plans have been approved pursuant to Special Condition II-A-1, no changes shall be made to such approved plans, without first obtaining written approval of the proposed change by or on behalf of the Commission. Approval or disapproval shall be made within forty-five (45) days after the proposed change in plan has been submitted for approval and shall be based on a finding that the change is authorized by this amended permit and would not detrimentally affect public access, landscaping, open space, open water, or other public benefits.

3. **Conformity with Approved Plans.** All contract specifications and all structures and improvements at the project site shall conform to the final plans approved pursuant to Special Conditions II-A-1 and II-A-2. No structures shall be placed nor any improvement undertaken that is not clearly shown on the approved final plans. After construction, no changes to the exterior of any structure shall be made, no additional structures shall be built, and no open space, open water, landscaping or public access areas shall be altered without prior written approval by or on behalf of the Commission pursuant to Special Condition II-A-2.

B. Public Access

1. **Area.** Until this amended permit is further amended, revoked, or otherwise modified by or on behalf of the Commission, the permittee shall hold and maintain the entire shoreline area within the project shown as public access, in Exhibit A, of this amended permit open to the public free of charge, for access to and along the shoreline of the property for picnicking, sitting, walking, bicycling, viewing, fishing, and related purposes. This public access area, consisting of approximately 4.8 acres,

shall be permanently open to the public upon execution of this amended permit and shall be clearly marked with at least two public access signs. The permittee may, by instrument or instruments acceptable to counsel for BCDC, dedicate to a public agency the public area referred to herein. Such dedication shall be pursuant to the terms of this condition and be first approved by or on behalf of the Commission.

2. **Improvements.** The permittee shall install at least two public access signs, a six-foot-wide all-weather pathway, five rest/viewing plazas with benches and trash containers, and landscape 4.8 acres in the shoreline band in general accordance with the drawings entitled "Sections of Public Access Bands" (dated October 22, 1978) and "Plan View of Vista Point" (dated October 24, 1978). If future drilling for mineral rights on existing easements in the public access area significantly affects public access, as determined by or on behalf of the Commission, the permittee shall re-design and landscape the path to assure that continuous public access as close to the shoreline as possible is provided. The public access improvements shall be completed by July 1, 1992. In the case of a drought, all landscaping and related irrigation improvements shall be completed within twelve months of the date on which the City of Menlo Park authorizes connection of the irrigation improvements to permittee water lines which receive water from the City water system.

3. **Maintenance.** The public access areas referred to in Paragraphs II-B shall be permanently maintained by, and at the expense of the permittee unless and until the permittee shall have made permanent maintenance arrangements with another private party or public agency acceptable to BCDC. Such maintenance shall include, but is not limited to, repairs to all path surfaces, replacement of any plant material that dies or becomes unkempt, periodic clean-up of litter and other materials deposited within the access areas, removal of any encroachments into the access areas, and assuring that benches and trash containers remain in good condition. Within thirty (30) days after notification by or on behalf of the Commission, the permittee shall correct any maintenance deficiency noted in a staff inspection of the site.

4. **Parking Area.** The permittee shall provide temporary public parking on the undeveloped portion of the site until permanent public parking can be provided. No later than July 1, 1992, permanent public parking shall be provided consisting of a paved, accessible, public and signed parking area sufficient for ten automobiles. The permanent parking may be in one of the three locations shown on a drawing entitled "Public Parking Sites" received at BCDC November 9, 1978.

C. **Recording and Notice**

1. **Recording.** The permittee shall record in San Mateo County this amended permit and any instrument or instrument(s) approved by counsel for BCDC referred to in paragraph II-B-1. The amended permit shall be recorded within thirty (30) days after issuance and the instrument(s) shall be recorded within thirty (30) days after approval by counsel for BCDC. Evidence of recordation shall be provided to the Commission .

2. **Notice to Lessees.** This authorization shall be specifically referred to in any lease, rental agreement, or sale agreement involving the site. Such reference shall specifically call attention to the public access and public parking provisions of this amended permit.

III. Findings and Declarations

This amended authorization is given on the basis of the Commission's findings and declarations that the work authorized is consistent with the McAteer-Petris Act, the San Francisco Bay Plan, the California Environmental Quality Act of 1970, and the Commission's Management Program for San Francisco Bay, for the following reasons:

A. **Use.** The proposed public access area, fence, peripheral access road, and portions of 105 parking spaces are consistent with Bay Plan Map 8 as amended in the Bay Plan Reprinting Program which does not indicate any priority use for the site.

B. **Public Access.** Maximum feasible public access to the Bay consistent with the project will be provided by setting aside and improving approximately 4.8 acres of shoreline area for access, including 4,700 linear feet of pathways for bicycling, jogging, and pedestrian use, and five rest/viewing plazas with benches and parking for ten automobiles. The access area will be permanently guaranteed pursuant to Special Condition II-B.

Amendment No. One authorized extension of commencement and completion dates for the project and for the three phases of public access. Amendment No. Two authorized extension of the completion date for Phase I of the public access. Amendment No. Three changes the date when the public access will be completed to July 1, 1992, for all phases of the public access.

Amendment No. Four revises the configuration and quantity of parking, access roads and landscaping within the shoreline band to be used by the employees of the building tenants. These changes are made to accommodate a revised site master Plan proposed by Sun Microsystems. Inc., which holds a long-term lease from B.N.P. Leasing, Inc., the permit assignee from Raychem, Inc. The site plan revisions are materially consistent with the original permit authorization and have no deleterious affects on public access. The original permit authorized the construction of parking spaces, a perimeter access road. a fence to separate the public and privately used areas and landscaped public access improvements. The revised project includes these same elements with the private development elements arranged in a different configuration. This amendment also extends the time for project completion until July 1, 1998. This amendment makes no changes to the required public access.

Amendment No. Five authorizes the construction of a recreation building, a portion of a basketball court, outdoor paved areas for employee use and the installation of landscaping around the recreation building and a baseball diamond. The recreation building and related outdoor recreation facilities will be located adjacent to the existing public access pathway and would be connected to the public access path by a 5-foot-wide pathway and a gate through the existing fence. These facilities are intended to provide a recreational outlet to employees on the campus since the site is fairly remote from any services or other diversions.

The existing public access was installed prior to commencing construction of the 10-building campus and was designed as a component of a considerably different development. In the previously approved development scheme, a very large commercial building would have been sited much closer to the public access area. The revised development authorized in Amendment No. Four clusters the majority of the buildings close to the center of the site away from the shoreline. However, the authorized recreation building and appurtenant improvements are located immediately adjacent to the public access area, separated from it by an existing six-foot-tall, chain link fence.

The Commission finds that the proposed recreational facility will not have a detrimental affect on existing or future public access because the building is designed to minimize its visual impact and presence. The building will be a maximum of 24 feet tall and will extend along the L-shaped shoreline for a maximum of 260 feet. The building mass along the shoreline has been broken into three distinct components separated from each other by 16-foot-wide landscaped courtyards to reduce its perceived impact on the existing natural environment. The remaining facilities are low and, due to high ambient winds, will be used sparingly. Therefore, the Commission finds that the project has been designed consistent with the *San Francisco Bay Plan* policies on appearance, design and scenic views.

No additional public access is proposed with the recreation building project. The perimeter public access trail was required as part of the overall development program for this site. The recreation building is a component of the entire campus development and was not included in the application for Amendment No. Four because the design was incomplete. Since the recreation building and its appurtenant improvements are part of the overall site development program and since the perimeter public access pathway has been installed prior to its construction, and since it will not have a detrimental effect on present or future public access, the Commission finds that the project provides the maximum feasible public access consistent with the proposed project.

C. **Environmental Impact Report**. The City of Menlo Park, the lead agency, certified the Final Impact Report for the total Raychem expansion project on May 10, 1977. The City of Menlo Park, in approving the project, attached thirty conditions to be incorporated into the project to minimize potential significant environmental effects and to mitigate unavoidable adverse effects. Changes authorized in Amendment Nos. One, Two, and Three are exempt from the California Environmental Quality Act.

The City of Menlo Park, the lead agency, certified the final supplemental EIR for the Raychem Headquarters Master Plan on October 30, 1991. The changes in Amendment No. Four are authorized pursuant to this document. The City of Menlo Park included several conditions of project approval in the development agreement and required implementation of a mitigation plan to address environmental impacts of the project. It should be noted that the City made a finding of over-riding considerations in approving the project.

The City of Menlo Park, on May 18, 1994, certified that the recreation building project meets the requirements of the California Environmental Quality Act (CEQA) under the Supplemental Environmental Impact Report (SEIR) prepared to update the previously approved Environmental Impact Report for the Raychem Corporation Master Site Plan, and a review of said SEIR was conducted as prescribed by CEQA.

D. **Conclusion.** For all the above reasons, the public benefits from the project clearly exceed any public detriment and maximum feasible public access consistent with the project will be provided. The Commission finds, declares, and certifies that the activity or activities authorized herein are consistent with the Commission's Management Program for San Francisco Bay as approved by the Department of Commerce under the Federal Coastal Zone Management Act of 1972, as amended.

IV. Standard Conditions

A. All required permissions from governmental bodies must be obtained before the commencement of work; these bodies include, but are not limited to, the U.S. Army Corps of Engineers, the State Lands Commission, the Regional Water Quality Control Board, and the city and/or county in which the work is to be performed, whenever any of these may be required. This amended permit does not relieve the permittee of any obligations imposed by State or Federal law, either statutory or otherwise.

B. The attached Notice of Completion and Declaration of Compliance form shall be returned to the Commission within 30 days following completion of the work.

C. Work must be performed in the precise manner and at the precise locations indicated in your application and amendment requests, as such may have been modified by the terms of the amended permit and any plans approved in writing by or on behalf of the Commission.

D. Work must be performed in a manner so as to minimize muddying of waters, and if diking is involved, dikes shall be waterproof. If any seepage returns to the Bay, the permittee will be subject to the regulations of the Regional Water Quality Control Board in that region.

E. The rights derived from this amended permit are assignable as provided herein. An assignment shall not be effective until the assignee shall have executed and the Commission shall have received an acknowledgment that the assignee has read and understood the application and amendment requests for this amended permit and the amended permit itself and agrees to be bound by the terms and conditions of the amended permit, and the assignee is accepted by the Executive Director as being reasonably capable of complying with the terms of the amended permit.

F. Unless otherwise provided in this amended permit, all the terms and conditions of this amended permit shall remain effective for so long as the amended permit remains in effect or for so long as any use or construction authorized by this amended permit exists, whichever is longer.

G. Unless otherwise provided in this amended permit, the terms and conditions of this amended permit shall bind all future owners and future possessors of any legal interest in the land and shall run with the land.

H. Unless otherwise provided in this amended permit, any work authorized herein shall be completed within the time limits specified in this amended permit, or, if no time limits are specified in the amended permit, within three years. If the work is not completed by the date specified in the amended permit, or, if no date is specified, within three years from the date of the amended permit, the amended permit shall become null and void. If this amended permit becomes null and void for a failure to comply with these time limitations, any fill placed in reliance on this amended permit shall

be removed by the permittee or its assignee upon receiving written notification by or on behalf of the Commission to remove the fill.

I. Except as otherwise noted, violation of any of the terms of this amended permit shall be grounds for revocation. The Commission may revoke any amended permit for such violation after a public hearing held on reasonable notice to the permittee or its assignee if the amended permit has been effectively assigned. If the amended permit is revoked, the Commission may determine, if it deems appropriate, that all or part of any fill or structure placed pursuant to this amended permit shall be removed by the permittee or its assignee if the amended permit has been assigned.

J. This amended permit shall not take effect unless the permittee executes the original of this amended permit and returns it to the Commission within ten days after the date of the issuance of the amended permit. No work shall be done until the acknowledgment is duly executed and returned to the Commission.

K. Any area subject to the jurisdiction of the San Francisco Bay Conservation and Development Commission under either the McAteer-Petris Act or the Suisun Marsh Preservation Act at the time the permit is granted or thereafter shall remain subject to that jurisdiction notwithstanding the placement of any fill or the implementation of any substantial change in use authorized by this amended permit.

L. Any area not subject to the jurisdiction of the San Francisco Bay Conservation and Development Commission that becomes, as a result of any work or project authorized in this amended permit, subject to tidal action shall become subject to the Commission's "bay" jurisdiction up to the line of highest tidal action.

M. Unless the Commission directs otherwise, this amended permit shall become null and void if any term, standard condition, or special condition of this amended permit shall be found illegal or unenforceable through the application of statute, administrative ruling, or court determination. If this amended permit becomes null and void, any fill or structures placed in reliance on this amended permit shall be subject to removal by the permittee or its assignee if the amended permit has been assigned to the extent that the Commission determines that such removal is appropriate. Any uses authorized shall be terminated to the extent that the Commission determines that such uses should be terminated.

Executed at San Francisco, California, on behalf of the San Francisco Bay Conservation and Development Commission on the date first above written.

ALAN R. PENDLETON
Executive Director

Enc.10/20/94
ARP/JL/rr

cc: U. S. Army Corps of Engineers, Attn.: Regulatory Functions Branch
San Francisco Bay Regional Water Quality Control Board,
Attn.: Certification Section
Environmental Protection Agency, Attn.: Clyde Morris, W-7-2
City of Menlo Park Planning Department

* * * * * * * * * * * * * * * * * * * *

Receipt acknowledged, contents understood and agreed to:

Executed at _____ _____
Applicant

On _____ By: _____

_____
Title

Existing B.C.D.C. Path
Lawn Volleyball
Levee
Basketball Court
Multi Purpose Field
Entry Plaza
Courtyard
Recreation Building
New Path To Levee Path
Building 18
Entry Plaza
• Interlocking Pavers
Central Pedestrian Street
• Scored and Stained Concrete
Lawn
Interlocking Pavers
Fountain
Loading Dock
Building 16
Lawn
Crushed Granite Paving
BCDC Jurisdiction Line (100' from 7' contour)
Existing B.C.D.C. Path
7' Contour Line
Building 14
Building 17
Groundcover and Shrubs (Typical)
Lawn Terrace
Entry Plaza
• Interlocking Pavers
Tall Hedge
Existing B.C.D.C. Parking Area
Fountain
Building 15
Central Pedestrian Street
• Scored and Stained Concrete
Outdoor Cafe
BCDC Jurisdiction Line (100' from 7' contour)
7' Contour Line
Low Hedge
Building 12
Fountain
Loading Dock
Central Facility Building 11
Fountain
Tall Hedge
Low Hedge
Building 10
Entry Plaza
• Interlocking Pavers
Loading Dock
Lawn
Levee
Interlocking Pavers (Typical)
Future Parking (Typical)
Hydroseed Grass
Bayfront Expressway
State Highway 84
Project Sign Wall
Willow Road

PUBLIC ACCESS AREA

sun microsystems

SUN MICROSYSTEMS MENLO PARK CAMPUS
LANDSCAPE ILLUSTRATIVE SITE PLAN

GUZZARDO AND ASSOCIATES LANDSCAPE ARCHITECTS
BACKEN, ARRIGONI & ROSS ARCHITECTS
KIER & WRIGHT CIVIL ENGINEERS

0 30 60 120

April 28, 1994
April 21, 1994
Revised March 11, 1994
November 16, 1992

EXHIBIT A

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY EDMUND G. BROWN JR., Governor

DEPARTMENT OF TRANSPORTATION
111 GRAND AVENUE
P. O. BOX 23660
OAKLAND, CA 94623-0660
PHONE (510) 286-5536
FAX (510) 286-5559
TTY 711

Flex your power!
Be energy efficient!

RECEIVED
MAY 25 2011
CITY OF MENLO PARK
PLANNING

May 20, 2011

SMVAR003
SCH#2011042073

Mr. Justin Murphy
Planning Division
Community Development Department
City of Menlo Park
701 Laurel Street
Menlo Park, CA 94025

Dear Mr. Murphy:

Menlo Park Facebook Campus Project – Notice of Preparation

Thank you for including the California Department of Transportation (Department) in the environmental review process for the Menlo Park Facebook Campus project. The following comments are based on the Notice of Preparation (NOP). As lead agency, the City of Menlo Park (City) is responsible for all project mitigation, including any needed improvements to state highways. The project's fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should be fully discussed for all proposed mitigation measures. Required roadway improvements should be completed prior to issuance of the Certificate of Occupancy. An encroachment permit is required for work in the state right of way (ROW), and the Department will not issue a permit until our concerns are adequately addressed. Therefore, we strongly recommend that the lead agency work with both the applicant and the Department to ensure that our concerns are resolved during the environmental review process, and in any case prior to submittal of a permit application. Further comments will be provided during the encroachment permit process; see the end of this letter for more information regarding encroachment permits.

Geologic and Seismic Impacts
Please provide a geotechnical study and calculations for our review.

Visual Impacts
Please provide a visual impact analysis complete with visual simulations for this project.

Cultural Resources
The project environmental document must include documentation of a current archaeological record search from the Northwest Information Center of the California Historical Resources Information System if construction activities are proposed within state ROW. Current record searches must be no more than five years old. The Department requires the records search, and if warranted, a cultural resource study by a qualified, professional archaeologist, to ensure compliance with California Environmental Quality Act (CEQA), Section 5024.5 of the California Public Resources Code and Volume 2 of the Department's Standard Environmental Reference (http://ser.dot.ca,gov). These requirements, including applicable mitigation, must be fulfilled before an encroachment permit can be

issued for project-related work in state ROW; these requirements also apply to National Environmental Policy Act (NEPA) documents when there is a federal action on a project. Work subject to these requirements includes, but is not limited to: lane widening, channelization, auxiliary lanes, and/or modification of existing features such as slopes, drainage features, curbs, sidewalks and driveways within or adjacent to state ROW.

Traffic Analysis

We encourage the City to coordinate preparation of the Traffic Impact Study (TIS) with our office, and we would appreciate the opportunity to review the scope of work. Please include the information detailed below in the TIS to ensure that project-related impacts to state roadway facilities are thoroughly assessed. The Department's *"Guide for the Preparation of Traffic Impact Studies"* should be reviewed prior to initiating any traffic analysis for the project; it is available at the following website: http://www.dot.ca.gov/hq/traffops/developserv/operationalsystems/reports/tisguide.pdf

The TIS should include:

1. Vicinity map, regional location map, and a site plan clearly showing project access in relation to nearby state roadways. Ingress and egress for all project components should be clearly identified. The state ROW should be clearly identified.

2. The maps should also include project driveways, local roads and intersections, parking, and transit facilities.

3. Project-related trip generation, distribution, and assignment. The assumptions and methodologies used to develop this information should be detailed in the study, and should be supported with appropriate documentation.

4. Average Daily Traffic, AM and PM peak hour volumes and levels of service (LOS) on all significantly affected roadways, including crossroads and controlled intersections for existing, existing plus project, cumulative and cumulative plus project scenarios. Calculation of cumulative traffic volumes should consider all traffic-generating developments, both existing and future, that would affect study area roadways and intersections. The analysis should clearly identify the project's contribution to area traffic and degradation to existing and cumulative levels of service. Lastly, the Department's LOS threshold, which is the transition between LOS C and D, and is explained in detail in the Guide for Traffic Studies, should be applied to all state facilities. Please note, the Department considers LOS by itself as an inadequate measure of effectiveness (MOE) for describing traffic operational conditions since it may actually mask a deficient condition on one or more approaches. As for intersection analysis the accepted MOEs used by the Department include flow (output), average control delay, queue (length or number of vehicles), and Volume/Capacity (V/C) ratio. For freeway and ramp operations, flow (output), speed, and travel time/delay are the accepted MOEs in addition to LOS.

5. Schematic illustration of traffic conditions including the project site and study area roadways, trip distribution percentages and volumes as well as intersection geometrics, i.e., lane configurations, for the scenarios described above.

6. The project site building potential as identified in the General Plan. The project's consistency with both the Circulation Element of the General Plan and the San Mateo County Congestion Management Agency's Congestion Management Plan should be evaluated.

7. Special attention should be given to encouraging bicycle- and pedestrian-friendly design. Consider developing and applying pedestrian, bicycling and transit performance or level of service measures and modeling pedestrian, bicycle and transit trips that your project will generate so that impacts can

be quantified. Mitigations resulting from this analysis could improve pedestrian and bicycle access to transit, thereby reducing traffic impacts on state highways.

8. Please analyze secondary impacts on pedestrians and bicyclists that may result from any mitigations for traffic impacts and describe any pedestrian and bicycle mitigations that would in turn be needed as a means of maintaining and improving access to transit and reducing traffic impacts on state highways.

9. The intersections of Willow Road and US-101 and its on and off ramps must be included in the analysis.

Encroachment Permit
Work that encroaches onto the state ROW requires an encroachment permit that is issued by the Department. To apply, a completed encroachment permit application, environmental documentation, and five (5) sets of plans clearly indicating the state ROW must be submitted to the following address: Office of Permits, California DOT, District 4, P.O. Box 23660, Oakland, CA 94623-0660. Traffic-related mitigation measures should be incorporated into the construction plans during the encroachment permit process. See the website link below for more information.
http://www.dot.ca.gov/hq/traffops/developserv/permits/

Please provide at least one hard copy and one CD of the environmental document and technical appendices to the address on this letterhead as soon as they are available.

Please feel free to call or email Sandra Finegan at (510) 622-1644 or sandra_finegan@dot.ca.gov with any questions regarding this letter.

Sincerely,

Becky Frank

BECKY FRANK
District Branch Chief
Federal Grants / Rail Coordination

c: State Clearinghouse

CITIZENS COMMITTEE TO COMPLETE THE REFUGE

453 Tennessee Lane, Palo Alto, CA 94306 Tel 650 493-5540 Fax 650 494-7640 www.CCCRRefuge.org

May 26, 2011

Justin Murphy, Development Services Manager
City of Menlo Park
Community Development Department, Planning Division
701 Laurel Street
Menlo Park, CA 94025

RE: Comments, EIR Scoping for the Facebook Campus Project

Dear Mr. Murphy:

The Citizens Committee to Complete the Refuge (CCCR) is pleased to have this opportunity to provide comments for the development of the Environmental Impact Report (EIR) for the Menlo Park Facebook Campus Project (Project). Our organization has its roots in the citizens who led the campaign that founded the Don Edwards San Francisco Bay National Wildlife Refuge (Refuge). For the decades since, we have been active pursing Refuge expansion and the protection of its habitats and wildlife and that of the threatened and dwindling wetlands of the Bay and beyond. Among these activities is sustained, close involvement with the South Bay Salt Pond Restoration Project (Restoration Project). It is this background that is the basis for our interest in the Project.

It is hoped that you will find this comment letter helpful toward the drafting of a complete and effective EIR.

Project Location:

The Project location and the entirety of the surrounding land needs to be described in a landscape perspective and historically as former wetlands of San Francisco Bay. Doing so will be pertinent for a variety of potential environmental effect categories including but not limited to biological resources, cultural resources, geology and soils, greenhouse gas emissions, hydrology and water quality and transportation.

The location needs to list the below-grade pedestrian tunnel that exists and will be improved to connect the East and West campuses of the Project.

The ownership and current use of neighboring lands need to be listed and identified on maps wherever properties adjoin the Project's location. All such land needs to be identified by applicable zoning such that future uses of those lands can be anticipated.

As flood protection, present and future, defines the usability of the location, flood control structures need to be identified on maps. Further, the location needs to be described as a floodplain that is considered susceptible to flooding under sea-level-rise projections.

It will be informative to planners and the public for lands of the Refuge to be clearly identified on all maps. As the Refuge's 1,572 acres in Menlo Park make it the major landowner along the shoreline, its presence is significant for a wide variety of reasons. The Menlo Park portion of the Refuge is fully within the multi-agency run Restoration Project, a decades-long plan destined to gradually transform the salt ponds to restored wetlands and to make changes that involve flood management and public use. The East Campus is immediately surrounded on three sides by the Refuge and the West Campus site is within the sphere of influence given the mobility of wildlife and storm-water runoff. As such, analysis and decisions of this Project and its EIR need to be made with the presence of the Refuge in mind.

Project Description:

The EIR must, in its Project Description, discuss changes proposed anywhere in the Project that will alter or potentially alter the status of any environmental effect.

Jurisdiction and Regulation:

As this EIR will assess the feasibility of Facebook's proposal to expand the employee-carrying capacity of the Project sites beyond prior land use, the EIR should review the widest possible jurisdiction and regulation *that may apply* in addition to the approvals listed in the April 21, 2011 Notice of Preparation (NOP). The list should expand to include:

US Army Corps of Engineers (USACE): Jurisdiction includes the retired salt ponds immediately surrounding the East Campus and on the opposite side of Bayfront Expressway from the West Campus. In addition, it is anticipated that levees along this shoreline will be redesigned and rebuilt including the perimeter of the East Campus and the levee along the Bayfront Expressway.

Bay Conservation and Development Commission (BCDC): Jurisdiction may apply as BCDC classifies salt ponds as part of the Bay. Currently the adjoining salt ponds are managed to prevent salt production while planned restoration may directly integrate these lands with the Bay.

California Department of Fish and Game (CDFG): While the wetlands adjoining the project are federally-owned, the CDFG may have jurisdiction if changes impact isolated wetlands along bounding levees, migratory birds or raptors, and any California special status species.

U.S. Fish and Wildlife Service: Multiple types of jurisdiction may apply related to any change that may directly or indirectly impact the Refuge or wildlife on or off the Refuge. Federal regulation that could apply includes the Endangered Species Act, Migratory Bird Treaty Act, and the National Wildlife Refuge System Administration Act.

Biological Resources:

One very important action that must be taken during EIR preparation is consultation with the Refuge and the Restoration Project. Besides establishing a cooperating relationship, consultation can identify potential impacts and, if significant, mitigation actions that could include guidelines that can be valuable during subsequent development planning. Contacts:

Eric Mruz, Refuge Manager, eric_mruz@fws.gov, 510-792-4275, ext. 125.
John Bourgeois, Restoration Project Manager, jbourgeois@scc.ca.gov, 408-314-8859

The Restoration Project is the largest wetland restoration along the Pacific Rim of the Americas and, in the United States, is exceeded in size only by the Everglades and the Gulf shore of southern Louisiana. It is well along in its Phase I with planning for Phase II underway. Its creation led to the USACE South Bay Shoreline Study that will eventually reassess and rebuild levees adjoining the Project. As it moves forward, the ponds adjoining the Project will change and provide aesthetic, flood control, and recreational benefits to Facebook employees and the general public.

The Refuge was the first urban Refuge in the nation and today is the largest such Refuge in the 550+ unit National Wildlife Refuge System. It is of significance also that it represents the conservation leadership of local citizens who envisioned it, leading to another first, its establishment by Act of Congress. Notably Sun employees partnered with the Refuge as volunteers. Perhaps there are Facebook employees who have similar interests.

There are certain impacts commonly produced by development next to the Refuge that need to be assessed during EIR preparation. Even in pre-restoration status, these Refuge salt ponds provide nesting habitat for the western snowy plover, a federally-listed threatened species. This is a species whose eggs and young are subject to predation by a wide variety of predators. Further, as the Restoration Project proposes to convert the Menlo Park salt ponds into habitats that serve other endangered and migratory species, appropriate actions now will avoid conditions that would limit restoration success. Examples of such impacts include:

Buildings, lighting, trees or any structural element, on either the East or West campus, that encourage the perching, roosting or nesting of avian predators. These predators include any hawks, falcons, owls, ravens, crows and an overabundance of gulls.

Site landscaping or other campus element including or the connector/tunnel may provide safe havens and access for wild and feral mammalian predators such as rats, opossums, raccoons and cats.

Public use of adjoining trails for off-leash dog walks, as occurs on the East Campus perimeter, and is a threat and disrupting presence for wildlife.

Building elements such as windows and lighting can attract and confuse birds and create an avian collision risk.

Night-time lighting added anywhere in the Project introduces greater light disturbance to species active at night, increasing their exposure to predation.

Periodic or routine storm-water runoff, by quantity or quality, puts wildlife and habitats at greater risk.

Trails and trail access can be disruptive for wildlife by increasing the human presence and providing access to protected habitats for non-avian predators.

For the purposes of the Project, these concerns and perhaps others should be addressed for the EIR through consultation with the Refuge and the Restoration Project.

Geology and Soils:

The Project sits in a location that is known to be susceptible to liquefaction during major quake events. Particularly on the West Campus, soils must be assessed by qualified geologists such that site susceptibility is well defined and appropriate mitigation, if needed, can be identified wherever development may build a structure or lay pavement. Studies and associated findings need to be discussed in the EIR.

Hazards and Hazardous Materials:

The NOP states "There is known hazardous materials contamination on a portion of the West Campus." The EIR should not assume the hazards exist in only one location i.e. the one that is known. Prior to any redevelopment of that site, the soils should be tested by qualified professionals throughout the parcel such that contaminants are fully identified by location, depth and type. As needed, suitable mitigation can be identified. All studies and their findings need to be discussed in the EIR.

Hydrology and Water Quality:

The Project is located in an area that BCDC has identified as subject to flooding given expected sea-level-rise. Further, and as mentioned previously, climate change is already producing more frequent, major storm events with associated increase in the quantity of storm water runoff and a decrease in runoff water quality. Further, the location is likely to have ground water levels close to the surface which may prevent absorption of rainwater and thus produce greater runoff. If greater surface is converted to impervious status by development, storm-water runoff issues will be amplified. Qualified hydrologists should thoroughly assess site hydrology to identify impacts and mitigation. All findings should be presented in the EIR.

Recreation:

The EIR should assess the public trail patterns and options in the area to assure that the experience of the general public is neither diminished nor disrupted either to current conditions or in the decades ahead.

> The San Francisco Bay Trail already runs past the Project along Bayfront Expressway. While segments of that trail may become a commute route for Facebook employees, its primary purpose is to serve the general public. Part of preparing the EIR should be consultation with the ABAG/San Francisco Bay Trail staff. The EIR document should include discussion of this trail and decisions based on this consultation.
>
> The Refuge/Restoration Project plans to add trails locally, connecting with the Bay Trail and with trails in Bedwell Bayfront Park. While these trails may not directly involve the Project, development actions of the Project can impact public trail access and the quality of users' experience.

The perimeter trail surrounding the East Campus is used by local residents. Due to adjacency, the EIR needs to discuss this trail and any impact of the Project on it. That assessment should address the issue of unleashed dogs, mentioned previously.

Transportation:

While it is important that all environmental effects be analyzed fully, for this Project transit, traffic and transport are issues of very significant concern. It will require intense and thorough review using all available data and jurisdictional resources.

Roads:

For the Transportation Impact Analysis (TIA), the NOP provides a list of impacted intersections. That list omits the Willow Road and University Avenue on-off ramps and it should not. These major intersections must be assessed for potential impacts for the EIR.

The Project proposes to add an additional traffic light on Bayfront Expressway i.e. a new Dumbarton Bridge commute interruption going to/from Marsh Road/101. Commuters may deal with that change by continuing on 101 South to either Willow Road or University Avenue or, westbound, choosing those two roads to reach 101 northbound or southbound.

Additionally, if Willow Road traffic eastbound becomes impacted, more commuters on 101 North may choose to exit at the already awkward University Avenue off-ramp.

Bicycle traffic:

It has been suggested that bicycles are already a commute method of choice for many Facebook employees. What then would be the critical mass impact of these commuters along the roadways suggested and how would that volume impact peak traffic hours for Dumbarton Bridge commuters? As the Dumbarton Bridge provides the only bicycle crossing in the South Bay, the Project adjoins an established bike commute route. Changes suggested by proposed employee increases makes this issue significant for both traffic and safety concerns. In the EIR bicycle traffic must be thoroughly assessed to identify all impacts and needed mitigation. While Facebook employees are one source of this data, consultation must be sought from qualified sources independent of Facebook.

Rail:

While not discussed generally, the location of the Dumbarton Rail right-of-way is prominently identified in the Figure 1 map of the NOP. At its current Palo Alto location, Facebook is certain to have significant number of CalTrain commuters. This constituency would surely like to have like access close to this campus. It may be more than that. When formerly employed by a business near CalTrain, I knew people who would only work at companies that offer easy rail access.

At this time there is nothing to indicate that the Dumbarton Rail will become a reality. That fact needs to be stated in the EIR such that no weight is given to it as a remedy to other

transportation impacts.. While the City of Newark currently has a Draft EIR for a rail-centered community out for public comment, it is the only East Bay entity that is actively considering this railway in community development. As a rail project could only be built at extraordinary expense and is proposed to provide very limited service, it is appropriate to *assume in the EIR that there will be no Dumbarton Rail transit option*.

Employee Commute Shuttles:

It is worth commending Facebook for its intention to provide shuttles to/from CalTrain or other commute connecting points. That said, it is necessary for the EIR to assess the number of shuttles needed, the number, timing and frequency of shuttle trips including the impact of the shuttles at destination locations e.g. roads and waiting areas at the CalTrain station(s). It is additionally hoped that the shuttles selected have minimal Green Gas effect.

Alternatives:

The City lists three Alternatives: CEQA-No Project, Alternate Location and Reduced Project. That omits a Full-Project Alternative, an omission which does not seem to be justified. A full-Project Alternative would provide the public with opportunity to review the greatest extent of potential impact and provide a valuable comparison to the Reduced Project Alternative. Omitting this Alternative would not be adequate information for public purposes of review. A Full Project Alternative must be included.

Additionally, each Alternative must include transportation analysis that does not suggest that the Dumbarton Rail as a future option. If the Project decides it will include that rail route as a potential option then *it must* also provide an Alternative that specifically excludes a Dumbarton Rail option.

The CCCR is a 501(c)(3) nonprofit corporation established by citizens who led the efforts that founded the Don Edwards San Francisco Bay National Wildlife Refuge in 1972. Fully volunteer-run, it acts to ensure that the Refuge fulfills its Congressional acquisition authority to expand its land holdings to protect special and sensitive habitats and wildlife along the South Bay's shores. Very similarly, it acts on behalf of the continuous protection of the wildlife and habitats the Refuge must provide. Toward that same outcome the CCCR provides newsletters and sponsors workshops and youth wildlife programs.

With hope that comments provided here will receive all due consideration, please feel free to contact me at wildlifestewards@aol.com or 408-257-7599 for any desired clarification.

Yours truly,

Eileen P. McLaughlin

CC: Florence LaRiviere, Chair, CCCR
Carin High, Vice-Chair, CCCR
Eric Mruz, Manager, Don Edwards San Francisco Bay National Wildlife Refuge
John Bourgeois, Executive Manager, South Bay Salt Pond Restoration Project

Murphy, Justin I C

From: JLucas1099@aol.com
Sent: Wednesday, May 25, 2011 4:49 PM
To: Murphy, Justin I C
Subject: NOP of EIR for Menlo Park Facebook Campus Project - former Sun Microsystems site

Justin Murphy, Development Services Manager
City of Menlo Park, Community Development, Planning Division
701 Laurel Street, Menlo Park, CA 94025

May 25, 2011

Dear Justin Murphy,

In regards the Notice of Preparation of an Environmental Impact Report for the Menlo Park Facebook Campus Project on Bayfront Expressway/State Route #84, please ensure that this project EIR addresses all aspects of the site's interface with wetlands and marshes of Ravenswood Slough and the adjacent saltponds of the San Francisco Bay National Wildlife Refuge.

The East Campus site upgrade is of particular environmental concern in that it appears to be sited within the Ravenswood Slough delta. Such soils with high saline characteristics will support a limited vegetation palette and as the present trees on site do not look well, it would be important to conduct soils analysis and devise a more sustainable landscape plan.

This landscape plan could carry over onto a review of the levee plantings which do not interface appropriately with Ravenswood marsh wetlands. The levee's turf and ivy do not provide critical ecotone habitat that ideally this site should support. There exist local experts and nurseries especially geared to propagate saline tolerant grasses and plantings, native to the watershed, which will integrate with Ravenswood Slough marsh.

There may be some residual hydric soils on the West Campus which should also be scientifically evaluated.

When the project is further along, at the permitting stage, BCDC might have some recommendations about increasing the levee height to accomdate any global warming induced rise in levels of San Francisco Bay. It might be beneficial for the project proponent to establish this criteria at as early a stage as is feasible.

BCDC should be happy with the existing recreation trail that runs along the present project's levee and has impressive views of Ravenswood Slough, the Mosely Tract and saltponds beyond. It is a magnificent site.

Thank you for an opportunity to address concerns about redevelopment of this project early in the process.

Libby Lucas, Conservation, CNPS, SCV Chapter

Department of Toxic Substances Control

Linda S. Adams
Acting Secretary for
Environmental Protection

Deborah O. Raphael, Director
700 Heinz Avenue
Berkeley, California 94710-2721

Edmund G. Brown Jr.
Governor

May 23, 2011

RECEIVED
MAY 25 2011
CITY OF MENLO PARK
BUILDING

Mr. Justin Murphy
City of Menlo Park
701 Laurel Street
Menlo Park, CA 94025

Dear Mr. Murphy:

Thank you for the opportunity to comment on the Notice of Preparation (SCH #2011042073) for the Menlo Park Facebook Campus Project (Site). As you may be aware, the California Department of Toxic Substances Control (DTSC) oversees the cleanup of sites where hazardous substances have been released pursuant to the California Health and Safety Code, Division 20, Chapter 6.8. As a potential Resource Agency, DTSC is submitting comments to ensure that the environmental documentation prepared for this project to address the California Environmental Quality Act (CEQA) adequately addresses any required remediation activities which may be required to address any hazardous substances release.

Raychem Corporation (Raychem) operated a facility on the Site pursuant to a hazardous waste facility permit (Permit). The Permit, issued in 1983 by the California Department of Health Services, the predecessor to DTSC, allowed operation of a wastewater treatment system, a hazardous waste storage yard, and a potassium ferrocyanide tank farm. On January 9, 1997, DTSC approved the closure activities of the aboveground portions of these hazardous waste management units.

In 1999, Raychem merged with Tyco Electronics Corporation (Tyco). Raychem/Tyco entered into Corrective Action Consent Agreements to address hazardous substances in soil and groundwater. Activities include soil excavation and periodic groundwater monitoring.

Tyco installed an engineered multi-media cap over polychlorinated-biphenyl (PCB) impacted soils on the east side of the Site. The cap is approximately 100 feet by 100 feet and is approximately 300 feet south of Bay Front Expressway and 500 feet west of Willow Road. On November 30, 2006, DTSC issued a Negative Declaration for the site with SCH# 2006072107.

Soil and groundwater contamination remains on the property. In 2007, Tyco recorded a Land Use Covenant (LUC) that, among other things, prohibits any activity that may disturb or adversely affect the integrity of the engineered cap covered polychlorinated-biphenyl (PCB) impacted soils or interferes with the operation and maintenance of groundwater monitoring wells that are required as part of corrective action for the Site. Please refer to the attached LUC.

If activities include the need for soil excavation, the CEQA document should include: (1) an assessment of air impacts and health impacts associated with the excavation activities; (2) identification of any applicable local standards which may be exceeded by the excavation activities, including dust levels and noise; (3) transportation impacts from the removal or remedial activities; and (4) risk of upset should be there an accident at the Site.

Due to DTSC's current oversight of the Site Operation and Maintenance and the requirements contained within the LUC, DTSC will need to work closely with the city of Menlo Park in their preparation of the Environmental Impact Report for this Site.

Please contact me at (510) 540-3824 if you have any questions or would like to schedule a meeting. Thank you in advance for your cooperation in this matter.

Sincerely,

Denise Tsuji
Supervising Hazardous Substances Scientist
Brownfields and Environmental Restoration Program

cc: Enclosure

Governor's Office of Planning and Research
State Clearinghouse
P. O. Box 3044
Sacramento, California 95812-3044

Guenther Moskat
CEQA Tracking Center
Department of Toxic Substances Control
P.O. Box 806
Sacramento, California 95812-0806

DEPARTMENT OF TOXIC
SUBSTANCES CONTROL
"OFFICIAL FILE COPY"

(1/2/07)

First American Title
RCS 1200425m

WE HEREBY CERTIFY THIS TO BE A TRUE AND
CORRECT COPY OF THE ORIGINAL RECORDED
ON 1-19-07 INSTRUMENT # 2007-009472
COUNTY OF San Mateo
FIRST AMERICAN TITLE COMPANY
BY

RECORDING REQUESTED BY:
Tyco Electronics Corporation
304 Constitution Drive
Menlo Park, California 94025

WHEN RECORDED, MAIL TO:
Department of Toxic Substances Control
700 Heinz Avenue, Suite 200
Berkeley, California 94710
Attention: Mr. Mohinder Sandhu, P.E , Chief
Standardized Permitting and Corrective Action Branch

COVENANT TO RESTRICT USE OF PROPERTY

ENVIRONMENTAL RESTRICTION

Tyco Electronics Corporation
300 Constitution Drive
Menlo Park, California
County Assessor's Parcel Nos. 055260150, 055260140, 055260130, 055260110, 055260080 and 050244101

This Covenant and Agreement ("Covenant") is made by and between Tyco Electronics Corporation (the "Covenantor"), the current owner of certain property situated in Menlo Park, San Mateo County, California, and further described in Exhibits A-1 (Map) and A-2 (Legal Description), attached hereto and incorporated by this reference (the "Property"), and the Department of Toxic Substances Control (the "Department"). Pursuant to Civil Code section 1471, the Department has determined that this Covenant is reasonably necessary to protect present or future human health or safety or the environment as a result of the presence on the land of hazardous materials as defined in Health and Safety Code section 25260. The Covenantor and the Department, collectively referred to as the "Parties", therefore intend that the use of the Property be restricted as set forth in this Covenant, in order to protect human health, safety and the environment. The Parties further intend that the provisions of this Covenant shall also be for the benefit of, and enforceable by, the United States Environmental Protection Agency (U S. EPA) as a third party beneficiary

ARTICLE I
STATEMENT OF FACTS

1.1. The Property totaling 81 acres is located in an area generally bounded to the west and southwest by Chilco Street, to the north by Bayfront Expressway, to the east by Willow Road and to the south by a railroad right-of-way. The Property is currently zoned for commercial and industrial land uses. The surrounding land uses are commercial and industrial with bay marshland located north of the Bayfront Expressway. The 81-acre Property consists of six legal parcels that are identified as San Mateo County Assessor's Parcel Numbers 055260150, 055260140, 055260130, 055260110, 055260080 and 050244101

1.2. Raychem Corporation, the Covenantor's predecessor, manufactured high-technology plastic and electrical insulation products. It also engaged in management of hazardous waste pursuant to a hazardous waste facility permit issued by the California Department of Health Services, the predecessor agency of the Department. The hazardous waste facility permit allowed Raychem Corporation to operate a wastewater treatment system, a hazardous waste storage yard and a potassium ferrocyanide tank farm On January 9, 1997, the Department approved the closure activities of the aboveground portions of these hazardous waste management units. Raychem Corporation proceeded with corrective action under the Department's oversight to address the release of hazardous waste in soil and groundwater. Raychem merged with the Covenantor in 1999. The Covenantor has conducted corrective action at the Property under the Department's oversight, including removal of contaminated soil, installation of an engineered multi-media cap over an area of subsurface contamination and groundwater monitoring.

1.3. As a result of historical operations at the Property, certain hazardous materials, including volatile organic compounds, semi-volatile organic compounds, PCBs, dioxins and dibenzofurans were released into the soil and groundwater at the Property. The two highest concentrations for the remaining PCBs are 2,100 mg/kg at 16 feet below the ground surface and 2,600 mg/kg at 12 feet below the ground surface. Based on the result of the corrective action conducted by the Covenantor, the Department has determined that the Property has been remediated to a level that is

acceptable for commercial and industrial use, but not for residential use.

1 4 Because hazardous wastes, which are also hazardous materials as defined in Health and Safety Code sections 25117 and 25260, remain in the soil and groundwater at the Property, the Department has determined that this Covenant is necessary for the protection of human health and safety and the environment. The Department has also determined that, on the basis of the Risk Assessment studies conducted by the Covenantor, and subject to the restrictions of this Covenant, the Property, as remediated, does not present an unacceptable threat to human health or safety or the environment.

ARTICLE II
DEFINITIONS

2.1. Department. "Department" shall mean the California Department of Toxic Substances Control and shall include its successor agencies, if any.

2 2. Owner. "Owner" shall mean the Covenantor, its successors in interest, and their successors in interest, including heirs and assigns, who at any time hold title to all or any portion of the Property

2 3 Occupant. "Occupant" shall mean Owners and any person or entity entitled by ownership, leasehold, or other legal relationship to the right to occupy any portion of the Property.

ARTICLE III
GENERAL PROVISIONS

3.1 Restrictions to Run With the Land. This Covenant sets forth protective provisions, covenants, restrictions, and conditions (collectively referred to as "Restrictions"), upon and subject to which the Property and every portion thereof shall be improved, held, used, occupied, leased, sold, hypothecated, encumbered, and/or conveyed. Each and every one of the Restrictions: (a) shall run with the land pursuant to Health and Safety Code sections 25202.5 and 25202.6, and Civil Code section 1471; (b) shall inure to the benefit of and pass with each and every portion of the Property; (c)

shall apply to and bind the respective successors in interest to the Property; (d) is for the benefit of, and shall be enforceable by the Department; and, (e) is imposed upon the entire Property unless expressly stated as applicable only to a specific portion thereof.

3.2. Binding upon Owners/Occupants. Pursuant to Health and Safety Code section 25202.5(b), this Covenant shall be binding upon all of the Owners of the land, their heirs, successors, and assignees, and the agents, employees, and lessees of the Owners, heirs, successors, and assignees. Pursuant to Civil Code section 1471, all successive Owners of the Property are expressly bound hereby for the benefit of the covenantee(s) herein. The provisions of this Covenant shall also be for the benefit of, and enforceable by, U.S. EPA as a third-party beneficiary.

3.3. Written Notice of Hazardous Substances Release. The Owner shall, prior to the sale, lease, or rental of the Property, give written notice that a release of hazardous substances has come to be located on or beneath the Property, pursuant to Health and Safety Code section 25359.7. Such written notice shall include a copy of this Covenant.

3.4. Incorporation into Deeds and Leases. This Covenant shall be incorporated by reference in each and all deeds and leases for any portion of the Property.

3.5. Conveyance of Property. Covenantor agrees that the Owner shall provide notice to the Department and U.S. EPA no later than thirty (30) days after any conveyance of any ownership interest in the Property (excluding mortgages, liens, and other non-possessory encumbrances). Such notice shall include the name and address of any new Owner, describe the property owned by the new Owner and identify the new Owner as a person to whom notices should be delivered pursuant to section 7.4 of this Covenant. The Department or U.S. EPA shall not, by reason of this Covenant, have authority to approve, disapprove, or otherwise affect such proposed conveyance, except as otherwise provided by law, by administrative order, or specific provision of this Covenant.

3.6. Costs of Administering this Covenant to be Paid by Owner. The Department has incurred and will in the future incur costs associated with the administration of this

Covenant, including any inspection of the Property Therefore, the Covenantor hereby covenants for itself and for all subsequent Owners that pursuant to California Code of Regulations, title 22, section 67391.1(h), the Owner agrees to pay the Department's cost in administering the Covenant Failure of the Owner to pay such costs when billed is a breach of the Covenant and enforceable pursuant to section 5.1 of this Covenant Notwithstanding California Civil Code section 1466, in the event the property ownership changes between the time when the costs were incurred and the invoice for such costs is received, each Owner of the property for the period covered by the invoice, as well as the then-current Owner is responsible for such costs.

ARTICLE IV
RESTRICTIONS

4.1. Prohibited Uses. The use of the Property shall be restricted for commercial and industrial purposes only. The Property shall not be used for any of the following purposes:

(a) A residence, including any mobile home or factory-built housing, constructed or installed for use as residential human habitation.
(b) A hospital for humans.
(c) A public or private school for persons under 21 years of age.
(d) A day care center for children.

4.2. Soil Management

(a) Activities that will disturb the soil, such as excavation, grading, removal, trenching, filling, earth movement or mining, shall only be permitted on the Property pursuant to a Soil Management Plan and a Health and Safety Plan as approved by the Department.

(b) Any contaminated soil brought to the surface by grading, excavation, trenching, or backfilling shall be managed in accordance with all applicable provisions of state and federal laws.

4.3 Prohibited Activities. The following activities shall not be conducted at the Property:

(a) Raising of cattle, food crops or agricultural products.

(b) Drilling for drinking water, oil, or gas.

(c) Extraction of groundwater for purposes other than ground water monitoring, site remediation or construction dewatering

(d) Any activity that may disturb or adversely affect the integrity of the engineered cap, as shown on the map and described in the property description attached to this Covenant as Exhibits B-1 (Map) and B-2 (Legal Description). Paving and non-tree landscaping over the engineered cap is permitted so long as such surfacing does not disturb or adversely affect the integrity of the engineered cap or interfere with any remedy or operation and maintenance activities required for the Property.

(e) Any activity that may interfere with the operation and maintenance of the groundwater monitoring wells that are required as part of the Department-approved remedy for the Property without the written approval of the Department and U. S. EPA.

4.4. Access for Department. Covenantor agrees that the Department shall have reasonable right of entry and access to the Property for inspection, monitoring, and other activities consistent with the purposes of this Covenant as deemed necessary by the Department in order to protect public health and safety or the environment.

4.5. Access for Implementing Operation and Maintenance Activities. Covenantor agrees that the entity or person responsible for implementing the operation and maintenance activities shall have reasonable right-of-entry and access to the Property for the purpose of implementing such operation and maintenance activities until such time as the Department determines that no further operation and maintenance activities are required.

4 6 Inspection and Reporting Requirements. The Owner shall conduct an annual inspection of the Property and submit an annual report to the Department by January 15 of each calendar year The annual report, filed under penalty of perjury by the then-current Owner, shall certify that the Property is being used in a manner consistent with this Covenant. The annual report shall describe how all the requirements outlined in this Covenant are being met The annual report must include the dates, times, and names of those who conducted and reviewed the annual inspection It also shall describe how the observations were performed and the basis for the statements and conclusions in the annual report (e.g , drive-by, walk-in, etc) If violations of this Covenant are noted by the observer, the annual report must detail the steps taken to return to compliance. If the Owner identifies any violations of this Covenant during the annual inspections or at any other time, the Owner must within 10 days of identifying the violation, determine the identity of the party in violation, send a letter advising the party of the violation of this Covenant and demand that the violation cease immediately Additionally, copies of any correspondence related to the enforcement of the Covenant shall be sent to the Department within 10 days of its original transmission

ARTICLE V
ENFORCEMENT

5.1. Enforcement. Failure of the Covenantor and/or Owner to comply with any of the Restrictions specifically applicable to it shall be grounds for the Department, by reason of this Covenant, to require that the Covenantor, Owner and/or Occupant modify or remove any improvements ("Improvements" as used herein shall mean all buildings, roads, driveways, and paved parking areas, constructed or placed upon any portion of the Property in violation of the Restrictions). Violation of this Covenant shall be grounds for the Department or U.S EPA to file civil and/or criminal actions against the Covenantor, Owner and/or Occupant provided by law

ARTICLE VI
VARIANCE, TERMINATION, AND TERM

6.1. Variance. Any Owner or, with the Owner's written consent, any Occupant of the Property or any portion thereof, may apply to the Department for a written variance

from the provisions of this Covenant. Such application shall be made in accordance with Health and Safety Code section 25202.6 and upon written notice to U.S. EPA.

6.2. Termination Any Owner or, with the Owner's written consent, any Occupant of the Property or any portion thereof, may apply to the Department for a termination of the Restrictions or other terms of this Covenant as they apply to all or any portion of the Property. Such application shall be made in accordance with Health and Safety Code section 25202.6 and upon written notice to U.S. EPA.

6.3 Term. Unless ended in accordance with the Termination paragraph above, by law, or by the Department in the exercise of its discretion, this Covenant shall continue in effect in perpetuity.

ARTICLE VII
MISCELLANEOUS

7.1. No Taking or Dedication Intended. Nothing set forth in this Covenant shall be construed to be a gift or dedication, or offer of a gift or dedication, of the Property, or any portion thereof to the general public or anyone else for any purpose whatsoever. Further, nothing set forth in this Covenant shall be construed to effect a taking under federal or state law

7.2 Department References. All references to the Department include successor agencies/departments or other successor entity.

7.3 Recordation. The Covenantor shall record this Covenant, with all referenced Exhibits, in the County of San Mateo within ten (10) days of the Covenantor's receipt of a fully executed original.

7.4. Notices Whenever any person gives or serves any notice ("Notice" as used herein includes any demand or other communication with respect to this Covenant), each such Notice shall be in writing and shall be deemed effective: (a) when delivered, if personally delivered to the person being served or to an officer of a corporate party being served, or (b) three business days after deposit in the mail, if mailed by United States mail, postage paid, certified, return receipt requested:

To Owner: Tyco Electronics Corporation
304 Constitution Drive
Menlo Park, California 94025
Attention: Director, Site Services

Or: (Name and address of any new owner as identified to the Department pursuant to Section 3 5 of this Covenant)

To Department: Department of Toxic Substances Control
700 Heinz Avenue, Suite 300
Berkeley, California 94710
Attention: Branch Chief
Standardized Permitting and
Corrective Action Branch

To: United States Environmental Protection Agency, Region 9
75 Hawthorne Street
San Francisco, California 94105
Attention: PCB Coordinator (CMD-4-2)

The Owner shall immediately forward any notice to the Occupant(s) if the Occupant(s) are affected by such notice. Any party may change its address or the individual to whose attention a notice is to be sent by giving written notice in compliance with this paragraph

7 5 Partial Invalidity. If any portion of the Restrictions or other terms set forth herein is determined by a court of competent jurisdiction to be invalid for any reason, the surviving portions of this Covenant shall remain in full force and effect as if such portion found invalid had not been included herein.

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(1/2/07)

IN WITNESS WHEREOF, the Parties execute this Covenant.

"Covenantor"

Date: 1-4-07 By: _____

Terrence Curtin
Executive Vice President and CFO
Tyco Electronics Corporation

COMMONWEALTH
STATE OF PENNSYLVANIA)
COUNTY OF DAUPHIN)ss.

On 1-4-07 before me, LouAnn Pelletier, a Notary Public, personally appeared Terrence Curtin, personally known to me (or proved to me on the basis of satisfactory evidence) to be the person whose name is subscribed to the within instrument and acknowledged to me that he executed the same in his authorized capacity, and that by his signature on the instrument the person, or the entity upon behalf of which the person acted, executed the instrument.

WITNESS my hand and official seal.

_____
Notary Public

Notarial Seal
LouAnn Pelletier, Notary Public
Lower Swatara Twp., Dauphin County
My Commission Expires June 12, 2007
Member, Pennsylvania Association of Notaries

(1/2/07)

"Department"

Date: 1-16-07 By: // Original Signed By //
Mohinder Sandhu, P.E., Chief
Standardized Permitting and
Corrective Action Branch

STATE OF California)
)ss
COUNTY OF Sacramento)

On January 16, 2007 before me, Kathleen C. Duncan a Notary Public, personally appeared Mohinder S. Sandhu, personally known to me ~~(or proved to me on the basis of satisfactory evidence)~~ to be the person whose name is subscribed to the within instrument and acknowledged to me that he executed the same in his authorized capacity, and that by his signature on the instrument the person, or the entity upon behalf of which the person acted, executed the instrument

WITNESS my hand and official seal.

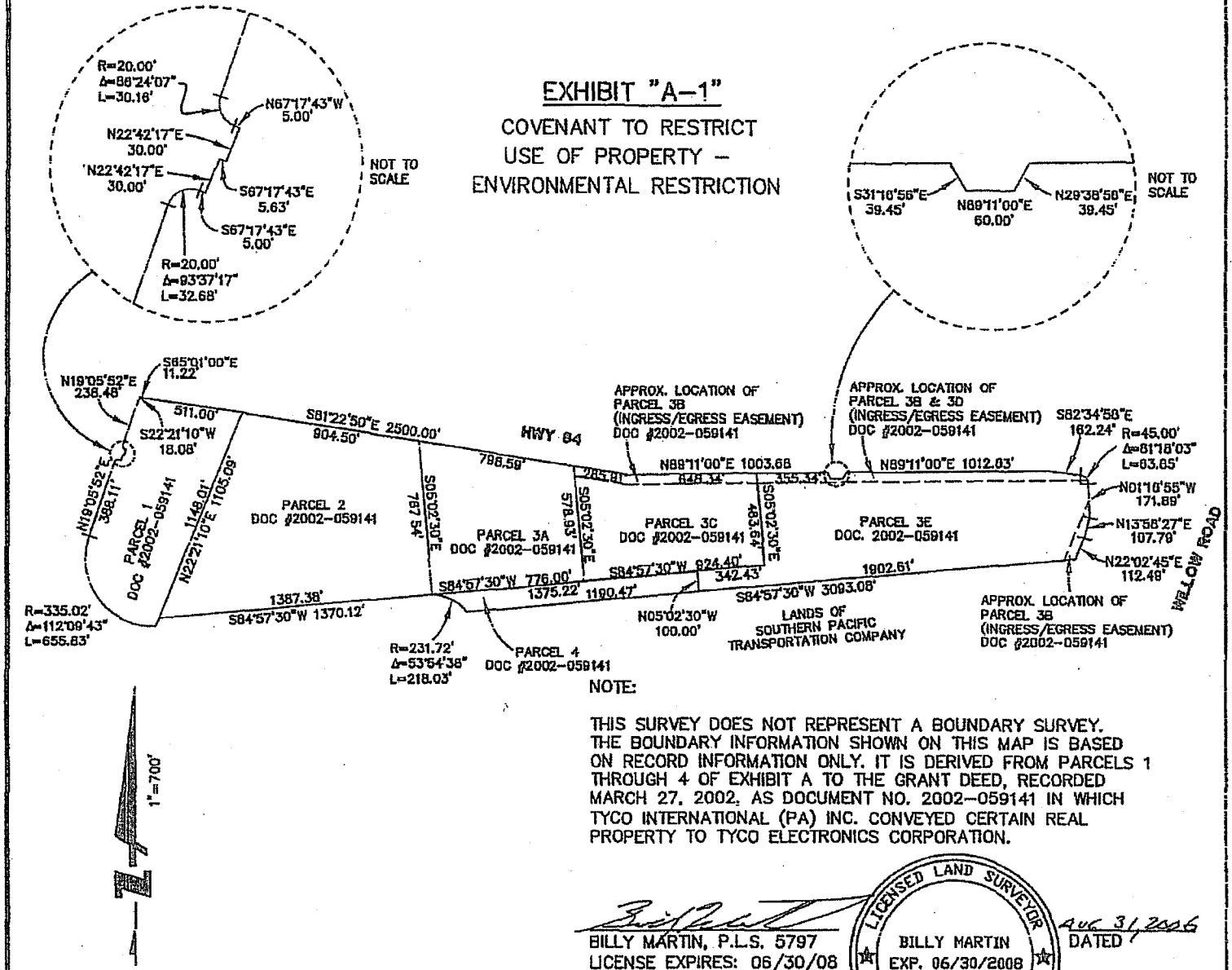
Kathleen C. Duncan
Notary Public

KATHLEEN C. DUNCAN
Commission # 1628225
Notary Public - California
Sacramento County
My Comm. Expires Dec 9, 2009

ACCOMPANIES EXHIBIT "A-2"

EXHIBIT "A-1"

COVENANT TO RESTRICT USE OF PROPERTY – ENVIRONMENTAL RESTRICTION



NOTE:

THIS SURVEY DOES NOT REPRESENT A BOUNDARY SURVEY. THE BOUNDARY INFORMATION SHOWN ON THIS MAP IS BASED ON RECORD INFORMATION ONLY. IT IS DERIVED FROM PARCELS 1 THROUGH 4 OF EXHIBIT A TO THE GRANT DEED, RECORDED MARCH 27, 2002, AS DOCUMENT NO. 2002-059141 IN WHICH TYCO INTERNATIONAL (PA) INC. CONVEYED CERTAIN REAL PROPERTY TO TYCO ELECTRONICS CORPORATION.

BILLY MARTIN, P.L.S. 5797
LICENSE EXPIRES: 06/30/08

LICENSED LAND SURVEYOR
BILLY MARTIN
EXP. 06/30/2008
No. 5797
STATE OF CALIFORNIA

DATED Aug 31, 2006

BKF
ENGINEERS / SURVEYORS / PLANNERS
255 SHORELINE DR
SUITE 200
REDWOOD CITY, CA 94065
650-482-6300
650-482-6399 (FAX)

Subject RECORD BOUNDARY EXHIBIT
TYCO ELECTRONICS CORPORATION
Job No. 20050178-50
By MK Date 08/31/06 Chkd BM
SHEET 1 OF 1

EXHIBIT "A-2"
COVENANT TO RESTRICT USE OF PROPERTY -- PROPERTY DESCRIPTION FOR ENVIRONMENTAL RESTRICTION

The land referred to in this Property Description is situated in the City of Menlo Park, County of San Mateo, State of California and is described as follows:

Being all of Parcel 1, Parcel 2, Parcel 3 and Parcel 4 as described in that certain Grant Deed, recorded on March 27, 2002 as Document No. 2002-059141, San Mateo County Records, and being more particularly described as follows:

PARCEL 1

Beginning at a point on the Southwesterly line of the City and County of San Francisco 100 foot right of way, as said right of way is shown on a Record of Survey Map recorded in Volume 3 of Licensed Land Surveyors Maps at page 120, Records of San Mateo County, California, distant thereon South 65° 01' 00" East 357.31 feet from the most Easterly corner of Lot 35, as said Lot 35 is shown on a map entitled "BOHANNON INDUSTRIAL PARK UNIT NO. 7, MENLO PARK, SAN MATEO COUNTY, CALIFORNIA", filed in the office of the County Recorder of San Mateo County, State of California in Volume 60 of Maps at page 10; thence from said point of beginning, South 65° 01' 00" East along said Southwesterly line 11.22 feet and South 81° 22' 50" East 511.00 feet to the most Easterly corner of the boundary of land shown on the aforementioned map of Record of Survey; thence South 22° 21' 10" West along the Southeasterly boundary of said Record of Survey, 1217.72 feet to the Northerly line of the Southern Pacific Railroad Right of Way, as shown on said Record of Survey Map; thence South 84° 57' 30" West along said Northerly line 571.71 feet; thence leaving said Northerly line, North 22° 21' 10" East 1359.98 feet to the point of beginning.

Excepting there from so much thereof as lies within and also so much thereof as lies Westerly, Southwesterly and Southerly of the lands described as Parcel 46737-3 in that certain Final Order of Condemnation, a Certified Copy of which was recorded on July 27, 1983 as Document No. 83078012, Official Records of San Mateo County, California.

PARCEL 2

That portion of the 421.29 acre tract in the Rancho de las Pulgas conveyed by George Y Henderson, et al to Newbridge Park Realty Company, a corporation, by Deed dated October 14, 1932 and recorded October 24, 1932 in Book 574 of Official Records at page 446, Records of San Mateo County, California, which lies North of the Northerly line of the Southern Pacific Railroad (Dumbarton cut-off branch), more particularly described as:

Beginning at a point on the Northerly line of the Rancho de las Pulgas, said point being the most Northeasterly corner of the boundary of the land shown on a Record of Survey Map recorded in Volume 3 of Licensed Land Surveyors Maps at page 120, Official Records of San Mateo County, California; thence from said point of beginning South 81° 22' 50" East along said Northerly line of the Rancho de las Pulgas, 904.50 feet; thence leaving said line, South 5° 02'

30" East 767.54 feet to a point on the Northerly property line of the Southern Pacific Railroad Right of Way (300 feet wide); thence South 84° 57' 30" West along said property line 1387.38 feet to the Southeasterly boundary of the lands shown on the forementioned Record of Survey Map; thence North 22° 21' 10" East along said Southeasterly boundary 1105 09 feet to the point of beginning

PARCEL 3

Parcel A:

That portion of the 421.29 acre tract in the Rancho de Las Pulgas conveyed by George Y. Henderson et al to Newbridge Park Realty Company, a corporation by Deed dated October 14, 1932 and recorded October 24, 1932 in Book 574 of Official Records at page 446, Records of San Mateo County, California, which lies North of the Northerly line of the Southern Pacific Railroad (Dumbarton cut off branch), more particularly described as:

Beginning at a point on the Northerly line of the Rancho de las Pulgas, said point lying South 81° 22' 50" East 1,703.09 feet from the most Northeasterly corner in the boundary of the lands shown on a Record of Survey Map recorded in Volume 3 of Licensed Land Surveyors Maps at Page 120, Official Records of San Mateo County, California; thence from said point of beginning, South 81° 22' 50" East along the Northerly line of the Rancho de las Pulgas 798.59 feet; thence leaving said line South 5° 02' 30" East 578.93 feet to the Northerly property line of the Southern Pacific Railroad Right of Way (300 feet wide); thence South 84° 57' 30" West along said property line, 776 00 feet; thence leaving said line North 5° 02' 30" West 924.40 feet to the point of beginning

Parcel B:

A Right of Way and easement for ingress and egress over the following described property:

A strip of land 50 feet in width lying within and adjacent to the following described portion of the boundary of that portion of the 421.29 acre tract in the Rancho de las Pulgas, conveyed by George Y Henderson et al to Newbridge Park Realty Company, a corporation, by Deed dated October 14, 1932 and recorded October 24, 1932 in Book 574 of Official Records at page 446, Records of San Mateo County, California, which lies North of the Northerly line of the Southern Pacific Railroad (Dumbarton cut-off branch), more particularly described as:

Beginning at the point of intersection of the Northwesterly line of Willow Road with the Northerly line of said Railroad, as same is described in Deed recorded September 30, 1907 in Book 142 of Deeds at page 39, Records of San Mateo County, California; running thence along said line of Willow Road and the prolongation thereof Northerly to the Northerly line of the Rancho de las Pulgas; thence along said Rancho line South 89° 07' 10" East 2436 70 feet to a take at Station "P M.C 13" of said Rancho survey; thence continuing along said Rancho line North 81° 22' 50" West 285 91 feet to the Easterly boundary line of Parcel A above.

Also the right to construct, operate, maintain, repair, alter and replace, over, on, across and

under said real property (a) electric transmission, distribution and telephone lines attached to poles or other supports, together with other" attachments and equipment in connection therewith, and (b) facilities for any other utilities or services, and attachments and equipment in connection therewith over the above-described 50-foot strip of land.

Parcel C:

That portion of the 421.29 acre tract in the Ranch de las Pulgas conveyed by George Y Henderson et al to Newbridge Park Realty Company, a corporation, by Deed dated October 14, 1932 and recorded October 24, 1932 in Book 574 of Official Records at page 446, Records of San Mateo County, California, which lies North of the Northerly line of the Southern Pacific Railroad (Dumbarton cut-off branch), more particularly described as:

Beginning at a point on the Northerly line of the Rancho de las Pulgas, said point lying South 81° 22' 50" East 1,703.09 feet from the most Northeasterly corner in the boundary of the land shown on a Record of Survey Map recorded in Volume 3 of Licensed Land Surveyors Maps at page 120, Official Records of San Mateo County, California; thence from said point of beginning South 81° 22' 50" East along said Northerly line 285.91 feet to an angle point thereon called PMC-13 and North 89° 11' 00" East 648.34 feet; thence leaving said line South 5° 02' 30" East 463.64 feet to a point on the Easterly prolongation of the Northerly property line of the Southern Pacific Railroad Right of Way (300 feet wide); thence South 84° 57' 30" West along said Easterly prolongation and said Northerly property line 924.40 feet; thence leaving said line North 5° 02' 30" West 578.93 feet to the point of beginning.

Parcel D:

A Right of Way and easement for ingress and egress over the following described property:

A strip of land 50 feet in width lying within and adjacent to the following described portion of the boundary of that portion of the 421.29 acre tract in the Rancho de las Pulgas, conveyed by George Y. Henderson et al to Newbridge Park Realty Company, a corporation, by Deed dated October 14, 1932 and recorded October 24, 1932 in Book 574 of Official Records at page 446 Records of San Mateo County, California, which lies North of the Northerly line of the Southern Pacific Railroad (Dumbarton cut-off branch), more particularly described as:

Beginning at the point of intersection of the Northwesterly line of Willow Road with the Northerly line of said Railroad, as same is described in Deed recorded September 30, 1907 in Book 142 of Deeds at page 39, Records of San Mateo County, California; running thence along said line of Willow Road and the prolongation thereof Northerly to the Northerly line of the Rancho de las Pulgas; thence along said Rancho line South 89° 11' 00" East 1786.01 feet to the Easterly boundary line of Parcel C above.

Also the right to construct, operate, maintain, repair, alter and replace, over, on, across and under said real property (a) electric transmission, distribution and telephone lines attached to poles or other supports, together with other attachments and equipment in connection therewith, and (b) facilities for any other utilities or services, and all attachments and equipment

in connection therewith over the above described 50 foot strip of land.

Parcel E:

Beginning at a point on the Northerly line of Rancho de las Pulgas, said point being distant along said Northerly line South 81° 22' 50" East 1989 00 feet (an angle point in said Northerly line called PMC-13) and North 89° 11' East 648 34 feet from the most Northeasterly corner of the boundary of the lands shown on a Record of Survey Map recorded in Volume 3 of Licensed Land Surveyors Maps, at page 120, San Mateo County Records; thence from said point of beginning along said Northerly line North 89° 11' East 1786 01 feet on the Northerly prolongation of the Westerly line of Willow Road; as said road is shown upon the map of Newbridge Park, recorded in Volume 14 of Maps at pages 6 and 7, Records of San Mateo County, California; thence along said prolongation South 22° 02' 45" West 485.29 feet to the Northerly line of Southern Pacific Company right of way; thence along the last mentioned line, South 84° 57' 30" West 1902 61 feet; thence North 5° 02' 30" West 100.00 feet; thence North 84° 57' 30" East 342.43 feet; thence North 5° 02' 30" West 463 64 feet to the point of beginning

Excepting there from Parcel 46737-1 as contained in the Final Order of Condemnation recorded July 27, 1983 under Recorder's Serial No. 83078012; Official Records of San Mateo County, California and being more particularly described as follows:

Commencing at the Northeasterly corner of Parcel 6, as said Parcel 6 is designated in the map entitled "RECORD OF SURVEY OF A PORTION OF THE LANDS FORMERLY OWNED BY THE CARNDUFF SITUATED IN SECTION 24; TOWNSHIP 5 SOUTH, RANGE 3 WEST, M.D.B. AND M. AND IN THE RANCHO DE LAS PULGAS" filed in the office of the Recorder of San Mateo County, State of California, on October 29, 1965, in Volume 6 of Licensed Land Survey Maps at page 66; thence along common line of said Parcel 6 and Parcel 5 of said Record of Survey South 54° 33' 08" West, 37.03 feet; thence from a tangent that bears South 82° 18' 07" West, along a curve to the right with a radius of 2120.00 feet, through an angle of 2° 07' 56", an arc length of 78.90 feet; thence South 35° 20' 07" West, 114.78 feet; thence South 18° 44' 08" West, 0 42 feet to said common line of Parcel 6 and Parcel 5; thence along last said line South 54° 33' 08" West 204.46 feet to the Westerly line of said Parcel 5: thence along last said line South 23° 08' 15" West, 106.70 feet to the Southwesterly corner of said Parcel 5; thence leaving last said corner North 15° 03' 57" East, 107.78 feet; thence North 0° 11' 25" West, 172.12 feet; thence along a tangent curve to the left with a radius of 45 00 feet, through an angle of 81° 13' 05", an arc length of 63.79 feet; North 81° 24' 30" West 162.32 feet to the Northerly line of Rancho de las Pulgas between PMC 13 to PMC 12; along last said line South 89° 38' 32" East 554.89 feet to the point of commencement

Also excepting from Parcel 3 above described Parcel 46737-2; (amended) as contained in the Final Order of Condemnation recorded July 27, 1983 under Recorder's Serial No 83078012; Official Records of San Mateo County, California and being more particularly described as follows:

Commencing at a point on the Northerly line of Rancho de las Pulgas, said point being distant along said Northerly line North 89° 38' 32" West, 1330.59 feet from the Northwesterly corner of

Parcel 6, as said Northerly line and Parcel 6 are shown in the map entitled "Record of Survey of a portion of the lands formerly owned by Carnduff, situated in Section 24, Township 5 South, Range 3 West, M.D.B and M. and in the Rancho de las Pulgas" filed in the office of the Recorder of San Mateo County, State of California, on October 29, 1965 in Volume 6 of Licensed Land Survey Maps at Page 66; thence continue along said line North 89° 38' 32" West 100.00 feet; thence leaving said Northerly line South 30° 06' 28" East 39.45 feet; thence South 89° 38' 32" East 60.00 feet; thence North 30° 49' 24" East, 39.45 feet to the Point of Commencement.

PARCEL 4

Parcel A of the parcel map recorded in Book 56 of Maps, Page 7, in the office of the County Recorder in the County of San Mateo, on July 8, 1985

Accompanies Exhibit "B-2"

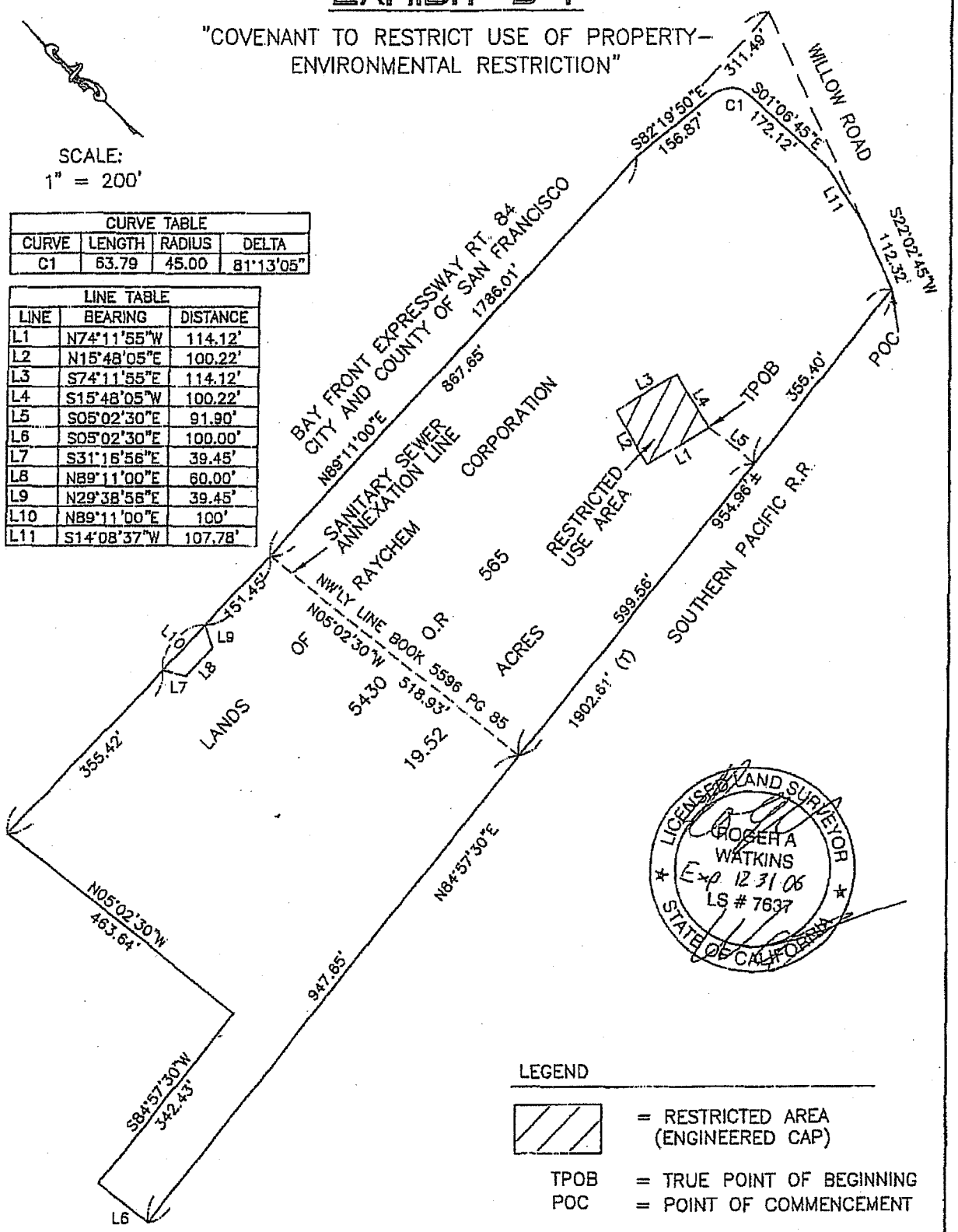
EXHIBIT "B-1"

"COVENANT TO RESTRICT USE OF PROPERTY–
ENVIRONMENTAL RESTRICTION"

SCALE:
1" = 200'

CURVE TABLE			
CURVE	LENGTH	RADIUS	DELTA
C1	63.79	45.00	81°13'05"

LINE TABLE		
LINE	BEARING	DISTANCE
L1	N74°11'55"W	114.12'
L2	N15°48'05"E	100.22'
L3	S74°11'55"E	114.12'
L4	S15°48'05"W	100.22'
L5	S05°02'30"E	91.90'
L6	S05°02'30"E	100.00'
L7	S31°16'56"E	39.45'
L8	N89°11'00"E	60.00'
L9	N29°38'56"E	39.45'
L10	N89°11'00"E	100'
L11	S14°08'37"W	107.78'



LEGEND

= RESTRICTED AREA (ENGINEERED CAP)

TPOB = TRUE POINT OF BEGINNING
POC = POINT OF COMMENCEMENT

Accompanies Exhibit "B-1"

EXHIBIT "B-2"
"COVENANT TO RESTRICT USE OF PROPERTY-
ENVIRONMENTAL RESTRICTION"

THAT PORTION OF REAL PROPERTY DESCRIBED IN BOOK 5430 PAGE 565 OF OFFICIAL RECORDS RECORDED IN THE OFFICE OF THE COUNTY RECORDER OF SAN MATEO, STATE OF CALIFORNIA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE MOST SOUTHEASTERLY CORNER OF SAID PROPERTY, BEING THE INTERSECTION OF THE WEST RIGHT-OF-WAY LINE OF WILLOW ROAD AND THE NORTH RIGHT-OF-WAY LINE OF THE SOUTHERN PACIFIC RAILROAD; THENCE ALONG THE SOUTH PROPERTY LINE OF SAID DEED, SOUTH 84°57'30" WEST, A DISTANCE OF 355.40 FEET; THENCE LEAVING SAID PROPERTY LINE, NORTH 05°02'30" WEST, A DISTANCE OF 91.90 FEET TO THE TRUE POINT OF BEGINNING; THENCE THE FOLLOWING FOUR COURSES;

1. NORTH 74°11'55" WEST, A DISTANCE OF 114.12 FEET;
2. NORTH 15°48'05" EAST, A DISTANCE OF 100.22 FEET;
3. SOUTH 74°11'55" EAST, A DISTANCE OF 114.12 FEET;
4. SOUTH 15°48'05" WEST, A DISTANCE OF 100.22 FEET TO THE TRUE POINT OF BEGINNING

SAID PARCEL CONTAINS 11,437 SQUARE FEET, MORE OR LESS.

EXHIBIT "B-1" ATTACHED HERETO AND BY THIS REFERENCE MADE A PART THEREOF.

LICENSED LAND SURVEYOR
ROGER A WATKINS
Exp. 12-31-06
LS # 7637
STATE OF CALIFORNIA

PREPARED UNDER MY SUPERVISION

ROGER WATKINS, PLS 7637
LICENSE EXPIRES 12/31/06

7-31-06
DATE

CITY OF EAST PALO ALTO
Community Development Department— Planning Division
1960 Tate Street • East Palo Alto, CA 94303
Tel: (650) 853-3185 • Fax: (650) 853-3179

May 26, 2011

Justin Murphy, Development Services Manager
City of Menlo Park
Community Development Department, Planning Division
701 Laurel Street
Menlo Park, CA 94025

Re: Notice of Preparation for Facebook / 1601 Willow Road (10-19 Network Circle) East Campus and 312-314 Constitution Drive (West Campus)

Dear Mr. Justin Murphy:

The City of East Palo Alto (EPA) Planning Division and Redevelopment Agency have reviewed the Notice of Preparation (NOP) for the Facebook project. The City has identified housing and traffic as areas where there would be the potential for significant adverse impacts to the environment.

The Planning Division's comments regarding those issues are identified below.

Housing Affordability
It is anticipated that the spillover effect of Facebook employees who choose to purchase and rent housing in East Palo Alto could be significant. Based on a review of the housing and jobs data outlined below and memoranda provided by regional agencies, the Planning Division anticipates that a percentage of the local employees who choose to reside close to work or cannot afford housing in Menlo Park will displace EPA residents.

Without a better understanding of the earnings associated with Facebook employees, the Planning Division cannot accurately forecast the outcome. Several scenarios are identified below, which identify areas of potential concern for further investigation by the environmental consultants and/or city. A review of the U.S. Bureau of Labor Statistic's economic data suggests that affordable housing impacts might be lessened if Facebook employees are classified in the Professional, Scientific, and Technical Services sector, since this classification of employee earns an estimated annual income of $150,000. In this case, a larger percentage of Facebook employees are assumed to have access to the local housing market in Menlo Park. If however most of the employees are classified in the Information Sector, which has estimated annualized earnings in the fourth quarter of 2010 of $60,000, the pressure on housing in the City of East Palo Alto could be substantial, and could have significant environmental and social policy outcomes, as EPA is one of the last places in the mid-peninsula with housing within the range which low income households can afford. Local zoning and housing regulations were crafted in response to this unique situation. Recent data provided by the Equity Working Group for the

Metropolitan Transportation Commission (MTC) identifies declining affordability in the Menlo Park region near where Facebook is proposing to locate. This suggests that as housing becomes less affordable in Menlo Park, more individuals who would have purchased or rented there will be forced to reside or buy in the City of East Palo Alto *(See Attachment 1 – May 4, 2011 entitled – Identifying Communities of Concern and Other Relevant Equity Populations).*

To ensure continued affordability for as long as a city resident maintains his or her residence, the EPA City Council proposed a measure for the ballot, and the local residents overwhelming voted for a Rent Stabilization and Just Cause Eviction Ordinance (RSO). In accordance with the Costa Hawkins Act, residential tenancies which expire are reset to the market rate, which affects a significant share of the local housing. In some communities, it is anticipated that more than 50% of housing units reset to the market rate within 7 years. This is important for two reasons:

- First, the average household price, while lower than the surrounding communities of Menlo Park and Palo Alto, is still too high for many of the households within the City to afford without spending more than 30% of their income on housing. As identified in the EPA Housing Element adopted June 15, 2011, 79% of EPA residents are low income.
- Second, since many of the city's dwelling units are located in close proximity to the Facebook campus, and are exempt from the RSO, as they are less than four units, it is anticipated that a percentage of Facebook employees will seek housing in the local market, which therefore reduces the local supply and affordability of housing.

Finding 1 - *Based on the foregoing, it is anticipated that a percentage of Facebook employees are likely to displace residents of East Palo Alto, and displacement is likely to result in increased residential densities above that which is permitted by the Health and Safety Code*

Traffic and Greenhouse Gases

While those Facebook employees who reside near campus could commute using non-motorized means and thereby have a positive impact on greenhouse gases, those employees will need programs to encourage this type of activity and local infrastructure improvements to allow for safe passageways. Unless programs are encouraged and local infrastructure improvements are made, there is greater potential for this group of workers to drive through the city's side streets to access the campus, especially when the arterials are congested, as is frequently the case during the AM and PM peak hour. The additional traffic and the lack of adequate infrastructure will decrease the safety of non-motorized transportation through these streets.

Finding 2 - *If the proposed expansion is unmitigated, the project will likely have detrimental impacts on the local community through increased greenhouse gases, and reduced non motorized mobility without concomitant infrastructure improvements, especially for those households traveling to the Facebook Campus traveling from the south.*

The Redevelopment Agency's four comments are below.

First, the City of East Palo Alto and the City of Menlo Park will need to coordinate efforts to ensure that the traffic counts from the City of East Palo Alto's Ravenswood/4 Corners Transit Oriented Specific Plan (Specific Plan) and Program EIR are included in the Facebook project's

cumulative traffic scenario. The Specific Plan Area is generally bounded at the west by University Avenue; at the north by the Union Pacific rail line, where future passenger rail service is planned; at the east by the Ravenswood Open Space Preserve and Palo Alto Baylands along the San Francisco Bay; and at the south by Weeks Street. The net development estimates are shown in Table 1.

TABLE 1 NET Development Estimates for Specific Plan Area

Land Use	Estimated Net Development
Single-Family Residential	19 dwelling units
Multi-Family Residential	816 dwelling units
Office	1,268,500 square feet
Retail	112,400 square feet
R&D/Industrial	351,820 square feet
Civic Uses*	61,000 square feet
Parks and Trails	30 acres

* Potential civic uses include a school, a community center, an expanded library, health services, and a recreation center.

Detailed information is available at the Specific Plan website at: http://www.ci.east-palo-alto.ca.us/economicdev/dumbarton.html The Draft Program EIR should be available in August/September 2011.

Second, the Alternatives Analysis Memo for the Specific Plan identifies 84% of the traffic on University Avenue as "cut through traffic" that neither originates nor ends in East Palo Alto. To adequately analyze the potential impact of the Facebook Campus Project, please add the following intersections to the TIA.

1. University Avenue/Hwy 101 NB on-off ramp.
2. University Avenue/Hwy 101 SB on-off ramp.
3. University Avenue and Bell Street
4. University Avenue and Purdue Ave.

Third, please provide direction as to the need or desire of Menlo Park or Facebook to accommodate a station for the Dumbarton Rail Project in the vicinity of Willow Ave. Previous Dumbarton Rail Corridor planning documents identified a station near Willow Ave.

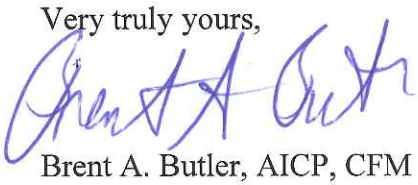
Fourth, please include the following individuals in all notices related to this project.

Brent Butler
Planning Manager
East Palo Alto Planning Dept.
1960 Tate Street
East Palo Alto, CA 94303
bbutler@cityofepa.org

Sean Charpentier
RDA Project Coordinator II
East Palo Alto Redevelopment Agency
1960 Tate Street
East Palo Alto, CA 94303
scharpentier@cityofepa.org

Thank you for this opportunity to comment. We look forward to working collaboratively with the City of Menlo Park.

Very truly yours,



Brent A. Butler, AICP, CFM
Planning Manager
City of East Palo Alto

Attachment 1: May 4, 2011 entitled – Identifying Communities of Concern and Other Relevant Equity Populations).

Attachment 1: May 4, 2011 entitled – Identifying Communities of Concern and Other Relevant Equity Populations).

AGENDA ITEM 5

OneBayArea

To: Equity Working Group

From: Jennifer Yeamans

Date: May 4, 2011

Re: Identifying Communities of Concern and Other Relevant Equity Populations

Creating a Framework for Alternative Scenarios Analysis

Building on the discussion of elevating regional equity priorities at our April meeting, the next major task is defining a framework for equity analysis for the Alternative Scenarios. A typical equity analysis framework has two key components: one component defines the specific populations of concern to be analyzed, and the other defines a set of performance measures that will provide quantitative data with which different planning scenarios can be compared to each other, and different population subgroups can be compared to each other (such as "low-income" vs. "not low-income").

There are two related goals within this task of developing the framework that we will be exploring over the next several months:

(1) to understand how the equity analysis framework will satisfy federal guidance the U.S. Department of Transportation issues metropolitan planning organizations like MTC regarding civil rights and environmental justice in long-range planning; and

(2) to explore and identify which combinations of possible population definitions and possible measures provide the best "fit" to inform the priority equity issues with quantitative analysis.

Overview of Populations and Communities for Consideration

Attachment A lists a summary of potential populations that may be considered for analysis. The list is broken into two groups, based on the methodological approach to analyzing the populations. Population groups that MTC must include to satisfy federal guidance are noted in boldface.

There are two main differences to note between the "population-based" and "geographic-based" definitions. The first difference is in how the regional population is broken out for analysis: the population-based approach captures *all persons* in a given population subset *wherever they may live* in the region; the geographic-based approach, by contrast, is a spatial definition, where geographic subregions are defined based on whether the populations *within those subregions exceed a given threshold* for a certain population of concern.

The second difference reflects how forecasting assumptions are applied to the target population: the population-based definition reflects ABAG population and economic forecasts for the planning horizon year, while the geographic-based definitions are not forecast spatially and therefore must be analyzed based solely on the *current location* of these populations.

MTC's current Community of Concern definition, for example, is a geographic-based definition. By contrast, the low-income population used in the Initial Vision Scenario equity analysis was a population-based definition that looked at all low-income households throughout the region.

(over)

Reviewing Low-Income and Minority Communities of Concern
MTC's low-income and minority Communities of Concern, used in the past two RTP Equity Analyses, were defined based on 2000 Census data, and represent travel analysis zones (similar to census tracts) where more than 70 percent of the population is a member of a minority group, or more than 30 percent of the population is below 200 percent of the federal poverty level.

More up-to-date socioeconomic data is now available from the Census Bureau for these fine-grained geographies, providing tract-level averages for the period 2005-09 (the Census Bureau uses this five-year timeframe to obtain an adequate sampling rate for these smaller geographies) for race/ethnicity and income level, and for 2010 for race/ethnicity only. At your May meeting, staff will present maps showing updated locations of the region's minority and low-income population concentrations relative to 2000 data (see attached). Staff requests you consider the following in providing feedback on characterizing low-income and minority populations for the equity analysis:

1. Should the analysis of low-income and minority populations (a) employ the same 70% minority/30% low-income thresholds for the 2005-09 data; (b) employ a higher threshold such as 75% minority/35% low-income for the 2005-09; or (c) use something different altogether?

2. Is it preferable to use race/ethnicity and income data from the same data set representing the same "universe," or is it preferable to use the most up-to-date data wherever possible, even if they are from different data sets and represent different "universes"? Example: more recent data is available from the 2010 Census for race/ethnicity at the tract level, while 2005-09 is the most recent data available for income at that level.

Next Steps and Timeline
Building on discussions of relevant populations and communities for analysis, staff will bring an initial framework of proposed equity measures matched with relevant populations of concern to your June meeting for discussion and feedback. This will include a summary of comments and input received at earlier meetings that was flagged for follow-up in the Alternative Scenarios analysis work. While discussions of development of other, off-model analyses will be ongoing throughout the development of the Alternative Scenarios, the model-based framework will need to be in place by July in to meet the timeframe needed to carry out technical analysis of the Alternative Scenarios. To meet this July timeframe, staff proposes the following schedule over the next three meetings:

Meeting	Goal
May	• Review equity-related populations and communities
June	• Review and provide input on staff proposal for framework matching populations with relevant model-based equity measures • Identify critical off-model issue(s) for analysis
July	• Finalize model-based framework, proceed with technical analysis of Alternative Scenarios • Initial report back on possible off-model analysis (continues to August)

Attachment A

DRAFT – May 4, 2011

Level of Analysis	Potential Population/ Community Definitions	Data Source
Population-based *"disaggregate" analysis; accounts for every member of the population of concern at the individual or household level, regardless of location.* *Future-year forecasts are generally based on ABAG's demographic and economic projections for these populations.*	**Low-income status** (by income quartiles; low-income = appx. $35,000/yr. or below)	ABAG
	Senior (e.g. over 65)	ABAG
	Youth/young adults (e.g. 5-20)	ABAG
	Auto availability (zero-vehicle households, households with fewer autos than workers)	MTC estimates
	Specific family characteristics (e.g. low-income households with children, seniors living alone)	MTC travel model population synthesizer
Geographic-based *"aggregate" analysis; accounts for all members of a particular geographic area (i.e. census tract/travel analysis zone) identified as above a certain threshold for a population of concern.* *These characteristics are not forecast, so future-year analyses must assume these population concentrations remain located where they are today.*	**Minority status** (based on race/ethnicity)	Census 2010 American Community Survey (ACS) 2005-09
	Low-income status (based on 200% of federal poverty level)	ACS 2005-09
	MTC-defined "community of concern"* (population greater than 70% minority or 30% low-income)	Census 2000 (current definition) ACS 2005-09 (to update)
	Limited English Proficiency (people who do not speak English well or at all)	ACS 2005-09
	People with disabilities	Census 2000
	Other socioeconomic characteristics derived from Census Bureau data (e.g. educational attainment, employment status, renter vs. owner status)	ACS 2005-09
	Other community definitions based on current-year conditions, such as highlighted in other agency or outside reports (e.g. overburdened renters, below-average transportation availability)	Varies

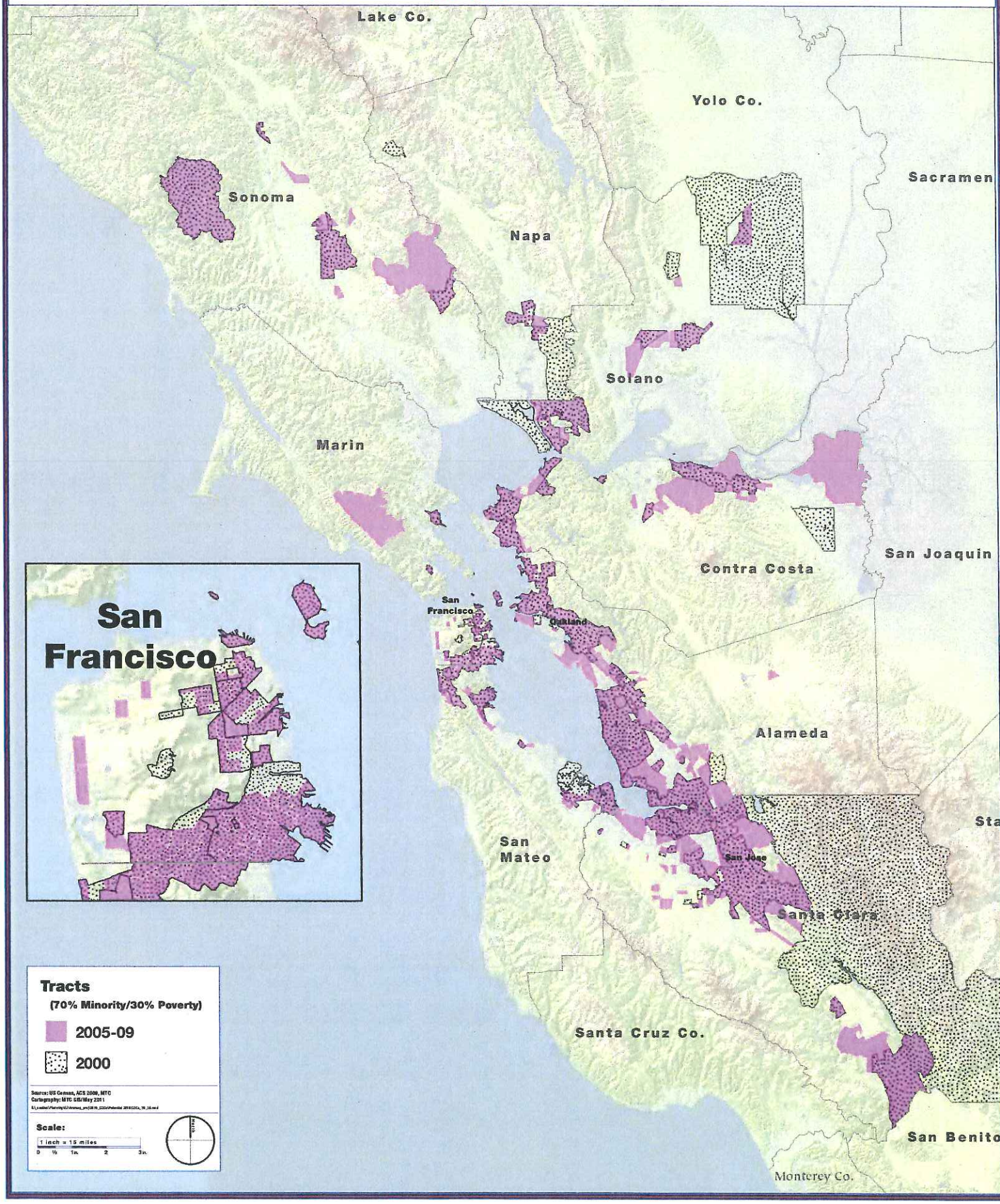
Bolded indicate populations protected under Title VI and federal Environmental Justice regulations within MTC's long-range planning context.

* denotes definition used in *Transportation 2035* Equity Analysis

70% Minority and/or 30% Low Income

Metropolitan Transportation Commission
Planning, Financing and Coordinating Transportation for the nine-county San Francisco Bay Area

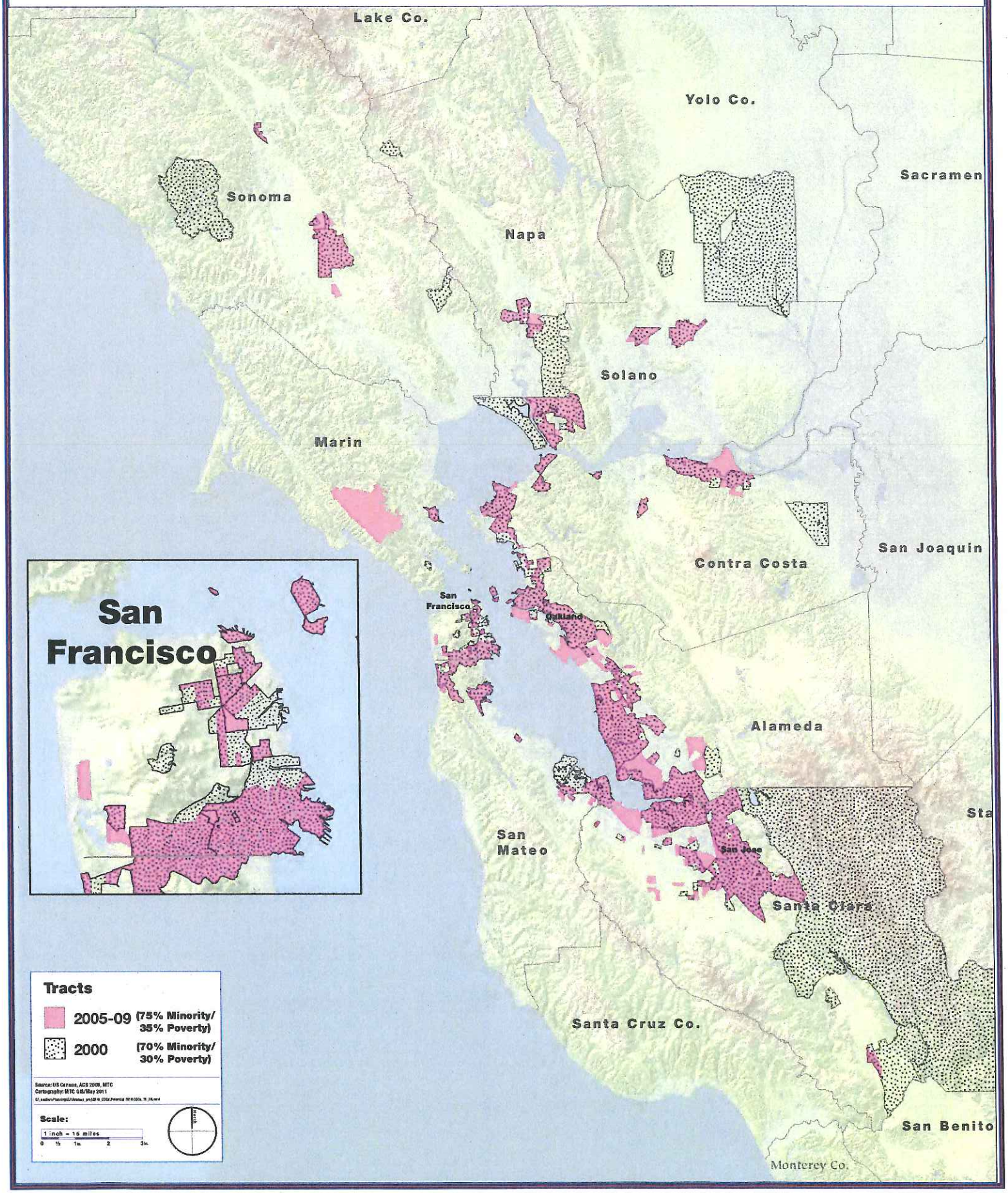
Research and Demographic Unit **DRAFT** Geographic Information Systems Unit



75% Minority and/or 35% Low Income

Metropolitan Transportation Commission
Planning, Financing and Coordinating Transportation for the nine-county San Francisco Bay Area

Research and Demographic Unit **DRAFT** Geographic Information Systems Unit



Subject: Menlo Park Facebook Campus Project Environmental Impact Report (EIR)
From: East Palo Alto Bicycle Club (EPABC)
To: Menlo Park Development Services Manager Justin Murphy
Date: May 26, 2011

Dear Justin Murphy,

This letter is in response to the Notice of Preparation (NOP) of an Environmental Impact Report (EIR) for the Menlo Park Facebook Campus Project, found online at http://service.govdelivery.com/docs/CAMENLO/CAMENLO_176/CAMENLO_176_20110419_en.pdf.

The East Palo Alto Bicycle Club (EPABC) is engaged in a variety of short-term and long-term efforts to improve conditions for bicycling in East Palo Alto, including:

- repairing donated bicycles and giving them to children and low-income workers
- encouraging children to bike and walk to school with the Ravenswood City School District's Safe Routes to School (SRTS) program
- teaching safe bicycling techniques to both children and adults through Bicycle Safety Education classes
- promoting bicycling as a safe and healthy transportation option at community events such as the annual Cinco de Mayo Celebration and Bike to Work Day events.
- organizing bicycle tours to show residents and city officials the benefits of future bicycle projects such as the Bicycle/Pedestrian Bridge over Highway 101 connecting Newell Rd with Clarke Ave.

Facebook's move from Palo Alto to Menlo Park is of great concern to East Palo Alto residents due to the potential for a significant increase in traffic along University Ave, which is already highly congested during peak commute hours. We believe that a large percentage of the 9,400 employees that Facebook plans to have working at their Menlo Park campus will drive on University Ave through East Palo Alto and not Willow Rd through Menlo Park because:

- Many Facebook employees currently live and will continue to live in Palo Alto and Mountain View, which are both entirely south of University Ave. Few Facebook employees live in Menlo Park and areas farther north (except for San Francisco, and many of them will drive to work on Bayfront Expressway from Marsh Rd, not on Willow Rd).
- University Ave connects with El Camino Real, and Willow Rd does not. This is significant because El Camino Real is the most heavily used north-south corridor in the area after Highway 101.
- University Ave connects directly to Facebook's Menlo Park campus via Bayfront Expressway.
- Willow Rd offers no greater traffic capacity than University Ave because the number of vehicle lanes it contains is exactly the same - one lane in each direction between Middlefield Rd and Highway 101, and two lanes in each direction between Highway 101 and Bayfront Expressway.

The Menlo Park Facebook EIR should not assume that most of the Facebook commuter traffic will occur on Willow Rd simply because it is the shortest route from Highway 101, Middlefield Rd, and El Camino Real. The EIR should consider the factors listed above as reasons why many Facebook commuters will drive on University Ave to get to work.

Traffic on University Ave already slows to a crawl and often stops completely between Bay Rd and Donohoe St in East Palo Alto during peak commute hours. Preventing the Level Of Service (LOS) on this two-thirds of a mile section of University Ave from being further reduced is of critical importance to East Palo Alto workers, most of whom commute daily to Palo Alto or Menlo Park.

Critical intersections in East Palo Alto along this route that will be impacted include University Ave and Bell Rd, University Ave and Runnymede St, University Ave and Bell Rd, University Ave and Donohoe St, the University Ave and Highway 101 interchange, and University Ave and Woodland Ave.

The traffic impact on all six of these intersections should be studied in the EIR.

The City of East Palo Alto is planning several bicycle projects which have great potential to mitigate the traffic impacts of Facebook employees driving to work along University Ave because each of them will increase the safety of bicyclists traveling to Facebook's Menlo Park campus, thereby resulting in some Facebook employees choosing to bicycle to work instead of driving. These bicycle projects include:

1. **Stripe bike lanes on the University Ave and Highway 101 overcrossing.** This overcrossing is dangerous for bicyclists because they must cross the paths of vehicles traveling at high speeds at 3 locations in the northbound direction and at one location in the southbound direction.
2. **Stripe bike lanes on the Willow Rd and Highway 101 overcrossing.** This overcrossing is dangerous for bicyclists because they must cross the paths of vehicles traveling at high speeds at 4 locations in the northbound direction and 4 locations in the soutbound direction.
3. **Widen and restripe the bike lanes on University Ave.** These bike lanes are too narrow to safely bicycle in because many vehicles exceed the posted speed limit of 25 mph, and these bike lanes are wearing away and have already disappeared in many places, especially between Bay Rd and Bell Rd..
4. **Construct a bike path to fill an important gap in the San Francisco Bay Trail** from University Ave along the Dumbarton Rail line east to the Ravenswood Open Space Preserve, then south to connect with the existing Bay Trail which currently ends (in the northbound direction) at Runnymede St in East Palo Alto.
5. **Construct a bicycle/pedestrian overcrossing bridge over Highway 101 at Newell/Clarke** to create a safe route for bicycles to travel between Palo Alto and East Palo Alto. This would create a safe and continuous bicycle route from the California Ave Caltrain Station in Palo Alto to East Palo Alto.

All of these bicycle projects should be included as potential traffic mitigation measures in the EIR, not only because each one would contribute to a reduction of the traffic impacts on University Ave, but also in order to be consistent with several local plans, which is required under the California Environmental Quality Act (CEQA). These local plans include:

1. *East Palo Alto Bicycle Transportation Plan (2011), page 11.* Includes projects #3 and #5 above. http://www.ci.east-palo-alto.ca.us/planningdiv/pdf/Bicycle_Transportation_Plan.pdf
2. *East Palo Alto General Plan, Circulation Element (1999), pages 18 and 21.* Includes projects #1, #3, and #4 above. http://www.ci.east-palo-alto.ca.us/planningdiv/pdf/Economic_Circulation_Conservation_and_Open_Space.pdf
3. *The San Francisco Bay Trail Project Gap Analysis Study (2005).* Includes project #4 above. http://baytrail.abag.ca.gov/gap-analysis/GAP-ANALYSIS-REPORT-all.pdf
4. *East Palo Alto Bay Access Master Plan (2007), page 16.* Includes project #4 above. http://www.ci.east-palo-alto.ca.us/economicdev/images/BAMP%20Final%205%2023%2007.pdf
5. *Menlo Park Comprehensive Bicycle Development Plan (2005), Figure 5-1.* Includes project #2 above. http://www.menlopark.org/departments/trn/bikeplan.pdf

Sincerely,

Andrew Boone, President, East Palo Alto Bicycle Club (EPABC)

Murphy, Justin I C

From: Patti L Fry [pattilfry@gmail.com]
Sent: Sunday, May 15, 2011 5:36 PM
To: _Planning Commission
Subject: Fwd: NOP Facebook

Planning Commission -
I apologize for pushing send too quickly. I meant to add that I hope the following also would be considered:

- Adequacy and safety of bike and pedestrian routes to the sites, specifically including to/from Caltrain.

Patti Fry

---------- Forwarded message ----------
From: **Patti L Fry** <pattilfry@gmail.com>
Date: Sun, May 15, 2011 at 5:33 PM
Subject: NOP Facebook
To: planning.commission@menlopark.org

Dear Commission,

As you discuss the scope of the EIR and FIA for the Facebook project, I hope the following will be considered in those evaluations:

- Traffic patterns related to potentially proposed TDM measures, which are stated to be the basis for evaluating environmental impacts. Specifically, since shuttles, buses, and public transit have been mentioned, the EIR needs to evaluate impacts anywhere in Menlo Park. For example, if traffic to the Facebook site is minimized because of buses or shuttles, the traffic and transportation sections needs to evaluate where employees and visitors to the site begin their bus or shuttle trips. The overall impact of a shuttle for Caltrain riders could be different from a shuttle that picks up shuttle or bus riders who drive to the station or other parking lot in Menlo Park,
- Adequacy of TDM measures, and whether they really minimize traffic and congestion throughout Menlo Park.
- Vehicle counts are not the same as trips.
- The overall impact of the number of employees. It is more than just commute trips. Water and sewer use; garbage/trash collection come to mind as well as impact on community resources such as parks, housing, schools.
- Primary Goal of the M-2 General Industrial district, as stated in Menlo Park's General Plan I-F, which states "To promote the retention, development, and expansion of industrial uses which provide significant revenue to the City, are well designed, and have low environmental and traffic impacts."
- Related General Plan policies that encourage sales and use tax generating uses and provision of "job training, child care, housing and transportation programs for Menlo Park residents".As exciting as it is to have Facebook come to Menlo Park, the city must consider the longterm impact on Menlo Park's financial viability of another large business that does not generate such revenue (on top of the enormous office buildings planned for Menlo Gateway that also may not generate any such revenue).
  Growth of property tax revenue is limited by Prop 13; growth of sales/use tax revenue is affected by the economy, with average upside potential much higher than property taxes. .

- Consideration of the Full Buildout Potential and Development Projections for both Residential and Commercial and Industrial Development as stated in the current General Plan pages III-2 and III-3, taking into account other approved, planned, and potential projects. While the projections were only through 2010, it is my understanding that the city must consider the General Plan Full Buildout Potential and projections rather than externally identified projections for jobs or population.
- Impact on housing demand. While this project may not include any housing, the additional employee population increases demand locally and regionally. Again, the comparisons should be to what Menlo Park's General Plan includes, not to externally identified projections, because the General Plan was established to balance the various Elements within it.
- BMR housing impact, with specific net additional sites for net additional housing demand created by the net additional employees above current levels..
- Comparison of traffic and congestion to current conditions, with the required consideration of Menlo Gateway as well as other planned projects such as Stanford Medical Center expansion, potential development at Cargill site in Redwood City..
- Financial impacts should compare to prior revenue from SUN and Raychem/Tyco, and to sales/use tax revenue generating uses.
- Impacts of climate change, including potential sea rise scenarios.

Thank you for your consideration.
Patti Fry,
Menlo Park resident and former Planning Commissioner

Murphy, Justin I C

From: Jane Garratt [jane.garratt@gmail.com]
Sent: Thursday, May 26, 2011 6:50 AM
To: Murphy, Justin I C
Subject: Facebook EIR

Dear Mr. Murphy,

I am concerned about the zoning changes Facebook is requesting for the development of its property in Menlo Park. Specifically and most importantly, I would like the EIR to evaluate the traffic generated not only by Facebook's expansion alone but what the total impact of traffic increases projected by Gateway, Stanford Hospital, and a new city downtown plan will be. I would like information on noise and air pollution created by the increase in vehicles on U.S. 101 and city streets. Perhaps the EIR can also cite examples of other large companies found in similar locations, away from public transit, that have reduced employee trips with the use of bicycles, buses, and shuttles.

Additionally I look forward to reading about the cost of city services (police, fire) compared to the tax revenue generated. I also hope the amount of city water needed by Facebook's expansion will be part of the EIR. As I recall up to 10% of future water allocations have already been committed to Gateway.

I'm sure all of these things are part of the standard EIR, but my concern about the future of our city has compelled me write you.

Sincerely,
Jane Garratt
319 Bay Road
Menlo Park, CA

Murphy, Justin I C

From: Adina Levin [alevin@alevin.com]
Sent: Thursday, May 26, 2011 3:32 PM
To: Murphy, Justin I C
Subject: Comments regarding Facebook Campus Environmental Impact Report

Dear Mr. Murphy,

I am a Menlo Park resident, and cycle frequently for transportation and recreation. I encourage you to include the impacts to cyclists in the scope of the environmental impact report for the Facebook Campus project.

Facebook is proposing an ambitious "trip cap" to mitigate the environmental impact by facilitating the use of cycling and transit, instead of the traditional employee cap. Facebook is proposing approximately one vehicle parking spot for every two employees. I strongly support the approach proposed by Facebook, and believe this is the right strategy for Menlo Park and the region to be able to grow our economy while protecting the environment. I believe Facebook's goals are realistic, given the fact that Facebook currently has one of the highest percentages of employees who bike to work in Silicon Valley.

However, in order to achieve this goal, there will need to be substantial improvements to the bicycling infrastructure on the routes used by Facebook commuters. I agree with the specific recommendations of the Silicon Valley Bicycle Coalition. The EIR should study improvements to intersections and roadways on the routes used by Facebook commuters, including:

* Intersection improvements at Bayfront Expressway and Willow Road, including bicycle facilities for both crossing Bayfront Expressway northbound into the Facebook property and southbound exiting the Facebook property, and for turning left onto Bayfront Expressway from both Willow Rd and the Facebook property
* Intersection improvements at Bayfront Expressway and University Avenue as described above for Bayfront Expressway & Willow Road.
• Striping of bicycle lanes on the following overpasses, where no bicycle lanes currently exist: Marsh Road at Highway 101 (Redwood City); Willow Road atHighway 101 (Menlo Park); University Avenue at Highway 101 (East Palo Alto); Embarcadero Road at Highway 101 (Palo Alto); and San Antonio RoadlHighway 101 (Palo Alto).
• Re-striping the University Avenue bicycle lanes in both Menlo Park and East Palo Alto so that the right vehicle lanes are 12 feet wide in accordance with Caltrans standards instead of their current 13.5 feet width.
• Re-striping the Ravenswood Avenue bicycle lanes in Menlo Park so that the right vehicle lanes are 12 feet wide in accordance with Caltrans standards instead of their current 15 feet width.
• Extension of the Bay Trail through East Palo Alto so that it continues to University Avenue instead of ending at Weeks Street
• Installation of Bicycle Route signs on Hamilton Ave, Ringwood Avenue, and Ravenswood Avenue to allow cyclists to find their way from the Facebook campus to the Menlo Park Caltrain Station.
* Other improvements that can improve the safety and accessibility of routes to the Facebook Campus

Cycling to the Facebook campus will be an attractive and popular option, and key component of traffic mitigation, but only if these routes are made safer. These improvements will make the mitigations proposed in the Facebook plan much more realistic. They will also provide support for additional economic development and recreational uses of the area, and will provide add-on benefits to the economy overall quality of life in Menlo Park.

Sincerely,
Adina Levin
Menlo Park

May 25, 2011

City Manager's Office
City of Menlo Park
701 Laurel Street
Menlo Park, CA 94025

RE: Facebook NOP of EIR

Dear Mr. Glen Rojas,

On behalf of Envision, Transform, Build – East Palo Alto (ETB-EPA) Coalition, a group comprised of non-profit, community-based organizations, residents, the faith community, architects, planners and City of East Palo Alto elected officials and youth, we would like to submit comments regarding the Facebook Campus relocating to the former Sun Microsystems office. ETB-EPA is responsible for the facilitation of a community-led redevelopment planning process for the Ravenswood Business District in East Palo Alto. ETB-EPA have been holding community workshops, focus groups, conducting surveys, educating residents about land use policies, compiling reports on the existing conditions of the community, and convening community meetings to develop a vision for the area. We have just completed a three year project to develop a community alternative in response to the Metropolitan Transportation Commission (MTC) proposal to reopen the Dumbarton Rail Station, which has now been postponed until 2025.

Facebook relocation to the former Sun Microsystems raises concerns to the East Palo Alto community. As process for the NOP, we hope to see these concerns addressed in the EIR. ETB-EPA concerns are as followed:

- Transportation: Co_2 emissions and traffic congestion.
- Of the 43 intersections/Roadway segments that will be reviewed in the Environmental Impact Report, five are located in East Palo Alto and are currently heavily used pass-through corridors from I-101 to the Dumbarton Bridge (University Avenue and Kavanaugh Drive/Bay Road/Runnymede Street/Donohoe Street/Woodland Avenue). East Palo Alto already has a significant amount of air quality and traffic issues at these intersections and would be interested in what form of mitigations will be put in place to improve not only traffic along that corridor, but also air quality and the overall quality of life for residents. We envision an East Palo Alto that is walkable, bikeable, and transit-accessible and not the current auto jam that occurs during rush hour on a daily basis.
- In the EIR scope, Facebook is looking to establish a maximum number, or "trip cap", on peak period and average daily vehicle trips to/from the East Campus rather than a new maximum number of onsite employees (even though the number of employees is increasing by 3,000 in that project). We would like to know why the EIR will be reviewing the daily vehicle trips rather than the overall number of employees. How will the daily trips be monitored and enforced and what kind of Transportation Demand Management program will be instituted? Will there be private buses/shuttles that benefit only the employees or will the off-sets be more coordination with SamTrans to improve local and regional public transit connections in the area? We are concerned that the 3,000+ new employees passing through East Palo Alto to get to their jobs at Facebook will exacerbate current traffic and air quality concerns in our City and would like to make sure East Palo Alto residents benefit from any improved transportation/transit mitigations required for the EIR.
- What was the number of employees at Sun Microsystems and are these numbers drastically different than the amount employees working for Facebook?
- As we mentioned earlier, a prompt to create ETB-EPA and address redevelopment in East Palo Alto was partially due to the MTC reopening the Dumbarton Rail Station. Facebook's move to Menlo Park will warrant additional transportation needs for the City – including the reopening of the Dumbarton

Rail Station. As part of our community alternative, the City of East Palo Alto is also developing new job opportunities for not only it's residents but the larger region – we too will need additional transportation modes. As we continue to plan for both cities – we hope that, as neighbors, we can collaborate on the placement of a rail station that can benefit both communities. Please consider answering questions such as: Can there be a rail station in both Menlo Park and East Palo Alto? Can we place a rail station in mid-point between Menlo Park and East Palo Alto so that both cities can access the station?

- Lastly, with increased traffic, there will also be an increase in noise levels – what measures will be taken to reduce noise emission for both cities?

Thank you for your time. We hope to continue to work together to prepare for the construction of Facebook in Menlo Park. We look forward to reading the EIR.

If you have any questions, please do hesitate to contact us at rbdcoalition@googlegroups.com.

Sincerely,

ENVISION
TRANSFORM
BUILD
EPA

HOMEGROWN DESIGN FOR COMMUNITY
SELF-DETERMINATION

ETB.EPA@GMAIL.COM

CC:

ETB-EPA Coalition

Murphy, Justin I C

From: Norm Picker [norm.picker@yahoo.com]
Sent: Thursday, June 16, 2011 7:11 PM
To: Murphy, Justin I C
Cc: _CCIN; Heineck, Arlinda A; Bressler, Vincent; PlanningDept; Brent Butler; Carlos Romero; Tom Madalena
Subject: Facebook EIR

Dear Mr. Murphy,

I know I missed the EIR comment deadline, but nonetheless would like to share my thoughts and hope that they will be considered.

I have been a resident of East Palo Alto since 1984.

Please consider the traffic impacts to East Palo Alto residents and Belle Haven residents in your review. The significant growth planned concerns me. We are already inundated with commuters to and from the East Bay driving on our neighborhood streets, University Ave., Pulgas Ave., Bay Road, and Willow Road.

Bicycle access from CalTrain and Palo Alto to Facebook is highly desirable for many obvious reasons. There is a great need already for improved access for bicylclists across 101 at University Ave. Bike/Ped bridges have been proposed for Newell to Clarke and for Euclid to Euclid near University Ave. Euclid is one block north of University. Newell/Clarke is a couple of blocks south but also connects to the Newell St bridge over the San Franciscoquito Creek at Woodland Dr. (EPA) and Edgewood Drive (PA). Both East Palo Alto bike bridges are sorely needed but just one would be great. It is flat out very dangerous to bike across 101 on University Ave. now. And Willow is not much better. Perhaps Facebook could be required to fund or partially fund the construction of the needed bike/ped overcrossings. The overcrossings would benefit Facebook employees greatly as well as many others.

One other important thing that must be considered is the 2020 Peninsula Gateway Corridor Study http://www.ccag.ca.gov/pdf/gateway%20pac/2020%20Gateway%20Final%20Report%20Jul08c.pdf I participated in this 2-3 years ago. The final report calls for Bayfront Expressway to have grade separations at each intersection from 101/Marsh to the Dumbarton Bridge. This would eliminate the stopping of traffic flow at traffic lights and allow much better flow of traffic to and from the Dumbarton Bridge. This improvement will be critical to moving traffic more efficiently to the bridge and will lessen the impact on 101 through EPA and through EPA city streets if the whole plan unfolds to move traffic to the bridge primarily via Willow and Marsh. Related to Facebook, it is critical that any plans for expansion to the new property on the Southwest corner of Willow and Bayfront (former Raychem/Tyco land) or expansion of current campus or desire to allow for pedestrians to move between the 2 campuses doesn't prevent the planned grade separation at Willow and Bayfront.

The Gateway study has concluded that Willow Road is the best option for northbound 101 traffic to access the Dumbarton and the westbound Bayfront traffic to access 101 south. Similarly, the report concludes that Marsh Rd is the best route for the southbound 101 traffic to access the Dumbarton and the westbound Bayfront traffic to access 101 north. There is logic to the conclusions but I would like to see improvements at 101/Marsh/Bayfront be completed first and for the design to address northbound 101 traffic also (and of course, Bayfront to South 101 conversely) before building a flyover or sunken freeway at Willow Road. East Palo Alto is already bounded / dissected by 1

freeway and it would not serve our best interests to add another freeway to our northern border. In any case, this aspect of the Gateway Corridor study will also impact Facebook's campus and should be taken into consideration. Connections from a Willow flyover to Bayfont/Facebook will be expensive. Making everything happen at Marsh impacts industrial areas and not residential areas which makes more sense. On a personal note, I worked at the Sun Campus in Menlo Park shortly after it opened (~1997) and would often have to travel around 3 pm - 5 pm from the Mountain View campus to the Menlo campus. Traffic on Willow at that time would be bumper to bumper from 101 to Bayfront. So even though Sun was right at the end of Willow, I quickly learned to bypass Willow and head to Marsh and drive Bayfront "back" to Willow and the campus entrance. This slight detour of a mile or two would save me about 10 minutes.

Thank you for taking the time to read my comments. Of course, I am encouraged by the prospect of Facebook in Menlo Park and the jobs that are being created. So I am supportive of the campus but urge you to consider the impacts carefully and find ways to make the project beneficial to more than just the corporation. And definitely don't forget the 30,000+ East Palo Alto residents and several thousand Belle Haven residents who live between 101 and the proposed Facebook Campus.

Regards,

Norm Picker
458 Bell St.
East Palo Alto
650-996-0301

SILICON VALLEY BICYCLE COALITION

Promoting the bicycle for everyday use.

1922 The Alameda
Suite 420
San Jose, CA 95126

Tel 408.287.7259
Fax 408.213.7559

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The SVBC is a 501(c)(3) non-profit organization.

http://bikesiliconvalley.org

Justin Murphy
Development Services Manager
Community Development Department
City of Menlo Park
701 Laurel Street
Menlo Park, CA 94025

May 25, 2011

VIA EMAIL: jicmurphy@menlopark.org

RE: NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT FOR THE MENLO PARK FACEBOOK CAMPUS PROJECT APRIL 21, 2011.

Dear Mr. Murphy:

The Silicon Valley Bicycle Coalition (SVBC) promotes the bicycle for every day use in Santa Clara and San Mateo counties. For many years we've worked with companies to encourage bicycling to work.

Facebook currently has one of the highest percentages of employees who bike to work among Silicon Valley tech companies, ranging from 3% (December 2010 traffic counts) to 5% (July 2010 traffic counts) (Source: Jessica Herrera, Transportation Coordinator, Facebook). Facebook's relocation of its headquarters from 1050 Page Mill Road in Palo Alto to two sites located near the intersection of Bayfront Expressway and Willow Road in Menlo Park is both a challenge and an opportunity for bicycle commuting to Facebook.

The challenge will be maintaining Facebook's current bicycle mode share at the Menlo Park campus, which is located farther from the areas where most Facebook bicycle communters live (Menlo Park, Palo Alto, Mountain View) by routes that contain poor bicycle infrastructure compared with those currently enjoyed by Facebook cyclists.

However, this is also an unprecedented opportunity to improve the bicycle infrastructure on these routes because Facebook is proposing a vehicle trip cap in leiu of an employee cap at its East Campus and is proposing roughly one vehicle parking space for every two employees at both the East Campus and West Campus. Due to the proposed vehicle trip cap and limited vehicle parking, Facebook will have a strong incentive to provide its employees with options to utilize alternative modes of transportation.

Facebook is already a strong supporter of bicycling to work and SVBC expects this support to increase after relocating to Menlo Park because improving bicycle

infrastructure on routes used by Facebook employees will likely be the lowest cost method to encourage employees to get to work without driving. Shuttle programs have significant long-term costs and Caltrain funding is uncertain and still faces the risk of service reductions.

Improving bicycle infrastructure is a low cost, long-term solution that Facebook is very likely to consider in order to meet its proposed vehicle trip cap and limited vehicle parking. Therefore, Facebook's bicycle mode share could increase significantly from the current 3-5%.

Because bicycling is likely to continue to be a significant mode of transportation to work by Facebook employees due to strong encouragement by both Facebook and the City of Menlo Park, SVBC believes that specific bicycle infrastructure improvements should be included as Mitigation Measures to the Environmental Impacts of increased vehicle traffic in the Environmental Impact Report (EIR).

Mitigation Measures studied in the EIR should include bicycle improvements to both roadways and intersections and we suggest that they include **at least** the following:

- Intersection improvements at Bayfront Expressway and Willow Road, including bicycle facilities for both crossing Bayfront Expressway northbound into the Facebook property and southbound exiting the Facebook property (bicycle lane pockets), and for turning left onto Bayfront Expressway from both Willow Rd and the Facebook property (bicycle left turn lanes).

- Intersection improvements at Bayfront Expressway and University Avenue as described above for Bayfront Expressway & Willow Road.

- Striping of bicycle lanes on the following overpasses, where no bicycle lanes currently exist: Marsh Road/Highway 101 (Redwood City); Willow Road/Highway 101 (Menlo Park); University Avenue/Highway 101 (East Palo Alto); Embarcadero Road/Highway 101 (Palo Alto); and San Antonio Road/Highway 101 (Palo Alto).

- Re-striping the University Avenue bicycle lanes in both Menlo Park and East Palo Alto so that the right vehicle lanes are 12 feet wide in accordance with Caltrans standards instead of their current 13.5 feet width.

- Re-striping the Ravenswood Avenue bicycle lanes in Menlo Park so that the right vehicle lanes are 12 feet wide in accordance with Caltrans standards instead of their current 15 feet width.

- Extension of the Bay Trail through East Palo Alto so that it continues to University Avenue instead of ending at Weeks Street as it currently does.

- Installation of Bicycle Route signs on Hamilton Ave, Ringwood Avenue, and Ravenswood Avenue to allow cyclists to find their way from the Facebook campus to the Menlo Park Caltrain Station.

This is by no means an exhaustive list of possible improvements to the routes Facebook employees may take to work. Any other improvements that can serve to increase the bicycle mode share for Facebook employees should be investigated as part of the EIR since every improvement to bicycle infrastructure helps to mitigate the negative environmental impacts of increased vehicle traffic by encouraging bicycling to work.

Sincerely,

Corinne Winter
President & Executive Director

Cc: Menlo Park City Councli: city.council@menlopark.org
Menlo Park Planning Commission: planning.commission@menlopark.org

Murphy, Justin I C

From: Bill Kitajima [bkitajima@westbaysanitary.org]
Sent: Thursday, May 26, 2011 3:47 PM
To: Murphy, Justin I C
Cc: Phil Scott
Subject: Facebook EIR

Justin;

The District has reviewed the Notice of Preparation from the City of Menlo Park for the Menlo Park Facebook Campus project and have the following comments:

- Pursuant to our meeting the District has not heard from Facebook regarding discharge or improvement needs.
- The District currently does not have sanitary sewerlines that can serve the proposed west campus and would require the applicant to extend the sanitary sewer system to the District's approval and requirements. The proposed sewer improvement will require the issuance and acceptance of a Class 3 sewer permit for the proposed main sewer extension from the District and the applicant must obtain separate Class 2 sewer permit(s) for the proposed improvements after the main sewer extension is accepted by the District Board.
- The proposed upgrade to the east campus pumping system and the proposed west campus may require upgrades to the existing sanitary sewer gravity mains between the forcemain connection point to the District's main pump station at Marsh Road and BayFront.
- The District, along with the Cities of Belmont, San Carlos, and Redwood City comprise the Joint Powers Agency of SBSA. SBSA operates the pump stations that are located at the terminus of each member's collection system, including the Menlo Park Pump Station located at the northern end of Marsh Road.
- Without the applicant's discharge requirements, the District is unable to determine the impact on sewer service to the area of the proposed development. Once determined the District will determine whether the proposed improvement would impact any sewer system conveyance and treatment limitations.

If you have any questions feel free to call me at 650-321-0384.

Bill Kitajima
West Bay Sanitary District

PLANNING COMMISSION MINUTES

May 16, 2011
7:00 p.m.
City Council Chambers
701 Laurel Street, Menlo Park, CA 94025

Teleconference with participation by Commissioner Eiref from:
Hilton Orlando
6001 Destination Parkway
Orlando, FL 32819
(Posted May 12, 2011)

CALL TO ORDER – 7:00 p.m.

ROLL CALL – Bressler (Chair), Eiref, Ferrick (Vice Chair), Kadvany, O'Malley, Riggs, Yu

INTRODUCTION OF STAFF – Deanna Chow, Senior Planner; Megan Fisher, Associate Planner; Justin Murphy, Development Services Manager

D. ENVIRONMENTAL IMPACT REPORT SCOPING SESSION

1. Review and comment on the Notice of Preparation (NOP) to identify the content of the Environmental Impact Report (EIR) to be prepared for the following project:

   Conditional Development Permit Revision, Development Agreement, Environmental Review/Facebook, Inc./1601 Willow Road (10-19 Network Circle): Request to revise the existing Conditional Development Permit, negotiate a new Development Agreement, and conduct environmental review. The environmental review will analyze replacing the existing 3,600 employee cap with a vehicle trip cap at the 1601 Willow Road site (East Campus), along with potential development of approximately 433,700 square feet at the property at 312-314 Constitution Drive (West Campus), which is bounded by the TE Connectivity campus (300-309 Constitution Drive), Bayfront Expressway, Willow Road, and the Dumbarton Rail tracks.

Public Comment: Ms. Eileen McLaughlin, San Jose, said she was representing "Citizen's Committee to Complete the Refuge. She said the salt ponds behind the east campus were part of the salt pond restoration and the Don Edwards Wildlife Refuge. She suggested that conversations begin now with the group doing the restoration. She said that an important factor for this campus was whether there would be a Dumbarton rail and suggested that besides the no project and reduced project alternatives, there should be an alternative that did not include rail. She said she would send a letter with other comments.

Mr. John Bourgeois, Executive Project Manager for the South Bay Salt Pond Restoration project, noted that Mr. Eric Mrusz, the Refuge Manager for the Don Edwards San Francisco Bay National Wildlife Refuge was also present. Mr. Bourgeois said that the restoration project which surrounds the east campus was outside of the Everglades Restoration Project the largest restoration project in the country. He said staff and the consultants needed to understand the significant changes to the environment with this project.

Mr. Matt Henry, Menlo Park, said that a number of intersections were proposed for study in a transportation impact analysis but that did not included the Willow Road Exchange and Highway 10, which was one of the most dangerous intersections for pedestrians and bicyclists in Menlo Park. He noted that there were eight different places where cars and people had to compete for space. He said that he has advocated for years for a bicycle/pedestrian bridge at this location. He suggested the bridge should begin on the Belle Haven side of Highway 101 and that it should cross over Highway101, parallel Willow Road into Bay Road, which would then tie into the Ringwood pedestrian bridge and thus to Pierce Road and Willow Road.

Mr. Andrew Boone, Silicon Valley Bicycle Association, said the challenge would be to get the volume of bicyclists to the new location of Facebook as the Palo Alto campus. He said that if improvements were made to bicycle routes there would be a high population who would bike to Facebook.

Chair Bressler closed the public comment period.

Commission Comment: Commissioner O'Malley said that Mr. Henry had made good points, and asked why the Willow Road and Highway 101 exchange were not listed for study as well as other City intersections which he thought be impacted by the project. He noted that with thousands of employees there would be impacts to El Camino Real as well. Development Services Manager Murphy said 30 signalized intersections had been identified for study. He said that the Gateway Project had had 21 signalized intersections studied, but that the Commission could certainly identify other intersections to recommend for study.

Commissioner Kadvany asked how the analyses would address bicycle access and safety. Ms. Efner said that question could be better answered by the transportation consultant. She said where bicyclists will enter and exit had not been identified yet but the question of safety would be considered. Commissioner Kadvany said he agreed with Mr. Henry's assessment of the Willow Road and Highway 101 as being dangerous for bicyclists and pedestrians. He suggested getting expertise from bicyclists but noted he was not implying Facebook would have to make changes to that roadway to accommodate bicyclists.

Commissioner Yu asked about the evaluation of a trip cap as compared to an employee cap. She asked for examples of other cities that have used a trip cap to accommodate a larger number of employees. Development Services Manager Murphy said that the project applicant was committing to a trip cap and the City needed to see if that was enforceable, and there would be a difference between how Facebook would enforce and how the City would. He said as the site was isolated there was more control over the entry for Facebook whereas the City could revoke land use entitlements. Commissioner Yu said that the number of parking spaces could also be limited. Development Services Manager Murphy said the project would limit the number of parking spaces.

Mr. Rod Jeung, Atkins, said their firm had been conducting environmental impact review in the bay area for more than 30 years, and had seen numerous projects in which a trip cap concept

was applied. He said a Traffic Demand Management (TDM) plan was a critical part of a trip cap program with provisions built in if caps were not met. Commissioner Yu asked whether all vehicles were counted as the same or if larger vehicles were counted with a larger multiplier. Mr. Jeung said that the detail was not so fine as to look at the type of vehicle, rather looking at how many trips whether a car or shuttle but taking into account buses, jitneys, and shuttles that could transport more employees and divert single car occupants to a transit system.

Commissioner Riggs said he agreed with Mr. Henry's comments, and asked whether the Willow Road and Highway 101 interchange should be considered. Mr. Jeung said that the meeting tonight was to get input on the issues from the citizens and the list developed was not specifically exclusive. Development Services Manager Murphy said staff was looking for this type of input from the commission. Commissioner Riggs asked if the study would consider increased bicycle use at key intersections and look at mitigation. Mr. Jeung said they would be looking at the campus and all types of transportation to and from it and if it seemed there would be increased bicycle use at certain intersections they would have to consider that. He said a new proviso of CEQA required that they also consider how a project would affect any adopted plans for transportation improvements. Commissioner Riggs said there has been discussion about revising the Willow Road interchange at Highway 101 and asked if DKS had information about that. Development Services Manager Murphy said DKS, the traffic consultant, was not present. He said changes to the Willow Road interchange have been in discussion for 15 years and they would check into whether any plan was forthcoming as the draft EIR was being prepared.

Commissioner Riggs said he agreed with the point from Ms. Fry's email to assure that water and sewer impact would be based on employee count. He asked if the no project alternative would be based on multiple separate leases for office use. Planner Fisher said the no project alternative would take the existing conditional use permit allowance for 3,600 employees at the site with a general office use which could be multiple or a single tenant. Commissioner Riggs asked if any alternative use other than office was proposed for the east campus. Planner Fisher said staff was looking for input from the Commission on alternative projects for that site.

Commissioner O'Malley asked about the percentage of Facebook employees that used bikes as if it was a high percentage it was critical to study the impact of that level of bicycle use. Planner Fisher said the project sponsor could most likely address that question during the next item. Commissioner O'Malley asked if the analyses would be a cumulative study and include impacts from the Gateway Project. Planner Fisher said that was correct.

Commissioner Kadvany noted a brief comment related to discussions with the Department of Toxic Substance Control regarding remediation targets for the west campus. Development Services Manager Murphy said the site was considered clean to a certain standard; the project sponsor was willing to clean the site to an even higher standard, but there was no additional cleanup that needed to be done.

Commissioner Kadvany asked within the future development scenarios, how the Gateway Project would be addressed whether as partially built or fully built, Development Services Manager Murphy said that staff was working through those consideration. He said a key step would be the June 14 City Council meeting and targeting more detailed scoping information. He said generally the City considers impacts and tends to make the most conservative assumption about build out and timing, which was understandable by the public and defensible.

Commissioner Kadvany asked about possible concerns such as seismic, geologic, or structural, related to the tunnel. Development Services Manager Murphy said that was part of the research as this was the first time the same entity has land access up to the tunnel from both sides. He said this had been evaluated as part of the project and identified in the project description. He said they were introduced in getting Caltrans' comments on the project.

Commissioner Ferrick said she would encourage that the Willow Road and Highway 101 interchange be included in the transportation analysis and bicycle access and safety down Willow Road from the Caltrans station across the bridge to the campus. She said she supported the use of gray water for landscape purposes but had concerns about its proximity and impact to the salt ponds and bay. She said housing and population was another consideration. She said that there was little environmental impact on the east campus and the applicant would update the campus to qualify for LEED gold, which was good.

Commissioner Yu said that they should look at traffic with the possibility of the Willows Traffic Study moving forward and noted that the NOP included some sections of the Willows. She said the analysis should look at how the area was routed currently and how it would be if the study went forward.

Chair Bressler asked how the traffic load would be mitigated such that the TDM was fully effective and how that would be evaluated.

Mr. Jeung said the TDM program was tied to the employee trip cap and needed to be effective. He said they would have to closely review the assumptions of the TDM and look for examples of success, and if not discerned as successful, to suggest further mitigations. Chair Bressler said if the goal was not achieved but the EIR had been based on those trip levels that could create a problem. He said it was better to consider the full impact without any TDM. He said regarding bicycle safety and this campus and how things were done at the Palo Alto Facebook facility that it was up to this facility and user to make sure this site was safe. He said there were many details to consider regarding bike transportation and safety as the area was not bike friendly. He said also that housing allocation was a serious concern noting ABAG's standard for housing for Menlo Park and that this project's biggest impact could be the housing demand.

Commissioner Yu said there were four threads of concerns related to impacts on housing, schools, and traffic and also overlaid with school traffic. She said she suspected that there would also be a higher demand for other resources in addition to housing.

Commissioner Kadvany asked if housing was addressed in the environmental or fiscal analysis. Development Services Manager Murphy said that it was addressed in both analyses but in slightly different ways. He said a subsection of the EIR would analyze housing needs and the information in that analysis would be looked at in the financial analysis.

Commissioner Eiref participating by teleconference said he agreed with most comments. He asked if the EIR would assume as input the number of shared rides, use of bicycles or other forms of transportation or would it analyze whether those were realistic assumptions. He said the Facebook project would triple employee population along a long roadway corridor, which was not particularly great for bicyclists. He said that eventually the company's employee population would age and asked how that would impact assumptions being made about transportation and parking need. Development Services Manager Murphy said there was a two part component to the analysis of the TDM plan including an overall consideration of assumptions and experiences at Facebook's current location and a company that matures, and

if realistic, the EIR would then focus on the proposed trip cap. He said the project proposal for the east campus did not propose any increase in parking. He said there was the potential for r revoking land use entitlements but the City would also consider actual penalties should the trip caps be exceeded. He said any proposed enforcement would need to be part of the draft EIR to inform and get comment from the public. Commissioner Eiref said he would like demographic information such as whether employees at the Palo Alto campus live within a mile of that campus and how they presently travel to that campus.

Commissioner Kadvany asked how many existing parking spaces there were. Planner Fisher said the applicant was working to verify that number but it was thought there were 3,600 spaces.

Commissioner Yu said regarding some hard restraints to enforce the TDM that she would encourage the City to work with Facebook to look at the recruiting incentives. She said at one time there used to be a signup bonus for newly hired employees who could verify they lived within a mile or so of the campus.

No action was taken by the Commission.

Summary of Commission Comments

- Study Willow Road and Highway 101 interchange, particularly safety of bicyclists and pedestrians
- Safety and access of bicyclists
- Impact of increased bicycle traffic
- Mitigations, enforcement, and impact of employee aging related to trip cap
- Sewer and water usage based on number of employees
- Tunnel safety and City's liability
- Examine alternative transit incentives
- Proximity of project to salt ponds and bay and use of gray water for landscaping
- Housing and other City resource demands because of project
- Transportation study look at area in Willows as is and if Willows Traffic Plan is implemented

E. STUDY SESSION

1. Review and comment on the following project, which will include the preparation of a Fiscal Impact Analysis (FIA):

   Conditional Development Permit Revision, Development Agreement, Environmental Review/Facebook, Inc./1601 Willow Road (10-19 Network Circle): Request to revise the existing Conditional Development Permit, negotiate a new Development Agreement, and conduct environmental review. The environmental review will analyze replacing the existing 3,600 employee cap with a vehicle trip cap at the 1601 Willow Road site (East Campus), along with potential development of approximately 433,700 square feet at the property at 312-314 Constitution Drive (West Campus), which is bounded by the TE Connectivity campus (300-309 Constitution Drive), Bayfront Expressway, Willow Road, and the Dumbarton Rail tracks.

Commissioner Yu asked about hiring locally for service workers and if those workers would be contract or Facebook employees. Mr. Tenanes said that those type jobs were typically outsourced. He said there would be a website for local people to apply. Commissioner Yu asked if they would have first preference. Mr. Tenanes said that they had not developed the plan that far yet.

Commissioner Kadvany asked why they wanted to increase the height of the buildings to 70 feet. Mr. Knight said they wanted to move buildings above the 100-year flood level and with a high bay space to support sustainability features such as maximizing energy and ventilation. Commissioner Kadvany asked about the size of the parking garage. Mr. Knight said with they determined the likely occupancy, cut that by 50% and other allowances which indicated a need for 1,500 parking spaces. Commissioner Kadvany said that was an ambitious goal in parking reduction and asked how the trips were counted. Mr. Robert Eckols, Fair Pearce, said they took numbers for two hours in morning peak trips and two hours in afternoon peak trips and a daily total. Commissioner Kadvany asked if there would be additional parking on the west campus. Mr. Knight said that possibly 60-70 spaces could be placed in the lower levels of the southern buildings for preferred electrical vehicles and bicycles.

Mr. John Woodall, Menlo Park, said he was a bicyclist commuter, who works in the Silicon Valley. He said his company provides showers and towels for bicyclists and the ability to check cars if needed. He said it was preferable to have bicycle storage inside. He said he used to bike to Newark down Willow Road and the frontage road, which he found to be a very safe and beautiful ride.

Chair Bressler closed public comment.

Commission Comment: Commissioner O'Malley asked what percentage of Facebook employees use bicycles to get to work. Mr. Eckols said five percent of employees in spring/summer and three percent in winter. Commissioner O'Malley noted the 20 minute walk from one end to the other end of the campus and asked if there would be covered pathways to protect in inclement weather or whether some type of transportation would be provided. Mr. Knight said they were developing a pilot program for bicycle-share or some other type of intra-transit and of course walking. He said their goal was to get the walk down to 15 minutes through increased connectivity. Commissioner O'Malley asked the average occupancy of cars for employees who drive. Mr. Eckols said about 14 percent carpool, 59 percent drive, and 21 percent take the shuttle. Commissioner O'Malley said with the limited parking that there would need to be alternative ways of travel. Mr. Eckols said that the carpool policy was being expanded to include a program to match employees.

Commissioner Riggs asked about campus recreation and if there would be an interest in transit to Menlo Park facilities such as Kelly Park, Burgess Park, Bayfront Park and the Belle Haven pool. Mr. Tenanes said they would re-use the fitness center at the site and would have a robust shuttle program. Commissioner Riggs asked about the type of housing employees would seek. Mr. Tenanes said he was not sure yet what that demographic would be. Commissioner Riggs suggested finding out noting that the City has been looking at housing along El Camino Real along which Stanford owns a significant amount of property and with whom the City has had back and forth with no clarity as to what might be needed there. He suggested the applicant give the City feedback on how best to connect them and the other neighbors. Mr. Tenanes said they would.

Commissioner Ferrick asked about encouraging employees to use alternative transportation. Mr. Tenanes said they use many different ways to incentivize employees to use alternative transit. Commissioner Ferrick asked if gift transit passes get used. Mr. Tenanes said they do. Commissioner Ferrick asked if employees work on campus or remotely. Mr. Tenanes said most of the work was done on campus.

Commissioner Kadvany asked about revenue stream for social network and other software businesses, noting that the area was becoming de-industrialized. Development Services Manager Murphy said as part of the negotiations for a development agreement that the City would look at options but nothing was identified as of yet. Commissioner Kadvany said he was supportive of the alternative transportation and parking models being proposed but noted there was no general development plan for this area. He said that this project and the Gateway Project would be a major urbanization of this area. He asked about the possibility of underground power lines.

Commissioner Yu suggested that Facebook have dedicated employment recruiters for East Palo Alto and Menlo Park. She said gifts of computer technology were welcomed by lower income schools. She said it would be great if Facebook could provide incentives for employees to go downtown and use local businesses. She suggested also that Facebook create a group to provide traffic and commute information.

Commissioner O'Malley asked if Facebook's revenue was from market ads. Mr. Tenanes said that was not his area of expertise and he would get back to the Commission.

Chair Bressler asked if people were working at home. Mr. Tenanes said employees get to work at 8 a.m. and work until 8 p.m. Chair Bressler noted that the life cycle of a company like Facebook begins with young employees but that eventually that group would age and what they would want would change. Mr. Tenanes said Facebook was just six years old and was just starting to think about that. Chair Bressler said it was important to the City that it could meet housing demands and it also would affect Facebook's happiness in this location.

Commissioner Eiref said that the aging of companies was important and also how realistic it was that the company can maintain high levels of ride sharing and bike riding as it ages.

Commissioner Ferrick said she liked the collaboration that seemed to be happening. She said it was exciting that Facebook chose Menlo Park for its home, and that they are open to working with neighbor groups such as the salt pond committee. She said it was great there would not be any huge parking structures on the east campus.

Commissioner Yu asked Mr. Tenanes to share with the Facebook CEO that topics of concern included housing and transportation and requests were to recruit employees locally, connect employees to the community, and share communication with the community.

The Commission took no action.

Summary of Commission Comments

- Enhance transportation alternatives
- Is the parking adequate as company matures
- Recruit employees locally
- Determine housing needs
- Communicate with the community
- Consider undergrounding utilities

F. REGULAR BUSINESS

1. Review of Updated City Council Policy 01-0004 and the Selection of the Planning Commission Chair and Vice Chair

Planner Chow said there was an update to City Council Policy 01-0004 and the selection of the Planning Commission Chair and Vice Chair related to the annual commissioner recruitment. She said the City Clerk has asked Commissions to consider how they would proceed with those guidelines and offered three options, including extend those positions through motion through May 2012; to elect new positions by motion through May 2012; and to retain positions for full12 months through motion through January 2012 and in January 2012 by motion select new chair and vice chair with current positions eligible for reappointment through May 2012.

Commissioner Kadvany said with some of the options that the same people might serve for 17 months. He suggested modifying option so that the extension was two and a half months rather than five months. Chair Bressler said rather than having terms through January have them through March. Commissioner Yu said her preference was option 3 or option1. Commissioner Riggs said he liked Commissioner Kadvany's suggestion to extend current terms from now until March and then next terms from March until May 2013.

Commission Action: M/S Riggs/Kadvany to extend current terms by 2 ½ months and then next terms by 2 ½ months to meet the council goal of May chair and vice chair selection.

Motion carried 6-0 with Commission Eiref no longer in attendance.

G. COMMISSION BUSINESS

There were none.

ADJOURNMENT

The meeting adjourned at 9:40 p.m.

Staff Liaison: Deanna Chow, Senior Planner

Recording Secretary: Brenda Bennett

Approved by Planning Commission on June 13, 2011

APPENDIX 3.3

WEST CAMPUS ARBORIST REPORT

Arborist Report

Prepared at the request of:

CMG LANDSCAPE ARCHITECTS

TREE SURVEY
FACEBOOK WEST CAMPUS

DATE: 5/18/2011

Prepared by:

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Assignment: SBCA Tree Consulting was asked to survey all trees on the parcel having diameters of four inches or more, (less when appropriate). Information collected includes: Species, diameter, height, health, structural condition and pertinent comments where appropriate.

Introduction

The tree survey was conducted on May 5th and 6th. The site, referred to as Facebook West, is located on the south side of Bayfront Expressway and on the west side of Willow Road. The west side of the parcel is bordered by the Union Pacific Railroad. The tree survey was conducted primarily to collect data to be submitted to the City of Menlo Park in preparation for site development.

The tree survey entailed tagging and data collection for most all trees on the property. Heritage status trees are noted in Appendix 1-Survey Data and Appendix 2 –Tree Location Map. This report provides data for 575 trees on the site. Discussion and preliminary analysis of the survey results are provided to aid in planning for landscape renovation.

City Requirements

The City of Menlo Park requires a permit to remove or heavily prune "Heritage Trees". Heritage Tree designation includes the following:

1. Any tree having a trunk with a circumference of 47.1 inches (diameter of 15 inches) or more, measured at 54 inches above natural grade.
2. Any oak tree native to California, with a circumference of 31.5 inches (diameter of 10 inches)…
3. Any tree or group of trees specifically designated by the City Council…

Summary

The tree survey identified 200 trees that qualify as Heritage Trees under City of Menlo Park Ordinance. The total number of trees surveyed was 575. Total number of species was 34.

Most trees were in fair to poor condition. Forty-nine trees surveyed were dead; Twenty one trees were recorded as being in Poor to Dead health. The most likely reasons for the poor health of the trees include: lack of irrigation in recent years; possible brackish water intrusion; soil compaction and limited soil volumes; topping for power line clearance.

The health conditions of many of the trees differ depending upon the surrounding soil conditions. Trees that appear to be doing better include: Brazilian Pepper, Blue Gum Eucalyptus, Mexican Fan Palm (only one), Aleppo Pine, and Eldarica Pine.

There are significant differences in the performance of some trees based upon location. The most notable examples of this can be found when comparing the Blue Gum Eucalyptus trees below the power lines with those in open areas; the pears located in parking lot cutouts compared with Calleryana Pear trees #528-531; the rows of London Plans adjacent to streets compared with tree #567 growing in the open space. Trees planted on mounded areas were doing noticeably better than those planted at grade.

Species List

	Species	Amount	Heritage Trees	Dead, Poor-Dead
1	*Acacia sp.*	1		1
2	*Afrocarpus gracilior*	1		
3	*Alnus cordata*	17	2	
4	*Alnus rhombifolia*	3	3	1
5	*Betula jacquemontii*	4	4	4
6	*Betula pendula*	12		4
7	*Cinnamomum camphora*	1		
8	*Cupressus sempervirens*	5		
9	*Dodonaea viscosa 'Purpurea'*	3		
10	*Eucalyptus conferruminata*	1	1	
11	*Eucalyptus globulus*	3	3	
12	*Eucalyptus globulus 'Compacta'*	61	58	1
13	*Eucalyptus nicholii*	1	1	1
14	*Euonymus japonicus*	2		
15	*Ficus carica*	1		
16	*Ginkgo Biloba*	2		
17	*Gleditsia triacanthos*	13		
18	*Gleditsia triacanthos* var. *inermis* 'Sunburst'	28		1
19	*Ligustrum lucidum*	1		
20	*Liquidambar styraciflua*	10		
21	*Liriodendron tulipifera*	1		1
22	*Myoporum laetum*	35	32	
23	*Olea europaea*	8	7	2
24	*Pinus eldarica*	10	4	
25	*Pinus halepensis*	84	60	
26	*Pittosporum undulatum*	1		
27	*Platanus x acerifolia*	160		15
28	*Platanus racemosa*	1		
29	*Populus nigra 'Italica'*	19	5	17
30	*Prunus cerasifera 'Krauter Vesuvius'*	31		22
31	*Prunus serrulata sp.*	2		
32	*Pyrus calleryana 'Aristocrat'*	33		
33	*Schinus terebinthifolius*	19	19	
34	*Washingtonia robusta*	1	1	

Survey Procedure

Both heritage and non-heritage trees were tagged with aluminum number tags. The corresponding numbers were noted on an overhead map of the site. Trees that qualified as "Heritage Trees" under City Ordinance Chapter 13.24, were identified with orange flagging tape attached to the number tag nail. Dead trees immediately surrounding structures or large enough to qualify as "Heritage Trees" were also surveyed, tagged and flagged.

Data collected included: tree species, diameter (as per City guidelines), height, health, structure and pertinent comments. Heritage qualifying trees are noted in bold in the survey data and in red on the tree location map.

Procedure for recording diameters of multi-stemmed trees emanating from ground level entailed taking measurements in two directions at ground level with the average taken as the diameter.

Site Conditions

Observations are as follows:

- The western end of the site is occupied by two structures, parking lots and recreational facilities, as well as open space. The eastern end of the site is mostly open space with most trees existing on the perimeter.
- The site is relatively flat.
- Imported sandy topsoil in beds.
- Raised beds surrounding structures.
- Power lines run along the southern and northern border. Main trees affected by clearance pruning include Aleppo Pine, Dwarf Blue Gum, and London Plane.
- Pear trees in parking lot are performing poorly.
- Trees in open areas are performing noticeably better than those with confined root zones.
- In general, trees growing on mounded areas appear to be doing better than those planted at grade.
- Judging by the shape and lean of some of the trees, wind is likely a factor, especially on the northern property border.
- Termination of supplemental irrigation appears to be a factor, affecting some species more than others.

Soil Conditions

According to the United States Department of Agriculture: Soil Conservation Service, site soil falls within the categories: Novato clay, 0-1 percent slopes; Novato clay, 0 to 1 percent slopes, ponded. The soil conditions favor plants having good salt tolerance. Previously disturbed sites are described as Urban land-Orthents, reclaimed complex, 0 to 2 percent slopes. These soils are generally poorly drained, contain imported materials, and are often highly compacted.

Discussion of Tree Species and Preliminary Analysis of Data

Italian Alder *(Alnus cordata)* – 17 trees tagged

Almost all Italian Alders are in poor health; Lack of moisture is the likely reason. Two specimens are Heritage Trees.

White Alder *(Alnus rhombifolia)* –3 trees tagged

This California native species contributed three specimens to the Heritage Tree group. One is dead and two are in fair to poor health. Lack of moisture is the most likely reason for the health decline.

Whitebarked Himalayan Birch (*Betula jacquemontii)* – 4 trees tagged
European White Birch (*Betula pendula)* – 12 trees tagged

The birch are mostly in poor to dead condition. All Himalayan Birch reached Heritage Tree size before dying.

Italian Cypress *(Cupressus sempervirens)* – 5 trees tagged

The cypress are located in the eastern building's eastern courtyard. All are in good condition. Soil conditions of the courtyards is unknown.

Tasmanian Blue Gum *(Eucalyptus globulus)* –3 trees tagged
Dwarf Tasmanian Blue Gum (*Eucalyptus globulus* 'Compacta') – 61 trees tagged

The Blue Gums trees are well suited to the site. The 'Compacta' along the southern fence located under the power lines have all been topped, and the heavy pruning has had an effect on vigor. Sixty-one of the 63 Blue Gums are Heritage Trees. Most display the chewed foliage caused by the Tortoise Shell Beetle *(Trachymela sloanei).*

Honey Locust (*Gleditsia triacanthos* var. *inermis* 'Sunburst') – 28 trees tagged
Honey Locust (*Gleditsia triacanthos* var. *inermis)* – 13 trees tagged

The Honey Locust trees are located in the courtyard between the two structures and to the north between the ball courts. None are thriving but many are alive and salvageable.

American Sweet Gum *(Liquidambar styraciflua)* – 10 trees tagged

All specimens are in fair to poor health and are located by the western recreation area.

Myoporum *(Myoporum laetum)* – 35 tree tagged

All Myoporum, save for the few growing along the fence east of the main entrance, are infected with Myoporum Thrips *(Klambothrips myopori).* The Myoporum Thrips is a relatively new pest to California, first observed in Southern California in 2005 and reported in the San Francisco Bay area in the 2008 summer. The Thrips feed on Myoporum foliage, distorting leaves and creating galls in the process.

There is presently no control available for the Myoporum Thrips. If populations become large enough, host trees can die.

Thirty-two specimens were marked as Heritage Trees. Almost all have poor structures and are multi-stemmed from the base.

Olive *(Olea europaea)* – 8 trees tagged

Seven olives are Heritage Trees. The olives are all in fair to poor health. The high water table and limited soil volumes due to compaction are the likely reasons for poor conditions.

Mondell Pine (*Pinus eldarica)* – 10 trees tagged

Four Eldarica Pines are Heritage Trees. All are in fair condition and seem to be well suited for the site.

Aleppo Pine *(Pinus halepensis)* – 84 trees tagged

The Aleppo Pines exist along the northern border of the property. Sixty are listed as Heritage Trees. The trees seem to be well suited for the site, as most are in fair to good condition of health. Many have significant leans due to wind and phototropic growth.

London Plane (*Platanus x acerifolia 'Bloodgood'*) – 160 trees tagged
California Sycamore *(Platanus racemosa)* – 1 tree tagged

- Health – Most trees were observed having poor health and fair to poor structures.
- Limitations –
  1. Power line related topping – The poor structures of many of the trees are due to past pruning (topping) for power line clearances.
  2. Sycamore Scale – Sycamore scale (*Stomacoccus platani* Ferris) was present on most trees. Information has been provided.
  3. Anthracnose- The poor health likely reflects the presence of sycamore anthracnose *(Apiognomonia platani).* This is especially prevalent in years with moist spring.
  4. Soil – It is clear that soil conditions are limiting. Tree #567 is the only specimen in good health and exists in an open space and not in the uniform rows with pavement on one or both sides.
  5. Wind and Exposure – The London Plane tree is normally tolerant of wind and full sun. However, limitations in soil moisture and chemistry reduce the trees' abilities to thrive.

Lombardy Popular *(Populus nigra 'Italica')* – 19 trees tagged

These trees were planted in rows north of the western parking lot. All poplars are in poor or dead conditions, but reached heights of 60-70 feet before declining. Lack of irrigation appears to be the reason for the decline. Five trees were flagged as Heritage Trees.

Purple Plum (*Prunus cerasifera* 'Krauter Vesuvius') – 31 trees tagged

These trees are located mostly along the west, south and east sides of the two buildings. Twenty-two trees were dead. Reasons for death and poor health are likely due to insufficient water.

Aristocrat Pear *(Pyrus calleryana 'aristocrat')* – 33 trees tagged

The pear trees in the 4x4 planting sites in the parking lot have failed to thrive. The four trees planted in more open space have become quite large and, with the exception of some fire blight *(Erwinia amylovora),* appear to be thriving.

It is likely that the soil conditions in the parking lot locations limit the ability of roots to develop. When this tree species does not perform well, it is unlikely that any tree species will thrive in these locations without significant planting site modification.

Brazilian Pepper (*Schinus terebinthifolius)* –19 trees tagged

This tree species, with a few exceptions, appears to be among the healthiest due its adaptability and salt tolerance. All are multi-stemmed and were placed in entrance locations. All are Heritage Trees.

Mexican Fan Palm (*Washingtonia robusta)* – 1 tree surveyed

Only one tree exists on the property and appears to be in fair condition and qualifies as a Heritage Tree.

End Report

Submitted By:

Steve Batchelder, Consulting Arborist
ISA Certified Arborist WE 228A
CaUFC Certified Urban Forester #138
Member ASCA
Calif. Contractor Lic. (C-27) 533675

Supplemental Material:

- Appendix 1- Tree Survey Data
- Appendix 2- Tree Location Map

SBCA TREE CONSULTING
Steve Batchelder, Consulting Arborist
1534 Rose Street, Crockett, CA 94525
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Phone (510) 787-3075, Fax (510) 787-3065
E-mail: steve@sbcatree.com

Date: July 19, 2011

To: CMG Landscape Architecture
500 Third Street, Suite 215
San Francisco, CA 94107

Subject: Survey Addendum

Location: Facebook West

Assignment: SBCA Tree Consulting was asked to survey additional trees located on at the southwestern corner of the intersection of highways 84 and 114 and at the eastern perimeter of the proposed project site.

Introduction

This report serves as an addendum to an earlier tree survey for Facebook West, dated 5-18-11. The expanded survey identified trees located both inside and outside of the fenced at the east end of the parcel, near the corner of Highway 84 and Highway 114. Heritage trees were not flagged. Shrubs, small trees from root suckers and dead trees were not included in the survey.

Summary

Arborist tagged and surveyed 49 additional trees. The total number of trees surveyed for the Facebook West campus is now updated to 624. Two additional tree species were identified. The number of species surveyed is now 36. Survey identified 33 additional trees that qualify as Heritage Trees under City of Menlo Park Ordinance. Total of Heritage trees surveyed is now at 233.

Most of the Myoporum surveyed were heavily infested with Myoporum Thrips (*Klambothrips myopori*) and some specimens were close to dead. Because of their branching at soil grade, more of the Myoporum trees qualify as Heritage Trees than may be warranted.

The other three species surveyed included: Lombardy Poplars *(Populus nigra 'Italica'),* Freemont Cottonwood *(Populus fremontii)* and Deodar Cedar *(Cedrus deodara).* All specimens were in fair to good conditions.

Site Condition and Observations

The site is located at the eastern end of the campus and is separated from the rest of the campus by a chain link fence lined with Myoporum just inside (to the east of) the fence. The tunnel extending under Hwy 84 to the Facebook East campus is located at the north end of the area. Coyote Bush *(Bacchius pilularis)* has naturalized around the tunnel opening. An additional chain link fence separates the property with the road. On the west side of this south eastern perimeter fence there are Lombardy Poplar *(Populus nigra 'Italica'),* Fremont Cottonwood *(Populus fremontii)* and Deodar Cedar *(Cedrus deodara).* Additional understory plants observed include Cotoneaster, Euonymus, and Glossy Privet *(Ligustrum lucidum).* One seedling Coast Live Oak was growing under Lombardy Poplar Tree #605.

Discussion of Tree Species and Preliminary Analysis of Data

Deodar Cedar (Cedrus deodara) – 8 trees tagged

This species and eight specimens were added to the survey. All were in Fair to Good condition and fairly small. A few were dead.

Myoporum *(Myoporum laetum)* – 29 additional trees tagged

All 29 Myoporum, save for six growing in the middle of the row, were heavily infested with Myoporum Thrips. Twenty-seven specimens were marked as Heritage Trees. Almost all have poor structures and are multi-stemmed from the base. The diameters of the low branching trees were determined by measuring the diameter in two directions and averaging the diameters.

Freemont Popular *(Populus fremontii)* – 2 trees tagged

The two Freemont Poplars were in excellent health. The smaller tree was co-dominant.

Lombardy Popular *(Populus nigra 'Italica')* – 10 additional trees tagged

The Lombardy Poplars seemed to be doing well in the location. A number of large suckers were observed, and some of the larger trees surveyed started from the root suckers of other trees. Seven trees qualify as Heritage and were multi stemmed and measured from the base.

Species List

Provided below is an updated Species List. Items placed in **Bold** indicated where updates have occurred.

	Species	Amount	Heritage Trees	Dead or Poor to Dead
1	*Acacia sp.*	1		1
2	*Afrocarpus gracilior*	1		
3	*Alnus cordata*	17	2	
4	*Alnus rhombifolia*	3	3	1
5	*Betula jacquemontii*	4	4	4
6	*Betula pendula*	12		4
7	***Cedrus deodara***	**8**		
8	*Cinnamomum camphora*	1		
9	*Cupressus sempervirens*	5		
10	*Dodonaea viscosa 'Purpurea'*	3		
11	*Eucalyptus conferruminata*	1	1	
12	*Eucalyptus globulus*	3	3	
13	*Eucalyptus globulus 'Compacta'*	61	58	1
14	*Eucalyptus nicholii*	1	1	1
15	*Euonymus japonicus*	2		
16	*Ficus carica*	1		
17	*Ginkgo Biloba*	2		
18	*Gleditsia triacanthos*	13		
19	*Gleditsia triacanthos* var. *inermis* 'Sunburst'	28		1

	Species	Amount	Heritage Trees	Dead or Poor to Dead
20	*Ligustrum lucidum*	1		
21	*Liquidambar styraciflua*	10		
22	*Liriodendron tulipifera*	1		1
23	***Myoporum laetum***	**64**	**57**	**4**
24	*Olea europaea*	8	7	2
25	*Pinus eldarica*	10	4	
26	*Pinus halepensis*	84	60	
27	*Pittosporum undulatum*	1		
28	*Platanus x acerifolia*	160		15
29	*Platanus racemosa*	1		
30	***Populus fremontii***	**2**	**1**	
31	***Populus nigra 'Italica'***	**29**	**12**	17
32	*Prunus cerasifera 'Krauter Vesuvius'*	31		22
33	*Prunus serrulata sp.*	2		
34	*Pyrus calleryana 'Aristocrat'*	33		
35	*Schinus terebinthifolius*	19	19	
36	*Washingtonia robusta*	1	1	
Total	**36 Species**	**624**	**233**	**74**

End Report

Submitted By:

Steve Batchelder, Consulting Arborist
ISA Certified Arborist WE 228A
CaUFC Certified Urban Forester #138
Member ASCA
Calif. Contractor Lic. (C-27) 533675

Appendix Information:

- *1- Expanded Tree Survey Data*
- *2- Facebook West Map 3 (Revised)*

Facebook West, Expanded Tree Survey, Menlo Park

Column Heading Descriptions

Tag# - Indicates the number tag attached to tree

Diameter - Measured in inches at 4.5 feet above soil grade unless otherwise indicated (GL= Ground Level)

Diameter @ GL - Diameter measured at Ground Level

Ht. - Height estimated to the nearest 5 feet.

Hlth. -Tree Health: G is Good, F is Fair, P is Poor, D is Dead
Str. - Tree Structural Safety: G is Good, F is Fair, P is Poor
Bold - Indicates Heritage Trees

Tag #	Species	DBH	Diameter @ GL	HT.	Hlth.	Str.	Notes
576	**Myoprum laetum**	**5,6,6.5,7,4,4.5,6.5**	**30**	**25**	**P-D**	**F-P**	**Heritage tree, Euonomus understory, Thrips**
577	**Myoprum laetum**	**11,10,8,18.5**	**36**	**20**	**P-D**	**F-P**	**Heritage tree, Euonomus understory**
578	**Myoprum laetum**	**3.5, 4, 4.5**	**12**	**15**	**P**	**F-P**	**Heritage tree, Thrips**
579	**Myoprum laetum**	**8, 9.5, 8.5**	**23**	**20**	**P-D**	**F-P**	**Heritage tree, Euonomus understory, Thrips**
580	**Myoprum laetum**	**3, 4, 6, 3.5, 4.5**	**24**	**20**	**P-D**	**F-P**	**Heritage tree, Euonomus understory**
581	**Myoprum laetum**	**4.5, 5.5, 5, 3, 7.5**	**19**	**20**	**P**	**F-P**	**Heritage tree, Thrips**
582	**Myoprum laetum**	**6.5, 5, 3, 5.5**	**16**	**20**	**P**	**F-P**	**Heritage tree, Thrips**
583	Myoprum laetum	3.5, 4, 4	12	20	P	F-P	Thrips
584	**Myoprum laetum**	**10.5, 4.5, 5, 6, 5**	**22**	**20**	**F-P**	**F-P**	**Heritage tree, Thrips**
585	**Myoprum laetum**	**3.5, 6, 5.5, 3, 4**	**16**	**20**	**F-P**	**F-P**	**Heritage tree, Thrips**
586	**Myoprum laetum**	**4.5, 7, 3, 4**	**24**	**20**	**F-P**	**F-P**	**Heritage tree, Thrips**
587	**Myoprum laetum**	**4.5, 4, 3.5, 4.5**	**16**	**20**	**F**	**F-P**	**Heritage tree**
588	**Myoprum laetum**	**5.5, 8, 6**	**22**	**20**	**F**	**F-P**	**Heritage tree**
589	**Myoprum laetum**	**4.5, 6, 5**	**18**	**20**	**F**	**F-P**	**Heritage tree**
590	**Myoprum laetum**	**5, 5, 5.5**	**19**	**20**	**F**	**F-P**	**Heritage tree**
591	Myoprum laetum	6, 6	12	15	F	P	

592	**Myoprum laetum**	**6, 5, 6**	**16**	**15**	**F**	**F-P**	**Heritage tree**
593	Myoprum laetum	8.5, 2	12	15	F-P	F-P	Euonomus understory, Thrips
594	**Myoprum laetum**	**8, 7.5**	**15**	**20**	**F-P**	**F-P**	**Heritage tree, Thrips**
595	**Myoprum laetum**	**6, 4, 5, 6**	**18**	**20**	**F-P**	**F-P**	**Heritage tree, Thrips**
596	**Myoprum laetum**	**5, 5.5, 7.5, 3**	**23**	**20**	**F-P**	**F-P**	**Heritage tree, Thrips**
597	**Myoprum laetum**	**4.5, 7, 4, 5, 4, 4**	**29**	**20**	**F-P**	**F-P**	**Heritage tree, Thrips**
598	**Myoprum laetum**	**3, 4, 5, 7**	**32**	**20**	**F-P**	**F-P**	**Heritage tree, Thrips**
599	**Myoprum laetum**	**4, 4.5, 5, 4.5, 2**	**24**	**20**	**P**	**F-P**	**Heritage tree, Thrips**
600	Myoprum laetum	3, 2, 3, 2, 2	14	20	P	F-P	Thrips
601	**Myoprum laetum**	**5.5, 5, 3.5, 3, 2**	**15**	**15**	**P**	**F-P**	**Heritage tree, Thrips**
602	**Myoprum laetum**	**2, 2, 2, 2, 2, 2, 2**	**18**	**15**	**P**	**P**	**Heritage tree, Thrips**
603	**Myoprum laetum**	**5, 3, 2.5, 2, 2, 2**	**27**	**10**	**P**	**F-P**	**Heritage tree, Thrips**
604	**Myoprum laetum**	**1, 2**	**16**	**8**	**P**	**P**	**Heritage tree, Thrips**
605	Populus nigra 'Italica'	10, 10, 8, 4, 4	10	50	F	F	Coast Live Oak, Privet understory
606	**Populus nigra 'Italica'**	**4.5, 7, 4, 3**	**28**	**50**	**F**	**F**	**Heritage tree**
607	**Populus fremontii**	**18.5**		**60**	**E**	**G**	**Heritage tree**
608	Populus fremontii	9		45	E	F	Co-dominant
609	Cedrus deodara	9.5		35	G	G	
610	Cedrus deodara	6		20	G	F	Topped (minor)
611	Cedrus deodara	3.5		15	G	F	Euonomus understory
612	Cedrus deodara	6, 2.5		30	F	F	
	Populus nigra 'Italica'						10 suckers
613	**Populus nigra 'Italica'**	**7.5, 5.5, 5, 4, 4**	**23**	**50**	**G**	**F**	**Heritage tree, Cotoneaster, Euonymus understory**
614	**Populus nigra 'Italica'**	**3, 3, 2.5, 2**	**15**	**35**	**G**	**F**	**Heritage tree**
615	Cedrus deodara	6.5		35	G	F	
616	Cedrus deodara	3.5, 4, 3, 3	11	15	G	F	

617	**Populus nigra 'Italica'**	**20, 2.5, 1.5**		**15**	**G**	**P**	**Heritage tree, Suckers, Multi**
618	Cedrus deodara	7		35	G	F	Cotoneaster, poplar understory
619	**Populus nigra 'Italica'**	**8, 7.5, 2.5, 2, 2.5, 3**	**30**	**50**	**G**	**F**	**Heritage tree**
620	Populus nigra 'Italica'	6		45	G	F	
621	Cedrus deodara	3.5		15	G	F	
622	**Populus nigra 'Italica'**	**5, 7**	**18**	**50**	**G**	**P**	**Heritage tree, Included bark, cotoneaster understory**
623	**Populus nigra 'Italica'**	**3.5, 2**	**18**	**20**	**F-P**	**F**	**Heritage tree, multi**
624	Populus nigra 'Italica'		6	15	G	F	

Appendix 2
Revised Tree Survey Map 3

APPENDIX 3.4

WIND STUDY

Donald Ballanti
Certified Consulting Meteorologist

1424 Scott Street
El Cerrito, CA 94530
(510) 234-6087
Fax: (510) 234-6087

August 26, 2011

Justin Murphy, AICP
Community Development Department
City of Menlo Park
701 Laurel Street
Menlo Park, CA 94025

Subject: Wind Impact Evaluation for the Facebook Campus Project, Menlo Park

Dear Mr. Murphy:

This letter-report summarizes my findings concerning potential wind and comfort impacts of the proposed Facebook campus in Menlo Park. I have based this analysis on a review of project plans and sections, a site visit, and my knowledge of comfort conditions and basic building aerodynamics gained from wind tunnel studies, and analysis of problem conditions at existing buildings within the East Campus.

Wind is an important factor in determing pedestrian comfort and safety. The Bay Area is noted for its cool, windy climate that, combined with frequent stratus clouds, can make outdoor space uncomfortably cool. The usability of outdoor space, parks and even the success of retail space is partially determined by wind conditions.

The following analysis examines wind qualitatively. The proposed project is examined to determine where the most important factors that determine wind exposure combine to accelerate winds that can adversely affect pedestrians and outdoor sitting/dining areas.

PROJECT DESCRIPTION

The project site, which is composed of a 57-acre East Campus and a 22-acre West Campus, is located in the City of Menlo Park, north of US 101. The East Campus and West Campus are separated by Bayfront Expressway/State Route (SR) 84, which runs

east-west between the two campuses. The East Campus was formerly occupied by Sun Microsystems and Oracle and is bounded by the tidal mudflats and marshes of the San Francisco Bay and Ravenswood Slough to the north and west, and SR 84 to the east and south. The West Campus is bounded by SR 84 to the north, Willow Road to the east, and the Dumbarton Rail Corridor to the south.

The East Campus is currently developed with nine buildings, totaling approximately one million gross square feet. Facebook would reuse the existing buildings, and modifications of these buildings would be made to make the facilities functional for Facebook and to improve their sustainability/energy and water-conserving features.

Existing buildings at the West Campus would be demolished and the site would be developed with a new campus. Facebook's conceptual site plans for the West Campus propose up to five separate buildings with footprints of up to 36,000 square feet each, and a total building floor area of approximately 439,850 gross square feet. These buildings would range from two to four stories in height. In addition, a five-level parking structure with capacity for approximately 1,440 vehicles would be located in the western portion of the West Campus site. The five buildings would be organized around a central courtyard consisting of open spaces, landscaped areas, amenity centers and meeting rooms, and pedestrian linkages. Connection between the East Campus and West Campus would be enhanced via improvements to an existing undercrossing under Bayfront Expressway that links the campuses.

WIND SETTING

The wind monitoring site closest to proposed project site is at the Palo Alto Airport, located about 2 miles south of the project site. The Palo Alto Airport has an exposure to winds off San Francisco Bay similar to that of the proposed project site. As there are no intervening terrain features, winds measured at the Palo Alto Airport should be representative of conditions on the project site.

A wind rose (graphical presentation of wind direction and speed frequencies) for ten years of wind measurements from the Palo Alto Airport is attached. On an annual basis, winds from the northwest to north quadrant dominate, both in frequency and highest average speed.

In the Bay Area average wind speeds are greatest in the summer and least in the fall. Winds also exhibit a diurnal variation with the strongest winds occurring in the afternoon, and lightest winds occurring in the early morning.

Both the East Campus and West Campus sites are very exposed to winds from off San Francisco Bay. Neither site has protection from prevailing northwest to north winds. Vegetation on the site shows signs of deformation caused by the prevailing winds.

The existing buildings on the East Campus include 8 buildings clustered near the center of the site with pedestrian and outdoor spaces running roughly southwest to northeast between two rows of structures. The five wind-exposed structures on the northwest side of the pedestrian/outdoor corridor create four gaps between buildings that are aligned along northwest to north-northwest directions. All four of these gaps have two-story porous wind fences that appear to have been added after construction of the buildings to control adverse wind conditions within the central pedestrian/outdoor corridor.

REGULATORY FRAMEWORK

CEQA does not list any specific criterion for the evaluation of wind effects of a project. While some larger cities in the Bay Area (City of San Francisco and City of Oakland) have established both standards and criteria for the evaluation of wind impacts, these standards are applicable in zoning districts where high rise structures are permitted. CEQA significance levels in San Francisco and Oakland are based on pedestrian hazard.

The City of Menlo Park has not established any CEQA significance thresholds for wind. For this analysis, the project is considered to have a potentially significant climate or wind impact if the exposure, orientation and massing of structures can be expected to increase ground-level winds in pedestrian corridors or public spaces to hazardous levels.

IMPACTS

Generalized Effects of Buildings

The construction of a building or buildings results in severe distortions of the wind field because the building acts as an obstacle to wind flow. The deceleration of wind on the upwind side of the structure creates an area of increased atmospheric pressure, while an area of decreased atmospheric pressure develops on the downwind side. Accelerated winds generally occur on the upwind face of the building, particularly near the upwind corners. The downwind site has generally light, variable winds. Where two buildings are close together, the areas of accelerated wind may overlap within the gap between the two structures.

The strength of ground-level wind accelerations near buildings is controlled by exposure, massing and orientation. The potential for accelerated winds was evaluated based on a review of site exposure, building heights and building orientations to identify locations

where exposure, massing or orientation to the prevailing winds would suggest that increased winds would affect pedestrian spaces.

Exposure is a measure of the extent that the building extends above surrounding structures or terrain into the wind stream. A building that is surrounded by taller structures or sheltered by terrain is not likely to cause adverse wind accelerations at ground level, while even a comparatively small building could cause wind effects if it is freestanding and exposed.

Massing is important in determining wind impact because it controls how much wind is intercepted by the structure and whether building-generated wind accelerations occur above-ground or at ground level. In general, slab-shaped buildings have the greatest potential for wind acceleration effects. Buildings that have an unusual shape, rounded faces or utilize set-backs have a lesser wind effect. A general rule is that the more complex the building is geometrically, the lesser the probable wind impact at ground level.

Building orientation determines how much wind is intercepted by the structure, a factor that directly determines wind acceleration. In general, buildings that are oriented with the wide axis across the prevailing wind direction will have a greater impact on ground-level winds than a building oriented with the long axis along the prevailing wind direction.

Project Impact Analysis

Changes within the East Campus would not affect wind on the site, as the existing buildings would be re-used and the existing wind fences located between buildings would remain. The preliminary landscape plan for the East Campus shows generous use of trees and shrubs that will provide wind shelter, and the main pedestrian/outdoor corridor would have ample sun. Major sitting areas appear to be in locations that would be wind sheltered and reasonably sunny.

The West Campus has little shelter from northwest to north prevailing winds. The proposed parking garage and Buildings 1, 2 and 3 would all have minimal wind shelter afforded by landscape trees. The parking structure, although exposed, is a porous structure that is not likely to generate ground level wind accelerations.

Building 1 is exposed to prevailing winds and has its long axis aligned across the prevailing wind direction, which suggests it would generate wind accelerations near the upwind corners. At the northwest corner of the building, a 1-story extension of the building is shown, which would intercept the wind acceleration coming down the building face and around the corner. At the northwest corner, the building's wind acceleration would occur

above the rooftop of the 1-story portion of the building such that it would not reach pedestrian levels.

The gap between Buildings 1 and 2 and Buildings 2 and 3 have similar alignments as the gaps between buildings on the East Campus. Given the similarity in alignment and building height, it can be expected that the spaces between these buildings will have wind problems similar to those experienced at the East Campus. There do not appear to any pedestrian uses proposed for these areas, as they are shown as being stormwater runoff treatment areas. However, accelerated winds flowing between these buildings would eventually impact portions of the pedestrian/outdoor corridor south of Buildings 1-3.

Project plans show five unenclosed elevated pedestrian bridges between buildlings. Those pedestrian bridges running east to west (between Buildings 1 and 2, 2 and 3, and 4 and 5) are likely to experience accelerated wind due to the alignment of the gaps in the buildings with respect to prevailing winds and elevation above ground.

Buildings 4, 5 and the two story transit/public amenities buildings would be sheltered by other project components and would, therefore, not have the potential for substantial wind impacts.

Based on the preliminary site plan and landscaping plan for the West Campus, the exposure, massing and alignment of the buildings on the site indicate that there would be areas of the campus that would have accelerated winds, but the strongest winds would occur in areas not used by pedestrians, with the exception of the pedestrian bridges between Buildings 1 and 2, 2 and 3, and 4 and 5. The limited height of the structures means that hazardous winds would not be expected, but uncomfortably windy conditions could be expected in parts of the central pedestrian/outdoor corridor and pedestrian bridges. Project wind effects would not extend into surrounding neighborhoods, but would be felt only within the West Campus itself. The usability of portions of the site might be compromised, but these impacts would not be considered significant under CEQA.

West Campus plans show potential roof deck open space on several buildings. All rooftop decks would be windy and would need to be carefully landscaped to assure usability.

Recommendations

The north-south aligned gaps between Buildings 1 and 2 and Buildings 2 and 3 will accelerate winds, adversely affecting the usability of outdoor areas within the central pedestrian/outdoor corridor. There are at least two ways that these winds could be minimized.

If the location and alignment of Buildings 1, 2 and 3 are not changed, porous wind fences similar to those currently in use at the East Campus could be incorporated into the design. Combined with enhanced landscaping with trees and shrubs, the wind fences could dissipate winds within the gaps before reaching the main pedestrian/outdoor corridor. It is also recommended that pedestrian bridges with north-south exposures have a perforated or expanded metal wind screen on the north side of the structure to provide wind shelter to users.

Changes in the alignment, location or shape of Buildings 1, 2 and 3 could also mitigate wind accelerations between buildings. Realigning the structures so that their long axis is more along, rather than across, the prevailing north-northwest wind direction would reduce the amount of wind intercepted by the structures. Arranging the buildings so that the gaps between buildings are not aligned along the prevailing wind direction would additionally weaken the wind flow between the buildings and enhance the sheltering effect of the buildings for the central pedestrian/outdoor corridor.

West Campus plans show potential roof deck open space on several buildings. All rooftop decks would be windy and would need to be carefully landscaped to reduce wind and improve usability. Porous materials or structures (vegetation, hedges, screens, latticework, perforated or expanded metal) offer superior wind shelter compared to a solid surface, and should be used to create pockets of shelter where the most sensitive uses are proposed (sitting and dining areas, for example). Vegetation, sculptures, planter boxes, fences and hedges can all be used to reduce winds. For safety, outdoor furniture used on rooftops should be attached to the roof.

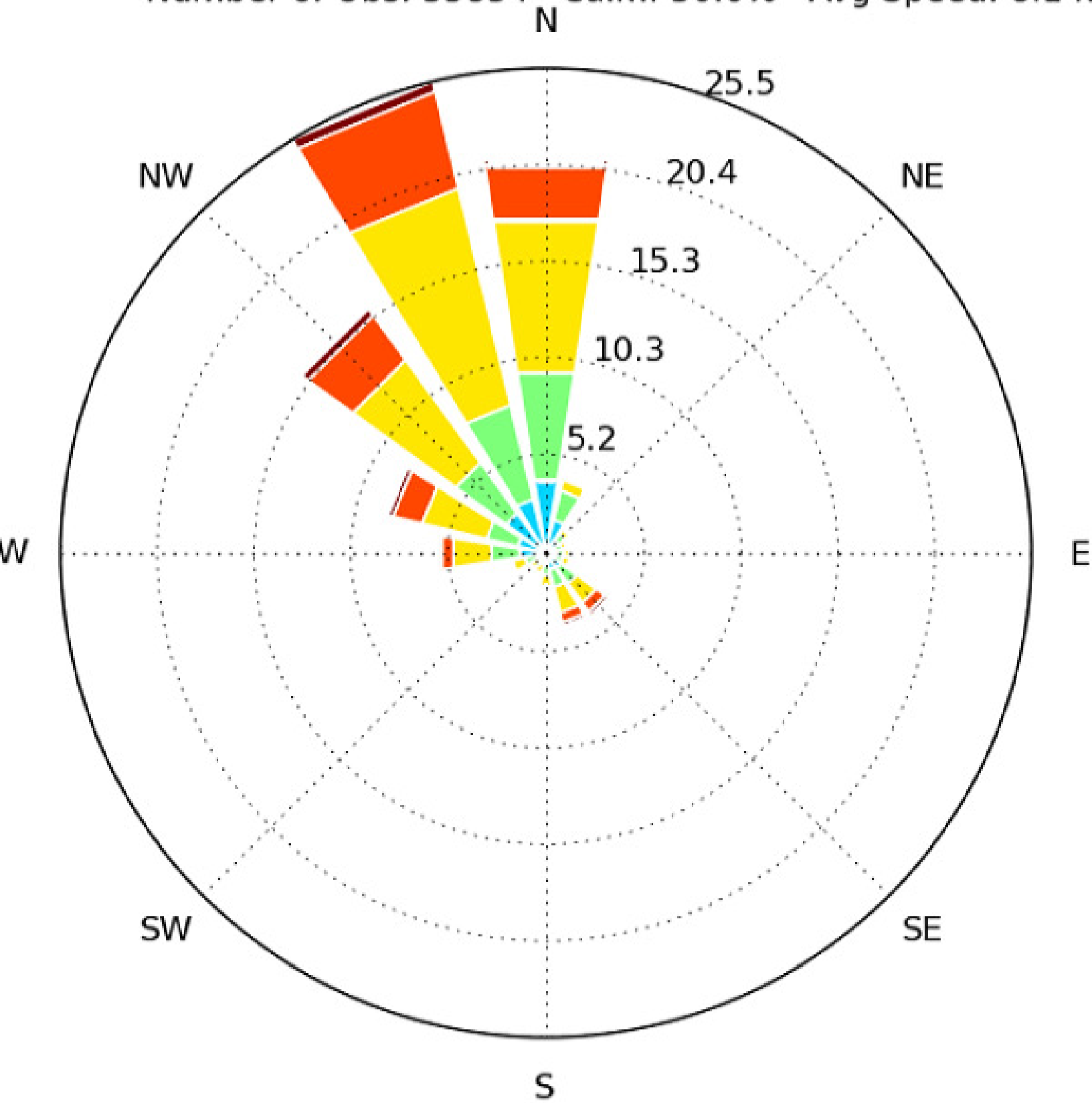
I hope you find this analysis useful. Please call me if you have any questions.

Sincerely,

Donald Ballanti
Certified Consulting Meteorologist

Attachment

PALO ALTO AIRPORT [PAO] Windrose Plot
[All Year]
Period of Record: 01 Jan 2000 - 31 Dec 2010
Number of Obs: 55834 Calm: 30.0% Avg Speed: 8.1 m



Wind Speed [mph]

2-5 5-7 7-10 10-15 15-20 20+

APPENDIX 3.5

TRANSPORTATION TECHNICAL DATA

APPENDIX 3.5

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APPENDIX A

Approved and Planned Projects List

Current List of Near-Term Development Projects
April 2011

PROJECT ADDRESS	TYPE OF USE	SIZE	UNITS OF MEASURE	OCCUPIED AS OF NOVEMBER 2010	STATUS AS OF APRIL 2011	TRAFFIC STUDY PREPARED	TRAFFIC CONSULTANT	PLANNER	INCLUDED IN 2009-10 CSA	PROJECT LOCATION
1283 Willow Road (Police/City Service Center)	Office Retail	3,800 5,096	sf sf	No	Under Construction Under Construction	No	Not applicable	Justin Murphy	Yes	East of U.S. 101
110 Linfield Drive (Taylor Morrison)	Residential	22	du	No	Under Construction, Partially Occupied	Yes	DKS	Justin Murphy Deanna Chow	Yes	West of U.S. 101
297 Terminal Avenue (Habitat for Humanity)	Residential Residential	22 -1	du du	No	Proposed New Construction Replace	No	Not applicable	Linda Heineck Deanna Chow	Yes	East of U.S. 101
1460 El Camino Real	Residential Office Commercial	16 26,800 -12,016	du sf sf	No	Approved New Construction Approved New Construction Replace	Yes	Hexagon	Deanna Chow	Yes	West Menlo/Downtown/El Camino Real
2122 Santa Cruz Avenue (Royal Oaks Subdivision)	Residential	7	du	Yes	Under Construction, Partially Occupied	Yes	TJKM	Deanna Chow	Yes	Sharon Heights/Sand Hill
580 Oak Grove (Derry)	Residential Commercial Commercial	108 24,925 -21,290	du sf sf	No	Proposed New Construction Proposed New Construction Replace (Partially occupied)	Yes	Hexagon	Thomas Rogers	Yes	West Menlo/Downtown/El Camino Real
1300 El Camino Real	Commercial	110,065	sf	No	Approved New Construction	Yes	Hexagon	Thomas Rogers	Yes	West Menlo/Downtown/El Camino Real
1906 El Camino	Medical Office	9,825	sf	No	Under Construction	Yes	DKS	Deanna Chow	Yes	West Menlo/Downtown/El Camino Real
1706 El Camino	Medical Office	10,166	sf	No	Approved New Construction	Yes	DKS	Deanna Chow	Yes	West Menlo/Downtown/El Camino Real
100-155 Constitution Drive & 100-190 Independence Drive (Menlo Gateway)	Office Health Club Restaurant Hotel *Hotel* Office Office	694,669 68,964 4,285 230 *173,436* -133,690 -63,360	sf sf sf rooms *sf* sf sf	No	Approved New Construction Approved New Construction Approved New Construction Approved New Construction *Approved New Construction* Replace on Constitution Site Replace on Independence Site	Yes	DKS	Justin Murphy	Yes	East of U.S. 101
2550 Sand Hill Road	Office	23,011	sf	No	Complete	Yes	TJKM	Deanna Chow	Yes	Sharon Heights/Sand Hill
389 El Camino	Residential Residential	26 4	du du	No	Proposed New Construction Replace	Yes	DKS	Deanna Chow	Yes	West Menlo/Downtown/El Camino Real
El Camino Real/Downtown Specific Plan	Retail Office Hotel Residential	91,800 240,820 380 680	sf sf rooms du	No	Proposed New Construction Proposed New Construction Proposed New Construction Proposed New Construction	In progress	Fehr & Peers	Thomas Rogers	No (Y long-range)	West Menlo/Downtown/El Camino Real

PROJECT ADDRESS	TYPE OF USE	SIZE	UNITS OF MEASURE	OCCUPIED AS OF NOVEMBER 2010	STATUS AS OF APRIL 2011	TRAFFIC STUDY PREPARED	TRAFFIC CONSULTANT	PLANNER	INCLUDED IN 2009-10 CSA	PROJECT LOCATION
Facebook West 312-314 Constitution Dr	Office	433,700	sf	No	Potential Development (No development application filed)	In progress	DKS	Justin Murphy	No	East of U.S. 101
Facebook East 1601 Willow Road	Office	n/a	n/a	Partially	Employee increase from 3,600 to 6,600 New trip cap of 15,000 daily & 2,600 two-hour peak period Various tenant improvements	In progress	DKS	Justin Murphy	No	East of U.S. 101
100 Middlefield	Office	8,936	sf	No	Under Construction	No	n/a	Deanna Chow	No	West of 101
2484 Sand Hill Road (Quadrus Bldg. 9)	Office	10,768 -1,798	sf sf	No	Proposed Construction	No	n/a	Deanna Chow	No	Sharon Heights/Sand Hill
Civic Center Gymnasium Rec Center Gymastics Center Gymnasium	Fitness	 24,100 800 19,400 -17,400	 sf sf sf sf	 Yes No Yes	 Constructed Constructed Proposed Construction Proposed Demolition	Yes	DKS	Megan Fisher	No	West Menlo/Downtown/El Camino Real

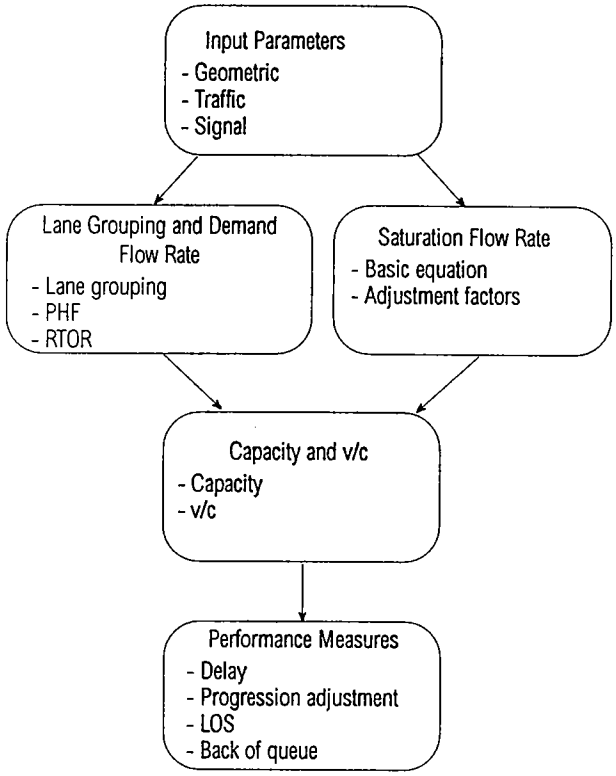
Notes:
Table includes all projects in City of Menlo Park that have filed a development application for 5 or more residential units or 5,000 sf or more of commercial.
Table does not include study session items where a development application has not been filed.
Table includes pending and approved projects that were not occupied when traffic counts were performed.
For residential projects, occupancy is based on date of final building inspection.
For commercial projects, occupancy is based on date of final building inspection of applicable tenant improvements.
Some projects involve the demolition of existing structures. Demolished buildings are only listed for projects that receive credit for traffic purposes.
Project location corresponds to the four categories in the CSA as follows from west to east: Sharon Heights/Sand Hill; West Menlo/Downtown/El Camino; West of US 101; and East of US 101.

APPENDIX B

Level of Service Definitions

utilization, and left-turn treatment alternatives. It is important to note that some of these configurations may be considered unacceptable by some operating agencies from a traffic safety point of view. The safety aspect of signalized intersections cannot be ignored, and the provision in this chapter of a capacity and LOS analysis methodology for a specific operational configuration does not imply an endorsement of the suitability for application of such a configuration.

EXHIBIT 16-1. SIGNALIZED INTERSECTION METHODOLOGY



LOS

The average control delay per vehicle is estimated for each lane group and aggregated for each approach and for the intersection as a whole. LOS is directly related to the control delay value. The criteria are listed in Exhibit 16-2.

LOS criteria

EXHIBIT 16-2. LOS CRITERIA FOR SIGNALIZED INTERSECTIONS

LOS	Control Delay per Vehicle (s/veh)
A	≤ 10
B	> 10–20
C	> 20–35
D	> 35–55
E	> 55–80
F	> 80

• Worksheet 8 is used to compute shared-lane capacities, if more than one movement shares the same minor-street approach.

• Worksheet 9 is not used, since the effect of flared minor-street approaches is generally not included.

• Worksheet 10 is not used, since the impedance and delay for the major through movements are not accounted for in a planning analysis.

• Worksheet 11 is used to compute capacity, delay, and LOS.

The detailed analysis procedure described earlier in this chapter is normally not used for design purposes. However, through iteration, the analyst can use a given set of traffic flow data to determine the number of lanes that would be required to produce a given level of service.

PART B. ALL-WAY STOP-CONTROLLED INTERSECTIONS

I. INTRODUCTION - PART B

Background and concepts for AWSC intersections are given in Chapter 10

This section of Chapter 17 presents procedures for analyzing all-way stop-controlled (AWSC) intersections (*1*). A glossary of symbols, including those used for AWSC intersections, is found in Chapter 6.

II. METHODOLOGY - PART B

LEVEL-OF-SERVICE CRITERIA

LOS thresholds for AWSC intersections differ from those for signalized intersections to reflect different driver expectations

The level-of-service criteria are given in Exhibit 17-22. The criteria for AWSC intersections have different threshold values than do those for signalized intersections primarily because drivers expect different levels of performance from distinct types of transportation facilities. The expectation is that a signalized intersection is designed to carry higher traffic volumes than an AWSC intersection. Thus a higher level of control delay is acceptable at a signalized intersection for the same LOS.

EXHIBIT 17-22. LEVEL-OF-SERVICE CRITERIA FOR AWSC INTERSECTIONS

Level of Service	Control Delay (s/veh)
A	0–10
B	> 10–15
C	> 15–25
D	> 25–35
E	> 35–50
F	> 50

OVERVIEW OF METHODOLOGY

The methodology analyzes each intersection approach independently. The approach under study is called the subject approach. The opposing approach and the conflicting approaches create conflicts with vehicles on the subject approach.

AWSC intersections require drivers on all approaches to stop before proceeding into the intersection. While giving priority to the driver on the right is a recognized rule in

EXHIBIT 17-1. TWSC UNSIGNALIZED INTERSECTION METHODOLOGY

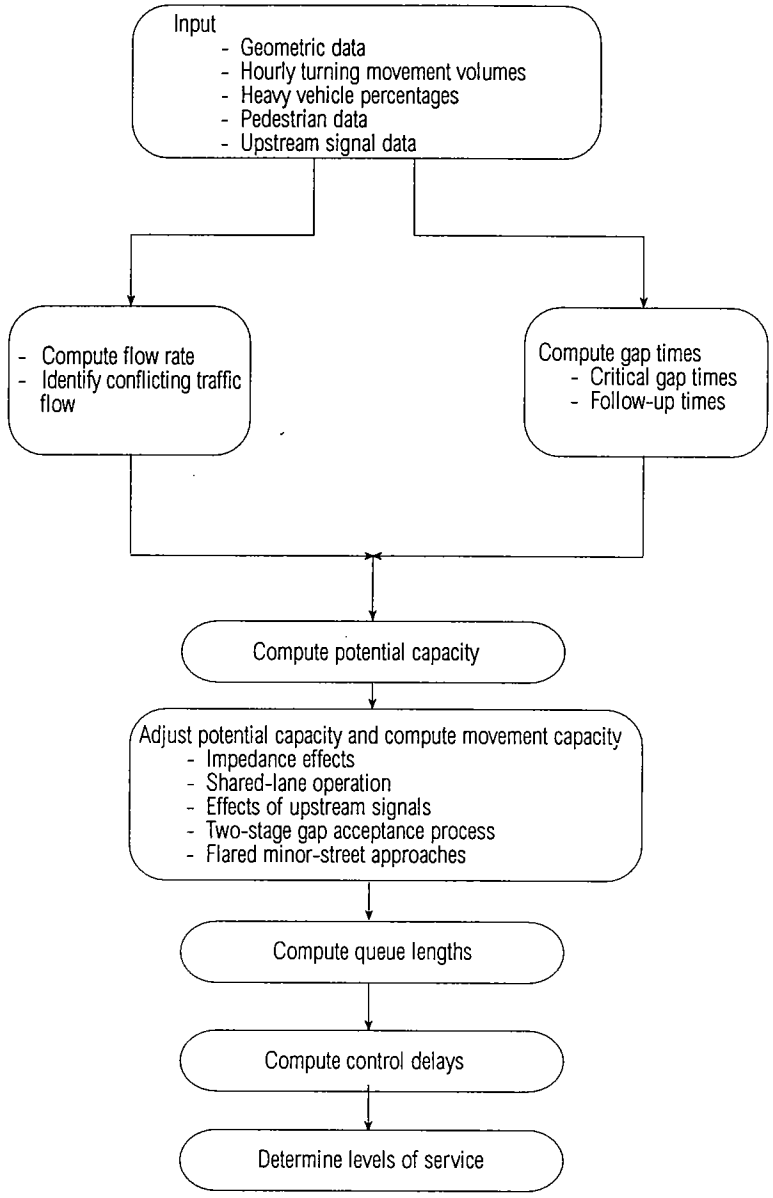


EXHIBIT 17-2. LEVEL-OF-SERVICE CRITERIA FOR TWSC INTERSECTIONS

Level of Service	Average Control Delay (s/veh)
A	0–10
B	> 10–15
C	> 15–25
D	> 25–35
E	> 35–50
F	> 50

APPENDIX C

Level of Service Calculations

Scenario Report

Scenario:	Existing AM
Command:	Existing_2009_AM
Volume:	AM_2009
Geometry:	AM
Impact Fee:	Default Impact Fee
Trip Generation:	Existing AM
Trip Distribution:	Near-Term
Paths:	Default Path
Routes:	Default Route
Configuration:	Existing_AM

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Bayfront Exp. & Marsh Rd.	C	21.5	0.738	C	21.5	0.738	+ 0.000 D/V
# 2 US 101 NB Ramps & Marsh Rd.	B	15.6	0.614	B	15.6	0.614	+ 0.000 D/V
# 3 US 101 SB Ramps & Marsh Rd.	C	20.0	0.828	C	20.0	0.828	+ 0.000 D/V
# 4 Scott Dr/Rolison at Marsh Rd.	C	24.1	0.790	C	21.8	0.790	-2.367 D/V
# 5 Bohannon/ Florence & Marsh Rd.	C	26.7	0.655	B	15.7	0.655	-10.993 D/V
# 6 Bay Rd. & Marsh Rd.	B	16.2	0.564	B	15.9	0.564	-0.290 D/V
# 7 Middlefield at Marsh (Town of	C	25.3	0.587	C	22.6	0.587	-2.617 D/V
# 8 Bayfront Exp. & Willow Rd.	C	27.2	0.586	C	27.2	0.586	+ 0.000 D/V
# 9 Hamilton Ave. & Willow Rd.	C	22.6	0.537	C	22.6	0.537	+ 0.000 D/V
# 10 Ivy Dr. & Willow Rd.	B	17.7	0.498	B	17.7	0.498	+ 0.000 D/V
# 11 O'Brien Dr. & Willow Rd.	B	14.8	0.446	B	14.8	0.446	+ 0.000 D/V
# 12 Newbridge St. & Willow Rd.	D	45.9	0.868	D	45.9	0.868	+ 0.000 D/V
# 13 Bay Rd. & Willow Rd.	B	19.5	0.667	B	19.5	0.667	+ 0.000 D/V
# 14 Durham St. & Willow Rd.	C	22.2	0.686	B	12.1	0.686	-10.090 D/V
# 15 Coleman Ave. & Willow Rd.	B	12.3	0.687	B	12.3	0.687	+ 0.054 D/V
# 16 Gilbert Ave. & Willow Rd.	B	13.5	0.637	B	12.9	0.637	-0.583 D/V
# 17 Middlefield Rd. & Willow Rd.	F	96.4	0.911	E	56.8	0.906	-39.536 D/V
# 18 Bayfront Exp. & University Ave	C	28.3	0.774	C	28.3	0.774	+ 0.000 D/V
# 19 O'Brien Dr. & University Ave.	A	6.2	0.527	A	6.2	0.527	+ 0.000 D/V
# 20 University & Kavanaugh	B	13.6	0.542	B	13.6	0.542	+ 0.000 D/V
# 21 University & Bay	C	26.8	0.616	C	26.8	0.616	+ 0.000 D/V
# 22 University & Runnymede	B	19.9	0.603	B	19.9	0.603	+ 0.000 D/V
# 23 University & Bell	A	8.1	0.236	A	8.1	0.236	+ 0.000 D/V
# 24 University & Donohoe	D	36.5	0.890	D	36.5	0.890	+ 0.000 D/V
# 25 NB 101 & Donohoe St	B	13.5	0.358	B	13.5	0.358	+ 0.000 D/V

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 26 University & SB US 101	B	16.8	0.618	B	16.8	0.618	+ 0.000 D/V
# 27 University Ave. & Woodland	D	36.0	0.857	D	36.0	0.857	+ 0.000 D/V
# 28 Middlefield Rd. & University A	C	33.2	0.706	C	33.2	0.706	+ 0.000 D/V
# 29 Bayfront Exp. & Chrysler Dr.	A	7.2	0.562	A	7.2	0.562	+ 0.000 D/V
# 30 Bayfront Exp. & Chilco St.	B	16.8	0.570	B	16.8	0.570	+ 0.000 D/V
# 31 Middlefield Rd. & Ravenswood A	C	21.5	0.583	C	21.5	0.583	-0.000 D/V
# 32 Middlefield Rd. & Ringwood Ave	C	28.2	0.452	C	25.6	0.452	-2.650 D/V
# 33 Middlefield Rd and Lytton Ave	C	33.6	0.687	C	33.6	0.687	+ 0.000 D/V
# 34 Bayfront Expy. and Facebook We	A	1.1	0.495	A	1.1	0.495	+ 0.000 D/V

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

Intersection #1 Bayfront Exp. & Marsh Rd.

Cycle (sec): 130 Critical Vol./Cap.(X): 0.738
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 21.5
Optimal Cycle: 69 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:	Split Phase				Split Phase				Split Phase				Split Phase			
Rights:	Include				Include				Ovl				Include			
Min. Green:	5	5	5		5	5	5		5	5	5		5	5	5	
Lanes:	3 0	0 1	0		0 1	1 0	1		0 1	0 0	2		0 0	1! 0	0	
Volume Module: >> Count Date: 22 Oct 2009 << 7:45 - 8:45 AM																
Base Vol:	2297	189	23		7	58	148		182	20	997		7	19	5	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	2297	189	23		7	58	148		182	20	997		7	19	5	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	2297	189	23		7	58	148		182	20	997		7	19	5	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	2297	189	23		7	58	148		182	20	997		7	19	5	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	2297	189	23		7	58	148		182	20	997		7	19	5	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	2297	189	23		7	58	148		182	20	997		7	19	5	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.90	0.96	0.96		0.93	0.93	0.83		0.94	0.94	0.73		0.95	0.95	0.95	
Lanes:	3.00	0.89	0.11		0.22	1.78	1.00		0.90	0.10	2.00		0.23	0.61	0.16	
Final Sat.:	5147	1633	199		379	3141	1583		1606	176	2786		407	1104	290	
Capacity Analysis Module:																
Vol/Sat:	0.45	0.12	0.12		0.02	0.02	0.09		0.11	0.11	0.36		0.02	0.02	0.02	
Crit Moves:	****						****		****					****		
Green Time:	77.2	77.2	77.2		16.2	16.2	16.2		19.6	19.6	96.8		5.0	5.0	5.0	
Volume/Cap:	0.75	0.19	0.19		0.15	0.15	0.75		0.75	0.75	0.48		0.45	0.45	0.45	
Uniform Del:	19.4	12.1	12.1		50.8	50.8	55.0		52.9	52.9	6.6		61.1	61.1	61.1	
IncremntDel:	1.1	0.1	0.1		0.2	0.2	14.9		11.2	11.2	0.2		4.5	4.5	4.5	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	20.4	12.2	12.2		50.9	50.9	69.9		64.1	64.1	6.8		65.7	65.7	65.7	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	20.4	12.2	12.2		50.9	50.9	69.9		64.1	64.1	6.8		65.7	65.7	65.7	
LOS by Move:	C	B	B		D	D	E		E	E	A		E	E	E	
HCM2kAvgQ:	23	4	4		1	1	7		8	8	9		2	2	2	

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

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

Intersection #2 US 101 NB Ramps & Marsh Rd.

Cycle (sec): 80 Critical Vol./Cap.(X): 0.614
Loss Time (sec): 7 (Y+R=4.0 sec) Average Delay (sec/veh): 15.6
Optimal Cycle: 36 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Split Phase				Split Phase				Permitted				Permitted			
Rights:	Include				Include				Ignore				Ignore			
Min. Green:	5	0	5		0	0	0		0	5	0		0	5	0	
Lanes:	2 0	0	0	1	0 0	0	0	0	0 0	2	0	1	0 0	2	0	1
Volume Module: >> Count Date: 30 Sep 2009 << 7:30 - 8:30 AM																
Base Vol:	818	0	289		0	0	0		0	1138	506		0	821	1699	
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:	818	0	289		0	0	0		0	1138	506		0	821	1699	
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:	818	0	289		0	0	0		0	1138	506		0	821	1699	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
PHF Volume:	818	0	289		0	0	0		0	1138	0		0	821	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	818	0	289		0	0	0		0	1138	0		0	821	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
FinalVolume:	818	0	289		0	0	0		0	1138	0		0	821	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.90	1.00	0.83		1.00	1.00	1.00		1.00	0.93	1.00		1.00	0.93	1.00	
Lanes:	2.00	0.00	1.00		0.00	0.00	0.00		0.00	2.00	1.00		0.00	2.00	1.00	
Final Sat.:	3432	0	1583		0	0	0		0	3538	1900		0	3538	1900	
Capacity Analysis Module:																
Vol/Sat:	0.24	0.00	0.18		0.00	0.00	0.00		0.00	0.32	0.00		0.00	0.23	0.00	
Crit Moves:	****									****						
Green Time:	31.1	0.0	31.1		0.0	0.0	0.0		0.0	41.9	0.0		0.0	41.9	0.0	
Volume/Cap:	0.61	0.00	0.47		0.00	0.00	0.00		0.00	0.61	0.00		0.00	0.44	0.00	
Uniform Del:	19.6	0.0	18.3		0.0	0.0	0.0		0.0	13.4	0.0		0.0	11.8	0.0	
IncremntDel:	0.9	0.0	0.6		0.0	0.0	0.0		0.0	0.6	0.0		0.0	0.2	0.0	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	0.00	1.00		0.00	0.00	0.00		0.00	1.00	0.00		0.00	1.00	0.00	
Delay/Veh:	20.5	0.0	18.9		0.0	0.0	0.0		0.0	14.0	0.0		0.0	12.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	20.5	0.0	18.9		0.0	0.0	0.0		0.0	14.0	0.0		0.0	12.0	0.0	
LOS by Move:	C	A	B		A	A	A		A	B	A		A	B	A	
HCM2kAvgQ:	9	0	6		0	0	0		0	11	0		0	6	0	

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

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

Intersection #3 US 101 SB Ramps & Marsh Rd.

Cycle (sec): 80 Critical Vol./Cap.(X): 0.828
Loss Time (sec): 7 (Y+R=4.0 sec) Average Delay (sec/veh): 20.0
Optimal Cycle: 65 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:	Split Phase				Split Phase				Permitted				Permitted			
Rights:	Include				Include				Ignore				Ignore			
Min. Green:	0	0	0		5	0	5		0	5	0		0	5	0	
Lanes:	0 0	0	0	0	2 0	0	0	1	0 0	2	0	1	0 0	2	0	1
Volume Module: >> Count Date: 30 Sep 2009 << 7:30 - 8:30 AM																
Base Vol:	0	0	0		879	0	558		0	834	583		0	1426	86	
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		879	0	558		0	834	583		0	1426	86	
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		879	0	558		0	834	583		0	1426	86	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
PHF Volume:	0	0	0		879	0	558		0	834	0		0	1426	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		879	0	558		0	834	0		0	1426	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
FinalVolume:	0	0	0		879	0	558		0	834	0		0	1426	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	1.00	1.00		0.90	1.00	0.83		1.00	0.93	1.00		1.00	0.93	1.00	
Lanes:	0.00	0.00	0.00		2.00	0.00	1.00		0.00	2.00	1.00		0.00	2.00	1.00	
Final Sat.:	0	0	0		3432	0	1583		0	3538	1900		0	3538	1900	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.26	0.00	0.35		0.00	0.24	0.00		0.00	0.40	0.00	
Crit Moves:							****							****		
Green Time:	0.0	0.0	0.0		34.1	0.0	34.1		0.0	38.9	0.0		0.0	38.9	0.0	
Volume/Cap:	0.00	0.00	0.00		0.60	0.00	0.83		0.00	0.48	0.00		0.00	0.83	0.00	
Uniform Del:	0.0	0.0	0.0		17.7	0.0	20.4		0.0	13.8	0.0		0.0	17.7	0.0	
IncremntDel:	0.0	0.0	0.0		0.7	0.0	8.4		0.0	0.2	0.0		0.0	3.5	0.0	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	0.00	0.00	0.00		1.00	0.00	1.00		0.00	1.00	0.00		0.00	1.00	0.00	
Delay/Veh:	0.0	0.0	0.0		18.4	0.0	28.8		0.0	14.0	0.0		0.0	21.1	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.0	0.0		18.4	0.0	28.8		0.0	14.0	0.0		0.0	21.1	0.0	
LOS by Move:	A	A	A		B	A	C		A	B	A		A	C	A	
HCM2kAvgQ:	0	0	0		9	0	15		0	7	0		0	18	0	

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

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

Intersection #4 Scott Dr/Rolison at Marsh Rd.

Cycle (sec): 80 Critical Vol./Cap.(X): 0.790
Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): 21.8
Optimal Cycle: 74 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:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	4	4	4		4	4	4		4	6	6		4	6	6	
Lanes:	0	1	0	0 2	0	1	0	0 1	1	0	2	1 0	2	0	1	1 0
Volume Module: >> Count Date: 8 Oct 2009 << 7:15 - 8:15 AM																
Base Vol:	27	3	49		222	18	3		15	1131	29		268	1416	280	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	27	3	49		222	18	3		15	1131	29		268	1416	280	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	27	3	49		222	18	3		15	1131	29		268	1416	280	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	27	3	49		222	18	3		15	1131	29		268	1416	280	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	27	3	49		222	18	3		15	1131	29		268	1416	280	
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:	27	3	49		222	18	3		15	1131	29		268	1416	280	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.94	0.94	0.73		0.94	0.94	0.83		0.93	0.89	0.89		0.90	0.91	0.91	
Lanes:	0.90	0.10	2.00		0.92	0.08	1.00		1.00	2.92	0.08		2.00	1.67	0.33	
Final Sat.:	1604	178	2786		1647	134	1583		1769	4936	127		3432	2880	569	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.02	0.02		0.13	0.13	0.00		0.01	0.23	0.23		0.08	0.49	0.49	
Crit Moves:		****				****			****					****		
Green Time:	4.0	4.0	4.0		12.5	12.5	12.5		4.0	36.9	36.9		12.6	45.5	45.5	
Volume/Cap:	0.34	0.34	0.35		0.86	0.86	0.01		0.17	0.50	0.50		0.50	0.86	0.86	
Uniform Del:	36.7	36.7	36.7		32.9	32.9	28.5		36.4	15.0	15.0		30.8	14.6	14.6	
IncremntDel:	2.2	2.2	1.5		23.3	23.3	0.0		0.9	0.2	0.2		0.7	4.3	4.3	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	39.0	39.0	38.3		56.3	56.3	28.6		37.3	15.2	15.2		31.5	18.9	18.9	
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:	39.0	39.0	38.3		56.3	56.3	28.6		37.3	15.2	15.2		31.5	18.9	18.9	
LOS by Move:	D	D	D		E	E	C		D	B	B		C	B	B	
HCM2kAvgQ:	1	1	1		9	9	0		0	7	7		3	19	19	

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

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

Intersection #5 Bohannon/ Florence & Marsh Rd.

Cycle (sec): 80 Critical Vol./Cap.(X): 0.655
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 15.7
Optimal Cycle: 31 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	4	4	4		4	4	4		4	6	6		4	6	6	
Lanes:	1	0	0	1 0	1	1	0	0 1	1	0	1	1 0	1	0	1	1 0
Volume Module: >> Count Date: 7 Oct 2009 << 7:30 - 8:30 AM																
Base Vol:	15	9	8		390	30	91		117	796	58		46	1141	323	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	15	9	8		390	30	91		117	796	58		46	1141	323	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	15	9	8		390	30	91		117	796	58		46	1141	323	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	15	9	8		390	30	91		117	796	58		46	1141	323	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	15	9	8		390	30	91		117	796	58		46	1141	323	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	15	9	8		390	30	91		117	796	58		46	1141	323	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.93	0.91	0.91		0.94	0.94	0.83		0.93	0.92	0.92		0.93	0.90	0.90	
Lanes:	1.00	0.53	0.47		1.86	0.14	1.00		1.00	1.86	0.14		1.00	1.56	0.44	
Final Sat.:	1769	916	814		3306	254	1583		1769	3265	238		1769	2666	755	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.01	0.01		0.12	0.12	0.06		0.07	0.24	0.24		0.03	0.43	0.43	
Crit Moves:		****				****			****					****		
Green Time:	4.0	4.0	4.0		13.9	13.9	13.9		7.8	48.2	48.2		9.9	50.3	50.3	
Volume/Cap:	0.17	0.20	0.20		0.68	0.68	0.33		0.68	0.40	0.40		0.21	0.68	0.68	
Uniform Del:	36.4	36.5	36.5		31.0	31.0	29.0		34.9	8.3	8.3		31.5	9.6	9.6	
IncremntDel:	0.9	1.1	1.1		3.1	3.1	0.7		10.5	0.1	0.1		0.5	0.9	0.9	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	37.3	37.6	37.6		34.1	34.1	29.7		45.4	8.5	8.5		32.0	10.5	10.5	
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:	37.3	37.6	37.6		34.1	34.1	29.7		45.4	8.5	8.5		32.0	10.5	10.5	
LOS by Move:	D	D	D		C	C	C		D	A	A		C	B	B	
HCM2kAvgQ:	1	1	1		6	6	2		3	6	6		1	12	12	

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

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

Intersection #6 Bay Rd. & Marsh Rd.

Cycle (sec): 80 Critical Vol./Cap.(X): 0.564
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 15.9
Optimal Cycle: 25 Level Of Service: B

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				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	6	6	6		6	6	6		0	6	6		4	6	6	
Lanes:	0	0	1!	0 0	0	0	1!	0 0	0	1	0	1 0	1	0	1	1 0
Volume Module: >> Count Date: 6 Oct 2009 << 7:30 - 8:30 AM																
Base Vol:	70	3	177		112	28	5		2	665	66		264	982	22	
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:	70	3	177		112	28	5		2	665	66		264	982	22	
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	3	177		112	28	5		2	665	66		264	982	22	
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:	70	3	177		112	28	5		2	665	66		264	982	22	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	70	3	177		112	28	5		2	665	66		264	982	22	
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:	70	3	177		112	28	5		2	665	66		264	982	22	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.79	0.79	0.79		0.59	0.59	0.59		0.87	0.87	0.87		0.93	0.93	0.93	
Lanes:	0.28	0.01	0.71		0.78	0.19	0.03		0.01	1.81	0.18		1.00	1.96	0.04	
Final Sat.:	423	18	1069		873	218	39		9	3016	299		1769	3450	77	
Capacity Analysis Module:																
Vol/Sat:	0.17	0.17	0.17		0.13	0.13	0.13		0.22	0.22	0.22		0.15	0.28	0.28	
Crit Moves:		****								****			****			
Green Time:	23.5	23.5	23.5		23.5	23.5	23.5		31.3	31.3	31.3		21.2	52.5	52.5	
Volume/Cap:	0.56	0.56	0.56		0.44	0.44	0.44		0.56	0.56	0.56		0.56	0.43	0.43	
Uniform Del:	23.9	23.9	23.9		22.9	22.9	22.9		19.0	19.0	19.0		25.4	6.6	6.6	
IncremntDel:	1.7	1.7	1.7		0.9	0.9	0.9		0.6	0.6	0.6		1.6	0.1	0.1	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	25.6	25.6	25.6		23.8	23.8	23.8		19.6	19.6	19.6		27.0	6.7	6.7	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	25.6	25.6	25.6		23.8	23.8	23.8		19.6	19.6	19.6		27.0	6.7	6.7	
LOS by Move:	C	C	C		C	C	C		B	B	B		C	A	A	
HCM2kAvgQ:	6	6	6		3	3	3		7	7	7		5	6	6	

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

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

Intersection #7 Middlefield at Marsh (Town of Atherton)

Cycle (sec): 110 Critical Vol./Cap.(X): 0.587
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): 22.6
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:	Protected				Protected				Protected				Protected			
Rights:	Ovl				Include				Include				Ovl			
Min. Green:	0	6	6		5	6	0		0	0	0		6	0	6	
Lanes:	0	0	1	0 1	1	0	1	0 0	0	0	0	0 0	1	0	0	0 1
Volume Module: >> Count Date: 18 Nov 2009 << 7:15-8:15 a.m.																
Base Vol:	0	166	397		342	367	0		0	0	0		463	0	169	
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	166	397		342	367	0		0	0	0		463	0	169	
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	166	397		342	367	0		0	0	0		463	0	169	
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	166	397		342	367	0		0	0	0		463	0	169	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	166	397		342	367	0		0	0	0		463	0	169	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	166	397		342	367	0		0	0	0		463	0	169	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	1.00	0.85		0.95	1.00	1.00		1.00	1.00	1.00		0.95	1.00	0.85	
Lanes:	0.00	1.00	1.00		1.00	1.00	0.00		0.00	0.00	0.00		1.00	0.00	1.00	
Final Sat.:	0	1900	1615		1805	1900	0		0	0	0		1805	0	1615	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.09	0.25		0.19	0.19	0.00		0.00	0.00	0.00		0.26	0.00	0.10	
Crit Moves:		****			****								****			
Green Time:	0.0	16.4	64.5		35.5	51.9	0.0		0.0	0.0	0.0		48.1	0.0	83.6	
Volume/Cap:	0.00	0.59	0.42		0.59	0.41	0.00		0.00	0.00	0.00		0.59	0.00	0.14	
Uniform Del:	0.0	43.7	12.5		31.1	19.0	0.0		0.0	0.0	0.0		23.4	0.0	3.5	
IncremntDel:	0.0	3.2	0.3		1.6	0.3	0.0		0.0	0.0	0.0		1.2	0.0	0.1	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	0.00	1.00	1.00		1.00	1.00	0.00		0.00	0.00	0.00		1.00	0.00	1.00	
Delay/Veh:	0.0	46.8	12.8		32.7	19.3	0.0		0.0	0.0	0.0		24.6	0.0	3.6	
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:	0.0	46.8	12.8		32.7	19.3	0.0		0.0	0.0	0.0		24.6	0.0	3.6	
LOS by Move:	A	D	B		C	B	A		A	A	A		C	A	A	
HCM2kAvgQ:	0	5	7		10	8	0		0	0	0		12	0	2	

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

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

Intersection #8 Bayfront Exp. & Willow Rd.

Cycle (sec): 130 Critical Vol./Cap.(X): 0.586
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 27.2
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:	Protected				Protected				Split Phase				Split Phase			
Rights:	Ovl				Include				Include				Include			
Min. Green:	5	5	5		5	5	5		5	5	5		5	5	5	
Lanes:	2	0	3	0 1	2	0	3	0 1	1	1	1	0 2	1	0	2	0 1
Volume Module: >> Count Date: 1 Oct 2009 << 7:45 - 8:45 AM																
Base Vol:	1034	2108		6	13	677		92	84	34		379	3		6	5
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	1034	2108		6	13	677		92	84	34		379	3		6	5
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	1034	2108		6	13	677		92	84	34		379	3		6	5
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	1034	2108		6	13	677		92	84	34		379	3		6	5
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	1034	2108		6	13	677		92	84	34		379	3		6	5
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	1034	2108		6	13	677		92	84	34		379	3		6	5
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.90	1.03	0.83		0.90	1.03	0.83		0.90	0.90	0.88		0.93	0.93	0.83	
Lanes:	2.00	3.00	1.00		2.00	3.00	1.00		2.00	1.00	2.00		1.00	2.00	1.00	
Final Sat.:	3432	5846	1583		3432	5846	1583		3418	1709	3343		1769	3538	1583	
Capacity Analysis Module:																
Vol/Sat:	0.30	0.36	0.00		0.00	0.12	0.06		0.02	0.02	0.11		0.00	0.00	0.00	
Crit Moves:	****					****					****			****		
Green Time:	64.2	80.3	85.3		8.6	24.7	24.7		24.2	24.2	24.2		5.0	5.0	5.0	
Volume/Cap:	0.61	0.58	0.01		0.06	0.61	0.31		0.13	0.11	0.61		0.04	0.04	0.08	
Uniform Del:	23.8	14.9	7.7		56.9	48.3	45.3		44.2	44.0	48.6		60.2	60.2	60.3	
IncremntDel:	0.7	0.2	0.0		0.1	1.0	0.6		0.1	0.0	1.8		0.3	0.1	0.6	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	24.5	15.1	7.7		57.0	49.3	45.9		44.2	44.0	50.4		60.5	60.3	60.9	
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:	24.5	15.1	7.7		57.0	49.3	45.9		44.2	44.0	50.4		60.5	60.3	60.9	
LOS by Move:	C	B	A		E	D	D		D	D	D		E	E	E	
HCM2kAvgQ:	15	18	0		0	9	3		1	1	8		0	0	0	

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

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

Intersection #9 Hamilton Ave. & Willow Rd.

Cycle (sec): 130 Critical Vol./Cap.(X): 0.537
Loss Time (sec): 11 (Y+R=3.0 sec) Average Delay (sec/veh): 22.6
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:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	5	5	5		5	5	5		5	5	5		5	5	5	
Lanes:	0	0	1!	0 0	0	0	1!	0 0	1	0	1	1 0	1	0	1	1 0
Volume Module: >> Count Date: 7 Oct 2009 << 8:00 am - 9:00 am																
Base Vol:	18	13		26	71	19		72	115	415		52	56	1037		74
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	18	13		26	71	19		72	115	415		52	56	1037		74
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	18	13		26	71	19		72	115	415		52	56	1037		74
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	18	13		26	71	19		72	115	415		52	56	1037		74
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	18	13		26	71	19		72	115	415		52	56	1037		74
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	18	13		26	71	19		72	115	415		52	56	1037		74
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.83	0.83	0.83		0.78	0.78	0.78		0.93	0.92	0.92		0.93	0.92	0.92	
Lanes:	0.31	0.23	0.46		0.44	0.12	0.44		1.00	1.78	0.22		1.00	1.87	0.13	
Final Sat.:	498	360	719		648	173	657		1769	3090	387		1769	3269	233	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.04	0.04		0.11	0.11	0.11		0.07	0.13	0.13		0.03	0.32	0.32	
Crit Moves:						****			****					****		
Green Time:	26.5	26.5	26.5		26.5	26.5	26.5		15.7	71.9	71.9		20.6	76.8	76.8	
Volume/Cap:	0.18	0.18	0.18		0.54	0.54	0.54		0.54	0.24	0.24		0.20	0.54	0.54	
Uniform Del:	42.7	42.7	42.7		46.3	46.3	46.3		53.7	15.0	15.0		47.5	16.0	16.0	
IncremntDel:	0.3	0.3	0.3		1.9	1.9	1.9		2.7	0.1	0.1		0.4	0.3	0.3	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	43.0	43.0	43.0		48.2	48.2	48.2		56.4	15.1	15.1		47.9	16.2	16.2	
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:	43.0	43.0	43.0		48.2	48.2	48.2		56.4	15.1	15.1		47.9	16.2	16.2	
LOS by Move:	D	D	D		D	D	D		E	B	B		D	B	B	
HCM2kAvgQ:	2	2	2		6	6	6		5	5	5		2	14	14	

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

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

Intersection #10 Ivy Dr. & Willow Rd.

Cycle (sec): 130 Critical Vol./Cap.(X): 0.498
Loss Time (sec): 11 (Y+R=3.0 sec) Average Delay (sec/veh): 17.7
Optimal Cycle: 39 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		5	0	5		5	5	0		0	5	5	
Lanes:	0	0	0	0	0	0	1!	0	0	1	0	2	0	0	0	1	1	0
Volume Module: >> Count Date: 6 Oct 2009 << 7:30 - 8:30 AM																		
Base Vol:	0	0	0		1	0	186		82	652	0		0	1021	14	
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		1	0	186		82	652	0		0	1021	14	
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		1	0	186		82	652	0		0	1021	14	
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		1	0	186		82	652	0		0	1021	14	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		1	0	186		82	652	0		0	1021	14	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	0	0		1	0	186		82	652	0		0	1021	14	
Saturation Flow Module:																		
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	1.00	1.00		0.85	1.00	0.85		0.93	0.93	1.00		1.00	0.93	0.93	
Lanes:	0.00	0.00	0.00		0.01	0.00	0.99		1.00	2.00	0.00		0.00	1.97	0.03	
Final Sat.:	0	0	0		9	0	1604		1769	3538	0		0	3483	48	
Capacity Analysis Module:																		
Vol/Sat:	0.00	0.00	0.00		0.12	0.00	0.12		0.05	0.18	0.00		0.00	0.29	0.29	
Crit Moves:					****				****					****		
Green Time:	0.0	0.0	0.0		30.3	0.0	30.3		12.1	88.7	0.0		0.0	76.6	76.6	
Volume/Cap:	0.00	0.00	0.00		0.50	0.00	0.50		0.50	0.27	0.00		0.00	0.50	0.50	
Uniform Del:	0.0	0.0	0.0		43.2	0.0	43.2		56.1	8.0	0.0		0.0	15.5	15.5	
IncremntDel:	0.0	0.0	0.0		1.0	0.0	1.0		2.4	0.1	0.0		0.0	0.2	0.2	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	0.00	0.00	0.00		1.00	0.00	1.00		1.00	1.00	0.00		0.00	1.00	1.00	
Delay/Veh:	0.0	0.0	0.0		44.3	0.0	44.3		58.4	8.1	0.0		0.0	15.7	15.7	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.0	0.0		44.3	0.0	44.3		58.4	8.1	0.0		0.0	15.7	15.7	
LOS by Move:	A	A	A		D	A	D		E	A	A		A	B	B	
HCM2kAvgQ:	0	0	0		7	0	7		4	5	0		0	12	12	

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

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

Intersection #11 O'Brien Dr. & Willow Rd.

Cycle (sec): 130 Critical Vol./Cap.(X): 0.446
Loss Time (sec): 11 (Y+R=3.0 sec) Average Delay (sec/veh): 14.8
Optimal Cycle: 36 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	5	0	5		0	0	0		0	5	5		5	5	0	
Lanes:	1	0	1!	0	0	0	0	0	0	0	2	0	1	1	0	2	0	0
Volume Module: >> Count Date: 8 Oct 2009 << 8:00 am - 9:00 am																		
Base Vol:	130	0	67		0	0	0		0	697	250		102	1171	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:	130	0	67		0	0	0		0	697	250		102	1171	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:	130	0	67		0	0	0		0	697	250		102	1171	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:	130	0	67		0	0	0		0	697	250		102	1171	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	130	0	67		0	0	0		0	697	250		102	1171	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	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:	130	0	67		0	0	0		0	697	250		102	1171	0	
Saturation Flow Module:																		
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.90	1.00	0.90		1.00	1.00	1.00		1.00	0.93	0.83		0.93	0.93	1.00	
Lanes:	1.49	0.00	0.51		0.00	0.00	0.00		0.00	2.00	1.00		1.00	2.00	0.00	
Final Sat.:	2553	0	868		0	0	0		0	3538	1583		1769	3538	0	
Capacity Analysis Module:																		
Vol/Sat:	0.05	0.00	0.08		0.00	0.00	0.00		0.00	0.20	0.16		0.06	0.33	0.00	
Crit Moves:			****						****					****		
Green Time:	22.5	0.0	22.5		0.0	0.0	0.0		0.0	74.7	74.7		21.8	96.5	0.0	
Volume/Cap:	0.29	0.00	0.45		0.00	0.00	0.00		0.00	0.34	0.28		0.34	0.45	0.00	
Uniform Del:	46.8	0.0	48.2		0.0	0.0	0.0		0.0	14.7	14.0		47.7	6.5	0.0	
IncremntDel:	0.2	0.0	0.7		0.0	0.0	0.0		0.0	0.1	0.2		0.7	0.1	0.0	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	0.00	1.00		0.00	0.00	0.00		0.00	1.00	1.00		1.00	1.00	0.00	
Delay/Veh:	47.1	0.0	48.9		0.0	0.0	0.0		0.0	14.8	14.2		48.4	6.6	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	47.1	0.0	48.9		0.0	0.0	0.0		0.0	14.8	14.2		48.4	6.6	0.0	
LOS by Move:	D	A	D		A	A	A		A	B	B		D	A	A	
HCM2kAvgQ:	3	0	5		0	0	0		0	7	5		3	9	0	

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

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

Intersection #12 Newbridge St. & Willow Rd.

Cycle (sec): 130 Critical Vol./Cap.(X): 0.868
Loss Time (sec): 14 (Y+R=3.0 sec) Average Delay (sec/veh): 45.9
Optimal Cycle: 114 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	5	5	5		5	5	5		5	5	5		5	5	5	
Lanes:	2	0 1	0 1		1	0 1	0 1		1	0 2	1 0		1	0 1	1 0	
Volume Module: >> Count Date: 7 Oct 2009 << 7:30 AM to 8:30 AM																
Base Vol:	350	111	36		28	178	384		148	826	155		28	1221	4	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	350	111	36		28	178	384		148	826	155		28	1221	4	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	350	111	36		28	178	384		148	826	155		28	1221	4	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	350	111	36		28	178	384		148	826	155		28	1221	4	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	350	111	36		28	178	384		148	826	155		28	1221	4	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	350	111	36		28	178	384		148	826	155		28	1221	4	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.90	0.98	0.83		0.93	0.98	0.83		0.93	0.87	0.87		0.93	0.93	0.93	
Lanes:	2.00	1.00	1.00		1.00	1.00	1.00		1.00	2.53	0.47		1.00	1.99	0.01	
Final Sat.:	3432	1862	1583		1769	1862	1583		1769	4177	784		1769	3526	12	
Capacity Analysis Module:																
Vol/Sat:	0.10	0.06	0.02		0.02	0.10	0.24		0.08	0.20	0.20		0.02	0.35	0.35	
Crit Moves:	****						****		****					****		
Green Time:	15.3	15.3	15.3		36.3	36.3	36.3		12.5	53.9	53.9		10.5	51.9	51.9	
Volume/Cap:	0.87	0.51	0.19		0.06	0.34	0.87		0.87	0.48	0.48		0.20	0.87	0.87	
Uniform Del:	56.4	53.8	51.8		34.3	37.3	44.6		57.9	27.8	27.8		55.8	35.9	35.9	
IncremntDel:	17.8	1.9	0.5		0.0	0.4	16.5		34.6	0.2	0.2		0.7	6.0	6.0	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	74.2	55.8	52.3		34.3	37.7	61.1		92.5	27.9	27.9		56.5	41.9	41.9	
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:	74.2	55.8	52.3		34.3	37.7	61.1		92.5	27.9	27.9		56.5	41.9	41.9	
LOS by Move:	E	E	D		C	D	E		F	C	C		E	D	D	
HCM2kAvgQ:	10	5	1		1	6	17		8	10	10		1	25	25	

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

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

Intersection #13 Bay Rd. & Willow Rd.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.667
Loss Time (sec): 11 (Y+R=4.0 sec) Average Delay (sec/veh): 19.5
Optimal Cycle: 53 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Ignore			
Min. Green:	0	0	0		5	0	5		5	5	0		0	5	5	
Lanes:	0	0 0	0 0		1	0 0	0 1		1	0 2	0 0		0	0 2	0 1	
Volume Module: >> Count Date: 6 Oct 2009 << 7:30 - 8:30 AM																
Base Vol:	0	0	0		361	0	75		64	1378	0		0	1114	319	
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		361	0	75		64	1378	0		0	1114	319	
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		361	0	75		64	1378	0		0	1114	319	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Volume:	0	0	0		361	0	75		64	1378	0		0	1114	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		361	0	75		64	1378	0		0	1114	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
FinalVolume:	0	0	0		361	0	75		64	1378	0		0	1114	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	1.00	1.00		0.93	1.00	0.83		0.93	0.93	1.00		1.00	0.93	1.00	
Lanes:	0.00	0.00	0.00		1.00	0.00	1.00		1.00	2.00	0.00		0.00	2.00	1.00	
Final Sat.:	0	0	0		1769	0	1583		1769	3538	0		0	3538	1900	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.20	0.00	0.05		0.04	0.39	0.00		0.00	0.31	0.00	
Crit Moves:					****					****			****			
Green Time:	0.0	0.0	0.0		30.6	0.0	30.6		8.0	58.4	0.0		0.0	50.4	0.0	
Volume/Cap:	0.00	0.00	0.00		0.67	0.00	0.15		0.45	0.67	0.00		0.00	0.62	0.00	
Uniform Del:	0.0	0.0	0.0		30.3	0.0	25.3		43.9	14.2	0.0		0.0	18.0	0.0	
IncremntDel:	0.0	0.0	0.0		3.2	0.0	0.1		2.3	0.8	0.0		0.0	0.7	0.0	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	0.00	0.00	0.00		1.00	0.00	1.00		1.00	1.00	0.00		0.00	1.00	0.00	
Delay/Veh:	0.0	0.0	0.0		33.4	0.0	25.4		46.2	15.0	0.0		0.0	18.7	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.0	0.0		33.4	0.0	25.4		46.2	15.0	0.0		0.0	18.7	0.0	
LOS by Move:	A	A	A		C	A	C		D	B	A		A	B	A	
HCM2kAvgQ:	0	0	0		11	0	2		2	16	0		0	13	0	

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

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

Intersection #14 Durham St. & Willow Rd.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.686
Loss Time (sec): 7 (Y+R=3.0 sec) Average Delay (sec/veh): 12.1
Optimal Cycle: 44 Level Of Service: B

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				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	4	4	4		4	4	4		4	10	10		4	10	10	
Lanes:	1	0 0	1	0	0	1 0	0	1	1	0 1	1	0	1	0 0	1	0
Volume Module: >> Count Date: 1 Oct 2009 << 7:30 - 8:30 AM																
Base Vol:	62	16	125		38	2	2		12	1001	9		41	850	142	
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:	62	16	125		38	2	2		12	1001	9		41	850	142	
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:	62	16	125		38	2	2		12	1001	9		41	850	142	
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:	62	16	125		38	2	2		12	1001	9		41	850	142	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	62	16	125		38	2	2		12	1001	9		41	850	142	
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:	62	16	125		38	2	2		12	1001	9		41	850	142	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.72	0.85	0.85		0.55	0.55	0.83		0.93	0.93	0.93		0.93	0.96	0.96	
Lanes:	1.00	0.11	0.89		0.95	0.05	1.00		1.00	1.98	0.02		1.00	0.86	0.14	
Final Sat.:	1369	183	1431		987	52	1583		1769	3503	31		1769	1562	261	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.09	0.09		0.04	0.04	0.00		0.01	0.29	0.29		0.02	0.54	0.54	
Crit Moves:		****							****					****		
Green Time:	12.3	12.3	12.3		12.3	12.3	12.3		4.0	70.8	70.8		9.9	76.7	76.7	
Volume/Cap:	0.37	0.71	0.71		0.31	0.31	0.01		0.17	0.40	0.40		0.23	0.71	0.71	
Uniform Del:	40.3	42.1	42.1		40.0	40.0	38.5		46.4	6.0	6.0		41.5	6.0	6.0	
IncremntDel:	1.4	11.3	11.3		1.4	1.4	0.0		1.1	0.1	0.1		0.7	1.7	1.7	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	41.6	53.4	53.4		41.4	41.4	38.5		47.5	6.1	6.1		42.2	7.7	7.7	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	41.6	53.4	53.4		41.4	41.4	38.5		47.5	6.1	6.1		42.2	7.7	7.7	
LOS by Move:	D	D	D		D	D	D		D	A	A		D	A	A	
HCM2kAvgQ:	2	6	6		1	1	0		1	7	7		1	16	16	

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

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

Intersection #15 Coleman Ave. & Willow Rd.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.687
Loss Time (sec): 7 (Y+R=3.0 sec) Average Delay (sec/veh): 12.3
Optimal Cycle: 44 Level Of Service: B

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:	4	4	4		4	4	4		10	10	10		10	10	10	
Lanes:	0	0 1!	0	0	0	0 1!	0	0	1	0 0	1	0	1	0 0	1	0
Volume Module: >> Count Date: 30 Sep 2009 << 7:30 - 8:30 AM																
Base Vol:	3	3	8		142	6	48		17	892	5		6	854	62	
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:	3	3	8		142	6	48		17	892	5		6	854	62	
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:	3	3	8		142	6	48		17	892	5		6	854	62	
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	3	8		142	6	48		17	892	5		6	854	62	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	3	3	8		142	6	48		17	892	5		6	854	62	
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:	3	3	8		142	6	48		17	892	5		6	854	62	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.87	0.87	0.87		0.73	0.73	0.73		0.21	0.98	0.98		0.22	0.97	0.97	
Lanes:	0.21	0.21	0.58		0.73	0.03	0.24		1.00	0.99	0.01		1.00	0.93	0.07	
Final Sat.:	353	353	942		999	42	338		393	1850	10		410	1719	125	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.01	0.01		0.14	0.14	0.14		0.04	0.48	0.48		0.01	0.50	0.50	
Crit Moves:					****									****		
Green Time:	20.7	20.7	20.7		20.7	20.7	20.7		72.3	72.3	72.3		72.3	72.3	72.3	
Volume/Cap:	0.04	0.04	0.04		0.69	0.69	0.69		0.06	0.67	0.67		0.02	0.69	0.69	
Uniform Del:	31.7	31.7	31.7		36.7	36.7	36.7		4.0	7.4	7.4		3.9	7.6	7.6	
IncremntDel:	0.0	0.0	0.0		6.9	6.9	6.9		0.1	1.3	1.3		0.0	1.5	1.5	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	31.8	31.8	31.8		43.5	43.5	43.5		4.1	8.7	8.7		3.9	9.1	9.1	
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:	31.8	31.8	31.8		43.5	43.5	43.5		4.1	8.7	8.7		3.9	9.1	9.1	
LOS by Move:	C	C	C		D	D	D		A	A	A		A	A	A	
HCM2kAvgQ:	0	0	0		7	7	7		0	15	15		0	16	16	

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

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

Intersection #16 Gilbert Ave. & Willow Rd.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.637
Loss Time (sec): 7 (Y+R=3.0 sec) Average Delay (sec/veh): 12.9
Optimal Cycle: 39 Level Of Service: B

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:	5	5	5		5	5	5		12	12	12		12	12	12	
Lanes:	1	0	0	1	0	1	0	0	1	0	1	0	0	1	0	1
Volume Module: >> Count Date: 1 Oct 2009 << 7:30 - 8:30 AM																
Base Vol:	101	85	122		31	41	7		4	794	72		41	869	5	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	101	85	122		31	41	7		4	794	72		41	869	5	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	101	85	122		31	41	7		4	794	72		41	869	5	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	101	85	122		31	41	7		4	794	72		41	869	5	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	101	85	122		31	41	7		4	794	72		41	869	5	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	101	85	122		31	41	7		4	794	72		41	869	5	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.71	0.89	0.89		0.39	0.96	0.96		0.23	0.97	0.97		0.24	0.98	0.98	
Lanes:	1.00	0.41	0.59		1.00	0.85	0.15		1.00	0.92	0.08		1.00	0.99	0.01	
Final Sat.:	1357	697	1001		732	1555	266		445	1687	153		452	1849	11	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.12	0.12		0.04	0.03	0.03		0.01	0.47	0.47		0.09	0.47	0.47	
Crit Moves:		****								****						
Green Time:	19.1	19.1	19.1		19.1	19.1	19.1		73.9	73.9	73.9		73.9	73.9	73.9	
Volume/Cap:	0.39	0.64	0.64		0.22	0.14	0.14		0.01	0.64	0.64		0.12	0.64	0.64	
Uniform Del:	35.3	37.2	37.2		34.1	33.6	33.6		3.4	6.4	6.4		3.8	6.4	6.4	
IncremntDel:	1.0	4.2	4.2		0.8	0.2	0.2		0.0	1.0	1.0		0.2	1.0	1.0	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	36.3	41.4	41.4		35.0	33.8	33.8		3.5	7.5	7.5		3.9	7.4	7.4	
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:	36.3	41.4	41.4		35.0	33.8	33.8		3.5	7.5	7.5		3.9	7.4	7.4	
LOS by Move:	D	D	D		C	C	C		A	A	A		A	A	A	
HCM2kAvgQ:	3	7	7		1	1	1		0	14	14		0	14	14	

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

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

Intersection #17 Middlefield Rd. & Willow Rd.

Cycle (sec): 130 Critical Vol./Cap.(X): 0.906
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 56.8
Optimal Cycle: 115 Level Of Service: E

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Split Phase				Split Phase				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	8	8	8		8	8	8		8	8	8		8	8	8	
Lanes:	1	0	2	0	1	1	1	0	1	0	1	0	1	1	0	1
Volume Module: >> Count Date: 30 Sep 2009 << 8:00 - 9:00 AM																
Base Vol:	67	342	245		408	322	10		16	166	117		420	64	494	
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:	67	342	245		408	322	10		16	166	117		420	64	494	
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:	67	342	245		408	322	10		16	166	117		420	64	494	
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:	67	342	245		408	322	10		16	166	117		420	64	494	
Reduct Vol:	0	0	3		0	0	0		0	0	0		0	0	0	
Reduced Vol:	67	342	242		408	322	10		16	166	117		420	64	494	
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:	67	342	242		408	322	10		16	166	117		420	64	494	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.93	0.93	0.42		0.90	0.90	0.90		0.93	0.98	0.83		0.94	0.94	0.83	
Lanes:	1.00	2.00	1.00		1.65	1.31	0.04		1.00	1.00	1.00		1.74	0.26	1.00	
Final Sat.:	1769	3538	791		2841	2242	70		1769	1862	1583		3096	472	1583	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.10	0.31		0.14	0.14	0.14		0.01	0.09	0.07		0.14	0.14	0.31	
Crit Moves:			****				****			****					****	
Green Time:	43.9	43.9	43.9		20.6	20.6	20.6		12.8	12.8	12.8		44.8	44.8	44.8	
Volume/Cap:	0.11	0.29	0.91		0.91	0.91	0.91		0.09	0.91	0.75		0.39	0.39	0.91	
Uniform Del:	29.7	31.6	41.1		53.8	53.8	53.8		53.3	58.0	57.1		32.3	32.3	40.6	
IncremntDel:	0.1	0.1	31.7		13.7	13.7	13.7		0.2	41.0	18.4		0.2	0.2	18.8	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	29.7	31.7	72.8		67.5	67.5	67.5		53.6	99.0	75.5		32.5	32.5	59.4	
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:	29.7	31.7	72.8		67.5	67.5	67.5		53.6	99.0	75.5		32.5	32.5	59.4	
LOS by Move:	C	C	E		E	E	E		D	F	E		C	C	E	
HCM2kAvgQ:	2	5	12		13	13	13		1	10	6		7	7	22	

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

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

Intersection #18 Bayfront Exp. & University Ave.

Cycle (sec): 160 Critical Vol./Cap.(X): 0.774
Loss Time (sec): 10 (Y+R=3.0 sec) Average Delay (sec/veh): 28.3
Optimal Cycle: 73 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				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	5	5	0	0	5	5	5	0	5	0	0	0				
Lanes:	2	0	3	0	0	0	0	3	0	1	2	0	0	0	3	0	0	0	0	0
Volume Module: >> Count Date: 1 Oct 2009 << 7:15 - 8:15 AM																
Base Vol:	1541	2882	0	0	884	188	179	0	429	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:	1541	2882	0	0	884	188	179	0	429	0	0	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:	1541	2882	0	0	884	188	179	0	429	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:	1541	2882	0	0	884	188	179	0	429	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	1541	2882	0	0	884	188	179	0	429	0	0	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	1541	2882	0	0	884	188	179	0	429	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.90	0.89	1.00	1.00	0.89	0.83	0.90	1.00	0.73	1.00	1.00	1.00				
Lanes:	2.00	3.00	0.00	0.00	3.00	1.00	2.00	0.00	3.00	0.00	0.00	0.00				
Final Sat.:	3432	5083	0	0	5083	1583	3432	0	4178	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.45	0.57	0.00	0.00	0.17	0.12	0.05	0.00	0.10	0.00	0.00	0.00				
Crit Moves:	****				****				****							
Green Time:	92.8	129	0.0	0.0	35.9	35.9	21.2	0.0	21.2	0.0	0.0	0.0				
Volume/Cap:	0.77	0.70	0.00	0.00	0.77	0.53	0.39	0.00	0.77	0.00	0.00	0.00				
Uniform Del:	25.6	7.0	0.0	0.0	58.2	54.6	63.5	0.0	67.1	0.0	0.0	0.0				
IncremntDel:	2.0	0.6	0.0	0.0	3.4	1.5	0.6	0.0	6.7	0.0	0.0	0.0				
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00				
Delay/Veh:	27.5	7.6	0.0	0.0	61.6	56.1	64.1	0.0	73.8	0.0	0.0	0.0				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	27.5	7.6	0.0	0.0	61.6	56.1	64.1	0.0	73.8	0.0	0.0	0.0				
LOS by Move:	C	A	A	A	E	E	E	A	E	A	A	A				
HCM2kAvgQ:	30	23	0	0	16	8	4	0	9	0	0	0				

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

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

Intersection #19 O'Brien Dr. & University Ave.

Cycle (sec): 85 Critical Vol./Cap.(X): 0.527
Loss Time (sec): 11 (Y+R=3.0 sec) Average Delay (sec/veh): 6.2
Optimal Cycle: 40 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	5	0	5	5	5	0	0	5	5				
Lanes:	0	0	0	0	0	0	0	1!	0	0	1	0	2	0	0	0	0	1	1	0
Volume Module: >> Count Date: 8 Oct 2009 << 7:45 - 8:45 AM																
Base Vol:	0	0	0	22	0	22	68	526	0	0	1341	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:	0	0	0	22	0	22	68	526	0	0	1341	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:	0	0	0	22	0	22	68	526	0	0	1341	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:	0	0	0	22	0	22	68	526	0	0	1341	46				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	0	0	22	0	22	68	526	0	0	1341	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:	0	0	0	22	0	22	68	526	0	0	1341	46				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	1.00	1.00	1.00	0.89	1.00	0.89	0.93	0.93	1.00	1.00	0.93	0.93				
Lanes:	0.00	0.00	0.00	0.50	0.00	0.50	1.00	2.00	0.00	0.00	1.93	0.07				
Final Sat.:	0	0	0	848	0	848	1769	3538	0	0	3403	117				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.03	0.04	0.15	0.00	0.00	0.39	0.39				
Crit Moves:				****			****				****					
Green Time:	0.0	0.0	0.0	5.0	0.0	5.0	6.1	69.0	0.0	0.0	62.9	62.9				
Volume/Cap:	0.00	0.00	0.00	0.44	0.00	0.44	0.53	0.18	0.00	0.00	0.53	0.53				
Uniform Del:	0.0	0.0	0.0	38.7	0.0	38.7	38.1	1.8	0.0	0.0	4.8	4.8				
IncremntDel:	0.0	0.0	0.0	3.1	0.0	3.1	4.3	0.0	0.0	0.0	0.2	0.2				
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00				
Delay/Veh:	0.0	0.0	0.0	41.7	0.0	41.7	42.3	1.8	0.0	0.0	5.0	5.0				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	0.0	0.0	0.0	41.7	0.0	41.7	42.3	1.8	0.0	0.0	5.0	5.0				
LOS by Move:	A	A	A	D	A	D	D	A	A	A	A	A				
HCM2kAvgQ:	0	0	0	2	0	2	2	2	0	0	9	9				

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

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

Intersection #20 University & Kavanaugh

Cycle (sec): 100 Critical Vol./Cap.(X): 0.542
Loss Time (sec): 11 (Y+R=3.0 sec) Average Delay (sec/veh): 13.6
Optimal Cycle: 85 Level Of Service: B

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:	5	5	5		5	5	5		5	5	5		5	5	5	
Lanes:	0	0	1!	0	0	0	1!	0	0	1	0	1	1	0	1	0	1	0
Volume Module:																		
Base Vol:	32	37	20		8	21	44		40	582	43		25	1302	25	
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:	32	37	20		8	21	44		40	582	43		25	1302	25	
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:	32	37	20		8	21	44		40	582	43		25	1302	25	
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:	32	37	20		8	21	44		40	582	43		25	1302	25	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	32	37	20		8	21	44		40	582	43		25	1302	25	
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:	32	37	20		8	21	44		40	582	43		25	1302	25	
Saturation Flow Module:																		
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.95	0.95		0.91	0.91	0.91		0.95	0.94	0.94		0.95	0.95	0.95	
Lanes:	0.36	0.42	0.22		0.11	0.29	0.60		1.00	1.86	0.14		1.00	1.96	0.04	
Final Sat.:	651	752	407		190	500	1047		1805	3328	246		1805	3531	68	
Capacity Analysis Module:																		
Vol/Sat:	0.05	0.05	0.05		0.04	0.04	0.04		0.02	0.17	0.17		0.01	0.37	0.37	
Crit Moves:	****					****			****					****		
Green Time:	9.0	8.3	8.3		8.3	7.7	7.7		5.0	56.3	56.3		16.1	67.3	67.3	
Volume/Cap:	0.55	0.59	0.59		0.50	0.55	0.55		0.44	0.31	0.31		0.09	0.55	0.55	
Uniform Del:	43.6	44.2	44.2		43.9	44.5	44.5		46.1	11.6	11.6		35.7	8.4	8.4	
IncremntDel:	3.9	6.1	6.1		2.8	4.7	4.7		3.4	0.1	0.1		0.1	0.3	0.3	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	47.5	50.3	50.3		46.7	49.2	49.2		49.6	11.7	11.7		35.8	8.7	8.7	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	47.5	50.3	50.3		46.7	49.2	49.2		49.6	11.7	11.7		35.8	8.7	8.7	
LOS by Move:	D	D	D		D	D	D		D	B	B		D	A	A	
HCM2kAvgQ:	3	4	4		3	3	3		1	5	5		1	11	11	

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

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

Intersection #21 University & Bay

Cycle (sec): 100 Critical Vol./Cap.(X): 0.616
Loss Time (sec): 11 (Y+R=3.0 sec) Average Delay (sec/veh): 26.8
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:	5	5	5		5	5	5		5	5	5		5	5	5	
Lanes:	1	0	1	0	1	1	0	1	0	1	0	1	1	0	1	0	1	0
Volume Module:																		
Base Vol:	108	225	113		50	196	86		141	497	78		97	1115	49	
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:	108	225	113		50	196	86		141	497	78		97	1115	49	
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:	108	225	113		50	196	86		141	497	78		97	1115	49	
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:	108	225	113		50	196	86		141	497	78		97	1115	49	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	108	225	113		50	196	86		141	497	78		97	1115	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	
FinalVolume:	108	225	113		50	196	86		141	497	78		97	1115	49	
Saturation Flow Module:																		
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	1.00	0.85		0.95	1.00	0.85		0.95	0.93	0.93		0.95	0.94	0.94	
Lanes:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.73	0.27		1.00	1.92	0.08	
Final Sat.:	1805	1900	1615		1805	1900	1615		1805	3058	480		1805	3437	151	
Capacity Analysis Module:																		
Vol/Sat:	0.06	0.12	0.07		0.03	0.10	0.05		0.08	0.16	0.16		0.05	0.32	0.32	
Crit Moves:		****			****				****					****		
Green Time:	8.8	19.1	19.1		5.0	15.3	15.3		12.6	48.8	48.8		16.1	52.3	52.3	
Volume/Cap:	0.68	0.62	0.37		0.55	0.68	0.35		0.62	0.33	0.33		0.33	0.62	0.62	
Uniform Del:	44.2	37.1	35.2		46.4	40.0	37.9		41.4	15.7	15.7		37.2	16.8	16.8	
IncremntDel:	11.0	3.3	0.7		7.3	6.3	0.9		5.2	0.1	0.1		0.7	0.6	0.6	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	55.2	40.4	35.9		53.7	46.3	38.8		46.6	15.8	15.8		37.8	17.5	17.5	
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:	55.2	40.4	35.9		53.7	46.3	38.8		46.6	15.8	15.8		37.8	17.5	17.5	
LOS by Move:	E	D	D		D	D	D		D	B	B		D	B	B	
HCM2kAvgQ:	5	7	3		2	7	3		4	5	5		3	13	13	

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

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

Intersection #22 University & Runnymede

Cycle (sec): 100 Critical Vol./Cap.(X): 0.603
Loss Time (sec): 11 (Y+R=3.0 sec) Average Delay (sec/veh): 19.9
Optimal Cycle: 85 Level Of Service: B

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:	5	5	5	5	5	5	5	5	5	5	5	5
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	47	105	12	16	59	56	18	626	48	88	1246	61
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:	47	105	12	16	59	56	18	626	48	88	1246	61
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:	47	105	12	16	59	56	18	626	48	88	1246	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	47	105	12	16	59	56	18	626	48	88	1246	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	105	12	16	59	56	18	626	48	88	1246	61
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:	47	105	12	16	59	56	18	626	48	88	1246	61
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.98	0.98	0.98	0.94	0.94	0.94	0.95	0.94	0.94	0.95	0.94	0.94
Lanes:	0.29	0.64	0.07	0.12	0.45	0.43	1.00	1.86	0.14	1.00	1.91	0.09
Final Sat.:	532	1187	136	217	801	761	1805	3316	254	1805	3417	167
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.07	0.07	0.07	0.01	0.19	0.19	0.05	0.36	0.36
Crit Moves:	****				****		****				****	
Green Time:	14.1	14.1	14.1	11.7	11.7	11.7	5.0	49.9	49.9	13.2	58.2	58.2
Volume/Cap:	0.63	0.63	0.63	0.63	0.63	0.63	0.20	0.38	0.38	0.37	0.63	0.63
Uniform Del:	40.5	40.5	40.5	42.0	42.0	42.0	45.6	15.5	15.5	39.6	13.8	13.8
IncremntDel:	4.8	4.8	4.8	5.9	5.9	5.9	1.1	0.1	0.1	1.0	0.6	0.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	45.2	45.2	45.2	48.0	48.0	48.0	46.7	15.6	15.6	40.5	14.4	14.4
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:	45.2	45.2	45.2	48.0	48.0	48.0	46.7	15.6	15.6	40.5	14.4	14.4
LOS by Move:	D	D	D	D	D	D	D	B	B	D	B	B
HCM2kAvgQ:	6	6	6	5	5	5	1	7	7	2	14	14

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

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

Intersection #23 University & Bell

Cycle (sec): 100 Critical Vol./Cap.(X): 0.236
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 8.1
Optimal Cycle: 91 Level Of Service: A

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:	14	14	14	14	14	14	73	73	73	73	73	73
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	18	59	9	7	43	11	15	614	24	15	123	24
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	59	9	7	43	11	15	614	24	15	123	24
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	18	59	9	7	43	11	15	614	24	15	123	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	18	59	9	7	43	11	15	614	24	15	123	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	59	9	7	43	11	15	614	24	15	123	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	18	59	9	7	43	11	15	614	24	15	123	24
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.93	0.95	0.95	0.95	0.65	0.94	0.94	0.38	0.93	0.93
Lanes:	0.21	0.69	0.10	0.11	0.71	0.18	1.00	1.92	0.08	1.00	1.67	0.33
Final Sat.:	371	1216	185	207	1275	326	1241	3453	135	730	2948	575
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.05	0.03	0.03	0.03	0.01	0.18	0.18	0.02	0.04	0.04
Crit Moves:		****						****				
Green Time:	20.6	20.6	20.6	20.6	20.6	20.6	75.4	75.4	75.4	75.4	75.4	75.4
Volume/Cap:	0.24	0.24	0.24	0.16	0.16	0.16	0.02	0.24	0.24	0.03	0.06	0.06
Uniform Del:	33.1	33.1	33.1	32.6	32.6	32.6	3.1	3.7	3.7	3.1	3.2	3.2
IncremntDel:	0.3	0.3	0.3	0.2	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	33.5	33.5	33.5	32.8	32.8	32.8	3.1	3.7	3.7	3.1	3.2	3.2
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:	33.5	33.5	33.5	32.8	32.8	32.8	3.1	3.7	3.7	3.1	3.2	3.2
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	2	2	2	2	2	2	0	3	3	0	1	1

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

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

Intersection #24 University & Donohoe

Cycle (sec): 100 Critical Vol./Cap.(X): 0.890
Loss Time (sec): 11 (Y+R=3.0 sec) Average Delay (sec/veh): 36.5
Optimal Cycle: 103 Level Of Service: D

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:	5	5	5		5	5	5		5	5	5		5	5	5	
Lanes:	1	1	0	1	1	1	0	1	0	1	2	0	2	0	1	1	0	1	1	0
Volume Module:																				
Base Vol:	362	437	328		11	124	383		117	352	283		49	1205	68	
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:	362	437	328		11	124	383		117	352	283		49	1205	68	
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:	362	437	328		11	124	383		117	352	283		49	1205	68	
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:	362	437	328		11	124	383		117	352	283		49	1205	68	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	362	437	328		11	124	383		117	352	283		49	1205	68	
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:	362	437	328		11	124	383		117	352	283		49	1205	68	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.89	0.89	0.89		0.95	1.00	0.85		0.92	0.95	0.85		0.95	0.94	0.94	
Lanes:	1.28	1.56	1.16		1.00	1.00	1.00		2.00	2.00	1.00		1.00	1.89	0.11	
Final Sat.:	2182	2634	1977		1805	1900	1615		3502	3610	1615		1805	3390	191	
Capacity Analysis Module:																
Vol/Sat:	0.17	0.17	0.17		0.01	0.07	0.24		0.03	0.10	0.18		0.03	0.36	0.36	
Crit Moves:	****						****		****					****		
Green Time:	18.4	34.3	34.3		10.3	26.3	26.3		5.0	34.5	34.5		9.8	39.4	39.4	
Volume/Cap:	0.90	0.48	0.48		0.06	0.25	0.90		0.67	0.28	0.51		0.28	0.90	0.90	
Uniform Del:	39.9	25.9	25.9		40.4	29.1	35.6		46.7	23.8	26.0		41.8	28.5	28.5	
IncremntDel:	9.3	0.2	0.2		0.1	0.3	22.2		9.5	0.1	0.8		0.8	8.4	8.4	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	49.3	26.0	26.0		40.6	29.3	57.8		56.2	23.9	26.8		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:	49.3	26.0	26.0		40.6	29.3	57.8		56.2	23.9	26.8		42.6	36.9	36.9	
LOS by Move:	D	C	C		D	C	E		E	C	C		D	D	D	
HCM2kAvgQ:	10	7	7		0	3	15		3	4	7		1	21	21	

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

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

Intersection #25 NB 101 & Donohoe St

Cycle (sec): 65 Critical Vol./Cap.(X): 0.358
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 13.5
Optimal Cycle: 57 Level Of Service: B

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	23	23		0	23	0		20	0	20		0	0	10	
Lanes:	0	0	2	1	0	0	0	2	0	0	2	0	0	0	1	0	0	0	0	1
Volume Module:																				
Base Vol:	0	837	8		0	451	0		365	0	140		0	0	113	
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	837	8		0	451	0		365	0	140		0	0	113	
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	837	8		0	451	0		365	0	140		0	0	113	
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	837	8		0	451	0		365	0	140		0	0	113	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	837	8		0	451	0		365	0	140		0	0	113	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	837	8		0	451	0		365	0	140		0	0	113	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	0.91	0.91		1.00	0.95	1.00		0.92	1.00	0.85		1.00	1.00	0.87	
Lanes:	0.00	2.97	0.03		0.00	2.00	0.00		2.00	0.00	1.00		0.00	0.00	1.00	
Final Sat.:	0	5133	49		0	3610	0		3502	0	1615		0	0	1644	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.16	0.16		0.00	0.12	0.00		0.10	0.00	0.09		0.00	0.00	0.07	
Crit Moves:		****			****				****						****	
Green Time:	0.0	28.8	28.8		0.0	28.8	0.0		20.0	0.0	32.2		0.0	0.0	12.2	
Volume/Cap:	0.00	0.37	0.37		0.00	0.28	0.00		0.34	0.00	0.18		0.00	0.00	0.37	
Uniform Del:	0.0	12.0	12.0		0.0	11.5	0.0		17.4	0.0	9.1		0.0	0.0	23.1	
IncremntDel:	0.0	0.1	0.1		0.0	0.1	0.0		0.2	0.0	0.1		0.0	0.0	0.7	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	0.00	1.00	1.00		0.00	1.00	0.00		1.00	0.00	1.00		0.00	0.00	1.00	
Delay/Veh:	0.0	12.1	12.1		0.0	11.6	0.0		17.6	0.0	9.2		0.0	0.0	23.8	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	12.1	12.1		0.0	11.6	0.0		17.6	0.0	9.2		0.0	0.0	23.8	
LOS by Move:	A	B	B		A	B	A		B	A	A		A	A	C	
HCM2kAvgQ:	0	4	4		0	3	0		3	0	2		0	0	2	

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

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

Intersection #26 University & SB US 101

Cycle (sec): 85 Critical Vol./Cap.(X): 0.618
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 16.8
Optimal Cycle: 81 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Protected				Permitted				Protected			
Rights:	Include				Include				Ovl				Include			
Min. Green:	16		16	16	0		0	0	0		29	45	28		61	0
Lanes:	1	0	1!	0 1	0	0	0	0 0	0	0	2	0 2	2	0	2	0 0
Volume Module:																
Base Vol:	317		1	220	0		0	0	0		828	379	798		1527	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:	317		1	220	0		0	0	0		828	379	798		1527	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:	317		1	220	0		0	0	0		828	379	798		1527	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:	317		1	220	0		0	0	0		828	379	798		1527	0
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	317		1	220	0		0	0	0		828	379	798		1527	0
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		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:	317		1	220	0		0	0	0		828	379	798		1527	0
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900
Adjustment:	0.86	0.86		0.86	1.00	1.00		1.00	1.00	0.95		0.75	0.92	0.95		1.00
Lanes:	1.58	0.01		1.41	0.00	0.00		0.00	0.00	2.00		2.00	2.00	2.00		0.00
Final Sat.:	2584		6	2291	0		0	0	0		3610	2842	3502		3610	0
Capacity Analysis Module:																
Vol/Sat:	0.12	0.17		0.10	0.00	0.00		0.00	0.00	0.23		0.13	0.23	0.42		0.00
Crit Moves:		****												****		
Green Time:	16.0	16.0		16.0	0.0	0.0		0.0	0.0	29.0		29.0	36.0	65.0		0.0
Volume/Cap:	0.65	0.88		0.51	0.00	0.00		0.00	0.00	0.67		0.39	0.54	0.55		0.00
Uniform Del:	31.9	33.6		31.0	0.0	0.0		0.0	0.0	23.9		21.3	18.3	4.1		0.0
IncremntDel:	1.9	13.9		0.4	0.0	0.0		0.0	0.0	1.5		0.3	0.4	0.2		0.0
InitQueuDel:	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0
Delay Adj:	1.00	1.00		1.00	0.00	0.00		0.00	0.00	1.00		1.00	1.00	1.00		0.00
Delay/Veh:	33.8	47.5		31.4	0.0	0.0		0.0	0.0	25.4		21.5	18.7	4.3		0.0
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
AdjDel/Veh:	33.8	47.5		31.4	0.0	0.0		0.0	0.0	25.4		21.5	18.7	4.3		0.0
LOS by Move:	C	D		C	A	A		A	A	C		C	B	A		A
HCM2kAvgQ:	6	10		4	0	0		0	0	10		4	8	9		0

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

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

Intersection #27 University Ave. & Woodland

Cycle (sec): 100 Critical Vol./Cap.(X): 0.857
Loss Time (sec): 11 (Y+R=3.0 sec) Average Delay (sec/veh): 36.0
Optimal Cycle: 90 Level Of Service: D

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:	5		5	5	5		5	5	5		5	5	5		5	5
Lanes:	0	0	1!	0 0	2	0	0	1 0	1	0	1	1 0	1	0	2	0 1
Volume Module:																
Base Vol:	14		78	250	410		115	41	51		538	13	238		1506	420
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:	14		78	250	410		115	41	51		538	13	238		1506	420
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:	14		78	250	410		115	41	51		538	13	238		1506	420
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:	14		78	250	410		115	41	51		538	13	238		1506	420
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	14		78	250	410		115	41	51		538	13	238		1506	420
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:	14		78	250	410		115	41	51		538	13	238		1506	420
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900
Adjustment:	0.90	0.90		0.90	0.92	0.96		0.96	0.95	0.95		0.95	0.95	0.95		0.85
Lanes:	0.04	0.23		0.73	2.00	0.74		0.26	1.00	1.95		0.05	1.00	2.00		1.00
Final Sat.:	70	390		1249	3502	1346		480	1805	3511		85	1805	3610		1615
Capacity Analysis Module:																
Vol/Sat:	0.20	0.20		0.20	0.12	0.09		0.09	0.03	0.15		0.15	0.13	0.42		0.26
Crit Moves:		****			****				****					****		
Green Time:	25.4	22.9		22.9	13.4	10.9		10.9	5.0	28.3		28.3	24.4	47.7		47.7
Volume/Cap:	0.79	0.87		0.87	0.87	0.79		0.79	0.57	0.54		0.54	0.54	0.87		0.55
Uniform Del:	34.8	37.2		37.2	42.5	43.4		43.4	46.4	30.3		30.3	32.9	23.5		18.5
IncremntDel:	9.2	19.1		19.1	16.5	18.6		18.6	8.1	0.6		0.6	1.4	5.3		0.8
InitQueuDel:	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0
Delay Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Delay/Veh:	44.0	56.3		56.3	59.0	62.1		62.1	54.5	30.9		30.9	34.3	28.8		19.3
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:	44.0	56.3		56.3	59.0	62.1		62.1	54.5	30.9		30.9	34.3	28.8		19.3
LOS by Move:	D	E		E	E	E		E	D	C		C	C	C		B
HCM2kAvgQ:	12	13		13	9	7		7	2	8		8	6	23		9

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

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

Intersection #28 Middlefield Rd. & University Ave.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.706
Loss Time (sec): 11 (Y+R=3.0 sec) Average Delay (sec/veh): 33.2
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:	5	5	5	5	5	5	5	5	5	5	5	5
Lanes:	0 1	0 1	0	0 1	0 1	0	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	37	264	51	92	391	62	15	228	24	73	584	95
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:	37	264	51	92	391	62	15	228	24	73	584	95
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:	37	264	51	92	391	62	15	228	24	73	584	95
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:	37	264	51	92	391	62	15	228	24	73	584	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	264	51	92	391	62	15	228	24	73	584	95
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:	37	264	51	92	391	62	15	228	24	73	584	95
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.93	0.93	0.93	0.95	0.99	0.99	0.95	0.98	0.98
Lanes:	0.21	1.50	0.29	0.34	1.43	0.23	1.00	0.90	0.10	1.00	0.86	0.14
Final Sat.:	369	2635	509	594	2526	400	1805	1695	178	1805	1600	260
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.15	0.15	0.15	0.01	0.13	0.13	0.04	0.37	0.37
Crit Moves:		****		****			****				****	
Green Time:	13.6	13.6	13.6	21.0	21.0	21.0	5.0	39.7	39.7	14.8	49.5	49.5
Volume/Cap:	0.74	0.74	0.74	0.74	0.74	0.74	0.17	0.34	0.34	0.27	0.74	0.74
Uniform Del:	41.5	41.5	41.5	36.9	36.9	36.9	45.5	21.0	21.0	37.9	20.1	20.1
IncremntDel:	6.0	6.0	6.0	3.9	3.9	3.9	0.9	0.3	0.3	0.6	3.2	3.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	47.5	47.5	47.5	40.9	40.9	40.9	46.4	21.3	21.3	38.4	23.3	23.3
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:	47.5	47.5	47.5	40.9	40.9	40.9	46.4	21.3	21.3	38.4	23.3	23.3
LOS by Move:	D	D	D	D	D	D	D	C	C	D	C	C
HCM2kAvgQ:	7	7	7	8	8	8	1	5	5	2	17	17

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

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

Intersection #29 Bayfront Exp. & Chrysler Dr.

Cycle (sec): 130 Critical Vol./Cap.(X): 0.562
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 7.2
Optimal Cycle: 39 Level Of Service: A

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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	0	0	5	5	5	0	5	0	0	0
Lanes:	1 0	3 0	0	0 0	3 0	1	1 0	0 0	1	0 0	0 0	0
Volume Module: >> Count Date: 21 Oct 2009 << 7:15 - 8:15 AM												
Base Vol:	45	2362	0	0	1034	31	103	0	6	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:	45	2362	0	0	1034	31	103	0	6	0	0	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:	45	2362	0	0	1034	31	103	0	6	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:	45	2362	0	0	1034	31	103	0	6	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	2362	0	0	1034	31	103	0	6	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	45	2362	0	0	1034	31	103	0	6	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.89	1.00	1.00	0.89	0.83	0.93	1.00	0.83	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	0.00	3.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1769	5083	0	0	5083	1583	1769	0	1583	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.46	0.00	0.00	0.20	0.02	0.06	0.00	0.00	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green Time:	17.1	108	0.0	0.0	90.4	90.4	13.5	0.0	13.5	0.0	0.0	0.0
Volume/Cap:	0.19	0.56	0.00	0.00	0.29	0.03	0.56	0.00	0.04	0.00	0.00	0.00
Uniform Del:	50.3	3.6	0.0	0.0	7.6	6.1	55.5	0.0	52.4	0.0	0.0	0.0
IncremntDel:	0.4	0.2	0.0	0.0	0.0	0.0	3.9	0.0	0.1	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	50.7	3.8	0.0	0.0	7.6	6.2	59.4	0.0	52.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.7	3.8	0.0	0.0	7.6	6.2	59.4	0.0	52.5	0.0	0.0	0.0
LOS by Move:	D	A	A	A	A	A	E	A	D	A	A	A
HCM2kAvgQ:	2	11	0	0	6	0	5	0	0	0	0	0

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

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

Intersection #30 Bayfront Exp. & Chilco St.

Cycle (sec): 130 Critical Vol./Cap.(X): 0.570
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 16.8
Optimal Cycle: 40 Level Of Service: B

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				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	5	5	0	0	5	5	5	0	5	0	0	0				
Lanes:	1	0	3	0	0	0	0	3	0	1	1	0	0	0	1	0	0	0	0	0
Volume Module: >> Count Date: 20 Oct 2009 << 7:45 - 8:45 AM																
Base Vol:	146	2070	0	0	851	196	218	0	31	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:	146	2070	0	0	851	196	218	0	31	0	0	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:	146	2070	0	0	851	196	218	0	31	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:	146	2070	0	0	851	196	218	0	31	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	146	2070	0	0	851	196	218	0	31	0	0	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	146	2070	0	0	851	196	218	0	31	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.93	0.89	1.00	1.00	0.89	0.83	0.93	1.00	0.83	1.00	1.00	1.00				
Lanes:	1.00	3.00	0.00	0.00	3.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00				
Final Sat.:	1769	5083	0	0	5083	1583	1769	0	1583	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.08	0.41	0.00	0.00	0.17	0.12	0.12	0.00	0.02	0.00	0.00	0.00				
Crit Moves:		****		****			****									
Green Time:	30.7	92.9	0.0	0.0	62.2	62.2	28.1	0.0	28.1	0.0	0.0	0.0				
Volume/Cap:	0.35	0.57	0.00	0.00	0.35	0.26	0.57	0.00	0.09	0.00	0.00	0.00				
Uniform Del:	41.4	8.9	0.0	0.0	21.2	20.2	45.5	0.0	40.7	0.0	0.0	0.0				
IncremntDel:	0.5	0.2	0.0	0.0	0.1	0.2	2.0	0.0	0.1	0.0	0.0	0.0				
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00				
Delay/Veh:	41.9	9.2	0.0	0.0	21.3	20.4	47.6	0.0	40.8	0.0	0.0	0.0				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	41.9	9.2	0.0	0.0	21.3	20.4	47.6	0.0	40.8	0.0	0.0	0.0				
LOS by Move:	D	A	A	A	C	C	D	A	D	A	A	A				
HCM2kAvgQ:	5	14	0	0	7	4	8	0	1	0	0	0				

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

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

Intersection #31 Middlefield Rd. & Ravenswood Ave.

Cycle (sec): 120 Critical Vol./Cap.(X): 0.583
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 21.5
Optimal Cycle: 27 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				Split Phase				Split Phase			
Rights:	Include				Include				Ignore				Include			
Min. Green:	4	10	0	0	10	10	4	0	4	0	0	0				
Lanes:	1	0	1	0	0	0	0	0	1	0	1	0	0	0	1	0	0	0	0	0
Volume Module: >> Count Date: 20 Oct 2009 << 7:45 - 8:45 AM																
Base Vol:	464	366	0	0	398	66	83	0	561	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:	464	366	0	0	398	66	83	0	561	0	0	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:	464	366	0	0	398	66	83	0	561	0	0	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
PHF Volume:	464	366	0	0	398	66	83	0	0	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	464	366	0	0	398	66	83	0	0	0	0	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
FinalVolume:	464	366	0	0	398	66	83	0	0	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.93	0.98	1.00	1.00	0.96	0.96	0.93	1.00	1.00	1.00	1.00	1.00				
Lanes:	1.00	1.00	0.00	0.00	0.86	0.14	1.00	0.00	1.00	0.00	0.00	0.00				
Final Sat.:	1769	1862	0	0	1567	260	1769	0	1900	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.26	0.20	0.00	0.00	0.25	0.25	0.05	0.00	0.00	0.00	0.00	0.00				
Crit Moves:	****				****		****									
Green Time:	54.0	106	0.0	0.0	52.3	52.3	9.7	0.0	0.0	0.0	0.0	0.0				
Volume/Cap:	0.58	0.22	0.00	0.00	0.58	0.58	0.58	0.00	0.00	0.00	0.00	0.00				
Uniform Del:	24.6	1.0	0.0	0.0	25.6	25.6	53.2	0.0	0.0	0.0	0.0	0.0				
IncremntDel:	1.1	0.1	0.0	0.0	1.1	1.1	6.0	0.0	0.0	0.0	0.0	0.0				
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	0.00				
Delay/Veh:	25.7	1.0	0.0	0.0	26.7	26.7	59.2	0.0	0.0	0.0	0.0	0.0				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	25.7	1.0	0.0	0.0	26.7	26.7	59.2	0.0	0.0	0.0	0.0	0.0				
LOS by Move:	C	A	A	A	C	C	E	A	A	A	A	A				
HCM2kAvgQ:	12	2	0	0	12	12	4	0	0	0	0	0				

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

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

Intersection #32 Middlefield Rd. & Ringwood Ave.

Cycle (sec): 120 Critical Vol./Cap.(X): 0.452
Loss Time (sec): 4 (Y+R=3.0 sec) Average Delay (sec/veh): 25.6
Optimal Cycle: 22 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				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	4	10	10		4	10	10		4	4	4		4	4	4	
Lanes:	1 0	2 0	1		1 0	2 0	1		1 0	0 1	0		0 1	0 0	1	
Volume Module: >> Count Date: 21 Oct 2009 << 7:30 - 8:30 AM																
Base Vol:	57	623	49		192	709	68		3	3	3		123	53	241	
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	623	49		192	709	68		3	3	3		123	53	241	
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	623	49		192	709	68		3	3	3		123	53	241	
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:	57	623	49		192	709	68		3	3	3		123	53	241	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	57	623	49		192	709	68		3	3	3		123	53	241	
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:	57	623	49		192	709	68		3	3	3		123	53	241	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.93	0.93	0.83		0.93	0.93	0.83		0.51	0.91	0.91		0.77	0.77	0.83	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	0.50	0.50		0.70	0.30	1.00	
Final Sat.:	1769	3538	1583		1769	3538	1583		976	861	861		1027	442	1583	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.18	0.03		0.11	0.20	0.04		0.00	0.00	0.00		0.12	0.12	0.15	
Crit Moves:		****			****										****	
Green Time:	10.8	46.8	46.8		28.8	64.8	64.8		40.4	40.4	40.4		40.4	40.4	40.4	
Volume/Cap:	0.36	0.45	0.08		0.45	0.37	0.08		0.01	0.01	0.01		0.36	0.36	0.45	
Uniform Del:	51.4	27.1	23.1		38.9	15.9	13.3		26.5	26.5	26.5		30.0	30.0	31.1	
IncremntDel:	1.4	0.2	0.1		0.8	0.1	0.0		0.0	0.0	0.0		0.4	0.4	0.6	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	52.7	27.4	23.1		39.6	16.0	13.3		26.5	26.5	26.5		30.4	30.4	31.7	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	52.7	27.4	23.1		39.6	16.0	13.3		26.5	26.5	26.5		30.4	30.4	31.7	
LOS by Move:	D	C	C		D	B	B		C	C	C		C	C	C	
HCM2kAvgQ:	2	9	1		6	8	1		0	0	0		5	5	7	

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

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

Intersection #33 Middlefield Rd and Lytton Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.687
Loss Time (sec): 11 (Y+R=3.0 sec) Average Delay (sec/veh): 33.6
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:	Split Phase				Split Phase				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	5	5	5		5	5	5		5	5	5		5	5	5	
Lanes:	0 1	0 0	1		0 1	0 0	1		1 0	0 1	0		0 0	1! 0	0	
Volume Module:																
Base Vol:	115	314	8		7	490	355		114	34	45		6	97	5	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	115	314	8		7	490	355		114	34	45		6	97	5	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	115	314	8		7	490	355		114	34	45		6	97	5	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	115	314	8		7	490	355		114	34	45		6	97	5	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	115	314	8		7	490	355		114	34	45		6	97	5	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	115	314	8		7	490	355		114	34	45		6	97	5	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.99	0.99	0.85		1.00	1.00	0.85		0.95	0.92	0.92		0.99	0.99	0.99	
Lanes:	0.27	0.73	1.00		0.01	0.99	1.00		1.00	0.43	0.57		0.05	0.90	0.05	
Final Sat.:	503	1373	1615		27	1871	1615		1805	748	990		105	1691	87	
Capacity Analysis Module:																
Vol/Sat:	0.23	0.23	0.00		0.26	0.26	0.22		0.06	0.05	0.05		0.06	0.06	0.06	
Crit Moves:		****			****				****					****		
Green Time:	33.3	33.3	33.3		38.1	38.1	38.1		9.2	9.2	9.2		8.4	8.4	8.4	
Volume/Cap:	0.69	0.69	0.01		0.69	0.69	0.58		0.69	0.49	0.49		0.69	0.69	0.69	
Uniform Del:	28.8	28.8	22.3		25.9	25.9	24.5		44.0	43.2	43.2		44.6	44.6	44.6	
IncremntDel:	3.2	3.2	0.0		2.8	2.8	1.4		11.4	2.4	2.4		12.0	12.0	12.0	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	32.0	32.0	22.4		28.7	28.7	25.9		55.4	45.6	45.6		56.5	56.5	56.5	
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:	32.0	32.0	22.4		28.7	28.7	25.9		55.4	45.6	45.6		56.5	56.5	56.5	
LOS by Move:	C	C	C		C	C	C		E	D	D		E	E	E	
HCM2kAvgQ:	11	11	0		14	14	9		5	3	3		5	5	5	

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

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

Intersection #34 Bayfront Expy. and Facebook West Campus

Cycle (sec):	120	Critical Vol./Cap.(X):	0.495
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	1.1
Optimal Cycle:	90	Level Of Service:	A

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:	10	10	10		10	10	10		10	10	10		0	0	0	
Lanes:	1	0 3	0	0	0	0 3	0	1	2	0 0	0	1	0	0 0	0	0
Volume Module:																
Base Vol:	0	2197	0	0	782	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	2197	0	0	782	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	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	2197	0	0	782	0	0	0	0	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:	0.95	0.95	0.95	0.95	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	2313	0	0	823	0	0	0	0	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
Reduced Vol:	0	2313	0	0	823	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	1.00	1.00	1.00	1.00
FinalVolume:	0	2313	0	0	823	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	1.00	1.00	0.91	1.00	0.97	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	0.00	3.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	1900	5187	0	0	5187	1900	3686	0	1900	0	0	0	0	0	0	0
Capacity Analysis Module:																
Vol/Sat:	0.00	0.45	0.00	0.00	0.16	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:		****		****												
Green Time:	0.0	108	0.0	0.0	108	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.50	0.00	0.00	0.18	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Del:	0.0	1.1	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
IncremntDel:	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	1.2	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	1.2	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	6	0	0	1	0	0	0	0	0	0	0	0	0	0	0

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

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Scenario Report

Scenario:	Existing PM
Command:	Existing_2009_PM
Volume:	PM_2009
Geometry:	PM
Impact Fee:	Default Impact Fee
Trip Generation:	Existing PM
Trip Distribution:	Near-Term
Paths:	Default Path
Routes:	Default Route
Configuration:	Existing_PM

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Bayfront Exp. & Marsh Rd.	D	45.4	0.943	D	45.4	0.943	+ 0.000 D/V
# 2 US 101 NB Ramps & Marsh Rd.	B	12.9	0.815	B	12.9	0.815	+ 0.000 D/V
# 3 US 101 SB Ramps & Marsh Rd.	B	17.8	0.817	B	17.8	0.817	+ 0.000 D/V
# 4 Scott Dr/Rolison at Marsh Rd.	B	19.4	0.685	B	18.5	0.685	-0.907 D/V
# 5 Bohannon/ Florence & Marsh Rd.	D	51.4	0.691	C	21.3	0.691	-30.036 D/V
# 6 Bay Rd. & Marsh Rd.	B	14.7	0.576	B	14.5	0.576	-0.201 D/V
# 7 Middlefield at Marsh (Town of	C	29.7	0.809	C	28.3	0.809	-1.462 D/V
# 8 Bayfront Exp. & Willow Rd.	D	43.1	0.916	D	43.1	0.916	+ 0.000 D/V
# 9 Hamilton Ave. & Willow Rd.	C	21.8	0.604	C	21.8	0.604	+ 0.000 D/V
# 10 Ivy Dr. & Willow Rd.	B	11.9	0.543	B	11.9	0.543	+ 0.000 D/V
# 11 O'Brien Dr. & Willow Rd.	A	9.7	0.546	A	9.7	0.546	+ 0.000 D/V
# 12 Newbridge St. & Willow Rd.	C	32.7	0.735	C	32.7	0.735	+ 0.000 D/V
# 13 Bay Rd. & Willow Rd.	B	19.5	0.730	B	19.5	0.730	+ 0.000 D/V
# 14 Durham St. & Willow Rd.	D	47.1	0.632	B	14.9	0.638	-32.204 D/V
# 15 Coleman Ave. & Willow Rd.	B	10.7	0.731	A	9.5	0.730	-1.143 D/V
# 16 Gilbert Ave. & Willow Rd.	B	11.7	0.653	A	9.5	0.653	-2.144 D/V
# 17 Middlefield Rd. & Willow Rd.	F	126.0	1.232	F	126.8	1.232	+ 0.822 D/V
# 18 Bayfront Exp. & University Ave	F	146.2	1.280	F	146.2	1.280	+ 0.000 D/V
# 19 O'Brien Dr. & University Ave.	B	12.7	0.667	B	12.7	0.667	+ 0.000 D/V
# 20 University & Kavanaugh	B	15.8	0.642	B	15.8	0.642	+ 0.000 D/V
# 21 University & Bay	C	32.5	0.805	C	32.5	0.805	+ 0.000 D/V
# 22 University & Runnymede	C	22.3	0.675	C	22.3	0.675	+ 0.000 D/V
# 23 University & Bell	A	7.5	0.528	A	7.5	0.528	+ 0.000 D/V
# 24 University & Donohoe	C	34.9	0.843	C	34.9	0.843	+ 0.000 D/V
# 25 NB 101 & Donohoe St	C	21.0	0.466	C	21.0	0.466	+ 0.000 D/V

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 26 University & SB US 101	C	21.3	0.509	C	21.3	0.509	+ 0.000 D/V
# 27 University Ave. & Woodland	D	44.4	0.860	D	44.4	0.860	+ 0.000 D/V
# 28 Middlefield Rd. & University A	C	32.6	0.537	C	32.6	0.537	+ 0.000 D/V
# 29 Bayfront Exp. & Chrysler Dr.	B	18.4	0.681	B	18.4	0.681	+ 0.000 D/V
# 30 Bayfront Exp. & Chilco St.	B	13.7	0.584	B	13.7	0.584	+ 0.000 D/V
# 31 Middlefield Rd. & Ravenswood A	C	25.5	0.717	C	25.1	0.717	-0.374 D/V
# 32 Middlefield Rd. & Ringwood Ave	C	27.9	0.605	C	28.8	0.605	+ 0.857 D/V
# 33 Middlefield Rd and Lytton Ave	E	58.8	0.936	E	58.8	0.936	+ 0.000 D/V
# 34 Bayfront Expy. and Facebook We	A	1.3	0.505	A	1.3	0.505	+ 0.000 D/V

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

****
Intersection #1 Bayfront Exp. & Marsh Rd.
****

Cycle (sec): 140 Critical Vol./Cap.(X): 0.943
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 45.4
Optimal Cycle: 165 Level Of Service: D

****

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Split Phase				Split Phase				Split Phase				Split Phase			
Rights:	Include				Ovl				Ovl				Include			
Min. Green:	5	5	5		5	5	5		5	5	5		5	5	5	
Lanes:	3 0	0 1	0		0 1	1 0	1		0 1	0 0	2		0 0	1! 0	0	
Volume Module: >> Count Date: 22 Oct 2009 << 4:45 - 5:45 PM																
Base Vol:	1184	49	7		0	346	186		139	40	1952		31	73	11	
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:	1184	49	7		0	346	186		139	40	1952		31	73	11	
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:	1184	49	7		0	346	186		139	40	1952		31	73	11	
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:	1184	49	7		0	346	186		139	40	1952		31	73	11	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	1184	49	7		0	346	186		139	40	1952		31	73	11	
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:	1184	49	7		0	346	186		139	40	1952		31	73	11	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.90	0.96	0.96		0.95	0.93	0.83		0.94	0.94	0.73		0.95	0.95	0.95	
Lanes:	3.00	0.88	0.12		0.00	2.00	1.00		0.78	0.22	2.00		0.27	0.63	0.10	
Final Sat.:	5147	1598	228		0	3538	1583		1392	401	2786		489	1151	174	
Capacity Analysis Module:																
Vol/Sat:	0.23	0.03	0.03		0.00	0.10	0.12		0.10	0.10	0.70		0.06	0.06	0.06	
Crit Moves:	****					****					****				****	
Green Time:	34.2	34.2	34.2		0.0	14.5	84.4		69.9	69.9	104.1		9.4	9.4	9.4	
Volume/Cap:	0.94	0.13	0.13		0.00	0.94	0.19		0.20	0.20	0.94		0.94	0.94	0.94	
Uniform Del:	52.0	41.3	41.3		0.0	62.3	12.5		19.5	19.5	15.4		65.0	65.0	65.0	
IncremntDel:	13.9	0.1	0.1		0.0	32.5	0.1		0.1	0.1	9.5		63.6	63.6	63.6	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		0.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	65.9	41.4	41.4		0.0	94.8	12.6		19.6	19.6	24.9		128.7	129	128.7	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	65.9	41.4	41.4		0.0	94.8	12.6		19.6	19.6	24.9		128.7	129	128.7	
LOS by Move:	E	D	D		A	F	B		B	B	C		F	F	F	
HCM2kAvgQ:	19	2	2		0	11	3		4	4	42		8	8	8	

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

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

Intersection #2 US 101 NB Ramps & Marsh Rd.

Cycle (sec): 65 Critical Vol./Cap.(X): 0.815
Loss Time (sec): 7 (Y+R=4.0 sec) Average Delay (sec/veh): 12.9
Optimal Cycle: 58 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Permitted				Permitted			
Rights:	Include				Include				Ignore				Ignore			
Min. Green:	5	0	5		0	0	0		0	5	0		0	5	0	
Lanes:	2 0	0	0	1	0 0	0	0	0	0 0	2	0	1	0 0	2	0	1
Volume Module: >> Count Date: 30 Sep 2009 << 4:30 - 5:30 PM																
Base Vol:	493	0	213		0	0	0		0	2063	507		0	682	791	
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:	493	0	213		0	0	0		0	2063	507		0	682	791	
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:	493	0	213		0	0	0		0	2063	507		0	682	791	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
PHF Volume:	493	0	213		0	0	0		0	2063	0		0	682	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	493	0	213		0	0	0		0	2063	0		0	682	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
FinalVolume:	493	0	213		0	0	0		0	2063	0		0	682	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.90	1.00	0.83		1.00	1.00	1.00		1.00	0.93	1.00		1.00	0.93	1.00	
Lanes:	2.00	0.00	1.00		0.00	0.00	0.00		0.00	2.00	1.00		0.00	2.00	1.00	
Final Sat.:	3432	0	1583		0	0	0		0	3538	1900		0	3538	1900	
Capacity Analysis Module:																
Vol/Sat:	0.14	0.00	0.13		0.00	0.00	0.00		0.00	0.58	0.00		0.00	0.19	0.00	
Crit Moves:	****									****						
Green Time:	11.5	0.0	11.5		0.0	0.0	0.0		0.0	46.5	0.0		0.0	46.5	0.0	
Volume/Cap:	0.81	0.00	0.76		0.00	0.00	0.00		0.00	0.81	0.00		0.00	0.27	0.00	
Uniform Del:	25.7	0.0	25.5		0.0	0.0	0.0		0.0	6.3	0.0		0.0	3.2	0.0	
IncremntDel:	8.3	0.0	11.7		0.0	0.0	0.0		0.0	2.1	0.0		0.0	0.1	0.0	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	0.00	1.00		0.00	0.00	0.00		0.00	1.00	0.00		0.00	1.00	0.00	
Delay/Veh:	34.1	0.0	37.2		0.0	0.0	0.0		0.0	8.4	0.0		0.0	3.3	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	34.1	0.0	37.2		0.0	0.0	0.0		0.0	8.4	0.0		0.0	3.3	0.0	
LOS by Move:	C	A	D		A	A	A		A	A	A		A	A	A	
HCM2kAvgQ:	7	0	6		0	0	0		0	17	0		0	2	0	

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

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

Intersection #3 US 101 SB Ramps & Marsh Rd.

Cycle (sec): 65 Critical Vol./Cap.(X): 0.817
Loss Time (sec): 7 (Y+R=4.0 sec) Average Delay (sec/veh): 17.8
Optimal Cycle: 58 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Permitted				Permitted			
Rights:	Include				Include				Ignore				Ignore			
Min. Green:	0	0	0		5	0	5		0	5	0		0	5	0	
Lanes:	0 0	0	0	0	2 0	0	0	1	0 0	2	0	1	0 0	2	0	1
Volume Module: >> Count Date: 30 Sep 2009 << 4:30 - 5:30 PM																
Base Vol:	0	0	0		1355	0	453		0	1181	651		0	940	282	
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		1355	0	453		0	1181	651		0	940	282	
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		1355	0	453		0	1181	651		0	940	282	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
PHF Volume:	0	0	0		1355	0	453		0	1181	0		0	940	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		1355	0	453		0	1181	0		0	940	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
FinalVolume:	0	0	0		1355	0	453		0	1181	0		0	940	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	1.00	1.00		0.90	1.00	0.83		1.00	0.93	1.00		1.00	0.93	1.00	
Lanes:	0.00	0.00	0.00		2.00	0.00	1.00		0.00	2.00	1.00		0.00	2.00	1.00	
Final Sat.:	0	0	0		3432	0	1583		0	3538	1900		0	3538	1900	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.39	0.00	0.29		0.00	0.33	0.00		0.00	0.27	0.00	
Crit Moves:					****					****						
Green Time:	0.0	0.0	0.0		31.4	0.0	31.4		0.0	26.6	0.0		0.0	26.6	0.0	
Volume/Cap:	0.00	0.00	0.00		0.82	0.00	0.59		0.00	0.82	0.00		0.00	0.65	0.00	
Uniform Del:	0.0	0.0	0.0		14.3	0.0	12.1		0.0	17.1	0.0		0.0	15.5	0.0	
IncremntDel:	0.0	0.0	0.0		3.3	0.0	1.2		0.0	3.7	0.0		0.0	1.1	0.0	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	0.00	0.00	0.00		1.00	0.00	1.00		0.00	1.00	0.00		0.00	1.00	0.00	
Delay/Veh:	0.0	0.0	0.0		17.6	0.0	13.4		0.0	20.8	0.0		0.0	16.5	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.0	0.0		17.6	0.0	13.4		0.0	20.8	0.0		0.0	16.5	0.0	
LOS by Move:	A	A	A		B	A	B		A	C	A		A	B	A	
HCM2kAvgQ:	0	0	0		15	0	7		0	14	0		0	9	0	

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

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

Intersection #4 Scott Dr/Rolison at Marsh Rd.

Cycle (sec): 80 Critical Vol./Cap.(X): 0.685
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 18.5
Optimal Cycle: 33 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	4	4	4		4	4	4		4	6	6		4	6	6	
Lanes:	0	1	0	0	2	0	1	0	0	1	1	0	2	1	0	
Volume Module: >> Count Date: 4 Nov 2009 << 4:45 - 5:45 PM																
Base Vol:	28	15	267		254	9	2		42	1314	17		78	1109	214	
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:	28	15	267		254	9	2		42	1314	17		78	1109	214	
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:	28	15	267		254	9	2		42	1314	17		78	1109	214	
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:	28	15	267		254	9	2		42	1314	17		78	1109	214	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	28	15	267		254	9	2		42	1314	17		78	1109	214	
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:	28	15	267		254	9	2		42	1314	17		78	1109	214	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.95	0.73		0.93	0.93	0.83		0.93	0.89	0.89		0.90	0.91	0.91	
Lanes:	0.65	0.35	2.00		0.97	0.03	1.00		1.00	2.96	0.04		2.00	1.68	0.32	
Final Sat.:	1174	629	2786		1716	61	1583		1769	5008	65		3432	2894	559	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.02	0.10		0.15	0.15	0.00		0.02	0.26	0.26		0.02	0.38	0.38	
Crit Moves:			****			****			****					****		
Green Time:	11.0	11.0	11.0		17.0	17.0	17.0		4.0	40.3	40.3		7.7	44.0	44.0	
Volume/Cap:	0.17	0.17	0.70		0.70	0.70	0.01		0.47	0.52	0.52		0.24	0.70	0.70	
Uniform Del:	30.5	30.5	32.9		29.1	29.1	24.8		37.0	13.3	13.3		33.4	13.1	13.1	
IncremntDel:	0.3	0.3	5.5		5.6	5.6	0.0		4.0	0.2	0.2		0.4	1.2	1.2	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	30.8	30.8	38.5		34.7	34.7	24.8		41.0	13.5	13.5		33.8	14.3	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:	30.8	30.8	38.5		34.7	34.7	24.8		41.0	13.5	13.5		33.8	14.3	14.3	
LOS by Move:	C	C	D		C	C	C		D	B	B		C	B	B	
HCM2kAvgQ:	1	1	5		7	7	0		1	8	8		1	12	12	

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

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

Intersection #5 Bohannon/ Florence & Marsh Rd.

Cycle (sec): 80 Critical Vol./Cap.(X): 0.691
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 21.3
Optimal Cycle: 34 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:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	4	4	4		4	4	4		4	6	6		4	6	6	
Lanes:	1	0	0	1	0	1	1	0	0	1	1	0	1	0	1	0
Volume Module: >> Count Date: 7 Oct 2009 << 4:30 - 5:30 pm																
Base Vol:	95	32	58		428	30	128		239	885	55		26	833	316	
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:	95	32	58		428	30	128		239	885	55		26	833	316	
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:	95	32	58		428	30	128		239	885	55		26	833	316	
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:	95	32	58		428	30	128		239	885	55		26	833	316	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	95	32	58		428	30	128		239	885	55		26	833	316	
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:	95	32	58		428	30	128		239	885	55		26	833	316	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.93	0.88	0.88		0.94	0.94	0.83		0.93	0.92	0.92		0.93	0.89	0.89	
Lanes:	1.00	0.36	0.64		1.87	0.13	1.00		1.00	1.88	0.12		1.00	1.45	0.55	
Final Sat.:	1769	598	1084		3323	233	1583		1769	3301	205		1769	2460	933	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.05	0.05		0.13	0.13	0.08		0.14	0.27	0.27		0.01	0.34	0.34	
Crit Moves:	****				****				****					****		
Green Time:	6.2	6.2	6.2		14.9	14.9	14.9		15.6	46.2	46.2		8.6	39.2	39.2	
Volume/Cap:	0.69	0.69	0.69		0.69	0.69	0.43		0.69	0.46	0.46		0.14	0.69	0.69	
Uniform Del:	36.0	35.9	35.9		30.4	30.4	28.8		29.9	9.7	9.7		32.3	15.7	15.7	
IncremntDel:	14.0	14.4	14.4		3.1	3.1	1.0		5.9	0.2	0.2		0.3	1.3	1.3	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	49.9	50.3	50.3		33.5	33.5	29.8		35.8	9.9	9.9		32.6	17.0	17.0	
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:	49.9	50.3	50.3		33.5	33.5	29.8		35.8	9.9	9.9		32.6	17.0	17.0	
LOS by Move:	D	D	D		C	C	C		D	A	A		C	B	B	
HCM2kAvgQ:	4	4	4		7	7	3		6	7	7		1	11	11	

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

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

Intersection #6 Bay Rd. & Marsh Rd.

Cycle (sec): 80 Critical Vol./Cap.(X): 0.576
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 14.5
Optimal Cycle: 26 Level Of Service: B

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				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	6	6	6		6	6	6		6	6	6		4	6	6	
Lanes:	0	0	1! 0	0	0	0	1! 0	0	0	1	0	1	0	1	0	1
Volume Module: >> Count Date: 6 Oct 2009 << 5:00 - 6:00 PM																
Base Vol:	57	8	180		55	31	3		5	819	90		200	891	47	
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	8	180		55	31	3		5	819	90		200	891	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:	57	8	180		55	31	3		5	819	90		200	891	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:	57	8	180		55	31	3		5	819	90		200	891	47	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	57	8	180		55	31	3		5	819	90		200	891	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:	57	8	180		55	31	3		5	819	90		200	891	47	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.81	0.81	0.81		0.72	0.72	0.72		0.87	0.87	0.87		0.93	0.92	0.92	
Lanes:	0.23	0.03	0.74		0.62	0.35	0.03		0.01	1.79	0.20		1.00	1.90	0.10	
Final Sat.:	359	50	1133		843	475	46		18	2973	327		1769	3337	176	
Capacity Analysis Module:																
Vol/Sat:	0.16	0.16	0.16		0.07	0.07	0.07		0.28	0.28	0.28		0.11	0.27	0.27	
Crit Moves:		****								****			****			
Green Time:	22.1	22.1	22.1		22.1	22.1	22.1		38.2	38.2	38.2		15.7	53.9	53.9	
Volume/Cap:	0.58	0.58	0.58		0.24	0.24	0.24		0.58	0.58	0.58		0.58	0.40	0.40	
Uniform Del:	24.9	24.9	24.9		22.4	22.4	22.4		15.0	15.0	15.0		29.1	5.8	5.8	
IncremntDel:	1.9	1.9	1.9		0.3	0.3	0.3		0.5	0.5	0.5		2.4	0.1	0.1	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	26.9	26.9	26.9		22.8	22.8	22.8		15.6	15.6	15.6		31.5	5.9	5.9	
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:	26.9	26.9	26.9		22.8	22.8	22.8		15.6	15.6	15.6		31.5	5.9	5.9	
LOS by Move:	C	C	C		C	C	C		B	B	B		C	A	A	
HCM2kAvgQ:	6	6	6		2	2	2		8	8	8		4	5	5	

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

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

Intersection #7 Middlefield at Marsh (Town of Atherton)

Cycle (sec): 110 Critical Vol./Cap.(X): 0.809
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): 28.3
Optimal Cycle: 76 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:	Ovl				Include				Include				Ovl			
Min. Green:	0	6	6		5	6	0		0	0	0		6	0	6	
Lanes:	0	0	1	0	1	1	0	1	0	0	0	0	0	1	0	1
Volume Module: >> Count Date: 18 Nov 2009 << 5:00 - 6:00 p.m.																
Base Vol:	0	426	548		408	269	0		0	0	0		515	0	447	
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	426	548		408	269	0		0	0	0		515	0	447	
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	426	548		408	269	0		0	0	0		515	0	447	
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	426	548		408	269	0		0	0	0		515	0	447	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	426	548		408	269	0		0	0	0		515	0	447	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	426	548		408	269	0		0	0	0		515	0	447	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	1.00	0.85		0.95	1.00	1.00		1.00	1.00	1.00		0.95	1.00	0.85	
Lanes:	0.00	1.00	1.00		1.00	1.00	0.00		0.00	0.00	0.00		1.00	0.00	1.00	
Final Sat.:	0	1900	1615		1805	1900	0		0	0	0		1805	0	1615	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.22	0.34		0.23	0.14	0.00		0.00	0.00	0.00		0.29	0.00	0.28	
Crit Moves:		****			****								****			
Green Time:	0.0	30.5	69.3		30.7	61.2	0.0		0.0	0.0	0.0		38.8	0.0	69.5	
Volume/Cap:	0.00	0.81	0.54		0.81	0.25	0.00		0.00	0.00	0.00		0.81	0.00	0.44	
Uniform Del:	0.0	37.0	11.4		36.9	12.6	0.0		0.0	0.0	0.0		32.3	0.0	10.3	
IncremntDel:	0.0	9.1	0.6		9.5	0.1	0.0		0.0	0.0	0.0		7.6	0.0	0.3	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	0.00	1.00	1.00		1.00	1.00	0.00		0.00	0.00	0.00		1.00	0.00	1.00	
Delay/Veh:	0.0	46.2	12.0		46.4	12.7	0.0		0.0	0.0	0.0		39.9	0.0	10.6	
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:	0.0	46.2	12.0		46.4	12.7	0.0		0.0	0.0	0.0		39.9	0.0	10.6	
LOS by Move:	A	D	B		D	B	A		A	A	A		D	A	B	
HCM2kAvgQ:	0	14	10		15	5	0		0	0	0		16	0	8	

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

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

Intersection #8 Bayfront Exp. & Willow Rd.

Cycle (sec): 130 Critical Vol./Cap.(X): 0.916
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 43.1
Optimal Cycle: 136 Level Of Service: D

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				Split Phase				Split Phase			
Rights:	Ovl				Include				Ovl				Ovl			
Min. Green:	5	5	5		5	5	5		5	5	5		5	5	5	
Lanes:	2	0	3	0	1	2	0	3	0	1	1	1	1	0	2	1	0	2	0	1
Volume Module: >> Count Date: 1 Oct 2009 << 4:45 - 5:45 PM																				
Base Vol:	362	664	1		0	2199	108		36	13	1424		44	105	8					
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
Initial Bse:	362	664	1		0	2199	108		36	13	1424		44	105	8					
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0					
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0					
Initial Fut:	362	664	1		0	2199	108		36	13	1424		44	105	8					
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
PHF Volume:	362	664	1		0	2199	108		36	13	1424		44	105	8					
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0					
Reduced Vol:	362	664	1		0	2199	108		36	13	1424		44	105	8					
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
FinalVolume:	362	664	1		0	2199	108		36	13	1424		44	105	8					
Saturation Flow Module:																				
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900					
Adjustment:	0.90	1.03	0.83		0.97	1.03	0.83		0.90	0.90	0.88		0.93	0.93	0.83					
Lanes:	2.00	3.00	1.00		2.00	3.00	1.00		2.00	1.00	2.00		1.00	2.00	1.00					
Final Sat.:	3432	5846	1583		3686	5846	1583		3414	1707	3343		1769	3538	1583					
Capacity Analysis Module:																				
Vol/Sat:	0.11	0.11	0.00		0.00	0.38	0.07		0.01	0.01	0.43		0.02	0.03	0.01					
Crit Moves:	****					****					****			****						
Green Time:	14.9	67.8	72.8		0.0	53.0	53.0		45.2	45.2	60.0		5.0	5.0	5.0					
Volume/Cap:	0.92	0.22	0.00		0.00	0.92	0.17		0.03	0.02	0.92		0.65	0.77	0.13					
Uniform Del:	57.0	16.8	12.6		0.0	36.6	24.5		28.0	27.9	32.8		61.6	61.9	60.4					
IncremntDel:	27.0	0.0	0.0		0.0	6.6	0.1		0.0	0.0	9.6		19.6	23.3	1.0					
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0					
Delay Adj:	1.00	1.00	1.00		0.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
Delay/Veh:	84.1	16.8	12.6		0.0	43.2	24.6		28.0	27.9	42.4		81.2	85.3	61.4					
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:	84.1	16.8	12.6		0.0	43.2	24.6		28.0	27.9	42.4		81.2	85.3	61.4					
LOS by Move:	F	B	B		A	D	C		C	C	D		F	F	E					
HCM2kAvgQ:	11	5	0		0	33	3		0	0	32		3	4	0					

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

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

Intersection #9 Hamilton Ave. & Willow Rd.

Cycle (sec): 120 Critical Vol./Cap.(X): 0.604
Loss Time (sec): 11 (Y+R=3.0 sec) Average Delay (sec/veh): 21.8
Optimal Cycle: 47 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:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	5	5	5		5	5	5		5	5	5		5	5	5	
Lanes:	0	0	1!	0	0	0	0	1!	0	0	1	0	1	1	0	1	0	1	1	0
Volume Module: >> Count Date: 7 Oct 2009 << 5:00 - 6:00 PM																				
Base Vol:	129	6	49		73	5	73		130	1351	5		20	553	67					
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:	129	6	49		73	5	73		130	1351	5		20	553	67					
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:	129	6	49		73	5	73		130	1351	5		20	553	67					
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:	129	6	49		73	5	73		130	1351	5		20	553	67					
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0					
Reduced Vol:	129	6	49		73	5	73		130	1351	5		20	553	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					
FinalVolume:	129	6	49		73	5	73		130	1351	5		20	553	67					
Saturation Flow Module:																				
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900					
Adjustment:	0.63	0.63	0.63		0.73	0.73	0.73		0.93	0.93	0.93		0.93	0.92	0.92					
Lanes:	0.70	0.03	0.27		0.49	0.03	0.48		1.00	1.99	0.01		1.00	1.78	0.22					
Final Sat.:	838	39	318		673	46	673		1769	3521	13		1769	3105	376					
Capacity Analysis Module:																				
Vol/Sat:	0.15	0.15	0.15		0.11	0.11	0.11		0.07	0.38	0.38		0.01	0.18	0.18					
Crit Moves:		****								****			****							
Green Time:	29.8	29.8	29.8		29.8	29.8	29.8		23.1	74.2	74.2		5.0	56.1	56.1					
Volume/Cap:	0.62	0.62	0.62		0.44	0.44	0.44		0.38	0.62	0.62		0.27	0.38	0.38					
Uniform Del:	40.1	40.1	40.1		38.0	38.0	38.0		42.2	14.2	14.2		55.7	20.7	20.7					
IncremntDel:	4.0	4.0	4.0		0.9	0.9	0.9		0.7	0.6	0.6		2.0	0.1	0.1					
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0					
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
Delay/Veh:	44.1	44.1	44.1		38.9	38.9	38.9		42.9	14.7	14.7		57.7	20.9	20.9					
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
AdjDel/Veh:	44.1	44.1	44.1		38.9	38.9	38.9		42.9	14.7	14.7		57.7	20.9	20.9					
LOS by Move:	D	D	D		D	D	D		D	B	B		E	C	C					
HCM2kAvgQ:	7	7	7		5	5	5		4	16	16		1	7	7					

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

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

Intersection #10 Ivy Dr. & Willow Rd.

Cycle (sec): 120 Critical Vol./Cap.(X): 0.543
Loss Time (sec): 11 (Y+R=3.0 sec) Average Delay (sec/veh): 11.9
Optimal Cycle: 42 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		5	0	5		5	5	0		0	5	5	
Lanes:	0	0	0	0	0	0	1!	0	0	1	0	2	0	0	0	1	1	0
Volume Module: >> Count Date: 6 Oct 2009 << 5:00 - 6:00 PM																		
Base Vol:	0	0	0		10	0	122		98	1457	0		0	800	22	
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		10	0	122		98	1457	0		0	800	22	
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		10	0	122		98	1457	0		0	800	22	
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		10	0	122		98	1457	0		0	800	22	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		10	0	122		98	1457	0		0	800	22	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	0	0		10	0	122		98	1457	0		0	800	22	
Saturation Flow Module:																		
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	1.00	1.00		0.85	1.00	0.85		0.93	0.93	1.00		1.00	0.93	0.93	
Lanes:	0.00	0.00	0.00		0.08	0.00	0.92		1.00	2.00	0.00		0.00	1.95	0.05	
Final Sat.:	0	0	0		123	0	1500		1769	3538	0		0	3429	94	
Capacity Analysis Module:																		
Vol/Sat:	0.00	0.00	0.00		0.08	0.00	0.08		0.06	0.41	0.00		0.00	0.23	0.23	
Crit Moves:							****			****			****			
Green Time:	0.0	0.0	0.0		18.0	0.0	18.0		17.5	91.0	0.0		0.0	73.6	73.6	
Volume/Cap:	0.00	0.00	0.00		0.54	0.00	0.54		0.38	0.54	0.00		0.00	0.38	0.38	
Uniform Del:	0.0	0.0	0.0		47.2	0.0	47.2		46.4	5.9	0.0		0.0	11.7	11.7	
IncremntDel:	0.0	0.0	0.0		2.5	0.0	2.5		0.9	0.2	0.0		0.0	0.1	0.1	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	0.00	0.00	0.00		1.00	0.00	1.00		1.00	1.00	0.00		0.00	1.00	1.00	
Delay/Veh:	0.0	0.0	0.0		49.7	0.0	49.7		47.3	6.2	0.0		0.0	11.8	11.8	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.0	0.0		49.7	0.0	49.7		47.3	6.2	0.0		0.0	11.8	11.8	
LOS by Move:	A	A	A		D	A	D		D	A	A		A	B	B	
HCM2kAvgQ:	0	0	0		5	0	5		4	12	0		0	8	8	

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

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

Intersection #11 O'Brien Dr. & Willow Rd.

Cycle (sec): 120 Critical Vol./Cap.(X): 0.546
Loss Time (sec): 11 (Y+R=3.0 sec) Average Delay (sec/veh): 9.7
Optimal Cycle: 42 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	5	0	5		0	0	0		0	5	5		5	5	0	
Lanes:	1	0	1!	0	0	0	0	0	0	0	2	0	1	1	0	2	0	0
Volume Module: >> Count Date: 8 Oct 2009 << 5:00 - 6:00 PM																		
Base Vol:	120	0	35		0	0	0		0	1413	204		73	888	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:	120	0	35		0	0	0		0	1413	204		73	888	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:	120	0	35		0	0	0		0	1413	204		73	888	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:	120	0	35		0	0	0		0	1413	204		73	888	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	120	0	35		0	0	0		0	1413	204		73	888	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	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:	120	0	35		0	0	0		0	1413	204		73	888	0	
Saturation Flow Module:																		
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.91	1.00	0.91		1.00	1.00	1.00		1.00	0.93	0.83		0.93	0.93	1.00	
Lanes:	1.63	0.00	0.37		0.00	0.00	0.00		0.00	2.00	1.00		1.00	2.00	0.00	
Final Sat.:	2826	0	638		0	0	0		0	3538	1583		1769	3538	0	
Capacity Analysis Module:																		
Vol/Sat:	0.04	0.00	0.05		0.00	0.00	0.00		0.00	0.40	0.13		0.04	0.25	0.00	
Crit Moves:			****							****			****			
Green Time:	12.1	0.0	12.1		0.0	0.0	0.0		0.0	87.9	87.9		9.1	96.9	0.0	
Volume/Cap:	0.42	0.00	0.55		0.00	0.00	0.00		0.00	0.55	0.18		0.55	0.31	0.00	
Uniform Del:	50.7	0.0	51.4		0.0	0.0	0.0		0.0	7.2	4.9		53.5	3.0	0.0	
IncremntDel:	0.8	0.0	2.2		0.0	0.0	0.0		0.0	0.2	0.1		4.6	0.1	0.0	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	0.00	1.00		0.00	0.00	0.00		0.00	1.00	1.00		1.00	1.00	0.00	
Delay/Veh:	51.5	0.0	53.6		0.0	0.0	0.0		0.0	7.4	5.0		58.1	3.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	51.5	0.0	53.6		0.0	0.0	0.0		0.0	7.4	5.0		58.1	3.0	0.0	
LOS by Move:	D	A	D		A	A	A		A	A	A		E	A	A	
HCM2kAvgQ:	3	0	4		0	0	0		0	12	2		3	4	0	

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

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

Intersection #12 Newbridge St. & Willow Rd.

Cycle (sec): 120 Critical Vol./Cap.(X): 0.735
Loss Time (sec): 14 (Y+R=3.0 sec) Average Delay (sec/veh): 32.7
Optimal Cycle: 73 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:	Split Phase				Split Phase				Protected				Protected			
Rights:	Ovl				Ovl				Include				Include			
Min. Green:	5	5	5		5	5	5		5	5	5		5	5	5	
Lanes:	2	0	1	0	1	1	0	1	0	1	1	0	2	1	0	1	0	1	1	0
Volume Module: >> Count Date: 7 Oct 2009 << 4:45 - 5:45 PM																
Base Vol:	248	170	55		38	166	219		323	1436	339		102	975	34	
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:	248	170	55		38	166	219		323	1436	339		102	975	34	
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:	248	170	55		38	166	219		323	1436	339		102	975	34	
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:	248	170	55		38	166	219		323	1436	339		102	975	34	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	248	170	55		38	166	219		323	1436	339		102	975	34	
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:	248	170	55		38	166	219		323	1436	339		102	975	34	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.90	0.98	0.83		0.93	0.98	0.83		0.93	0.87	0.87		0.93	0.93	0.93	
Lanes:	2.00	1.00	1.00		1.00	1.00	1.00		1.00	2.43	0.57		1.00	1.93	0.07	
Final Sat.:	3432	1862	1583		1769	1862	1583		1769	3993	943		1769	3401	119	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.09	0.03		0.02	0.09	0.14		0.18	0.36	0.36		0.06	0.29	0.29	
Crit Moves:		****				****			****					****		
Green Time:	14.9	14.9	25.5		14.5	14.5	44.3		29.8	66.0	66.0		10.6	46.8	46.8	
Volume/Cap:	0.58	0.74	0.16		0.18	0.74	0.37		0.74	0.65	0.65		0.65	0.74	0.74	
Uniform Del:	49.6	50.7	38.6		47.4	50.9	27.7		41.5	19.0	19.0		52.9	31.3	31.3	
IncremntDel:	2.0	11.6	0.2		0.4	11.9	0.4		6.4	0.6	0.6		9.6	2.1	2.1	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	51.7	62.3	38.8		47.8	62.8	28.1		47.9	19.6	19.6		62.5	33.4	33.4	
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:	51.7	62.3	38.8		47.8	62.8	28.1		47.9	19.6	19.6		62.5	33.4	33.4	
LOS by Move:	D	E	D		D	E	C		D	B	B		E	C	C	
HCM2kAvgQ:	5	8	2		1	7	6		12	17	17		4	17	17	

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

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

Intersection #13 Bay Rd. & Willow Rd.

Cycle (sec): 90 Critical Vol./Cap.(X): 0.730
Loss Time (sec): 11 (Y+R=4.0 sec) Average Delay (sec/veh): 19.5
Optimal Cycle: 60 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		5	0	5		5	5	0		0	5	5	
Lanes:	0	0	0	0	0	1	0	0	0	1	1	0	2	0	0	0	0	2	0	1
Volume Module: >> Count Date: 6 Oct 2009 << 5:00 - 6:00 PM																
Base Vol:	0	0	0		416	0	54		40	1436	0		0	1061	255	
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		416	0	54		40	1436	0		0	1061	255	
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		416	0	54		40	1436	0		0	1061	255	
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		416	0	54		40	1436	0		0	1061	255	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		416	0	54		40	1436	0		0	1061	255	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	0	0		416	0	54		40	1436	0		0	1061	255	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	1.00	1.00		0.93	1.00	0.83		0.93	0.93	1.00		1.00	0.93	0.83	
Lanes:	0.00	0.00	0.00		1.00	0.00	1.00		1.00	2.00	0.00		0.00	2.00	1.00	
Final Sat.:	0	0	0		1769	0	1583		1769	3538	0		0	3538	1583	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.24	0.00	0.03		0.02	0.41	0.00		0.00	0.30	0.16	
Crit Moves:					****					****			****			
Green Time:	0.0	0.0	0.0		29.0	0.0	29.0		7.8	50.0	0.0		0.0	42.2	42.2	
Volume/Cap:	0.00	0.00	0.00		0.73	0.00	0.11		0.26	0.73	0.00		0.00	0.64	0.34	
Uniform Del:	0.0	0.0	0.0		27.0	0.0	21.4		38.4	14.9	0.0		0.0	18.1	15.1	
IncremntDel:	0.0	0.0	0.0		4.8	0.0	0.1		0.9	1.4	0.0		0.0	0.8	0.3	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	0.00	0.00	0.00		1.00	0.00	1.00		1.00	1.00	0.00		0.00	1.00	1.00	
Delay/Veh:	0.0	0.0	0.0		31.8	0.0	21.5		39.3	16.4	0.0		0.0	19.0	15.4	
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:	0.0	0.0	0.0		31.8	0.0	21.5		39.3	16.4	0.0		0.0	19.0	15.4	
LOS by Move:	A	A	A		C	A	C		D	B	A		A	B	B	
HCM2kAvgQ:	0	0	0		12	0	1		1	17	0		0	12	5	

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

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

Intersection #14 Durham St. & Willow Rd.

Cycle (sec): 105 Critical Vol./Cap.(X): 0.638
Loss Time (sec): 7 (Y+R=3.0 sec) Average Delay (sec/veh): 14.9
Optimal Cycle: 39 Level Of Service: B

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				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	4	4	4		4	4	4		4	10	10		4	10	10	
Lanes:	1	0	0	1 0	0	1	0	0 1	1	0	1	1 0	1	0	0	1 0
Volume Module: >> Count Date: 1 Oct 2009 << 4:00 - 5:00 PM																
Base Vol:	33		7	85	122		5	31	11	1125	10		90	818	51	
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	
Initial Bse:	33		7	85	122		5	31	11	1125	10		90	818	51	
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:	33		7	85	122		5	31	11	1125	10		90	818	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	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:	33		7	85	122		5	31	11	1125	10		90	818	51	
Reduct Vol:	0		0	0	0		0	0	0	0	0		0	0	0	
Reduced Vol:	33		7	85	122		5	31	11	1125	10		90	818	51	
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	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	1.00	1.00	
FinalVolume:	33		7	85	122		5	31	11	1125	10		90	818	51	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900		1900	1900	1900	
Adjustment:	0.51	0.84	0.84	0.57	0.57	0.83	0.93	0.93	0.93	0.93	0.97		0.97			
Lanes:	1.00	0.08	0.92	0.96	0.04	1.00	1.00	1.98	0.02	1.00	0.94		0.06			
Final Sat.:	970	122	1481	1034	42	1583	1769	3503	31	1769	1737		108			
Capacity Analysis Module:																
Vol/Sat:	0.03	0.06	0.06	0.12	0.12	0.02	0.01	0.32	0.32	0.05	0.47		0.47			
Crit Moves:					****		****				****					
Green Time:	18.8	18.8	18.8	18.8	18.8	18.8	4.0	68.3	68.3	10.8	75.2		75.2			
Volume/Cap:	0.19	0.32	0.32	0.66	0.66	0.11	0.16	0.49	0.49	0.49	0.66		0.66			
Uniform Del:	36.6	37.5	37.5	40.1	40.1	36.1	48.9	9.4	9.4	44.5	8.0		8.0			
IncremntDel:	0.5	0.6	0.6	8.1	8.1	0.2	1.1	0.2	0.2	2.1	1.2		1.2			
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0			
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00			
Delay/Veh:	37.1	38.2	38.2	48.1	48.1	36.2	50.0	9.6	9.6	46.6	9.2		9.2			
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:	37.1	38.2	38.2	48.1	48.1	36.2	50.0	9.6	9.6	46.6	9.2		9.2			
LOS by Move:	D	D	D	D	D	D	D	A	A	D	A		A			
HCM2kAvgQ:	1	3	3	5	5	1	1	10	10	3	15		15			

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

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

Intersection #15 Coleman Ave. & Willow Rd.

Cycle (sec): 105 Critical Vol./Cap.(X): 0.730
Loss Time (sec): 7 (Y+R=3.0 sec) Average Delay (sec/veh): 9.5
Optimal Cycle: 50 Level Of Service: A

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:	4	4	4		4	4	4		10	10	10		10	10	10	
Lanes:	0	0	1! 0	0	0	0	1! 0	0	1	0	0	1 0	1	0	0	1 0
Volume Module: >> Count Date: 30 Sep 2009 << 5:00 - 6:00 PM																
Base Vol:	12	11	7	92	6	35	24	1083	6		5	795	109			
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:	12	11	7	92	6	35	24	1083	6		5	795	109			
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:	12	11	7	92	6	35	24	1083	6		5	795	109			
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:	12	11	7	92	6	35	24	1083	6		5	795	109			
Reduct Vol:	0	0	0	0	0	0	0	0	0		0	0	0			
Reduced Vol:	12	11	7	92	6	35	24	1083	6		5	795	109			
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:	12	11	7	92	6	35	24	1083	6		5	795	109			
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900		1900	1900	1900			
Adjustment:	0.87	0.87	0.87	0.73	0.73	0.73	0.25	0.98	0.98		0.18	0.96	0.96			
Lanes:	0.40	0.37	0.23	0.69	0.05	0.26	1.00	0.99	0.01		1.00	0.88	0.12			
Final Sat.:	659	604	384	956	62	364	482	1850	10		341	1608	220			
Capacity Analysis Module:																
Vol/Sat:	0.02	0.02	0.02	0.10	0.10	0.10	0.05	0.59	0.59		0.01	0.49	0.49			
Crit Moves:					****			****								
Green Time:	13.8	13.8	13.8	13.8	13.8	13.8	84.2	84.2	84.2		84.2	84.2	84.2			
Volume/Cap:	0.14	0.14	0.14	0.73	0.73	0.73	0.06	0.73	0.73		0.02	0.62	0.62			
Uniform Del:	40.3	40.3	40.3	43.8	43.8	43.8	2.2	5.0	5.0		2.1	4.1	4.1			
IncremntDel:	0.3	0.3	0.3	14.0	14.0	14.0	0.1	1.9	1.9		0.0	0.8	0.8			
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0			
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00			
Delay/Veh:	40.6	40.6	40.6	57.8	57.8	57.8	2.2	6.9	6.9		2.1	4.9	4.9			
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:	40.6	40.6	40.6	57.8	57.8	57.8	2.2	6.9	6.9		2.1	4.9	4.9			
LOS by Move:	D	D	D	E	E	E	A	A	A		A	A	A			
HCM2kAvgQ:	1	1	1	6	6	6	0	18	18		0	12	12			

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

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

Intersection #16 Gilbert Ave. & Willow Rd.

Cycle (sec): 105 Critical Vol./Cap.(X): 0.653
Loss Time (sec): 7 (Y+R=3.0 sec) Average Delay (sec/veh): 9.5
Optimal Cycle: 40 Level Of Service: A

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:	5	5	5		5	5	5		12	12	12		12	12	12	
Lanes:	1	0 0	1	0	1	0 0	1	0	1	0 0	1	0	1	0 0	1	0
Volume Module: >> Count Date: 1 Oct 2009 << 5:00 - 6:00 PM																
Base Vol:	92	31	75		29	30	4		4	969	36		37	832	17	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	92	31	75		29	30	4		4	969	36		37	832	17	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	92	31	75		29	30	4		4	969	36		37	832	17	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	92	31	75		29	30	4		4	969	36		37	832	17	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	92	31	75		29	30	4		4	969	36		37	832	17	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	92	31	75		29	30	4		4	969	36		37	832	17	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.73	0.88	0.88		0.52	0.96	0.96		0.29	0.98	0.98		0.23	0.98	0.98	
Lanes:	1.00	0.29	0.71		1.00	0.88	0.12		1.00	0.96	0.04		1.00	0.98	0.02	
Final Sat.:	1378	487	1178		991	1613	215		547	1786	66		439	1819	37	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.06	0.06		0.03	0.02	0.02		0.01	0.54	0.54		0.08	0.46	0.46	
Crit Moves:	****									****						
Green Time:	10.7	10.7	10.7		10.7	10.7	10.7		87.3	87.3	87.3		87.3	87.3	87.3	
Volume/Cap:	0.65	0.62	0.62		0.29	0.18	0.18		0.01	0.65	0.65		0.10	0.55	0.55	
Uniform Del:	45.3	45.2	45.2		43.6	43.1	43.1		1.5	3.3	3.3		1.6	2.8	2.8	
IncremntDel:	10.4	7.0	7.0		1.6	0.5	0.5		0.0	1.0	1.0		0.1	0.4	0.4	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	55.8	52.2	52.2		45.1	43.6	43.6		1.5	4.3	4.3		1.8	3.2	3.2	
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:	55.8	52.2	52.2		45.1	43.6	43.6		1.5	4.3	4.3		1.8	3.2	3.2	
LOS by Move:	E	D	D		D	D	D		A	A	A		A	A	A	
HCM2kAvgQ:	4	4	4		1	1	1		0	13	13		0	9	9	

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

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

Intersection #17 Middlefield Rd. & Willow Rd.

Cycle (sec): 130 Critical Vol./Cap.(X): 1.232
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 126.8
Optimal Cycle: 200 Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Split Phase				Split Phase				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	8	8	8		8	8	8		8	8	8		8	8	8	
Lanes:	1	0 2	0	1	1	1 0	1	0	1	0 1	0	1	1	1 0	0	1
Volume Module: >> Count Date: 30 Sep 2009 << 4:45 - 5:45 PM																
Base Vol:	97	438	491		477	413	19		36	170	158		382	95	410	
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:	97	438	491		477	413	19		36	170	158		382	95	410	
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:	97	438	491		477	413	19		36	170	158		382	95	410	
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:	97	438	491		477	413	19		36	170	158		382	95	410	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	97	438	491		477	413	19		36	170	158		382	95	410	
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:	97	438	491		477	413	19		36	170	158		382	95	410	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.93	0.93	0.42		0.90	0.90	0.90		0.93	0.98	0.83		0.94	0.94	0.83	
Lanes:	1.00	2.00	1.00		1.58	1.36	0.06		1.00	1.00	1.00		1.60	0.40	1.00	
Final Sat.:	1769	3538	791		2704	2341	108		1769	1862	1583		2866	713	1583	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.12	0.62		0.18	0.18	0.18		0.02	0.09	0.10		0.13	0.13	0.26	
Crit Moves:			****				****				****				****	
Green Time:	65.5	65.5	65.5		18.6	18.6	18.6		10.5	10.5	10.5		27.3	27.3	27.3	
Volume/Cap:	0.11	0.25	1.23		1.23	1.23	1.23		0.25	1.13	1.23		0.63	0.63	1.23	
Uniform Del:	16.9	18.3	32.3		55.7	55.7	55.7		56.0	59.7	59.7		46.8	46.8	51.3	
IncremntDel:	0.1	0.1	124.3		115.8	116	115.8		0.9	111	154.5		1.8	1.8	127.7	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	17.0	18.3	156.6		171.5	172	171.5		57.0	171	214.2		48.5	48.5	179.0	
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:	17.0	18.3	156.6		171.5	172	171.5		57.0	171	214.2		48.5	48.5	179.0	
LOS by Move:	B	B	F		F	F	F		E	F	F		D	D	F	
HCM2kAvgQ:	2	5	33		23	23	23		2	12	12		9	9	28	

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

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

Intersection #18 Bayfront Exp. & University Ave.

Cycle (sec): 150 Critical Vol./Cap.(X): 1.280
Loss Time (sec): 10 (Y+R=3.0 sec) Average Delay (sec/veh): 146.2
Optimal Cycle: 200 Level Of Service: F

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				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	5	5	0	0	5	5	5	0	5	0	0	0	5	5	0	0
Lanes:	2	0	3	0	0	0	3	0	1	2	0	0	0	3	0	0
Volume Module: >> Count Date: 1 Oct 2009 << 5:00 - 6:00 PM																
Base Vol:	377	968	0	0	3488	127	60	0	1667	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:	377	968	0	0	3488	127	60	0	1667	0	0	0	0	0	0	0
Added Vol:	0	0	0	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:	377	968	0	0	3488	127	60	0	1667	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:	377	968	0	0	3488	127	60	0	1667	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
Reduced Vol:	377	968	0	0	3488	127	60	0	1667	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	1.00	1.00	1.00	1.00
FinalVolume:	377	968	0	0	3488	127	60	0	1667	0	0	0	0	0	0	0
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.89	1.00	1.00	0.89	0.83	0.90	1.00	0.73	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	0.00	0.00	3.00	1.00	2.00	0.00	3.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	3432	5083	0	0	5083	1583	3432	0	4178	0	0	0	0	0	0	0
Capacity Analysis Module:																
Vol/Sat:	0.11	0.19	0.00	0.00	0.69	0.08	0.02	0.00	0.40	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****				****							
Green Time:	12.9	93.3	0.0	0.0	80.4	80.4	46.7	0.0	46.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	1.28	0.31	0.00	0.00	1.28	0.15	0.06	0.00	1.28	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Del:	68.6	13.3	0.0	0.0	34.8	17.6	36.2	0.0	51.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0
IncremntDel:	149.7	0.1	0.0	0.0	129	0.1	0.0	0.0	132.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	218.3	13.3	0.0	0.0	164	17.6	36.2	0.0	183.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	218.3	13.3	0.0	0.0	164	17.6	36.2	0.0	183.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	F	B	A	A	F	B	D	A	F	A	A	A	A	A	A	A
HCM2kAvgQ:	16	7	0	0	92	3	1	0	47	0	0	0	0	0	0	0

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

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

Intersection #19 O'Brien Dr. & University Ave.

Cycle (sec): 85 Critical Vol./Cap.(X): 0.667
Loss Time (sec): 11 (Y+R=3.0 sec) Average Delay (sec/veh): 12.7
Optimal Cycle: 51 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	5	0	0	5	5	5	0	0	5	0	5	5	
Lanes:	0	0	0	0	0	0	1!	0	0	1	0	2	0	0	0	0	1	1	0
Volume Module: >> Count Date: 8 Oct 2009 << 5:00 - 6:00 PM																
Base Vol:	0	0	0	120	0	99	20	1599	0	0	454	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	120	0	99	20	1599	0	0	454	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	120	0	99	20	1599	0	0	454	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:	1.00	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	120	0	99	20	1599	0	0	454	16				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	0	0	120	0	99	20	1599	0	0	454	16				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	0	0	0	120	0	99	20	1599	0	0	454	16				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	1.00	1.00	1.00	0.90	1.00	0.90	0.93	0.93	1.00	1.00	0.93	0.93				
Lanes:	0.00	0.00	0.00	0.55	0.00	0.45	1.00	2.00	0.00	0.00	1.93	0.07				
Final Sat.:	0	0	0	932	0	769	1769	3538	0	0	3400	120				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.13	0.00	0.13	0.01	0.45	0.00	0.00	0.13	0.13				
Crit Moves:				****				****		****						
Green Time:	0.0	0.0	0.0	16.4	0.0	16.4	17.6	57.6	0.0	0.0	40.0	40.0				
Volume/Cap:	0.00	0.00	0.00	0.67	0.00	0.67	0.05	0.67	0.00	0.00	0.28	0.28				
Uniform Del:	0.0	0.0	0.0	31.8	0.0	31.8	27.0	8.1	0.0	0.0	13.8	13.8				
IncremntDel:	0.0	0.0	0.0	5.2	0.0	5.2	0.1	0.7	0.0	0.0	0.1	0.1				
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00				
Delay/Veh:	0.0	0.0	0.0	36.9	0.0	36.9	27.1	8.8	0.0	0.0	13.9	13.9				
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:	0.0	0.0	0.0	36.9	0.0	36.9	27.1	8.8	0.0	0.0	13.9	13.9				
LOS by Move:	A	A	A	D	A	D	C	A	A	A	B	B				
HCM2kAvgQ:	0	0	0	7	0	7	0	13	0	0	4	4				

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

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

Intersection #20 University & Kavanaugh

Cycle (sec): 100 Critical Vol./Cap.(X): 0.642
Loss Time (sec): 11 (Y+R=3.0 sec) Average Delay (sec/veh): 15.8
Optimal Cycle: 85 Level Of Service: B

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:	5	5	5		5	5	5		5	5	5		5	5	5	
Lanes:	0	0	1!	0	0	0	1!	0	0	1	0	1	1	0	1	0	1	0
Volume Module:																		
Base Vol:	35	31	12		19	29	82		26	1579	19		18	527	13	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	35	31	12		19	29	82		26	1579	19		18	527	13	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	35	31	12		19	29	82		26	1579	19		18	527	13	
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:	35	31	12		19	29	82		26	1579	19		18	527	13	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	35	31	12		19	29	82		26	1579	19		18	527	13	
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:	35	31	12		19	29	82		26	1579	19		18	527	13	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.96	0.96	0.96		0.91	0.91	0.91		0.95	0.95	0.95		0.95	0.95	0.95	
Lanes:	0.45	0.40	0.15		0.15	0.22	0.63		1.00	1.98	0.02		1.00	1.95	0.05	
Final Sat.:	816	723	280		252	385	1089		1805	3560	43		1805	3509	87	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.04	0.04		0.08	0.08	0.08		0.01	0.44	0.44		0.01	0.15	0.15	
Crit Moves:		****			****					****			****			
Green Time:	7.1	6.4	6.4		11.3	10.6	10.6		17.8	66.3	66.3		5.0	53.5	53.5	
Volume/Cap:	0.61	0.67	0.67		0.67	0.71	0.71		0.08	0.67	0.67		0.20	0.28	0.28	
Uniform Del:	45.1	45.8	45.8		42.6	43.2	43.2		34.3	10.2	10.2		45.6	12.7	12.7	
IncremntDel:	8.2	14.0	14.0		8.7	12.1	12.1		0.1	0.7	0.7		1.1	0.1	0.1	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	53.3	59.7	59.7		51.2	55.3	55.3		34.4	10.9	10.9		46.7	12.8	12.8	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	53.3	59.7	59.7		51.2	55.3	55.3		34.4	10.9	10.9		46.7	12.8	12.8	
LOS by Move:	D	E	E		D	E	E		C	B	B		D	B	B	
HCM2kAvgQ:	3	4	4		5	5	5		1	15	15		1	5	5	

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

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

Intersection #21 University & Bay

Cycle (sec): 100 Critical Vol./Cap.(X): 0.805
Loss Time (sec): 11 (Y+R=3.0 sec) Average Delay (sec/veh): 32.5
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:	5	5	5		5	5	5		5	5	5		5	5	5	
Lanes:	1	1	0	0	1	1	0	1	0	1	0	1	1	0	1	0	1	0
Volume Module:																		
Base Vol:	150	219	345		94	262	110		93	1291	87		119	540	49	
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:	150	219	345		94	262	110		93	1291	87		119	540	49	
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:	150	219	345		94	262	110		93	1291	87		119	540	49	
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:	150	219	345		94	262	110		93	1291	87		119	540	49	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	150	219	345		94	262	110		93	1291	87		119	540	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	
FinalVolume:	150	219	345		94	262	110		93	1291	87		119	540	49	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.98	0.98	0.85		0.95	1.00	0.85		0.95	0.94	0.94		0.95	0.94	0.94	
Lanes:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.87	0.13		1.00	1.83	0.17	
Final Sat.:	1862	1862	1615		1805	1900	1615		1805	3352	226		1805	3270	297	
Capacity Analysis Module:																
Vol/Sat:	0.08	0.12	0.21		0.05	0.14	0.07		0.05	0.39	0.39		0.07	0.17	0.17	
Crit Moves:			****		****					****			****			
Green Time:	12.2	26.5	26.5		6.5	20.8	20.8		13.3	47.8	47.8		8.2	42.7	42.7	
Volume/Cap:	0.66	0.44	0.81		0.81	0.66	0.33		0.39	0.81	0.81		0.81	0.39	0.39	
Uniform Del:	42.0	30.6	34.3		46.1	36.4	33.6		39.6	22.1	22.1		45.1	19.7	19.7	
IncremntDel:	3.0	0.4	10.7		32.2	4.2	0.6		1.0	2.9	2.9		26.6	0.2	0.2	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	44.9	31.0	45.0		78.3	40.5	34.2		40.6	25.0	25.0		71.8	19.8	19.8	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	44.9	31.0	45.0		78.3	40.5	34.2		40.6	25.0	25.0		71.8	19.8	19.8	
LOS by Move:	D	C	D		E	D	C		D	C	C		E	B	B	
HCM2kAvgQ:	6	6	12		5	8	3		2	19	19		4	6	6	

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

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

Intersection #22 University & Runnymede

Cycle (sec): 100 Critical Vol./Cap.(X): 0.675
Loss Time (sec): 11 (Y+R=3.0 sec) Average Delay (sec/veh): 22.3
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:	5	5	5		5	5	5		5	5	5		5	5	5	
Lanes:	0	0	1!	0	0	0	1!	0	0	1	0	1	1	0	1	0	1	0
Volume Module:																		
Base Vol:	78	109	59		17	76	27		29	1264	78		44	793	17	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	78	109	59		17	76	27		29	1264	78		44	793	17	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	78	109	59		17	76	27		29	1264	78		44	793	17	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	78	109	59		17	76	27		29	1264	78		44	793	17	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	78	109	59		17	76	27		29	1264	78		44	793	17	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	78	109	59		17	76	27		29	1264	78		44	793	17	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.95	0.95		0.96	0.96	0.96		0.95	0.94	0.94		0.95	0.95	0.95	
Lanes:	0.32	0.44	0.24		0.14	0.64	0.22		1.00	1.88	0.12		1.00	1.96	0.04	
Final Sat.:	574	802	434		259	1159	412		1805	3370	208		1805	3524	76	
Capacity Analysis Module:																
Vol/Sat:	0.14	0.14	0.14		0.07	0.07	0.07		0.02	0.38	0.38		0.02	0.23	0.23	
Crit Moves:	****					****				****			****			
Green Time:	19.8	19.8	19.8		9.6	9.6	9.6		10.8	54.6	54.6		5.0	48.8	48.8	
Volume/Cap:	0.69	0.69	0.69		0.69	0.69	0.69		0.15	0.69	0.69		0.49	0.46	0.46	
Uniform Del:	37.2	37.2	37.2		43.8	43.8	43.8		40.4	16.5	16.5		46.3	16.9	16.9	
IncremntDel:	5.5	5.5	5.5		10.9	10.9	10.9		0.4	1.0	1.0		4.1	0.2	0.2	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	42.7	42.7	42.7		54.6	54.6	54.6		40.7	17.5	17.5		50.4	17.1	17.1	
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:	42.7	42.7	42.7		54.6	54.6	54.6		40.7	17.5	17.5		50.4	17.1	17.1	
LOS by Move:	D	D	D		D	D	D		D	B	B		D	B	B	
HCM2kAvgQ:	8	8	8		5	5	5		1	16	16		1	8	8	

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

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

Intersection #23 University & Bell

Cycle (sec): 90 Critical Vol./Cap.(X): 0.528
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 7.5
Optimal Cycle: 86 Level Of Service: A

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:	18	18	18		18	18	18		64	64	64		64	64	64	
Lanes:	0	0	1!	0	0	0	1!	0	0	1	0	1	1	0	1	0	1	0
Volume Module:																		
Base Vol:	60	83	38		11	68	22		42	1322	87		37	787	22	
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:	60	83	38		11	68	22		42	1322	87		37	787	22	
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:	60	83	38		11	68	22		42	1322	87		37	787	22	
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:	60	83	38		11	68	22		42	1322	87		37	787	22	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	60	83	38		11	68	22		42	1322	87		37	787	22	
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:	60	83	38		11	68	22		42	1322	87		37	787	22	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.86	0.86	0.86		0.94	0.94	0.94		0.32	0.94	0.94		0.15	0.95	0.95	
Lanes:	0.33	0.46	0.21		0.11	0.67	0.22		1.00	1.88	0.12		1.00	1.95	0.05	
Final Sat.:	544	752	344		195	1204	389		600	3357	221		287	3498	98	
Capacity Analysis Module:																
Vol/Sat:	0.11	0.11	0.11		0.06	0.06	0.06		0.07	0.39	0.39		0.13	0.22	0.22	
Crit Moves:		****								****						
Green Time:	18.8	18.8	18.8		18.8	18.8	18.8		67.2	67.2	67.2		67.2	67.2	67.2	
Volume/Cap:	0.53	0.53	0.53		0.27	0.27	0.27		0.09	0.53	0.53		0.17	0.30	0.30	
Uniform Del:	31.6	31.6	31.6		29.8	29.8	29.8		3.1	4.8	4.8		3.3	3.7	3.7	
IncremntDel:	1.5	1.5	1.5		0.4	0.4	0.4		0.1	0.2	0.2		0.4	0.1	0.1	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	33.2	33.2	33.2		30.2	30.2	30.2		3.2	5.0	5.0		3.7	3.8	3.8	
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:	33.2	33.2	33.2		30.2	30.2	30.2		3.2	5.0	5.0		3.7	3.8	3.8	
LOS by Move:	C	C	C		C	C	C		A	A	A		A	A	A	
HCM2kAvgQ:	5	5	5		2	2	2		0	8	8		0	4	4	

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

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

Intersection #24 University & Donohoe

Cycle (sec): 100 Critical Vol./Cap.(X): 0.843
Loss Time (sec): 11 (Y+R=3.0 sec) Average Delay (sec/veh): 34.9
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:	5	5	5	5	5	5	5	5	5	5	5	5
Lanes:	1 1	0	1 1	1 0	1 0	1	1 0	1 1	0	2 0	1 1	0
Volume Module:												
Base Vol:	315	485	599	32	175	224	217	784	540	115	663	173
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:	315	485	599	32	175	224	217	784	540	115	663	173
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:	315	485	599	32	175	224	217	784	540	115	663	173
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:	315	485	599	32	175	224	217	784	540	115	663	173
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	315	485	599	32	175	224	217	784	540	115	663	173
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:	315	485	599	32	175	224	217	784	540	115	663	173
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.88	0.88	0.88	0.95	1.00	0.85	0.95	0.89	0.89	0.92	0.92	0.92
Lanes:	1.00	1.34	1.66	1.00	1.00	1.00	1.00	1.18	0.82	2.00	1.59	0.41
Final Sat.:	1671	2243	2770	1805	1900	1615	1805	2007	1383	3502	2774	724
Capacity Analysis Module:												
Vol/Sat:	0.19	0.22	0.22	0.02	0.09	0.14	0.12	0.39	0.39	0.03	0.24	0.24
Crit Moves:	****					****		****		****		
Green Time:	22.1	31.1	31.1	7.2	16.2	16.2	17.0	45.7	45.7	5.0	33.7	33.7
Volume/Cap:	0.85	0.70	0.70	0.25	0.57	0.85	0.71	0.85	0.85	0.66	0.71	0.71
Uniform Del:	37.4	30.3	30.3	43.8	38.6	40.7	39.2	24.2	24.2	46.7	28.8	28.8
IncremntDel:	4.6	1.1	1.1	1.0	2.5	22.9	7.5	4.9	4.9	8.8	2.0	2.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	42.1	31.4	31.4	44.8	41.1	63.7	46.6	29.1	29.1	55.4	30.9	30.9
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:	42.1	31.4	31.4	44.8	41.1	63.7	46.6	29.1	29.1	55.4	30.9	30.9
LOS by Move:	D	C	C	D	D	E	D	C	C	E	C	C
HCM2kAvgQ:	11	10	10	1	6	9	8	22	22	2	12	12

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

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

Intersection #25 NB 101 & Donohoe St

Cycle (sec): 90 Critical Vol./Cap.(X): 0.466
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 21.0
Optimal Cycle: 82 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	32	32	0	32	0	28	0	28	0	0	18
Lanes:	0 0	2 1	0	0 0	2 0	0	2 0	0 0	1	0 0	0 0	1
Volume Module:												
Base Vol:	0	802	19	0	783	0	765	0	277	0	0	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	802	19	0	783	0	765	0	277	0	0	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	802	19	0	783	0	765	0	277	0	0	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:	1.00	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	802	19	0	783	0	765	0	277	0	0	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	802	19	0	783	0	765	0	277	0	0	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	802	19	0	783	0	765	0	277	0	0	16
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.95	1.00	0.92	1.00	0.85	1.00	1.00	0.87
Lanes:	0.00	2.93	0.07	0.00	2.00	0.00	2.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	0	5052	120	0	3610	0	3502	0	1615	0	0	1644
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.16	0.00	0.22	0.00	0.22	0.00	0.17	0.00	0.00	0.01
Crit Moves:	****				****		****					****
Green Time:	0.0	33.9	33.9	0.0	33.9	0.0	34.1	0.0	52.1	0.0	0.0	18.0
Volume/Cap:	0.00	0.42	0.42	0.00	0.58	0.00	0.58	0.00	0.30	0.00	0.00	0.05
Uniform Del:	0.0	20.8	20.8	0.0	22.3	0.0	22.2	0.0	9.6	0.0	0.0	29.1
IncremntDel:	0.0	0.1	0.1	0.0	0.6	0.0	0.6	0.0	0.2	0.0	0.0	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00
Delay/Veh:	0.0	20.9	20.9	0.0	23.0	0.0	22.8	0.0	9.8	0.0	0.0	29.1
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:	0.0	20.9	20.9	0.0	23.0	0.0	22.8	0.0	9.8	0.0	0.0	29.1
LOS by Move:	A	C	C	A	C	A	C	A	A	A	A	C
HCM2kAvgQ:	0	6	6	0	9	0	9	0	4	0	0	0

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

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

Intersection #26 University & SB US 101

Cycle (sec): 90 Critical Vol./Cap.(X): 0.509
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 21.3
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:	Permitted				Protected				Protected				Protected			
Rights:	Include				Include				Ovl				Include			
Min. Green:	18	18	18		0	0	0		0	39	57		21	64	0	
Lanes:	1	0	1!	0 1	0	0	0	0 0	0	0	2	0 2	2	0	2	0 0
Volume Module:																
Base Vol:	305	1	439		0	0	0		0	1391	388		487	927	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:	305	1	439		0	0	0		0	1391	388		487	927	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:	305	1	439		0	0	0		0	1391	388		487	927	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:	305	1	439		0	0	0		0	1391	388		487	927	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	305	1	439		0	0	0		0	1391	388		487	927	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	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:	305	1	439		0	0	0		0	1391	388		487	927	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.86	0.86	0.86		1.00	1.00	1.00		1.00	0.95	0.75		0.92	0.95	1.00	
Lanes:	1.41	0.01	1.58		0.00	0.00	0.00		0.00	2.00	2.00		2.00	2.00	0.00	
Final Sat.:	2292	4	2585		0	0	0		0	3610	2842		3502	3610	0	
Capacity Analysis Module:																
Vol/Sat:	0.13	0.23	0.17		0.00	0.00	0.00		0.00	0.39	0.14		0.14	0.26	0.00	
Crit Moves:		****							****					****		
Green Time:	22.0	22.0	22.0		0.0	0.0	0.0		0.0	41.6	41.6		22.4	64.0	0.0	
Volume/Cap:	0.54	0.94	0.69		0.00	0.00	0.00		0.00	0.83	0.30		0.56	0.36	0.00	
Uniform Del:	29.6	33.3	30.9		0.0	0.0	0.0		0.0	21.2	15.1		29.5	5.1	0.0	
IncremntDel:	0.5	18.5	2.0		0.0	0.0	0.0		0.0	3.8	0.1		0.8	0.1	0.0	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		0.00	0.00	0.00		0.00	1.00	1.00		1.00	1.00	0.00	
Delay/Veh:	30.1	51.9	33.0		0.0	0.0	0.0		0.0	25.0	15.2		30.3	5.1	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	30.1	51.9	33.0		0.0	0.0	0.0		0.0	25.0	15.2		30.3	5.1	0.0	
LOS by Move:	C	D	C		A	A	A		A	C	B		C	A	A	
HCM2kAvgQ:	6	15	8		0	0	0		0	17	4		7	5	0	

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

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

Intersection #27 University Ave. & Woodland

Cycle (sec): 110 Critical Vol./Cap.(X): 0.860
Loss Time (sec): 11 (Y+R=3.0 sec) Average Delay (sec/veh): 44.4
Optimal Cycle: 95 Level Of Service: D

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:	5	5	5		5	5	5		5	5	5		5	5	5	
Lanes:	0	0	1!	0 0	2	0	0	1 0	1	0	1	1 0	1	0	2	0 1
Volume Module:																
Base Vol:	16	87	274		612	119	34		28	809	9		274	800	327	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	16	87	274		612	119	34		28	809	9		274	800	327	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	16	87	274		612	119	34		28	809	9		274	800	327	
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:	16	87	274		612	119	34		28	809	9		274	800	327	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	16	87	274		612	119	34		28	809	9		274	800	327	
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:	16	87	274		612	119	34		28	809	9		274	800	327	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.90	0.90	0.90		0.92	0.97	0.97		0.95	0.95	0.95		0.95	0.95	0.85	
Lanes:	0.04	0.23	0.73		2.00	0.78	0.22		1.00	1.98	0.02		1.00	2.00	1.00	
Final Sat.:	73	395	1243		3502	1429	408		1805	3563	40		1805	3610	1615	
Capacity Analysis Module:																
Vol/Sat:	0.22	0.22	0.22		0.17	0.08	0.08		0.02	0.23	0.23		0.15	0.22	0.20	
Crit Moves:		****			****					****			****			
Green Time:	36.7	28.2	28.2		22.4	13.9	13.9		8.2	29.0	29.0		19.4	40.2	40.2	
Volume/Cap:	0.66	0.86	0.86		0.86	0.66	0.66		0.21	0.86	0.86		0.86	0.61	0.55	
Uniform Del:	31.3	39.0	39.0		42.3	45.8	45.8		47.8	38.5	38.5		44.0	28.4	27.8	
IncremntDel:	2.9	15.7	15.7		10.4	6.9	6.9		0.8	8.0	8.0		20.4	0.8	1.2	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	34.2	54.7	54.7		52.7	52.8	52.8		48.6	46.6	46.6		64.3	29.3	28.9	
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:	34.2	54.7	54.7		52.7	52.8	52.8		48.6	46.6	46.6		64.3	29.3	28.9	
LOS by Move:	C	D	D		D	D	D		D	D	D		E	C	C	
HCM2kAvgQ:	12	15	15		13	6	6		1	17	17		10	11	9	

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

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

Intersection #28 Middlefield Rd. & University Ave.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.537
Loss Time (sec): 11 (Y+R=3.0 sec) Average Delay (sec/veh): 32.6
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:	5	5	5		5	5	5		5	5	5		5	5	5	
Lanes:	0	1	0	1	0	0	1	0	1	0	1	1	0	1	0	1	0
Volume Module:																	
Base Vol:	30	377		86		82	384		76	59	328		23	71	442		88
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	30	377		86		82	384		76	59	328		23	71	442		88
Added Vol:	0	0		0		0	0		0	0	0		0	0	0		0
PasserByVol:	0	0		0		0	0		0	0	0		0	0	0		0
Initial Fut:	30	377		86		82	384		76	59	328		23	71	442		88
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	30	377		86		82	384		76	59	328		23	71	442		88
Reduct Vol:	0	0		0		0	0		0	0	0		0	0	0		0
Reduced Vol:	30	377		86		82	384		76	59	328		23	71	442		88
PCE Adj:	1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
FinalVolume:	30	377		86		82	384		76	59	328		23	71	442		88
Saturation Flow Module:																	
Sat/Lane:	1900	1900		1900		1900	1900		1900	1900	1900		1900	1900	1900		1900
Adjustment:	0.92	0.92		0.92		0.92	0.92		0.92	0.95	0.94		0.94	0.95	0.93		0.93
Lanes:	0.12	1.53		0.35		0.30	1.42		0.28	1.00	1.87		0.13	1.00	1.67		0.33
Final Sat.:	213	2681		612		531	2486		492	1805	3340		234	1805	2935		584
Capacity Analysis Module:																	
Vol/Sat:	0.14	0.14		0.14		0.15	0.15		0.15	0.03	0.10		0.10	0.04	0.15		0.15
Crit Moves:		****				****				****					****		
Green Time:	26.2	26.2		26.2		28.7	28.7		28.7	6.1	22.6		22.6	11.5	28.0		28.0
Volume/Cap:	0.54	0.54		0.54		0.54	0.54		0.54	0.54	0.43		0.43	0.34	0.54		0.54
Uniform Del:	31.7	31.7		31.7		30.0	30.0		30.0	45.6	33.2		33.2	40.8	30.5		30.5
IncremntDel:	0.6	0.6		0.6		0.6	0.6		0.6	5.2	0.4		0.4	1.0	0.6		0.6
InitQueuDel:	0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0
Delay Adj:	1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Delay/Veh:	32.4	32.4		32.4		30.6	30.6		30.6	50.8	33.6		33.6	41.7	31.1		31.1
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:	32.4	32.4		32.4		30.6	30.6		30.6	50.8	33.6		33.6	41.7	31.1		31.1
LOS by Move:	C	C		C		C	C		C	D	C		C	D	C		C
HCM2kAvgQ:	7	7		7		7	7		7	3	5		5	2	7		7

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

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

Intersection #29 Bayfront Exp. & Chrysler Dr.

Cycle (sec): 130 Critical Vol./Cap.(X): 0.681
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 18.4
Optimal Cycle: 51 Level Of Service: B

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				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	5	5	0		0	5	5		5	0	5		0	0	0	
Lanes:	1	0	3	0	0	0	0	3	0	1	1	0	0	0	1	0	0
Volume Module:5:00 - 6:00 AM																	
Base Vol:	10	932		0		0	2235		16	334		0	76		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:	10	932		0		0	2235		16	334		0	76		0		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:	10	932		0		0	2235		16	334		0	76		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:	10	932		0		0	2235		16	334		0	76		0		0
Reduct Vol:	0	0		0		0	0		0	0	0		0	0	0		0
Reduced Vol:	10	932		0		0	2235		16	334		0	76		0		0
PCE Adj:	1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		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:	10	932		0		0	2235		16	334		0	76		0		0
Saturation Flow Module:																	
Sat/Lane:	1900	1900		1900		1900	1900		1900	1900	1900		1900	1900	1900		1900
Adjustment:	0.93	0.89		1.00		1.00	0.89		0.83	0.93	1.00		0.83	1.00	1.00		1.00
Lanes:	1.00	3.00		0.00		0.00	3.00		1.00	1.00	0.00		1.00	0.00	0.00		0.00
Final Sat.:	1769	5083		0		0	5083		1583	1769		0	1583		0		0
Capacity Analysis Module:																	
Vol/Sat:	0.01	0.18		0.00		0.00	0.44		0.01	0.19	0.00		0.05	0.00	0.00		0.00
Crit Moves:	****						****			****							
Green Time:	5.0	86.2		0.0		0.0	81.2		81.2	34.8	0.0		34.8	0.0	0.0		0.0
Volume/Cap:	0.15	0.28		0.00		0.00	0.70		0.02	0.70	0.00		0.18	0.00	0.00		0.00
Uniform Del:	60.4	9.1		0.0		0.0	16.4		9.3	42.9	0.0		36.6	0.0	0.0		0.0
IncremntDel:	1.0	0.0		0.0		0.0	0.7		0.0	4.8	0.0		0.2	0.0	0.0		0.0
InitQueuDel:	0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0
Delay Adj:	1.00	1.00		0.00		0.00	1.00		1.00	1.00	0.00		1.00	0.00	0.00		0.00
Delay/Veh:	61.4	9.1		0.0		0.0	17.1		9.3	47.7	0.0		36.8	0.0	0.0		0.0
User DelAdj:	1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
AdjDel/Veh:	61.4	9.1		0.0		0.0	17.1		9.3	47.7	0.0		36.8	0.0	0.0		0.0
LOS by Move:	E	A		A		A	B		A	D	A		D	A	A		A
HCM2kAvgQ:	0	5		0		0	20		0	13	0		2	0	0		0

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

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

Intersection #30 Bayfront Exp. & Chilco St.

Cycle (sec): 130 Critical Vol./Cap.(X): 0.584
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 13.7
Optimal Cycle: 41 Level Of Service: B

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				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	5	5	0	0	5	5	5	0	5	0	0	0				
Lanes:	1	0	3	0	0	0	0	3	0	1	1	0	0	0	1	0	0	0	0	0
Volume Module: >> Count Date: 20 Oct 2009 << 4:45 - 5:45 PM																
Base Vol:	14	783	0	0	2126	160	190	0	186	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:	14	783	0	0	2126	160	190	0	186	0	0	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:	14	783	0	0	2126	160	190	0	186	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:	14	783	0	0	2126	160	190	0	186	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	14	783	0	0	2126	160	190	0	186	0	0	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	14	783	0	0	2126	160	190	0	186	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.93	0.89	1.00	1.00	0.89	0.83	0.93	1.00	0.83	1.00	1.00	1.00				
Lanes:	1.00	3.00	0.00	0.00	3.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00				
Final Sat.:	1769	5083	0	0	5083	1583	1769	0	1583	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.01	0.15	0.00	0.00	0.42	0.10	0.11	0.00	0.12	0.00	0.00	0.00				
Crit Moves:	****				****				****							
Green Time:	5.0	95.6	0.0	0.0	90.6	90.6	25.4	0.0	25.4	0.0	0.0	0.0				
Volume/Cap:	0.21	0.21	0.00	0.00	0.60	0.15	0.55	0.00	0.60	0.00	0.00	0.00				
Uniform Del:	60.6	5.4	0.0	0.0	10.3	6.7	47.1	0.0	47.6	0.0	0.0	0.0				
IncremntDel:	1.5	0.0	0.0	0.0	0.3	0.1	1.9	0.0	3.3	0.0	0.0	0.0				
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00				
Delay/Veh:	62.1	5.4	0.0	0.0	10.6	6.7	49.0	0.0	50.9	0.0	0.0	0.0				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	62.1	5.4	0.0	0.0	10.6	6.7	49.0	0.0	50.9	0.0	0.0	0.0				
LOS by Move:	E	A	A	A	B	A	D	A	D	A	A	A				
HCM2kAvgQ:	1	4	0	0	16	2	7	0	8	0	0	0				

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

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

Intersection #31 Middlefield Rd. & Ravenswood Ave.

Cycle (sec): 120 Critical Vol./Cap.(X): 0.717
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 25.1
Optimal Cycle: 38 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				Split Phase				Split Phase			
Rights:	Include				Include				Ovl				Include			
Min. Green:	4	10	0	0	10	4	4	0	4	0	0	0				
Lanes:	1	0	1	0	0	0	0	0	1	0	1	0	0	0	1	0	0	0	0	0
Volume Module: >> Count Date: 20 Oct 2009 << 5:00 - 6:00 PM																
Base Vol:	487	566	0	0	357	92	257	0	705	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:	487	566	0	0	357	92	257	0	705	0	0	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:	487	566	0	0	357	92	257	0	705	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:	487	566	0	0	357	92	257	0	705	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	487	566	0	0	357	92	257	0	705	0	0	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	487	566	0	0	357	92	257	0	705	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.93	0.98	1.00	1.00	0.95	0.95	0.93	1.00	0.83	1.00	1.00	1.00				
Lanes:	1.00	1.00	0.00	0.00	0.80	0.20	1.00	0.00	1.00	0.00	0.00	0.00				
Final Sat.:	1769	1862	0	0	1439	371	1769	0	1583	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.28	0.30	0.00	0.00	0.25	0.25	0.15	0.00	0.45	0.00	0.00	0.00				
Crit Moves:	****				****				****							
Green Time:	46.0	87.5	0.0	0.0	41.5	41.5	28.5	0.0	74.5	0.0	0.0	0.0				
Volume/Cap:	0.72	0.42	0.00	0.00	0.72	0.72	0.61	0.00	0.72	0.00	0.00	0.00				
Uniform Del:	31.4	6.3	0.0	0.0	34.2	34.2	40.9	0.0	15.6	0.0	0.0	0.0				
IncremntDel:	3.7	0.2	0.0	0.0	4.0	4.0	2.7	0.0	2.6	0.0	0.0	0.0				
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00				
Delay/Veh:	35.1	6.5	0.0	0.0	38.1	38.1	43.5	0.0	18.1	0.0	0.0	0.0				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	35.1	6.5	0.0	0.0	38.1	38.1	43.5	0.0	18.1	0.0	0.0	0.0				
LOS by Move:	D	A	A	A	D	D	D	A	B	A	A	A				
HCM2kAvgQ:	15	8	0	0	14	14	9	0	18	0	0	0				

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

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

Intersection #32 Middlefield Rd. & Ringwood Ave.

Cycle (sec): 120 Critical Vol./Cap.(X): 0.605
Loss Time (sec): 4 (Y+R=3.0 sec) Average Delay (sec/veh): 28.8
Optimal Cycle: 28 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				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	4	10	10		4	10	10		4	4	4		4	4	4	
Lanes:	1 0	2 0	1		1 0	2 0	1		1 0	0 1	0		0 1	0 0	1	
Volume Module: >> Count Date: 21 Oct 2009 << 5:00 - 6:00 PM																
Base Vol:	49	761	127		356	628	36		75	76	62		73	8	266	
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:	49	761	127		356	628	36		75	76	62		73	8	266	
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:	49	761	127		356	628	36		75	76	62		73	8	266	
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:	49	761	127		356	628	36		75	76	62		73	8	266	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	49	761	127		356	628	36		75	76	62		73	8	266	
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:	49	761	127		356	628	36		75	76	62		73	8	266	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.93	0.93	0.83		0.93	0.93	0.83		0.63	0.91	0.91		0.66	0.66	0.83	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	0.55	0.45		0.90	0.10	1.00	
Final Sat.:	1769	3538	1583		1769	3538	1583		1201	957	781		1128	124	1583	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.22	0.08		0.20	0.18	0.02		0.06	0.08	0.08		0.06	0.06	0.17	
Crit Moves:		****			****										****	
Green Time:	13.1	42.7	42.7		39.9	69.6	69.6		33.4	33.4	33.4		33.4	33.4	33.4	
Volume/Cap:	0.25	0.60	0.23		0.60	0.31	0.04		0.22	0.29	0.29		0.23	0.23	0.60	
Uniform Del:	49.0	31.7	27.1		33.4	12.9	10.8		33.4	34.0	34.0		33.4	33.4	37.6	
IncremntDel:	0.7	0.8	0.2		1.8	0.1	0.0		0.3	0.3	0.3		0.3	0.3	2.4	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	49.7	32.6	27.3		35.2	13.0	10.9		33.7	34.3	34.3		33.8	33.8	40.0	
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:	49.7	32.6	27.3		35.2	13.0	10.9		33.7	34.3	34.3		33.8	33.8	40.0	
LOS by Move:	D	C	C		D	B	B		C	C	C		C	C	D	
HCM2kAvgQ:	2	12	3		10	6	1		2	4	4		2	2	9	

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

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

Intersection #33 Middlefield Rd and Lytton Ave

Cycle (sec): 110 Critical Vol./Cap.(X): 0.936
Loss Time (sec): 11 (Y+R=3.0 sec) Average Delay (sec/veh): 58.8
Optimal Cycle: 136 Level Of Service: E

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Split Phase				Split Phase				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	5	5	5		5	5	5		5	5	5		5	5	5	
Lanes:	0 1	0 0	1		0 1	0 0	1		1 0	0 1	0		0 0	1! 0	0	
Volume Module:																
Base Vol:	89	457	24		24	508	163		419	135	78		7	55	12	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	89	457	24		24	508	163		419	135	78		7	55	12	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	89	457	24		24	508	163		419	135	78		7	55	12	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	89	457	24		24	508	163		419	135	78		7	55	12	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	89	457	24		24	508	163		419	135	78		7	55	12	
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:	89	457	24		24	508	163		419	135	78		7	55	12	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.99	0.99	0.85		1.00	1.00	0.85		0.95	0.95	0.95		0.97	0.97	0.97	
Lanes:	0.16	0.84	1.00		0.05	0.95	1.00		1.00	0.63	0.37		0.09	0.75	0.16	
Final Sat.:	307	1578	1615		86	1811	1615		1805	1138	658		175	1374	300	
Capacity Analysis Module:																
Vol/Sat:	0.29	0.29	0.01		0.28	0.28	0.10		0.23	0.12	0.12		0.04	0.04	0.04	
Crit Moves:	****					****			****					****		
Green Time:	33.9	33.9	33.9		32.9	32.9	32.9		27.2	27.2	27.2		5.0	5.0	5.0	
Volume/Cap:	0.94	0.94	0.05		0.94	0.94	0.34		0.94	0.48	0.48		0.88	0.88	0.88	
Uniform Del:	37.0	37.0	26.7		37.6	37.6	30.1		40.6	35.4	35.4		52.2	52.2	52.2	
IncremntDel:	23.3	23.3	0.0		23.7	23.7	0.4		27.8	0.8	0.8		60.2	60.2	60.2	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	60.3	60.3	26.7		61.3	61.3	30.5		68.4	36.2	36.2		112.4	112	112.4	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	60.3	60.3	26.7		61.3	61.3	30.5		68.4	36.2	36.2		112.4	112	112.4	
LOS by Move:	E	E	C		E	E	C		E	D	D		F	F	F	
HCM2kAvgQ:	20	20	1		22	22	4		18	6	6		5	5	5	

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

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

Intersection #34 Bayfront Expy. and Facebook West Campus

Cycle (sec):	100	Critical Vol./Cap.(X):	0.505
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	1.3
Optimal Cycle:	90	Level Of Service:	A

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:	10	10	10		10	10	10		10	10	10		10	10	10	
Lanes:	1	0 3	0	0	0	0 3	0	1	2	0 0	0	1	0	0 0	0	0
Volume Module:																
Base Vol:	0	708	0	0	2307	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	708	0	0	2307	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	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	708	0	0	2307	0	0	0	0	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:	0	708	0	0	2307	0	0	0	0	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
Reduced Vol:	0	708	0	0	2307	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	1.00	1.00	1.00	1.00
FinalVolume:	0	708	0	0	2307	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	1.00	1.00	0.91	1.00	0.97	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	0.00	3.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	1900	5187	0	0	5187	1900	3686	0	1900	0	0	0	0	0	0	0
Capacity Analysis Module:																
Vol/Sat:	0.00	0.14	0.00	0.00	0.44	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****											
Green Time:	0.0	88.0	0.0	0.0	88.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.16	0.00	0.00	0.51	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Del:	0.0	0.8	0.0	0.0	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
IncremntDel:	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.8	0.0	0.0	1.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.8	0.0	0.0	1.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	1	0	0	6	0	0	0	0	0	0	0	0	0	0	0

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

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Scenario Report

Scenario:	Near Term 2015 AM
Command:	Near Term I No Project AM "B"
Volume:	Near Term I No Project AM "B"
Geometry:	Near Term I No Project AM "B"
Impact Fee:	Default Impact Fee
Trip Generation:	Near Term I No Project AM "B"
Trip Distribution:	Near-Term
Paths:	Default Path
Routes:	Default Route
Configuration:	Near Term I No Project AM "B"

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Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Bayfront Exp. & Marsh Rd.	C	22.3	0.768	C	22.5	0.804	+ 0.145 D/V
# 2 US 101 NB Ramps & Marsh Rd.	B	16.0	0.638	C	33.3	0.997	+17.311 D/V
# 3 US 101 SB Ramps & Marsh Rd.	C	21.3	0.861	C	23.1	0.883	+ 1.775 D/V
# 4 Scott Dr/Rolison at Marsh Rd.	C	27.4	0.822	C	24.4	0.843	-2.972 D/V
# 5 Bohannon/ Florence & Marsh Rd.	B	19.5	0.565	B	15.0	0.584	-4.586 D/V
# 6 Bay Rd. & Marsh Rd.	B	16.5	0.586	B	16.2	0.646	-0.306 D/V
# 7 Middlefield at Marsh (Town of	C	26.2	0.610	C	24.8	0.691	-1.420 D/V
# 8 Bayfront Exp. & Willow Rd.	C	27.5	0.610	C	34.4	0.708	+ 6.851 D/V
# 9 Hamilton Ave. & Willow Rd.	C	22.9	0.559	C	21.1	0.577	-1.786 D/V
# 10 Ivy Dr. & Willow Rd.	B	18.0	0.517	C	20.7	0.581	+ 2.709 D/V
# 11 O'Brien Dr. & Willow Rd.	B	15.0	0.464	B	14.1	0.512	-0.910 D/V
# 12 Newbridge St. & Willow Rd.	D	48.5	0.903	D	49.0	0.929	+ 0.500 D/V
# 13 Bay Rd. & Willow Rd.	C	20.0	0.694	B	20.0	0.744	-0.069 D/V
# 14 Durham St. & Willow Rd.	C	24.8	0.714	B	12.5	0.740	-12.311 D/V
# 15 Coleman Ave. & Willow Rd.	B	13.0	0.715	B	14.1	0.787	+ 1.087 D/V
# 16 Gilbert Ave. & Willow Rd.	B	14.0	0.663	B	14.9	0.759	+ 0.877 D/V
# 17 Middlefield Rd. & Willow Rd.	F	101.2	0.947	F	89.2	1.088	-11.990 D/V
# 18 Bayfront Exp. & University Ave	C	29.2	0.805	C	30.2	0.814	+ 0.980 D/V
# 19 O'Brien Dr. & University Ave.	A	6.4	0.548	A	6.3	0.554	-0.060 D/V
# 20 University & Kavanaugh	B	13.8	0.563	B	13.7	0.565	-0.157 D/V
# 21 University & Bay	C	27.7	0.661	C	27.4	0.662	-0.274 D/V
# 22 University & Runnymede	C	20.3	0.627	C	20.2	0.628	-0.142 D/V
# 23 University & Bell	A	7.6	0.246	A	7.4	0.264	-0.231 D/V
# 24 University & Donohoe	D	39.3	0.925	D	39.8	0.933	+ 0.560 D/V
# 25 NB 101 & Donohoe St	B	13.6	0.372	B	13.7	0.383	+ 0.129 D/V

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Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 26 University & SB US 101	B	17.1	0.642	B	17.3	0.645	+ 0.176 D/V
# 27 University Ave. & Woodland	D	38.7	0.891	D	38.9	0.894	+ 0.182 D/V
# 28 Middlefield Rd. & University A	C	34.3	0.734	D	38.1	0.796	+ 3.762 D/V
# 29 Bayfront Exp. & Chrysler Dr.	A	7.3	0.584	B	17.1	0.681	+ 9.818 D/V
# 30 Bayfront Exp. & Chilco St.	B	17.0	0.593	B	19.2	0.617	+ 2.144 D/V
# 31 Middlefield Rd. & Ravenswood A	C	22.0	0.606	C	22.8	0.639	+ 0.800 D/V
# 32 Middlefield Rd. & Ringwood Ave	C	28.5	0.470	C	25.4	0.478	-3.077 D/V
# 33 Middlefield Rd and Lytton Ave	C	34.7	0.714	D	38.9	0.799	+ 4.223 D/V
# 34 Bayfront Expy. and Facebook We	A	1.2	0.501	A	1.3	0.545	+ 0.101 D/V

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

****
Intersection #1 Bayfront Exp. & Marsh Rd.
****

Cycle (sec): 130 Critical Vol./Cap.(X): 0.804
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 22.5
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:	Split Phase				Split Phase				Split Phase				Split Phase			
Rights:	Include				Include				Ovl				Include			
Min. Green:	5	5	5		5	5	5		5	5	5		5	5	5	
Lanes:	3 0	0 1	0		0 1	1 0	1		0 1	0 0	2		0 0	1! 0	0	
Volume Module: >> Count Date: 22 Oct 2009 << 7:45 - 8:45 AM																
Base Vol:	2297	189	23		7	58	148		182	20	997		7	19	5	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	2389	197	24		7	60	154		189	21	1037		7	20	5	
Added Vol:	170	0	0		0	0	0		0	0	255		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	2559	197	24		7	60	154		189	21	1292		7	20	5	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	2559	197	24		7	60	154		189	21	1292		7	20	5	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	2559	197	24		7	60	154		189	21	1292		7	20	5	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	2559	197	24		7	60	154		189	21	1292		7	20	5	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.90	0.96	0.96		0.93	0.93	0.83		0.94	0.94	0.73		0.95	0.95	0.95	
Lanes:	3.00	0.89	0.11		0.22	1.78	1.00		0.90	0.10	2.00		0.23	0.61	0.16	
Final Sat.:	5147	1633	199		379	3141	1583		1606	176	2786		407	1104	290	
Capacity Analysis Module:																
Vol/Sat:	0.50	0.12	0.12		0.02	0.02	0.10		0.12	0.12	0.46		0.02	0.02	0.02	
Crit Moves:	****						****		****					****		
Green/Cycle:	0.61	0.61	0.61		0.12	0.12	0.12		0.14	0.14	0.75		0.04	0.04	0.04	
Volume/Cap:	0.82	0.20	0.20		0.16	0.16	0.82		0.82	0.82	0.62		0.47	0.47	0.47	
Uniform Del:	20.0	11.4	11.4		51.5	51.5	55.9		54.0	54.0	7.5		61.2	61.2	61.2	
IncremntDel:	1.8	0.1	0.1		0.2	0.2	23.9		18.5	18.5	0.6		4.9	4.9	4.9	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	21.8	11.5	11.5		51.7	51.7	79.8		72.5	72.5	8.1		66.1	66.1	66.1	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	21.8	11.5	11.5		51.7	51.7	79.8		72.5	72.5	8.1		66.1	66.1	66.1	
LOS by Move:	C	B	B		D	D	E		E	E	A		E	E	E	
HCM2kAvgQ:	29	4	4		1	1	8		10	10	14		2	2	2	

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

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

Intersection #2 US 101 NB Ramps & Marsh Rd.

Cycle (sec): 80 Critical Vol./Cap.(X): 0.997
Loss Time (sec): 7 (Y+R=4.0 sec) Average Delay (sec/veh): 33.3
Optimal Cycle: 175 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:	Split Phase				Split Phase				Permitted				Permitted			
Rights:	Include				Include				Ignore				Ignore			
Min. Green:	5	0	5		0	0	0		0	5	0		0	5	0	
Lanes:	2	0	0	0 1	0	0	0	0 0	0	1	1	0 1	0	0	2	0 1
Volume Module: >> Count Date: 30 Sep 2009 << 7:30 - 8:30 AM																
Base Vol:	818	0	289		0	0	0		0	1138	506		0	821	1699	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	851	0	301		0	0	0		0	1184	526		0	854	1767	
Added Vol:	2	0	394		0	0	0		2	406	0		0	141	29	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	853	0	695		0	0	0		2	1590	526		0	995	1796	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
PHF Volume:	853	0	695		0	0	0		2	1590	0		0	995	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	853	0	695		0	0	0		2	1590	0		0	995	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
FinalVolume:	853	0	695		0	0	0		2	1590	0		0	995	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.90	1.00	0.83		1.00	1.00	1.00		0.89	0.89	1.00		1.00	0.93	1.00	
Lanes:	2.00	0.00	1.00		0.00	0.00	0.00		0.01	1.99	1.00		0.00	2.00	1.00	
Final Sat.:	3432	0	1583		0	0	0		4	3374	1900		0	3538	1900	
Capacity Analysis Module:																
Vol/Sat:	0.25	0.00	0.44		0.00	0.00	0.00		0.47	0.47	0.00		0.00	0.28	0.00	
Crit Moves:			****							****						
Green/Cycle:	0.44	0.00	0.44		0.00	0.00	0.00		0.47	0.47	0.00		0.00	0.47	0.00	
Volume/Cap:	0.56	0.00	1.00		0.00	0.00	0.00		1.00	1.00	0.00		0.00	0.60	0.00	
Uniform Del:	16.7	0.0	22.3		0.0	0.0	0.0		21.1	21.1	0.0		0.0	15.5	0.0	
IncremntDel:	0.5	0.0	33.3		0.0	0.0	0.0		21.8	21.8	0.0		0.0	0.6	0.0	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	0.00	1.00		0.00	0.00	0.00		1.00	1.00	0.00		0.00	1.00	0.00	
Delay/Veh:	17.2	0.0	55.7		0.0	0.0	0.0		42.9	42.9	0.0		0.0	16.1	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	17.2	0.0	55.7		0.0	0.0	0.0		42.9	42.9	0.0		0.0	16.1	0.0	
LOS by Move:	B	A	E		A	A	A		D	D	A		A	B	A	
HCM2kAvgQ:	9	0	25		0	0	0		29	29	0		0	10	0	

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

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

Intersection #3 US 101 SB Ramps & Marsh Rd.

Cycle (sec): 80 Critical Vol./Cap.(X): 0.883
Loss Time (sec): 7 (Y+R=4.0 sec) Average Delay (sec/veh): 23.1
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:	Split Phase				Split Phase				Permitted				Permitted			
Rights:	Include				Include				Ignore				Ignore			
Min. Green:	0	0	0		5	0	5		0	5	0		0	5	0	
Lanes:	0	0	0	0 0	2	0	0	0 1	0	0	2	0 1	0	0	2	0 1
Volume Module: >> Count Date: 30 Sep 2009 << 7:30 - 8:30 AM																
Base Vol:	0	0	0		879	0	558		0	834	583		0	1426	86	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	0	0	0		914	0	580		0	867	606		0	1483	89	
Added Vol:	0	0	0		221	0	7		0	189	0		0	55	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		1135	0	587		0	1056	606		0	1538	89	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
PHF Volume:	0	0	0		1135	0	587		0	1056	0		0	1538	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		1135	0	587		0	1056	0		0	1538	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
FinalVolume:	0	0	0		1135	0	587		0	1056	0		0	1538	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	1.00	1.00		0.90	1.00	0.83		1.00	0.93	1.00		1.00	0.93	1.00	
Lanes:	0.00	0.00	0.00		2.00	0.00	1.00		0.00	2.00	1.00		0.00	2.00	1.00	
Final Sat.:	0	0	0		3432	0	1583		0	3538	1900		0	3538	1900	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.33	0.00	0.37		0.00	0.30	0.00		0.00	0.43	0.00	
Crit Moves:							****							****		
Green/Cycle:	0.00	0.00	0.00		0.42	0.00	0.42		0.00	0.49	0.00		0.00	0.49	0.00	
Volume/Cap:	0.00	0.00	0.00		0.79	0.00	0.88		0.00	0.61	0.00		0.00	0.88	0.00	
Uniform Del:	0.0	0.0	0.0		20.1	0.0	21.4		0.0	14.7	0.0		0.0	18.2	0.0	
IncremntDel:	0.0	0.0	0.0		3.0	0.0	13.3		0.0	0.6	0.0		0.0	5.7	0.0	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	0.00	0.00	0.00		1.00	0.00	1.00		0.00	1.00	0.00		0.00	1.00	0.00	
Delay/Veh:	0.0	0.0	0.0		23.1	0.0	34.7		0.0	15.3	0.0		0.0	24.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.0	0.0		23.1	0.0	34.7		0.0	15.3	0.0		0.0	24.0	0.0	
LOS by Move:	A	A	A		C	A	C		A	B	A		A	C	A	
HCM2kAvgQ:	0	0	0		14	0	17		0	10	0		0	22	0	

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

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

Intersection #4 Scott Dr/Rolison at Marsh Rd.

Cycle (sec): 80 Critical Vol./Cap.(X): 0.843
Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): 24.4
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:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	4	4	4		4	4	4		4	6	6		4	6	6	
Lanes:	0 1	0	0	2	0 1	0	0	1	1 0	2	1	0	2 0	1	1	0
Volume Module: >> Count Date: 8 Oct 2009 << 7:15 - 8:15 AM																
Base Vol:	27	3	49		222	18	3		15	1131	29		268	1416	280	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	28	3	51		231	19	3		16	1176	30		279	1473	291	
Added Vol:	0	0	0		0	0	0		0	189	0		0	62	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	28	3	51		231	19	3		16	1365	30		279	1535	291	
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:	28	3	51		231	19	3		16	1365	30		279	1535	291	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	28	3	51		231	19	3		16	1365	30		279	1535	291	
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:	28	3	51		231	19	3		16	1365	30		279	1535	291	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.94	0.94	0.73		0.94	0.94	0.83		0.93	0.89	0.89		0.90	0.91	0.91	
Lanes:	0.90	0.10	2.00		0.93	0.07	1.00		1.00	2.94	0.06		2.00	1.68	0.32	
Final Sat.:	1604	178	2786		1647	134	1583		1769	4958	110		3432	2902	551	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.02	0.02		0.14	0.14	0.00		0.01	0.28	0.28		0.08	0.53	0.53	
Crit Moves:		****			****				****					****		
Green/Cycle:	0.05	0.05	0.05		0.15	0.15	0.15		0.05	0.48	0.48		0.14	0.57	0.57	
Volume/Cap:	0.35	0.35	0.37		0.92	0.92	0.01		0.18	0.57	0.57		0.57	0.92	0.92	
Uniform Del:	36.7	36.7	36.8		33.5	33.5	28.8		36.4	14.9	14.9		32.1	15.5	15.5	
IncremntDel:	2.4	2.4	1.6		34.8	34.8	0.0		1.0	0.3	0.3		1.6	7.8	7.8	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	39.1	39.1	38.4		68.3	68.3	28.8		37.4	15.2	15.2		33.7	23.3	23.3	
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:	39.1	39.1	38.4		68.3	68.3	28.8		37.4	15.2	15.2		33.7	23.3	23.3	
LOS by Move:	D	D	D		E	E	C		D	B	B		C	C	C	
HCM2kAvgQ:	1	1	1		10	10	0		1	9	9		4	26	26	

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

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

Intersection #5 Bohannon/ Florence & Marsh Rd.

Cycle (sec): 80 Critical Vol./Cap.(X): 0.584
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 15.0
Optimal Cycle: 26 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	4	4	4		4	4	4		4	6	6		4	6	6	
Lanes:	1 0	0	1	0	1 1	0	0	1	1 0	1	1	0	1 0	2	0	1
Volume Module: >> Count Date: 7 Oct 2009 << 7:30 - 8:30 AM																
Base Vol:	15	9	8		390	30	91		117	796	58		46	1141	323	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	16	9	8		406	31	95		122	828	60		48	1187	336	
Added Vol:	0	0	0		0	0	0		0	189	0		0	62	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	16	9	8		406	31	95		122	1017	60		48	1249	336	
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:	16	9	8		406	31	95		122	1017	60		48	1249	336	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	16	9	8		406	31	95		122	1017	60		48	1249	336	
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:	16	9	8		406	31	95		122	1017	60		48	1249	336	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.93	0.91	0.91		0.94	0.94	0.83		0.93	0.92	0.92		0.93	0.93	0.83	
Lanes:	1.00	0.53	0.47		1.86	0.14	1.00		1.00	1.89	0.11		1.00	2.00	1.00	
Final Sat.:	1769	916	814		3306	254	1583		1769	3313	197		1769	3538	1583	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.01	0.01		0.12	0.12	0.06		0.07	0.31	0.31		0.03	0.35	0.21	
Crit Moves:		****				****			****					****		
Green/Cycle:	0.05	0.05	0.05		0.20	0.20	0.20		0.11	0.60	0.60		0.10	0.58	0.58	
Volume/Cap:	0.18	0.20	0.20		0.60	0.60	0.29		0.60	0.51	0.51		0.28	0.60	0.36	
Uniform Del:	36.4	36.5	36.5		29.0	29.0	27.0		33.7	9.3	9.3		33.5	10.7	8.8	
IncremntDel:	1.0	1.2	1.2		1.5	1.5	0.5		5.2	0.2	0.2		0.9	0.5	0.2	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	37.4	37.6	37.6		30.4	30.4	27.6		38.9	9.5	9.5		34.3	11.2	9.1	
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:	37.4	37.6	37.6		30.4	30.4	27.6		38.9	9.5	9.5		34.3	11.2	9.1	
LOS by Move:	D	D	D		C	C	C		D	A	A		C	B	A	
HCM2kAvgQ:	1	1	1		6	6	2		4	8	8		1	11	5	

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

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

Intersection #6 Bay Rd. & Marsh Rd.

Cycle (sec): 80 Critical Vol./Cap.(X): 0.646
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 16.2
Optimal Cycle: 30 Level Of Service: B

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				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	6	6	6		6	6	6		0	6	6		4	6	6	
Lanes:	0	0	1! 0	0	0	0	1! 0	0	0	1	0	1	0	1	0	1
Volume Module: >> Count Date: 6 Oct 2009 << 7:30 - 8:30 AM																
Base Vol:	70	3	177	112	28	5	2	665	66	264	982	22				
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04				
Initial Bse:	73	3	184	116	29	5	2	692	69	275	1021	23				
Added Vol:	1	0	0	0	0	0	0	189	2	0	62	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	74	3	184	116	29	5	2	881	71	275	1083	23				
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:	74	3	184	116	29	5	2	881	71	275	1083	23				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	74	3	184	116	29	5	2	881	71	275	1083	23				
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:	74	3	184	116	29	5	2	881	71	275	1083	23				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.79	0.79	0.79	0.56	0.56	0.56	0.88	0.88	0.88	0.93	0.93	0.93				
Lanes:	0.28	0.01	0.71	0.78	0.19	0.03	0.01	1.84	0.15	1.00	1.96	0.04				
Final Sat.:	427	18	1065	816	204	36	7	3087	248	1769	3454	73				
Capacity Analysis Module:																
Vol/Sat:	0.17	0.17	0.17	0.14	0.14	0.14	0.29	0.29	0.29	0.16	0.31	0.31				
Crit Moves:		****						****		****						
Green/Cycle:	0.27	0.27	0.27	0.27	0.27	0.27	0.44	0.44	0.44	0.24	0.68	0.68				
Volume/Cap:	0.65	0.65	0.65	0.54	0.54	0.54	0.64	0.64	0.64	0.64	0.46	0.46				
Uniform Del:	26.0	26.0	26.0	25.1	25.1	25.1	17.4	17.4	17.4	27.3	5.9	5.9				
IncremntDel:	3.7	3.7	3.7	2.0	2.0	2.0	1.0	1.0	1.0	3.4	0.1	0.1				
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Delay/Veh:	29.7	29.7	29.7	27.1	27.1	27.1	18.4	18.4	18.4	30.7	6.0	6.0				
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:	29.7	29.7	29.7	27.1	27.1	27.1	18.4	18.4	18.4	30.7	6.0	6.0				
LOS by Move:	C	C	C	C	C	C	B	B	B	C	A	A				
HCM2kAvgQ:	7	7	7	4	4	4	10	10	10	7	7	7				

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

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

Intersection #7 Middlefield at Marsh (Town of Atherton)

Cycle (sec): 110 Critical Vol./Cap.(X): 0.691
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): 24.8
Optimal Cycle: 54 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:	Ovl				Include				Include				Ovl			
Min. Green:	0	6	6		5	6	0		0	0	0		6	0	6	
Lanes:	0	0	1	0	1	1	0	1	0	0	0	0	0	1	0	1
Volume Module: >> Count Date: 18 Nov 2009 << 7:15-8:15 a.m.																
Base Vol:	0	166	397	342	367	0	0	0	0	0	463	0	169			
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04				
Initial Bse:	0	173	413	356	382	0	0	0	0	482	0	176				
Added Vol:	0	7	90	101	40	0	0	0	0	25	0	39				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	0	180	503	457	422	0	0	0	0	507	0	215				
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	180	503	457	422	0	0	0	0	507	0	215				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	180	503	457	422	0	0	0	0	507	0	215				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	0	180	503	457	422	0	0	0	0	507	0	215				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	1.00	1.00	0.85	0.95	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.85				
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00				
Final Sat.:	0	1900	1615	1805	1900	0	0	0	0	1805	0	1615				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.09	0.31	0.25	0.22	0.00	0.00	0.00	0.00	0.28	0.00	0.13				
Crit Moves:		****		****						****						
Green/Cycle:	0.00	0.14	0.54	0.37	0.50	0.00	0.00	0.00	0.00	0.41	0.00	0.77				
Volume/Cap:	0.00	0.69	0.57	0.69	0.44	0.00	0.00	0.00	0.00	0.69	0.00	0.17				
Uniform Del:	0.0	45.3	16.7	29.6	17.5	0.0	0.0	0.0	0.0	27.0	0.0	3.3				
IncremntDel:	0.0	7.7	0.9	3.1	0.3	0.0	0.0	0.0	0.0	2.8	0.0	0.1				
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00				
Delay/Veh:	0.0	53.0	17.6	32.7	17.8	0.0	0.0	0.0	0.0	29.8	0.0	3.4				
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:	0.0	53.0	17.6	32.7	17.8	0.0	0.0	0.0	0.0	29.8	0.0	3.4				
LOS by Move:	A	D	B	C	B	A	A	A	A	C	A	A				
HCM2kAvgQ:	0	7	12	14	9	0	0	0	0	15	0	2				

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

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

Intersection #8 Bayfront Exp. & Willow Rd.

Cycle (sec): 130 Critical Vol./Cap.(X): 0.708
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 34.4
Optimal Cycle: 64 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			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Lanes:	2 0	3 0	1	2 0	3 0	1	1 1	1 0	2	1 0	2 0	1
Volume Module: >> Count Date: 1 Oct 2009 << 7:45 - 8:45 AM												
Base Vol:	1034	2108	6	13	677	92	84	34	379	3	6	5
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	1075	2192	6	14	704	96	87	35	394	3	6	5
Added Vol:	22	195	14	254	42	0	0	483	2	13	16	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1097	2387	20	268	746	96	87	518	396	16	22	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1097	2387	20	268	746	96	87	518	396	16	22	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1097	2387	20	268	746	96	87	518	396	16	22	12
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:	1097	2387	20	268	746	96	87	518	396	16	22	12
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	1.03	0.83	0.90	1.03	0.83	0.92	0.92	0.88	0.93	0.93	0.83
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	2.00	1.00	2.00	1.00
Final Sat.:	3432	5846	1583	3432	5846	1583	1757	3513	3343	1769	3538	1583
Capacity Analysis Module:												
Vol/Sat:	0.32	0.41	0.01	0.08	0.13	0.06	0.05	0.15	0.12	0.01	0.01	0.01
Crit Moves:		****		****				****		****		
Green/Cycle:	0.48	0.56	0.60	0.11	0.19	0.19	0.20	0.20	0.20	0.04	0.04	0.04
Volume/Cap:	0.67	0.73	0.02	0.73	0.67	0.32	0.25	0.73	0.59	0.24	0.16	0.20
Uniform Del:	26.2	21.3	10.6	56.2	48.9	45.4	43.5	48.5	46.9	60.6	60.5	60.6
IncremntDel:	1.1	0.9	0.0	7.2	1.6	0.6	0.1	3.3	1.3	1.8	0.6	1.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	27.3	22.1	10.6	63.5	50.5	46.0	43.6	51.8	48.3	62.4	61.0	62.2
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:	27.3	22.1	10.6	63.5	50.5	46.0	43.6	51.8	48.3	62.4	61.0	62.2
LOS by Move:	C	C	B	E	D	D	D	D	D	E	E	E
HCM2kAvgQ:	18	26	0	7	11	3	3	12	9	1	1	1

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

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

Intersection #9 Hamilton Ave. & Willow Rd.

Cycle (sec): 130 Critical Vol./Cap.(X): 0.577
Loss Time (sec): 11 (Y+R=3.0 sec) Average Delay (sec/veh): 21.1
Optimal Cycle: 45 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:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	1 1	0	1 0	1 1	0
Volume Module: >> Count Date: 7 Oct 2009 << 8:00 am - 9:00 am												
Base Vol:	18	13	26	71	19	72	115	415	52	56	1037	74
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	19	14	27	74	20	75	120	432	54	58	1078	77
Added Vol:	0	0	0	0	0	8	2	484	0	0	38	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	14	27	74	20	83	122	916	54	58	1116	77
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	14	27	74	20	83	122	916	54	58	1116	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	14	27	74	20	83	122	916	54	58	1116	77
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	19	14	27	74	20	83	122	916	54	58	1116	77
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.83	0.83	0.78	0.78	0.78	0.93	0.92	0.92	0.93	0.92	0.92
Lanes:	0.31	0.23	0.46	0.42	0.11	0.47	1.00	1.89	0.11	1.00	1.87	0.13
Final Sat.:	499	360	721	621	166	697	1769	3314	196	1769	3277	226
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.12	0.12	0.12	0.07	0.28	0.28	0.03	0.34	0.34
Crit Moves:					****		****				****	
Green/Cycle:	0.21	0.21	0.21	0.21	0.21	0.21	0.12	0.62	0.62	0.09	0.59	0.59
Volume/Cap:	0.18	0.18	0.18	0.58	0.58	0.58	0.58	0.44	0.44	0.38	0.58	0.58
Uniform Del:	42.6	42.6	42.6	46.5	46.5	46.5	54.2	12.8	12.8	56.1	16.5	16.5
IncremntDel:	0.3	0.3	0.3	2.7	2.7	2.7	3.9	0.1	0.1	1.6	0.4	0.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	42.9	42.9	42.9	49.2	49.2	49.2	58.1	12.9	12.9	57.6	17.0	17.0
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:	42.9	42.9	42.9	49.2	49.2	49.2	58.1	12.9	12.9	57.6	17.0	17.0
LOS by Move:	D	D	D	D	D	D	E	B	B	E	B	B
HCM2kAvgQ:	2	2	2	7	7	7	5	10	10	3	15	15

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

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

Intersection #10 Ivy Dr. & Willow Rd.

Cycle (sec): 130 Critical Vol./Cap.(X): 0.581
Loss Time (sec): 11 (Y+R=3.0 sec) Average Delay (sec/veh): 20.7
Optimal Cycle: 46 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:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		5	0	5		5	5	0		0	5	5	
Lanes:	0	0	0	0	0	0	1!	0	0	1	0	2	0	0	0	1	1	0
Volume Module: >> Count Date: 6 Oct 2009 << 7:30 - 8:30 AM																
Base Vol:	0	0	0		1	0	186		82	652	0		0	1021	14	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	0	0	0		1	0	193		85	678	0		0	1062	15	
Added Vol:	0	0	0		67	0	6		7	420	0		0	41	5	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		68	0	199		92	1098	0		0	1103	20	
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		68	0	199		92	1098	0		0	1103	20	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		68	0	199		92	1098	0		0	1103	20	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	0	0		68	0	199		92	1098	0		0	1103	20	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	1.00	1.00		0.87	1.00	0.87		0.93	0.93	1.00		1.00	0.93	0.93	
Lanes:	0.00	0.00	0.00		0.25	0.00	0.75		1.00	2.00	0.00		0.00	1.97	0.03	
Final Sat.:	0	0	0		420	0	1232		1769	3538	0		0	3466	61	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.16	0.00	0.16		0.05	0.31	0.00		0.00	0.32	0.32	
Crit Moves:							****		****					****		
Green/Cycle:	0.00	0.00	0.00		0.28	0.00	0.28		0.09	0.64	0.00		0.00	0.55	0.55	
Volume/Cap:	0.00	0.00	0.00		0.58	0.00	0.58		0.58	0.49	0.00		0.00	0.58	0.58	
Uniform Del:	0.0	0.0	0.0		40.4	0.0	40.4		56.8	12.4	0.0		0.0	19.5	19.5	
IncremntDel:	0.0	0.0	0.0		1.9	0.0	1.9		5.4	0.2	0.0		0.0	0.5	0.5	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	0.00	0.00	0.00		1.00	0.00	1.00		1.00	1.00	0.00		0.00	1.00	1.00	
Delay/Veh:	0.0	0.0	0.0		42.3	0.0	42.3		62.2	12.6	0.0		0.0	20.0	20.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.0	0.0		42.3	0.0	42.3		62.2	12.6	0.0		0.0	20.0	20.0	
LOS by Move:	A	A	A		D	A	D		E	B	A		A	B	B	
HCM2kAvgQ:	0	0	0		10	0	10		4	12	0		0	16	16	

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

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

Intersection #11 O'Brien Dr. & Willow Rd.

Cycle (sec): 130 Critical Vol./Cap.(X): 0.512
Loss Time (sec): 11 (Y+R=3.0 sec) Average Delay (sec/veh): 14.1
Optimal Cycle: 40 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	5	0	5		0	0	0		0	5	5		5	5	0	
Lanes:	1	0	1!	0	0	0	0	0	0	0	2	0	1	1	0	2	0	0
Volume Module: >> Count Date: 8 Oct 2009 << 8:00 am - 9:00 am																
Base Vol:	130	0	67		0	0	0		0	697	250		102	1171	0	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	135	0	70		0	0	0		0	725	260		106	1218	0	
Added Vol:	10	0	0		0	0	0		0	427	2		0	46	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	145	0	70		0	0	0		0	1152	262		106	1264	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:	145	0	70		0	0	0		0	1152	262		106	1264	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	145	0	70		0	0	0		0	1152	262		106	1264	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	145	0	70		0	0	0		0	1152	262		106	1264	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.90	1.00	0.90		1.00	1.00	1.00		1.00	0.93	0.83		0.93	0.93	1.00	
Lanes:	1.51	0.00	0.49		0.00	0.00	0.00		0.00	2.00	1.00		1.00	2.00	0.00	
Final Sat.:	2586	0	839		0	0	0		0	3538	1583		1769	3538	0	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.00	0.08		0.00	0.00	0.00		0.00	0.33	0.17		0.06	0.36	0.00	
Crit Moves:			****							****			****			
Green/Cycle:	0.16	0.00	0.16		0.00	0.00	0.00		0.00	0.64	0.64		0.12	0.75	0.00	
Volume/Cap:	0.35	0.00	0.51		0.00	0.00	0.00		0.00	0.51	0.26		0.51	0.47	0.00	
Uniform Del:	48.3	0.0	49.7		0.0	0.0	0.0		0.0	12.8	10.3		53.9	6.2	0.0	
IncremntDel:	0.3	0.0	1.1		0.0	0.0	0.0		0.0	0.2	0.1		2.2	0.1	0.0	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	0.00	1.00		0.00	0.00	0.00		0.00	1.00	1.00		1.00	1.00	0.00	
Delay/Veh:	48.7	0.0	50.8		0.0	0.0	0.0		0.0	13.0	10.5		56.1	6.3	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	48.7	0.0	50.8		0.0	0.0	0.0		0.0	13.0	10.5		56.1	6.3	0.0	
LOS by Move:	D	A	D		A	A	A		A	B	B		E	A	A	
HCM2kAvgQ:	4	0	6		0	0	0		0	13	4		5	10	0	

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

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

Intersection #12 Newbridge St. & Willow Rd.

Cycle (sec): 130 Critical Vol./Cap.(X): 0.929
Loss Time (sec): 14 (Y+R=3.0 sec) Average Delay (sec/veh): 49.0
Optimal Cycle: 150 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	5	5	5		5	5	5		5	5	5		5	5	5	
Lanes:	2	0 1	0	1	1	0 1	0	1	1	0 2	1	0	1	0 1	1	0
Volume Module: >> Count Date: 7 Oct 2009 << 7:30 AM to 8:30 AM																
Base Vol:	350	111	36		28	178	384		148	826	155		28	1221	4	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	364	115	37		29	185	399		154	859	161		29	1270	4	
Added Vol:	0	0	0		0	0	3		10	429	0		0	56	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	364	115	37		29	185	402		164	1288	161		29	1326	4	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	364	115	37		29	185	402		164	1288	161		29	1326	4	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	364	115	37		29	185	402		164	1288	161		29	1326	4	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	364	115	37		29	185	402		164	1288	161		29	1326	4	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.90	0.98	0.83		0.93	0.98	0.83		0.93	0.88	0.88		0.93	0.93	0.93	
Lanes:	2.00	1.00	1.00		1.00	1.00	1.00		1.00	2.67	0.33		1.00	1.99	0.01	
Final Sat.:	3432	1862	1583		1769	1862	1583		1769	4441	556		1769	3527	11	
Capacity Analysis Module:																
Vol/Sat:	0.11	0.06	0.02		0.02	0.10	0.25		0.09	0.29	0.29		0.02	0.38	0.38	
Crit Moves:	****						****		****					****		
Green/Cycle:	0.11	0.11	0.11		0.27	0.27	0.27		0.10	0.45	0.45		0.06	0.40	0.40	
Volume/Cap:	0.93	0.54	0.21		0.06	0.36	0.93		0.93	0.65	0.65		0.28	0.93	0.93	
Uniform Del:	57.1	54.4	52.2		34.9	38.1	46.0		58.1	28.2	28.2		58.5	36.9	36.9	
IncremntDel:	28.3	2.9	0.6		0.1	0.4	26.4		47.5	0.7	0.7		1.5	10.9	10.9	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	85.3	57.2	52.8		34.9	38.5	72.4		105.6	28.9	28.9		60.0	47.8	47.8	
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:	85.3	57.2	52.8		34.9	38.5	72.4		105.6	28.9	28.9		60.0	47.8	47.8	
LOS by Move:	F	E	D		C	D	E		F	C	C		E	D	D	
HCM2kAvgQ:	11	5	1		1	6	20		10	17	17		1	31	31	

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

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

Intersection #13 Bay Rd. & Willow Rd.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.744
Loss Time (sec): 11 (Y+R=4.0 sec) Average Delay (sec/veh): 20.0
Optimal Cycle: 63 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Ignore			
Min. Green:	0	0	0		5	0	5		5	5	0		0	5	5	
Lanes:	0	0 0	0	0	1	0 0	0	1	1	0 2	0	0	0	0 2	0	1
Volume Module: >> Count Date: 6 Oct 2009 << 7:30 - 8:30 AM																
Base Vol:	0	0	0		361	0	75		64	1378	0		0	1114	319	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	0	0	0		375	0	78		67	1433	0		0	1159	332	
Added Vol:	0	0	0		2	0	0		0	154	0		0	45	3	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		377	0	78		67	1587	0		0	1204	335	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Volume:	0	0	0		377	0	78		67	1587	0		0	1204	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		377	0	78		67	1587	0		0	1204	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
FinalVolume:	0	0	0		377	0	78		67	1587	0		0	1204	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	1.00	1.00		0.93	1.00	0.83		0.93	0.93	1.00		1.00	0.93	1.00	
Lanes:	0.00	0.00	0.00		1.00	0.00	1.00		1.00	2.00	0.00		0.00	2.00	1.00	
Final Sat.:	0	0	0		1769	0	1583		1769	3538	0		0	3538	1900	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.21	0.00	0.05		0.04	0.45	0.00		0.00	0.34	0.00	
Crit Moves:					****					****			****			
Green/Cycle:	0.00	0.00	0.00		0.29	0.00	0.29		0.08	0.60	0.00		0.00	0.53	0.00	
Volume/Cap:	0.00	0.00	0.00		0.74	0.00	0.17		0.49	0.74	0.00		0.00	0.65	0.00	
Uniform Del:	0.0	0.0	0.0		32.3	0.0	26.7		44.2	14.3	0.0		0.0	17.0	0.0	
IncremntDel:	0.0	0.0	0.0		5.9	0.0	0.2		2.7	1.5	0.0		0.0	0.8	0.0	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	0.00	0.00	0.00		1.00	0.00	1.00		1.00	1.00	0.00		0.00	1.00	0.00	
Delay/Veh:	0.0	0.0	0.0		38.2	0.0	26.9		47.0	15.7	0.0		0.0	17.8	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.0	0.0		38.2	0.0	26.9		47.0	15.7	0.0		0.0	17.8	0.0	
LOS by Move:	A	A	A		D	A	C		D	B	A		A	B	A	
HCM2kAvgQ:	0	0	0		12	0	2		3	19	0		0	14	0	

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

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

Intersection #14 Durham St. & Willow Rd.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.740
Loss Time (sec): 7 (Y+R=3.0 sec) Average Delay (sec/veh): 12.5
Optimal Cycle: 51 Level Of Service: B

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				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	4	4	4		4	4	4		4	10	10		4	10	10	
Lanes:	1	0 0	1	0	0	1	0 0	1	1	0 1	1	0	1	0 0	1	0
Volume Module: >> Count Date: 1 Oct 2009 << 7:30 - 8:30 AM																
Base Vol:	62	16	125		38	2	2		12	1001	9		41	850	142	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	64	17	130		40	2	2		12	1041	9		43	884	148	
Added Vol:	0	0	0		0	0	0		0	154	0		0	45	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	64	17	130		40	2	2		12	1195	9		43	929	148	
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:	64	17	130		40	2	2		12	1195	9		43	929	148	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	64	17	130		40	2	2		12	1195	9		43	929	148	
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:	64	17	130		40	2	2		12	1195	9		43	929	148	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.72	0.85	0.85		0.50	0.50	0.83		0.93	0.93	0.93		0.93	0.96	0.96	
Lanes:	1.00	0.11	0.89		0.95	0.05	1.00		1.00	1.98	0.02		1.00	0.86	0.14	
Final Sat.:	1367	183	1431		900	47	1583		1769	3507	27		1769	1573	250	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.09	0.09		0.04	0.04	0.00		0.01	0.34	0.34		0.02	0.59	0.59	
Crit Moves:		****							****					****		
Green/Cycle:	0.12	0.12	0.12		0.12	0.12	0.12		0.04	0.73	0.73		0.09	0.77	0.77	
Volume/Cap:	0.40	0.77	0.77		0.37	0.37	0.01		0.18	0.47	0.47		0.28	0.77	0.77	
Uniform Del:	40.8	42.7	42.7		40.6	40.6	38.9		46.4	5.7	5.7		42.9	6.4	6.4	
IncremntDel:	1.6	16.8	16.8		2.1	2.1	0.0		1.2	0.1	0.1		1.0	2.6	2.6	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	42.4	59.5	59.5		42.7	42.7	38.9		47.6	5.8	5.8		43.9	9.0	9.0	
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:	42.4	59.5	59.5		42.7	42.7	38.9		47.6	5.8	5.8		43.9	9.0	9.0	
LOS by Move:	D	E	E		D	D	D		D	A	A		D	A	A	
HCM2kAvgQ:	2	6	6		2	2	0		1	8	8		1	20	20	

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

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

Intersection #15 Coleman Ave. & Willow Rd.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.787
Loss Time (sec): 7 (Y+R=3.0 sec) Average Delay (sec/veh): 14.1
Optimal Cycle: 59 Level Of Service: B

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:	4	4	4		4	4	4		10	10	10		10	10	10	
Lanes:	0	0 1!	0	0	0	0 1!	0	0	1	0 0	1	0	1	0 0	1	0
Volume Module: >> Count Date: 30 Sep 2009 << 7:30 - 8:30 AM																
Base Vol:	3	3	8		142	6	48		17	892	5		6	854	62	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	3	3	8		148	6	50		18	928	5		6	888	64	
Added Vol:	0	0	0		0	0	0		0	154	0		0	45	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	3	3	8		148	6	50		18	1082	5		6	933	64	
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	3	8		148	6	50		18	1082	5		6	933	64	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	3	3	8		148	6	50		18	1082	5		6	933	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	
FinalVolume:	3	3	8		148	6	50		18	1082	5		6	933	64	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.86	0.86	0.86		0.73	0.73	0.73		0.18	0.98	0.98		0.14	0.97	0.97	
Lanes:	0.21	0.21	0.58		0.73	0.03	0.24		1.00	0.99	0.01		1.00	0.94	0.06	
Final Sat.:	352	352	939		999	42	338		348	1851	9		268	1724	119	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.01	0.01		0.15	0.15	0.15		0.05	0.58	0.58		0.02	0.54	0.54	
Crit Moves:					****					****						
Green/Cycle:	0.19	0.19	0.19		0.19	0.19	0.19		0.74	0.74	0.74		0.74	0.74	0.74	
Volume/Cap:	0.05	0.05	0.05		0.79	0.79	0.79		0.07	0.79	0.79		0.03	0.73	0.73	
Uniform Del:	33.3	33.3	33.3		38.7	38.7	38.7		3.5	8.0	8.0		3.4	7.2	7.2	
IncremntDel:	0.1	0.1	0.1		14.8	14.8	14.8		0.1	3.1	3.1		0.1	2.0	2.0	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	33.3	33.3	33.3		53.5	53.5	53.5		3.6	11.1	11.1		3.5	9.3	9.3	
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:	33.3	33.3	33.3		53.5	53.5	53.5		3.6	11.1	11.1		3.5	9.3	9.3	
LOS by Move:	C	C	C		D	D	D		A	B	B		A	A	A	
HCM2kAvgQ:	0	0	0		8	8	8		0	22	22		0	18	18	

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

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

Intersection #16 Gilbert Ave. & Willow Rd.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.759
Loss Time (sec): 7 (Y+R=3.0 sec) Average Delay (sec/veh): 14.9
Optimal Cycle: 54 Level Of Service: B

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:	5	5	5		5	5	5		12	12	12		12	12	12	
Lanes:	1	0	0	1	0	1	0	0	1	0	1	0	0	1	0	0
Volume Module: >> Count Date: 1 Oct 2009 << 7:30 - 8:30 AM																
Base Vol:	101	85	122		31	41	7		4	794	72		41	869	5	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	105	88	127		32	43	7		4	826	75		43	904	5	
Added Vol:	11	0	19		0	0	0		0	135	8		4	41	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	116	88	146		32	43	7		4	961	83		47	945	5	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	116	88	146		32	43	7		4	961	83		47	945	5	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	116	88	146		32	43	7		4	961	83		47	945	5	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	116	88	146		32	43	7		4	961	83		47	945	5	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.71	0.89	0.89		0.31	0.96	0.96		0.21	0.97	0.97		0.16	0.98	0.98	
Lanes:	1.00	0.38	0.62		1.00	0.85	0.15		1.00	0.92	0.08		1.00	0.99	0.01	
Final Sat.:	1354	637	1052		590	1555	266		393	1694	146		313	1850	10	
Capacity Analysis Module:																
Vol/Sat:	0.09	0.14	0.14		0.05	0.03	0.03		0.01	0.57	0.57		0.15	0.51	0.51	
Crit Moves:		****								****						
Green/Cycle:	0.18	0.18	0.18		0.18	0.18	0.18		0.75	0.75	0.75		0.75	0.75	0.75	
Volume/Cap:	0.47	0.76	0.76		0.30	0.15	0.15		0.01	0.76	0.76		0.20	0.68	0.68	
Uniform Del:	36.5	38.8	38.8		35.3	34.3	34.3		3.2	7.4	7.4		3.8	6.5	6.5	
IncremntDel:	1.4	10.4	10.4		1.6	0.2	0.2		0.0	2.5	2.5		0.4	1.4	1.4	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	37.9	49.2	49.2		36.9	34.5	34.5		3.2	9.9	9.9		4.2	7.9	7.9	
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:	37.9	49.2	49.2		36.9	34.5	34.5		3.2	9.9	9.9		4.2	7.9	7.9	
LOS by Move:	D	D	D		D	C	C		A	A	A		A	A	A	
HCM2kAvgQ:	4	9	9		1	1	1		0	20	20		1	16	16	

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

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

Intersection #17 Middlefield Rd. & Willow Rd.

Cycle (sec): 130 Critical Vol./Cap.(X): 1.088
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 89.2
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Split Phase				Split Phase				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	8	8	8		8	8	8		8	8	8		8	8	8	
Lanes:	1	0	2	0	1	1	1	0	1	0	1	0	1	1	0	0
Volume Module: >> Count Date: 30 Sep 2009 << 8:00 - 9:00 AM																
Base Vol:	67	342	245		408	322	10		16	166	117		420	64	494	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	70	356	255		424	335	10		17	173	122		437	67	514	
Added Vol:	15	9	86		48	7	0		0	8	10		16	18	19	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	85	365	341		472	342	10		17	181	132		453	85	533	
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:	85	365	341		472	342	10		17	181	132		453	85	533	
Reduct Vol:	0	0	3		0	0	0		0	0	0		0	0	0	
Reduced Vol:	85	365	338		472	342	10		17	181	132		453	85	533	
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:	85	365	338		472	342	10		17	181	132		453	85	533	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.93	0.93	0.42		0.90	0.90	0.90		0.93	0.98	0.83		0.94	0.94	0.83	
Lanes:	1.00	2.00	1.00		1.72	1.24	0.04		1.00	1.00	1.00		1.69	0.31	1.00	
Final Sat.:	1769	3538	791		2949	2134	65		1769	1862	1583		3012	563	1583	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.10	0.43		0.16	0.16	0.16		0.01	0.10	0.08		0.15	0.15	0.34	
Crit Moves:			****		****					****					****	
Green/Cycle:	0.39	0.39	0.39		0.15	0.15	0.15		0.09	0.09	0.09		0.31	0.31	0.31	
Volume/Cap:	0.12	0.26	1.09		1.09	1.09	1.09		0.11	1.09	0.93		0.49	0.49	1.09	
Uniform Del:	25.2	26.7	39.5		55.4	55.4	55.4		54.4	59.2	58.8		36.5	36.5	44.9	
IncremntDel:	0.1	0.1	76.5		59.1	59.1	59.1		0.3	95.2	55.6		0.3	0.3	66.5	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	25.3	26.8	116.0		114.5	115	114.5		54.7	154	114.4		36.8	36.8	111.4	
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:	25.3	26.8	116.0		114.5	115	114.5		54.7	154	114.4		36.8	36.8	111.4	
LOS by Move:	C	C	F		F	F	F		D	F	F		D	D	F	
HCM2kAvgQ:	2	5	21		18	18	18		1	12	8		9	9	31	

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

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

Intersection #18 Bayfront Exp. & University Ave.

Cycle (sec): 160 Critical Vol./Cap.(X): 0.814
Loss Time (sec): 10 (Y+R=3.0 sec) Average Delay (sec/veh): 30.2
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				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	5	5	0	0	5	5	5	0	5	0	0	0				
Lanes:	2	0	3	0	0	0	3	0	1	2	0	0	0	3	0	0
Volume Module: >> Count Date: 1 Oct 2009 << 7:15 - 8:15 AM																
Base Vol:	1541	2882	0	0	884	188	179	0	429	0	0	0				
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04				
Initial Bse:	1603	2997	0	0	919	196	186	0	446	0	0	0				
Added Vol:	10	335	0	0	53	4	63	0	2	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	1613	3332	0	0	972	200	249	0	448	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:	1613	3332	0	0	972	200	249	0	448	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	1613	3332	0	0	972	200	249	0	448	0	0	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	1613	3332	0	0	972	200	249	0	448	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.90	0.89	1.00	1.00	0.89	0.83	0.90	1.00	0.73	1.00	1.00	1.00				
Lanes:	2.00	3.00	0.00	0.00	3.00	1.00	2.00	0.00	3.00	0.00	0.00	0.00				
Final Sat.:	3432	5083	0	0	5083	1583	3432	0	4178	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.47	0.66	0.00	0.00	0.19	0.13	0.07	0.00	0.11	0.00	0.00	0.00				
Crit Moves:		****		****					****							
Green/Cycle:	0.57	0.81	0.00	0.00	0.23	0.23	0.13	0.00	0.13	0.00	0.00	0.00				
Volume/Cap:	0.82	0.81	0.00	0.00	0.82	0.54	0.55	0.00	0.81	0.00	0.00	0.00				
Uniform Del:	27.6	8.8	0.0	0.0	58.2	53.8	65.0	0.0	67.5	0.0	0.0	0.0				
IncremntDel:	2.9	1.3	0.0	0.0	4.7	1.6	1.5	0.0	9.0	0.0	0.0	0.0				
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00				
Delay/Veh:	30.5	10.1	0.0	0.0	62.9	55.5	66.5	0.0	76.6	0.0	0.0	0.0				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	30.5	10.1	0.0	0.0	62.9	55.5	66.5	0.0	76.6	0.0	0.0	0.0				
LOS by Move:	C	B	A	A	E	E	E	A	E	A	A	A				
HCM2kAvgQ:	34	35	0	0	18	9	6	0	10	0	0	0				

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

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

Intersection #19 O'Brien Dr. & University Ave.

Cycle (sec): 85 Critical Vol./Cap.(X): 0.554
Loss Time (sec): 11 (Y+R=3.0 sec) Average Delay (sec/veh): 6.3
Optimal Cycle: 41 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	5	0	0	5	5	5	0	0	5	5			
Lanes:	0	0	0	0	0	0	1!	0	0	1	0	2	0	0	0	0	1	1	0
Volume Module: >> Count Date: 8 Oct 2009 << 7:45 - 8:45 AM																
Base Vol:	0	0	0	22	0	22	68	526	0	0	1341	46				
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04				
Initial Bse:	0	0	0	23	0	23	71	547	0	0	1395	48				
Added Vol:	0	0	0	2	0	0	0	63	0	0	4	10				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	0	0	0	25	0	23	71	610	0	0	1399	58				
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	25	0	23	71	610	0	0	1399	58				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	0	0	25	0	23	71	610	0	0	1399	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				
FinalVolume:	0	0	0	25	0	23	71	610	0	0	1399	58				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	1.00	1.00	1.00	0.89	1.00	0.89	0.93	0.93	1.00	1.00	0.93	0.93				
Lanes:	0.00	0.00	0.00	0.52	0.00	0.48	1.00	2.00	0.00	0.00	1.92	0.08				
Final Sat.:	0	0	0	884	0	813	1769	3538	0	0	3377	140				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.03	0.04	0.17	0.00	0.00	0.41	0.41				
Crit Moves:				****			****				****					
Green/Cycle:	0.00	0.00	0.00	0.06	0.00	0.06	0.07	0.81	0.00	0.00	0.74	0.74				
Volume/Cap:	0.00	0.00	0.00	0.48	0.00	0.48	0.56	0.21	0.00	0.00	0.56	0.56				
Uniform Del:	0.0	0.0	0.0	38.7	0.0	38.7	38.2	1.8	0.0	0.0	4.9	4.9				
IncremntDel:	0.0	0.0	0.0	3.6	0.0	3.6	5.5	0.0	0.0	0.0	0.3	0.3				
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00				
Delay/Veh:	0.0	0.0	0.0	42.3	0.0	42.3	43.7	1.9	0.0	0.0	5.2	5.2				
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:	0.0	0.0	0.0	42.3	0.0	42.3	43.7	1.9	0.0	0.0	5.2	5.2				
LOS by Move:	A	A	A	D	A	D	D	A	A	A	A	A				
HCM2kAvgQ:	0	0	0	2	0	2	3	2	0	0	9	9				

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

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

Intersection #20 University & Kavanaugh

Cycle (sec): 100 Critical Vol./Cap.(X): 0.565
Loss Time (sec): 11 (Y+R=3.0 sec) Average Delay (sec/veh): 13.7
Optimal Cycle: 85 Level Of Service: B

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:	5	5	5		5	5	5		5	5	5		5	5	5	
Lanes:	0	0	1!	0	0	0	1!	0	0	1	0	1	1	0	1	0	1	0
Volume Module:																		
Base Vol:	32	37	20		8	21	44		40	582	43		25	1302	25	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	33	38	21		8	22	46		42	605	45		26	1354	26	
Added Vol:	0	0	0		0	0	0		0	63	0		0	4	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	33	38	21		8	22	46		42	668	45		26	1358	26	
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:	33	38	21		8	22	46		42	668	45		26	1358	26	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	33	38	21		8	22	46		42	668	45		26	1358	26	
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:	33	38	21		8	22	46		42	668	45		26	1358	26	
Saturation Flow Module:																		
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.95	0.95		0.91	0.91	0.91		0.95	0.94	0.94		0.95	0.95	0.95	
Lanes:	0.36	0.42	0.22		0.11	0.29	0.60		1.00	1.87	0.13		1.00	1.96	0.04	
Final Sat.:	651	752	407		190	500	1047		1805	3353	224		1805	3532	68	
Capacity Analysis Module:																		
Vol/Sat:	0.05	0.05	0.05		0.04	0.04	0.04		0.02	0.20	0.20		0.01	0.38	0.38	
Crit Moves:	****					****			****					****		
Green/Cycle:	0.09	0.08	0.08		0.08	0.08	0.08		0.05	0.58	0.58		0.15	0.67	0.67	
Volume/Cap:	0.57	0.61	0.61		0.53	0.57	0.57		0.46	0.34	0.34		0.10	0.57	0.57	
Uniform Del:	43.7	44.2	44.2		44.0	44.6	44.6		46.2	11.1	11.1		37.1	8.6	8.6	
IncremntDel:	4.8	7.0	7.0		3.8	5.8	5.8		3.7	0.1	0.1		0.2	0.3	0.3	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	48.5	51.2	51.2		47.9	50.4	50.4		49.9	11.2	11.2		37.2	9.0	9.0	
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:	48.5	51.2	51.2		47.9	50.4	50.4		49.9	11.2	11.2		37.2	9.0	9.0	
LOS by Move:	D	D	D		D	D	D		D	B	B		D	A	A	
HCM2kAvgQ:	4	4	4		3	3	3		2	6	6		1	12	12	

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

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

Intersection #21 University & Bay

Cycle (sec): 100 Critical Vol./Cap.(X): 0.662
Loss Time (sec): 11 (Y+R=3.0 sec) Average Delay (sec/veh): 27.4
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:	5	5	5		5	5	5		5	5	5		5	5	5	
Lanes:	1	0	1	0	1	1	0	1	0	1	0	1	1	0	1	0	1	0
Volume Module:																		
Base Vol:	108	225	113		50	196	86		141	497	78		97	1115	49	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	112	234	118		52	204	89		147	517	81		101	1160	51	
Added Vol:	0	0	0		0	0	0		0	63	0		0	4	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	112	234	118		52	204	89		147	580	81		101	1164	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:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	112	234	118		52	204	89		147	580	81		101	1164	51	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	112	234	118		52	204	89		147	580	81		101	1164	51	
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:	112	234	118		52	204	89		147	580	81		101	1164	51	
Saturation Flow Module:																		
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	1.00	0.85		0.95	1.00	0.85		0.95	0.93	0.93		0.95	0.94	0.94	
Lanes:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.75	0.25		1.00	1.92	0.08	
Final Sat.:	1805	1900	1615		1805	1900	1615		1805	3110	435		1805	3438	151	
Capacity Analysis Module:																		
Vol/Sat:	0.06	0.12	0.07		0.03	0.11	0.06		0.08	0.19	0.19		0.06	0.34	0.34	
Crit Moves:	****					****			****					****		
Green/Cycle:	0.09	0.18	0.18		0.07	0.16	0.16		0.12	0.49	0.49		0.15	0.51	0.51	
Volume/Cap:	0.66	0.68	0.40		0.39	0.66	0.34		0.66	0.38	0.38		0.38	0.66	0.66	
Uniform Del:	43.8	38.1	36.1		44.2	39.3	37.2		41.9	16.1	16.1		38.6	18.1	18.1	
IncremntDel:	9.4	5.3	0.9		1.9	5.3	0.8		7.3	0.1	0.1		0.9	0.9	0.9	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	53.1	43.4	37.0		46.0	44.6	38.0		49.2	16.3	16.3		39.5	19.0	19.0	
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:	53.1	43.4	37.0		46.0	44.6	38.0		49.2	16.3	16.3		39.5	19.0	19.0	
LOS by Move:	D	D	D		D	D	D		D	B	B		D	B	B	
HCM2kAvgQ:	5	8	4		2	7	3		6	7	7		3	15	15	

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

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

Intersection #22 University & Runnymede

Cycle (sec): 100 Critical Vol./Cap.(X): 0.628
Loss Time (sec): 11 (Y+R=3.0 sec) Average Delay (sec/veh): 20.2
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:	5	5	5	5	5	5	5	5	5	5	5	5
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	47	105	12	16	59	56	18	626	48	88	1246	61
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	49	109	12	17	61	58	19	651	50	92	1296	63
Added Vol:	0	0	0	0	0	0	0	63	0	0	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	49	109	12	17	61	58	19	714	50	92	1300	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	49	109	12	17	61	58	19	714	50	92	1300	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	109	12	17	61	58	19	714	50	92	1300	63
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:	49	109	12	17	61	58	19	714	50	92	1300	63
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.98	0.98	0.98	0.94	0.94	0.94	0.95	0.94	0.94	0.95	0.94	0.94
Lanes:	0.29	0.64	0.07	0.12	0.45	0.43	1.00	1.87	0.13	1.00	1.91	0.09
Final Sat.:	532	1187	136	217	801	761	1805	3340	234	1805	3418	167
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.08	0.08	0.08	0.01	0.21	0.21	0.05	0.38	0.38
Crit Moves:	****				****		****				****	
Green/Cycle:	0.14	0.14	0.14	0.12	0.12	0.12	0.05	0.51	0.51	0.12	0.58	0.58
Volume/Cap:	0.65	0.65	0.65	0.65	0.65	0.65	0.21	0.42	0.42	0.42	0.65	0.65
Uniform Del:	40.7	40.7	40.7	42.2	42.2	42.2	45.6	15.2	15.2	40.7	14.1	14.1
IncremntDel:	5.8	5.8	5.8	7.2	7.2	7.2	1.1	0.2	0.2	1.3	0.8	0.8
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	46.5	46.5	46.5	49.4	49.4	49.4	46.7	15.4	15.4	42.0	14.8	14.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.5	46.5	46.5	49.4	49.4	49.4	46.7	15.4	15.4	42.0	14.8	14.8
LOS by Move:	D	D	D	D	D	D	D	B	B	D	B	B
HCM2kAvgQ:	6	6	6	5	5	5	1	8	8	3	15	15

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

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

Intersection #23 University & Bell

Cycle (sec): 95 Critical Vol./Cap.(X): 0.264
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 7.4
Optimal Cycle: 91 Level Of Service: A

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:	14	14	14	14	14	14	73	73	73	73	73	73
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	18	59	9	7	43	11	15	614	24	15	123	24
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	19	61	9	7	45	11	16	639	25	16	128	25
Added Vol:	0	0	0	0	0	0	0	63	0	0	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	61	9	7	45	11	16	702	25	16	132	25
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:	19	61	9	7	45	11	16	702	25	16	132	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	61	9	7	45	11	16	702	25	16	132	25
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:	19	61	9	7	45	11	16	702	25	16	132	25
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.93	0.95	0.95	0.95	0.65	0.95	0.95	0.35	0.93	0.93
Lanes:	0.21	0.69	0.10	0.11	0.71	0.18	1.00	1.93	0.07	1.00	1.68	0.32
Final Sat.:	370	1213	185	207	1273	326	1227	3469	123	663	2963	561
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.05	0.04	0.04	0.04	0.01	0.20	0.20	0.02	0.04	0.04
Crit Moves:		****						****				
Green/Cycle:	0.19	0.19	0.19	0.19	0.19	0.19	0.77	0.77	0.77	0.77	0.77	0.77
Volume/Cap:	0.27	0.27	0.27	0.19	0.19	0.19	0.02	0.26	0.26	0.03	0.06	0.06
Uniform Del:	32.9	32.9	32.9	32.3	32.3	32.3	2.6	3.2	3.2	2.6	2.7	2.7
IncremntDel:	0.4	0.4	0.4	0.3	0.3	0.3	0.0	0.1	0.1	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	33.3	33.3	33.3	32.6	32.6	32.6	2.6	3.2	3.2	2.6	2.7	2.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.3	33.3	33.3	32.6	32.6	32.6	2.6	3.2	3.2	2.6	2.7	2.7
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	2	2	2	2	2	2	0	3	3	0	1	1

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

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

Intersection #24 University & Donohoe

Cycle (sec): 100 Critical Vol./Cap.(X): 0.933
Loss Time (sec): 11 (Y+R=3.0 sec) Average Delay (sec/veh): 39.8
Optimal Cycle: 126 Level Of Service: D

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:	5	5	5		5	5	5		5	5	5		5	5	5	
Lanes:	1	1	0	1	1	1	0	1	0	1	2	0	2	0	1	1	0	1	1	0
Volume Module:																				
Base Vol:	362	437	328		11	124	383		117	352	283		49	1205	68	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	376	454	341		11	129	398		122	366	294		51	1253	71	
Added Vol:	0	0	35		0	0	0		0	28	0		0	4	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	376	454	376		11	129	398		122	394	294		51	1257	71	
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:	376	454	376		11	129	398		122	394	294		51	1257	71	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	376	454	376		11	129	398		122	394	294		51	1257	71	
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:	376	454	376		11	129	398		122	394	294		51	1257	71	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.89	0.89	0.89		0.95	1.00	0.85		0.92	0.95	0.85		0.95	0.94	0.94	
Lanes:	1.25	1.50	1.25		1.00	1.00	1.00		2.00	2.00	1.00		1.00	1.89	0.11	
Final Sat.:	2114	2552	2112		1805	1900	1615		3502	3610	1615		1805	3390	191	
Capacity Analysis Module:																
Vol/Sat:	0.18	0.18	0.18		0.01	0.07	0.25		0.03	0.11	0.18		0.03	0.37	0.37	
Crit Moves:	****						****		****					****		
Green/Cycle:	0.19	0.35	0.35		0.10	0.26	0.26		0.05	0.35	0.35		0.10	0.39	0.39	
Volume/Cap:	0.95	0.51	0.51		0.06	0.26	0.95		0.69	0.32	0.53		0.30	0.95	0.95	
Uniform Del:	40.1	25.7	25.7		40.9	29.3	36.3		46.7	24.0	26.1		42.1	29.4	29.4	
IncremntDel:	14.4	0.2	0.2		0.2	0.3	30.7		11.5	0.1	0.9		1.0	13.4	13.4	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	54.5	25.9	25.9		41.1	29.6	67.0		58.2	24.1	27.0		43.1	42.9	42.9	
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:	54.5	25.9	25.9		41.1	29.6	67.0		58.2	24.1	27.0		43.1	42.9	42.9	
LOS by Move:	D	C	C		D	C	E		E	C	C		D	D	D	
HCM2kAvgQ:	14	8	8		0	3	17		3	5	8		2	26	26	

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

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

Intersection #25 NB 101 & Donohoe St

Cycle (sec): 65 Critical Vol./Cap.(X): 0.383
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 13.7
Optimal Cycle: 57 Level Of Service: B

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	23	23		0	23	0		20	0	20		0	0	10	
Lanes:	0	0	2	1	0	0	0	2	0	0	2	0	0	0	1	0	0	0	0	1
Volume Module:																				
Base Vol:	0	837	8		0	451	0		365	0	140		0	0	113	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	0	870	8		0	469	0		380	0	146		0	0	118	
Added Vol:	0	0	0		0	0	0		35	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	870	8		0	469	0		415	0	146		0	0	118	
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	870	8		0	469	0		415	0	146		0	0	118	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	870	8		0	469	0		415	0	146		0	0	118	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	870	8		0	469	0		415	0	146		0	0	118	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	0.91	0.91		1.00	0.95	1.00		0.92	1.00	0.85		1.00	1.00	0.87	
Lanes:	0.00	2.97	0.03		0.00	2.00	0.00		2.00	0.00	1.00		0.00	0.00	1.00	
Final Sat.:	0	5133	49		0	3610	0		3502	0	1615		0	0	1644	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.17	0.17		0.00	0.13	0.00		0.12	0.00	0.09		0.00	0.00	0.07	
Crit Moves:		****			****				****						****	
Green/Cycle:	0.00	0.44	0.44		0.00	0.44	0.00		0.31	0.00	0.50		0.00	0.00	0.19	
Volume/Cap:	0.00	0.38	0.38		0.00	0.29	0.00		0.38	0.00	0.18		0.00	0.00	0.38	
Uniform Del:	0.0	12.2	12.2		0.0	11.6	0.0		17.6	0.0	9.1		0.0	0.0	23.2	
IncremntDel:	0.0	0.1	0.1		0.0	0.1	0.0		0.2	0.0	0.1		0.0	0.0	0.8	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	0.00	1.00	1.00		0.00	1.00	0.00		1.00	0.00	1.00		0.00	0.00	1.00	
Delay/Veh:	0.0	12.3	12.3		0.0	11.7	0.0		17.8	0.0	9.2		0.0	0.0	24.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	12.3	12.3		0.0	11.7	0.0		17.8	0.0	9.2		0.0	0.0	24.0	
LOS by Move:	A	B	B		A	B	A		B	A	A		A	A	C	
HCM2kAvgQ:	0	5	5		0	3	0		4	0	2		0	0	2	

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

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

Intersection #26 University & SB US 101

Cycle (sec): 85 Critical Vol./Cap.(X): 0.645
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 17.3
Optimal Cycle: 84 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Protected				Permitted				Protected			
Rights:	Include				Include				Ovl				Include			
Min. Green:	16	16	16		0	0	0		0	29	45		28	61	0	
Lanes:	1	0	1! 0	1	0	0	0	0	0	0	2	0	2	2	0	2	0	0
Volume Module:																		
Base Vol:	317	1	220		0	0	0		0	828	379		798	1527	0	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	330	1	229		0	0	0		0	861	394		830	1588	0	
Added Vol:	0	0	0		0	0	0		0	28	6		2	10	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	330	1	229		0	0	0		0	889	400		832	1598	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:	330	1	229		0	0	0		0	889	400		832	1598	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	330	1	229		0	0	0		0	889	400		832	1598	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	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:	330	1	229		0	0	0		0	889	400		832	1598	0	
Saturation Flow Module:																		
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.86	0.86	0.86		1.00	1.00	1.00		1.00	0.95	0.75		0.92	0.95	1.00	
Lanes:	1.58	0.01	1.41		0.00	0.00	0.00		0.00	2.00	2.00		2.00	2.00	0.00	
Final Sat.:	2584	6	2291		0	0	0		0	3610	2842		3502	3610	0	
Capacity Analysis Module:																		
Vol/Sat:	0.13	0.17	0.10		0.00	0.00	0.00		0.00	0.25	0.14		0.24	0.44	0.00	
Crit Moves:		****												****		
Green/Cycle:	0.19	0.19	0.19		0.00	0.00	0.00		0.00	0.34	0.34		0.42	0.76	0.00	
Volume/Cap:	0.68	0.92	0.53		0.00	0.00	0.00		0.00	0.72	0.41		0.56	0.58	0.00	
Uniform Del:	32.1	33.8	31.1		0.0	0.0	0.0		0.0	24.5	21.5		18.5	4.2	0.0	
IncremntDel:	2.3	18.5	0.5		0.0	0.0	0.0		0.0	2.1	0.3		0.5	0.3	0.0	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		0.00	0.00	0.00		0.00	1.00	1.00		1.00	1.00	0.00	
Delay/Veh:	34.4	52.3	31.6		0.0	0.0	0.0		0.0	26.6	21.8		19.0	4.5	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	34.4	52.3	31.6		0.0	0.0	0.0		0.0	26.6	21.8		19.0	4.5	0.0	
LOS by Move:	C	D	C		A	A	A		A	C	C		B	A	A	
HCM2kAvgQ:	6	11	5		0	0	0		0	12	5		9	10	0	

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

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

Intersection #27 University Ave. & Woodland

Cycle (sec): 100 Critical Vol./Cap.(X): 0.894
Loss Time (sec): 11 (Y+R=3.0 sec) Average Delay (sec/veh): 38.9
Optimal Cycle: 105 Level Of Service: D

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:	5	5	5		5	5	5		5	5	5		5	5	5	
Lanes:	0	0	1! 0	0	2	0	0	1	0	1	0	1	1	0	1	0	2	0	1
Volume Module:																		
Base Vol:	14	78	250		410	115	41		51	538	13		238	1506	420	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	15	81	260		426	120	43		53	560	14		248	1566	437	
Added Vol:	0	0	0		0	0	0		0	35	0		0	10	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	15	81	260		426	120	43		53	595	14		248	1576	437	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	15	81	260		426	120	43		53	595	14		248	1576	437	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	15	81	260		426	120	43		53	595	14		248	1576	437	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	15	81	260		426	120	43		53	595	14		248	1576	437	
Saturation Flow Module:																		
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.90	0.90	0.90		0.92	0.96	0.96		0.95	0.95	0.95		0.95	0.95	0.85	
Lanes:	0.04	0.23	0.73		2.00	0.74	0.26		1.00	1.96	0.04		1.00	2.00	1.00	
Final Sat.:	70	390	1249		3502	1346	480		1805	3519	80		1805	3610	1615	
Capacity Analysis Module:																		
Vol/Sat:	0.21	0.21	0.21		0.12	0.09	0.09		0.03	0.17	0.17		0.14	0.44	0.27	
Crit Moves:		****			****				****					****		
Green/Cycle:	0.25	0.23	0.23		0.13	0.11	0.11		0.05	0.29	0.29		0.24	0.48	0.48	
Volume/Cap:	0.82	0.91	0.91		0.91	0.82	0.82		0.59	0.58	0.58		0.58	0.91	0.57	
Uniform Del:	35.2	37.6	37.6		42.8	43.6	43.6		46.5	30.2	30.2		33.8	24.1	18.6	
IncremntDel:	11.9	25.3	25.3		22.1	23.3	23.3		9.7	0.8	0.8		2.0	7.8	1.0	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	47.1	62.9	62.9		64.9	66.9	66.9		56.2	31.0	31.0		35.7	32.0	19.6	
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:	47.1	62.9	62.9		64.9	66.9	66.9		56.2	31.0	31.0		35.7	32.0	19.6	
LOS by Move:	D	E	E		E	E	E		E	C	C		D	C	B	
HCM2kAvgQ:	13	15	15		10	7	7		3	9	9		7	28	10	

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

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

Intersection #28 Middlefield Rd. & University Ave.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.796
Loss Time (sec): 11 (Y+R=3.0 sec) Average Delay (sec/veh): 38.1
Optimal Cycle: 85 Level Of Service: D

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:	5	5	5		5	5	5		5	5	5		5	5	5	
Lanes:	0	1	0	1	0	0	1	0	1	0	0	1	0	1	0	1	0
Volume Module:																	
Base Vol:	37	264	51		92	391	62		15	228	24		73	584	95	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	38	275	53		96	407	64		16	237	25		76	607	99	
Added Vol:	0	87	24		6	26	1		15	5	0		2	0	9	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	38	362	77		102	433	65		31	242	25		78	607	108	
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:	38	362	77		102	433	65		31	242	25		78	607	108	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	38	362	77		102	433	65		31	242	25		78	607	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	
FinalVolume:	38	362	77		102	433	65		31	242	25		78	607	108	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	0.92	0.92		0.93	0.93	0.93		0.95	0.99	0.99		0.95	0.98	0.98	
Lanes:	0.16	1.52	0.32		0.34	1.44	0.22		1.00	0.91	0.09		1.00	0.85	0.15	
Final Sat.:	283	2660	567		597	2542	385		1805	1698	175		1805	1576	280	
Capacity Analysis Module:																
Vol/Sat:	0.14	0.14	0.14		0.17	0.17	0.17		0.02	0.14	0.14		0.04	0.39	0.39	
Crit Moves:		****			****				****					****		
Green/Cycle:	0.17	0.17	0.17		0.21	0.21	0.21		0.05	0.38	0.38		0.13	0.47	0.47	
Volume/Cap:	0.82	0.82	0.82		0.82	0.82	0.82		0.34	0.37	0.37		0.32	0.82	0.82	
Uniform Del:	40.3	40.3	40.3		37.9	37.9	37.9		45.9	22.2	22.2		39.1	23.0	23.0	
IncremntDel:	9.3	9.3	9.3		7.5	7.5	7.5		2.2	0.3	0.3		0.8	6.4	6.4	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	49.6	49.6	49.6		45.4	45.4	45.4		48.1	22.5	22.5		39.9	29.4	29.4	
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:	49.6	49.6	49.6		45.4	45.4	45.4		48.1	22.5	22.5		39.9	29.4	29.4	
LOS by Move:	D	D	D		D	D	D		D	C	C		D	C	C	
HCM2kAvgQ:	10	10	10		12	12	12		1	6	6		2	21	21	

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

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

Intersection #29 Bayfront Exp. & Chrysler Dr.

Cycle (sec): 130 Critical Vol./Cap.(X): 0.681
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 17.1
Optimal Cycle: 51 Level Of Service: B

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				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	5	5	0		0	5	5		5	0	5		0	0	0	
Lanes:	1	0	3	0	0	0	0	3	0	1	1	0	0	0	1	0	0	0	0	0
Volume Module: >> Count Date: 21 Oct 2009 << 7:15 - 8:15 AM																	
Base Vol:	45	2362	0		0	1034	31		103	0	6		0	0	0	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	47	2456	0		0	1075	32		107	0	6		0	0	0	
Added Vol:	94	17	0		0	255	0		153	0	21		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	141	2473	0		0	1330	32		260	0	27		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:	141	2473	0		0	1330	32		260	0	27		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	141	2473	0		0	1330	32		260	0	27		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	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:	141	2473	0		0	1330	32		260	0	27		0	0	0	
Saturation Flow Module:																	
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.93	0.89	1.00		1.00	0.89	0.83		0.93	1.00	0.83		1.00	1.00	1.00	
Lanes:	1.00	3.00	0.00		0.00	3.00	1.00		1.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	1769	5083	0		0	5083	1583		1769	0	1583		0	0	0	
Capacity Analysis Module:																	
Vol/Sat:	0.08	0.49	0.00		0.00	0.26	0.02		0.15	0.00	0.02		0.00	0.00	0.00	
Crit Moves:		****			****				****							
Green/Cycle:	0.17	0.71	0.00		0.00	0.55	0.55		0.22	0.00	0.22		0.00	0.00	0.00	
Volume/Cap:	0.48	0.68	0.00		0.00	0.48	0.04		0.68	0.00	0.08		0.00	0.00	0.00	
Uniform Del:	49.0	10.3	0.0		0.0	18.0	13.6		46.8	0.0	40.7		0.0	0.0	0.0	
IncremntDel:	1.2	0.5	0.0		0.0	0.1	0.0		4.9	0.0	0.1		0.0	0.0	0.0	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	0.00		0.00	1.00	1.00		1.00	0.00	1.00		0.00	0.00	0.00	
Delay/Veh:	50.3	10.8	0.0		0.0	18.1	13.6		51.8	0.0	40.8		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	50.3	10.8	0.0		0.0	18.1	13.6		51.8	0.0	40.8		0.0	0.0	0.0	
LOS by Move:	D	B	A		A	B	B		D	A	D		A	A	A	
HCM2kAvgQ:	5	20	0		0	12	1		11	0	1		0	0	0	

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

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

Intersection #30 Bayfront Exp. & Chilco St.

Cycle (sec): 130 Critical Vol./Cap.(X): 0.617
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 19.2
Optimal Cycle: 44 Level Of Service: B

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				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	5	5	0	0	5	5	5	0	5	0	0	0				
Lanes:	1	0	3	0	0	0	0	3	0	1	1	0	0	0	1	0	0	0	0	0
Volume Module: >> Count Date: 20 Oct 2009 << 7:45 - 8:45 AM																
Base Vol:	146	2070	0	0	851	196	218	0	31	0	0	0				
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04				
Initial Bse:	152	2153	0	0	885	204	227	0	32	0	0	0				
Added Vol:	94	109	0	0	275	1	2	0	21	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	246	2262	0	0	1160	205	229	0	53	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:	246	2262	0	0	1160	205	229	0	53	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	246	2262	0	0	1160	205	229	0	53	0	0	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	246	2262	0	0	1160	205	229	0	53	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.93	0.89	1.00	1.00	0.89	0.83	0.93	1.00	0.83	1.00	1.00	1.00				
Lanes:	1.00	3.00	0.00	0.00	3.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00				
Final Sat.:	1769	5083	0	0	5083	1583	1769	0	1583	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.14	0.44	0.00	0.00	0.23	0.13	0.13	0.00	0.03	0.00	0.00	0.00				
Crit Moves:		****		****			****									
Green/Cycle:	0.27	0.72	0.00	0.00	0.45	0.45	0.21	0.00	0.21	0.00	0.00	0.00				
Volume/Cap:	0.51	0.62	0.00	0.00	0.51	0.29	0.62	0.00	0.16	0.00	0.00	0.00				
Uniform Del:	39.9	9.1	0.0	0.0	25.6	22.7	46.6	0.0	42.0	0.0	0.0	0.0				
IncremntDel:	0.9	0.3	0.0	0.0	0.2	0.2	3.1	0.0	0.2	0.0	0.0	0.0				
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00				
Delay/Veh:	40.8	9.4	0.0	0.0	25.8	23.0	49.8	0.0	42.3	0.0	0.0	0.0				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	40.8	9.4	0.0	0.0	25.8	23.0	49.8	0.0	42.3	0.0	0.0	0.0				
LOS by Move:	D	A	A	A	C	C	D	A	D	A	A	A				
HCM2kAvgQ:	8	17	0	0	12	5	9	0	2	0	0	0				

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

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

Intersection #31 Middlefield Rd. & Ravenswood Ave.

Cycle (sec): 120 Critical Vol./Cap.(X): 0.639
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 22.8
Optimal Cycle: 30 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				Split Phase				Split Phase			
Rights:	Include				Include				Ignore				Include			
Min. Green:	4	10	0	0	10	10	4	0	4	0	0	0				
Lanes:	1	0	1	0	0	0	0	0	1	0	1	0	0	0	1	0	0	0	0	0
Volume Module: >> Count Date: 20 Oct 2009 << 7:45 - 8:45 AM																
Base Vol:	464	366	0	0	398	66	83	0	561	0	0	0				
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04				
Initial Bse:	483	381	0	0	414	69	86	0	583	0	0	0				
Added Vol:	2	22	0	0	47	2	7	0	7	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	485	403	0	0	461	71	93	0	590	0	0	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
PHF Volume:	485	403	0	0	461	71	93	0	0	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	485	403	0	0	461	71	93	0	0	0	0	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
FinalVolume:	485	403	0	0	461	71	93	0	0	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.93	0.98	1.00	1.00	0.96	0.96	0.93	1.00	1.00	1.00	1.00	1.00				
Lanes:	1.00	1.00	0.00	0.00	0.87	0.13	1.00	0.00	1.00	0.00	0.00	0.00				
Final Sat.:	1769	1862	0	0	1585	243	1769	0	1900	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.27	0.22	0.00	0.00	0.29	0.29	0.05	0.00	0.00	0.00	0.00	0.00				
Crit Moves:	****				****		****									
Green/Cycle:	0.43	0.88	0.00	0.00	0.46	0.46	0.08	0.00	0.00	0.00	0.00	0.00				
Volume/Cap:	0.64	0.24	0.00	0.00	0.64	0.64	0.64	0.00	0.00	0.00	0.00	0.00				
Uniform Del:	27.0	1.0	0.0	0.0	25.1	25.1	53.3	0.0	0.0	0.0	0.0	0.0				
IncremntDel:	1.8	0.1	0.0	0.0	1.7	1.7	9.1	0.0	0.0	0.0	0.0	0.0				
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	0.00				
Delay/Veh:	28.8	1.1	0.0	0.0	26.8	26.8	62.4	0.0	0.0	0.0	0.0	0.0				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	28.8	1.1	0.0	0.0	26.8	26.8	62.4	0.0	0.0	0.0	0.0	0.0				
LOS by Move:	C	A	A	A	C	C	E	A	A	A	A	A				
HCM2kAvgQ:	14	2	0	0	15	15	4	0	0	0	0	0				

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

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

Intersection #32 Middlefield Rd. & Ringwood Ave.

Cycle (sec): 120 Critical Vol./Cap.(X): 0.478
Loss Time (sec): 4 (Y+R=3.0 sec) Average Delay (sec/veh): 25.4
Optimal Cycle: 22 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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	4	10	10	4	10	10	4	4	4	4	4	4
Lanes:	1 0 2	0 1		1 0 2	0 1		1 0 0	1 0		0 1 0	0 1	
Volume Module: >> Count Date: 21 Oct 2009 << 7:30 - 8:30 AM												
Base Vol:	57	623	49	192	709	68	3	3	3	123	53	241
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	59	648	51	200	737	71	3	3	3	128	55	251
Added Vol:	0	23	0	1	53	0	0	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	59	671	51	201	790	71	3	3	3	128	55	252
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:	59	671	51	201	790	71	3	3	3	128	55	252
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	671	51	201	790	71	3	3	3	128	55	252
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:	59	671	51	201	790	71	3	3	3	128	55	252
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.83	0.93	0.93	0.83	0.50	0.91	0.91	0.77	0.77	0.83
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.50	0.50	0.70	0.30	1.00
Final Sat.:	1769	3538	1583	1769	3538	1583	953	861	861	1025	442	1583
Capacity Analysis Module:												
Vol/Sat:	0.03	0.19	0.03	0.11	0.22	0.04	0.00	0.00	0.00	0.12	0.12	0.16
Crit Moves:		****		****								****
Green/Cycle:	0.08	0.40	0.40	0.24	0.55	0.55	0.33	0.33	0.33	0.33	0.33	0.33
Volume/Cap:	0.41	0.48	0.08	0.48	0.41	0.08	0.01	0.01	0.01	0.38	0.38	0.48
Uniform Del:	52.2	26.9	22.6	39.4	15.6	12.6	26.8	26.8	26.8	30.5	30.5	31.8
IncremntDel:	1.8	0.3	0.1	0.9	0.1	0.0	0.0	0.0	0.0	0.5	0.5	0.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	54.1	27.2	22.6	40.2	15.7	12.7	26.8	26.8	26.8	31.0	31.0	32.5
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:	54.1	27.2	22.6	40.2	15.7	12.7	26.8	26.8	26.8	31.0	31.0	32.5
LOS by Move:	D	C	C	D	B	B	C	C	C	C	C	C
HCM2kAvgQ:	3	10	1	7	9	1	0	0	0	5	5	8

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

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

Intersection #33 Middlefield Rd and Lytton Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.799
Loss Time (sec): 11 (Y+R=3.0 sec) Average Delay (sec/veh): 38.9
Optimal Cycle: 85 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Lanes:	0 1 0	0 1		0 1 0	0 1		1 0 0	1 0		0 0 1!	0 0	
Volume Module:												
Base Vol:	115	314	8	7	490	355	114	34	45	6	97	5
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	120	327	8	7	510	369	119	35	47	6	101	5
Added Vol:	0	110	0	0	33	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	120	437	8	7	543	369	119	35	47	6	101	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	120	437	8	7	543	369	119	35	47	6	101	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	437	8	7	543	369	119	35	47	6	101	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	120	437	8	7	543	369	119	35	47	6	101	5
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.99	0.99	0.85	1.00	1.00	0.85	0.95	0.92	0.92	0.99	0.99	0.99
Lanes:	0.22	0.78	1.00	0.01	0.99	1.00	1.00	0.43	0.57	0.05	0.90	0.05
Final Sat.:	404	1475	1615	25	1873	1615	1805	748	990	105	1691	87
Capacity Analysis Module:												
Vol/Sat:	0.30	0.30	0.01	0.29	0.29	0.23	0.07	0.05	0.05	0.06	0.06	0.06
Crit Moves:	****			****			****				****	
Green/Cycle:	0.37	0.37	0.37	0.36	0.36	0.36	0.08	0.08	0.08	0.07	0.07	0.07
Volume/Cap:	0.80	0.80	0.01	0.80	0.80	0.63	0.80	0.57	0.57	0.80	0.80	0.80
Uniform Del:	28.1	28.1	19.9	28.6	28.6	26.3	45.1	44.2	44.2	45.5	45.5	45.5
IncremntDel:	6.5	6.5	0.0	6.6	6.6	2.2	25.5	5.6	5.6	26.7	26.7	26.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	34.6	34.6	19.9	35.2	35.2	28.5	70.6	49.8	49.8	72.2	72.2	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:	34.6	34.6	19.9	35.2	35.2	28.5	70.6	49.8	49.8	72.2	72.2	72.2
LOS by Move:	C	C	B	D	D	C	E	D	D	E	E	E
HCM2kAvgQ:	17	17	0	17	17	10	6	3	3	5	5	5

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

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

Intersection #34 Bayfront Expy. and Facebook West Campus

Cycle (sec):	100	Critical Vol./Cap.(X):	0.545
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	1.3
Optimal Cycle:	90	Level Of Service:	A

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:	10	10	10		10	10	10		10	10	10		10	10	10	
Lanes:	1	0 3	0	0	0	0 3	0	1	2	0 0	0	1	0	0 0	0	0
Volume Module:																
Base Vol:	0	2197	0	0	782	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	0	2285	0	0	813	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	203	0	0	296	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	2488	0	0	1109	0	0	0	0	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:	0	2488	0	0	1109	0	0	0	0	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
Reduced Vol:	0	2488	0	0	1109	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	1.00	1.00	1.00	1.00
FinalVolume:	0	2488	0	0	1109	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	1.00	1.00	0.91	1.00	0.97	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	0.00	3.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	1900	5187	0	0	5187	1900	3686	0	1900	0	0	0	0	0	0	0
Capacity Analysis Module:																
Vol/Sat:	0.00	0.48	0.00	0.00	0.21	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:		****		****												
Green/Cycle:	0.00	0.88	0.00	0.00	0.88	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.55	0.00	0.00	0.24	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Del:	0.0	1.4	0.0	0.0	0.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
IncremntDel:	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	1.5	0.0	0.0	0.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	1.5	0.0	0.0	0.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	7	0	0	2	0	0	0	0	0	0	0	0	0	0	0

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

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Scenario Report

Scenario:	Near Term 2015 PM
Command:	Near Term I No Project PM "B"
Volume:	Near Term I No Project PM "B"
Geometry:	Near Term I No Project PM "B"
Impact Fee:	Default Impact Fee
Trip Generation:	Near Term I No Project PM "B"
Trip Distribution:	Near-Term
Paths:	Default Path
Routes:	Default Route
Configuration:	Near Term I No Project PM "B"

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Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Bayfront Exp. & Marsh Rd.	D	52.4	0.980	D	52.1	0.990	-0.301 D/V
# 2 US 101 NB Ramps & Marsh Rd.	B	14.1	0.847	C	27.7	1.011	+13.608 D/V
# 3 US 101 SB Ramps & Marsh Rd.	B	19.0	0.849	C	21.5	0.880	+ 2.533 D/V
# 4 Scott Dr/Rolison at Marsh Rd.	C	20.5	0.712	B	19.4	0.788	-1.121 D/V
# 5 Bohannon/ Florence & Marsh Rd.	C	26.5	0.605	C	20.8	0.681	-5.722 D/V
# 6 Bay Rd. & Marsh Rd.	B	15.0	0.600	B	14.4	0.618	-0.668 D/V
# 7 Middlefield at Marsh (Town of	C	31.8	0.841	C	34.0	0.910	+ 2.148 D/V
# 8 Bayfront Exp. & Willow Rd.	D	47.7	0.953	E	72.1	1.057	+24.433 D/V
# 9 Hamilton Ave. & Willow Rd.	C	22.3	0.630	C	22.2	0.645	-0.087 D/V
# 10 Ivy Dr. & Willow Rd.	B	12.2	0.565	B	13.2	0.588	+ 1.022 D/V
# 11 O'Brien Dr. & Willow Rd.	A	9.9	0.567	A	9.5	0.584	-0.385 D/V
# 12 Newbridge St. & Willow Rd.	C	33.7	0.765	D	35.5	0.858	+ 1.825 D/V
# 13 Bay Rd. & Willow Rd.	C	20.1	0.760	C	20.5	0.779	+ 0.395 D/V
# 14 Durham St. & Willow Rd.	D	49.4	0.660	B	15.8	0.731	-33.633 D/V
# 15 Coleman Ave. & Willow Rd.	B	11.5	0.760	B	11.0	0.790	-0.464 D/V
# 16 Gilbert Ave. & Willow Rd.	B	12.2	0.675	B	11.1	0.735	-1.150 D/V
# 17 Middlefield Rd. & Willow Rd.	F	133.4	1.281	F	160.0	1.352	+26.554 D/V
# 18 Bayfront Exp. & University Ave	F	164.8	1.332	F	184.1	1.391	+19.224 D/V
# 19 O'Brien Dr. & University Ave.	B	13.0	0.694	B	13.4	0.702	+ 0.368 D/V
# 20 University & Kavanaugh	B	16.2	0.668	B	16.1	0.670	-0.105 D/V
# 21 University & Bay	C	34.0	0.838	C	33.9	0.839	-0.102 D/V
# 22 University & Runnymede	C	22.9	0.702	C	22.8	0.704	-0.076 D/V
# 23 University & Bell	A	7.7	0.550	A	7.7	0.551	-0.040 D/V
# 24 University & Donohoe	D	36.6	0.877	D	36.7	0.878	+ 0.162 D/V
# 25 NB 101 & Donohoe St	C	21.3	0.484	C	21.3	0.485	+ 0.025 D/V

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Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 26 University & SB US 101	C	25.4	0.529	C	25.3	0.537	-0.081 D/V
# 27 University Ave. & Woodland	D	47.1	0.894	D	47.4	0.900	+ 0.303 D/V
# 28 Middlefield Rd. & University A	C	32.9	0.559	C	33.8	0.608	+ 0.887 D/V
# 29 Bayfront Exp. & Chrysler Dr.	B	19.0	0.709	F	81.8	1.111	+62.851 D/V
# 30 Bayfront Exp. & Chilco St.	B	14.0	0.607	B	18.6	0.711	+ 4.510 D/V
# 31 Middlefield Rd. & Ravenswood A	C	26.6	0.746	C	26.7	0.761	+ 0.072 D/V
# 32 Middlefield Rd. & Ringwood Ave	C	28.3	0.629	C	29.2	0.641	+ 0.842 D/V
# 33 Middlefield Rd and Lytton Ave	E	65.8	0.973	F	86.1	1.060	+20.255 D/V
# 34 Bayfront Expy. and Facebook We	A	1.3	0.526	A	1.4	0.567	+ 0.106 D/V

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

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Intersection #1 Bayfront Exp. & Marsh Rd.

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Cycle (sec): 140 Critical Vol./Cap.(X): 0.990
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 52.1
Optimal Cycle: 180 Level Of Service: D

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Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Split Phase				Split Phase				Split Phase				Split Phase			
Rights:	Include				Ovl				Ovl				Include			
Min. Green:	5	5	5		5	5	5		5	5	5		5	5	5	
Lanes:	3 0	0 1	0		0 1	1 0	1		0 1	0 0	2		0 0	1! 0	0	
Volume Module: >> Count Date: 22 Oct 2009 << 4:45 - 5:45 PM																
Base Vol:	1184	49	7		0	346	186		139	40	1952		31	73	11	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	1231	51	7		0	360	193		145	42	2030		32	76	11	
Added Vol:	757	0	0		0	0	0		0	0	23		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	1988	51	7		0	360	193		145	42	2053		32	76	11	
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:	1988	51	7		0	360	193		145	42	2053		32	76	11	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	1988	51	7		0	360	193		145	42	2053		32	76	11	
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:	1988	51	7		0	360	193		145	42	2053		32	76	11	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.90	0.96	0.96		0.95	0.93	0.83		0.94	0.94	0.73		0.95	0.95	0.95	
Lanes:	3.00	0.87	0.13		0.00	2.00	1.00		0.78	0.22	2.00		0.27	0.63	0.10	
Final Sat.:	5147	1598	228		0	3538	1583		1392	401	2786		489	1151	174	
Capacity Analysis Module:																
Vol/Sat:	0.39	0.03	0.03		0.00	0.10	0.12		0.10	0.10	0.74		0.07	0.07	0.07	
Crit Moves:	****					****					****				****	
Green/Cycle:	0.39	0.39	0.39		0.00	0.10	0.46		0.35	0.35	0.74		0.07	0.07	0.07	
Volume/Cap:	0.99	0.08	0.08		0.00	0.99	0.27		0.29	0.29	0.99		0.99	0.99	0.99	
Uniform Del:	42.4	26.9	26.9		0.0	62.7	23.5		32.5	32.5	17.3		65.3	65.3	65.3	
IncremntDel:	17.6	0.0	0.0		0.0	44.3	0.2		0.3	0.3	17.3		78.4	78.4	78.4	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		0.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	60.0	26.9	26.9		0.0	107	23.7		32.8	32.8	34.6		143.7	144	143.7	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	60.0	26.9	26.9		0.0	107	23.7		32.8	32.8	34.6		143.7	144	143.7	
LOS by Move:	E	C	C		A	F	C		C	C	C		F	F	F	
HCM2kAvgQ:	35	2	2		0	12	5		6	6	55		8	8	8	

****

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

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

Intersection #2 US 101 NB Ramps & Marsh Rd.

Cycle (sec): 65 Critical Vol./Cap.(X): 1.011
Loss Time (sec): 7 (Y+R=4.0 sec) Average Delay (sec/veh): 27.7
Optimal Cycle: 161 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:	Split Phase				Split Phase				Permitted				Permitted			
Rights:	Include				Include				Ignore				Ignore			
Min. Green:	5	0	5		0	0	0		0	5	0		0	5	0	
Lanes:	2 0	0	0	1	0 0	0	0	0	0 1	1	0	1	0 0	2	0	1
Volume Module: >> Count Date: 30 Sep 2009 << 4:30 - 5:30 PM																
Base Vol:	493	0	213		0	0	0		0	2063	507		0	682	791	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	513	0	222		0	0	0		0	2146	527		0	709	823	
Added Vol:	0	0	160		0	0	0		3	85	0		0	607	149	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	513	0	382		0	0	0		3	2231	527		0	1316	972	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
PHF Volume:	513	0	382		0	0	0		3	2231	0		0	1316	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	513	0	382		0	0	0		3	2231	0		0	1316	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
FinalVolume:	513	0	382		0	0	0		3	2231	0		0	1316	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.90	1.00	0.83		1.00	1.00	1.00		0.89	0.89	1.00		1.00	0.93	1.00	
Lanes:	2.00	0.00	1.00		0.00	0.00	0.00		0.01	1.99	1.00		0.00	2.00	1.00	
Final Sat.:	3432	0	1583		0	0	0		5	3374	1900		0	3538	1900	
Capacity Analysis Module:																
Vol/Sat:	0.15	0.00	0.24		0.00	0.00	0.00		0.66	0.66	0.00		0.00	0.37	0.00	
Crit Moves:			****							****						
Green/Cycle:	0.24	0.00	0.24		0.00	0.00	0.00		0.65	0.65	0.00		0.00	0.65	0.00	
Volume/Cap:	0.63	0.00	1.01		0.00	0.00	0.00		1.01	1.01	0.00		0.00	0.57	0.00	
Uniform Del:	22.2	0.0	24.8		0.0	0.0	0.0		11.2	11.2	0.0		0.0	6.2	0.0	
IncremntDel:	1.5	0.0	49.1		0.0	0.0	0.0		21.9	21.9	0.0		0.0	0.3	0.0	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	0.00	1.00		0.00	0.00	0.00		1.00	1.00	0.00		0.00	1.00	0.00	
Delay/Veh:	23.7	0.0	73.9		0.0	0.0	0.0		33.1	33.1	0.0		0.0	6.5	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	23.7	0.0	73.9		0.0	0.0	0.0		33.1	33.1	0.0		0.0	6.5	0.0	
LOS by Move:	C	A	E		A	A	A		C	C	A		A	A	A	
HCM2kAvgQ:	6	0	14		0	0	0		34	34	0		0	8	0	

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

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

Intersection #3 US 101 SB Ramps & Marsh Rd.

Cycle (sec): 65 Critical Vol./Cap.(X): 0.880
Loss Time (sec): 7 (Y+R=4.0 sec) Average Delay (sec/veh): 21.5
Optimal Cycle: 74 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:	Split Phase				Split Phase				Permitted				Permitted			
Rights:	Include				Include				Ignore				Ignore			
Min. Green:	0	0	0		5	0	5		0	5	0		0	5	0	
Lanes:	0 0	0	0	0	2 0	0	0	1	0 0	2	0	1	0 0	2	0	1
Volume Module: >> Count Date: 30 Sep 2009 << 4:30 - 5:30 PM																
Base Vol:	0	0	0		1355	0	453		0	1181	651		0	940	282	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	0	0	0		1409	0	471		0	1228	677		0	978	293	
Added Vol:	0	0	0		49	0	8		0	46	0		0	248	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		1458	0	479		0	1274	677		0	1226	293	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
PHF Volume:	0	0	0		1458	0	479		0	1274	0		0	1226	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		1458	0	479		0	1274	0		0	1226	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
FinalVolume:	0	0	0		1458	0	479		0	1274	0		0	1226	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	1.00	1.00		0.90	1.00	0.83		1.00	0.93	1.00		1.00	0.93	1.00	
Lanes:	0.00	0.00	0.00		2.00	0.00	1.00		0.00	2.00	1.00		0.00	2.00	1.00	
Final Sat.:	0	0	0		3432	0	1583		0	3538	1900		0	3538	1900	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.42	0.00	0.30		0.00	0.36	0.00		0.00	0.35	0.00	
Crit Moves:					****					****						
Green/Cycle:	0.00	0.00	0.00		0.48	0.00	0.48		0.00	0.41	0.00		0.00	0.41	0.00	
Volume/Cap:	0.00	0.00	0.00		0.88	0.00	0.63		0.00	0.88	0.00		0.00	0.85	0.00	
Uniform Del:	0.0	0.0	0.0		15.1	0.0	12.5		0.0	17.7	0.0		0.0	17.3	0.0	
IncremntDel:	0.0	0.0	0.0		5.8	0.0	1.7		0.0	6.6	0.0		0.0	4.8	0.0	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	0.00	0.00	0.00		1.00	0.00	1.00		0.00	1.00	0.00		0.00	1.00	0.00	
Delay/Veh:	0.0	0.0	0.0		20.9	0.0	14.1		0.0	24.3	0.0		0.0	22.2	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.0	0.0		20.9	0.0	14.1		0.0	24.3	0.0		0.0	22.2	0.0	
LOS by Move:	A	A	A		C	A	B		A	C	A		A	C	A	
HCM2kAvgQ:	0	0	0		17	0	8		0	16	0		0	15	0	

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

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

Intersection #4 Scott Dr/Rolison at Marsh Rd.

Cycle (sec): 80 Critical Vol./Cap.(X): 0.788
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 19.4
Optimal Cycle: 46 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	4	4	4		4	4	4		4	6	6		4	6	6	
Lanes:	0	1	0	0	2	0	1	0	0	1	1	0	2	1	0	
Volume Module: >> Count Date: 4 Nov 2009 << 4:45 - 5:45 PM																
Base Vol:	28	15	267		254	9	2		42	1314	17		78	1109	214	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	29	16	278		264	9	2		44	1367	18		81	1153	223	
Added Vol:	0	0	0		0	0	0		0	48	0		0	255	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	29	16	278		264	9	2		44	1415	18		81	1408	223	
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:	29	16	278		264	9	2		44	1415	18		81	1408	223	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	29	16	278		264	9	2		44	1415	18		81	1408	223	
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:	29	16	278		264	9	2		44	1415	18		81	1408	223	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.95	0.73		0.93	0.93	0.83		0.93	0.89	0.89		0.90	0.91	0.91	
Lanes:	0.65	0.35	2.00		0.97	0.03	1.00		1.00	2.96	0.04		2.00	1.73	0.27	
Final Sat.:	1174	629	2786		1716	61	1583		1769	5010	63		3432	2994	473	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.02	0.10		0.15	0.15	0.00		0.02	0.28	0.28		0.02	0.47	0.47	
Crit Moves:			****			****			****					****		
Green/Cycle:	0.12	0.12	0.12		0.19	0.19	0.19		0.05	0.54	0.54		0.10	0.58	0.58	
Volume/Cap:	0.20	0.20	0.80		0.80	0.80	0.01		0.49	0.52	0.52		0.25	0.80	0.80	
Uniform Del:	31.5	31.5	34.1		30.9	30.9	26.2		37.0	11.8	11.8		33.5	13.0	13.0	
IncremntDel:	0.4	0.4	12.9		13.0	13.0	0.0		4.3	0.2	0.2		0.4	2.4	2.4	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	31.9	31.9	47.0		44.0	44.0	26.2		41.3	12.0	12.0		33.9	15.5	15.5	
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:	31.9	31.9	47.0		44.0	44.0	26.2		41.3	12.0	12.0		33.9	15.5	15.5	
LOS by Move:	C	C	D		D	D	C		D	B	B		C	B	B	
HCM2kAvgQ:	1	1	6		9	9	0		2	9	9		1	19	19	

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

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

Intersection #5 Bohannon/ Florence & Marsh Rd.

Cycle (sec): 80 Critical Vol./Cap.(X): 0.681
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 20.8
Optimal Cycle: 33 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:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	4	4	4		4	4	4		4	6	6		4	6	6	
Lanes:	1	0	0	1	0	1	1	0	0	1	1	0	1	0	2	0	1
Volume Module: >> Count Date: 7 Oct 2009 << 4:30 - 5:30 pm																
Base Vol:	95	32	58		428	30	128		239	885	55		26	833	316	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	99	33	60		445	31	133		249	920	57		27	866	329	
Added Vol:	0	0	0		0	0	0		0	48	0		0	255	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	99	33	60		445	31	133		249	968	57		27	1121	329	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	99	33	60		445	31	133		249	968	57		27	1121	329	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	99	33	60		445	31	133		249	968	57		27	1121	329	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	99	33	60		445	31	133		249	968	57		27	1121	329	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.93	0.88	0.88		0.94	0.94	0.83		0.93	0.92	0.92		0.93	0.93	0.83	
Lanes:	1.00	0.36	0.64		1.87	0.13	1.00		1.00	1.89	0.11		1.00	2.00	1.00	
Final Sat.:	1769	598	1084		3323	233	1583		1769	3314	196		1769	3538	1583	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.06	0.06		0.13	0.13	0.08		0.14	0.29	0.29		0.02	0.32	0.21	
Crit Moves:	****				****				****					****		
Green/Cycle:	0.08	0.08	0.08		0.20	0.20	0.20		0.21	0.57	0.57		0.10	0.47	0.47	
Volume/Cap:	0.68	0.68	0.68		0.68	0.68	0.43		0.68	0.51	0.51		0.16	0.68	0.45	
Uniform Del:	35.7	35.7	35.7		29.8	29.8	28.2		29.3	10.3	10.3		33.0	16.7	14.4	
IncremntDel:	12.5	12.9	12.9		2.8	2.8	0.9		5.2	0.2	0.2		0.4	1.2	0.4	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	48.2	48.5	48.5		32.6	32.6	29.1		34.5	10.5	10.5		33.5	17.9	14.9	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	48.2	48.5	48.5		32.6	32.6	29.1		34.5	10.5	10.5		33.5	17.9	14.9	
LOS by Move:	D	D	D		C	C	C		C	B	B		C	B	B	
HCM2kAvgQ:	4	4	4		7	7	3		7	8	8		1	12	6	

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

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

Intersection #6 Bay Rd. & Marsh Rd.

Cycle (sec): 80 Critical Vol./Cap.(X): 0.618
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 14.4
Optimal Cycle: 28 Level Of Service: B

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				Protected			
Rights:		Include				Include				Include				Include		
Min. Green:	6	6	6		6	6	6		6	6	6		4	6	6	
Lanes:	0	0	1! 0	0	0	0	1! 0	0	0	1	0	1	0	1	1	0
Volume Module: >> Count Date: 6 Oct 2009 << 5:00 - 6:00 PM																
Base Vol:	57	8	180		55	31	3		5	819	90		200	891	47	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	59	8	187		57	32	3		5	852	94		208	927	49	
Added Vol:	2	0	0		0	0	0		0	48	2		0	255	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	61	8	187		57	32	3		5	900	96		208	1182	49	
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:	61	8	187		57	32	3		5	900	96		208	1182	49	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	61	8	187		57	32	3		5	900	96		208	1182	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	
FinalVolume:	61	8	187		57	32	3		5	900	96		208	1182	49	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.81	0.81	0.81		0.70	0.70	0.70		0.87	0.87	0.87		0.93	0.93	0.93	
Lanes:	0.24	0.03	0.73		0.62	0.35	0.03		0.01	1.80	0.19		1.00	1.92	0.08	
Final Sat.:	366	50	1119		817	461	45		17	2980	317		1769	3377	140	
Capacity Analysis Module:																
Vol/Sat:	0.17	0.17	0.17		0.07	0.07	0.07		0.30	0.30	0.30		0.12	0.35	0.35	
Crit Moves:		****								****			****			
Green/Cycle:	0.27	0.27	0.27		0.27	0.27	0.27		0.49	0.49	0.49		0.19	0.68	0.68	
Volume/Cap:	0.62	0.62	0.62		0.26	0.26	0.26		0.62	0.62	0.62		0.62	0.52	0.52	
Uniform Del:	25.5	25.5	25.5		22.9	22.9	22.9		15.0	15.0	15.0		29.7	6.3	6.3	
IncremntDel:	2.8	2.8	2.8		0.4	0.4	0.4		0.7	0.7	0.7		3.4	0.2	0.2	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	28.3	28.3	28.3		23.2	23.2	23.2		15.7	15.7	15.7		33.1	6.5	6.5	
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:	28.3	28.3	28.3		23.2	23.2	23.2		15.7	15.7	15.7		33.1	6.5	6.5	
LOS by Move:	C	C	C		C	C	C		B	B	B		C	A	A	
HCM2kAvgQ:	6	6	6		2	2	2		10	10	10		6	8	8	

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

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

Intersection #7 Middlefield at Marsh (Town of Atherton)

Cycle (sec): 110 Critical Vol./Cap.(X): 0.910
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): 34.0
Optimal Cycle: 116 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:		Ovl				Include				Include				Ovl		
Min. Green:	0	6	6		5	6	0		0	0	0		6	0	6	
Lanes:	0	0	1	0	1	1	0	1	0	0	0	0	0	1	0	1
Volume Module: >> Count Date: 18 Nov 2009 << 5:00 - 6:00 p.m.																
Base Vol:	0	426	548		408	269	0		0	0	0		515	0	447	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	0	443	570		424	280	0		0	0	0		536	0	465	
Added Vol:	0	26	39		11	7	0		0	0	0		76	0	182	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	469	609		435	287	0		0	0	0		612	0	647	
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	469	609		435	287	0		0	0	0		612	0	647	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	469	609		435	287	0		0	0	0		612	0	647	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	469	609		435	287	0		0	0	0		612	0	647	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	1.00	0.85		0.95	1.00	1.00		1.00	1.00	1.00		0.95	1.00	0.85	
Lanes:	0.00	1.00	1.00		1.00	1.00	0.00		0.00	0.00	0.00		1.00	0.00	1.00	
Final Sat.:	0	1900	1615		1805	1900	0		0	0	0		1805	0	1615	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.25	0.38		0.24	0.15	0.00		0.00	0.00	0.00		0.34	0.00	0.40	
Crit Moves:		****			****								****			
Green/Cycle:	0.00	0.27	0.64		0.27	0.54	0.00		0.00	0.00	0.00		0.37	0.00	0.64	
Volume/Cap:	0.00	0.91	0.59		0.91	0.28	0.00		0.00	0.00	0.00		0.91	0.00	0.63	
Uniform Del:	0.0	38.8	11.2		39.1	13.9	0.0		0.0	0.0	0.0		32.8	0.0	12.0	
IncremntDel:	0.0	20.1	0.9		21.3	0.2	0.0		0.0	0.0	0.0		16.4	0.0	1.2	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	0.00	1.00	1.00		1.00	1.00	0.00		0.00	0.00	0.00		1.00	0.00	1.00	
Delay/Veh:	0.0	58.9	12.1		60.4	14.1	0.0		0.0	0.0	0.0		49.2	0.0	13.3	
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:	0.0	58.9	12.1		60.4	14.1	0.0		0.0	0.0	0.0		49.2	0.0	13.3	
LOS by Move:	A	E	B		E	B	A		A	A	A		D	A	B	
HCM2kAvgQ:	0	19	12		18	5	0		0	0	0		23	0	14	

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

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

Intersection #8 Bayfront Exp. & Willow Rd.

Cycle (sec): 130 Critical Vol./Cap.(X): 1.057
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 72.1
Optimal Cycle: 180 Level Of Service: E

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				Split Phase				Split Phase			
Rights:	Ovl				Include				Ovl				Ovl			
Min. Green:	5	5	5		5	5	5		5	5	5		5	5	5	
Lanes:	2	0	3	0 1	2	0	3	0 1	1	1	1	0 2	1	0	2	0 1
Volume Module: >> Count Date: 1 Oct 2009 << 4:45 - 5:45 PM																
Base Vol:	362	664		1	0	2199	108		36	13	1424		44	105		8
Growth Adj:	1.04	1.04		1.04	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04		1.04
Initial Bse:	376	691		1	0	2287	112		37	14	1481		46	109		8
Added Vol:	151	145		1	19	171	0		0	37	5		122	150		69
PasserByVol:	0	0		0	0	0	0		0	0	0		0	0		0
Initial Fut:	527	836		2	19	2458	112		37	51	1486		168	259		77
User Adj:	1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00
PHF Volume:	527	836		2	19	2458	112		37	51	1486		168	259		77
Reduct Vol:	0	0		0	0	0	0		0	0	0		0	0		0
Reduced Vol:	527	836		2	19	2458	112		37	51	1486		168	259		77
PCE Adj:	1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00
FinalVolume:	527	836		2	19	2458	112		37	51	1486		168	259		77
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.90	1.03	0.83		0.90	1.03	0.83		0.91	0.91	0.88		0.93	0.93	0.83	
Lanes:	2.00	3.00	1.00		2.00	3.00	1.00		1.28	1.72	2.00		1.00	2.00	1.00	
Final Sat.:	3432	5846	1583		3432	5846	1583		2211	2984	3343		1769	3538	1583	
Capacity Analysis Module:																
Vol/Sat:	0.15	0.14	0.00		0.01	0.42	0.07		0.02	0.02	0.44		0.09	0.07	0.05	
Crit Moves:	****					****					****		****			
Green/Cycle:	0.15	0.43	0.52		0.12	0.40	0.40		0.28	0.28	0.42		0.09	0.09	0.20	
Volume/Cap:	1.06	0.33	0.00		0.05	1.06	0.18		0.06	0.06	1.06		1.06	0.82	0.24	
Uniform Del:	55.6	24.8	15.1		51.2	39.2	25.4		34.8	34.8	37.7		59.2	58.1	43.2	
IncremntDel:	56.3	0.1	0.0		0.1	36.1	0.1		0.0	0.0	40.8		87.5	15.1	0.4	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	111.9	24.9	15.2		51.2	75.2	25.5		34.8	34.8	78.5		146.7	73.2	43.6	
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:	111.9	24.9	15.2		51.2	75.2	25.5		34.8	34.8	78.5		146.7	73.2	43.6	
LOS by Move:	F	C	B		D	E	C		C	C	E		F	E	D	
HCM2kAvgQ:	17	8	0		0	47	3		1	1	44		11	7	3	

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

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

Intersection #9 Hamilton Ave. & Willow Rd.

Cycle (sec): 120 Critical Vol./Cap.(X): 0.645
Loss Time (sec): 11 (Y+R=3.0 sec) Average Delay (sec/veh): 22.2
Optimal Cycle: 52 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:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	5	5	5		5	5	5		5	5	5		5	5	5	
Lanes:	0	0	1!	0 0	0	0	1!	0 0	1	0	1	1 0	1	0	1	1 0
Volume Module: >> Count Date: 7 Oct 2009 << 5:00 - 6:00 PM																
Base Vol:	129	6		49	73	5		73	130	1351		5	20	553		67
Growth Adj:	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04
Initial Bse:	134	6		51	76	5		76	135	1405		5	21	575		70
Added Vol:	0	0		0	0	0		4	6	42		0	0	301		0
PasserByVol:	0	0		0	0	0		0	0	0		0	0	0		0
Initial Fut:	134	6		51	76	5		80	141	1447		5	21	876		70
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:	134	6		51	76	5		80	141	1447		5	21	876		70
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	134	6		51	76	5		80	141	1447		5	21	876		70
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:	134	6		51	76	5		80	141	1447		5	21	876		70
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.62	0.62	0.62		0.73	0.73	0.73		0.93	0.93	0.93		0.93	0.92	0.92	
Lanes:	0.70	0.03	0.27		0.47	0.03	0.50		1.00	1.99	0.01		1.00	1.85	0.15	
Final Sat.:	824	38	313		657	45	691		1769	3522	13		1769	3241	258	
Capacity Analysis Module:																
Vol/Sat:	0.16	0.16	0.16		0.12	0.12	0.12		0.08	0.41	0.41		0.01	0.27	0.27	
Crit Moves:		****								****			****			
Green/Cycle:	0.25	0.25	0.25		0.25	0.25	0.25		0.15	0.62	0.62		0.04	0.51	0.51	
Volume/Cap:	0.66	0.66	0.66		0.47	0.47	0.47		0.53	0.66	0.66		0.28	0.53	0.53	
Uniform Del:	40.8	40.8	40.8		38.6	38.6	38.6		47.0	14.6	14.6		55.8	19.6	19.6	
IncremntDel:	5.6	5.6	5.6		1.0	1.0	1.0		2.0	0.8	0.8		2.1	0.3	0.3	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	46.4	46.4	46.4		39.6	39.6	39.6		49.0	15.4	15.4		57.9	19.9	19.9	
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:	46.4	46.4	46.4		39.6	39.6	39.6		49.0	15.4	15.4		57.9	19.9	19.9	
LOS by Move:	D	D	D		D	D	D		D	B	B		E	B	B	
HCM2kAvgQ:	7	7	7		5	5	5		5	18	18		1	12	12	

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

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

Intersection #10 Ivy Dr. & Willow Rd.

Cycle (sec): 120 Critical Vol./Cap.(X): 0.588
Loss Time (sec): 11 (Y+R=3.0 sec) Average Delay (sec/veh): 13.2
Optimal Cycle: 46 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		5	0	5		5	5	0		0	5	5	
Lanes:	0	0	0	0	0	0	1!	0	0	1	0	2	0	0	0	1	1	0
Volume Module: >> Count Date: 6 Oct 2009 << 5:00 - 6:00 PM																		
Base Vol:	0	0	0		10	0	122		98	1457	0		0	800	22	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	0	0	0		10	0	127		102	1515	0		0	832	23	
Added Vol:	0	0	0		6	0	10		10	42	0		0	264	41	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		16	0	137		112	1557	0		0	1096	64	
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	137		112	1557	0		0	1096	64	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		16	0	137		112	1557	0		0	1096	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	
FinalVolume:	0	0	0		16	0	137		112	1557	0		0	1096	64	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	1.00	1.00		0.86	1.00	0.86		0.93	0.93	1.00		1.00	0.92	0.92	
Lanes:	0.00	0.00	0.00		0.11	0.00	0.89		1.00	2.00	0.00		0.00	1.89	0.11	
Final Sat.:	0	0	0		174	0	1454		1769	3538	0		0	3316	193	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.09	0.00	0.09		0.06	0.44	0.00		0.00	0.33	0.33	
Crit Moves:					****					****			****			
Green/Cycle:	0.00	0.00	0.00		0.16	0.00	0.16		0.12	0.75	0.00		0.00	0.63	0.63	
Volume/Cap:	0.00	0.00	0.00		0.59	0.00	0.59		0.53	0.59	0.00		0.00	0.53	0.53	
Uniform Del:	0.0	0.0	0.0		46.7	0.0	46.7		49.6	6.8	0.0		0.0	12.4	12.4	
IncremntDel:	0.0	0.0	0.0		3.5	0.0	3.5		2.4	0.4	0.0		0.0	0.2	0.2	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	0.00	0.00	0.00		1.00	0.00	1.00		1.00	1.00	0.00		0.00	1.00	1.00	
Delay/Veh:	0.0	0.0	0.0		50.2	0.0	50.2		52.0	7.1	0.0		0.0	12.6	12.6	
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:	0.0	0.0	0.0		50.2	0.0	50.2		52.0	7.1	0.0		0.0	12.6	12.6	
LOS by Move:	A	A	A		D	A	D		D	A	A		A	B	B	
HCM2kAvgQ:	0	0	0		6	0	6		5	14	0		0	12	12	

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

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

Intersection #11 O'Brien Dr. & Willow Rd.

Cycle (sec): 120 Critical Vol./Cap.(X): 0.584
Loss Time (sec): 11 (Y+R=3.0 sec) Average Delay (sec/veh): 9.5
Optimal Cycle: 46 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	5	0	5		0	0	0		0	5	5		5	5	0	
Lanes:	1	0	1!	0	0	0	0	0	0	0	2	0	1	1	0	2	0	0
Volume Module: >> Count Date: 8 Oct 2009 << 5:00 - 6:00 PM																		
Base Vol:	120	0	35		0	0	0		0	1413	204		73	888	0	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	125	0	36		0	0	0		0	1470	212		76	924	0	
Added Vol:	4	0	0		0	0	0		0	51	11		0	274	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	129	0	36		0	0	0		0	1521	223		76	1198	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:	129	0	36		0	0	0		0	1521	223		76	1198	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	129	0	36		0	0	0		0	1521	223		76	1198	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	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:	129	0	36		0	0	0		0	1521	223		76	1198	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.91	1.00	0.91		1.00	1.00	1.00		1.00	0.93	0.83		0.93	0.93	1.00	
Lanes:	1.64	0.00	0.36		0.00	0.00	0.00		0.00	2.00	1.00		1.00	2.00	0.00	
Final Sat.:	2839	0	625		0	0	0		0	3538	1583		1769	3538	0	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.00	0.06		0.00	0.00	0.00		0.00	0.43	0.14		0.04	0.34	0.00	
Crit Moves:			****							****			****			
Green/Cycle:	0.10	0.00	0.10		0.00	0.00	0.00		0.00	0.74	0.74		0.07	0.81	0.00	
Volume/Cap:	0.46	0.00	0.58		0.00	0.00	0.00		0.00	0.58	0.19		0.58	0.42	0.00	
Uniform Del:	51.0	0.0	51.7		0.0	0.0	0.0		0.0	7.4	4.9		53.8	3.3	0.0	
IncremntDel:	0.9	0.0	3.1		0.0	0.0	0.0		0.0	0.3	0.1		6.7	0.1	0.0	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	0.00	1.00		0.00	0.00	0.00		0.00	1.00	1.00		1.00	1.00	0.00	
Delay/Veh:	51.9	0.0	54.8		0.0	0.0	0.0		0.0	7.7	5.0		60.5	3.4	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	51.9	0.0	54.8		0.0	0.0	0.0		0.0	7.7	5.0		60.5	3.4	0.0	
LOS by Move:	D	A	D		A	A	A		A	A	A		E	A	A	
HCM2kAvgQ:	3	0	4		0	0	0		0	14	3		4	7	0	

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

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

Intersection #12 Newbridge St. & Willow Rd.

Cycle (sec): 120 Critical Vol./Cap.(X): 0.858
Loss Time (sec): 14 (Y+R=3.0 sec) Average Delay (sec/veh): 35.5
Optimal Cycle: 106 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Ovl				Ovl				Include				Include			
Min. Green:	5	5	5		5	5	5		5	5	5		5	5	5	
Lanes:	2	0	1	0	1	1	0	1	0	1	1	0	2	1	0	1	0	1	1	0
Volume Module: >> Count Date: 7 Oct 2009 << 4:45 - 5:45 PM																
Base Vol:	248	170	55		38	166	219		323	1436	339		102	975	34	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	258	177	57		40	173	228		336	1493	353		106	1014	35	
Added Vol:	0	0	0		0	0	9		6	62	0		0	279	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	258	177	57		40	173	237		342	1555	353		106	1293	35	
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:	258	177	57		40	173	237		342	1555	353		106	1293	35	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	258	177	57		40	173	237		342	1555	353		106	1293	35	
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:	258	177	57		40	173	237		342	1555	353		106	1293	35	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.90	0.98	0.83		0.93	0.98	0.83		0.93	0.87	0.87		0.93	0.93	0.93	
Lanes:	2.00	1.00	1.00		1.00	1.00	1.00		1.00	2.45	0.55		1.00	1.95	0.05	
Final Sat.:	3432	1862	1583		1769	1862	1583		1769	4028	913		1769	3430	94	
Capacity Analysis Module:																
Vol/Sat:	0.08	0.09	0.04		0.02	0.09	0.15		0.19	0.39	0.39		0.06	0.38	0.38	
Crit Moves:		****				****			****					****		
Green/Cycle:	0.11	0.11	0.20		0.11	0.11	0.33		0.23	0.58	0.58		0.09	0.44	0.44	
Volume/Cap:	0.68	0.86	0.18		0.21	0.86	0.45		0.86	0.67	0.67		0.67	0.86	0.86	
Uniform Del:	51.3	52.4	39.8		48.8	52.6	31.4		44.6	17.6	17.6		52.9	30.3	30.3	
IncremntDel:	4.9	28.3	0.3		0.5	28.8	0.6		16.7	0.6	0.6		10.7	5.0	5.0	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	56.2	80.7	40.1		49.4	81.4	32.0		61.4	18.3	18.3		63.6	35.3	35.3	
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:	56.2	80.7	40.1		49.4	81.4	32.0		61.4	18.3	18.3		63.6	35.3	35.3	
LOS by Move:	E	F	D		D	F	C		E	B	B		E	D	D	
HCM2kAvgQ:	6	9	2		1	9	7		15	18	18		5	26	26	

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

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

Intersection #13 Bay Rd. & Willow Rd.

Cycle (sec): 90 Critical Vol./Cap.(X): 0.779
Loss Time (sec): 11 (Y+R=4.0 sec) Average Delay (sec/veh): 20.5
Optimal Cycle: 68 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:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		5	0	5		5	5	0		0	5	5	
Lanes:	0	0	0	0	0	1	0	0	0	1	1	0	2	0	0	0	0	2	0	1
Volume Module: >> Count Date: 6 Oct 2009 << 5:00 - 6:00 PM																
Base Vol:	0	0	0		416	0	54		40	1436	0		0	1061	255	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	0	0	0		433	0	56		42	1493	0		0	1103	265	
Added Vol:	0	0	0		4	0	0		0	53	0		0	111	7	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		437	0	56		42	1546	0		0	1214	272	
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		437	0	56		42	1546	0		0	1214	272	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		437	0	56		42	1546	0		0	1214	272	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	0	0		437	0	56		42	1546	0		0	1214	272	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	1.00	1.00		0.93	1.00	0.83		0.93	0.93	1.00		1.00	0.93	0.83	
Lanes:	0.00	0.00	0.00		1.00	0.00	1.00		1.00	2.00	0.00		0.00	2.00	1.00	
Final Sat.:	0	0	0		1769	0	1583		1769	3538	0		0	3538	1583	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.25	0.00	0.04		0.02	0.44	0.00		0.00	0.34	0.17	
Crit Moves:					****					****			****			
Green/Cycle:	0.00	0.00	0.00		0.32	0.00	0.32		0.08	0.56	0.00		0.00	0.48	0.48	
Volume/Cap:	0.00	0.00	0.00		0.78	0.00	0.11		0.30	0.78	0.00		0.00	0.71	0.36	
Uniform Del:	0.0	0.0	0.0		27.9	0.0	21.8		39.2	15.4	0.0		0.0	18.3	14.5	
IncremntDel:	0.0	0.0	0.0		6.9	0.0	0.1		1.2	2.0	0.0		0.0	1.4	0.3	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	0.00	0.00	0.00		1.00	0.00	1.00		1.00	1.00	0.00		0.00	1.00	1.00	
Delay/Veh:	0.0	0.0	0.0		34.8	0.0	21.9		40.4	17.4	0.0		0.0	19.7	14.8	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.0	0.0		34.8	0.0	21.9		40.4	17.4	0.0		0.0	19.7	14.8	
LOS by Move:	A	A	A		C	A	C		D	B	A		A	B	B	
HCM2kAvgQ:	0	0	0		13	0	1		1	19	0		0	15	5	

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

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

Intersection #14 Durham St. & Willow Rd.

Cycle (sec): 105 Critical Vol./Cap.(X): 0.731
Loss Time (sec): 7 (Y+R=3.0 sec) Average Delay (sec/veh): 15.8
Optimal Cycle: 50 Level Of Service: B

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				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	4	4	4		4	4	4		4	10	10		4	10	10	
Lanes:	1 0	0	1	0	0 1	0	0	1	1 0	1	1	0	1 0	0	1	0
Volume Module: >> Count Date: 1 Oct 2009 << 4:00 - 5:00 PM																
Base Vol:	33	7	85		122	5	31		11	1125	10		90	818	51	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	34	7	88		127	5	32		11	1170	10		94	851	53	
Added Vol:	0	0	0		0	0	0		0	53	0		0	111	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	34	7	88		127	5	32		11	1223	10		94	962	53	
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:	34	7	88		127	5	32		11	1223	10		94	962	53	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	34	7	88		127	5	32		11	1223	10		94	962	53	
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:	34	7	88		127	5	32		11	1223	10		94	962	53	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.48	0.84	0.84		0.55	0.55	0.83		0.93	0.93	0.93		0.93	0.97	0.97	
Lanes:	1.00	0.08	0.92		0.96	0.04	1.00		1.00	1.98	0.02		1.00	0.95	0.05	
Final Sat.:	920	122	1481		1002	41	1583		1769	3504	30		1769	1751	97	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.06	0.06		0.13	0.13	0.02		0.01	0.35	0.35		0.05	0.55	0.55	
Crit Moves:						****			****					****		
Green/Cycle:	0.17	0.17	0.17		0.17	0.17	0.17		0.04	0.66	0.66		0.10	0.73	0.73	
Volume/Cap:	0.22	0.36	0.36		0.76	0.76	0.12		0.17	0.52	0.52		0.52	0.76	0.76	
Uniform Del:	37.8	38.7	38.7		41.6	41.6	37.1		48.9	9.1	9.1		44.8	8.7	8.7	
IncremntDel:	0.7	0.8	0.8		17.0	17.0	0.2		1.2	0.2	0.2		2.9	2.5	2.5	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	38.5	39.5	39.5		58.6	58.6	37.3		50.1	9.3	9.3		47.7	11.1	11.1	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	38.5	39.5	39.5		58.6	58.6	37.3		50.1	9.3	9.3		47.7	11.1	11.1	
LOS by Move:	D	D	D		E	E	D		D	A	A		D	B	B	
HCM2kAvgQ:	1	3	3		6	6	1		1	11	11		4	21	21	

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

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

Intersection #15 Coleman Ave. & Willow Rd.

Cycle (sec): 105 Critical Vol./Cap.(X): 0.790
Loss Time (sec): 7 (Y+R=3.0 sec) Average Delay (sec/veh): 11.0
Optimal Cycle: 60 Level Of Service: B

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:	4	4	4		4	4	4		10	10	10		10	10	10	
Lanes:	0 0	1!	0	0	0 0	1!	0	0	1 0	0	1	0	1 0	0	1	0
Volume Module: >> Count Date: 30 Sep 2009 << 5:00 - 6:00 PM																
Base Vol:	12	11	7		92	6	35		24	1083	6		5	795	109	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	12	11	7		96	6	36		25	1126	6		5	827	113	
Added Vol:	0	0	0		0	0	0		0	53	0		0	111	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	12	11	7		96	6	36		25	1179	6		5	938	113	
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:	12	11	7		96	6	36		25	1179	6		5	938	113	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	12	11	7		96	6	36		25	1179	6		5	938	113	
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:	12	11	7		96	6	36		25	1179	6		5	938	113	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.86	0.86	0.86		0.73	0.73	0.73		0.20	0.98	0.98		0.14	0.96	0.96	
Lanes:	0.40	0.37	0.23		0.69	0.05	0.26		1.00	0.99	0.01		1.00	0.89	0.11	
Final Sat.:	655	601	382		959	63	365		378	1850	10		274	1635	198	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.02	0.02		0.10	0.10	0.10		0.07	0.64	0.64		0.02	0.57	0.57	
Crit Moves:						****				****						
Green/Cycle:	0.13	0.13	0.13		0.13	0.13	0.13		0.81	0.81	0.81		0.81	0.81	0.81	
Volume/Cap:	0.15	0.15	0.15		0.79	0.79	0.79		0.08	0.79	0.79		0.02	0.71	0.71	
Uniform Del:	40.8	40.8	40.8		44.5	44.5	44.5		2.1	5.4	5.4		2.0	4.6	4.6	
IncremntDel:	0.3	0.3	0.3		21.0	21.0	21.0		0.1	2.9	2.9		0.0	1.6	1.6	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	41.2	41.2	41.2		65.5	65.5	65.5		2.2	8.3	8.3		2.0	6.2	6.2	
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:	41.2	41.2	41.2		65.5	65.5	65.5		2.2	8.3	8.3		2.0	6.2	6.2	
LOS by Move:	D	D	D		E	E	E		A	A	A		A	A	A	
HCM2kAvgQ:	1	1	1		6	6	6		0	22	22		0	16	16	

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

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

Intersection #16 Gilbert Ave. & Willow Rd.

Cycle (sec): 105 Critical Vol./Cap.(X): 0.735
Loss Time (sec): 7 (Y+R=3.0 sec) Average Delay (sec/veh): 11.1
Optimal Cycle: 50 Level Of Service: B

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:	5	5	5		5	5	5		12	12	12		12	12	12	
Lanes:	1	0	0	1	0	1	0	0	1	0	1	0	0	1	0	1
Volume Module: >> Count Date: 1 Oct 2009 << 5:00 - 6:00 PM																
Base Vol:	92	31	75		29	30	4		4	969	36		37	832	17	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	96	32	78		30	31	4		4	1008	37		38	865	18	
Added Vol:	18	0	5		0	0	0		0	48	22		15	96	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	114	32	83		30	31	4		4	1056	59		53	961	18	
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:	114	32	83		30	31	4		4	1056	59		53	961	18	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	114	32	83		30	31	4		4	1056	59		53	961	18	
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:	114	32	83		30	31	4		4	1056	59		53	961	18	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.72	0.87	0.87		0.50	0.96	0.96		0.24	0.97	0.97		0.18	0.98	0.98	
Lanes:	1.00	0.28	0.72		1.00	0.88	0.12		1.00	0.95	0.05		1.00	0.98	0.02	
Final Sat.:	1376	465	1196		957	1613	215		447	1749	98		344	1823	34	
Capacity Analysis Module:																
Vol/Sat:	0.08	0.07	0.07		0.03	0.02	0.02		0.01	0.60	0.60		0.16	0.53	0.53	
Crit Moves:	****									****						
Green/Cycle:	0.11	0.11	0.11		0.11	0.11	0.11		0.82	0.82	0.82		0.82	0.82	0.82	
Volume/Cap:	0.74	0.62	0.62		0.28	0.17	0.17		0.01	0.74	0.74		0.19	0.64	0.64	
Uniform Del:	45.1	44.5	44.5		42.7	42.2	42.2		1.7	4.2	4.2		2.0	3.6	3.6	
IncremntDel:	16.7	6.1	6.1		1.4	0.4	0.4		0.0	1.9	1.9		0.3	0.9	0.9	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	61.8	50.6	50.6		44.1	42.6	42.6		1.7	6.2	6.2		2.3	4.5	4.5	
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:	61.8	50.6	50.6		44.1	42.6	42.6		1.7	6.2	6.2		2.3	4.5	4.5	
LOS by Move:	E	D	D		D	D	D		A	A	A		A	A	A	
HCM2kAvgQ:	5	5	5		1	1	1		0	17	17		1	13	13	

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

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

Intersection #17 Middlefield Rd. & Willow Rd.

Cycle (sec): 130 Critical Vol./Cap.(X): 1.352
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 160.0
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Split Phase				Split Phase				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	8	8	8		8	8	8		8	8	8		8	8	8	
Lanes:	1	0	2	0	1	1	1	0	1	0	1	0	1	1	0	0	1
Volume Module: >> Count Date: 30 Sep 2009 << 4:45 - 5:45 PM																
Base Vol:	97	438	491		477	413	19		36	170	158		382	95	410	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	101	456	511		496	430	20		37	177	164		397	99	426	
Added Vol:	15	8	25		13	8	0		0	32	24		67	21	25	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	116	464	536		509	438	20		37	209	188		464	120	451	
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:	116	464	536		509	438	20		37	209	188		464	120	451	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	116	464	536		509	438	20		37	209	188		464	120	451	
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:	116	464	536		509	438	20		37	209	188		464	120	451	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.93	0.93	0.42		0.90	0.90	0.90		0.93	0.98	0.83		0.94	0.94	0.83	
Lanes:	1.00	2.00	1.00		1.58	1.36	0.06		1.00	1.00	1.00		1.59	0.41	1.00	
Final Sat.:	1769	3538	791		2715	2333	105		1769	1862	1583		2848	735	1583	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.13	0.68		0.19	0.19	0.19		0.02	0.11	0.12		0.16	0.16	0.29	
Crit Moves:			****			****					****				****	
Green/Cycle:	0.50	0.50	0.50		0.14	0.14	0.14		0.09	0.09	0.09		0.21	0.21	0.21	
Volume/Cap:	0.13	0.26	1.35		1.35	1.35	1.35		0.24	1.27	1.35		0.77	0.77	1.35	
Uniform Del:	17.3	18.6	32.5		56.0	56.0	56.0		55.2	59.3	59.3		48.3	48.3	51.3	
IncremntDel:	0.1	0.1	174.2		167.4	167	167.4		0.8	162	198.0		5.0	5.0	176.8	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	17.4	18.7	206.6		223.4	223	223.4		56.0	221	257.3		53.3	53.3	228.1	
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:	17.4	18.7	206.6		223.4	223	223.4		56.0	221	257.3		53.3	53.3	228.1	
LOS by Move:	B	B	F		F	F	F		E	F	F		D	D	F	
HCM2kAvgQ:	2	5	40		26	26	26		2	16	16		13	13	34	

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

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

Intersection #18 Bayfront Exp. & University Ave.

Cycle (sec): 150 Critical Vol./Cap.(X): 1.391
Loss Time (sec): 10 (Y+R=3.0 sec) Average Delay (sec/veh): 184.1
Optimal Cycle: 180 Level Of Service: F

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				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	5	5	0	0	5	5	5	0	5	0	0	0				
Lanes:	2	0	3	0	0	0	0	3	0	1	2	0	0	0	3	0	0	0	0	0
Volume Module: >> Count Date: 1 Oct 2009 << 5:00 - 6:00 PM																
Base Vol:	377	968	0	0	3488	127	60	0	1667	0	0	0				
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04				
Initial Bse:	392	1007	0	0	3628	132	62	0	1734	0	0	0				
Added Vol:	4	88	0	0	261	38	5	0	11	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	396	1095	0	0	3889	170	67	0	1745	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:	396	1095	0	0	3889	170	67	0	1745	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	396	1095	0	0	3889	170	67	0	1745	0	0	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	396	1095	0	0	3889	170	67	0	1745	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.90	0.89	1.00	1.00	0.89	0.83	0.90	1.00	0.73	1.00	1.00	1.00				
Lanes:	2.00	3.00	0.00	0.00	3.00	1.00	2.00	0.00	3.00	0.00	0.00	0.00				
Final Sat.:	3432	5083	0	0	5083	1583	3432	0	4178	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.12	0.22	0.00	0.00	0.76	0.11	0.02	0.00	0.42	0.00	0.00	0.00				
Crit Moves:	****				****				****							
Green/Cycle:	0.08	0.63	0.00	0.00	0.55	0.55	0.30	0.00	0.30	0.00	0.00	0.00				
Volume/Cap:	1.39	0.34	0.00	0.00	1.39	0.20	0.07	0.00	1.39	0.00	0.00	0.00				
Uniform Del:	68.8	12.9	0.0	0.0	33.7	17.0	37.5	0.0	52.5	0.0	0.0	0.0				
IncremntDel:	196.0	0.1	0.0	0.0	178	0.1	0.0	0.0	180.8	0.0	0.0	0.0				
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00				
Delay/Veh:	264.7	12.9	0.0	0.0	212	17.1	37.5	0.0	233.2	0.0	0.0	0.0				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	264.7	12.9	0.0	0.0	212	17.1	37.5	0.0	233.2	0.0	0.0	0.0				
LOS by Move:	F	B	A	A	F	B	D	A	F	A	A	A				
HCM2kAvgQ:	18	8	0	0	113	4	1	0	54	0	0	0				

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

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

Intersection #19 O'Brien Dr. & University Ave.

Cycle (sec): 85 Critical Vol./Cap.(X): 0.702
Loss Time (sec): 11 (Y+R=3.0 sec) Average Delay (sec/veh): 13.4
Optimal Cycle: 55 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	5	0	0	5	5	5	0	0	5	5			
Lanes:	0	0	0	0	0	0	1!	0	0	1	0	2	0	0	0	0	1	1	0
Volume Module: >> Count Date: 8 Oct 2009 << 5:00 - 6:00 PM																
Base Vol:	0	0	0	120	0	99	20	1599	0	0	454	16				
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04				
Initial Bse:	0	0	0	125	0	103	21	1663	0	0	472	17				
Added Vol:	0	0	0	11	0	0	0	5	0	0	38	4				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	0	0	0	136	0	103	21	1668	0	0	510	21				
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	136	0	103	21	1668	0	0	510	21				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	0	0	136	0	103	21	1668	0	0	510	21				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	0	0	0	136	0	103	21	1668	0	0	510	21				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	1.00	1.00	1.00	0.90	1.00	0.90	0.93	0.93	1.00	1.00	0.93	0.93				
Lanes:	0.00	0.00	0.00	0.57	0.00	0.43	1.00	2.00	0.00	0.00	1.92	0.08				
Final Sat.:	0	0	0	970	0	735	1769	3538	0	0	3380	137				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.14	0.00	0.14	0.01	0.47	0.00	0.00	0.15	0.15				
Crit Moves:				****				****		****						
Green/Cycle:	0.00	0.00	0.00	0.20	0.00	0.20	0.19	0.67	0.00	0.00	0.48	0.48				
Volume/Cap:	0.00	0.00	0.00	0.70	0.00	0.70	0.06	0.70	0.00	0.00	0.31	0.31				
Uniform Del:	0.0	0.0	0.0	31.7	0.0	31.7	28.3	8.7	0.0	0.0	13.4	13.4				
IncremntDel:	0.0	0.0	0.0	6.5	0.0	6.5	0.1	1.0	0.0	0.0	0.1	0.1				
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00				
Delay/Veh:	0.0	0.0	0.0	38.2	0.0	38.2	28.4	9.7	0.0	0.0	13.5	13.5				
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:	0.0	0.0	0.0	38.2	0.0	38.2	28.4	9.7	0.0	0.0	13.5	13.5				
LOS by Move:	A	A	A	D	A	D	C	A	A	A	B	B				
HCM2kAvgQ:	0	0	0	7	0	7	0	15	0	0	4	4				

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

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

Intersection #20 University & Kavanaugh

Cycle (sec): 100 Critical Vol./Cap.(X): 0.670
Loss Time (sec): 11 (Y+R=3.0 sec) Average Delay (sec/veh): 16.1
Optimal Cycle: 85 Level Of Service: B

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:	5	5	5		5	5	5		5	5	5		5	5	5	
Lanes:	0	0	1!	0	0	0	1!	0	0	1	0	1	1	0	1	0	1	0
Volume Module:																		
Base Vol:	35	31	12		19	29	82		26	1579	19		18	527	13	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	36	32	12		20	30	85		27	1642	20		19	548	14	
Added Vol:	0	0	0		0	0	0		0	5	0		0	38	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	36	32	12		20	30	85		27	1647	20		19	586	14	
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:	36	32	12		20	30	85		27	1647	20		19	586	14	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	36	32	12		20	30	85		27	1647	20		19	586	14	
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:	36	32	12		20	30	85		27	1647	20		19	586	14	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.96	0.96	0.96		0.91	0.91	0.91		0.95	0.95	0.95		0.95	0.95	0.95	
Lanes:	0.45	0.40	0.15		0.15	0.22	0.63		1.00	1.98	0.02		1.00	1.95	0.05	
Final Sat.:	816	723	280		252	385	1089		1805	3560	43		1805	3518	81	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.04	0.04		0.08	0.08	0.08		0.01	0.46	0.46		0.01	0.17	0.17	
Crit Moves:		****			****					****			****			
Green/Cycle:	0.07	0.06	0.06		0.11	0.11	0.11		0.16	0.66	0.66		0.05	0.55	0.55	
Volume/Cap:	0.65	0.70	0.70		0.70	0.73	0.73		0.09	0.70	0.70		0.21	0.30	0.30	
Uniform Del:	45.4	45.9	45.9		42.7	43.2	43.2		35.4	10.5	10.5		45.6	12.2	12.2	
IncremntDel:	11.4	17.0	17.0		10.6	13.5	13.5		0.1	0.9	0.9		1.1	0.1	0.1	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	56.8	62.8	62.8		53.4	56.7	56.7		35.5	11.4	11.4		46.7	12.3	12.3	
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:	56.8	62.8	62.8		53.4	56.7	56.7		35.5	11.4	11.4		46.7	12.3	12.3	
LOS by Move:	E	E	E		D	E	E		D	B	B		D	B	B	
HCM2kAvgQ:	4	4	4		5	6	6		1	17	17		1	5	5	

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

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

Intersection #21 University & Bay

Cycle (sec): 100 Critical Vol./Cap.(X): 0.839
Loss Time (sec): 11 (Y+R=3.0 sec) Average Delay (sec/veh): 33.9
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:	5	5	5		5	5	5		5	5	5		5	5	5	
Lanes:	1	1	0	0	1	1	0	1	0	1	0	1	1	0	1	0	1	0
Volume Module:																		
Base Vol:	150	219	345		94	262	110		93	1291	87		119	540	49	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	156	228	359		98	272	114		97	1343	90		124	562	51	
Added Vol:	0	0	0		0	0	0		0	5	0		0	38	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	156	228	359		98	272	114		97	1348	90		124	600	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:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	156	228	359		98	272	114		97	1348	90		124	600	51	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	156	228	359		98	272	114		97	1348	90		124	600	51	
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:	156	228	359		98	272	114		97	1348	90		124	600	51	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.98	0.98	0.85		0.95	1.00	0.85		0.95	0.94	0.94		0.95	0.94	0.94	
Lanes:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.87	0.13		1.00	1.84	0.16	
Final Sat.:	1862	1862	1615		1805	1900	1615		1805	3352	225		1805	3287	279	
Capacity Analysis Module:																
Vol/Sat:	0.08	0.12	0.22		0.05	0.14	0.07		0.05	0.40	0.40		0.07	0.18	0.18	
Crit Moves:			****		****					****			****			
Green/Cycle:	0.12	0.26	0.26		0.06	0.21	0.21		0.13	0.48	0.48		0.08	0.43	0.43	
Volume/Cap:	0.69	0.46	0.84		0.84	0.69	0.34		0.42	0.84	0.84		0.84	0.42	0.42	
Uniform Del:	42.1	30.8	34.8		46.3	36.6	33.8		40.2	22.7	22.7		45.3	19.6	19.6	
IncremntDel:	3.7	0.4	13.7		38.9	5.1	0.6		1.2	3.9	3.9		32.6	0.2	0.2	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	45.8	31.2	48.5		85.2	41.8	34.4		41.5	26.6	26.6		77.9	19.8	19.8	
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:	45.8	31.2	48.5		85.2	41.8	34.4		41.5	26.6	26.6		77.9	19.8	19.8	
LOS by Move:	D	C	D		F	D	C		D	C	C		E	B	B	
HCM2kAvgQ:	6	6	13		5	9	3		3	23	23		6	7	7	

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

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

Intersection #22 University & Runnymede

Cycle (sec): 100 Critical Vol./Cap.(X): 0.704
Loss Time (sec): 11 (Y+R=3.0 sec) Average Delay (sec/veh): 22.8
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:	5	5	5		5	5	5		5	5	5		5	5	5	
Lanes:	0	0	1!	0	0	0	1!	0	0	1	0	1	1	0	1	0	1	0
Volume Module:																		
Base Vol:	78	109	59		17	76	27		29	1264	78		44	793	17	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	81	113	61		18	79	28		30	1315	81		46	825	18	
Added Vol:	0	0	0		0	0	0		0	5	0		0	38	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	81	113	61		18	79	28		30	1320	81		46	863	18	
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:	81	113	61		18	79	28		30	1320	81		46	863	18	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	81	113	61		18	79	28		30	1320	81		46	863	18	
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:	81	113	61		18	79	28		30	1320	81		46	863	18	
Saturation Flow Module:																		
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.95	0.95		0.96	0.96	0.96		0.95	0.94	0.94		0.95	0.95	0.95	
Lanes:	0.32	0.44	0.24		0.14	0.63	0.23		1.00	1.88	0.12		1.00	1.96	0.04	
Final Sat.:	574	802	434		259	1159	412		1805	3370	207		1805	3527	72	
Capacity Analysis Module:																		
Vol/Sat:	0.14	0.14	0.14		0.07	0.07	0.07		0.02	0.39	0.39		0.03	0.24	0.24	
Crit Moves:	****					****				****			****			
Green/Cycle:	0.20	0.20	0.20		0.10	0.10	0.10		0.10	0.55	0.55		0.05	0.50	0.50	
Volume/Cap:	0.72	0.72	0.72		0.72	0.72	0.72		0.16	0.72	0.72		0.51	0.49	0.49	
Uniform Del:	37.5	37.5	37.5		43.9	43.9	43.9		41.1	16.9	16.9		46.3	16.8	16.8	
IncremntDel:	6.8	6.8	6.8		13.2	13.2	13.2		0.4	1.3	1.3		4.6	0.2	0.2	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	44.3	44.3	44.3		57.1	57.1	57.1		41.5	18.1	18.1		50.9	17.0	17.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	44.3	44.3	44.3		57.1	57.1	57.1		41.5	18.1	18.1		50.9	17.0	17.0	
LOS by Move:	D	D	D		E	E	E		D	B	B		D	B	B	
HCM2kAvgQ:	9	9	9		5	5	5		1	18	18		2	10	10	

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

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

Intersection #23 University & Bell

Cycle (sec): 90 Critical Vol./Cap.(X): 0.551
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 7.7
Optimal Cycle: 86 Level Of Service: A

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:	18	18	18		18	18	18		64	64	64		64	64	64	
Lanes:	0	0	1!	0	0	0	1!	0	0	1	0	1	1	0	1	0	1	0
Volume Module:																		
Base Vol:	60	83	38		11	68	22		42	1322	87		37	787	22	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	62	86	40		11	71	23		44	1375	90		38	818	23	
Added Vol:	0	0	0		0	0	0		0	5	0		0	38	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	62	86	40		11	71	23		44	1380	90		38	856	23	
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:	62	86	40		11	71	23		44	1380	90		38	856	23	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	62	86	40		11	71	23		44	1380	90		38	856	23	
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:	62	86	40		11	71	23		44	1380	90		38	856	23	
Saturation Flow Module:																		
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.86	0.86	0.86		0.94	0.94	0.94		0.29	0.94	0.94		0.14	0.95	0.95	
Lanes:	0.33	0.46	0.21		0.11	0.67	0.22		1.00	1.88	0.12		1.00	1.95	0.05	
Final Sat.:	540	747	342		195	1204	389		557	3357	220		262	3502	94	
Capacity Analysis Module:																		
Vol/Sat:	0.12	0.12	0.12		0.06	0.06	0.06		0.08	0.41	0.41		0.15	0.24	0.24	
Crit Moves:		****								****						
Green/Cycle:	0.21	0.21	0.21		0.21	0.21	0.21		0.75	0.75	0.75		0.75	0.75	0.75	
Volume/Cap:	0.55	0.55	0.55		0.28	0.28	0.28		0.11	0.55	0.55		0.20	0.33	0.33	
Uniform Del:	31.8	31.8	31.8		29.9	29.9	29.9		3.2	4.9	4.9		3.4	3.8	3.8	
IncremntDel:	1.9	1.9	1.9		0.4	0.4	0.4		0.1	0.2	0.2		0.5	0.1	0.1	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	33.7	33.7	33.7		30.3	30.3	30.3		3.3	5.2	5.2		3.9	3.9	3.9	
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:	33.7	33.7	33.7		30.3	30.3	30.3		3.3	5.2	5.2		3.9	3.9	3.9	
LOS by Move:	C	C	C		C	C	C		A	A	A		A	A	A	
HCM2kAvgQ:	5	5	5		3	3	3		0	10	10		1	4	4	

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

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

Intersection #24 University & Donohoe

Cycle (sec): 100 Critical Vol./Cap.(X): 0.878
Loss Time (sec): 11 (Y+R=3.0 sec) Average Delay (sec/veh): 36.7
Optimal Cycle: 98 Level Of Service: D

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:	5	5	5		5	5	5		5	5	5		5	5	5	
Lanes:	1	1 0	1	1	1	0 1	0	1	1	0 1	1	0	2	0 1	1	0
Volume Module:																
Base Vol:	315	485	599		32	175	224		217	784	540		115	663	173	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	328	504	623		33	182	233		226	815	562		120	690	180	
Added Vol:	0	0	3		0	0	0		0	2	0		0	38	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	328	504	626		33	182	233		226	817	562		120	728	180	
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:	328	504	626		33	182	233		226	817	562		120	728	180	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	328	504	626		33	182	233		226	817	562		120	728	180	
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:	328	504	626		33	182	233		226	817	562		120	728	180	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.88	0.88	0.88		0.95	1.00	0.85		0.95	0.89	0.89		0.92	0.92	0.92	
Lanes:	1.00	1.34	1.66		1.00	1.00	1.00		1.00	1.19	0.81		2.00	1.60	0.40	
Final Sat.:	1671	2237	2776		1805	1900	1615		1805	2009	1381		3502	2807	694	
Capacity Analysis Module:																
Vol/Sat:	0.20	0.23	0.23		0.02	0.10	0.14		0.13	0.41	0.41		0.03	0.26	0.26	
Crit Moves:	****						****			****			****			
Green/Cycle:	0.22	0.31	0.31		0.07	0.16	0.16		0.17	0.46	0.46		0.05	0.34	0.34	
Volume/Cap:	0.89	0.72	0.72		0.27	0.59	0.89		0.76	0.89	0.89		0.68	0.76	0.76	
Uniform Del:	37.8	30.5	30.5		44.1	38.8	41.0		39.8	24.8	24.8		46.7	29.2	29.2	
IncremntDel:	6.4	1.3	1.3		1.1	3.0	28.8		10.6	6.8	6.8		10.6	2.8	2.8	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	44.2	31.7	31.7		45.2	41.8	69.8		50.5	31.6	31.6		57.3	32.0	32.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	44.2	31.7	31.7		45.2	41.8	69.8		50.5	31.6	31.6		57.3	32.0	32.0	
LOS by Move:	D	C	C		D	D	E		D	C	C		E	C	C	
HCM2kAvgQ:	14	12	12		1	6	10		8	24	24		3	15	15	

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

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

Intersection #25 NB 101 & Donohoe St

Cycle (sec): 90 Critical Vol./Cap.(X): 0.485
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 21.3
Optimal Cycle: 82 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	32	32		0	32	0		28	0	28		0	0	18	
Lanes:	0	0 2	1	0	0	0 2	0	0	2	0 0	0	1	0	0 0	0	1
Volume Module:																
Base Vol:	0	802	19		0	783	0		765	0	277		0	0	16	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	0	834	20		0	814	0		796	0	288		0	0	17	
Added Vol:	0	0	0		0	0	0		3	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	834	20		0	814	0		799	0	288		0	0	17	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	834	20		0	814	0		799	0	288		0	0	17	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	834	20		0	814	0		799	0	288		0	0	17	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	834	20		0	814	0		799	0	288		0	0	17	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	0.91	0.91		1.00	0.95	1.00		0.92	1.00	0.85		1.00	1.00	0.87	
Lanes:	0.00	2.93	0.07		0.00	2.00	0.00		2.00	0.00	1.00		0.00	0.00	1.00	
Final Sat.:	0	5052	120		0	3610	0		3502	0	1615		0	0	1644	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.17	0.17		0.00	0.23	0.00		0.23	0.00	0.18		0.00	0.00	0.01	
Crit Moves:	****					****			****						****	
Green/Cycle:	0.00	0.38	0.38		0.00	0.38	0.00		0.38	0.00	0.58		0.00	0.00	0.20	
Volume/Cap:	0.00	0.44	0.44		0.00	0.60	0.00		0.60	0.00	0.31		0.00	0.00	0.05	
Uniform Del:	0.0	21.0	21.0		0.0	22.6	0.0		22.4	0.0	9.7		0.0	0.0	29.1	
IncremntDel:	0.0	0.2	0.2		0.0	0.8	0.0		0.8	0.0	0.2		0.0	0.0	0.1	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	0.00	1.00	1.00		0.00	1.00	0.00		1.00	0.00	1.00		0.00	0.00	1.00	
Delay/Veh:	0.0	21.2	21.2		0.0	23.4	0.0		23.2	0.0	9.9		0.0	0.0	29.2	
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:	0.0	21.2	21.2		0.0	23.4	0.0		23.2	0.0	9.9		0.0	0.0	29.2	
LOS by Move:	A	C	C		A	C	A		C	A	A		A	A	C	
HCM2kAvgQ:	0	7	7		0	10	0		10	0	4		0	0	0	

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

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

Intersection #26 University & SB US 101

Cycle (sec): 90 Critical Vol./Cap.(X): 0.537
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 25.3
Optimal Cycle: 136 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:	Permitted				Protected				Permitted				Protected			
Rights:	Include				Include				Ovl				Include			
Min. Green:	18		18	18	0		0	0	0		39	57	21		64	0
Lanes:	1	0	1!	0 1	0	0	0	0 0	0	0	2	0 2	2	0	2	0 0
Volume Module:																
Base Vol:	305		1	439	0		0	0	0	1391		388	487	927		0
Growth Adj:	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04
Initial Bse:	317		1	457	0		0	0	1447		404	506	964			0
Added Vol:	0		0	0	0		0	0	2		16	21	29			0
PasserByVol:	0		0	0	0		0	0	0		0	0	0			0
Initial Fut:	317		1	457	0		0	0	1449		420	527	993			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:	317		1	457	0		0	0	1449		420	527	993			0
Reduct Vol:	0		0	0	0		0	0	0		0	0	0			0
Reduced Vol:	317		1	457	0		0	0	1449		420	527	993			0
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		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:	317		1	457	0		0	0	1449		420	527	993			0
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900
Adjustment:	0.86	0.86		0.86	1.00	1.00		1.00	0.95	0.75		0.92	0.95	1.00		
Lanes:	1.41	0.01		1.58	0.00	0.00		0.00	2.00	2.00		2.00	2.00	0.00		
Final Sat.:	2292		4	2585	0		0	0	3610		2842	3502	3610			0
Capacity Analysis Module:																
Vol/Sat:	0.14	0.24		0.18	0.00	0.00		0.00	0.40		0.15	0.15	0.28			0.00
Crit Moves:		****											****			
Green/Cycle:	0.20	0.20		0.20	0.00	0.00		0.00	0.43		0.43	0.32	0.76			0.00
Volume/Cap:	0.69	1.19		0.88	0.00	0.00		0.00	0.93		0.34	0.47	0.36			0.00
Uniform Del:	33.4	36.0		35.0	0.0	0.0		0.0	24.1		17.0	24.3	3.7			0.0
IncremntDel:	1.9	101		10.5	0.0	0.0		0.0	9.8		0.2	0.3	0.1			0.0
InitQueuDel:	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0			0.0
Delay Adj:	1.00	1.00		1.00	0.00	0.00		0.00	1.00		1.00	1.00	1.00			0.00
Delay/Veh:	35.3	137		45.5	0.0	0.0		0.0	34.0		17.1	24.6	3.8			0.0
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00			1.00
AdjDel/Veh:	35.3	137		45.5	0.0	0.0		0.0	34.0		17.1	24.6	3.8			0.0
LOS by Move:	D	F		D	A	A		A	C		B	C	A			A
HCM2kAvgQ:	7	22		11	0	0		0	25		4	6	5			0

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

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

Intersection #27 University Ave. & Woodland

Cycle (sec): 110 Critical Vol./Cap.(X): 0.900
Loss Time (sec): 11 (Y+R=3.0 sec) Average Delay (sec/veh): 47.4
Optimal Cycle: 113 Level Of Service: D

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:	5		5	5	5		5	5	5		5	5	5		5	5
Lanes:	0	0	1!	0 0	2	0	0	1 0	1	0	1	1 0	1	0	2	0 1
Volume Module:																
Base Vol:	16		87	274	612		119	34	28		809	9	274		800	327
Growth Adj:	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04
Initial Bse:	17		90	285	636		124	35	29		841	9	285		832	340
Added Vol:	0		0	0	0		0	0	0		19	0	0		29	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	17		90	285	636		124	35	29		860	9	285		861	340
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:	17		90	285	636		124	35	29		860	9	285		861	340
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	17		90	285	636		124	35	29		860	9	285		861	340
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:	17		90	285	636		124	35	29		860	9	285		861	340
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900
Adjustment:	0.90	0.90		0.90	0.92	0.97		0.97	0.95	0.95		0.95	0.95	0.95		0.85
Lanes:	0.04	0.23		0.73	2.00	0.78		0.22	1.00	1.98		0.02	1.00	2.00		1.00
Final Sat.:	73	395		1243	3502	1429		408	1805	3564		39	1805	3610		1615
Capacity Analysis Module:																
Vol/Sat:	0.23	0.23		0.23	0.18	0.09		0.09	0.02	0.24		0.24	0.16	0.24		0.21
Crit Moves:		****			****					****			****			
Green/Cycle:	0.33	0.25		0.25	0.20	0.13		0.13	0.07	0.27		0.27	0.18	0.37		0.37
Volume/Cap:	0.69	0.90		0.90	0.90	0.69		0.69	0.23	0.90		0.90	0.90	0.64		0.57
Uniform Del:	31.9	39.6		39.6	42.8	46.1		46.1	48.2	38.8		38.8	44.4	28.4		27.4
IncremntDel:	3.7	21.3		21.3	14.6	8.7		8.7	0.9	11.3		11.3	27.0	1.1		1.3
InitQueuDel:	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0
Delay Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Delay/Veh:	35.6	60.9		60.9	57.4	54.8		54.8	49.2	50.1		50.1	71.4	29.5		28.7
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
AdjDel/Veh:	35.6	60.9		60.9	57.4	54.8		54.8	49.2	50.1		50.1	71.4	29.5		28.7
LOS by Move:	D	E		E	E	D		D	D	D		D	E	C		C
HCM2kAvgQ:	12	16		16	14	7		7	1	19		19	13	13		10

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

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

Intersection #28 Middlefield Rd. & University Ave.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.608
Loss Time (sec): 11 (Y+R=3.0 sec) Average Delay (sec/veh): 33.8
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:	5	5	5		5	5	5		5	5	5		5	5	5	
Lanes:	0	1	0	1	0	0	1	0	1	0	1	1	0	1	0	1	0
Volume Module:																	
Base Vol:	30	377	86		82	384	76		59	328	23		71	442	88	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	31	392	89		85	399	79		61	341	24		74	460	92	
Added Vol:	0	34	2		16	74	9		1	0	0		14	3	12	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	31	426	91		101	473	88		62	341	24		88	463	104	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	31	426	91		101	473	88		62	341	24		88	463	104	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	31	426	91		101	473	88		62	341	24		88	463	104	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	31	426	91		101	473	88		62	341	24		88	463	104	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	0.92	0.92		0.92	0.92	0.92		0.95	0.94	0.94		0.95	0.92	0.92	
Lanes:	0.11	1.56	0.33		0.30	1.43	0.27		1.00	1.87	0.13		1.00	1.63	0.37	
Final Sat.:	200	2725	585		536	2507	466		1805	3340	234		1805	2870	642	
Capacity Analysis Module:																
Vol/Sat:	0.16	0.16	0.16		0.19	0.19	0.19		0.03	0.10	0.10		0.05	0.16	0.16	
Crit Moves:		****			****				****					****		
Green/Cycle:	0.26	0.26	0.26		0.31	0.31	0.31		0.06	0.22	0.22		0.11	0.27	0.27	
Volume/Cap:	0.61	0.61	0.61		0.61	0.61	0.61		0.61	0.47	0.47		0.46	0.61	0.61	
Uniform Del:	32.7	32.7	32.7		29.3	29.3	29.3		46.1	34.2	34.2		42.0	32.2	32.2	
IncremntDel:	1.2	1.2	1.2		1.0	1.0	1.0		10.1	0.5	0.5		1.8	1.2	1.2	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	33.9	33.9	33.9		30.3	30.3	30.3		56.2	34.7	34.7		43.8	33.4	33.4	
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:	33.9	33.9	33.9		30.3	30.3	30.3		56.2	34.7	34.7		43.8	33.4	33.4	
LOS by Move:	C	C	C		C	C	C		E	C	C		D	C	C	
HCM2kAvgQ:	9	9	9		10	10	10		3	6	6		3	9	9	

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

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

Intersection #29 Bayfront Exp. & Chrysler Dr.

Cycle (sec): 130 Critical Vol./Cap.(X): 1.111
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 81.8
Optimal Cycle: 180 Level Of Service: F

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				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	5	5	0		0	5	5		5	0	5		0	0	0	
Lanes:	1	0	3	0	0	0	0	3	0	1	1	0	0	1	0	0	0
Volume Module:5:00 - 6:00 AM																	
Base Vol:	10	932	0		0	2235	16		334	0	76		0	0	0	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	10	969	0		0	2324	17		347	0	79		0	0	0	
Added Vol:	38	140	0		0	23	0		617	0	86		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	48	1109	0		0	2347	17		964	0	165		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:	48	1109	0		0	2347	17		964	0	165		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	48	1109	0		0	2347	17		964	0	165		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	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:	48	1109	0		0	2347	17		964	0	165		0	0	0	
Saturation Flow Module:																	
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.93	0.89	1.00		1.00	0.89	0.83		0.93	1.00	0.83		1.00	1.00	1.00	
Lanes:	1.00	3.00	0.00		0.00	3.00	1.00		1.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	1769	5083	0		0	5083	1583		1769	0	1583		0	0	0	
Capacity Analysis Module:																	
Vol/Sat:	0.03	0.22	0.00		0.00	0.46	0.01		0.55	0.00	0.10		0.00	0.00	0.00	
Crit Moves:	****					****			****							
Green/Cycle:	0.04	0.45	0.00		0.00	0.41	0.41		0.48	0.00	0.48		0.00	0.00	0.00	
Volume/Cap:	0.71	0.49	0.00		0.00	1.13	0.03		1.13	0.00	0.22		0.00	0.00	0.00	
Uniform Del:	61.8	25.4	0.0		0.0	38.4	22.9		33.6	0.0	19.4		0.0	0.0	0.0	
IncremntDel:	29.5	0.2	0.0		0.0	64.6	0.0		72.6	0.0	0.1		0.0	0.0	0.0	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	0.00		0.00	1.00	1.00		1.00	0.00	1.00		0.00	0.00	0.00	
Delay/Veh:	91.3	25.5	0.0		0.0	103	22.9		106.2	0.0	19.5		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	91.3	25.5	0.0		0.0	103	22.9		106.2	0.0	19.5		0.0	0.0	0.0	
LOS by Move:	F	C	A		A	F	C		F	A	B		A	A	A	
HCM2kAvgQ:	3	11	0		0	49	0		55	0	4		0	0	0	

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

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

Intersection #30 Bayfront Exp. & Chilco St.

Cycle (sec): 130 Critical Vol./Cap.(X): 0.711
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 18.6
Optimal Cycle: 55 Level Of Service: B

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				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	5	5	0	0	5	5	5	0	5	0	0	0				
Lanes:	1	0	3	0	0	0	0	3	0	1	1	0	0	0	1	0	0	0	0	0
Volume Module: >> Count Date: 20 Oct 2009 << 4:45 - 5:45 PM																
Base Vol:	14	783	0	0	2126	160	190	0	186	0	0	0				
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04				
Initial Bse:	15	814	0	0	2211	166	198	0	193	0	0	0				
Added Vol:	38	177	0	0	105	3	1	0	86	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	53	991	0	0	2316	169	199	0	279	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:	53	991	0	0	2316	169	199	0	279	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	53	991	0	0	2316	169	199	0	279	0	0	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	991	0	0	2316	169	199	0	279	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.93	0.89	1.00	1.00	0.89	0.83	0.93	1.00	0.83	1.00	1.00	1.00				
Lanes:	1.00	3.00	0.00	0.00	3.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00				
Final Sat.:	1769	5083	0	0	5083	1583	1769	0	1583	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.03	0.20	0.00	0.00	0.46	0.11	0.11	0.00	0.18	0.00	0.00	0.00				
Crit Moves:	****				****				****							
Green/Cycle:	0.04	0.68	0.00	0.00	0.64	0.64	0.25	0.00	0.25	0.00	0.00	0.00				
Volume/Cap:	0.71	0.29	0.00	0.00	0.71	0.17	0.45	0.00	0.71	0.00	0.00	0.00				
Uniform Del:	61.5	8.1	0.0	0.0	15.4	9.4	41.4	0.0	44.6	0.0	0.0	0.0				
IncremntDel:	27.5	0.0	0.0	0.0	0.8	0.1	0.7	0.0	6.0	0.0	0.0	0.0				
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00				
Delay/Veh:	89.0	8.2	0.0	0.0	16.2	9.5	42.1	0.0	50.6	0.0	0.0	0.0				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	89.0	8.2	0.0	0.0	16.2	9.5	42.1	0.0	50.6	0.0	0.0	0.0				
LOS by Move:	F	A	A	A	B	A	D	A	D	A	A	A				
HCM2kAvgQ:	3	6	0	0	23	3	7	0	11	0	0	0				

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

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

Intersection #31 Middlefield Rd. & Ravenswood Ave.

Cycle (sec): 120 Critical Vol./Cap.(X): 0.761
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 26.7
Optimal Cycle: 44 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				Split Phase				Split Phase			
Rights:	Include				Include				Ovl				Include			
Min. Green:	4	10	0	0	10	4	4	0	4	0	0	0				
Lanes:	1	0	1	0	0	0	0	0	1	0	1	0	0	0	1	0	0	0	0	0
Volume Module: >> Count Date: 20 Oct 2009 << 5:00 - 6:00 PM																
Base Vol:	487	566	0	0	357	92	257	0	705	0	0	0				
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04				
Initial Bse:	506	589	0	0	371	96	267	0	733	0	0	0				
Added Vol:	5	27	0	0	17	6	3	0	2	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	511	616	0	0	388	102	270	0	735	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:	511	616	0	0	388	102	270	0	735	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	511	616	0	0	388	102	270	0	735	0	0	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	511	616	0	0	388	102	270	0	735	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.93	0.98	1.00	1.00	0.95	0.95	0.93	1.00	0.83	1.00	1.00	1.00				
Lanes:	1.00	1.00	0.00	0.00	0.79	0.21	1.00	0.00	1.00	0.00	0.00	0.00				
Final Sat.:	1769	1862	0	0	1434	376	1769	0	1583	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.29	0.33	0.00	0.00	0.27	0.27	0.15	0.00	0.46	0.00	0.00	0.00				
Crit Moves:	****				****				****							
Green/Cycle:	0.38	0.74	0.00	0.00	0.36	0.36	0.23	0.00	0.61	0.00	0.00	0.00				
Volume/Cap:	0.76	0.45	0.00	0.00	0.76	0.76	0.66	0.00	0.76	0.00	0.00	0.00				
Uniform Del:	32.4	6.2	0.0	0.0	34.1	34.1	41.9	0.0	17.0	0.0	0.0	0.0				
IncremntDel:	5.1	0.2	0.0	0.0	5.3	5.3	4.1	0.0	3.6	0.0	0.0	0.0				
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00				
Delay/Veh:	37.5	6.5	0.0	0.0	39.4	39.4	46.0	0.0	20.6	0.0	0.0	0.0				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	37.5	6.5	0.0	0.0	39.4	39.4	46.0	0.0	20.6	0.0	0.0	0.0				
LOS by Move:	D	A	A	A	D	D	D	A	C	A	A	A				
HCM2kAvgQ:	18	9	0	0	17	17	10	0	21	0	0	0				

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

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

Intersection #32 Middlefield Rd. & Ringwood Ave.

Cycle (sec): 120 Critical Vol./Cap.(X): 0.641
Loss Time (sec): 4 (Y+R=3.0 sec) Average Delay (sec/veh): 29.2
Optimal Cycle: 31 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				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	4	10	10		4	10	10		4	4	4		4	4	4	
Lanes:	1 0	2 0	1		1 0	2 0	1		1 0	0 1	0		0 1	0 0	1	
Volume Module: >> Count Date: 21 Oct 2009 << 5:00 - 6:00 PM																
Base Vol:	49	761	127		356	628	36		75	76	62		73	8	266	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	51	791	132		370	653	37		78	79	64		76	8	277	
Added Vol:	0	28	0		2	18	0		0	0	0		0	0	5	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	51	819	132		372	671	37		78	79	64		76	8	282	
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	819	132		372	671	37		78	79	64		76	8	282	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	51	819	132		372	671	37		78	79	64		76	8	282	
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	819	132		372	671	37		78	79	64		76	8	282	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.93	0.93	0.83		0.93	0.93	0.83		0.63	0.91	0.91		0.64	0.64	0.83	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	0.55	0.45		0.90	0.10	1.00	
Final Sat.:	1769	3538	1583		1769	3538	1583		1192	957	781		1097	120	1583	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.23	0.08		0.21	0.19	0.02		0.07	0.08	0.08		0.07	0.07	0.18	
Crit Moves:		****			****										****	
Green/Cycle:	0.10	0.36	0.36		0.33	0.59	0.59		0.28	0.28	0.28		0.28	0.28	0.28	
Volume/Cap:	0.28	0.64	0.23		0.64	0.32	0.04		0.24	0.30	0.30		0.25	0.25	0.64	
Uniform Del:	49.7	31.9	26.7		34.3	12.7	10.5		33.5	34.1	34.1		33.7	33.7	38.1	
IncremntDel:	0.8	1.1	0.2		2.4	0.1	0.0		0.4	0.3	0.3		0.4	0.4	3.2	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	50.5	33.0	26.9		36.7	12.8	10.5		33.9	34.5	34.5		34.0	34.0	41.3	
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:	50.5	33.0	26.9		36.7	12.8	10.5		33.9	34.5	34.5		34.0	34.0	41.3	
LOS by Move:	D	C	C		D	B	B		C	C	C		C	C	D	
HCM2kAvgQ:	2	14	3		12	6	1		2	4	4		3	3	10	

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

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

Intersection #33 Middlefield Rd and Lytton Ave

Cycle (sec): 110 Critical Vol./Cap.(X): 1.060
Loss Time (sec): 11 (Y+R=3.0 sec) Average Delay (sec/veh): 86.1
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Split Phase				Split Phase				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	5	5	5		5	5	5		5	5	5		5	5	5	
Lanes:	0 1	0 0	1		0 1	0 0	1		1 0	0 1	0		0 0	1! 0	0	
Volume Module:																
Base Vol:	89	457	24		24	508	163		419	135	78		7	55	12	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	93	475	25		25	528	170		436	140	81		7	57	12	
Added Vol:	0	48	0		0	100	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	93	523	25		25	628	170		436	140	81		7	57	12	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	93	523	25		25	628	170		436	140	81		7	57	12	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	93	523	25		25	628	170		436	140	81		7	57	12	
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:	93	523	25		25	628	170		436	140	81		7	57	12	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.99	0.99	0.85		1.00	1.00	0.85		0.95	0.95	0.95		0.97	0.97	0.97	
Lanes:	0.15	0.85	1.00		0.04	0.96	1.00		1.00	0.63	0.37		0.09	0.75	0.16	
Final Sat.:	284	1603	1615		72	1824	1615		1805	1138	658		175	1374	300	
Capacity Analysis Module:																
Vol/Sat:	0.33	0.33	0.02		0.34	0.34	0.10		0.24	0.12	0.12		0.04	0.04	0.04	
Crit Moves:		****			****				****					****		
Green/Cycle:	0.31	0.31	0.31		0.32	0.32	0.32		0.23	0.23	0.23		0.05	0.05	0.05	
Volume/Cap:	1.07	1.07	0.05		1.07	1.07	0.33		1.07	0.55	0.55		0.92	0.92	0.92	
Uniform Del:	38.2	38.2	26.9		37.3	37.3	28.2		42.6	37.6	37.6		52.3	52.3	52.3	
IncremntDel:	56.8	56.8	0.0		55.8	55.8	0.4		63.7	1.5	1.5		70.5	70.5	70.5	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	95.0	95.0	27.0		93.0	93.0	28.6		106.3	39.1	39.1		122.7	123	122.7	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	95.0	95.0	27.0		93.0	93.0	28.6		106.3	39.1	39.1		122.7	123	122.7	
LOS by Move:	F	F	C		F	F	C		F	D	D		F	F	F	
HCM2kAvgQ:	30	30	1		32	32	4		23	7	7		5	5	5	

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

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

Intersection #34 Bayfront Expy. and Facebook West Campus

Cycle (sec):	100	Critical Vol./Cap.(X):	0.567
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	1.4
Optimal Cycle:	90	Level Of Service:	A

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:	10	10	10		10	10	10		10	10	10		10	10	10	
Lanes:	1	0 3	0	0	0	0 3	0	1	2	0 0	0	1	0	0 0	0	0
Volume Module:																
Base Vol:	0	708	0	0	2307	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	0	736	0	0	2399	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	214	0	0	191	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	950	0	0	2590	0	0	0	0	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:	0	950	0	0	2590	0	0	0	0	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
Reduced Vol:	0	950	0	0	2590	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	1.00	1.00	1.00	1.00
FinalVolume:	0	950	0	0	2590	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	1.00	1.00	0.91	1.00	0.97	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	0.00	3.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	1900	5187	0	0	5187	1900	3686	0	1900	0	0	0	0	0	0	0
Capacity Analysis Module:																
Vol/Sat:	0.00	0.18	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****											
Green/Cycle:	0.00	0.88	0.00	0.00	0.88	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.21	0.00	0.00	0.57	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Del:	0.0	0.9	0.0	0.0	1.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
IncremntDel:	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.9	0.0	0.0	1.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.9	0.0	0.0	1.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	2	0	0	8	0	0	0	0	0	0	0	0	0	0	0

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

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Scenario Report

Scenario:	Near Term 2015 East Campus Only AM
Command:	Near Term I Project AM
Volume:	Near Term I Project AM
Geometry:	Near Term I Project AM
Impact Fee:	Default Impact Fee
Trip Generation:	Near Term I Project AM
Trip Distribution:	Near-Term
Paths:	Default Path
Routes:	Default Route
Configuration:	Near Term I Project AM

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Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Bayfront Exp. & Marsh Rd.	C	22.3	0.768	C	22.5	0.807	+ 0.145 D/V
# 2 US 101 NB Ramps & Marsh Rd.	B	16.0	0.638	D	43.3	1.057	+27.383 D/V
# 3 US 101 SB Ramps & Marsh Rd.	C	21.3	0.861	C	24.1	0.885	+ 2.776 D/V
# 4 Scott Dr/Rolison at Marsh Rd.	C	27.4	0.822	C	24.4	0.845	-2.921 D/V
# 5 Bohannon/ Florence & Marsh Rd.	B	19.5	0.565	B	14.9	0.586	-4.688 D/V
# 6 Bay Rd. & Marsh Rd.	B	16.5	0.586	B	16.3	0.674	-0.164 D/V
# 7 Middlefield at Marsh (Town of	C	26.2	0.610	C	26.3	0.737	+ 0.100 D/V
# 8 Bayfront Exp. & Willow Rd.	C	27.5	0.610	D	45.2	0.887	+17.687 D/V
# 9 Hamilton Ave. & Willow Rd.	C	22.9	0.559	C	20.4	0.586	-2.496 D/V
# 10 Ivy Dr. & Willow Rd.	B	18.0	0.517	C	22.5	0.640	+ 4.585 D/V
# 11 O'Brien Dr. & Willow Rd.	B	15.0	0.464	B	13.2	0.606	-1.775 D/V
# 12 Newbridge St. & Willow Rd.	D	48.5	0.903	D	49.2	0.937	+ 0.641 D/V
# 13 Bay Rd. & Willow Rd.	C	20.0	0.694	B	20.0	0.765	-0.052 D/V
# 14 Durham St. & Willow Rd.	C	24.8	0.714	B	12.4	0.743	-12.423 D/V
# 15 Coleman Ave. & Willow Rd.	B	13.0	0.715	B	14.9	0.825	+ 1.872 D/V
# 16 Gilbert Ave. & Willow Rd.	B	14.0	0.663	B	15.8	0.798	+ 1.722 D/V
# 17 Middlefield Rd. & Willow Rd.	F	101.2	0.947	F	100.7	1.133	-0.478 D/V
# 18 Bayfront Exp. & University Ave	C	29.2	0.805	C	30.7	0.835	+ 1.450 D/V
# 19 O'Brien Dr. & University Ave.	A	6.4	0.548	A	6.2	0.555	-0.137 D/V
# 20 University & Kavanaugh	B	13.8	0.563	B	13.6	0.566	-0.266 D/V
# 21 University & Bay	C	27.7	0.661	C	27.2	0.663	-0.464 D/V
# 22 University & Runnymede	C	20.3	0.627	C	20.1	0.630	-0.237 D/V
# 23 University & Bell	A	7.6	0.246	A	7.2	0.277	-0.459 D/V
# 24 University & Donohoe	D	39.3	0.925	D	40.3	0.939	+ 1.038 D/V
# 25 NB 101 & Donohoe St	B	9.0	0.382	B	9.1	0.400	+ 0.160 D/V

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Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 26 University & SB US 101	B	17.1	0.642	B	17.5	0.646	+ 0.322 D/V
# 27 University Ave. & Woodland	D	38.7	0.891	D	38.9	0.895	+ 0.208 D/V
# 28 Middlefield Rd. & University A	C	34.3	0.734	D	39.2	0.815	+ 4.887 D/V
# 29 Bayfront Exp. & Chrysler Dr.	A	7.3	0.584	B	17.1	0.684	+ 9.800 D/V
# 30 Bayfront Exp. & Chilco St.	B	17.0	0.593	B	19.2	0.620	+ 2.182 D/V
# 31 Middlefield Rd. & Ravenswood A	C	22.0	0.606	C	23.1	0.653	+ 1.131 D/V
# 32 Middlefield Rd. & Ringwood Ave	C	28.5	0.470	C	25.3	0.479	-3.218 D/V
# 33 Middlefield Rd and Lytton Ave	C	34.7	0.714	D	40.1	0.816	+ 5.473 D/V
# 34 Bayfront Expy. and Facebook We	A	1.2	0.501	A	1.3	0.548	+ 0.106 D/V

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

****

Intersection #1 Bayfront Exp. & Marsh Rd.

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Cycle (sec): 130 Critical Vol./Cap.(X): 0.807
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 22.5
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:	Split Phase				Split Phase				Split Phase				Split Phase			
Rights:	Include				Include				Ovl				Include			
Min. Green:	5	5	5		5	5	5		5	5	5		5	5	5	
Lanes:	3 0	0 1	0		0 1	1 0	1		0 1	0 0	2		0 0	1! 0	0	
Volume Module: >> Count Date: 22 Oct 2009 << 7:45 - 8:45 AM																
Base Vol:	2297	189	23		7	58	148		182	20	997		7	19	5	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	2389	197	24		7	60	154		189	21	1037		7	20	5	
Added Vol:	183	0	0		0	0	0		0	0	442		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	2572	197	24		7	60	154		189	21	1479		7	20	5	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	2572	197	24		7	60	154		189	21	1479		7	20	5	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	2572	197	24		7	60	154		189	21	1479		7	20	5	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	2572	197	24		7	60	154		189	21	1479		7	20	5	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.90	0.96	0.96		0.93	0.93	0.83		0.94	0.94	0.73		0.95	0.95	0.95	
Lanes:	3.00	0.89	0.11		0.22	1.78	1.00		0.90	0.10	2.00		0.23	0.61	0.16	
Final Sat.:	5147	1633	199		379	3141	1583		1606	176	2786		407	1104	290	
Capacity Analysis Module:																
Vol/Sat:	0.50	0.12	0.12		0.02	0.02	0.10		0.12	0.12	0.53		0.02	0.02	0.02	
Crit Moves:	****						****		****					****		
Green/Cycle:	0.61	0.61	0.61		0.12	0.12	0.12		0.14	0.14	0.75		0.04	0.04	0.04	
Volume/Cap:	0.82	0.20	0.20		0.16	0.16	0.82		0.82	0.82	0.71		0.47	0.47	0.47	
Uniform Del:	20.0	11.4	11.4		51.5	51.5	56.0		54.1	54.1	8.6		61.2	61.2	61.2	
IncremntDel:	1.9	0.1	0.1		0.2	0.2	24.4		18.9	18.9	1.1		4.9	4.9	4.9	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	21.9	11.5	11.5		51.7	51.7	80.4		73.0	73.0	9.7		66.1	66.1	66.1	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	21.9	11.5	11.5		51.7	51.7	80.4		73.0	73.0	9.7		66.1	66.1	66.1	
LOS by Move:	C	B	B		D	D	F		E	E	A		E	E	E	
HCM2kAvgQ:	29	4	4		1	1	8		10	10	18		2	2	2	

****

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

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

Intersection #2 US 101 NB Ramps & Marsh Rd.

Cycle (sec): 80 Critical Vol./Cap.(X): 1.057
Loss Time (sec): 7 (Y+R=4.0 sec) Average Delay (sec/veh): 43.3
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Split Phase				Split Phase				Permitted				Permitted			
Rights:	Include				Include				Ignore				Ignore			
Min. Green:	5	0	5		0	0	0		0	5	0		0	5	0	
Lanes:	2	0 0	0	1	0	0 0	0	0	0	1 1	0	1	0	0 2	0	1
Volume Module: >> Count Date: 30 Sep 2009 << 7:30 - 8:30 AM																
Base Vol:	818	0	289		0	0	0		0	1138	506		0	821	1699	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	851	0	301		0	0	0		0	1184	526		0	854	1767	
Added Vol:	2	0	394		0	0	0		2	592	0		0	148	35	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	853	0	695		0	0	0		2	1776	526		0	1002	1802	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
PHF Volume:	853	0	695		0	0	0		2	1776	0		0	1002	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	853	0	695		0	0	0		2	1776	0		0	1002	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
FinalVolume:	853	0	695		0	0	0		2	1776	0		0	1002	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.90	1.00	0.83		1.00	1.00	1.00		0.89	0.89	1.00		1.00	0.93	1.00	
Lanes:	2.00	0.00	1.00		0.00	0.00	0.00		0.01	1.99	1.00		0.00	2.00	1.00	
Final Sat.:	3432	0	1583		0	0	0		4	3375	1900		0	3538	1900	
Capacity Analysis Module:																
Vol/Sat:	0.25	0.00	0.44		0.00	0.00	0.00		0.53	0.53	0.00		0.00	0.28	0.00	
Crit Moves:			****							****						
Green/Cycle:	0.41	0.00	0.41		0.00	0.00	0.00		0.50	0.50	0.00		0.00	0.50	0.00	
Volume/Cap:	0.60	0.00	1.06		0.00	0.00	0.00		1.06	1.06	0.00		0.00	0.57	0.00	
Uniform Del:	18.2	0.0	23.4		0.0	0.0	0.0		20.1	20.1	0.0		0.0	14.1	0.0	
IncremntDel:	0.7	0.0	51.3		0.0	0.0	0.0		39.0	39.0	0.0		0.0	0.4	0.0	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	0.00	1.00		0.00	0.00	0.00		1.00	1.00	0.00		0.00	1.00	0.00	
Delay/Veh:	18.9	0.0	74.7		0.0	0.0	0.0		59.1	59.1	0.0		0.0	14.5	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	18.9	0.0	74.7		0.0	0.0	0.0		59.1	59.1	0.0		0.0	14.5	0.0	
LOS by Move:	B	A	E		A	A	A		E	E	A		A	B	A	
HCM2kAvgQ:	9	0	27		0	0	0		35	35	0		0	10	0	

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

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

Intersection #3 US 101 SB Ramps & Marsh Rd.

Cycle (sec): 80 Critical Vol./Cap.(X): 0.885
Loss Time (sec): 7 (Y+R=4.0 sec) Average Delay (sec/veh): 24.1
Optimal Cycle: 82 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:	Split Phase				Split Phase				Permitted				Permitted			
Rights:	Include				Include				Ignore				Ignore			
Min. Green:	0	0	0		5	0	5		0	5	0		0	5	0	
Lanes:	0	0 0	0	0	2	0 0	0	1	0	0 2	0	1	0	0 2	0	1
Volume Module: >> Count Date: 30 Sep 2009 << 7:30 - 8:30 AM																
Base Vol:	0	0	0		879	0	558		0	834	583		0	1426	86	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	0	0	0		914	0	580		0	867	606		0	1483	89	
Added Vol:	0	0	0		315	0	7		0	282	0		0	62	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		1229	0	587		0	1149	606		0	1545	89	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
PHF Volume:	0	0	0		1229	0	587		0	1149	0		0	1545	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		1229	0	587		0	1149	0		0	1545	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
FinalVolume:	0	0	0		1229	0	587		0	1149	0		0	1545	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	1.00	1.00		0.90	1.00	0.83		1.00	0.93	1.00		1.00	0.93	1.00	
Lanes:	0.00	0.00	0.00		2.00	0.00	1.00		0.00	2.00	1.00		0.00	2.00	1.00	
Final Sat.:	0	0	0		3432	0	1583		0	3538	1900		0	3538	1900	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.36	0.00	0.37		0.00	0.32	0.00		0.00	0.44	0.00	
Crit Moves:							****							****		
Green/Cycle:	0.00	0.00	0.00		0.42	0.00	0.42		0.00	0.49	0.00		0.00	0.49	0.00	
Volume/Cap:	0.00	0.00	0.00		0.85	0.00	0.89		0.00	0.66	0.00		0.00	0.89	0.00	
Uniform Del:	0.0	0.0	0.0		21.0	0.0	21.5		0.0	15.2	0.0		0.0	18.2	0.0	
IncremntDel:	0.0	0.0	0.0		5.2	0.0	13.5		0.0	0.9	0.0		0.0	5.8	0.0	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	0.00	0.00	0.00		1.00	0.00	1.00		0.00	1.00	0.00		0.00	1.00	0.00	
Delay/Veh:	0.0	0.0	0.0		26.2	0.0	35.0		0.0	16.1	0.0		0.0	24.1	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.0	0.0		26.2	0.0	35.0		0.0	16.1	0.0		0.0	24.1	0.0	
LOS by Move:	A	A	A		C	A	C		A	B	A		A	C	A	
HCM2kAvgQ:	0	0	0		17	0	17		0	12	0		0	22	0	

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

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

Intersection #4 Scott Dr/Rolison at Marsh Rd.

Cycle (sec): 80 Critical Vol./Cap.(X): 0.845
Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): 24.4
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:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	4	4	4		4	4	4		4	6	6		4	6	6	
Lanes:	0 1	0	0	2	0 1	0	0	1	1 0	2	1	0	2 0	1	1	0
Volume Module: >> Count Date: 8 Oct 2009 << 7:15 - 8:15 AM																
Base Vol:	27	3	49		222	18	3		15	1131	29		268	1416	280	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	28	3	51		231	19	3		16	1176	30		279	1473	291	
Added Vol:	0	0	0		0	0	0		0	282	0		0	69	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	28	3	51		231	19	3		16	1458	30		279	1542	291	
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:	28	3	51		231	19	3		16	1458	30		279	1542	291	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	28	3	51		231	19	3		16	1458	30		279	1542	291	
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:	28	3	51		231	19	3		16	1458	30		279	1542	291	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.94	0.94	0.73		0.94	0.94	0.83		0.93	0.89	0.89		0.90	0.91	0.91	
Lanes:	0.90	0.10	2.00		0.93	0.07	1.00		1.00	2.94	0.06		2.00	1.68	0.32	
Final Sat.:	1604	178	2786		1647	134	1583		1769	4965	103		3432	2904	549	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.02	0.02		0.14	0.14	0.00		0.01	0.29	0.29		0.08	0.53	0.53	
Crit Moves:		****			****				****					****		
Green/Cycle:	0.05	0.05	0.05		0.15	0.15	0.15		0.05	0.49	0.49		0.14	0.57	0.57	
Volume/Cap:	0.35	0.35	0.37		0.93	0.93	0.01		0.18	0.60	0.60		0.60	0.93	0.93	
Uniform Del:	36.7	36.7	36.8		33.5	33.5	28.9		36.4	14.8	14.8		32.6	15.5	15.5	
IncremntDel:	2.4	2.4	1.6		35.5	35.5	0.0		1.0	0.4	0.4		2.2	8.0	8.0	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	39.1	39.1	38.4		69.0	69.0	28.9		37.4	15.2	15.2		34.8	23.5	23.5	
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:	39.1	39.1	38.4		69.0	69.0	28.9		37.4	15.2	15.2		34.8	23.5	23.5	
LOS by Move:	D	D	D		E	E	C		D	B	B		C	C	C	
HCM2kAvgQ:	1	1	1		10	10	0		1	10	10		4	27	27	

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

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

Intersection #5 Bohannon/ Florence & Marsh Rd.

Cycle (sec): 80 Critical Vol./Cap.(X): 0.586
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 14.9
Optimal Cycle: 26 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	4	4	4		4	4	4		4	6	6		4	6	6	
Lanes:	1 0	0	1	0	1 1	0	0	1	1 0	1	1	0	1 0	2	0	1
Volume Module: >> Count Date: 7 Oct 2009 << 7:30 - 8:30 AM																
Base Vol:	15	9	8		390	30	91		117	796	58		46	1141	323	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	16	9	8		406	31	95		122	828	60		48	1187	336	
Added Vol:	0	0	0		0	0	0		0	282	0		0	69	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	16	9	8		406	31	95		122	1110	60		48	1256	336	
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:	16	9	8		406	31	95		122	1110	60		48	1256	336	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	16	9	8		406	31	95		122	1110	60		48	1256	336	
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:	16	9	8		406	31	95		122	1110	60		48	1256	336	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.93	0.91	0.91		0.94	0.94	0.83		0.93	0.92	0.92		0.93	0.93	0.83	
Lanes:	1.00	0.53	0.47		1.86	0.14	1.00		1.00	1.90	0.10		1.00	2.00	1.00	
Final Sat.:	1769	916	814		3306	254	1583		1769	3329	181		1769	3538	1583	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.01	0.01		0.12	0.12	0.06		0.07	0.33	0.33		0.03	0.35	0.21	
Crit Moves:		****				****			****					****		
Green/Cycle:	0.05	0.05	0.05		0.20	0.20	0.20		0.11	0.61	0.61		0.09	0.58	0.58	
Volume/Cap:	0.18	0.20	0.20		0.61	0.61	0.30		0.61	0.55	0.55		0.30	0.61	0.36	
Uniform Del:	36.4	36.5	36.5		29.0	29.0	27.1		33.8	9.3	9.3		34.0	10.7	8.8	
IncremntDel:	1.0	1.2	1.2		1.5	1.5	0.5		5.3	0.3	0.3		1.0	0.5	0.2	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	37.4	37.6	37.6		30.5	30.5	27.6		39.0	9.6	9.6		35.0	11.2	9.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	37.4	37.6	37.6		30.5	30.5	27.6		39.0	9.6	9.6		35.0	11.2	9.0	
LOS by Move:	D	D	D		C	C	C		D	A	A		D	B	A	
HCM2kAvgQ:	1	1	1		6	6	2		4	9	9		1	11	5	

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

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

Intersection #6 Bay Rd. & Marsh Rd.

Cycle (sec): 80 Critical Vol./Cap.(X): 0.674
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 16.3
Optimal Cycle: 32 Level Of Service: B

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				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	6	6	6		6	6	6		0	6	6		4	6	6	
Lanes:	0	0	1! 0	0	0	0	1! 0	0	0	1	0	1	0	1	0	1
Volume Module: >> Count Date: 6 Oct 2009 << 7:30 - 8:30 AM																
Base Vol:	70	3	177	112	28	5	2	665	66	264	982	22				
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04				
Initial Bse:	73	3	184	116	29	5	2	692	69	275	1021	23				
Added Vol:	1	0	0	0	0	0	0	282	2	0	69	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	74	3	184	116	29	5	2	974	71	275	1090	23				
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:	74	3	184	116	29	5	2	974	71	275	1090	23				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	74	3	184	116	29	5	2	974	71	275	1090	23				
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:	74	3	184	116	29	5	2	974	71	275	1090	23				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.80	0.80	0.80	0.54	0.54	0.54	0.88	0.88	0.88	0.93	0.93	0.93				
Lanes:	0.28	0.01	0.71	0.78	0.19	0.03	0.01	1.86	0.13	1.00	1.96	0.04				
Final Sat.:	427	18	1066	797	199	36	7	3112	226	1769	3455	72				
Capacity Analysis Module:																
Vol/Sat:	0.17	0.17	0.17	0.15	0.15	0.15	0.31	0.31	0.31	0.16	0.32	0.32				
Crit Moves:		****						****		****						
Green/Cycle:	0.26	0.26	0.26	0.26	0.26	0.26	0.46	0.46	0.46	0.23	0.69	0.69				
Volume/Cap:	0.68	0.68	0.68	0.57	0.57	0.57	0.67	0.67	0.67	0.67	0.45	0.45				
Uniform Del:	26.8	26.8	26.8	26.0	26.0	26.0	16.7	16.7	16.7	28.0	5.4	5.4				
IncremntDel:	4.8	4.8	4.8	3.0	3.0	3.0	1.2	1.2	1.2	4.4	0.1	0.1				
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Delay/Veh:	31.6	31.6	31.6	29.0	29.0	29.0	17.9	17.9	17.9	32.4	5.6	5.6				
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:	31.6	31.6	31.6	29.0	29.0	29.0	17.9	17.9	17.9	32.4	5.6	5.6				
LOS by Move:	C	C	C	C	C	C	B	B	B	C	A	A				
HCM2kAvgQ:	7	7	7	4	4	4	11	11	11	7	7	7				

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

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

Intersection #7 Middlefield at Marsh (Town of Atherton)

Cycle (sec): 110 Critical Vol./Cap.(X): 0.737
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): 26.3
Optimal Cycle: 61 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:	Ovl				Include				Include				Ovl			
Min. Green:	0	6	6		5	6	0		0	0	0		6	0	6	
Lanes:	0	0	1	0	1	1	0	1	0	0	0	0	0	1	0	1
Volume Module: >> Count Date: 18 Nov 2009 << 7:15-8:15 a.m.																
Base Vol:	0	166	397		342	367	0		0	0	0		463	0	169	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	0	173	413		356	382	0		0	0	0		482	0	176	
Added Vol:	0	8	110		174	64	0		0	0	0		26	0	44	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	181	523		530	446	0		0	0	0		508	0	220	
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	181	523		530	446	0		0	0	0		508	0	220	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	181	523		530	446	0		0	0	0		508	0	220	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	181	523		530	446	0		0	0	0		508	0	220	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	1.00	0.85		0.95	1.00	1.00		1.00	1.00	1.00		0.95	1.00	0.85	
Lanes:	0.00	1.00	1.00		1.00	1.00	0.00		0.00	0.00	0.00		1.00	0.00	1.00	
Final Sat.:	0	1900	1615		1805	1900	0		0	0	0		1805	0	1615	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.10	0.32		0.29	0.23	0.00		0.00	0.00	0.00		0.28	0.00	0.14	
Crit Moves:		****			****								****			
Green/Cycle:	0.00	0.13	0.51		0.40	0.53	0.00		0.00	0.00	0.00		0.38	0.00	0.78	
Volume/Cap:	0.00	0.74	0.63		0.74	0.44	0.00		0.00	0.00	0.00		0.74	0.00	0.17	
Uniform Del:	0.0	46.1	19.5		28.2	16.0	0.0		0.0	0.0	0.0		29.3	0.0	3.1	
IncremntDel:	0.0	11.1	1.6		4.0	0.3	0.0		0.0	0.0	0.0		4.2	0.0	0.1	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	0.00	1.00	1.00		1.00	1.00	0.00		0.00	0.00	0.00		1.00	0.00	1.00	
Delay/Veh:	0.0	57.2	21.1		32.2	16.4	0.0		0.0	0.0	0.0		33.4	0.0	3.1	
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:	0.0	57.2	21.1		32.2	16.4	0.0		0.0	0.0	0.0		33.4	0.0	3.1	
LOS by Move:	A	E	C		C	B	A		A	A	A		C	A	A	
HCM2kAvgQ:	0	8	13		16	9	0		0	0	0		16	0	2	

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

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

Intersection #8 Bayfront Exp. & Willow Rd.

Cycle (sec): 130 Critical Vol./Cap.(X): 0.887
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 45.2
Optimal Cycle: 117 Level Of Service: D

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				Split Phase				Split Phase			
Rights:	Ovl				Include				Include				Include			
Min. Green:	5	5	5		5	5	5		5	5	5		5	5	5	
Lanes:	2	0	3	0	1	2	0	3	0	1	1	1	1	0	2	1	0	2	0	1
Volume Module: >> Count Date: 1 Oct 2009 << 7:45 - 8:45 AM																				
Base Vol:	1034	2108	6		13	677	92		84	34	379		3	6	5					
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04					
Initial Bse:	1075	2192	6		14	704	96		87	35	394		3	6	5					
Added Vol:	36	202	24		441	42	0		0	838	2		24	30	14					
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0					
Initial Fut:	1111	2394	30		455	746	96		87	873	396		27	36	19					
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:	1111	2394	30		455	746	96		87	873	396		27	36	19					
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0					
Reduced Vol:	1111	2394	30		455	746	96		87	873	396		27	36	19					
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:	1111	2394	30		455	746	96		87	873	396		27	36	19					
Saturation Flow Module:																				
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900					
Adjustment:	0.90	1.03	0.83		0.90	1.03	0.83		0.93	0.93	0.88		0.93	0.93	0.83					
Lanes:	2.00	3.00	1.00		2.00	3.00	1.00		1.00	2.00	2.00		1.00	2.00	1.00					
Final Sat.:	3432	5846	1583		3432	5846	1583		1760	3520	3343		1769	3538	1583					
Capacity Analysis Module:																				
Vol/Sat:	0.32	0.41	0.02		0.13	0.13	0.06		0.05	0.25	0.12		0.02	0.01	0.01					
Crit Moves:		****			****					****			****							
Green/Cycle:	0.43	0.45	0.49		0.15	0.17	0.17		0.27	0.27	0.27		0.04	0.04	0.04					
Volume/Cap:	0.76	0.91	0.04		0.91	0.76	0.36		0.18	0.91	0.43		0.40	0.27	0.32					
Uniform Del:	31.5	33.2	17.3		54.7	51.5	47.8		36.2	45.7	39.0		61.0	60.7	60.8					
IncremntDel:	2.3	5.2	0.0		20.5	3.4	0.8		0.0	11.4	0.3		3.8	1.1	3.0					
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0					
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
Delay/Veh:	33.8	38.4	17.3		75.2	54.9	48.7		36.2	57.1	39.3		64.8	61.8	63.8					
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:	33.8	38.4	17.3		75.2	54.9	48.7		36.2	57.1	39.3		64.8	61.8	63.8					
LOS by Move:	C	D	B		E	D	D		D	E	D		E	E	E					
HCM2kAvgQ:	20	36	1		12	12	4		3	21	7		2	1	1					

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

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

Intersection #9 Hamilton Ave. & Willow Rd.

Cycle (sec): 130 Critical Vol./Cap.(X): 0.586
Loss Time (sec): 11 (Y+R=3.0 sec) Average Delay (sec/veh): 20.4
Optimal Cycle: 46 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:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	5	5	5		5	5	5		5	5	5		5	5	5	
Lanes:	0	0	1!	0	0	0	0	1!	0	0	1	0	1	1	0	1	0	1	1	0
Volume Module: >> Count Date: 7 Oct 2009 << 8:00 am - 9:00 am																				
Base Vol:	18	13	26		71	19	72		115	415	52		56	1037	74					
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04					
Initial Bse:	19	14	27		74	20	75		120	432	54		58	1078	77					
Added Vol:	0	0	0		0	0	8		2	839	0		0	66	0					
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0					
Initial Fut:	19	14	27		74	20	83		122	1271	54		58	1144	77					
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
PHF Volume:	19	14	27		74	20	83		122	1271	54		58	1144	77					
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0					
Reduced Vol:	19	14	27		74	20	83		122	1271	54		58	1144	77					
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
FinalVolume:	19	14	27		74	20	83		122	1271	54		58	1144	77					
Saturation Flow Module:																				
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900					
Adjustment:	0.83	0.83	0.83		0.78	0.78	0.78		0.93	0.93	0.93		0.93	0.92	0.92					
Lanes:	0.31	0.23	0.46		0.42	0.11	0.47		1.00	1.92	0.08		1.00	1.87	0.13					
Final Sat.:	500	361	722		621	166	697		1769	3373	144		1769	3285	221					
Capacity Analysis Module:																				
Vol/Sat:	0.04	0.04	0.04		0.12	0.12	0.12		0.07	0.38	0.38		0.03	0.35	0.35					
Crit Moves:						****			****					****						
Green/Cycle:	0.20	0.20	0.20		0.20	0.20	0.20		0.12	0.65	0.65		0.07	0.59	0.59					
Volume/Cap:	0.18	0.18	0.18		0.59	0.59	0.59		0.59	0.58	0.58		0.50	0.59	0.59					
Uniform Del:	42.9	42.9	42.9		46.9	46.9	46.9		54.4	13.0	13.0		58.6	16.4	16.4					
IncremntDel:	0.3	0.3	0.3		3.0	3.0	3.0		4.3	0.4	0.4		3.3	0.4	0.4					
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0					
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
Delay/Veh:	43.2	43.2	43.2		49.8	49.8	49.8		58.6	13.4	13.4		62.0	16.8	16.8					
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
AdjDel/Veh:	43.2	43.2	43.2		49.8	49.8	49.8		58.6	13.4	13.4		62.0	16.8	16.8					
LOS by Move:	D	D	D		D	D	D		E	B	B		E	B	B					
HCM2kAvgQ:	2	2	2		7	7	7		5	16	16		3	16	16					

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

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

Intersection #10 Ivy Dr. & Willow Rd.

Cycle (sec): 130 Critical Vol./Cap.(X): 0.640
Loss Time (sec): 11 (Y+R=3.0 sec) Average Delay (sec/veh): 22.5
Optimal Cycle: 52 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:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		5	0	5		5	5	0		0	5	5	
Lanes:	0 0	0 0	0		0 0	1! 0	0		1 0	2 0	0		0 0	1 1	0	
Volume Module: >> Count Date: 6 Oct 2009 << 7:30 - 8:30 AM																
Base Vol:	0	0	0		1	0	186		82	652	0		0	1021	14	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	0	0	0		1	0	193		85	678	0		0	1062	15	
Added Vol:	0	0	0		115	0	6		7	726	0		0	65	9	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		116	0	199		92	1404	0		0	1127	24	
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		116	0	199		92	1404	0		0	1127	24	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		116	0	199		92	1404	0		0	1127	24	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	0	0		116	0	199		92	1404	0		0	1127	24	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	1.00	1.00		0.88	1.00	0.88		0.93	0.93	1.00		1.00	0.93	0.93	
Lanes:	0.00	0.00	0.00		0.37	0.00	0.63		1.00	2.00	0.00		0.00	1.96	0.04	
Final Sat.:	0	0	0		615	0	1058		1769	3538	0		0	3455	72	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.19	0.00	0.19		0.05	0.40	0.00		0.00	0.33	0.33	
Crit Moves:							****			****			****			
Green/Cycle:	0.00	0.00	0.00		0.29	0.00	0.29		0.09	0.62	0.00		0.00	0.53	0.53	
Volume/Cap:	0.00	0.00	0.00		0.64	0.00	0.64		0.61	0.64	0.00		0.00	0.61	0.61	
Uniform Del:	0.0	0.0	0.0		39.8	0.0	39.8		57.3	15.5	0.0		0.0	20.9	20.9	
IncremntDel:	0.0	0.0	0.0		2.8	0.0	2.8		7.1	0.6	0.0		0.0	0.6	0.6	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	0.00	0.00	0.00		1.00	0.00	1.00		1.00	1.00	0.00		0.00	1.00	1.00	
Delay/Veh:	0.0	0.0	0.0		42.7	0.0	42.7		64.4	16.2	0.0		0.0	21.4	21.4	
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:	0.0	0.0	0.0		42.7	0.0	42.7		64.4	16.2	0.0		0.0	21.4	21.4	
LOS by Move:	A	A	A		D	A	D		E	B	A		A	C	C	
HCM2kAvgQ:	0	0	0		12	0	12		5	19	0		0	17	17	

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

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

Intersection #11 O'Brien Dr. & Willow Rd.

Cycle (sec): 130 Critical Vol./Cap.(X): 0.606
Loss Time (sec): 11 (Y+R=3.0 sec) Average Delay (sec/veh): 13.2
Optimal Cycle: 48 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	5	0	5		0	0	0		0	5	5		5	5	0	
Lanes:	1 0	1! 0	0		0 0	0 0	0		0 0	2 0	1		1 0	2 0	0	
Volume Module: >> Count Date: 8 Oct 2009 << 8:00 am - 9:00 am																
Base Vol:	130	0	67		0	0	0		0	697	250		102	1171	0	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	135	0	70		0	0	0		0	725	260		106	1218	0	
Added Vol:	10	0	0		0	0	0		0	733	2		0	71	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	145	0	70		0	0	0		0	1458	262		106	1289	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:	145	0	70		0	0	0		0	1458	262		106	1289	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	145	0	70		0	0	0		0	1458	262		106	1289	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	145	0	70		0	0	0		0	1458	262		106	1289	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.90	1.00	0.90		1.00	1.00	1.00		1.00	0.93	0.83		0.93	0.93	1.00	
Lanes:	1.51	0.00	0.49		0.00	0.00	0.00		0.00	2.00	1.00		1.00	2.00	0.00	
Final Sat.:	2586	0	839		0	0	0		0	3538	1583		1769	3538	0	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.00	0.08		0.00	0.00	0.00		0.00	0.41	0.17		0.06	0.36	0.00	
Crit Moves:			****							****			****			
Green/Cycle:	0.14	0.00	0.14		0.00	0.00	0.00		0.00	0.68	0.68		0.10	0.78	0.00	
Volume/Cap:	0.41	0.00	0.61		0.00	0.00	0.00		0.00	0.61	0.24		0.61	0.47	0.00	
Uniform Del:	51.3	0.0	52.8		0.0	0.0	0.0		0.0	11.4	8.0		56.1	5.0	0.0	
IncremntDel:	0.5	0.0	3.0		0.0	0.0	0.0		0.0	0.4	0.1		6.0	0.1	0.0	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	0.00	1.00		0.00	0.00	0.00		0.00	1.00	1.00		1.00	1.00	0.00	
Delay/Veh:	51.8	0.0	55.8		0.0	0.0	0.0		0.0	11.8	8.1		62.1	5.1	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	51.8	0.0	55.8		0.0	0.0	0.0		0.0	11.8	8.1		62.1	5.1	0.0	
LOS by Move:	D	A	E		A	A	A		A	B	A		E	A	A	
HCM2kAvgQ:	4	0	6		0	0	0		0	17	4		5	9	0	

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

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

Intersection #12 Newbridge St. & Willow Rd.

Cycle (sec): 130 Critical Vol./Cap.(X): 0.937
Loss Time (sec): 14 (Y+R=3.0 sec) Average Delay (sec/veh): 49.2
Optimal Cycle: 156 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	5	5	5		5	5	5		5	5	5		5	5	5	
Lanes:	2	0	1	0	1	1	0	1	0	1	1	0	2	1	0	
Volume Module: >> Count Date: 7 Oct 2009 << 7:30 AM to 8:30 AM																
Base Vol:	350	111	36		28	178	384		148	826	155		28	1221	4	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	364	115	37		29	185	399		154	859	161		29	1270	4	
Added Vol:	0	0	0		0	0	3		10	735	0		0	80	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	364	115	37		29	185	402		164	1594	161		29	1350	4	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	364	115	37		29	185	402		164	1594	161		29	1350	4	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	364	115	37		29	185	402		164	1594	161		29	1350	4	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	364	115	37		29	185	402		164	1594	161		29	1350	4	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.90	0.98	0.83		0.93	0.98	0.83		0.93	0.88	0.88		0.93	0.93	0.93	
Lanes:	2.00	1.00	1.00		1.00	1.00	1.00		1.00	2.72	0.28		1.00	1.99	0.01	
Final Sat.:	3432	1862	1583		1769	1862	1583		1769	4552	460		1769	3527	11	
Capacity Analysis Module:																
Vol/Sat:	0.11	0.06	0.02		0.02	0.10	0.25		0.09	0.35	0.35		0.02	0.38	0.38	
Crit Moves:	****						****		****					****		
Green/Cycle:	0.11	0.11	0.11		0.27	0.27	0.27		0.10	0.46	0.46		0.05	0.41	0.41	
Volume/Cap:	0.94	0.55	0.21		0.06	0.37	0.94		0.94	0.77	0.77		0.33	0.94	0.94	
Uniform Del:	57.2	54.5	52.3		35.1	38.3	46.3		58.2	29.5	29.5		59.6	36.8	36.8	
IncremntDel:	30.0	3.0	0.6		0.1	0.5	28.0		49.7	1.6	1.6		2.2	11.7	11.7	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	87.1	57.5	52.9		35.1	38.8	74.3		107.9	31.1	31.1		61.8	48.5	48.5	
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:	87.1	57.5	52.9		35.1	38.8	74.3		107.9	31.1	31.1		61.8	48.5	48.5	
LOS by Move:	F	E	D		D	D	E		F	C	C		E	D	D	
HCM2kAvgQ:	11	5	1		1	6	20		10	22	22		1	32	32	

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

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

Intersection #13 Bay Rd. & Willow Rd.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.765
Loss Time (sec): 11 (Y+R=4.0 sec) Average Delay (sec/veh): 20.0
Optimal Cycle: 67 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Ignore			
Min. Green:	0	0	0		5	0	5		5	5	0		0	5	5	
Lanes:	0	0	0	0	0	1	0	0	0	1	1	0	2	0	0	
Volume Module: >> Count Date: 6 Oct 2009 << 7:30 - 8:30 AM																
Base Vol:	0	0	0		361	0	75		64	1378	0		0	1114	319	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	0	0	0		375	0	78		67	1433	0		0	1159	332	
Added Vol:	0	0	0		2	0	0		0	220	0		0	50	3	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		377	0	78		67	1653	0		0	1209	335	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Volume:	0	0	0		377	0	78		67	1653	0		0	1209	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		377	0	78		67	1653	0		0	1209	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
FinalVolume:	0	0	0		377	0	78		67	1653	0		0	1209	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	1.00	1.00		0.93	1.00	0.83		0.93	0.93	1.00		1.00	0.93	1.00	
Lanes:	0.00	0.00	0.00		1.00	0.00	1.00		1.00	2.00	0.00		0.00	2.00	1.00	
Final Sat.:	0	0	0		1769	0	1583		1769	3538	0		0	3538	1900	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.21	0.00	0.05		0.04	0.47	0.00		0.00	0.34	0.00	
Crit Moves:					****					****			****			
Green/Cycle:	0.00	0.00	0.00		0.28	0.00	0.28		0.08	0.61	0.00		0.00	0.53	0.00	
Volume/Cap:	0.00	0.00	0.00		0.76	0.00	0.18		0.48	0.76	0.00		0.00	0.64	0.00	
Uniform Del:	0.0	0.0	0.0		33.0	0.0	27.3		44.2	14.2	0.0		0.0	16.6	0.0	
IncremntDel:	0.0	0.0	0.0		7.0	0.0	0.2		2.6	1.7	0.0		0.0	0.8	0.0	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	0.00	0.00	0.00		1.00	0.00	1.00		1.00	1.00	0.00		0.00	1.00	0.00	
Delay/Veh:	0.0	0.0	0.0		40.1	0.0	27.5		46.8	15.9	0.0		0.0	17.3	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.0	0.0		40.1	0.0	27.5		46.8	15.9	0.0		0.0	17.3	0.0	
LOS by Move:	A	A	A		D	A	C		D	B	A		A	B	A	
HCM2kAvgQ:	0	0	0		12	0	2		3	21	0		0	14	0	

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

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

Intersection #14 Durham St. & Willow Rd.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.743
Loss Time (sec): 7 (Y+R=3.0 sec) Average Delay (sec/veh): 12.4
Optimal Cycle: 51 Level Of Service: B

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				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	4	4	4		4	4	4		4	10	10		4	10	10	
Lanes:	1	0 0	1	0	0	1	0 0	1	1	0 1	1	0	1	0 0	1	0
Volume Module: >> Count Date: 1 Oct 2009 << 7:30 - 8:30 AM																
Base Vol:	62	16	125		38	2	2		12	1001	9		41	850	142	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	64	17	130		40	2	2		12	1041	9		43	884	148	
Added Vol:	0	0	0		0	0	0		0	220	0		0	50	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	64	17	130		40	2	2		12	1261	9		43	934	148	
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:	64	17	130		40	2	2		12	1261	9		43	934	148	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	64	17	130		40	2	2		12	1261	9		43	934	148	
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:	64	17	130		40	2	2		12	1261	9		43	934	148	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.72	0.85	0.85		0.50	0.50	0.83		0.93	0.93	0.93		0.93	0.96	0.96	
Lanes:	1.00	0.11	0.89		0.95	0.05	1.00		1.00	1.99	0.01		1.00	0.86	0.14	
Final Sat.:	1367	183	1431		895	47	1583		1769	3508	26		1769	1574	249	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.09	0.09		0.04	0.04	0.00		0.01	0.36	0.36		0.02	0.59	0.59	
Crit Moves:		****							****					****		
Green/Cycle:	0.12	0.12	0.12		0.12	0.12	0.12		0.04	0.73	0.73		0.08	0.77	0.77	
Volume/Cap:	0.40	0.77	0.77		0.37	0.37	0.01		0.18	0.49	0.49		0.30	0.77	0.77	
Uniform Del:	40.8	42.8	42.8		40.7	40.7	38.9		46.4	5.7	5.7		43.2	6.4	6.4	
IncremntDel:	1.6	17.1	17.1		2.1	2.1	0.0		1.2	0.1	0.1		1.2	2.6	2.6	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	42.4	59.9	59.9		42.8	42.8	39.0		47.6	5.8	5.8		44.4	9.0	9.0	
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:	42.4	59.9	59.9		42.8	42.8	39.0		47.6	5.8	5.8		44.4	9.0	9.0	
LOS by Move:	D	E	E		D	D	D		D	A	A		D	A	A	
HCM2kAvgQ:	2	6	6		2	2	0		1	9	9		2	20	20	

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

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

Intersection #15 Coleman Ave. & Willow Rd.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.825
Loss Time (sec): 7 (Y+R=3.0 sec) Average Delay (sec/veh): 14.9
Optimal Cycle: 68 Level Of Service: B

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:	4	4	4		4	4	4		10	10	10		10	10	10	
Lanes:	0	0 1!	0	0	0	0 1!	0	0	1	0 0	1	0	1	0 0	1	0
Volume Module: >> Count Date: 30 Sep 2009 << 7:30 - 8:30 AM																
Base Vol:	3	3	8		142	6	48		17	892	5		6	854	62	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	3	3	8		148	6	50		18	928	5		6	888	64	
Added Vol:	0	0	0		0	0	0		0	220	0		0	50	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	3	3	8		148	6	50		18	1148	5		6	938	64	
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	3	8		148	6	50		18	1148	5		6	938	64	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	3	3	8		148	6	50		18	1148	5		6	938	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	
FinalVolume:	3	3	8		148	6	50		18	1148	5		6	938	64	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.86	0.86	0.86		0.73	0.73	0.73		0.19	0.98	0.98		0.12	0.97	0.97	
Lanes:	0.21	0.21	0.58		0.73	0.03	0.24		1.00	0.99	0.01		1.00	0.94	0.06	
Final Sat.:	352	352	938		999	42	338		354	1852	8		222	1725	119	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.01	0.01		0.15	0.15	0.15		0.05	0.62	0.62		0.03	0.54	0.54	
Crit Moves:						****				****						
Green/Cycle:	0.18	0.18	0.18		0.18	0.18	0.18		0.75	0.75	0.75		0.75	0.75	0.75	
Volume/Cap:	0.05	0.05	0.05		0.83	0.83	0.83		0.07	0.83	0.83		0.04	0.72	0.72	
Uniform Del:	34.0	34.0	34.0		39.5	39.5	39.5		3.3	8.2	8.2		3.2	6.8	6.8	
IncremntDel:	0.1	0.1	0.1		19.8	19.8	19.8		0.1	4.2	4.2		0.1	1.9	1.9	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	34.1	34.1	34.1		59.4	59.4	59.4		3.4	12.3	12.3		3.3	8.7	8.7	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	34.1	34.1	34.1		59.4	59.4	59.4		3.4	12.3	12.3		3.3	8.7	8.7	
LOS by Move:	C	C	C		E	E	E		A	B	B		A	A	A	
HCM2kAvgQ:	0	0	0		8	8	8		0	25	25		0	18	18	

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

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

Intersection #16 Gilbert Ave. & Willow Rd.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.798
Loss Time (sec): 7 (Y+R=3.0 sec) Average Delay (sec/veh): 15.8
Optimal Cycle: 61 Level Of Service: B

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:	5	5	5		5	5	5		12	12	12		12	12	12	
Lanes:	1	0	0	1	0	1	0	0	1	0	1	0	0	1	0	0
Volume Module: >> Count Date: 1 Oct 2009 << 7:30 - 8:30 AM																
Base Vol:	101	85	122		31	41	7		4	794	72		41	869	5	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	105	88	127		32	43	7		4	826	75		43	904	5	
Added Vol:	11	0	26		0	0	0		0	194	8		4	46	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	116	88	153		32	43	7		4	1020	83		47	950	5	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	116	88	153		32	43	7		4	1020	83		47	950	5	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	116	88	153		32	43	7		4	1020	83		47	950	5	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	116	88	153		32	43	7		4	1020	83		47	950	5	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.71	0.89	0.89		0.29	0.96	0.96		0.21	0.97	0.97		0.14	0.98	0.98	
Lanes:	1.00	0.37	0.63		1.00	0.85	0.15		1.00	0.92	0.08		1.00	0.99	0.01	
Final Sat.:	1354	617	1068		547	1555	266		393	1703	138		264	1850	10	
Capacity Analysis Module:																
Vol/Sat:	0.09	0.14	0.14		0.06	0.03	0.03		0.01	0.60	0.60		0.18	0.51	0.51	
Crit Moves:		****								****						
Green/Cycle:	0.18	0.18	0.18		0.18	0.18	0.18		0.75	0.75	0.75		0.75	0.75	0.75	
Volume/Cap:	0.48	0.80	0.80		0.33	0.15	0.15		0.01	0.80	0.80		0.24	0.68	0.68	
Uniform Del:	36.8	39.3	39.3		35.8	34.6	34.6		3.1	7.8	7.8		3.8	6.4	6.4	
IncremntDel:	1.5	13.8	13.8		2.0	0.2	0.2		0.0	3.4	3.4		0.6	1.4	1.4	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	38.3	53.1	53.1		37.7	34.8	34.8		3.2	11.1	11.1		4.4	7.8	7.8	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	38.3	53.1	53.1		37.7	34.8	34.8		3.2	11.1	11.1		4.4	7.8	7.8	
LOS by Move:	D	D	D		D	C	C		A	B	B		A	A	A	
HCM2kAvgQ:	4	9	9		1	1	1		0	23	23		1	16	16	

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

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

Intersection #17 Middlefield Rd. & Willow Rd.

Cycle (sec): 130 Critical Vol./Cap.(X): 1.133
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 100.7
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Split Phase				Split Phase				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	8	8	8		8	8	8		8	8	8		8	8	8	
Lanes:	1	0	2	0	1	1	1	0	1	0	1	0	1	1	0	0
Volume Module: >> Count Date: 30 Sep 2009 << 8:00 - 9:00 AM																
Base Vol:	67	342	245		408	322	10		16	166	117		420	64	494	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	70	356	255		424	335	10		17	173	122		437	67	514	
Added Vol:	15	9	114		80	7	0		0	8	10		18	18	21	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	85	365	369		504	342	10		17	181	132		455	85	535	
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:	85	365	369		504	342	10		17	181	132		455	85	535	
Reduct Vol:	0	0	3		0	0	0		0	0	0		0	0	0	
Reduced Vol:	85	365	366		504	342	10		17	181	132		455	85	535	
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:	85	365	366		504	342	10		17	181	132		455	85	535	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.93	0.93	0.42		0.90	0.90	0.90		0.93	0.98	0.83		0.94	0.94	0.83	
Lanes:	1.00	2.00	1.00		1.76	1.20	0.04		1.00	1.00	1.00		1.69	0.31	1.00	
Final Sat.:	1769	3538	791		3028	2052	62		1769	1862	1583		3015	560	1583	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.10	0.46		0.17	0.17	0.17		0.01	0.10	0.08		0.15	0.15	0.34	
Crit Moves:			****			****				****					****	
Green/Cycle:	0.41	0.41	0.41		0.15	0.15	0.15		0.09	0.09	0.09		0.30	0.30	0.30	
Volume/Cap:	0.12	0.25	1.13		1.13	1.13	1.13		0.11	1.13	0.97		0.51	0.51	1.13	
Uniform Del:	23.9	25.4	38.5		55.4	55.4	55.4		54.9	59.4	59.3		37.7	37.7	45.6	
IncremntDel:	0.1	0.1	91.2		76.0	76.0	76.0		0.3	112	68.5		0.4	0.4	83.4	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	24.0	25.5	129.7		131.5	131	131.5		55.2	171	127.8		38.1	38.1	129.0	
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:	24.0	25.5	129.7		131.5	131	131.5		55.2	171	127.8		38.1	38.1	129.0	
LOS by Move:	C	C	F		F	F	F		E	F	F		D	D	F	
HCM2kAvgQ:	2	5	23		20	20	20		1	13	9		9	9	32	

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

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

Intersection #18 Bayfront Exp. & University Ave.

Cycle (sec): 160 Critical Vol./Cap.(X): 0.835
Loss Time (sec): 10 (Y+R=3.0 sec) Average Delay (sec/veh): 30.7
Optimal Cycle: 92 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				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	5	5	0	0	5	5	5	0	5	0	0	0				
Lanes:	2	0	3	0	0	0	0	3	0	1	2	0	0	0	3	0	0	0	0	0
Volume Module: >> Count Date: 1 Oct 2009 << 7:15 - 8:15 AM																
Base Vol:	1541	2882	0	0	884	188	179	0	429	0	0	0				
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04				
Initial Bse:	1603	2997	0	0	919	196	186	0	446	0	0	0				
Added Vol:	10	439	0	0	61	8	109	0	2	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	1613	3436	0	0	980	204	295	0	448	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:	1613	3436	0	0	980	204	295	0	448	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	1613	3436	0	0	980	204	295	0	448	0	0	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	1613	3436	0	0	980	204	295	0	448	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.90	0.89	1.00	1.00	0.89	0.83	0.90	1.00	0.73	1.00	1.00	1.00				
Lanes:	2.00	3.00	0.00	0.00	3.00	1.00	2.00	0.00	3.00	0.00	0.00	0.00				
Final Sat.:	3432	5083	0	0	5083	1583	3432	0	4178	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.47	0.68	0.00	0.00	0.19	0.13	0.09	0.00	0.11	0.00	0.00	0.00				
Crit Moves:		****		****					****							
Green/Cycle:	0.57	0.81	0.00	0.00	0.24	0.24	0.13	0.00	0.13	0.00	0.00	0.00				
Volume/Cap:	0.82	0.84	0.00	0.00	0.82	0.55	0.67	0.00	0.84	0.00	0.00	0.00				
Uniform Del:	27.4	9.0	0.0	0.0	57.9	53.7	66.5	0.0	68.1	0.0	0.0	0.0				
IncremntDel:	2.8	1.6	0.0	0.0	4.6	1.7	4.0	0.0	10.9	0.0	0.0	0.0				
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00				
Delay/Veh:	30.3	10.6	0.0	0.0	62.5	55.4	70.5	0.0	79.0	0.0	0.0	0.0				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	30.3	10.6	0.0	0.0	62.5	55.4	70.5	0.0	79.0	0.0	0.0	0.0				
LOS by Move:	C	B	A	A	E	E	E	A	E	A	A	A				
HCM2kAvgQ:	34	37	0	0	18	9	8	0	10	0	0	0				

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

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

Intersection #19 O'Brien Dr. & University Ave.

Cycle (sec): 85 Critical Vol./Cap.(X): 0.555
Loss Time (sec): 11 (Y+R=3.0 sec) Average Delay (sec/veh): 6.2
Optimal Cycle: 41 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	5	0	0	5	5	5	0	0	5	5			
Lanes:	0	0	0	0	0	0	0	1!	0	0	1	0	2	0	0	0	0	1	1	0
Volume Module: >> Count Date: 8 Oct 2009 << 7:45 - 8:45 AM																
Base Vol:	0	0	0	22	0	22	68	526	0	0	1341	46				
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04				
Initial Bse:	0	0	0	23	0	23	71	547	0	0	1395	48				
Added Vol:	0	0	0	2	0	0	0	109	0	0	8	10				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	0	0	0	25	0	23	71	656	0	0	1403	58				
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	25	0	23	71	656	0	0	1403	58				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	0	0	25	0	23	71	656	0	0	1403	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				
FinalVolume:	0	0	0	25	0	23	71	656	0	0	1403	58				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	1.00	1.00	1.00	0.89	1.00	0.89	0.93	0.93	1.00	1.00	0.93	0.93				
Lanes:	0.00	0.00	0.00	0.52	0.00	0.48	1.00	2.00	0.00	0.00	1.92	0.08				
Final Sat.:	0	0	0	884	0	813	1769	3538	0	0	3377	139				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.03	0.04	0.19	0.00	0.00	0.42	0.42				
Crit Moves:				****			****				****					
Green/Cycle:	0.00	0.00	0.00	0.06	0.00	0.06	0.07	0.81	0.00	0.00	0.74	0.74				
Volume/Cap:	0.00	0.00	0.00	0.48	0.00	0.48	0.56	0.23	0.00	0.00	0.56	0.56				
Uniform Del:	0.0	0.0	0.0	38.7	0.0	38.7	38.2	1.8	0.0	0.0	4.9	4.9				
IncremntDel:	0.0	0.0	0.0	3.6	0.0	3.6	5.6	0.0	0.0	0.0	0.3	0.3				
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00				
Delay/Veh:	0.0	0.0	0.0	42.3	0.0	42.3	43.8	1.9	0.0	0.0	5.2	5.2				
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:	0.0	0.0	0.0	42.3	0.0	42.3	43.8	1.9	0.0	0.0	5.2	5.2				
LOS by Move:	A	A	A	D	A	D	D	A	A	A	A	A				
HCM2kAvgQ:	0	0	0	2	0	2	3	2	0	0	9	9				

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

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

Intersection #20 University & Kavanaugh

Cycle (sec): 100 Critical Vol./Cap.(X): 0.566
Loss Time (sec): 11 (Y+R=3.0 sec) Average Delay (sec/veh): 13.6
Optimal Cycle: 85 Level Of Service: B

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:	5	5	5		5	5	5		5	5	5		5	5	5	
Lanes:	0	0	1!	0	0	0	1!	0	0	1	0	1	1	0	1	0	1	0
Volume Module:																		
Base Vol:	32	37	20		8	21	44		40	582	43		25	1302	25	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	33	38	21		8	22	46		42	605	45		26	1354	26	
Added Vol:	0	0	0		0	0	0		0	109	0		0	8	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	33	38	21		8	22	46		42	714	45		26	1362	26	
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:	33	38	21		8	22	46		42	714	45		26	1362	26	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	33	38	21		8	22	46		42	714	45		26	1362	26	
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:	33	38	21		8	22	46		42	714	45		26	1362	26	
Saturation Flow Module:																		
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.95	0.95		0.91	0.91	0.91		0.95	0.94	0.94		0.95	0.95	0.95	
Lanes:	0.36	0.42	0.22		0.11	0.29	0.60		1.00	1.88	0.12		1.00	1.96	0.04	
Final Sat.:	651	752	407		190	500	1047		1805	3367	211		1805	3532	67	
Capacity Analysis Module:																		
Vol/Sat:	0.05	0.05	0.05		0.04	0.04	0.04		0.02	0.21	0.21		0.01	0.39	0.39	
Crit Moves:	****					****			****					****		
Green/Cycle:	0.09	0.08	0.08		0.08	0.08	0.08		0.05	0.59	0.59		0.14	0.67	0.67	
Volume/Cap:	0.57	0.61	0.61		0.53	0.57	0.57		0.46	0.36	0.36		0.10	0.57	0.57	
Uniform Del:	43.7	44.2	44.2		44.1	44.6	44.6		46.2	10.9	10.9		37.7	8.6	8.6	
IncremntDel:	4.9	7.1	7.1		3.9	5.9	5.9		3.7	0.1	0.1		0.2	0.3	0.3	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	48.6	51.3	51.3		47.9	50.5	50.5		49.9	11.0	11.0		37.9	9.0	9.0	
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:	48.6	51.3	51.3		47.9	50.5	50.5		49.9	11.0	11.0		37.9	9.0	9.0	
LOS by Move:	D	D	D		D	D	D		D	B	B		D	A	A	
HCM2kAvgQ:	4	4	4		3	3	3		2	6	6		1	12	12	

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

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

Intersection #21 University & Bay

Cycle (sec): 100 Critical Vol./Cap.(X): 0.663
Loss Time (sec): 11 (Y+R=3.0 sec) Average Delay (sec/veh): 27.2
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:	5	5	5		5	5	5		5	5	5		5	5	5	
Lanes:	1	0	1	0	1	1	0	1	0	1	0	1	1	0	1	0	1	0
Volume Module:																		
Base Vol:	108	225	113		50	196	86		141	497	78		97	1115	49	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	112	234	118		52	204	89		147	517	81		101	1160	51	
Added Vol:	0	0	0		0	0	0		0	109	0		0	8	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	112	234	118		52	204	89		147	626	81		101	1168	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:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	112	234	118		52	204	89		147	626	81		101	1168	51	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	112	234	118		52	204	89		147	626	81		101	1168	51	
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:	112	234	118		52	204	89		147	626	81		101	1168	51	
Saturation Flow Module:																		
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	1.00	0.85		0.95	1.00	0.85		0.95	0.93	0.93		0.95	0.94	0.94	
Lanes:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.77	0.23		1.00	1.92	0.08	
Final Sat.:	1805	1900	1615		1805	1900	1615		1805	3141	407		1805	3438	150	
Capacity Analysis Module:																		
Vol/Sat:	0.06	0.12	0.07		0.03	0.11	0.06		0.08	0.20	0.20		0.06	0.34	0.34	
Crit Moves:	****					****			****					****		
Green/Cycle:	0.09	0.18	0.18		0.07	0.16	0.16		0.12	0.50	0.50		0.14	0.51	0.51	
Volume/Cap:	0.66	0.68	0.40		0.39	0.66	0.34		0.66	0.40	0.40		0.40	0.66	0.66	
Uniform Del:	43.8	38.2	36.1		44.2	39.4	37.2		41.9	15.9	15.9		39.3	18.0	18.0	
IncremntDel:	9.5	5.3	0.9		1.9	5.4	0.8		7.4	0.2	0.2		1.1	0.9	0.9	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	53.3	43.5	37.0		46.1	44.7	38.0		49.3	16.0	16.0		40.3	19.0	19.0	
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:	53.3	43.5	37.0		46.1	44.7	38.0		49.3	16.0	16.0		40.3	19.0	19.0	
LOS by Move:	D	D	D		D	D	D		D	B	B		D	B	B	
HCM2kAvgQ:	5	8	4		2	7	3		6	7	7		3	15	15	

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

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

Intersection #22 University & Runnymede

Cycle (sec): 100 Critical Vol./Cap.(X): 0.630
Loss Time (sec): 11 (Y+R=3.0 sec) Average Delay (sec/veh): 20.1
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:	5	5	5	5	5	5	5	5	5	5	5	5
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	47	105	12	16	59	56	18	626	48	88	1246	61
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	49	109	12	17	61	58	19	651	50	92	1296	63
Added Vol:	0	0	0	0	0	0	0	109	0	0	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	49	109	12	17	61	58	19	760	50	92	1304	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	49	109	12	17	61	58	19	760	50	92	1304	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	109	12	17	61	58	19	760	50	92	1304	63
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:	49	109	12	17	61	58	19	760	50	92	1304	63
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.98	0.98	0.98	0.94	0.94	0.94	0.95	0.94	0.94	0.95	0.94	0.94
Lanes:	0.29	0.64	0.07	0.12	0.45	0.43	1.00	1.88	0.12	1.00	1.91	0.09
Final Sat.:	532	1187	136	217	801	761	1805	3357	220	1805	3418	166
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.08	0.08	0.08	0.01	0.23	0.23	0.05	0.38	0.38
Crit Moves:	****				****		****				****	
Green/Cycle:	0.14	0.14	0.14	0.12	0.12	0.12	0.05	0.52	0.52	0.12	0.58	0.58
Volume/Cap:	0.65	0.65	0.65	0.65	0.65	0.65	0.21	0.44	0.44	0.44	0.65	0.65
Uniform Del:	40.7	40.7	40.7	42.2	42.2	42.2	45.6	15.1	15.1	41.2	14.1	14.1
IncremntDel:	5.9	5.9	5.9	7.3	7.3	7.3	1.1	0.2	0.2	1.5	0.8	0.8
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	46.6	46.6	46.6	49.5	49.5	49.5	46.7	15.3	15.3	42.7	14.8	14.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.6	46.6	46.6	49.5	49.5	49.5	46.7	15.3	15.3	42.7	14.8	14.8
LOS by Move:	D	D	D	D	D	D	D	B	B	D	B	B
HCM2kAvgQ:	6	6	6	5	5	5	1	8	8	3	15	15

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

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

Intersection #23 University & Bell

Cycle (sec): 95 Critical Vol./Cap.(X): 0.277
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 7.2
Optimal Cycle: 91 Level Of Service: A

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:	14	14	14	14	14	14	73	73	73	73	73	73
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	18	59	9	7	43	11	15	614	24	15	123	24
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	19	61	9	7	45	11	16	639	25	16	128	25
Added Vol:	0	0	0	0	0	0	0	109	0	0	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	61	9	7	45	11	16	748	25	16	136	25
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:	19	61	9	7	45	11	16	748	25	16	136	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	61	9	7	45	11	16	748	25	16	136	25
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:	19	61	9	7	45	11	16	748	25	16	136	25
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.93	0.95	0.95	0.95	0.64	0.95	0.95	0.33	0.93	0.93
Lanes:	0.21	0.69	0.10	0.11	0.71	0.18	1.00	1.94	0.06	1.00	1.69	0.31
Final Sat.:	370	1212	185	207	1272	325	1224	3476	116	631	2980	547
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.05	0.04	0.04	0.04	0.01	0.22	0.22	0.02	0.05	0.05
Crit Moves:		****						****				
Green/Cycle:	0.18	0.18	0.18	0.18	0.18	0.18	0.78	0.78	0.78	0.78	0.78	0.78
Volume/Cap:	0.28	0.28	0.28	0.19	0.19	0.19	0.02	0.28	0.28	0.03	0.06	0.06
Uniform Del:	33.4	33.4	33.4	32.9	32.9	32.9	2.4	3.1	3.1	2.5	2.5	2.5
IncremntDel:	0.5	0.5	0.5	0.3	0.3	0.3	0.0	0.1	0.1	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	33.9	33.9	33.9	33.2	33.2	33.2	2.4	3.1	3.1	2.5	2.5	2.5
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:	33.9	33.9	33.9	33.2	33.2	33.2	2.4	3.1	3.1	2.5	2.5	2.5
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	2	2	2	2	2	2	0	3	3	0	1	1

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

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

Intersection #24 University & Donohoe

Cycle (sec): 100 Critical Vol./Cap.(X): 0.939
Loss Time (sec): 11 (Y+R=3.0 sec) Average Delay (sec/veh): 40.3
Optimal Cycle: 130 Level Of Service: D

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:	5	5	5		5	5	5		5	5	5		5	5	5	
Lanes:	1	1	0	1 1	1	0	1	0 1	2	0	2	0 1	1	0	1	1 0
Volume Module:																
Base Vol:	362	437	328		11	124	383		117	352	283		49	1205	68	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	376	454	341		11	129	398		122	366	294		51	1253	71	
Added Vol:	0	0	60		0	0	0		0	49	0		0	8	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	376	454	401		11	129	398		122	415	294		51	1261	71	
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:	376	454	401		11	129	398		122	415	294		51	1261	71	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	376	454	401		11	129	398		122	415	294		51	1261	71	
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:	376	454	401		11	129	398		122	415	294		51	1261	71	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.89	0.89	0.89		0.95	1.00	0.85		0.92	0.95	0.85		0.95	0.94	0.94	
Lanes:	1.22	1.48	1.30		1.00	1.00	1.00		2.00	2.00	1.00		1.00	1.89	0.11	
Final Sat.:	2067	2495	2202		1805	1900	1615		3502	3610	1615		1805	3391	190	
Capacity Analysis Module:																
Vol/Sat:	0.18	0.18	0.18		0.01	0.07	0.25		0.03	0.11	0.18		0.03	0.37	0.37	
Crit Moves:	****						****		****					****		
Green/Cycle:	0.19	0.35	0.35		0.10	0.26	0.26		0.05	0.35	0.35		0.09	0.39	0.39	
Volume/Cap:	0.95	0.52	0.52		0.07	0.26	0.95		0.69	0.33	0.53		0.30	0.95	0.95	
Uniform Del:	40.0	25.6	25.6		41.0	29.5	36.5		46.7	24.2	26.2		42.2	29.6	29.6	
IncremntDel:	15.2	0.2	0.2		0.2	0.3	32.1		11.5	0.2	0.9		1.0	14.4	14.4	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	55.2	25.8	25.8		41.2	29.8	68.6		58.2	24.4	27.1		43.1	44.0	44.0	
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:	55.2	25.8	25.8		41.2	29.8	68.6		58.2	24.4	27.1		43.1	44.0	44.0	
LOS by Move:	E	C	C		D	C	E		E	C	C		D	D	D	
HCM2kAvgQ:	14	8	8		0	3	17		3	5	8		2	26	26	

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

Level Of Service Computation Report
1994 HCM Operations Method (Future Volume Alternative)

Intersection #25 NB 101 & Donohoe St

Cycle (sec): 65 Critical Vol./Cap.(X): 0.400
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 9.1
Optimal Cycle: 57 Level Of Service: B

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	23	23		0	23	0		20	0	20		0	0	10	
Lanes:	0	0	2	1 0	0	0	2	0 0	2	0	0	0 1	0	0	0	0 1
Volume Module:																
Base Vol:	0	837	8		0	451	0		365	0	140		0	0	113	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	0	870	8		0	469	0		380	0	146		0	0	118	
Added Vol:	0	0	0		0	0	0		60	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	870	8		0	469	0		440	0	146		0	0	118	
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	870	8		0	469	0		440	0	146		0	0	118	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	870	8		0	469	0		440	0	146		0	0	118	
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	1.10	1.10		1.00	1.05	1.00		1.03	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	958	9		0	492	0		453	0	146		0	0	118	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		0.95	1.00	0.85		1.00	1.00	0.77	
Lanes:	0.00	2.97	0.03		0.00	2.00	0.00		2.00	0.00	1.00		0.00	0.00	1.00	
Final Sat.:	0	5646	54		0	3800	0		3610	0	1615		0	0	1463	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.17	0.17		0.00	0.13	0.00		0.13	0.00	0.09		0.00	0.00	0.08	
Crit Moves:		****			****				****						****	
Green/Cycle:	0.00	0.42	0.42		0.00	0.42	0.00		0.31	0.00	0.51		0.00	0.00	0.20	
Volume/Cap:	0.00	0.40	0.40		0.00	0.31	0.00		0.40	0.00	0.18		0.00	0.00	0.40	
Uniform Del:	0.0	9.9	9.9		0.0	9.4	0.0		13.3	0.0	6.4		0.0	0.0	17.2	
IncremntDel:	0.0	0.1	0.1		0.0	0.0	0.0		0.1	0.0	0.0		0.0	0.0	0.5	
Delay Adj:	0.00	0.85	0.85		0.00	0.85	0.00		0.85	0.00	0.85		0.00	0.00	0.85	
Delay/Veh:	0.0	8.4	8.4		0.0	8.0	0.0		11.4	0.0	5.5		0.0	0.0	15.1	
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:	0.0	8.4	8.4		0.0	8.0	0.0		11.4	0.0	5.5		0.0	0.0	15.1	
DesignQueue:	0	7	7		0	5	0		6	0	3		0	0	3	

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

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

Intersection #26 University & SB US 101

Cycle (sec): 85 Critical Vol./Cap.(X): 0.646
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 17.5
Optimal Cycle: 88 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Protected				Permitted				Protected			
Rights:	Include				Include				Ovl				Include			
Min. Green:	16		16	16	0		0	0	0		29	45	28		61	0
Lanes:	1	0	1!	0 1	0	0	0	0 0	0	0	2	0 2	2	0	2	0 0
Volume Module:																
Base Vol:	317	1	220		0		0	0	0	828	379	798	1527			0
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04			1.04
Initial Bse:	330	1	229		0		0	0	861	394	830	1588				0
Added Vol:	0	0	0		0		0	0	49	6	4	12				0
PasserByVol:	0	0	0		0		0	0	0	0	0	0				0
Initial Fut:	330	1	229		0		0	0	910	400	834	1600				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:	330	1	229		0		0	0	910	400	834	1600				0
Reduct Vol:	0	0	0		0		0	0	0	0	0	0				0
Reduced Vol:	330	1	229		0		0	0	910	400	834	1600				0
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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			1.00
FinalVolume:	330	1	229		0		0	0	910	400	834	1600				0
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900	1900	1900	1900	1900	1900	1900			1900
Adjustment:	0.86	0.86	0.86		1.00	1.00	1.00	1.00	0.95	0.75	0.92	0.95	1.00			
Lanes:	1.58	0.01	1.41		0.00	0.00	0.00	0.00	2.00	2.00	2.00	2.00	0.00			
Final Sat.:	2584	6	2291		0		0	0	3610	2842	3502	3610				0
Capacity Analysis Module:																
Vol/Sat:	0.13	0.17	0.10		0.00	0.00	0.00	0.00	0.25	0.14	0.24	0.44	0.00			
Crit Moves:		****										****				
Green/Cycle:	0.19	0.19	0.19		0.00	0.00	0.00	0.00	0.34	0.34	0.42	0.76	0.00			
Volume/Cap:	0.68	0.92	0.53		0.00	0.00	0.00	0.00	0.74	0.41	0.56	0.58	0.00			
Uniform Del:	32.1	33.8	31.1		0.0	0.0	0.0	0.0	24.7	21.5	18.5	4.2	0.0			
IncremntDel:	2.3	18.5	0.5		0.0	0.0	0.0	0.0	2.4	0.3	0.5	0.3	0.0			
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
Delay Adj:	1.00	1.00	1.00		0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00			
Delay/Veh:	34.4	52.3	31.6		0.0	0.0	0.0	0.0	27.1	21.8	19.0	4.5	0.0			
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
AdjDel/Veh:	34.4	52.3	31.6		0.0	0.0	0.0	0.0	27.1	21.8	19.0	4.5	0.0			
LOS by Move:	C	D	C		A	A	A	A	C	C	B	A	A			
HCM2kAvgQ:	6	11	5		0	0	0	0	12	5	9	10	0			

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

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

Intersection #27 University Ave. & Woodland

Cycle (sec): 100 Critical Vol./Cap.(X): 0.895
Loss Time (sec): 11 (Y+R=3.0 sec) Average Delay (sec/veh): 38.9
Optimal Cycle: 105 Level Of Service: D

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:	5		5	5	5		5	5	5		5	5	5		5	5
Lanes:	0	0	1!	0 0	2	0	0	1 0	1	0	1	1 0	1	0	2	0 1
Volume Module:																
Base Vol:	14	78	250		410	115		41	51	538		13	238	1506		420
Growth Adj:	1.04	1.04	1.04		1.04	1.04		1.04	1.04	1.04	1.04		1.04	1.04		1.04
Initial Bse:	15	81	260		426	120		43	53	560		14	248	1566		437
Added Vol:	0	0	0		0	0		0	0	55		0	0	12		0
PasserByVol:	0	0	0		0	0		0	0	0		0	0	0		0
Initial Fut:	15	81	260		426	120		43	53	615		14	248	1578		437
User Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00		1.00
PHF Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00		1.00
PHF Volume:	15	81	260		426	120		43	53	615		14	248	1578		437
Reduct Vol:	0	0	0		0	0		0	0	0		0	0	0		0
Reduced Vol:	15	81	260		426	120		43	53	615		14	248	1578		437
PCE Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00		1.00
MLF Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00		1.00
FinalVolume:	15	81	260		426	120		43	53	615		14	248	1578		437
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900		1900	1900	1900	1900		1900	1900		1900
Adjustment:	0.90	0.90	0.90		0.92	0.96		0.96	0.95	0.95	0.95		0.95	0.95		0.85
Lanes:	0.04	0.23	0.73		2.00	0.74		0.26	1.00	1.96		0.04	1.00	2.00		1.00
Final Sat.:	70	390	1249		3502	1346		480	1805	3522		77	1805	3610		1615
Capacity Analysis Module:																
Vol/Sat:	0.21	0.21	0.21		0.12	0.09		0.09	0.03	0.17		0.17	0.14	0.44		0.27
Crit Moves:		****			****				****					****		
Green/Cycle:	0.25	0.23	0.23		0.13	0.11		0.11	0.05	0.30		0.30	0.23	0.48		0.48
Volume/Cap:	0.82	0.91	0.91		0.91	0.82		0.82	0.59	0.59		0.59	0.59	0.91		0.56
Uniform Del:	35.2	37.6	37.6		42.8	43.7		43.7	46.5	30.0		30.0	34.1	24.1		18.6
IncremntDel:	12.0	25.4	25.4		22.3	23.4		23.4	9.7	0.9		0.9	2.2	7.9		1.0
InitQueuDel:	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0
Delay Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Delay/Veh:	47.2	63.0	63.0		65.0	67.0		67.0	56.2	30.9		30.9	36.3	32.0		19.6
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:	47.2	63.0	63.0		65.0	67.0		67.0	56.2	30.9		30.9	36.3	32.0		19.6
LOS by Move:	D	E	E		E	E		E	E	C		C	D	C		B
HCM2kAvgQ:	13	15	15		10	7		7	3	9		9	7	28		10

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

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

Intersection #28 Middlefield Rd. & University Ave.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.815
Loss Time (sec): 11 (Y+R=3.0 sec) Average Delay (sec/veh): 39.2
Optimal Cycle: 85 Level Of Service: D

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:	5	5	5		5	5	5		5	5	5		5	5	5	
Lanes:	0	1	0	1	0	0	1	0	1	0	0	1	0	1	0	1
Volume Module:																
Base Vol:	37	264	51		92	391	62		15	228	24		73	584	95	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	38	275	53		96	407	64		16	237	25		76	607	99	
Added Vol:	0	104	41		6	27	2		25	8	0		3	1	9	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	38	379	94		102	434	66		41	245	25		79	608	108	
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:	38	379	94		102	434	66		41	245	25		79	608	108	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	38	379	94		102	434	66		41	245	25		79	608	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	
FinalVolume:	38	379	94		102	434	66		41	245	25		79	608	108	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	0.92	0.92		0.93	0.93	0.93		0.95	0.99	0.99		0.95	0.98	0.98	
Lanes:	0.15	1.48	0.37		0.34	1.44	0.22		1.00	0.91	0.09		1.00	0.85	0.15	
Final Sat.:	263	2589	643		595	2539	389		1805	1700	173		1805	1577	279	
Capacity Analysis Module:																
Vol/Sat:	0.15	0.15	0.15		0.17	0.17	0.17		0.02	0.14	0.14		0.04	0.39	0.39	
Crit Moves:		****			****				****					****		
Green/Cycle:	0.17	0.17	0.17		0.20	0.20	0.20		0.05	0.38	0.38		0.13	0.46	0.46	
Volume/Cap:	0.84	0.84	0.84		0.84	0.84	0.84		0.45	0.38	0.38		0.33	0.84	0.84	
Uniform Del:	39.9	39.9	39.9		38.2	38.2	38.2		46.2	22.5	22.5		39.4	23.6	23.6	
IncremntDel:	9.8	9.8	9.8		8.5	8.5	8.5		3.5	0.3	0.3		0.8	7.2	7.2	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	49.7	49.7	49.7		46.7	46.7	46.7		49.7	22.8	22.8		40.3	30.9	30.9	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	49.7	49.7	49.7		46.7	46.7	46.7		49.7	22.8	22.8		40.3	30.9	30.9	
LOS by Move:	D	D	D		D	D	D		D	C	C		D	C	C	
HCM2kAvgQ:	11	11	11		12	12	12		2	6	6		2	22	22	

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

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

Intersection #29 Bayfront Exp. & Chrysler Dr.

Cycle (sec): 130 Critical Vol./Cap.(X): 0.684
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 17.1
Optimal Cycle: 51 Level Of Service: B

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				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	5	5	0		0	5	5		5	0	5		0	0	0	
Lanes:	1	0	3	0	0	0	0	3	0	1	1	0	0	0	1	0	0	0	0	0
Volume Module: >> Count Date: 21 Oct 2009 << 7:15 - 8:15 AM																
Base Vol:	45	2362	0		0	1034	31		103	0	6		0	0	0	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	47	2456	0		0	1075	32		107	0	6		0	0	0	
Added Vol:	94	30	0		0	442	0		153	0	21		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	141	2486	0		0	1517	32		260	0	27		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:	141	2486	0		0	1517	32		260	0	27		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	141	2486	0		0	1517	32		260	0	27		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	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:	141	2486	0		0	1517	32		260	0	27		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.93	0.89	1.00		1.00	0.89	0.83		0.93	1.00	0.83		1.00	1.00	1.00	
Lanes:	1.00	3.00	0.00		0.00	3.00	1.00		1.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	1769	5083	0		0	5083	1583		1769	0	1583		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.08	0.49	0.00		0.00	0.30	0.02		0.15	0.00	0.02		0.00	0.00	0.00	
Crit Moves:		****			****				****							
Green/Cycle:	0.15	0.72	0.00		0.00	0.56	0.56		0.22	0.00	0.22		0.00	0.00	0.00	
Volume/Cap:	0.53	0.68	0.00		0.00	0.53	0.04		0.68	0.00	0.08		0.00	0.00	0.00	
Uniform Del:	50.9	10.3	0.0		0.0	17.5	12.6		46.9	0.0	40.7		0.0	0.0	0.0	
IncremntDel:	2.0	0.5	0.0		0.0	0.2	0.0		5.1	0.0	0.1		0.0	0.0	0.0	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	0.00		0.00	1.00	1.00		1.00	0.00	1.00		0.00	0.00	0.00	
Delay/Veh:	52.9	10.8	0.0		0.0	17.7	12.6		52.0	0.0	40.8		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	52.9	10.8	0.0		0.0	17.7	12.6		52.0	0.0	40.8		0.0	0.0	0.0	
LOS by Move:	D	B	A		A	B	B		D	A	D		A	A	A	
HCM2kAvgQ:	6	20	0		0	14	1		11	0	1		0	0	0	

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

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

Intersection #30 Bayfront Exp. & Chilco St.

Cycle (sec): 130 Critical Vol./Cap.(X): 0.620
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 19.2
Optimal Cycle: 44 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	T	R	L	T	T	R	L	T	T	R	L	T	T	R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	5	5	0	0	0	5	5	0	5	0	0	5	0	0	0	0
Lanes:	1	0	3	0	0	0	0	3	0	1	1	0	0	0	1	0	0	0	0	0
Volume Module: >> Count Date: 20 Oct 2009 << 7:45 - 8:45 AM																
Base Vol:	146	2070	0	0	851	196	218	0	31	0	0	0				
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04				
Initial Bse:	152	2153	0	0	885	204	227	0	32	0	0	0				
Added Vol:	94	122	0	0	462	1	2	0	21	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	246	2275	0	0	1347	205	229	0	53	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:	246	2275	0	0	1347	205	229	0	53	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	246	2275	0	0	1347	205	229	0	53	0	0	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	246	2275	0	0	1347	205	229	0	53	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.93	0.89	1.00	1.00	0.89	0.83	0.93	1.00	0.83	1.00	1.00	1.00				
Lanes:	1.00	3.00	0.00	0.00	3.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00				
Final Sat.:	1769	5083	0	0	5083	1583	1769	0	1583	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.14	0.45	0.00	0.00	0.26	0.13	0.13	0.00	0.03	0.00	0.00	0.00				
Crit Moves:		****		****			****									
Green/Cycle:	0.25	0.72	0.00	0.00	0.47	0.47	0.21	0.00	0.21	0.00	0.00	0.00				
Volume/Cap:	0.56	0.62	0.00	0.00	0.56	0.27	0.62	0.00	0.16	0.00	0.00	0.00				
Uniform Del:	42.6	9.1	0.0	0.0	24.5	20.7	46.8	0.0	42.1	0.0	0.0	0.0				
IncremntDel:	1.6	0.3	0.0	0.0	0.3	0.2	3.2	0.0	0.2	0.0	0.0	0.0				
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00				
Delay/Veh:	44.3	9.4	0.0	0.0	24.8	20.9	50.0	0.0	42.4	0.0	0.0	0.0				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	44.3	9.4	0.0	0.0	24.8	20.9	50.0	0.0	42.4	0.0	0.0	0.0				
LOS by Move:	D	A	A	A	C	C	D	A	D	A	A	A				
HCM2kAvgQ:	9	17	0	0	14	5	9	0	2	0	0	0				

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

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

Intersection #31 Middlefield Rd. & Ravenswood Ave.

Cycle (sec): 120 Critical Vol./Cap.(X): 0.653
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 23.1
Optimal Cycle: 31 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	T	R	L	T	T	R	L	T	T	R	L	T	T	R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Ignore				Include			
Min. Green:	4	10	0	0	0	10	10	4	0	4	0	0	0	0	0	0
Lanes:	1	0	1	0	0	0	0	0	1	0	1	0	0	0	1	0	0	0	0	0
Volume Module: >> Count Date: 20 Oct 2009 << 7:45 - 8:45 AM																
Base Vol:	464	366	0	0	398	66	83	0	561	0	0	0				
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04				
Initial Bse:	483	381	0	0	414	69	86	0	583	0	0	0				
Added Vol:	3	24	0	0	71	2	7	0	13	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	486	405	0	0	485	71	93	0	596	0	0	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
PHF Volume:	486	405	0	0	485	71	93	0	0	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	486	405	0	0	485	71	93	0	0	0	0	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
FinalVolume:	486	405	0	0	485	71	93	0	0	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.93	0.98	1.00	1.00	0.96	0.96	0.93	1.00	1.00	1.00	1.00	1.00				
Lanes:	1.00	1.00	0.00	0.00	0.87	0.13	1.00	0.00	1.00	0.00	0.00	0.00				
Final Sat.:	1769	1862	0	0	1598	233	1769	0	1900	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.27	0.22	0.00	0.00	0.30	0.30	0.05	0.00	0.00	0.00	0.00	0.00				
Crit Moves:	****				****		****									
Green/Cycle:	0.42	0.89	0.00	0.00	0.47	0.47	0.08	0.00	0.00	0.00	0.00	0.00				
Volume/Cap:	0.65	0.25	0.00	0.00	0.65	0.65	0.65	0.00	0.00	0.00	0.00	0.00				
Uniform Del:	27.8	1.0	0.0	0.0	24.6	24.6	53.5	0.0	0.0	0.0	0.0	0.0				
IncremntDel:	2.1	0.1	0.0	0.0	1.8	1.8	10.3	0.0	0.0	0.0	0.0	0.0				
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	0.00				
Delay/Veh:	29.8	1.1	0.0	0.0	26.5	26.5	63.8	0.0	0.0	0.0	0.0	0.0				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	29.8	1.1	0.0	0.0	26.5	26.5	63.8	0.0	0.0	0.0	0.0	0.0				
LOS by Move:	C	A	A	A	C	C	E	A	A	A	A	A				
HCM2kAvgQ:	15	2	0	0	16	16	5	0	0	0	0	0				

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

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

Intersection #32 Middlefield Rd. & Ringwood Ave.

Cycle (sec): 120 Critical Vol./Cap.(X): 0.479
Loss Time (sec): 4 (Y+R=3.0 sec) Average Delay (sec/veh): 25.3
Optimal Cycle: 22 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				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	4	10	10		4	10	10		4	4	4		4	4	4	
Lanes:	1 0	2 0	1		1 0	2 0	1		1 0	0 1	0		0 1	0 0	1	
Volume Module: >> Count Date: 21 Oct 2009 << 7:30 - 8:30 AM																
Base Vol:	57	623	49		192	709	68		3	3	3		123	53	241	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	59	648	51		200	737	71		3	3	3		128	55	251	
Added Vol:	0	26	0		1	84	0		0	0	0		0	0	1	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	59	674	51		201	821	71		3	3	3		128	55	252	
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:	59	674	51		201	821	71		3	3	3		128	55	252	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	59	674	51		201	821	71		3	3	3		128	55	252	
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:	59	674	51		201	821	71		3	3	3		128	55	252	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.93	0.93	0.83		0.93	0.93	0.83		0.50	0.91	0.91		0.77	0.77	0.83	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	0.50	0.50		0.70	0.30	1.00	
Final Sat.:	1769	3538	1583		1769	3538	1583		953	861	861		1025	442	1583	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.19	0.03		0.11	0.23	0.04		0.00	0.00	0.00		0.12	0.12	0.16	
Crit Moves:		****			****										****	
Green/Cycle:	0.08	0.40	0.40		0.24	0.55	0.55		0.33	0.33	0.33		0.33	0.33	0.33	
Volume/Cap:	0.42	0.48	0.08		0.48	0.42	0.08		0.01	0.01	0.01		0.38	0.38	0.48	
Uniform Del:	52.5	26.9	22.5		39.4	15.5	12.5		26.9	26.9	26.9		30.6	30.6	31.8	
IncremntDel:	2.0	0.3	0.1		0.9	0.1	0.0		0.0	0.0	0.0		0.5	0.5	0.7	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	54.5	27.1	22.5		40.3	15.6	12.5		26.9	26.9	26.9		31.1	31.1	32.5	
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:	54.5	27.1	22.5		40.3	15.6	12.5		26.9	26.9	26.9		31.1	31.1	32.5	
LOS by Move:	D	C	C		D	B	B		C	C	C		C	C	C	
HCM2kAvgQ:	3	10	1		7	9	1		0	0	0		5	5	8	

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

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

Intersection #33 Middlefield Rd and Lytton Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.816
Loss Time (sec): 11 (Y+R=3.0 sec) Average Delay (sec/veh): 40.1
Optimal Cycle: 85 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Split Phase				Split Phase				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	5	5	5		5	5	5		5	5	5		5	5	5	
Lanes:	0 1	0 0	1		0 1	0 0	1		1 0	0 1	0		0 0	1! 0	0	
Volume Module:																
Base Vol:	115	314	8		7	490	355		114	34	45		6	97	5	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	120	327	8		7	510	369		119	35	47		6	101	5	
Added Vol:	0	138	0		0	35	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	120	465	8		7	545	369		119	35	47		6	101	5	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	120	465	8		7	545	369		119	35	47		6	101	5	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	120	465	8		7	545	369		119	35	47		6	101	5	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	120	465	8		7	545	369		119	35	47		6	101	5	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.99	0.99	0.85		1.00	1.00	0.85		0.95	0.92	0.92		0.99	0.99	0.99	
Lanes:	0.20	0.80	1.00		0.01	0.99	1.00		1.00	0.43	0.57		0.05	0.90	0.05	
Final Sat.:	385	1496	1615		25	1873	1615		1805	748	990		105	1691	87	
Capacity Analysis Module:																
Vol/Sat:	0.31	0.31	0.01		0.29	0.29	0.23		0.07	0.05	0.05		0.06	0.06	0.06	
Crit Moves:	****					****			****					****		
Green/Cycle:	0.38	0.38	0.38		0.36	0.36	0.36		0.08	0.08	0.08		0.07	0.07	0.07	
Volume/Cap:	0.82	0.82	0.01		0.82	0.82	0.64		0.82	0.59	0.59		0.82	0.82	0.82	
Uniform Del:	27.8	27.8	19.3		29.2	29.2	26.9		45.3	44.4	44.4		45.7	45.7	45.7	
IncremntDel:	7.3	7.3	0.0		7.7	7.7	2.5		28.9	6.4	6.4		30.1	30.1	30.1	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	35.1	35.1	19.3		36.9	36.9	29.3		74.1	50.8	50.8		75.8	75.8	75.8	
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:	35.1	35.1	19.3		36.9	36.9	29.3		74.1	50.8	50.8		75.8	75.8	75.8	
LOS by Move:	D	D	B		D	D	C		E	D	D		E	E	E	
HCM2kAvgQ:	18	18	0		18	18	10		6	3	3		6	6	6	

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

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

Intersection #34 Bayfront Expy. and Facebook West Campus

Cycle (sec):	100	Critical Vol./Cap.(X):	0.548
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	1.3
Optimal Cycle:	90	Level Of Service:	A

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:	10	10	10		10	10	10		10	10	10		10	10	10	
Lanes:	1	0 3	0	0	0	0 3	0	1	2	0 0	0	1	0	0 0	0	0
Volume Module:																
Base Vol:	0	2197	0	0	782	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	0	2285	0	0	813	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	216	0	0	483	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	2501	0	0	1296	0	0	0	0	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:	0	2501	0	0	1296	0	0	0	0	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
Reduced Vol:	0	2501	0	0	1296	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	1.00	1.00	1.00	1.00
FinalVolume:	0	2501	0	0	1296	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	1.00	1.00	0.91	1.00	0.97	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	0.00	3.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	1900	5187	0	0	5187	1900	3686	0	1900	0	0	0	0	0	0	0
Capacity Analysis Module:																
Vol/Sat:	0.00	0.48	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:		****		****												
Green/Cycle:	0.00	0.88	0.00	0.00	0.88	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.55	0.00	0.00	0.28	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Del:	0.0	1.4	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
IncremntDel:	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	1.5	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	1.5	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	7	0	0	3	0	0	0	0	0	0	0	0	0	0	0

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

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to DKS ASSOC., OAKLAND,CA

Scenario Report

Scenario:	Near Term 2015 East Campus Only PM
Command:	Near Term I Project PM
Volume:	Near Term I Project PM
Geometry:	Near Term I Project PM
Impact Fee:	Default Impact Fee
Trip Generation:	Near Term I Project PM
Trip Distribution:	Near-Term
Paths:	Default Path
Routes:	Default Route
Configuration:	Near Term I Project PM

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Bayfront Exp. & Marsh Rd.	D	52.4	0.980	D	53.9	1.001	+ 1.551 D/V
# 2 US 101 NB Ramps & Marsh Rd.	B	14.1	0.847	C	28.9	1.021	+14.790 D/V
# 3 US 101 SB Ramps & Marsh Rd.	B	19.0	0.849	C	23.3	0.908	+ 4.335 D/V
# 4 Scott Dr/Rolison at Marsh Rd.	C	20.5	0.712	C	20.2	0.825	-0.380 D/V
# 5 Bohannon/ Florence & Marsh Rd.	C	26.5	0.605	C	20.9	0.718	-5.607 D/V
# 6 Bay Rd. & Marsh Rd.	B	15.0	0.600	B	14.3	0.623	-0.791 D/V
# 7 Middlefield at Marsh (Town of	C	31.8	0.841	D	38.5	0.952	+ 6.656 D/V
# 8 Bayfront Exp. & Willow Rd.	D	47.7	0.953	F	107.1	1.179	+59.360 D/V
# 9 Hamilton Ave. & Willow Rd.	C	22.3	0.630	C	23.1	0.716	+ 0.831 D/V
# 10 Ivy Dr. & Willow Rd.	B	12.2	0.565	B	13.6	0.696	+ 1.452 D/V
# 11 O'Brien Dr. & Willow Rd.	A	9.9	0.567	A	9.1	0.600	-0.733 D/V
# 12 Newbridge St. & Willow Rd.	C	33.7	0.765	D	44.9	0.992	+11.229 D/V
# 13 Bay Rd. & Willow Rd.	C	20.1	0.760	C	20.8	0.783	+ 0.678 D/V
# 14 Durham St. & Willow Rd.	D	49.4	0.660	B	16.5	0.782	-32.886 D/V
# 15 Coleman Ave. & Willow Rd.	B	11.5	0.760	B	11.6	0.796	+ 0.111 D/V
# 16 Gilbert Ave. & Willow Rd.	B	12.2	0.675	B	11.3	0.741	-0.931 D/V
# 17 Middlefield Rd. & Willow Rd.	F	133.4	1.281	F	169.2	1.386	+35.778 D/V
# 18 Bayfront Exp. & University Ave	F	164.8	1.332	F	192.8	1.419	+27.929 D/V
# 19 O'Brien Dr. & University Ave.	B	13.0	0.694	B	13.3	0.705	+ 0.282 D/V
# 20 University & Kavanaugh	B	16.2	0.668	B	16.0	0.672	-0.265 D/V
# 21 University & Bay	C	34.0	0.838	C	33.8	0.841	-0.263 D/V
# 22 University & Runnymede	C	22.9	0.702	C	22.7	0.706	-0.170 D/V
# 23 University & Bell	A	7.7	0.550	A	7.6	0.553	-0.093 D/V
# 24 University & Donohoe	D	36.6	0.877	D	37.1	0.879	+ 0.498 D/V
# 25 NB 101 & Donohoe St	C	21.3	0.484	C	21.3	0.487	+ 0.059 D/V

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 26 University & SB US 101	C	25.4	0.529	C	25.3	0.545	-0.083 D/V
# 27 University Ave. & Woodland	D	47.1	0.894	D	47.3	0.901	+ 0.281 D/V
# 28 Middlefield Rd. & University A	C	32.9	0.559	C	34.4	0.624	+ 1.482 D/V
# 29 Bayfront Exp. & Chrysler Dr.	B	19.0	0.709	F	81.6	1.118	+62.594 D/V
# 30 Bayfront Exp. & Chilco St.	B	14.0	0.607	B	18.1	0.717	+ 4.105 D/V
# 31 Middlefield Rd. & Ravenswood A	C	26.6	0.746	C	26.7	0.764	+ 0.028 D/V
# 32 Middlefield Rd. & Ringwood Ave	C	28.3	0.629	C	29.2	0.653	+ 0.848 D/V
# 33 Middlefield Rd and Lytton Ave	E	65.8	0.973	F	92.8	1.084	+26.977 D/V
# 34 Bayfront Expy. and Facebook We	A	1.3	0.526	A	1.4	0.574	+ 0.113 D/V

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

****
Intersection #1 Bayfront Exp. & Marsh Rd.
****

Cycle (sec):	140	Critical Vol./Cap.(X):	1.001
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	53.9
Optimal Cycle:	180	Level Of Service:	D

****

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Split Phase				Split Phase				Split Phase				Split Phase			
Rights:	Include				Ovl				Ovl				Include			
Min. Green:	5	5	5		5	5	5		5	5	5		5	5	5	
Lanes:	3 0	0 1	0		0 1	1 0	1		0 1	0 0	2		0 0	1! 0	0	
Volume Module: >> Count Date: 22 Oct 2009 << 4:45 - 5:45 PM																
Base Vol:	1184	49	7		0	346	186		139	40	1952		31	73	11	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	1231	51	7		0	360	193		145	42	2030		32	76	11	
Added Vol:	980	0	0		0	0	0		0	0	53		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	2211	51	7		0	360	193		145	42	2083		32	76	11	
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:	2211	51	7		0	360	193		145	42	2083		32	76	11	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	2211	51	7		0	360	193		145	42	2083		32	76	11	
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:	2211	51	7		0	360	193		145	42	2083		32	76	11	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.90	0.96	0.96		0.95	0.93	0.83		0.94	0.94	0.73		0.95	0.95	0.95	
Lanes:	3.00	0.87	0.13		0.00	2.00	1.00		0.78	0.22	2.00		0.27	0.63	0.10	
Final Sat.:	5147	1598	228		0	3538	1583		1392	401	2786		489	1151	174	
Capacity Analysis Module:																
Vol/Sat:	0.43	0.03	0.03		0.00	0.10	0.12		0.10	0.10	0.75		0.07	0.07	0.07	
Crit Moves:	****					****					****				****	
Green/Cycle:	0.43	0.43	0.43		0.00	0.10	0.42		0.32	0.32	0.75		0.07	0.07	0.07	
Volume/Cap:	1.00	0.07	0.07		0.00	1.00	0.29		0.33	0.33	1.00		1.00	1.00	1.00	
Uniform Del:	40.0	23.6	23.6		0.0	62.9	26.9		36.4	36.4	17.7		65.4	65.4	65.4	
IncremntDel:	19.5	0.0	0.0		0.0	47.8	0.2		0.3	0.3	20.0		82.7	82.7	82.7	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		0.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	59.4	23.6	23.6		0.0	111	27.1		36.7	36.7	37.8		148.1	148	148.1	
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:	59.4	23.6	23.6		0.0	111	27.1		36.7	36.7	37.8		148.1	148	148.1	
LOS by Move:	E	C	C		A	F	C		D	D	D		F	F	F	
HCM2kAvgQ:	39	1	1		0	12	5		6	6	58		9	9	9	

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

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

Intersection #2 US 101 NB Ramps & Marsh Rd.

Cycle (sec): 65 Critical Vol./Cap.(X): 1.021
Loss Time (sec): 7 (Y+R=4.0 sec) Average Delay (sec/veh): 28.9
Optimal Cycle: 178 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:	Split Phase				Split Phase				Permitted				Permitted			
Rights:	Include				Include				Ignore				Ignore			
Min. Green:	5	0	5		0	0	0		0	5	0		0	5	0	
Lanes:	2	0 0	0	1	0	0 0	0	0	0	1 1	0	1	0	0 2	0	1
Volume Module: >> Count Date: 30 Sep 2009 << 4:30 - 5:30 PM																
Base Vol:	493	0	213		0	0	0		0	2063	507		0	682	791	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	513	0	222		0	0	0		0	2146	527		0	709	823	
Added Vol:	0	0	160		0	0	0		3	115	0		0	729	251	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	513	0	382		0	0	0		3	2261	527		0	1438	1074	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
PHF Volume:	513	0	382		0	0	0		3	2261	0		0	1438	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	513	0	382		0	0	0		3	2261	0		0	1438	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
FinalVolume:	513	0	382		0	0	0		3	2261	0		0	1438	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.90	1.00	0.83		1.00	1.00	1.00		0.89	0.89	1.00		1.00	0.93	1.00	
Lanes:	2.00	0.00	1.00		0.00	0.00	0.00		0.01	1.99	1.00		0.00	2.00	1.00	
Final Sat.:	3432	0	1583		0	0	0		4	3374	1900		0	3538	1900	
Capacity Analysis Module:																
Vol/Sat:	0.15	0.00	0.24		0.00	0.00	0.00		0.67	0.67	0.00		0.00	0.41	0.00	
Crit Moves:			****							****						
Green/Cycle:	0.24	0.00	0.24		0.00	0.00	0.00		0.66	0.66	0.00		0.00	0.66	0.00	
Volume/Cap:	0.63	0.00	1.02		0.00	0.00	0.00		1.02	1.02	0.00		0.00	0.62	0.00	
Uniform Del:	22.3	0.0	24.8		0.0	0.0	0.0		11.2	11.2	0.0		0.0	6.5	0.0	
IncremntDel:	1.6	0.0	52.0		0.0	0.0	0.0		24.6	24.6	0.0		0.0	0.5	0.0	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	0.00	1.00		0.00	0.00	0.00		1.00	1.00	0.00		0.00	1.00	0.00	
Delay/Veh:	23.9	0.0	76.8		0.0	0.0	0.0		35.8	35.8	0.0		0.0	7.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	23.9	0.0	76.8		0.0	0.0	0.0		35.8	35.8	0.0		0.0	7.0	0.0	
LOS by Move:	C	A	E		A	A	A		D	D	A		A	A	A	
HCM2kAvgQ:	6	0	14		0	0	0		35	35	0		0	10	0	

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

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

Intersection #3 US 101 SB Ramps & Marsh Rd.

Cycle (sec): 65 Critical Vol./Cap.(X): 0.908
Loss Time (sec): 7 (Y+R=4.0 sec) Average Delay (sec/veh): 23.3
Optimal Cycle: 83 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:	Split Phase				Split Phase				Permitted				Permitted			
Rights:	Include				Include				Ignore				Ignore			
Min. Green:	0	0	0		5	0	5		0	5	0		0	5	0	
Lanes:	0	0 0	0	0	2	0 0	0	1	0	0 2	0	1	0	0 2	0	1
Volume Module: >> Count Date: 30 Sep 2009 << 4:30 - 5:30 PM																
Base Vol:	0	0	0		1355	0	453		0	1181	651		0	940	282	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	0	0	0		1409	0	471		0	1228	677		0	978	293	
Added Vol:	0	0	0		64	0	8		0	61	0		0	370	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		1473	0	479		0	1289	677		0	1348	293	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
PHF Volume:	0	0	0		1473	0	479		0	1289	0		0	1348	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		1473	0	479		0	1289	0		0	1348	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
FinalVolume:	0	0	0		1473	0	479		0	1289	0		0	1348	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	1.00	1.00		0.90	1.00	0.83		1.00	0.93	1.00		1.00	0.93	1.00	
Lanes:	0.00	0.00	0.00		2.00	0.00	1.00		0.00	2.00	1.00		0.00	2.00	1.00	
Final Sat.:	0	0	0		3432	0	1583		0	3538	1900		0	3538	1900	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.43	0.00	0.30		0.00	0.36	0.00		0.00	0.38	0.00	
Crit Moves:					****									****		
Green/Cycle:	0.00	0.00	0.00		0.47	0.00	0.47		0.00	0.42	0.00		0.00	0.42	0.00	
Volume/Cap:	0.00	0.00	0.00		0.91	0.00	0.64		0.00	0.87	0.00		0.00	0.91	0.00	
Uniform Del:	0.0	0.0	0.0		15.8	0.0	13.0		0.0	17.2	0.0		0.0	17.7	0.0	
IncremntDel:	0.0	0.0	0.0		7.8	0.0	1.9		0.0	5.8	0.0		0.0	8.5	0.0	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	0.00	0.00	0.00		1.00	0.00	1.00		0.00	1.00	0.00		0.00	1.00	0.00	
Delay/Veh:	0.0	0.0	0.0		23.7	0.0	14.8		0.0	23.0	0.0		0.0	26.2	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.0	0.0		23.7	0.0	14.8		0.0	23.0	0.0		0.0	26.2	0.0	
LOS by Move:	A	A	A		C	A	B		A	C	A		A	C	A	
HCM2kAvgQ:	0	0	0		19	0	8		0	16	0		0	18	0	

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

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

Intersection #4 Scott Dr/Rolison at Marsh Rd.

Cycle (sec): 80 Critical Vol./Cap.(X): 0.825
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 20.2
Optimal Cycle: 54 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:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	4	4	4		4	4	4		4	6	6		4	6	6	
Lanes:	0 1	0	0	2	0 1	0	0	1	1 0	2	1	0	2 0	1	1	0
Volume Module: >> Count Date: 4 Nov 2009 << 4:45 - 5:45 PM																
Base Vol:	28	15	267		254	9	2		42	1314	17		78	1109	214	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	29	16	278		264	9	2		44	1367	18		81	1153	223	
Added Vol:	0	0	0		0	0	0		0	63	0		0	377	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	29	16	278		264	9	2		44	1430	18		81	1530	223	
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:	29	16	278		264	9	2		44	1430	18		81	1530	223	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	29	16	278		264	9	2		44	1430	18		81	1530	223	
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:	29	16	278		264	9	2		44	1430	18		81	1530	223	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.95	0.73		0.93	0.93	0.83		0.93	0.89	0.89		0.90	0.91	0.91	
Lanes:	0.65	0.35	2.00		0.97	0.03	1.00		1.00	2.96	0.04		2.00	1.75	0.25	
Final Sat.:	1174	629	2786		1716	61	1583		1769	5011	62		3432	3030	441	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.02	0.10		0.15	0.15	0.00		0.02	0.29	0.29		0.02	0.51	0.51	
Crit Moves:			****			****			****					****		
Green/Cycle:	0.12	0.12	0.12		0.18	0.18	0.18		0.05	0.55	0.55		0.10	0.60	0.60	
Volume/Cap:	0.21	0.21	0.84		0.84	0.84	0.01		0.49	0.52	0.52		0.24	0.84	0.84	
Uniform Del:	31.9	31.9	34.5		31.6	31.6	26.8		37.0	11.2	11.2		33.4	13.0	13.0	
IncremntDel:	0.5	0.5	17.6		17.8	17.8	0.0		4.3	0.2	0.2		0.4	3.3	3.3	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	32.4	32.4	52.1		49.4	49.4	26.8		41.3	11.4	11.4		33.8	16.3	16.3	
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:	32.4	32.4	52.1		49.4	49.4	26.8		41.3	11.4	11.4		33.8	16.3	16.3	
LOS by Move:	C	C	D		D	D	C		D	B	B		C	B	B	
HCM2kAvgQ:	1	1	6		9	9	0		2	8	8		1	21	21	

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

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

Intersection #5 Bohannon/ Florence & Marsh Rd.

Cycle (sec): 80 Critical Vol./Cap.(X): 0.718
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 20.9
Optimal Cycle: 36 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:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	4	4	4		4	4	4		4	6	6		4	6	6	
Lanes:	1 0	0	1	0	1 1	0	0	1	1 0	1	1	0	1 0	2	0	1
Volume Module: >> Count Date: 7 Oct 2009 << 4:30 - 5:30 pm																
Base Vol:	95	32	58		428	30	128		239	885	55		26	833	316	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	99	33	60		445	31	133		249	920	57		27	866	329	
Added Vol:	0	0	0		0	0	0		0	63	0		0	377	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	99	33	60		445	31	133		249	983	57		27	1243	329	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	99	33	60		445	31	133		249	983	57		27	1243	329	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	99	33	60		445	31	133		249	983	57		27	1243	329	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	99	33	60		445	31	133		249	983	57		27	1243	329	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.93	0.88	0.88		0.94	0.94	0.83		0.93	0.92	0.92		0.93	0.93	0.83	
Lanes:	1.00	0.36	0.64		1.87	0.13	1.00		1.00	1.89	0.11		1.00	2.00	1.00	
Final Sat.:	1769	598	1084		3323	233	1583		1769	3317	193		1769	3538	1583	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.06	0.06		0.13	0.13	0.08		0.14	0.30	0.30		0.02	0.35	0.21	
Crit Moves:	****				****				****					****		
Green/Cycle:	0.08	0.08	0.08		0.19	0.19	0.19		0.20	0.59	0.59		0.10	0.49	0.49	
Volume/Cap:	0.72	0.72	0.72		0.72	0.72	0.45		0.72	0.51	0.51		0.15	0.72	0.42	
Uniform Del:	36.0	36.0	36.0		30.6	30.6	28.9		30.1	9.7	9.7		33.0	16.1	13.1	
IncremntDel:	16.6	17.1	17.1		3.8	3.8	1.1		7.1	0.2	0.2		0.4	1.5	0.4	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	52.6	53.1	53.1		34.3	34.3	30.0		37.2	9.9	9.9		33.4	17.5	13.5	
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:	52.6	53.1	53.1		34.3	34.3	30.0		37.2	9.9	9.9		33.4	17.5	13.5	
LOS by Move:	D	D	D		C	C	C		D	A	A		C	B	B	
HCM2kAvgQ:	4	4	4		7	7	3		7	8	8		1	14	5	

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

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

Intersection #6 Bay Rd. & Marsh Rd.

Cycle (sec): 80 Critical Vol./Cap.(X): 0.623
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 14.3
Optimal Cycle: 28 Level Of Service: B

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				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	6	6	6		6	6	6		6	6	6		4	6	6	
Lanes:	0	0	1!	0	0	0	1!	0	0	0	1	0	1	0	1	1 0
Volume Module: >> Count Date: 6 Oct 2009 << 5:00 - 6:00 PM																
Base Vol:	57	8	180		55	31	3		5	819	90		200	891	47	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	59	8	187		57	32	3		5	852	94		208	927	49	
Added Vol:	2	0	0		0	0	0		0	63	2		0	377	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	61	8	187		57	32	3		5	915	96		208	1304	49	
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:	61	8	187		57	32	3		5	915	96		208	1304	49	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	61	8	187		57	32	3		5	915	96		208	1304	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	
FinalVolume:	61	8	187		57	32	3		5	915	96		208	1304	49	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.81	0.81	0.81		0.69	0.69	0.69		0.87	0.87	0.87		0.93	0.93	0.93	
Lanes:	0.24	0.03	0.73		0.62	0.35	0.03		0.01	1.80	0.19		1.00	1.93	0.07	
Final Sat.:	366	50	1119		814	459	44		17	2982	312		1769	3393	127	
Capacity Analysis Module:																
Vol/Sat:	0.17	0.17	0.17		0.07	0.07	0.07		0.31	0.31	0.31		0.12	0.38	0.38	
Crit Moves:		****								****			****			
Green/Cycle:	0.27	0.27	0.27		0.27	0.27	0.27		0.49	0.49	0.49		0.19	0.68	0.68	
Volume/Cap:	0.62	0.62	0.62		0.26	0.26	0.26		0.62	0.62	0.62		0.62	0.56	0.56	
Uniform Del:	25.7	25.7	25.7		23.0	23.0	23.0		14.9	14.9	14.9		29.8	6.6	6.6	
IncremntDel:	2.9	2.9	2.9		0.4	0.4	0.4		0.8	0.8	0.8		3.6	0.3	0.3	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	28.6	28.6	28.6		23.4	23.4	23.4		15.6	15.6	15.6		33.4	6.9	6.9	
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:	28.6	28.6	28.6		23.4	23.4	23.4		15.6	15.6	15.6		33.4	6.9	6.9	
LOS by Move:	C	C	C		C	C	C		B	B	B		C	A	A	
HCM2kAvgQ:	7	7	7		2	2	2		10	10	10		6	9	9	

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

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

Intersection #7 Middlefield at Marsh (Town of Atherton)

Cycle (sec): 110 Critical Vol./Cap.(X): 0.952
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): 38.5
Optimal Cycle: 149 Level Of Service: D

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:	Ovl				Include				Include				Ovl			
Min. Green:	0	6	6		5	6	0		0	0	0		6	0	6	
Lanes:	0	0	1	0	1	1	0	1	0	0	0	0	0	1	0	0 0 1
Volume Module: >> Count Date: 18 Nov 2009 << 5:00 - 6:00 p.m.																
Base Vol:	0	426	548		408	269	0		0	0	0		515	0	447	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	0	443	570		424	280	0		0	0	0		536	0	465	
Added Vol:	0	58	42		23	11	0		0	0	0		103	0	276	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	501	612		447	291	0		0	0	0		639	0	741	
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	501	612		447	291	0		0	0	0		639	0	741	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	501	612		447	291	0		0	0	0		639	0	741	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	501	612		447	291	0		0	0	0		639	0	741	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	1.00	0.85		0.95	1.00	1.00		1.00	1.00	1.00		0.95	1.00	0.85	
Lanes:	0.00	1.00	1.00		1.00	1.00	0.00		0.00	0.00	0.00		1.00	0.00	1.00	
Final Sat.:	0	1900	1615		1805	1900	0		0	0	0		1805	0	1615	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.26	0.38		0.25	0.15	0.00		0.00	0.00	0.00		0.35	0.00	0.46	
Crit Moves:		****			****								****			
Green/Cycle:	0.00	0.28	0.65		0.26	0.54	0.00		0.00	0.00	0.00		0.37	0.00	0.63	
Volume/Cap:	0.00	0.95	0.58		0.95	0.28	0.00		0.00	0.00	0.00		0.95	0.00	0.73	
Uniform Del:	0.0	39.0	10.9		40.0	13.9	0.0		0.0	0.0	0.0		33.6	0.0	13.8	
IncremntDel:	0.0	27.5	0.9		29.6	0.2	0.0		0.0	0.0	0.0		23.5	0.0	2.6	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	0.00	1.00	1.00		1.00	1.00	0.00		0.00	0.00	0.00		1.00	0.00	1.00	
Delay/Veh:	0.0	66.5	11.8		69.6	14.1	0.0		0.0	0.0	0.0		57.1	0.0	16.4	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	66.5	11.8		69.6	14.1	0.0		0.0	0.0	0.0		57.1	0.0	16.4	
LOS by Move:	A	E	B		E	B	A		A	A	A		E	A	B	
HCM2kAvgQ:	0	22	12		20	5	0		0	0	0		26	0	18	

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

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

Intersection #8 Bayfront Exp. & Willow Rd.

Cycle (sec): 130 Critical Vol./Cap.(X): 1.179
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 107.1
Optimal Cycle: 180 Level Of Service: F

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				Split Phase				Split Phase			
Rights:	Ovl				Include				Ovl				Ovl			
Min. Green:	5	5	5		5	5	5		5	5	5		5	5	5	
Lanes:	2	0	3	0	1	2	0	3	0	1	1	1	1	0	2	1	0	2	0	1

Volume Module: >> Count Date: 1 Oct 2009 << 4:45 - 5:45 PM

Base Vol:	362	664	1	0	2199	108	36	13	1424	44	105	8
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	376	691	1	0	2287	112	37	14	1481	46	109	8
Added Vol:	393	257	3	49	171	0	0	94	5	317	391	181
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	769	948	4	49	2458	112	37	108	1486	363	500	189
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:	769	948	4	49	2458	112	37	108	1486	363	500	189
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	769	948	4	49	2458	112	37	108	1486	363	500	189
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:	769	948	4	49	2458	112	37	108	1486	363	500	189

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	1.03	0.83	0.90	1.03	0.83	0.92	0.92	0.88	0.93	0.93	0.83
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	2.00	1.00	2.00	1.00
Final Sat.:	3432	5846	1583	3432	5846	1583	1746	3492	3343	1769	3538	1583

Capacity Analysis Module:

Vol/Sat:	0.22	0.16	0.00	0.01	0.42	0.07	0.02	0.03	0.44	0.21	0.14	0.12
Crit Moves:	****				****				****	****		
Green/Cycle:	0.19	0.44	0.62	0.10	0.36	0.36	0.19	0.19	0.38	0.17	0.17	0.28
Volume/Cap:	1.18	0.37	0.00	0.14	1.18	0.20	0.11	0.16	1.18	1.18	0.81	0.43
Uniform Del:	52.6	24.2	9.6	52.8	41.8	29.0	43.9	44.3	40.5	53.7	51.7	38.4
IncremntDel:	95.8	0.1	0.0	0.2	85.8	0.2	0.0	0.1	89.0	109.0	8.1	0.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	148.4	24.2	9.6	53.0	128	29.1	44.0	44.4	129.5	162.7	59.8	39.1
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:	148.4	24.2	9.6	53.0	128	29.1	44.0	44.4	129.5	162.7	59.8	39.1
LOS by Move:	F	C	A	D	F	C	D	D	F	F	E	D
HCM2kAvgQ:	26	9	0	1	55	3	1	2	52	24	12	6

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

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

Intersection #9 Hamilton Ave. & Willow Rd.

Cycle (sec): 120 Critical Vol./Cap.(X): 0.716
Loss Time (sec): 11 (Y+R=3.0 sec) Average Delay (sec/veh): 23.1
Optimal Cycle: 61 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:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	5	5	5		5	5	5		5	5	5		5	5	5	
Lanes:	0	0	1!	0	0	0	0	1!	0	0	1	0	1	1	0	1	0	1	1	0

Volume Module: >> Count Date: 7 Oct 2009 << 5:00 - 6:00 PM

Base Vol:	129	6	49	73	5	73	130	1351	5	20	553	67
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	134	6	51	76	5	76	135	1405	5	21	575	70
Added Vol:	0	0	0	0	0	4	6	99	0	0	784	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	134	6	51	76	5	80	141	1504	5	21	1359	70
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:	134	6	51	76	5	80	141	1504	5	21	1359	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	134	6	51	76	5	80	141	1504	5	21	1359	70
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:	134	6	51	76	5	80	141	1504	5	21	1359	70

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.62	0.62	0.62	0.73	0.73	0.73	0.93	0.93	0.93	0.93	0.92	0.92
Lanes:	0.70	0.03	0.27	0.47	0.03	0.50	1.00	1.99	0.01	1.00	1.90	0.10
Final Sat.:	819	38	311	658	45	692	1769	3526	12	1769	3342	171

Capacity Analysis Module:

Vol/Sat:	0.16	0.16	0.16	0.12	0.12	0.12	0.08	0.43	0.43	0.01	0.41	0.41
Crit Moves:		****					****				****	
Green/Cycle:	0.23	0.23	0.23	0.23	0.23	0.23	0.11	0.62	0.62	0.06	0.57	0.57
Volume/Cap:	0.72	0.72	0.72	0.50	0.50	0.50	0.72	0.69	0.69	0.19	0.72	0.72
Uniform Del:	42.7	42.7	42.7	40.3	40.3	40.3	51.5	15.2	15.2	53.6	18.9	18.9
IncremntDel:	8.9	8.9	8.9	1.3	1.3	1.3	11.8	0.9	0.9	0.9	1.3	1.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	51.6	51.6	51.6	41.6	41.6	41.6	63.3	16.1	16.1	54.5	20.1	20.1
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:	51.6	51.6	51.6	41.6	41.6	41.6	63.3	16.1	16.1	54.5	20.1	20.1
LOS by Move:	D	D	D	D	D	D	E	B	B	D	C	C
HCM2kAvgQ:	8	8	8	6	6	6	7	20	20	1	21	21

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

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

Intersection #10 Ivy Dr. & Willow Rd.

Cycle (sec): 120 Critical Vol./Cap.(X): 0.696
Loss Time (sec): 11 (Y+R=3.0 sec) Average Delay (sec/veh): 13.6
Optimal Cycle: 58 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		5	0	5		5	5	0		0	5	5	
Lanes:	0 0	0 0	0		0 0	1! 0	0		1 0	2 0	0		0 0	1 1	0	
Volume Module: >> Count Date: 6 Oct 2009 << 5:00 - 6:00 PM																
Base Vol:	0	0	0		10	0	122		98	1457	0		0	800	22	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	0	0	0		10	0	127		102	1515	0		0	832	23	
Added Vol:	0	0	0		14	0	10		10	91	0		0	684	104	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		24	0	137		112	1606	0		0	1516	127	
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		24	0	137		112	1606	0		0	1516	127	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		24	0	137		112	1606	0		0	1516	127	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	0	0		24	0	137		112	1606	0		0	1516	127	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	1.00	1.00		0.86	1.00	0.86		0.93	0.93	1.00		1.00	0.92	0.92	
Lanes:	0.00	0.00	0.00		0.15	0.00	0.85		1.00	2.00	0.00		0.00	1.85	0.15	
Final Sat.:	0	0	0		248	0	1389		1769	3538	0		0	3225	270	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.10	0.00	0.10		0.06	0.45	0.00		0.00	0.47	0.47	
Crit Moves:							****		****					****		
Green/Cycle:	0.00	0.00	0.00		0.14	0.00	0.14		0.09	0.77	0.00		0.00	0.68	0.68	
Volume/Cap:	0.00	0.00	0.00		0.70	0.00	0.70		0.70	0.59	0.00		0.00	0.70	0.70	
Uniform Del:	0.0	0.0	0.0		49.0	0.0	49.0		52.9	6.0	0.0		0.0	11.9	11.9	
IncremntDel:	0.0	0.0	0.0		8.9	0.0	8.9		12.5	0.4	0.0		0.0	0.9	0.9	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	0.00	0.00	0.00		1.00	0.00	1.00		1.00	1.00	0.00		0.00	1.00	1.00	
Delay/Veh:	0.0	0.0	0.0		57.9	0.0	57.9		65.4	6.3	0.0		0.0	12.8	12.8	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.0	0.0		57.9	0.0	57.9		65.4	6.3	0.0		0.0	12.8	12.8	
LOS by Move:	A	A	A		E	A	E		E	A	A		A	B	B	
HCM2kAvgQ:	0	0	0		7	0	7		5	13	0		0	20	20	

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

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

Intersection #11 O'Brien Dr. & Willow Rd.

Cycle (sec): 120 Critical Vol./Cap.(X): 0.600
Loss Time (sec): 11 (Y+R=3.0 sec) Average Delay (sec/veh): 9.1
Optimal Cycle: 47 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	5	0	5		0	0	0		0	5	5		5	5	0	
Lanes:	1 0	1! 0	0		0 0	0 0	0		0 0	2 0	1		1 0	2 0	0	
Volume Module: >> Count Date: 8 Oct 2009 << 5:00 - 6:00 PM																
Base Vol:	120	0	35		0	0	0		0	1413	204		73	888	0	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	125	0	36		0	0	0		0	1470	212		76	924	0	
Added Vol:	4	0	0		0	0	0		0	100	11		0	694	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	129	0	36		0	0	0		0	1570	223		76	1618	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:	129	0	36		0	0	0		0	1570	223		76	1618	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	129	0	36		0	0	0		0	1570	223		76	1618	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	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:	129	0	36		0	0	0		0	1570	223		76	1618	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.91	1.00	0.91		1.00	1.00	1.00		1.00	0.93	0.83		0.93	0.93	1.00	
Lanes:	1.64	0.00	0.36		0.00	0.00	0.00		0.00	2.00	1.00		1.00	2.00	0.00	
Final Sat.:	2839	0	625		0	0	0		0	3538	1583		1769	3538	0	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.00	0.06		0.00	0.00	0.00		0.00	0.44	0.14		0.04	0.46	0.00	
Crit Moves:			****							****			****			
Green/Cycle:	0.10	0.00	0.10		0.00	0.00	0.00		0.00	0.74	0.74		0.07	0.81	0.00	
Volume/Cap:	0.47	0.00	0.60		0.00	0.00	0.00		0.00	0.60	0.19		0.60	0.56	0.00	
Uniform Del:	51.2	0.0	51.9		0.0	0.0	0.0		0.0	7.3	4.7		54.0	3.9	0.0	
IncremntDel:	1.0	0.0	3.6		0.0	0.0	0.0		0.0	0.4	0.1		7.8	0.3	0.0	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	0.00	1.00		0.00	0.00	0.00		0.00	1.00	1.00		1.00	1.00	0.00	
Delay/Veh:	52.2	0.0	55.6		0.0	0.0	0.0		0.0	7.7	4.8		61.8	4.2	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	52.2	0.0	55.6		0.0	0.0	0.0		0.0	7.7	4.8		61.8	4.2	0.0	
LOS by Move:	D	A	E		A	A	A		A	A	A		E	A	A	
HCM2kAvgQ:	3	0	5		0	0	0		0	14	2		4	11	0	

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

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

Intersection #12 Newbridge St. & Willow Rd.

Cycle (sec): 120 Critical Vol./Cap.(X): 0.992
Loss Time (sec): 14 (Y+R=3.0 sec) Average Delay (sec/veh): 44.9
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:		Ovl				Ovl				Include				Include		
Min. Green:	5	5	5		5	5	5		5	5	5		5	5	5	
Lanes:	2	0 1	0 1		1	0 1	0 1		1	0 2	1 0		1	0 1	1 0	
Volume Module: >> Count Date: 7 Oct 2009 << 4:45 - 5:45 PM																
Base Vol:	248	170	55		38	166	219		323	1436	339		102	975	34	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	258	177	57		40	173	228		336	1493	353		106	1014	35	
Added Vol:	0	0	0		0	0	9		6	111	0		0	699	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	258	177	57		40	173	237		342	1604	353		106	1713	35	
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:	258	177	57		40	173	237		342	1604	353		106	1713	35	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	258	177	57		40	173	237		342	1604	353		106	1713	35	
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:	258	177	57		40	173	237		342	1604	353		106	1713	35	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.90	0.98	0.83		0.93	0.98	0.83		0.93	0.87	0.87		0.93	0.93	0.93	
Lanes:	2.00	1.00	1.00		1.00	1.00	1.00		1.00	2.46	0.54		1.00	1.96	0.04	
Final Sat.:	3432	1862	1583		1769	1862	1583		1769	4055	891		1769	3456	71	
Capacity Analysis Module:																
Vol/Sat:	0.08	0.09	0.04		0.02	0.09	0.15		0.19	0.40	0.40		0.06	0.50	0.50	
Crit Moves:		****				****			****					****		
Green/Cycle:	0.10	0.10	0.19		0.09	0.09	0.29		0.19	0.60	0.60		0.09	0.50	0.50	
Volume/Cap:	0.79	0.99	0.19		0.24	0.99	0.52		0.99	0.66	0.66		0.66	0.99	0.99	
Uniform Del:	53.1	54.2	41.1		50.4	54.4	35.7		48.2	15.7	15.7		52.7	29.8	29.8	
IncremntDel:	11.8	65.1	0.3		0.8	65.9	1.1		46.3	0.5	0.5		9.4	19.6	19.6	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	64.9	119	41.5		51.2	120	36.8		94.6	16.2	16.2		62.1	49.4	49.4	
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:	64.9	119	41.5		51.2	120	36.8		94.6	16.2	16.2		62.1	49.4	49.4	
LOS by Move:	E	F	D		D	F	D		F	B	B		E	D	D	
HCM2kAvgQ:	7	11	2		2	10	8		18	18	18		5	41	41	

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

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

Intersection #13 Bay Rd. & Willow Rd.

Cycle (sec): 90 Critical Vol./Cap.(X): 0.783
Loss Time (sec): 11 (Y+R=4.0 sec) Average Delay (sec/veh): 20.8
Optimal Cycle: 68 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:	Split Phase				Split Phase				Protected				Protected			
Rights:		Include				Include				Include				Include		
Min. Green:	0	0	0		5	0	5		5	5	0		0	5	5	
Lanes:	0	0 0	0 0		1	0 0	0 1		1	0 2	0 0		0	0 2	0 1	
Volume Module: >> Count Date: 6 Oct 2009 << 5:00 - 6:00 PM																
Base Vol:	0	0	0		416	0	54		40	1436	0		0	1061	255	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	0	0	0		433	0	56		42	1493	0		0	1103	265	
Added Vol:	0	0	0		4	0	0		0	64	0		0	197	7	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		437	0	56		42	1557	0		0	1300	272	
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		437	0	56		42	1557	0		0	1300	272	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		437	0	56		42	1557	0		0	1300	272	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	0	0		437	0	56		42	1557	0		0	1300	272	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	1.00	1.00		0.93	1.00	0.83		0.93	0.93	1.00		1.00	0.93	0.83	
Lanes:	0.00	0.00	0.00		1.00	0.00	1.00		1.00	2.00	0.00		0.00	2.00	1.00	
Final Sat.:	0	0	0		1769	0	1583		1769	3538	0		0	3538	1583	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.25	0.00	0.04		0.02	0.44	0.00		0.00	0.37	0.17	
Crit Moves:					****					****			****			
Green/Cycle:	0.00	0.00	0.00		0.32	0.00	0.32		0.07	0.56	0.00		0.00	0.49	0.49	
Volume/Cap:	0.00	0.00	0.00		0.78	0.00	0.11		0.32	0.78	0.00		0.00	0.75	0.35	
Uniform Del:	0.0	0.0	0.0		28.0	0.0	21.9		39.5	15.4	0.0		0.0	18.6	14.2	
IncremntDel:	0.0	0.0	0.0		7.1	0.0	0.1		1.4	2.1	0.0		0.0	1.9	0.3	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	0.00	0.00	0.00		1.00	0.00	1.00		1.00	1.00	0.00		0.00	1.00	1.00	
Delay/Veh:	0.0	0.0	0.0		35.1	0.0	22.0		40.9	17.5	0.0		0.0	20.5	14.5	
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:	0.0	0.0	0.0		35.1	0.0	22.0		40.9	17.5	0.0		0.0	20.5	14.5	
LOS by Move:	A	A	A		D	A	C		D	B	A		A	C	B	
HCM2kAvgQ:	0	0	0		13	0	1		1	19	0		0	17	5	

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

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

Intersection #14 Durham St. & Willow Rd.

Cycle (sec): 105 Critical Vol./Cap.(X): 0.782
Loss Time (sec): 7 (Y+R=3.0 sec) Average Delay (sec/veh): 16.5
Optimal Cycle: 59 Level Of Service: B

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				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	4	4	4		4	4	4		4	10	10		4	10	10	
Lanes:	1 0	0	1	0	0 1	0	0	1	1 0	1	1	0	1 0	0	1	0
Volume Module: >> Count Date: 1 Oct 2009 << 4:00 - 5:00 PM																
Base Vol:	33	7	85		122	5	31		11	1125	10		90	818	51	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	34	7	88		127	5	32		11	1170	10		94	851	53	
Added Vol:	0	0	0		0	0	0		0	64	0		0	197	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	34	7	88		127	5	32		11	1234	10		94	1048	53	
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:	34	7	88		127	5	32		11	1234	10		94	1048	53	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	34	7	88		127	5	32		11	1234	10		94	1048	53	
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:	34	7	88		127	5	32		11	1234	10		94	1048	53	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.47	0.84	0.84		0.54	0.54	0.83		0.93	0.93	0.93		0.93	0.97	0.97	
Lanes:	1.00	0.08	0.92		0.96	0.04	1.00		1.00	1.98	0.02		1.00	0.95	0.05	
Final Sat.:	896	122	1481		989	41	1583		1769	3505	30		1769	1760	89	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.06	0.06		0.13	0.13	0.02		0.01	0.35	0.35		0.05	0.60	0.60	
Crit Moves:						****			****					****		
Green/Cycle:	0.16	0.16	0.16		0.16	0.16	0.16		0.04	0.67	0.67		0.10	0.74	0.74	
Volume/Cap:	0.24	0.38	0.38		0.81	0.81	0.13		0.17	0.52	0.52		0.52	0.81	0.81	
Uniform Del:	38.6	39.5	39.5		42.6	42.6	37.9		48.9	8.6	8.6		44.8	9.0	9.0	
IncremntDel:	0.9	0.9	0.9		25.0	25.0	0.2		1.2	0.2	0.2		2.8	3.7	3.7	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	39.5	40.5	40.5		67.6	67.6	38.2		50.1	8.9	8.9		47.6	12.7	12.7	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	39.5	40.5	40.5		67.6	67.6	38.2		50.1	8.9	8.9		47.6	12.7	12.7	
LOS by Move:	D	D	D		E	E	D		D	A	A		D	B	B	
HCM2kAvgQ:	1	3	3		6	6	1		1	11	11		4	25	25	

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

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

Intersection #15 Coleman Ave. & Willow Rd.

Cycle (sec): 105 Critical Vol./Cap.(X): 0.796
Loss Time (sec): 7 (Y+R=3.0 sec) Average Delay (sec/veh): 11.6
Optimal Cycle: 61 Level Of Service: B

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:	4	4	4		4	4	4		10	10	10		10	10	10	
Lanes:	0 0	1!	0	0	0 0	1!	0	0	1 0	0	1	0	1 0	0	1	0
Volume Module: >> Count Date: 30 Sep 2009 << 5:00 - 6:00 PM																
Base Vol:	12	11	7		92	6	35		24	1083	6		5	795	109	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	12	11	7		96	6	36		25	1126	6		5	827	113	
Added Vol:	0	0	0		0	0	0		0	64	0		0	197	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	12	11	7		96	6	36		25	1190	6		5	1024	113	
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:	12	11	7		96	6	36		25	1190	6		5	1024	113	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	12	11	7		96	6	36		25	1190	6		5	1024	113	
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:	12	11	7		96	6	36		25	1190	6		5	1024	113	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.86	0.86	0.86		0.73	0.73	0.73		0.16	0.98	0.98		0.14	0.97	0.97	
Lanes:	0.40	0.37	0.23		0.69	0.05	0.26		1.00	0.99	0.01		1.00	0.90	0.10	
Final Sat.:	655	601	382		959	63	365		313	1850	10		266	1651	183	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.02	0.02		0.10	0.10	0.10		0.08	0.64	0.64		0.02	0.62	0.62	
Crit Moves:						****				****						
Green/Cycle:	0.13	0.13	0.13		0.13	0.13	0.13		0.81	0.81	0.81		0.81	0.81	0.81	
Volume/Cap:	0.15	0.15	0.15		0.80	0.80	0.80		0.10	0.80	0.80		0.02	0.77	0.77	
Uniform Del:	40.9	40.9	40.9		44.6	44.6	44.6		2.1	5.4	5.4		2.0	5.1	5.1	
IncremntDel:	0.3	0.3	0.3		22.0	22.0	22.0		0.2	3.1	3.1		0.0	2.5	2.5	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	41.3	41.3	41.3		66.6	66.6	66.6		2.3	8.5	8.5		2.0	7.6	7.6	
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:	41.3	41.3	41.3		66.6	66.6	66.6		2.3	8.5	8.5		2.0	7.6	7.6	
LOS by Move:	D	D	D		E	E	E		A	A	A		A	A	A	
HCM2kAvgQ:	1	1	1		6	6	6		0	22	22		0	20	20	

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

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

Intersection #16 Gilbert Ave. & Willow Rd.

Cycle (sec): 105 Critical Vol./Cap.(X): 0.741
Loss Time (sec): 7 (Y+R=3.0 sec) Average Delay (sec/veh): 11.3
Optimal Cycle: 51 Level Of Service: B

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:	5	5	5		5	5	5		12	12	12		12	12	12	
Lanes:	1 0	0	1	0	1 0	0	1	0	1 0	0	1	0	1 0	0	1	0
Volume Module: >> Count Date: 1 Oct 2009 << 5:00 - 6:00 PM																
Base Vol:	92	31	75		29	30	4		4	969	36		37	832	17	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	96	32	78		30	31	4		4	1008	37		38	865	18	
Added Vol:	18	0	7		0	0	0		0	57	22		24	173	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	114	32	85		30	31	4		4	1065	59		62	1038	18	
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:	114	32	85		30	31	4		4	1065	59		62	1038	18	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	114	32	85		30	31	4		4	1065	59		62	1038	18	
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:	114	32	85		30	31	4		4	1065	59		62	1038	18	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.72	0.87	0.87		0.49	0.96	0.96		0.21	0.97	0.97		0.18	0.98	0.98	
Lanes:	1.00	0.27	0.73		1.00	0.88	0.12		1.00	0.95	0.05		1.00	0.98	0.02	
Final Sat.:	1376	456	1203		940	1613	215		391	1749	98		339	1825	31	
Capacity Analysis Module:																
Vol/Sat:	0.08	0.07	0.07		0.03	0.02	0.02		0.01	0.61	0.61		0.18	0.57	0.57	
Crit Moves:	****									****						
Green/Cycle:	0.11	0.11	0.11		0.11	0.11	0.11		0.82	0.82	0.82		0.82	0.82	0.82	
Volume/Cap:	0.74	0.63	0.63		0.29	0.17	0.17		0.01	0.74	0.74		0.22	0.69	0.69	
Uniform Del:	45.2	44.6	44.6		42.8	42.3	42.3		1.7	4.3	4.3		2.0	3.9	3.9	
IncremntDel:	17.4	7.0	7.0		1.5	0.4	0.4		0.0	2.0	2.0		0.4	1.4	1.4	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	62.6	51.6	51.6		44.3	42.7	42.7		1.7	6.2	6.2		2.5	5.3	5.3	
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:	62.6	51.6	51.6		44.3	42.7	42.7		1.7	6.2	6.2		2.5	5.3	5.3	
LOS by Move:	E	D	D		D	D	D		A	A	A		A	A	A	
HCM2kAvgQ:	5	5	5		1	1	1		0	18	18		1	15	15	

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

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

Intersection #17 Middlefield Rd. & Willow Rd.

Cycle (sec): 130 Critical Vol./Cap.(X): 1.386
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 169.2
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Split Phase				Split Phase				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	8	8	8		8	8	8		8	8	8		8	8	8	
Lanes:	1 0	2	0	1	1 1	0	1	0	1 0	1	0	1	1 1	0	0	1
Volume Module: >> Count Date: 30 Sep 2009 << 4:45 - 5:45 PM																
Base Vol:	97	438	491		477	413	19		36	170	158		382	95	410	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	101	456	511		496	430	20		37	177	164		397	99	426	
Added Vol:	15	8	29		18	8	0		0	32	24		104	21	66	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	116	464	540		514	438	20		37	209	188		501	120	492	
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:	116	464	540		514	438	20		37	209	188		501	120	492	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	116	464	540		514	438	20		37	209	188		501	120	492	
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:	116	464	540		514	438	20		37	209	188		501	120	492	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.93	0.93	0.42		0.90	0.90	0.90		0.93	0.98	0.83		0.94	0.94	0.83	
Lanes:	1.00	2.00	1.00		1.59	1.35	0.06		1.00	1.00	1.00		1.61	0.39	1.00	
Final Sat.:	1769	3538	791		2727	2321	105		1769	1862	1583		2888	690	1583	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.13	0.68		0.19	0.19	0.19		0.02	0.11	0.12		0.17	0.17	0.31	
Crit Moves:			****		****						****				****	
Green/Cycle:	0.49	0.49	0.49		0.14	0.14	0.14		0.09	0.09	0.09		0.22	0.22	0.22	
Volume/Cap:	0.13	0.27	1.39		1.39	1.39	1.39		0.25	1.31	1.39		0.77	0.77	1.39	
Uniform Del:	17.9	19.3	33.0		56.2	56.2	56.2		55.5	59.4	59.4		47.3	47.3	50.4	
IncremntDel:	0.1	0.1	188.9		182.4	182	182.4		0.9	175	212.5		4.7	4.7	190.2	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	18.0	19.4	221.9		238.5	239	238.5		56.3	235	271.9		52.0	52.0	240.6	
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:	18.0	19.4	221.9		238.5	239	238.5		56.3	235	271.9		52.0	52.0	240.6	
LOS by Move:	B	B	F		F	F	F		E	F	F		D	D	F	
HCM2kAvgQ:	2	6	41		27	27	27		2	17	16		13	13	38	

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

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

Intersection #18 Bayfront Exp. & University Ave.

Cycle (sec): 150 Critical Vol./Cap.(X): 1.419
Loss Time (sec): 10 (Y+R=3.0 sec) Average Delay (sec/veh): 192.8
Optimal Cycle: 180 Level Of Service: F

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				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	5	5	0	0	5	5	5	0	5	0	0	0				
Lanes:	2	0 3	0	0	0	0 3	0	1	2	0 0	0	3	0	0 0	0	0
Volume Module: >> Count Date: 1 Oct 2009 << 5:00 - 6:00 PM																
Base Vol:	377	968	0	0	3488	127	60	0	1667	0	0	0				
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04				
Initial Bse:	392	1007	0	0	3628	132	62	0	1734	0	0	0				
Added Vol:	4	105	0	0	396	98	12	0	11	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	396	1112	0	0	4024	230	74	0	1745	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:	396	1112	0	0	4024	230	74	0	1745	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	396	1112	0	0	4024	230	74	0	1745	0	0	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	396	1112	0	0	4024	230	74	0	1745	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.90	0.89	1.00	1.00	0.89	0.83	0.90	1.00	0.73	1.00	1.00	1.00				
Lanes:	2.00	3.00	0.00	0.00	3.00	1.00	2.00	0.00	3.00	0.00	0.00	0.00				
Final Sat.:	3432	5083	0	0	5083	1583	3432	0	4178	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.12	0.22	0.00	0.00	0.79	0.15	0.02	0.00	0.42	0.00	0.00	0.00				
Crit Moves:	****				****				****							
Green/Cycle:	0.08	0.64	0.00	0.00	0.56	0.56	0.29	0.00	0.29	0.00	0.00	0.00				
Volume/Cap:	1.42	0.34	0.00	0.00	1.42	0.26	0.07	0.00	1.42	0.00	0.00	0.00				
Uniform Del:	68.9	12.5	0.0	0.0	33.2	17.2	38.2	0.0	52.9	0.0	0.0	0.0				
IncremntDel:	208.4	0.1	0.0	0.0	191	0.2	0.0	0.0	193.4	0.0	0.0	0.0				
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00				
Delay/Veh:	277.3	12.6	0.0	0.0	224	17.3	38.2	0.0	246.4	0.0	0.0	0.0				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	277.3	12.6	0.0	0.0	224	17.3	38.2	0.0	246.4	0.0	0.0	0.0				
LOS by Move:	F	B	A	A	F	B	D	A	F	A	A	A				
HCM2kAvgQ:	19	8	0	0	119	5	1	0	55	0	0	0				

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

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

Intersection #19 O'Brien Dr. & University Ave.

Cycle (sec): 85 Critical Vol./Cap.(X): 0.705
Loss Time (sec): 11 (Y+R=3.0 sec) Average Delay (sec/veh): 13.3
Optimal Cycle: 55 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	5	0	5	0	5	5	0	0	5	5		
Lanes:	0	0 0	0	0	0	0 1!	0	0	1	0 2	0	0	0	0 1	1	0
Volume Module: >> Count Date: 8 Oct 2009 << 5:00 - 6:00 PM																
Base Vol:	0	0	0	0	120	0	99	0	20	1599	0	0	454	16		
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04				
Initial Bse:	0	0	0	0	125	0	103	0	21	1663	0	0	472	17		
Added Vol:	0	0	0	0	11	0	0	0	0	12	0	0	98	4		
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Initial Fut:	0	0	0	0	136	0	103	0	21	1675	0	0	570	21		
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	0	0	0	136	0	103	0	21	1675	0	0	570	21		
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Reduced Vol:	0	0	0	0	136	0	103	0	21	1675	0	0	570	21		
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	0	0	0	0	136	0	103	0	21	1675	0	0	570	21		
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	1.00	1.00	1.00	0.90	1.00	0.90	0.93	0.93	1.00	1.00	0.93	0.93				
Lanes:	0.00	0.00	0.00	0.57	0.00	0.43	1.00	2.00	0.00	0.00	1.93	0.07				
Final Sat.:	0	0	0	970	0	735	1769	3538	0	0	3397	123				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.14	0.00	0.14	0.01	0.47	0.00	0.00	0.17	0.17				
Crit Moves:				****				****		****						
Green/Cycle:	0.00	0.00	0.00	0.20	0.00	0.20	0.17	0.67	0.00	0.00	0.50	0.50				
Volume/Cap:	0.00	0.00	0.00	0.70	0.00	0.70	0.07	0.70	0.00	0.00	0.34	0.34				
Uniform Del:	0.0	0.0	0.0	31.7	0.0	31.7	29.3	8.7	0.0	0.0	12.9	12.9				
IncremntDel:	0.0	0.0	0.0	6.6	0.0	6.6	0.1	1.0	0.0	0.0	0.1	0.1				
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00				
Delay/Veh:	0.0	0.0	0.0	38.3	0.0	38.3	29.4	9.7	0.0	0.0	13.0	13.0				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	0.0	0.0	0.0	38.3	0.0	38.3	29.4	9.7	0.0	0.0	13.0	13.0				
LOS by Move:	A	A	A	D	A	D	C	A	A	A	B	B				
HCM2kAvgQ:	0	0	0	7	0	7	0	15	0	0	5	5				

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

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

Intersection #20 University & Kavanaugh

Cycle (sec): 100 Critical Vol./Cap.(X): 0.672
Loss Time (sec): 11 (Y+R=3.0 sec) Average Delay (sec/veh): 16.0
Optimal Cycle: 85 Level Of Service: B

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:	5	5	5		5	5	5		5	5	5		5	5	5	
Lanes:	0	0	1!	0	0	0	1!	0	0	1	0	1	1	0	1	0	1	0
Volume Module:																		
Base Vol:	35	31	12		19	29	82		26	1579	19		18	527	13	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	36	32	12		20	30	85		27	1642	20		19	548	14	
Added Vol:	0	0	0		0	0	0		0	12	0		0	98	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	36	32	12		20	30	85		27	1654	20		19	646	14	
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:	36	32	12		20	30	85		27	1654	20		19	646	14	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	36	32	12		20	30	85		27	1654	20		19	646	14	
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:	36	32	12		20	30	85		27	1654	20		19	646	14	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.96	0.96	0.96		0.91	0.91	0.91		0.95	0.95	0.95		0.95	0.95	0.95	
Lanes:	0.45	0.40	0.15		0.15	0.22	0.63		1.00	1.98	0.02		1.00	1.96	0.04	
Final Sat.:	816	723	280		252	385	1089		1805	3560	43		1805	3525	74	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.04	0.04		0.08	0.08	0.08		0.01	0.46	0.46		0.01	0.18	0.18	
Crit Moves:		****			****					****			****			
Green/Cycle:	0.07	0.06	0.06		0.11	0.11	0.11		0.15	0.66	0.66		0.05	0.56	0.56	
Volume/Cap:	0.65	0.70	0.70		0.70	0.73	0.73		0.10	0.70	0.70		0.21	0.33	0.33	
Uniform Del:	45.4	45.9	45.9		42.8	43.2	43.2		36.4	10.5	10.5		45.6	11.8	11.8	
IncremntDel:	11.6	17.3	17.3		10.8	13.8	13.8		0.2	0.9	0.9		1.1	0.1	0.1	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	57.0	63.1	63.1		53.6	57.0	57.0		36.6	11.5	11.5		46.7	11.9	11.9	
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:	57.0	63.1	63.1		53.6	57.0	57.0		36.6	11.5	11.5		46.7	11.9	11.9	
LOS by Move:	E	E	E		D	E	E		D	B	B		D	B	B	
HCM2kAvgQ:	4	4	4		5	6	6		1	18	18		1	6	6	

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

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

Intersection #21 University & Bay

Cycle (sec): 100 Critical Vol./Cap.(X): 0.841
Loss Time (sec): 11 (Y+R=3.0 sec) Average Delay (sec/veh): 33.8
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:	5	5	5		5	5	5		5	5	5		5	5	5	
Lanes:	1	1	0	0	1	1	0	1	0	1	0	1	1	0	1	0	1	0
Volume Module:																		
Base Vol:	150	219	345		94	262	110		93	1291	87		119	540	49	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	156	228	359		98	272	114		97	1343	90		124	562	51	
Added Vol:	0	0	0		0	0	0		0	12	0		0	98	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	156	228	359		98	272	114		97	1355	90		124	660	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:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	156	228	359		98	272	114		97	1355	90		124	660	51	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	156	228	359		98	272	114		97	1355	90		124	660	51	
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:	156	228	359		98	272	114		97	1355	90		124	660	51	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.98	0.98	0.85		0.95	1.00	0.85		0.95	0.94	0.94		0.95	0.94	0.94	
Lanes:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.87	0.13		1.00	1.86	0.14	
Final Sat.:	1862	1862	1615		1805	1900	1615		1805	3354	224		1805	3314	256	
Capacity Analysis Module:																
Vol/Sat:	0.08	0.12	0.22		0.05	0.14	0.07		0.05	0.40	0.40		0.07	0.20	0.20	
Crit Moves:			****		****					****			****			
Green/Cycle:	0.12	0.26	0.26		0.06	0.21	0.21		0.12	0.48	0.48		0.08	0.44	0.44	
Volume/Cap:	0.69	0.46	0.84		0.84	0.69	0.34		0.45	0.84	0.84		0.84	0.45	0.45	
Uniform Del:	42.2	30.9	34.8		46.3	36.7	33.8		41.0	22.7	22.7		45.3	19.4	19.4	
IncremntDel:	3.7	0.4	14.0		39.5	5.2	0.6		1.5	3.9	3.9		33.1	0.2	0.2	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	45.9	31.3	48.8		85.8	41.9	34.4		42.5	26.6	26.6		78.4	19.6	19.6	
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:	45.9	31.3	48.8		85.8	41.9	34.4		42.5	26.6	26.6		78.4	19.6	19.6	
LOS by Move:	D	C	D		F	D	C		D	C	C		E	B	B	
HCM2kAvgQ:	6	6	13		5	9	3		3	23	23		6	8	8	

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

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

Intersection #22 University & Runnymede

Cycle (sec): 100 Critical Vol./Cap.(X): 0.706
Loss Time (sec): 11 (Y+R=3.0 sec) Average Delay (sec/veh): 22.7
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:	5	5	5		5	5	5		5	5	5		5	5	5	
Lanes:	0	0	1!	0	0	0	1!	0	0	1	0	1	1	0	1	0	1	0
Volume Module:																		
Base Vol:	78	109	59		17	76	27		29	1264	78		44	793	17	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	81	113	61		18	79	28		30	1315	81		46	825	18	
Added Vol:	0	0	0		0	0	0		0	12	0		0	98	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	81	113	61		18	79	28		30	1327	81		46	923	18	
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:	81	113	61		18	79	28		30	1327	81		46	923	18	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	81	113	61		18	79	28		30	1327	81		46	923	18	
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:	81	113	61		18	79	28		30	1327	81		46	923	18	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.95	0.95		0.96	0.96	0.96		0.95	0.94	0.94		0.95	0.95	0.95	
Lanes:	0.32	0.44	0.24		0.14	0.63	0.23		1.00	1.88	0.12		1.00	1.96	0.04	
Final Sat.:	574	802	434		259	1159	412		1805	3371	206		1805	3532	68	
Capacity Analysis Module:																
Vol/Sat:	0.14	0.14	0.14		0.07	0.07	0.07		0.02	0.39	0.39		0.03	0.26	0.26	
Crit Moves:	****					****				****			****			
Green/Cycle:	0.20	0.20	0.20		0.09	0.09	0.09		0.10	0.55	0.55		0.05	0.50	0.50	
Volume/Cap:	0.72	0.72	0.72		0.72	0.72	0.72		0.17	0.72	0.72		0.51	0.52	0.52	
Uniform Del:	37.6	37.6	37.6		43.9	43.9	43.9		41.5	16.8	16.8		46.3	16.8	16.8	
IncremntDel:	6.9	6.9	6.9		13.5	13.5	13.5		0.5	1.3	1.3		4.6	0.3	0.3	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	44.4	44.4	44.4		57.4	57.4	57.4		42.0	18.1	18.1		50.9	17.1	17.1	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	44.4	44.4	44.4		57.4	57.4	57.4		42.0	18.1	18.1		50.9	17.1	17.1	
LOS by Move:	D	D	D		E	E	E		D	B	B		D	B	B	
HCM2kAvgQ:	9	9	9		5	5	5		1	18	18		2	10	10	

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

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

Intersection #23 University & Bell

Cycle (sec): 90 Critical Vol./Cap.(X): 0.553
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 7.6
Optimal Cycle: 86 Level Of Service: A

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:	18	18	18		18	18	18		64	64	64		64	64	64	
Lanes:	0	0	1!	0	0	0	1!	0	0	1	0	1	1	0	1	0	1	0
Volume Module:																		
Base Vol:	60	83	38		11	68	22		42	1322	87		37	787	22	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	62	86	40		11	71	23		44	1375	90		38	818	23	
Added Vol:	0	0	0		0	0	0		0	12	0		0	98	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	62	86	40		11	71	23		44	1387	90		38	916	23	
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:	62	86	40		11	71	23		44	1387	90		38	916	23	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	62	86	40		11	71	23		44	1387	90		38	916	23	
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:	62	86	40		11	71	23		44	1387	90		38	916	23	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.86	0.86	0.86		0.94	0.94	0.94		0.28	0.94	0.94		0.14	0.95	0.95	
Lanes:	0.33	0.46	0.21		0.11	0.67	0.22		1.00	1.88	0.12		1.00	1.95	0.05	
Final Sat.:	539	746	342		195	1205	390		524	3358	219		260	3508	88	
Capacity Analysis Module:																
Vol/Sat:	0.12	0.12	0.12		0.06	0.06	0.06		0.08	0.41	0.41		0.15	0.26	0.26	
Crit Moves:		****								****						
Green/Cycle:	0.21	0.21	0.21		0.21	0.21	0.21		0.75	0.75	0.75		0.75	0.75	0.75	
Volume/Cap:	0.55	0.55	0.55		0.28	0.28	0.28		0.11	0.55	0.55		0.20	0.35	0.35	
Uniform Del:	31.8	31.8	31.8		29.9	29.9	29.9		3.2	4.9	4.9		3.4	3.9	3.9	
IncremntDel:	2.0	2.0	2.0		0.4	0.4	0.4		0.1	0.3	0.3		0.5	0.1	0.1	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	33.8	33.8	33.8		30.3	30.3	30.3		3.3	5.2	5.2		3.9	4.0	4.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	33.8	33.8	33.8		30.3	30.3	30.3		3.3	5.2	5.2		3.9	4.0	4.0	
LOS by Move:	C	C	C		C	C	C		A	A	A		A	A	A	
HCM2kAvgQ:	5	5	5		3	3	3		0	10	10		1	5	5	

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

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

Intersection #24 University & Donohoe

Cycle (sec): 100 Critical Vol./Cap.(X): 0.879
Loss Time (sec): 11 (Y+R=3.0 sec) Average Delay (sec/veh): 37.1
Optimal Cycle: 98 Level Of Service: D

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:	5		5		5		5		5		5		5		5		5		5		5		5	
Lanes:	1	1	0	1	1		1	0	1	0	1		1	0	1	1	0		2	0	1	1	0	
Volume Module:																								
Base Vol:	315	485		599			32	175		224			217	784		540			115	663		173		
Growth Adj:	1.04	1.04		1.04			1.04	1.04		1.04			1.04	1.04		1.04			1.04	1.04		1.04		
Initial Bse:	328	504		623			33	182		233			226	815		562			120	690		180		
Added Vol:	0	0		7			0	0		0			0	5		0			0	98		0		
PasserByVol:	0	0		0			0	0		0			0	0		0			0	0		0		
Initial Fut:	328	504		630			33	182		233			226	820		562			120	788		180		
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:	328	504		630			33	182		233			226	820		562			120	788		180		
Reduct Vol:	0	0		0			0	0		0			0	0		0			0	0		0		
Reduced Vol:	328	504		630			33	182		233			226	820		562			120	788		180		
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:	328	504		630			33	182		233			226	820		562			120	788		180		
Saturation Flow Module:																								
Sat/Lane:	1900	1900		1900			1900	1900		1900			1900	1900		1900			1900	1900		1900		
Adjustment:	0.88	0.88		0.88			0.95	1.00		0.85			0.95	0.89		0.89			0.92	0.92		0.92		
Lanes:	1.00	1.33		1.67			1.00	1.00		1.00			1.00	1.19		0.81			2.00	1.63		0.37		
Final Sat.:	1669	2227		2781			1805	1900		1615			1805	2012		1378			3502	2856		653		
Capacity Analysis Module:																								
Vol/Sat:	0.20	0.23		0.23			0.02	0.10		0.14			0.13	0.41		0.41			0.03	0.28		0.28		
Crit Moves:	****									****				****					****					
Green/Cycle:	0.22	0.31		0.31			0.07	0.16		0.16			0.16	0.46		0.46			0.05	0.35		0.35		
Volume/Cap:	0.89	0.72		0.72			0.27	0.59		0.89			0.79	0.89		0.89			0.68	0.79		0.79		
Uniform Del:	37.8	30.5		30.5			44.1	38.8		41.0			40.5	24.8		24.8			46.7	29.2		29.2		
IncremntDel:	6.5	1.3		1.3			1.2	3.1		29.1			13.7	6.8		6.8			10.6	3.5		3.5		
InitQueuDel:	0.0	0.0		0.0			0.0	0.0		0.0			0.0	0.0		0.0			0.0	0.0		0.0		
Delay Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
Delay/Veh:	44.3	31.8		31.8			45.3	41.9		70.1			54.2	31.7		31.7			57.3	32.8		32.8		
User DelAdj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
AdjDel/Veh:	44.3	31.8		31.8			45.3	41.9		70.1			54.2	31.7		31.7			57.3	32.8		32.8		
LOS by Move:	D	C		C			D	D		E			D	C		C			E	C		C		
HCM2kAvgQ:	14	12		12			1	6		10			9	24		24			3	16		16		

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

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

Intersection #25 NB 101 & Donohoe St

Cycle (sec): 90 Critical Vol./Cap.(X): 0.487
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 21.3
Optimal Cycle: 82 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		32		32		0		32		0		28		0		28		0		0		18	
Lanes:	0	0	2	1	0		0	0	2	0	0		2	0	0	0	1		0	0	0	0	1	
Volume Module:																								
Base Vol:	0	802		19			0	783		0			765		0		277		0		0		16	
Growth Adj:	1.04	1.04		1.04			1.04	1.04		1.04			1.04	1.04		1.04			1.04	1.04		1.04		
Initial Bse:	0	834		20			0	814		0			796		0		288		0		0		17	
Added Vol:	0	0		0			0	0		0			7		0		0		0		0		0	
PasserByVol:	0	0		0			0	0		0			0		0		0		0		0		0	
Initial Fut:	0	834		20			0	814		0			803		0		288		0		0		17	
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
PHF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
PHF Volume:	0	834		20			0	814		0			803		0		288		0		0		17	
Reduct Vol:	0	0		0			0	0		0			0		0		0		0		0		0	
Reduced Vol:	0	834		20			0	814		0			803		0		288		0		0		17	
PCE Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
MLF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
FinalVolume:	0	834		20			0	814		0			803		0		288		0		0		17	
Saturation Flow Module:																								
Sat/Lane:	1900	1900		1900			1900	1900		1900			1900	1900		1900			1900	1900		1900		
Adjustment:	1.00	0.91		0.91			1.00	0.95		1.00			0.92	1.00		0.85			1.00	1.00		0.87		
Lanes:	0.00	2.93		0.07			0.00	2.00		0.00			2.00	0.00		1.00			0.00	0.00		1.00		
Final Sat.:	0	5052		120			0	3610		0			3502		0		1615		0		0		1644	
Capacity Analysis Module:																								
Vol/Sat:	0.00	0.17		0.17			0.00	0.23		0.00			0.23	0.00		0.18			0.00	0.00		0.01		
Crit Moves:	****							****					****									****		
Green/Cycle:	0.00	0.37		0.37			0.00	0.37		0.00			0.38	0.00		0.58			0.00	0.00		0.20		
Volume/Cap:	0.00	0.44		0.44			0.00	0.60		0.00			0.60	0.00		0.31			0.00	0.00		0.05		
Uniform Del:	0.0	21.1		21.1			0.0	22.7		0.0			22.4	0.0		9.6			0.0	0.0		29.1		
IncremntDel:	0.0	0.2		0.2			0.0	0.8		0.0			0.8	0.0		0.2			0.0	0.0		0.1		
InitQueuDel:	0.0	0.0		0.0			0.0	0.0		0.0			0.0	0.0		0.0			0.0	0.0		0.0		
Delay Adj:	0.00	1.00		1.00			0.00	1.00		0.00			1.00	0.00		1.00			0.00	0.00		1.00		
Delay/Veh:	0.0	21.2		21.2			0.0	23.5		0.0			23.2	0.0		9.8			0.0	0.0		29.2		
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:	0.0	21.2		21.2			0.0	23.5		0.0			23.2	0.0		9.8			0.0	0.0		29.2		
LOS by Move:	A	C		C			A	C		A			C	A		A			A	A		C		
HCM2kAvgQ:	0	7		7			0	10		0			10	0		4			0	0		0		

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

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

Intersection #26 University & SB US 101

Cycle (sec): 90 Critical Vol./Cap.(X): 0.545
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 25.3
Optimal Cycle: 151 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:	Permitted				Protected				Permitted				Protected			
Rights:		Include				Include				Ovl				Include		
Min. Green:	18	18	18		0	0	0		0	39	57		21	64	0	
Lanes:	1	0 1!	0 1		0	0 0	0 0		0	0 2	0 2		2	0 2	0 0	
Volume Module:																
Base Vol:	305	1	439		0	0	0		0	1391	388		487	927	0	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	317	1	457		0	0	0		0	1447	404		506	964	0	
Added Vol:	0	0	0		0	0	0		0	5	16		54	56	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	317	1	457		0	0	0		0	1452	420		560	1020	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:	317	1	457		0	0	0		0	1452	420		560	1020	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	317	1	457		0	0	0		0	1452	420		560	1020	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	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:	317	1	457		0	0	0		0	1452	420		560	1020	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.86	0.86	0.86		1.00	1.00	1.00		1.00	0.95	0.75		0.92	0.95	1.00	
Lanes:	1.41	0.01	1.58		0.00	0.00	0.00		0.00	2.00	2.00		2.00	2.00	0.00	
Final Sat.:	2292	4	2585		0	0	0		0	3610	2842		3502	3610	0	
Capacity Analysis Module:																
Vol/Sat:	0.14	0.24	0.18		0.00	0.00	0.00		0.00	0.40	0.15		0.16	0.28	0.00	
Crit Moves:		****												****		
Green/Cycle:	0.20	0.20	0.20		0.00	0.00	0.00		0.00	0.43	0.43		0.32	0.76	0.00	
Volume/Cap:	0.69	1.19	0.88		0.00	0.00	0.00		0.00	0.93	0.34		0.50	0.37	0.00	
Uniform Del:	33.4	36.0	35.0		0.0	0.0	0.0		0.0	24.2	17.0		24.6	3.7	0.0	
IncremntDel:	1.9	101	10.5		0.0	0.0	0.0		0.0	10.0	0.2		0.3	0.1	0.0	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		0.00	0.00	0.00		0.00	1.00	1.00		1.00	1.00	0.00	
Delay/Veh:	35.3	137	45.5		0.0	0.0	0.0		0.0	34.2	17.1		25.0	3.8	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	35.3	137	45.5		0.0	0.0	0.0		0.0	34.2	17.1		25.0	3.8	0.0	
LOS by Move:	D	F	D		A	A	A		A	C	B		C	A	A	
HCM2kAvgQ:	7	22	11		0	0	0		0	25	4		7	5	0	

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

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

Intersection #27 University Ave. & Woodland

Cycle (sec): 110 Critical Vol./Cap.(X): 0.901
Loss Time (sec): 11 (Y+R=3.0 sec) Average Delay (sec/veh): 47.3
Optimal Cycle: 113 Level Of Service: D

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:	5	5	5		5	5	5		5	5	5		5	5	5	
Lanes:	0	0 1!	0 0		2	0 0	1 0		1	0 1	1 0		1	0 2	0 1	
Volume Module:																
Base Vol:	16	87	274		612	119	34		28	809	9		274	800	327	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	17	90	285		636	124	35		29	841	9		285	832	340	
Added Vol:	0	0	0		0	0	0		0	22	0		0	56	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	17	90	285		636	124	35		29	863	9		285	888	340	
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:	17	90	285		636	124	35		29	863	9		285	888	340	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	17	90	285		636	124	35		29	863	9		285	888	340	
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:	17	90	285		636	124	35		29	863	9		285	888	340	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.90	0.90	0.90		0.92	0.97	0.97		0.95	0.95	0.95		0.95	0.95	0.85	
Lanes:	0.04	0.23	0.73		2.00	0.78	0.22		1.00	1.98	0.02		1.00	2.00	1.00	
Final Sat.:	73	395	1243		3502	1429	408		1805	3564	39		1805	3610	1615	
Capacity Analysis Module:																
Vol/Sat:	0.23	0.23	0.23		0.18	0.09	0.09		0.02	0.24	0.24		0.16	0.25	0.21	
Crit Moves:		****			****					****			****			
Green/Cycle:	0.33	0.25	0.25		0.20	0.13	0.13		0.07	0.27	0.27		0.18	0.37	0.37	
Volume/Cap:	0.69	0.90	0.90		0.90	0.69	0.69		0.23	0.90	0.90		0.90	0.66	0.56	
Uniform Del:	31.9	39.7	39.7		42.8	46.1	46.1		48.4	38.8	38.8		44.4	28.5	27.2	
IncremntDel:	3.7	21.4	21.4		14.7	8.8	8.8		1.0	11.4	11.4		27.2	1.2	1.2	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	35.6	61.1	61.1		57.5	54.9	54.9		49.4	50.2	50.2		71.6	29.7	28.5	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	35.6	61.1	61.1		57.5	54.9	54.9		49.4	50.2	50.2		71.6	29.7	28.5	
LOS by Move:	D	E	E		E	D	D		D	D	D		E	C	C	
HCM2kAvgQ:	12	16	16		14	7	7		1	19	19		13	14	9	

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

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

Intersection #28 Middlefield Rd. & University Ave.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.624
Loss Time (sec): 11 (Y+R=3.0 sec) Average Delay (sec/veh): 34.4
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:	5	5	5		5	5	5		5	5	5		5	5	5	
Lanes:	0	1	0	1	0	0	1	0	1	0	1	1	0	1	0	1	0
Volume Module:																	
Base Vol:	30	377	86		82	384	76		59	328	23		71	442	88	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	31	392	89		85	399	79		61	341	24		74	460	92	
Added Vol:	0	37	5		16	96	23		3	1	0		37	7	12	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	31	429	94		101	495	102		64	342	24		111	467	104	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	31	429	94		101	495	102		64	342	24		111	467	104	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	31	429	94		101	495	102		64	342	24		111	467	104	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	31	429	94		101	495	102		64	342	24		111	467	104	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	0.92	0.92		0.92	0.92	0.92		0.95	0.94	0.94		0.95	0.92	0.92	
Lanes:	0.11	1.55	0.34		0.29	1.42	0.29		1.00	1.87	0.13		1.00	1.64	0.36	
Final Sat.:	197	2714	597		508	2486	512		1805	3340	234		1805	2875	638	
Capacity Analysis Module:																
Vol/Sat:	0.16	0.16	0.16		0.20	0.20	0.20		0.04	0.10	0.10		0.06	0.16	0.16	
Crit Moves:		****			****				****					****		
Green/Cycle:	0.25	0.25	0.25		0.32	0.32	0.32		0.06	0.20	0.20		0.12	0.26	0.26	
Volume/Cap:	0.62	0.62	0.62		0.62	0.62	0.62		0.62	0.52	0.52		0.52	0.62	0.62	
Uniform Del:	33.1	33.1	33.1		28.9	28.9	28.9		46.1	35.8	35.8		41.4	32.7	32.7	
IncremntDel:	1.4	1.4	1.4		1.1	1.1	1.1		11.4	0.7	0.7		2.2	1.4	1.4	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	34.5	34.5	34.5		30.0	30.0	30.0		57.4	36.5	36.5		43.5	34.0	34.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	34.5	34.5	34.5		30.0	30.0	30.0		57.4	36.5	36.5		43.5	34.0	34.0	
LOS by Move:	C	C	C		C	C	C		E	D	D		D	C	C	
HCM2kAvgQ:	9	9	9		10	10	10		3	6	6		4	9	9	

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

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

Intersection #29 Bayfront Exp. & Chrysler Dr.

Cycle (sec): 130 Critical Vol./Cap.(X): 1.118
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 81.6
Optimal Cycle: 180 Level Of Service: F

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				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	5	5	0		0	5	5		5	0	5		0	0	0	
Lanes:	1	0	3	0	0	0	0	3	0	1	1	0	0	0	1	0	0	0	0	0
Volume Module:5:00 - 6:00 AM																	
Base Vol:	10	932	0		0	2235	16		334	0	76		0	0	0	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	10	969	0		0	2324	17		347	0	79		0	0	0	
Added Vol:	38	363	0		0	53	0		617	0	86		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	48	1332	0		0	2377	17		964	0	165		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:	48	1332	0		0	2377	17		964	0	165		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	48	1332	0		0	2377	17		964	0	165		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	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:	48	1332	0		0	2377	17		964	0	165		0	0	0	
Saturation Flow Module:																	
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.93	0.89	1.00		1.00	0.89	0.83		0.93	1.00	0.83		1.00	1.00	1.00	
Lanes:	1.00	3.00	0.00		0.00	3.00	1.00		1.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	1769	5083	0		0	5083	1583		1769	0	1583		0	0	0	
Capacity Analysis Module:																	
Vol/Sat:	0.03	0.26	0.00		0.00	0.47	0.01		0.55	0.00	0.10		0.00	0.00	0.00	
Crit Moves:	****					****			****							
Green/Cycle:	0.04	0.45	0.00		0.00	0.41	0.41		0.48	0.00	0.48		0.00	0.00	0.00	
Volume/Cap:	0.71	0.58	0.00		0.00	1.14	0.03		1.14	0.00	0.22		0.00	0.00	0.00	
Uniform Del:	61.8	26.6	0.0		0.0	38.2	22.7		33.8	0.0	19.6		0.0	0.0	0.0	
IncremntDel:	29.5	0.4	0.0		0.0	67.3	0.0		75.2	0.0	0.1		0.0	0.0	0.0	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	0.00		0.00	1.00	1.00		1.00	0.00	1.00		0.00	0.00	0.00	
Delay/Veh:	91.3	27.0	0.0		0.0	106	22.7		109.0	0.0	19.7		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	91.3	27.0	0.0		0.0	106	22.7		109.0	0.0	19.7		0.0	0.0	0.0	
LOS by Move:	F	C	A		A	F	C		F	A	B		A	A	A	
HCM2kAvgQ:	3	14	0		0	50	0		55	0	4		0	0	0	

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

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

Intersection #30 Bayfront Exp. & Chilco St.

Cycle (sec): 130 Critical Vol./Cap.(X): 0.717
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 18.1
Optimal Cycle: 56 Level Of Service: B

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				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	5	5	0	0	5	5	0	0	5	0	5	0	0	0	0	0
Lanes:	1	0	3	0	0	0	0	3	0	1	1	0	0	0	1	0	0	0	0	0
Volume Module: >> Count Date: 20 Oct 2009 << 4:45 - 5:45 PM																
Base Vol:	14	783	0	0	2126	160	190	0	186	0	0	0				
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04				
Initial Bse:	15	814	0	0	2211	166	198	0	193	0	0	0				
Added Vol:	38	400	0	0	135	3	1	0	86	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	53	1214	0	0	2346	169	199	0	279	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:	53	1214	0	0	2346	169	199	0	279	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	53	1214	0	0	2346	169	199	0	279	0	0	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	1214	0	0	2346	169	199	0	279	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.93	0.89	1.00	1.00	0.89	0.83	0.93	1.00	0.83	1.00	1.00	1.00				
Lanes:	1.00	3.00	0.00	0.00	3.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00				
Final Sat.:	1769	5083	0	0	5083	1583	1769	0	1583	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.03	0.24	0.00	0.00	0.46	0.11	0.11	0.00	0.18	0.00	0.00	0.00				
Crit Moves:	****				****				****							
Green/Cycle:	0.04	0.68	0.00	0.00	0.64	0.64	0.25	0.00	0.25	0.00	0.00	0.00				
Volume/Cap:	0.72	0.35	0.00	0.00	0.72	0.17	0.46	0.00	0.72	0.00	0.00	0.00				
Uniform Del:	61.6	8.5	0.0	0.0	15.4	9.3	41.6	0.0	44.9	0.0	0.0	0.0				
IncremntDel:	28.7	0.1	0.0	0.0	0.8	0.1	0.8	0.0	6.3	0.0	0.0	0.0				
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00				
Delay/Veh:	90.3	8.6	0.0	0.0	16.1	9.3	42.4	0.0	51.2	0.0	0.0	0.0				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	90.3	8.6	0.0	0.0	16.1	9.3	42.4	0.0	51.2	0.0	0.0	0.0				
LOS by Move:	F	A	A	A	B	A	D	A	D	A	A	A				
HCM2kAvgQ:	3	7	0	0	23	3	7	0	11	0	0	0				

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

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

Intersection #31 Middlefield Rd. & Ravenswood Ave.

Cycle (sec): 120 Critical Vol./Cap.(X): 0.764
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 26.7
Optimal Cycle: 44 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				Split Phase				Split Phase			
Rights:	Include				Include				Ovl				Include			
Min. Green:	4	10	0	0	10	4	4	0	4	0	0	0				
Lanes:	1	0	1	0	0	0	0	0	1	0	1	0	0	0	1	0	0	0	0	0
Volume Module: >> Count Date: 20 Oct 2009 << 5:00 - 6:00 PM																
Base Vol:	487	566	0	0	357	92	257	0	705	0	0	0				
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04				
Initial Bse:	506	589	0	0	371	96	267	0	733	0	0	0				
Added Vol:	14	58	0	0	21	6	3	0	3	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	520	647	0	0	392	102	270	0	736	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:	520	647	0	0	392	102	270	0	736	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	520	647	0	0	392	102	270	0	736	0	0	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	520	647	0	0	392	102	270	0	736	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.93	0.98	1.00	1.00	0.95	0.95	0.93	1.00	0.83	1.00	1.00	1.00				
Lanes:	1.00	1.00	0.00	0.00	0.79	0.21	1.00	0.00	1.00	0.00	0.00	0.00				
Final Sat.:	1769	1862	0	0	1437	373	1769	0	1583	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.29	0.35	0.00	0.00	0.27	0.27	0.15	0.00	0.47	0.00	0.00	0.00				
Crit Moves:	****				****				****							
Green/Cycle:	0.39	0.74	0.00	0.00	0.36	0.36	0.22	0.00	0.61	0.00	0.00	0.00				
Volume/Cap:	0.76	0.47	0.00	0.00	0.76	0.76	0.68	0.00	0.76	0.00	0.00	0.00				
Uniform Del:	32.1	6.1	0.0	0.0	34.1	34.1	42.7	0.0	17.1	0.0	0.0	0.0				
IncremntDel:	5.1	0.3	0.0	0.0	5.4	5.4	4.8	0.0	3.7	0.0	0.0	0.0				
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00				
Delay/Veh:	37.2	6.3	0.0	0.0	39.4	39.4	47.5	0.0	20.8	0.0	0.0	0.0				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	37.2	6.3	0.0	0.0	39.4	39.4	47.5	0.0	20.8	0.0	0.0	0.0				
LOS by Move:	D	A	A	A	D	D	D	A	C	A	A	A				
HCM2kAvgQ:	18	9	0	0	17	17	10	0	21	0	0	0				

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

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

Intersection #32 Middlefield Rd. & Ringwood Ave.

Cycle (sec): 120 Critical Vol./Cap.(X): 0.653
Loss Time (sec): 4 (Y+R=3.0 sec) Average Delay (sec/veh): 29.2
Optimal Cycle: 31 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				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	4	10	10		4	10	10		4	4	4		4	4	4	
Lanes:	1 0	2 0	1		1 0	2 0	1		1 0	0 1	0		0 1	0 0	1	
Volume Module: >> Count Date: 21 Oct 2009 << 5:00 - 6:00 PM																
Base Vol:	49	761	127		356	628	36		75	76	62		73	8	266	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	51	791	132		370	653	37		78	79	64		76	8	277	
Added Vol:	0	68	0		2	23	0		0	0	0		0	0	5	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	51	859	132		372	676	37		78	79	64		76	8	282	
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	859	132		372	676	37		78	79	64		76	8	282	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	51	859	132		372	676	37		78	79	64		76	8	282	
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	859	132		372	676	37		78	79	64		76	8	282	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.93	0.93	0.83		0.93	0.93	0.83		0.63	0.91	0.91		0.64	0.64	0.83	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	0.55	0.45		0.90	0.10	1.00	
Final Sat.:	1769	3538	1583		1769	3538	1583		1188	957	781		1091	120	1583	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.24	0.08		0.21	0.19	0.02		0.07	0.08	0.08		0.07	0.07	0.18	
Crit Moves:		****			****										****	
Green/Cycle:	0.10	0.37	0.37		0.32	0.59	0.59		0.27	0.27	0.27		0.27	0.27	0.27	
Volume/Cap:	0.28	0.65	0.22		0.65	0.32	0.04		0.24	0.30	0.30		0.26	0.26	0.65	
Uniform Del:	49.7	31.3	25.8		34.9	12.4	10.3		34.0	34.6	34.6		34.1	34.1	38.6	
IncremntDel:	0.8	1.2	0.2		2.7	0.1	0.0		0.4	0.4	0.4		0.4	0.4	3.6	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	50.5	32.4	26.0		37.6	12.5	10.3		34.4	35.0	35.0		34.5	34.5	42.2	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	50.5	32.4	26.0		37.6	12.5	10.3		34.4	35.0	35.0		34.5	34.5	42.2	
LOS by Move:	D	C	C		D	B	B		C	C	C		C	C	D	
HCM2kAvgQ:	2	14	3		12	6	1		2	4	4		3	3	10	

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

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

Intersection #33 Middlefield Rd and Lytton Ave

Cycle (sec): 110 Critical Vol./Cap.(X): 1.084
Loss Time (sec): 11 (Y+R=3.0 sec) Average Delay (sec/veh): 92.8
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Split Phase				Split Phase				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	5	5	5		5	5	5		5	5	5		5	5	5	
Lanes:	0 1	0 0	1		0 1	0 0	1		1 0	0 1	0		0 0	1! 0	0	
Volume Module:																
Base Vol:	89	457	24		24	508	163		419	135	78		7	55	12	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	93	475	25		25	528	170		436	140	81		7	57	12	
Added Vol:	0	53	0		0	136	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	93	528	25		25	664	170		436	140	81		7	57	12	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	93	528	25		25	664	170		436	140	81		7	57	12	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	93	528	25		25	664	170		436	140	81		7	57	12	
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:	93	528	25		25	664	170		436	140	81		7	57	12	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.99	0.99	0.85		1.00	1.00	0.85		0.95	0.95	0.95		0.97	0.97	0.97	
Lanes:	0.15	0.85	1.00		0.04	0.96	1.00		1.00	0.63	0.37		0.09	0.75	0.16	
Final Sat.:	281	1605	1615		69	1828	1615		1805	1138	658		175	1374	300	
Capacity Analysis Module:																
Vol/Sat:	0.33	0.33	0.02		0.36	0.36	0.10		0.24	0.12	0.12		0.04	0.04	0.04	
Crit Moves:		****			****				****					****		
Green/Cycle:	0.30	0.30	0.30		0.33	0.33	0.33		0.22	0.22	0.22		0.05	0.05	0.05	
Volume/Cap:	1.09	1.09	0.05		1.09	1.09	0.32		1.09	0.56	0.56		0.92	0.92	0.92	
Uniform Del:	38.4	38.4	27.3		36.7	36.7	27.4		42.9	38.1	38.1		52.3	52.3	52.3	
IncremntDel:	65.6	65.6	0.0		63.8	63.8	0.3		72.5	1.8	1.8		70.5	70.5	70.5	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	104.0	104	27.3		100.5	101	27.7		115.3	39.9	39.9		122.7	123	122.7	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	104.0	104	27.3		100.5	101	27.7		115.3	39.9	39.9		122.7	123	122.7	
LOS by Move:	F	F	C		F	F	C		F	D	D		F	F	F	
HCM2kAvgQ:	32	32	1		35	35	4		23	7	7		5	5	5	

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

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

Intersection #34 Bayfront Expy. and Facebook West Campus

Cycle (sec):	100	Critical Vol./Cap.(X):	0.574
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	1.4
Optimal Cycle:	90	Level Of Service:	A

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:	10	10	10		10	10	10		10	10	10		10	10	10	
Lanes:	1	0 3	0	0	0	0 3	0	1	2	0 0	0	1	0	0 0	0	0
Volume Module:																
Base Vol:	0	708	0	0	2307	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	0	736	0	0	2399	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	438	0	0	221	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	1174	0	0	2620	0	0	0	0	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:	0	1174	0	0	2620	0	0	0	0	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
Reduced Vol:	0	1174	0	0	2620	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	1.00	1.00	1.00	1.00
FinalVolume:	0	1174	0	0	2620	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	1.00	1.00	0.91	1.00	0.97	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	0.00	3.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	1900	5187	0	0	5187	1900	3686	0	1900	0	0	0	0	0	0	0
Capacity Analysis Module:																
Vol/Sat:	0.00	0.23	0.00	0.00	0.51	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****											
Green/Cycle:	0.00	0.88	0.00	0.00	0.88	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.26	0.00	0.00	0.57	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Del:	0.0	0.9	0.0	0.0	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
IncremntDel:	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	1.0	0.0	0.0	1.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	1.0	0.0	0.0	1.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	2	0	0	8	0	0	0	0	0	0	0	0	0	0	0

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

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to DKS ASSOC., OAKLAND,CA

Scenario Report

Scenario:	Near Term 2018 East Campus Only AM
Command:	Near Term II No Project AM
Volume:	Near Term II No Project AM
Geometry:	Near Term II No Project AM
Impact Fee:	Default Impact Fee
Trip Generation:	Near Term II No Project AM
Trip Distribution:	Near-Term
Paths:	Default Path
Routes:	Default Route
Configuration:	Near Term II No Project AM

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in D/V
# 1 Bayfront Exp. & Marsh Rd.	C	23.1	0.790	C	23.4	0.829	+ 0.374
# 2 US 101 NB Ramps & Marsh Rd.	B	16.2	0.657	D	46.7	1.075	+30.480
# 3 US 101 SB Ramps & Marsh Rd.	C	22.5	0.886	C	25.6	0.910	+ 3.175
# 4 Scott Dr/Rolison at Marsh Rd.	C	30.8	0.845	C	26.6	0.869	-4.248
# 5 Bohannon/ Florence & Marsh Rd.	B	19.9	0.582	B	15.1	0.602	-4.804
# 6 Bay Rd. & Marsh Rd.	B	16.7	0.603	B	16.7	0.691	-0.002
# 7 Middlefield at Marsh (Town of	C	27.1	0.628	C	26.9	0.754	-0.194
# 8 Bayfront Exp. & Willow Rd.	C	27.8	0.627	D	46.1	0.900	+18.223
# 9 Hamilton Ave. & Willow Rd.	C	23.1	0.575	C	20.7	0.602	-2.412
# 10 Ivy Dr. & Willow Rd.	B	18.2	0.532	C	22.9	0.649	+ 4.768
# 11 O'Brien Dr. & Willow Rd.	B	15.1	0.477	B	13.4	0.617	-1.643
# 12 Newbridge St. & Willow Rd.	D	51.0	0.929	D	52.2	0.963	+ 1.121
# 13 Bay Rd. & Willow Rd.	C	20.4	0.714	C	20.5	0.785	+ 0.104
# 14 Durham St. & Willow Rd.	C	27.5	0.734	B	12.9	0.764	-14.559
# 15 Coleman Ave. & Willow Rd.	B	13.6	0.735	B	15.9	0.845	+ 2.339
# 16 Gilbert Ave. & Willow Rd.	B	14.5	0.682	B	16.5	0.817	+ 2.041
# 17 Middlefield Rd. & Willow Rd.	F	105.0	0.974	F	107.5	1.161	+ 2.504
# 18 Bayfront Exp. & University Ave	C	30.1	0.828	C	31.8	0.857	+ 1.732
# 19 O'Brien Dr. & University Ave.	A	6.5	0.563	A	6.4	0.571	-0.133
# 20 University & Kavanaugh	B	14.0	0.580	B	13.7	0.582	-0.259
# 21 University & Bay	C	27.9	0.660	C	27.4	0.662	-0.474
# 22 University & Runnymede	C	20.7	0.645	C	20.5	0.648	-0.229
# 23 University & Bell	A	7.7	0.253	A	7.2	0.284	-0.440
# 24 University & Donohoe	D	42.1	0.952	D	43.4	0.965	+ 1.356
# 25 NB 101 & Donohoe St	B	9.0	0.393	B	9.2	0.411	+ 0.155

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 26 University & SB US 101	B	17.4	0.661	B	17.7	0.664	+ 0.346 D/V
# 27 University Ave. & Woodland	D	41.3	0.917	D	41.5	0.921	+ 0.280 D/V
# 28 Middlefield Rd. & University A	D	35.3	0.755	D	40.7	0.836	+ 5.471 D/V
# 29 Bayfront Exp. & Chrysler Dr.	A	7.4	0.601	B	17.2	0.700	+ 9.780 D/V
# 30 Bayfront Exp. & Chilco St.	B	17.2	0.610	B	19.4	0.637	+ 2.189 D/V
# 31 Middlefield Rd. & Ravenswood A	C	22.4	0.623	C	23.6	0.670	+ 1.211 D/V
# 32 Middlefield Rd. & Ringwood Ave	C	28.7	0.484	C	25.4	0.492	-3.245 D/V
# 33 Middlefield Rd and Lytton Ave	D	35.6	0.735	D	41.8	0.837	+ 6.220 D/V
# 34 Bayfront Expy. and Facebook We	A	1.3	0.515	A	1.4	0.562	+ 0.111 D/V

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

****

Intersection #1 Bayfront Exp. & Marsh Rd.

****

Cycle (sec): 130 Critical Vol./Cap.(X): 0.829
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 23.4
Optimal Cycle: 92 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:	Split Phase				Split Phase				Split Phase				Split Phase			
Rights:	Include				Include				Ovl				Include			
Min. Green:	5	5	5		5	5	5		5	5	5		5	5	5	
Lanes:	3 0	0 1	0		0 1	1 0	1		0 1	0 0	2		0 0	1! 0	0	
Volume Module: >> Count Date: 22 Oct 2009 << 7:45 - 8:45 AM																
Base Vol:	2297	189	23		7	58	148		182	20	997		7	19	5	
Growth Adj:	1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07	
Initial Bse:	2458	202	25		7	62	158		195	21	1067		7	20	5	
Added Vol:	183	0	0		0	0	0		0	0	442		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	2641	202	25		7	62	158		195	21	1509		7	20	5	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	2641	202	25		7	62	158		195	21	1509		7	20	5	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	2641	202	25		7	62	158		195	21	1509		7	20	5	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	2641	202	25		7	62	158		195	21	1509		7	20	5	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.90	0.96	0.96		0.93	0.93	0.83		0.94	0.94	0.73		0.95	0.95	0.95	
Lanes:	3.00	0.89	0.11		0.22	1.78	1.00		0.90	0.10	2.00		0.23	0.61	0.16	
Final Sat.:	5147	1633	199		379	3141	1583		1606	176	2786		407	1104	290	
Capacity Analysis Module:																
Vol/Sat:	0.51	0.12	0.12		0.02	0.02	0.10		0.12	0.12	0.54		0.02	0.02	0.02	
Crit Moves:	****						****		****					****		
Green/Cycle:	0.61	0.61	0.61		0.12	0.12	0.12		0.14	0.14	0.75		0.04	0.04	0.04	
Volume/Cap:	0.84	0.20	0.20		0.17	0.17	0.84		0.84	0.84	0.72		0.48	0.48	0.48	
Uniform Del:	20.6	11.4	11.4		51.5	51.5	56.1		54.3	54.3	8.8		61.2	61.2	61.2	
IncremntDel:	2.3	0.1	0.1		0.2	0.2	28.0		21.9	21.9	1.3		5.1	5.1	5.1	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	22.9	11.5	11.5		51.7	51.7	84.2		76.2	76.2	10.1		66.4	66.4	66.4	
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:	22.9	11.5	11.5		51.7	51.7	84.2		76.2	76.2	10.1		66.4	66.4	66.4	
LOS by Move:	C	B	B		D	D	F		E	E	B		E	E	E	
HCM2kAvgQ:	31	4	4		1	1	9		11	11	19		2	2	2	

****

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

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

Intersection #2 US 101 NB Ramps & Marsh Rd.

Cycle (sec): 80 Critical Vol./Cap.(X): 1.075
Loss Time (sec): 7 (Y+R=4.0 sec) Average Delay (sec/veh): 46.7
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Permitted				Permitted			
Rights:	Include				Include				Ignore				Ignore			
Min. Green:	5	0	5		0	0	0		0	5	0		0	5	0	
Lanes:	2	0	0	0 1	0	0	0	0 0	0	1	1	0 1	0	0	2	0 1
Volume Module: >> Count Date: 30 Sep 2009 << 7:30 - 8:30 AM																
Base Vol:	818	0	289		0	0	0		0	1138	506		0	821	1699	
Growth Adj:	1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07	
Initial Bse:	875	0	309		0	0	0		0	1218	541		0	878	1818	
Added Vol:	2	0	394		0	0	0		2	592	0		0	148	35	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	877	0	703		0	0	0		2	1810	541		0	1026	1853	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
PHF Volume:	877	0	703		0	0	0		2	1810	0		0	1026	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	877	0	703		0	0	0		2	1810	0		0	1026	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
FinalVolume:	877	0	703		0	0	0		2	1810	0		0	1026	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.90	1.00	0.83		1.00	1.00	1.00		0.89	0.89	1.00		1.00	0.93	1.00	
Lanes:	2.00	0.00	1.00		0.00	0.00	0.00		0.01	1.99	1.00		0.00	2.00	1.00	
Final Sat.:	3432	0	1583		0	0	0		4	3375	1900		0	3538	1900	
Capacity Analysis Module:																
Vol/Sat:	0.26	0.00	0.44		0.00	0.00	0.00		0.54	0.54	0.00		0.00	0.29	0.00	
Crit Moves:			****							****						
Green/Cycle:	0.41	0.00	0.41		0.00	0.00	0.00		0.50	0.50	0.00		0.00	0.50	0.00	
Volume/Cap:	0.62	0.00	1.07		0.00	0.00	0.00		1.07	1.07	0.00		0.00	0.58	0.00	
Uniform Del:	18.5	0.0	23.5		0.0	0.0	0.0		20.0	20.0	0.0		0.0	14.1	0.0	
IncremntDel:	0.8	0.0	56.9		0.0	0.0	0.0		45.0	45.0	0.0		0.0	0.5	0.0	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	0.00	1.00		0.00	0.00	0.00		1.00	1.00	0.00		0.00	1.00	0.00	
Delay/Veh:	19.3	0.0	80.4		0.0	0.0	0.0		65.1	65.1	0.0		0.0	14.6	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	19.3	0.0	80.4		0.0	0.0	0.0		65.1	65.1	0.0		0.0	14.6	0.0	
LOS by Move:	B	A	F		A	A	A		E	E	A		A	B	A	
HCM2kAvgQ:	9	0	29		0	0	0		37	37	0		0	10	0	

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

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

Intersection #3 US 101 SB Ramps & Marsh Rd.

Cycle (sec): 80 Critical Vol./Cap.(X): 0.910
Loss Time (sec): 7 (Y+R=4.0 sec) Average Delay (sec/veh): 25.6
Optimal Cycle: 93 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:	Split Phase				Split Phase				Permitted				Permitted			
Rights:	Include				Include				Ignore				Ignore			
Min. Green:	0	0	0		5	0	5		0	5	0		0	5	0	
Lanes:	0	0	0	0 0	2	0	0	0 1	0	0	2	0 1	0	0	2	0 1
Volume Module: >> Count Date: 30 Sep 2009 << 7:30 - 8:30 AM																
Base Vol:	0	0	0		879	0	558		0	834	583		0	1426	86	
Growth Adj:	1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07	
Initial Bse:	0	0	0		941	0	597		0	892	624		0	1526	92	
Added Vol:	0	0	0		315	0	7		0	282	0		0	62	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		1256	0	604		0	1174	624		0	1588	92	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
PHF Volume:	0	0	0		1256	0	604		0	1174	0		0	1588	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		1256	0	604		0	1174	0		0	1588	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
FinalVolume:	0	0	0		1256	0	604		0	1174	0		0	1588	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	1.00	1.00		0.90	1.00	0.83		1.00	0.93	1.00		1.00	0.93	1.00	
Lanes:	0.00	0.00	0.00		2.00	0.00	1.00		0.00	2.00	1.00		0.00	2.00	1.00	
Final Sat.:	0	0	0		3432	0	1583		0	3538	1900		0	3538	1900	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.37	0.00	0.38		0.00	0.33	0.00		0.00	0.45	0.00	
Crit Moves:							****							****		
Green/Cycle:	0.00	0.00	0.00		0.42	0.00	0.42		0.00	0.49	0.00		0.00	0.49	0.00	
Volume/Cap:	0.00	0.00	0.00		0.87	0.00	0.91		0.00	0.67	0.00		0.00	0.91	0.00	
Uniform Del:	0.0	0.0	0.0		21.3	0.0	21.8		0.0	15.4	0.0		0.0	18.6	0.0	
IncremntDel:	0.0	0.0	0.0		6.1	0.0	16.7		0.0	1.0	0.0		0.0	7.5	0.0	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	0.00	0.00	0.00		1.00	0.00	1.00		0.00	1.00	0.00		0.00	1.00	0.00	
Delay/Veh:	0.0	0.0	0.0		27.4	0.0	38.5		0.0	16.4	0.0		0.0	26.2	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.0	0.0		27.4	0.0	38.5		0.0	16.4	0.0		0.0	26.2	0.0	
LOS by Move:	A	A	A		C	A	D		A	B	A		A	C	A	
HCM2kAvgQ:	0	0	0		18	0	18		0	12	0		0	23	0	

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

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

Intersection #4 Scott Dr/Rolison at Marsh Rd.

Cycle (sec): 80 Critical Vol./Cap.(X): 0.869
Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): 26.6
Optimal Cycle: 90 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:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	4	4	4		4	4	4		4	6	6		4	6	6	
Lanes:	0 1	0	0	2	0 1	0	0	1	1 0	2	1	0	2 0	1	1	0
Volume Module: >> Count Date: 8 Oct 2009 << 7:15 - 8:15 AM																
Base Vol:	27	3	49		222	18	3		15	1131	29		268	1416	280	
Growth Adj:	1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07	
Initial Bse:	29	3	52		238	19	3		16	1210	31		287	1515	300	
Added Vol:	0	0	0		0	0	0		0	282	0		0	69	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	29	3	52		238	19	3		16	1492	31		287	1584	300	
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:	29	3	52		238	19	3		16	1492	31		287	1584	300	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	29	3	52		238	19	3		16	1492	31		287	1584	300	
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:	29	3	52		238	19	3		16	1492	31		287	1584	300	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.94	0.94	0.73		0.94	0.94	0.83		0.93	0.89	0.89		0.90	0.91	0.91	
Lanes:	0.90	0.10	2.00		0.92	0.08	1.00		1.00	2.94	0.06		2.00	1.68	0.32	
Final Sat.:	1604	178	2786		1647	134	1583		1769	4965	103		3432	2904	549	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.02	0.02		0.14	0.14	0.00		0.01	0.30	0.30		0.08	0.55	0.55	
Crit Moves:		****				****			****					****		
Green/Cycle:	0.05	0.05	0.05		0.15	0.15	0.15		0.05	0.49	0.49		0.14	0.57	0.57	
Volume/Cap:	0.36	0.36	0.38		0.95	0.95	0.01		0.18	0.62	0.62		0.62	0.95	0.95	
Uniform Del:	36.8	36.8	36.8		33.6	33.6	28.8		36.4	15.0	15.0		32.6	16.0	16.0	
IncremntDel:	2.5	2.5	1.7		41.5	41.5	0.0		1.0	0.5	0.5		2.5	10.9	10.9	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	39.2	39.2	38.5		75.2	75.2	28.9		37.4	15.5	15.5		35.1	27.0	27.0	
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:	39.2	39.2	38.5		75.2	75.2	28.9		37.4	15.5	15.5		35.1	27.0	27.0	
LOS by Move:	D	D	D		E	E	C		D	B	B		D	C	C	
HCM2kAvgQ:	1	1	1		11	11	0		1	11	11		5	29	29	

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

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

Intersection #5 Bohannon/ Florence & Marsh Rd.

Cycle (sec): 80 Critical Vol./Cap.(X): 0.602
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 15.1
Optimal Cycle: 27 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	4	4	4		4	4	4		4	6	6		4	6	6	
Lanes:	1 0	0	1	0	1 1	0	0	1	1 0	1	1	0	1 0	2	0	1
Volume Module: >> Count Date: 7 Oct 2009 << 7:30 - 8:30 AM																
Base Vol:	15	9	8		390	30	91		117	796	58		46	1141	323	
Growth Adj:	1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07	
Initial Bse:	16	10	9		417	32	97		125	852	62		49	1221	346	
Added Vol:	0	0	0		0	0	0		0	282	0		0	69	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	16	10	9		417	32	97		125	1134	62		49	1290	346	
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:	16	10	9		417	32	97		125	1134	62		49	1290	346	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	16	10	9		417	32	97		125	1134	62		49	1290	346	
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:	16	10	9		417	32	97		125	1134	62		49	1290	346	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.93	0.91	0.91		0.94	0.94	0.83		0.93	0.92	0.92		0.93	0.93	0.83	
Lanes:	1.00	0.53	0.47		1.86	0.14	1.00		1.00	1.90	0.10		1.00	2.00	1.00	
Final Sat.:	1769	916	814		3306	254	1583		1769	3327	182		1769	3538	1583	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.01	0.01		0.13	0.13	0.06		0.07	0.34	0.34		0.03	0.36	0.22	
Crit Moves:		****				****			****					****		
Green/Cycle:	0.05	0.05	0.05		0.20	0.20	0.20		0.11	0.61	0.61		0.09	0.58	0.58	
Volume/Cap:	0.18	0.21	0.21		0.62	0.62	0.30		0.62	0.56	0.56		0.31	0.62	0.37	
Uniform Del:	36.4	36.5	36.5		29.1	29.1	27.1		33.8	9.3	9.3		34.1	10.9	8.8	
IncremntDel:	1.0	1.2	1.2		1.7	1.7	0.5		6.0	0.3	0.3		1.1	0.6	0.3	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	37.4	37.7	37.7		30.8	30.8	27.7		39.9	9.6	9.6		35.3	11.5	9.1	
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:	37.4	37.7	37.7		30.8	30.8	27.7		39.9	9.6	9.6		35.3	11.5	9.1	
LOS by Move:	D	D	D		C	C	C		D	A	A		D	B	A	
HCM2kAvgQ:	1	1	1		6	6	2		4	10	10		1	11	5	

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

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

Intersection #6 Bay Rd. & Marsh Rd.

Cycle (sec): 80 Critical Vol./Cap.(X): 0.691
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 16.7
Optimal Cycle: 34 Level Of Service: B

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				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	6	6		6	6	6		6	0	6		6	4	6		6
Lanes:	0	0	1!	0	0	0	1!	0	0	0	1	0	1	0	1	0
Volume Module: >> Count Date: 6 Oct 2009 << 7:30 - 8:30 AM																
Base Vol:	70	3	177		112	28		5	2	665		66	264	982		22
Growth Adj:	1.07	1.07	1.07		1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07		1.07
Initial Bse:	75	3	189		120	30		5	2	712		71	282	1051		24
Added Vol:	1	0	0		0	0		0	0	282		2	0	69		0
PasserByVol:	0	0	0		0	0		0	0	0		0	0	0		0
Initial Fut:	76	3	189		120	30		5	2	994		73	282	1120		24
User Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	76	3	189		120	30		5	2	994		73	282	1120		24
Reduct Vol:	0	0	0		0	0		0	0	0		0	0	0		0
Reduced Vol:	76	3	189		120	30		5	2	994		73	282	1120		24
PCE Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
FinalVolume:	76	3	189		120	30		5	2	994		73	282	1120		24
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900		1900	1900	1900		1900	1900	1900		1900
Adjustment:	0.79	0.79	0.79		0.53	0.53		0.53	0.88	0.88		0.88	0.93	0.93		0.93
Lanes:	0.28	0.01	0.71		0.78	0.19		0.03	0.01	1.86		0.13	1.00	1.96		0.04
Final Sat.:	427	18	1065		784	196		35	7	3111		227	1769	3455		73
Capacity Analysis Module:																
Vol/Sat:	0.18	0.18	0.18		0.15	0.15		0.15	0.32	0.32		0.32	0.16	0.32		0.32
Crit Moves:		****								****			****			
Green/Cycle:	0.26	0.26	0.26		0.26	0.26		0.26	0.46	0.46		0.46	0.23	0.69		0.69
Volume/Cap:	0.69	0.69	0.69		0.59	0.59		0.59	0.69	0.69		0.69	0.69	0.47		0.47
Uniform Del:	26.9	26.9	26.9		26.1	26.1		26.1	17.0	17.0		17.0	28.1	5.6		5.6
IncremntDel:	5.3	5.3	5.3		3.7	3.7		3.7	1.4	1.4		1.4	5.0	0.1		0.1
InitQueuDel:	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0
Delay Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Delay/Veh:	32.1	32.1	32.1		29.7	29.7		29.7	18.4	18.4		18.4	33.2	5.7		5.7
User DelAdj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
AdjDel/Veh:	32.1	32.1	32.1		29.7	29.7		29.7	18.4	18.4		18.4	33.2	5.7		5.7
LOS by Move:	C	C	C		C	C		C	B	B		B	C	A		A
HCM2kAvgQ:	7	7	7		4	4		4	12	12		12	8	7		7

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

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

Intersection #7 Middlefield at Marsh (Town of Atherton)

Cycle (sec): 110 Critical Vol./Cap.(X): 0.754
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): 26.9
Optimal Cycle: 64 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:	Ovl				Include				Include				Ovl			
Min. Green:	0	6		6	5	6		0	0	0		0	6	0		6
Lanes:	0	0	1	0	1	1	0	1	0	0	0	0	1	0	0	1
Volume Module: >> Count Date: 18 Nov 2009 << 7:15-8:15 a.m.																
Base Vol:	0	166		397	342	367		0	0	0		0	463	0		169
Growth Adj:	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07		1.07
Initial Bse:	0	178		425	366	393		0	0	0		0	495	0		181
Added Vol:	0	8		110	174	64		0	0	0		0	26	0		44
PasserByVol:	0	0		0	0	0		0	0	0		0	0	0		0
Initial Fut:	0	186		535	540	457		0	0	0		0	521	0		225
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	186		535	540	457		0	0	0		0	521	0		225
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	0	186		535	540	457		0	0	0		0	521	0		225
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
FinalVolume:	0	186		535	540	457		0	0	0		0	521	0		225
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900
Adjustment:	1.00	1.00		0.85	0.95	1.00		1.00	1.00	1.00		1.00	0.95	1.00		0.85
Lanes:	0.00	1.00		1.00	1.00	1.00		0.00	0.00	0.00		0.00	1.00	0.00		1.00
Final Sat.:	0	1900		1615	1805	1900		0	0	0		0	1805	0		1615
Capacity Analysis Module:																
Vol/Sat:	0.00	0.10		0.33	0.30	0.24		0.00	0.00	0.00		0.00	0.29	0.00		0.14
Crit Moves:		****			****								****			
Green/Cycle:	0.00	0.13		0.51	0.40	0.53		0.00	0.00	0.00		0.00	0.38	0.00		0.78
Volume/Cap:	0.00	0.75		0.65	0.75	0.46		0.00	0.00	0.00		0.00	0.75	0.00		0.18
Uniform Del:	0.0	46.2		19.5	28.6	16.3		0.0	0.0	0.0		0.0	29.4	0.0		3.1
IncremntDel:	0.0	12.4		1.8	4.6	0.3		0.0	0.0	0.0		0.0	4.7	0.0		0.1
InitQueuDel:	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0
Delay Adj:	0.00	1.00		1.00	1.00	1.00		0.00	0.00	0.00		0.00	1.00	0.00		1.00
Delay/Veh:	0.0	58.6		21.3	33.1	16.6		0.0	0.0	0.0		0.0	34.2	0.0		3.2
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:	0.0	58.6		21.3	33.1	16.6		0.0	0.0	0.0		0.0	34.2	0.0		3.2
LOS by Move:	A	E		C	C	B		A	A	A		A	C	A		A
HCM2kAvgQ:	0	8		14	17	10		0	0	0		0	17	0		2

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

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

Intersection #8 Bayfront Exp. & Willow Rd.

Cycle (sec): 130 Critical Vol./Cap.(X): 0.900
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 46.1
Optimal Cycle: 124 Level Of Service: D

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			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Lanes:	2 0	3 0	1	2 0	3 0	1	1 1	1 0	2	1 0	2 0	1
Volume Module: >> Count Date: 1 Oct 2009 << 7:45 - 8:45 AM												
Base Vol:	1034	2108	6	13	677	92	84	34	379	3	6	5
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	1106	2256	6	14	724	98	90	36	406	3	6	5
Added Vol:	36	202	24	441	42	0	0	838	2	24	30	14
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1142	2458	30	455	766	98	90	874	408	27	36	19
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:	1142	2458	30	455	766	98	90	874	408	27	36	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1142	2458	30	455	766	98	90	874	408	27	36	19
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:	1142	2458	30	455	766	98	90	874	408	27	36	19
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	1.03	0.83	0.90	1.03	0.83	0.93	0.93	0.88	0.93	0.93	0.83
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	2.00	1.00	2.00	1.00
Final Sat.:	3432	5846	1583	3432	5846	1583	1760	3520	3343	1769	3538	1583
Capacity Analysis Module:												
Vol/Sat:	0.33	0.42	0.02	0.13	0.13	0.06	0.05	0.25	0.12	0.02	0.01	0.01
Crit Moves:		****		****				****		****		
Green/Cycle:	0.43	0.46	0.49	0.14	0.17	0.17	0.27	0.27	0.27	0.04	0.04	0.04
Volume/Cap:	0.77	0.92	0.04	0.92	0.77	0.37	0.19	0.92	0.45	0.40	0.27	0.32
Uniform Del:	31.6	33.2	16.9	54.9	51.6	47.8	36.6	46.2	39.5	61.0	60.7	60.8
IncremntDel:	2.6	6.0	0.0	22.8	3.8	0.9	0.0	13.0	0.4	3.8	1.1	3.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	34.2	39.2	17.0	77.8	55.4	48.7	36.6	59.1	39.9	64.9	61.8	63.8
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:	34.2	39.2	17.0	77.8	55.4	48.7	36.6	59.1	39.9	64.9	61.8	63.8
LOS by Move:	C	D	B	E	E	D	D	E	D	E	E	E
HCM2kAvgQ:	21	37	1	13	12	4	3	22	8	2	1	1

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

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

Intersection #9 Hamilton Ave. & Willow Rd.

Cycle (sec): 130 Critical Vol./Cap.(X): 0.602
Loss Time (sec): 11 (Y+R=3.0 sec) Average Delay (sec/veh): 20.7
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:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	1 1	0	1 0	1 1	0
Volume Module: >> Count Date: 7 Oct 2009 << 8:00 am - 9:00 am												
Base Vol:	18	13	26	71	19	72	115	415	52	56	1037	74
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	19	14	28	76	20	77	123	444	56	60	1110	79
Added Vol:	0	0	0	0	0	8	2	839	0	0	66	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	14	28	76	20	85	125	1283	56	60	1176	79
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:	19	14	28	76	20	85	125	1283	56	60	1176	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	14	28	76	20	85	125	1283	56	60	1176	79
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:	19	14	28	76	20	85	125	1283	56	60	1176	79
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.83	0.83	0.78	0.78	0.78	0.93	0.93	0.93	0.93	0.92	0.92
Lanes:	0.31	0.23	0.46	0.42	0.11	0.47	1.00	1.92	0.08	1.00	1.87	0.13
Final Sat.:	497	359	719	622	166	696	1769	3370	146	1769	3285	221
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.12	0.12	0.12	0.07	0.38	0.38	0.03	0.36	0.36
Crit Moves:					****		****				****	
Green/Cycle:	0.20	0.20	0.20	0.20	0.20	0.20	0.12	0.65	0.65	0.07	0.59	0.59
Volume/Cap:	0.19	0.19	0.19	0.60	0.60	0.60	0.60	0.59	0.59	0.52	0.60	0.60
Uniform Del:	43.0	43.0	43.0	47.0	47.0	47.0	54.5	13.1	13.1	58.8	16.6	16.6
IncremntDel:	0.3	0.3	0.3	3.4	3.4	3.4	4.9	0.4	0.4	4.1	0.5	0.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	43.2	43.2	43.2	50.4	50.4	50.4	59.3	13.5	13.5	62.9	17.1	17.1
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:	43.2	43.2	43.2	50.4	50.4	50.4	59.3	13.5	13.5	62.9	17.1	17.1
LOS by Move:	D	D	D	D	D	D	E	B	B	E	B	B
HCM2kAvgQ:	2	2	2	7	7	7	6	16	16	3	17	17

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

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

Intersection #10 Ivy Dr. & Willow Rd.

Cycle (sec): 130 Critical Vol./Cap.(X): 0.649
Loss Time (sec): 11 (Y+R=3.0 sec) Average Delay (sec/veh): 22.9
Optimal Cycle: 53 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:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		5	0	5		5	5	0		0	5	5	
Lanes:	0	0	0	0	0	0	1!	0	0	1	0	2	0	0	0	1	1	0
Volume Module: >> Count Date: 6 Oct 2009 << 7:30 - 8:30 AM																		
Base Vol:	0	0	0		1	0	186		82	652	0		0	1021	14	
Growth Adj:	1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07	
Initial Bse:	0	0	0		1	0	199		88	698	0		0	1092	15	
Added Vol:	0	0	0		115	0	6		7	726	0		0	65	9	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		116	0	205		95	1424	0		0	1157	24	
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		116	0	205		95	1424	0		0	1157	24	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		116	0	205		95	1424	0		0	1157	24	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	0	0		116	0	205		95	1424	0		0	1157	24	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	1.00	1.00		0.88	1.00	0.88		0.93	0.93	1.00		1.00	0.93	0.93	
Lanes:	0.00	0.00	0.00		0.36	0.00	0.64		1.00	2.00	0.00		0.00	1.96	0.04	
Final Sat.:	0	0	0		604	0	1067		1769	3538	0		0	3456	72	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.19	0.00	0.19		0.05	0.40	0.00		0.00	0.33	0.33	
Crit Moves:							****			****			****			
Green/Cycle:	0.00	0.00	0.00		0.30	0.00	0.30		0.09	0.62	0.00		0.00	0.53	0.53	
Volume/Cap:	0.00	0.00	0.00		0.65	0.00	0.65		0.63	0.65	0.00		0.00	0.63	0.63	
Uniform Del:	0.0	0.0	0.0		39.9	0.0	39.9		57.4	15.7	0.0		0.0	21.2	21.2	
IncremntDel:	0.0	0.0	0.0		3.0	0.0	3.0		8.1	0.7	0.0		0.0	0.7	0.7	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	0.00	0.00	0.00		1.00	0.00	1.00		1.00	1.00	0.00		0.00	1.00	1.00	
Delay/Veh:	0.0	0.0	0.0		42.9	0.0	42.9		65.5	16.4	0.0		0.0	21.9	21.9	
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:	0.0	0.0	0.0		42.9	0.0	42.9		65.5	16.4	0.0		0.0	21.9	21.9	
LOS by Move:	A	A	A		D	A	D		E	B	A		A	C	C	
HCM2kAvgQ:	0	0	0		12	0	12		5	19	0		0	17	17	

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

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

Intersection #11 O'Brien Dr. & Willow Rd.

Cycle (sec): 130 Critical Vol./Cap.(X): 0.617
Loss Time (sec): 11 (Y+R=3.0 sec) Average Delay (sec/veh): 13.4
Optimal Cycle: 49 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	5	0	5		0	0	0		0	5	5		5	5	0	
Lanes:	1	0	1!	0	0	0	0	0	0	0	0	2	0	1	1	0	2	0	0
Volume Module: >> Count Date: 8 Oct 2009 << 8:00 am - 9:00 am																		
Base Vol:	130	0	67		0	0	0		0	697	250		102	1171	0	
Growth Adj:	1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07	
Initial Bse:	139	0	72		0	0	0		0	746	268		109	1253	0	
Added Vol:	10	0	0		0	0	0		0	733	2		0	71	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	149	0	72		0	0	0		0	1479	270		109	1324	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:	149	0	72		0	0	0		0	1479	270		109	1324	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	149	0	72		0	0	0		0	1479	270		109	1324	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	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:	149	0	72		0	0	0		0	1479	270		109	1324	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.90	1.00	0.90		1.00	1.00	1.00		1.00	0.93	0.83		0.93	0.93	1.00	
Lanes:	1.51	0.00	0.49		0.00	0.00	0.00		0.00	2.00	1.00		1.00	2.00	0.00	
Final Sat.:	2585	0	839		0	0	0		0	3538	1583		1769	3538	0	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.00	0.09		0.00	0.00	0.00		0.00	0.42	0.17		0.06	0.37	0.00	
Crit Moves:			****							****			****			
Green/Cycle:	0.14	0.00	0.14		0.00	0.00	0.00		0.00	0.68	0.68		0.10	0.78	0.00	
Volume/Cap:	0.42	0.00	0.62		0.00	0.00	0.00		0.00	0.62	0.25		0.62	0.48	0.00	
Uniform Del:	51.2	0.0	52.8		0.0	0.0	0.0		0.0	11.6	8.2		56.1	5.2	0.0	
IncremntDel:	0.5	0.0	3.2		0.0	0.0	0.0		0.0	0.5	0.1		6.5	0.1	0.0	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	0.00	1.00		0.00	0.00	0.00		0.00	1.00	1.00		1.00	1.00	0.00	
Delay/Veh:	51.7	0.0	56.0		0.0	0.0	0.0		0.0	12.1	8.3		62.6	5.3	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	51.7	0.0	56.0		0.0	0.0	0.0		0.0	12.1	8.3		62.6	5.3	0.0	
LOS by Move:	D	A	E		A	A	A		A	B	A		E	A	A	
HCM2kAvgQ:	4	0	6		0	0	0		0	17	4		5	10	0	

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

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

Intersection #12 Newbridge St. & Willow Rd.

Cycle (sec): 130 Critical Vol./Cap.(X): 0.963
Loss Time (sec): 14 (Y+R=3.0 sec) Average Delay (sec/veh): 52.2
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	5	5	5		5	5	5		5	5	5		5	5	5	
Lanes:	2	0	1	0	1	1	0	1	0	1	1	0	2	1	0	1	0	1	1	0
Volume Module: >> Count Date: 7 Oct 2009 << 7:30 AM to 8:30 AM																
Base Vol:	350	111	36		28	178	384		148	826	155		28	1221	4	
Growth Adj:	1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07	
Initial Bse:	375	119	39		30	190	411		158	884	166		30	1306	4	
Added Vol:	0	0	0		0	0	3		10	735	0		0	80	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	375	119	39		30	190	414		168	1619	166		30	1386	4	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	375	119	39		30	190	414		168	1619	166		30	1386	4	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	375	119	39		30	190	414		168	1619	166		30	1386	4	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	375	119	39		30	190	414		168	1619	166		30	1386	4	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.90	0.98	0.83		0.93	0.98	0.83		0.93	0.88	0.88		0.93	0.93	0.93	
Lanes:	2.00	1.00	1.00		1.00	1.00	1.00		1.00	2.72	0.28		1.00	1.99	0.01	
Final Sat.:	3432	1862	1583		1769	1862	1583		1769	4546	466		1769	3527	11	
Capacity Analysis Module:																
Vol/Sat:	0.11	0.06	0.02		0.02	0.10	0.26		0.10	0.36	0.36		0.02	0.39	0.39	
Crit Moves:	****						****		****					****		
Green/Cycle:	0.11	0.11	0.11		0.27	0.27	0.27		0.10	0.46	0.46		0.05	0.41	0.41	
Volume/Cap:	0.96	0.56	0.21		0.06	0.38	0.96		0.96	0.78	0.78		0.34	0.96	0.96	
Uniform Del:	57.4	54.6	52.4		35.1	38.4	46.7		58.3	29.7	29.7		59.7	37.5	37.5	
IncremntDel:	35.8	3.5	0.6		0.1	0.5	33.7		56.9	1.8	1.8		2.3	15.6	15.6	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	93.2	58.0	53.0		35.1	38.9	80.4		115.2	31.4	31.4		62.1	53.1	53.1	
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:	93.2	58.0	53.0		35.1	38.9	80.4		115.2	31.4	31.4		62.1	53.1	53.1	
LOS by Move:	F	E	D		D	D	F		F	C	C		E	D	D	
HCM2kAvgQ:	11	5	2		1	6	21		10	23	23		2	34	34	

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

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

Intersection #13 Bay Rd. & Willow Rd.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.785
Loss Time (sec): 11 (Y+R=4.0 sec) Average Delay (sec/veh): 20.5
Optimal Cycle: 71 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:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Ignore			
Min. Green:	0	0	0		5	0	5		5	5	0		0	5	5	
Lanes:	0	0	0	0	0	1	0	0	0	1	1	0	2	0	0	0	0	2	0	1
Volume Module: >> Count Date: 6 Oct 2009 << 7:30 - 8:30 AM																
Base Vol:	0	0	0		361	0	75		64	1378	0		0	1114	319	
Growth Adj:	1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07	
Initial Bse:	0	0	0		386	0	80		68	1474	0		0	1192	341	
Added Vol:	0	0	0		2	0	0		0	220	0		0	50	3	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		388	0	80		68	1694	0		0	1242	344	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Volume:	0	0	0		388	0	80		68	1694	0		0	1242	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		388	0	80		68	1694	0		0	1242	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
FinalVolume:	0	0	0		388	0	80		68	1694	0		0	1242	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	1.00	1.00		0.93	1.00	0.83		0.93	0.93	1.00		1.00	0.93	1.00	
Lanes:	0.00	0.00	0.00		1.00	0.00	1.00		1.00	2.00	0.00		0.00	2.00	1.00	
Final Sat.:	0	0	0		1769	0	1583		1769	3538	0		0	3538	1900	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.22	0.00	0.05		0.04	0.48	0.00		0.00	0.35	0.00	
Crit Moves:					****					****			****			
Green/Cycle:	0.00	0.00	0.00		0.28	0.00	0.28		0.08	0.61	0.00		0.00	0.53	0.00	
Volume/Cap:	0.00	0.00	0.00		0.78	0.00	0.18		0.51	0.78	0.00		0.00	0.66	0.00	
Uniform Del:	0.0	0.0	0.0		33.2	0.0	27.3		44.4	14.6	0.0		0.0	16.7	0.0	
IncremntDel:	0.0	0.0	0.0		8.1	0.0	0.2		3.2	2.0	0.0		0.0	0.9	0.0	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	0.00	0.00	0.00		1.00	0.00	1.00		1.00	1.00	0.00		0.00	1.00	0.00	
Delay/Veh:	0.0	0.0	0.0		41.3	0.0	27.5		47.6	16.5	0.0		0.0	17.6	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.0	0.0		41.3	0.0	27.5		47.6	16.5	0.0		0.0	17.6	0.0	
LOS by Move:	A	A	A		D	A	C		D	B	A		A	B	A	
HCM2kAvgQ:	0	0	0		13	0	2		3	22	0		0	15	0	

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

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

Intersection #14 Durham St. & Willow Rd.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.764
Loss Time (sec): 7 (Y+R=3.0 sec) Average Delay (sec/veh): 12.9
Optimal Cycle: 55 Level Of Service: B

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				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	4	4	4		4	4	4		4	10	10		4	10	10	
Lanes:	1 0	0	1	0	0 1	0	0	1	1 0	1	1	0	1 0	0	1	0
Volume Module: >> Count Date: 1 Oct 2009 << 7:30 - 8:30 AM																
Base Vol:	62	16	125		38	2	2		12	1001	9		41	850	142	
Growth Adj:	1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07	
Initial Bse:	66	17	134		41	2	2		13	1071	10		44	910	152	
Added Vol:	0	0	0		0	0	0		0	220	0		0	50	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	66	17	134		41	2	2		13	1291	10		44	960	152	
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:	66	17	134		41	2	2		13	1291	10		44	960	152	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	66	17	134		41	2	2		13	1291	10		44	960	152	
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:	66	17	134		41	2	2		13	1291	10		44	960	152	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.72	0.85	0.85		0.48	0.48	0.83		0.93	0.93	0.93		0.93	0.96	0.96	
Lanes:	1.00	0.11	0.89		0.95	0.05	1.00		1.00	1.99	0.01		1.00	0.86	0.14	
Final Sat.:	1365	183	1431		860	45	1583		1769	3508	26		1769	1574	249	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.09	0.09		0.05	0.05	0.00		0.01	0.37	0.37		0.02	0.61	0.61	
Crit Moves:		****							****					****		
Green/Cycle:	0.12	0.12	0.12		0.12	0.12	0.12		0.04	0.73	0.73		0.08	0.77	0.77	
Volume/Cap:	0.41	0.79	0.79		0.40	0.40	0.01		0.18	0.50	0.50		0.31	0.79	0.79	
Uniform Del:	40.9	42.9	42.9		40.8	40.8	38.9		46.4	5.7	5.7		43.4	6.7	6.7	
IncremntDel:	1.7	19.6	19.6		2.4	2.4	0.0		1.2	0.2	0.2		1.3	3.1	3.1	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	42.6	62.5	62.5		43.2	43.2	38.9		47.7	5.8	5.8		44.7	9.8	9.8	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	42.6	62.5	62.5		43.2	43.2	38.9		47.7	5.8	5.8		44.7	9.8	9.8	
LOS by Move:	D	E	E		D	D	D		D	A	A		D	A	A	
HCM2kAvgQ:	2	7	7		2	2	0		1	9	9		2	22	22	

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

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

Intersection #15 Coleman Ave. & Willow Rd.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.845
Loss Time (sec): 7 (Y+R=3.0 sec) Average Delay (sec/veh): 15.9
Optimal Cycle: 74 Level Of Service: B

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:	4	4	4		4	4	4		10	10	10		10	10	10	
Lanes:	0 0	1!	0	0	0 0	1!	0	0	1 0	0	1	0	1 0	0	1	0
Volume Module: >> Count Date: 30 Sep 2009 << 7:30 - 8:30 AM																
Base Vol:	3	3	8		142	6	48		17	892	5		6	854	62	
Growth Adj:	1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07	
Initial Bse:	3	3	9		152	6	51		18	954	5		6	914	66	
Added Vol:	0	0	0		0	0	0		0	220	0		0	50	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	3	3	9		152	6	51		18	1174	5		6	964	66	
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	3	9		152	6	51		18	1174	5		6	964	66	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	3	3	9		152	6	51		18	1174	5		6	964	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	
FinalVolume:	3	3	9		152	6	51		18	1174	5		6	964	66	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.86	0.86	0.86		0.73	0.73	0.73		0.17	0.98	0.98		0.10	0.97	0.97	
Lanes:	0.21	0.21	0.58		0.73	0.03	0.24		1.00	0.99	0.01		1.00	0.94	0.06	
Final Sat.:	351	351	937		999	42	338		330	1852	8		196	1725	119	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.01	0.01		0.15	0.15	0.15		0.06	0.63	0.63		0.03	0.56	0.56	
Crit Moves:						****				****						
Green/Cycle:	0.18	0.18	0.18		0.18	0.18	0.18		0.75	0.75	0.75		0.75	0.75	0.75	
Volume/Cap:	0.05	0.05	0.05		0.85	0.85	0.85		0.07	0.85	0.85		0.04	0.74	0.74	
Uniform Del:	33.9	33.9	33.9		39.7	39.7	39.7		3.3	8.5	8.5		3.2	7.1	7.1	
IncremntDel:	0.1	0.1	0.1		22.6	22.6	22.6		0.1	5.0	5.0		0.1	2.2	2.2	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	34.0	34.0	34.0		62.2	62.2	62.2		3.4	13.5	13.5		3.4	9.3	9.3	
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:	34.0	34.0	34.0		62.2	62.2	62.2		3.4	13.5	13.5		3.4	9.3	9.3	
LOS by Move:	C	C	C		E	E	E		A	B	B		A	A	A	
HCM2kAvgQ:	0	0	0		9	9	9		0	27	27		0	19	19	

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

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

Intersection #16 Gilbert Ave. & Willow Rd.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.817
Loss Time (sec): 7 (Y+R=3.0 sec) Average Delay (sec/veh): 16.5
Optimal Cycle: 66 Level Of Service: B

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:	5	5	5		5	5	5		12	12	12		12	12	12	
Lanes:	1	0	0	1	0	1	0	0	1	0	1	0	0	1	0	0
Volume Module: >> Count Date: 1 Oct 2009 << 7:30 - 8:30 AM																
Base Vol:	101	85	122		31	41	7		4	794	72		41	869	5	
Growth Adj:	1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07	
Initial Bse:	108	91	131		33	44	7		4	850	77		44	930	5	
Added Vol:	11	0	26		0	0	0		0	194	8		4	46	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	119	91	157		33	44	7		4	1044	85		48	976	5	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	119	91	157		33	44	7		4	1044	85		48	976	5	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	119	91	157		33	44	7		4	1044	85		48	976	5	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	119	91	157		33	44	7		4	1044	85		48	976	5	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.71	0.89	0.89		0.28	0.96	0.96		0.20	0.97	0.97		0.13	0.98	0.98	
Lanes:	1.00	0.37	0.63		1.00	0.85	0.15		1.00	0.92	0.08		1.00	0.99	0.01	
Final Sat.:	1352	619	1066		523	1555	266		371	1703	139		242	1850	10	
Capacity Analysis Module:																
Vol/Sat:	0.09	0.15	0.15		0.06	0.03	0.03		0.01	0.61	0.61		0.20	0.53	0.53	
Crit Moves:		****								****						
Green/Cycle:	0.18	0.18	0.18		0.18	0.18	0.18		0.75	0.75	0.75		0.75	0.75	0.75	
Volume/Cap:	0.49	0.82	0.82		0.35	0.16	0.16		0.02	0.82	0.82		0.26	0.70	0.70	
Uniform Del:	36.9	39.4	39.4		35.9	34.6	34.6		3.2	8.1	8.1		3.9	6.6	6.6	
IncremntDel:	1.6	15.7	15.7		2.3	0.2	0.2		0.0	3.9	3.9		0.8	1.6	1.6	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	38.4	55.2	55.2		38.2	34.8	34.8		3.2	12.0	12.0		4.7	8.2	8.2	
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:	38.4	55.2	55.2		38.2	34.8	34.8		3.2	12.0	12.0		4.7	8.2	8.2	
LOS by Move:	D	E	E		D	C	C		A	B	B		A	A	A	
HCM2kAvgQ:	4	10	10		1	1	1		0	24	24		1	17	17	

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

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

Intersection #17 Middlefield Rd. & Willow Rd.

Cycle (sec): 130 Critical Vol./Cap.(X): 1.161
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 107.5
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Split Phase				Split Phase				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	8	8	8		8	8	8		8	8	8		8	8	8	
Lanes:	1	0	2	0	1	1	1	0	1	0	1	0	1	1	0	0
Volume Module: >> Count Date: 30 Sep 2009 << 8:00 - 9:00 AM																
Base Vol:	67	342	245		408	322	10		16	166	117		420	64	494	
Growth Adj:	1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07	
Initial Bse:	72	366	262		437	345	11		17	178	125		449	68	529	
Added Vol:	15	9	114		80	7	0		0	8	10		18	18	21	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	87	375	376		517	352	11		17	186	135		467	86	550	
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:	87	375	376		517	352	11		17	186	135		467	86	550	
Reduct Vol:	0	0	3		0	0	0		0	0	0		0	0	0	
Reduced Vol:	87	375	373		517	352	11		17	186	135		467	86	550	
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:	87	375	373		517	352	11		17	186	135		467	86	550	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.93	0.93	0.42		0.90	0.90	0.90		0.93	0.98	0.83		0.94	0.94	0.83	
Lanes:	1.00	2.00	1.00		1.76	1.20	0.04		1.00	1.00	1.00		1.69	0.31	1.00	
Final Sat.:	1769	3538	791		3023	2057	63		1769	1862	1583		3017	558	1583	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.11	0.47		0.17	0.17	0.17		0.01	0.10	0.09		0.15	0.15	0.35	
Crit Moves:			****		****					****					****	
Green/Cycle:	0.41	0.41	0.41		0.15	0.15	0.15		0.09	0.09	0.09		0.30	0.30	0.30	
Volume/Cap:	0.12	0.26	1.16		1.16	1.16	1.16		0.11	1.16	0.99		0.52	0.52	1.16	
Uniform Del:	24.1	25.6	38.6		55.4	55.4	55.4		54.8	59.4	59.4		37.8	37.8	45.6	
IncremntDel:	0.1	0.1	101.2		86.7	86.7	86.7		0.3	121	75.5		0.4	0.4	93.6	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	24.2	25.7	139.8		142.1	142	142.1		55.2	180	134.8		38.2	38.2	139.1	
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:	24.2	25.7	139.8		142.1	142	142.1		55.2	180	134.8		38.2	38.2	139.1	
LOS by Move:	C	C	F		F	F	F		E	F	F		D	D	F	
HCM2kAvgQ:	2	5	24		21	21	21		1	13	9		9	9	34	

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

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

Intersection #18 Bayfront Exp. & University Ave.

Cycle (sec): 160 Critical Vol./Cap.(X): 0.857
Loss Time (sec): 10 (Y+R=3.0 sec) Average Delay (sec/veh): 31.8
Optimal Cycle: 102 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				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	5	5	0		0	5	5		5	0	5		0	0	0	
Lanes:	2	0	3	0	0	0	0	3	0	1	2	0	0	0	3	0	0	0	0	0
Volume Module: >> Count Date: 1 Oct 2009 << 7:15 - 8:15 AM																
Base Vol:	1541	2882	0		0	884	188		179	0	429		0	0	0	
Growth Adj:	1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07	
Initial Bse:	1649	3084	0		0	946	201		192	0	459		0	0	0	
Added Vol:	10	439	0		0	61	8		109	0	2		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	1659	3523	0		0	1007	209		301	0	461		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:	1659	3523	0		0	1007	209		301	0	461		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	1659	3523	0		0	1007	209		301	0	461		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	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:	1659	3523	0		0	1007	209		301	0	461		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.90	0.89	1.00		1.00	0.89	0.83		0.90	1.00	0.73		1.00	1.00	1.00	
Lanes:	2.00	3.00	0.00		0.00	3.00	1.00		2.00	0.00	3.00		0.00	0.00	0.00	
Final Sat.:	3432	5083	0		0	5083	1583		3432	0	4178		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.48	0.69	0.00		0.00	0.20	0.13		0.09	0.00	0.11		0.00	0.00	0.00	
Crit Moves:		****			****						****					
Green/Cycle:	0.57	0.81	0.00		0.00	0.24	0.24		0.13	0.00	0.13		0.00	0.00	0.00	
Volume/Cap:	0.84	0.86	0.00		0.00	0.84	0.56		0.68	0.00	0.86		0.00	0.00	0.00	
Uniform Del:	28.1	9.5	0.0		0.0	58.4	53.9		66.6	0.0	68.3		0.0	0.0	0.0	
IncremntDel:	3.5	2.0	0.0		0.0	5.6	2.0		4.3	0.0	12.9		0.0	0.0	0.0	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	0.00		0.00	1.00	1.00		1.00	0.00	1.00		0.00	0.00	0.00	
Delay/Veh:	31.6	11.5	0.0		0.0	64.0	55.9		70.8	0.0	81.1		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	31.6	11.5	0.0		0.0	64.0	55.9		70.8	0.0	81.1		0.0	0.0	0.0	
LOS by Move:	C	B	A		A	E	E		E	A	F		A	A	A	
HCM2kAvgQ:	36	41	0		0	19	9		8	0	11		0	0	0	

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

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

Intersection #19 O'Brien Dr. & University Ave.

Cycle (sec): 85 Critical Vol./Cap.(X): 0.571
Loss Time (sec): 11 (Y+R=3.0 sec) Average Delay (sec/veh): 6.4
Optimal Cycle: 43 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		5	0	5		5	5	0		0	5	5	
Lanes:	0	0	0	0	0	0	0	1!	0	0	1	0	2	0	0	0	0	1	1	0
Volume Module: >> Count Date: 8 Oct 2009 << 7:45 - 8:45 AM																
Base Vol:	0	0	0		22	0	22		68	526	0		0	1341	46	
Growth Adj:	1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07	
Initial Bse:	0	0	0		24	0	24		73	563	0		0	1435	49	
Added Vol:	0	0	0		2	0	0		0	109	0		0	8	10	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		26	0	24		73	672	0		0	1443	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:	1.00	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		26	0	24		73	672	0		0	1443	59	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		26	0	24		73	672	0		0	1443	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	
FinalVolume:	0	0	0		26	0	24		73	672	0		0	1443	59	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	1.00	1.00		0.89	1.00	0.89		0.93	0.93	1.00		1.00	0.93	0.93	
Lanes:	0.00	0.00	0.00		0.52	0.00	0.48		1.00	2.00	0.00		0.00	1.92	0.08	
Final Sat.:	0	0	0		883	0	814		1769	3538	0		0	3378	139	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.03	0.00	0.03		0.04	0.19	0.00		0.00	0.43	0.43	
Crit Moves:					****				****					****		
Green/Cycle:	0.00	0.00	0.00		0.06	0.00	0.06		0.07	0.81	0.00		0.00	0.74	0.74	
Volume/Cap:	0.00	0.00	0.00		0.49	0.00	0.49		0.58	0.23	0.00		0.00	0.58	0.58	
Uniform Del:	0.0	0.0	0.0		38.8	0.0	38.8		38.2	1.9	0.0		0.0	5.0	5.0	
IncremntDel:	0.0	0.0	0.0		3.8	0.0	3.8		6.5	0.0	0.0		0.0	0.3	0.3	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	0.00	0.00	0.00		1.00	0.00	1.00		1.00	1.00	0.00		0.00	1.00	1.00	
Delay/Veh:	0.0	0.0	0.0		42.5	0.0	42.5		44.7	1.9	0.0		0.0	5.3	5.3	
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:	0.0	0.0	0.0		42.5	0.0	42.5		44.7	1.9	0.0		0.0	5.3	5.3	
LOS by Move:	A	A	A		D	A	D		D	A	A		A	A	A	
HCM2kAvgQ:	0	0	0		2	0	2		3	2	0		0	10	10	

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

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

Intersection #20 University & Kavanaugh

Cycle (sec): 100 Critical Vol./Cap.(X): 0.582
Loss Time (sec): 11 (Y+R=3.0 sec) Average Delay (sec/veh): 13.7
Optimal Cycle: 85 Level Of Service: B

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:	5	5	5		5	5	5		5	5	5		5	5	5	
Lanes:	0	0	1!	0	0	0	1!	0	0	1	0	1	1	0	1	0	1	0
Volume Module:																		
Base Vol:	32	37	20		8	21	44		40	582	43		25	1302	25	
Growth Adj:	1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07	
Initial Bse:	34	40	21		9	22	47		43	623	46		27	1393	27	
Added Vol:	0	0	0		0	0	0		0	109	0		0	8	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	34	40	21		9	22	47		43	732	46		27	1401	27	
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:	34	40	21		9	22	47		43	732	46		27	1401	27	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	34	40	21		9	22	47		43	732	46		27	1401	27	
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:	34	40	21		9	22	47		43	732	46		27	1401	27	
Saturation Flow Module:																		
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.95	0.95		0.91	0.91	0.91		0.95	0.94	0.94		0.95	0.95	0.95	
Lanes:	0.36	0.42	0.22		0.11	0.29	0.60		1.00	1.88	0.12		1.00	1.96	0.04	
Final Sat.:	651	752	407		190	500	1047		1805	3366	212		1805	3532	67	
Capacity Analysis Module:																		
Vol/Sat:	0.05	0.05	0.05		0.04	0.04	0.04		0.02	0.22	0.22		0.01	0.40	0.40	
Crit Moves:	****					****			****					****		
Green/Cycle:	0.09	0.09	0.09		0.08	0.08	0.08		0.05	0.59	0.59		0.14	0.67	0.67	
Volume/Cap:	0.59	0.62	0.62		0.56	0.59	0.59		0.47	0.37	0.37		0.11	0.59	0.59	
Uniform Del:	43.8	44.2	44.2		44.2	44.7	44.7		46.2	10.8	10.8		37.9	8.8	8.8	
IncremntDel:	5.6	7.5	7.5		4.9	6.8	6.8		3.9	0.1	0.1		0.2	0.4	0.4	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	49.3	51.6	51.6		49.1	51.4	51.4		50.1	10.9	10.9		38.1	9.2	9.2	
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:	49.3	51.6	51.6		49.1	51.4	51.4		50.1	10.9	10.9		38.1	9.2	9.2	
LOS by Move:	D	D	D		D	D	D		D	B	B		D	A	A	
HCM2kAvgQ:	4	4	4		3	3	3		2	7	7		1	13	13	

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

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

Intersection #21 University & Bay

Cycle (sec): 100 Critical Vol./Cap.(X): 0.662
Loss Time (sec): 11 (Y+R=3.0 sec) Average Delay (sec/veh): 27.4
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:	5	5	5		5	5	5		5	5	5		5	5	5	
Lanes:	1	0	1	0	1	1	0	1	0	1	0	1	1	0	1	0	1	0
Volume Module:																		
Base Vol:	108	225	113		50	196	86		141	497	78		97	1115	49	
Growth Adj:	1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07	
Initial Bse:	116	241	121		54	210	92		151	532	83		104	1193	52	
Added Vol:	0	0	0		0	0	0		0	109	0		0	8	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	116	241	121		54	210	92		151	641	83		104	1201	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:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	116	241	121		54	210	92		151	641	83		104	1201	52	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	116	241	121		54	210	92		151	641	83		104	1201	52	
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:	116	241	121		54	210	92		151	641	83		104	1201	52	
Saturation Flow Module:																		
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	1.00	0.85		0.95	1.00	0.85		0.95	0.93	0.93		0.95	0.94	0.94	
Lanes:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.77	0.23		1.00	1.92	0.08	
Final Sat.:	1805	1900	1615		1805	1900	1615		1805	3140	409		1805	3438	150	
Capacity Analysis Module:																		
Vol/Sat:	0.06	0.13	0.07		0.03	0.11	0.06		0.08	0.20	0.20		0.06	0.35	0.35	
Crit Moves:		****			****				****					****		
Green/Cycle:	0.09	0.19	0.19		0.05	0.15	0.15		0.13	0.51	0.51		0.14	0.52	0.52	
Volume/Cap:	0.73	0.67	0.39		0.59	0.73	0.37		0.67	0.40	0.40		0.40	0.67	0.67	
Uniform Del:	44.4	37.5	35.4		46.5	40.4	38.1		41.7	15.3	15.3		39.0	17.4	17.4	
IncremntDel:	15.4	4.7	0.8		10.1	8.9	1.0		7.3	0.1	0.1		1.0	0.9	0.9	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	59.8	42.2	36.3		56.6	49.3	39.1		49.1	15.4	15.4		40.0	18.3	18.3	
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:	59.8	42.2	36.3		56.6	49.3	39.1		49.1	15.4	15.4		40.0	18.3	18.3	
LOS by Move:	E	D	D		E	D	D		D	B	B		D	B	B	
HCM2kAvgQ:	5	8	4		3	8	3		6	7	7		3	15	15	

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

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

Intersection #22 University & Runnymede

Cycle (sec): 100 Critical Vol./Cap.(X): 0.648
Loss Time (sec): 11 (Y+R=3.0 sec) Average Delay (sec/veh): 20.5
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:	5	5	5	5	5	5	5	5	5	5	5	5
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	47	105	12	16	59	56	18	626	48	88	1246	61
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	50	112	13	17	63	60	19	670	51	94	1333	65
Added Vol:	0	0	0	0	0	0	0	109	0	0	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	112	13	17	63	60	19	779	51	94	1341	65
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:	50	112	13	17	63	60	19	779	51	94	1341	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	112	13	17	63	60	19	779	51	94	1341	65
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:	50	112	13	17	63	60	19	779	51	94	1341	65
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.98	0.98	0.98	0.94	0.94	0.94	0.95	0.94	0.94	0.95	0.94	0.94
Lanes:	0.29	0.64	0.07	0.12	0.45	0.43	1.00	1.88	0.12	1.00	1.91	0.09
Final Sat.:	532	1187	136	217	801	761	1805	3356	221	1805	3418	166
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.08	0.08	0.08	0.01	0.23	0.23	0.05	0.39	0.39
Crit Moves:	****				****		****				****	
Green/Cycle:	0.14	0.14	0.14	0.12	0.12	0.12	0.05	0.52	0.52	0.12	0.58	0.58
Volume/Cap:	0.67	0.67	0.67	0.67	0.67	0.67	0.21	0.45	0.45	0.45	0.67	0.67
Uniform Del:	40.8	40.8	40.8	42.3	42.3	42.3	45.6	15.2	15.2	41.2	14.3	14.3
IncremntDel:	6.8	6.8	6.8	8.4	8.4	8.4	1.2	0.2	0.2	1.5	0.9	0.9
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	47.6	47.6	47.6	50.7	50.7	50.7	46.8	15.4	15.4	42.7	15.2	15.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.6	47.6	47.6	50.7	50.7	50.7	46.8	15.4	15.4	42.7	15.2	15.2
LOS by Move:	D	D	D	D	D	D	D	B	B	D	B	B
HCM2kAvgQ:	6	6	6	5	5	5	1	8	8	3	16	16

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

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

Intersection #23 University & Bell

Cycle (sec): 95 Critical Vol./Cap.(X): 0.284
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 7.2
Optimal Cycle: 91 Level Of Service: A

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:	14	14	14	14	14	14	73	73	73	73	73	73
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	18	59	9	7	43	11	15	614	24	15	123	24
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	19	63	10	7	46	12	16	657	26	16	132	26
Added Vol:	0	0	0	0	0	0	0	109	0	0	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	63	10	7	46	12	16	766	26	16	140	26
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:	19	63	10	7	46	12	16	766	26	16	140	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	63	10	7	46	12	16	766	26	16	140	26
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:	19	63	10	7	46	12	16	766	26	16	140	26
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.93	0.95	0.95	0.95	0.64	0.95	0.95	0.33	0.93	0.93
Lanes:	0.21	0.69	0.10	0.11	0.71	0.18	1.00	1.94	0.06	1.00	1.69	0.31
Final Sat.:	370	1212	185	207	1272	325	1218	3475	117	619	2979	548
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.05	0.04	0.04	0.04	0.01	0.22	0.22	0.03	0.05	0.05
Crit Moves:		****						****				
Green/Cycle:	0.18	0.18	0.18	0.18	0.18	0.18	0.77	0.77	0.77	0.77	0.77	0.77
Volume/Cap:	0.28	0.28	0.28	0.20	0.20	0.20	0.02	0.28	0.28	0.03	0.06	0.06
Uniform Del:	33.4	33.4	33.4	32.9	32.9	32.9	2.4	3.1	3.1	2.5	2.5	2.5
IncremntDel:	0.5	0.5	0.5	0.3	0.3	0.3	0.0	0.1	0.1	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	33.9	33.9	33.9	33.2	33.2	33.2	2.4	3.1	3.1	2.5	2.5	2.5
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:	33.9	33.9	33.9	33.2	33.2	33.2	2.4	3.1	3.1	2.5	2.5	2.5
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	2	2	2	2	2	2	0	4	4	0	1	1

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

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

Intersection #24 University & Donohoe

Cycle (sec): 100 Critical Vol./Cap.(X): 0.965
Loss Time (sec): 11 (Y+R=3.0 sec) Average Delay (sec/veh): 43.4
Optimal Cycle: 152 Level Of Service: D

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:	5	5	5		5	5	5		5	5	5		5	5	5	
Lanes:	1	1 0	1	1	1	0 1	0	1	2	0 2	0	1	1	0 1	1	0
Volume Module:																
Base Vol:	362	437	328		11	124	383		117	352	283		49	1205	68	
Growth Adj:	1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07	
Initial Bse:	387	468	351		12	133	410		125	377	303		52	1289	73	
Added Vol:	0	0	60		0	0	0		0	49	0		0	8	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	387	468	411		12	133	410		125	426	303		52	1297	73	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	387	468	411		12	133	410		125	426	303		52	1297	73	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	387	468	411		12	133	410		125	426	303		52	1297	73	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	387	468	411		12	133	410		125	426	303		52	1297	73	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.89	0.89	0.89		0.95	1.00	0.85		0.92	0.95	0.85		0.95	0.94	0.94	
Lanes:	1.22	1.48	1.30		1.00	1.00	1.00		2.00	2.00	1.00		1.00	1.89	0.11	
Final Sat.:	2069	2498	2196		1805	1900	1615		3502	3610	1615		1805	3391	190	
Capacity Analysis Module:																
Vol/Sat:	0.19	0.19	0.19		0.01	0.07	0.25		0.04	0.12	0.19		0.03	0.38	0.38	
Crit Moves:	****						****		****					****		
Green/Cycle:	0.19	0.35	0.35		0.09	0.26	0.26		0.05	0.35	0.35		0.09	0.39	0.39	
Volume/Cap:	0.98	0.53	0.53		0.07	0.27	0.98		0.72	0.34	0.54		0.31	0.98	0.98	
Uniform Del:	40.3	25.6	25.6		41.2	29.5	36.8		46.8	24.1	26.2		42.4	30.1	30.1	
IncremntDel:	20.4	0.2	0.2		0.2	0.3	38.7		13.1	0.2	1.1		1.1	19.5	19.5	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	60.7	25.8	25.8		41.4	29.8	75.5		59.9	24.3	27.3		43.5	49.6	49.6	
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:	60.7	25.8	25.8		41.4	29.8	75.5		59.9	24.3	27.3		43.5	49.6	49.6	
LOS by Move:	E	C	C		D	C	E		E	C	C		D	D	D	
HCM2kAvgQ:	15	8	8		0	3	18		3	5	8		2	28	28	

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

Level Of Service Computation Report
1994 HCM Operations Method (Future Volume Alternative)

Intersection #25 NB 101 & Donohoe St

Cycle (sec): 65 Critical Vol./Cap.(X): 0.411
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 9.2
Optimal Cycle: 57 Level Of Service: B

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	23	23		0	23	0		20	0	20		0	0	10	
Lanes:	0	0 2	1	0	0	0 2	0	0	2	0 0	0	1	0	0 0	0	1
Volume Module:																
Base Vol:	0	837	8		0	451	0		365	0	140		0	0	113	
Growth Adj:	1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07	
Initial Bse:	0	896	9		0	483	0		391	0	150		0	0	121	
Added Vol:	0	0	0		0	0	0		60	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	896	9		0	483	0		451	0	150		0	0	121	
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	896	9		0	483	0		451	0	150		0	0	121	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	896	9		0	483	0		451	0	150		0	0	121	
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	1.10	1.10		1.00	1.05	1.00		1.03	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	985	9		0	507	0		464	0	150		0	0	121	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		0.95	1.00	0.85		1.00	1.00	0.77	
Lanes:	0.00	2.97	0.03		0.00	2.00	0.00		2.00	0.00	1.00		0.00	0.00	1.00	
Final Sat.:	0	5646	54		0	3800	0		3610	0	1615		0	0	1463	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.17	0.17		0.00	0.13	0.00		0.13	0.00	0.09		0.00	0.00	0.08	
Crit Moves:		****			****				****						****	
Green/Cycle:	0.00	0.42	0.42		0.00	0.42	0.00		0.31	0.00	0.51		0.00	0.00	0.20	
Volume/Cap:	0.00	0.41	0.41		0.00	0.31	0.00		0.41	0.00	0.18		0.00	0.00	0.41	
Uniform Del:	0.0	9.9	9.9		0.0	9.4	0.0		13.4	0.0	6.4		0.0	0.0	17.2	
IncremntDel:	0.0	0.1	0.1		0.0	0.0	0.0		0.1	0.0	0.0		0.0	0.0	0.5	
Delay Adj:	0.00	0.85	0.85		0.00	0.85	0.00		0.85	0.00	0.85		0.00	0.00	0.85	
Delay/Veh:	0.0	8.5	8.5		0.0	8.1	0.0		11.5	0.0	5.5		0.0	0.0	15.2	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	8.5	8.5		0.0	8.1	0.0		11.5	0.0	5.5		0.0	0.0	15.2	
DesignQueue:	0	7	7		0	5	0		6	0	3		0	0	4	

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

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

Intersection #26 University & SB US 101

Cycle (sec): 85 Critical Vol./Cap.(X): 0.664
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 17.7
Optimal Cycle: 108 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Protected				Permitted				Protected			
Rights:	Include				Include				Ovl				Include			
Min. Green:	16	16	16		0	0	0		0	29	45		28	61	0	
Lanes:	1	0	1!	0	1	0	0	0	0	0	0	0	2	0	2	0	0
Volume Module:																	
Base Vol:	317	1	220		0	0	0		0	828	379		798	1527	0	
Growth Adj:	1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07	
Initial Bse:	339	1	235		0	0	0		0	886	406		854	1634	0	
Added Vol:	0	0	0		0	0	0		0	49	6		4	12	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	339	1	235		0	0	0		0	935	412		858	1646	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:	339	1	235		0	0	0		0	935	412		858	1646	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	339	1	235		0	0	0		0	935	412		858	1646	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	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:	339	1	235		0	0	0		0	935	412		858	1646	0	
Saturation Flow Module:																	
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.86	0.86	0.86		1.00	1.00	1.00		1.00	0.95	0.75		0.92	0.95	1.00	
Lanes:	1.58	0.01	1.41		0.00	0.00	0.00		0.00	2.00	2.00		2.00	2.00	0.00	
Final Sat.:	2584	6	2291		0	0	0		0	3610	2842		3502	3610	0	
Capacity Analysis Module:																	
Vol/Sat:	0.13	0.18	0.10		0.00	0.00	0.00		0.00	0.26	0.14		0.24	0.46	0.00	
Crit Moves:		****												****		
Green/Cycle:	0.19	0.19	0.19		0.00	0.00	0.00		0.00	0.34	0.34		0.42	0.76	0.00	
Volume/Cap:	0.70	0.94	0.55		0.00	0.00	0.00		0.00	0.76	0.42		0.58	0.60	0.00	
Uniform Del:	32.2	34.0	31.2		0.0	0.0	0.0		0.0	24.9	21.6		18.7	4.3	0.0	
IncremntDel:	2.6	23.0	0.6		0.0	0.0	0.0		0.0	2.8	0.3		0.6	0.4	0.0	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		0.00	0.00	0.00		0.00	1.00	1.00		1.00	1.00	0.00	
Delay/Veh:	34.9	57.0	31.8		0.0	0.0	0.0		0.0	27.7	21.9		19.3	4.7	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	34.9	57.0	31.8		0.0	0.0	0.0		0.0	27.7	21.9		19.3	4.7	0.0	
LOS by Move:	C	E	C		A	A	A		A	C	C		B	A	A	
HCM2kAvgQ:	7	12	5		0	0	0		0	13	5		9	10	0	

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

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

Intersection #27 University Ave. & Woodland

Cycle (sec): 100 Critical Vol./Cap.(X): 0.921
Loss Time (sec): 11 (Y+R=3.0 sec) Average Delay (sec/veh): 41.5
Optimal Cycle: 118 Level Of Service: D

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:	5	5	5		5	5	5		5	5	5		5	5	5	
Lanes:	0	0	1!	0	0	2	0	0	1	0	1	0	1	1	0	1	0	2	0	1
Volume Module:																	
Base Vol:	14	78	250		410	115	41		51	538	13		238	1506	420	
Growth Adj:	1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07	
Initial Bse:	15	83	268		439	123	44		55	576	14		255	1611	449	
Added Vol:	0	0	0		0	0	0		0	55	0		0	12	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	15	83	268		439	123	44		55	631	14		255	1623	449	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	15	83	268		439	123	44		55	631	14		255	1623	449	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	15	83	268		439	123	44		55	631	14		255	1623	449	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	15	83	268		439	123	44		55	631	14		255	1623	449	
Saturation Flow Module:																	
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.90	0.90	0.90		0.92	0.96	0.96		0.95	0.95	0.95		0.95	0.95	0.85	
Lanes:	0.04	0.23	0.73		2.00	0.74	0.26		1.00	1.96	0.04		1.00	2.00	1.00	
Final Sat.:	70	390	1249		3502	1346	480		1805	3521	78		1805	3610	1615	
Capacity Analysis Module:																	
Vol/Sat:	0.21	0.21	0.21		0.13	0.09	0.09		0.03	0.18	0.18		0.14	0.45	0.28	
Crit Moves:		****			****				****					****		
Green/Cycle:	0.25	0.23	0.23		0.13	0.11	0.11		0.05	0.30	0.30		0.23	0.48	0.48	
Volume/Cap:	0.85	0.94	0.94		0.94	0.85	0.85		0.60	0.61	0.61		0.61	0.94	0.58	
Uniform Del:	35.5	37.9	37.9		42.9	43.8	43.8		46.5	30.2	30.2		34.2	24.7	18.8	
IncremntDel:	14.3	30.5	30.5		27.1	27.1	27.1		11.1	1.0	1.0		2.5	10.5	1.1	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	49.7	68.5	68.5		70.0	70.9	70.9		57.7	31.2	31.2		36.8	35.2	20.0	
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:	49.7	68.5	68.5		70.0	70.9	70.9		57.7	31.2	31.2		36.8	35.2	20.0	
LOS by Move:	D	E	E		E	E	E		E	C	C		D	D	B	
HCM2kAvgQ:	13	15	15		11	8	8		3	10	10		8	30	10	

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

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

Intersection #28 Middlefield Rd. & University Ave.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.836
Loss Time (sec): 11 (Y+R=3.0 sec) Average Delay (sec/veh): 40.7
Optimal Cycle: 85 Level Of Service: D

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:	5	5	5		5	5	5		5	5	5		5	5	5	
Lanes:	0	1	0	1	0	0	1	0	1	0	0	1	0	1	0	1
Volume Module:																
Base Vol:	37	264	51		92	391	62		15	228	24		73	584	95	
Growth Adj:	1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07	
Initial Bse:	40	282	55		98	418	66		16	244	26		78	625	102	
Added Vol:	0	104	41		6	27	2		25	8	0		3	1	9	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	40	386	96		104	445	68		41	252	26		81	626	111	
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	386	96		104	445	68		41	252	26		81	626	111	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	40	386	96		104	445	68		41	252	26		81	626	111	
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	386	96		104	445	68		41	252	26		81	626	111	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	0.92	0.92		0.93	0.93	0.93		0.95	0.99	0.99		0.95	0.98	0.98	
Lanes:	0.15	1.48	0.37		0.34	1.44	0.22		1.00	0.91	0.09		1.00	0.85	0.15	
Final Sat.:	266	2592	641		595	2536	389		1805	1700	173		1805	1579	279	
Capacity Analysis Module:																
Vol/Sat:	0.15	0.15	0.15		0.18	0.18	0.18		0.02	0.15	0.15		0.04	0.40	0.40	
Crit Moves:		****			****				****					****		
Green/Cycle:	0.17	0.17	0.17		0.20	0.20	0.20		0.05	0.38	0.38		0.13	0.46	0.46	
Volume/Cap:	0.86	0.86	0.86		0.86	0.86	0.86		0.45	0.39	0.39		0.35	0.86	0.86	
Uniform Del:	40.1	40.1	40.1		38.4	38.4	38.4		46.2	22.4	22.4		39.7	24.0	24.0	
IncremntDel:	11.7	11.7	11.7		10.1	10.1	10.1		3.6	0.3	0.3		0.9	8.7	8.7	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	51.9	51.9	51.9		48.5	48.5	48.5		49.8	22.7	22.7		40.6	32.7	32.7	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	51.9	51.9	51.9		48.5	48.5	48.5		49.8	22.7	22.7		40.6	32.7	32.7	
LOS by Move:	D	D	D		D	D	D		D	C	C		D	C	C	
HCM2kAvgQ:	11	11	11		13	13	13		2	6	6		3	23	23	

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

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

Intersection #29 Bayfront Exp. & Chrysler Dr.

Cycle (sec): 130 Critical Vol./Cap.(X): 0.700
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 17.2
Optimal Cycle: 53 Level Of Service: B

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				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	5	5	0		0	5	5		5	0	5		0	0	0	
Lanes:	1	0	3	0	0	0	0	3	0	1	1	0	0	0	1	0	0	0	0	0
Volume Module: >> Count Date: 21 Oct 2009 << 7:15 - 8:15 AM																
Base Vol:	45	2362	0		0	1034	31		103	0	6		0	0	0	
Growth Adj:	1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07	
Initial Bse:	48	2527	0		0	1106	33		110	0	6		0	0	0	
Added Vol:	94	30	0		0	442	0		153	0	21		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	142	2557	0		0	1548	33		263	0	27		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:	142	2557	0		0	1548	33		263	0	27		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	142	2557	0		0	1548	33		263	0	27		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	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:	142	2557	0		0	1548	33		263	0	27		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.93	0.89	1.00		1.00	0.89	0.83		0.93	1.00	0.83		1.00	1.00	1.00	
Lanes:	1.00	3.00	0.00		0.00	3.00	1.00		1.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	1769	5083	0		0	5083	1583		1769	0	1583		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.08	0.50	0.00		0.00	0.30	0.02		0.15	0.00	0.02		0.00	0.00	0.00	
Crit Moves:		****			****				****							
Green/Cycle:	0.15	0.72	0.00		0.00	0.57	0.57		0.21	0.00	0.21		0.00	0.00	0.00	
Volume/Cap:	0.54	0.70	0.00		0.00	0.54	0.04		0.70	0.00	0.08		0.00	0.00	0.00	
Uniform Del:	51.1	10.4	0.0		0.0	17.4	12.4		47.4	0.0	41.0		0.0	0.0	0.0	
IncremntDel:	2.2	0.6	0.0		0.0	0.2	0.0		5.8	0.0	0.1		0.0	0.0	0.0	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	0.00		0.00	1.00	1.00		1.00	0.00	1.00		0.00	0.00	0.00	
Delay/Veh:	53.2	11.0	0.0		0.0	17.6	12.4		53.2	0.0	41.1		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	53.2	11.0	0.0		0.0	17.6	12.4		53.2	0.0	41.1		0.0	0.0	0.0	
LOS by Move:	D	B	A		A	B	B		D	A	D		A	A	A	
HCM2kAvgQ:	6	21	0		0	14	1		11	0	1		0	0	0	

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

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

Intersection #30 Bayfront Exp. & Chilco St.

Cycle (sec): 130 Critical Vol./Cap.(X): 0.637
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 19.4
Optimal Cycle: 46 Level Of Service: B

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				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	5	5	0	0	5	5	5	0	5	0	0	0				
Lanes:	1	0	3	0	0	0	0	3	0	1	1	0	0	0	1	0	0	0	0	0
Volume Module: >> Count Date: 20 Oct 2009 << 7:45 - 8:45 AM																
Base Vol:	146	2070	0	0	0	851	196	218	0	31	0	0	0			
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07				
Initial Bse:	156	2215	0	0	911	210	233	0	33	0	0	0				
Added Vol:	94	122	0	0	462	1	2	0	21	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	250	2337	0	0	1373	211	235	0	54	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:	250	2337	0	0	1373	211	235	0	54	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	250	2337	0	0	1373	211	235	0	54	0	0	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	250	2337	0	0	1373	211	235	0	54	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.93	0.89	1.00	1.00	0.89	0.83	0.93	1.00	0.83	1.00	1.00	1.00				
Lanes:	1.00	3.00	0.00	0.00	3.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00				
Final Sat.:	1769	5083	0	0	5083	1583	1769	0	1583	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.14	0.46	0.00	0.00	0.27	0.13	0.13	0.00	0.03	0.00	0.00	0.00				
Crit Moves:		****		****			****									
Green/Cycle:	0.25	0.72	0.00	0.00	0.47	0.47	0.21	0.00	0.21	0.00	0.00	0.00				
Volume/Cap:	0.57	0.64	0.00	0.00	0.57	0.28	0.64	0.00	0.16	0.00	0.00	0.00				
Uniform Del:	42.8	9.3	0.0	0.0	24.7	20.8	46.9	0.0	42.1	0.0	0.0	0.0				
IncremntDel:	1.8	0.4	0.0	0.0	0.3	0.2	3.7	0.0	0.2	0.0	0.0	0.0				
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00				
Delay/Veh:	44.6	9.7	0.0	0.0	25.0	21.0	50.6	0.0	42.4	0.0	0.0	0.0				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	44.6	9.7	0.0	0.0	25.0	21.0	50.6	0.0	42.4	0.0	0.0	0.0				
LOS by Move:	D	A	A	A	C	C	D	A	D	A	A	A				
HCM2kAvgQ:	9	18	0	0	14	5	9	0	2	0	0	0				

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

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

Intersection #31 Middlefield Rd. & Ravenswood Ave.

Cycle (sec): 120 Critical Vol./Cap.(X): 0.670
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 23.6
Optimal Cycle: 33 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				Split Phase				Split Phase			
Rights:	Include				Include				Ignore				Include			
Min. Green:	4	10	0	0	10	10	4	0	4	0	0	0				
Lanes:	1	0	1	0	0	0	0	0	1	0	1	0	0	0	1	0	0	0	0	0
Volume Module: >> Count Date: 20 Oct 2009 << 7:45 - 8:45 AM																
Base Vol:	464	366	0	0	398	66	83	0	561	0	0	0				
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07				
Initial Bse:	496	392	0	0	426	71	89	0	600	0	0	0				
Added Vol:	3	24	0	0	71	2	7	0	13	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	499	416	0	0	497	73	96	0	613	0	0	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
PHF Volume:	499	416	0	0	497	73	96	0	0	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	499	416	0	0	497	73	96	0	0	0	0	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
FinalVolume:	499	416	0	0	497	73	96	0	0	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.93	0.98	1.00	1.00	0.96	0.96	0.93	1.00	1.00	1.00	1.00	1.00				
Lanes:	1.00	1.00	0.00	0.00	0.87	0.13	1.00	0.00	1.00	0.00	0.00	0.00				
Final Sat.:	1769	1862	0	0	1597	233	1769	0	1900	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.28	0.22	0.00	0.00	0.31	0.31	0.05	0.00	0.00	0.00	0.00	0.00				
Crit Moves:	****				****		****									
Green/Cycle:	0.42	0.89	0.00	0.00	0.46	0.46	0.08	0.00	0.00	0.00	0.00	0.00				
Volume/Cap:	0.67	0.25	0.00	0.00	0.67	0.67	0.67	0.00	0.00	0.00	0.00	0.00				
Uniform Del:	28.0	1.0	0.0	0.0	25.0	25.0	53.6	0.0	0.0	0.0	0.0	0.0				
IncremntDel:	2.4	0.1	0.0	0.0	2.1	2.1	11.7	0.0	0.0	0.0	0.0	0.0				
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	0.00				
Delay/Veh:	30.4	1.1	0.0	0.0	27.1	27.1	65.3	0.0	0.0	0.0	0.0	0.0				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	30.4	1.1	0.0	0.0	27.1	27.1	65.3	0.0	0.0	0.0	0.0	0.0				
LOS by Move:	C	A	A	A	C	C	E	A	A	A	A	A				
HCM2kAvgQ:	15	2	0	0	17	17	5	0	0	0	0	0				

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

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

Intersection #32 Middlefield Rd. & Ringwood Ave.

Cycle (sec): 120 Critical Vol./Cap.(X): 0.492
Loss Time (sec): 4 (Y+R=3.0 sec) Average Delay (sec/veh): 25.4
Optimal Cycle: 22 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				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	4	10	10		4	10	10		4	4	4		4	4	4	
Lanes:	1 0	2 0	1		1 0	2 0	1		1 0	0 1	0		0 1	0 0	1	
Volume Module: >> Count Date: 21 Oct 2009 << 7:30 - 8:30 AM																
Base Vol:	57	623	49		192	709	68		3	3	3		123	53	241	
Growth Adj:	1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07	
Initial Bse:	61	667	52		205	759	73		3	3	3		132	57	258	
Added Vol:	0	26	0		1	84	0		0	0	0		0	0	1	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	61	693	52		206	843	73		3	3	3		132	57	259	
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:	61	693	52		206	843	73		3	3	3		132	57	259	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	61	693	52		206	843	73		3	3	3		132	57	259	
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:	61	693	52		206	843	73		3	3	3		132	57	259	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.93	0.93	0.83		0.93	0.93	0.83		0.49	0.91	0.91		0.77	0.77	0.83	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	0.50	0.50		0.70	0.30	1.00	
Final Sat.:	1769	3538	1583		1769	3538	1583		940	861	861		1024	441	1583	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.20	0.03		0.12	0.24	0.05		0.00	0.00	0.00		0.13	0.13	0.16	
Crit Moves:		****			****										****	
Green/Cycle:	0.08	0.40	0.40		0.24	0.55	0.55		0.33	0.33	0.33		0.33	0.33	0.33	
Volume/Cap:	0.43	0.49	0.08		0.49	0.43	0.08		0.01	0.01	0.01		0.39	0.39	0.49	
Uniform Del:	52.6	27.1	22.5		39.5	15.6	12.5		26.9	26.9	26.9		30.7	30.7	32.0	
IncremntDel:	2.1	0.3	0.1		0.9	0.2	0.0		0.0	0.0	0.0		0.5	0.5	0.7	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	54.7	27.4	22.6		40.5	15.8	12.5		26.9	26.9	26.9		31.2	31.2	32.7	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	54.7	27.4	22.6		40.5	15.8	12.5		26.9	26.9	26.9		31.2	31.2	32.7	
LOS by Move:	D	C	C		D	B	B		C	C	C		C	C	C	
HCM2kAvgQ:	3	10	1		7	9	1		0	0	0		5	5	8	

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

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

Intersection #33 Middlefield Rd and Lytton Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.837
Loss Time (sec): 11 (Y+R=3.0 sec) Average Delay (sec/veh): 41.8
Optimal Cycle: 85 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Split Phase				Split Phase				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	5	5	5		5	5	5		5	5	5		5	5	5	
Lanes:	0 1	0 0	1		0 1	0 0	1		1 0	0 1	0		0 0	1! 0	0	
Volume Module:																
Base Vol:	115	314	8		7	490	355		114	34	45		6	97	5	
Growth Adj:	1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07	
Initial Bse:	123	336	9		7	524	380		122	36	48		6	104	5	
Added Vol:	0	138	0		0	35	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	123	474	9		7	559	380		122	36	48		6	104	5	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	123	474	9		7	559	380		122	36	48		6	104	5	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	123	474	9		7	559	380		122	36	48		6	104	5	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	123	474	9		7	559	380		122	36	48		6	104	5	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.99	0.99	0.85		1.00	1.00	0.85		0.95	0.92	0.92		0.99	0.99	0.99	
Lanes:	0.21	0.79	1.00		0.01	0.99	1.00		1.00	0.43	0.57		0.05	0.90	0.05	
Final Sat.:	388	1493	1615		25	1873	1615		1805	748	990		105	1691	87	
Capacity Analysis Module:																
Vol/Sat:	0.32	0.32	0.01		0.30	0.30	0.24		0.07	0.05	0.05		0.06	0.06	0.06	
Crit Moves:		****				****			****					****		
Green/Cycle:	0.38	0.38	0.38		0.36	0.36	0.36		0.08	0.08	0.08		0.07	0.07	0.07	
Volume/Cap:	0.84	0.84	0.01		0.84	0.84	0.66		0.84	0.60	0.60		0.84	0.84	0.84	
Uniform Del:	28.2	28.2	19.4		29.5	29.5	27.1		45.3	44.4	44.4		45.7	45.7	45.7	
IncremntDel:	8.6	8.6	0.0		9.0	9.0	2.8		32.5	7.2	7.2		33.9	33.9	33.9	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	36.8	36.8	19.4		38.5	38.5	29.9		77.8	51.6	51.6		79.6	79.6	79.6	
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:	36.8	36.8	19.4		38.5	38.5	29.9		77.8	51.6	51.6		79.6	79.6	79.6	
LOS by Move:	D	D	B		D	D	C		E	D	D		E	E	E	
HCM2kAvgQ:	19	19	0		18	18	11		6	4	4		6	6	6	

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

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

Intersection #34 Bayfront Expy. and Facebook West Campus

Cycle (sec):	100	Critical Vol./Cap.(X):	0.562
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	1.4
Optimal Cycle:	90	Level Of Service:	A

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:	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1	0	3	0 0	0	0	3	0 1	2	0	0	0 1	0	0	0	0 0
Volume Module:																
Base Vol:	0	2197	0	0	782	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	0	2351	0	0	837	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	216	0	0	483	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	2567	0	0	1320	0	0	0	0	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:	0	2567	0	0	1320	0	0	0	0	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
Reduced Vol:	0	2567	0	0	1320	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	1.00	1.00	1.00	1.00
FinalVolume:	0	2567	0	0	1320	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	1.00	1.00	0.91	1.00	0.97	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	0.00	3.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	1900	5187	0	0	5187	1900	3686	0	1900	0	0	0	0	0	0	0
Capacity Analysis Module:																
Vol/Sat:	0.00	0.49	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:		****		****												
Green/Cycle:	0.00	0.88	0.00	0.00	0.88	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.56	0.00	0.00	0.29	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Del:	0.0	1.4	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
IncremntDel:	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	1.6	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	1.6	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	7	0	0	3	0	0	0	0	0	0	0	0	0	0	0

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

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Scenario Report

Scenario:	Near Term 2018 East Campus Only PM
Command:	Near Term II No Project PM
Volume:	Near Term II No Project PM
Geometry:	Near Term II No Project PM
Impact Fee:	Default Impact Fee
Trip Generation:	Near Term II No Project PM
Trip Distribution:	Near-Term
Paths:	Default Path
Routes:	Default Route
Configuration:	Near Term II No Project PM

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Bayfront Exp. & Marsh Rd.	E	59.1	1.009	E	61.1	1.030	+ 2.080 D/V
# 2 US 101 NB Ramps & Marsh Rd.	B	15.2	0.872	C	33.4	1.046	+18.223 D/V
# 3 US 101 SB Ramps & Marsh Rd.	C	20.0	0.874	C	25.4	0.930	+ 5.386 D/V
# 4 Scott Dr/Rolison at Marsh Rd.	C	21.5	0.733	C	21.1	0.845	-0.404 D/V
# 5 Bohannon/ Florence & Marsh Rd.	C	27.2	0.623	C	21.4	0.735	-5.794 D/V
# 6 Bay Rd. & Marsh Rd.	B	15.3	0.618	B	14.5	0.640	-0.748 D/V
# 7 Middlefield at Marsh (Town of	C	33.8	0.866	D	41.6	0.976	+ 7.806 D/V
# 8 Bayfront Exp. & Willow Rd.	D	52.6	0.981	F	115.6	1.206	+62.990 D/V
# 9 Hamilton Ave. & Willow Rd.	C	22.7	0.649	C	23.7	0.730	+ 1.076 D/V
# 10 Ivy Dr. & Willow Rd.	B	12.3	0.581	B	14.0	0.707	+ 1.620 D/V
# 11 O'Brien Dr. & Willow Rd.	B	10.0	0.584	A	9.3	0.616	-0.689 D/V
# 12 Newbridge St. & Willow Rd.	C	34.5	0.787	D	48.0	1.014	+13.523 D/V
# 13 Bay Rd. & Willow Rd.	C	20.6	0.781	C	21.4	0.805	+ 0.801 D/V
# 14 Durham St. & Willow Rd.	D	51.3	0.680	B	17.3	0.803	-33.951 D/V
# 15 Coleman Ave. & Willow Rd.	B	12.2	0.782	B	12.4	0.818	+ 0.264 D/V
# 16 Gilbert Ave. & Willow Rd.	B	12.7	0.695	B	11.8	0.760	-0.900 D/V
# 17 Middlefield Rd. & Willow Rd.	F	139.3	1.318	F	179.8	1.423	+40.497 D/V
# 18 Bayfront Exp. & University Ave	F	178.9	1.370	F	206.8	1.458	+27.896 D/V
# 19 O'Brien Dr. & University Ave.	B	13.4	0.714	B	13.7	0.725	+ 0.288 D/V
# 20 University & Kavanaugh	B	16.6	0.687	B	16.4	0.691	-0.261 D/V
# 21 University & Bay	D	35.4	0.862	D	35.1	0.866	-0.246 D/V
# 22 University & Runnymede	C	23.4	0.723	C	23.2	0.726	-0.152 D/V
# 23 University & Bell	A	7.9	0.566	A	7.8	0.570	-0.090 D/V
# 24 University & Donohoe	D	38.1	0.902	D	38.7	0.904	+ 0.597 D/V
# 25 NB 101 & Donohoe St	B	13.9	0.499	B	13.9	0.501	+ 0.040 D/V

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 26 University & SB US 101	C	27.1	0.544	C	27.0	0.560	-0.065 D/V
# 27 University Ave. & Woodland	D	49.6	0.920	D	50.0	0.927	+ 0.400 D/V
# 28 Middlefield Rd. & University A	C	33.2	0.575	C	34.8	0.640	+ 1.586 D/V
# 29 Bayfront Exp. & Chrysler Dr.	B	19.5	0.729	F	87.4	1.138	+67.973 D/V
# 30 Bayfront Exp. & Chilco St.	B	14.3	0.625	B	18.4	0.735	+ 4.142 D/V
# 31 Middlefield Rd. & Ravenswood A	C	27.6	0.768	C	27.6	0.785	-0.054 D/V
# 32 Middlefield Rd. & Ringwood Ave	C	28.7	0.647	C	29.5	0.671	+ 0.837 D/V
# 33 Middlefield Rd and Lytton Ave	E	72.0	1.002	F	100.9	1.112	+28.938 D/V
# 34 Bayfront Expy. and Facebook We	A	1.4	0.541	A	1.5	0.589	+ 0.120 D/V

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

****
Intersection #1 Bayfront Exp. & Marsh Rd.
****

Cycle (sec): 140 Critical Vol./Cap.(X): 1.030
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 61.1
Optimal Cycle: 180 Level Of Service: E

****

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Split Phase				Split Phase				Split Phase				Split Phase			
Rights:	Include				Ovl				Ovl				Include			
Min. Green:	5	5	5		5	5	5		5	5	5		5	5	5	
Lanes:	3 0	0 1	0		0 1	1 0	1		0 1	0 0	2		0 0	1! 0	0	
Volume Module: >> Count Date: 22 Oct 2009 << 4:45 - 5:45 PM																
Base Vol:	1184	49	7		0	346	186		139	40	1952		31	73	11	
Growth Adj:	1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07	
Initial Bse:	1267	52	7		0	370	199		149	43	2089		33	78	12	
Added Vol:	980	0	0		0	0	0		0	0	53		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	2247	52	7		0	370	199		149	43	2142		33	78	12	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	2247	52	7		0	370	199		149	43	2142		33	78	12	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	2247	52	7		0	370	199		149	43	2142		33	78	12	
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:	2247	52	7		0	370	199		149	43	2142		33	78	12	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.90	0.96	0.96		0.95	0.93	0.83		0.94	0.94	0.73		0.95	0.95	0.95	
Lanes:	3.00	0.87	0.13		0.00	2.00	1.00		0.78	0.22	2.00		0.27	0.63	0.10	
Final Sat.:	5147	1598	228		0	3538	1583		1392	401	2786		489	1151	174	
Capacity Analysis Module:																
Vol/Sat:	0.44	0.03	0.03		0.00	0.10	0.13		0.11	0.11	0.77		0.07	0.07	0.07	
Crit Moves:	****					****					****				****	
Green/Cycle:	0.42	0.42	0.42		0.00	0.10	0.42		0.32	0.32	0.75		0.07	0.07	0.07	
Volume/Cap:	1.03	0.08	0.08		0.00	1.03	0.30		0.33	0.33	1.03		1.03	1.03	1.03	
Uniform Del:	40.3	24.0	24.0		0.0	62.9	26.5		35.9	35.9	17.7		65.4	65.4	65.4	
IncremntDel:	27.3	0.0	0.0		0.0	55.3	0.2		0.3	0.3	27.8		90.5	90.5	90.5	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		0.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	67.6	24.1	24.1		0.0	118	26.8		36.3	36.3	45.5		155.8	156	155.8	
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:	67.6	24.1	24.1		0.0	118	26.8		36.3	36.3	45.5		155.8	156	155.8	
LOS by Move:	E	C	C		A	F	C		D	D	D		F	F	F	
HCM2kAvgQ:	41	1	1		0	13	6		6	6	62		9	9	9	

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

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

Intersection #2 US 101 NB Ramps & Marsh Rd.

Cycle (sec): 65 Critical Vol./Cap.(X): 1.046
Loss Time (sec): 7 (Y+R=4.0 sec) Average Delay (sec/veh): 33.4
Optimal Cycle: 180 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:	Split Phase				Split Phase				Permitted				Permitted			
Rights:	Include				Include				Ignore				Ignore			
Min. Green:	5	0	5		0	0	0		0	5	0		0	5	0	
Lanes:	2	0	0	0	1	0	0	0	0	0	0	1	1	0	1	
Volume Module: >> Count Date: 30 Sep 2009 << 4:30 - 5:30 PM																
Base Vol:	493	0	213		0	0	0		0	2063	507		0	682	791	
Growth Adj:	1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07	
Initial Bse:	528	0	228		0	0	0		0	2207	542		0	730	846	
Added Vol:	0	0	160		0	0	0		3	115	0		0	729	251	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	528	0	388		0	0	0		3	2322	542		0	1459	1097	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
PHF Volume:	528	0	388		0	0	0		3	2322	0		0	1459	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	528	0	388		0	0	0		3	2322	0		0	1459	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
FinalVolume:	528	0	388		0	0	0		3	2322	0		0	1459	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.90	1.00	0.83		1.00	1.00	1.00		0.89	0.89	1.00		1.00	0.93	1.00	
Lanes:	2.00	0.00	1.00		0.00	0.00	0.00		0.01	1.99	1.00		0.00	2.00	1.00	
Final Sat.:	3432	0	1583		0	0	0		4	3374	1900		0	3538	1900	
Capacity Analysis Module:																
Vol/Sat:	0.15	0.00	0.25		0.00	0.00	0.00		0.69	0.69	0.00		0.00	0.41	0.00	
Crit Moves:			****							****						
Green/Cycle:	0.23	0.00	0.23		0.00	0.00	0.00		0.66	0.66	0.00		0.00	0.66	0.00	
Volume/Cap:	0.66	0.00	1.05		0.00	0.00	0.00		1.05	1.05	0.00		0.00	0.63	0.00	
Uniform Del:	22.5	0.0	24.9		0.0	0.0	0.0		11.1	11.1	0.0		0.0	6.5	0.0	
IncremntDel:	2.0	0.0	59.3		0.0	0.0	0.0		32.5	32.5	0.0		0.0	0.5	0.0	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	0.00	1.00		0.00	0.00	0.00		1.00	1.00	0.00		0.00	1.00	0.00	
Delay/Veh:	24.5	0.0	84.1		0.0	0.0	0.0		43.6	43.6	0.0		0.0	7.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	24.5	0.0	84.1		0.0	0.0	0.0		43.6	43.6	0.0		0.0	7.0	0.0	
LOS by Move:	C	A	F		A	A	A		D	D	A		A	A	A	
HCM2kAvgQ:	6	0	15		0	0	0		38	38	0		0	10	0	

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

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

Intersection #3 US 101 SB Ramps & Marsh Rd.

Cycle (sec): 65 Critical Vol./Cap.(X): 0.930
Loss Time (sec): 7 (Y+R=4.0 sec) Average Delay (sec/veh): 25.4
Optimal Cycle: 93 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:	Split Phase				Split Phase				Permitted				Permitted			
Rights:	Include				Include				Ignore				Ignore			
Min. Green:	0	0	0		5	0	5		0	5	0		0	5	0	
Lanes:	0	0	0	0	0	2	0	0	0	1	0	0	2	0	1	
Volume Module: >> Count Date: 30 Sep 2009 << 4:30 - 5:30 PM																
Base Vol:	0	0	0		1355	0	453		0	1181	651		0	940	282	
Growth Adj:	1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07	
Initial Bse:	0	0	0		1450	0	485		0	1264	697		0	1006	302	
Added Vol:	0	0	0		64	0	8		0	61	0		0	370	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		1514	0	493		0	1325	697		0	1376	302	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
PHF Volume:	0	0	0		1514	0	493		0	1325	0		0	1376	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		1514	0	493		0	1325	0		0	1376	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
FinalVolume:	0	0	0		1514	0	493		0	1325	0		0	1376	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	1.00	1.00		0.90	1.00	0.83		1.00	0.93	1.00		1.00	0.93	1.00	
Lanes:	0.00	0.00	0.00		2.00	0.00	1.00		0.00	2.00	1.00		0.00	2.00	1.00	
Final Sat.:	0	0	0		3432	0	1583		0	3538	1900		0	3538	1900	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.44	0.00	0.31		0.00	0.37	0.00		0.00	0.39	0.00	
Crit Moves:					****									****		
Green/Cycle:	0.00	0.00	0.00		0.47	0.00	0.47		0.00	0.42	0.00		0.00	0.42	0.00	
Volume/Cap:	0.00	0.00	0.00		0.93	0.00	0.66		0.00	0.90	0.00		0.00	0.93	0.00	
Uniform Del:	0.0	0.0	0.0		16.1	0.0	13.0		0.0	17.6	0.0		0.0	18.0	0.0	
IncremntDel:	0.0	0.0	0.0		9.9	0.0	2.1		0.0	7.5	0.0		0.0	10.7	0.0	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	0.00	0.00	0.00		1.00	0.00	1.00		0.00	1.00	0.00		0.00	1.00	0.00	
Delay/Veh:	0.0	0.0	0.0		26.0	0.0	15.2		0.0	25.1	0.0		0.0	28.7	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.0	0.0		26.0	0.0	15.2		0.0	25.1	0.0		0.0	28.7	0.0	
LOS by Move:	A	A	A		C	A	B		A	C	A		A	C	A	
HCM2kAvgQ:	0	0	0		20	0	9		0	17	0		0	19	0	

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

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

Intersection #4 Scott Dr/Rolison at Marsh Rd.

Cycle (sec): 80 Critical Vol./Cap.(X): 0.845
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 21.1
Optimal Cycle: 59 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:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	4	4	4		4	4	4		4	6	6		4	6	6	
Lanes:	0 1	0	0	2	0 1	0	0	1	1 0	2	1	0	2 0	1	1	0
Volume Module: >> Count Date: 4 Nov 2009 << 4:45 - 5:45 PM																
Base Vol:	28	15	267		254	9	2		42	1314	17		78	1109	214	
Growth Adj:	1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07	
Initial Bse:	30	16	286		272	10	2		45	1406	18		83	1187	229	
Added Vol:	0	0	0		0	0	0		0	63	0		0	377	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	30	16	286		272	10	2		45	1469	18		83	1564	229	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	30	16	286		272	10	2		45	1469	18		83	1564	229	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	30	16	286		272	10	2		45	1469	18		83	1564	229	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	30	16	286		272	10	2		45	1469	18		83	1564	229	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.95	0.73		0.93	0.93	0.83		0.93	0.89	0.89		0.90	0.91	0.91	
Lanes:	0.65	0.35	2.00		0.97	0.03	1.00		1.00	2.96	0.04		2.00	1.74	0.26	
Final Sat.:	1174	629	2786		1716	61	1583		1769	5011	62		3432	3027	443	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.03	0.10		0.16	0.16	0.00		0.03	0.29	0.29		0.02	0.52	0.52	
Crit Moves:			****			****			****					****		
Green/Cycle:	0.12	0.12	0.12		0.18	0.18	0.18		0.05	0.55	0.55		0.09	0.60	0.60	
Volume/Cap:	0.22	0.22	0.86		0.86	0.86	0.01		0.51	0.53	0.53		0.26	0.86	0.86	
Uniform Del:	31.9	31.9	34.6		31.7	31.7	26.7		37.0	11.3	11.3		33.6	13.4	13.4	
IncremntDel:	0.5	0.5	20.3		20.5	20.5	0.0		4.8	0.2	0.2		0.4	4.0	4.0	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	32.4	32.4	54.9		52.2	52.2	26.7		41.8	11.5	11.5		34.0	17.4	17.4	
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:	32.4	32.4	54.9		52.2	52.2	26.7		41.8	11.5	11.5		34.0	17.4	17.4	
LOS by Move:	C	C	D		D	D	C		D	B	B		C	B	B	
HCM2kAvgQ:	1	1	7		10	10	0		2	9	9		1	22	22	

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

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

Intersection #5 Bohannon/ Florence & Marsh Rd.

Cycle (sec): 80 Critical Vol./Cap.(X): 0.735
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 21.4
Optimal Cycle: 38 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:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	4	4	4		4	4	4		4	6	6		4	6	6	
Lanes:	1 0	0	1	0	1 1	0	0	1	1 0	1	1	0	1 0	2	0	1
Volume Module: >> Count Date: 7 Oct 2009 << 4:30 - 5:30 pm																
Base Vol:	95	32	58		428	30	128		239	885	55		26	833	316	
Growth Adj:	1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07	
Initial Bse:	102	34	62		458	32	137		256	947	59		28	891	338	
Added Vol:	0	0	0		0	0	0		0	63	0		0	377	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	102	34	62		458	32	137		256	1010	59		28	1268	338	
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:	102	34	62		458	32	137		256	1010	59		28	1268	338	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	102	34	62		458	32	137		256	1010	59		28	1268	338	
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:	102	34	62		458	32	137		256	1010	59		28	1268	338	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.93	0.88	0.88		0.94	0.94	0.83		0.93	0.92	0.92		0.93	0.93	0.83	
Lanes:	1.00	0.36	0.64		1.87	0.13	1.00		1.00	1.89	0.11		1.00	2.00	1.00	
Final Sat.:	1769	598	1084		3323	233	1583		1769	3316	193		1769	3538	1583	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.06	0.06		0.14	0.14	0.09		0.14	0.30	0.30		0.02	0.36	0.21	
Crit Moves:	****				****				****					****		
Green/Cycle:	0.08	0.08	0.08		0.19	0.19	0.19		0.20	0.59	0.59		0.10	0.49	0.49	
Volume/Cap:	0.74	0.73	0.73		0.74	0.74	0.46		0.74	0.52	0.52		0.16	0.74	0.44	
Uniform Del:	36.1	36.1	36.1		30.6	30.6	28.9		30.2	9.8	9.8		33.2	16.4	13.4	
IncremntDel:	18.4	19.0	19.0		4.3	4.3	1.1		7.9	0.2	0.2		0.5	1.7	0.4	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	54.5	55.0	55.0		34.9	34.9	30.1		38.1	10.0	10.0		33.6	18.0	13.7	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	54.5	55.0	55.0		34.9	34.9	30.1		38.1	10.0	10.0		33.6	18.0	13.7	
LOS by Move:	D	E	E		C	C	C		D	B	B		C	B	B	
HCM2kAvgQ:	4	4	4		7	7	4		8	8	8		1	14	6	

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

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

Intersection #6 Bay Rd. & Marsh Rd.

Cycle (sec): 80 Critical Vol./Cap.(X): 0.640
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 14.5
Optimal Cycle: 30 Level Of Service: B

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				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	6	6	6		6	6	6		6	6	6		4	6	6	
Lanes:	0 0	1! 0	0		0 0	1! 0	0		0 1	0 1	0		1 0	1 1	0	
Volume Module: >> Count Date: 6 Oct 2009 << 5:00 - 6:00 PM																
Base Vol:	57	8	180		55	31	3		5	819	90		200	891	47	
Growth Adj:	1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07	
Initial Bse:	61	9	193		59	33	3		5	876	96		214	953	50	
Added Vol:	2	0	0		0	0	0		0	63	2		0	377	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	63	9	193		59	33	3		5	939	98		214	1330	50	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	63	9	193		59	33	3		5	939	98		214	1330	50	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	63	9	193		59	33	3		5	939	98		214	1330	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	
FinalVolume:	63	9	193		59	33	3		5	939	98		214	1330	50	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.81	0.81	0.81		0.68	0.68	0.68		0.87	0.87	0.87		0.93	0.93	0.93	
Lanes:	0.24	0.03	0.73		0.62	0.35	0.03		0.01	1.80	0.19		1.00	1.93	0.07	
Final Sat.:	366	50	1118		800	451	44		17	2981	312		1769	3392	128	
Capacity Analysis Module:																
Vol/Sat:	0.17	0.17	0.17		0.07	0.07	0.07		0.32	0.32	0.32		0.12	0.39	0.39	
Crit Moves:		****								****			****			
Green/Cycle:	0.27	0.27	0.27		0.27	0.27	0.27		0.49	0.49	0.49		0.19	0.68	0.68	
Volume/Cap:	0.64	0.64	0.64		0.27	0.27	0.27		0.64	0.64	0.64		0.64	0.58	0.58	
Uniform Del:	25.9	25.9	25.9		23.1	23.1	23.1		15.1	15.1	15.1		29.9	6.7	6.7	
IncremntDel:	3.4	3.4	3.4		0.4	0.4	0.4		0.9	0.9	0.9		4.1	0.3	0.3	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	29.3	29.3	29.3		23.5	23.5	23.5		15.9	15.9	15.9		34.0	7.0	7.0	
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:	29.3	29.3	29.3		23.5	23.5	23.5		15.9	15.9	15.9		34.0	7.0	7.0	
LOS by Move:	C	C	C		C	C	C		B	B	B		C	A	A	
HCM2kAvgQ:	7	7	7		2	2	2		11	11	11		6	10	10	

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

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

Intersection #7 Middlefield at Marsh (Town of Atherton)

Cycle (sec): 110 Critical Vol./Cap.(X): 0.976
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): 41.6
Optimal Cycle: 178 Level Of Service: D

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:	Ovl				Include				Include				Ovl			
Min. Green:	0	6	6		5	6	0		0	0	0		6	0	6	
Lanes:	0 0	1 0	1		1 0	1 0	0		0 0	0 0	0		1 0	0 0	1	
Volume Module: >> Count Date: 18 Nov 2009 << 5:00 - 6:00 p.m.																
Base Vol:	0	426	548		408	269	0		0	0	0		515	0	447	
Growth Adj:	1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07	
Initial Bse:	0	456	586		437	288	0		0	0	0		551	0	478	
Added Vol:	0	58	42		23	11	0		0	0	0		103	0	276	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	514	628		460	299	0		0	0	0		654	0	754	
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	514	628		460	299	0		0	0	0		654	0	754	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	514	628		460	299	0		0	0	0		654	0	754	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	514	628		460	299	0		0	0	0		654	0	754	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	1.00	0.85		0.95	1.00	1.00		1.00	1.00	1.00		0.95	1.00	0.85	
Lanes:	0.00	1.00	1.00		1.00	1.00	0.00		0.00	0.00	0.00		1.00	0.00	1.00	
Final Sat.:	0	1900	1615		1805	1900	0		0	0	0		1805	0	1615	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.27	0.39		0.25	0.16	0.00		0.00	0.00	0.00		0.36	0.00	0.47	
Crit Moves:		****			****								****			
Green/Cycle:	0.00	0.28	0.65		0.26	0.54	0.00		0.00	0.00	0.00		0.37	0.00	0.63	
Volume/Cap:	0.00	0.98	0.60		0.98	0.29	0.00		0.00	0.00	0.00		0.98	0.00	0.74	
Uniform Del:	0.0	39.4	11.1		40.3	13.9	0.0		0.0	0.0	0.0		34.1	0.0	14.0	
IncremntDel:	0.0	33.0	1.0		35.2	0.2	0.0		0.0	0.0	0.0		28.7	0.0	2.9	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	0.00	1.00	1.00		1.00	1.00	0.00		0.00	0.00	0.00		1.00	0.00	1.00	
Delay/Veh:	0.0	72.4	12.1		75.5	14.1	0.0		0.0	0.0	0.0		62.8	0.0	16.9	
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:	0.0	72.4	12.1		75.5	14.1	0.0		0.0	0.0	0.0		62.8	0.0	16.9	
LOS by Move:	A	E	B		E	B	A		A	A	A		E	A	B	
HCM2kAvgQ:	0	23	13		21	5	0		0	0	0		28	0	19	

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

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

Intersection #8 Bayfront Exp. & Willow Rd.

Cycle (sec): 130 Critical Vol./Cap.(X): 1.206
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 115.6
Optimal Cycle: 180 Level Of Service: F

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				Split Phase				Split Phase			
Rights:	Ovl				Include				Ovl				Ovl			
Min. Green:	5	5	5		5	5	5		5	5	5		5	5	5	
Lanes:	2	0	3	0	1	2	0	3	0	1	1	1	1	0	2	1	0	2	0	1
Volume Module: >> Count Date: 1 Oct 2009 << 4:45 - 5:45 PM																				
Base Vol:	362	664	1		0	2199	108		36	13	1424		44	105	8					
Growth Adj:	1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07					
Initial Bse:	387	710	1		0	2353	116		39	14	1524		47	112	9					
Added Vol:	393	257	3		49	171	0		0	94	5		317	391	181					
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0					
Initial Fut:	780	967	4		49	2524	116		39	108	1529		364	503	190					
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:	780	967	4		49	2524	116		39	108	1529		364	503	190					
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0					
Reduced Vol:	780	967	4		49	2524	116		39	108	1529		364	503	190					
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:	780	967	4		49	2524	116		39	108	1529		364	503	190					
Saturation Flow Module:																				
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900					
Adjustment:	0.90	1.03	0.83		0.90	1.03	0.83		0.92	0.92	0.88		0.93	0.93	0.83					
Lanes:	2.00	3.00	1.00		2.00	3.00	1.00		1.00	2.00	2.00		1.00	2.00	1.00					
Final Sat.:	3432	5846	1583		3432	5846	1583		1746	3492	3343		1769	3538	1583					
Capacity Analysis Module:																				
Vol/Sat:	0.23	0.17	0.00		0.01	0.43	0.07		0.02	0.03	0.46		0.21	0.14	0.12					
Crit Moves:	****					****					****		****							
Green/Cycle:	0.19	0.44	0.61		0.10	0.36	0.36		0.19	0.19	0.38		0.17	0.17	0.27					
Volume/Cap:	1.21	0.37	0.00		0.14	1.21	0.20		0.12	0.16	1.21		1.21	0.83	0.44					
Uniform Del:	52.7	24.1	9.7		53.1	41.7	28.9		43.5	43.9	40.4		53.9	52.1	39.0					
IncremntDel:	106.9	0.1	0.0		0.2	97.6	0.2		0.0	0.1	100.5		119.8	9.7	0.7					
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0					
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
Delay/Veh:	159.7	24.2	9.7		53.2	139	29.1		43.6	44.0	140.8		173.7	61.8	39.7					
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
AdjDel/Veh:	159.7	24.2	9.7		53.2	139	29.1		43.6	44.0	140.8		173.7	61.8	39.7					
LOS by Move:	F	C	A		D	F	C		D	D	F		F	E	D					
HCM2kAvgQ:	27	9	0		1	58	3		1	2	55		25	13	6					

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

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

Intersection #9 Hamilton Ave. & Willow Rd.

Cycle (sec): 120 Critical Vol./Cap.(X): 0.730
Loss Time (sec): 11 (Y+R=3.0 sec) Average Delay (sec/veh): 23.7
Optimal Cycle: 64 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:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	5	5	5		5	5	5		5	5	5		5	5	5	
Lanes:	0	0	1!	0	0	0	0	1!	0	0	1	0	1	1	0	1	0	1	1	0
Volume Module: >> Count Date: 7 Oct 2009 << 5:00 - 6:00 PM																				
Base Vol:	129	6	49		73	5	73		130	1351	5		20	553	67					
Growth Adj:	1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07					
Initial Bse:	138	6	52		78	5	78		139	1446	5		21	592	72					
Added Vol:	0	0	0		0	0	4		6	99	0		0	784	0					
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0					
Initial Fut:	138	6	52		78	5	82		145	1545	5		21	1376	72					
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:	138	6	52		78	5	82		145	1545	5		21	1376	72					
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0					
Reduced Vol:	138	6	52		78	5	82		145	1545	5		21	1376	72					
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:	138	6	52		78	5	82		145	1545	5		21	1376	72					
Saturation Flow Module:																				
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900					
Adjustment:	0.61	0.61	0.61		0.73	0.73	0.73		0.93	0.93	0.93		0.93	0.92	0.92					
Lanes:	0.70	0.03	0.27		0.47	0.03	0.50		1.00	1.99	0.01		1.00	1.90	0.10					
Final Sat.:	815	38	310		656	45	690		1769	3526	12		1769	3339	174					
Capacity Analysis Module:																				
Vol/Sat:	0.17	0.17	0.17		0.12	0.12	0.12		0.08	0.44	0.44		0.01	0.41	0.41					
Crit Moves:		****							****					****						
Green/Cycle:	0.23	0.23	0.23		0.23	0.23	0.23		0.11	0.62	0.62		0.06	0.56	0.56					
Volume/Cap:	0.73	0.73	0.73		0.51	0.51	0.51		0.73	0.71	0.71		0.21	0.73	0.73					
Uniform Del:	42.6	42.6	42.6		40.2	40.2	40.2		51.5	15.6	15.6		53.8	19.4	19.4					
IncremntDel:	9.7	9.7	9.7		1.4	1.4	1.4		12.9	1.1	1.1		1.0	1.4	1.4					
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0					
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
Delay/Veh:	52.4	52.4	52.4		41.6	41.6	41.6		64.4	16.7	16.7		54.8	20.8	20.8					
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
AdjDel/Veh:	52.4	52.4	52.4		41.6	41.6	41.6		64.4	16.7	16.7		54.8	20.8	20.8					
LOS by Move:	D	D	D		D	D	D		E	B	B		D	C	C					
HCM2kAvgQ:	8	8	8		6	6	6		7	21	21		1	21	21					

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

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

Intersection #10 Ivy Dr. & Willow Rd.

Cycle (sec): 120 Critical Vol./Cap.(X): 0.707
Loss Time (sec): 11 (Y+R=3.0 sec) Average Delay (sec/veh): 14.0
Optimal Cycle: 60 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		5	0	5		5	5	0		0	5	5	
Lanes:	0 0	0 0	0		0 0	1! 0	0		1 0	2 0	0		0 0	1 1	0	
Volume Module: >> Count Date: 6 Oct 2009 << 5:00 - 6:00 PM																
Base Vol:	0	0	0		10	0	122		98	1457	0		0	800	22	
Growth Adj:	1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07	
Initial Bse:	0	0	0		11	0	131		105	1559	0		0	856	24	
Added Vol:	0	0	0		14	0	10		10	91	0		0	684	104	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		25	0	141		115	1650	0		0	1540	128	
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		25	0	141		115	1650	0		0	1540	128	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		25	0	141		115	1650	0		0	1540	128	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	0	0		25	0	141		115	1650	0		0	1540	128	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	1.00	1.00		0.86	1.00	0.86		0.93	0.93	1.00		1.00	0.92	0.92	
Lanes:	0.00	0.00	0.00		0.15	0.00	0.85		1.00	2.00	0.00		0.00	1.85	0.15	
Final Sat.:	0	0	0		245	0	1392		1769	3538	0		0	3231	268	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.10	0.00	0.10		0.06	0.47	0.00		0.00	0.48	0.48	
Crit Moves:							****		****					****		
Green/Cycle:	0.00	0.00	0.00		0.14	0.00	0.14		0.09	0.77	0.00		0.00	0.67	0.67	
Volume/Cap:	0.00	0.00	0.00		0.71	0.00	0.71		0.71	0.61	0.00		0.00	0.71	0.71	
Uniform Del:	0.0	0.0	0.0		49.0	0.0	49.0		52.9	6.2	0.0		0.0	12.2	12.2	
IncremntDel:	0.0	0.0	0.0		9.6	0.0	9.6		13.4	0.4	0.0		0.0	1.0	1.0	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	0.00	0.00	0.00		1.00	0.00	1.00		1.00	1.00	0.00		0.00	1.00	1.00	
Delay/Veh:	0.0	0.0	0.0		58.6	0.0	58.6		66.3	6.6	0.0		0.0	13.2	13.2	
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:	0.0	0.0	0.0		58.6	0.0	58.6		66.3	6.6	0.0		0.0	13.2	13.2	
LOS by Move:	A	A	A		E	A	E		E	A	A		A	B	B	
HCM2kAvgQ:	0	0	0		7	0	7		6	14	0		0	21	21	

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

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

Intersection #11 O'Brien Dr. & Willow Rd.

Cycle (sec): 120 Critical Vol./Cap.(X): 0.616
Loss Time (sec): 11 (Y+R=3.0 sec) Average Delay (sec/veh): 9.3
Optimal Cycle: 49 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	5	0	5		0	0	0		0	5	5		5	5	0	
Lanes:	1 0	1! 0	0		0 0	0 0	0		0 0	2 0	1		1 0	2 0	0	
Volume Module: >> Count Date: 8 Oct 2009 << 5:00 - 6:00 PM																
Base Vol:	120	0	35		0	0	0		0	1413	204		73	888	0	
Growth Adj:	1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07	
Initial Bse:	128	0	37		0	0	0		0	1512	218		78	950	0	
Added Vol:	4	0	0		0	0	0		0	100	11		0	694	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	132	0	37		0	0	0		0	1612	229		78	1644	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:	132	0	37		0	0	0		0	1612	229		78	1644	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	132	0	37		0	0	0		0	1612	229		78	1644	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	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:	132	0	37		0	0	0		0	1612	229		78	1644	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.91	1.00	0.91		1.00	1.00	1.00		1.00	0.93	0.83		0.93	0.93	1.00	
Lanes:	1.64	0.00	0.36		0.00	0.00	0.00		0.00	2.00	1.00		1.00	2.00	0.00	
Final Sat.:	2838	0	626		0	0	0		0	3538	1583		1769	3538	0	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.00	0.06		0.00	0.00	0.00		0.00	0.46	0.14		0.04	0.46	0.00	
Crit Moves:			****							****			****			
Green/Cycle:	0.10	0.00	0.10		0.00	0.00	0.00		0.00	0.74	0.74		0.07	0.81	0.00	
Volume/Cap:	0.48	0.00	0.62		0.00	0.00	0.00		0.00	0.62	0.20		0.62	0.57	0.00	
Uniform Del:	51.3	0.0	52.0		0.0	0.0	0.0		0.0	7.5	4.8		54.1	4.0	0.0	
IncremntDel:	1.0	0.0	4.2		0.0	0.0	0.0		0.0	0.4	0.1		8.8	0.3	0.0	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	0.00	1.00		0.00	0.00	0.00		0.00	1.00	1.00		1.00	1.00	0.00	
Delay/Veh:	52.3	0.0	56.2		0.0	0.0	0.0		0.0	7.9	4.8		62.9	4.3	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	52.3	0.0	56.2		0.0	0.0	0.0		0.0	7.9	4.8		62.9	4.3	0.0	
LOS by Move:	D	A	E		A	A	A		A	A	A		E	A	A	
HCM2kAvgQ:	3	0	5		0	0	0		0	15	3		4	11	0	

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

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

Intersection #12 Newbridge St. & Willow Rd.

Cycle (sec): 120 Critical Vol./Cap.(X): 1.014
Loss Time (sec): 14 (Y+R=3.0 sec) Average Delay (sec/veh): 48.0
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Ovl				Ovl				Include				Include			
Min. Green:	5	5	5		5	5	5		5	5	5		5	5	5	
Lanes:	2	0	1	0	1	1	0	1	0	1	1	0	2	1	0	1	0	1	1	0
Volume Module: >> Count Date: 7 Oct 2009 << 4:45 - 5:45 PM																
Base Vol:	248	170	55		38	166	219		323	1436	339		102	975	34	
Growth Adj:	1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07	
Initial Bse:	265	182	59		41	178	234		346	1537	363		109	1043	36	
Added Vol:	0	0	0		0	0	9		6	111	0		0	699	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	265	182	59		41	178	243		352	1648	363		109	1742	36	
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:	265	182	59		41	178	243		352	1648	363		109	1742	36	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	265	182	59		41	178	243		352	1648	363		109	1742	36	
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:	265	182	59		41	178	243		352	1648	363		109	1742	36	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.90	0.98	0.83		0.93	0.98	0.83		0.93	0.87	0.87		0.93	0.93	0.93	
Lanes:	2.00	1.00	1.00		1.00	1.00	1.00		1.00	2.46	0.54		1.00	1.96	0.04	
Final Sat.:	3432	1862	1583		1769	1862	1583		1769	4054	892		1769	3455	72	
Capacity Analysis Module:																
Vol/Sat:	0.08	0.10	0.04		0.02	0.10	0.15		0.20	0.41	0.41		0.06	0.50	0.50	
Crit Moves:		****				****			****					****		
Green/Cycle:	0.10	0.10	0.19		0.09	0.09	0.29		0.20	0.60	0.60		0.09	0.50	0.50	
Volume/Cap:	0.80	1.01	0.20		0.24	1.01	0.53		1.01	0.68	0.68		0.68	1.01	1.01	
Uniform Del:	53.1	54.2	41.1		50.4	54.4	35.7		48.2	16.0	16.0		52.8	30.2	30.2	
IncremntDel:	13.2	71.0	0.3		0.8	71.8	1.2		52.1	0.6	0.6		10.8	25.1	25.1	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	66.3	125	41.5		51.2	126	36.9		100.3	16.7	16.7		63.6	55.3	55.3	
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:	66.3	125	41.5		51.2	126	36.9		100.3	16.7	16.7		63.6	55.3	55.3	
LOS by Move:	E	F	D		D	F	D		F	B	B		E	E	E	
HCM2kAvgQ:	7	11	2		2	11	8		19	18	18		5	43	43	

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

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

Intersection #13 Bay Rd. & Willow Rd.

Cycle (sec): 90 Critical Vol./Cap.(X): 0.805
Loss Time (sec): 11 (Y+R=4.0 sec) Average Delay (sec/veh): 21.4
Optimal Cycle: 73 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:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		5	0	5		5	5	0		0	5	5	
Lanes:	0	0	0	0	0	1	0	0	0	1	1	0	2	0	0	0	0	2	0	1
Volume Module: >> Count Date: 6 Oct 2009 << 5:00 - 6:00 PM																
Base Vol:	0	0	0		416	0	54		40	1436	0		0	1061	255	
Growth Adj:	1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07	
Initial Bse:	0	0	0		445	0	58		43	1537	0		0	1135	273	
Added Vol:	0	0	0		4	0	0		0	64	0		0	197	7	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		449	0	58		43	1601	0		0	1332	280	
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		449	0	58		43	1601	0		0	1332	280	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		449	0	58		43	1601	0		0	1332	280	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	0	0		449	0	58		43	1601	0		0	1332	280	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	1.00	1.00		0.93	1.00	0.83		0.93	0.93	1.00		1.00	0.93	0.83	
Lanes:	0.00	0.00	0.00		1.00	0.00	1.00		1.00	2.00	0.00		0.00	2.00	1.00	
Final Sat.:	0	0	0		1769	0	1583		1769	3538	0		0	3538	1583	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.25	0.00	0.04		0.02	0.45	0.00		0.00	0.38	0.18	
Crit Moves:					****					****			****			
Green/Cycle:	0.00	0.00	0.00		0.32	0.00	0.32		0.07	0.56	0.00		0.00	0.49	0.49	
Volume/Cap:	0.00	0.00	0.00		0.80	0.00	0.12		0.33	0.80	0.00		0.00	0.77	0.36	
Uniform Del:	0.0	0.0	0.0		28.3	0.0	21.9		39.7	15.7	0.0		0.0	18.8	14.2	
IncremntDel:	0.0	0.0	0.0		8.3	0.0	0.1		1.6	2.5	0.0		0.0	2.1	0.3	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	0.00	0.00	0.00		1.00	0.00	1.00		1.00	1.00	0.00		0.00	1.00	1.00	
Delay/Veh:	0.0	0.0	0.0		36.6	0.0	22.0		41.2	18.2	0.0		0.0	20.9	14.5	
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:	0.0	0.0	0.0		36.6	0.0	22.0		41.2	18.2	0.0		0.0	20.9	14.5	
LOS by Move:	A	A	A		D	A	C		D	B	A		A	C	B	
HCM2kAvgQ:	0	0	0		14	0	1		1	20	0		0	17	5	

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

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

Intersection #14 Durham St. & Willow Rd.

Cycle (sec): 105 Critical Vol./Cap.(X): 0.803
Loss Time (sec): 7 (Y+R=3.0 sec) Average Delay (sec/veh): 17.3
Optimal Cycle: 63 Level Of Service: B

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				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	4	4	4		4	4	4		4	10	10		4	10	10	
Lanes:	1 0	0	1	0	0 1	0	0	1	1 0	1	1	0	1 0	0	1	0
Volume Module: >> Count Date: 1 Oct 2009 << 4:00 - 5:00 PM																
Base Vol:	33	7	85		122	5	31		11	1125	10		90	818	51	
Growth Adj:	1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07	
Initial Bse:	35	7	91		131	5	33		12	1204	11		96	875	55	
Added Vol:	0	0	0		0	0	0		0	64	0		0	197	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	35	7	91		131	5	33		12	1268	11		96	1072	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:	35	7	91		131	5	33		12	1268	11		96	1072	55	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	35	7	91		131	5	33		12	1268	11		96	1072	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:	35	7	91		131	5	33		12	1268	11		96	1072	55	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.46	0.84	0.84		0.54	0.54	0.83		0.93	0.93	0.93		0.93	0.97	0.97	
Lanes:	1.00	0.08	0.92		0.96	0.04	1.00		1.00	1.98	0.02		1.00	0.95	0.05	
Final Sat.:	879	122	1481		982	40	1583		1769	3505	30		1769	1759	90	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.06	0.06		0.13	0.13	0.02		0.01	0.36	0.36		0.05	0.61	0.61	
Crit Moves:						****			****					****		
Green/Cycle:	0.16	0.16	0.16		0.16	0.16	0.16		0.04	0.67	0.67		0.10	0.73	0.73	
Volume/Cap:	0.25	0.38	0.38		0.83	0.83	0.13		0.17	0.54	0.54		0.54	0.83	0.83	
Uniform Del:	38.6	39.4	39.4		42.7	42.7	37.8		48.9	8.9	8.9		44.9	9.4	9.4	
IncremntDel:	0.9	1.0	1.0		28.3	28.3	0.2		1.2	0.2	0.2		3.3	4.4	4.4	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	39.5	40.4	40.4		71.0	71.0	38.0		50.1	9.1	9.1		48.1	13.9	13.9	
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:	39.5	40.4	40.4		71.0	71.0	38.0		50.1	9.1	9.1		48.1	13.9	13.9	
LOS by Move:	D	D	D		E	E	D		D	A	A		D	B	B	
HCM2kAvgQ:	1	3	3		7	7	1		1	11	11		4	27	27	

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

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

Intersection #15 Coleman Ave. & Willow Rd.

Cycle (sec): 105 Critical Vol./Cap.(X): 0.818
Loss Time (sec): 7 (Y+R=3.0 sec) Average Delay (sec/veh): 12.4
Optimal Cycle: 67 Level Of Service: B

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:	4	4	4		4	4	4		10	10	10		10	10	10	
Lanes:	0 0	1!	0	0	0 0	1!	0	0	1 0	0	1	0	1 0	0	1	0
Volume Module: >> Count Date: 30 Sep 2009 << 5:00 - 6:00 PM																
Base Vol:	12	11	7		92	6	35		24	1083	6		5	795	109	
Growth Adj:	1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07	
Initial Bse:	13	12	7		98	6	37		26	1159	6		5	851	117	
Added Vol:	0	0	0		0	0	0		0	64	0		0	197	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	13	12	7		98	6	37		26	1223	6		5	1048	117	
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:	13	12	7		98	6	37		26	1223	6		5	1048	117	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	13	12	7		98	6	37		26	1223	6		5	1048	117	
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:	13	12	7		98	6	37		26	1223	6		5	1048	117	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.86	0.86	0.86		0.73	0.73	0.73		0.15	0.98	0.98		0.13	0.97	0.97	
Lanes:	0.40	0.37	0.23		0.69	0.05	0.26		1.00	0.99	0.01		1.00	0.90	0.10	
Final Sat.:	654	599	381		961	63	366		292	1850	10		238	1650	184	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.02	0.02		0.10	0.10	0.10		0.09	0.66	0.66		0.02	0.63	0.63	
Crit Moves:						****				****						
Green/Cycle:	0.13	0.13	0.13		0.13	0.13	0.13		0.81	0.81	0.81		0.81	0.81	0.81	
Volume/Cap:	0.16	0.16	0.16		0.82	0.82	0.82		0.11	0.82	0.82		0.03	0.79	0.79	
Uniform Del:	41.0	41.0	41.0		44.8	44.8	44.8		2.1	5.7	5.7		2.0	5.3	5.3	
IncremntDel:	0.4	0.4	0.4		25.2	25.2	25.2		0.2	3.6	3.6		0.1	2.9	2.9	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	41.3	41.3	41.3		69.9	69.9	69.9		2.3	9.3	9.3		2.0	8.1	8.1	
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:	41.3	41.3	41.3		69.9	69.9	69.9		2.3	9.3	9.3		2.0	8.1	8.1	
LOS by Move:	D	D	D		E	E	E		A	A	A		A	A	A	
HCM2kAvgQ:	1	1	1		7	7	7		0	24	24		0	21	21	

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

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

Intersection #16 Gilbert Ave. & Willow Rd.

Cycle (sec): 105 Critical Vol./Cap.(X): 0.760
Loss Time (sec): 7 (Y+R=3.0 sec) Average Delay (sec/veh): 11.8
Optimal Cycle: 54 Level Of Service: B

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:	5	5	5		5	5	5		12	12	12		12	12	12	
Lanes:	1 0	0	1	0	1 0	0	1	0	1 0	0	1	0	1 0	0	1	0
Volume Module: >> Count Date: 1 Oct 2009 << 5:00 - 6:00 PM																
Base Vol:	92	31	75		29	30	4		4	969	36		37	832	17	
Growth Adj:	1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07	
Initial Bse:	98	33	80		31	32	4		4	1037	39		40	890	18	
Added Vol:	18	0	7		0	0	0		0	57	22		24	173	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	116	33	87		31	32	4		4	1094	61		64	1063	18	
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:	116	33	87		31	32	4		4	1094	61		64	1063	18	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	116	33	87		31	32	4		4	1094	61		64	1063	18	
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:	116	33	87		31	32	4		4	1094	61		64	1063	18	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.72	0.87	0.87		0.48	0.96	0.96		0.20	0.97	0.97		0.17	0.98	0.98	
Lanes:	1.00	0.28	0.72		1.00	0.88	0.12		1.00	0.95	0.05		1.00	0.98	0.02	
Final Sat.:	1376	457	1202		918	1613	215		371	1750	97		317	1825	31	
Capacity Analysis Module:																
Vol/Sat:	0.08	0.07	0.07		0.03	0.02	0.02		0.01	0.62	0.62		0.20	0.58	0.58	
Crit Moves:	****									****						
Green/Cycle:	0.11	0.11	0.11		0.11	0.11	0.11		0.82	0.82	0.82		0.82	0.82	0.82	
Volume/Cap:	0.76	0.65	0.65		0.30	0.18	0.18		0.01	0.76	0.76		0.24	0.71	0.71	
Uniform Del:	45.3	44.7	44.7		42.9	42.3	42.3		1.7	4.4	4.4		2.1	4.0	4.0	
IncremntDel:	19.7	8.1	8.1		1.7	0.4	0.4		0.0	2.3	2.3		0.5	1.6	1.6	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	65.0	52.8	52.8		44.6	42.7	42.7		1.7	6.7	6.7		2.6	5.5	5.5	
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:	65.0	52.8	52.8		44.6	42.7	42.7		1.7	6.7	6.7		2.6	5.5	5.5	
LOS by Move:	E	D	D		D	D	D		A	A	A		A	A	A	
HCM2kAvgQ:	5	5	5		1	1	1		0	19	19		1	16	16	

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

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

Intersection #17 Middlefield Rd. & Willow Rd.

Cycle (sec): 130 Critical Vol./Cap.(X): 1.423
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 179.8
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Split Phase				Split Phase				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	8	8	8		8	8	8		8	8	8		8	8	8	
Lanes:	1 0	2	0	1	1 1	0	1	0	1 0	1	0	1	1 1	0	0	1
Volume Module: >> Count Date: 30 Sep 2009 << 4:45 - 5:45 PM																
Base Vol:	97	438	491		477	413	19		36	170	158		382	95	410	
Growth Adj:	1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07	
Initial Bse:	104	469	525		510	442	20		39	182	169		409	102	439	
Added Vol:	15	8	29		18	8	0		0	32	24		104	21	66	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	119	477	554		528	450	20		39	214	193		513	123	505	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	119	477	554		528	450	20		39	214	193		513	123	505	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	119	477	554		528	450	20		39	214	193		513	123	505	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	119	477	554		528	450	20		39	214	193		513	123	505	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.93	0.93	0.42		0.90	0.90	0.90		0.93	0.98	0.83		0.94	0.94	0.83	
Lanes:	1.00	2.00	1.00		1.59	1.35	0.06		1.00	1.00	1.00		1.61	0.39	1.00	
Final Sat.:	1769	3538	791		2727	2322	105		1769	1862	1583		2888	691	1583	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.13	0.70		0.19	0.19	0.19		0.02	0.11	0.12		0.18	0.18	0.32	
Crit Moves:			****			****					****				****	
Green/Cycle:	0.49	0.49	0.49		0.14	0.14	0.14		0.09	0.09	0.09		0.22	0.22	0.22	
Volume/Cap:	0.14	0.27	1.42		1.42	1.42	1.42		0.25	1.34	1.42		0.79	0.79	1.42	
Uniform Del:	18.0	19.4	33.0		56.1	56.1	56.1		55.5	59.4	59.4		47.6	47.6	50.4	
IncremntDel:	0.1	0.1	204.7		198.5	199	198.5		0.9	189	227.6		5.4	5.4	206.0	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	18.0	19.4	237.7		254.7	255	254.7		56.4	248	287.0		53.0	53.0	256.4	
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:	18.0	19.4	237.7		254.7	255	254.7		56.4	248	287.0		53.0	53.0	256.4	
LOS by Move:	B	B	F		F	F	F		E	F	F		D	D	F	
HCM2kAvgQ:	2	6	44		28	28	28		2	17	17		14	14	40	

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

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

Intersection #18 Bayfront Exp. & University Ave.

Cycle (sec): 150 Critical Vol./Cap.(X): 1.458
Loss Time (sec): 10 (Y+R=3.0 sec) Average Delay (sec/veh): 206.8
Optimal Cycle: 180 Level Of Service: F

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				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	5	5	0	0	5	5	5	0	5	0	0	0				
Lanes:	2	0	3	0	0	0	0	3	0	1	2	0	0	0	3	0	0	0	0	0
Volume Module: >> Count Date: 1 Oct 2009 << 5:00 - 6:00 PM																
Base Vol:	377	968	0	0	3488	127	60	0	1667	0	0	0				
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07				
Initial Bse:	403	1036	0	0	3732	136	64	0	1784	0	0	0				
Added Vol:	4	105	0	0	396	98	12	0	11	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	407	1141	0	0	4128	234	76	0	1795	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:	407	1141	0	0	4128	234	76	0	1795	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	407	1141	0	0	4128	234	76	0	1795	0	0	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	407	1141	0	0	4128	234	76	0	1795	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.90	0.89	1.00	1.00	0.89	0.83	0.90	1.00	0.73	1.00	1.00	1.00				
Lanes:	2.00	3.00	0.00	0.00	3.00	1.00	2.00	0.00	3.00	0.00	0.00	0.00				
Final Sat.:	3432	5083	0	0	5083	1583	3432	0	4178	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.12	0.22	0.00	0.00	0.81	0.15	0.02	0.00	0.43	0.00	0.00	0.00				
Crit Moves:	****				****				****							
Green/Cycle:	0.08	0.64	0.00	0.00	0.56	0.56	0.29	0.00	0.29	0.00	0.00	0.00				
Volume/Cap:	1.46	0.35	0.00	0.00	1.46	0.27	0.08	0.00	1.46	0.00	0.00	0.00				
Uniform Del:	68.9	12.6	0.0	0.0	33.2	17.3	38.2	0.0	52.9	0.0	0.0	0.0				
IncremntDel:	224.7	0.1	0.0	0.0	208	0.2	0.0	0.0	210.4	0.0	0.0	0.0				
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00				
Delay/Veh:	293.6	12.7	0.0	0.0	241	17.4	38.2	0.0	263.3	0.0	0.0	0.0				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	293.6	12.7	0.0	0.0	241	17.4	38.2	0.0	263.3	0.0	0.0	0.0				
LOS by Move:	F	B	A	A	F	B	D	A	F	A	A	A				
HCM2kAvgQ:	19	9	0	0	125	5	1	0	58	0	0	0				

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

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

Intersection #19 O'Brien Dr. & University Ave.

Cycle (sec): 85 Critical Vol./Cap.(X): 0.725
Loss Time (sec): 11 (Y+R=3.0 sec) Average Delay (sec/veh): 13.7
Optimal Cycle: 58 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	5	0	5	5	5	0	0	5	5				
Lanes:	0	0	0	0	0	0	0	1!	0	0	1	0	2	0	0	0	0	1	1	0
Volume Module: >> Count Date: 8 Oct 2009 << 5:00 - 6:00 PM																
Base Vol:	0	0	0	120	0	99	20	1599	0	0	454	16				
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07				
Initial Bse:	0	0	0	128	0	106	21	1711	0	0	486	17				
Added Vol:	0	0	0	11	0	0	0	12	0	0	98	4				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	0	0	0	139	0	106	21	1723	0	0	584	21				
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	139	0	106	21	1723	0	0	584	21				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	0	0	139	0	106	21	1723	0	0	584	21				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	0	0	0	139	0	106	21	1723	0	0	584	21				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	1.00	1.00	1.00	0.90	1.00	0.90	0.93	0.93	1.00	1.00	0.93	0.93				
Lanes:	0.00	0.00	0.00	0.57	0.00	0.43	1.00	2.00	0.00	0.00	1.93	0.07				
Final Sat.:	0	0	0	969	0	736	1769	3538	0	0	3397	123				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.14	0.00	0.14	0.01	0.49	0.00	0.00	0.17	0.17				
Crit Moves:				****				****		****						
Green/Cycle:	0.00	0.00	0.00	0.20	0.00	0.20	0.17	0.67	0.00	0.00	0.50	0.50				
Volume/Cap:	0.00	0.00	0.00	0.72	0.00	0.72	0.07	0.72	0.00	0.00	0.34	0.34				
Uniform Del:	0.0	0.0	0.0	31.9	0.0	31.9	29.5	8.9	0.0	0.0	12.8	12.8				
IncremntDel:	0.0	0.0	0.0	7.6	0.0	7.6	0.1	1.1	0.0	0.0	0.1	0.1				
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00				
Delay/Veh:	0.0	0.0	0.0	39.5	0.0	39.5	29.6	10.0	0.0	0.0	12.9	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:	0.0	0.0	0.0	39.5	0.0	39.5	29.6	10.0	0.0	0.0	12.9	12.9				
LOS by Move:	A	A	A	D	A	D	C	B	A	A	B	B				
HCM2kAvgQ:	0	0	0	8	0	8	0	16	0	0	5	5				

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

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

Intersection #20 University & Kavanaugh

Cycle (sec): 100 Critical Vol./Cap.(X): 0.691
Loss Time (sec): 11 (Y+R=3.0 sec) Average Delay (sec/veh): 16.4
Optimal Cycle: 85 Level Of Service: B

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:	5	5	5		5	5	5		5	5	5		5	5	5	
Lanes:	0	0	1!	0	0	0	1!	0	0	1	0	1	1	0	1	0	1	0
Volume Module:																		
Base Vol:	35	31	12		19	29	82		26	1579	19		18	527	13	
Growth Adj:	1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07	
Initial Bse:	37	33	13		20	31	88		28	1690	20		19	564	14	
Added Vol:	0	0	0		0	0	0		0	12	0		0	98	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	37	33	13		20	31	88		28	1702	20		19	662	14	
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:	37	33	13		20	31	88		28	1702	20		19	662	14	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	37	33	13		20	31	88		28	1702	20		19	662	14	
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:	37	33	13		20	31	88		28	1702	20		19	662	14	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.96	0.96	0.96		0.91	0.91	0.91		0.95	0.95	0.95		0.95	0.95	0.95	
Lanes:	0.45	0.40	0.15		0.15	0.22	0.63		1.00	1.98	0.02		1.00	1.96	0.04	
Final Sat.:	816	723	280		252	385	1089		1805	3560	43		1805	3525	74	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.05	0.05		0.08	0.08	0.08		0.02	0.48	0.48		0.01	0.19	0.19	
Crit Moves:		****			****					****			****			
Green/Cycle:	0.07	0.06	0.06		0.11	0.11	0.11		0.15	0.66	0.66		0.05	0.56	0.56	
Volume/Cap:	0.68	0.72	0.72		0.72	0.74	0.74		0.10	0.72	0.72		0.21	0.33	0.33	
Uniform Del:	45.6	45.9	45.9		42.9	43.2	43.2		36.7	10.8	10.8		45.6	11.7	11.7	
IncremntDel:	14.6	19.6	19.6		12.3	14.8	14.8		0.2	1.1	1.1		1.2	0.1	0.1	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	60.2	65.5	65.5		55.2	58.0	58.0		36.8	11.9	11.9		46.8	11.8	11.8	
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:	60.2	65.5	65.5		55.2	58.0	58.0		36.8	11.9	11.9		46.8	11.8	11.8	
LOS by Move:	E	E	E		E	E	E		D	B	B		D	B	B	
HCM2kAvgQ:	4	4	4		6	6	6		1	19	19		1	6	6	

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

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

Intersection #21 University & Bay

Cycle (sec): 100 Critical Vol./Cap.(X): 0.866
Loss Time (sec): 11 (Y+R=3.0 sec) Average Delay (sec/veh): 35.1
Optimal Cycle: 93 Level Of Service: D

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:	5	5	5		5	5	5		5	5	5		5	5	5	
Lanes:	1	1	0	0	1	1	0	1	0	1	0	1	1	0	1	0	1	0
Volume Module:																		
Base Vol:	150	219	345		94	262	110		93	1291	87		119	540	49	
Growth Adj:	1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07	
Initial Bse:	161	234	369		101	280	118		100	1381	93		127	578	52	
Added Vol:	0	0	0		0	0	0		0	12	0		0	98	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	161	234	369		101	280	118		100	1393	93		127	676	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:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	161	234	369		101	280	118		100	1393	93		127	676	52	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	161	234	369		101	280	118		100	1393	93		127	676	52	
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:	161	234	369		101	280	118		100	1393	93		127	676	52	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.98	0.98	0.85		0.95	1.00	0.85		0.95	0.94	0.94		0.95	0.94	0.94	
Lanes:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.87	0.13		1.00	1.86	0.14	
Final Sat.:	1862	1862	1615		1805	1900	1615		1805	3353	224		1805	3313	257	
Capacity Analysis Module:																
Vol/Sat:	0.09	0.13	0.23		0.06	0.15	0.07		0.06	0.42	0.42		0.07	0.20	0.20	
Crit Moves:			****		****					****			****			
Green/Cycle:	0.12	0.26	0.26		0.06	0.21	0.21		0.12	0.48	0.48		0.08	0.44	0.44	
Volume/Cap:	0.71	0.48	0.87		0.87	0.71	0.35		0.46	0.87	0.87		0.87	0.46	0.46	
Uniform Del:	42.3	31.0	35.1		46.4	36.9	33.9		41.0	23.1	23.1		45.4	19.6	19.6	
IncremntDel:	4.3	0.4	16.7		44.9	6.0	0.6		1.6	4.9	4.9		38.0	0.2	0.2	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	46.6	31.4	51.8		91.3	42.8	34.5		42.6	28.0	28.0		83.4	19.8	19.8	
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:	46.6	31.4	51.8		91.3	42.8	34.5		42.6	28.0	28.0		83.4	19.8	19.8	
LOS by Move:	D	C	D		F	D	C		D	C	C		F	B	B	
HCM2kAvgQ:	6	6	14		5	9	3		3	24	24		6	8	8	

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

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

Intersection #22 University & Runnymede

Cycle (sec): 100 Critical Vol./Cap.(X): 0.726
Loss Time (sec): 11 (Y+R=3.0 sec) Average Delay (sec/veh): 23.2
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:	5	5	5		5	5	5		5	5	5		5	5	5	
Lanes:	0	0	1!	0	0	0	1!	0	0	1	0	1	1	0	1	0	1	0
Volume Module:																		
Base Vol:	78	109	59		17	76	27		29	1264	78		44	793	17	
Growth Adj:	1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07	
Initial Bse:	83	117	63		18	81	29		31	1352	83		47	849	18	
Added Vol:	0	0	0		0	0	0		0	12	0		0	98	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	83	117	63		18	81	29		31	1364	83		47	947	18	
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:	83	117	63		18	81	29		31	1364	83		47	947	18	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	83	117	63		18	81	29		31	1364	83		47	947	18	
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:	83	117	63		18	81	29		31	1364	83		47	947	18	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.95	0.95		0.96	0.96	0.96		0.95	0.94	0.94		0.95	0.95	0.95	
Lanes:	0.32	0.44	0.24		0.14	0.63	0.23		1.00	1.88	0.12		1.00	1.96	0.04	
Final Sat.:	574	802	434		259	1159	412		1805	3371	206		1805	3531	68	
Capacity Analysis Module:																
Vol/Sat:	0.15	0.15	0.15		0.07	0.07	0.07		0.02	0.40	0.40		0.03	0.27	0.27	
Crit Moves:	****					****				****			****			
Green/Cycle:	0.20	0.20	0.20		0.10	0.10	0.10		0.09	0.55	0.55		0.05	0.50	0.50	
Volume/Cap:	0.74	0.74	0.74		0.74	0.74	0.74		0.18	0.74	0.74		0.52	0.53	0.53	
Uniform Del:	37.7	37.7	37.7		44.0	44.0	44.0		41.8	17.2	17.2		46.3	16.8	16.8	
IncremntDel:	7.9	7.9	7.9		15.4	15.4	15.4		0.5	1.5	1.5		5.4	0.3	0.3	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	45.7	45.7	45.7		59.4	59.4	59.4		42.3	18.7	18.7		51.7	17.1	17.1	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	45.7	45.7	45.7		59.4	59.4	59.4		42.3	18.7	18.7		51.7	17.1	17.1	
LOS by Move:	D	D	D		E	E	E		D	B	B		D	B	B	
HCM2kAvgQ:	9	9	9		6	6	6		1	19	19		2	11	11	

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

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

Intersection #23 University & Bell

Cycle (sec): 90 Critical Vol./Cap.(X): 0.570
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 7.8
Optimal Cycle: 86 Level Of Service: A

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:	18	18	18		18	18	18		64	64	64		64	64	64	
Lanes:	0	0	1!	0	0	0	1!	0	0	1	0	1	1	0	1	0	1	0
Volume Module:																		
Base Vol:	60	83	38		11	68	22		42	1322	87		37	787	22	
Growth Adj:	1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07	
Initial Bse:	64	89	41		12	73	24		45	1415	93		40	842	24	
Added Vol:	0	0	0		0	0	0		0	12	0		0	98	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	64	89	41		12	73	24		45	1427	93		40	940	24	
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:	64	89	41		12	73	24		45	1427	93		40	940	24	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	64	89	41		12	73	24		45	1427	93		40	940	24	
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:	64	89	41		12	73	24		45	1427	93		40	940	24	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.85	0.85	0.85		0.94	0.94	0.94		0.27	0.94	0.94		0.13	0.95	0.95	
Lanes:	0.33	0.46	0.21		0.11	0.67	0.22		1.00	1.88	0.12		1.00	1.95	0.05	
Final Sat.:	536	742	340		195	1205	390		507	3358	219		245	3508	88	
Capacity Analysis Module:																
Vol/Sat:	0.12	0.12	0.12		0.06	0.06	0.06		0.09	0.42	0.42		0.16	0.27	0.27	
Crit Moves:		****								****						
Green/Cycle:	0.21	0.21	0.21		0.21	0.21	0.21		0.75	0.75	0.75		0.75	0.75	0.75	
Volume/Cap:	0.57	0.57	0.57		0.29	0.29	0.29		0.12	0.57	0.57		0.22	0.36	0.36	
Uniform Del:	31.9	31.9	31.9		29.9	29.9	29.9		3.2	5.1	5.1		3.5	4.0	4.0	
IncremntDel:	2.3	2.3	2.3		0.4	0.4	0.4		0.1	0.3	0.3		0.6	0.1	0.1	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	34.2	34.2	34.2		30.3	30.3	30.3		3.3	5.4	5.4		4.1	4.1	4.1	
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:	34.2	34.2	34.2		30.3	30.3	30.3		3.3	5.4	5.4		4.1	4.1	4.1	
LOS by Move:	C	C	C		C	C	C		A	A	A		A	A	A	
HCM2kAvgQ:	6	6	6		3	3	3		0	10	10		1	5	5	

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

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

Intersection #24 University & Donohoe

Cycle (sec): 100 Critical Vol./Cap.(X): 0.904
Loss Time (sec): 11 (Y+R=3.0 sec) Average Delay (sec/veh): 38.7
Optimal Cycle: 110 Level Of Service: D

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:	5	5	5		5	5	5		5	5	5		5	5	5	
Lanes:	1	1 0	1	1	1	0 1	0	1	1	0 1	1	0	2	0 1	1	0
Volume Module:																
Base Vol:	315	485	599		32	175	224		217	784	540		115	663	173	
Growth Adj:	1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07	
Initial Bse:	337	519	641		34	187	240		232	839	578		123	709	185	
Added Vol:	0	0	7		0	0	0		0	5	0		0	98	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	337	519	648		34	187	240		232	844	578		123	807	185	
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:	337	519	648		34	187	240		232	844	578		123	807	185	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	337	519	648		34	187	240		232	844	578		123	807	185	
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:	337	519	648		34	187	240		232	844	578		123	807	185	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.88	0.88	0.88		0.95	1.00	0.85		0.95	0.89	0.89		0.92	0.92	0.92	
Lanes:	1.00	1.33	1.67		1.00	1.00	1.00		1.00	1.19	0.81		2.00	1.63	0.37	
Final Sat.:	1669	2227	2780		1805	1900	1615		1805	2012	1378		3502	2854	654	
Capacity Analysis Module:																
Vol/Sat:	0.20	0.23	0.23		0.02	0.10	0.15		0.13	0.42	0.42		0.04	0.28	0.28	
Crit Moves:	****						****			****			****			
Green/Cycle:	0.22	0.31	0.31		0.07	0.16	0.16		0.16	0.46	0.46		0.05	0.35	0.35	
Volume/Cap:	0.92	0.74	0.74		0.28	0.61	0.92		0.81	0.92	0.92		0.70	0.81	0.81	
Uniform Del:	38.1	30.6	30.6		44.3	39.0	41.2		40.6	25.3	25.3		46.8	29.6	29.6	
IncremntDel:	8.5	1.5	1.5		1.3	3.5	34.2		15.8	8.9	8.9		12.1	4.2	4.2	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	46.6	32.1	32.1		45.6	42.5	75.4		56.4	34.2	34.2		58.9	33.7	33.7	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	46.6	32.1	32.1		45.6	42.5	75.4		56.4	34.2	34.2		58.9	33.7	33.7	
LOS by Move:	D	C	C		D	D	E		E	C	C		E	C	C	
HCM2kAvgQ:	15	13	13		1	6	11		9	26	26		3	17	17	

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

Level Of Service Computation Report
1994 HCM Operations Method (Future Volume Alternative)

Intersection #25 NB 101 & Donohoe St

Cycle (sec): 90 Critical Vol./Cap.(X): 0.501
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 13.9
Optimal Cycle: 82 Level Of Service: B

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	32	32		0	32	0		28	0	28		0	0	18	
Lanes:	0	0 2	1	0	0	0 2	0	0	2	0 0	0	1	0	0 0	0	1
Volume Module:																
Base Vol:	0	802	19		0	783	0		765	0	277		0	0	16	
Growth Adj:	1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07	
Initial Bse:	0	858	20		0	838	0		819	0	296		0	0	17	
Added Vol:	0	0	0		0	0	0		7	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	858	20		0	838	0		826	0	296		0	0	17	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	858	20		0	838	0		826	0	296		0	0	17	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	858	20		0	838	0		826	0	296		0	0	17	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.10	1.10		1.00	1.05	1.00		1.03	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	944	22		0	880	0		850	0	296		0	0	17	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		0.95	1.00	0.85		1.00	1.00	0.77	
Lanes:	0.00	2.93	0.07		0.00	2.00	0.00		2.00	0.00	1.00		0.00	0.00	1.00	
Final Sat.:	0	5568	132		0	3800	0		3610	0	1615		0	0	1463	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.17	0.17		0.00	0.23	0.00		0.24	0.00	0.18		0.00	0.00	0.01	
Crit Moves:	****					****			****						****	
Green/Cycle:	0.00	0.37	0.37		0.00	0.37	0.00		0.38	0.00	0.58		0.00	0.00	0.20	
Volume/Cap:	0.00	0.45	0.45		0.00	0.62	0.00		0.62	0.00	0.32		0.00	0.00	0.06	
Uniform Del:	0.0	16.1	16.1		0.0	17.4	0.0		17.1	0.0	7.4		0.0	0.0	22.1	
IncremntDel:	0.0	0.1	0.1		0.0	0.6	0.0		0.6	0.0	0.1		0.0	0.0	0.0	
Delay Adj:	0.00	0.85	0.85		0.00	0.85	0.00		0.85	0.00	0.85		0.00	0.00	0.85	
Delay/Veh:	0.0	13.8	13.8		0.0	15.4	0.0		15.2	0.0	6.3		0.0	0.0	18.8	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	13.8	13.8		0.0	15.4	0.0		15.2	0.0	6.3		0.0	0.0	18.8	
DesignQueue:	0	11	11		0	15	0		14	0	6		0	0	1	

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

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

Intersection #26 University & SB US 101

Cycle (sec): 90 Critical Vol./Cap.(X): 0.560
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 27.0
Optimal Cycle: 180 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:	Permitted				Protected				Permitted				Protected			
Rights:	Include				Include				Ovl				Include			
Min. Green:	18	18	18		0	0	0		0	39	57		21	64	0	
Lanes:	1	0	1!	0 1	0	0	0	0 0	0	0	2	0 2	2	0	2	0 0
Volume Module:																
Base Vol:	305	1	439		0	0	0		0	1391	388		487	927	0	
Growth Adj:	1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07	
Initial Bse:	326	1	470		0	0	0		0	1488	415		521	992	0	
Added Vol:	0	0	0		0	0	0		0	5	16		54	56	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	326	1	470		0	0	0		0	1493	431		575	1048	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:	326	1	470		0	0	0		0	1493	431		575	1048	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	326	1	470		0	0	0		0	1493	431		575	1048	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	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:	326	1	470		0	0	0		0	1493	431		575	1048	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.86	0.86	0.86		1.00	1.00	1.00		1.00	0.95	0.75		0.92	0.95	1.00	
Lanes:	1.41	0.01	1.58		0.00	0.00	0.00		0.00	2.00	2.00		2.00	2.00	0.00	
Final Sat.:	2292	4	2585		0	0	0		0	3610	2842		3502	3610	0	
Capacity Analysis Module:																
Vol/Sat:	0.14	0.25	0.18		0.00	0.00	0.00		0.00	0.41	0.15		0.16	0.29	0.00	
Crit Moves:		****												****		
Green/Cycle:	0.20	0.20	0.20		0.00	0.00	0.00		0.00	0.43	0.43		0.32	0.76	0.00	
Volume/Cap:	0.71	1.23	0.91		0.00	0.00	0.00		0.00	0.95	0.35		0.51	0.38	0.00	
Uniform Del:	33.6	36.0	35.2		0.0	0.0	0.0		0.0	24.6	17.0		24.7	3.8	0.0	
IncremntDel:	2.2	115	13.2		0.0	0.0	0.0		0.0	13.5	0.2		0.4	0.1	0.0	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		0.00	0.00	0.00		0.00	1.00	1.00		1.00	1.00	0.00	
Delay/Veh:	35.8	151	48.4		0.0	0.0	0.0		0.0	38.2	17.2		25.1	3.9	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	35.8	151	48.4		0.0	0.0	0.0		0.0	38.2	17.2		25.1	3.9	0.0	
LOS by Move:	D	F	D		A	A	A		A	D	B		C	A	A	
HCM2kAvgQ:	7	23	12		0	0	0		0	27	5		7	5	0	

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

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

Intersection #27 University Ave. & Woodland

Cycle (sec): 110 Critical Vol./Cap.(X): 0.927
Loss Time (sec): 11 (Y+R=3.0 sec) Average Delay (sec/veh): 50.0
Optimal Cycle: 129 Level Of Service: D

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:	5	5	5		5	5	5		5	5	5		5	5	5	
Lanes:	0	0	1!	0 0	2	0	0	1 0	1	0	1	1 0	1	0	2	0 1
Volume Module:																
Base Vol:	16	87	274		612	119	34		28	809	9		274	800	327	
Growth Adj:	1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07	
Initial Bse:	17	93	293		655	127	36		30	866	10		293	856	350	
Added Vol:	0	0	0		0	0	0		0	22	0		0	56	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	17	93	293		655	127	36		30	888	10		293	912	350	
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:	17	93	293		655	127	36		30	888	10		293	912	350	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	17	93	293		655	127	36		30	888	10		293	912	350	
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:	17	93	293		655	127	36		30	888	10		293	912	350	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.90	0.90	0.90		0.92	0.97	0.97		0.95	0.95	0.95		0.95	0.95	0.85	
Lanes:	0.04	0.23	0.73		2.00	0.78	0.22		1.00	1.98	0.02		1.00	2.00	1.00	
Final Sat.:	73	395	1243		3502	1429	408		1805	3564	39		1805	3610	1615	
Capacity Analysis Module:																
Vol/Sat:	0.24	0.24	0.24		0.19	0.09	0.09		0.02	0.25	0.25		0.16	0.25	0.22	
Crit Moves:		****			****					****			****			
Green/Cycle:	0.33	0.25	0.25		0.20	0.13	0.13		0.07	0.27	0.27		0.18	0.38	0.38	
Volume/Cap:	0.71	0.93	0.93		0.93	0.71	0.71		0.25	0.93	0.93		0.93	0.67	0.58	
Uniform Del:	32.2	40.0	40.0		43.1	46.2	46.2		48.6	39.2	39.2		44.7	28.6	27.3	
IncremntDel:	4.2	25.9	25.9		18.3	10.0	10.0		1.0	14.5	14.5		32.2	1.3	1.4	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	36.5	65.9	65.9		61.5	56.3	56.3		49.7	53.7	53.7		76.9	30.0	28.7	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	36.5	65.9	65.9		61.5	56.3	56.3		49.7	53.7	53.7		76.9	30.0	28.7	
LOS by Move:	D	E	E		E	E	E		D	D	D		E	C	C	
HCM2kAvgQ:	13	17	17		15	7	7		1	20	20		14	14	10	

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

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

Intersection #28 Middlefield Rd. & University Ave.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.640
Loss Time (sec): 11 (Y+R=3.0 sec) Average Delay (sec/veh): 34.8
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:	5	5	5		5	5	5		5	5	5		5	5	5	
Lanes:	0	1	0	1	0	0	1	0	1	0	1	1	0	1	0	1	0
Volume Module:																	
Base Vol:	30	377		86	82	384		76	59	328		23	71	442		88
Growth Adj:	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07		1.07
Initial Bse:	32	403		92	88	411		81	63	351		25	76	473		94
Added Vol:	0	37		5	16	96		23	3	1		0	37	7		12
PasserByVol:	0	0		0	0	0		0	0	0		0	0	0		0
Initial Fut:	32	440		97	104	507		104	66	352		25	113	480		106
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:	32	440		97	104	507		104	66	352		25	113	480		106
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	32	440		97	104	507		104	66	352		25	113	480		106
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:	32	440		97	104	507		104	66	352		25	113	480		106
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900
Adjustment:	0.92	0.92		0.92	0.92	0.92		0.92	0.95	0.94		0.94	0.95	0.92		0.92
Lanes:	0.11	1.55		0.34	0.29	1.42		0.29	1.00	1.87		0.13	1.00	1.64		0.36
Final Sat.:	198	2714		598	509	2486		512	1805	3340		234	1805	2876		636
Capacity Analysis Module:																
Vol/Sat:	0.16	0.16		0.16	0.20	0.20		0.20	0.04	0.11		0.11	0.06	0.17		0.17
Crit Moves:		****			****				****					****		
Green/Cycle:	0.25	0.25		0.25	0.32	0.32		0.32	0.06	0.20		0.20	0.12	0.26		0.26
Volume/Cap:	0.64	0.64		0.64	0.64	0.64		0.64	0.64	0.53		0.53	0.53	0.64		0.64
Uniform Del:	33.3	33.3		33.3	29.2	29.2		29.2	46.1	35.8		35.8	41.4	32.8		32.8
IncremntDel:	1.6	1.6		1.6	1.3	1.3		1.3	12.8	0.7		0.7	2.5	1.5		1.5
InitQueuDel:	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0
Delay Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Delay/Veh:	34.8	34.8		34.8	30.4	30.4		30.4	58.9	36.6		36.6	43.9	34.3		34.3
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:	34.8	34.8		34.8	30.4	30.4		30.4	58.9	36.6		36.6	43.9	34.3		34.3
LOS by Move:	C	C		C	C	C		C	E	D		D	D	C		C
HCM2kAvgQ:	9	9		9	11	11		11	3	6		6	4	9		9

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

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

Intersection #29 Bayfront Exp. & Chrysler Dr.

Cycle (sec): 130 Critical Vol./Cap.(X): 1.138
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 87.4
Optimal Cycle: 180 Level Of Service: F

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				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	5	5	0		0	5	5		5	0	5		0	0	0	
Lanes:	1	0	3	0	0	0	0	3	0	1	1	0	0	0	1	0	0	0	0	0
Volume Module:5:00 - 6:00 AM																	
Base Vol:	10	932		0	0	2235		16	334		0	76		0	0	0
Growth Adj:	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07		1.07
Initial Bse:	11	997		0	0	2391		17	357		0	81		0	0	0
Added Vol:	38	363		0	0	53		0	617		0	86		0	0	0
PasserByVol:	0	0		0	0	0		0	0		0	0		0	0	0
Initial Fut:	49	1360		0	0	2444		17	974		0	167		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:	49	1360		0	0	2444		17	974		0	167		0	0	0
Reduct Vol:	0	0		0	0	0		0	0		0	0		0	0	0
Reduced Vol:	49	1360		0	0	2444		17	974		0	167		0	0	0
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		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:	49	1360		0	0	2444		17	974		0	167		0	0	0
Saturation Flow Module:																	
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900
Adjustment:	0.93	0.89		1.00	1.00	0.89		0.83	0.93	1.00		0.83	1.00	1.00		1.00
Lanes:	1.00	3.00		0.00	0.00	3.00		1.00	1.00	0.00		1.00	0.00	0.00		0.00
Final Sat.:	1769	5083		0	0	5083		1583	1769		0	1583		0	0	0
Capacity Analysis Module:																	
Vol/Sat:	0.03	0.27		0.00	0.00	0.48		0.01	0.55	0.00		0.11	0.00	0.00		0.00
Crit Moves:	****					****			****							
Green/Cycle:	0.04	0.45		0.00	0.00	0.42		0.42	0.48	0.00		0.48	0.00	0.00		0.00
Volume/Cap:	0.72	0.59		0.00	0.00	1.16		0.03	1.16	0.00		0.22	0.00	0.00		0.00
Uniform Del:	61.8	26.4		0.0	0.0	38.0		22.4	34.0	0.0		19.9	0.0	0.0		0.0
IncremntDel:	30.3	0.4		0.0	0.0	76.1		0.0	83.6	0.0		0.1	0.0	0.0		0.0
InitQueuDel:	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0
Delay Adj:	1.00	1.00		0.00	0.00	1.00		1.00	1.00	0.00		1.00	0.00	0.00		0.00
Delay/Veh:	92.1	26.8		0.0	0.0	114		22.4	117.6	0.0		20.1	0.0	0.0		0.0
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
AdjDel/Veh:	92.1	26.8		0.0	0.0	114		22.4	117.6	0.0		20.1	0.0	0.0		0.0
LOS by Move:	F	C		A	A	F		C	F	A		C	A	A		A
HCM2kAvgQ:	3	15		0	0	53		0	57	0		4	0	0		0

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

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

Intersection #30 Bayfront Exp. & Chilco St.

Cycle (sec): 130 Critical Vol./Cap.(X): 0.735
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 18.4
Optimal Cycle: 59 Level Of Service: B

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				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	5	5	0	0	5	5	5	0	5	0	0	0				
Lanes:	1	0	3	0	0	0	0	3	0	1	1	0	0	0	1	0	0	0	0	0
Volume Module: >> Count Date: 20 Oct 2009 << 4:45 - 5:45 PM																
Base Vol:	14	783	0	0	2126	160	190	0	186	0	0	0				
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07				
Initial Bse:	15	838	0	0	2275	171	203	0	199	0	0	0				
Added Vol:	38	400	0	0	135	3	1	0	86	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	53	1238	0	0	2410	174	204	0	285	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:	53	1238	0	0	2410	174	204	0	285	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	53	1238	0	0	2410	174	204	0	285	0	0	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	1238	0	0	2410	174	204	0	285	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.93	0.89	1.00	1.00	0.89	0.83	0.93	1.00	0.83	1.00	1.00	1.00				
Lanes:	1.00	3.00	0.00	0.00	3.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00				
Final Sat.:	1769	5083	0	0	5083	1583	1769	0	1583	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.03	0.24	0.00	0.00	0.47	0.11	0.12	0.00	0.18	0.00	0.00	0.00				
Crit Moves:	****				****				****							
Green/Cycle:	0.04	0.69	0.00	0.00	0.65	0.65	0.25	0.00	0.25	0.00	0.00	0.00				
Volume/Cap:	0.73	0.36	0.00	0.00	0.73	0.17	0.47	0.00	0.73	0.00	0.00	0.00				
Uniform Del:	61.7	8.5	0.0	0.0	15.6	9.2	41.9	0.0	45.2	0.0	0.0	0.0				
IncremntDel:	32.1	0.1	0.0	0.0	0.9	0.1	0.8	0.0	7.2	0.0	0.0	0.0				
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00				
Delay/Veh:	93.8	8.5	0.0	0.0	16.5	9.3	42.7	0.0	52.3	0.0	0.0	0.0				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	93.8	8.5	0.0	0.0	16.5	9.3	42.7	0.0	52.3	0.0	0.0	0.0				
LOS by Move:	F	A	A	A	B	A	D	A	D	A	A	A				
HCM2kAvgQ:	4	7	0	0	24	3	7	0	12	0	0	0				

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

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

Intersection #31 Middlefield Rd. & Ravenswood Ave.

Cycle (sec): 120 Critical Vol./Cap.(X): 0.785
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 27.6
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:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Ovl				Include			
Min. Green:	4	10	0	0	10	4	4	0	4	0	0	0				
Lanes:	1	0	1	0	0	0	0	0	1	0	1	0	0	0	1	0	0	0	0	0
Volume Module: >> Count Date: 20 Oct 2009 << 5:00 - 6:00 PM																
Base Vol:	487	566	0	0	357	92	257	0	705	0	0	0				
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07				
Initial Bse:	521	606	0	0	382	98	275	0	754	0	0	0				
Added Vol:	14	58	0	0	21	6	3	0	3	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	535	664	0	0	403	104	278	0	757	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:	535	664	0	0	403	104	278	0	757	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	535	664	0	0	403	104	278	0	757	0	0	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	535	664	0	0	403	104	278	0	757	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.93	0.98	1.00	1.00	0.95	0.95	0.93	1.00	0.83	1.00	1.00	1.00				
Lanes:	1.00	1.00	0.00	0.00	0.79	0.21	1.00	0.00	1.00	0.00	0.00	0.00				
Final Sat.:	1769	1862	0	0	1437	373	1769	0	1583	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.30	0.36	0.00	0.00	0.28	0.28	0.16	0.00	0.48	0.00	0.00	0.00				
Crit Moves:	****				****				****							
Green/Cycle:	0.39	0.74	0.00	0.00	0.36	0.36	0.22	0.00	0.61	0.00	0.00	0.00				
Volume/Cap:	0.79	0.48	0.00	0.00	0.79	0.79	0.70	0.00	0.79	0.00	0.00	0.00				
Uniform Del:	32.5	6.2	0.0	0.0	34.5	34.5	42.8	0.0	17.5	0.0	0.0	0.0				
IncremntDel:	6.0	0.3	0.0	0.0	6.3	6.3	5.5	0.0	4.3	0.0	0.0	0.0				
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00				
Delay/Veh:	38.5	6.4	0.0	0.0	40.8	40.8	48.4	0.0	21.8	0.0	0.0	0.0				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	38.5	6.4	0.0	0.0	40.8	40.8	48.4	0.0	21.8	0.0	0.0	0.0				
LOS by Move:	D	A	A	A	D	D	D	A	C	A	A	A				
HCM2kAvgQ:	19	10	0	0	18	18	11	0	22	0	0	0				

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

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

Intersection #32 Middlefield Rd. & Ringwood Ave.

Cycle (sec): 120 Critical Vol./Cap.(X): 0.671
Loss Time (sec): 4 (Y+R=3.0 sec) Average Delay (sec/veh): 29.5
Optimal Cycle: 33 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				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	4	10	10		4	10	10		4	4	4		4	4	4	
Lanes:	1 0	2 0	1		1 0	2 0	1		1 0	0 1	0		0 1	0 0	1	
Volume Module: >> Count Date: 21 Oct 2009 << 5:00 - 6:00 PM																
Base Vol:	49	761	127		356	628	36		75	76	62		73	8	266	
Growth Adj:	1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07	
Initial Bse:	52	814	136		381	672	39		80	81	66		78	9	285	
Added Vol:	0	68	0		2	23	0		0	0	0		0	0	5	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	52	882	136		383	695	39		80	81	66		78	9	290	
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	882	136		383	695	39		80	81	66		78	9	290	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	52	882	136		383	695	39		80	81	66		78	9	290	
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	882	136		383	695	39		80	81	66		78	9	290	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.93	0.93	0.83		0.93	0.93	0.83		0.62	0.91	0.91		0.63	0.63	0.83	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	0.55	0.45		0.90	0.10	1.00	
Final Sat.:	1769	3538	1583		1769	3538	1583		1179	957	781		1071	117	1583	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.25	0.09		0.22	0.20	0.02		0.07	0.08	0.08		0.07	0.07	0.18	
Crit Moves:		****			****										****	
Green/Cycle:	0.10	0.37	0.37		0.32	0.59	0.59		0.27	0.27	0.27		0.27	0.27	0.27	
Volume/Cap:	0.29	0.67	0.23		0.67	0.33	0.04		0.25	0.31	0.31		0.27	0.27	0.67	
Uniform Del:	50.0	31.6	25.9		35.1	12.3	10.2		34.1	34.7	34.7		34.2	34.2	38.9	
IncremntDel:	0.9	1.4	0.2		3.1	0.1	0.0		0.4	0.4	0.4		0.4	0.4	4.1	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	50.9	32.9	26.1		38.3	12.4	10.2		34.5	35.1	35.1		34.7	34.7	42.9	
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:	50.9	32.9	26.1		38.3	12.4	10.2		34.5	35.1	35.1		34.7	34.7	42.9	
LOS by Move:	D	C	C		D	B	B		C	D	D		C	C	D	
HCM2kAvgQ:	2	15	3		13	7	1		2	4	4		3	3	10	

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

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

Intersection #33 Middlefield Rd and Lytton Ave

Cycle (sec): 110 Critical Vol./Cap.(X): 1.112
Loss Time (sec): 11 (Y+R=3.0 sec) Average Delay (sec/veh): 100.9
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Split Phase				Split Phase				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	5	5	5		5	5	5		5	5	5		5	5	5	
Lanes:	0 1	0 0	1		0 1	0 0	1		1 0	0 1	0		0 0	1! 0	0	
Volume Module:																
Base Vol:	89	457	24		24	508	163		419	135	78		7	55	12	
Growth Adj:	1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07	
Initial Bse:	95	489	26		26	544	174		448	144	83		7	59	13	
Added Vol:	0	53	0		0	136	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	95	542	26		26	680	174		448	144	83		7	59	13	
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:	95	542	26		26	680	174		448	144	83		7	59	13	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	95	542	26		26	680	174		448	144	83		7	59	13	
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:	95	542	26		26	680	174		448	144	83		7	59	13	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.99	0.99	0.85		1.00	1.00	0.85		0.95	0.95	0.95		0.97	0.97	0.97	
Lanes:	0.15	0.85	1.00		0.04	0.96	1.00		1.00	0.63	0.37		0.09	0.75	0.16	
Final Sat.:	282	1605	1615		69	1827	1615		1805	1138	658		175	1374	300	
Capacity Analysis Module:																
Vol/Sat:	0.34	0.34	0.02		0.37	0.37	0.11		0.25	0.13	0.13		0.04	0.04	0.04	
Crit Moves:		****				****			****					****		
Green/Cycle:	0.30	0.30	0.30		0.33	0.33	0.33		0.22	0.22	0.22		0.05	0.05	0.05	
Volume/Cap:	1.12	1.12	0.05		1.12	1.12	0.33		1.12	0.57	0.57		0.94	0.94	0.94	
Uniform Del:	38.4	38.4	27.3		36.8	36.8	27.5		42.8	38.2	38.2		52.4	52.4	52.4	
IncremntDel:	75.6	75.6	0.0		74.0	74.0	0.4		82.1	2.0	2.0		78.7	78.7	78.7	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	114.1	114	27.3		110.8	111	27.9		125.0	40.2	40.2		131.0	131	131.0	
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:	114.1	114	27.3		110.8	111	27.9		125.0	40.2	40.2		131.0	131	131.0	
LOS by Move:	F	F	C		F	F	C		F	D	D		F	F	F	
HCM2kAvgQ:	34	34	1		37	37	4		25	7	7		5	5	5	

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

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

Intersection #34 Bayfront Expy. and Facebook West Campus

Cycle (sec):	100	Critical Vol./Cap.(X):	0.589
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	1.5
Optimal Cycle:	90	Level Of Service:	A

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:	10	10	10		10	10	10		10	10	10		10	10	10	
Lanes:	1	0 3	0	0	0	0 3	0	1	2	0 0	0	1	0	0 0	0	0
Volume Module:																
Base Vol:	0	708	0	0	2307	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	0	758	0	0	2468	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	438	0	0	221	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	1196	0	0	2689	0	0	0	0	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:	0	1196	0	0	2689	0	0	0	0	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
Reduced Vol:	0	1196	0	0	2689	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	1.00	1.00	1.00	1.00
FinalVolume:	0	1196	0	0	2689	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	1.00	1.00	0.91	1.00	0.97	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	0.00	3.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00				
Final Sat.:	1900	5187	0	0	5187	1900	3686	0	1900	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.23	0.00	0.00	0.52	0.00	0.00	0.00	0.00	0.00	0.00	0.00				
Crit Moves:	****				****											
Green/Cycle:	0.00	0.88	0.00	0.00	0.88	0.00	0.00	0.00	0.00	0.00	0.00	0.00				
Volume/Cap:	0.00	0.26	0.00	0.00	0.59	0.00	0.00	0.00	0.00	0.00	0.00	0.00				
Uniform Del:	0.0	0.9	0.0	0.0	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
IncremntDel:	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Delay Adj:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00				
Delay/Veh:	0.0	1.0	0.0	0.0	1.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	0.0	1.0	0.0	0.0	1.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A				
HCM2kAvgQ:	0	2	0	0	8	0	0	0	0	0	0	0				

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

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Scenario Report

Scenario:	Near Term 2018 East and West Campuses AM
Command:	Near Term II Project AM
Volume:	Near Term II Project AM
Geometry:	Near Term II Project AM
Impact Fee:	Default Impact Fee
Trip Generation:	Near Term II Project AM
Trip Distribution:	Near-Term
Paths:	Default Path
Routes:	Default Route
Configuration:	Near Term II Project AM

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Bayfront Exp. & Marsh Rd.	C	23.1	0.790	C	26.0	0.862	+ 2.929 D/V
# 2 US 101 NB Ramps & Marsh Rd.	B	16.2	0.657	E	73.9	1.185	+57.655 D/V
# 3 US 101 SB Ramps & Marsh Rd.	C	22.5	0.886	C	29.7	0.948	+ 7.219 D/V
# 4 Scott Dr/Rolison at Marsh Rd.	C	30.8	0.845	C	26.9	0.874	-3.944 D/V
# 5 Bohannon/ Florence & Marsh Rd.	B	19.9	0.582	B	15.0	0.606	-4.876 D/V
# 6 Bay Rd. & Marsh Rd.	B	16.7	0.603	B	17.6	0.748	+ 0.878 D/V
# 7 Middlefield at Marsh (Town of	C	27.1	0.628	C	31.8	0.847	+ 4.707 D/V
# 8 Bayfront Exp. & Willow Rd.	C	27.8	0.627	E	56.7	0.979	+28.840 D/V
# 9 Hamilton Ave. & Willow Rd.	C	23.1	0.575	B	19.8	0.740	-3.327 D/V
# 10 Ivy Dr. & Willow Rd.	B	18.2	0.532	C	26.0	0.825	+ 7.881 D/V
# 11 O'Brien Dr. & Willow Rd.	B	15.1	0.477	B	13.6	0.747	-1.505 D/V
# 12 Newbridge St. & Willow Rd.	D	51.0	0.929	E	55.3	0.973	+ 4.283 D/V
# 13 Bay Rd. & Willow Rd.	C	20.4	0.714	C	20.7	0.805	+ 0.257 D/V
# 14 Durham St. & Willow Rd.	C	27.5	0.734	B	12.8	0.766	-14.645 D/V
# 15 Coleman Ave. & Willow Rd.	B	13.6	0.735	B	17.4	0.882	+ 3.831 D/V
# 16 Gilbert Ave. & Willow Rd.	B	14.5	0.682	B	18.1	0.855	+ 3.599 D/V
# 17 Middlefield Rd. & Willow Rd.	F	105.0	0.974	F	121.5	1.216	+16.533 D/V
# 18 Bayfront Exp. & University Ave	C	30.1	0.828	C	33.5	0.890	+ 3.412 D/V
# 19 O'Brien Dr. & University Ave.	A	6.5	0.563	A	6.3	0.573	-0.244 D/V
# 20 University & Kavanaugh	B	14.0	0.580	B	13.6	0.584	-0.406 D/V
# 21 University & Bay	C	27.9	0.660	C	27.2	0.664	-0.760 D/V
# 22 University & Runnymede	C	20.7	0.645	C	20.3	0.649	-0.352 D/V
# 23 University & Bell	A	7.7	0.253	A	6.9	0.305	-0.779 D/V
# 24 University & Donohoe	D	42.1	0.952	D	44.4	0.974	+ 2.355 D/V
# 25 NB 101 & Donohoe St	B	9.0	0.393	B	9.4	0.423	+ 0.338 D/V

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 26 University & SB US 101	B	17.4	0.661	B	18.0	0.665	+ 0.617 D/V
# 27 University Ave. & Woodland	D	41.3	0.917	D	41.6	0.921	+ 0.305 D/V
# 28 Middlefield Rd. & University A	D	35.3	0.755	D	42.7	0.858	+ 7.422 D/V
# 29 Bayfront Exp. & Chrysler Dr.	A	7.4	0.601	B	17.4	0.706	+ 9.989 D/V
# 30 Bayfront Exp. & Chilco St.	B	17.2	0.610	B	19.5	0.657	+ 2.236 D/V
# 31 Middlefield Rd. & Ravenswood A	C	22.4	0.623	C	23.6	0.670	+ 1.211 D/V
# 32 Middlefield Rd. & Ringwood Ave	C	28.7	0.484	C	25.4	0.492	-3.245 D/V
# 33 Middlefield Rd and Lytton Ave	D	35.6	0.735	D	43.7	0.858	+ 8.107 D/V
# 34 Bayfront Expy. and Facebook We	A	1.3	0.515	B	18.8	0.780	+17.519 D/V

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

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Intersection #1 Bayfront Exp. & Marsh Rd.

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Cycle (sec): 130 Critical Vol./Cap.(X): 0.862
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 26.0
Optimal Cycle: 105 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:	Split Phase				Split Phase				Split Phase				Split Phase			
Rights:	Include				Include				Ovl				Include			
Min. Green:	5	5	5		5	5	5		5	5	5		5	5	5	
Lanes:	3 0	0 1	0		0 1	1 0	1		0 1	0 0	2		0 0	1! 0	0	
Volume Module: >> Count Date: 22 Oct 2009 << 7:45 - 8:45 AM																
Base Vol:	2297	189	23		7	58	148		182	20	997		7	19	5	
Growth Adj:	1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07	
Initial Bse:	2458	202	25		7	62	158		195	21	1067		7	20	5	
Added Vol:	208	0	0		0	0	0		0	0	783		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	2666	202	25		7	62	158		195	21	1850		7	20	5	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	2666	202	25		7	62	158		195	21	1850		7	20	5	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	2666	202	25		7	62	158		195	21	1850		7	20	5	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	2666	202	25		7	62	158		195	21	1850		7	20	5	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.90	0.96	0.96		0.93	0.93	0.83		0.94	0.94	0.73		0.95	0.95	0.95	
Lanes:	3.00	0.89	0.11		0.22	1.78	1.00		0.90	0.10	2.00		0.23	0.61	0.16	
Final Sat.:	5147	1633	199		379	3141	1583		1606	176	2786		407	1104	290	
Capacity Analysis Module:																
Vol/Sat:	0.52	0.12	0.12		0.02	0.02	0.10		0.12	0.12	0.66		0.02	0.02	0.02	
Crit Moves:	****						****				****			****		
Green/Cycle:	0.59	0.59	0.59		0.11	0.11	0.11		0.17	0.17	0.76		0.04	0.04	0.04	
Volume/Cap:	0.88	0.21	0.21		0.17	0.17	0.88		0.73	0.73	0.88		0.48	0.48	0.48	
Uniform Del:	22.8	12.5	12.5		52.1	52.1	56.7		51.4	51.4	11.6		61.2	61.2	61.2	
IncremntDel:	3.3	0.1	0.1		0.2	0.2	35.5		8.9	8.9	4.6		5.1	5.1	5.1	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	26.0	12.6	12.6		52.3	52.3	92.2		60.3	60.3	16.2		66.4	66.4	66.4	
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:	26.0	12.6	12.6		52.3	52.3	92.2		60.3	60.3	16.2		66.4	66.4	66.4	
LOS by Move:	C	B	B		D	D	F		E	E	B		E	E	E	
HCM2kAvgQ:	34	4	4		1	1	9		10	10	33		2	2	2	

****

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

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

Intersection #2 US 101 NB Ramps & Marsh Rd.

Cycle (sec): 80 Critical Vol./Cap.(X): 1.185
Loss Time (sec): 7 (Y+R=4.0 sec) Average Delay (sec/veh): 73.9
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Split Phase				Split Phase				Permitted				Permitted			
Rights:	Include				Include				Ignore				Ignore			
Min. Green:	5	0	5		0	0	0		0	5	0		0	5	0	
Lanes:	2 0	0	0	1	0 0	0	0	0	0 1	1	0	1	0 0	2	0	1
Volume Module: >> Count Date: 30 Sep 2009 << 7:30 - 8:30 AM																
Base Vol:	818	0	289		0	0	0		0	1138	506		0	821	1699	
Growth Adj:	1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07	
Initial Bse:	875	0	309		0	0	0		0	1218	541		0	878	1818	
Added Vol:	2	0	394		0	0	0		2	934	0		0	162	46	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	877	0	703		0	0	0		2	2152	541		0	1040	1864	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
PHF Volume:	877	0	703		0	0	0		2	2152	0		0	1040	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	877	0	703		0	0	0		2	2152	0		0	1040	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
FinalVolume:	877	0	703		0	0	0		2	2152	0		0	1040	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.90	1.00	0.83		1.00	1.00	1.00		0.89	0.89	1.00		1.00	0.93	1.00	
Lanes:	2.00	0.00	1.00		0.00	0.00	0.00		0.01	1.99	1.00		0.00	2.00	1.00	
Final Sat.:	3432	0	1583		0	0	0		3	3375	1900		0	3538	1900	
Capacity Analysis Module:																
Vol/Sat:	0.26	0.00	0.44		0.00	0.00	0.00		0.64	0.64	0.00		0.00	0.29	0.00	
Crit Moves:			****							****						
Green/Cycle:	0.37	0.00	0.37		0.00	0.00	0.00		0.54	0.54	0.00		0.00	0.54	0.00	
Volume/Cap:	0.68	0.00	1.19		0.00	0.00	0.00		1.19	1.19	0.00		0.00	0.55	0.00	
Uniform Del:	21.0	0.0	25.0		0.0	0.0	0.0		18.5	18.5	0.0		0.0	12.1	0.0	
IncremntDel:	1.5	0.0	99.7		0.0	0.0	0.0		89.4	89.4	0.0		0.0	0.3	0.0	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	0.00	1.00		0.00	0.00	0.00		1.00	1.00	0.00		0.00	1.00	0.00	
Delay/Veh:	22.5	0.0	124.7		0.0	0.0	0.0		107.9	108	0.0		0.0	12.4	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	22.5	0.0	124.7		0.0	0.0	0.0		107.9	108	0.0		0.0	12.4	0.0	
LOS by Move:	C	A	F		A	A	A		F	F	A		A	B	A	
HCM2kAvgQ:	10	0	34		0	0	0		53	53	0		0	9	0	

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

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

Intersection #3 US 101 SB Ramps & Marsh Rd.

Cycle (sec): 80 Critical Vol./Cap.(X): 0.948
Loss Time (sec): 7 (Y+R=4.0 sec) Average Delay (sec/veh): 29.7
Optimal Cycle: 117 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:	Split Phase				Split Phase				Permitted				Permitted			
Rights:	Include				Include				Ignore				Ignore			
Min. Green:	0	0	0		5	0	5		0	5	0		0	5	0	
Lanes:	0 0	0	0	0	2 0	0	0	1	0 0	2	0	1	0 0	2	0	1
Volume Module: >> Count Date: 30 Sep 2009 << 7:30 - 8:30 AM																
Base Vol:	0	0	0		879	0	558		0	834	583		0	1426	86	
Growth Adj:	1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07	
Initial Bse:	0	0	0		941	0	597		0	892	624		0	1526	92	
Added Vol:	0	0	0		474	0	7		0	463	0		0	76	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		1415	0	604		0	1355	624		0	1602	92	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
PHF Volume:	0	0	0		1415	0	604		0	1355	0		0	1602	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		1415	0	604		0	1355	0		0	1602	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
FinalVolume:	0	0	0		1415	0	604		0	1355	0		0	1602	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	1.00	1.00		0.90	1.00	0.83		1.00	0.93	1.00		1.00	0.93	1.00	
Lanes:	0.00	0.00	0.00		2.00	0.00	1.00		0.00	2.00	1.00		0.00	2.00	1.00	
Final Sat.:	0	0	0		3432	0	1583		0	3538	1900		0	3538	1900	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.41	0.00	0.38		0.00	0.38	0.00		0.00	0.45	0.00	
Crit Moves:					****									****		
Green/Cycle:	0.00	0.00	0.00		0.43	0.00	0.43		0.00	0.48	0.00		0.00	0.48	0.00	
Volume/Cap:	0.00	0.00	0.00		0.95	0.00	0.88		0.00	0.80	0.00		0.00	0.95	0.00	
Uniform Del:	0.0	0.0	0.0		21.7	0.0	20.7		0.0	17.7	0.0		0.0	19.9	0.0	
IncremntDel:	0.0	0.0	0.0		13.0	0.0	12.3		0.0	2.9	0.0		0.0	11.8	0.0	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	0.00	0.00	0.00		1.00	0.00	1.00		0.00	1.00	0.00		0.00	1.00	0.00	
Delay/Veh:	0.0	0.0	0.0		34.7	0.0	33.0		0.0	20.5	0.0		0.0	31.8	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.0	0.0		34.7	0.0	33.0		0.0	20.5	0.0		0.0	31.8	0.0	
LOS by Move:	A	A	A		C	A	C		A	C	A		A	C	A	
HCM2kAvgQ:	0	0	0		23	0	17		0	17	0		0	26	0	

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

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

Intersection #4 Scott Dr/Rolison at Marsh Rd.

Cycle (sec): 80 Critical Vol./Cap.(X): 0.874
Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): 26.9
Optimal Cycle: 92 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:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	4	4	4		4	4	4		4	6	6		4	6	6	
Lanes:	0 1	0	0	2	0 1	0	0	1	1 0	2	1	0	2 0	1	1	0
Volume Module: >> Count Date: 8 Oct 2009 << 7:15 - 8:15 AM																
Base Vol:	27	3	49		222	18	3		15	1131	29		268	1416	280	
Growth Adj:	1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07	
Initial Bse:	29	3	52		238	19	3		16	1210	31		287	1515	300	
Added Vol:	0	0	0		0	0	0		0	464	0		0	83	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	29	3	52		238	19	3		16	1674	31		287	1598	300	
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:	29	3	52		238	19	3		16	1674	31		287	1598	300	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	29	3	52		238	19	3		16	1674	31		287	1598	300	
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:	29	3	52		238	19	3		16	1674	31		287	1598	300	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.94	0.94	0.73		0.94	0.94	0.83		0.93	0.89	0.89		0.90	0.91	0.91	
Lanes:	0.90	0.10	2.00		0.92	0.08	1.00		1.00	2.95	0.05		2.00	1.68	0.32	
Final Sat.:	1604	178	2786		1647	134	1583		1769	4976	92		3432	2908	545	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.02	0.02		0.14	0.14	0.00		0.01	0.34	0.34		0.08	0.55	0.55	
Crit Moves:		****				****			****					****		
Green/Cycle:	0.05	0.05	0.05		0.15	0.15	0.15		0.05	0.50	0.50		0.12	0.57	0.57	
Volume/Cap:	0.36	0.36	0.38		0.96	0.96	0.01		0.18	0.67	0.67		0.67	0.96	0.96	
Uniform Del:	36.8	36.8	36.8		33.7	33.7	28.9		36.4	15.1	15.1		33.5	16.1	16.1	
IncremntDel:	2.5	2.5	1.7		43.1	43.1	0.0		1.0	0.7	0.7		4.2	11.7	11.7	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	39.2	39.2	38.5		76.8	76.8	28.9		37.4	15.8	15.8		37.7	27.8	27.8	
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:	39.2	39.2	38.5		76.8	76.8	28.9		37.4	15.8	15.8		37.7	27.8	27.8	
LOS by Move:	D	D	D		E	E	C		D	B	B		D	C	C	
HCM2kAvgQ:	1	1	1		11	11	0		1	12	12		5	30	30	

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

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

Intersection #5 Bohannon/ Florence & Marsh Rd.

Cycle (sec): 80 Critical Vol./Cap.(X): 0.606
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 15.0
Optimal Cycle: 27 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	4	4	4		4	4	4		4	6	6		4	6	6	
Lanes:	1 0	0	1	0	1 1	0	0	1	1 0	1	1	0	1 0	2	0	1
Volume Module: >> Count Date: 7 Oct 2009 << 7:30 - 8:30 AM																
Base Vol:	15	9	8		390	30	91		117	796	58		46	1141	323	
Growth Adj:	1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07	
Initial Bse:	16	10	9		417	32	97		125	852	62		49	1221	346	
Added Vol:	0	0	0		0	0	0		0	464	0		0	83	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	16	10	9		417	32	97		125	1316	62		49	1304	346	
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:	16	10	9		417	32	97		125	1316	62		49	1304	346	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	16	10	9		417	32	97		125	1316	62		49	1304	346	
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:	16	10	9		417	32	97		125	1316	62		49	1304	346	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.93	0.91	0.91		0.94	0.94	0.83		0.93	0.92	0.92		0.93	0.93	0.83	
Lanes:	1.00	0.53	0.47		1.86	0.14	1.00		1.00	1.91	0.09		1.00	2.00	1.00	
Final Sat.:	1769	916	814		3306	254	1583		1769	3355	158		1769	3538	1583	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.01	0.01		0.13	0.13	0.06		0.07	0.39	0.39		0.03	0.37	0.22	
Crit Moves:		****				****			****					****		
Green/Cycle:	0.05	0.05	0.05		0.20	0.20	0.20		0.11	0.62	0.62		0.08	0.59	0.59	
Volume/Cap:	0.18	0.21	0.21		0.63	0.63	0.31		0.63	0.63	0.63		0.35	0.63	0.37	
Uniform Del:	36.4	36.5	36.5		29.2	29.2	27.2		33.9	9.5	9.5		34.9	10.8	8.8	
IncremntDel:	1.0	1.2	1.2		1.8	1.8	0.5		6.3	0.6	0.6		1.5	0.6	0.3	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	37.4	37.7	37.7		31.0	31.0	27.8		40.2	10.1	10.1		36.4	11.5	9.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	37.4	37.7	37.7		31.0	31.0	27.8		40.2	10.1	10.1		36.4	11.5	9.0	
LOS by Move:	D	D	D		C	C	C		D	B	B		D	B	A	
HCM2kAvgQ:	1	1	1		6	6	2		4	12	12		2	12	5	

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

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

Intersection #6 Bay Rd. & Marsh Rd.

Cycle (sec): 80 Critical Vol./Cap.(X): 0.748
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 17.6
Optimal Cycle: 40 Level Of Service: B

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				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	6	6	6		6	6	6		0	6	6		4	6	6	
Lanes:	0	0	1!	0 0	0	0	1!	0 0	0	1	0	1 0	1	0	1	1 0
Volume Module: >> Count Date: 6 Oct 2009 << 7:30 - 8:30 AM																
Base Vol:	70	3	177		112	28	5		2	665	66		264	982	22	
Growth Adj:	1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07	
Initial Bse:	75	3	189		120	30	5		2	712	71		282	1051	24	
Added Vol:	1	0	0		0	0	0		0	464	2		0	83	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	76	3	189		120	30	5		2	1176	73		282	1134	24	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	76	3	189		120	30	5		2	1176	73		282	1134	24	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	76	3	189		120	30	5		2	1176	73		282	1134	24	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	76	3	189		120	30	5		2	1176	73		282	1134	24	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.79	0.79	0.79		0.53	0.53	0.53		0.88	0.88	0.88		0.93	0.93	0.93	
Lanes:	0.28	0.01	0.71		0.78	0.19	0.03		0.01	1.88	0.11		1.00	1.96	0.04	
Final Sat.:	427	18	1065		778	195	35		6	3148	194		1769	3455	72	
Capacity Analysis Module:																
Vol/Sat:	0.18	0.18	0.18		0.15	0.15	0.15		0.37	0.37	0.37		0.16	0.33	0.33	
Crit Moves:		****								****			****			
Green/Cycle:	0.25	0.25	0.25		0.25	0.25	0.25		0.49	0.49	0.49		0.21	0.70	0.70	
Volume/Cap:	0.70	0.70	0.70		0.61	0.61	0.61		0.77	0.77	0.77		0.77	0.47	0.47	
Uniform Del:	27.1	27.1	27.1		26.4	26.4	26.4		16.7	16.7	16.7		29.8	5.5	5.5	
IncremntDel:	5.8	5.8	5.8		4.2	4.2	4.2		2.2	2.2	2.2		9.2	0.1	0.1	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	32.9	32.9	32.9		30.5	30.5	30.5		19.0	19.0	19.0		39.0	5.6	5.6	
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:	32.9	32.9	32.9		30.5	30.5	30.5		19.0	19.0	19.0		39.0	5.6	5.6	
LOS by Move:	C	C	C		C	C	C		B	B	B		D	A	A	
HCM2kAvgQ:	7	7	7		4	4	4		15	15	15		9	7	7	

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

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

Intersection #7 Middlefield at Marsh (Town of Atherton)

Cycle (sec): 110 Critical Vol./Cap.(X): 0.847
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): 31.8
Optimal Cycle: 87 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:	Ovl				Include				Include				Ovl			
Min. Green:	0	6	6		5	6	0		0	0	0		6	0	6	
Lanes:	0	0	1	0 1	1	0	1	0 0	0	0	0	0 0	1	0	0	0 1
Volume Module: >> Count Date: 18 Nov 2009 << 7:15-8:15 a.m.																
Base Vol:	0	166	397		342	367	0		0	0	0		463	0	169	
Growth Adj:	1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07	
Initial Bse:	0	178	425		366	393	0		0	0	0		495	0	181	
Added Vol:	0	8	142		323	64	0		0	0	0		29	0	56	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	186	567		689	457	0		0	0	0		524	0	237	
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	186	567		689	457	0		0	0	0		524	0	237	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	186	567		689	457	0		0	0	0		524	0	237	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	186	567		689	457	0		0	0	0		524	0	237	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	1.00	0.85		0.95	1.00	1.00		1.00	1.00	1.00		0.95	1.00	0.85	
Lanes:	0.00	1.00	1.00		1.00	1.00	0.00		0.00	0.00	0.00		1.00	0.00	1.00	
Final Sat.:	0	1900	1615		1805	1900	0		0	0	0		1805	0	1615	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.10	0.35		0.38	0.24	0.00		0.00	0.00	0.00		0.29	0.00	0.15	
Crit Moves:		****			****								****			
Green/Cycle:	0.00	0.12	0.46		0.45	0.57	0.00		0.00	0.00	0.00		0.34	0.00	0.79	
Volume/Cap:	0.00	0.85	0.77		0.85	0.42	0.00		0.00	0.00	0.00		0.85	0.00	0.18	
Uniform Del:	0.0	47.7	24.9		26.8	13.6	0.0		0.0	0.0	0.0		33.5	0.0	2.7	
IncremntDel:	0.0	25.1	4.8		8.3	0.3	0.0		0.0	0.0	0.0		10.5	0.0	0.1	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	0.00	1.00	1.00		1.00	1.00	0.00		0.00	0.00	0.00		1.00	0.00	1.00	
Delay/Veh:	0.0	72.8	29.7		35.1	13.9	0.0		0.0	0.0	0.0		44.0	0.0	2.8	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	72.8	29.7		35.1	13.9	0.0		0.0	0.0	0.0		44.0	0.0	2.8	
LOS by Move:	A	E	C		D	B	A		A	A	A		D	A	A	
HCM2kAvgQ:	0	9	17		23	9	0		0	0	0		19	0	2	

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

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

Intersection #8 Bayfront Exp. & Willow Rd.

Cycle (sec): 130 Critical Vol./Cap.(X): 0.979
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 56.7
Optimal Cycle: 180 Level Of Service: E

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			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Lanes:	2 0	3 0	1	2 0	3 0	1	1 1	1 0	2	1 0	2 0	1
Volume Module: >> Count Date: 1 Oct 2009 << 7:45 - 8:45 AM												
Base Vol:	1034	2108	6	13	677	92	84	34	379	3	6	5
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	1106	2256	6	14	724	98	90	36	406	3	6	5
Added Vol:	36	433	24	441	59	43	494	838	2	24	30	14
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1142	2689	30	455	783	141	584	874	408	27	36	19
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:	1142	2689	30	455	783	141	584	874	408	27	36	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1142	2689	30	455	783	141	584	874	408	27	36	19
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:	1142	2689	30	455	783	141	584	874	408	27	36	19
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	1.03	0.83	0.90	1.03	0.83	0.91	0.91	0.88	0.93	0.93	0.83
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.20	1.80	2.00	1.00	2.00	1.00
Final Sat.:	3432	5846	1583	3432	5846	1583	2082	3118	3343	1769	3538	1583
Capacity Analysis Module:												
Vol/Sat:	0.33	0.46	0.02	0.13	0.13	0.09	0.28	0.28	0.12	0.02	0.01	0.01
Crit Moves:		****		****				****		****		
Green/Cycle:	0.42	0.46	0.50	0.13	0.17	0.17	0.28	0.28	0.28	0.04	0.04	0.04
Volume/Cap:	0.79	1.00	0.04	1.00	0.79	0.53	1.00	1.00	0.44	0.40	0.27	0.32
Uniform Del:	32.7	35.2	16.8	56.4	51.8	49.3	46.9	46.9	38.5	61.0	60.7	60.8
IncremntDel:	3.1	18.4	0.0	43.3	4.4	2.0	24.6	24.6	0.3	3.8	1.1	3.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	35.8	53.6	16.8	99.7	56.2	51.2	71.5	71.5	38.8	64.9	61.8	63.8
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:	35.8	53.6	16.8	99.7	56.2	51.2	71.5	71.5	38.8	64.9	61.8	63.8
LOS by Move:	D	D	B	F	E	D	E	E	D	E	E	E
HCM2kAvgQ:	22	47	1	14	13	6	27	27	8	2	1	1

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

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

Intersection #9 Hamilton Ave. & Willow Rd.

Cycle (sec): 130 Critical Vol./Cap.(X): 0.740
Loss Time (sec): 11 (Y+R=3.0 sec) Average Delay (sec/veh): 19.8
Optimal Cycle: 66 Level Of Service: B

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			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	1 1	0	1 0	1 1	0
Volume Module: >> Count Date: 7 Oct 2009 << 8:00 am - 9:00 am												
Base Vol:	18	13	26	71	19	72	115	415	52	56	1037	74
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	19	14	28	76	20	77	123	444	56	60	1110	79
Added Vol:	0	0	0	0	0	8	2	1333	0	0	104	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	14	28	76	20	85	125	1777	56	60	1214	79
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:	19	14	28	76	20	85	125	1777	56	60	1214	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	14	28	76	20	85	125	1777	56	60	1214	79
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:	19	14	28	76	20	85	125	1777	56	60	1214	79
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	0.80	0.80	0.77	0.77	0.77	0.93	0.93	0.93	0.93	0.92	0.92
Lanes:	0.31	0.23	0.46	0.42	0.11	0.47	1.00	1.94	0.06	1.00	1.88	0.12
Final Sat.:	483	349	697	614	164	687	1769	3417	107	1769	3291	215
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.12	0.12	0.12	0.07	0.52	0.52	0.03	0.37	0.37
Crit Moves:					****			****		****		
Green/Cycle:	0.17	0.17	0.17	0.17	0.17	0.17	0.12	0.70	0.70	0.05	0.63	0.63
Volume/Cap:	0.24	0.24	0.24	0.74	0.74	0.74	0.59	0.74	0.74	0.74	0.59	0.59
Uniform Del:	47.0	47.0	47.0	51.5	51.5	51.5	54.1	12.0	12.0	61.3	14.3	14.3
IncremntDel:	0.5	0.5	0.5	11.4	11.4	11.4	4.2	1.2	1.2	30.1	0.4	0.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	47.4	47.4	47.4	62.8	62.8	62.8	58.3	13.2	13.2	91.3	14.7	14.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.4	47.4	47.4	62.8	62.8	62.8	58.3	13.2	13.2	91.3	14.7	14.7
LOS by Move:	D	D	D	E	E	E	E	B	B	F	B	B
HCM2kAvgQ:	2	2	2	8	8	8	6	24	24	4	16	16

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

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

Intersection #10 Ivy Dr. & Willow Rd.

Cycle (sec): 130 Critical Vol./Cap.(X): 0.825
Loss Time (sec): 11 (Y+R=3.0 sec) Average Delay (sec/veh): 26.0
Optimal Cycle: 87 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:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		5	0	5		5	5	0		0	5	5	
Lanes:	0 0	0 0	0		0 0	1! 0	0		1 0	2 0	0		0 0	1 1	0	
Volume Module: >> Count Date: 6 Oct 2009 << 7:30 - 8:30 AM																
Base Vol:	0	0	0		1	0	186		82	652	0		0	1021	14	
Growth Adj:	1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07	
Initial Bse:	0	0	0		1	0	199		88	698	0		0	1092	15	
Added Vol:	0	0	0		190	0	6		7	1145	0		0	97	14	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		191	0	205		95	1843	0		0	1189	29	
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		191	0	205		95	1843	0		0	1189	29	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		191	0	205		95	1843	0		0	1189	29	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	0	0		191	0	205		95	1843	0		0	1189	29	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	1.00	1.00		0.89	1.00	0.89		0.93	0.93	1.00		1.00	0.93	0.93	
Lanes:	0.00	0.00	0.00		0.48	0.00	0.52		1.00	2.00	0.00		0.00	1.95	0.05	
Final Sat.:	0	0	0		815	0	875		1769	3538	0		0	3440	84	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.23	0.00	0.23		0.05	0.52	0.00		0.00	0.35	0.35	
Crit Moves:					****					****			****			
Green/Cycle:	0.00	0.00	0.00		0.28	0.00	0.28		0.08	0.63	0.00		0.00	0.55	0.55	
Volume/Cap:	0.00	0.00	0.00		0.83	0.00	0.83		0.63	0.83	0.00		0.00	0.63	0.63	
Uniform Del:	0.0	0.0	0.0		43.5	0.0	43.5		57.5	18.4	0.0		0.0	20.4	20.4	
IncremntDel:	0.0	0.0	0.0		11.1	0.0	11.1		8.5	2.6	0.0		0.0	0.7	0.7	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	0.00	0.00	0.00		1.00	0.00	1.00		1.00	1.00	0.00		0.00	1.00	1.00	
Delay/Veh:	0.0	0.0	0.0		54.7	0.0	54.7		66.0	21.1	0.0		0.0	21.1	21.1	
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:	0.0	0.0	0.0		54.7	0.0	54.7		66.0	21.1	0.0		0.0	21.1	21.1	
LOS by Move:	A	A	A		D	A	D		E	C	A		A	C	C	
HCM2kAvgQ:	0	0	0		17	0	17		5	31	0		0	18	18	

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

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

Intersection #11 O'Brien Dr. & Willow Rd.

Cycle (sec): 130 Critical Vol./Cap.(X): 0.747
Loss Time (sec): 11 (Y+R=3.0 sec) Average Delay (sec/veh): 13.6
Optimal Cycle: 68 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	5	0	5		0	0	0		0	5	5		5	5	0	
Lanes:	1 0	1! 0	0		0 0	0 0	0		0 0	2 0	1		1 0	2 0	0	
Volume Module: >> Count Date: 8 Oct 2009 << 8:00 am - 9:00 am																
Base Vol:	130	0	67		0	0	0		0	697	250		102	1171	0	
Growth Adj:	1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07	
Initial Bse:	139	0	72		0	0	0		0	746	268		109	1253	0	
Added Vol:	10	0	0		0	0	0		0	1152	2		0	103	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	149	0	72		0	0	0		0	1898	270		109	1356	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:	149	0	72		0	0	0		0	1898	270		109	1356	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	149	0	72		0	0	0		0	1898	270		109	1356	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	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:	149	0	72		0	0	0		0	1898	270		109	1356	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.90	1.00	0.90		1.00	1.00	1.00		1.00	0.93	0.83		0.93	0.93	1.00	
Lanes:	1.51	0.00	0.49		0.00	0.00	0.00		0.00	2.00	1.00		1.00	2.00	0.00	
Final Sat.:	2585	0	839		0	0	0		0	3538	1583		1769	3538	0	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.00	0.09		0.00	0.00	0.00		0.00	0.54	0.17		0.06	0.38	0.00	
Crit Moves:			****							****			****			
Green/Cycle:	0.11	0.00	0.11		0.00	0.00	0.00		0.00	0.72	0.72		0.08	0.80	0.00	
Volume/Cap:	0.50	0.00	0.75		0.00	0.00	0.00		0.00	0.75	0.24		0.75	0.48	0.00	
Uniform Del:	54.1	0.0	55.7		0.0	0.0	0.0		0.0	11.1	6.2		58.3	4.2	0.0	
IncremntDel:	0.9	0.0	10.0		0.0	0.0	0.0		0.0	1.3	0.1		18.9	0.1	0.0	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	0.00	1.00		0.00	0.00	0.00		0.00	1.00	1.00		1.00	1.00	0.00	
Delay/Veh:	55.0	0.0	65.7		0.0	0.0	0.0		0.0	12.4	6.3		77.2	4.3	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	55.0	0.0	65.7		0.0	0.0	0.0		0.0	12.4	6.3		77.2	4.3	0.0	
LOS by Move:	E	A	E		A	A	A		A	B	A		E	A	A	
HCM2kAvgQ:	4	0	7		0	0	0		0	25	4		6	9	0	

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

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

Intersection #12 Newbridge St. & Willow Rd.

Cycle (sec): 130 Critical Vol./Cap.(X): 0.973
Loss Time (sec): 14 (Y+R=3.0 sec) Average Delay (sec/veh): 55.3
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	5	5	5		5	5	5		5	5	5		5	5	5	
Lanes:	2	0	1	0	1	1	0	1	0	1	1	0	2	1	0	1	0	1	1	0
Volume Module: >> Count Date: 7 Oct 2009 << 7:30 AM to 8:30 AM																				
Base Vol:	350	111	36		28	178	384		148	826	155		28	1221	4	
Growth Adj:	1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07	
Initial Bse:	375	119	39		30	190	411		158	884	166		30	1306	4	
Added Vol:	0	0	0		0	0	3		10	1154	0		0	112	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	375	119	39		30	190	414		168	2038	166		30	1418	4	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	375	119	39		30	190	414		168	2038	166		30	1418	4	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	375	119	39		30	190	414		168	2038	166		30	1418	4	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	375	119	39		30	190	414		168	2038	166		30	1418	4	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.90	0.98	0.83		0.93	0.98	0.83		0.93	0.88	0.88		0.93	0.93	0.93	
Lanes:	2.00	1.00	1.00		1.00	1.00	1.00		1.00	2.77	0.23		1.00	1.99	0.01	
Final Sat.:	3432	1862	1583		1769	1862	1583		1769	4649	378		1769	3527	11	
Capacity Analysis Module:																
Vol/Sat:	0.11	0.06	0.02		0.02	0.10	0.26		0.10	0.44	0.44		0.02	0.40	0.40	
Crit Moves:	****						****		****					****		
Green/Cycle:	0.11	0.11	0.11		0.27	0.27	0.27		0.10	0.47	0.47		0.04	0.41	0.41	
Volume/Cap:	0.97	0.57	0.22		0.06	0.38	0.97		0.97	0.93	0.93		0.41	0.97	0.97	
Uniform Del:	57.5	54.7	52.5		35.3	38.7	47.1		58.5	32.5	32.5		60.8	37.4	37.4	
IncremntDel:	38.5	3.7	0.6		0.1	0.5	36.4		60.1	7.5	7.5		3.7	17.4	17.4	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	96.0	58.4	53.1		35.4	39.2	83.4		118.6	40.0	40.0		64.5	54.8	54.8	
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:	96.0	58.4	53.1		35.4	39.2	83.4		118.6	40.0	40.0		64.5	54.8	54.8	
LOS by Move:	F	E	D		D	D	F		F	D	D		E	D	D	
HCM2kAvgQ:	12	5	2		1	6	21		10	35	35		2	35	35	

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

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

Intersection #13 Bay Rd. & Willow Rd.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.805
Loss Time (sec): 11 (Y+R=4.0 sec) Average Delay (sec/veh): 20.7
Optimal Cycle: 75 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:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Ignore			
Min. Green:	0	0	0		5	0	5		5	5	0		0	5	5	
Lanes:	0	0	0	0	0	1	0	0	0	1	1	0	2	0	0	0	0	2	0	1
Volume Module: >> Count Date: 6 Oct 2009 << 7:30 - 8:30 AM																				
Base Vol:	0	0	0		361	0	75		64	1378	0		0	1114	319	
Growth Adj:	1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07	
Initial Bse:	0	0	0		386	0	80		68	1474	0		0	1192	341	
Added Vol:	0	0	0		2	0	0		0	284	0		0	55	3	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		388	0	80		68	1758	0		0	1247	344	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Volume:	0	0	0		388	0	80		68	1758	0		0	1247	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		388	0	80		68	1758	0		0	1247	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
FinalVolume:	0	0	0		388	0	80		68	1758	0		0	1247	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	1.00	1.00		0.93	1.00	0.83		0.93	0.93	1.00		1.00	0.93	1.00	
Lanes:	0.00	0.00	0.00		1.00	0.00	1.00		1.00	2.00	0.00		0.00	2.00	1.00	
Final Sat.:	0	0	0		1769	0	1583		1769	3538	0		0	3538	1900	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.22	0.00	0.05		0.04	0.50	0.00		0.00	0.35	0.00	
Crit Moves:					****					****			****			
Green/Cycle:	0.00	0.00	0.00		0.27	0.00	0.27		0.08	0.62	0.00		0.00	0.54	0.00	
Volume/Cap:	0.00	0.00	0.00		0.81	0.00	0.19		0.50	0.81	0.00		0.00	0.65	0.00	
Uniform Del:	0.0	0.0	0.0		33.9	0.0	27.9		44.3	14.6	0.0		0.0	16.3	0.0	
IncremntDel:	0.0	0.0	0.0		9.6	0.0	0.2		3.0	2.3	0.0		0.0	0.8	0.0	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	0.00	0.00	0.00		1.00	0.00	1.00		1.00	1.00	0.00		0.00	1.00	0.00	
Delay/Veh:	0.0	0.0	0.0		43.5	0.0	28.1		47.4	16.8	0.0		0.0	17.1	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.0	0.0		43.5	0.0	28.1		47.4	16.8	0.0		0.0	17.1	0.0	
LOS by Move:	A	A	A		D	A	C		D	B	A		A	B	A	
HCM2kAvgQ:	0	0	0		13	0	2		3	23	0		0	15	0	

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

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

Intersection #14 Durham St. & Willow Rd.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.766
Loss Time (sec): 7 (Y+R=3.0 sec) Average Delay (sec/veh): 12.8
Optimal Cycle: 55 Level Of Service: B

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				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	4	4	4		4	4	4		4	10	10		4	10	10	
Lanes:	1 0	0	1	0	0 1	0	0	1	1 0	1	1	0	1 0	0	1	0
Volume Module: >> Count Date: 1 Oct 2009 << 7:30 - 8:30 AM																
Base Vol:	62	16	125		38	2	2		12	1001	9		41	850	142	
Growth Adj:	1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07	
Initial Bse:	66	17	134		41	2	2		13	1071	10		44	910	152	
Added Vol:	0	0	0		0	0	0		0	284	0		0	55	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	66	17	134		41	2	2		13	1355	10		44	965	152	
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:	66	17	134		41	2	2		13	1355	10		44	965	152	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	66	17	134		41	2	2		13	1355	10		44	965	152	
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:	66	17	134		41	2	2		13	1355	10		44	965	152	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.72	0.85	0.85		0.48	0.48	0.83		0.93	0.93	0.93		0.93	0.96	0.96	
Lanes:	1.00	0.11	0.89		0.95	0.05	1.00		1.00	1.99	0.01		1.00	0.86	0.14	
Final Sat.:	1365	183	1431		858	45	1583		1769	3509	25		1769	1576	248	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.09	0.09		0.05	0.05	0.00		0.01	0.39	0.39		0.02	0.61	0.61	
Crit Moves:		****							****					****		
Green/Cycle:	0.12	0.12	0.12		0.12	0.12	0.12		0.04	0.74	0.74		0.08	0.77	0.77	
Volume/Cap:	0.41	0.79	0.79		0.40	0.40	0.01		0.18	0.52	0.52		0.33	0.79	0.79	
Uniform Del:	40.9	42.9	42.9		40.8	40.8	39.0		46.4	5.7	5.7		43.8	6.7	6.7	
IncremntDel:	1.7	19.9	19.9		2.5	2.5	0.0		1.2	0.2	0.2		1.4	3.2	3.2	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	42.6	62.8	62.8		43.3	43.3	39.0		47.7	5.9	5.9		45.2	9.9	9.9	
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:	42.6	62.8	62.8		43.3	43.3	39.0		47.7	5.9	5.9		45.2	9.9	9.9	
LOS by Move:	D	E	E		D	D	D		D	A	A		D	A	A	
HCM2kAvgQ:	2	7	7		2	2	0		1	10	10		2	22	22	

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

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

Intersection #15 Coleman Ave. & Willow Rd.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.882
Loss Time (sec): 7 (Y+R=3.0 sec) Average Delay (sec/veh): 17.4
Optimal Cycle: 88 Level Of Service: B

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:	4	4	4		4	4	4		10	10	10		10	10	10	
Lanes:	0 0	1!	0	0	0 0	1!	0	0	1 0	0	1	0	1 0	0	1	0
Volume Module: >> Count Date: 30 Sep 2009 << 7:30 - 8:30 AM																
Base Vol:	3	3	8		142	6	48		17	892	5		6	854	62	
Growth Adj:	1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07	
Initial Bse:	3	3	9		152	6	51		18	954	5		6	914	66	
Added Vol:	0	0	0		0	0	0		0	284	0		0	55	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	3	3	9		152	6	51		18	1238	5		6	969	66	
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	3	9		152	6	51		18	1238	5		6	969	66	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	3	3	9		152	6	51		18	1238	5		6	969	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	
FinalVolume:	3	3	9		152	6	51		18	1238	5		6	969	66	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.87	0.87	0.87		0.73	0.73	0.73		0.18	0.98	0.98		0.08	0.97	0.97	
Lanes:	0.21	0.21	0.58		0.73	0.03	0.24		1.00	0.99	0.01		1.00	0.94	0.06	
Final Sat.:	353	353	942		999	42	338		333	1852	8		147	1725	118	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.01	0.01		0.15	0.15	0.15		0.05	0.67	0.67		0.04	0.56	0.56	
Crit Moves:						****				****						
Green/Cycle:	0.17	0.17	0.17		0.17	0.17	0.17		0.76	0.76	0.76		0.76	0.76	0.76	
Volume/Cap:	0.05	0.05	0.05		0.88	0.88	0.88		0.07	0.88	0.88		0.06	0.74	0.74	
Uniform Del:	34.6	34.6	34.6		40.4	40.4	40.4		3.1	8.9	8.9		3.1	6.7	6.7	
IncremntDel:	0.1	0.1	0.1		29.6	29.6	29.6		0.1	6.9	6.9		0.2	2.2	2.2	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	34.6	34.6	34.6		70.0	70.0	70.0		3.2	15.7	15.7		3.3	8.9	8.9	
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:	34.6	34.6	34.6		70.0	70.0	70.0		3.2	15.7	15.7		3.3	8.9	8.9	
LOS by Move:	C	C	C		E	E	E		A	B	B		A	A	A	
HCM2kAvgQ:	0	0	0		9	9	9		0	31	31		0	19	19	

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

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

Intersection #16 Gilbert Ave. & Willow Rd.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.855
Loss Time (sec): 7 (Y+R=3.0 sec) Average Delay (sec/veh): 18.1
Optimal Cycle: 77 Level Of Service: B

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:	5	5	5		5	5	5		12	12	12		12	12	12	
Lanes:	1	0	0	1	0	1	0	0	1	0	1	0	0	1	0	0
Volume Module: >> Count Date: 1 Oct 2009 << 7:30 - 8:30 AM																
Base Vol:	101	85	122		31	41	7		4	794	72		41	869	5	
Growth Adj:	1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07	
Initial Bse:	108	91	131		33	44	7		4	850	77		44	930	5	
Added Vol:	11	0	37		0	0	0		0	247	8		5	50	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	119	91	168		33	44	7		4	1097	85		49	980	5	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	119	91	168		33	44	7		4	1097	85		49	980	5	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	119	91	168		33	44	7		4	1097	85		49	980	5	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	119	91	168		33	44	7		4	1097	85		49	980	5	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.71	0.88	0.88		0.25	0.96	0.96		0.19	0.97	0.97		0.10	0.98	0.98	
Lanes:	1.00	0.35	0.65		1.00	0.85	0.15		1.00	0.93	0.07		1.00	0.99	0.01	
Final Sat.:	1352	592	1090		477	1555	266		369	1709	133		194	1850	10	
Capacity Analysis Module:																
Vol/Sat:	0.09	0.15	0.15		0.07	0.03	0.03		0.01	0.64	0.64		0.25	0.53	0.53	
Crit Moves:		****								****						
Green/Cycle:	0.18	0.18	0.18		0.18	0.18	0.18		0.75	0.75	0.75		0.75	0.75	0.75	
Volume/Cap:	0.49	0.86	0.86		0.39	0.16	0.16		0.02	0.86	0.86		0.34	0.71	0.71	
Uniform Del:	36.9	39.8	39.8		36.2	34.6	34.6		3.2	8.7	8.7		4.2	6.6	6.6	
IncremntDel:	1.6	20.6	20.6		2.9	0.2	0.2		0.0	5.5	5.5		1.4	1.7	1.7	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	38.4	60.3	60.3		39.0	34.8	34.8		3.2	14.2	14.2		5.5	8.3	8.3	
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:	38.4	60.3	60.3		39.0	34.8	34.8		3.2	14.2	14.2		5.5	8.3	8.3	
LOS by Move:	D	E	E		D	C	C		A	B	B		A	A	A	
HCM2kAvgQ:	4	11	11		1	1	1		0	28	28		1	17	17	

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

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

Intersection #17 Middlefield Rd. & Willow Rd.

Cycle (sec): 130 Critical Vol./Cap.(X): 1.216
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 121.5
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Split Phase				Split Phase				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	8	8	8		8	8	8		8	8	8		8	8	8	
Lanes:	1	0	2	0	1	1	1	0	1	0	1	0	1	1	0	0
Volume Module: >> Count Date: 30 Sep 2009 << 8:00 - 9:00 AM																
Base Vol:	67	342	245		408	322	10		16	166	117		420	64	494	
Growth Adj:	1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07	
Initial Bse:	72	366	262		437	345	11		17	178	125		449	68	529	
Added Vol:	15	9	146		80	7	0		0	30	10		20	19	21	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	87	375	408		517	352	11		17	208	135		469	87	550	
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:	87	375	408		517	352	11		17	208	135		469	87	550	
Reduct Vol:	0	0	3		0	0	0		0	0	0		0	0	0	
Reduced Vol:	87	375	405		517	352	11		17	208	135		469	87	550	
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:	87	375	405		517	352	11		17	208	135		469	87	550	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.93	0.93	0.42		0.90	0.90	0.90		0.93	0.98	0.83		0.94	0.94	0.83	
Lanes:	1.00	2.00	1.00		1.76	1.20	0.04		1.00	1.00	1.00		1.69	0.31	1.00	
Final Sat.:	1769	3538	791		3023	2057	63		1769	1862	1583		3013	562	1583	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.11	0.51		0.17	0.17	0.17		0.01	0.11	0.09		0.16	0.16	0.35	
Crit Moves:			****		****					****					****	
Green/Cycle:	0.42	0.42	0.42		0.14	0.14	0.14		0.09	0.09	0.09		0.29	0.29	0.29	
Volume/Cap:	0.12	0.25	1.22		1.22	1.22	1.22		0.11	1.22	0.93		0.55	0.55	1.22	
Uniform Del:	22.9	24.4	37.6		55.9	55.9	55.9		54.2	59.0	58.6		39.3	39.3	46.4	
IncremntDel:	0.1	0.1	121.7		109.8	110	109.8		0.3	139	54.5		0.6	0.6	116.2	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	23.0	24.5	159.4		165.7	166	165.7		54.4	198	113.1		39.9	39.9	162.6	
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:	23.0	24.5	159.4		165.7	166	165.7		54.4	198	113.1		39.9	39.9	162.6	
LOS by Move:	C	C	F		F	F	F		D	F	F		D	D	F	
HCM2kAvgQ:	2	5	28		22	22	22		1	15	8		10	10	36	

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

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

Intersection #18 Bayfront Exp. & University Ave.

Cycle (sec): 160 Critical Vol./Cap.(X): 0.890
Loss Time (sec): 10 (Y+R=3.0 sec) Average Delay (sec/veh): 33.5
Optimal Cycle: 121 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	T	R	L	T	T	R	L	T	T	R	L	T	T	R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	5	5	0	0	0	5	5	5	5	0	5	0	0	0	0	0
Lanes:	2	0	3	0	0	0	0	3	0	1	2	0	0	0	3	0	0	0	0	0
Volume Module: >> Count Date: 1 Oct 2009 << 7:15 - 8:15 AM																
Base Vol:	1541	2882	0	0	884	188	179	0	429	0	0	0				
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07				
Initial Bse:	1649	3084	0	0	946	201	192	0	459	0	0	0				
Added Vol:	10	599	0	0	73	13	181	0	2	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	1659	3683	0	0	1019	214	373	0	461	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:	1659	3683	0	0	1019	214	373	0	461	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	1659	3683	0	0	1019	214	373	0	461	0	0	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	1659	3683	0	0	1019	214	373	0	461	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.90	0.89	1.00	1.00	0.89	0.83	0.90	1.00	0.73	1.00	1.00	1.00				
Lanes:	2.00	3.00	0.00	0.00	3.00	1.00	2.00	0.00	3.00	0.00	0.00	0.00				
Final Sat.:	3432	5083	0	0	5083	1583	3432	0	4178	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.48	0.72	0.00	0.00	0.20	0.14	0.11	0.00	0.11	0.00	0.00	0.00				
Crit Moves:		****		****					****							
Green/Cycle:	0.58	0.81	0.00	0.00	0.24	0.24	0.12	0.00	0.12	0.00	0.00	0.00				
Volume/Cap:	0.84	0.89	0.00	0.00	0.84	0.57	0.88	0.00	0.89	0.00	0.00	0.00				
Uniform Del:	28.0	10.1	0.0	0.0	58.0	53.7	68.9	0.0	69.0	0.0	0.0	0.0				
IncremntDel:	3.4	2.8	0.0	0.0	5.4	2.0	18.1	0.0	17.3	0.0	0.0	0.0				
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00				
Delay/Veh:	31.4	12.9	0.0	0.0	63.4	55.7	87.0	0.0	86.3	0.0	0.0	0.0				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	31.4	12.9	0.0	0.0	63.4	55.7	87.0	0.0	86.3	0.0	0.0	0.0				
LOS by Move:	C	B	A	A	E	E	F	A	F	A	A	A				
HCM2kAvgQ:	36	47	0	0	20	10	12	0	11	0	0	0				

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

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

Intersection #19 O'Brien Dr. & University Ave.

Cycle (sec): 85 Critical Vol./Cap.(X): 0.573
Loss Time (sec): 11 (Y+R=3.0 sec) Average Delay (sec/veh): 6.3
Optimal Cycle: 43 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	T	R	L	T	T	R	L	T	T	R	L	T	T	R
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	5	0	0	5	5	5	0	0	5	5			
Lanes:	0	0	0	0	0	0	1!	0	0	1	0	2	0	0	0	0	1	1	0
Volume Module: >> Count Date: 8 Oct 2009 << 7:45 - 8:45 AM																
Base Vol:	0	0	0	22	0	22	68	526	0	0	1341	46				
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07				
Initial Bse:	0	0	0	24	0	24	73	563	0	0	1435	49				
Added Vol:	0	0	0	2	0	0	0	181	0	0	13	10				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	0	0	0	26	0	24	73	744	0	0	1448	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:	1.00	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	26	0	24	73	744	0	0	1448	59				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	0	0	26	0	24	73	744	0	0	1448	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				
FinalVolume:	0	0	0	26	0	24	73	744	0	0	1448	59				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	1.00	1.00	1.00	0.89	1.00	0.89	0.93	0.93	1.00	1.00	0.93	0.93				
Lanes:	0.00	0.00	0.00	0.52	0.00	0.48	1.00	2.00	0.00	0.00	1.92	0.08				
Final Sat.:	0	0	0	883	0	814	1769	3538	0	0	3378	138				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.03	0.04	0.21	0.00	0.00	0.43	0.43				
Crit Moves:				****			****				****					
Green/Cycle:	0.00	0.00	0.00	0.06	0.00	0.06	0.07	0.81	0.00	0.00	0.74	0.74				
Volume/Cap:	0.00	0.00	0.00	0.49	0.00	0.49	0.58	0.26	0.00	0.00	0.58	0.58				
Uniform Del:	0.0	0.0	0.0	38.8	0.0	38.8	38.2	1.9	0.0	0.0	5.0	5.0				
IncremntDel:	0.0	0.0	0.0	3.8	0.0	3.8	6.6	0.0	0.0	0.0	0.3	0.3				
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00				
Delay/Veh:	0.0	0.0	0.0	42.5	0.0	42.5	44.8	2.0	0.0	0.0	5.3	5.3				
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:	0.0	0.0	0.0	42.5	0.0	42.5	44.8	2.0	0.0	0.0	5.3	5.3				
LOS by Move:	A	A	A	D	A	D	D	A	A	A	A	A				
HCM2kAvgQ:	0	0	0	2	0	2	3	3	0	0	10	10				

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

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

Intersection #20 University & Kavanaugh

Cycle (sec): 100 Critical Vol./Cap.(X): 0.584
Loss Time (sec): 11 (Y+R=3.0 sec) Average Delay (sec/veh): 13.6
Optimal Cycle: 85 Level Of Service: B

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:	5	5	5	5	5	5	5	5	5	5	5	5
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	32	37	20	8	21	44	40	582	43	25	1302	25
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	34	40	21	9	22	47	43	623	46	27	1393	27
Added Vol:	0	0	0	0	0	0	0	181	0	0	13	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	34	40	21	9	22	47	43	804	46	27	1406	27
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:	34	40	21	9	22	47	43	804	46	27	1406	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	40	21	9	22	47	43	804	46	27	1406	27
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:	34	40	21	9	22	47	43	804	46	27	1406	27
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.91	0.91	0.91	0.95	0.94	0.94	0.95	0.95	0.95
Lanes:	0.36	0.42	0.22	0.11	0.29	0.60	1.00	1.89	0.11	1.00	1.96	0.04
Final Sat.:	651	752	407	190	500	1047	1805	3387	194	1805	3532	67
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.05	0.04	0.04	0.04	0.02	0.24	0.24	0.01	0.40	0.40
Crit Moves:	****				****		****				****	
Green/Cycle:	0.09	0.08	0.08	0.08	0.08	0.08	0.05	0.60	0.60	0.13	0.67	0.67
Volume/Cap:	0.59	0.62	0.62	0.56	0.59	0.59	0.47	0.40	0.40	0.12	0.59	0.59
Uniform Del:	43.8	44.2	44.2	44.3	44.7	44.7	46.2	10.6	10.6	38.8	8.8	8.8
IncremntDel:	5.7	7.6	7.6	5.0	6.9	6.9	3.9	0.1	0.1	0.2	0.4	0.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	49.5	51.8	51.8	49.2	51.6	51.6	50.1	10.7	10.7	39.0	9.2	9.2
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:	49.5	51.8	51.8	49.2	51.6	51.6	50.1	10.7	10.7	39.0	9.2	9.2
LOS by Move:	D	D	D	D	D	D	D	B	B	D	A	A
HCM2kAvgQ:	4	4	4	3	3	3	2	7	7	1	13	13

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

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

Intersection #21 University & Bay

Cycle (sec): 100 Critical Vol./Cap.(X): 0.664
Loss Time (sec): 11 (Y+R=3.0 sec) Average Delay (sec/veh): 27.2
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:	5	5	5	5	5	5	5	5	5	5	5	5
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	108	225	113	50	196	86	141	497	78	97	1115	49
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	116	241	121	54	210	92	151	532	83	104	1193	52
Added Vol:	0	0	0	0	0	0	0	181	0	0	13	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	116	241	121	54	210	92	151	713	83	104	1206	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	116	241	121	54	210	92	151	713	83	104	1206	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	116	241	121	54	210	92	151	713	83	104	1206	52
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:	116	241	121	54	210	92	151	713	83	104	1206	52
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.93	0.93	0.95	0.94	0.94
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.79	0.21	1.00	1.92	0.08
Final Sat.:	1805	1900	1615	1805	1900	1615	1805	3180	372	1805	3439	149
Capacity Analysis Module:												
Vol/Sat:	0.06	0.13	0.07	0.03	0.11	0.06	0.08	0.22	0.22	0.06	0.35	0.35
Crit Moves:		****		****			****				****	
Green/Cycle:	0.09	0.19	0.19	0.05	0.15	0.15	0.13	0.52	0.52	0.13	0.53	0.53
Volume/Cap:	0.73	0.67	0.39	0.59	0.73	0.38	0.67	0.43	0.43	0.43	0.67	0.67
Uniform Del:	44.4	37.6	35.5	46.5	40.4	38.2	41.8	15.0	15.0	39.9	17.4	17.4
IncremntDel:	15.5	4.8	0.8	10.1	9.0	1.0	7.5	0.2	0.2	1.3	0.9	0.9
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	60.0	42.3	36.3	56.6	49.4	39.1	49.2	15.2	15.2	41.2	18.3	18.3
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:	60.0	42.3	36.3	56.6	49.4	39.1	49.2	15.2	15.2	41.2	18.3	18.3
LOS by Move:	E	D	D	E	D	D	D	B	B	D	B	B
HCM2kAvgQ:	5	8	4	3	8	3	6	8	8	3	15	15

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

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

Intersection #22 University & Runnymede

Cycle (sec): 100 Critical Vol./Cap.(X): 0.649
Loss Time (sec): 11 (Y+R=3.0 sec) Average Delay (sec/veh): 20.3
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:	5	5	5		5	5	5		5	5	5		5	5	5	
Lanes:	0	0	1!	0	0	0	1!	0	0	1	0	1	1	0	1	0	1	0
Volume Module:																		
Base Vol:	47	105	12		16	59	56		18	626	48		88	1246	61	
Growth Adj:	1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07	
Initial Bse:	50	112	13		17	63	60		19	670	51		94	1333	65	
Added Vol:	0	0	0		0	0	0		0	181	0		0	13	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	50	112	13		17	63	60		19	851	51		94	1346	65	
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:	50	112	13		17	63	60		19	851	51		94	1346	65	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	50	112	13		17	63	60		19	851	51		94	1346	65	
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:	50	112	13		17	63	60		19	851	51		94	1346	65	
Saturation Flow Module:																		
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.98	0.98	0.98		0.94	0.94	0.94		0.95	0.94	0.94		0.95	0.94	0.94	
Lanes:	0.29	0.64	0.07		0.12	0.45	0.43		1.00	1.89	0.11		1.00	1.91	0.09	
Final Sat.:	532	1187	136		217	801	761		1805	3374	204		1805	3419	166	
Capacity Analysis Module:																		
Vol/Sat:	0.09	0.09	0.09		0.08	0.08	0.08		0.01	0.25	0.25		0.05	0.39	0.39	
Crit Moves:	****					****			****					****		
Green/Cycle:	0.14	0.14	0.14		0.12	0.12	0.12		0.05	0.52	0.52		0.11	0.58	0.58	
Volume/Cap:	0.68	0.68	0.68		0.68	0.68	0.68		0.21	0.48	0.48		0.48	0.68	0.68	
Uniform Del:	40.8	40.8	40.8		42.3	42.3	42.3		45.6	15.1	15.1		41.9	14.3	14.3	
IncremntDel:	6.9	6.9	6.9		8.5	8.5	8.5		1.2	0.2	0.2		1.9	0.9	0.9	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	47.7	47.7	47.7		50.9	50.9	50.9		46.8	15.3	15.3		43.8	15.2	15.2	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	47.7	47.7	47.7		50.9	50.9	50.9		46.8	15.3	15.3		43.8	15.2	15.2	
LOS by Move:	D	D	D		D	D	D		D	B	B		D	B	B	
HCM2kAvgQ:	6	6	6		5	5	5		1	9	9		3	16	16	

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

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

Intersection #23 University & Bell

Cycle (sec): 95 Critical Vol./Cap.(X): 0.305
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 6.9
Optimal Cycle: 91 Level Of Service: A

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:	14	14	14		14	14	14		73	73	73		73	73	73	
Lanes:	0	0	1!	0	0	0	1!	0	0	1	0	1	1	0	1	0	1	0
Volume Module:																		
Base Vol:	18	59	9		7	43	11		15	614	24		15	123	24	
Growth Adj:	1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07	
Initial Bse:	19	63	10		7	46	12		16	657	26		16	132	26	
Added Vol:	0	0	0		0	0	0		0	181	0		0	13	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	19	63	10		7	46	12		16	838	26		16	145	26	
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:	19	63	10		7	46	12		16	838	26		16	145	26	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	19	63	10		7	46	12		16	838	26		16	145	26	
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:	19	63	10		7	46	12		16	838	26		16	145	26	
Saturation Flow Module:																		
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.93	0.93	0.93		0.95	0.95	0.95		0.64	0.95	0.95		0.30	0.93	0.93	
Lanes:	0.21	0.69	0.10		0.11	0.71	0.18		1.00	1.94	0.06		1.00	1.70	0.30	
Final Sat.:	369	1209	184		207	1271	325		1212	3489	107		578	2995	532	
Capacity Analysis Module:																		
Vol/Sat:	0.05	0.05	0.05		0.04	0.04	0.04		0.01	0.24	0.24		0.03	0.05	0.05	
Crit Moves:		****								****						
Green/Cycle:	0.17	0.17	0.17		0.17	0.17	0.17		0.79	0.79	0.79		0.79	0.79	0.79	
Volume/Cap:	0.31	0.31	0.31		0.21	0.21	0.21		0.02	0.31	0.31		0.04	0.06	0.06	
Uniform Del:	34.4	34.4	34.4		33.9	33.9	33.9		2.2	2.8	2.8		2.2	2.3	2.3	
IncremntDel:	0.6	0.6	0.6		0.3	0.3	0.3		0.0	0.1	0.1		0.0	0.0	0.0	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	35.0	35.0	35.0		34.2	34.2	34.2		2.2	2.9	2.9		2.3	2.3	2.3	
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:	35.0	35.0	35.0		34.2	34.2	34.2		2.2	2.9	2.9		2.3	2.3	2.3	
LOS by Move:	D	D	D		C	C	C		A	A	A		A	A	A	
HCM2kAvgQ:	3	3	3		2	2	2		0	4	4		0	1	1	

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

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

Intersection #24 University & Donohoe

Cycle (sec): 100 Critical Vol./Cap.(X): 0.974
Loss Time (sec): 11 (Y+R=3.0 sec) Average Delay (sec/veh): 44.4
Optimal Cycle: 161 Level Of Service: D

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:	5	5	5		5	5	5		5	5	5		5	5	5	
Lanes:	1	1 0	1	1	1	0 1	0	1	2	0 2	0	1	1	0 1	1	0
Volume Module:																
Base Vol:	362	437	328		11	124	383		117	352	283		49	1205	68	
Growth Adj:	1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07	
Initial Bse:	387	468	351		12	133	410		125	377	303		52	1289	73	
Added Vol:	0	0	100		0	0	0		0	81	0		0	13	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	387	468	451		12	133	410		125	458	303		52	1302	73	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	387	468	451		12	133	410		125	458	303		52	1302	73	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	387	468	451		12	133	410		125	458	303		52	1302	73	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	387	468	451		12	133	410		125	458	303		52	1302	73	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.89	0.89	0.89		0.95	1.00	0.85		0.92	0.95	0.85		0.95	0.94	0.94	
Lanes:	1.19	1.43	1.38		1.00	1.00	1.00		2.00	2.00	1.00		1.00	1.89	0.11	
Final Sat.:	2000	2414	2328		1805	1900	1615		3502	3610	1615		1805	3392	189	
Capacity Analysis Module:																
Vol/Sat:	0.19	0.19	0.19		0.01	0.07	0.25		0.04	0.13	0.19		0.03	0.38	0.38	
Crit Moves:	****						****		****					****		
Green/Cycle:	0.20	0.36	0.36		0.09	0.26	0.26		0.05	0.35	0.35		0.09	0.39	0.39	
Volume/Cap:	0.99	0.54	0.54		0.07	0.27	0.99		0.72	0.37	0.54		0.32	0.99	0.99	
Uniform Del:	40.1	25.5	25.5		41.4	29.7	37.1		46.8	24.5	26.3		42.4	30.4	30.4	
IncremntDel:	22.3	0.2	0.2		0.2	0.3	41.4		13.1	0.2	1.1		1.1	21.6	21.6	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	62.4	25.7	25.7		41.6	30.0	78.5		59.9	24.7	27.4		43.5	52.0	52.0	
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:	62.4	25.7	25.7		41.6	30.0	78.5		59.9	24.7	27.4		43.5	52.0	52.0	
LOS by Move:	E	C	C		D	C	E		E	C	C		D	D	D	
HCM2kAvgQ:	16	9	9		0	3	18		3	6	8		2	29	29	

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

Level Of Service Computation Report
1994 HCM Operations Method (Future Volume Alternative)

Intersection #25 NB 101 & Donohoe St

Cycle (sec): 65 Critical Vol./Cap.(X): 0.423
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 9.4
Optimal Cycle: 57 Level Of Service: B

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	23	23		0	23	0		20	0	20		0	0	10	
Lanes:	0	0 2	1	0	0	0 2	0	0	2	0 0	0	1	0	0 0	0	1
Volume Module:																
Base Vol:	0	837	8		0	451	0		365	0	140		0	0	113	
Growth Adj:	1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07	
Initial Bse:	0	896	9		0	483	0		391	0	150		0	0	121	
Added Vol:	0	0	0		0	0	0		100	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	896	9		0	483	0		491	0	150		0	0	121	
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	896	9		0	483	0		491	0	150		0	0	121	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	896	9		0	483	0		491	0	150		0	0	121	
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	1.10	1.10		1.00	1.05	1.00		1.03	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	985	9		0	507	0		505	0	150		0	0	121	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		0.95	1.00	0.85		1.00	1.00	0.77	
Lanes:	0.00	2.97	0.03		0.00	2.00	0.00		2.00	0.00	1.00		0.00	0.00	1.00	
Final Sat.:	0	5646	54		0	3800	0		3610	0	1615		0	0	1463	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.17	0.17		0.00	0.13	0.00		0.14	0.00	0.09		0.00	0.00	0.08	
Crit Moves:		****			****				****						****	
Green/Cycle:	0.00	0.41	0.41		0.00	0.41	0.00		0.33	0.00	0.53		0.00	0.00	0.20	
Volume/Cap:	0.00	0.42	0.42		0.00	0.32	0.00		0.42	0.00	0.18		0.00	0.00	0.42	
Uniform Del:	0.0	10.3	10.3		0.0	9.8	0.0		12.9	0.0	6.1		0.0	0.0	17.4	
IncremntDel:	0.0	0.1	0.1		0.0	0.0	0.0		0.2	0.0	0.0		0.0	0.0	0.6	
Delay Adj:	0.00	0.85	0.85		0.00	0.85	0.00		0.85	0.00	0.85		0.00	0.00	0.85	
Delay/Veh:	0.0	8.9	8.9		0.0	8.4	0.0		11.1	0.0	5.2		0.0	0.0	15.4	
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:	0.0	8.9	8.9		0.0	8.4	0.0		11.1	0.0	5.2		0.0	0.0	15.4	
DesignQueue:	0	7	7		0	6	0		6	0	3		0	0	4	

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

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

Intersection #26 University & SB US 101

Cycle (sec): 85 Critical Vol./Cap.(X): 0.665
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 18.0
Optimal Cycle: 118 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Protected				Permitted				Protected			
Rights:	Include				Include				Ovl				Include			
Min. Green:	16	16	16		0	0	0		0	29	45		28	61	0	
Lanes:	1	0	1!	0	1	0	0	0	0	0	0	0	2	0	2	0	0
Volume Module:																	
Base Vol:	317	1	220		0	0	0		0	828	379		798	1527	0	
Growth Adj:	1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07	
Initial Bse:	339	1	235		0	0	0		0	886	406		854	1634	0	
Added Vol:	0	0	0		0	0	0		0	81	6		7	14	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	339	1	235		0	0	0		0	967	412		861	1648	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:	339	1	235		0	0	0		0	967	412		861	1648	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	339	1	235		0	0	0		0	967	412		861	1648	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	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:	339	1	235		0	0	0		0	967	412		861	1648	0	
Saturation Flow Module:																	
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.86	0.86	0.86		1.00	1.00	1.00		1.00	0.95	0.75		0.92	0.95	1.00	
Lanes:	1.58	0.01	1.41		0.00	0.00	0.00		0.00	2.00	2.00		2.00	2.00	0.00	
Final Sat.:	2584	6	2291		0	0	0		0	3610	2842		3502	3610	0	
Capacity Analysis Module:																	
Vol/Sat:	0.13	0.18	0.10		0.00	0.00	0.00		0.00	0.27	0.14		0.25	0.46	0.00	
Crit Moves:		****												****		
Green/Cycle:	0.19	0.19	0.19		0.00	0.00	0.00		0.00	0.34	0.34		0.42	0.76	0.00	
Volume/Cap:	0.70	0.94	0.55		0.00	0.00	0.00		0.00	0.79	0.42		0.58	0.60	0.00	
Uniform Del:	32.2	34.0	31.2		0.0	0.0	0.0		0.0	25.2	21.6		18.7	4.3	0.0	
IncremntDel:	2.6	23.0	0.6		0.0	0.0	0.0		0.0	3.4	0.3		0.6	0.4	0.0	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		0.00	0.00	0.00		0.00	1.00	1.00		1.00	1.00	0.00	
Delay/Veh:	34.9	57.0	31.8		0.0	0.0	0.0		0.0	28.6	21.9		19.3	4.7	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	34.9	57.0	31.8		0.0	0.0	0.0		0.0	28.6	21.9		19.3	4.7	0.0	
LOS by Move:	C	E	C		A	A	A		A	C	C		B	A	A	
HCM2kAvgQ:	7	12	5		0	0	0		0	14	5		9	10	0	

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

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

Intersection #27 University Ave. & Woodland

Cycle (sec): 100 Critical Vol./Cap.(X): 0.921
Loss Time (sec): 11 (Y+R=3.0 sec) Average Delay (sec/veh): 41.6
Optimal Cycle: 119 Level Of Service: D

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:	5	5	5		5	5	5		5	5	5		5	5	5	
Lanes:	0	0	1!	0	0	2	0	0	1	0	1	0	1	1	0	1	0	2	0	1
Volume Module:																	
Base Vol:	14	78	250		410	115	41		51	538	13		238	1506	420	
Growth Adj:	1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07	
Initial Bse:	15	83	268		439	123	44		55	576	14		255	1611	449	
Added Vol:	0	0	0		0	0	0		0	87	0		0	14	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	15	83	268		439	123	44		55	663	14		255	1625	449	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	15	83	268		439	123	44		55	663	14		255	1625	449	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	15	83	268		439	123	44		55	663	14		255	1625	449	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	15	83	268		439	123	44		55	663	14		255	1625	449	
Saturation Flow Module:																	
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.90	0.90	0.90		0.92	0.96	0.96		0.95	0.95	0.95		0.95	0.95	0.85	
Lanes:	0.04	0.23	0.73		2.00	0.74	0.26		1.00	1.96	0.04		1.00	2.00	1.00	
Final Sat.:	70	390	1249		3502	1346	480		1805	3525	74		1805	3610	1615	
Capacity Analysis Module:																	
Vol/Sat:	0.21	0.21	0.21		0.13	0.09	0.09		0.03	0.19	0.19		0.14	0.45	0.28	
Crit Moves:		****			****				****					****		
Green/Cycle:	0.25	0.23	0.23		0.13	0.11	0.11		0.05	0.30	0.30		0.23	0.48	0.48	
Volume/Cap:	0.85	0.94	0.94		0.94	0.85	0.85		0.60	0.62	0.62		0.62	0.94	0.58	
Uniform Del:	35.5	37.9	37.9		42.9	43.8	43.8		46.5	30.0	30.0		34.8	24.7	18.8	
IncremntDel:	14.3	30.7	30.7		27.2	27.2	27.2		11.1	1.1	1.1		3.0	10.6	1.1	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	49.8	68.6	68.6		70.2	71.0	71.0		57.7	31.1	31.1		37.8	35.3	19.9	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	49.8	68.6	68.6		70.2	71.0	71.0		57.7	31.1	31.1		37.8	35.3	19.9	
LOS by Move:	D	E	E		E	E	E		E	C	C		D	D	B	
HCM2kAvgQ:	13	15	15		11	8	8		3	10	10		8	30	10	

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

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

Intersection #28 Middlefield Rd. & University Ave.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.858
Loss Time (sec): 11 (Y+R=3.0 sec) Average Delay (sec/veh): 42.7
Optimal Cycle: 90 Level Of Service: D

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:	5	5	5		5	5	5		5	5	5		5	5	5	
Lanes:	0	1	0	1	0	0	1	0	1	0	0	1	0	1	0	1	0
Volume Module:																	
Base Vol:	37	264	51		92	391	62		15	228	24		73	584	95		
Growth Adj:	1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07		
Initial Bse:	40	282	55		98	418	66		16	244	26		78	625	102		
Added Vol:	0	131	67		6	29	2		31	13	0		5	1	9		
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0		
Initial Fut:	40	413	122		104	447	68		47	257	26		83	626	111		
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	413	122		104	447	68		47	257	26		83	626	111		
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0		
Reduced Vol:	40	413	122		104	447	68		47	257	26		83	626	111		
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	413	122		104	447	68		47	257	26		83	626	111		
Saturation Flow Module:																	
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		
Adjustment:	0.92	0.92	0.92		0.93	0.93	0.93		0.95	0.99	0.99		0.95	0.98	0.98		
Lanes:	0.14	1.44	0.42		0.34	1.44	0.22		1.00	0.91	0.09		1.00	0.85	0.15		
Final Sat.:	240	2507	737		593	2542	388		1805	1703	170		1805	1579	279		
Capacity Analysis Module:																	
Vol/Sat:	0.16	0.16	0.16		0.18	0.18	0.18		0.03	0.15	0.15		0.05	0.40	0.40		
Crit Moves:		****			****				****					****			
Green/Cycle:	0.19	0.19	0.19		0.20	0.20	0.20		0.05	0.38	0.38		0.12	0.45	0.45		
Volume/Cap:	0.88	0.88	0.88		0.88	0.88	0.88		0.52	0.40	0.40		0.37	0.88	0.88		
Uniform Del:	39.5	39.5	39.5		38.8	38.8	38.8		46.3	22.9	22.9		40.1	24.9	24.9		
IncremntDel:	12.9	12.9	12.9		12.1	12.1	12.1		5.4	0.4	0.4		1.0	10.4	10.4		
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		
Delay/Veh:	52.4	52.4	52.4		50.9	50.9	50.9		51.7	23.2	23.2		41.2	35.3	35.3		
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:	52.4	52.4	52.4		50.9	50.9	50.9		51.7	23.2	23.2		41.2	35.3	35.3		
LOS by Move:	D	D	D		D	D	D		D	C	C		D	D	D		
HCM2kAvgQ:	12	12	12		13	13	13		2	6	6		3	24	24		

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

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

Intersection #29 Bayfront Exp. & Chrysler Dr.

Cycle (sec): 130 Critical Vol./Cap.(X): 0.706
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 17.4
Optimal Cycle: 54 Level Of Service: B

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				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	5	5	0		0	5	5		5	0	5		0	0	0	
Lanes:	1	0	3	0	0	0	0	3	0	1	1	0	0	0	1	0	0	0	0	0
Volume Module: >> Count Date: 21 Oct 2009 << 7:15 - 8:15 AM																	
Base Vol:	45	2362	0		0	1034	31		103	0	6		0	0	0		
Growth Adj:	1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07		
Initial Bse:	48	2527	0		0	1106	33		110	0	6		0	0	0		
Added Vol:	94	55	0		0	783	0		153	0	21		0	0	0		
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0		
Initial Fut:	142	2582	0		0	1889	33		263	0	27		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:	142	2582	0		0	1889	33		263	0	27		0	0	0		
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0		
Reduced Vol:	142	2582	0		0	1889	33		263	0	27		0	0	0		
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	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:	142	2582	0		0	1889	33		263	0	27		0	0	0		
Saturation Flow Module:																	
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		
Adjustment:	0.93	0.89	1.00		1.00	0.89	0.83		0.93	1.00	0.83		1.00	1.00	1.00		
Lanes:	1.00	3.00	0.00		0.00	3.00	1.00		1.00	0.00	1.00		0.00	0.00	0.00		
Final Sat.:	1769	5083	0		0	5083	1583		1769	0	1583		0	0	0		
Capacity Analysis Module:																	
Vol/Sat:	0.08	0.51	0.00		0.00	0.37	0.02		0.15	0.00	0.02		0.00	0.00	0.00		
Crit Moves:		****			****				****								
Green/Cycle:	0.13	0.72	0.00		0.00	0.59	0.59		0.21	0.00	0.21		0.00	0.00	0.00		
Volume/Cap:	0.63	0.71	0.00		0.00	0.63	0.04		0.71	0.00	0.08		0.00	0.00	0.00		
Uniform Del:	53.7	10.4	0.0		0.0	17.2	11.1		47.6	0.0	41.2		0.0	0.0	0.0		
IncremntDel:	5.5	0.6	0.0		0.0	0.4	0.0		6.1	0.0	0.1		0.0	0.0	0.0		
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		
Delay Adj:	1.00	1.00	0.00		0.00	1.00	1.00		1.00	0.00	1.00		0.00	0.00	0.00		
Delay/Veh:	59.3	11.0	0.0		0.0	17.7	11.1		53.6	0.0	41.3		0.0	0.0	0.0		
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		
AdjDel/Veh:	59.3	11.0	0.0		0.0	17.7	11.1		53.6	0.0	41.3		0.0	0.0	0.0		
LOS by Move:	E	B	A		A	B	B		D	A	D		A	A	A		
HCM2kAvgQ:	6	22	0		0	18	1		11	0	1		0	0	0		

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

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

Intersection #30 Bayfront Exp. & Chilco St.

Cycle (sec): 130 Critical Vol./Cap.(X): 0.657
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 19.5
Optimal Cycle: 48 Level Of Service: B

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				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	5	5	0	0	5	5	5	0	5	0	0	0				
Lanes:	1	0	3	0	0	0	0	3	0	1	1	0	0	0	1	0	0	0	0	0
Volume Module: >> Count Date: 20 Oct 2009 << 7:45 - 8:45 AM																
Base Vol:	146	2070	0	0	851	196	218	0	31	0	0	0				
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07				
Initial Bse:	156	2215	0	0	911	210	233	0	33	0	0	0				
Added Vol:	94	146	0	0	803	1	2	0	21	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	250	2361	0	0	1714	211	235	0	54	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:	250	2361	0	0	1714	211	235	0	54	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	250	2361	0	0	1714	211	235	0	54	0	0	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	250	2361	0	0	1714	211	235	0	54	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.93	0.89	1.00	1.00	0.89	0.83	0.93	1.00	0.83	1.00	1.00	1.00				
Lanes:	1.00	3.00	0.00	0.00	3.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00				
Final Sat.:	1769	5083	0	0	5083	1583	1769	0	1583	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.14	0.46	0.00	0.00	0.34	0.13	0.13	0.00	0.03	0.00	0.00	0.00				
Crit Moves:	****				****		****									
Green/Cycle:	0.22	0.73	0.00	0.00	0.51	0.51	0.20	0.00	0.20	0.00	0.00	0.00				
Volume/Cap:	0.66	0.64	0.00	0.00	0.66	0.26	0.66	0.00	0.17	0.00	0.00	0.00				
Uniform Del:	46.6	9.0	0.0	0.0	23.2	17.8	47.7	0.0	42.8	0.0	0.0	0.0				
IncremntDel:	4.2	0.4	0.0	0.0	0.6	0.2	4.4	0.0	0.3	0.0	0.0	0.0				
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00				
Delay/Veh:	50.8	9.3	0.0	0.0	23.9	18.0	52.1	0.0	43.1	0.0	0.0	0.0				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	50.8	9.3	0.0	0.0	23.9	18.0	52.1	0.0	43.1	0.0	0.0	0.0				
LOS by Move:	D	A	A	A	C	B	D	A	D	A	A	A				
HCM2kAvgQ:	10	18	0	0	18	5	10	0	2	0	0	0				

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

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

Intersection #31 Middlefield Rd. & Ravenswood Ave.

Cycle (sec): 120 Critical Vol./Cap.(X): 0.670
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 23.6
Optimal Cycle: 33 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				Split Phase				Split Phase			
Rights:	Include				Include				Ignore				Include			
Min. Green:	4	10	0	0	10	10	4	0	4	0	0	0				
Lanes:	1	0	1	0	0	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0
Volume Module: >> Count Date: 20 Oct 2009 << 7:45 - 8:45 AM																
Base Vol:	464	366	0	0	398	66	83	0	561	0	0	0				
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07				
Initial Bse:	496	392	0	0	426	71	89	0	600	0	0	0				
Added Vol:	3	24	0	0	71	2	7	0	13	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	499	416	0	0	497	73	96	0	613	0	0	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
PHF Volume:	499	416	0	0	497	73	96	0	0	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	499	416	0	0	497	73	96	0	0	0	0	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
FinalVolume:	499	416	0	0	497	73	96	0	0	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.93	0.98	1.00	1.00	0.96	0.96	0.93	1.00	1.00	1.00	1.00	1.00				
Lanes:	1.00	1.00	0.00	0.00	0.87	0.13	1.00	0.00	1.00	0.00	0.00	0.00				
Final Sat.:	1769	1862	0	0	1597	233	1769	0	1900	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.28	0.22	0.00	0.00	0.31	0.31	0.05	0.00	0.00	0.00	0.00	0.00				
Crit Moves:	****				****		****									
Green/Cycle:	0.42	0.89	0.00	0.00	0.46	0.46	0.08	0.00	0.00	0.00	0.00	0.00				
Volume/Cap:	0.67	0.25	0.00	0.00	0.67	0.67	0.67	0.00	0.00	0.00	0.00	0.00				
Uniform Del:	28.0	1.0	0.0	0.0	25.0	25.0	53.6	0.0	0.0	0.0	0.0	0.0				
IncremntDel:	2.4	0.1	0.0	0.0	2.1	2.1	11.7	0.0	0.0	0.0	0.0	0.0				
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	0.00				
Delay/Veh:	30.4	1.1	0.0	0.0	27.1	27.1	65.3	0.0	0.0	0.0	0.0	0.0				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	30.4	1.1	0.0	0.0	27.1	27.1	65.3	0.0	0.0	0.0	0.0	0.0				
LOS by Move:	C	A	A	A	C	C	E	A	A	A	A	A				
HCM2kAvgQ:	15	2	0	0	17	17	5	0	0	0	0	0				

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

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

Intersection #32 Middlefield Rd. & Ringwood Ave.

Cycle (sec): 120 Critical Vol./Cap.(X): 0.492
Loss Time (sec): 4 (Y+R=3.0 sec) Average Delay (sec/veh): 25.4
Optimal Cycle: 22 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				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	4	10	10		4	10	10		4	4	4		4	4	4	
Lanes:	1 0	2 0	1		1 0	2 0	1		1 0	0 1	0		0 1	0 0	1	
Volume Module: >> Count Date: 21 Oct 2009 << 7:30 - 8:30 AM																
Base Vol:	57	623	49		192	709	68		3	3	3		123	53	241	
Growth Adj:	1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07	
Initial Bse:	61	667	52		205	759	73		3	3	3		132	57	258	
Added Vol:	0	26	0		1	84	0		0	0	0		0	0	1	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	61	693	52		206	843	73		3	3	3		132	57	259	
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:	61	693	52		206	843	73		3	3	3		132	57	259	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	61	693	52		206	843	73		3	3	3		132	57	259	
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:	61	693	52		206	843	73		3	3	3		132	57	259	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.93	0.93	0.83		0.93	0.93	0.83		0.49	0.91	0.91		0.77	0.77	0.83	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	0.50	0.50		0.70	0.30	1.00	
Final Sat.:	1769	3538	1583		1769	3538	1583		940	861	861		1024	441	1583	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.20	0.03		0.12	0.24	0.05		0.00	0.00	0.00		0.13	0.13	0.16	
Crit Moves:		****			****										****	
Green/Cycle:	0.08	0.40	0.40		0.24	0.55	0.55		0.33	0.33	0.33		0.33	0.33	0.33	
Volume/Cap:	0.43	0.49	0.08		0.49	0.43	0.08		0.01	0.01	0.01		0.39	0.39	0.49	
Uniform Del:	52.6	27.1	22.5		39.5	15.6	12.5		26.9	26.9	26.9		30.7	30.7	32.0	
IncremntDel:	2.1	0.3	0.1		0.9	0.2	0.0		0.0	0.0	0.0		0.5	0.5	0.7	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	54.7	27.4	22.6		40.5	15.8	12.5		26.9	26.9	26.9		31.2	31.2	32.7	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	54.7	27.4	22.6		40.5	15.8	12.5		26.9	26.9	26.9		31.2	31.2	32.7	
LOS by Move:	D	C	C		D	B	B		C	C	C		C	C	C	
HCM2kAvgQ:	3	10	1		7	9	1		0	0	0		5	5	8	

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

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

Intersection #33 Middlefield Rd and Lytton Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.858
Loss Time (sec): 11 (Y+R=3.0 sec) Average Delay (sec/veh): 43.7
Optimal Cycle: 91 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Split Phase				Split Phase				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	5	5	5		5	5	5		5	5	5		5	5	5	
Lanes:	0 1	0 0	1		0 1	0 0	1		1 0	0 1	0		0 0	1! 0	0	
Volume Module:																
Base Vol:	115	314	8		7	490	355		114	34	45		6	97	5	
Growth Adj:	1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07	
Initial Bse:	123	336	9		7	524	380		122	36	48		6	104	5	
Added Vol:	0	170	0		0	38	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	123	506	9		7	562	380		122	36	48		6	104	5	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	123	506	9		7	562	380		122	36	48		6	104	5	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	123	506	9		7	562	380		122	36	48		6	104	5	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	123	506	9		7	562	380		122	36	48		6	104	5	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.99	0.99	0.85		1.00	1.00	0.85		0.95	0.92	0.92		0.99	0.99	0.99	
Lanes:	0.20	0.80	1.00		0.01	0.99	1.00		1.00	0.43	0.57		0.05	0.90	0.05	
Final Sat.:	368	1513	1615		25	1873	1615		1805	748	990		105	1691	87	
Capacity Analysis Module:																
Vol/Sat:	0.33	0.33	0.01		0.30	0.30	0.24		0.07	0.05	0.05		0.06	0.06	0.06	
Crit Moves:	****				****				****					****		
Green/Cycle:	0.39	0.39	0.39		0.35	0.35	0.35		0.08	0.08	0.08		0.07	0.07	0.07	
Volume/Cap:	0.86	0.86	0.01		0.86	0.86	0.67		0.86	0.62	0.62		0.86	0.86	0.86	
Uniform Del:	28.0	28.0	18.7		30.2	30.2	27.6		45.5	44.6	44.6		45.9	45.9	45.9	
IncremntDel:	9.9	9.9	0.0		10.8	10.8	3.2		37.3	8.2	8.2		38.8	38.8	38.8	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	37.9	37.9	18.7		41.0	41.0	30.8		82.8	52.8	52.8		84.7	84.7	84.7	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	37.9	37.9	18.7		41.0	41.0	30.8		82.8	52.8	52.8		84.7	84.7	84.7	
LOS by Move:	D	D	B		D	D	C		F	D	D		F	F	F	
HCM2kAvgQ:	21	21	0		19	19	11		6	4	4		6	6	6	

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

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

Intersection #34 Bayfront Expy. and Facebook West Campus

Cycle (sec):	100	Critical Vol./Cap.(X):	0.780
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	18.8
Optimal Cycle:	90	Level Of Service:	B

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:	10	10	10		10	10	10		10	10	10		10	10	10	
Lanes:	1	0 3	0	0	0	0 3	0	1	2	0 0	0	1	0	0 0	0	0
Volume Module:																
Base Vol:	0	2197	0	0	782	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	0	2351	0	0	837	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	725	216	0	0	500	81	25	0	43	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:	725	2567	0	0	1337	81	25	0	43	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:	725	2567	0	0	1337	81	25	0	43	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
Reduced Vol:	725	2567	0	0	1337	81	25	0	43	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	1.00	1.00	1.00	1.00
FinalVolume:	725	2567	0	0	1337	81	25	0	43	0	0	0	0	0	0	0
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	1.00	1.00	0.91	0.85	0.92	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	0.00	3.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	1805	5187	0	0	5187	1615	3502	0	1615	0	0	0	0	0	0	0
Capacity Analysis Module:																
Vol/Sat:	0.40	0.49	0.00	0.00	0.26	0.05	0.01	0.00	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****				****							
Green/Cycle:	0.48	0.78	0.00	0.00	0.30	0.30	0.10	0.00	0.10	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.85	0.63	0.00	0.00	0.85	0.16	0.07	0.00	0.27	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Del:	23.0	4.8	0.0	0.0	32.5	25.4	40.8	0.0	41.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0
IncremntDel:	7.8	0.3	0.0	0.0	4.4	0.2	0.1	0.0	0.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	30.8	5.1	0.0	0.0	37.0	25.6	40.9	0.0	42.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.8	5.1	0.0	0.0	37.0	25.6	40.9	0.0	42.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	C	A	A	A	D	C	D	A	D	A	A	A	A	A	A	A
HCM2kAvgQ:	22	13	0	0	17	2	0	0	1	0	0	0	0	0	0	0

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

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Scenario Report

Scenario:	Near Term 2018 East and West Campuses PM
Command:	Near Term II Project PM
Volume:	Near Term II Project PM
Geometry:	Near Term II Project PM
Impact Fee:	Default Impact Fee
Trip Generation:	Near Term II Project PM
Trip Distribution:	Near-Term
Paths:	Default Path
Routes:	Default Route
Configuration:	Near Term II Project PM

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Bayfront Exp. & Marsh Rd.	E	59.1	1.009	E	63.5	1.042	+ 4.425 D/V
# 2 US 101 NB Ramps & Marsh Rd.	B	15.2	0.872	C	35.0	1.056	+19.752 D/V
# 3 US 101 SB Ramps & Marsh Rd.	C	20.0	0.874	C	29.8	0.977	+ 9.718 D/V
# 4 Scott Dr/Rolison at Marsh Rd.	C	21.5	0.733	C	22.9	0.885	+ 1.351 D/V
# 5 Bohannon/ Florence & Marsh Rd.	C	27.2	0.623	C	21.8	0.775	-5.344 D/V
# 6 Bay Rd. & Marsh Rd.	B	15.3	0.618	B	14.5	0.646	-0.784 D/V
# 7 Middlefield at Marsh (Town of	C	33.8	0.866	D	45.4	0.999	+11.587 D/V
# 8 Bayfront Exp. & Willow Rd.	D	52.6	0.981	F	122.5	1.238	+69.850 D/V
# 9 Hamilton Ave. & Willow Rd.	C	22.7	0.649	C	25.1	0.849	+ 2.430 D/V
# 10 Ivy Dr. & Willow Rd.	B	12.3	0.581	B	15.9	0.830	+ 3.531 D/V
# 11 O'Brien Dr. & Willow Rd.	B	10.0	0.584	A	9.2	0.676	-0.808 D/V
# 12 Newbridge St. & Willow Rd.	C	34.5	0.787	E	65.3	1.116	+30.857 D/V
# 13 Bay Rd. & Willow Rd.	C	20.6	0.781	C	21.7	0.807	+ 1.033 D/V
# 14 Durham St. & Willow Rd.	D	51.3	0.680	B	18.2	0.831	-33.117 D/V
# 15 Coleman Ave. & Willow Rd.	B	12.2	0.782	B	13.0	0.821	+ 0.799 D/V
# 16 Gilbert Ave. & Willow Rd.	B	12.7	0.695	B	12.0	0.763	-0.729 D/V
# 17 Middlefield Rd. & Willow Rd.	F	139.3	1.318	F	180.6	1.427	+41.288 D/V
# 18 Bayfront Exp. & University Ave	F	178.9	1.370	F	214.3	1.482	+35.382 D/V
# 19 O'Brien Dr. & University Ave.	B	13.4	0.714	B	13.6	0.727	+ 0.221 D/V
# 20 University & Kavanaugh	B	16.6	0.687	B	16.2	0.693	-0.386 D/V
# 21 University & Bay	D	35.4	0.862	D	35.0	0.868	-0.350 D/V
# 22 University & Runnymede	C	23.4	0.723	C	23.2	0.729	-0.203 D/V
# 23 University & Bell	A	7.9	0.566	A	7.7	0.572	-0.134 D/V
# 24 University & Donohoe	D	38.1	0.902	D	39.2	0.905	+ 1.055 D/V
# 25 NB 101 & Donohoe St	B	13.9	0.499	B	14.0	0.502	+ 0.057 D/V

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 26 University & SB US 101	C	27.1	0.544	C	27.1	0.567	-0.023 D/V
# 27 University Ave. & Woodland	D	49.6	0.920	D	50.0	0.928	+ 0.410 D/V
# 28 Middlefield Rd. & University A	C	33.2	0.575	D	35.3	0.651	+ 2.072 D/V
# 29 Bayfront Exp. & Chrysler Dr.	B	19.5	0.729	F	87.2	1.145	+67.782 D/V
# 30 Bayfront Exp. & Chilco St.	B	14.3	0.625	B	18.1	0.742	+ 3.824 D/V
# 31 Middlefield Rd. & Ravenswood A	C	27.6	0.768	C	27.6	0.785	-0.054 D/V
# 32 Middlefield Rd. & Ringwood Ave	C	28.7	0.647	C	29.5	0.671	+ 0.837 D/V
# 33 Middlefield Rd and Lytton Ave	E	72.0	1.002	F	105.5	1.127	+33.504 D/V
# 34 Bayfront Expy. and Facebook We	A	1.4	0.541	D	36.4	0.929	+35.061 D/V

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

****
Intersection #1 Bayfront Exp. & Marsh Rd.
****

Cycle (sec): 140 Critical Vol./Cap.(X): 1.042
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 63.5
Optimal Cycle: 180 Level Of Service: E

****

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Split Phase				Split Phase				Split Phase				Split Phase			
Rights:	Include				Ovl				Ovl				Include			
Min. Green:	5	5	5		5	5	5		5	5	5		5	5	5	
Lanes:	3 0	0 1	0		0 1	1 0	1		0 1	0 0	2		0 0	1! 0	0	
Volume Module: >> Count Date: 22 Oct 2009 << 4:45 - 5:45 PM																
Base Vol:	1184	49	7		0	346	186		139	40	1952		31	73	11	
Growth Adj:	1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07	
Initial Bse:	1267	52	7		0	370	199		149	43	2089		33	78	12	
Added Vol:	1222	0	0		0	0	0		0	0	84		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	2489	52	7		0	370	199		149	43	2173		33	78	12	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	2489	52	7		0	370	199		149	43	2173		33	78	12	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	2489	52	7		0	370	199		149	43	2173		33	78	12	
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:	2489	52	7		0	370	199		149	43	2173		33	78	12	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.90	0.96	0.96		0.95	0.93	0.83		0.94	0.94	0.73		0.95	0.95	0.95	
Lanes:	3.00	0.87	0.13		0.00	2.00	1.00		0.78	0.22	2.00		0.27	0.63	0.10	
Final Sat.:	5147	1598	228		0	3538	1583		1392	401	2786		489	1151	174	
Capacity Analysis Module:																
Vol/Sat:	0.48	0.03	0.03		0.00	0.10	0.13		0.11	0.11	0.78		0.07	0.07	0.07	
Crit Moves:	****					****					****				****	
Green/Cycle:	0.46	0.46	0.46		0.00	0.10	0.39		0.28	0.28	0.75		0.07	0.07	0.07	
Volume/Cap:	1.04	0.07	0.07		0.00	1.04	0.33		0.38	0.38	1.04		1.04	1.04	1.04	
Uniform Del:	37.5	20.8	20.8		0.0	63.0	30.3		40.1	40.1	17.6		65.4	65.4	65.4	
IncremntDel:	30.4	0.0	0.0		0.0	59.0	0.3		0.5	0.5	31.6		94.4	94.4	94.4	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		0.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	67.9	20.8	20.8		0.0	122	30.6		40.6	40.6	49.2		159.9	160	159.9	
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:	67.9	20.8	20.8		0.0	122	30.6		40.6	40.6	49.2		159.9	160	159.9	
LOS by Move:	E	C	C		A	F	C		D	D	D		F	F	F	
HCM2kAvgQ:	46	1	1		0	13	6		7	7	64		9	9	9	

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

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

Intersection #2 US 101 NB Ramps & Marsh Rd.

Cycle (sec): 65 Critical Vol./Cap.(X): 1.056
Loss Time (sec): 7 (Y+R=4.0 sec) Average Delay (sec/veh): 35.0
Optimal Cycle: 180 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:	Split Phase				Split Phase				Permitted				Permitted			
Rights:	Include				Include				Ignore				Ignore			
Min. Green:	5	0	5		0	0	0		0	5	0		0	5	0	
Lanes:	2 0	0	0	1	0 0	0	0	0	0 1	1	0	1	0 0	2	0	1
Volume Module: >> Count Date: 30 Sep 2009 << 4:30 - 5:30 PM																
Base Vol:	493	0	213		0	0	0		0	2063	507		0	682	791	
Growth Adj:	1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07	
Initial Bse:	528	0	228		0	0	0		0	2207	542		0	730	846	
Added Vol:	0	0	160		0	0	0		3	146	0		0	862	360	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	528	0	388		0	0	0		3	2353	542		0	1592	1206	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
PHF Volume:	528	0	388		0	0	0		3	2353	0		0	1592	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	528	0	388		0	0	0		3	2353	0		0	1592	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
FinalVolume:	528	0	388		0	0	0		3	2353	0		0	1592	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.90	1.00	0.83		1.00	1.00	1.00		0.89	0.89	1.00		1.00	0.93	1.00	
Lanes:	2.00	0.00	1.00		0.00	0.00	0.00		0.01	1.99	1.00		0.00	2.00	1.00	
Final Sat.:	3432	0	1583		0	0	0		4	3374	1900		0	3538	1900	
Capacity Analysis Module:																
Vol/Sat:	0.15	0.00	0.25		0.00	0.00	0.00		0.70	0.70	0.00		0.00	0.45	0.00	
Crit Moves:			****							****						
Green/Cycle:	0.23	0.00	0.23		0.00	0.00	0.00		0.66	0.66	0.00		0.00	0.66	0.00	
Volume/Cap:	0.66	0.00	1.06		0.00	0.00	0.00		1.06	1.06	0.00		0.00	0.68	0.00	
Uniform Del:	22.6	0.0	25.0		0.0	0.0	0.0		11.0	11.0	0.0		0.0	6.8	0.0	
IncremntDel:	2.1	0.0	62.6		0.0	0.0	0.0		36.0	36.0	0.0		0.0	0.8	0.0	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	0.00	1.00		0.00	0.00	0.00		1.00	1.00	0.00		0.00	1.00	0.00	
Delay/Veh:	24.8	0.0	87.5		0.0	0.0	0.0		47.0	47.0	0.0		0.0	7.7	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	24.8	0.0	87.5		0.0	0.0	0.0		47.0	47.0	0.0		0.0	7.7	0.0	
LOS by Move:	C	A	F		A	A	A		D	D	A		A	A	A	
HCM2kAvgQ:	6	0	15		0	0	0		40	40	0		0	11	0	

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

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

Intersection #3 US 101 SB Ramps & Marsh Rd.

Cycle (sec): 65 Critical Vol./Cap.(X): 0.977
Loss Time (sec): 7 (Y+R=4.0 sec) Average Delay (sec/veh): 29.8
Optimal Cycle: 123 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:	Split Phase				Split Phase				Permitted				Permitted			
Rights:	Include				Include				Ignore				Ignore			
Min. Green:	0	0	0		5	0	5		0	5	0		0	5	0	
Lanes:	0 0	0	0	0	2 0	0	0	1	0 0	2	0	1	0 0	2	0	1
Volume Module: >> Count Date: 30 Sep 2009 << 4:30 - 5:30 PM																
Base Vol:	0	0	0		1355	0	453		0	1181	651		0	940	282	
Growth Adj:	1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07	
Initial Bse:	0	0	0		1450	0	485		0	1264	697		0	1006	302	
Added Vol:	0	0	0		78	0	8		0	78	0		0	503	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		1528	0	493		0	1342	697		0	1509	302	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
PHF Volume:	0	0	0		1528	0	493		0	1342	0		0	1509	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		1528	0	493		0	1342	0		0	1509	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
FinalVolume:	0	0	0		1528	0	493		0	1342	0		0	1509	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	1.00	1.00		0.90	1.00	0.83		1.00	0.93	1.00		1.00	0.93	1.00	
Lanes:	0.00	0.00	0.00		2.00	0.00	1.00		0.00	2.00	1.00		0.00	2.00	1.00	
Final Sat.:	0	0	0		3432	0	1583		0	3538	1900		0	3538	1900	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.45	0.00	0.31		0.00	0.38	0.00		0.00	0.43	0.00	
Crit Moves:					****									****		
Green/Cycle:	0.00	0.00	0.00		0.46	0.00	0.46		0.00	0.44	0.00		0.00	0.44	0.00	
Volume/Cap:	0.00	0.00	0.00		0.98	0.00	0.68		0.00	0.87	0.00		0.00	0.98	0.00	
Uniform Del:	0.0	0.0	0.0		17.4	0.0	14.0		0.0	16.6	0.0		0.0	18.0	0.0	
IncremntDel:	0.0	0.0	0.0		17.5	0.0	2.7		0.0	5.6	0.0		0.0	17.6	0.0	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	0.00	0.00	0.00		1.00	0.00	1.00		0.00	1.00	0.00		0.00	1.00	0.00	
Delay/Veh:	0.0	0.0	0.0		34.8	0.0	16.7		0.0	22.2	0.0		0.0	35.6	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.0	0.0		34.8	0.0	16.7		0.0	22.2	0.0		0.0	35.6	0.0	
LOS by Move:	A	A	A		C	A	B		A	C	A		A	D	A	
HCM2kAvgQ:	0	0	0		23	0	9		0	16	0		0	23	0	

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

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

Intersection #4 Scott Dr/Rolison at Marsh Rd.

Cycle (sec): 80 Critical Vol./Cap.(X): 0.885
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 22.9
Optimal Cycle: 73 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:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	4	4	4		4	4	4		4	6	6		4	6	6	
Lanes:	0 1	0	0	2	0 1	0	0	1	1 0	2	1	0	2 0	1	1	0
Volume Module: >> Count Date: 4 Nov 2009 << 4:45 - 5:45 PM																
Base Vol:	28	15	267		254	9	2		42	1314	17		78	1109	214	
Growth Adj:	1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07	
Initial Bse:	30	16	286		272	10	2		45	1406	18		83	1187	229	
Added Vol:	0	0	0		0	0	0		0	80	0		0	510	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	30	16	286		272	10	2		45	1486	18		83	1697	229	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	30	16	286		272	10	2		45	1486	18		83	1697	229	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	30	16	286		272	10	2		45	1486	18		83	1697	229	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	30	16	286		272	10	2		45	1486	18		83	1697	229	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.95	0.73		0.93	0.93	0.83		0.93	0.89	0.89		0.90	0.91	0.91	
Lanes:	0.65	0.35	2.00		0.97	0.03	1.00		1.00	2.96	0.04		2.00	1.76	0.24	
Final Sat.:	1174	629	2786		1716	61	1583		1769	5012	61		3432	3061	413	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.03	0.10		0.16	0.16	0.00		0.03	0.30	0.30		0.02	0.55	0.55	
Crit Moves:			****			****			****					****		
Green/Cycle:	0.11	0.11	0.11		0.17	0.17	0.17		0.05	0.57	0.57		0.10	0.61	0.61	
Volume/Cap:	0.23	0.23	0.91		0.91	0.91	0.01		0.51	0.52	0.52		0.25	0.91	0.91	
Uniform Del:	32.3	32.3	35.0		32.4	32.4	27.3		37.0	10.7	10.7		33.5	13.5	13.5	
IncremntDel:	0.6	0.6	28.1		28.4	28.4	0.0		4.8	0.2	0.2		0.4	6.1	6.1	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	32.8	32.8	63.1		60.7	60.7	27.3		41.8	10.9	10.9		34.0	19.6	19.6	
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:	32.8	32.8	63.1		60.7	60.7	27.3		41.8	10.9	10.9		34.0	19.6	19.6	
LOS by Move:	C	C	E		E	E	C		D	B	B		C	B	B	
HCM2kAvgQ:	1	1	7		11	11	0		2	9	9		1	26	26	

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

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

Intersection #5 Bohannon/ Florence & Marsh Rd.

Cycle (sec): 80 Critical Vol./Cap.(X): 0.775
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 21.8
Optimal Cycle: 44 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:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	4	4	4		4	4	4		4	6	6		4	6	6	
Lanes:	1 0	0	1	0	1 1	0	0	1	1 0	1	1	0	1 0	2	0	1
Volume Module: >> Count Date: 7 Oct 2009 << 4:30 - 5:30 pm																
Base Vol:	95	32	58		428	30	128		239	885	55		26	833	316	
Growth Adj:	1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07	
Initial Bse:	102	34	62		458	32	137		256	947	59		28	891	338	
Added Vol:	0	0	0		0	0	0		0	80	0		0	510	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	102	34	62		458	32	137		256	1027	59		28	1401	338	
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:	102	34	62		458	32	137		256	1027	59		28	1401	338	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	102	34	62		458	32	137		256	1027	59		28	1401	338	
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:	102	34	62		458	32	137		256	1027	59		28	1401	338	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.93	0.88	0.88		0.94	0.94	0.83		0.93	0.92	0.92		0.93	0.93	0.83	
Lanes:	1.00	0.36	0.64		1.87	0.13	1.00		1.00	1.89	0.11		1.00	2.00	1.00	
Final Sat.:	1769	598	1084		3323	233	1583		1769	3319	190		1769	3538	1583	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.06	0.06		0.14	0.14	0.09		0.14	0.31	0.31		0.02	0.40	0.21	
Crit Moves:	****				****				****					****		
Green/Cycle:	0.07	0.07	0.07		0.18	0.18	0.18		0.19	0.60	0.60		0.10	0.51	0.51	
Volume/Cap:	0.77	0.77	0.77		0.77	0.77	0.49		0.77	0.51	0.51		0.16	0.77	0.42	
Uniform Del:	36.4	36.4	36.4		31.4	31.4	29.6		30.9	9.2	9.2		33.1	15.8	12.1	
IncremntDel:	24.5	25.2	25.2		6.0	6.0	1.3		10.9	0.2	0.2		0.4	2.2	0.4	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	60.9	61.5	61.5		37.3	37.3	30.9		41.8	9.4	9.4		33.6	18.0	12.5	
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:	60.9	61.5	61.5		37.3	37.3	30.9		41.8	9.4	9.4		33.6	18.0	12.5	
LOS by Move:	E	E	E		D	D	C		D	A	A		C	B	B	
HCM2kAvgQ:	4	4	4		8	8	4		8	8	8		1	16	5	

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

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

Intersection #6 Bay Rd. & Marsh Rd.

Cycle (sec): 80 Critical Vol./Cap.(X): 0.646
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 14.5
Optimal Cycle: 30 Level Of Service: B

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				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	6	6	6		6	6	6		6	6	6		4	6	6	
Lanes:	0	0	1! 0	0	0	0	1! 0	0	0	1	0	1	0	1	0	1
Volume Module: >> Count Date: 6 Oct 2009 << 5:00 - 6:00 PM																
Base Vol:	57	8	180		55	31	3		5	819	90		200	891	47	
Growth Adj:	1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07	
Initial Bse:	61	9	193		59	33	3		5	876	96		214	953	50	
Added Vol:	2	0	0		0	0	0		0	80	2		0	510	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	63	9	193		59	33	3		5	956	98		214	1463	50	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	63	9	193		59	33	3		5	956	98		214	1463	50	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	63	9	193		59	33	3		5	956	98		214	1463	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	
FinalVolume:	63	9	193		59	33	3		5	956	98		214	1463	50	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.81	0.81	0.81		0.68	0.68	0.68		0.87	0.87	0.87		0.93	0.93	0.93	
Lanes:	0.24	0.03	0.73		0.62	0.35	0.03		0.01	1.80	0.19		1.00	1.93	0.07	
Final Sat.:	366	50	1118		797	449	43		17	2984	307		1769	3403	117	
Capacity Analysis Module:																
Vol/Sat:	0.17	0.17	0.17		0.07	0.07	0.07		0.32	0.32	0.32		0.12	0.43	0.43	
Crit Moves:		****								****			****			
Green/Cycle:	0.27	0.27	0.27		0.27	0.27	0.27		0.50	0.50	0.50		0.19	0.68	0.68	
Volume/Cap:	0.65	0.65	0.65		0.28	0.28	0.28		0.65	0.65	0.65		0.64	0.63	0.63	
Uniform Del:	26.0	26.0	26.0		23.3	23.3	23.3		14.9	14.9	14.9		30.0	7.0	7.0	
IncremntDel:	3.6	3.6	3.6		0.4	0.4	0.4		0.9	0.9	0.9		4.3	0.5	0.5	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	29.7	29.7	29.7		23.7	23.7	23.7		15.8	15.8	15.8		34.4	7.5	7.5	
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:	29.7	29.7	29.7		23.7	23.7	23.7		15.8	15.8	15.8		34.4	7.5	7.5	
LOS by Move:	C	C	C		C	C	C		B	B	B		C	A	A	
HCM2kAvgQ:	7	7	7		2	2	2		11	11	11		6	11	11	

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

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

Intersection #7 Middlefield at Marsh (Town of Atherton)

Cycle (sec): 110 Critical Vol./Cap.(X): 0.999
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): 45.4
Optimal Cycle: 180 Level Of Service: D

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:	Ovl				Include				Include				Ovl			
Min. Green:	0	6	6		5	6	0		0	0	0		6	0	6	
Lanes:	0	0	1	0	1	1	0	1	0	0	0	0	0	1	0	1
Volume Module: >> Count Date: 18 Nov 2009 << 5:00 - 6:00 p.m.																
Base Vol:	0	426	548		408	269	0		0	0	0		515	0	447	
Growth Adj:	1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07	
Initial Bse:	0	456	586		437	288	0		0	0	0		551	0	478	
Added Vol:	0	58	45		37	11	0		0	0	0		127	0	386	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	514	631		474	299	0		0	0	0		678	0	864	
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	514	631		474	299	0		0	0	0		678	0	864	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	514	631		474	299	0		0	0	0		678	0	864	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	514	631		474	299	0		0	0	0		678	0	864	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	1.00	0.85		0.95	1.00	1.00		1.00	1.00	1.00		0.95	1.00	0.85	
Lanes:	0.00	1.00	1.00		1.00	1.00	0.00		0.00	0.00	0.00		1.00	0.00	1.00	
Final Sat.:	0	1900	1615		1805	1900	0		0	0	0		1805	0	1615	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.27	0.39		0.26	0.16	0.00		0.00	0.00	0.00		0.38	0.00	0.54	
Crit Moves:		****			****								****			
Green/Cycle:	0.00	0.27	0.65		0.26	0.53	0.00		0.00	0.00	0.00		0.38	0.00	0.64	
Volume/Cap:	0.00	1.00	0.60		1.00	0.29	0.00		0.00	0.00	0.00		1.00	0.00	0.84	
Uniform Del:	0.0	40.1	11.3		40.5	14.2	0.0		0.0	0.0	0.0		34.3	0.0	15.5	
IncremntDel:	0.0	39.5	1.0		41.1	0.2	0.0		0.0	0.0	0.0		34.4	0.0	6.2	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	0.00	1.00	1.00		1.00	1.00	0.00		0.00	0.00	0.00		1.00	0.00	1.00	
Delay/Veh:	0.0	79.6	12.3		81.7	14.4	0.0		0.0	0.0	0.0		68.7	0.0	21.6	
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:	0.0	79.6	12.3		81.7	14.4	0.0		0.0	0.0	0.0		68.7	0.0	21.6	
LOS by Move:	A	E	B		F	B	A		A	A	A		E	A	C	
HCM2kAvgQ:	0	24	13		22	5	0		0	0	0		30	0	25	

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

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

Intersection #8 Bayfront Exp. & Willow Rd.

Cycle (sec): 130 Critical Vol./Cap.(X): 1.238
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 122.5
Optimal Cycle: 180 Level Of Service: F

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				Split Phase				Split Phase			
Rights:	Ovl				Include				Ovl				Ovl			
Min. Green:	5	5	5		5	5	5		5	5	5		5	5	5	
Lanes:	2	0	3	0	1	2	0	3	0	1	1	1	1	0	2	1	0	2	0	1
Volume Module: >> Count Date: 1 Oct 2009 << 4:45 - 5:45 PM																				
Base Vol:	362	664	1		0	2199	108		36	13	1424		44	105	8					
Growth Adj:	1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07					
Initial Bse:	387	710	1		0	2353	116		39	14	1524		47	112	9					
Added Vol:	393	278	3		49	341	255		45	94	5		317	391	181					
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0					
Initial Fut:	780	988	4		49	2694	371		84	108	1529		364	503	190					
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:	780	988	4		49	2694	371		84	108	1529		364	503	190					
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0					
Reduced Vol:	780	988	4		49	2694	371		84	108	1529		364	503	190					
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:	780	988	4		49	2694	371		84	108	1529		364	503	190					
Saturation Flow Module:																				
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900					
Adjustment:	0.90	1.03	0.83		0.90	1.03	0.83		0.91	0.91	0.88		0.93	0.93	0.83					
Lanes:	2.00	3.00	1.00		2.00	3.00	1.00		1.31	1.69	2.00		1.00	2.00	1.00					
Final Sat.:	3432	5846	1583		3432	5846	1583		2267	2929	3343		1769	3538	1583					
Capacity Analysis Module:																				
Vol/Sat:	0.23	0.17	0.00		0.01	0.46	0.23		0.04	0.04	0.46		0.21	0.14	0.12					
Crit Moves:	****					****					****		****							
Green/Cycle:	0.18	0.45	0.62		0.10	0.37	0.37		0.19	0.19	0.37		0.17	0.17	0.27					
Volume/Cap:	1.24	0.37	0.00		0.14	1.24	0.63		0.20	0.20	1.24		1.24	0.86	0.44					
Uniform Del:	53.1	23.4	9.5		53.1	40.8	33.5		44.8	44.8	41.0		54.2	52.7	39.4					
IncremntDel:	120.4	0.1	0.0		0.2	111	2.2		0.1	0.1	114.3		132.9	11.8	0.7					
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0					
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
Delay/Veh:	173.5	23.5	9.5		53.2	152	35.6		44.9	44.9	155.3		187.1	64.5	40.2					
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:	173.5	23.5	9.5		53.2	152	35.6		44.9	44.9	155.3		187.1	64.5	40.2					
LOS by Move:	F	C	A		D	F	D		D	D	F		F	E	D					
HCM2kAvgQ:	28	9	0		1	64	13		2	2	57		26	13	6					

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

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

Intersection #9 Hamilton Ave. & Willow Rd.

Cycle (sec): 120 Critical Vol./Cap.(X): 0.849
Loss Time (sec): 11 (Y+R=3.0 sec) Average Delay (sec/veh): 25.1
Optimal Cycle: 93 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:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	5	5	5		5	5	5		5	5	5		5	5	5	
Lanes:	0	0	1!	0	0	0	0	1!	0	0	1	0	1	1	0	1	0	1	1	0
Volume Module: >> Count Date: 7 Oct 2009 << 5:00 - 6:00 PM																				
Base Vol:	129	6	49		73	5	73		130	1351	5		20	553	67					
Growth Adj:	1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07					
Initial Bse:	138	6	52		78	5	78		139	1446	5		21	592	72					
Added Vol:	0	0	0		0	0	4		6	144	0		0	1155	0					
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0					
Initial Fut:	138	6	52		78	5	82		145	1590	5		21	1747	72					
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:	138	6	52		78	5	82		145	1590	5		21	1747	72					
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0					
Reduced Vol:	138	6	52		78	5	82		145	1590	5		21	1747	72					
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:	138	6	52		78	5	82		145	1590	5		21	1747	72					
Saturation Flow Module:																				
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900					
Adjustment:	0.60	0.60	0.60		0.74	0.74	0.74		0.93	0.93	0.93		0.93	0.93	0.93					
Lanes:	0.70	0.03	0.27		0.47	0.03	0.50		1.00	1.99	0.01		1.00	1.92	0.08					
Final Sat.:	804	37	305		660	45	694		1769	3526	12		1769	3378	139					
Capacity Analysis Module:																				
Vol/Sat:	0.17	0.17	0.17		0.12	0.12	0.12		0.08	0.45	0.45		0.01	0.52	0.52					
Crit Moves:		****							****					****						
Green/Cycle:	0.20	0.20	0.20		0.20	0.20	0.20		0.10	0.65	0.65		0.06	0.61	0.61					
Volume/Cap:	0.85	0.85	0.85		0.59	0.59	0.59		0.85	0.70	0.70		0.20	0.85	0.85					
Uniform Del:	46.1	46.1	46.1		43.3	43.3	43.3		53.3	13.7	13.7		53.7	19.0	19.0					
IncremntDel:	24.3	24.3	24.3		3.1	3.1	3.1		30.8	1.0	1.0		0.9	3.4	3.4					
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0					
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
Delay/Veh:	70.4	70.4	70.4		46.5	46.5	46.5		84.1	14.6	14.6		54.6	22.4	22.4					
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:	70.4	70.4	70.4		46.5	46.5	46.5		84.1	14.6	14.6		54.6	22.4	22.4					
LOS by Move:	E	E	E		D	D	D		F	B	B		D	C	C					
HCM2kAvgQ:	10	10	10		6	6	6		8	20	20		1	30	30					

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

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

Intersection #10 Ivy Dr. & Willow Rd.

Cycle (sec): 120 Critical Vol./Cap.(X): 0.830
Loss Time (sec): 11 (Y+R=3.0 sec) Average Delay (sec/veh): 15.9
Optimal Cycle: 87 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		5	0	5		5	5	0		0	5	5	
Lanes:	0 0	0 0	0		0 0	1! 0	0		1 0	2 0	0		0 0	1 1	0	
Volume Module: >> Count Date: 6 Oct 2009 << 5:00 - 6:00 PM																
Base Vol:	0	0	0		10	0	122		98	1457	0		0	800	22	
Growth Adj:	1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07	
Initial Bse:	0	0	0		11	0	131		105	1559	0		0	856	24	
Added Vol:	0	0	0		21	0	10		10	129	0		0	1000	159	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		32	0	141		115	1688	0		0	1856	183	
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		32	0	141		115	1688	0		0	1856	183	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		32	0	141		115	1688	0		0	1856	183	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	0	0		32	0	141		115	1688	0		0	1856	183	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	1.00	1.00		0.86	1.00	0.86		0.93	0.93	1.00		1.00	0.92	0.92	
Lanes:	0.00	0.00	0.00		0.18	0.00	0.82		1.00	2.00	0.00		0.00	1.82	0.18	
Final Sat.:	0	0	0		302	0	1340		1769	3538	0		0	3179	313	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.10	0.00	0.10		0.06	0.48	0.00		0.00	0.58	0.58	
Crit Moves:					****				****					****		
Green/Cycle:	0.00	0.00	0.00		0.13	0.00	0.13		0.08	0.78	0.00		0.00	0.70	0.70	
Volume/Cap:	0.00	0.00	0.00		0.83	0.00	0.83		0.83	0.61	0.00		0.00	0.83	0.83	
Uniform Del:	0.0	0.0	0.0		51.2	0.0	51.2		54.5	5.5	0.0		0.0	12.7	12.7	
IncremntDel:	0.0	0.0	0.0		23.5	0.0	23.5		32.4	0.4	0.0		0.0	2.5	2.5	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	0.00	0.00	0.00		1.00	0.00	1.00		1.00	1.00	0.00		0.00	1.00	1.00	
Delay/Veh:	0.0	0.0	0.0		74.7	0.0	74.7		86.9	5.9	0.0		0.0	15.2	15.2	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.0	0.0		74.7	0.0	74.7		86.9	5.9	0.0		0.0	15.2	15.2	
LOS by Move:	A	A	A		E	A	E		F	A	A		A	B	B	
HCM2kAvgQ:	0	0	0		9	0	9		6	14	0		0	30	30	

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

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

Intersection #11 O'Brien Dr. & Willow Rd.

Cycle (sec): 120 Critical Vol./Cap.(X): 0.676
Loss Time (sec): 11 (Y+R=3.0 sec) Average Delay (sec/veh): 9.2
Optimal Cycle: 55 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	5	0	5		0	0	0		0	5	5		5	5	0	
Lanes:	1 0	1! 0	0		0 0	0 0	0		0 0	2 0	1		1 0	2 0	0	
Volume Module: >> Count Date: 8 Oct 2009 << 5:00 - 6:00 PM																
Base Vol:	120	0	35		0	0	0		0	1413	204		73	888	0	
Growth Adj:	1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07	
Initial Bse:	128	0	37		0	0	0		0	1512	218		78	950	0	
Added Vol:	4	0	0		0	0	0		0	138	11		0	1010	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	132	0	37		0	0	0		0	1650	229		78	1960	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:	132	0	37		0	0	0		0	1650	229		78	1960	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	132	0	37		0	0	0		0	1650	229		78	1960	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	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:	132	0	37		0	0	0		0	1650	229		78	1960	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.91	1.00	0.91		1.00	1.00	1.00		1.00	0.93	0.83		0.93	0.93	1.00	
Lanes:	1.64	0.00	0.36		0.00	0.00	0.00		0.00	2.00	1.00		1.00	2.00	0.00	
Final Sat.:	2838	0	626		0	0	0		0	3538	1583		1769	3538	0	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.00	0.06		0.00	0.00	0.00		0.00	0.47	0.14		0.04	0.55	0.00	
Crit Moves:			****						****					****		
Green/Cycle:	0.09	0.00	0.09		0.00	0.00	0.00		0.00	0.75	0.75		0.07	0.82	0.00	
Volume/Cap:	0.53	0.00	0.68		0.00	0.00	0.00		0.00	0.62	0.19		0.62	0.68	0.00	
Uniform Del:	52.3	0.0	53.0		0.0	0.0	0.0		0.0	7.1	4.4		54.2	4.4	0.0	
IncremntDel:	1.6	0.0	7.1		0.0	0.0	0.0		0.0	0.5	0.1		9.3	0.6	0.0	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	0.00	1.00		0.00	0.00	0.00		0.00	1.00	1.00		1.00	1.00	0.00	
Delay/Veh:	53.9	0.0	60.2		0.0	0.0	0.0		0.0	7.6	4.5		63.5	5.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	53.9	0.0	60.2		0.0	0.0	0.0		0.0	7.6	4.5		63.5	5.0	0.0	
LOS by Move:	D	A	E		A	A	A		A	A	A		E	A	A	
HCM2kAvgQ:	4	0	5		0	0	0		0	15	2		4	16	0	

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

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

Intersection #12 Newbridge St. & Willow Rd.

Cycle (sec): 120 Critical Vol./Cap.(X): 1.116
Loss Time (sec): 14 (Y+R=3.0 sec) Average Delay (sec/veh): 65.3
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Ovl				Ovl				Include				Include			
Min. Green:	5	5	5		5	5	5		5	5	5		5	5	5	
Lanes:	2	0 1	0 1		1	0 1	0 1		1	0 2	1 0		1	0 1	1 0	
Volume Module: >> Count Date: 7 Oct 2009 << 4:45 - 5:45 PM																
Base Vol:	248	170	55		38	166	219		323	1436	339		102	975	34	
Growth Adj:	1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07	
Initial Bse:	265	182	59		41	178	234		346	1537	363		109	1043	36	
Added Vol:	0	0	0		0	0	9		6	149	0		0	1015	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	265	182	59		41	178	243		352	1686	363		109	2058	36	
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:	265	182	59		41	178	243		352	1686	363		109	2058	36	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	265	182	59		41	178	243		352	1686	363		109	2058	36	
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:	265	182	59		41	178	243		352	1686	363		109	2058	36	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.90	0.98	0.83		0.93	0.98	0.83		0.93	0.87	0.87		0.93	0.93	0.93	
Lanes:	2.00	1.00	1.00		1.00	1.00	1.00		1.00	2.47	0.53		1.00	1.97	0.03	
Final Sat.:	3432	1862	1583		1769	1862	1583		1769	4070	876		1769	3466	61	
Capacity Analysis Module:																
Vol/Sat:	0.08	0.10	0.04		0.02	0.10	0.15		0.20	0.41	0.41		0.06	0.59	0.59	
Crit Moves:		****				****			****					****		
Green/Cycle:	0.09	0.09	0.18		0.09	0.09	0.26		0.18	0.62	0.62		0.09	0.53	0.53	
Volume/Cap:	0.88	1.12	0.21		0.27	1.12	0.58		1.12	0.67	0.67		0.67	1.12	1.12	
Uniform Del:	54.1	54.7	41.9		51.4	54.9	38.4		49.3	14.9	14.9		52.7	28.1	28.1	
IncremntDel:	25.0	105	0.4		1.0	106	2.1		85.6	0.6	0.6		10.3	60.2	60.2	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	79.1	160	42.3		52.3	161	40.6		135.0	15.5	15.5		63.0	88.2	88.2	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	79.1	160	42.3		52.3	161	40.6		135.0	15.5	15.5		63.0	88.2	88.2	
LOS by Move:	E	F	D		D	F	D		F	B	B		E	F	F	
HCM2kAvgQ:	8	12	2		2	12	8		21	18	18		5	58	58	

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

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

Intersection #13 Bay Rd. & Willow Rd.

Cycle (sec): 90 Critical Vol./Cap.(X): 0.807
Loss Time (sec): 11 (Y+R=4.0 sec) Average Delay (sec/veh): 21.7
Optimal Cycle: 73 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:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		5	0	5		5	5	0		0	5	5	
Lanes:	0	0 0	0 0		1	0 0	0 1		1	0 2	0 0		0	0 2	0 1	
Volume Module: >> Count Date: 6 Oct 2009 << 5:00 - 6:00 PM																
Base Vol:	0	0	0		416	0	54		40	1436	0		0	1061	255	
Growth Adj:	1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07	
Initial Bse:	0	0	0		445	0	58		43	1537	0		0	1135	273	
Added Vol:	0	0	0		4	0	0		0	70	0		0	244	7	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		449	0	58		43	1607	0		0	1379	280	
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		449	0	58		43	1607	0		0	1379	280	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		449	0	58		43	1607	0		0	1379	280	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	0	0		449	0	58		43	1607	0		0	1379	280	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	1.00	1.00		0.93	1.00	0.83		0.93	0.93	1.00		1.00	0.93	0.83	
Lanes:	0.00	0.00	0.00		1.00	0.00	1.00		1.00	2.00	0.00		0.00	2.00	1.00	
Final Sat.:	0	0	0		1769	0	1583		1769	3538	0		0	3538	1583	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.25	0.00	0.04		0.02	0.45	0.00		0.00	0.39	0.18	
Crit Moves:					****					****			****			
Green/Cycle:	0.00	0.00	0.00		0.31	0.00	0.31		0.07	0.56	0.00		0.00	0.49	0.49	
Volume/Cap:	0.00	0.00	0.00		0.81	0.00	0.12		0.34	0.81	0.00		0.00	0.79	0.36	
Uniform Del:	0.0	0.0	0.0		28.3	0.0	21.9		39.9	15.7	0.0		0.0	19.0	14.1	
IncremntDel:	0.0	0.0	0.0		8.5	0.0	0.1		1.7	2.5	0.0		0.0	2.5	0.3	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	0.00	0.00	0.00		1.00	0.00	1.00		1.00	1.00	0.00		0.00	1.00	1.00	
Delay/Veh:	0.0	0.0	0.0		36.8	0.0	22.0		41.5	18.3	0.0		0.0	21.5	14.3	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.0	0.0		36.8	0.0	22.0		41.5	18.3	0.0		0.0	21.5	14.3	
LOS by Move:	A	A	A		D	A	C		D	B	A		A	C	B	
HCM2kAvgQ:	0	0	0		14	0	1		2	21	0		0	18	5	

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

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

Intersection #14 Durham St. & Willow Rd.

Cycle (sec): 105 Critical Vol./Cap.(X): 0.831
Loss Time (sec): 7 (Y+R=3.0 sec) Average Delay (sec/veh): 18.2
Optimal Cycle: 70 Level Of Service: B

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				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	4	4	4		4	4	4		4	10	10		4	10	10	
Lanes:	1 0	0	1	0	0 1	0	0	1	1 0	1	1	0	1 0	0	1	0
Volume Module: >> Count Date: 1 Oct 2009 << 4:00 - 5:00 PM																
Base Vol:	33	7	85		122	5	31		11	1125	10		90	818	51	
Growth Adj:	1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07	
Initial Bse:	35	7	91		131	5	33		12	1204	11		96	875	55	
Added Vol:	0	0	0		0	0	0		0	70	0		0	244	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	35	7	91		131	5	33		12	1274	11		96	1119	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:	35	7	91		131	5	33		12	1274	11		96	1119	55	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	35	7	91		131	5	33		12	1274	11		96	1119	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:	35	7	91		131	5	33		12	1274	11		96	1119	55	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.46	0.84	0.84		0.53	0.53	0.83		0.93	0.93	0.93		0.93	0.97	0.97	
Lanes:	1.00	0.08	0.92		0.96	0.04	1.00		1.00	1.98	0.02		1.00	0.95	0.05	
Final Sat.:	868	122	1481		975	40	1583		1769	3505	29		1769	1763	86	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.06	0.06		0.13	0.13	0.02		0.01	0.36	0.36		0.05	0.63	0.63	
Crit Moves:						****			****					****		
Green/Cycle:	0.16	0.16	0.16		0.16	0.16	0.16		0.04	0.68	0.68		0.10	0.74	0.74	
Volume/Cap:	0.26	0.39	0.39		0.86	0.86	0.13		0.17	0.54	0.54		0.54	0.86	0.86	
Uniform Del:	39.0	39.8	39.8		43.2	43.2	38.2		48.9	8.7	8.7		44.8	9.8	9.8	
IncremntDel:	1.0	1.0	1.0		34.6	34.6	0.2		1.2	0.2	0.2		3.2	5.7	5.7	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	40.0	40.9	40.9		77.8	77.8	38.5		50.1	8.9	8.9		48.1	15.5	15.5	
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:	40.0	40.9	40.9		77.8	77.8	38.5		50.1	8.9	8.9		48.1	15.5	15.5	
LOS by Move:	D	D	D		E	E	D		D	A	A		D	B	B	
HCM2kAvgQ:	1	3	3		7	7	1		1	11	11		4	29	29	

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

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

Intersection #15 Coleman Ave. & Willow Rd.

Cycle (sec): 105 Critical Vol./Cap.(X): 0.821
Loss Time (sec): 7 (Y+R=3.0 sec) Average Delay (sec/veh): 13.0
Optimal Cycle: 68 Level Of Service: B

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:	4	4	4		4	4	4		10	10	10		10	10	10	
Lanes:	0 0	1!	0	0	0 0	1!	0	0	1 0	0	1	0	1 0	0	1	0
Volume Module: >> Count Date: 30 Sep 2009 << 5:00 - 6:00 PM																
Base Vol:	12	11	7		92	6	35		24	1083	6		5	795	109	
Growth Adj:	1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07	
Initial Bse:	13	12	7		98	6	37		26	1159	6		5	851	117	
Added Vol:	0	0	0		0	0	0		0	70	0		0	244	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	13	12	7		98	6	37		26	1229	6		5	1095	117	
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:	13	12	7		98	6	37		26	1229	6		5	1095	117	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	13	12	7		98	6	37		26	1229	6		5	1095	117	
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:	13	12	7		98	6	37		26	1229	6		5	1095	117	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.86	0.86	0.86		0.73	0.73	0.73		0.13	0.98	0.98		0.12	0.97	0.97	
Lanes:	0.40	0.37	0.23		0.69	0.05	0.26		1.00	0.99	0.01		1.00	0.90	0.10	
Final Sat.:	654	599	381		961	63	366		255	1850	10		235	1659	177	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.02	0.02		0.10	0.10	0.10		0.10	0.66	0.66		0.02	0.66	0.66	
Crit Moves:						****				****						
Green/Cycle:	0.12	0.12	0.12		0.12	0.12	0.12		0.81	0.81	0.81		0.81	0.81	0.81	
Volume/Cap:	0.16	0.16	0.16		0.82	0.82	0.82		0.12	0.82	0.82		0.03	0.82	0.82	
Uniform Del:	41.0	41.0	41.0		44.8	44.8	44.8		2.1	5.7	5.7		2.0	5.7	5.7	
IncremntDel:	0.4	0.4	0.4		25.8	25.8	25.8		0.3	3.8	3.8		0.1	3.6	3.6	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	41.4	41.4	41.4		70.6	70.6	70.6		2.4	9.5	9.5		2.0	9.3	9.3	
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:	41.4	41.4	41.4		70.6	70.6	70.6		2.4	9.5	9.5		2.0	9.3	9.3	
LOS by Move:	D	D	D		E	E	E		A	A	A		A	A	A	
HCM2kAvgQ:	1	1	1		7	7	7		0	25	25		0	24	24	

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

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

Intersection #16 Gilbert Ave. & Willow Rd.

Cycle (sec): 105 Critical Vol./Cap.(X): 0.763
Loss Time (sec): 7 (Y+R=3.0 sec) Average Delay (sec/veh): 12.0
Optimal Cycle: 55 Level Of Service: B

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:	5	5	5		5	5	5		12	12	12		12	12	12	
Lanes:	1 0	0	1	0	1 0	0	1	0	1 0	0	1	0	1 0	0	1	0
Volume Module: >> Count Date: 1 Oct 2009 << 5:00 - 6:00 PM																
Base Vol:	92	31	75		29	30	4		4	969	36		37	832	17	
Growth Adj:	1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07	
Initial Bse:	98	33	80		31	32	4		4	1037	39		40	890	18	
Added Vol:	18	0	8		0	0	0		0	62	22		32	212	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	116	33	88		31	32	4		4	1099	61		72	1102	18	
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:	116	33	88		31	32	4		4	1099	61		72	1102	18	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	116	33	88		31	32	4		4	1099	61		72	1102	18	
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:	116	33	88		31	32	4		4	1099	61		72	1102	18	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.72	0.87	0.87		0.48	0.96	0.96		0.18	0.97	0.97		0.17	0.98	0.98	
Lanes:	1.00	0.27	0.73		1.00	0.88	0.12		1.00	0.95	0.05		1.00	0.98	0.02	
Final Sat.:	1376	453	1206		909	1613	215		343	1751	96		315	1828	30	
Capacity Analysis Module:																
Vol/Sat:	0.08	0.07	0.07		0.03	0.02	0.02		0.01	0.63	0.63		0.23	0.60	0.60	
Crit Moves:	****									****						
Green/Cycle:	0.11	0.11	0.11		0.11	0.11	0.11		0.82	0.82	0.82		0.82	0.82	0.82	
Volume/Cap:	0.76	0.66	0.66		0.31	0.18	0.18		0.02	0.76	0.76		0.28	0.73	0.73	
Uniform Del:	45.3	44.8	44.8		43.0	42.3	42.3		1.7	4.4	4.4		2.1	4.2	4.2	
IncremntDel:	20.1	8.6	8.6		1.7	0.4	0.4		0.0	2.3	2.3		0.6	1.9	1.9	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	65.4	53.3	53.3		44.7	42.8	42.8		1.7	6.8	6.8		2.7	6.0	6.0	
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:	65.4	53.3	53.3		44.7	42.8	42.8		1.7	6.8	6.8		2.7	6.0	6.0	
LOS by Move:	E	D	D		D	D	D		A	A	A		A	A	A	
HCM2kAvgQ:	5	5	5		1	1	1		0	19	19		1	17	17	

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

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

Intersection #17 Middlefield Rd. & Willow Rd.

Cycle (sec): 130 Critical Vol./Cap.(X): 1.427
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 180.6
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Split Phase				Split Phase				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	8	8	8		8	8	8		8	8	8		8	8	8	
Lanes:	1 0	2	0	1	1 1	0	1	0	1 0	1	0	1	1 1	0	0	1
Volume Module: >> Count Date: 30 Sep 2009 << 4:45 - 5:45 PM																
Base Vol:	97	438	491		477	413	19		36	170	158		382	95	410	
Growth Adj:	1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07	
Initial Bse:	104	469	525		510	442	20		39	182	169		409	102	439	
Added Vol:	15	8	32		18	8	0		0	34	24		127	37	66	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	119	477	557		528	450	20		39	216	193		536	139	505	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	119	477	557		528	450	20		39	216	193		536	139	505	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	119	477	557		528	450	20		39	216	193		536	139	505	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	119	477	557		528	450	20		39	216	193		536	139	505	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.93	0.93	0.42		0.90	0.90	0.90		0.93	0.98	0.83		0.94	0.94	0.83	
Lanes:	1.00	2.00	1.00		1.59	1.35	0.06		1.00	1.00	1.00		1.59	0.41	1.00	
Final Sat.:	1769	3538	791		2727	2322	105		1769	1862	1583		2846	737	1583	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.13	0.70		0.19	0.19	0.19		0.02	0.12	0.12		0.19	0.19	0.32	
Crit Moves:			****			****					****				****	
Green/Cycle:	0.49	0.49	0.49		0.14	0.14	0.14		0.09	0.09	0.09		0.22	0.22	0.22	
Volume/Cap:	0.14	0.27	1.43		1.43	1.43	1.43		0.25	1.36	1.43		0.84	0.84	1.43	
Uniform Del:	17.9	19.3	32.9		56.2	56.2	56.2		55.6	59.4	59.4		48.3	48.3	50.5	
IncremntDel:	0.1	0.1	206.4		200.3	200	200.3		0.9	196	229.3		8.1	8.1	207.8	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	17.9	19.3	239.3		256.5	256	256.5		56.5	255	288.7		56.3	56.3	258.2	
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:	17.9	19.3	239.3		256.5	256	256.5		56.5	255	288.7		56.3	56.3	258.2	
LOS by Move:	B	B	F		F	F	F		E	F	F		E	E	F	
HCM2kAvgQ:	2	6	44		29	29	29		2	18	17		15	15	40	

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

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

Intersection #18 Bayfront Exp. & University Ave.

Cycle (sec): 150 Critical Vol./Cap.(X): 1.482
Loss Time (sec): 10 (Y+R=3.0 sec) Average Delay (sec/veh): 214.3
Optimal Cycle: 180 Level Of Service: F

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				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	5	5	0	0	5	5	5	0	5	0	0	0				
Lanes:	2	0 3	0	0	0	0 3	0	1	2	0 0	0	3	0	0 0	0	0
Volume Module: >> Count Date: 1 Oct 2009 << 5:00 - 6:00 PM																
Base Vol:	377	968	0	0	3488	127	60	0	1667	0	0	0				
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07				
Initial Bse:	403	1036	0	0	3732	136	64	0	1784	0	0	0				
Added Vol:	4	119	0	0	513	150	19	0	11	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	407	1155	0	0	4245	286	83	0	1795	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:	407	1155	0	0	4245	286	83	0	1795	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	407	1155	0	0	4245	286	83	0	1795	0	0	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	407	1155	0	0	4245	286	83	0	1795	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.90	0.89	1.00	1.00	0.89	0.83	0.90	1.00	0.73	1.00	1.00	1.00				
Lanes:	2.00	3.00	0.00	0.00	3.00	1.00	2.00	0.00	3.00	0.00	0.00	0.00				
Final Sat.:	3432	5083	0	0	5083	1583	3432	0	4178	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.12	0.23	0.00	0.00	0.84	0.18	0.02	0.00	0.43	0.00	0.00	0.00				
Crit Moves:	****				****				****							
Green/Cycle:	0.08	0.64	0.00	0.00	0.56	0.56	0.29	0.00	0.29	0.00	0.00	0.00				
Volume/Cap:	1.48	0.35	0.00	0.00	1.48	0.32	0.08	0.00	1.48	0.00	0.00	0.00				
Uniform Del:	69.0	12.3	0.0	0.0	32.7	17.4	38.8	0.0	53.3	0.0	0.0	0.0				
IncremntDel:	235.5	0.1	0.0	0.0	219	0.2	0.0	0.0	221.5	0.0	0.0	0.0				
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00				
Delay/Veh:	304.5	12.4	0.0	0.0	252	17.7	38.8	0.0	274.7	0.0	0.0	0.0				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	304.5	12.4	0.0	0.0	252	17.7	38.8	0.0	274.7	0.0	0.0	0.0				
LOS by Move:	F	B	A	A	F	B	D	A	F	A	A	A				
HCM2kAvgQ:	20	9	0	0	131	7	1	0	59	0	0	0				

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

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

Intersection #19 O'Brien Dr. & University Ave.

Cycle (sec): 85 Critical Vol./Cap.(X): 0.727
Loss Time (sec): 11 (Y+R=3.0 sec) Average Delay (sec/veh): 13.6
Optimal Cycle: 58 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	5	0	5	0	5	5	0	0	0	5	5	
Lanes:	0	0 0	0	0	0	0 1!	0	0	1	0 2	0	0	0	0 1	1	0
Volume Module: >> Count Date: 8 Oct 2009 << 5:00 - 6:00 PM																
Base Vol:	0	0	0	0	120	0	99	0	20	1599	0	0	454	16		
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07				
Initial Bse:	0	0	0	0	128	0	106	0	21	1711	0	0	486	17		
Added Vol:	0	0	0	0	11	0	0	0	0	19	0	0	150	4		
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Initial Fut:	0	0	0	0	139	0	106	0	21	1730	0	0	636	21		
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	0	0	0	139	0	106	0	21	1730	0	0	636	21		
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Reduced Vol:	0	0	0	0	139	0	106	0	21	1730	0	0	636	21		
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	0	0	0	0	139	0	106	0	21	1730	0	0	636	21		
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	1.00	1.00	1.00	0.90	1.00	0.90	0.93	0.93	1.00	1.00	0.93	0.93				
Lanes:	0.00	0.00	0.00	0.57	0.00	0.43	1.00	2.00	0.00	0.00	1.94	0.06				
Final Sat.:	0	0	0	969	0	736	1769	3538	0	0	3407	113				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.14	0.00	0.14	0.01	0.49	0.00	0.00	0.19	0.19				
Crit Moves:				****				****		****						
Green/Cycle:	0.00	0.00	0.00	0.20	0.00	0.20	0.16	0.67	0.00	0.00	0.51	0.51				
Volume/Cap:	0.00	0.00	0.00	0.73	0.00	0.73	0.08	0.73	0.00	0.00	0.36	0.36				
Uniform Del:	0.0	0.0	0.0	31.9	0.0	31.9	30.3	8.9	0.0	0.0	12.5	12.5				
IncremntDel:	0.0	0.0	0.0	7.7	0.0	7.7	0.1	1.2	0.0	0.0	0.1	0.1				
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00				
Delay/Veh:	0.0	0.0	0.0	39.7	0.0	39.7	30.4	10.1	0.0	0.0	12.6	12.6				
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:	0.0	0.0	0.0	39.7	0.0	39.7	30.4	10.1	0.0	0.0	12.6	12.6				
LOS by Move:	A	A	A	D	A	D	C	B	A	A	B	B				
HCM2kAvgQ:	0	0	0	8	0	8	1	16	0	0	5	5				

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

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

Intersection #20 University & Kavanaugh

Cycle (sec): 100 Critical Vol./Cap.(X): 0.693
Loss Time (sec): 11 (Y+R=3.0 sec) Average Delay (sec/veh): 16.2
Optimal Cycle: 85 Level Of Service: B

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:	5	5	5		5	5	5		5	5	5		5	5	5	
Lanes:	0	0	1!	0	0	0	1!	0	0	1	0	1	1	0	1	0	1	0
Volume Module:																		
Base Vol:	35	31	12		19	29	82		26	1579	19		18	527	13	
Growth Adj:	1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07	
Initial Bse:	37	33	13		20	31	88		28	1690	20		19	564	14	
Added Vol:	0	0	0		0	0	0		0	19	0		0	150	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	37	33	13		20	31	88		28	1709	20		19	714	14	
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:	37	33	13		20	31	88		28	1709	20		19	714	14	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	37	33	13		20	31	88		28	1709	20		19	714	14	
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:	37	33	13		20	31	88		28	1709	20		19	714	14	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.96	0.96	0.96		0.91	0.91	0.91		0.95	0.95	0.95		0.95	0.95	0.95	
Lanes:	0.45	0.40	0.15		0.15	0.22	0.63		1.00	1.98	0.02		1.00	1.96	0.04	
Final Sat.:	816	723	280		252	385	1089		1805	3560	42		1805	3530	69	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.05	0.05		0.08	0.08	0.08		0.02	0.48	0.48		0.01	0.20	0.20	
Crit Moves:		****			****					****			****			
Green/Cycle:	0.07	0.06	0.06		0.11	0.11	0.11		0.14	0.66	0.66		0.05	0.57	0.57	
Volume/Cap:	0.68	0.72	0.72		0.72	0.75	0.75		0.11	0.72	0.72		0.21	0.35	0.35	
Uniform Del:	45.6	46.0	46.0		42.9	43.3	43.3		37.4	10.8	10.8		45.6	11.4	11.4	
IncremntDel:	14.9	19.9	19.9		12.6	15.1	15.1		0.2	1.1	1.1		1.2	0.1	0.1	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	60.5	65.8	65.8		55.5	58.3	58.3		37.6	11.9	11.9		46.8	11.5	11.5	
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:	60.5	65.8	65.8		55.5	58.3	58.3		37.6	11.9	11.9		46.8	11.5	11.5	
LOS by Move:	E	E	E		E	E	E		D	B	B		D	B	B	
HCM2kAvgQ:	4	4	4		6	6	6		1	19	19		1	6	6	

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

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

Intersection #21 University & Bay

Cycle (sec): 100 Critical Vol./Cap.(X): 0.868
Loss Time (sec): 11 (Y+R=3.0 sec) Average Delay (sec/veh): 35.0
Optimal Cycle: 94 Level Of Service: D

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:	5	5	5		5	5	5		5	5	5		5	5	5	
Lanes:	1	1	0	0	1	1	0	1	0	1	0	1	1	0	1	0	1	0
Volume Module:																		
Base Vol:	150	219	345		94	262	110		93	1291	87		119	540	49	
Growth Adj:	1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07	
Initial Bse:	161	234	369		101	280	118		100	1381	93		127	578	52	
Added Vol:	0	0	0		0	0	0		0	19	0		0	150	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	161	234	369		101	280	118		100	1400	93		127	728	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:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	161	234	369		101	280	118		100	1400	93		127	728	52	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	161	234	369		101	280	118		100	1400	93		127	728	52	
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:	161	234	369		101	280	118		100	1400	93		127	728	52	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.98	0.98	0.85		0.95	1.00	0.85		0.95	0.94	0.94		0.95	0.94	0.94	
Lanes:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.88	0.12		1.00	1.87	0.13	
Final Sat.:	1862	1862	1615		1805	1900	1615		1805	3355	223		1805	3334	240	
Capacity Analysis Module:																
Vol/Sat:	0.09	0.13	0.23		0.06	0.15	0.07		0.06	0.42	0.42		0.07	0.22	0.22	
Crit Moves:			****		****					****			****			
Green/Cycle:	0.12	0.26	0.26		0.06	0.21	0.21		0.11	0.48	0.48		0.08	0.45	0.45	
Volume/Cap:	0.71	0.48	0.87		0.87	0.71	0.35		0.49	0.87	0.87		0.87	0.49	0.49	
Uniform Del:	42.3	31.0	35.2		46.4	36.9	33.9		41.6	23.1	23.1		45.4	19.4	19.4	
IncremntDel:	4.4	0.4	17.0		45.5	6.1	0.6		1.8	5.0	5.0		38.5	0.2	0.2	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	46.7	31.5	52.2		91.9	43.0	34.6		43.4	28.1	28.1		83.9	19.7	19.7	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	46.7	31.5	52.2		91.9	43.0	34.6		43.4	28.1	28.1		83.9	19.7	19.7	
LOS by Move:	D	C	D		F	D	C		D	C	C		F	B	B	
HCM2kAvgQ:	6	6	14		5	9	3		3	24	24		6	9	9	

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

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

Intersection #22 University & Runnymede

Cycle (sec): 100 Critical Vol./Cap.(X): 0.729
Loss Time (sec): 11 (Y+R=3.0 sec) Average Delay (sec/veh): 23.2
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:	5	5	5		5	5	5		5	5	5		5	5	5	
Lanes:	0	0	1!	0	0	0	1!	0	0	1	0	1	1	0	1	0	1	0
Volume Module:																		
Base Vol:	78	109	59		17	76	27		29	1264	78		44	793	17	
Growth Adj:	1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07	
Initial Bse:	83	117	63		18	81	29		31	1352	83		47	849	18	
Added Vol:	0	0	0		0	0	0		0	19	0		0	150	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	83	117	63		18	81	29		31	1371	83		47	999	18	
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:	83	117	63		18	81	29		31	1371	83		47	999	18	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	83	117	63		18	81	29		31	1371	83		47	999	18	
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:	83	117	63		18	81	29		31	1371	83		47	999	18	
Saturation Flow Module:																		
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.95	0.95		0.96	0.96	0.96		0.95	0.94	0.94		0.95	0.95	0.95	
Lanes:	0.32	0.44	0.24		0.14	0.63	0.23		1.00	1.89	0.11		1.00	1.96	0.04	
Final Sat.:	574	802	434		259	1159	412		1805	3372	205		1805	3535	64	
Capacity Analysis Module:																		
Vol/Sat:	0.15	0.15	0.15		0.07	0.07	0.07		0.02	0.41	0.41		0.03	0.28	0.28	
Crit Moves:	****					****				****			****			
Green/Cycle:	0.20	0.20	0.20		0.09	0.09	0.09		0.09	0.55	0.55		0.05	0.51	0.51	
Volume/Cap:	0.74	0.74	0.74		0.74	0.74	0.74		0.19	0.74	0.74		0.52	0.56	0.56	
Uniform Del:	37.8	37.8	37.8		44.1	44.1	44.1		42.1	17.1	17.1		46.3	16.8	16.8	
IncremntDel:	8.1	8.1	8.1		15.6	15.6	15.6		0.6	1.5	1.5		5.4	0.4	0.4	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	45.9	45.9	45.9		59.7	59.7	59.7		42.7	18.7	18.7		51.7	17.2	17.2	
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:	45.9	45.9	45.9		59.7	59.7	59.7		42.7	18.7	18.7		51.7	17.2	17.2	
LOS by Move:	D	D	D		E	E	E		D	B	B		D	B	B	
HCM2kAvgQ:	9	9	9		6	6	6		1	19	19		2	11	11	

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

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

Intersection #23 University & Bell

Cycle (sec): 90 Critical Vol./Cap.(X): 0.572
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 7.7
Optimal Cycle: 86 Level Of Service: A

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:	18	18	18		18	18	18		64	64	64		64	64	64	
Lanes:	0	0	1!	0	0	0	1!	0	0	1	0	1	1	0	1	0	1	0
Volume Module:																		
Base Vol:	60	83	38		11	68	22		42	1322	87		37	787	22	
Growth Adj:	1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07	
Initial Bse:	64	89	41		12	73	24		45	1415	93		40	842	24	
Added Vol:	0	0	0		0	0	0		0	19	0		0	150	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	64	89	41		12	73	24		45	1434	93		40	992	24	
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:	64	89	41		12	73	24		45	1434	93		40	992	24	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	64	89	41		12	73	24		45	1434	93		40	992	24	
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:	64	89	41		12	73	24		45	1434	93		40	992	24	
Saturation Flow Module:																		
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.85	0.85	0.85		0.94	0.94	0.94		0.25	0.94	0.94		0.13	0.95	0.95	
Lanes:	0.33	0.46	0.21		0.11	0.67	0.22		1.00	1.88	0.12		1.00	1.95	0.05	
Final Sat.:	536	742	340		195	1205	390		475	3359	218		241	3516	83	
Capacity Analysis Module:																		
Vol/Sat:	0.12	0.12	0.12		0.06	0.06	0.06		0.09	0.43	0.43		0.16	0.28	0.28	
Crit Moves:		****								****						
Green/Cycle:	0.21	0.21	0.21		0.21	0.21	0.21		0.75	0.75	0.75		0.75	0.75	0.75	
Volume/Cap:	0.57	0.57	0.57		0.29	0.29	0.29		0.13	0.57	0.57		0.22	0.38	0.38	
Uniform Del:	32.0	32.0	32.0		29.9	29.9	29.9		3.2	5.1	5.1		3.5	4.0	4.0	
IncremntDel:	2.3	2.3	2.3		0.4	0.4	0.4		0.2	0.3	0.3		0.6	0.1	0.1	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	34.3	34.3	34.3		30.4	30.4	30.4		3.4	5.4	5.4		4.1	4.1	4.1	
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:	34.3	34.3	34.3		30.4	30.4	30.4		3.4	5.4	5.4		4.1	4.1	4.1	
LOS by Move:	C	C	C		C	C	C		A	A	A		A	A	A	
HCM2kAvgQ:	6	6	6		3	3	3		0	10	10		1	5	5	

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

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

Intersection #24 University & Donohoe

Cycle (sec): 100 Critical Vol./Cap.(X): 0.905
Loss Time (sec): 11 (Y+R=3.0 sec) Average Delay (sec/veh): 39.2
Optimal Cycle: 110 Level Of Service: D

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:	5	5	5		5	5	5		5	5	5		5	5	5	
Lanes:	1	1 0	1	1	1	0 1	0	1	1	0 1	1	0	2	0 1	1	0
Volume Module:																
Base Vol:	315	485	599		32	175	224		217	784	540		115	663	173	
Growth Adj:	1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07	
Initial Bse:	337	519	641		34	187	240		232	839	578		123	709	185	
Added Vol:	0	0	10		0	0	0		0	8	0		0	150	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	337	519	651		34	187	240		232	847	578		123	859	185	
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:	337	519	651		34	187	240		232	847	578		123	859	185	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	337	519	651		34	187	240		232	847	578		123	859	185	
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:	337	519	651		34	187	240		232	847	578		123	859	185	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.88	0.88	0.88		0.95	1.00	0.85		0.95	0.89	0.89		0.92	0.92	0.92	
Lanes:	1.00	1.33	1.67		1.00	1.00	1.00		1.00	1.19	0.81		2.00	1.65	0.35	
Final Sat.:	1669	2221	2786		1805	1900	1615		1805	2015	1375		3502	2890	622	
Capacity Analysis Module:																
Vol/Sat:	0.20	0.23	0.23		0.02	0.10	0.15		0.13	0.42	0.42		0.04	0.30	0.30	
Crit Moves:	****						****			****			****			
Green/Cycle:	0.22	0.31	0.31		0.07	0.16	0.16		0.15	0.46	0.46		0.05	0.35	0.35	
Volume/Cap:	0.92	0.74	0.74		0.28	0.61	0.92		0.84	0.92	0.92		0.70	0.84	0.84	
Uniform Del:	38.1	30.7	30.7		44.3	39.0	41.3		41.1	25.3	25.3		46.8	29.6	29.6	
IncremntDel:	8.6	1.5	1.5		1.3	3.5	34.5		19.7	9.0	9.0		12.1	5.2	5.2	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	46.7	32.2	32.2		45.6	42.5	75.7		60.8	34.3	34.3		58.9	34.8	34.8	
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:	46.7	32.2	32.2		45.6	42.5	75.7		60.8	34.3	34.3		58.9	34.8	34.8	
LOS by Move:	D	C	C		D	D	E		E	C	C		E	C	C	
HCM2kAvgQ:	15	13	13		1	6	11		10	26	26		3	18	18	

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

Level Of Service Computation Report
1994 HCM Operations Method (Future Volume Alternative)

Intersection #25 NB 101 & Donohoe St

Cycle (sec): 90 Critical Vol./Cap.(X): 0.502
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 14.0
Optimal Cycle: 82 Level Of Service: B

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	32	32		0	32	0		28	0	28		0	0	18	
Lanes:	0	0 2	1	0	0	0 2	0	0	2	0 0	0	1	0	0 0	0	1
Volume Module:																
Base Vol:	0	802	19		0	783	0		765	0	277		0	0	16	
Growth Adj:	1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07	
Initial Bse:	0	858	20		0	838	0		819	0	296		0	0	17	
Added Vol:	0	0	0		0	0	0		10	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	858	20		0	838	0		829	0	296		0	0	17	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	858	20		0	838	0		829	0	296		0	0	17	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	858	20		0	838	0		829	0	296		0	0	17	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.10	1.10		1.00	1.05	1.00		1.03	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	944	22		0	880	0		853	0	296		0	0	17	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		0.95	1.00	0.85		1.00	1.00	0.77	
Lanes:	0.00	2.93	0.07		0.00	2.00	0.00		2.00	0.00	1.00		0.00	0.00	1.00	
Final Sat.:	0	5568	132		0	3800	0		3610	0	1615		0	0	1463	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.17	0.17		0.00	0.23	0.00		0.24	0.00	0.18		0.00	0.00	0.01	
Crit Moves:	****					****			****						****	
Green/Cycle:	0.00	0.37	0.37		0.00	0.37	0.00		0.38	0.00	0.58		0.00	0.00	0.20	
Volume/Cap:	0.00	0.45	0.45		0.00	0.62	0.00		0.62	0.00	0.32		0.00	0.00	0.06	
Uniform Del:	0.0	16.1	16.1		0.0	17.4	0.0		17.1	0.0	7.3		0.0	0.0	22.1	
IncremntDel:	0.0	0.1	0.1		0.0	0.6	0.0		0.6	0.0	0.1		0.0	0.0	0.0	
Delay Adj:	0.00	0.85	0.85		0.00	0.85	0.00		0.85	0.00	0.85		0.00	0.00	0.85	
Delay/Veh:	0.0	13.8	13.8		0.0	15.4	0.0		15.2	0.0	6.3		0.0	0.0	18.8	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	13.8	13.8		0.0	15.4	0.0		15.2	0.0	6.3		0.0	0.0	18.8	
DesignQueue:	0	11	11		0	15	0		14	0	6		0	0	1	

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

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

Intersection #26 University & SB US 101

Cycle (sec): 90 Critical Vol./Cap.(X): 0.567
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 27.1
Optimal Cycle: 180 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:	Permitted				Protected				Permitted				Protected			
Rights:	Include				Include				Ovl				Include			
Min. Green:	18	18	18		0	0	0		0	39	57		21	64	0	
Lanes:	1	0 1!	0	1	0	0	0	0	0	0	2	0 2	2	0	2	0 0
Volume Module:																
Base Vol:	305	1	439		0	0	0		0	1391	388		487	927	0	
Growth Adj:	1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07	
Initial Bse:	326	1	470		0	0	0		0	1488	415		521	992	0	
Added Vol:	0	0	0		0	0	0		0	8	16		83	80	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	326	1	470		0	0	0		0	1496	431		604	1072	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:	326	1	470		0	0	0		0	1496	431		604	1072	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	326	1	470		0	0	0		0	1496	431		604	1072	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	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:	326	1	470		0	0	0		0	1496	431		604	1072	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.86	0.86	0.86		1.00	1.00	1.00		1.00	0.95	0.75		0.92	0.95	1.00	
Lanes:	1.41	0.01	1.58		0.00	0.00	0.00		0.00	2.00	2.00		2.00	2.00	0.00	
Final Sat.:	2292	4	2585		0	0	0		0	3610	2842		3502	3610	0	
Capacity Analysis Module:																
Vol/Sat:	0.14	0.25	0.18		0.00	0.00	0.00		0.00	0.41	0.15		0.17	0.30	0.00	
Crit Moves:		****												****		
Green/Cycle:	0.20	0.20	0.20		0.00	0.00	0.00		0.00	0.43	0.43		0.32	0.76	0.00	
Volume/Cap:	0.71	1.23	0.91		0.00	0.00	0.00		0.00	0.96	0.35		0.54	0.39	0.00	
Uniform Del:	33.6	36.0	35.2		0.0	0.0	0.0		0.0	24.7	17.0		25.0	3.8	0.0	
IncremntDel:	2.2	115	13.2		0.0	0.0	0.0		0.0	13.8	0.2		0.5	0.1	0.0	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		0.00	0.00	0.00		0.00	1.00	1.00		1.00	1.00	0.00	
Delay/Veh:	35.8	151	48.4		0.0	0.0	0.0		0.0	38.5	17.2		25.5	3.9	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	35.8	151	48.4		0.0	0.0	0.0		0.0	38.5	17.2		25.5	3.9	0.0	
LOS by Move:	D	F	D		A	A	A		A	D	B		C	A	A	
HCM2kAvgQ:	7	23	12		0	0	0		0	27	5		7	6	0	

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

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

Intersection #27 University Ave. & Woodland

Cycle (sec): 110 Critical Vol./Cap.(X): 0.928
Loss Time (sec): 11 (Y+R=3.0 sec) Average Delay (sec/veh): 50.0
Optimal Cycle: 130 Level Of Service: D

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:	5	5	5		5	5	5		5	5	5		5	5	5	
Lanes:	0	0 1!	0	0	2	0	0	1	0	1	0	1	1	0	1	0 2	0 1
Volume Module:																
Base Vol:	16	87	274		612	119	34		28	809	9		274	800	327	
Growth Adj:	1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07	
Initial Bse:	17	93	293		655	127	36		30	866	10		293	856	350	
Added Vol:	0	0	0		0	0	0		0	25	0		0	80	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	17	93	293		655	127	36		30	891	10		293	936	350	
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:	17	93	293		655	127	36		30	891	10		293	936	350	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	17	93	293		655	127	36		30	891	10		293	936	350	
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:	17	93	293		655	127	36		30	891	10		293	936	350	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.90	0.90	0.90		0.92	0.97	0.97		0.95	0.95	0.95		0.95	0.95	0.85	
Lanes:	0.04	0.23	0.73		2.00	0.78	0.22		1.00	1.98	0.02		1.00	2.00	1.00	
Final Sat.:	73	395	1243		3502	1429	408		1805	3564	39		1805	3610	1615	
Capacity Analysis Module:																
Vol/Sat:	0.24	0.24	0.24		0.19	0.09	0.09		0.02	0.25	0.25		0.16	0.26	0.22	
Crit Moves:		****			****					****			****			
Green/Cycle:	0.33	0.25	0.25		0.20	0.12	0.12		0.07	0.27	0.27		0.18	0.38	0.38	
Volume/Cap:	0.71	0.93	0.93		0.93	0.71	0.71		0.25	0.93	0.93		0.93	0.69	0.57	
Uniform Del:	32.2	40.0	40.0		43.1	46.2	46.2		48.8	39.2	39.2		44.7	28.7	27.2	
IncremntDel:	4.3	26.1	26.1		18.5	10.1	10.1		1.1	14.6	14.6		32.4	1.5	1.3	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	36.5	66.2	66.2		61.6	56.3	56.3		49.9	53.7	53.7		77.1	30.2	28.5	
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:	36.5	66.2	66.2		61.6	56.3	56.3		49.9	53.7	53.7		77.1	30.2	28.5	
LOS by Move:	D	E	E		E	E	E		D	D	D		E	C	C	
HCM2kAvgQ:	13	17	17		15	7	7		1	20	20		14	15	10	

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

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

Intersection #28 Middlefield Rd. & University Ave.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.651
Loss Time (sec): 11 (Y+R=3.0 sec) Average Delay (sec/veh): 35.3
Optimal Cycle: 85 Level Of Service: D

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:	5	5	5		5	5	5		5	5	5		5	5	5	
Lanes:	0 1	0 1	0		0 1	0 1	0		1 0	1 1	0		1 0	1 1	0	
Volume Module:																
Base Vol:	30	377	86		82	384	76		59	328	23		71	442	88	
Growth Adj:	1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07	
Initial Bse:	32	403	92		88	411	81		63	351	25		76	473	94	
Added Vol:	0	40	7		16	116	27		3	1	0		56	11	12	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	32	443	99		104	527	108		66	352	25		132	484	106	
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:	32	443	99		104	527	108		66	352	25		132	484	106	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	32	443	99		104	527	108		66	352	25		132	484	106	
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:	32	443	99		104	527	108		66	352	25		132	484	106	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	0.92	0.92		0.92	0.92	0.92		0.95	0.94	0.94		0.95	0.92	0.92	
Lanes:	0.11	1.55	0.34		0.28	1.43	0.29		1.00	1.87	0.13		1.00	1.64	0.36	
Final Sat.:	196	2706	604		492	2500	514		1805	3340	234		1805	2881	632	
Capacity Analysis Module:																
Vol/Sat:	0.16	0.16	0.16		0.21	0.21	0.21		0.04	0.11	0.11		0.07	0.17	0.17	
Crit Moves:		****			****				****					****		
Green/Cycle:	0.25	0.25	0.25		0.32	0.32	0.32		0.06	0.19	0.19		0.13	0.26	0.26	
Volume/Cap:	0.65	0.65	0.65		0.65	0.65	0.65		0.65	0.57	0.57		0.57	0.65	0.65	
Uniform Del:	33.5	33.5	33.5		29.0	29.0	29.0		46.2	37.1	37.1		40.9	33.1	33.1	
IncremntDel:	1.7	1.7	1.7		1.4	1.4	1.4		14.0	1.2	1.2		3.3	1.7	1.7	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	35.2	35.2	35.2		30.3	30.3	30.3		60.2	38.2	38.2		44.2	34.8	34.8	
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:	35.2	35.2	35.2		30.3	30.3	30.3		60.2	38.2	38.2		44.2	34.8	34.8	
LOS by Move:	D	D	D		C	C	C		E	D	D		D	C	C	
HCM2kAvgQ:	9	9	9		11	11	11		3	6	6		5	9	9	

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

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

Intersection #29 Bayfront Exp. & Chrysler Dr.

Cycle (sec): 130 Critical Vol./Cap.(X): 1.145
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 87.2
Optimal Cycle: 180 Level Of Service: F

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				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	5	5	0		0	5	5		5	0	5		0	0	0	
Lanes:	1 0	3 0	0		0 0	3 0	1		1 0	0 0	1		0 0	0 0	0	
Volume Module:5:00 - 6:00 AM																
Base Vol:	10	932	0		0	2235	16		334	0	76		0	0	0	
Growth Adj:	1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07	
Initial Bse:	11	997	0		0	2391	17		357	0	81		0	0	0	
Added Vol:	38	605	0		0	84	0		617	0	86		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	49	1602	0		0	2475	17		974	0	167		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:	49	1602	0		0	2475	17		974	0	167		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	49	1602	0		0	2475	17		974	0	167		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	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:	49	1602	0		0	2475	17		974	0	167		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.93	0.89	1.00		1.00	0.89	0.83		0.93	1.00	0.83		1.00	1.00	1.00	
Lanes:	1.00	3.00	0.00		0.00	3.00	1.00		1.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	1769	5083	0		0	5083	1583		1769	0	1583		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.32	0.00		0.00	0.49	0.01		0.55	0.00	0.11		0.00	0.00	0.00	
Crit Moves:	****					****			****							
Green/Cycle:	0.04	0.46	0.00		0.00	0.42	0.42		0.47	0.00	0.47		0.00	0.00	0.00	
Volume/Cap:	0.72	0.69	0.00		0.00	1.16	0.03		1.16	0.00	0.22		0.00	0.00	0.00	
Uniform Del:	61.8	28.0	0.0		0.0	37.8	22.2		34.2	0.0	20.1		0.0	0.0	0.0	
IncremntDel:	30.3	0.9	0.0		0.0	79.0	0.0		86.4	0.0	0.2		0.0	0.0	0.0	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	0.00		0.00	1.00	1.00		1.00	0.00	1.00		0.00	0.00	0.00	
Delay/Veh:	92.1	28.9	0.0		0.0	117	22.2		120.6	0.0	20.3		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	92.1	28.9	0.0		0.0	117	22.2		120.6	0.0	20.3		0.0	0.0	0.0	
LOS by Move:	F	C	A		A	F	C		F	A	C		A	A	A	
HCM2kAvgQ:	3	19	0		0	54	0		58	0	4		0	0	0	

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

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

Intersection #30 Bayfront Exp. & Chilco St.

Cycle (sec): 130 Critical Vol./Cap.(X): 0.742
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 18.1
Optimal Cycle: 60 Level Of Service: B

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				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	5	5	0	0	5	5	5	0	5	0	0	0				
Lanes:	1	0	3	0	0	0	0	3	0	1	1	0	0	0	1	0	0	0	0	0
Volume Module: >> Count Date: 20 Oct 2009 << 4:45 - 5:45 PM																
Base Vol:	14	783	0	0	2126	160	190	0	186	0	0	0				
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07				
Initial Bse:	15	838	0	0	2275	171	203	0	199	0	0	0				
Added Vol:	38	642	0	0	166	3	1	0	86	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	53	1480	0	0	2441	174	204	0	285	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:	53	1480	0	0	2441	174	204	0	285	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	53	1480	0	0	2441	174	204	0	285	0	0	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	1480	0	0	2441	174	204	0	285	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.93	0.89	1.00	1.00	0.89	0.83	0.93	1.00	0.83	1.00	1.00	1.00				
Lanes:	1.00	3.00	0.00	0.00	3.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00				
Final Sat.:	1769	5083	0	0	5083	1583	1769	0	1583	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.03	0.29	0.00	0.00	0.48	0.11	0.12	0.00	0.18	0.00	0.00	0.00				
Crit Moves:	****				****				****							
Green/Cycle:	0.04	0.69	0.00	0.00	0.65	0.65	0.24	0.00	0.24	0.00	0.00	0.00				
Volume/Cap:	0.74	0.42	0.00	0.00	0.74	0.17	0.48	0.00	0.74	0.00	0.00	0.00				
Uniform Del:	61.7	8.9	0.0	0.0	15.5	9.1	42.1	0.0	45.4	0.0	0.0	0.0				
IncremntDel:	33.6	0.1	0.0	0.0	0.9	0.1	0.8	0.0	7.5	0.0	0.0	0.0				
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00				
Delay/Veh:	95.3	9.0	0.0	0.0	16.5	9.2	43.0	0.0	53.0	0.0	0.0	0.0				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	95.3	9.0	0.0	0.0	16.5	9.2	43.0	0.0	53.0	0.0	0.0	0.0				
LOS by Move:	F	A	A	A	B	A	D	A	D	A	A	A				
HCM2kAvgQ:	4	9	0	0	25	3	7	0	12	0	0	0				

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

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

Intersection #31 Middlefield Rd. & Ravenswood Ave.

Cycle (sec): 120 Critical Vol./Cap.(X): 0.785
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 27.6
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:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Ovl				Include			
Min. Green:	4	10	0	0	10	4	4	0	4	0	0	0				
Lanes:	1	0	1	0	0	0	0	0	1	0	1	0	0	0	1	0	0	0	0	0
Volume Module: >> Count Date: 20 Oct 2009 << 5:00 - 6:00 PM																
Base Vol:	487	566	0	0	357	92	257	0	705	0	0	0				
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07				
Initial Bse:	521	606	0	0	382	98	275	0	754	0	0	0				
Added Vol:	14	58	0	0	21	6	3	0	3	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	535	664	0	0	403	104	278	0	757	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:	535	664	0	0	403	104	278	0	757	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	535	664	0	0	403	104	278	0	757	0	0	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	535	664	0	0	403	104	278	0	757	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.93	0.98	1.00	1.00	0.95	0.95	0.93	1.00	0.83	1.00	1.00	1.00				
Lanes:	1.00	1.00	0.00	0.00	0.79	0.21	1.00	0.00	1.00	0.00	0.00	0.00				
Final Sat.:	1769	1862	0	0	1437	373	1769	0	1583	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.30	0.36	0.00	0.00	0.28	0.28	0.16	0.00	0.48	0.00	0.00	0.00				
Crit Moves:	****				****				****							
Green/Cycle:	0.39	0.74	0.00	0.00	0.36	0.36	0.22	0.00	0.61	0.00	0.00	0.00				
Volume/Cap:	0.79	0.48	0.00	0.00	0.79	0.79	0.70	0.00	0.79	0.00	0.00	0.00				
Uniform Del:	32.5	6.2	0.0	0.0	34.5	34.5	42.8	0.0	17.5	0.0	0.0	0.0				
IncremntDel:	6.0	0.3	0.0	0.0	6.3	6.3	5.5	0.0	4.3	0.0	0.0	0.0				
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00				
Delay/Veh:	38.5	6.4	0.0	0.0	40.8	40.8	48.4	0.0	21.8	0.0	0.0	0.0				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	38.5	6.4	0.0	0.0	40.8	40.8	48.4	0.0	21.8	0.0	0.0	0.0				
LOS by Move:	D	A	A	A	D	D	D	A	C	A	A	A				
HCM2kAvgQ:	19	10	0	0	18	18	11	0	22	0	0	0				

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

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

Intersection #32 Middlefield Rd. & Ringwood Ave.

Cycle (sec): 120 Critical Vol./Cap.(X): 0.671
Loss Time (sec): 4 (Y+R=3.0 sec) Average Delay (sec/veh): 29.5
Optimal Cycle: 33 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				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	4	10	10		4	10	10		4	4	4		4	4	4	
Lanes:	1 0	2 0	1		1 0	2 0	1		1 0	0 1	0		0 1	0 0	1	
Volume Module: >> Count Date: 21 Oct 2009 << 5:00 - 6:00 PM																
Base Vol:	49	761	127		356	628	36		75	76	62		73	8	266	
Growth Adj:	1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07	
Initial Bse:	52	814	136		381	672	39		80	81	66		78	9	285	
Added Vol:	0	68	0		2	23	0		0	0	0		0	0	5	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	52	882	136		383	695	39		80	81	66		78	9	290	
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	882	136		383	695	39		80	81	66		78	9	290	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	52	882	136		383	695	39		80	81	66		78	9	290	
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	882	136		383	695	39		80	81	66		78	9	290	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.93	0.93	0.83		0.93	0.93	0.83		0.62	0.91	0.91		0.63	0.63	0.83	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	0.55	0.45		0.90	0.10	1.00	
Final Sat.:	1769	3538	1583		1769	3538	1583		1179	957	781		1071	117	1583	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.25	0.09		0.22	0.20	0.02		0.07	0.08	0.08		0.07	0.07	0.18	
Crit Moves:		****			****										****	
Green/Cycle:	0.10	0.37	0.37		0.32	0.59	0.59		0.27	0.27	0.27		0.27	0.27	0.27	
Volume/Cap:	0.29	0.67	0.23		0.67	0.33	0.04		0.25	0.31	0.31		0.27	0.27	0.67	
Uniform Del:	50.0	31.6	25.9		35.1	12.3	10.2		34.1	34.7	34.7		34.2	34.2	38.9	
IncremntDel:	0.9	1.4	0.2		3.1	0.1	0.0		0.4	0.4	0.4		0.4	0.4	4.1	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	50.9	32.9	26.1		38.3	12.4	10.2		34.5	35.1	35.1		34.7	34.7	42.9	
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:	50.9	32.9	26.1		38.3	12.4	10.2		34.5	35.1	35.1		34.7	34.7	42.9	
LOS by Move:	D	C	C		D	B	B		C	D	D		C	C	D	
HCM2kAvgQ:	2	15	3		13	7	1		2	4	4		3	3	10	

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

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

Intersection #33 Middlefield Rd and Lytton Ave

Cycle (sec): 110 Critical Vol./Cap.(X): 1.127
Loss Time (sec): 11 (Y+R=3.0 sec) Average Delay (sec/veh): 105.5
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Split Phase				Split Phase				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	5	5	5		5	5	5		5	5	5		5	5	5	
Lanes:	0 1	0 0	1		0 1	0 0	1		1 0	0 1	0		0 0	1! 0	0	
Volume Module:																
Base Vol:	89	457	24		24	508	163		419	135	78		7	55	12	
Growth Adj:	1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07	
Initial Bse:	95	489	26		26	544	174		448	144	83		7	59	13	
Added Vol:	0	55	0		0	159	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	95	544	26		26	703	174		448	144	83		7	59	13	
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:	95	544	26		26	703	174		448	144	83		7	59	13	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	95	544	26		26	703	174		448	144	83		7	59	13	
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:	95	544	26		26	703	174		448	144	83		7	59	13	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.99	0.99	0.85		1.00	1.00	0.85		0.95	0.95	0.95		0.97	0.97	0.97	
Lanes:	0.15	0.85	1.00		0.04	0.96	1.00		1.00	0.63	0.37		0.09	0.75	0.16	
Final Sat.:	281	1606	1615		67	1829	1615		1805	1138	658		175	1374	300	
Capacity Analysis Module:																
Vol/Sat:	0.34	0.34	0.02		0.38	0.38	0.11		0.25	0.13	0.13		0.04	0.04	0.04	
Crit Moves:		****			****				****					****		
Green/Cycle:	0.30	0.30	0.30		0.34	0.34	0.34		0.22	0.22	0.22		0.05	0.05	0.05	
Volume/Cap:	1.14	1.14	0.05		1.14	1.14	0.32		1.14	0.58	0.58		0.94	0.94	0.94	
Uniform Del:	38.6	38.6	27.5		36.4	36.4	27.0		43.0	38.5	38.5		52.4	52.4	52.4	
IncremntDel:	81.5	81.5	0.0		79.5	79.5	0.3		88.0	2.2	2.2		78.7	78.7	78.7	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	120.1	120	27.6		115.9	116	27.4		131.0	40.7	40.7		131.0	131	131.0	
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:	120.1	120	27.6		115.9	116	27.4		131.0	40.7	40.7		131.0	131	131.0	
LOS by Move:	F	F	C		F	F	C		F	D	D		F	F	F	
HCM2kAvgQ:	34	34	1		39	39	4		25	8	8		5	5	5	

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

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

Intersection #34 Bayfront Expy. and Facebook West Campus

Cycle (sec):	100	Critical Vol./Cap.(X):	0.929
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	36.4
Optimal Cycle:	125	Level Of Service:	D

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:	10	10	10		10	10	10		10	10	10		10	10	10	
Lanes:	1 0	3 0	0		0 0	3 0	1		2 0	0 0	1		0 0	0 0	0	
Volume Module:																
Base Vol:	0	708	0	0	2307	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	0	758	0	0	2468	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	66	438	0	0	222	7	242	0	424	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:	66	1196	0	0	2690	7	242	0	424	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:	66	1196	0	0	2690	7	242	0	424	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
Reduced Vol:	66	1196	0	0	2690	7	242	0	424	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	1.00	1.00	1.00	1.00
FinalVolume:	66	1196	0	0	2690	7	242	0	424	0	0	0	0	0	0	0
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	1.00	1.00	0.91	0.85	0.92	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	0.00	3.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	1805	5187	0	0	5187	1615	3502	0	1615	0	0	0	0	0	0	0
Capacity Analysis Module:																
Vol/Sat:	0.04	0.23	0.00	0.00	0.52	0.00	0.07	0.00	0.26	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****				****							
Green/Cycle:	0.10	0.62	0.00	0.00	0.52	0.52	0.26	0.00	0.26	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.37	0.37	0.00	0.00	1.00	0.01	0.26	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Del:	42.0	9.5	0.0	0.0	24.1	11.7	29.2	0.0	36.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0
IncremntDel:	1.3	0.1	0.0	0.0	17.7	0.0	0.2	0.0	44.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	43.3	9.6	0.0	0.0	41.8	11.7	29.4	0.0	81.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.3	9.6	0.0	0.0	41.8	11.7	29.4	0.0	81.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	D	A	A	A	D	B	C	A	F	A	A	A	A	A	A	A
HCM2kAvgQ:	2	7	0	0	39	0	3	0	19	0	0	0	0	0	0	0

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

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Scenario Report

Scenario:	Cumulative 2025 AM
Command:	Long Term No Project I AM
Volume:	Long Term No Project I AM
Geometry:	Long Term No Project I AM
Impact Fee:	Default Impact Fee
Trip Generation:	Long Term No Project I AM
Trip Distribution:	Near-Term
Paths:	Default Path
Routes:	Default Route
Configuration:	Long Term No Project I AM

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Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in D/V
# 1 Bayfront Exp. & Marsh Rd.	C	25.2	0.842	C	26.2	0.879	+ 0.975
# 2 US 101 NB Ramps & Marsh Rd.	B	16.9	0.700	D	42.3	1.054	+25.428
# 3 US 101 SB Ramps & Marsh Rd.	C	26.5	0.944	C	31.7	0.985	+ 5.106
# 4 Scott Dr/Rolison at Marsh Rd.	D	41.1	0.901	D	35.6	0.932	-5.434
# 5 Bohannon/ Florence & Marsh Rd.	C	20.8	0.620	B	15.7	0.647	-5.128
# 6 Bay Rd. & Marsh Rd.	B	17.4	0.644	B	17.4	0.706	+ 0.053
# 7 Middlefield at Marsh (Town of	C	29.8	0.669	C	27.0	0.766	-2.790
# 8 Bayfront Exp. & Willow Rd.	C	28.6	0.668	D	35.4	0.750	+ 6.766
# 9 Hamilton Ave. & Willow Rd.	C	23.7	0.613	C	22.4	0.647	-1.360
# 10 Ivy Dr. & Willow Rd.	B	18.7	0.567	C	21.3	0.643	+ 2.627
# 11 O'Brien Dr. & Willow Rd.	B	15.4	0.508	B	14.7	0.552	-0.676
# 12 Newbridge St. & Willow Rd.	E	59.2	0.990	E	62.5	1.028	+ 3.286
# 13 Bay Rd. & Willow Rd.	C	21.6	0.760	C	22.2	0.818	+ 0.602
# 14 Durham St. & Willow Rd.	D	35.1	0.782	B	15.6	0.844	-19.481
# 15 Coleman Ave. & Willow Rd.	B	15.3	0.784	B	18.8	0.868	+ 3.487
# 16 Gilbert Ave. & Willow Rd.	B	15.7	0.726	B	18.0	0.836	+ 2.327
# 17 Middlefield Rd. & Willow Rd.	F	114.7	1.038	F	123.8	1.225	+ 9.150
# 18 Bayfront Exp. & University Ave	C	32.7	0.882	D	35.1	0.905	+ 2.452
# 19 O'Brien Dr. & University Ave.	A	6.8	0.600	A	6.8	0.611	-0.015
# 20 University & Kavanaugh	B	14.4	0.617	B	14.2	0.623	-0.161
# 21 University & Bay	C	29.3	0.724	C	29.0	0.730	-0.230
# 22 University & Runnymede	C	21.7	0.687	C	21.6	0.693	-0.129
# 23 University & Bell	A	7.7	0.270	A	7.4	0.289	-0.275
# 24 University & Donohoe	D	51.0	1.014	D	53.5	1.030	+ 2.541
# 25 NB 101 & Donohoe St	B	9.1	0.418	B	9.3	0.436	+ 0.130

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Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 26 University & SB US 101	B	18.1	0.704	B	18.3	0.718	+ 0.243 D/V
# 27 University Ave. & Woodland	D	50.1	0.977	D	52.3	0.991	+ 2.164 D/V
# 28 Middlefield Rd. & University A	D	38.2	0.805	D	46.5	0.888	+ 8.251 D/V
# 29 Bayfront Exp. & Chrysler Dr.	A	7.6	0.640	B	17.5	0.738	+ 9.814 D/V
# 30 Bayfront Exp. & Chilco St.	B	17.8	0.650	C	20.0	0.675	+ 2.230 D/V
# 31 Middlefield Rd. & Ravenswood A	C	23.4	0.664	C	25.7	0.731	+ 2.288 D/V
# 32 Middlefield Rd. & Ringwood Ave	C	29.2	0.515	C	25.7	0.540	-3.470 D/V
# 33 Middlefield Rd and Lytton Ave	D	38.1	0.783	D	44.8	0.869	+ 6.657 D/V
# 34 Bayfront Expy. and Facebook We	A	1.4	0.549	A	1.5	0.593	+ 0.123 D/V

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

****
Intersection #1 Bayfront Exp. & Marsh Rd.
****

Cycle (sec): 130 Critical Vol./Cap.(X): 0.879
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 26.2
Optimal Cycle: 113 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:	Split Phase				Split Phase				Split Phase				Split Phase			
Rights:	Include				Include				Ovl				Include			
Min. Green:	5	5	5		5	5	5		5	5	5		5	5	5	
Lanes:	3 0	0 1	0		0 1	1 0	1		0 1	0 0	2		0 0	1! 0	0	
Volume Module: >> Count Date: 22 Oct 2009 << 7:45 - 8:45 AM																
Base Vol:	2297	189	23		7	58	148		182	20	997		7	19	5	
Growth Adj:	1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14	
Initial Bse:	2619	215	26		8	66	169		207	23	1137		8	22	6	
Added Vol:	173	0	0		0	0	0		0	0	256		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	2792	215	26		8	66	169		207	23	1393		8	22	6	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	2792	215	26		8	66	169		207	23	1393		8	22	6	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	2792	215	26		8	66	169		207	23	1393		8	22	6	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	2792	215	26		8	66	169		207	23	1393		8	22	6	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.90	0.96	0.96		0.93	0.93	0.83		0.94	0.94	0.73		0.95	0.95	0.95	
Lanes:	3.00	0.89	0.11		0.22	1.78	1.00		0.90	0.10	2.00		0.23	0.61	0.16	
Final Sat.:	5147	1633	199		379	3141	1583		1606	176	2786		407	1104	290	
Capacity Analysis Module:																
Vol/Sat:	0.54	0.13	0.13		0.02	0.02	0.11		0.13	0.13	0.50		0.02	0.02	0.02	
Crit Moves:	****						****		****					****		
Green/Cycle:	0.61	0.61	0.61		0.12	0.12	0.12		0.14	0.14	0.75		0.04	0.04	0.04	
Volume/Cap:	0.90	0.22	0.22		0.18	0.18	0.90		0.90	0.90	0.67		0.51	0.51	0.51	
Uniform Del:	22.1	11.6	11.6		51.5	51.5	56.5		54.7	54.7	8.1		61.3	61.3	61.3	
IncremntDel:	3.8	0.1	0.1		0.2	0.2	37.7		30.3	30.3	0.8		6.2	6.2	6.2	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	25.9	11.7	11.7		51.7	51.7	94.2		84.9	84.9	8.9		67.5	67.5	67.5	
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:	25.9	11.7	11.7		51.7	51.7	94.2		84.9	84.9	8.9		67.5	67.5	67.5	
LOS by Move:	C	B	B		D	D	F		F	F	A		E	E	E	
HCM2kAvgQ:	36	4	4		1	1	10		12	12	16		2	2	2	

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

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

Intersection #2 US 101 NB Ramps & Marsh Rd.

Cycle (sec): 80 Critical Vol./Cap.(X): 1.054
Loss Time (sec): 7 (Y+R=4.0 sec) Average Delay (sec/veh): 42.3
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Split Phase				Split Phase				Permitted				Permitted			
Rights:	Include				Include				Ignore				Ignore			
Min. Green:	5	0	5		0	0	0		0	5	0		0	5	0	
Lanes:	2	0 0	0	1	0	0 0	0	0	0	1 1	0	1	0	0 2	0	1
Volume Module: >> Count Date: 30 Sep 2009 << 7:30 - 8:30 AM																
Base Vol:	818	0	289		0	0	0		0	1138	506		0	821	1699	
Growth Adj:	1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14	
Initial Bse:	933	0	329		0	0	0		0	1297	577		0	936	1937	
Added Vol:	2	0	394		0	0	0		2	407	0		0	144	30	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	935	0	723		0	0	0		2	1704	577		0	1080	1967	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
PHF Volume:	935	0	723		0	0	0		2	1704	0		0	1080	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	935	0	723		0	0	0		2	1704	0		0	1080	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
FinalVolume:	935	0	723		0	0	0		2	1704	0		0	1080	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.90	1.00	0.83		1.00	1.00	1.00		0.89	0.89	1.00		1.00	0.93	1.00	
Lanes:	2.00	0.00	1.00		0.00	0.00	0.00		0.01	1.99	1.00		0.00	2.00	1.00	
Final Sat.:	3432	0	1583		0	0	0		4	3375	1900		0	3538	1900	
Capacity Analysis Module:																
Vol/Sat:	0.27	0.00	0.46		0.00	0.00	0.00		0.51	0.51	0.00		0.00	0.31	0.00	
Crit Moves:			****							****						
Green/Cycle:	0.43	0.00	0.43		0.00	0.00	0.00		0.48	0.48	0.00		0.00	0.48	0.00	
Volume/Cap:	0.63	0.00	1.05		0.00	0.00	0.00		1.05	1.05	0.00		0.00	0.64	0.00	
Uniform Del:	17.6	0.0	22.7		0.0	0.0	0.0		20.8	20.8	0.0		0.0	15.6	0.0	
IncremntDel:	0.9	0.0	49.6		0.0	0.0	0.0		38.3	38.3	0.0		0.0	0.8	0.0	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	0.00	1.00		0.00	0.00	0.00		1.00	1.00	0.00		0.00	1.00	0.00	
Delay/Veh:	18.5	0.0	72.2		0.0	0.0	0.0		59.1	59.1	0.0		0.0	16.4	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	18.5	0.0	72.2		0.0	0.0	0.0		59.1	59.1	0.0		0.0	16.4	0.0	
LOS by Move:	B	A	E		A	A	A		E	E	A		A	B	A	
HCM2kAvgQ:	10	0	28		0	0	0		34	34	0		0	11	0	

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

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

Intersection #3 US 101 SB Ramps & Marsh Rd.

Cycle (sec): 80 Critical Vol./Cap.(X): 0.985
Loss Time (sec): 7 (Y+R=4.0 sec) Average Delay (sec/veh): 31.7
Optimal Cycle: 155 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:	Split Phase				Split Phase				Permitted				Permitted			
Rights:	Include				Include				Ignore				Ignore			
Min. Green:	0	0	0		5	0	5		0	5	0		0	5	0	
Lanes:	0	0 0	0	0	2	0 0	0	1	0	0 2	0	1	0	0 2	0	1
Volume Module: >> Count Date: 30 Sep 2009 << 7:30 - 8:30 AM																
Base Vol:	0	0	0		879	0	558		0	834	583		0	1426	86	
Growth Adj:	1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14	
Initial Bse:	0	0	0		1002	0	636		0	951	665		0	1626	98	
Added Vol:	0	0	0		221	0	33		0	199	0		0	57	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		1223	0	669		0	1150	665		0	1683	98	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
PHF Volume:	0	0	0		1223	0	669		0	1150	0		0	1683	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		1223	0	669		0	1150	0		0	1683	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
FinalVolume:	0	0	0		1223	0	669		0	1150	0		0	1683	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	1.00	1.00		0.90	1.00	0.83		1.00	0.93	1.00		1.00	0.93	1.00	
Lanes:	0.00	0.00	0.00		2.00	0.00	1.00		0.00	2.00	1.00		0.00	2.00	1.00	
Final Sat.:	0	0	0		3432	0	1583		0	3538	1900		0	3538	1900	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.36	0.00	0.42		0.00	0.32	0.00		0.00	0.48	0.00	
Crit Moves:							****							****		
Green/Cycle:	0.00	0.00	0.00		0.43	0.00	0.43		0.00	0.48	0.00		0.00	0.48	0.00	
Volume/Cap:	0.00	0.00	0.00		0.83	0.00	0.98		0.00	0.67	0.00		0.00	0.98	0.00	
Uniform Del:	0.0	0.0	0.0		20.2	0.0	22.6		0.0	15.8	0.0		0.0	20.4	0.0	
IncremntDel:	0.0	0.0	0.0		4.1	0.0	30.5		0.0	1.1	0.0		0.0	18.1	0.0	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	0.00	0.00	0.00		1.00	0.00	1.00		0.00	1.00	0.00		0.00	1.00	0.00	
Delay/Veh:	0.0	0.0	0.0		24.4	0.0	53.1		0.0	16.9	0.0		0.0	38.5	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.0	0.0		24.4	0.0	53.1		0.0	16.9	0.0		0.0	38.5	0.0	
LOS by Move:	A	A	A		C	A	D		A	B	A		A	D	A	
HCM2kAvgQ:	0	0	0		16	0	23		0	12	0		0	29	0	

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

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

Intersection #4 Scott Dr/Rolison at Marsh Rd.

Cycle (sec): 80 Critical Vol./Cap.(X): 0.932
Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): 35.6
Optimal Cycle: 111 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	4	4	4		4	4	4		4	6	6		4	6	6	
Lanes:	0 1	0	0	2	0 1	0	0	1	1 0	2	1	0	2 0	1	1	0
Volume Module: >> Count Date: 8 Oct 2009 << 7:15 - 8:15 AM																
Base Vol:	27	3	49		222	18	3		15	1131	29		268	1416	280	
Growth Adj:	1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14	
Initial Bse:	31	3	56		253	21	3		17	1289	33		306	1614	319	
Added Vol:	0	0	0		0	0	0		0	199	0		0	90	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	31	3	56		253	21	3		17	1488	33		306	1704	319	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	31	3	56		253	21	3		17	1488	33		306	1704	319	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	31	3	56		253	21	3		17	1488	33		306	1704	319	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	31	3	56		253	21	3		17	1488	33		306	1704	319	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.94	0.94	0.73		0.94	0.94	0.83		0.93	0.89	0.89		0.90	0.91	0.91	
Lanes:	0.90	0.10	2.00		0.93	0.07	1.00		1.00	2.93	0.07		2.00	1.68	0.32	
Final Sat.:	1604	178	2786		1647	134	1583		1769	4958	110		3432	2908	545	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.02	0.02		0.15	0.15	0.00		0.01	0.30	0.30		0.09	0.59	0.59	
Crit Moves:		****			****				****					****		
Green/Cycle:	0.05	0.05	0.05		0.15	0.15	0.15		0.05	0.48	0.48		0.14	0.57	0.57	
Volume/Cap:	0.38	0.38	0.40		1.02	1.02	0.01		0.19	0.62	0.62		0.62	1.02	1.02	
Uniform Del:	36.8	36.8	36.8		34.0	34.0	28.9		36.5	15.4	15.4		32.3	17.0	17.0	
IncremntDel:	2.7	2.7	1.9		60.3	60.3	0.0		1.1	0.5	0.5		2.5	25.5	25.5	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	39.5	39.5	38.7		94.2	94.2	28.9		37.5	15.9	15.9		34.8	42.5	42.5	
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:	39.5	39.5	38.7		94.2	94.2	28.9		37.5	15.9	15.9		34.8	42.5	42.5	
LOS by Move:	D	D	D		F	F	C		D	B	B		C	D	D	
HCM2kAvgQ:	1	1	1		12	12	0		1	11	11		5	37	37	

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

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

Intersection #5 Bohannon/ Florence & Marsh Rd.

Cycle (sec): 80 Critical Vol./Cap.(X): 0.647
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 15.7
Optimal Cycle: 30 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	4	4	4		4	4	4		4	6	6		4	6	6	
Lanes:	1 0	0	1	0	1 1	0	0	1	1 0	1	1	0	1 0	2	0	1
Volume Module: >> Count Date: 7 Oct 2009 << 7:30 - 8:30 AM																
Base Vol:	15	9	8		390	30	91		117	796	58		46	1141	323	
Growth Adj:	1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14	
Initial Bse:	17	10	9		445	34	104		133	907	66		52	1301	368	
Added Vol:	0	0	0		0	0	0		0	199	0		0	90	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	17	10	9		445	34	104		133	1106	66		52	1391	368	
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:	17	10	9		445	34	104		133	1106	66		52	1391	368	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	17	10	9		445	34	104		133	1106	66		52	1391	368	
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:	17	10	9		445	34	104		133	1106	66		52	1391	368	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.93	0.91	0.91		0.94	0.94	0.83		0.93	0.92	0.92		0.93	0.93	0.83	
Lanes:	1.00	0.53	0.47		1.86	0.14	1.00		1.00	1.89	0.11		1.00	2.00	1.00	
Final Sat.:	1769	916	814		3306	254	1583		1769	3312	198		1769	3538	1583	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.01	0.01		0.13	0.13	0.07		0.08	0.33	0.33		0.03	0.39	0.23	
Crit Moves:		****				****			****					****		
Green/Cycle:	0.05	0.05	0.05		0.20	0.20	0.20		0.11	0.61	0.61		0.09	0.59	0.59	
Volume/Cap:	0.19	0.22	0.22		0.67	0.67	0.33		0.67	0.55	0.55		0.33	0.67	0.40	
Uniform Del:	36.5	36.5	36.5		29.5	29.5	27.3		34.1	9.2	9.2		34.1	11.3	8.9	
IncremntDel:	1.1	1.3	1.3		2.5	2.5	0.6		8.5	0.3	0.3		1.2	0.9	0.3	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	37.5	37.8	37.8		32.0	32.0	27.9		42.6	9.5	9.5		35.2	12.1	9.2	
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:	37.5	37.8	37.8		32.0	32.0	27.9		42.6	9.5	9.5		35.2	12.1	9.2	
LOS by Move:	D	D	D		C	C	C		D	A	A		D	B	A	
HCM2kAvgQ:	1	1	1		7	7	2		5	9	9		2	13	5	

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

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

Intersection #6 Bay Rd. & Marsh Rd.

Cycle (sec): 80 Critical Vol./Cap.(X): 0.706
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 17.4
Optimal Cycle: 35 Level Of Service: B

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				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	6	6	6		6	6	6		0	6	6		4	6	6	
Lanes:	0	0	1!	0 0	0	0	1!	0 0	0	1	0	1 0	1	0	1	1 0
Volume Module: >> Count Date: 6 Oct 2009 << 7:30 - 8:30 AM																
Base Vol:	70	3	177		112	28	5		2	665	66		264	982	22	
Growth Adj:	1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14	
Initial Bse:	80	3	202		128	32	6		2	758	75		301	1119	25	
Added Vol:	1	0	0		0	0	0		0	199	2		0	90	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	81	3	202		128	32	6		2	957	77		301	1209	25	
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:	81	3	202		128	32	6		2	957	77		301	1209	25	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	81	3	202		128	32	6		2	957	77		301	1209	25	
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:	81	3	202		128	32	6		2	957	77		301	1209	25	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.79	0.79	0.79		0.53	0.53	0.53		0.88	0.88	0.88		0.93	0.93	0.93	
Lanes:	0.28	0.01	0.71		0.78	0.19	0.03		0.01	1.84	0.15		1.00	1.96	0.04	
Final Sat.:	425	18	1060		776	194	35		7	3085	249		1769	3456	72	
Capacity Analysis Module:																
Vol/Sat:	0.19	0.19	0.19		0.16	0.16	0.16		0.31	0.31	0.31		0.17	0.35	0.35	
Crit Moves:		****								****			****			
Green/Cycle:	0.27	0.27	0.27		0.27	0.27	0.27		0.44	0.44	0.44		0.24	0.68	0.68	
Volume/Cap:	0.70	0.70	0.70		0.60	0.60	0.60		0.71	0.71	0.71		0.71	0.52	0.52	
Uniform Del:	26.2	26.2	26.2		25.3	25.3	25.3		18.3	18.3	18.3		27.8	6.4	6.4	
IncremntDel:	5.3	5.3	5.3		3.8	3.8	3.8		1.6	1.6	1.6		5.5	0.2	0.2	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	31.4	31.4	31.4		29.2	29.2	29.2		20.0	20.0	20.0		33.3	6.6	6.6	
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:	31.4	31.4	31.4		29.2	29.2	29.2		20.0	20.0	20.0		33.3	6.6	6.6	
LOS by Move:	C	C	C		C	C	C		B	B	B		C	A	A	
HCM2kAvgQ:	8	8	8		5	5	5		12	12	12		8	8	8	

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

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

Intersection #7 Middlefield at Marsh (Town of Atherton)

Cycle (sec): 110 Critical Vol./Cap.(X): 0.766
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): 27.0
Optimal Cycle: 66 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:	Ovl				Include				Include				Ovl			
Min. Green:	0	6	6		5	6	0		0	0	0		6	0	6	
Lanes:	0	0	1	0 1	1	0	1	0 0	0	0	0	0 0	1	0	0	0 1
Volume Module: >> Count Date: 18 Nov 2009 << 7:15-8:15 a.m.																
Base Vol:	0	166	397		342	367	0		0	0	0		463	0	169	
Growth Adj:	1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14	
Initial Bse:	0	189	453		390	418	0		0	0	0		528	0	193	
Added Vol:	0	7	100		101	40	0		0	0	0		51	0	41	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	196	553		491	458	0		0	0	0		579	0	234	
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	196	553		491	458	0		0	0	0		579	0	234	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	196	553		491	458	0		0	0	0		579	0	234	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	196	553		491	458	0		0	0	0		579	0	234	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	1.00	0.85		0.95	1.00	1.00		1.00	1.00	1.00		0.95	1.00	0.85	
Lanes:	0.00	1.00	1.00		1.00	1.00	0.00		0.00	0.00	0.00		1.00	0.00	1.00	
Final Sat.:	0	1900	1615		1805	1900	0		0	0	0		1805	0	1615	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.10	0.34		0.27	0.24	0.00		0.00	0.00	0.00		0.32	0.00	0.14	
Crit Moves:		****			****								****			
Green/Cycle:	0.00	0.13	0.55		0.36	0.49	0.00		0.00	0.00	0.00		0.42	0.00	0.77	
Volume/Cap:	0.00	0.77	0.62		0.77	0.49	0.00		0.00	0.00	0.00		0.77	0.00	0.19	
Uniform Del:	0.0	45.9	16.6		31.4	18.8	0.0		0.0	0.0	0.0		27.3	0.0	3.3	
IncremntDel:	0.0	12.9	1.3		5.5	0.4	0.0		0.0	0.0	0.0		4.7	0.0	0.1	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	0.00	1.00	1.00		1.00	1.00	0.00		0.00	0.00	0.00		1.00	0.00	1.00	
Delay/Veh:	0.0	58.8	18.0		36.9	19.3	0.0		0.0	0.0	0.0		32.0	0.0	3.4	
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:	0.0	58.8	18.0		36.9	19.3	0.0		0.0	0.0	0.0		32.0	0.0	3.4	
LOS by Move:	A	E	B		D	B	A		A	A	A		C	A	A	
HCM2kAvgQ:	0	8	13		16	10	0		0	0	0		18	0	2	

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

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

Intersection #8 Bayfront Exp. & Willow Rd.

Cycle (sec): 130 Critical Vol./Cap.(X): 0.750
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 35.4
Optimal Cycle: 71 Level Of Service: D

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			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Lanes:	2 0	3 0	1	2 0	3 0	1	1 1	1 0	2	1 0	2 0	1
Volume Module: >> Count Date: 1 Oct 2009 << 7:45 - 8:45 AM												
Base Vol:	1034	2108	6	13	677	92	84	34	379	3	6	5
Growth Adj:	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14
Initial Bse:	1179	2403	7	15	772	105	96	39	432	3	7	6
Added Vol:	55	195	14	254	42	0	0	483	14	13	16	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1234	2598	21	269	814	105	96	522	446	16	23	13
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:	1234	2598	21	269	814	105	96	522	446	16	23	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1234	2598	21	269	814	105	96	522	446	16	23	13
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:	1234	2598	21	269	814	105	96	522	446	16	23	13
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	1.03	0.83	0.90	1.03	0.83	0.92	0.92	0.88	0.93	0.93	0.83
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	2.00	1.00	2.00	1.00
Final Sat.:	3432	5846	1583	3432	5846	1583	1755	3509	3343	1769	3538	1583
Capacity Analysis Module:												
Vol/Sat:	0.36	0.44	0.01	0.08	0.14	0.07	0.05	0.15	0.13	0.01	0.01	0.01
Crit Moves:		****		****				****		****		
Green/Cycle:	0.49	0.58	0.61	0.10	0.19	0.19	0.19	0.19	0.19	0.04	0.04	0.04
Volume/Cap:	0.74	0.77	0.02	0.77	0.74	0.35	0.28	0.77	0.69	0.24	0.17	0.21
Uniform Del:	26.6	21.1	9.8	56.9	49.7	45.8	44.8	49.8	48.9	60.7	60.5	60.6
IncremntDel:	1.8	1.2	0.0	10.2	2.6	0.7	0.1	4.7	3.3	1.8	0.6	1.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	28.4	22.2	9.8	67.2	52.3	46.5	44.9	54.5	52.2	62.5	61.1	62.3
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:	28.4	22.2	9.8	67.2	52.3	46.5	44.9	54.5	52.2	62.5	61.1	62.3
LOS by Move:	C	C	A	E	D	D	D	D	D	E	E	E
HCM2kAvgQ:	21	29	0	7	13	4	4	12	11	1	1	1

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

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

Intersection #9 Hamilton Ave. & Willow Rd.

Cycle (sec): 130 Critical Vol./Cap.(X): 0.647
Loss Time (sec): 11 (Y+R=3.0 sec) Average Delay (sec/veh): 22.4
Optimal Cycle: 52 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:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	1 1	0	1 0	1 1	0
Volume Module: >> Count Date: 7 Oct 2009 << 8:00 am - 9:00 am												
Base Vol:	18	13	26	71	19	72	115	415	52	56	1037	74
Growth Adj:	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14
Initial Bse:	21	15	30	81	22	82	131	473	59	64	1182	84
Added Vol:	0	0	0	1	0	13	4	496	0	0	70	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	15	30	82	22	95	135	969	59	64	1252	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	21	15	30	82	22	95	135	969	59	64	1252	84
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	15	30	82	22	95	135	969	59	64	1252	84
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:	21	15	30	82	22	95	135	969	59	64	1252	84
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.82	0.82	0.82	0.78	0.78	0.78	0.93	0.92	0.92	0.93	0.92	0.92
Lanes:	0.31	0.23	0.46	0.41	0.11	0.48	1.00	1.88	0.12	1.00	1.87	0.13
Final Sat.:	491	355	710	610	161	707	1769	3304	202	1769	3285	221
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.13	0.13	0.13	0.08	0.29	0.29	0.04	0.38	0.38
Crit Moves:					****		****				****	
Green/Cycle:	0.21	0.21	0.21	0.21	0.21	0.21	0.12	0.63	0.63	0.08	0.59	0.59
Volume/Cap:	0.20	0.20	0.20	0.65	0.65	0.65	0.65	0.47	0.47	0.44	0.65	0.65
Uniform Del:	42.6	42.6	42.6	47.1	47.1	47.1	54.7	12.9	12.9	56.8	17.7	17.7
IncremntDel:	0.3	0.3	0.3	4.7	4.7	4.7	6.9	0.2	0.2	2.1	0.7	0.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	42.9	42.9	42.9	51.9	51.9	51.9	61.6	13.1	13.1	59.0	18.4	18.4
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:	42.9	42.9	42.9	51.9	51.9	51.9	61.6	13.1	13.1	59.0	18.4	18.4
LOS by Move:	D	D	D	D	D	D	E	B	B	E	B	B
HCM2kAvgQ:	2	2	2	8	8	8	6	11	11	3	19	19

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

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

Intersection #10 Ivy Dr. & Willow Rd.

Cycle (sec): 130 Critical Vol./Cap.(X): 0.643
Loss Time (sec): 11 (Y+R=3.0 sec) Average Delay (sec/veh): 21.3
Optimal Cycle: 52 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:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		5	0	5		5	5	0		0	5	5	
Lanes:	0 0	0 0	0		0 0	1! 0	0		1 0	2 0	0		0 0	1 1	0	
Volume Module: >> Count Date: 6 Oct 2009 << 7:30 - 8:30 AM																
Base Vol:	0	0	0		1	0	186		82	652	0		0	1021	14	
Growth Adj:	1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14	
Initial Bse:	0	0	0		1	0	212		93	743	0		0	1164	16	
Added Vol:	0	0	0		67	0	6		7	433	0		0	78	5	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		68	0	218		100	1176	0		0	1242	21	
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		68	0	218		100	1176	0		0	1242	21	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		68	0	218		100	1176	0		0	1242	21	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	0	0		68	0	218		100	1176	0		0	1242	21	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	1.00	1.00		0.87	1.00	0.87		0.93	0.93	1.00		1.00	0.93	0.93	
Lanes:	0.00	0.00	0.00		0.24	0.00	0.76		1.00	2.00	0.00		0.00	1.97	0.03	
Final Sat.:	0	0	0		393	0	1257		1769	3538	0		0	3469	59	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.17	0.00	0.17		0.06	0.33	0.00		0.00	0.36	0.36	
Crit Moves:					****				****					****		
Green/Cycle:	0.00	0.00	0.00		0.27	0.00	0.27		0.09	0.65	0.00		0.00	0.56	0.56	
Volume/Cap:	0.00	0.00	0.00		0.64	0.00	0.64		0.64	0.52	0.00		0.00	0.64	0.64	
Uniform Del:	0.0	0.0	0.0		41.9	0.0	41.9		57.3	12.2	0.0		0.0	19.9	19.9	
IncremntDel:	0.0	0.0	0.0		3.2	0.0	3.2		8.8	0.2	0.0		0.0	0.7	0.7	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	0.00	0.00	0.00		1.00	0.00	1.00		1.00	1.00	0.00		0.00	1.00	1.00	
Delay/Veh:	0.0	0.0	0.0		45.1	0.0	45.1		66.1	12.4	0.0		0.0	20.6	20.6	
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:	0.0	0.0	0.0		45.1	0.0	45.1		66.1	12.4	0.0		0.0	20.6	20.6	
LOS by Move:	A	A	A		D	A	D		E	B	A		A	C	C	
HCM2kAvgQ:	0	0	0		11	0	11		5	13	0		0	18	18	

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

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

Intersection #11 O'Brien Dr. & Willow Rd.

Cycle (sec): 130 Critical Vol./Cap.(X): 0.552
Loss Time (sec): 11 (Y+R=3.0 sec) Average Delay (sec/veh): 14.7
Optimal Cycle: 43 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	5	0	5		0	0	0		0	5	5		5	5	0	
Lanes:	1 0	1! 0	0		0 0	0 0	0		0 0	2 0	1		1 0	2 0	0	
Volume Module: >> Count Date: 8 Oct 2009 << 8:00 am - 9:00 am																
Base Vol:	130	0	67		0	0	0		0	697	250		102	1171	0	
Growth Adj:	1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14	
Initial Bse:	148	0	76		0	0	0		0	795	285		116	1335	0	
Added Vol:	10	0	0		0	0	0		0	440	2		0	84	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	158	0	76		0	0	0		0	1235	287		116	1419	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:	158	0	76		0	0	0		0	1235	287		116	1419	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	158	0	76		0	0	0		0	1235	287		116	1419	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	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:	158	0	76		0	0	0		0	1235	287		116	1419	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.90	1.00	0.90		1.00	1.00	1.00		1.00	0.93	0.83		0.93	0.93	1.00	
Lanes:	1.51	0.00	0.49		0.00	0.00	0.00		0.00	2.00	1.00		1.00	2.00	0.00	
Final Sat.:	2583	0	841		0	0	0		0	3538	1583		1769	3538	0	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.00	0.09		0.00	0.00	0.00		0.00	0.35	0.18		0.07	0.40	0.00	
Crit Moves:			****							****			****			
Green/Cycle:	0.16	0.00	0.16		0.00	0.00	0.00		0.00	0.63	0.63		0.12	0.75	0.00	
Volume/Cap:	0.37	0.00	0.55		0.00	0.00	0.00		0.00	0.55	0.29		0.55	0.53	0.00	
Uniform Del:	48.3	0.0	49.9		0.0	0.0	0.0		0.0	13.5	10.8		54.0	6.7	0.0	
IncremntDel:	0.4	0.0	1.6		0.0	0.0	0.0		0.0	0.3	0.2		3.2	0.2	0.0	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	0.00	1.00		0.00	0.00	0.00		0.00	1.00	1.00		1.00	1.00	0.00	
Delay/Veh:	48.7	0.0	51.5		0.0	0.0	0.0		0.0	13.8	10.9		57.1	6.9	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	48.7	0.0	51.5		0.0	0.0	0.0		0.0	13.8	10.9		57.1	6.9	0.0	
LOS by Move:	D	A	D		A	A	A		A	B	B		E	A	A	
HCM2kAvgQ:	4	0	6		0	0	0		0	14	5		5	12	0	

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

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

Intersection #12 Newbridge St. & Willow Rd.

Cycle (sec): 130 Critical Vol./Cap.(X): 1.028
Loss Time (sec): 14 (Y+R=3.0 sec) Average Delay (sec/veh): 62.5
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	5	5	5		5	5	5		5	5	5		5	5	5	
Lanes:	2	0	1	0	1	1	0	1	0	1	1	0	2	1	0	
Volume Module: >> Count Date: 7 Oct 2009 << 7:30 AM to 8:30 AM																
Base Vol:	350	111	36		28	178	384		148	826	155		28	1221	4	
Growth Adj:	1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14	
Initial Bse:	399	127	41		32	203	438		169	942	177		32	1392	5	
Added Vol:	0	0	0		0	0	4		10	442	0		0	93	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	399	127	41		32	203	442		179	1384	177		32	1485	5	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	399	127	41		32	203	442		179	1384	177		32	1485	5	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	399	127	41		32	203	442		179	1384	177		32	1485	5	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	399	127	41		32	203	442		179	1384	177		32	1485	5	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.90	0.98	0.83		0.93	0.98	0.83		0.93	0.88	0.88		0.93	0.93	0.93	
Lanes:	2.00	1.00	1.00		1.00	1.00	1.00		1.00	2.66	0.34		1.00	1.99	0.01	
Final Sat.:	3432	1862	1583		1769	1862	1583		1769	4431	566		1769	3527	11	
Capacity Analysis Module:																
Vol/Sat:	0.12	0.07	0.03		0.02	0.11	0.28		0.10	0.31	0.31		0.02	0.41	0.42	
Crit Moves:	****						****		****					****		
Green/Cycle:	0.11	0.11	0.11		0.27	0.27	0.27		0.10	0.45	0.45		0.06	0.41	0.41	
Volume/Cap:	1.03	0.60	0.23		0.07	0.40	1.03		1.03	0.69	0.69		0.32	1.03	1.03	
Uniform Del:	57.6	54.9	52.5		35.1	38.7	47.4		58.6	28.4	28.4		59.0	38.4	38.4	
IncremntDel:	53.1	4.8	0.7		0.1	0.5	50.8		75.8	0.9	0.9		1.9	31.1	31.1	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	110.7	59.6	53.1		35.2	39.2	98.2		134.5	29.3	29.3		60.9	69.5	69.5	
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:	110.7	59.6	53.1		35.2	39.2	98.2		134.5	29.3	29.3		60.9	69.5	69.5	
LOS by Move:	F	E	D		D	D	F		F	C	C		E	E	E	
HCM2kAvgQ:	13	6	2		1	7	24		11	19	19		2	40	40	

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

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

Intersection #13 Bay Rd. & Willow Rd.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.818
Loss Time (sec): 11 (Y+R=4.0 sec) Average Delay (sec/veh): 22.2
Optimal Cycle: 79 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:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Ignore			
Min. Green:	0	0	0		5	0	5		5	5	0		0	5	5	
Lanes:	0	0	0	0	0	1	0	0	0	1	1	0	2	0	0	
Volume Module: >> Count Date: 6 Oct 2009 << 7:30 - 8:30 AM																
Base Vol:	0	0	0		361	0	75		64	1378	0		0	1114	319	
Growth Adj:	1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14	
Initial Bse:	0	0	0		412	0	85		73	1571	0		0	1270	364	
Added Vol:	0	0	0		2	0	0		0	177	0		0	105	3	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		414	0	85		73	1748	0		0	1375	367	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Volume:	0	0	0		414	0	85		73	1748	0		0	1375	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		414	0	85		73	1748	0		0	1375	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
FinalVolume:	0	0	0		414	0	86		73	1748	0		0	1375	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	1.00	1.00		0.93	1.00	0.83		0.93	0.93	1.00		1.00	0.93	1.00	
Lanes:	0.00	0.00	0.00		1.00	0.00	1.00		1.00	2.00	0.00		0.00	2.00	1.00	
Final Sat.:	0	0	0		1769	0	1583		1769	3538	0		0	3538	1900	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.23	0.00	0.05		0.04	0.49	0.00		0.00	0.39	0.00	
Crit Moves:					****					****			****			
Green/Cycle:	0.00	0.00	0.00		0.29	0.00	0.29		0.07	0.60	0.00		0.00	0.54	0.00	
Volume/Cap:	0.00	0.00	0.00		0.82	0.00	0.19		0.60	0.82	0.00		0.00	0.73	0.00	
Uniform Del:	0.0	0.0	0.0		33.3	0.0	27.0		45.2	15.5	0.0		0.0	17.7	0.0	
IncremntDel:	0.0	0.0	0.0		10.1	0.0	0.2		8.0	2.6	0.0		0.0	1.4	0.0	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	0.00	0.00	0.00		1.00	0.00	1.00		1.00	1.00	0.00		0.00	1.00	0.00	
Delay/Veh:	0.0	0.0	0.0		43.4	0.0	27.2		53.2	18.1	0.0		0.0	19.1	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.0	0.0		43.4	0.0	27.2		53.2	18.1	0.0		0.0	19.1	0.0	
LOS by Move:	A	A	A		D	A	C		D	B	A		A	B	A	
HCM2kAvgQ:	0	0	0		14	0	2		3	24	0		0	18	0	

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

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

Intersection #14 Durham St. & Willow Rd.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.844
Loss Time (sec): 7 (Y+R=3.0 sec) Average Delay (sec/veh): 15.6
Optimal Cycle: 73 Level Of Service: B

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				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	4	4	4		4	4	4		4	10	10		4	10	10	
Lanes:	1	0	0	1	0	0	1	0	0	1	1	0	1	0	0	1	0
Volume Module: >> Count Date: 1 Oct 2009 << 7:30 - 8:30 AM																	
Base Vol:	62	16	125		38	2	2		12	1001	9		41	850	142	
Growth Adj:	1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14	
Initial Bse:	71	18	143		43	2	2		14	1141	10		47	969	162	
Added Vol:	0	0	0		0	0	0		0	177	0		0	105	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	71	18	143		43	2	2		14	1318	10		47	1074	162	
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:	71	18	143		43	2	2		14	1318	10		47	1074	162	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	71	18	143		43	2	2		14	1318	10		47	1074	162	
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:	71	18	143		43	2	2		14	1318	10		47	1074	162	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.72	0.85	0.85		0.41	0.41	0.83		0.93	0.93	0.93		0.93	0.96	0.96	
Lanes:	1.00	0.11	0.89		0.95	0.05	1.00		1.00	1.98	0.02		1.00	0.87	0.13	
Final Sat.:	1359	183	1431		732	39	1583		1769	3507	27		1769	1586	239	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.10	0.10		0.06	0.06	0.00		0.01	0.38	0.38		0.03	0.68	0.68	
Crit Moves:		****							****					****		
Green/Cycle:	0.11	0.11	0.11		0.11	0.11	0.11		0.04	0.74	0.74		0.08	0.78	0.78	
Volume/Cap:	0.46	0.87	0.87		0.52	0.52	0.01		0.19	0.51	0.51		0.34	0.87	0.87	
Uniform Del:	41.4	43.6	43.6		41.7	41.7	39.3		46.4	5.5	5.5		43.6	7.8	7.8	
IncremntDel:	2.1	33.7	33.7		5.4	5.4	0.0		1.3	0.2	0.2		1.4	6.3	6.3	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	43.5	77.2	77.2		47.1	47.1	39.3		47.8	5.7	5.7		45.1	14.0	14.0	
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:	43.5	77.2	77.2		47.1	47.1	39.3		47.8	5.7	5.7		45.1	14.0	14.0	
LOS by Move:	D	E	E		D	D	D		D	A	A		D	B	B	
HCM2kAvgQ:	3	8	8		2	2	0		1	9	9		2	29	29	

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

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

Intersection #15 Coleman Ave. & Willow Rd.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.868
Loss Time (sec): 7 (Y+R=3.0 sec) Average Delay (sec/veh): 18.8
Optimal Cycle: 82 Level Of Service: B

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:	4	4	4		4	4	4		10	10	10		10	10	10	
Lanes:	0	0	1!	0	0	0	0	1!	0	0	1	0	0	1	0	1	0
Volume Module: >> Count Date: 30 Sep 2009 << 7:30 - 8:30 AM																	
Base Vol:	3	3	8		142	6	48		17	892	5		6	854	62	
Growth Adj:	1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14	
Initial Bse:	3	3	9		162	7	55		19	1017	6		7	974	71	
Added Vol:	0	0	0		0	0	0		0	177	0		0	105	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	3	3	9		162	7	55		19	1194	6		7	1079	71	
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	3	9		162	7	55		19	1194	6		7	1079	71	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	3	3	9		162	7	55		19	1194	6		7	1079	71	
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:	3	3	9		162	7	55		19	1194	6		7	1079	71	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.86	0.86	0.86		0.72	0.72	0.72		0.11	0.98	0.98		0.09	0.97	0.97	
Lanes:	0.21	0.21	0.58		0.73	0.03	0.24		1.00	0.99	0.01		1.00	0.94	0.06	
Final Sat.:	351	351	937		998	42	337		212	1851	9		166	1732	113	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.01	0.01		0.16	0.16	0.16		0.09	0.64	0.64		0.04	0.62	0.62	
Crit Moves:						****				****						
Green/Cycle:	0.19	0.19	0.19		0.19	0.19	0.19		0.74	0.74	0.74		0.74	0.74	0.74	
Volume/Cap:	0.05	0.05	0.05		0.87	0.87	0.87		0.12	0.87	0.87		0.06	0.84	0.84	
Uniform Del:	33.4	33.4	33.4		39.5	39.5	39.5		3.6	9.3	9.3		3.4	8.7	8.7	
IncremntDel:	0.1	0.1	0.1		25.4	25.4	25.4		0.4	6.1	6.1		0.2	4.7	4.7	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	33.5	33.5	33.5		64.8	64.8	64.8		4.0	15.4	15.4		3.6	13.5	13.5	
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:	33.5	33.5	33.5		64.8	64.8	64.8		4.0	15.4	15.4		3.6	13.5	13.5	
LOS by Move:	C	C	C		E	E	E		A	B	B		A	B	B	
HCM2kAvgQ:	0	0	0		10	10	10		0	29	29		0	26	26	

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

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

Intersection #16 Gilbert Ave. & Willow Rd.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.836
Loss Time (sec): 7 (Y+R=3.0 sec) Average Delay (sec/veh): 18.0
Optimal Cycle: 71 Level Of Service: B

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:	5	5	5		5	5	5		12	12	12		12	12	12	
Lanes:	1	0	0	1	0	1	0	0	1	0	1	0	0	1	0	0
Volume Module: >> Count Date: 1 Oct 2009 << 7:30 - 8:30 AM																
Base Vol:	101	85	122		31	41	7		4	794	12		72	41	869	5
Growth Adj:	1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14	1.14
Initial Bse:	115	97	139		35	47	8		5	905	82		47	991	6	
Added Vol:	11	0	19		0	0	0		0	157	8		4	102	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	126	97	158		35	47	8		5	1062	90		51	1093	6	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	126	97	158		35	47	8		5	1062	90		51	1093	6	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	126	97	158		35	47	8		5	1062	90		51	1093	6	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	126	97	158		35	47	8		5	1062	90		51	1093	6	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.71	0.89	0.89		0.26	0.96	0.96		0.14	0.97	0.97		0.12	0.98	0.98	
Lanes:	1.00	0.38	0.62		1.00	0.85	0.15		1.00	0.92	0.08		1.00	0.99	0.01	
Final Sat.:	1346	642	1047		493	1555	266		268	1696	144		220	1850	10	
Capacity Analysis Module:																
Vol/Sat:	0.09	0.15	0.15		0.07	0.03	0.03		0.02	0.63	0.63		0.23	0.59	0.59	
Crit Moves:		****								****						
Green/Cycle:	0.18	0.18	0.18		0.18	0.18	0.18		0.75	0.75	0.75		0.75	0.75	0.75	
Volume/Cap:	0.52	0.84	0.84		0.40	0.17	0.17		0.02	0.84	0.84		0.31	0.79	0.79	
Uniform Del:	37.0	39.5	39.5		36.2	34.6	34.6		3.2	8.4	8.4		4.1	7.7	7.7	
IncremntDel:	2.0	17.8	17.8		2.9	0.2	0.2		0.0	4.6	4.6		1.1	3.1	3.1	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	39.0	57.4	57.4		39.0	34.8	34.8		3.2	13.0	13.0		5.2	10.8	10.8	
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:	39.0	57.4	57.4		39.0	34.8	34.8		3.2	13.0	13.0		5.2	10.8	10.8	
LOS by Move:	D	E	E		D	C	C		A	B	B		A	B	B	
HCM2kAvgQ:	4	10	10		1	1	1		0	26	26		1	22	22	

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

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

Intersection #17 Middlefield Rd. & Willow Rd.

Cycle (sec): 130 Critical Vol./Cap.(X): 1.225
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 123.8
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Split Phase				Split Phase				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	8	8	8		8	8	8		8	8	8		8	8	8	
Lanes:	1	0	2	0	1	1	1	0	1	0	1	0	1	1	0	0
Volume Module: >> Count Date: 30 Sep 2009 << 8:00 - 9:00 AM																
Base Vol:	67	342	245		408	322	10		16	166	117		420	64	494	
Growth Adj:	1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14	
Initial Bse:	76	390	279		465	367	11		18	189	133		479	73	563	
Added Vol:	15	9	87		70	7	0		0	9	10		17	18	78	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	91	399	366		535	374	11		18	198	143		496	91	641	
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:	91	399	366		535	374	11		18	198	143		496	91	641	
Reduct Vol:	0	0	3		0	0	0		0	0	0		0	0	0	
Reduced Vol:	91	399	363		535	374	11		18	198	143		496	91	641	
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:	91	399	363		535	374	11		18	198	143		496	91	641	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.93	0.93	0.42		0.90	0.90	0.90		0.93	0.98	0.83		0.94	0.94	0.83	
Lanes:	1.00	2.00	1.00		1.74	1.22	0.04		1.00	1.00	1.00		1.69	0.31	1.00	
Final Sat.:	1769	3538	791		2992	2092	64		1769	1862	1583		3018	554	1583	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.11	0.46		0.18	0.18	0.18		0.01	0.11	0.09		0.16	0.16	0.41	
Crit Moves:			****		****					****					****	
Green/Cycle:	0.37	0.37	0.37		0.15	0.15	0.15		0.09	0.09	0.09		0.33	0.33	0.33	
Volume/Cap:	0.14	0.30	1.22		1.22	1.22	1.22		0.12	1.22	1.04		0.50	0.50	1.22	
Uniform Del:	26.8	28.6	40.6		55.5	55.5	55.5		54.8	59.4	59.4		34.8	34.8	43.5	
IncremntDel:	0.1	0.1	127.4		112.9	113	112.9		0.3	144	88.4		0.3	0.3	117.3	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	26.9	28.8	168.1		168.4	168	168.4		55.1	203	147.8		35.2	35.2	160.8	
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:	26.9	28.8	168.1		168.4	168	168.4		55.1	203	147.8		35.2	35.2	160.8	
LOS by Move:	C	C	F		F	F	F		E	F	F		D	D	F	
HCM2kAvgQ:	2	6	25		23	23	23		1	15	10		9	9	42	

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

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

Intersection #18 Bayfront Exp. & University Ave.

Cycle (sec): 160 Critical Vol./Cap.(X): 0.905
Loss Time (sec): 10 (Y+R=3.0 sec) Average Delay (sec/veh): 35.1
Optimal Cycle: 132 Level Of Service: D

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				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	5	5	0	0	5	5	5	0	5	0	0	0				
Lanes:	2	0	3	0	0	0	3	0	1	2	0	0	0	3	0	0	0	0	0	0
Volume Module: >> Count Date: 1 Oct 2009 << 7:15 - 8:15 AM																
Base Vol:	1541	2882	0	0	884	188	179	0	429	0	0	0				
Growth Adj:	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14				
Initial Bse:	1757	3285	0	0	1008	214	204	0	489	0	0	0				
Added Vol:	23	368	0	0	65	4	63	0	7	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	1780	3653	0	0	1073	218	267	0	496	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:	1780	3653	0	0	1073	218	267	0	496	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	1780	3653	0	0	1073	218	267	0	496	0	0	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	1780	3653	0	0	1073	218	267	0	496	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.90	0.89	1.00	1.00	0.89	0.83	0.90	1.00	0.73	1.00	1.00	1.00				
Lanes:	2.00	3.00	0.00	0.00	3.00	1.00	2.00	0.00	3.00	0.00	0.00	0.00				
Final Sat.:	3432	5083	0	0	5083	1583	3432	0	4178	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.52	0.72	0.00	0.00	0.21	0.14	0.08	0.00	0.12	0.00	0.00	0.00				
Crit Moves:	****				****				****							
Green/Cycle:	0.57	0.81	0.00	0.00	0.23	0.23	0.13	0.00	0.13	0.00	0.00	0.00				
Volume/Cap:	0.90	0.89	0.00	0.00	0.90	0.59	0.59	0.00	0.90	0.00	0.00	0.00				
Uniform Del:	30.3	10.7	0.0	0.0	59.6	54.6	65.5	0.0	68.5	0.0	0.0	0.0				
IncremntDel:	6.4	2.8	0.0	0.0	9.9	2.6	2.1	0.0	18.5	0.0	0.0	0.0				
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00				
Delay/Veh:	36.7	13.5	0.0	0.0	69.6	57.1	67.6	0.0	87.0	0.0	0.0	0.0				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	36.7	13.5	0.0	0.0	69.6	57.1	67.6	0.0	87.0	0.0	0.0	0.0				
LOS by Move:	D	B	A	A	E	E	E	A	F	A	A	A				
HCM2kAvgQ:	42	47	0	0	22	10	7	0	12	0	0	0				

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

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

Intersection #19 O'Brien Dr. & University Ave.

Cycle (sec): 85 Critical Vol./Cap.(X): 0.611
Loss Time (sec): 11 (Y+R=3.0 sec) Average Delay (sec/veh): 6.8
Optimal Cycle: 46 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	5	0	5	5	5	0	0	5	5				
Lanes:	0	0	0	0	0	0	1!	0	0	1	0	2	0	0	0	0	1	1	0
Volume Module: >> Count Date: 8 Oct 2009 << 7:45 - 8:45 AM																
Base Vol:	0	0	0	22	0	22	68	526	0	0	1341	46				
Growth Adj:	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14				
Initial Bse:	0	0	0	25	0	25	78	600	0	0	1529	52				
Added Vol:	0	0	0	2	0	0	0	68	0	0	18	10				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	0	0	0	27	0	25	78	668	0	0	1547	62				
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	27	0	25	78	668	0	0	1547	62				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	0	0	27	0	25	78	668	0	0	1547	62				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	0	0	0	27	0	25	78	668	0	0	1547	62				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	1.00	1.00	1.00	0.89	1.00	0.89	0.93	0.93	1.00	1.00	0.93	0.93				
Lanes:	0.00	0.00	0.00	0.52	0.00	0.48	1.00	2.00	0.00	0.00	1.92	0.08				
Final Sat.:	0	0	0	881	0	816	1769	3538	0	0	3380	136				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.03	0.04	0.19	0.00	0.00	0.46	0.46				
Crit Moves:				****			****				****					
Green/Cycle:	0.00	0.00	0.00	0.06	0.00	0.06	0.07	0.81	0.00	0.00	0.74	0.74				
Volume/Cap:	0.00	0.00	0.00	0.52	0.00	0.52	0.62	0.23	0.00	0.00	0.62	0.62				
Uniform Del:	0.0	0.0	0.0	38.8	0.0	38.8	38.4	1.9	0.0	0.0	5.3	5.3				
IncremntDel:	0.0	0.0	0.0	4.9	0.0	4.9	9.0	0.0	0.0	0.0	0.5	0.5				
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00				
Delay/Veh:	0.0	0.0	0.0	43.8	0.0	43.8	47.4	1.9	0.0	0.0	5.7	5.7				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	0.0	0.0	0.0	43.8	0.0	43.8	47.4	1.9	0.0	0.0	5.7	5.7				
LOS by Move:	A	A	A	D	A	D	D	A	A	A	A	A				
HCM2kAvgQ:	0	0	0	2	0	2	3	2	0	0	11	11				

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

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

Intersection #20 University & Kavanaugh

Cycle (sec): 100 Critical Vol./Cap.(X): 0.623
Loss Time (sec): 11 (Y+R=3.0 sec) Average Delay (sec/veh): 14.2
Optimal Cycle: 85 Level Of Service: B

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:	5	5	5		5	5	5		5	5	5		5	5	5	
Lanes:	0	0	1!	0	0	0	1!	0	0	1	0	1	1	0	1	0	1	0
Volume Module:																		
Base Vol:	32	37	20		8	21	44		40	582	43		25	1302	25	
Growth Adj:	1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14	
Initial Bse:	36	42	23		9	24	50		46	663	49		28	1484	28	
Added Vol:	0	0	0		0	0	0		0	68	0		0	18	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	36	42	23		9	24	50		46	731	49		28	1502	28	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	36	42	23		9	24	50		46	731	49		28	1502	28	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	36	42	23		9	24	50		46	731	49		28	1502	28	
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:	36	42	23		9	24	50		46	731	49		29	1502	29	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.95	0.95		0.91	0.91	0.91		0.95	0.94	0.94		0.95	0.95	0.95	
Lanes:	0.36	0.42	0.22		0.11	0.29	0.60		1.00	1.87	0.13		1.00	1.96	0.04	
Final Sat.:	651	752	407		190	500	1047		1805	3353	225		1805	3532	67	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.06	0.06		0.05	0.05	0.05		0.03	0.22	0.22		0.02	0.43	0.43	
Crit Moves:	****					****			****					****		
Green/Cycle:	0.09	0.09	0.09		0.08	0.08	0.08		0.05	0.59	0.59		0.14	0.68	0.68	
Volume/Cap:	0.63	0.64	0.64		0.62	0.63	0.63		0.51	0.37	0.37		0.12	0.63	0.63	
Uniform Del:	44.0	44.1	44.1		44.7	44.8	44.8		46.3	10.8	10.8		38.0	9.2	9.2	
IncremntDel:	7.8	8.7	8.7		8.3	9.4	9.4		4.6	0.1	0.1		0.2	0.5	0.5	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	51.8	52.9	52.9		52.9	54.2	54.2		50.9	10.9	10.9		38.2	9.7	9.7	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	51.8	52.9	52.9		52.9	54.2	54.2		50.9	10.9	10.9		38.2	9.7	9.7	
LOS by Move:	D	D	D		D	D	D		D	B	B		D	A	A	
HCM2kAvgQ:	4	4	4		4	4	4		2	7	7		1	14	14	

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

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

Intersection #21 University & Bay

Cycle (sec): 100 Critical Vol./Cap.(X): 0.730
Loss Time (sec): 11 (Y+R=3.0 sec) Average Delay (sec/veh): 29.0
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:	5	5	5		5	5	5		5	5	5		5	5	5	
Lanes:	1	0	1	0	1	1	0	1	0	1	0	1	1	0	1	0	1	0
Volume Module:																		
Base Vol:	108	225	113		50	196	86		141	497	78		97	1115	49	
Growth Adj:	1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14	
Initial Bse:	123	257	129		57	223	98		161	567	89		111	1271	56	
Added Vol:	0	0	0		0	0	0		0	68	0		0	18	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	123	257	129		57	223	98		161	635	89		111	1289	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:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	123	257	129		57	223	98		161	635	89		111	1289	56	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	123	257	129		57	223	98		161	635	89		111	1289	56	
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:	123	257	129		57	223	98		161	635	89		111	1289	56	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	1.00	0.85		0.95	1.00	0.85		0.95	0.93	0.93		0.95	0.94	0.94	
Lanes:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.75	0.25		1.00	1.92	0.08	
Final Sat.:	1805	1900	1615		1805	1900	1615		1805	3109	436		1805	3439	149	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.14	0.08		0.03	0.12	0.06		0.09	0.20	0.20		0.06	0.37	0.37	
Crit Moves:	****					****			****					****		
Green/Cycle:	0.09	0.19	0.19		0.07	0.16	0.16		0.12	0.49	0.49		0.15	0.51	0.51	
Volume/Cap:	0.73	0.73	0.43		0.46	0.73	0.38		0.73	0.42	0.42		0.42	0.73	0.73	
Uniform Del:	44.1	38.3	36.0		44.8	39.9	37.5		42.3	16.4	16.4		38.8	18.9	18.9	
IncremntDel:	15.0	7.4	1.0		2.7	8.6	0.9		11.7	0.2	0.2		1.1	1.5	1.5	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	59.1	45.7	37.0		47.4	48.5	38.4		54.0	16.6	16.6		39.8	20.4	20.4	
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:	59.1	45.7	37.0		47.4	48.5	38.4		54.0	16.6	16.6		39.8	20.4	20.4	
LOS by Move:	E	D	D		D	D	D		D	B	B		D	C	C	
HCM2kAvgQ:	5	9	4		2	8	3		6	8	8		3	18	18	

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

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

Intersection #22 University & Runnymede

Cycle (sec): 100 Critical Vol./Cap.(X): 0.693
Loss Time (sec): 11 (Y+R=3.0 sec) Average Delay (sec/veh): 21.6
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:	5	5	5		5	5	5		5	5	5		5	5	5	
Lanes:	0	0	1!	0	0	0	1!	0	0	1	0	1	1	0	1	0	1	0
Volume Module:																		
Base Vol:	47	105	12		16	59	56		18	626	48		88	1246	61	
Growth Adj:	1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14	
Initial Bse:	54	120	14		18	67	64		21	714	55		100	1420	70	
Added Vol:	0	0	0		0	0	0		0	68	0		0	18	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	54	120	14		18	67	64		21	782	55		100	1438	70	
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:	54	120	14		18	67	64		21	782	55		100	1438	70	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	54	120	14		18	67	64		21	782	55		100	1438	70	
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:	54	120	14		18	67	64		21	782	55		100	1438	70	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.98	0.98	0.98		0.94	0.94	0.94		0.95	0.94	0.94		0.95	0.94	0.94	
Lanes:	0.29	0.64	0.07		0.12	0.45	0.43		1.00	1.87	0.13		1.00	1.91	0.09	
Final Sat.:	532	1187	136		217	801	761		1805	3340	234		1805	3419	165	
Capacity Analysis Module:																
Vol/Sat:	0.10	0.10	0.10		0.08	0.08	0.08		0.01	0.23	0.23		0.06	0.42	0.42	
Crit Moves:	****					****			****					****		
Green/Cycle:	0.14	0.14	0.14		0.12	0.12	0.12		0.05	0.51	0.51		0.12	0.58	0.58	
Volume/Cap:	0.72	0.72	0.72		0.72	0.72	0.72		0.23	0.46	0.46		0.46	0.72	0.72	
Uniform Del:	41.1	41.1	41.1		42.6	42.6	42.6		45.6	15.5	15.5		40.8	15.0	15.0	
IncremntDel:	9.5	9.5	9.5		11.7	11.7	11.7		1.3	0.2	0.2		1.5	1.3	1.3	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	50.6	50.6	50.6		54.3	54.3	54.3		46.9	15.7	15.7		42.4	16.2	16.2	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	50.6	50.6	50.6		54.3	54.3	54.3		46.9	15.7	15.7		42.4	16.2	16.2	
LOS by Move:	D	D	D		D	D	D		D	B	B		D	B	B	
HCM2kAvgQ:	7	7	7		6	6	6		1	9	9		3	18	18	

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

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

Intersection #23 University & Bell

Cycle (sec): 95 Critical Vol./Cap.(X): 0.289
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 7.4
Optimal Cycle: 91 Level Of Service: A

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:	14	14	14		14	14	14		73	73	73		73	73	73	
Lanes:	0	0	1!	0	0	0	1!	0	0	1	0	1	1	0	1	0	1	0
Volume Module:																		
Base Vol:	18	59	9		7	43	11		15	614	24		15	123	24	
Growth Adj:	1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14	
Initial Bse:	21	67	10		8	49	13		17	700	27		17	140	27	
Added Vol:	0	0	0		0	0	0		0	68	0		0	18	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	21	67	10		8	49	13		17	768	27		17	158	27	
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:	21	67	10		8	49	13		17	768	27		17	158	27	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	21	67	10		8	49	13		17	768	27		17	158	27	
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:	21	67	10		8	49	13		17	768	27		17	158	27	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.93	0.93	0.93		0.95	0.95	0.95		0.63	0.95	0.95		0.32	0.93	0.93	
Lanes:	0.21	0.69	0.10		0.11	0.71	0.18		1.00	1.93	0.07		1.00	1.71	0.29	
Final Sat.:	369	1209	184		207	1271	325		1191	3468	124		616	3010	521	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.06	0.06		0.04	0.04	0.04		0.01	0.22	0.22		0.03	0.05	0.05	
Crit Moves:		****								****						
Green/Cycle:	0.19	0.19	0.19		0.19	0.19	0.19		0.77	0.77	0.77		0.77	0.77	0.77	
Volume/Cap:	0.29	0.29	0.29		0.20	0.20	0.20		0.02	0.29	0.29		0.04	0.07	0.07	
Uniform Del:	33.0	33.0	33.0		32.5	32.5	32.5		2.6	3.3	3.3		2.6	2.7	2.7	
IncremntDel:	0.5	0.5	0.5		0.3	0.3	0.3		0.0	0.1	0.1		0.0	0.0	0.0	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	33.5	33.5	33.5		32.8	32.8	32.8		2.6	3.3	3.3		2.7	2.7	2.7	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	33.5	33.5	33.5		32.8	32.8	32.8		2.6	3.3	3.3		2.7	2.7	2.7	
LOS by Move:	C	C	C		C	C	C		A	A	A		A	A	A	
HCM2kAvgQ:	3	3	3		2	2	2		0	4	4		0	1	1	

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

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

Intersection #24 University & Donohoe

Cycle (sec): 100 Critical Vol./Cap.(X): 1.030
Loss Time (sec): 11 (Y+R=3.0 sec) Average Delay (sec/veh): 53.5
Optimal Cycle: 180 Level Of Service: D

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:	5	5	5		5	5	5		5	5	5		5	5	5	
Lanes:	1	1	0	1 1	1	0	1	0 1	2	0	2	0 1	1	0	1	1 0
Volume Module:																
Base Vol:	362	437	328		11	124	383		117	352	283		49	1205	68	
Growth Adj:	1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14	
Initial Bse:	413	498	374		13	141	437		133	401	323		56	1374	78	
Added Vol:	22	0	35		0	0	0		0	33	0		0	18	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	435	498	409		13	141	437		133	434	323		56	1392	78	
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:	435	498	409		13	141	437		133	434	323		56	1392	78	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	435	498	409		13	141	437		133	434	323		56	1392	78	
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:	435	498	409		13	141	437		133	434	323		56	1392	78	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.89	0.89	0.89		0.95	1.00	0.85		0.92	0.95	0.85		0.95	0.94	0.94	
Lanes:	1.30	1.48	1.22		1.00	1.00	1.00		2.00	2.00	1.00		1.00	1.89	0.11	
Final Sat.:	2196	2516	2066		1805	1900	1615		3502	3610	1615		1805	3392	189	
Capacity Analysis Module:																
Vol/Sat:	0.20	0.20	0.20		0.01	0.07	0.27		0.04	0.12	0.20		0.03	0.41	0.41	
Crit Moves:	****						****		****					****		
Green/Cycle:	0.19	0.36	0.36		0.09	0.26	0.26		0.05	0.35	0.35		0.09	0.39	0.39	
Volume/Cap:	1.05	0.55	0.55		0.08	0.29	1.05		0.76	0.34	0.56		0.35	1.05	1.05	
Uniform Del:	40.5	25.7	25.7		41.7	29.7	37.1		46.9	23.7	26.1		42.9	30.4	30.4	
IncremntDel:	38.0	0.3	0.3		0.2	0.3	56.6		17.7	0.2	1.3		1.3	37.0	37.0	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	78.6	26.0	26.0		41.9	30.0	93.6		64.6	23.9	27.4		44.2	67.4	67.4	
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:	78.6	26.0	26.0		41.9	30.0	93.6		64.6	23.9	27.4		44.2	67.4	67.4	
LOS by Move:	E	C	C		D	C	F		E	C	C		D	E	E	
HCM2kAvgQ:	17	9	9		0	4	21		4	5	8		2	34	34	

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

Level Of Service Computation Report
1994 HCM Operations Method (Future Volume Alternative)

Intersection #25 NB 101 & Donohoe St

Cycle (sec): 65 Critical Vol./Cap.(X): 0.436
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 9.3
Optimal Cycle: 57 Level Of Service: B

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	23	23		0	23	0		20	0	20		0	0	10	
Lanes:	0	0	2	1 0	0	0	2	0 0	2	0	0	0 1	0	0	0	0 1
Volume Module:																
Base Vol:	0	837	8		0	451	0		365	0	140		0	0	113	
Growth Adj:	1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14	
Initial Bse:	0	954	9		0	514	0		416	0	160		0	0	129	
Added Vol:	0	0	0		0	0	0		57	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	954	9		0	514	0		473	0	160		0	0	129	
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	954	9		0	514	0		473	0	160		0	0	129	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	954	9		0	514	0		473	0	160		0	0	129	
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	1.10	1.10		1.00	1.05	1.00		1.03	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	1050	10		0	540	0		487	0	160		0	0	129	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		0.95	1.00	0.85		1.00	1.00	0.77	
Lanes:	0.00	2.97	0.03		0.00	2.00	0.00		2.00	0.00	1.00		0.00	0.00	1.00	
Final Sat.:	0	5646	54		0	3800	0		3610	0	1615		0	0	1463	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.19	0.19		0.00	0.14	0.00		0.13	0.00	0.10		0.00	0.00	0.09	
Crit Moves:		****			****				****						****	
Green/Cycle:	0.00	0.43	0.43		0.00	0.43	0.00		0.31	0.00	0.51		0.00	0.00	0.20	
Volume/Cap:	0.00	0.44	0.44		0.00	0.33	0.00		0.44	0.00	0.19		0.00	0.00	0.44	
Uniform Del:	0.0	10.0	10.0		0.0	9.5	0.0		13.6	0.0	6.5		0.0	0.0	17.2	
IncremntDel:	0.0	0.1	0.1		0.0	0.0	0.0		0.2	0.0	0.0		0.0	0.0	0.7	
Delay Adj:	0.00	0.85	0.85		0.00	0.85	0.00		0.85	0.00	0.85		0.00	0.00	0.85	
Delay/Veh:	0.0	8.6	8.6		0.0	8.1	0.0		11.7	0.0	5.6		0.0	0.0	15.3	
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:	0.0	8.6	8.6		0.0	8.1	0.0		11.7	0.0	5.6		0.0	0.0	15.3	
DesignQueue:	0	8	8		0	6	0		6	0	3		0	0	4	

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

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

Intersection #26 University & SB US 101

Cycle (sec): 85 Critical Vol./Cap.(X): 0.718
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 18.3
Optimal Cycle: 180 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Permitted				Protected				Permitted				Protected			
Rights:	Include				Include				Ovl				Include			
Min. Green:	16	16	16		0	0	0		0	29	45		28	61	0	
Lanes:	1	0	1!	0	1	0	0	0	0	0	0	2	0	2	0	0
Volume Module:																
Base Vol:	317	1	220		0	0	0		0	828	379		798	1527	0	
Growth Adj:	1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14	
Initial Bse:	361	1	251		0	0	0		0	944	432		910	1741	0	
Added Vol:	0	0	0		0	0	0		0	33	14		2	46	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	361	1	251		0	0	0		0	977	446		912	1787	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:	361	1	251		0	0	0		0	977	446		912	1787	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	361	1	251		0	0	0		0	977	446		912	1787	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	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:	361	1	251		0	0	0		0	977	446		912	1787	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.86	0.86	0.86		1.00	1.00	1.00		1.00	0.95	0.75		0.92	0.95	1.00	
Lanes:	1.58	0.01	1.41		0.00	0.00	0.00		0.00	2.00	2.00		2.00	2.00	0.00	
Final Sat.:	2584	6	2291		0	0	0		0	3610	2842		3502	3610	0	
Capacity Analysis Module:																
Vol/Sat:	0.14	0.19	0.11		0.00	0.00	0.00		0.00	0.27	0.16		0.26	0.49	0.00	
Crit Moves:		****												****		
Green/Cycle:	0.19	0.19	0.19		0.00	0.00	0.00		0.00	0.34	0.34		0.42	0.76	0.00	
Volume/Cap:	0.74	1.00	0.58		0.00	0.00	0.00		0.00	0.79	0.46		0.61	0.65	0.00	
Uniform Del:	32.6	34.5	31.5		0.0	0.0	0.0		0.0	25.3	21.9		19.1	4.7	0.0	
IncremntDel:	3.7	37.2	0.8		0.0	0.0	0.0		0.0	3.6	0.3		0.8	0.5	0.0	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		0.00	0.00	0.00		0.00	1.00	1.00		1.00	1.00	0.00	
Delay/Veh:	36.2	71.7	32.3		0.0	0.0	0.0		0.0	28.9	22.2		19.9	5.2	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	36.2	71.7	32.3		0.0	0.0	0.0		0.0	28.9	22.2		19.9	5.2	0.0	
LOS by Move:	D	E	C		A	A	A		A	C	C		B	A	A	
HCM2kAvgQ:	7	14	5		0	0	0		0	14	6		10	12	0	

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

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

Intersection #27 University Ave. & Woodland

Cycle (sec): 100 Critical Vol./Cap.(X): 0.991
Loss Time (sec): 11 (Y+R=3.0 sec) Average Delay (sec/veh): 52.3
Optimal Cycle: 180 Level Of Service: D

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:	5	5	5		5	5	5		5	5	5		5	5	5	
Lanes:	0	0	1!	0	0	2	0	0	1	0	1	0	1	1	0	1
Volume Module:																
Base Vol:	14	78	250		410	115	41		51	538	13		238	1506	420	
Growth Adj:	1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14	
Initial Bse:	16	89	285		467	131	47		58	613	15		271	1717	479	
Added Vol:	0	0	0		0	0	0		0	48	0		0	46	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	16	89	285		467	131	47		58	661	15		271	1763	479	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	16	89	285		467	131	47		58	661	15		271	1763	479	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	16	89	285		467	131	47		58	661	15		271	1763	479	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	16	89	285		467	131	47		58	661	15		271	1763	479	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.90	0.90	0.90		0.92	0.96	0.96		0.95	0.95	0.95		0.95	0.95	0.85	
Lanes:	0.04	0.23	0.73		2.00	0.74	0.26		1.00	1.96	0.04		1.00	2.00	1.00	
Final Sat.:	70	390	1249		3502	1346	480		1805	3520	79		1805	3610	1615	
Capacity Analysis Module:																
Vol/Sat:	0.23	0.23	0.23		0.13	0.10	0.10		0.03	0.19	0.19		0.15	0.49	0.30	
Crit Moves:		****			****				****					****		
Green/Cycle:	0.25	0.23	0.23		0.13	0.11	0.11		0.05	0.30	0.30		0.24	0.48	0.48	
Volume/Cap:	0.91	1.01	1.01		1.01	0.91	0.91		0.64	0.63	0.63		0.63	1.01	0.61	
Uniform Del:	36.4	38.7	38.7		43.4	44.2	44.2		46.6	30.5	30.5		34.3	25.9	19.0	
IncremntDel:	23.3	48.9	48.9		44.9	40.3	40.3		14.9	1.3	1.3		3.1	24.5	1.5	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	59.7	87.6	87.6		88.3	84.5	84.5		61.5	31.8	31.8		37.4	50.4	20.5	
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:	59.7	87.6	87.6		88.3	84.5	84.5		61.5	31.8	31.8		37.4	50.4	20.5	
LOS by Move:	E	F	F		F	F	F		E	C	C		D	D	C	
HCM2kAvgQ:	16	18	18		12	9	9		3	10	10		8	37	11	

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

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

Intersection #28 Middlefield Rd. & University Ave.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.888
Loss Time (sec): 11 (Y+R=3.0 sec) Average Delay (sec/veh): 46.5
Optimal Cycle: 102 Level Of Service: D

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:	5	5	5		5	5	5		5	5	5		5	5	5	
Lanes:	0	1	0	1	0	0	1	0	1	0	0	1	0	1	0	1	0
Volume Module:																	
Base Vol:	37	264	51		92	391	62		15	228	24		73	584	95		
Growth Adj:	1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14		
Initial Bse:	42	301	58		105	446	71		17	260	27		83	666	108		
Added Vol:	1	87	24		6	27	1		15	18	0		2	36	9		
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0		
Initial Fut:	43	388	82		111	473	72		32	278	27		85	702	117		
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		
PHF Volume:	43	388	82		111	473	72		32	278	27		85	702	117		
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0		
Reduced Vol:	43	388	82		111	473	72		32	278	27		85	702	117		
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		
FinalVolume:	43	388	82		111	473	72		32	278	27		85	702	117		
Saturation Flow Module:																	
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		
Adjustment:	0.92	0.92	0.92		0.93	0.93	0.93		0.95	0.99	0.99		0.95	0.98	0.98		
Lanes:	0.17	1.51	0.32		0.34	1.44	0.22		1.00	0.91	0.09		1.00	0.86	0.14		
Final Sat.:	295	2652	562		596	2542	385		1805	1707	168		1805	1594	266		
Capacity Analysis Module:																	
Vol/Sat:	0.15	0.15	0.15		0.19	0.19	0.19		0.02	0.16	0.16		0.05	0.44	0.44		
Crit Moves:		****			****				****					****			
Green/Cycle:	0.16	0.16	0.16		0.20	0.20	0.20		0.05	0.40	0.40		0.12	0.48	0.48		
Volume/Cap:	0.92	0.92	0.92		0.92	0.92	0.92		0.36	0.40	0.40		0.38	0.92	0.92		
Uniform Del:	41.4	41.4	41.4		39.1	39.1	39.1		45.9	21.2	21.2		40.2	24.3	24.3		
IncremntDel:	20.5	20.5	20.5		17.1	17.1	17.1		2.4	0.4	0.4		1.1	14.4	14.4		
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		
Delay/Veh:	62.0	62.0	62.0		56.2	56.2	56.2		48.3	21.5	21.5		41.3	38.7	38.7		
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		
AdjDel/Veh:	62.0	62.0	62.0		56.2	56.2	56.2		48.3	21.5	21.5		41.3	38.7	38.7		
LOS by Move:	E	E	E		E	E	E		D	C	C		D	D	D		
HCM2kAvgQ:	12	12	12		14	14	14		1	7	7		3	28	28		

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

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

Intersection #29 Bayfront Exp. & Chrysler Dr.

Cycle (sec): 130 Critical Vol./Cap.(X): 0.738
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 17.5
Optimal Cycle: 59 Level Of Service: B

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				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	5	5	0		0	5	5		5	0	5		0	0	0	
Lanes:	1	0	3	0	0	0	0	3	0	1	1	0	0	0	1	0	0	0	0	0
Volume Module: >> Count Date: 21 Oct 2009 << 7:15 - 8:15 AM																	
Base Vol:	45	2362	0		0	1034	31		103	0	6		0	0	0		
Growth Adj:	1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14		
Initial Bse:	51	2693	0		0	1179	35		117	0	7		0	0	0		
Added Vol:	94	19	0		0	256	0		154	0	21		0	0	0		
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0		
Initial Fut:	145	2712	0		0	1435	35		271	0	28		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:	145	2712	0		0	1435	35		271	0	28		0	0	0		
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0		
Reduced Vol:	145	2712	0		0	1435	35		271	0	28		0	0	0		
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		
FinalVolume:	145	2712	0		0	1435	35		271	0	28		0	0	0		
Saturation Flow Module:																	
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		
Adjustment:	0.93	0.89	1.00		1.00	0.89	0.83		0.93	1.00	0.83		1.00	1.00	1.00		
Lanes:	1.00	3.00	0.00		0.00	3.00	1.00		1.00	0.00	1.00		0.00	0.00	0.00		
Final Sat.:	1769	5083	0		0	5083	1583		1769	0	1583		0	0	0		
Capacity Analysis Module:																	
Vol/Sat:	0.08	0.53	0.00		0.00	0.28	0.02		0.15	0.00	0.02		0.00	0.00	0.00		
Crit Moves:		****			****				****								
Green/Cycle:	0.16	0.72	0.00		0.00	0.56	0.56		0.21	0.00	0.21		0.00	0.00	0.00		
Volume/Cap:	0.50	0.74	0.00		0.00	0.50	0.04		0.74	0.00	0.08		0.00	0.00	0.00		
Uniform Del:	49.6	10.7	0.0		0.0	17.5	12.9		48.2	0.0	41.5		0.0	0.0	0.0		
IncremntDel:	1.4	0.8	0.0		0.0	0.1	0.0		7.7	0.0	0.1		0.0	0.0	0.0		
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		
Delay Adj:	1.00	1.00	0.00		0.00	1.00	1.00		1.00	0.00	1.00		0.00	0.00	0.00		
Delay/Veh:	51.0	11.5	0.0		0.0	17.7	12.9		55.8	0.0	41.6		0.0	0.0	0.0		
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		
AdjDel/Veh:	51.0	11.5	0.0		0.0	17.7	12.9		55.8	0.0	41.6		0.0	0.0	0.0		
LOS by Move:	D	B	A		A	B	B		E	A	D		A	A	A		
HCM2kAvgQ:	6	24	0		0	13	1		12	0	1		0	0	0		

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

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

Intersection #30 Bayfront Exp. & Chilco St.

Cycle (sec): 130 Critical Vol./Cap.(X): 0.675
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 20.0
Optimal Cycle: 50 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	T	R	L	T	T	R	L	T	T	R	L	T	T	R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	5	5	0	0	0	5	5	5	0	5	0	0	0	0	0	0
Lanes:	1	0	3	0	0	0	0	3	0	1	1	0	0	0	1	0	0	0	0	0
Volume Module: >> Count Date: 20 Oct 2009 << 7:45 - 8:45 AM																
Base Vol:	146	2070	0	0	851	196	218	0	31	0	0	0				
Growth Adj:	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14				
Initial Bse:	166	2360	0	0	970	223	249	0	35	0	0	0				
Added Vol:	94	109	0	0	275	2	4	0	21	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	260	2469	0	0	1245	225	253	0	56	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:	260	2469	0	0	1245	225	253	0	56	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	260	2469	0	0	1245	225	253	0	56	0	0	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	260	2469	0	0	1245	225	253	0	56	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.93	0.89	1.00	1.00	0.89	0.83	0.93	1.00	0.83	1.00	1.00	1.00				
Lanes:	1.00	3.00	0.00	0.00	3.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00				
Final Sat.:	1769	5083	0	0	5083	1583	1769	0	1583	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.15	0.49	0.00	0.00	0.24	0.14	0.14	0.00	0.04	0.00	0.00	0.00				
Crit Moves:		****		****			****									
Green/Cycle:	0.27	0.72	0.00	0.00	0.45	0.45	0.21	0.00	0.21	0.00	0.00	0.00				
Volume/Cap:	0.55	0.68	0.00	0.00	0.55	0.32	0.68	0.00	0.17	0.00	0.00	0.00				
Uniform Del:	40.6	10.0	0.0	0.0	26.1	23.0	47.2	0.0	41.9	0.0	0.0	0.0				
IncremntDel:	1.3	0.5	0.0	0.0	0.3	0.3	4.8	0.0	0.2	0.0	0.0	0.0				
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00				
Delay/Veh:	41.9	10.5	0.0	0.0	26.4	23.2	52.0	0.0	42.2	0.0	0.0	0.0				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	41.9	10.5	0.0	0.0	26.4	23.2	52.0	0.0	42.2	0.0	0.0	0.0				
LOS by Move:	D	B	A	A	C	C	D	A	D	A	A	A				
HCM2kAvgQ:	9	20	0	0	13	6	10	0	2	0	0	0				

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

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

Intersection #31 Middlefield Rd. & Ravenswood Ave.

Cycle (sec): 120 Critical Vol./Cap.(X): 0.731
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 25.7
Optimal Cycle: 40 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	T	R	L	T	T	R	L	T	T	R	L	T	T	R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Ignore				Include			
Min. Green:	4	10	0	0	0	10	10	4	0	4	0	0	0	0	0	0
Lanes:	1	0	1	0	0	0	0	0	1	0	1	0	0	0	1	0	0	0	0	0
Volume Module: >> Count Date: 20 Oct 2009 << 7:45 - 8:45 AM																
Base Vol:	464	366	0	0	398	66	83	0	561	0	0	0				
Growth Adj:	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14				
Initial Bse:	529	417	0	0	454	75	95	0	640	0	0	0				
Added Vol:	61	22	0	0	47	2	7	0	28	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	590	439	0	0	501	77	102	0	668	0	0	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
PHF Volume:	590	439	0	0	501	77	102	0	0	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	590	439	0	0	501	77	102	0	0	0	0	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
FinalVolume:	590	439	0	0	501	77	102	0	0	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.93	0.98	1.00	1.00	0.96	0.96	0.93	1.00	1.00	1.00	1.00	1.00				
Lanes:	1.00	1.00	0.00	0.00	0.87	0.13	1.00	0.00	1.00	0.00	0.00	0.00				
Final Sat.:	1769	1862	0	0	1584	244	1769	0	1900	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.33	0.24	0.00	0.00	0.32	0.32	0.06	0.00	0.00	0.00	0.00	0.00				
Crit Moves:	****				****		****									
Green/Cycle:	0.46	0.89	0.00	0.00	0.43	0.43	0.08	0.00	0.00	0.00	0.00	0.00				
Volume/Cap:	0.73	0.27	0.00	0.00	0.73	0.73	0.73	0.00	0.00	0.00	0.00	0.00				
Uniform Del:	26.6	1.0	0.0	0.0	28.3	28.3	54.1	0.0	0.0	0.0	0.0	0.0				
IncremntDel:	3.5	0.1	0.0	0.0	3.5	3.5	17.9	0.0	0.0	0.0	0.0	0.0				
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	0.00				
Delay/Veh:	30.1	1.1	0.0	0.0	31.8	31.8	72.0	0.0	0.0	0.0	0.0	0.0				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	30.1	1.1	0.0	0.0	31.8	31.8	72.0	0.0	0.0	0.0	0.0	0.0				
LOS by Move:	C	A	A	A	C	C	E	A	A	A	A	A				
HCM2kAvgQ:	19	3	0	0	18	18	5	0	0	0	0	0				

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

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

Intersection #32 Middlefield Rd. & Ringwood Ave.

Cycle (sec): 120 Critical Vol./Cap.(X): 0.540
Loss Time (sec): 4 (Y+R=3.0 sec) Average Delay (sec/veh): 25.7
Optimal Cycle: 24 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				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	4	10	10		4	10	10		4	4	4		4	4	4	
Lanes:	1 0	2 0	1		1 0	2 0	1		1 0	0 1	0		0 1	0 0	1	
Volume Module: >> Count Date: 21 Oct 2009 << 7:30 - 8:30 AM																
Base Vol:	57	623	49		192	708	68		3	3	3		123	53	241	
Growth Adj:	1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14	
Initial Bse:	65	710	56		219	808	78		3	3	3		140	60	275	
Added Vol:	0	82	0		1	74	0		0	0	0		0	0	1	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	65	792	56		220	882	78		3	3	3		140	60	276	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	65	792	56		220	882	78		3	3	3		140	60	276	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	65	792	56		220	882	78		3	3	3		140	60	276	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	65	792	56		220	882	78		3	3	3		140	60	276	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.93	0.93	0.83		0.93	0.93	0.83		0.47	0.91	0.91		0.77	0.77	0.83	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	0.50	0.50		0.70	0.30	1.00	
Final Sat.:	1769	3538	1583		1769	3538	1583		896	861	861		1020	440	1583	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.22	0.04		0.12	0.25	0.05		0.00	0.00	0.00		0.14	0.14	0.17	
Crit Moves:		****			****										****	
Green/Cycle:	0.08	0.41	0.41		0.23	0.56	0.56		0.32	0.32	0.32		0.32	0.32	0.32	
Volume/Cap:	0.44	0.54	0.09		0.54	0.44	0.09		0.01	0.01	0.01		0.43	0.43	0.54	
Uniform Del:	52.4	26.5	21.3		40.6	15.4	12.1		27.7	27.7	27.7		31.9	31.9	33.4	
IncremntDel:	2.1	0.4	0.1		1.5	0.2	0.0		0.0	0.0	0.0		0.6	0.6	1.2	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	54.6	26.9	21.4		42.1	15.5	12.2		27.7	27.7	27.7		32.6	32.6	34.5	
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:	54.6	26.9	21.4		42.1	15.5	12.2		27.7	27.7	27.7		32.6	32.6	34.5	
LOS by Move:	D	C	C		D	B	B		C	C	C		C	C	C	
HCM2kAvgQ:	3	12	1		8	10	1		0	0	0		6	6	9	

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

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

Intersection #33 Middlefield Rd and Lytton Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.869
Loss Time (sec): 11 (Y+R=3.0 sec) Average Delay (sec/veh): 44.8
Optimal Cycle: 94 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Split Phase				Split Phase				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	5	5	5		5	5	5		5	5	5		5	5	5	
Lanes:	0 1	0 0	1		0 1	0 0	1		1 0	0 1	0		0 0	1! 0	0	
Volume Module:																
Base Vol:	115	314	8		7	490	355		114	34	45		6	97	5	
Growth Adj:	1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14	
Initial Bse:	131	358	9		8	559	405		130	39	51		7	111	6	
Added Vol:	0	111	0		0	34	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	131	469	9		8	593	405		130	39	51		7	111	6	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	131	469	9		8	593	405		130	39	51		7	111	6	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	131	469	9		8	593	405		130	39	51		7	111	6	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	131	469	9		8	593	405		130	39	51		7	111	6	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.99	0.99	0.85		1.00	1.00	0.85		0.95	0.92	0.92		0.99	0.99	0.99	
Lanes:	0.22	0.78	1.00		0.01	0.99	1.00		1.00	0.43	0.57		0.05	0.90	0.05	
Final Sat.:	411	1469	1615		25	1873	1615		1805	748	990		105	1691	87	
Capacity Analysis Module:																
Vol/Sat:	0.32	0.32	0.01		0.32	0.32	0.25		0.07	0.05	0.05		0.07	0.07	0.07	
Crit Moves:		****			****				****					****		
Green/Cycle:	0.37	0.37	0.37		0.36	0.36	0.36		0.08	0.08	0.08		0.08	0.08	0.08	
Volume/Cap:	0.87	0.87	0.02		0.87	0.87	0.69		0.87	0.63	0.63		0.87	0.87	0.87	
Uniform Del:	29.4	29.4	20.1		29.6	29.6	27.0		45.3	44.4	44.4		45.7	45.7	45.7	
IncremntDel:	11.4	11.4	0.0		11.4	11.4	3.4		38.2	8.3	8.3		39.7	39.7	39.7	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	40.8	40.8	20.1		41.0	41.0	30.4		83.5	52.7	52.7		85.4	85.4	85.4	
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:	40.8	40.8	20.1		41.0	41.0	30.4		83.5	52.7	52.7		85.4	85.4	85.4	
LOS by Move:	D	D	C		D	D	C		F	D	D		F	F	F	
HCM2kAvgQ:	20	20	0		20	20	12		7	4	4		6	6	6	

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

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

Intersection #34 Bayfront Expy. and Facebook West Campus

Cycle (sec):	100	Critical Vol./Cap.(X):	0.593
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	1.5
Optimal Cycle:	90	Level Of Service:	A

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:	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1	0	3	0 0	0	0	3	0 1	2	0	0	0 1	0	0	0	0 0
Volume Module:																
Base Vol:	0	2197	0	0	782	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14
Initial Bse:	0	2505	0	0	891	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	203	0	0	296	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	2708	0	0	1187	0	0	0	0	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:	0	2708	0	0	1187	0	0	0	0	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
Reduced Vol:	0	2708	0	0	1187	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	1.00	1.00	1.00	1.00
FinalVolume:	0	2708	0	0	1187	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	1.00	1.00	0.91	1.00	0.97	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	0.00	3.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	1900	5187	0	0	5187	1900	3686	0	1900	0	0	0	0	0	0	0
Capacity Analysis Module:																
Vol/Sat:	0.00	0.52	0.00	0.00	0.23	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:		****		****												
Green/Cycle:	0.00	0.88	0.00	0.00	0.88	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.59	0.00	0.00	0.26	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Del:	0.0	1.5	0.0	0.0	0.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
IncremntDel:	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	1.7	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	1.7	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	8	0	0	2	0	0	0	0	0	0	0	0	0	0	0

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

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Scenario Report

Scenario:	Cumulative 2025 PM
Command:	Long Term No Project I PM
Volume:	Long Term No Project I PM
Geometry:	Long Term No Project I PM
Impact Fee:	Default Impact Fee
Trip Generation:	Long Term No Project I PM
Trip Distribution:	Near-Term
Paths:	Default Path
Routes:	Default Route
Configuration:	Long Term No Project I PM

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Bayfront Exp. & Marsh Rd.	E	77.7	1.075	E	79.6	1.085	+ 1.883 D/V
# 2 US 101 NB Ramps & Marsh Rd.	B	19.2	0.929	D	44.9	1.096	+25.633 D/V
# 3 US 101 SB Ramps & Marsh Rd.	C	23.8	0.931	C	29.9	0.972	+ 6.065 D/V
# 4 Scott Dr/Rolison at Marsh Rd.	C	24.3	0.781	C	22.4	0.860	-1.924 D/V
# 5 Bohannon/ Florence & Marsh Rd.	C	29.2	0.664	C	22.2	0.743	-6.988 D/V
# 6 Bay Rd. & Marsh Rd.	B	15.9	0.659	B	15.4	0.686	-0.557 D/V
# 7 Middlefield at Marsh (Town of	D	39.4	0.922	D	44.4	0.998	+ 5.015 D/V
# 8 Bayfront Exp. & Willow Rd.	E	67.9	1.045	F	103.7	1.160	+35.776 D/V
# 9 Hamilton Ave. & Willow Rd.	C	23.7	0.693	C	24.0	0.720	+ 0.345 D/V
# 10 Ivy Dr. & Willow Rd.	B	12.8	0.619	B	13.9	0.655	+ 1.068 D/V
# 11 O'Brien Dr. & Willow Rd.	B	10.4	0.622	B	10.1	0.652	-0.332 D/V
# 12 Newbridge St. & Willow Rd.	D	36.8	0.838	D	41.1	0.937	+ 4.274 D/V
# 13 Bay Rd. & Willow Rd.	C	22.2	0.833	C	23.5	0.874	+ 1.272 D/V
# 14 Durham St. & Willow Rd.	E	56.1	0.728	B	18.3	0.813	-37.783 D/V
# 15 Coleman Ave. & Willow Rd.	B	14.3	0.833	B	15.9	0.901	+ 1.604 D/V
# 16 Gilbert Ave. & Willow Rd.	B	14.1	0.745	B	13.9	0.839	-0.183 D/V
# 17 Middlefield Rd. & Willow Rd.	F	153.6	1.404	F	205.7	1.505	+52.106 D/V
# 18 Bayfront Exp. & University Ave	F	211.8	1.460	F	235.7	1.531	+23.859 D/V
# 19 O'Brien Dr. & University Ave.	B	14.3	0.760	B	14.7	0.774	+ 0.459 D/V
# 20 University & Kavanaugh	B	17.7	0.732	B	17.7	0.739	-0.032 D/V
# 21 University & Bay	D	39.5	0.918	D	39.8	0.924	+ 0.289 D/V
# 22 University & Runnymede	C	24.8	0.770	C	24.8	0.776	+ 0.005 D/V
# 23 University & Bell	A	8.2	0.605	A	8.2	0.611	-0.043 D/V
# 24 University & Donohoe	D	43.4	0.962	D	44.9	0.972	+ 1.462 D/V
# 25 NB 101 & Donohoe St	B	14.3	0.532	B	14.3	0.535	+ 0.060 D/V

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 26 University & SB US 101	C	33.4	0.580	C	34.2	0.592	+ 0.748 D/V
# 27 University Ave. & Woodland	E	57.6	0.980	E	60.0	0.998	+ 2.427 D/V
# 28 Middlefield Rd. & University A	C	33.8	0.613	D	35.1	0.666	+ 1.255 D/V
# 29 Bayfront Exp. & Chrysler Dr.	C	20.8	0.777	F	102.7	1.180	+81.881 D/V
# 30 Bayfront Exp. & Chilco St.	B	15.0	0.666	B	19.6	0.770	+ 4.654 D/V
# 31 Middlefield Rd. & Ravenswood A	C	30.5	0.818	C	32.6	0.874	+ 2.127 D/V
# 32 Middlefield Rd. & Ringwood Ave	C	29.6	0.689	C	30.0	0.708	+ 0.396 D/V
# 33 Middlefield Rd and Lytton Ave	F	87.3	1.067	F	113.7	1.155	+26.350 D/V
# 34 Bayfront Expy. and Facebook We	A	1.5	0.576	A	1.6	0.618	+ 0.133 D/V

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

****

Intersection #1 Bayfront Exp. & Marsh Rd.

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Cycle (sec): 140 Critical Vol./Cap.(X): 1.085
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 79.6
Optimal Cycle: 180 Level Of Service: E

****

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Split Phase				Split Phase				Split Phase				Split Phase			
Rights:	Include				Ovl				Ovl				Include			
Min. Green:	5	5	5		5	5	5		5	5	5		5	5	5	
Lanes:	3 0	0 1	0		0 1	1 0	1		0 1	0 0	2		0 0	1! 0	0	
Volume Module: >> Count Date: 22 Oct 2009 << 4:45 - 5:45 PM																
Base Vol:	1184	49	7		0	346	186		139	40	1952		31	73	11	
Growth Adj:	1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14	
Initial Bse:	1350	56	8		0	394	212		158	46	2225		35	83	13	
Added Vol:	759	0	0		0	0	0		0	0	25		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	2109	56	8		0	394	212		158	46	2250		35	83	13	
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:	2109	56	8		0	394	212		158	46	2250		35	83	13	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	2109	56	8		0	394	212		158	46	2250		35	83	13	
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:	2109	56	8		0	394	212		158	46	2250		35	83	13	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.90	0.96	0.96		0.95	0.93	0.83		0.94	0.94	0.73		0.95	0.95	0.95	
Lanes:	3.00	0.87	0.13		0.00	2.00	1.00		0.78	0.22	2.00		0.27	0.63	0.10	
Final Sat.:	5147	1598	228		0	3538	1583		1392	401	2786		489	1151	174	
Capacity Analysis Module:																
Vol/Sat:	0.41	0.03	0.03		0.00	0.11	0.13		0.11	0.11	0.81		0.07	0.07	0.07	
Crit Moves:	****					****					****				****	
Green/Cycle:	0.38	0.38	0.38		0.00	0.10	0.47		0.37	0.37	0.74		0.07	0.07	0.07	
Volume/Cap:	1.08	0.09	0.09		0.00	1.08	0.29		0.31	0.31	1.08		1.08	1.08	1.08	
Uniform Del:	43.6	28.1	28.1		0.0	62.8	22.7		31.6	31.6	17.9		65.3	65.3	65.3	
IncremntDel:	47.6	0.1	0.1		0.0	71.7	0.2		0.3	0.3	47.1		106.4	106	106.4	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		0.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	91.1	28.1	28.1		0.0	135	22.9		31.9	31.9	64.9		171.7	172	171.7	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	91.1	28.1	28.1		0.0	135	22.9		31.9	31.9	64.9		171.7	172	171.7	
LOS by Move:	F	C	C		A	F	C		C	C	E		F	F	F	
HCM2kAvgQ:	42	2	2		0	14	5		6	6	70		10	10	10	

****

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

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

Intersection #2 US 101 NB Ramps & Marsh Rd.

Cycle (sec): 65 Critical Vol./Cap.(X): 1.096
Loss Time (sec): 7 (Y+R=4.0 sec) Average Delay (sec/veh): 44.9
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Split Phase				Split Phase				Permitted				Permitted			
Rights:	Include				Include				Ignore				Ignore			
Min. Green:	5	0	5		0	0	0		0	5	0		0	5	0	
Lanes:	2	0	0	0	1	0	0	0	0	0	0	1	1	0	1	
Volume Module: >> Count Date: 30 Sep 2009 << 4:30 - 5:30 PM																
Base Vol:	493	0	213		0	0	0		0	2063	507		0	682	791	
Growth Adj:	1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14	
Initial Bse:	562	0	243		0	0	0		0	2352	578		0	777	902	
Added Vol:	0	0	160		0	0	0		3	88	0		0	609	150	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	562	0	403		0	0	0		3	2440	578		0	1386	1052	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
PHF Volume:	562	0	403		0	0	0		3	2440	0		0	1386	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	562	0	403		0	0	0		3	2440	0		0	1386	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
FinalVolume:	562	0	403		0	0	0		3	2440	0		0	1386	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.90	1.00	0.83		1.00	1.00	1.00		0.89	0.89	1.00		1.00	0.93	1.00	
Lanes:	2.00	0.00	1.00		0.00	0.00	0.00		0.01	1.99	1.00		0.00	2.00	1.00	
Final Sat.:	3432	0	1583		0	0	0		4	3374	1900		0	3538	1900	
Capacity Analysis Module:																
Vol/Sat:	0.16	0.00	0.25		0.00	0.00	0.00		0.72	0.72	0.00		0.00	0.39	0.00	
Crit Moves:			****							****						
Green/Cycle:	0.23	0.00	0.23		0.00	0.00	0.00		0.66	0.66	0.00		0.00	0.66	0.00	
Volume/Cap:	0.70	0.00	1.10		0.00	0.00	0.00		1.10	1.10	0.00		0.00	0.59	0.00	
Uniform Del:	22.9	0.0	24.9		0.0	0.0	0.0		11.1	11.1	0.0		0.0	6.2	0.0	
IncremntDel:	2.9	0.0	75.1		0.0	0.0	0.0		50.8	50.8	0.0		0.0	0.4	0.0	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	0.00	1.00		0.00	0.00	0.00		1.00	1.00	0.00		0.00	1.00	0.00	
Delay/Veh:	25.8	0.0	100.1		0.0	0.0	0.0		61.9	61.9	0.0		0.0	6.6	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	25.8	0.0	100.1		0.0	0.0	0.0		61.9	61.9	0.0		0.0	6.6	0.0	
LOS by Move:	C	A	F		A	A	A		E	E	A		A	A	A	
HCM2kAvgQ:	7	0	17		0	0	0		45	45	0		0	9	0	

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

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

Intersection #3 US 101 SB Ramps & Marsh Rd.

Cycle (sec): 65 Critical Vol./Cap.(X): 0.972
Loss Time (sec): 7 (Y+R=4.0 sec) Average Delay (sec/veh): 29.9
Optimal Cycle: 119 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:	Split Phase				Split Phase				Permitted				Permitted			
Rights:	Include				Include				Ignore				Ignore			
Min. Green:	0	0	0		5	0	5		0	5	0		0	5	0	
Lanes:	0	0	0	0	0	2	0	0	0	1	0	0	2	0	1	
Volume Module: >> Count Date: 30 Sep 2009 << 4:30 - 5:30 PM																
Base Vol:	0	0	0		1355	0	453		0	1181	651		0	940	282	
Growth Adj:	1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14	
Initial Bse:	0	0	0		1545	0	516		0	1346	742		0	1072	321	
Added Vol:	0	0	0		50	0	17		0	77	0		0	249	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		1595	0	533		0	1423	742		0	1321	321	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
PHF Volume:	0	0	0		1595	0	533		0	1423	0		0	1321	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		1595	0	533		0	1423	0		0	1321	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
FinalVolume:	0	0	0		1595	0	533		0	1423	0		0	1321	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	1.00	1.00		0.90	1.00	0.83		1.00	0.93	1.00		1.00	0.93	1.00	
Lanes:	0.00	0.00	0.00		2.00	0.00	1.00		0.00	2.00	1.00		0.00	2.00	1.00	
Final Sat.:	0	0	0		3432	0	1583		0	3538	1900		0	3538	1900	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.46	0.00	0.34		0.00	0.40	0.00		0.00	0.37	0.00	
Crit Moves:					****					****						
Green/Cycle:	0.00	0.00	0.00		0.48	0.00	0.48		0.00	0.41	0.00		0.00	0.41	0.00	
Volume/Cap:	0.00	0.00	0.00		0.97	0.00	0.70		0.00	0.97	0.00		0.00	0.90	0.00	
Uniform Del:	0.0	0.0	0.0		16.5	0.0	13.3		0.0	18.7	0.0		0.0	17.8	0.0	
IncremntDel:	0.0	0.0	0.0		16.0	0.0	3.0		0.0	17.2	0.0		0.0	8.0	0.0	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	0.00	0.00	0.00		1.00	0.00	1.00		0.00	1.00	0.00		0.00	1.00	0.00	
Delay/Veh:	0.0	0.0	0.0		32.5	0.0	16.4		0.0	35.8	0.0		0.0	25.8	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.0	0.0		32.5	0.0	16.4		0.0	35.8	0.0		0.0	25.8	0.0	
LOS by Move:	A	A	A		C	A	B		A	D	A		A	C	A	
HCM2kAvgQ:	0	0	0		23	0	10		0	22	0		0	17	0	

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

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

Intersection #4 Scott Dr/Rolison at Marsh Rd.

Cycle (sec): 80 Critical Vol./Cap.(X): 0.860
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 22.4
Optimal Cycle: 64 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:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	4	4	4		4	4	4		4	6	6		4	6	6	
Lanes:	0 1	0	0	2	0 1	0	0	1	1 0	2	1	0	2 0	1	1	0
Volume Module: >> Count Date: 4 Nov 2009 << 4:45 - 5:45 PM																
Base Vol:	28	15	267		254	9	2		42	1314	17		78	1109	214	
Growth Adj:	1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14	
Initial Bse:	32	17	304		290	10	2		48	1498	19		89	1264	244	
Added Vol:	0	0	0		0	0	0		0	79	0		0	266	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	32	17	304		290	10	2		48	1577	19		89	1530	244	
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:	32	17	304		290	10	2		48	1577	19		89	1530	244	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	32	17	304		290	10	2		48	1577	19		89	1530	244	
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:	32	17	304		290	10	2		48	1577	19		89	1530	244	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.95	0.73		0.93	0.93	0.83		0.93	0.89	0.89		0.90	0.91	0.91	
Lanes:	0.65	0.35	2.00		0.97	0.03	1.00		1.00	2.96	0.04		2.00	1.72	0.28	
Final Sat.:	1174	629	2786		1716	61	1583		1769	5012	62		3432	2987	476	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.03	0.11		0.17	0.17	0.00		0.03	0.31	0.31		0.03	0.51	0.51	
Crit Moves:			****			****			****					****		
Green/Cycle:	0.12	0.12	0.12		0.19	0.19	0.19		0.05	0.55	0.55		0.09	0.58	0.58	
Volume/Cap:	0.22	0.22	0.88		0.88	0.88	0.01		0.54	0.58	0.58		0.30	0.88	0.88	
Uniform Del:	31.5	31.5	34.4		31.4	31.4	26.1		37.1	12.0	12.0		34.2	14.2	14.2	
IncremntDel:	0.5	0.5	21.6		21.9	21.9	0.0		6.7	0.3	0.3		0.6	4.8	4.8	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	32.0	32.0	56.0		53.3	53.3	26.1		43.8	12.3	12.3		34.8	19.0	19.0	
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:	32.0	32.0	56.0		53.3	53.3	26.1		43.8	12.3	12.3		34.8	19.0	19.0	
LOS by Move:	C	C	E		D	D	C		D	B	B		C	B	B	
HCM2kAvgQ:	1	1	7		11	11	0		2	10	10		1	23	23	

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

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

Intersection #5 Bohannon/ Florence & Marsh Rd.

Cycle (sec): 80 Critical Vol./Cap.(X): 0.743
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 22.2
Optimal Cycle: 39 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:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	4	4	4		4	4	4		4	6	6		4	6	6	
Lanes:	1 0	0	1	0	1 1	0	0	1	1 0	1	1	0	1 0	2	0	1
Volume Module: >> Count Date: 7 Oct 2009 << 4:30 - 5:30 pm																
Base Vol:	95	32	58		428	30	128		239	885	55		26	833	316	
Growth Adj:	1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14	
Initial Bse:	108	36	66		488	34	146		272	1009	63		30	950	360	
Added Vol:	0	0	0		0	0	0		0	79	0		0	266	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	108	36	66		488	34	146		272	1088	63		30	1216	360	
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:	108	36	66		488	34	146		272	1088	63		30	1216	360	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	108	36	66		488	34	146		272	1088	63		30	1216	360	
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:	108	36	66		488	34	146		272	1088	63		30	1216	360	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.93	0.88	0.88		0.94	0.94	0.83		0.93	0.92	0.92		0.93	0.93	0.83	
Lanes:	1.00	0.36	0.64		1.87	0.13	1.00		1.00	1.89	0.11		1.00	2.00	1.00	
Final Sat.:	1769	598	1084		3323	233	1583		1769	3318	191		1769	3538	1583	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.06	0.06		0.15	0.15	0.09		0.15	0.33	0.33		0.02	0.34	0.23	
Crit Moves:	****				****				****					****		
Green/Cycle:	0.08	0.08	0.08		0.20	0.20	0.20		0.21	0.58	0.58		0.09	0.46	0.46	
Volume/Cap:	0.74	0.74	0.74		0.74	0.74	0.47		0.74	0.56	0.56		0.19	0.74	0.49	
Uniform Del:	35.9	35.9	35.9		30.2	30.2	28.4		29.7	10.4	10.4		33.8	17.6	15.0	
IncremntDel:	18.5	19.0	19.0		4.3	4.3	1.1		8.0	0.4	0.4		0.6	1.9	0.5	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	54.3	54.9	54.9		34.5	34.5	29.5		37.7	10.8	10.8		34.4	19.5	15.5	
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:	54.3	54.9	54.9		34.5	34.5	29.5		37.7	10.8	10.8		34.4	19.5	15.5	
LOS by Move:	D	D	D		C	C	C		D	B	B		C	B	B	
HCM2kAvgQ:	4	4	4		8	8	4		8	10	10		1	14	7	

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

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

Intersection #6 Bay Rd. & Marsh Rd.

Cycle (sec): 80 Critical Vol./Cap.(X): 0.686
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 15.4
Optimal Cycle: 33 Level Of Service: B

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				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	6	6	6		6	6	6		6	6	6		4	6	6	
Lanes:	0	0	1!	0 0	0	0	1!	0 0	0	1	0	1 0	1	0	1	1 0
Volume Module: >> Count Date: 6 Oct 2009 << 5:00 - 6:00 PM																
Base Vol:	57	8	180		55	31	3		5	819	90		200	891	47	
Growth Adj:	1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14	
Initial Bse:	65	9	205		63	35	3		6	934	103		228	1016	54	
Added Vol:	2	0	0		0	0	0		0	79	2		0	266	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	67	9	205		63	35	3		6	1013	105		228	1282	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:	67	9	205		63	35	3		6	1013	105		228	1282	54	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	67	9	205		63	35	3		6	1013	105		228	1282	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:	67	9	205		63	35	3		6	1013	105		228	1282	54	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.81	0.81	0.81		0.65	0.65	0.65		0.87	0.87	0.87		0.93	0.93	0.93	
Lanes:	0.24	0.03	0.73		0.62	0.35	0.03		0.01	1.80	0.19		1.00	1.92	0.08	
Final Sat.:	365	50	1119		768	433	42		17	2985	308		1769	3375	141	
Capacity Analysis Module:																
Vol/Sat:	0.18	0.18	0.18		0.08	0.08	0.08		0.34	0.34	0.34		0.13	0.38	0.38	
Crit Moves:		****								****			****			
Green/Cycle:	0.27	0.27	0.27		0.27	0.27	0.27		0.50	0.50	0.50		0.19	0.68	0.68	
Volume/Cap:	0.69	0.69	0.69		0.31	0.31	0.31		0.68	0.68	0.68		0.68	0.56	0.56	
Uniform Del:	26.4	26.4	26.4		23.5	23.5	23.5		15.4	15.4	15.4		30.2	6.4	6.4	
IncremntDel:	4.9	4.9	4.9		0.5	0.5	0.5		1.2	1.2	1.2		5.8	0.3	0.3	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	31.3	31.3	31.3		24.0	24.0	24.0		16.6	16.6	16.6		36.0	6.7	6.7	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	31.3	31.3	31.3		24.0	24.0	24.0		16.6	16.6	16.6		36.0	6.7	6.7	
LOS by Move:	C	C	C		C	C	C		B	B	B		D	A	A	
HCM2kAvgQ:	8	8	8		2	2	2		12	12	12		7	9	9	

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

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

Intersection #7 Middlefield at Marsh (Town of Atherton)

Cycle (sec): 110 Critical Vol./Cap.(X): 0.998
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): 44.4
Optimal Cycle: 180 Level Of Service: D

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:	Ovl				Include				Include				Ovl			
Min. Green:	0	6	6		5	6	0		0	0	0		6	0	6	
Lanes:	0	0	1	0 1	1	0	1	0 0	0	0	0	0 0	1	0	0	0 1
Volume Module: >> Count Date: 18 Nov 2009 << 5:00 - 6:00 p.m.																
Base Vol:	0	426	548		408	269	0		0	0	0		515	0	447	
Growth Adj:	1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14	
Initial Bse:	0	486	625		465	307	0		0	0	0		587	0	510	
Added Vol:	0	26	68		13	7	0		0	0	0		86	0	183	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	512	693		478	314	0		0	0	0		673	0	693	
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	512	693		478	314	0		0	0	0		673	0	693	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	512	693		478	314	0		0	0	0		673	0	693	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	512	693		478	314	0		0	0	0		673	0	693	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	1.00	0.85		0.95	1.00	1.00		1.00	1.00	1.00		0.95	1.00	0.85	
Lanes:	0.00	1.00	1.00		1.00	1.00	0.00		0.00	0.00	0.00		1.00	0.00	1.00	
Final Sat.:	0	1900	1615		1805	1900	0		0	0	0		1805	0	1615	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.27	0.43		0.26	0.17	0.00		0.00	0.00	0.00		0.37	0.00	0.43	
Crit Moves:		****			****								****			
Green/Cycle:	0.00	0.27	0.64		0.27	0.54	0.00		0.00	0.00	0.00		0.37	0.00	0.64	
Volume/Cap:	0.00	1.00	0.67		1.00	0.31	0.00		0.00	0.00	0.00		1.00	0.00	0.67	
Uniform Del:	0.0	40.1	12.2		40.4	14.2	0.0		0.0	0.0	0.0		34.4	0.0	12.5	
IncremntDel:	0.0	39.1	1.7		40.5	0.2	0.0		0.0	0.0	0.0		34.1	0.0	1.7	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	0.00	1.00	1.00		1.00	1.00	0.00		0.00	0.00	0.00		1.00	0.00	1.00	
Delay/Veh:	0.0	79.3	13.9		80.9	14.4	0.0		0.0	0.0	0.0		68.5	0.0	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:	0.0	79.3	13.9		80.9	14.4	0.0		0.0	0.0	0.0		68.5	0.0	14.3	
LOS by Move:	A	E	B		F	B	A		A	A	A		E	A	B	
HCM2kAvgQ:	0	24	15		22	6	0		0	0	0		30	0	15	

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

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

Intersection #8 Bayfront Exp. & Willow Rd.

Cycle (sec): 130 Critical Vol./Cap.(X): 1.160
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 103.7
Optimal Cycle: 180 Level Of Service: F

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				Split Phase				Split Phase			
Rights:	Ovl				Include				Ovl				Ovl			
Min. Green:	5	5	5		5	5	5		5	5	5		5	5	5	
Lanes:	2	0	3	0	1	2	0	3	0	1	1	1	1	0	2	1	0	2	0	1
Volume Module: >> Count Date: 1 Oct 2009 << 4:45 - 5:45 PM																				
Base Vol:	362	664	1	0	2199	108	36	13	1424	44	105	8								
Growth Adj:	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14								
Initial Bse:	413	757	1	0	2507	123	41	15	1623	50	120	9								
Added Vol:	163	145	1	19	171	0	0	37	40	122	150	69								
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0								
Initial Fut:	576	902	2	19	2678	123	41	52	1663	172	270	78								
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:	576	902	2	19	2678	123	41	52	1663	172	270	78								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
Reduced Vol:	576	902	2	19	2678	123	41	52	1663	172	270	78								
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:	576	902	2	19	2678	123	41	52	1663	172	270	78								
Saturation Flow Module:																				
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900								
Adjustment:	0.90	1.03	0.83	0.90	1.03	0.83	0.91	0.91	0.88	0.93	0.93	0.83								
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.33	1.67	2.00	1.00	2.00	1.00								
Final Sat.:	3432	5846	1583	3432	5846	1583	2294	2896	3343	1769	3538	1583								
Capacity Analysis Module:																				
Vol/Sat:	0.17	0.15	0.00	0.01	0.46	0.08	0.02	0.02	0.50	0.10	0.08	0.05								
Crit Moves:	****				****				****	****										
Green/Cycle:	0.14	0.43	0.52	0.11	0.39	0.39	0.28	0.28	0.43	0.08	0.08	0.19								
Volume/Cap:	1.16	0.36	0.00	0.05	1.16	0.20	0.06	0.06	1.16	1.16	0.91	0.26								
Uniform Del:	55.6	24.8	15.3	52.0	39.3	25.8	33.9	33.9	37.1	59.5	59.1	44.7								
IncremntDel:	92.5	0.1	0.0	0.1	77.3	0.2	0.0	0.0	80.2	123.4	29.9	0.5								
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0								
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
Delay/Veh:	148.1	24.9	15.3	52.1	117	26.0	33.9	33.9	117.3	182.9	88.9	45.1								
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:	148.1	24.9	15.3	52.1	117	26.0	33.9	33.9	117.3	182.9	88.9	45.1								
LOS by Move:	F	C	B	D	F	C	C	C	F	F	F	D								
HCM2kAvgQ:	20	9	0	0	58	3	1	1	56	13	8	3								

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

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

Intersection #9 Hamilton Ave. & Willow Rd.

Cycle (sec): 120 Critical Vol./Cap.(X): 0.720
Loss Time (sec): 11 (Y+R=3.0 sec) Average Delay (sec/veh): 24.0
Optimal Cycle: 62 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:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	5	5	5		5	5	5		5	5	5		5	5	5	
Lanes:	0	0	1!	0	0	0	0	1!	0	0	1	0	1	1	0	1	0	1	1	0
Volume Module: >> Count Date: 7 Oct 2009 << 5:00 - 6:00 PM																				
Base Vol:	129	6	49		73	5	73		130	1351	5		20	553	67					
Growth Adj:	1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14					
Initial Bse:	147	7	56		83	6	83		148	1540	6		23	630	76					
Added Vol:	0	0	0		0	0	7		11	77	0		0	312	1					
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0					
Initial Fut:	147	7	56		83	6	90		159	1617	6		23	942	77					
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
PHF Volume:	147	7	56		83	6	90		159	1617	6		23	942	77					
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0					
Reduced Vol:	147	7	56		83	6	90		159	1617	6		23	942	77					
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
FinalVolume:	147	7	56		83	6	90		159	1617	6		23	942	77					
Saturation Flow Module:																				
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900					
Adjustment:	0.61	0.61	0.61		0.73	0.73	0.73		0.93	0.93	0.93		0.93	0.92	0.92					
Lanes:	0.70	0.03	0.27		0.46	0.03	0.51		1.00	1.99	0.01		1.00	1.85	0.15					
Final Sat.:	807	38	306		643	44	697		1769	3522	12		1769	3233	265					
Capacity Analysis Module:																				
Vol/Sat:	0.18	0.18	0.18		0.13	0.13	0.13		0.09	0.46	0.46		0.01	0.29	0.29					
Crit Moves:		****								****			****							
Green/Cycle:	0.25	0.25	0.25		0.25	0.25	0.25		0.16	0.62	0.62		0.04	0.51	0.51					
Volume/Cap:	0.74	0.74	0.74		0.53	0.53	0.53		0.58	0.74	0.74		0.31	0.58	0.58					
Uniform Del:	41.7	41.7	41.7		39.1	39.1	39.1		46.9	16.0	16.0		55.8	20.7	20.7					
IncremntDel:	9.9	9.9	9.9		1.5	1.5	1.5		3.0	1.4	1.4		2.4	0.5	0.5					
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0					
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
Delay/Veh:	51.6	51.6	51.6		40.7	40.7	40.7		49.9	17.4	17.4		58.2	21.2	21.2					
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:	51.6	51.6	51.6		40.7	40.7	40.7		49.9	17.4	17.4		58.2	21.2	21.2					
LOS by Move:	D	D	D		D	D	D		D	B	B		E	C	C					
HCM2kAvgQ:	9	9	9		6	6	6		6	23	23		1	14	14					

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

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

Intersection #10 Ivy Dr. & Willow Rd.

Cycle (sec): 120 Critical Vol./Cap.(X): 0.655
Loss Time (sec): 11 (Y+R=3.0 sec) Average Delay (sec/veh): 13.9
Optimal Cycle: 53 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		5	0	5		5	5	0		0	5	5	
Lanes:	0 0	0 0	0		0 0	1! 0	0		1 0	2 0	0		0 0	1 1	0	
Volume Module: >> Count Date: 6 Oct 2009 << 5:00 - 6:00 PM																
Base Vol:	0	0	0		10	0	122		98	1457	0		0	800	22	
Growth Adj:	1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14	
Initial Bse:	0	0	0		11	0	139		112	1661	0		0	912	25	
Added Vol:	0	0	0		6	0	10		10	82	0		0	279	41	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		17	0	149		122	1743	0		0	1191	66	
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		17	0	149		122	1743	0		0	1191	66	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		17	0	149		122	1743	0		0	1191	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	
FinalVolume:	0	0	0		17	0	149		122	1743	0		0	1191	66	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	1.00	1.00		0.86	1.00	0.86		0.93	0.93	1.00		1.00	0.92	0.92	
Lanes:	0.00	0.00	0.00		0.10	0.00	0.90		1.00	2.00	0.00		0.00	1.89	0.11	
Final Sat.:	0	0	0		170	0	1458		1769	3538	0		0	3325	184	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.10	0.00	0.10		0.07	0.49	0.00		0.00	0.36	0.36	
Crit Moves:							****			****			****			
Green/Cycle:	0.00	0.00	0.00		0.16	0.00	0.16		0.12	0.75	0.00		0.00	0.63	0.63	
Volume/Cap:	0.00	0.00	0.00		0.65	0.00	0.65		0.57	0.65	0.00		0.00	0.57	0.57	
Uniform Del:	0.0	0.0	0.0		47.6	0.0	47.6		49.8	7.3	0.0		0.0	12.7	12.7	
IncremntDel:	0.0	0.0	0.0		6.1	0.0	6.1		3.6	0.6	0.0		0.0	0.3	0.3	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	0.00	0.00	0.00		1.00	0.00	1.00		1.00	1.00	0.00		0.00	1.00	1.00	
Delay/Veh:	0.0	0.0	0.0		53.6	0.0	53.6		53.3	7.9	0.0		0.0	13.1	13.1	
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:	0.0	0.0	0.0		53.6	0.0	53.6		53.3	7.9	0.0		0.0	13.1	13.1	
LOS by Move:	A	A	A		D	A	D		A	A	A		A	B	B	
HCM2kAvgQ:	0	0	0		7	0	7		5	17	0		0	14	14	

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

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

Intersection #11 O'Brien Dr. & Willow Rd.

Cycle (sec): 120 Critical Vol./Cap.(X): 0.652
Loss Time (sec): 11 (Y+R=3.0 sec) Average Delay (sec/veh): 10.1
Optimal Cycle: 52 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	5	0	5		0	0	0		0	5	5		5	5	0	
Lanes:	1 0	1! 0	0		0 0	0 0	0		0 0	2 0	1		1 0	2 0	0	
Volume Module: >> Count Date: 8 Oct 2009 << 5:00 - 6:00 PM																
Base Vol:	120	0	35		0	0	0		0	1413	204		73	888	0	
Growth Adj:	1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14	
Initial Bse:	137	0	40		0	0	0		0	1611	233		83	1012	0	
Added Vol:	4	0	0		0	0	0		0	92	11		0	289	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	141	0	40		0	0	0		0	1703	244		83	1301	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:	141	0	40		0	0	0		0	1703	244		83	1301	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	141	0	40		0	0	0		0	1703	244		83	1301	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	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:	141	0	40		0	0	0		0	1703	244		83	1301	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.91	1.00	0.91		1.00	1.00	1.00		1.00	0.93	0.83		0.93	0.93	1.00	
Lanes:	1.64	0.00	0.36		0.00	0.00	0.00		0.00	2.00	1.00		1.00	2.00	0.00	
Final Sat.:	2841	0	627		0	0	0		0	3538	1583		1769	3538	0	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.00	0.06		0.00	0.00	0.00		0.00	0.48	0.15		0.05	0.37	0.00	
Crit Moves:			****							****			****			
Green/Cycle:	0.10	0.00	0.10		0.00	0.00	0.00		0.00	0.74	0.74		0.07	0.81	0.00	
Volume/Cap:	0.51	0.00	0.65		0.00	0.00	0.00		0.00	0.65	0.21		0.65	0.45	0.00	
Uniform Del:	51.4	0.0	52.2		0.0	0.0	0.0		0.0	7.9	4.8		54.2	3.4	0.0	
IncremntDel:	1.2	0.0	5.4		0.0	0.0	0.0		0.0	0.6	0.1		11.4	0.1	0.0	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	0.00	1.00		0.00	0.00	0.00		0.00	1.00	1.00		1.00	1.00	0.00	
Delay/Veh:	52.6	0.0	57.6		0.0	0.0	0.0		0.0	8.5	4.9		65.6	3.5	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	52.6	0.0	57.6		0.0	0.0	0.0		0.0	8.5	4.9		65.6	3.5	0.0	
LOS by Move:	D	A	E		A	A	A		A	A	A		E	A	A	
HCM2kAvgQ:	4	0	5		0	0	0		0	17	3		4	8	0	

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

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

Intersection #12 Newbridge St. & Willow Rd.

Cycle (sec): 120 Critical Vol./Cap.(X): 0.937
Loss Time (sec): 14 (Y+R=3.0 sec) Average Delay (sec/veh): 41.1
Optimal Cycle: 148 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:		Ovl				Ovl				Include				Include		
Min. Green:	5	5	5		5	5	5		5	5	5		5	5	5	
Lanes:	2	0 1	0 1		1	0 1	0 1		1	0 2	1 0		1	0 1	1 0	
Volume Module: >> Count Date: 7 Oct 2009 << 4:45 - 5:45 PM																
Base Vol:	248	170	55		38	166	219		323	1436	339		102	975	34	
Growth Adj:	1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14	
Initial Bse:	283	194	63		43	189	250		368	1637	386		116	1112	39	
Added Vol:	0	0	0		0	0	9		7	103	0		0	293	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	283	194	63		43	189	259		375	1740	386		116	1405	39	
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:	283	194	63		43	189	259		375	1740	386		116	1405	39	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	283	194	63		43	189	259		375	1740	386		116	1405	39	
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:	283	194	63		43	189	259		375	1740	386		116	1405	39	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.90	0.98	0.83		0.93	0.98	0.83		0.93	0.87	0.87		0.93	0.93	0.93	
Lanes:	2.00	1.00	1.00		1.00	1.00	1.00		1.00	2.45	0.55		1.00	1.95	0.05	
Final Sat.:	3432	1862	1583		1769	1862	1583		1769	4047	899		1769	3429	95	
Capacity Analysis Module:																
Vol/Sat:	0.08	0.10	0.04		0.02	0.10	0.16		0.21	0.43	0.43		0.07	0.41	0.41	
Crit Moves:		****				****			****					****		
Green/Cycle:	0.11	0.11	0.20		0.11	0.11	0.33		0.23	0.58	0.58		0.09	0.44	0.44	
Volume/Cap:	0.74	0.94	0.20		0.23	0.94	0.49		0.94	0.75	0.75		0.75	0.94	0.94	
Uniform Del:	51.7	52.9	40.1		48.9	53.1	31.7		45.6	18.9	18.9		53.4	32.2	32.2	
IncremntDel:	7.6	44.9	0.3		0.6	45.6	0.7		29.4	1.1	1.1		17.9	11.2	11.2	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	59.3	97.8	40.4		49.5	98.7	32.4		75.0	20.1	20.1		71.3	43.3	43.3	
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:	59.3	97.8	40.4		49.5	98.7	32.4		75.0	20.1	20.1		71.3	43.3	43.3	
LOS by Move:	E	F	D		D	F	C		E	C	C		E	D	D	
HCM2kAvgQ:	7	11	2		2	10	8		18	22	22		6	31	31	

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

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

Intersection #13 Bay Rd. & Willow Rd.

Cycle (sec): 90 Critical Vol./Cap.(X): 0.874
Loss Time (sec): 11 (Y+R=4.0 sec) Average Delay (sec/veh): 23.5
Optimal Cycle: 92 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:	Split Phase				Split Phase				Protected				Protected			
Rights:		Include				Include				Include				Include		
Min. Green:	0	0	0		5	0	5		5	5	0		0	5	5	
Lanes:	0	0 0	0 0		1	0 0	0 1		1	0 2	0 0		0	0 2	0 1	
Volume Module: >> Count Date: 6 Oct 2009 << 5:00 - 6:00 PM																
Base Vol:	0	0	0		416	0	54		40	1436	0		0	1061	255	
Growth Adj:	1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14	
Initial Bse:	0	0	0		474	0	62		46	1637	0		0	1210	291	
Added Vol:	0	0	0		4	0	0		0	120	0		0	133	7	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		478	0	62		46	1757	0		0	1343	298	
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		478	0	62		46	1757	0		0	1343	298	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		478	0	62		46	1757	0		0	1343	298	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	0	0		478	0	62		46	1757	0		0	1343	298	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	1.00	1.00		0.93	1.00	0.83		0.93	0.93	1.00		1.00	0.93	0.83	
Lanes:	0.00	0.00	0.00		1.00	0.00	1.00		1.00	2.00	0.00		0.00	2.00	1.00	
Final Sat.:	0	0	0		1769	0	1583		1769	3538	0		0	3538	1583	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.27	0.00	0.04		0.03	0.50	0.00		0.00	0.38	0.19	
Crit Moves:					****					****			****			
Green/Cycle:	0.00	0.00	0.00		0.31	0.00	0.31		0.07	0.57	0.00		0.00	0.50	0.50	
Volume/Cap:	0.00	0.00	0.00		0.87	0.00	0.13		0.36	0.87	0.00		0.00	0.77	0.38	
Uniform Del:	0.0	0.0	0.0		29.4	0.0	22.3		39.7	16.7	0.0		0.0	18.4	14.1	
IncremntDel:	0.0	0.0	0.0		14.5	0.0	0.1		1.7	4.6	0.0		0.0	2.1	0.3	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	0.00	0.00	0.00		1.00	0.00	1.00		1.00	1.00	0.00		0.00	1.00	1.00	
Delay/Veh:	0.0	0.0	0.0		43.9	0.0	22.4		41.4	21.2	0.0		0.0	20.5	14.4	
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:	0.0	0.0	0.0		43.9	0.0	22.4		41.4	21.2	0.0		0.0	20.5	14.4	
LOS by Move:	A	A	A		D	A	C		D	C	A		A	C	B	
HCM2kAvgQ:	0	0	0		16	0	1		2	25	0		0	17	5	

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

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

Intersection #14 Durham St. & Willow Rd.

Cycle (sec): 105 Critical Vol./Cap.(X): 0.813
Loss Time (sec): 7 (Y+R=3.0 sec) Average Delay (sec/veh): 18.3
Optimal Cycle: 66 Level Of Service: B

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				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	4	4	4		4	4	4		4	10	10		4	10	10	
Lanes:	1 0	0	1	0	0 1	0	0	1	1 0	1	1	0	1 0	0	1	0
Volume Module: >> Count Date: 1 Oct 2009 << 4:00 - 5:00 PM																
Base Vol:	33	7	85		122	5	31		11	1125	10		90	818	51	
Growth Adj:	1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14	
Initial Bse:	38	8	97		139	6	35		13	1283	11		103	933	58	
Added Vol:	0	0	0		0	0	0		0	120	0		0	133	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	38	8	97		139	6	35		13	1403	11		103	1066	58	
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:	38	8	97		139	6	35		13	1403	11		103	1066	58	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	38	8	97		139	6	35		13	1403	11		103	1066	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	
FinalVolume:	38	8	97		139	6	35		13	1403	11		103	1066	58	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.46	0.84	0.84		0.53	0.53	0.83		0.93	0.93	0.93		0.93	0.97	0.97	
Lanes:	1.00	0.08	0.92		0.96	0.04	1.00		1.00	1.98	0.02		1.00	0.95	0.05	
Final Sat.:	866	122	1481		968	40	1583		1769	3506	28		1769	1752	96	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.07	0.07		0.14	0.14	0.02		0.01	0.40	0.40		0.06	0.61	0.61	
Crit Moves:						****			****					****		
Green/Cycle:	0.17	0.17	0.17		0.17	0.17	0.17		0.04	0.67	0.67		0.10	0.72	0.72	
Volume/Cap:	0.25	0.38	0.38		0.84	0.84	0.13		0.19	0.60	0.60		0.60	0.84	0.84	
Uniform Del:	37.7	38.6	38.6		42.1	42.1	36.9		48.9	9.8	9.8		45.5	10.2	10.2	
IncremntDel:	0.9	0.9	0.9		29.1	29.1	0.2		1.3	0.4	0.4		5.9	4.9	4.9	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	38.6	39.5	39.5		71.2	71.2	37.1		50.3	10.2	10.2		51.4	15.1	15.1	
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:	38.6	39.5	39.5		71.2	71.2	37.1		50.3	10.2	10.2		51.4	15.1	15.1	
LOS by Move:	D	D	D		E	E	D		D	B	B		D	B	B	
HCM2kAvgQ:	1	3	3		7	7	1		1	14	14		4	28	28	

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

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

Intersection #15 Coleman Ave. & Willow Rd.

Cycle (sec): 105 Critical Vol./Cap.(X): 0.901
Loss Time (sec): 7 (Y+R=3.0 sec) Average Delay (sec/veh): 15.9
Optimal Cycle: 99 Level Of Service: B

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:	4	4	4		4	4	4		10	10	10		10	10	10	
Lanes:	0 0	1!	0	0	0 0	1!	0	0	1 0	0	1	0	1 0	0	1	0
Volume Module: >> Count Date: 30 Sep 2009 << 5:00 - 6:00 PM																
Base Vol:	12	11	7		92	6	35		24	1083	6		5	795	109	
Growth Adj:	1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14	
Initial Bse:	14	13	8		105	7	40		27	1235	7		6	906	124	
Added Vol:	0	0	0		0	0	0		0	120	0		0	133	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	14	13	8		105	7	40		27	1355	7		6	1039	124	
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:	14	13	8		105	7	40		27	1355	7		6	1039	124	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	14	13	8		105	7	40		27	1355	7		6	1039	124	
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:	14	13	8		105	7	40		27	1355	7		6	1039	124	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.86	0.86	0.86		0.73	0.73	0.73		0.16	0.98	0.98		0.07	0.96	0.96	
Lanes:	0.40	0.37	0.23		0.69	0.05	0.26		1.00	0.99	0.01		1.00	0.89	0.11	
Final Sat.:	650	596	379		965	63	367		298	1851	9		130	1637	196	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.02	0.02		0.11	0.11	0.11		0.09	0.73	0.73		0.04	0.64	0.64	
Crit Moves:						****				****						
Green/Cycle:	0.12	0.12	0.12		0.12	0.12	0.12		0.81	0.81	0.81		0.81	0.81	0.81	
Volume/Cap:	0.17	0.17	0.17		0.90	0.90	0.90		0.11	0.90	0.90		0.05	0.78	0.78	
Uniform Del:	41.5	41.5	41.5		45.5	45.5	45.5		2.0	6.9	6.9		1.9	5.1	5.1	
IncremntDel:	0.4	0.4	0.4		42.0	42.0	42.0		0.2	7.7	7.7		0.2	2.8	2.8	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	41.9	41.9	41.9		87.6	87.6	87.6		2.2	14.6	14.6		2.1	7.8	7.8	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	41.9	41.9	41.9		87.6	87.6	87.6		2.2	14.6	14.6		2.1	7.8	7.8	
LOS by Move:	D	D	D		F	F	F		A	B	B		A	A	A	
HCM2kAvgQ:	1	1	1		8	8	8		0	34	34		0	21	21	

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

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

Intersection #16 Gilbert Ave. & Willow Rd.

Cycle (sec): 105 Critical Vol./Cap.(X): 0.839
Loss Time (sec): 7 (Y+R=3.0 sec) Average Delay (sec/veh): 13.9
Optimal Cycle: 73 Level Of Service: B

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:	5	5	5		5	5	5		12	12	12		12	12	12	
Lanes:	1	0	0	1	0	1	0	0	1	0	1	0	0	1	0	0
Volume Module: >> Count Date: 1 Oct 2009 << 5:00 - 6:00 PM																
Base Vol:	92	31	75		29	30	4		4	969	36		37	832	17	
Growth Adj:	1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14	
Initial Bse:	105	35	85		33	34	5		5	1105	41		42	948	19	
Added Vol:	18	0	6		0	0	0		0	114	22		15	118	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	123	35	91		33	34	5		5	1219	63		57	1066	19	
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:	123	35	91		33	34	5		5	1219	63		57	1066	19	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	123	35	91		33	34	5		5	1219	63		57	1066	19	
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:	123	35	92		33	34	5		5	1219	63		57	1066	19	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.72	0.87	0.87		0.44	0.96	0.96		0.20	0.97	0.97		0.12	0.98	0.98	
Lanes:	1.00	0.28	0.72		1.00	0.88	0.12		1.00	0.95	0.05		1.00	0.98	0.02	
Final Sat.:	1370	463	1198		845	1613	215		372	1758	91		223	1823	33	
Capacity Analysis Module:																
Vol/Sat:	0.09	0.08	0.08		0.04	0.02	0.02		0.01	0.69	0.69		0.26	0.58	0.58	
Crit Moves:	****									****						
Green/Cycle:	0.11	0.11	0.11		0.11	0.11	0.11		0.83	0.83	0.83		0.83	0.83	0.83	
Volume/Cap:	0.84	0.71	0.71		0.37	0.20	0.20		0.01	0.84	0.84		0.31	0.71	0.71	
Uniform Del:	46.0	45.3	45.3		43.6	42.8	42.8		1.6	5.2	5.2		2.1	3.8	3.8	
IncremntDel:	32.7	12.9	12.9		2.5	0.5	0.5		0.0	4.3	4.3		1.0	1.5	1.5	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	78.7	58.2	58.2		46.1	43.3	43.3		1.6	9.4	9.4		3.1	5.4	5.4	
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:	78.7	58.2	58.2		46.1	43.3	43.3		1.6	9.4	9.4		3.1	5.4	5.4	
LOS by Move:	E	E	E		D	D	D		A	A	A		A	A	A	
HCM2kAvgQ:	6	5	5		1	1	1		0	26	26		1	16	16	

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

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

Intersection #17 Middlefield Rd. & Willow Rd.

Cycle (sec): 130 Critical Vol./Cap.(X): 1.505
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 205.7
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Split Phase				Split Phase				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	8	8	8		8	8	8		8	8	8		8	8	8	
Lanes:	1	0	2	0	1	1	1	0	1	0	1	0	1	1	0	0
Volume Module: >> Count Date: 30 Sep 2009 << 4:45 - 5:45 PM																
Base Vol:	97	438	491		477	413	19		36	170	158		382	95	410	
Growth Adj:	1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14	
Initial Bse:	111	499	560		544	471	22		41	194	180		435	108	467	
Added Vol:	15	8	27		77	8	0		0	32	24		68	21	46	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	126	507	587		621	479	22		41	226	204		503	129	513	
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:	126	507	587		621	479	22		41	226	204		503	129	513	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	126	507	587		621	479	22		41	226	204		503	129	513	
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:	126	507	587		621	479	22		41	226	204		503	129	513	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.93	0.93	0.42		0.90	0.90	0.90		0.93	0.98	0.83		0.94	0.94	0.83	
Lanes:	1.00	2.00	1.00		1.66	1.28	0.06		1.00	1.00	1.00		1.59	0.41	1.00	
Final Sat.:	1769	3538	791		2850	2198	99		1769	1862	1583		2850	732	1583	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.14	0.74		0.22	0.22	0.22		0.02	0.12	0.13		0.18	0.18	0.32	
Crit Moves:			****				****				****				****	
Green/Cycle:	0.49	0.49	0.49		0.14	0.14	0.14		0.09	0.09	0.09		0.22	0.22	0.22	
Volume/Cap:	0.14	0.29	1.51		1.51	1.51	1.51		0.27	1.42	1.51		0.82	0.82	1.51	
Uniform Del:	18.0	19.5	33.0		55.6	55.6	55.6		55.6	59.4	59.4		48.6	48.6	51.0	
IncremntDel:	0.1	0.1	240.4		234.3	234	234.3		1.0	220	261.7		6.9	6.9	242.1	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	18.1	19.6	273.3		289.9	290	289.9		56.6	279	321.1		55.5	55.5	293.1	
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:	18.1	19.6	273.3		289.9	290	289.9		56.6	279	321.1		55.5	55.5	293.1	
LOS by Move:	B	B	F		F	F	F		E	F	F		E	E	F	
HCM2kAvgQ:	3	6	48		33	33	33		2	19	18		14	14	43	

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

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

Intersection #18 Bayfront Exp. & University Ave.

Cycle (sec): 150 Critical Vol./Cap.(X): 1.531
Loss Time (sec): 10 (Y+R=3.0 sec) Average Delay (sec/veh): 235.7
Optimal Cycle: 180 Level Of Service: F

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				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	5	5	0	0	5	5	0	0	5	0	5	0	0	0	0	0
Lanes:	2	0	3	0	0	0	3	0	1	2	0	0	0	3	0	0
Volume Module: >> Count Date: 1 Oct 2009 << 5:00 - 6:00 PM																
Base Vol:	377	968	0	0	3488	127	60	0	1667	0	0	0	0	0	0	0
Growth Adj:	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14				
Initial Bse:	430	1104	0	0	3976	145	68	0	1900	0	0	0				
Added Vol:	9	100	0	0	296	38	5	0	26	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	439	1204	0	0	4272	183	73	0	1926	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:	439	1204	0	0	4272	183	73	0	1926	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	439	1204	0	0	4272	183	73	0	1926	0	0	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	439	1204	0	0	4272	183	73	0	1926	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.90	0.89	1.00	1.00	0.89	0.83	0.90	1.00	0.73	1.00	1.00	1.00				
Lanes:	2.00	3.00	0.00	0.00	3.00	1.00	2.00	0.00	3.00	0.00	0.00	0.00				
Final Sat.:	3432	5083	0	0	5083	1583	3432	0	4178	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.13	0.24	0.00	0.00	0.84	0.12	0.02	0.00	0.46	0.00	0.00	0.00				
Crit Moves:	****				****				****							
Green/Cycle:	0.08	0.63	0.00	0.00	0.55	0.55	0.30	0.00	0.30	0.00	0.00	0.00				
Volume/Cap:	1.53	0.37	0.00	0.00	1.53	0.21	0.07	0.00	1.53	0.00	0.00	0.00				
Uniform Del:	68.7	13.3	0.0	0.0	33.8	17.3	37.4	0.0	52.4	0.0	0.0	0.0				
IncremntDel:	256.1	0.1	0.0	0.0	241	0.1	0.0	0.0	243.2	0.0	0.0	0.0				
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00				
Delay/Veh:	324.8	13.4	0.0	0.0	275	17.4	37.5	0.0	295.6	0.0	0.0	0.0				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	324.8	13.4	0.0	0.0	275	17.4	37.5	0.0	295.6	0.0	0.0	0.0				
LOS by Move:	F	B	A	A	F	B	D	A	F	A	A	A				
HCM2kAvgQ:	22	9	0	0	136	4	1	0	65	0	0	0				

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

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

Intersection #19 O'Brien Dr. & University Ave.

Cycle (sec): 85 Critical Vol./Cap.(X): 0.774
Loss Time (sec): 11 (Y+R=3.0 sec) Average Delay (sec/veh): 14.7
Optimal Cycle: 66 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	5	0	5	0	5	5	0	0	0	5	5	
Lanes:	0	0	0	0	0	0	1!	0	0	1	0	2	0	0	0	0	1	1	0
Volume Module: >> Count Date: 8 Oct 2009 << 5:00 - 6:00 PM																
Base Vol:	0	0	0	0	120	0	99	0	20	1599	0	0	454	16		
Growth Adj:	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14				
Initial Bse:	0	0	0	0	137	0	113	0	23	1823	0	0	518	18		
Added Vol:	0	0	0	0	11	0	0	0	0	20	0	0	42	4		
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Initial Fut:	0	0	0	0	148	0	113	0	23	1843	0	0	560	22		
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	0	0	0	148	0	113	0	23	1843	0	0	560	22		
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Reduced Vol:	0	0	0	0	148	0	113	0	23	1843	0	0	560	22		
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	0	0	0	0	148	0	113	0	23	1843	0	0	560	22		
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	1.00	1.00	1.00	0.90	1.00	0.90	0.93	0.93	1.00	1.00	0.93	0.93				
Lanes:	0.00	0.00	0.00	0.57	0.00	0.43	1.00	2.00	0.00	0.00	1.92	0.08				
Final Sat.:	0	0	0	967	0	738	1769	3538	0	0	3382	134				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.15	0.00	0.15	0.01	0.52	0.00	0.00	0.17	0.17				
Crit Moves:						****		****		****						
Green/Cycle:	0.00	0.00	0.00	0.20	0.00	0.20	0.18	0.67	0.00	0.00	0.50	0.50				
Volume/Cap:	0.00	0.00	0.00	0.77	0.00	0.77	0.07	0.77	0.00	0.00	0.33	0.33				
Uniform Del:	0.0	0.0	0.0	32.3	0.0	32.3	29.2	9.5	0.0	0.0	12.9	12.9				
IncremntDel:	0.0	0.0	0.0	10.7	0.0	10.7	0.1	1.6	0.0	0.0	0.1	0.1				
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00				
Delay/Veh:	0.0	0.0	0.0	43.0	0.0	43.0	29.3	11.1	0.0	0.0	13.0	13.0				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	0.0	0.0	0.0	43.0	0.0	43.0	29.3	11.1	0.0	0.0	13.0	13.0				
LOS by Move:	A	A	A	D	A	D	C	B	A	A	B	B				
HCM2kAvgQ:	0	0	0	9	0	9	1	19	0	0	5	5				

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

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

Intersection #20 University & Kavanaugh

Cycle (sec): 100 Critical Vol./Cap.(X): 0.739
Loss Time (sec): 11 (Y+R=3.0 sec) Average Delay (sec/veh): 17.7
Optimal Cycle: 85 Level Of Service: B

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:	5	5	5		5	5	5		5	5	5		5	5	5	
Lanes:	0	0	1!	0	0	0	1!	0	0	1	0	1	1	0	1	0	1	0
Volume Module:																		
Base Vol:	35	31	12		19	29	82		26	1579	19		18	527	13	
Growth Adj:	1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14	
Initial Bse:	40	35	14		22	33	93		30	1800	22		21	601	15	
Added Vol:	0	0	0		0	0	0		0	20	0		0	42	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	40	35	14		22	33	93		30	1820	22		21	643	15	
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	35	14		22	33	93		30	1820	22		21	643	15	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	40	35	14		22	33	93		30	1820	22		21	643	15	
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	35	14		22	33	93		30	1820	22		21	643	15	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.96	0.96	0.96		0.91	0.91	0.91		0.95	0.95	0.95		0.95	0.95	0.95	
Lanes:	0.45	0.40	0.15		0.15	0.22	0.63		1.00	1.98	0.02		1.00	1.95	0.05	
Final Sat.:	816	723	280		252	385	1089		1805	3560	42		1805	3518	81	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.05	0.05		0.09	0.09	0.09		0.02	0.51	0.51		0.01	0.18	0.18	
Crit Moves:		****			****					****			****			
Green/Cycle:	0.06	0.06	0.06		0.11	0.11	0.11		0.15	0.66	0.66		0.05	0.56	0.56	
Volume/Cap:	0.76	0.77	0.77		0.77	0.78	0.78		0.11	0.77	0.77		0.23	0.33	0.33	
Uniform Del:	46.0	46.1	46.1		43.2	43.3	43.3		36.4	11.5	11.5		45.6	11.8	11.8	
IncremntDel:	24.4	26.3	26.3		17.0	17.8	17.8		0.2	1.6	1.6		1.3	0.1	0.1	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	70.4	72.4	72.4		60.2	61.1	61.1		36.6	13.1	13.1		46.9	11.9	11.9	
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:	70.4	72.4	72.4		60.2	61.1	61.1		36.6	13.1	13.1		46.9	11.9	11.9	
LOS by Move:	E	E	E		E	E	E		D	B	B		D	B	B	
HCM2kAvgQ:	4	4	4		6	6	6		1	22	22		1	6	6	

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

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

Intersection #21 University & Bay

Cycle (sec): 100 Critical Vol./Cap.(X): 0.924
Loss Time (sec): 11 (Y+R=3.0 sec) Average Delay (sec/veh): 39.8
Optimal Cycle: 121 Level Of Service: D

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:	5	5	5		5	5	5		5	5	5		5	5	5	
Lanes:	1	1	0	0	1	1	0	1	0	1	0	1	1	0	1	0	1	0
Volume Module:																		
Base Vol:	150	219	345		94	262	110		93	1291	87		119	540	49	
Growth Adj:	1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14	
Initial Bse:	171	250	393		107	299	125		106	1472	99		136	616	56	
Added Vol:	0	0	0		0	0	0		0	20	0		0	42	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	171	250	393		107	299	125		106	1492	99		136	658	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:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	171	250	393		107	299	125		106	1492	99		136	658	56	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	171	250	393		107	299	125		106	1492	99		136	658	56	
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:	171	250	393		107	299	125		106	1492	99		136	658	56	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.98	0.98	0.85		0.95	1.00	0.85		0.95	0.94	0.94		0.95	0.94	0.94	
Lanes:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.88	0.12		1.00	1.84	0.16	
Final Sat.:	1862	1862	1615		1805	1900	1615		1805	3354	223		1805	3287	279	
Capacity Analysis Module:																
Vol/Sat:	0.09	0.13	0.24		0.06	0.16	0.08		0.06	0.44	0.44		0.08	0.20	0.20	
Crit Moves:			****		****					****			****			
Green/Cycle:	0.12	0.26	0.26		0.06	0.21	0.21		0.13	0.48	0.48		0.08	0.43	0.43	
Volume/Cap:	0.76	0.51	0.92		0.92	0.76	0.38		0.46	0.92	0.92		0.92	0.46	0.46	
Uniform Del:	42.6	31.3	35.9		46.5	37.3	34.1		40.4	24.2	24.2		45.6	20.0	20.0	
IncremntDel:	6.1	0.5	25.9		60.3	8.4	0.7		1.5	8.9	8.9		52.1	0.2	0.2	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	48.6	31.9	61.7		106.8	45.7	34.8		41.9	33.2	33.2		97.7	20.2	20.2	
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:	48.6	31.9	61.7		106.8	45.7	34.8		41.9	33.2	33.2		97.7	20.2	20.2	
LOS by Move:	D	C	E		F	D	C		D	C	C		F	C	C	
HCM2kAvgQ:	7	7	16		6	10	4		4	29	29		7	8	8	

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

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

Intersection #22 University & Runnymede

Cycle (sec): 100 Critical Vol./Cap.(X): 0.776
Loss Time (sec): 11 (Y+R=3.0 sec) Average Delay (sec/veh): 24.8
Optimal Cycle: 85 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	T	R	L	T	T	R	L	T	T	R	L	T	T	R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Lanes:	0	0	1!	0	0	0	0	1!	0	0	1	0	1	0	1	1	0
Volume Module:																
Base Vol:	78	109	59		17	76	27		29	1264	78		44	793	17	
Growth Adj:	1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14	
Initial Bse:	89	124	67		19	87	31		33	1441	89		50	904	19	
Added Vol:	0	0	0		0	0	0		0	20	0		0	42	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	89	124	67		19	87	31		33	1461	89		50	946	19	
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:	89	124	67		19	87	31		33	1461	89		50	946	19	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	89	124	67		19	87	31		33	1461	89		50	946	19	
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:	89	124	67		19	87	31		33	1461	89		50	946	19	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.95	0.95		0.96	0.96	0.96		0.95	0.94	0.94		0.95	0.95	0.95	
Lanes:	0.32	0.44	0.24		0.14	0.63	0.23		1.00	1.89	0.11		1.00	1.96	0.04	
Final Sat.:	574	802	434		259	1159	412		1805	3372	205		1805	3527	72	
Capacity Analysis Module:																
Vol/Sat:	0.15	0.15	0.15		0.07	0.07	0.07		0.02	0.43	0.43		0.03	0.27	0.27	
Crit Moves:	****					****				****			****			
Green/Cycle:	0.20	0.20	0.20		0.09	0.09	0.09		0.09	0.55	0.55		0.05	0.50	0.50	
Volume/Cap:	0.79	0.79	0.79		0.79	0.79	0.79		0.19	0.79	0.79		0.56	0.53	0.53	
Uniform Del:	38.2	38.2	38.2		44.3	44.3	44.3		41.8	17.9	17.9		46.4	16.8	16.8	
IncremntDel:	11.3	11.3	11.3		21.1	21.1	21.1		0.6	2.2	2.2		7.4	0.3	0.3	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	49.5	49.5	49.5		65.4	65.4	65.4		42.4	20.2	20.2		53.9	17.1	17.1	
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:	49.5	49.5	49.5		65.4	65.4	65.4		42.4	20.2	20.2		53.9	17.1	17.1	
LOS by Move:	D	D	D		E	E	E		D	C	C		D	B	B	
HCM2kAvgQ:	10	10	10		6	6	6		1	21	21		2	11	11	

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

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

Intersection #23 University & Bell

Cycle (sec): 90 Critical Vol./Cap.(X): 0.611
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 8.2
Optimal Cycle: 86 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	T	R	L	T	T	R	L	T	T	R	L	T	T	R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	18	18	18		18	18	18		64	64	64		64	64	64	
Lanes:	0	0	1!	0	0	0	0	1!	0	0	1	0	1	0	1	1	0
Volume Module:																
Base Vol:	60	83	38		11	68	22		42	1322	87		37	787	22	
Growth Adj:	1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14	
Initial Bse:	68	95	43		13	78	25		48	1507	99		42	897	25	
Added Vol:	0	0	0		0	0	0		0	20	0		0	42	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	68	95	43		13	78	25		48	1527	99		42	939	25	
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:	68	95	43		13	78	25		48	1527	99		42	939	25	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	68	95	43		13	78	25		48	1527	99		42	939	25	
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:	68	95	43		13	78	25		48	1527	99		42	939	25	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.84	0.84	0.84		0.94	0.94	0.94		0.27	0.94	0.94		0.11	0.95	0.95	
Lanes:	0.33	0.46	0.21		0.11	0.67	0.22		1.00	1.88	0.12		1.00	1.95	0.05	
Final Sat.:	528	731	335		195	1205	390		507	3359	218		207	3502	94	
Capacity Analysis Module:																
Vol/Sat:	0.13	0.13	0.13		0.06	0.06	0.06		0.09	0.45	0.45		0.20	0.27	0.27	
Crit Moves:		****								****						
Green/Cycle:	0.21	0.21	0.21		0.21	0.21	0.21		0.74	0.74	0.74		0.74	0.74	0.74	
Volume/Cap:	0.61	0.61	0.61		0.30	0.30	0.30		0.13	0.61	0.61		0.27	0.36	0.36	
Uniform Del:	32.1	32.1	32.1		29.9	29.9	29.9		3.3	5.4	5.4		3.7	4.0	4.0	
IncremntDel:	3.3	3.3	3.3		0.5	0.5	0.5		0.2	0.4	0.4		1.0	0.1	0.1	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	35.4	35.4	35.4		30.3	30.3	30.3		3.4	5.8	5.8		4.7	4.1	4.1	
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:	35.4	35.4	35.4		30.3	30.3	30.3		3.4	5.8	5.8		4.7	4.1	4.1	
LOS by Move:	D	D	D		C	C	C		A	A	A		A	A	A	
HCM2kAvgQ:	6	6	6		3	3	3		0	12	12		1	5	5	

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

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

Intersection #24 University & Donohoe

Cycle (sec): 100 Critical Vol./Cap.(X): 0.972
Loss Time (sec): 11 (Y+R=3.0 sec) Average Delay (sec/veh): 44.9
Optimal Cycle: 159 Level Of Service: D

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:	5	5	5	5	5	5	5	5	5	5	5	5
Lanes:	1 1	0 1	1	1 0	1 0	1	1 0	1 1	0	2 0	1 1	0
Volume Module:												
Base Vol:	315	485	599	32	175	224	217	784	540	115	663	173
Growth Adj:	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14
Initial Bse:	359	553	683	36	199	255	247	894	616	131	756	197
Added Vol:	8	0	3	0	0	0	0	17	0	0	42	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	367	553	686	36	199	255	247	911	616	131	798	197
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:	367	553	686	36	199	255	247	911	616	131	798	197
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	367	553	686	36	199	255	247	911	616	131	798	197
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:	367	553	686	36	200	255	247	911	616	131	798	197
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.88	0.88	0.88	0.95	1.00	0.85	0.95	0.89	0.89	0.92	0.92	0.92
Lanes:	1.00	1.34	1.66	1.00	1.00	1.00	1.00	1.19	0.81	2.00	1.60	0.40
Final Sat.:	1671	2237	2775	1805	1900	1615	1805	2025	1369	3502	2808	694
Capacity Analysis Module:												
Vol/Sat:	0.22	0.25	0.25	0.02	0.11	0.16	0.14	0.45	0.45	0.04	0.28	0.28
Crit Moves:	****					****		****		****		
Green/Cycle:	0.22	0.32	0.32	0.06	0.16	0.16	0.16	0.46	0.46	0.05	0.34	0.34
Volume/Cap:	0.99	0.77	0.77	0.31	0.65	0.99	0.83	0.99	0.99	0.75	0.83	0.83
Uniform Del:	38.7	30.8	30.8	44.7	39.4	41.9	40.4	26.8	26.8	46.9	30.3	30.3
IncremntDel:	18.8	1.9	1.9	1.5	5.1	51.6	17.7	19.4	19.4	16.3	5.1	5.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	57.5	32.7	32.7	46.2	44.4	93.5	58.1	46.2	46.2	63.2	35.4	35.4
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:	57.5	32.7	32.7	46.2	44.4	93.5	58.1	46.2	46.2	63.2	35.4	35.4
LOS by Move:	E	C	C	D	D	F	E	D	D	E	D	D
HCM2kAvgQ:	17	14	14	1	7	12	10	31	31	4	17	17

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

Level Of Service Computation Report
1994 HCM Operations Method (Future Volume Alternative)

Intersection #25 NB 101 & Donohoe St

Cycle (sec): 90 Critical Vol./Cap.(X): 0.535
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 14.3
Optimal Cycle: 82 Level Of Service: B

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	32	32	0	32	0	28	0	28	0	0	18
Lanes:	0 0	2 1	0	0 0	2 0	0	2 0	0 0	1	0 0	0 0	1
Volume Module:												
Base Vol:	0	802	19	0	783	0	765	0	277	0	0	16
Growth Adj:	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14
Initial Bse:	0	914	22	0	893	0	872	0	316	0	0	18
Added Vol:	0	0	0	0	0	0	10	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	914	22	0	893	0	882	0	316	0	0	18
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	914	22	0	893	0	882	0	316	0	0	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	914	22	0	893	0	882	0	316	0	0	18
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	1.10	1.10	1.00	1.05	1.00	1.03	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1006	24	0	937	0	909	0	316	0	0	18
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.85	1.00	1.00	0.77
Lanes:	0.00	2.93	0.07	0.00	2.00	0.00	2.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	0	5568	132	0	3800	0	3610	0	1615	0	0	1463
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.18	0.00	0.25	0.00	0.25	0.00	0.20	0.00	0.00	0.01
Crit Moves:	****				****		****					****
Green/Cycle:	0.00	0.37	0.37	0.00	0.37	0.00	0.38	0.00	0.58	0.00	0.00	0.20
Volume/Cap:	0.00	0.48	0.48	0.00	0.66	0.00	0.66	0.00	0.34	0.00	0.00	0.06
Uniform Del:	0.0	16.4	16.4	0.0	17.8	0.0	17.5	0.0	7.4	0.0	0.0	22.2
IncremntDel:	0.0	0.1	0.1	0.0	0.8	0.0	0.8	0.0	0.1	0.0	0.0	0.0
Delay Adj:	0.00	0.85	0.85	0.00	0.85	0.00	0.85	0.00	0.85	0.00	0.00	0.85
Delay/Veh:	0.0	14.0	14.0	0.0	15.9	0.0	15.7	0.0	6.4	0.0	0.0	18.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	14.0	14.0	0.0	15.9	0.0	15.7	0.0	6.4	0.0	0.0	18.8
DesignQueue:	0	11	11	0	16	0	15	0	7	0	0	1

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

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

Intersection #26 University & SB US 101

Cycle (sec): 90 Critical Vol./Cap.(X): 0.592
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 34.2
Optimal Cycle: 180 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:	Permitted				Protected				Permitted				Protected			
Rights:	Include				Include				Ovl				Include			
Min. Green:	18	18	18		0	0	0		0	39	57		21	64	0	
Lanes:	1	0	1!	0	1	0	0	0	0	0	0	2	0	2	0	0
Volume Module:																
Base Vol:	305	1	439		0	0	0		0	1391	388		487	927	0	
Growth Adj:	1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14	
Initial Bse:	348	1	500		0	0	0		0	1586	442		555	1057	0	
Added Vol:	0	0	0		0	0	0		0	17	40		21	42	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	348	1	500		0	0	0		0	1603	482		576	1099	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:	348	1	500		0	0	0		0	1603	482		576	1099	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	348	1	500		0	0	0		0	1603	482		576	1099	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	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:	348	1	500		0	0	0		0	1603	482		576	1099	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.86	0.86	0.86		1.00	1.00	1.00		1.00	0.95	0.75		0.92	0.95	1.00	
Lanes:	1.41	0.01	1.58		0.00	0.00	0.00		0.00	2.00	2.00		2.00	2.00	0.00	
Final Sat.:	2292	4	2585		0	0	0		0	3610	2842		3502	3610	0	
Capacity Analysis Module:																
Vol/Sat:	0.15	0.26	0.19		0.00	0.00	0.00		0.00	0.44	0.17		0.16	0.30	0.00	
Crit Moves:		****												****		
Green/Cycle:	0.20	0.20	0.20		0.00	0.00	0.00		0.00	0.43	0.43		0.32	0.76	0.00	
Volume/Cap:	0.76	1.31	0.97		0.00	0.00	0.00		0.00	1.02	0.39		0.51	0.40	0.00	
Uniform Del:	33.9	36.0	35.7		0.0	0.0	0.0		0.0	25.5	17.4		24.7	3.9	0.0	
IncremntDel:	3.1	149	22.8		0.0	0.0	0.0		0.0	29.2	0.2		0.4	0.1	0.0	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		0.00	0.00	0.00		0.00	1.00	1.00		1.00	1.00	0.00	
Delay/Veh:	37.0	185	58.5		0.0	0.0	0.0		0.0	54.7	17.6		25.1	4.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	37.0	185	58.5		0.0	0.0	0.0		0.0	54.7	17.6		25.1	4.0	0.0	
LOS by Move:	D	F	E		A	A	A		A	D	B		C	A	A	
HCM2kAvgQ:	8	26	13		0	0	0		0	33	5		7	6	0	

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

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

Intersection #27 University Ave. & Woodland

Cycle (sec): 110 Critical Vol./Cap.(X): 0.998
Loss Time (sec): 11 (Y+R=3.0 sec) Average Delay (sec/veh): 60.0
Optimal Cycle: 180 Level Of Service: E

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:	5	5	5		5	5	5		5	5	5		5	5	5	
Lanes:	0	0	1!	0	0	2	0	0	1	0	1	0	1	1	0	1
Volume Module:																
Base Vol:	16	87	274		612	119	34		28	809	9		274	800	327	
Growth Adj:	1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14	
Initial Bse:	18	99	312		698	136	39		32	922	10		312	912	373	
Added Vol:	0	0	0		0	0	0		0	57	0		0	42	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	18	99	312		698	136	39		32	979	10		312	954	373	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	18	99	312		698	136	39		32	979	10		312	954	373	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	18	99	312		698	136	39		32	979	10		312	954	373	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	18	99	312		698	136	39		32	979	10		312	954	373	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.90	0.90	0.90		0.92	0.97	0.97		0.95	0.95	0.95		0.95	0.95	0.85	
Lanes:	0.04	0.23	0.73		2.00	0.78	0.22		1.00	1.98	0.02		1.00	2.00	1.00	
Final Sat.:	73	395	1243		3502	1429	408		1805	3569	37		1805	3610	1615	
Capacity Analysis Module:																
Vol/Sat:	0.25	0.25	0.25		0.20	0.09	0.09		0.02	0.27	0.27		0.17	0.26	0.23	
Crit Moves:		****			****					****			****			
Green/Cycle:	0.33	0.25	0.25		0.20	0.12	0.12		0.07	0.28	0.28		0.17	0.38	0.38	
Volume/Cap:	0.77	1.00	1.00		1.00	0.77	0.77		0.27	1.00	1.00		1.00	0.69	0.60	
Uniform Del:	33.2	41.1	41.1		44.0	46.7	46.7		48.9	39.8	39.8		45.4	28.5	27.3	
IncremntDel:	6.3	42.7	42.7		33.4	14.5	14.5		1.2	28.0	28.0		50.2	1.5	1.7	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	39.5	83.8	83.8		77.4	61.1	61.1		50.1	67.8	67.8		95.6	30.0	28.9	
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:	39.5	83.8	83.8		77.4	61.1	61.1		50.1	67.8	67.8		95.6	30.0	28.9	
LOS by Move:	D	F	F		E	E	E		D	E	E		F	C	C	
HCM2kAvgQ:	15	20	20		18	8	8		1	24	24		16	15	11	

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

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

Intersection #28 Middlefield Rd. & University Ave.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.666
Loss Time (sec): 11 (Y+R=3.0 sec) Average Delay (sec/veh): 35.1
Optimal Cycle: 85 Level Of Service: D

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:	5	5	5		5	5	5		5	5	5		5	5	5	
Lanes:	0	1	0	1	0	0	1	0	1	0	1	1	0	1	0	1	0
Volume Module:																	
Base Vol:	30	377	86		82	384	76		59	328	23		71	442	88	
Growth Adj:	1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14	
Initial Bse:	34	430	98		93	438	87		67	374	26		81	504	100	
Added Vol:	0	36	2		16	75	9		1	39	1		14	15	12	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	34	466	100		109	513	96		68	413	27		95	519	112	
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:	34	466	100		109	513	96		68	413	27		95	519	112	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	34	466	100		109	513	96		68	413	27		95	519	112	
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:	34	466	100		109	513	96		68	413	27		95	519	112	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	0.92	0.92		0.92	0.92	0.92		0.95	0.94	0.94		0.95	0.92	0.92	
Lanes:	0.11	1.56	0.33		0.30	1.43	0.27		1.00	1.88	0.12		1.00	1.64	0.36	
Final Sat.:	200	2724	585		535	2507	468		1805	3356	221		1805	2887	625	
Capacity Analysis Module:																
Vol/Sat:	0.17	0.17	0.17		0.20	0.20	0.20		0.04	0.12	0.12		0.05	0.18	0.18	
Crit Moves:		****			****				****					****		
Green/Cycle:	0.26	0.26	0.26		0.31	0.31	0.31		0.06	0.23	0.23		0.10	0.27	0.27	
Volume/Cap:	0.67	0.67	0.67		0.67	0.67	0.67		0.67	0.54	0.54		0.54	0.67	0.67	
Uniform Del:	33.3	33.3	33.3		30.2	30.2	30.2		46.2	33.9	33.9		43.0	32.5	32.5	
IncremntDel:	1.9	1.9	1.9		1.6	1.6	1.6		15.5	0.7	0.7		3.3	1.8	1.8	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	35.2	35.2	35.2		31.8	31.8	31.8		61.7	34.6	34.6		46.2	34.3	34.3	
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:	35.2	35.2	35.2		31.8	31.8	31.8		61.7	34.6	34.6		46.2	34.3	34.3	
LOS by Move:	D	D	D		C	C	C		E	C	C		D	C	C	
HCM2kAvgQ:	10	10	10		11	11	11		3	7	7		4	10	10	

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

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

Intersection #29 Bayfront Exp. & Chrysler Dr.

Cycle (sec): 130 Critical Vol./Cap.(X): 1.180
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 102.7
Optimal Cycle: 180 Level Of Service: F

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				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	5	5	0		0	5	5		5	0	5		0	0	0	
Lanes:	1	0	3	0	0	0	0	3	0	1	1	0	0	0	1	0	0	0	0	0
Volume Module:5:00 - 6:00 AM																	
Base Vol:	10	932	0		0	2235	16		334	0	76		0	0	0	
Growth Adj:	1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14	
Initial Bse:	11	1062	0		0	2548	18		381	0	87		0	0	0	
Added Vol:	38	141	0		0	25	0		618	0	86		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	49	1203	0		0	2573	18		999	0	173		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:	49	1203	0		0	2573	18		999	0	173		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	49	1203	0		0	2573	18		999	0	173		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	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:	49	1203	0		0	2573	18		999	0	173		0	0	0	
Saturation Flow Module:																	
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.93	0.89	1.00		1.00	0.89	0.83		0.93	1.00	0.83		1.00	1.00	1.00	
Lanes:	1.00	3.00	0.00		0.00	3.00	1.00		1.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	1769	5083	0		0	5083	1583		1769	0	1583		0	0	0	
Capacity Analysis Module:																	
Vol/Sat:	0.03	0.24	0.00		0.00	0.51	0.01		0.56	0.00	0.11		0.00	0.00	0.00	
Crit Moves:	****					****			****							
Green/Cycle:	0.04	0.46	0.00		0.00	0.42	0.42		0.47	0.00	0.47		0.00	0.00	0.00	
Volume/Cap:	0.73	0.51	0.00		0.00	1.20	0.03		1.20	0.00	0.23		0.00	0.00	0.00	
Uniform Del:	61.8	24.8	0.0		0.0	37.6	22.0		34.4	0.0	20.5		0.0	0.0	0.0	
IncremntDel:	32.1	0.2	0.0		0.0	94.8	0.0		101.5	0.0	0.2		0.0	0.0	0.0	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	0.00		0.00	1.00	1.00		1.00	0.00	1.00		0.00	0.00	0.00	
Delay/Veh:	93.9	25.0	0.0		0.0	132	22.0		135.9	0.0	20.6		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	93.9	25.0	0.0		0.0	132	22.0		135.9	0.0	20.6		0.0	0.0	0.0	
LOS by Move:	F	C	A		A	F	C		F	A	C		A	A	A	
HCM2kAvgQ:	3	12	0		0	58	0		62	0	4		0	0	0	

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

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

Intersection #30 Bayfront Exp. & Chilco St.

Cycle (sec): 130 Critical Vol./Cap.(X): 0.770
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 19.6
Optimal Cycle: 66 Level Of Service: B

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				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	5	5	0	0	5	5	5	0	5	0	0	0				
Lanes:	1	0	3	0	0	0	0	3	0	1	1	0	0	0	1	0	0	0	0	0
Volume Module: >> Count Date: 20 Oct 2009 << 4:45 - 5:45 PM																
Base Vol:	14	783	0	0	2126	160	190	0	186	0	0	0				
Growth Adj:	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14				
Initial Bse:	16	893	0	0	2424	182	217	0	212	0	0	0				
Added Vol:	38	177	0	0	105	5	2	0	86	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	54	1070	0	0	2529	187	219	0	298	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:	54	1070	0	0	2529	187	219	0	298	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	54	1070	0	0	2529	187	219	0	298	0	0	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	54	1070	0	0	2529	187	219	0	298	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.93	0.89	1.00	1.00	0.89	0.83	0.93	1.00	0.83	1.00	1.00	1.00				
Lanes:	1.00	3.00	0.00	0.00	3.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00				
Final Sat.:	1769	5083	0	0	5083	1583	1769	0	1583	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.03	0.21	0.00	0.00	0.50	0.12	0.12	0.00	0.19	0.00	0.00	0.00				
Crit Moves:	****				****				****							
Green/Cycle:	0.04	0.69	0.00	0.00	0.65	0.65	0.24	0.00	0.24	0.00	0.00	0.00				
Volume/Cap:	0.77	0.31	0.00	0.00	0.77	0.18	0.51	0.00	0.77	0.00	0.00	0.00				
Uniform Del:	61.8	8.1	0.0	0.0	16.2	9.2	42.3	0.0	45.7	0.0	0.0	0.0				
IncremntDel:	39.5	0.1	0.0	0.0	1.2	0.1	1.0	0.0	9.1	0.0	0.0	0.0				
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00				
Delay/Veh:	101.4	8.2	0.0	0.0	17.3	9.3	43.3	0.0	54.8	0.0	0.0	0.0				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	101.4	8.2	0.0	0.0	17.3	9.3	43.3	0.0	54.8	0.0	0.0	0.0				
LOS by Move:	F	A	A	A	B	A	D	A	D	A	A	A				
HCM2kAvgQ:	4	6	0	0	27	3	8	0	13	0	0	0				

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #31 Middlefield Rd. & Ravenswood Ave.

Cycle (sec): 120 Critical Vol./Cap.(X): 0.874
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 32.6
Optimal Cycle: 75 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				Split Phase				Split Phase			
Rights:	Include				Include				Ovl				Include			
Min. Green:	4	10	0	0	10	4	4	0	4	0	0	0				
Lanes:	1	0	1	0	0	0	0	0	1	0	1	0	0	0	1	0	0	0	0	0
Volume Module: >> Count Date: 20 Oct 2009 << 5:00 - 6:00 PM																
Base Vol:	487	566	0	0	357	92	257	0	705	0	0	0				
Growth Adj:	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14				
Initial Bse:	555	645	0	0	407	105	293	0	804	0	0	0				
Added Vol:	26	27	0	0	17	6	3	0	66	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	581	672	0	0	424	111	296	0	870	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:	581	672	0	0	424	111	296	0	870	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	581	672	0	0	424	111	296	0	870	0	0	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	581	672	0	0	424	111	296	0	870	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.93	0.98	1.00	1.00	0.95	0.95	0.93	1.00	0.83	1.00	1.00	1.00				
Lanes:	1.00	1.00	0.00	0.00	0.79	0.21	1.00	0.00	1.00	0.00	0.00	0.00				
Final Sat.:	1769	1862	0	0	1435	375	1769	0	1583	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.33	0.36	0.00	0.00	0.30	0.30	0.17	0.00	0.55	0.00	0.00	0.00				
Crit Moves:	****				****				****							
Green/Cycle:	0.38	0.71	0.00	0.00	0.34	0.34	0.25	0.00	0.63	0.00	0.00	0.00				
Volume/Cap:	0.87	0.51	0.00	0.00	0.87	0.87	0.66	0.00	0.87	0.00	0.00	0.00				
Uniform Del:	34.8	7.7	0.0	0.0	37.3	37.3	40.2	0.0	18.4	0.0	0.0	0.0				
IncremntDel:	12.3	0.3	0.0	0.0	13.2	13.2	3.7	0.0	8.7	0.0	0.0	0.0				
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00				
Delay/Veh:	47.1	8.0	0.0	0.0	50.5	50.5	43.9	0.0	27.1	0.0	0.0	0.0				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	47.1	8.0	0.0	0.0	50.5	50.5	43.9	0.0	27.1	0.0	0.0	0.0				
LOS by Move:	D	A	A	A	D	D	D	A	C	A	A	A				
HCM2kAvgQ:	23	11	0	0	21	21	11	0	29	0	0	0				

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #32 Middlefield Rd. & Ringwood Ave.

Cycle (sec): 120 Critical Vol./Cap.(X): 0.708
Loss Time (sec): 4 (Y+R=3.0 sec) Average Delay (sec/veh): 30.0
Optimal Cycle: 37 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				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	4	10	10		4	10	10		4	4	4		4	4	4	
Lanes:	1 0	2 0	1		1 0	2 0	1		1 0	0 1	0		0 1	0 0	1	
Volume Module: >> Count Date: 21 Oct 2009 << 5:00 - 6:00 PM																
Base Vol:	49	761	127		356	628	36		75	76	62		73	8	266	
Growth Adj:	1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14	
Initial Bse:	56	868	145		406	716	41		85	87	71		83	9	303	
Added Vol:	0	48	0		2	81	0		0	0	0		0	0	5	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	56	916	145		408	797	41		85	87	71		83	9	308	
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:	56	916	145		408	797	41		85	87	71		83	9	308	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	56	916	145		408	797	41		85	87	71		83	9	308	
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:	56	916	145		408	797	41		86	87	71		83	9	308	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.93	0.93	0.83		0.93	0.93	0.83		0.61	0.91	0.91		0.60	0.60	0.83	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	0.55	0.45		0.90	0.10	1.00	
Final Sat.:	1769	3538	1583		1769	3538	1583		1164	957	781		1029	113	1583	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.26	0.09		0.23	0.23	0.03		0.07	0.09	0.09		0.08	0.08	0.19	
Crit Moves:		****			****										****	
Green/Cycle:	0.09	0.37	0.37		0.33	0.60	0.60		0.28	0.28	0.28		0.28	0.28	0.28	
Volume/Cap:	0.35	0.71	0.25		0.71	0.37	0.04		0.27	0.33	0.33		0.29	0.29	0.71	
Uniform Del:	51.4	32.6	26.6		35.4	12.2	9.7		34.0	34.7	34.7		34.3	34.3	39.1	
IncremntDel:	1.4	1.8	0.2		4.0	0.1	0.0		0.4	0.4	0.4		0.5	0.5	5.3	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	52.8	34.4	26.8		39.5	12.4	9.8		34.5	35.1	35.1		34.8	34.8	44.4	
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:	52.8	34.4	26.8		39.5	12.4	9.8		34.5	35.1	35.1		34.8	34.8	44.4	
LOS by Move:	D	C	C		D	B	A		C	D	D		C	C	D	
HCM2kAvgQ:	2	16	4		14	8	1		3	5	5		3	3	11	

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #33 Middlefield Rd and Lytton Ave

Cycle (sec): 110 Critical Vol./Cap.(X): 1.155
Loss Time (sec): 11 (Y+R=3.0 sec) Average Delay (sec/veh): 113.7
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Split Phase				Split Phase				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	5	5	5		5	5	5		5	5	5		5	5	5	
Lanes:	0 1	0 0	1		0 1	0 0	1		1 0	0 1	0		0 0	1! 0	0	
Volume Module:																
Base Vol:	89	457	24		24	508	163		419	135	78		7	55	12	
Growth Adj:	1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14	
Initial Bse:	101	521	27		27	579	186		478	154	89		8	63	14	
Added Vol:	0	50	0		0	100	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	101	571	27		27	679	186		478	154	89		8	63	14	
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:	101	571	27		27	679	186		478	154	89		8	63	14	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	101	571	27		27	679	186		478	154	89		8	63	14	
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:	101	571	27		27	679	186		478	154	89		8	63	14	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.99	0.99	0.85		1.00	1.00	0.85		0.95	0.95	0.95		0.97	0.97	0.97	
Lanes:	0.15	0.85	1.00		0.04	0.96	1.00		1.00	0.63	0.37		0.09	0.75	0.16	
Final Sat.:	285	1602	1615		73	1823	1615		1805	1138	658		175	1374	300	
Capacity Analysis Module:																
Vol/Sat:	0.36	0.36	0.02		0.37	0.37	0.12		0.26	0.14	0.14		0.05	0.05	0.05	
Crit Moves:		****				****			****						****	
Green/Cycle:	0.31	0.31	0.31		0.32	0.32	0.32		0.23	0.23	0.23		0.05	0.05	0.05	
Volume/Cap:	1.16	1.16	0.06		1.16	1.16	0.36		1.16	0.59	0.59		1.00	1.00	1.00	
Uniform Del:	38.1	38.1	26.9		37.4	37.4	28.7		42.5	37.9	37.9		52.5	52.5	52.5	
IncremntDel:	91.1	91.1	0.0		90.4	90.4	0.4		96.9	2.4	2.4		99.2	99.2	99.2	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	129.3	129	27.0		127.8	128	29.1		139.4	40.3	40.3		151.7	152	151.7	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	129.3	129	27.0		127.8	128	29.1		139.4	40.3	40.3		151.7	152	151.7	
LOS by Move:	F	F	C		F	F	C		F	D	D		F	F	F	
HCM2kAvgQ:	37	37	1		39	39	5		28	8	8		6	6	6	

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #34 Bayfront Expy. and Facebook West Campus

Cycle (sec):	100	Critical Vol./Cap.(X):	0.618
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	1.6
Optimal Cycle:	90	Level Of Service:	A

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:	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1	0	3	0 0	0	0	3	0 1	2	0	0	0 1	0	0	0	0 0
Volume Module:																
Base Vol:	0	708	0	0	2307	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14
Initial Bse:	0	807	0	0	2630	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	214	0	0	191	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	1021	0	0	2821	0	0	0	0	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:	0	1021	0	0	2821	0	0	0	0	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
Reduced Vol:	0	1021	0	0	2821	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	1.00	1.00	1.00	1.00
FinalVolume:	0	1021	0	0	2821	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	1.00	1.00	0.91	1.00	0.97	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	0.00	3.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	1900	5187	0	0	5187	1900	3686	0	1900	0	0	0	0	0	0	0
Capacity Analysis Module:																
Vol/Sat:	0.00	0.20	0.00	0.00	0.54	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****											
Green/Cycle:	0.00	0.88	0.00	0.00	0.88	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.22	0.00	0.00	0.62	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Del:	0.0	0.9	0.0	0.0	1.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
IncremntDel:	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.9	0.0	0.0	1.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.9	0.0	0.0	1.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	2	0	0	9	0	0	0	0	0	0	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

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Scenario Report

Scenario:	Cumulative 2025 East Campus Only AM
Command:	Long Term Project I AM
Volume:	Long Term Project I AM
Geometry:	Long Term Project I AM
Impact Fee:	Default Impact Fee
Trip Generation:	Long Term Project I AM
Trip Distribution:	Near-Term
Paths:	Default Path
Routes:	Default Route
Configuration:	Long Term Project I AM

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Bayfront Exp. & Marsh Rd.	C	25.2	0.842	C	26.3	0.882	+ 1.101 D/V
# 2 US 101 NB Ramps & Marsh Rd.	B	16.9	0.700	E	55.2	1.115	+38.251 D/V
# 3 US 101 SB Ramps & Marsh Rd.	C	26.5	0.944	C	32.9	0.987	+ 6.398 D/V
# 4 Scott Dr/Rolison at Marsh Rd.	D	41.1	0.901	D	35.8	0.934	-5.295 D/V
# 5 Bohannon/ Florence & Marsh Rd.	C	20.8	0.620	B	15.6	0.649	-5.200 D/V
# 6 Bay Rd. & Marsh Rd.	B	17.4	0.644	B	17.9	0.735	+ 0.508 D/V
# 7 Middlefield at Marsh (Town of	C	29.8	0.669	C	29.2	0.812	-0.601 D/V
# 8 Bayfront Exp. & Willow Rd.	C	28.6	0.668	D	48.8	0.929	+20.166 D/V
# 9 Hamilton Ave. & Willow Rd.	C	23.7	0.613	C	21.8	0.656	-1.898 D/V
# 10 Ivy Dr. & Willow Rd.	B	18.7	0.567	C	23.9	0.681	+ 5.178 D/V
# 11 O'Brien Dr. & Willow Rd.	B	15.4	0.508	B	14.0	0.647	-1.381 D/V
# 12 Newbridge St. & Willow Rd.	E	59.2	0.990	E	62.7	1.036	+ 3.424 D/V
# 13 Bay Rd. & Willow Rd.	C	21.6	0.760	C	22.5	0.838	+ 0.865 D/V
# 14 Durham St. & Willow Rd.	D	35.1	0.782	B	15.6	0.846	-19.566 D/V
# 15 Coleman Ave. & Willow Rd.	B	15.3	0.784	C	20.5	0.905	+ 5.218 D/V
# 16 Gilbert Ave. & Willow Rd.	B	15.7	0.726	B	19.6	0.874	+ 3.914 D/V
# 17 Middlefield Rd. & Willow Rd.	F	114.7	1.038	F	136.8	1.269	+22.155 D/V
# 18 Bayfront Exp. & University Ave	C	32.7	0.882	D	36.1	0.915	+ 3.450 D/V
# 19 O'Brien Dr. & University Ave.	A	6.8	0.600	A	6.7	0.612	-0.093 D/V
# 20 University & Kavanaugh	B	14.4	0.617	B	14.1	0.624	-0.261 D/V
# 21 University & Bay	C	29.3	0.724	C	28.8	0.731	-0.410 D/V
# 22 University & Runnymede	C	21.7	0.687	C	21.5	0.694	-0.216 D/V
# 23 University & Bell	A	7.7	0.270	A	7.2	0.303	-0.471 D/V
# 24 University & Donohoe	D	51.0	1.014	D	54.3	1.036	+ 3.317 D/V
# 25 NB 101 & Donohoe St	B	9.1	0.418	B	9.4	0.443	+ 0.247 D/V

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 26 University & SB US 101	B	18.1	0.704	B	18.5	0.718	+ 0.445 D/V
# 27 University Ave. & Woodland	D	50.1	0.977	D	52.3	0.992	+ 2.205 D/V
# 28 Middlefield Rd. & University A	D	38.2	0.805	D	48.5	0.907	+10.300 D/V
# 29 Bayfront Exp. & Chrysler Dr.	A	7.6	0.640	B	17.5	0.741	+ 9.830 D/V
# 30 Bayfront Exp. & Chilco St.	B	17.8	0.650	C	20.1	0.678	+ 2.312 D/V
# 31 Middlefield Rd. & Ravenswood A	C	23.4	0.664	C	26.3	0.745	+ 2.840 D/V
# 32 Middlefield Rd. & Ringwood Ave	C	29.2	0.515	C	25.6	0.541	-3.586 D/V
# 33 Middlefield Rd and Lytton Ave	D	38.1	0.783	D	46.7	0.886	+ 8.595 D/V
# 34 Bayfront Expy. and Facebook We	A	1.4	0.549	A	1.5	0.596	+ 0.126 D/V

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

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Intersection #1 Bayfront Exp. & Marsh Rd.

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Cycle (sec): 130 Critical Vol./Cap.(X): 0.882
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 26.3
Optimal Cycle: 114 Level Of Service: C

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Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Split Phase				Split Phase				Split Phase				Split Phase			
Rights:	Include				Include				Ovl				Include			
Min. Green:	5	5	5		5	5	5		5	5	5		5	5	5	
Lanes:	3 0	0 1	0		0 1	1 0	1		0 1	0 0	2		0 0	1! 0	0	
Volume Module: >> Count Date: 22 Oct 2009 << 7:45 - 8:45 AM																
Base Vol:	2297	189	23		7	58	148		182	20	997		7	19	5	
Growth Adj:	1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14	
Initial Bse:	2619	215	26		8	66	169		207	23	1137		8	22	6	
Added Vol:	186	0	0		0	0	0		0	0	443		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	2805	215	26		8	66	169		207	23	1580		8	22	6	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	2805	215	26		8	66	169		207	23	1580		8	22	6	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	2805	215	26		8	66	169		207	23	1580		8	22	6	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	2805	215	26		8	66	169		207	23	1580		8	22	6	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.90	0.96	0.96		0.93	0.93	0.83		0.94	0.94	0.73		0.95	0.95	0.95	
Lanes:	3.00	0.89	0.11		0.22	1.78	1.00		0.90	0.10	2.00		0.23	0.61	0.16	
Final Sat.:	5147	1633	199		379	3141	1583		1606	176	2786		407	1104	290	
Capacity Analysis Module:																
Vol/Sat:	0.54	0.13	0.13		0.02	0.02	0.11		0.13	0.13	0.57		0.02	0.02	0.02	
Crit Moves:	****						****		****					****		
Green/Cycle:	0.61	0.61	0.61		0.12	0.12	0.12		0.14	0.14	0.75		0.04	0.04	0.04	
Volume/Cap:	0.90	0.22	0.22		0.18	0.18	0.90		0.90	0.90	0.76		0.51	0.51	0.51	
Uniform Del:	22.1	11.6	11.6		51.6	51.6	56.5		54.7	54.7	9.3		61.3	61.3	61.3	
IncremntDel:	3.9	0.1	0.1		0.2	0.2	38.5		30.9	30.9	1.6		6.2	6.2	6.2	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	26.0	11.7	11.7		51.8	51.8	95.0		85.6	85.6	11.0		67.5	67.5	67.5	
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:	26.0	11.7	11.7		51.8	51.8	95.0		85.6	85.6	11.0		67.5	67.5	67.5	
LOS by Move:	C	B	B		D	D	F		F	F	B		E	E	E	
HCM2kAvgQ:	36	4	4		1	1	10		12	12	22		2	2	2	

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Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 US 101 NB Ramps & Marsh Rd.

Cycle (sec): 80 Critical Vol./Cap.(X): 1.115
Loss Time (sec): 7 (Y+R=4.0 sec) Average Delay (sec/veh): 55.2
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Permitted				Permitted			
Rights:	Include				Include				Ignore				Ignore			
Min. Green:	5	0	5		0	0	0		0	5	0		0	5	0	
Lanes:	2	0	0	0 1	0	0	0	0 0	0	1	1	0 1	0	0	2	0 1
Volume Module: >> Count Date: 30 Sep 2009 << 7:30 - 8:30 AM																
Base Vol:	818	0	289		0	0	0		0	1138	506		0	821	1699	
Growth Adj:	1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14	
Initial Bse:	933	0	329		0	0	0		0	1297	577		0	936	1937	
Added Vol:	2	0	394		0	0	0		2	593	0		0	151	36	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	935	0	723		0	0	0		2	1890	577		0	1087	1973	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
PHF Volume:	935	0	723		0	0	0		2	1890	0		0	1087	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	935	0	723		0	0	0		2	1890	0		0	1087	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
FinalVolume:	935	0	723		0	0	0		2	1890	0		0	1087	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.90	1.00	0.83		1.00	1.00	1.00		0.89	0.89	1.00		1.00	0.93	1.00	
Lanes:	2.00	0.00	1.00		0.00	0.00	0.00		0.01	1.99	1.00		0.00	2.00	1.00	
Final Sat.:	3432	0	1583		0	0	0		4	3375	1900		0	3538	1900	
Capacity Analysis Module:																
Vol/Sat:	0.27	0.00	0.46		0.00	0.00	0.00		0.56	0.56	0.00		0.00	0.31	0.00	
Crit Moves:			****							****						
Green/Cycle:	0.41	0.00	0.41		0.00	0.00	0.00		0.50	0.50	0.00		0.00	0.50	0.00	
Volume/Cap:	0.66	0.00	1.11		0.00	0.00	0.00		1.11	1.11	0.00		0.00	0.61	0.00	
Uniform Del:	19.1	0.0	23.6		0.0	0.0	0.0		19.9	19.9	0.0		0.0	14.3	0.0	
IncremntDel:	1.2	0.0	71.2		0.0	0.0	0.0		60.4	60.4	0.0		0.0	0.6	0.0	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	0.00	1.00		0.00	0.00	0.00		1.00	1.00	0.00		0.00	1.00	0.00	
Delay/Veh:	20.3	0.0	94.8		0.0	0.0	0.0		80.3	80.3	0.0		0.0	14.9	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	20.3	0.0	94.8		0.0	0.0	0.0		80.3	80.3	0.0		0.0	14.9	0.0	
LOS by Move:	C	A	F		A	A	A		F	F	A		A	B	A	
HCM2kAvgQ:	11	0	31		0	0	0		41	41	0		0	11	0	

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 US 101 SB Ramps & Marsh Rd.

Cycle (sec): 80 Critical Vol./Cap.(X): 0.987
Loss Time (sec): 7 (Y+R=4.0 sec) Average Delay (sec/veh): 32.9
Optimal Cycle: 159 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:	Split Phase				Split Phase				Permitted				Permitted			
Rights:	Include				Include				Ignore				Ignore			
Min. Green:	0	0	0		5	0	5		0	5	0		0	5	0	
Lanes:	0	0	0	0 0	2	0	0	0 1	0	0	2	0 1	0	0	2	0 1
Volume Module: >> Count Date: 30 Sep 2009 << 7:30 - 8:30 AM																
Base Vol:	0	0	0		879	0	558		0	834	583		0	1426	86	
Growth Adj:	1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14	
Initial Bse:	0	0	0		1002	0	636		0	951	665		0	1626	98	
Added Vol:	0	0	0		315	0	33		0	292	0		0	64	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		1317	0	669		0	1243	665		0	1690	98	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
PHF Volume:	0	0	0		1317	0	669		0	1243	0		0	1690	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		1317	0	669		0	1243	0		0	1690	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
FinalVolume:	0	0	0		1317	0	669		0	1243	0		0	1690	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	1.00	1.00		0.90	1.00	0.83		1.00	0.93	1.00		1.00	0.93	1.00	
Lanes:	0.00	0.00	0.00		2.00	0.00	1.00		0.00	2.00	1.00		0.00	2.00	1.00	
Final Sat.:	0	0	0		3432	0	1583		0	3538	1900		0	3538	1900	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.38	0.00	0.42		0.00	0.35	0.00		0.00	0.48	0.00	
Crit Moves:							****							****		
Green/Cycle:	0.00	0.00	0.00		0.43	0.00	0.43		0.00	0.48	0.00		0.00	0.48	0.00	
Volume/Cap:	0.00	0.00	0.00		0.90	0.00	0.99		0.00	0.73	0.00		0.00	0.99	0.00	
Uniform Del:	0.0	0.0	0.0		21.2	0.0	22.6		0.0	16.4	0.0		0.0	20.4	0.0	
IncremntDel:	0.0	0.0	0.0		7.5	0.0	31.1		0.0	1.6	0.0		0.0	18.6	0.0	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	0.00	0.00	0.00		1.00	0.00	1.00		0.00	1.00	0.00		0.00	1.00	0.00	
Delay/Veh:	0.0	0.0	0.0		28.8	0.0	53.7		0.0	18.0	0.0		0.0	39.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.0	0.0		28.8	0.0	53.7		0.0	18.0	0.0		0.0	39.0	0.0	
LOS by Move:	A	A	A		C	A	D		A	B	A		A	D	A	
HCM2kAvgQ:	0	0	0		20	0	23		0	14	0		0	29	0	

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 Scott Dr/Rolison at Marsh Rd.

Cycle (sec): 80 Critical Vol./Cap.(X): 0.934
Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): 35.8
Optimal Cycle: 112 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	4	4	4		4	4	4		4	6	6		4	6	6	
Lanes:	0	1 0	0	2	0	1 0	0	1	1	0 2	1	0	2	0 1	1	0
Volume Module: >> Count Date: 8 Oct 2009 << 7:15 - 8:15 AM																
Base Vol:	27	3	49		222	18	3		15	1131	29		268	1416	280	
Growth Adj:	1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14	
Initial Bse:	31	3	56		253	21	3		17	1289	33		306	1614	319	
Added Vol:	0	0	0		0	0	0		0	293	0		0	97	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	31	3	56		253	21	3		17	1582	33		306	1711	319	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	31	3	56		253	21	3		17	1582	33		306	1711	319	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	31	3	56		253	21	3		17	1582	33		306	1711	319	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	31	3	56		253	21	3		17	1582	33		306	1711	319	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.94	0.94	0.73		0.94	0.94	0.83		0.93	0.89	0.89		0.90	0.91	0.91	
Lanes:	0.90	0.10	2.00		0.93	0.07	1.00		1.00	2.94	0.06		2.00	1.69	0.31	
Final Sat.:	1604	178	2786		1647	134	1583		1769	4964	104		3432	2910	543	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.02	0.02		0.15	0.15	0.00		0.01	0.32	0.32		0.09	0.59	0.59	
Crit Moves:		****			****				****					****		
Green/Cycle:	0.05	0.05	0.05		0.15	0.15	0.15		0.05	0.49	0.49		0.14	0.57	0.57	
Volume/Cap:	0.38	0.38	0.40		1.02	1.02	0.01		0.19	0.65	0.65		0.65	1.02	1.02	
Uniform Del:	36.8	36.8	36.8		34.0	34.0	28.9		36.5	15.4	15.4		32.7	17.0	17.0	
IncremntDel:	2.7	2.7	1.9		61.1	61.1	0.0		1.1	0.6	0.6		3.3	26.3	26.3	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	39.5	39.5	38.7		95.1	95.1	29.0		37.5	16.0	16.0		36.0	43.3	43.3	
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:	39.5	39.5	38.7		95.1	95.1	29.0		37.5	16.0	16.0		36.0	43.3	43.3	
LOS by Move:	D	D	D		F	F	C		D	B	B		D	D	D	
HCM2kAvgQ:	1	1	1		12	12	0		1	12	12		5	37	37	

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 Bohannon/ Florence & Marsh Rd.

Cycle (sec): 80 Critical Vol./Cap.(X): 0.649
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 15.6
Optimal Cycle: 30 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	4	4	4		4	4	4		4	6	6		4	6	6	
Lanes:	1	0 0	1	0	1	1 0	0	1	1	0 1	1	0	1	0 2	0	1
Volume Module: >> Count Date: 7 Oct 2009 << 7:30 - 8:30 AM																
Base Vol:	15	9	8		390	30	91		117	796	58		46	1141	323	
Growth Adj:	1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14	
Initial Bse:	17	10	9		445	34	104		133	907	66		52	1301	368	
Added Vol:	0	0	0		0	0	0		0	293	0		0	97	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	17	10	9		445	34	104		133	1200	66		52	1398	368	
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:	17	10	9		445	34	104		133	1200	66		52	1398	368	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	17	10	9		445	34	104		133	1200	66		52	1398	368	
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:	17	10	9		445	34	104		133	1200	66		52	1398	368	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.93	0.91	0.91		0.94	0.94	0.83		0.93	0.92	0.92		0.93	0.93	0.83	
Lanes:	1.00	0.53	0.47		1.86	0.14	1.00		1.00	1.90	0.10		1.00	2.00	1.00	
Final Sat.:	1769	916	814		3306	254	1583		1769	3326	183		1769	3538	1583	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.01	0.01		0.13	0.13	0.07		0.08	0.36	0.36		0.03	0.40	0.23	
Crit Moves:		****				****			****					****		
Green/Cycle:	0.05	0.05	0.05		0.20	0.20	0.20		0.11	0.61	0.61		0.09	0.59	0.59	
Volume/Cap:	0.19	0.22	0.22		0.67	0.67	0.33		0.67	0.59	0.59		0.35	0.67	0.40	
Uniform Del:	36.5	36.5	36.5		29.6	29.6	27.4		34.1	9.3	9.3		34.5	11.2	8.9	
IncremntDel:	1.1	1.3	1.3		2.5	2.5	0.6		8.7	0.4	0.4		1.4	0.9	0.3	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	37.5	37.8	37.8		32.1	32.1	28.0		42.8	9.7	9.7		35.9	12.1	9.1	
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:	37.5	37.8	37.8		32.1	32.1	28.0		42.8	9.7	9.7		35.9	12.1	9.1	
LOS by Move:	D	D	D		C	C	C		D	A	A		D	B	A	
HCM2kAvgQ:	1	1	1		7	7	2		5	10	10		2	13	5	

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 Bay Rd. & Marsh Rd.

Cycle (sec): 80 Critical Vol./Cap.(X): 0.735
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 17.9
Optimal Cycle: 38 Level Of Service: B

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				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	6	6	6		6	6	6		0	6	6		4	6	6	
Lanes:	0	0	1!	0 0	0	0	1!	0 0	0	1	0	1 0	1	0	1	1 0
Volume Module: >> Count Date: 6 Oct 2009 << 7:30 - 8:30 AM																
Base Vol:	70	3	177		112	28	5		2	665	66		264	982	22	
Growth Adj:	1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14	
Initial Bse:	80	3	202		128	32	6		2	758	75		301	1119	25	
Added Vol:	1	0	0		0	0	0		0	293	2		0	97	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	81	3	202		128	32	6		2	1051	77		301	1216	25	
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:	81	3	202		128	32	6		2	1051	77		301	1216	25	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	81	3	202		128	32	6		2	1051	77		301	1216	25	
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:	81	3	202		128	32	6		2	1051	77		301	1216	25	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.79	0.79	0.79		0.53	0.53	0.53		0.88	0.88	0.88		0.93	0.93	0.93	
Lanes:	0.28	0.01	0.71		0.78	0.19	0.03		0.01	1.86	0.13		1.00	1.96	0.04	
Final Sat.:	425	18	1060		771	193	34		7	3110	229		1769	3456	71	
Capacity Analysis Module:																
Vol/Sat:	0.19	0.19	0.19		0.17	0.17	0.17		0.34	0.34	0.34		0.17	0.35	0.35	
Crit Moves:		****								****			****			
Green/Cycle:	0.27	0.27	0.27		0.27	0.27	0.27		0.45	0.45	0.45		0.23	0.68	0.68	
Volume/Cap:	0.71	0.71	0.71		0.61	0.61	0.61		0.75	0.75	0.75		0.75	0.52	0.52	
Uniform Del:	26.4	26.4	26.4		25.6	25.6	25.6		18.1	18.1	18.1		28.7	6.3	6.3	
IncremntDel:	5.6	5.6	5.6		4.2	4.2	4.2		2.1	2.1	2.1		7.5	0.2	0.2	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	32.0	32.0	32.0		29.8	29.8	29.8		20.2	20.2	20.2		36.2	6.5	6.5	
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:	32.0	32.0	32.0		29.8	29.8	29.8		20.2	20.2	20.2		36.2	6.5	6.5	
LOS by Move:	C	C	C		C	C	C		C	C	C		D	A	A	
HCM2kAvgQ:	8	8	8		5	5	5		14	14	14		9	8	8	

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 Middlefield at Marsh (Town of Atherton)

Cycle (sec): 110 Critical Vol./Cap.(X): 0.812
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): 29.2
Optimal Cycle: 76 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:	Ovl				Include				Include				Ovl			
Min. Green:	0	6	6		5	6	0		0	0	0		6	0	6	
Lanes:	0	0	1	0 1	1	0	1	0 0	0	0	0	0 0	1	0	0	0 1
Volume Module: >> Count Date: 18 Nov 2009 << 7:15-8:15 a.m.																
Base Vol:	0	166	397		342	367	0		0	0	0		463	0	169	
Growth Adj:	1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14	
Initial Bse:	0	189	453		390	418	0		0	0	0		528	0	193	
Added Vol:	0	8	120		174	64	0		0	0	0		53	0	46	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	197	573		564	482	0		0	0	0		581	0	239	
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	197	573		564	482	0		0	0	0		581	0	239	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	197	573		564	482	0		0	0	0		581	0	239	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	197	573		564	482	0		0	0	0		581	0	239	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	1.00	0.85		0.95	1.00	1.00		1.00	1.00	1.00		0.95	1.00	0.85	
Lanes:	0.00	1.00	1.00		1.00	1.00	0.00		0.00	0.00	0.00		1.00	0.00	1.00	
Final Sat.:	0	1900	1615		1805	1900	0		0	0	0		1805	0	1615	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.10	0.35		0.31	0.25	0.00		0.00	0.00	0.00		0.32	0.00	0.15	
Crit Moves:		****			****								****			
Green/Cycle:	0.00	0.13	0.52		0.38	0.51	0.00		0.00	0.00	0.00		0.40	0.00	0.78	
Volume/Cap:	0.00	0.81	0.68		0.81	0.50	0.00		0.00	0.00	0.00		0.81	0.00	0.19	
Uniform Del:	0.0	46.7	19.3		30.3	17.5	0.0		0.0	0.0	0.0		29.5	0.0	3.1	
IncremntDel:	0.0	18.4	2.2		7.2	0.4	0.0		0.0	0.0	0.0		7.0	0.0	0.1	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	0.00	1.00	1.00		1.00	1.00	0.00		0.00	0.00	0.00		1.00	0.00	1.00	
Delay/Veh:	0.0	65.0	21.5		37.5	17.9	0.0		0.0	0.0	0.0		36.6	0.0	3.2	
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:	0.0	65.0	21.5		37.5	17.9	0.0		0.0	0.0	0.0		36.6	0.0	3.2	
LOS by Move:	A	E	C		D	B	A		A	A	A		D	A	A	
HCM2kAvgQ:	0	9	15		19	11	0		0	0	0		19	0	2	

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 Bayfront Exp. & Willow Rd.

Cycle (sec): 130 Critical Vol./Cap.(X): 0.929
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 48.8
Optimal Cycle: 145 Level Of Service: D

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			Split Phase			Split Phase		
Rights:		Ovl			Include			Include			Include	
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Lanes:	2 0	3 0	1	2 0	3 0	1	1 1	1 0	2	1 0	2 0	1
Volume Module: >> Count Date: 1 Oct 2009 << 7:45 - 8:45 AM												
Base Vol:	1034	2108	6	13	677	92	84	34	379	3	6	5
Growth Adj:	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14
Initial Bse:	1179	2403	7	15	772	105	96	39	432	3	7	6
Added Vol:	69	202	24	441	42	0	0	838	14	24	30	14
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1248	2605	31	456	814	105	96	877	446	27	37	20
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:	1248	2605	31	456	814	105	96	877	446	27	37	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1248	2605	31	456	814	105	96	877	446	27	37	20
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:	1248	2605	31	456	814	105	96	877	446	27	37	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	1.03	0.83	0.90	1.03	0.83	0.93	0.93	0.88	0.93	0.93	0.83
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	2.00	1.00	2.00	1.00
Final Sat.:	3432	5846	1583	3432	5846	1583	1760	3520	3343	1769	3538	1583
Capacity Analysis Module:												
Vol/Sat:	0.36	0.45	0.02	0.13	0.14	0.07	0.05	0.25	0.13	0.02	0.01	0.01
Crit Moves:		****		****				****		****		
Green/Cycle:	0.44	0.47	0.51	0.14	0.17	0.17	0.26	0.26	0.26	0.04	0.04	0.04
Volume/Cap:	0.83	0.95	0.04	0.95	0.83	0.39	0.21	0.95	0.51	0.40	0.27	0.32
Uniform Del:	32.1	33.2	16.1	55.5	52.2	48.2	37.5	47.2	40.9	61.0	60.7	60.9
IncremntDel:	3.9	8.6	0.0	29.3	5.9	1.0	0.0	17.7	0.5	3.9	1.1	3.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	36.0	41.8	16.2	84.8	58.2	49.1	37.5	64.9	41.4	64.9	61.8	63.9
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:	36.0	41.8	16.2	84.8	58.2	49.1	37.5	64.9	41.4	64.9	61.8	63.9
LOS by Move:	D	D	B	F	E	D	D	E	D	E	E	E
HCM2kAvgQ:	24	41	1	13	14	4	3	23	9	2	1	1

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 Hamilton Ave. & Willow Rd.

Cycle (sec): 130 Critical Vol./Cap.(X): 0.656
Loss Time (sec): 11 (Y+R=3.0 sec) Average Delay (sec/veh): 21.8
Optimal Cycle: 54 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:	Permitted			Permitted			Protected			Protected		
Rights:		Include			Include			Include			Include	
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	1 1	0	1 0	1 1	0
Volume Module: >> Count Date: 7 Oct 2009 << 8:00 am - 9:00 am												
Base Vol:	18	13	26	71	19	72	115	415	52	56	1037	74
Growth Adj:	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14
Initial Bse:	21	15	30	81	22	82	131	473	59	64	1182	84
Added Vol:	0	0	0	1	0	13	4	851	0	0	98	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	15	30	82	22	95	135	1324	59	64	1280	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	21	15	30	82	22	95	135	1324	59	64	1280	84
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	15	30	82	22	95	135	1324	59	64	1280	84
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:	21	15	30	82	22	95	135	1324	59	64	1280	84
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.82	0.82	0.82	0.78	0.78	0.78	0.93	0.93	0.93	0.93	0.92	0.92
Lanes:	0.31	0.23	0.46	0.41	0.11	0.48	1.00	1.91	0.09	1.00	1.88	0.12
Final Sat.:	490	354	708	609	161	707	1769	3366	151	1769	3289	217
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.13	0.13	0.13	0.08	0.39	0.39	0.04	0.39	0.39
Crit Moves:					****		****				****	
Green/Cycle:	0.21	0.21	0.21	0.21	0.21	0.21	0.12	0.65	0.65	0.06	0.59	0.59
Volume/Cap:	0.20	0.20	0.20	0.66	0.66	0.66	0.66	0.61	0.61	0.57	0.66	0.66
Uniform Del:	42.8	42.8	42.8	47.4	47.4	47.4	54.9	13.4	13.4	59.2	17.6	17.6
IncremntDel:	0.3	0.3	0.3	5.1	5.1	5.1	7.4	0.5	0.5	6.9	0.8	0.8
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	43.2	43.2	43.2	52.6	52.6	52.6	62.4	13.8	13.8	66.1	18.3	18.3
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:	43.2	43.2	43.2	52.6	52.6	52.6	62.4	13.8	13.8	66.1	18.3	18.3
LOS by Move:	D	D	D	D	D	D	E	B	B	E	B	B
HCM2kAvgQ:	2	2	2	8	8	8	6	17	17	3	19	19

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 Ivy Dr. & Willow Rd.

Cycle (sec): 130 Critical Vol./Cap.(X): 0.681
Loss Time (sec): 11 (Y+R=3.0 sec) Average Delay (sec/veh): 23.9
Optimal Cycle: 57 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:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		5	0	5		5	5	0		0	5	5	
Lanes:	0	0	0	0	0	0	1!	0	0	1	0	2	0	0	0	1	1	0
Volume Module: >> Count Date: 6 Oct 2009 << 7:30 - 8:30 AM																
Base Vol:	0	0	0		1	0	186		82	652	0		0	1021	14	
Growth Adj:	1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14	
Initial Bse:	0	0	0		1	0	212		93	743	0		0	1164	16	
Added Vol:	0	0	0		115	0	6		7	740	0		0	102	9	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		116	0	218		100	1483	0		0	1266	25	
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		116	0	218		100	1483	0		0	1266	25	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		116	0	218		100	1483	0		0	1266	25	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	0	0		116	0	218		100	1483	0		0	1266	25	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	1.00	1.00		0.88	1.00	0.88		0.93	0.93	1.00		1.00	0.93	0.93	
Lanes:	0.00	0.00	0.00		0.35	0.00	0.65		1.00	2.00	0.00		0.00	1.96	0.04	
Final Sat.:	0	0	0		580	0	1089		1769	3538	0		0	3459	68	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.20	0.00	0.20		0.06	0.42	0.00		0.00	0.37	0.37	
Crit Moves:					****				****					****		
Green/Cycle:	0.00	0.00	0.00		0.29	0.00	0.29		0.08	0.62	0.00		0.00	0.54	0.54	
Volume/Cap:	0.00	0.00	0.00		0.68	0.00	0.68		0.68	0.67	0.00		0.00	0.68	0.68	
Uniform Del:	0.0	0.0	0.0		40.5	0.0	40.5		57.9	16.1	0.0		0.0	21.9	21.9	
IncremntDel:	0.0	0.0	0.0		3.9	0.0	3.9		12.2	0.8	0.0		0.0	1.0	1.0	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	0.00	0.00	0.00		1.00	0.00	1.00		1.00	1.00	0.00		0.00	1.00	1.00	
Delay/Veh:	0.0	0.0	0.0		44.4	0.0	44.4		70.1	16.9	0.0		0.0	22.9	22.9	
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:	0.0	0.0	0.0		44.4	0.0	44.4		70.1	16.9	0.0		0.0	22.9	22.9	
LOS by Move:	A	A	A		D	A	D		E	B	A		A	C	C	
HCM2kAvgQ:	0	0	0		13	0	13		5	20	0		0	20	20	

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 O'Brien Dr. & Willow Rd.

Cycle (sec): 130 Critical Vol./Cap.(X): 0.647
Loss Time (sec): 11 (Y+R=3.0 sec) Average Delay (sec/veh): 14.0
Optimal Cycle: 52 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	5	0	5		0	0	0		0	5	5		5	5	0	
Lanes:	1	0	1!	0	0	0	0	0	0	0	2	0	1	1	0	2	0	0
Volume Module: >> Count Date: 8 Oct 2009 << 8:00 am - 9:00 am																
Base Vol:	130	0	67		0	0	0		0	697	250		102	1171	0	
Growth Adj:	1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14	
Initial Bse:	148	0	76		0	0	0		0	795	285		116	1335	0	
Added Vol:	10	0	0		0	0	0		0	747	2		0	108	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	158	0	76		0	0	0		0	1542	287		116	1443	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:	158	0	76		0	0	0		0	1542	287		116	1443	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	158	0	76		0	0	0		0	1542	287		116	1443	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	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:	158	0	76		0	0	0		0	1542	287		116	1443	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.90	1.00	0.90		1.00	1.00	1.00		1.00	0.93	0.83		0.93	0.93	1.00	
Lanes:	1.51	0.00	0.49		0.00	0.00	0.00		0.00	2.00	1.00		1.00	2.00	0.00	
Final Sat.:	2583	0	841		0	0	0		0	3538	1583		1769	3538	0	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.00	0.09		0.00	0.00	0.00		0.00	0.44	0.18		0.07	0.41	0.00	
Crit Moves:			****							****			****			
Green/Cycle:	0.14	0.00	0.14		0.00	0.00	0.00		0.00	0.67	0.67		0.10	0.78	0.00	
Volume/Cap:	0.44	0.00	0.65		0.00	0.00	0.00		0.00	0.65	0.27		0.65	0.53	0.00	
Uniform Del:	51.2	0.0	52.8		0.0	0.0	0.0		0.0	12.3	8.5		56.2	5.6	0.0	
IncremntDel:	0.6	0.0	4.0		0.0	0.0	0.0		0.0	0.6	0.1		8.0	0.2	0.0	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	0.00	1.00		0.00	0.00	0.00		0.00	1.00	1.00		1.00	1.00	0.00	
Delay/Veh:	51.7	0.0	56.9		0.0	0.0	0.0		0.0	12.9	8.6		64.1	5.7	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	51.7	0.0	56.9		0.0	0.0	0.0		0.0	12.9	8.6		64.1	5.7	0.0	
LOS by Move:	D	A	E		A	A	A		A	B	A		E	A	A	
HCM2kAvgQ:	4	0	7		0	0	0		0	19	5		6	12	0	

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 Newbridge St. & Willow Rd.

Cycle (sec): 130 Critical Vol./Cap.(X): 1.036
Loss Time (sec): 14 (Y+R=3.0 sec) Average Delay (sec/veh): 62.7
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	5	5	5		5	5	5		5	5	5		5	5	5	
Lanes:	2	0 1	0	1	1	0 1	0	1	1	0 2	1	0	1	0 1	1	0
Volume Module: >> Count Date: 7 Oct 2009 << 7:30 AM to 8:30 AM																
Base Vol:	350	111	36		28	178	384		148	826	155		28	1221	4	
Growth Adj:	1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14	
Initial Bse:	399	127	41		32	203	438		169	942	177		32	1392	5	
Added Vol:	0	0	0		0	0	4		10	749	0		0	117	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	399	127	41		32	203	442		179	1691	177		32	1509	5	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	399	127	41		32	203	442		179	1691	177		32	1509	5	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	399	127	41		32	203	442		179	1691	177		32	1509	5	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	399	127	41		32	203	442		179	1691	177		32	1509	5	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.90	0.98	0.83		0.93	0.98	0.83		0.93	0.88	0.88		0.93	0.93	0.93	
Lanes:	2.00	1.00	1.00		1.00	1.00	1.00		1.00	2.72	0.28		1.00	1.99	0.01	
Final Sat.:	3432	1862	1583		1769	1862	1583		1769	4538	474		1769	3527	11	
Capacity Analysis Module:																
Vol/Sat:	0.12	0.07	0.03		0.02	0.11	0.28		0.10	0.37	0.37		0.02	0.43	0.43	
Crit Moves:	****						****		****					****		
Green/Cycle:	0.11	0.11	0.11		0.27	0.27	0.27		0.10	0.46	0.46		0.05	0.41	0.41	
Volume/Cap:	1.04	0.61	0.23		0.07	0.40	1.04		1.04	0.81	0.81		0.38	1.04	1.04	
Uniform Del:	57.7	55.0	52.6		35.3	38.9	47.5		58.7	29.9	29.9		60.0	38.2	38.2	
IncremntDel:	55.4	5.0	0.7		0.1	0.5	53.1		78.2	2.2	2.2		2.8	33.3	33.3	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	113.1	60.0	53.3		35.4	39.5	100.6		136.9	32.0	32.0		62.8	71.5	71.5	
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:	113.1	60.0	53.3		35.4	39.5	100.6		136.9	32.0	32.0		62.8	71.5	71.5	
LOS by Move:	F	E	D		D	D	F		F	C	C		E	E	E	
HCM2kAvgQ:	13	6	2		1	7	24		12	25	25		2	41	41	

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #13 Bay Rd. & Willow Rd.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.838
Loss Time (sec): 11 (Y+R=4.0 sec) Average Delay (sec/veh): 22.5
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:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Ignore			
Min. Green:	0	0	0		5	0	5		5	5	0		0	5	5	
Lanes:	0	0 0	0	0	1	0 0	0	1	1	0 2	0	0	0	0 2	0	1
Volume Module: >> Count Date: 6 Oct 2009 << 7:30 - 8:30 AM																
Base Vol:	0	0	0		361	0	75		64	1378	0		0	1114	319	
Growth Adj:	1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14	
Initial Bse:	0	0	0		412	0	85		73	1571	0		0	1270	364	
Added Vol:	0	0	0		2	0	0		0	242	0		0	110	3	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		414	0	85		73	1813	0		0	1380	367	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Volume:	0	0	0		414	0	85		73	1813	0		0	1380	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		414	0	85		73	1813	0		0	1380	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
FinalVolume:	0	0	0		414	0	86		73	1813	0		0	1380	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	1.00	1.00		0.93	1.00	0.83		0.93	0.93	1.00		1.00	0.93	1.00	
Lanes:	0.00	0.00	0.00		1.00	0.00	1.00		1.00	2.00	0.00		0.00	2.00	1.00	
Final Sat.:	0	0	0		1769	0	1583		1769	3538	0		0	3538	1900	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.23	0.00	0.05		0.04	0.51	0.00		0.00	0.39	0.00	
Crit Moves:					****					****			****			
Green/Cycle:	0.00	0.00	0.00		0.28	0.00	0.28		0.07	0.61	0.00		0.00	0.54	0.00	
Volume/Cap:	0.00	0.00	0.00		0.84	0.00	0.19		0.59	0.84	0.00		0.00	0.72	0.00	
Uniform Del:	0.0	0.0	0.0		33.9	0.0	27.5		45.2	15.5	0.0		0.0	17.2	0.0	
IncremntDel:	0.0	0.0	0.0		12.0	0.0	0.2		7.6	3.1	0.0		0.0	1.4	0.0	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	0.00	0.00	0.00		1.00	0.00	1.00		1.00	1.00	0.00		0.00	1.00	0.00	
Delay/Veh:	0.0	0.0	0.0		46.0	0.0	27.7		52.8	18.6	0.0		0.0	18.6	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.0	0.0		46.0	0.0	27.7		52.8	18.6	0.0		0.0	18.6	0.0	
LOS by Move:	A	A	A		D	A	C		D	B	A		A	B	A	
HCM2kAvgQ:	0	0	0		15	0	2		3	25	0		0	18	0	

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #14 Durham St. & Willow Rd.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.846
Loss Time (sec): 7 (Y+R=3.0 sec) Average Delay (sec/veh): 15.6
Optimal Cycle: 74 Level Of Service: B

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				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	4	4	4		4	4	4		4	10	10		4	10	10	
Lanes:	1	0	0	1 0	0	1	0	0 1	1	0	1	1 0	1	0	0	1 0
Volume Module: >> Count Date: 1 Oct 2009 << 7:30 - 8:30 AM																
Base Vol:	62	16	125		38	2	2		12	1001	9		41	850	142	
Growth Adj:	1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14	
Initial Bse:	71	18	143		43	2	2		14	1141	10		47	969	162	
Added Vol:	0	0	0		0	0	0		0	242	0		0	110	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	71	18	143		43	2	2		14	1383	10		47	1079	162	
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:	71	18	143		43	2	2		14	1383	10		47	1079	162	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	71	18	143		43	2	2		14	1383	10		47	1079	162	
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:	71	18	143		43	2	2		14	1383	10		47	1079	162	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.72	0.85	0.85		0.40	0.40	0.83		0.93	0.93	0.93		0.93	0.96	0.96	
Lanes:	1.00	0.11	0.89		0.95	0.05	1.00		1.00	1.99	0.01		1.00	0.87	0.13	
Final Sat.:	1359	183	1431		729	38	1583		1769	3508	26		1769	1588	238	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.10	0.10		0.06	0.06	0.00		0.01	0.39	0.39		0.03	0.68	0.68	
Crit Moves:		****							****					****		
Green/Cycle:	0.11	0.11	0.11		0.11	0.11	0.11		0.04	0.74	0.74		0.08	0.78	0.78	
Volume/Cap:	0.46	0.88	0.88		0.52	0.52	0.01		0.19	0.53	0.53		0.35	0.88	0.88	
Uniform Del:	41.4	43.6	43.6		41.8	41.8	39.3		46.4	5.5	5.5		43.9	7.8	7.8	
IncremntDel:	2.1	34.2	34.2		5.6	5.6	0.0		1.3	0.2	0.2		1.6	6.4	6.4	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	43.6	77.8	77.8		47.4	47.4	39.4		47.8	5.7	5.7		45.5	14.2	14.2	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	43.6	77.8	77.8		47.4	47.4	39.4		47.8	5.7	5.7		45.5	14.2	14.2	
LOS by Move:	D	E	E		D	D	D		D	A	A		D	B	B	
HCM2kAvgQ:	3	8	8		2	2	0		1	10	10		2	30	30	

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #15 Coleman Ave. & Willow Rd.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.905
Loss Time (sec): 7 (Y+R=3.0 sec) Average Delay (sec/veh): 20.5
Optimal Cycle: 100 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:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	4	4	4		4	4	4		10	10	10		10	10	10	
Lanes:	0	0	1!	0 0	0	0	1!	0 0	1	0	0	1 0	1	0	0	1 0
Volume Module: >> Count Date: 30 Sep 2009 << 7:30 - 8:30 AM																
Base Vol:	3	3	8		142	6	48		17	892	5		6	854	62	
Growth Adj:	1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14	
Initial Bse:	3	3	9		162	7	55		19	1017	6		7	974	71	
Added Vol:	0	0	0		0	0	0		0	242	0		0	110	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	3	3	9		162	7	55		19	1259	6		7	1084	71	
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	3	9		162	7	55		19	1259	6		7	1084	71	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	3	3	9		162	7	55		19	1259	6		7	1084	71	
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:	3	3	9		162	7	55		19	1259	6		7	1084	71	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.87	0.87	0.87		0.72	0.72	0.72		0.12	0.98	0.98		0.06	0.97	0.97	
Lanes:	0.21	0.21	0.58		0.73	0.03	0.24		1.00	0.99	0.01		1.00	0.94	0.06	
Final Sat.:	353	353	942		998	42	337		220	1852	8		114	1732	113	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.01	0.01		0.16	0.16	0.16		0.09	0.68	0.68		0.06	0.63	0.63	
Crit Moves:						****				****						
Green/Cycle:	0.18	0.18	0.18		0.18	0.18	0.18		0.75	0.75	0.75		0.75	0.75	0.75	
Volume/Cap:	0.05	0.05	0.05		0.91	0.91	0.91		0.12	0.91	0.91		0.08	0.83	0.83	
Uniform Del:	34.0	34.0	34.0		40.2	40.2	40.2		3.4	9.7	9.7		3.3	8.3	8.3	
IncremntDel:	0.1	0.1	0.1		33.3	33.3	33.3		0.3	8.7	8.7		0.4	4.5	4.5	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	34.1	34.1	34.1		73.5	73.5	73.5		3.7	18.4	18.4		3.7	12.8	12.8	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	34.1	34.1	34.1		73.5	73.5	73.5		3.7	18.4	18.4		3.7	12.8	12.8	
LOS by Move:	C	C	C		E	E	E		A	B	B		A	B	B	
HCM2kAvgQ:	0	0	0		10	10	10		0	34	34		0	26	26	

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #16 Gilbert Ave. & Willow Rd.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.874
Loss Time (sec): 7 (Y+R=3.0 sec) Average Delay (sec/veh): 19.6
Optimal Cycle: 85 Level Of Service: B

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:	5	5	5		5	5	5		12	12	12		12	12	12	
Lanes:	1 0	0	1	0	1 0	0	1	0	1 0	0	1	0	1 0	0	1	0
Volume Module: >> Count Date: 1 Oct 2009 << 7:30 - 8:30 AM																
Base Vol:	101	85	122		31	41	7		4	794	72		41	869	5	
Growth Adj:	1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14	
Initial Bse:	115	97	139		35	47	8		5	905	82		47	991	6	
Added Vol:	11	0	26		0	0	0		0	216	8		4	106	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	126	97	165		35	47	8		5	1121	90		51	1097	6	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	126	97	165		35	47	8		5	1121	90		51	1097	6	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	126	97	165		35	47	8		5	1121	90		51	1097	6	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	126	97	165		35	47	8		5	1121	90		51	1097	6	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.71	0.89	0.89		0.24	0.96	0.96		0.14	0.97	0.97		0.09	0.98	0.98	
Lanes:	1.00	0.37	0.63		1.00	0.85	0.15		1.00	0.93	0.07		1.00	0.99	0.01	
Final Sat.:	1346	624	1063		449	1555	266		268	1705	137		169	1851	10	
Capacity Analysis Module:																
Vol/Sat:	0.09	0.16	0.16		0.08	0.03	0.03		0.02	0.66	0.66		0.30	0.59	0.59	
Crit Moves:		****								****						
Green/Cycle:	0.18	0.18	0.18		0.18	0.18	0.18		0.75	0.75	0.75		0.75	0.75	0.75	
Volume/Cap:	0.53	0.87	0.87		0.44	0.17	0.17		0.02	0.87	0.87		0.40	0.79	0.79	
Uniform Del:	37.3	40.0	40.0		36.7	34.9	34.9		3.1	9.0	9.0		4.4	7.5	7.5	
IncremntDel:	2.2	23.6	23.6		3.9	0.2	0.2		0.0	6.5	6.5		2.0	3.1	3.1	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	39.5	63.6	63.6		40.6	35.1	35.1		3.2	15.4	15.4		6.4	10.6	10.6	
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:	39.5	63.6	63.6		40.6	35.1	35.1		3.2	15.4	15.4		6.4	10.6	10.6	
LOS by Move:	D	E	E		D	D	D		A	B	B		A	B	B	
HCM2kAvgQ:	4	11	11		2	1	1		0	30	30		1	22	22	

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #17 Middlefield Rd. & Willow Rd.

Cycle (sec): 130 Critical Vol./Cap.(X): 1.269
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 136.8
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Split Phase				Split Phase				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	8	8	8		8	8	8		8	8	8		8	8	8	
Lanes:	1 0	2	0	1	1 1	0	1	0	1 0	1	0	1	1 1	0	0	1
Volume Module: >> Count Date: 30 Sep 2009 << 8:00 - 9:00 AM																
Base Vol:	67	342	245		408	322	10		16	166	117		420	64	494	
Growth Adj:	1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14	
Initial Bse:	76	390	279		465	367	11		18	189	133		479	73	563	
Added Vol:	15	9	114		101	7	0		0	9	10		19	18	80	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	91	399	393		566	374	11		18	198	143		498	91	643	
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:	91	399	393		566	374	11		18	198	143		498	91	643	
Reduct Vol:	0	0	3		0	0	0		0	0	0		0	0	0	
Reduced Vol:	91	399	390		566	374	11		18	198	143		498	91	643	
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:	91	399	390		566	374	11		18	198	143		498	91	643	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.93	0.93	0.42		0.90	0.90	0.90		0.93	0.98	0.83		0.94	0.94	0.83	
Lanes:	1.00	2.00	1.00		1.78	1.18	0.04		1.00	1.00	1.00		1.69	0.31	1.00	
Final Sat.:	1769	3538	791		3059	2022	62		1769	1862	1583		3020	552	1583	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.11	0.49		0.19	0.19	0.19		0.01	0.11	0.09		0.16	0.16	0.41	
Crit Moves:			****				****			****					****	
Green/Cycle:	0.39	0.39	0.39		0.15	0.15	0.15		0.08	0.08	0.08		0.32	0.32	0.32	
Volume/Cap:	0.13	0.29	1.27		1.27	1.27	1.27		0.12	1.27	1.08		0.51	0.51	1.27	
Uniform Del:	25.6	27.4	39.7		55.5	55.5	55.5		55.1	59.5	59.5		36.0	36.0	44.2	
IncremntDel:	0.1	0.1	144.3		131.6	132	131.6		0.4	162	101.1		0.4	0.4	136.0	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	25.7	27.5	184.0		187.1	187	187.1		55.5	221	160.7		36.4	36.4	180.2	
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:	25.7	27.5	184.0		187.1	187	187.1		55.5	221	160.7		36.4	36.4	180.2	
LOS by Move:	C	C	F		F	F	F		E	F	F		D	D	F	
HCM2kAvgQ:	2	6	28		24	24	24		1	15	10		10	10	44	

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #18 Bayfront Exp. & University Ave.

Cycle (sec): 160 Critical Vol./Cap.(X): 0.915
Loss Time (sec): 10 (Y+R=3.0 sec) Average Delay (sec/veh): 36.1
Optimal Cycle: 141 Level Of Service: D

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				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	5	5	0		0	5	5		5	0	5		0	0	0	
Lanes:	2	0	3	0	0	0	0	3	0	1	2	0	0	0	3	0	0	0	0	0
Volume Module: >> Count Date: 1 Oct 2009 << 7:15 - 8:15 AM																
Base Vol:	1541	2882	0		0	884	188		179	0	429		0	0	0	
Growth Adj:	1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14	
Initial Bse:	1757	3285	0		0	1008	214		204	0	489		0	0	0	
Added Vol:	23	471	0		0	73	8		109	0	7		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	1780	3756	0		0	1081	222		313	0	496		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:	1780	3756	0		0	1081	222		313	0	496		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	1780	3756	0		0	1081	222		313	0	496		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	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:	1780	3756	0		0	1081	222		313	0	496		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.90	0.89	1.00		1.00	0.89	0.83		0.90	1.00	0.73		1.00	1.00	1.00	
Lanes:	2.00	3.00	0.00		0.00	3.00	1.00		2.00	0.00	3.00		0.00	0.00	0.00	
Final Sat.:	3432	5083	0		0	5083	1583		3432	0	4178		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.52	0.74	0.00		0.00	0.21	0.14		0.09	0.00	0.12		0.00	0.00	0.00	
Crit Moves:		****			****						****					
Green/Cycle:	0.57	0.81	0.00		0.00	0.23	0.23		0.13	0.00	0.13		0.00	0.00	0.00	
Volume/Cap:	0.91	0.91	0.00		0.00	0.91	0.60		0.70	0.00	0.91		0.00	0.00	0.00	
Uniform Del:	30.3	11.3	0.0		0.0	59.5	54.5		66.7	0.0	68.7		0.0	0.0	0.0	
IncremntDel:	6.4	3.7	0.0		0.0	9.9	2.7		5.0	0.0	20.2		0.0	0.0	0.0	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	0.00		0.00	1.00	1.00		1.00	0.00	1.00		0.00	0.00	0.00	
Delay/Veh:	36.8	15.0	0.0		0.0	69.4	57.2		71.7	0.0	88.9		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	36.8	15.0	0.0		0.0	69.4	57.2		71.7	0.0	88.9		0.0	0.0	0.0	
LOS by Move:	D	B	A		A	E	E		E	A	F		A	A	A	
HCM2kAvgQ:	42	52	0		0	22	10		9	0	12		0	0	0	

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #19 O'Brien Dr. & University Ave.

Cycle (sec): 85 Critical Vol./Cap.(X): 0.612
Loss Time (sec): 11 (Y+R=3.0 sec) Average Delay (sec/veh): 6.7
Optimal Cycle: 46 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		5	0	5		5	5	0		0	5	5	
Lanes:	0	0	0	0	0	0	0	1!	0	0	1	0	2	0	0	0	0	1	1	0
Volume Module: >> Count Date: 8 Oct 2009 << 7:45 - 8:45 AM																
Base Vol:	0	0	0		22	0	22		68	526	0		0	1341	46	
Growth Adj:	1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14	
Initial Bse:	0	0	0		25	0	25		78	600	0		0	1529	52	
Added Vol:	0	0	0		2	0	0		0	115	0		0	21	10	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		27	0	25		78	715	0		0	1550	62	
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		27	0	25		78	715	0		0	1550	62	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		27	0	25		78	715	0		0	1550	62	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	0	0		27	0	25		78	715	0		0	1550	62	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	1.00	1.00		0.89	1.00	0.89		0.93	0.93	1.00		1.00	0.93	0.93	
Lanes:	0.00	0.00	0.00		0.52	0.00	0.48		1.00	2.00	0.00		0.00	1.92	0.08	
Final Sat.:	0	0	0		881	0	816		1769	3538	0		0	3380	136	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.03	0.00	0.03		0.04	0.20	0.00		0.00	0.46	0.46	
Crit Moves:					****				****					****		
Green/Cycle:	0.00	0.00	0.00		0.06	0.00	0.06		0.07	0.81	0.00		0.00	0.74	0.74	
Volume/Cap:	0.00	0.00	0.00		0.52	0.00	0.52		0.62	0.25	0.00		0.00	0.62	0.62	
Uniform Del:	0.0	0.0	0.0		38.8	0.0	38.8		38.4	1.9	0.0		0.0	5.3	5.3	
IncremntDel:	0.0	0.0	0.0		4.9	0.0	4.9		9.1	0.0	0.0		0.0	0.5	0.5	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	0.00	0.00	0.00		1.00	0.00	1.00		1.00	1.00	0.00		0.00	1.00	1.00	
Delay/Veh:	0.0	0.0	0.0		43.8	0.0	43.8		47.5	1.9	0.0		0.0	5.7	5.7	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.0	0.0		43.8	0.0	43.8		47.5	1.9	0.0		0.0	5.7	5.7	
LOS by Move:	A	A	A		D	A	D		D	A	A		A	A	A	
HCM2kAvgQ:	0	0	0		2	0	2		3	2	0		0	11	11	

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #20 University & Kavanaugh

Cycle (sec): 100 Critical Vol./Cap.(X): 0.624
Loss Time (sec): 11 (Y+R=3.0 sec) Average Delay (sec/veh): 14.1
Optimal Cycle: 85 Level Of Service: B

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:	5	5	5		5	5	5		5	5	5		5	5	5	
Lanes:	0	0	1!	0	0	0	1!	0	0	1	0	1	1	0	1	0	1	0
Volume Module:																		
Base Vol:	32	37	20		8	21	44		40	582	43		25	1302	25	
Growth Adj:	1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14	
Initial Bse:	36	42	23		9	24	50		46	663	49		28	1484	28	
Added Vol:	0	0	0		0	0	0		0	115	0		0	21	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	36	42	23		9	24	50		46	778	49		28	1505	28	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	36	42	23		9	24	50		46	778	49		28	1505	28	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	36	42	23		9	24	50		46	778	49		28	1505	28	
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:	36	42	23		9	24	50		46	778	49		29	1505	29	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.95	0.95		0.91	0.91	0.91		0.95	0.94	0.94		0.95	0.95	0.95	
Lanes:	0.36	0.42	0.22		0.11	0.29	0.60		1.00	1.88	0.12		1.00	1.96	0.04	
Final Sat.:	651	752	407		190	500	1047		1805	3366	212		1805	3532	67	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.06	0.06		0.05	0.05	0.05		0.03	0.23	0.23		0.02	0.43	0.43	
Crit Moves:	****				****				****					****		
Green/Cycle:	0.09	0.09	0.09		0.08	0.08	0.08		0.05	0.60	0.60		0.13	0.68	0.68	
Volume/Cap:	0.63	0.64	0.64		0.62	0.63	0.63		0.51	0.39	0.39		0.12	0.63	0.63	
Uniform Del:	44.0	44.1	44.1		44.7	44.8	44.8		46.3	10.6	10.6		38.5	9.2	9.2	
IncremntDel:	7.9	8.8	8.8		8.3	9.5	9.5		4.6	0.1	0.1		0.2	0.5	0.5	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	51.8	53.0	53.0		53.0	54.3	54.3		50.9	10.7	10.7		38.8	9.7	9.7	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	51.8	53.0	53.0		53.0	54.3	54.3		50.9	10.7	10.7		38.8	9.7	9.7	
LOS by Move:	D	D	D		D	D	D		D	B	B		D	A	A	
HCM2kAvgQ:	4	4	4		4	4	4		2	7	7		1	14	14	

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #21 University & Bay

Cycle (sec): 100 Critical Vol./Cap.(X): 0.731
Loss Time (sec): 11 (Y+R=3.0 sec) Average Delay (sec/veh): 28.8
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:	5	5	5		5	5	5		5	5	5		5	5	5	
Lanes:	1	0	1	0	1	1	0	1	0	1	0	1	1	0	1	0	1	0
Volume Module:																		
Base Vol:	108	225	113		50	196	86		141	497	78		97	1115	49	
Growth Adj:	1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14	
Initial Bse:	123	257	129		57	223	98		161	567	89		111	1271	56	
Added Vol:	0	0	0		0	0	0		0	115	0		0	21	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	123	257	129		57	223	98		161	682	89		111	1292	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:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	123	257	129		57	223	98		161	682	89		111	1292	56	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	123	257	129		57	223	98		161	682	89		111	1292	56	
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:	123	257	129		57	223	98		161	682	89		111	1292	56	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	1.00	0.85		0.95	1.00	0.85		0.95	0.93	0.93		0.95	0.94	0.94	
Lanes:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.77	0.23		1.00	1.92	0.08	
Final Sat.:	1805	1900	1615		1805	1900	1615		1805	3139	410		1805	3440	149	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.14	0.08		0.03	0.12	0.06		0.09	0.22	0.22		0.06	0.38	0.38	
Crit Moves:	****					****			****					****		
Green/Cycle:	0.09	0.19	0.19		0.07	0.16	0.16		0.12	0.50	0.50		0.14	0.51	0.51	
Volume/Cap:	0.73	0.73	0.43		0.46	0.73	0.38		0.73	0.44	0.44		0.44	0.73	0.73	
Uniform Del:	44.1	38.3	36.0		44.8	39.9	37.5		42.3	16.2	16.2		39.4	18.9	18.9	
IncremntDel:	15.1	7.4	1.0		2.7	8.7	0.9		11.8	0.2	0.2		1.2	1.5	1.5	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	59.2	45.8	37.0		47.5	48.6	38.4		54.1	16.4	16.4		40.6	20.4	20.4	
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:	59.2	45.8	37.0		47.5	48.6	38.4		54.1	16.4	16.4		40.6	20.4	20.4	
LOS by Move:	E	D	D		D	D	D		D	B	B		D	C	C	
HCM2kAvgQ:	5	9	4		2	8	3		6	8	8		4	18	18	

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #22 University & Runnymede

Cycle (sec): 100 Critical Vol./Cap.(X): 0.694
Loss Time (sec): 11 (Y+R=3.0 sec) Average Delay (sec/veh): 21.5
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:	5	5		5	5	5		5	5	5		5	5	5		5
Lanes:	0	0	1!	0	0	0	1!	0	0	1	0	1	1	0	1	0
Volume Module:																
Base Vol:	47	105		12	16	59		56	18	626		48	88	1246		61
Growth Adj:	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14		1.14
Initial Bse:	54	120		14	18	67		64	21	714		55	100	1420		70
Added Vol:	0	0		0	0	0		0	0	115		0	0	21		0
PasserByVol:	0	0		0	0	0		0	0	0		0	0	0		0
Initial Fut:	54	120		14	18	67		64	21	829		55	100	1441		70
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:	54	120		14	18	67		64	21	829		55	100	1441		70
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	54	120		14	18	67		64	21	829		55	100	1441		70
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:	54	120		14	18	67		64	21	829		55	100	1441		70
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900
Adjustment:	0.98	0.98		0.98	0.94	0.94		0.94	0.95	0.94		0.94	0.95	0.94		0.94
Lanes:	0.29	0.64		0.07	0.12	0.45		0.43	1.00	1.88		0.12	1.00	1.91		0.09
Final Sat.:	532	1187		136	217	801		761	1805	3356		222	1805	3420		165
Capacity Analysis Module:																
Vol/Sat:	0.10	0.10		0.10	0.08	0.08		0.08	0.01	0.25		0.25	0.06	0.42		0.42
Crit Moves:	****				****				****					****		
Green/Cycle:	0.14	0.14		0.14	0.12	0.12		0.12	0.05	0.52		0.52	0.12	0.58		0.58
Volume/Cap:	0.72	0.72		0.72	0.72	0.72		0.72	0.23	0.48		0.48	0.48	0.72		0.72
Uniform Del:	41.2	41.2		41.2	42.6	42.6		42.6	45.6	15.5		15.5	41.3	15.0		15.0
IncremntDel:	9.6	9.6		9.6	11.8	11.8		11.8	1.3	0.2		0.2	1.7	1.3		1.3
InitQueuDel:	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0
Delay Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Delay/Veh:	50.7	50.7		50.7	54.4	54.4		54.4	46.9	15.7		15.7	43.0	16.2		16.2
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
AdjDel/Veh:	50.7	50.7		50.7	54.4	54.4		54.4	46.9	15.7		15.7	43.0	16.2		16.2
LOS by Move:	D	D		D	D	D		D	D	B		B	D	B		B
HCM2kAvgQ:	7	7		7	6	6		6	1	9		9	3	18		18

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #23 University & Bell

Cycle (sec): 95 Critical Vol./Cap.(X): 0.303
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 7.2
Optimal Cycle: 91 Level Of Service: A

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:	14	14		14	14	14		14	73	73		73	73	73		73
Lanes:	0	0	1!	0	0	0	1!	0	0	1	0	1	1	0	1	0
Volume Module:																
Base Vol:	18	59		9	7	43		11	15	614		24	15	123		24
Growth Adj:	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14		1.14
Initial Bse:	21	67		10	8	49		13	17	700		27	17	140		27
Added Vol:	0	0		0	0	0		0	0	115		0	0	21		0
PasserByVol:	0	0		0	0	0		0	0	0		0	0	0		0
Initial Fut:	21	67		10	8	49		13	17	815		27	17	161		27
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:	21	67		10	8	49		13	17	815		27	17	161		27
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	21	67		10	8	49		13	17	815		27	17	161		27
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:	21	67		10	8	49		13	17	815		27	17	161		27
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900
Adjustment:	0.93	0.93		0.93	0.95	0.95		0.95	0.63	0.95		0.95	0.31	0.93		0.93
Lanes:	0.21	0.69		0.10	0.11	0.71		0.18	1.00	1.94		0.06	1.00	1.71		0.29
Final Sat.:	369	1209		184	207	1271		325	1189	3475		117	587	3018		512
Capacity Analysis Module:																
Vol/Sat:	0.06	0.06		0.06	0.04	0.04		0.04	0.01	0.23		0.23	0.03	0.05		0.05
Crit Moves:		****								****						
Green/Cycle:	0.18	0.18		0.18	0.18	0.18		0.18	0.77	0.77		0.77	0.77	0.77		0.77
Volume/Cap:	0.30	0.30		0.30	0.21	0.21		0.21	0.02	0.30		0.30	0.04	0.07		0.07
Uniform Del:	33.5	33.5		33.5	32.9	32.9		32.9	2.5	3.2		3.2	2.5	2.6		2.6
IncremntDel:	0.5	0.5		0.5	0.3	0.3		0.3	0.0	0.1		0.1	0.0	0.0		0.0
InitQueuDel:	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0
Delay Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Delay/Veh:	34.1	34.1		34.1	33.2	33.2		33.2	2.5	3.2		3.2	2.5	2.6		2.6
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:	34.1	34.1		34.1	33.2	33.2		33.2	2.5	3.2		3.2	2.5	2.6		2.6
LOS by Move:	C	C		C	C	C		C	A	A		A	A	A		A
HCM2kAvgQ:	3	3		3	2	2		2	0	4		4	0	1		1

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #24 University & Donohoe

Cycle (sec): 100 Critical Vol./Cap.(X): 1.036
Loss Time (sec): 11 (Y+R=3.0 sec) Average Delay (sec/veh): 54.3
Optimal Cycle: 180 Level Of Service: D

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:	5	5	5		5	5	5		5	5	5		5	5	5	
Lanes:	1	1	0	1 1	1	0	1	0 1	2	0	2	0 1	1	0	1	1 0
Volume Module:																
Base Vol:	362	437	328		11	124	383		117	352	283		49	1205	68	
Growth Adj:	1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14	
Initial Bse:	413	498	374		13	141	437		133	401	323		56	1374	78	
Added Vol:	22	0	60		0	0	0		0	54	0		0	21	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	435	498	434		13	141	437		133	455	323		56	1395	78	
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:	435	498	434		13	141	437		133	455	323		56	1395	78	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	435	498	434		13	141	437		133	455	323		56	1395	78	
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:	435	498	434		13	141	437		133	455	323		56	1395	78	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.89	0.89	0.89		0.95	1.00	0.85		0.92	0.95	0.85		0.95	0.94	0.94	
Lanes:	1.27	1.46	1.27		1.00	1.00	1.00		2.00	2.00	1.00		1.00	1.89	0.11	
Final Sat.:	2151	2465	2147		1805	1900	1615		3502	3610	1615		1805	3393	189	
Capacity Analysis Module:																
Vol/Sat:	0.20	0.20	0.20		0.01	0.07	0.27		0.04	0.13	0.20		0.03	0.41	0.41	
Crit Moves:	****						****		****					****		
Green/Cycle:	0.19	0.36	0.36		0.09	0.26	0.26		0.05	0.35	0.35		0.09	0.39	0.39	
Volume/Cap:	1.05	0.56	0.56		0.08	0.29	1.05		0.76	0.36	0.57		0.35	1.05	1.05	
Uniform Del:	40.4	25.7	25.7		41.8	29.8	37.1		46.9	24.0	26.2		42.9	30.5	30.5	
IncremntDel:	39.8	0.3	0.3		0.2	0.3	58.4		17.7	0.2	1.3		1.3	39.0	39.0	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	80.2	26.0	26.0		42.0	30.1	95.6		64.6	24.2	27.5		44.2	69.4	69.4	
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:	80.2	26.0	26.0		42.0	30.1	95.6		64.6	24.2	27.5		44.2	69.4	69.4	
LOS by Move:	F	C	C		D	C	F		E	C	C		D	E	E	
HCM2kAvgQ:	18	9	9		0	4	21		4	5	9		2	34	34	

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
1994 HCM Operations Method (Future Volume Alternative)

Intersection #25 NB 101 & Donohoe St

Cycle (sec): 65 Critical Vol./Cap.(X): 0.443
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 9.4
Optimal Cycle: 57 Level Of Service: B

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	23	23		0	23	0		20	0	20		0	0	10	
Lanes:	0	0	2	1 0	0	0	2	0 0	2	0	0	0 1	0	0	0	0 1
Volume Module:																
Base Vol:	0	837	8		0	451	0		365	0	140		0	0	113	
Growth Adj:	1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14	
Initial Bse:	0	954	9		0	514	0		416	0	160		0	0	129	
Added Vol:	0	0	0		0	0	0		82	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	954	9		0	514	0		498	0	160		0	0	129	
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	954	9		0	514	0		498	0	160		0	0	129	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	954	9		0	514	0		498	0	160		0	0	129	
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	1.10	1.10		1.00	1.05	1.00		1.03	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	1050	10		0	540	0		513	0	160		0	0	129	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		0.95	1.00	0.85		1.00	1.00	0.77	
Lanes:	0.00	2.97	0.03		0.00	2.00	0.00		2.00	0.00	1.00		0.00	0.00	1.00	
Final Sat.:	0	5646	54		0	3800	0		3610	0	1615		0	0	1463	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.19	0.19		0.00	0.14	0.00		0.14	0.00	0.10		0.00	0.00	0.09	
Crit Moves:		****			****				****						****	
Green/Cycle:	0.00	0.42	0.42		0.00	0.42	0.00		0.32	0.00	0.52		0.00	0.00	0.20	
Volume/Cap:	0.00	0.44	0.44		0.00	0.34	0.00		0.44	0.00	0.19		0.00	0.00	0.44	
Uniform Del:	0.0	10.2	10.2		0.0	9.7	0.0		13.3	0.0	6.3		0.0	0.0	17.4	
IncremntDel:	0.0	0.1	0.1		0.0	0.1	0.0		0.2	0.0	0.0		0.0	0.0	0.7	
Delay Adj:	0.00	0.85	0.85		0.00	0.85	0.00		0.85	0.00	0.85		0.00	0.00	0.85	
Delay/Veh:	0.0	8.8	8.8		0.0	8.3	0.0		11.5	0.0	5.4		0.0	0.0	15.5	
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:	0.0	8.8	8.8		0.0	8.3	0.0		11.5	0.0	5.4		0.0	0.0	15.5	
DesignQueue:	0	8	8		0	6	0		7	0	3		0	0	4	

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #26 University & SB US 101

Cycle (sec): 85 Critical Vol./Cap.(X): 0.718
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 18.5
Optimal Cycle: 180 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Protected				Permitted				Protected			
Rights:	Include				Include				Ovl				Include			
Min. Green:	16	16	16		0	0	0		0	29	45		28	61	0	
Lanes:	1	0	1!	0 1	0	0	0	0 0	0	0	2	0 2	2	0	2	0 0
Volume Module:																
Base Vol:	317	1	220		0	0	0		0	828	379		798	1527	0	
Growth Adj:	1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14	
Initial Bse:	361	1	251		0	0	0		0	944	432		910	1741	0	
Added Vol:	0	0	0		0	0	0		0	54	14		4	48	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	361	1	251		0	0	0		0	998	446		914	1789	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:	361	1	251		0	0	0		0	998	446		914	1789	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	361	1	251		0	0	0		0	998	446		914	1789	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	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:	361	1	251		0	0	0		0	998	446		914	1789	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.86	0.86	0.86		1.00	1.00	1.00		1.00	0.95	0.75		0.92	0.95	1.00	
Lanes:	1.58	0.01	1.41		0.00	0.00	0.00		0.00	2.00	2.00		2.00	2.00	0.00	
Final Sat.:	2584	6	2291		0	0	0		0	3610	2842		3502	3610	0	
Capacity Analysis Module:																
Vol/Sat:	0.14	0.19	0.11		0.00	0.00	0.00		0.00	0.28	0.16		0.26	0.50	0.00	
Crit Moves:		****												****		
Green/Cycle:	0.19	0.19	0.19		0.00	0.00	0.00		0.00	0.34	0.34		0.42	0.76	0.00	
Volume/Cap:	0.74	1.00	0.58		0.00	0.00	0.00		0.00	0.81	0.46		0.62	0.65	0.00	
Uniform Del:	32.6	34.5	31.5		0.0	0.0	0.0		0.0	25.5	21.9		19.1	4.7	0.0	
IncremntDel:	3.7	37.2	0.8		0.0	0.0	0.0		0.0	4.1	0.3		0.8	0.5	0.0	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		0.00	0.00	0.00		0.00	1.00	1.00		1.00	1.00	0.00	
Delay/Veh:	36.2	71.7	32.3		0.0	0.0	0.0		0.0	29.6	22.2		19.9	5.2	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	36.2	71.7	32.3		0.0	0.0	0.0		0.0	29.6	22.2		19.9	5.2	0.0	
LOS by Move:	D	E	C		A	A	A		A	C	C		B	A	A	
HCM2kAvgQ:	7	14	5		0	0	0		0	15	6		10	12	0	

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #27 University Ave. & Woodland

Cycle (sec): 100 Critical Vol./Cap.(X): 0.992
Loss Time (sec): 11 (Y+R=3.0 sec) Average Delay (sec/veh): 52.3
Optimal Cycle: 180 Level Of Service: D

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:	5	5	5		5	5	5		5	5	5		5	5	5	
Lanes:	0	0	1!	0 0	2	0	0	1 0	1	0	1	1 0	1	0	2	0 1
Volume Module:																
Base Vol:	14	78	250		410	115	41		51	538	13		238	1506	420	
Growth Adj:	1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14	
Initial Bse:	16	89	285		467	131	47		58	613	15		271	1717	479	
Added Vol:	0	0	0		0	0	0		0	69	0		0	48	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	16	89	285		467	131	47		58	682	15		271	1765	479	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	16	89	285		467	131	47		58	682	15		271	1765	479	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	16	89	285		467	131	47		58	682	15		271	1765	479	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	16	89	285		467	131	47		58	682	15		271	1765	479	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.90	0.90	0.90		0.92	0.96	0.96		0.95	0.95	0.95		0.95	0.95	0.85	
Lanes:	0.04	0.23	0.73		2.00	0.74	0.26		1.00	1.96	0.04		1.00	2.00	1.00	
Final Sat.:	70	390	1249		3502	1346	480		1805	3523	77		1805	3610	1615	
Capacity Analysis Module:																
Vol/Sat:	0.23	0.23	0.23		0.13	0.10	0.10		0.03	0.19	0.19		0.15	0.49	0.30	
Crit Moves:		****			****				****					****		
Green/Cycle:	0.25	0.23	0.23		0.13	0.11	0.11		0.05	0.30	0.30		0.23	0.48	0.48	
Volume/Cap:	0.91	1.01	1.01		1.01	0.91	0.91		0.64	0.65	0.65		0.65	1.01	0.61	
Uniform Del:	36.4	38.7	38.7		43.4	44.2	44.2		46.6	30.4	30.4		34.6	25.9	19.0	
IncremntDel:	23.4	49.1	49.1		45.1	40.5	40.5		14.9	1.4	1.4		3.5	24.7	1.5	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	59.8	87.8	87.8		88.5	84.7	84.7		61.5	31.8	31.8		38.1	50.6	20.5	
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:	59.8	87.8	87.8		88.5	84.7	84.7		61.5	31.8	31.8		38.1	50.6	20.5	
LOS by Move:	E	F	F		F	F	F		E	C	C		D	D	C	
HCM2kAvgQ:	16	18	18		12	9	9		3	11	11		8	37	11	

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #28 Middlefield Rd. & University Ave.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.907
Loss Time (sec): 11 (Y+R=3.0 sec) Average Delay (sec/veh): 48.5
Optimal Cycle: 111 Level Of Service: D

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:	5	5	5		5	5	5		5	5	5		5	5	5	
Lanes:	0	1	0	1	0	0	1	0	1	0	0	1	0	1	0	1
Volume Module:																
Base Vol:	37	264	51		92	391	62		15	228	24		73	584	95	
Growth Adj:	1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14	
Initial Bse:	42	301	58		105	446	71		17	260	27		83	666	108	
Added Vol:	1	104	41		6	28	2		25	21	0		3	36	9	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	43	405	99		111	474	73		42	281	27		86	702	117	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	43	405	99		111	474	73		42	281	27		86	702	117	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	43	405	99		111	474	73		42	281	27		86	702	117	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	43	405	99		111	474	73		42	281	27		86	702	117	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	0.92	0.92		0.93	0.93	0.93		0.95	0.99	0.99		0.95	0.98	0.98	
Lanes:	0.16	1.48	0.36		0.34	1.44	0.22		1.00	0.91	0.09		1.00	0.86	0.14	
Final Sat.:	276	2589	634		594	2537	389		1805	1709	166		1805	1594	266	
Capacity Analysis Module:																
Vol/Sat:	0.16	0.16	0.16		0.19	0.19	0.19		0.02	0.16	0.16		0.05	0.44	0.44	
Crit Moves:		****			****				****					****		
Green/Cycle:	0.17	0.17	0.17		0.20	0.20	0.20		0.05	0.40	0.40		0.12	0.47	0.47	
Volume/Cap:	0.93	0.93	0.93		0.93	0.93	0.93		0.47	0.41	0.41		0.39	0.93	0.93	
Uniform Del:	41.1	41.1	41.1		39.3	39.3	39.3		46.2	21.5	21.5		40.5	24.9	24.9	
IncremntDel:	22.0	22.0	22.0		19.3	19.3	19.3		3.8	0.4	0.4		1.2	16.4	16.4	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	63.0	63.0	63.0		58.6	58.6	58.6		50.0	21.9	21.9		41.7	41.3	41.3	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	63.0	63.0	63.0		58.6	58.6	58.6		50.0	21.9	21.9		41.7	41.3	41.3	
LOS by Move:	E	E	E		E	E	E		D	C	C		D	D	D	
HCM2kAvgQ:	13	13	13		15	15	15		2	7	7		3	29	29	

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #29 Bayfront Exp. & Chrysler Dr.

Cycle (sec): 130 Critical Vol./Cap.(X): 0.741
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 17.5
Optimal Cycle: 60 Level Of Service: B

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				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	5	5	0		0	5	5		5	0	5		0	0	0	
Lanes:	1	0	3	0	0	0	0	3	0	1	1	0	0	0	1	0	0	0	0	0
Volume Module: >> Count Date: 21 Oct 2009 << 7:15 - 8:15 AM																
Base Vol:	45	2362	0		0	1034	31		103	0	6		0	0	0	
Growth Adj:	1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14	
Initial Bse:	51	2693	0		0	1179	35		117	0	7		0	0	0	
Added Vol:	94	32	0		0	443	0		154	0	21		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	145	2725	0		0	1622	35		271	0	28		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:	145	2725	0		0	1622	35		271	0	28		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	145	2725	0		0	1622	35		271	0	28		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	145	2725	0		0	1622	35		271	0	28		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.93	0.89	1.00		1.00	0.89	0.83		0.93	1.00	0.83		1.00	1.00	1.00	
Lanes:	1.00	3.00	0.00		0.00	3.00	1.00		1.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	1769	5083	0		0	5083	1583		1769	0	1583		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.08	0.54	0.00		0.00	0.32	0.02		0.15	0.00	0.02		0.00	0.00	0.00	
Crit Moves:		****			****				****							
Green/Cycle:	0.15	0.72	0.00		0.00	0.58	0.58		0.21	0.00	0.21		0.00	0.00	0.00	
Volume/Cap:	0.55	0.74	0.00		0.00	0.55	0.04		0.74	0.00	0.08		0.00	0.00	0.00	
Uniform Del:	51.4	10.7	0.0		0.0	17.2	12.0		48.3	0.0	41.6		0.0	0.0	0.0	
IncremntDel:	2.6	0.8	0.0		0.0	0.2	0.0		7.9	0.0	0.1		0.0	0.0	0.0	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	0.00		0.00	1.00	1.00		1.00	0.00	1.00		0.00	0.00	0.00	
Delay/Veh:	54.0	11.5	0.0		0.0	17.4	12.0		56.1	0.0	41.7		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	54.0	11.5	0.0		0.0	17.4	12.0		56.1	0.0	41.7		0.0	0.0	0.0	
LOS by Move:	D	B	A		A	B	B		E	A	D		A	A	A	
HCM2kAvgQ:	6	24	0		0	15	1		12	0	1		0	0	0	

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #30 Bayfront Exp. & Chilco St.

Cycle (sec): 130 Critical Vol./Cap.(X): 0.678
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 20.1
Optimal Cycle: 50 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	T	R	L	T	T	R	L	T	T	R	L	T	T	R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	5	5	0	0	0	5	5	0	5	0	0	5	0	0	0	0
Lanes:	1	0	3	0	0	0	0	3	0	1	1	0	0	0	1	0	0	0	0	0
Volume Module: >> Count Date: 20 Oct 2009 << 7:45 - 8:45 AM																
Base Vol:	146	2070	0	0	851	196	218	0	31	0	0	0				
Growth Adj:	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14				
Initial Bse:	166	2360	0	0	970	223	249	0	35	0	0	0				
Added Vol:	94	122	0	0	462	2	4	0	21	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	260	2482	0	0	1432	225	253	0	56	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:	260	2482	0	0	1432	225	253	0	56	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	260	2482	0	0	1432	225	253	0	56	0	0	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	260	2482	0	0	1432	225	253	0	56	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.93	0.89	1.00	1.00	0.89	0.83	0.93	1.00	0.83	1.00	1.00	1.00				
Lanes:	1.00	3.00	0.00	0.00	3.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00				
Final Sat.:	1769	5083	0	0	5083	1583	1769	0	1583	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.15	0.49	0.00	0.00	0.28	0.14	0.14	0.00	0.04	0.00	0.00	0.00				
Crit Moves:		****		****			****									
Green/Cycle:	0.25	0.72	0.00	0.00	0.47	0.47	0.21	0.00	0.21	0.00	0.00	0.00				
Volume/Cap:	0.60	0.68	0.00	0.00	0.60	0.30	0.68	0.00	0.17	0.00	0.00	0.00				
Uniform Del:	43.2	9.9	0.0	0.0	25.1	21.1	47.3	0.0	42.0	0.0	0.0	0.0				
IncremntDel:	2.2	0.5	0.0	0.0	0.4	0.2	5.0	0.0	0.2	0.0	0.0	0.0				
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00				
Delay/Veh:	45.4	10.5	0.0	0.0	25.5	21.3	52.2	0.0	42.2	0.0	0.0	0.0				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	45.4	10.5	0.0	0.0	25.5	21.3	52.2	0.0	42.2	0.0	0.0	0.0				
LOS by Move:	D	B	A	A	C	C	D	A	D	A	A	A				
HCM2kAvgQ:	10	20	0	0	15	5	10	0	2	0	0	0				

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #31 Middlefield Rd. & Ravenswood Ave.

Cycle (sec): 120 Critical Vol./Cap.(X): 0.745
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 26.3
Optimal Cycle: 41 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	T	R	L	T	T	R	L	T	T	R	L	T	T	R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Ignore				Include			
Min. Green:	4	10	0	0	0	10	10	4	0	4	0	0	0	0	0	0
Lanes:	1	0	1	0	0	0	0	0	1	0	1	0	0	0	1	0	0	0	0	0
Volume Module: >> Count Date: 20 Oct 2009 << 7:45 - 8:45 AM																
Base Vol:	464	366	0	0	398	66	83	0	561	0	0	0				
Growth Adj:	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14				
Initial Bse:	529	417	0	0	454	75	95	0	640	0	0	0				
Added Vol:	62	24	0	0	71	2	7	0	35	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	591	441	0	0	525	77	102	0	675	0	0	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
PHF Volume:	591	441	0	0	525	77	102	0	0	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	591	441	0	0	525	77	102	0	0	0	0	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
FinalVolume:	591	441	0	0	525	77	102	0	0	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.93	0.98	1.00	1.00	0.96	0.96	0.93	1.00	1.00	1.00	1.00	1.00				
Lanes:	1.00	1.00	0.00	0.00	0.87	0.13	1.00	0.00	1.00	0.00	0.00	0.00				
Final Sat.:	1769	1862	0	0	1595	235	1769	0	1900	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.33	0.24	0.00	0.00	0.33	0.33	0.06	0.00	0.00	0.00	0.00	0.00				
Crit Moves:	****				****		****									
Green/Cycle:	0.45	0.89	0.00	0.00	0.44	0.44	0.08	0.00	0.00	0.00	0.00	0.00				
Volume/Cap:	0.75	0.27	0.00	0.00	0.75	0.75	0.75	0.00	0.00	0.00	0.00	0.00				
Uniform Del:	27.4	1.0	0.0	0.0	27.9	27.9	54.2	0.0	0.0	0.0	0.0	0.0				
IncremntDel:	3.9	0.1	0.0	0.0	3.8	3.8	19.9	0.0	0.0	0.0	0.0	0.0				
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	0.00				
Delay/Veh:	31.3	1.0	0.0	0.0	31.7	31.7	74.1	0.0	0.0	0.0	0.0	0.0				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	31.3	1.0	0.0	0.0	31.7	31.7	74.1	0.0	0.0	0.0	0.0	0.0				
LOS by Move:	C	A	A	A	C	C	E	A	A	A	A	A				
HCM2kAvgQ:	19	2	0	0	19	19	5	0	0	0	0	0				

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #32 Middlefield Rd. & Ringwood Ave.

Cycle (sec): 120 Critical Vol./Cap.(X): 0.541
Loss Time (sec): 4 (Y+R=3.0 sec) Average Delay (sec/veh): 25.6
Optimal Cycle: 24 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				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	4	10	10		4	10	10		4	4	4		4	4	4	
Lanes:	1 0	2 0	1		1 0	2 0	1		1 0	0 1	0		0 1	0 0	1	
Volume Module: >> Count Date: 21 Oct 2009 << 7:30 - 8:30 AM																
Base Vol:	57	623	49		192	68	3		3	3	3		123	53	241	
Growth Adj:	1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14	
Initial Bse:	65	710	56		219	808	78		3	3	3		140	60	275	
Added Vol:	0	84	0		1	105	0		0	0	0		0	0	1	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	65	794	56		220	913	78		3	3	3		140	60	276	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	65	794	56		220	913	78		3	3	3		140	60	276	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	65	794	56		220	913	78		3	3	3		140	60	276	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	65	794	56		220	913	78		3	3	3		140	60	276	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.93	0.93	0.83		0.93	0.93	0.83		0.47	0.91	0.91		0.77	0.77	0.83	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	0.50	0.50		0.70	0.30	1.00	
Final Sat.:	1769	3538	1583		1769	3538	1583		896	861	861		1020	440	1583	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.22	0.04		0.12	0.26	0.05		0.00	0.00	0.00		0.14	0.14	0.17	
Crit Moves:		****			****										****	
Green/Cycle:	0.08	0.41	0.41		0.23	0.56	0.56		0.32	0.32	0.32		0.32	0.32	0.32	
Volume/Cap:	0.46	0.54	0.09		0.54	0.46	0.09		0.01	0.01	0.01		0.43	0.43	0.54	
Uniform Del:	52.7	26.5	21.3		40.7	15.3	12.0		27.7	27.7	27.7		32.0	32.0	33.4	
IncremntDel:	2.3	0.4	0.1		1.5	0.2	0.0		0.0	0.0	0.0		0.6	0.6	1.2	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	55.0	26.9	21.3		42.1	15.5	12.0		27.7	27.7	27.7		32.6	32.6	34.6	
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:	55.0	26.9	21.3		42.1	15.5	12.0		27.7	27.7	27.7		32.6	32.6	34.6	
LOS by Move:	E	C	C		D	B	B		C	C	C		C	C	C	
HCM2kAvgQ:	3	12	1		8	10	1		0	0	0		6	6	9	

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #33 Middlefield Rd and Lytton Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.886
Loss Time (sec): 11 (Y+R=3.0 sec) Average Delay (sec/veh): 46.7
Optimal Cycle: 101 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Split Phase				Split Phase				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	5	5	5		5	5	5		5	5	5		5	5	5	
Lanes:	0 1	0 0	1		0 1	0 0	1		1 0	0 1	0		0 0	1! 0	0	
Volume Module:																
Base Vol:	115	314	8		7	490	355		114	34	45		6	97	5	
Growth Adj:	1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14	
Initial Bse:	131	358	9		8	559	405		130	39	51		7	111	6	
Added Vol:	0	138	0		0	37	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	131	496	9		8	596	405		130	39	51		7	111	6	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	131	496	9		8	596	405		130	39	51		7	111	6	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	131	496	9		8	596	405		130	39	51		7	111	6	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	131	496	9		8	596	405		130	39	51		7	111	6	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.99	0.99	0.85		1.00	1.00	0.85		0.95	0.92	0.92		0.99	0.99	0.99	
Lanes:	0.21	0.79	1.00		0.01	0.99	1.00		1.00	0.43	0.57		0.05	0.90	0.05	
Final Sat.:	393	1488	1615		25	1873	1615		1805	748	990		105	1691	87	
Capacity Analysis Module:																
Vol/Sat:	0.33	0.33	0.01		0.32	0.32	0.25		0.07	0.05	0.05		0.07	0.07	0.07	
Crit Moves:		****				****			****					****		
Green/Cycle:	0.38	0.38	0.38		0.36	0.36	0.36		0.08	0.08	0.08		0.07	0.07	0.07	
Volume/Cap:	0.89	0.89	0.02		0.89	0.89	0.70		0.89	0.64	0.64		0.89	0.89	0.89	
Uniform Del:	29.2	29.2	19.6		30.1	30.1	27.4		45.5	44.5	44.5		45.9	45.9	45.9	
IncremntDel:	12.9	12.9	0.0		13.4	13.4	3.8		42.7	9.3	9.3		44.3	44.3	44.3	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	42.1	42.1	19.6		43.5	43.5	31.2		88.1	53.8	53.8		90.2	90.2	90.2	
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:	42.1	42.1	19.6		43.5	43.5	31.2		88.1	53.8	53.8		90.2	90.2	90.2	
LOS by Move:	D	D	B		D	D	C		F	D	D		F	F	F	
HCM2kAvgQ:	21	21	0		21	21	12		7	4	4		6	6	6	

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #34 Bayfront Expy. and Facebook West Campus

Cycle (sec):	100	Critical Vol./Cap.(X):	0.596
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	1.5
Optimal Cycle:	90	Level Of Service:	A

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:	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1	0	3	0 0	0	0	3	0 1	2	0	0	0 1	0	0	0	0 0
Volume Module:																
Base Vol:	0	2197	0	0	782	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14
Initial Bse:	0	2505	0	0	891	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	216	0	0	483	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	2721	0	0	1374	0	0	0	0	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:	0	2721	0	0	1374	0	0	0	0	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
Reduced Vol:	0	2721	0	0	1374	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	1.00	1.00	1.00	1.00
FinalVolume:	0	2721	0	0	1374	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	1.00	1.00	0.91	1.00	0.97	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	0.00	3.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	1900	5187	0	0	5187	1900	3686	0	1900	0	0	0	0	0	0	0
Capacity Analysis Module:																
Vol/Sat:	0.00	0.52	0.00	0.00	0.26	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:		****		****												
Green/Cycle:	0.00	0.88	0.00	0.00	0.88	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.60	0.00	0.00	0.30	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Del:	0.0	1.5	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
IncremntDel:	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	1.7	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	1.7	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	8	0	0	3	0	0	0	0	0	0	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

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Scenario Report

Scenario:	Cumulative 2025 East Campus Only PM
Command:	Long Term Project I PM
Volume:	Long Term Project I PM
Geometry:	Long Term Project I PM
Impact Fee:	Default Impact Fee
Trip Generation:	Long Term Project I PM
Trip Distribution:	Near-Term
Paths:	Default Path
Routes:	Default Route
Configuration:	Long Term Project I PM

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Bayfront Exp. & Marsh Rd.	E	77.7	1.075	F	83.0	1.096	+ 5.266 D/V
# 2 US 101 NB Ramps & Marsh Rd.	B	19.2	0.929	D	46.5	1.105	+27.224 D/V
# 3 US 101 SB Ramps & Marsh Rd.	C	23.8	0.931	C	34.6	0.983	+10.805 D/V
# 4 Scott Dr/Rolison at Marsh Rd.	C	24.3	0.781	C	24.2	0.896	-0.153 D/V
# 5 Bohannon/ Florence & Marsh Rd.	C	29.2	0.664	C	22.6	0.779	-6.564 D/V
# 6 Bay Rd. & Marsh Rd.	B	15.9	0.659	B	15.3	0.691	-0.631 D/V
# 7 Middlefield at Marsh (Town of	D	39.4	0.922	D	50.6	1.040	+11.151 D/V
# 8 Bayfront Exp. & Willow Rd.	E	67.9	1.045	F	140.2	1.282	+72.292 D/V
# 9 Hamilton Ave. & Willow Rd.	C	23.7	0.693	C	25.7	0.772	+ 2.036 D/V
# 10 Ivy Dr. & Willow Rd.	B	12.8	0.619	B	14.9	0.741	+ 2.098 D/V
# 11 O'Brien Dr. & Willow Rd.	B	10.4	0.622	A	9.8	0.667	-0.569 D/V
# 12 Newbridge St. & Willow Rd.	D	36.8	0.838	E	57.1	1.071	+20.276 D/V
# 13 Bay Rd. & Willow Rd.	C	22.2	0.833	C	23.9	0.877	+ 1.715 D/V
# 14 Durham St. & Willow Rd.	E	56.1	0.728	C	20.2	0.865	-35.939 D/V
# 15 Coleman Ave. & Willow Rd.	B	14.3	0.833	B	17.1	0.906	+ 2.709 D/V
# 16 Gilbert Ave. & Willow Rd.	B	14.1	0.745	B	14.3	0.844	+ 0.214 D/V
# 17 Middlefield Rd. & Willow Rd.	F	153.6	1.404	F	215.0	1.539	+61.397 D/V
# 18 Bayfront Exp. & University Ave	F	211.8	1.460	F	244.3	1.560	+32.474 D/V
# 19 O'Brien Dr. & University Ave.	B	14.3	0.760	B	14.7	0.776	+ 0.374 D/V
# 20 University & Kavanaugh	B	17.7	0.732	B	17.5	0.741	-0.186 D/V
# 21 University & Bay	D	39.5	0.918	D	39.7	0.927	+ 0.171 D/V
# 22 University & Runnymede	C	24.8	0.770	C	24.7	0.778	-0.060 D/V
# 23 University & Bell	A	8.2	0.605	A	8.2	0.613	-0.087 D/V
# 24 University & Donohoe	D	43.4	0.962	D	45.6	0.973	+ 2.118 D/V
# 25 NB 101 & Donohoe St	C	22.0	0.531	C	22.2	0.535	+ 0.126 D/V

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 26 University & SB US 101	C	33.4	0.580	C	34.3	0.600	+ 0.849 D/V
# 27 University Ave. & Woodland	E	57.6	0.980	E	60.1	0.999	+ 2.490 D/V
# 28 Middlefield Rd. & University A	C	33.8	0.613	D	35.9	0.683	+ 2.047 D/V
# 29 Bayfront Exp. & Chrysler Dr.	C	20.8	0.777	F	101.9	1.187	+81.059 D/V
# 30 Bayfront Exp. & Chilco St.	B	15.0	0.666	B	19.3	0.776	+ 4.283 D/V
# 31 Middlefield Rd. & Ravenswood A	C	30.5	0.818	C	32.7	0.877	+ 2.193 D/V
# 32 Middlefield Rd. & Ringwood Ave	C	29.6	0.689	C	30.0	0.720	+ 0.481 D/V
# 33 Middlefield Rd and Lytton Ave	F	87.3	1.067	F	121.6	1.179	+34.316 D/V
# 34 Bayfront Expy. and Facebook We	A	1.5	0.576	A	1.6	0.625	+ 0.140 D/V

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Bayfront Exp. & Marsh Rd.

Cycle (sec): 140 Critical Vol./Cap.(X): 1.096
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 83.0
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Split Phase				Split Phase				Split Phase				Split Phase			
Rights:	Include				Ovl				Ovl				Include			
Min. Green:	5	5	5		5	5	5		5	5	5		5	5	5	
Lanes:	3 0	0 1	0		0 1	1 0	1		0 1	0 0	2		0 0	1! 0	0	
Volume Module: >> Count Date: 22 Oct 2009 << 4:45 - 5:45 PM																
Base Vol:	1184	49	7		0	346	186		139	40	1952		31	73	11	
Growth Adj:	1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14	
Initial Bse:	1350	56	8		0	394	212		158	46	2225		35	83	13	
Added Vol:	982	0	0		0	0	0		0	0	55		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	2332	56	8		0	394	212		158	46	2280		35	83	13	
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:	2332	56	8		0	394	212		158	46	2280		35	83	13	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	2332	56	8		0	394	212		158	46	2280		35	83	13	
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:	2332	56	8		0	394	212		158	46	2280		35	83	13	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.90	0.96	0.96		0.95	0.93	0.83		0.94	0.94	0.73		0.95	0.95	0.95	
Lanes:	3.00	0.87	0.13		0.00	2.00	1.00		0.78	0.22	2.00		0.27	0.63	0.10	
Final Sat.:	5147	1598	228		0	3538	1583		1392	401	2786		489	1151	174	
Capacity Analysis Module:																
Vol/Sat:	0.45	0.03	0.03		0.00	0.11	0.13		0.11	0.11	0.82		0.07	0.07	0.07	
Crit Moves:	****					****					****				****	
Green/Cycle:	0.41	0.41	0.41		0.00	0.10	0.44		0.33	0.33	0.75		0.07	0.07	0.07	
Volume/Cap:	1.10	0.08	0.08		0.00	1.10	0.31		0.34	0.34	1.10		1.10	1.10	1.10	
Uniform Del:	41.1	25.0	25.0		0.0	62.9	25.8		35.1	35.1	17.7		65.4	65.4	65.4	
IncremntDel:	51.5	0.0	0.0		0.0	75.9	0.3		0.3	0.3	51.6		110.5	111	110.5	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		0.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	92.5	25.0	25.0		0.0	139	26.0		35.4	35.4	69.4		175.9	176	175.9	
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:	92.5	25.0	25.0		0.0	139	26.0		35.4	35.4	69.4		175.9	176	175.9	
LOS by Move:	F	C	C		A	F	C		D	D	E		F	F	F	
HCM2kAvgQ:	46	2	2		0	14	6		6	6	72		10	10	10	

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 US 101 NB Ramps & Marsh Rd.

Cycle (sec): 65 Critical Vol./Cap.(X): 1.105
Loss Time (sec): 7 (Y+R=4.0 sec) Average Delay (sec/veh): 46.5
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Split Phase				Split Phase				Permitted				Permitted			
Rights:	Include				Include				Ignore				Ignore			
Min. Green:	5	0	5		0	0	0		0	5	0		0	5	0	
Lanes:	2	0 0	0	1	0	0 0	0	0	0	1 1	0	1	0	0 2	0	1
Volume Module: >> Count Date: 30 Sep 2009 << 4:30 - 5:30 PM																
Base Vol:	493	0	213		0	0	0		0	2063	507		0	682	791	
Growth Adj:	1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14	
Initial Bse:	562	0	243		0	0	0		0	2352	578		0	777	902	
Added Vol:	0	0	160		0	0	0		3	118	0		0	730	251	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	562	0	403		0	0	0		3	2470	578		0	1507	1153	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
PHF Volume:	562	0	403		0	0	0		3	2470	0		0	1507	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	562	0	403		0	0	0		3	2470	0		0	1507	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
FinalVolume:	562	0	403		0	0	0		3	2470	0		0	1507	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.90	1.00	0.83		1.00	1.00	1.00		0.89	0.89	1.00		1.00	0.93	1.00	
Lanes:	2.00	0.00	1.00		0.00	0.00	0.00		0.01	1.99	1.00		0.00	2.00	1.00	
Final Sat.:	3432	0	1583		0	0	0		4	3375	1900		0	3538	1900	
Capacity Analysis Module:																
Vol/Sat:	0.16	0.00	0.25		0.00	0.00	0.00		0.73	0.73	0.00		0.00	0.43	0.00	
Crit Moves:			****							****						
Green/Cycle:	0.23	0.00	0.23		0.00	0.00	0.00		0.66	0.66	0.00		0.00	0.66	0.00	
Volume/Cap:	0.71	0.00	1.11		0.00	0.00	0.00		1.11	1.11	0.00		0.00	0.64	0.00	
Uniform Del:	23.0	0.0	25.0		0.0	0.0	0.0		11.0	11.0	0.0		0.0	6.5	0.0	
IncremntDel:	3.0	0.0	78.7		0.0	0.0	0.0		54.8	54.8	0.0		0.0	0.6	0.0	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	0.00	1.00		0.00	0.00	0.00		1.00	1.00	0.00		0.00	1.00	0.00	
Delay/Veh:	26.1	0.0	103.7		0.0	0.0	0.0		65.8	65.8	0.0		0.0	7.1	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	26.1	0.0	103.7		0.0	0.0	0.0		65.8	65.8	0.0		0.0	7.1	0.0	
LOS by Move:	C	A	F		A	A	A		E	E	A		A	A	A	
HCM2kAvgQ:	7	0	17		0	0	0		46	46	0		0	10	0	

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 US 101 SB Ramps & Marsh Rd.

Cycle (sec): 65 Critical Vol./Cap.(X): 0.983
Loss Time (sec): 7 (Y+R=4.0 sec) Average Delay (sec/veh): 34.6
Optimal Cycle: 128 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:	Split Phase				Split Phase				Permitted				Permitted			
Rights:	Include				Include				Ignore				Ignore			
Min. Green:	0	0	0		5	0	5		0	5	0		0	5	0	
Lanes:	0	0 0	0	0	2	0 0	0	1	0	0 2	0	1	0	0 2	0	1
Volume Module: >> Count Date: 30 Sep 2009 << 4:30 - 5:30 PM																
Base Vol:	0	0	0		1355	0	453		0	1181	651		0	940	282	
Growth Adj:	1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14	
Initial Bse:	0	0	0		1545	0	516		0	1346	742		0	1072	321	
Added Vol:	0	0	0		65	0	17		0	92	0		0	371	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		1610	0	533		0	1438	742		0	1443	321	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
PHF Volume:	0	0	0		1610	0	533		0	1438	0		0	1443	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		1610	0	533		0	1438	0		0	1443	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
FinalVolume:	0	0	0		1610	0	533		0	1438	0		0	1443	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	1.00	1.00		0.90	1.00	0.83		1.00	0.93	1.00		1.00	0.93	1.00	
Lanes:	0.00	0.00	0.00		2.00	0.00	1.00		0.00	2.00	1.00		0.00	2.00	1.00	
Final Sat.:	0	0	0		3432	0	1583		0	3538	1900		0	3538	1900	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.47	0.00	0.34		0.00	0.41	0.00		0.00	0.41	0.00	
Crit Moves:					****									****		
Green/Cycle:	0.00	0.00	0.00		0.48	0.00	0.48		0.00	0.41	0.00		0.00	0.41	0.00	
Volume/Cap:	0.00	0.00	0.00		0.98	0.00	0.71		0.00	0.98	0.00		0.00	0.98	0.00	
Uniform Del:	0.0	0.0	0.0		16.7	0.0	13.4		0.0	18.7	0.0		0.0	18.8	0.0	
IncremntDel:	0.0	0.0	0.0		18.2	0.0	3.1		0.0	18.8	0.0		0.0	19.4	0.0	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	0.00	0.00	0.00		1.00	0.00	1.00		0.00	1.00	0.00		0.00	1.00	0.00	
Delay/Veh:	0.0	0.0	0.0		34.9	0.0	16.5		0.0	37.5	0.0		0.0	38.2	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.0	0.0		34.9	0.0	16.5		0.0	37.5	0.0		0.0	38.2	0.0	
LOS by Move:	A	A	A		C	A	B		A	D	A		A	D	A	
HCM2kAvgQ:	0	0	0		24	0	10		0	22	0		0	22	0	

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 Scott Dr/Rolison at Marsh Rd.

Cycle (sec): 80 Critical Vol./Cap.(X): 0.896
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 24.2
Optimal Cycle: 78 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:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	4	4	4		4	4	4		4	6	6		4	6	6	
Lanes:	0 1	0 0	2		0 1	0 0	1		1 0	2 1	0		2 0	1 1	0	
Volume Module: >> Count Date: 4 Nov 2009 << 4:45 - 5:45 PM																
Base Vol:	28	15	267		254	9	2		42	1314	17		78	1109	214	
Growth Adj:	1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14	
Initial Bse:	32	17	304		290	10	2		48	1498	19		89	1264	244	
Added Vol:	0	0	0		0	0	0		0	94	0		0	388	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	32	17	304		290	10	2		48	1592	19		89	1652	244	
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:	32	17	304		290	10	2		48	1592	19		89	1652	244	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	32	17	304		290	10	2		48	1592	19		89	1652	244	
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:	32	17	304		290	10	2		48	1592	19		89	1652	244	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.95	0.73		0.93	0.93	0.83		0.93	0.89	0.89		0.90	0.91	0.91	
Lanes:	0.65	0.35	2.00		0.97	0.03	1.00		1.00	2.96	0.04		2.00	1.74	0.26	
Final Sat.:	1174	629	2786		1716	61	1583		1769	5012	61		3432	3024	447	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.03	0.11		0.17	0.17	0.00		0.03	0.32	0.32		0.03	0.55	0.55	
Crit Moves:			****			****			****					****		
Green/Cycle:	0.12	0.12	0.12		0.18	0.18	0.18		0.05	0.56	0.56		0.09	0.60	0.60	
Volume/Cap:	0.23	0.23	0.92		0.92	0.92	0.01		0.54	0.57	0.57		0.29	0.92	0.92	
Uniform Del:	31.9	31.9	34.8		32.0	32.0	26.7		37.1	11.4	11.4		34.2	14.4	14.4	
IncremntDel:	0.5	0.5	29.0		29.3	29.3	0.0		6.7	0.3	0.3		0.5	6.9	6.9	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	32.4	32.4	63.8		61.3	61.3	26.7		43.8	11.7	11.7		34.7	21.3	21.3	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	32.4	32.4	63.8		61.3	61.3	26.7		43.8	11.7	11.7		34.7	21.3	21.3	
LOS by Move:	C	C	E		E	E	C		D	B	B		C	C	C	
HCM2kAvgQ:	1	1	8		11	11	0		2	10	10		1	27	27	

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 Bohannon/ Florence & Marsh Rd.

Cycle (sec): 80 Critical Vol./Cap.(X): 0.779
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 22.6
Optimal Cycle: 45 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:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	4	4	4		4	4	4		4	6	6		4	6	6	
Lanes:	1 0	0 1	0		1 1	0 0	1		1 0	1 1	0		1 0	2 0	1	
Volume Module: >> Count Date: 7 Oct 2009 << 4:30 - 5:30 pm																
Base Vol:	95	32	58		428	30	128		239	885	55		26	833	316	
Growth Adj:	1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14	
Initial Bse:	108	36	66		488	34	146		272	1009	63		30	950	360	
Added Vol:	0	0	0		0	0	0		0	94	0		0	388	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	108	36	66		488	34	146		272	1103	63		30	1338	360	
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:	108	36	66		488	34	146		272	1103	63		30	1338	360	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	108	36	66		488	34	146		272	1103	63		30	1338	360	
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:	108	36	66		488	34	146		272	1103	63		30	1338	360	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.93	0.88	0.88		0.94	0.94	0.83		0.93	0.92	0.92		0.93	0.93	0.83	
Lanes:	1.00	0.36	0.64		1.87	0.13	1.00		1.00	1.89	0.11		1.00	2.00	1.00	
Final Sat.:	1769	598	1084		3323	233	1583		1769	3321	189		1769	3538	1583	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.06	0.06		0.15	0.15	0.09		0.15	0.33	0.33		0.02	0.38	0.23	
Crit Moves:	****				****				****					****		
Green/Cycle:	0.08	0.08	0.08		0.19	0.19	0.19		0.20	0.59	0.59		0.09	0.49	0.49	
Volume/Cap:	0.78	0.78	0.78		0.78	0.78	0.49		0.78	0.56	0.56		0.19	0.78	0.47	
Uniform Del:	36.2	36.2	36.2		30.9	30.9	29.0		30.4	9.9	9.9		33.7	17.0	13.7	
IncremntDel:	24.0	24.6	24.6		5.8	5.8	1.3		10.7	0.3	0.3		0.6	2.4	0.5	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	60.1	60.8	60.8		36.7	36.7	30.3		41.1	10.2	10.2		34.3	19.4	14.2	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	60.1	60.8	60.8		36.7	36.7	30.3		41.1	10.2	10.2		34.3	19.4	14.2	
LOS by Move:	E	E	E		D	D	C		D	B	B		C	B	B	
HCM2kAvgQ:	5	4	4		8	8	4		8	10	10		1	16	6	

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 Bay Rd. & Marsh Rd.

Cycle (sec): 80 Critical Vol./Cap.(X): 0.691
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 15.3
Optimal Cycle: 34 Level Of Service: B

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				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	6	6	6		6	6	6		6	6	6		4	6	6	
Lanes:	0	0	1! 0	0	0	0	1! 0	0	0	1	0	1	0	1	0	1	0
Volume Module: >> Count Date: 6 Oct 2009 << 5:00 - 6:00 PM																
Base Vol:	57	8	180		55	31	3		5	819	90		200	891	47	
Growth Adj:	1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14	
Initial Bse:	65	9	205		63	35	3		6	934	103		228	1016	54	
Added Vol:	2	0	0		0	0	0		0	94	2		0	388	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	67	9	205		63	35	3		6	1028	105		228	1404	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:	67	9	205		63	35	3		6	1028	105		228	1404	54	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	67	9	205		63	35	3		6	1028	105		228	1404	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:	67	9	205		63	35	3		6	1028	105		228	1404	54	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.81	0.81	0.81		0.65	0.65	0.65		0.87	0.87	0.87		0.93	0.93	0.93	
Lanes:	0.24	0.03	0.73		0.62	0.35	0.03		0.01	1.81	0.18		1.00	1.93	0.07	
Final Sat.:	365	50	1119		766	432	42		17	2986	304		1769	3387	129	
Capacity Analysis Module:																
Vol/Sat:	0.18	0.18	0.18		0.08	0.08	0.08		0.34	0.34	0.34		0.13	0.41	0.41	
Crit Moves:		****								****			****			
Green/Cycle:	0.26	0.26	0.26		0.26	0.26	0.26		0.50	0.50	0.50		0.19	0.69	0.69	
Volume/Cap:	0.69	0.69	0.69		0.31	0.31	0.31		0.69	0.69	0.69		0.69	0.60	0.60	
Uniform Del:	26.5	26.5	26.5		23.6	23.6	23.6		15.3	15.3	15.3		30.4	6.7	6.7	
IncremntDel:	5.2	5.2	5.2		0.5	0.5	0.5		1.3	1.3	1.3		6.0	0.4	0.4	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	31.7	31.7	31.7		24.1	24.1	24.1		16.6	16.6	16.6		36.4	7.2	7.2	
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:	31.7	31.7	31.7		24.1	24.1	24.1		16.6	16.6	16.6		36.4	7.2	7.2	
LOS by Move:	C	C	C		C	C	C		B	B	B		D	A	A	
HCM2kAvgQ:	8	8	8		2	2	2		12	12	12		7	11	11	

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 Middlefield at Marsh (Town of Atherton)

Cycle (sec): 110 Critical Vol./Cap.(X): 1.040
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): 50.6
Optimal Cycle: 180 Level Of Service: D

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:	Ovl				Include				Include				Ovl			
Min. Green:	0	6	6		5	6	0		0	0	0		6	0	6	
Lanes:	0	0	1	0	1	1	0	1	0	0	0	0	0	1	0	0	1
Volume Module: >> Count Date: 18 Nov 2009 << 5:00 - 6:00 p.m.																
Base Vol:	0	426	548		408	269	0		0	0	0		515	0	447	
Growth Adj:	1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14	
Initial Bse:	0	486	625		465	307	0		0	0	0		587	0	510	
Added Vol:	0	58	71		25	11	0		0	0	0		113	0	277	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	544	696		490	318	0		0	0	0		700	0	787	
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	544	696		490	318	0		0	0	0		700	0	787	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	544	696		490	318	0		0	0	0		700	0	787	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	544	696		490	318	0		0	0	0		700	0	787	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	1.00	0.85		0.95	1.00	1.00		1.00	1.00	1.00		0.95	1.00	0.85	
Lanes:	0.00	1.00	1.00		1.00	1.00	0.00		0.00	0.00	0.00		1.00	0.00	1.00	
Final Sat.:	0	1900	1615		1805	1900	0		0	0	0		1805	0	1615	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.29	0.43		0.27	0.17	0.00		0.00	0.00	0.00		0.39	0.00	0.49	
Crit Moves:		****			****								****			
Green/Cycle:	0.00	0.28	0.65		0.26	0.54	0.00		0.00	0.00	0.00		0.37	0.00	0.63	
Volume/Cap:	0.00	1.04	0.66		1.04	0.31	0.00		0.00	0.00	0.00		1.04	0.00	0.77	
Uniform Del:	0.0	39.9	12.0		40.6	14.2	0.0		0.0	0.0	0.0		34.5	0.0	14.4	
IncremntDel:	0.0	50.2	1.6		52.3	0.2	0.0		0.0	0.0	0.0		45.5	0.0	3.6	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	0.00	1.00	1.00		1.00	1.00	0.00		0.00	0.00	0.00		1.00	0.00	1.00	
Delay/Veh:	0.0	90.0	13.6		92.9	14.4	0.0		0.0	0.0	0.0		80.0	0.0	17.9	
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:	0.0	90.0	13.6		92.9	14.4	0.0		0.0	0.0	0.0		80.0	0.0	17.9	
LOS by Move:	A	F	B		F	B	A		A	A	A		F	A	B	
HCM2kAvgQ:	0	26	15		24	6	0		0	0	0		33	0	20	

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 Bayfront Exp. & Willow Rd.

Cycle (sec): 130 Critical Vol./Cap.(X): 1.282
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 140.2
Optimal Cycle: 180 Level Of Service: F

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				Split Phase				Split Phase			
Rights:	Ovl				Include				Ovl				Ovl			
Min. Green:	5	5	5		5	5	5		5	5	5		5	5	5	
Lanes:	2	0	3	0	1	2	0	3	0	1	1	1	1	0	2	1	0	2	0	1
Volume Module: >> Count Date: 1 Oct 2009 << 4:45 - 5:45 PM																				
Base Vol:	362	664	1	0	2199	108	36	13	1424	44	105	8								
Growth Adj:	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14								
Initial Bse:	413	757	1	0	2507	123	41	15	1623	50	120	9								
Added Vol:	404	257	3	49	171	0	0	94	40	317	391	181								
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0								
Initial Fut:	817	1014	4	49	2678	123	41	109	1663	367	511	190								
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:	817	1014	4	49	2678	123	41	109	1663	367	511	190								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
Reduced Vol:	817	1014	4	49	2678	123	41	109	1663	367	511	190								
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:	817	1014	4	49	2678	123	41	109	1663	367	511	190								
Saturation Flow Module:																				
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900								
Adjustment:	0.90	1.03	0.83	0.90	1.03	0.83	0.92	0.92	0.88	0.93	0.93	0.83								
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	2.00	1.00	2.00	1.00								
Final Sat.:	3432	5846	1583	3432	5846	1583	1744	3488	3343	1769	3538	1583								
Capacity Analysis Module:																				
Vol/Sat:	0.24	0.17	0.00	0.01	0.46	0.08	0.02	0.03	0.50	0.21	0.14	0.12								
Crit Moves:	****				****				****	****										
Green/Cycle:	0.19	0.44	0.61	0.10	0.36	0.36	0.20	0.20	0.39	0.16	0.16	0.26								
Volume/Cap:	1.28	0.39	0.00	0.14	1.28	0.22	0.12	0.15	1.28	1.28	0.89	0.46								
Uniform Del:	52.9	24.3	10.1	53.6	41.8	29.1	42.3	42.7	39.8	54.5	53.4	40.4								
IncremntDel:	138.5	0.1	0.0	0.2	131	0.2	0.0	0.1	132.7	150.7	16.0	0.8								
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0								
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
Delay/Veh:	191.4	24.4	10.1	53.8	172	29.3	42.4	42.7	172.5	205.2	69.4	41.2								
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:	191.4	24.4	10.1	53.8	172	29.3	42.4	42.7	172.5	205.2	69.4	41.2								
LOS by Move:	F	C	B	D	F	C	D	D	F	F	E	D								
HCM2kAvgQ:	30	10	0	1	66	3	1	2	64	27	14	7								

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 Hamilton Ave. & Willow Rd.

Cycle (sec): 120 Critical Vol./Cap.(X): 0.772
Loss Time (sec): 11 (Y+R=3.0 sec) Average Delay (sec/veh): 25.7
Optimal Cycle: 72 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:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	5	5	5		5	5	5		5	5	5		5	5	5	
Lanes:	0	0	1!	0	0	0	0	1!	0	0	1	0	1	1	0	1	0	1	1	0
Volume Module: >> Count Date: 7 Oct 2009 << 5:00 - 6:00 PM																				
Base Vol:	129	6	49		73	5	73		130	1351	5		20	553	67	
Growth Adj:	1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14	
Initial Bse:	147	7	56		83	6	83		148	1540	6		23	630	76	
Added Vol:	0	0	0		0	0	7		11	134	0		0	795	1	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	147	7	56		83	6	90		159	1674	6		23	1425	77	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	147	7	56		83	6	90		159	1674	6		23	1425	77	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	147	7	56		83	6	90		159	1674	6		23	1425	77	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	147	7	56		83	6	90		159	1674	6		23	1425	77	
Saturation Flow Module:																				
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.60	0.60	0.60		0.73	0.73	0.73		0.93	0.93	0.93		0.93	0.92	0.92	
Lanes:	0.70	0.03	0.27		0.46	0.03	0.51		1.00	1.99	0.01		1.00	1.90	0.10	
Final Sat.:	804	37	305		644	44	698		1769	3526	12		1769	3329	181	
Capacity Analysis Module:																				
Vol/Sat:	0.18	0.18	0.18		0.13	0.13	0.13		0.09	0.47	0.47		0.01	0.43	0.43	
Crit Moves:		****							****					****		
Green/Cycle:	0.24	0.24	0.24		0.24	0.24	0.24		0.12	0.62	0.62		0.05	0.55	0.55	
Volume/Cap:	0.77	0.77	0.77		0.55	0.55	0.55		0.77	0.77	0.77		0.24	0.77	0.77	
Uniform Del:	42.8	42.8	42.8		40.1	40.1	40.1		51.5	16.7	16.7		54.4	20.8	20.8	
IncremntDel:	12.8	12.8	12.8		1.9	1.9	1.9		16.3	1.7	1.7		1.3	2.0	2.0	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	55.5	55.5	55.5		42.0	42.0	42.0		67.8	18.5	18.5		55.7	22.8	22.8	
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:	55.5	55.5	55.5		42.0	42.0	42.0		67.8	18.5	18.5		55.7	22.8	22.8	
LOS by Move:	E	E	E		D	D	D		E	B	B		E	C	C	
HCM2kAvgQ:	9	9	9		6	6	6		8	25	25		1	24	24	

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 Ivy Dr. & Willow Rd.

Cycle (sec): 120 Critical Vol./Cap.(X): 0.741
Loss Time (sec): 11 (Y+R=3.0 sec) Average Delay (sec/veh): 14.9
Optimal Cycle: 65 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		5	0	5		5	5	0		0	5	5	
Lanes:	0 0	0 0	0		0 0	1! 0	0		1 0	2 0	0		0 0	1 1	0	
Volume Module: >> Count Date: 6 Oct 2009 << 5:00 - 6:00 PM																
Base Vol:	0	0	0		10	0	122		98	1457	0		0	800	22	
Growth Adj:	1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14	
Initial Bse:	0	0	0		11	0	139		112	1661	0		0	912	25	
Added Vol:	0	0	0		14	0	10		10	131	0		0	699	104	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		25	0	149		122	1792	0		0	1611	129	
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		25	0	149		122	1792	0		0	1611	129	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		25	0	149		122	1792	0		0	1611	129	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	0	0		25	0	149		122	1792	0		0	1611	129	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	1.00	1.00		0.86	1.00	0.86		0.93	0.93	1.00		1.00	0.92	0.92	
Lanes:	0.00	0.00	0.00		0.15	0.00	0.85		1.00	2.00	0.00		0.00	1.85	0.15	
Final Sat.:	0	0	0		238	0	1398		1769	3538	0		0	3239	260	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.11	0.00	0.11		0.07	0.51	0.00		0.00	0.50	0.50	
Crit Moves:							****		****					****		
Green/Cycle:	0.00	0.00	0.00		0.14	0.00	0.14		0.09	0.76	0.00		0.00	0.67	0.67	
Volume/Cap:	0.00	0.00	0.00		0.74	0.00	0.74		0.74	0.66	0.00		0.00	0.74	0.74	
Uniform Del:	0.0	0.0	0.0		49.2	0.0	49.2		53.0	6.8	0.0		0.0	12.9	12.9	
IncremntDel:	0.0	0.0	0.0		11.8	0.0	11.8		16.4	0.6	0.0		0.0	1.3	1.3	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	0.00	0.00	0.00		1.00	0.00	1.00		1.00	1.00	0.00		0.00	1.00	1.00	
Delay/Veh:	0.0	0.0	0.0		61.0	0.0	61.0		69.4	7.4	0.0		0.0	14.2	14.2	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.0	0.0		61.0	0.0	61.0		69.4	7.4	0.0		0.0	14.2	14.2	
LOS by Move:	A	A	A		E	A	E		E	A	A		A	B	B	
HCM2kAvgQ:	0	0	0		8	0	8		6	17	0		0	23	23	

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 O'Brien Dr. & Willow Rd.

Cycle (sec): 120 Critical Vol./Cap.(X): 0.667
Loss Time (sec): 11 (Y+R=3.0 sec) Average Delay (sec/veh): 9.8
Optimal Cycle: 54 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	5	0	5		0	0	0		0	5	5		5	5	0	
Lanes:	1 0	1! 0	0		0 0	0 0	0		0 0	2 0	1		1 0	2 0	0	
Volume Module: >> Count Date: 8 Oct 2009 << 5:00 - 6:00 PM																
Base Vol:	120	0	35		0	0	0		0	1413	204		73	888	0	
Growth Adj:	1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14	
Initial Bse:	137	0	40		0	0	0		0	1611	233		83	1012	0	
Added Vol:	4	0	0		0	0	0		0	141	11		0	709	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	141	0	40		0	0	0		0	1752	244		83	1721	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:	141	0	40		0	0	0		0	1752	244		83	1721	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	141	0	40		0	0	0		0	1752	244		83	1721	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	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:	141	0	40		0	0	0		0	1752	244		83	1721	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.91	1.00	0.91		1.00	1.00	1.00		1.00	0.93	0.83		0.93	0.93	1.00	
Lanes:	1.64	0.00	0.36		0.00	0.00	0.00		0.00	2.00	1.00		1.00	2.00	0.00	
Final Sat.:	2841	0	627		0	0	0		0	3538	1583		1769	3538	0	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.00	0.06		0.00	0.00	0.00		0.00	0.50	0.15		0.05	0.49	0.00	
Crit Moves:			****							****			****			
Green/Cycle:	0.10	0.00	0.10		0.00	0.00	0.00		0.00	0.74	0.74		0.07	0.81	0.00	
Volume/Cap:	0.52	0.00	0.67		0.00	0.00	0.00		0.00	0.67	0.21		0.67	0.60	0.00	
Uniform Del:	51.7	0.0	52.4		0.0	0.0	0.0		0.0	7.9	4.7		54.4	4.1	0.0	
IncremntDel:	1.4	0.0	6.2		0.0	0.0	0.0		0.0	0.7	0.1		13.0	0.4	0.0	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	0.00	1.00		0.00	0.00	0.00		0.00	1.00	1.00		1.00	1.00	0.00	
Delay/Veh:	53.1	0.0	58.7		0.0	0.0	0.0		0.0	8.6	4.8		67.3	4.4	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	53.1	0.0	58.7		0.0	0.0	0.0		0.0	8.6	4.8		67.3	4.4	0.0	
LOS by Move:	D	A	E		A	A	A		A	A	A		E	A	A	
HCM2kAvgQ:	4	0	5		0	0	0		0	18	3		4	12	0	

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 Newbridge St. & Willow Rd.

Cycle (sec): 120 Critical Vol./Cap.(X): 1.071
Loss Time (sec): 14 (Y+R=3.0 sec) Average Delay (sec/veh): 57.1
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Ovl				Ovl				Include				Include			
Min. Green:	5	5	5		5	5	5		5	5	5		5	5	5	
Lanes:	2	0	1	0	1	1	0	1	0	1	1	0	2	1	0	1	0	1	1	0
Volume Module: >> Count Date: 7 Oct 2009 << 4:45 - 5:45 PM																
Base Vol:	248	170	55		38	166	219		323	1436	339		102	975	34	
Growth Adj:	1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14	
Initial Bse:	283	194	63		43	189	250		368	1637	386		116	1112	39	
Added Vol:	0	0	0		0	0	9		7	152	0		0	713	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	283	194	63		43	189	259		375	1789	386		116	1825	39	
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:	283	194	63		43	189	259		375	1789	386		116	1825	39	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	283	194	63		43	189	259		375	1789	386		116	1825	39	
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:	283	194	63		43	189	259		375	1789	386		116	1825	39	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.90	0.98	0.83		0.93	0.98	0.83		0.93	0.87	0.87		0.93	0.93	0.93	
Lanes:	2.00	1.00	1.00		1.00	1.00	1.00		1.00	2.47	0.53		1.00	1.96	0.04	
Final Sat.:	3432	1862	1583		1769	1862	1583		1769	4067	879		1769	3454	73	
Capacity Analysis Module:																
Vol/Sat:	0.08	0.10	0.04		0.02	0.10	0.16		0.21	0.44	0.44		0.07	0.53	0.53	
Crit Moves:		****				****			****					****		
Green/Cycle:	0.10	0.10	0.19		0.09	0.09	0.29		0.20	0.60	0.60		0.09	0.49	0.49	
Volume/Cap:	0.85	1.07	0.21		0.26	1.07	0.56		1.07	0.73	0.73		0.73	1.07	1.07	
Uniform Del:	53.3	54.2	41.3		50.4	54.3	35.9		48.1	17.0	17.0		53.2	30.4	30.4	
IncremntDel:	18.0	87.0	0.4		0.8	87.9	1.5		68.3	1.0	1.0		15.9	43.4	43.4	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	71.3	141	41.6		51.2	142	37.4		116.4	18.0	18.0		69.1	73.9	73.9	
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:	71.3	141	41.6		51.2	142	37.4		116.4	18.0	18.0		69.1	73.9	73.9	
LOS by Move:	E	F	D		D	F	D		F	B	B		E	E	E	
HCM2kAvgQ:	8	12	2		2	12	8		21	21	21		6	49	49	

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #13 Bay Rd. & Willow Rd.

Cycle (sec): 90 Critical Vol./Cap.(X): 0.877
Loss Time (sec): 11 (Y+R=4.0 sec) Average Delay (sec/veh): 23.9
Optimal Cycle: 93 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:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		5	0	5		5	5	0		0	5	5	
Lanes:	0	0	0	0	0	1	0	0	0	1	1	0	2	0	0	0	0	2	0	1
Volume Module: >> Count Date: 6 Oct 2009 << 5:00 - 6:00 PM																
Base Vol:	0	0	0		416	0	54		40	1436	0		0	1061	255	
Growth Adj:	1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14	
Initial Bse:	0	0	0		474	0	62		46	1637	0		0	1210	291	
Added Vol:	0	0	0		4	0	0		0	130	0		0	219	7	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		478	0	62		46	1767	0		0	1429	298	
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		478	0	62		46	1767	0		0	1429	298	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		478	0	62		46	1767	0		0	1429	298	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	0	0		478	0	62		46	1767	0		0	1429	298	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	1.00	1.00		0.93	1.00	0.83		0.93	0.93	1.00		1.00	0.93	0.83	
Lanes:	0.00	0.00	0.00		1.00	0.00	1.00		1.00	2.00	0.00		0.00	2.00	1.00	
Final Sat.:	0	0	0		1769	0	1583		1769	3538	0		0	3538	1583	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.27	0.00	0.04		0.03	0.50	0.00		0.00	0.40	0.19	
Crit Moves:					****					****			****			
Green/Cycle:	0.00	0.00	0.00		0.31	0.00	0.31		0.07	0.57	0.00		0.00	0.50	0.50	
Volume/Cap:	0.00	0.00	0.00		0.88	0.00	0.13		0.37	0.88	0.00		0.00	0.81	0.38	
Uniform Del:	0.0	0.0	0.0		29.5	0.0	22.4		40.0	16.7	0.0		0.0	18.8	13.8	
IncremntDel:	0.0	0.0	0.0		14.9	0.0	0.1		1.9	4.7	0.0		0.0	2.8	0.3	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	0.00	0.00	0.00		1.00	0.00	1.00		1.00	1.00	0.00		0.00	1.00	1.00	
Delay/Veh:	0.0	0.0	0.0		44.4	0.0	22.5		42.0	21.4	0.0		0.0	21.7	14.1	
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:	0.0	0.0	0.0		44.4	0.0	22.5		42.0	21.4	0.0		0.0	21.7	14.1	
LOS by Move:	A	A	A		D	A	C		D	C	A		A	C	B	
HCM2kAvgQ:	0	0	0		16	0	1		2	25	0		0	19	5	

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #14 Durham St. & Willow Rd.

Cycle (sec): 105 Critical Vol./Cap.(X): 0.865
Loss Time (sec): 7 (Y+R=3.0 sec) Average Delay (sec/veh): 20.2
Optimal Cycle: 82 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:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	4	4	4		4	4	4		4	10	10		4	10	10	
Lanes:	1 0	0	1	0	0 1	0	0	1	1 0	1	1	0	1 0	0	1	0
Volume Module: >> Count Date: 1 Oct 2009 << 4:00 - 5:00 PM																
Base Vol:	33	7	85		122	5	31		11	1125	10		90	818	51	
Growth Adj:	1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14	
Initial Bse:	38	8	97		139	6	35		13	1283	11		103	933	58	
Added Vol:	0	0	0		0	0	0		0	130	0		0	219	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	38	8	97		139	6	35		13	1413	11		103	1152	58	
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:	38	8	97		139	6	35		13	1413	11		103	1152	58	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	38	8	97		139	6	35		13	1413	11		103	1152	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	
FinalVolume:	38	8	97		139	6	35		13	1413	11		103	1152	58	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.44	0.84	0.84		0.52	0.52	0.83		0.93	0.93	0.93		0.93	0.97	0.97	
Lanes:	1.00	0.08	0.92		0.96	0.04	1.00		1.00	1.98	0.02		1.00	0.95	0.05	
Final Sat.:	843	122	1481		953	39	1583		1769	3506	28		1769	1760	89	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.07	0.07		0.15	0.15	0.02		0.01	0.40	0.40		0.06	0.65	0.65	
Crit Moves:						****			****					****		
Green/Cycle:	0.16	0.16	0.16		0.16	0.16	0.16		0.04	0.67	0.67		0.10	0.73	0.73	
Volume/Cap:	0.27	0.40	0.40		0.89	0.89	0.14		0.19	0.60	0.60		0.60	0.89	0.89	
Uniform Del:	38.5	39.3	39.3		43.0	43.0	37.6		48.9	9.4	9.4		45.5	10.9	10.9	
IncremntDel:	1.1	1.0	1.0		41.5	41.5	0.2		1.3	0.4	0.4		5.7	8.0	8.0	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	39.6	40.3	40.3		84.6	84.6	37.8		50.3	9.8	9.8		51.2	18.9	18.9	
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:	39.6	40.3	40.3		84.6	84.6	37.8		50.3	9.8	9.8		51.2	18.9	18.9	
LOS by Move:	D	D	D		F	F	D		D	A	A		D	B	B	
HCM2kAvgQ:	1	3	3		7	7	1		1	13	13		4	34	34	

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #15 Coleman Ave. & Willow Rd.

Cycle (sec): 105 Critical Vol./Cap.(X): 0.906
Loss Time (sec): 7 (Y+R=3.0 sec) Average Delay (sec/veh): 17.1
Optimal Cycle: 103 Level Of Service: B

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:	4	4	4		4	4	4		10	10	10		10	10	10	
Lanes:	0 0	1!	0	0	0 0	1!	0	0	1 0	0	1	0	1 0	0	1	0
Volume Module: >> Count Date: 30 Sep 2009 << 5:00 - 6:00 PM																
Base Vol:	12	11	7		92	6	35		24	1083	6		5	795	109	
Growth Adj:	1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14	
Initial Bse:	14	13	8		105	7	40		27	1235	7		6	906	124	
Added Vol:	0	0	0		0	0	0		0	130	0		0	219	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	14	13	8		105	7	40		27	1365	7		6	1125	124	
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:	14	13	8		105	7	40		27	1365	7		6	1125	124	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	14	13	8		105	7	40		27	1365	7		6	1125	124	
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:	14	13	8		105	7	40		27	1365	7		6	1125	124	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.86	0.86	0.86		0.73	0.73	0.73		0.12	0.98	0.98		0.06	0.97	0.97	
Lanes:	0.40	0.37	0.23		0.69	0.05	0.26		1.00	0.99	0.01		1.00	0.90	0.10	
Final Sat.:	650	596	379		965	63	367		229	1851	9		121	1652	182	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.02	0.02		0.11	0.11	0.11		0.12	0.74	0.74		0.05	0.68	0.68	
Crit Moves:						****				****						
Green/Cycle:	0.12	0.12	0.12		0.12	0.12	0.12		0.81	0.81	0.81		0.81	0.81	0.81	
Volume/Cap:	0.18	0.18	0.18		0.91	0.91	0.91		0.15	0.91	0.91		0.06	0.84	0.84	
Uniform Del:	41.5	41.5	41.5		45.6	45.6	45.6		2.1	7.0	7.0		1.9	5.7	5.7	
IncremntDel:	0.4	0.4	0.4		43.6	43.6	43.6		0.4	8.2	8.2		0.2	4.3	4.3	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	42.0	42.0	42.0		89.2	89.2	89.2		2.4	15.2	15.2		2.2	10.1	10.1	
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:	42.0	42.0	42.0		89.2	89.2	89.2		2.4	15.2	15.2		2.2	10.1	10.1	
LOS by Move:	D	D	D		F	F	F		A	B	B		A	B	B	
HCM2kAvgQ:	1	1	1		8	8	8		0	35	35		0	26	26	

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #16 Gilbert Ave. & Willow Rd.

Cycle (sec): 105 Critical Vol./Cap.(X): 0.844
Loss Time (sec): 7 (Y+R=3.0 sec) Average Delay (sec/veh): 14.3
Optimal Cycle: 74 Level Of Service: B

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:	5	5	5		5	5	5		12	12	12		12	12	12	
Lanes:	1	0	0	1	0	1	0	0	1	0	1	0	0	1	0	
Volume Module: >> Count Date: 1 Oct 2009 << 5:00 - 6:00 PM																
Base Vol:	92	31	75		29	30	4		4	969	36		37	832	17	
Growth Adj:	1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14	
Initial Bse:	105	35	85		33	34	5		5	1105	41		42	948	19	
Added Vol:	18	0	7		0	0	0		0	123	22		24	195	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	123	35	92		33	34	5		5	1228	63		66	1143	19	
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:	123	35	92		33	34	5		5	1228	63		66	1143	19	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	123	35	92		33	34	5		5	1228	63		66	1143	19	
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:	123	35	93		33	34	5		5	1228	63		66	1143	19	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.72	0.87	0.87		0.44	0.96	0.96		0.17	0.97	0.97		0.11	0.98	0.98	
Lanes:	1.00	0.28	0.72		1.00	0.88	0.12		1.00	0.95	0.05		1.00	0.98	0.02	
Final Sat.:	1370	459	1200		836	1613	215		317	1759	90		218	1825	31	
Capacity Analysis Module:																
Vol/Sat:	0.09	0.08	0.08		0.04	0.02	0.02		0.01	0.70	0.70		0.30	0.63	0.63	
Crit Moves:	****									****						
Green/Cycle:	0.11	0.11	0.11		0.11	0.11	0.11		0.83	0.83	0.83		0.83	0.83	0.83	
Volume/Cap:	0.84	0.73	0.73		0.37	0.20	0.20		0.02	0.84	0.84		0.37	0.76	0.76	
Uniform Del:	46.1	45.4	45.4		43.7	42.8	42.8		1.6	5.2	5.2		2.3	4.2	4.2	
IncremntDel:	33.9	13.9	13.9		2.6	0.5	0.5		0.0	4.5	4.5		1.3	2.2	2.2	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	79.9	59.4	59.4		46.3	43.4	43.4		1.6	9.7	9.7		3.5	6.4	6.4	
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:	79.9	59.4	59.4		46.3	43.4	43.4		1.6	9.7	9.7		3.5	6.4	6.4	
LOS by Move:	E	E	E		D	D	D		A	A	A		A	A	A	
HCM2kAvgQ:	6	6	6		1	1	1		0	26	26		1	19	19	

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #17 Middlefield Rd. & Willow Rd.

Cycle (sec): 130 Critical Vol./Cap.(X): 1.539
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 215.0
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Split Phase				Split Phase				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	8	8	8		8	8	8		8	8	8		8	8	8	
Lanes:	1	0	2	0	1	1	1	0	1	0	1	0	1	1	0	0	1
Volume Module: >> Count Date: 30 Sep 2009 << 4:45 - 5:45 PM																
Base Vol:	97	438	491		477	413	19		36	170	158		382	95	410	
Growth Adj:	1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14	
Initial Bse:	111	499	560		544	471	22		41	194	180		435	108	467	
Added Vol:	15	8	31		82	8	0		0	32	24		105	21	86	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	126	507	591		626	479	22		41	226	204		540	129	553	
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:	126	507	591		626	479	22		41	226	204		540	129	553	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	126	507	591		626	479	22		41	226	204		540	129	553	
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:	126	507	591		626	479	22		41	226	204		540	129	553	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.93	0.93	0.42		0.90	0.90	0.90		0.93	0.98	0.83		0.94	0.94	0.83	
Lanes:	1.00	2.00	1.00		1.67	1.27	0.06		1.00	1.00	1.00		1.61	0.39	1.00	
Final Sat.:	1769	3538	791		2860	2189	99		1769	1862	1583		2888	691	1583	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.14	0.75		0.22	0.22	0.22		0.02	0.12	0.13		0.19	0.19	0.35	
Crit Moves:			****			****					****				****	
Green/Cycle:	0.49	0.49	0.49		0.14	0.14	0.14		0.08	0.08	0.08		0.23	0.23	0.23	
Volume/Cap:	0.15	0.30	1.54		1.54	1.54	1.54		0.28	1.45	1.54		0.82	0.82	1.54	
Uniform Del:	18.5	20.1	33.5		55.8	55.8	55.8		55.9	59.6	59.6		47.8	47.8	50.2	
IncremntDel:	0.1	0.1	255.1		249.2	249	249.2		1.0	233	276.4		6.8	6.8	255.9	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	18.6	20.2	288.5		305.0	305	305.0		56.9	293	335.9		54.6	54.6	306.1	
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:	18.6	20.2	288.5		305.0	305	305.0		56.9	293	335.9		54.6	54.6	306.1	
LOS by Move:	B	C	F		F	F	F		E	F	F		D	D	F	
HCM2kAvgQ:	3	6	50		34	34	34		2	19	19		15	15	47	

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #18 Bayfront Exp. & University Ave.

Cycle (sec): 150 Critical Vol./Cap.(X): 1.560
Loss Time (sec): 10 (Y+R=3.0 sec) Average Delay (sec/veh): 244.3
Optimal Cycle: 180 Level Of Service: F

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				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	5	5	0	0	5	5	5	0	5	0	0	0				
Lanes:	2	0	3	0	0	0	0	3	0	1	2	0	0	0	3	0	0	0	0	0
Volume Module: >> Count Date: 1 Oct 2009 << 5:00 - 6:00 PM																
Base Vol:	377	968	0	0	3488	127	60	0	1667	0	0	0				
Growth Adj:	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14				
Initial Bse:	430	1104	0	0	3976	145	68	0	1900	0	0	0				
Added Vol:	9	116	0	0	431	98	12	0	26	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	439	1220	0	0	4407	243	80	0	1926	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:	439	1220	0	0	4407	243	80	0	1926	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	439	1220	0	0	4407	243	80	0	1926	0	0	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	439	1220	0	0	4407	243	80	0	1926	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.90	0.89	1.00	1.00	0.89	0.83	0.90	1.00	0.73	1.00	1.00	1.00				
Lanes:	2.00	3.00	0.00	0.00	3.00	1.00	2.00	0.00	3.00	0.00	0.00	0.00				
Final Sat.:	3432	5083	0	0	5083	1583	3432	0	4178	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.13	0.24	0.00	0.00	0.87	0.15	0.02	0.00	0.46	0.00	0.00	0.00				
Crit Moves:	****				****				****							
Green/Cycle:	0.08	0.64	0.00	0.00	0.56	0.56	0.30	0.00	0.30	0.00	0.00	0.00				
Volume/Cap:	1.56	0.38	0.00	0.00	1.56	0.28	0.08	0.00	1.56	0.00	0.00	0.00				
Uniform Del:	68.9	12.9	0.0	0.0	33.3	17.5	38.1	0.0	52.8	0.0	0.0	0.0				
IncremntDel:	268.7	0.1	0.0	0.0	254	0.2	0.0	0.0	256.0	0.0	0.0	0.0				
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00				
Delay/Veh:	337.5	13.0	0.0	0.0	287	17.7	38.1	0.0	308.8	0.0	0.0	0.0				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	337.5	13.0	0.0	0.0	287	17.7	38.1	0.0	308.8	0.0	0.0	0.0				
LOS by Move:	F	B	A	A	F	B	D	A	F	A	A	A				
HCM2kAvgQ:	22	9	0	0	142	6	1	0	66	0	0	0				

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #19 O'Brien Dr. & University Ave.

Cycle (sec): 85 Critical Vol./Cap.(X): 0.776
Loss Time (sec): 11 (Y+R=3.0 sec) Average Delay (sec/veh): 14.7
Optimal Cycle: 66 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	5	0	5	5	5	0	0	5	5			
Lanes:	0	0	0	0	0	0	0	0	1!	0	0	1	0	2	0	0	0	0	1	1	0
Volume Module: >> Count Date: 8 Oct 2009 << 5:00 - 6:00 PM																
Base Vol:	0	0	0	0	120	0	99	20	1599	0	0	454	16			
Growth Adj:	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14				
Initial Bse:	0	0	0	137	0	113	23	1823	0	0	518	18				
Added Vol:	0	0	0	11	0	0	0	27	0	0	103	4				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	0	0	0	148	0	113	23	1850	0	0	621	22				
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	148	0	113	23	1850	0	0	621	22				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	0	0	148	0	113	23	1850	0	0	621	22				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	0	0	0	148	0	113	23	1850	0	0	621	22				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	1.00	1.00	1.00	0.90	1.00	0.90	0.93	0.93	1.00	1.00	0.93	0.93				
Lanes:	0.00	0.00	0.00	0.57	0.00	0.43	1.00	2.00	0.00	0.00	1.93	0.07				
Final Sat.:	0	0	0	967	0	738	1769	3538	0	0	3398	122				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.15	0.00	0.15	0.01	0.52	0.00	0.00	0.18	0.18				
Crit Moves:						****		****		****						
Green/Cycle:	0.00	0.00	0.00	0.20	0.00	0.20	0.16	0.67	0.00	0.00	0.51	0.51				
Volume/Cap:	0.00	0.00	0.00	0.78	0.00	0.78	0.08	0.78	0.00	0.00	0.36	0.36				
Uniform Del:	0.0	0.0	0.0	32.4	0.0	32.4	30.1	9.5	0.0	0.0	12.5	12.5				
IncremntDel:	0.0	0.0	0.0	10.9	0.0	10.9	0.1	1.7	0.0	0.0	0.1	0.1				
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00				
Delay/Veh:	0.0	0.0	0.0	43.2	0.0	43.2	30.2	11.2	0.0	0.0	12.6	12.6				
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:	0.0	0.0	0.0	43.2	0.0	43.2	30.2	11.2	0.0	0.0	12.6	12.6				
LOS by Move:	A	A	A	D	A	D	C	B	A	A	B	B				
HCM2kAvgQ:	0	0	0	9	0	9	1	19	0	0	5	5				

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #20 University & Kavanaugh

Cycle (sec): 100 Critical Vol./Cap.(X): 0.741
Loss Time (sec): 11 (Y+R=3.0 sec) Average Delay (sec/veh): 17.5
Optimal Cycle: 85 Level Of Service: B

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:	5	5		5	5	5		5	5	5		5	5	5		5
Lanes:	0	0	1!	0	0	0	1!	0	0	1	0	1	1	0	1	0
Volume Module:																
Base Vol:	35	31		12	19	29		82	26	1579		19	18	527		13
Growth Adj:	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14		1.14
Initial Bse:	40	35		14	22	33		93	30	1800		22	21	601		15
Added Vol:	0	0		0	0	0		0	0	27		0	0	103		0
PasserByVol:	0	0		0	0	0		0	0	0		0	0	0		0
Initial Fut:	40	35		14	22	33		93	30	1827		22	21	704		15
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	35		14	22	33		93	30	1827		22	21	704		15
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	40	35		14	22	33		93	30	1827		22	21	704		15
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	35		14	22	33		93	30	1827		22	21	704		15
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900
Adjustment:	0.96	0.96		0.96	0.91	0.91		0.91	0.95	0.95		0.95	0.95	0.95		0.95
Lanes:	0.45	0.40		0.15	0.15	0.22		0.63	1.00	1.98		0.02	1.00	1.96		0.04
Final Sat.:	816	723		280	252	385		1089	1805	3561		42	1805	3525		74
Capacity Analysis Module:																
Vol/Sat:	0.05	0.05		0.05	0.09	0.09		0.09	0.02	0.51		0.51	0.01	0.20		0.20
Crit Moves:		****			****					****			****			
Green/Cycle:	0.06	0.06		0.06	0.11	0.11		0.11	0.14	0.67		0.67	0.05	0.57		0.57
Volume/Cap:	0.76	0.77		0.77	0.77	0.78		0.78	0.11	0.77		0.77	0.23	0.35		0.35
Uniform Del:	46.0	46.1		46.1	43.2	43.3		43.3	37.3	11.5		11.5	45.6	11.4		11.4
IncremntDel:	24.8	26.7		26.7	17.3	18.1		18.1	0.2	1.6		1.6	1.3	0.1		0.1
InitQueuDel:	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0
Delay Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Delay/Veh:	70.8	72.9		72.9	60.5	61.4		61.4	37.5	13.1		13.1	46.9	11.5		11.5
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:	70.8	72.9		72.9	60.5	61.4		61.4	37.5	13.1		13.1	46.9	11.5		11.5
LOS by Move:	E	E		E	E	E		E	D	B		B	D	B		B
HCM2kAvgQ:	4	5		5	6	6		6	1	22		22	1	6		6

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #21 University & Bay

Cycle (sec): 100 Critical Vol./Cap.(X): 0.927
Loss Time (sec): 11 (Y+R=3.0 sec) Average Delay (sec/veh): 39.7
Optimal Cycle: 122 Level Of Service: D

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:	5	5		5	5	5		5	5	5		5	5	5		5
Lanes:	1	1	0	0	1	1	0	1	0	1	1	0	1	0	1	0
Volume Module:																
Base Vol:	150	219		345	94	262		110	93	1291		87	119	540		49
Growth Adj:	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14		1.14
Initial Bse:	171	250		393	107	299		125	106	1472		99	136	616		56
Added Vol:	0	0		0	0	0		0	0	27		0	0	103		0
PasserByVol:	0	0		0	0	0		0	0	0		0	0	0		0
Initial Fut:	171	250		393	107	299		125	106	1499		99	136	719		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:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	171	250		393	107	299		125	106	1499		99	136	719		56
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	171	250		393	107	299		125	106	1499		99	136	719		56
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:	171	250		393	107	299		125	106	1499		99	136	719		56
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900
Adjustment:	0.98	0.98		0.85	0.95	1.00		0.85	0.95	0.94		0.94	0.95	0.94		0.94
Lanes:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.88		0.12	1.00	1.86		0.14
Final Sat.:	1862	1862		1615	1805	1900		1615	1805	3355		222	1805	3313		258
Capacity Analysis Module:																
Vol/Sat:	0.09	0.13		0.24	0.06	0.16		0.08	0.06	0.45		0.45	0.08	0.22		0.22
Crit Moves:				****	****					****			****			
Green/Cycle:	0.12	0.26		0.26	0.06	0.21		0.21	0.12	0.48		0.48	0.08	0.44		0.44
Volume/Cap:	0.76	0.51		0.93	0.93	0.76		0.38	0.49	0.93		0.93	0.93	0.49		0.49
Uniform Del:	42.6	31.4		35.9	46.6	37.4		34.1	41.1	24.2		24.2	45.6	19.8		19.8
IncremntDel:	6.2	0.5		26.3	61.0	8.5		0.7	1.7	9.1		9.1	52.8	0.2		0.2
InitQueuDel:	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0
Delay Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Delay/Veh:	48.8	31.9		62.2	107.5	45.9		34.9	42.9	33.4		33.4	98.4	20.0		20.0
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:	48.8	31.9		62.2	107.5	45.9		34.9	42.9	33.4		33.4	98.4	20.0		20.0
LOS by Move:	D	C		E	F	D		C	D	C		C	F	C		C
HCM2kAvgQ:	7	7		16	6	10		4	4	29		29	7	9		9

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #22 University & Runnymede

Cycle (sec): 100 Critical Vol./Cap.(X): 0.778
Loss Time (sec): 11 (Y+R=3.0 sec) Average Delay (sec/veh): 24.7
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:	5	5	5		5	5	5		5	5	5		5	5	5	
Lanes:	0	0	1!	0	0	0	1!	0	0	1	0	1	1	0	1	0	1	0
Volume Module:																		
Base Vol:	78	109	59		17	76	27		29	1264	78		44	793	17	
Growth Adj:	1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14	
Initial Bse:	89	124	67		19	87	31		33	1441	89		50	904	19	
Added Vol:	0	0	0		0	0	0		0	27	0		0	103	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	89	124	67		19	87	31		33	1468	89		50	1007	19	
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:	89	124	67		19	87	31		33	1468	89		50	1007	19	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	89	124	67		19	87	31		33	1468	89		50	1007	19	
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:	89	124	67		19	87	31		33	1468	89		50	1007	19	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.95	0.95		0.96	0.96	0.96		0.95	0.94	0.94		0.95	0.95	0.95	
Lanes:	0.32	0.44	0.24		0.14	0.63	0.23		1.00	1.89	0.11		1.00	1.96	0.04	
Final Sat.:	574	802	434		259	1159	412		1805	3373	204		1805	3531	68	
Capacity Analysis Module:																
Vol/Sat:	0.15	0.15	0.15		0.07	0.07	0.07		0.02	0.44	0.44		0.03	0.29	0.29	
Crit Moves:	****					****				****			****			
Green/Cycle:	0.20	0.20	0.20		0.09	0.09	0.09		0.09	0.55	0.55		0.05	0.51	0.51	
Volume/Cap:	0.79	0.79	0.79		0.79	0.79	0.79		0.20	0.79	0.79		0.56	0.56	0.56	
Uniform Del:	38.3	38.3	38.3		44.3	44.3	44.3		42.2	17.9	17.9		46.4	16.8	16.8	
IncremntDel:	11.5	11.5	11.5		21.5	21.5	21.5		0.6	2.3	2.3		7.4	0.4	0.4	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	49.8	49.8	49.8		65.8	65.8	65.8		42.9	20.2	20.2		53.9	17.2	17.2	
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:	49.8	49.8	49.8		65.8	65.8	65.8		42.9	20.2	20.2		53.9	17.2	17.2	
LOS by Move:	D	D	D		E	E	E		D	C	C		D	B	B	
HCM2kAvgQ:	10	10	10		6	6	6		1	22	22		2	12	12	

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #23 University & Bell

Cycle (sec): 90 Critical Vol./Cap.(X): 0.613
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 8.2
Optimal Cycle: 86 Level Of Service: A

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:	18	18	18		18	18	18		64	64	64		64	64	64	
Lanes:	0	0	1!	0	0	0	1!	0	0	1	0	1	1	0	1	0	1	0
Volume Module:																		
Base Vol:	60	83	38		11	68	22		42	1322	87		37	787	22	
Growth Adj:	1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14	
Initial Bse:	68	95	43		13	78	25		48	1507	99		42	897	25	
Added Vol:	0	0	0		0	0	0		0	27	0		0	103	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	68	95	43		13	78	25		48	1534	99		42	1000	25	
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:	68	95	43		13	78	25		48	1534	99		42	1000	25	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	68	95	43		13	78	25		48	1534	99		42	1000	25	
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:	68	95	43		13	78	25		48	1534	99		42	1000	25	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.84	0.84	0.84		0.94	0.94	0.94		0.25	0.94	0.94		0.11	0.95	0.95	
Lanes:	0.33	0.46	0.21		0.11	0.67	0.22		1.00	1.88	0.12		1.00	1.95	0.05	
Final Sat.:	528	730	334		195	1205	390		469	3360	217		205	3508	88	
Capacity Analysis Module:																
Vol/Sat:	0.13	0.13	0.13		0.06	0.06	0.06		0.10	0.46	0.46		0.21	0.29	0.29	
Crit Moves:		****								****						
Green/Cycle:	0.21	0.21	0.21		0.21	0.21	0.21		0.74	0.74	0.74		0.74	0.74	0.74	
Volume/Cap:	0.61	0.61	0.61		0.30	0.30	0.30		0.14	0.61	0.61		0.28	0.38	0.38	
Uniform Del:	32.2	32.2	32.2		29.9	29.9	29.9		3.3	5.4	5.4		3.7	4.1	4.1	
IncremntDel:	3.3	3.3	3.3		0.5	0.5	0.5		0.2	0.4	0.4		1.0	0.1	0.1	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	35.5	35.5	35.5		30.4	30.4	30.4		3.5	5.8	5.8		4.7	4.2	4.2	
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:	35.5	35.5	35.5		30.4	30.4	30.4		3.5	5.8	5.8		4.7	4.2	4.2	
LOS by Move:	D	D	D		C	C	C		A	A	A		A	A	A	
HCM2kAvgQ:	6	6	6		3	3	3		0	12	12		1	5	5	

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #24 University & Donohoe

Cycle (sec): 100 Critical Vol./Cap.(X): 0.973
Loss Time (sec): 11 (Y+R=3.0 sec) Average Delay (sec/veh): 45.6
Optimal Cycle: 160 Level Of Service: D

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:	5	5	5				5	5	5				5	5	5				5	5	5			
Lanes:	1	1	0	1	1		1	0	1	0	1		1	0	1	1	0		2	0	1	1	0	
Volume Module:																								
Base Vol:	315	485	599				32	175	224				217	784	540				115	663	173			
Growth Adj:	1.14	1.14	1.14				1.14	1.14	1.14				1.14	1.14	1.14				1.14	1.14	1.14			
Initial Bse:	359	553	683				36	199	255				247	894	616				131	756	197			
Added Vol:	8	0	7				0	0	0				0	21	0				0	103	0			
PasserByVol:	0	0	0				0	0	0				0	0	0				0	0	0			
Initial Fut:	367	553	690				36	199	255				247	915	616				131	859	197			
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:	367	553	690				36	199	255				247	915	616				131	859	197			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	367	553	690				36	199	255				247	915	616				131	859	197			
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:	367	553	690				36	200	255				247	915	616				131	859	197			
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900				1900	1900	1900				1900	1900	1900				1900	1900	1900			
Adjustment:	0.88	0.88	0.88				0.95	1.00	0.85				0.95	0.89	0.89				0.92	0.92	0.92			
Lanes:	1.00	1.33	1.67				1.00	1.00	1.00				1.00	1.20	0.80				2.00	1.63	0.37			
Final Sat.:	1671	2230	2783				1805	1900	1615				1805	2028	1365				3502	2854	655			
Capacity Analysis Module:																								
Vol/Sat:	0.22	0.25	0.25				0.02	0.11	0.16				0.14	0.45	0.45				0.04	0.30	0.30			
Crit Moves:	****								****					****					****					
Green/Cycle:	0.22	0.32	0.32				0.06	0.16	0.16				0.16	0.46	0.46				0.05	0.35	0.35			
Volume/Cap:	0.99	0.78	0.78				0.31	0.66	0.99				0.86	0.99	0.99				0.75	0.86	0.86			
Uniform Del:	38.7	30.9	30.9				44.7	39.4	41.9				41.0	26.8	26.8				46.9	30.4	30.4			
IncremntDel:	19.1	1.9	1.9				1.6	5.1	52.1				22.7	19.7	19.7				16.3	6.6	6.6			
InitQueuDel:	0.0	0.0	0.0				0.0	0.0	0.0				0.0	0.0	0.0				0.0	0.0	0.0			
Delay Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
Delay/Veh:	57.8	32.8	32.8				46.2	44.5	93.9				63.8	46.5	46.5				63.2	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:	57.8	32.8	32.8				46.2	44.5	93.9				63.8	46.5	46.5				63.2	37.0	37.0			
LOS by Move:	E	C	C				D	D	F				E	D	D				E	D	D			
HCM2kAvgQ:	17	14	14				1	7	13				10	32	32				4	19	19			

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #25 NB 101 & Donohoe St

Cycle (sec): 90 Critical Vol./Cap.(X): 0.535
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 22.2
Optimal Cycle: 82 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	32	32				0	32	0				28	0	28				0	0	18			
Lanes:	0	0	2	1	0		0	0	2	0	0		2	0	0	0	1		0	0	0	0	1	
Volume Module:																								
Base Vol:	0	802	19				0	783	0				765	0	277				0	0	16			
Growth Adj:	1.14	1.14	1.14				1.14	1.14	1.14				1.14	1.14	1.14				1.14	1.14	1.14			
Initial Bse:	0	914	22				0	893	0				872	0	316				0	0	18			
Added Vol:	0	0	0				0	0	0				14	0	0				0	0	0			
PasserByVol:	0	0	0				0	0	0				0	0	0				0	0	0			
Initial Fut:	0	914	22				0	893	0				886	0	316				0	0	18			
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	914	22				0	893	0				886	0	316				0	0	18			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	0	914	22				0	893	0				886	0	316				0	0	18			
PCE Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
FinalVolume:	0	914	22				0	893	0				886	0	316				0	0	18			
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900				1900	1900	1900				1900	1900	1900				1900	1900	1900			
Adjustment:	1.00	0.91	0.91				1.00	0.95	1.00				0.92	1.00	0.85				1.00	1.00	0.87			
Lanes:	0.00	2.93	0.07				0.00	2.00	0.00				2.00	0.00	1.00				0.00	0.00	1.00			
Final Sat.:	0	5052	120				0	3610	0				3502	0	1615				0	0	1644			
Capacity Analysis Module:																								
Vol/Sat:	0.00	0.18	0.18				0.00	0.25	0.00				0.25	0.00	0.20				0.00	0.00	0.01			
Crit Moves:	****							****					****								****			
Green/Cycle:	0.00	0.37	0.37				0.00	0.37	0.00				0.38	0.00	0.58				0.00	0.00	0.20			
Volume/Cap:	0.00	0.48	0.48				0.00	0.66	0.00				0.66	0.00	0.34				0.00	0.00	0.06			
Uniform Del:	0.0	21.6	21.6				0.0	23.5	0.0				23.0	0.0	9.8				0.0	0.0	29.1			
IncremntDel:	0.0	0.2	0.2				0.0	1.2	0.0				1.3	0.0	0.2				0.0	0.0	0.1			
InitQueuDel:	0.0	0.0	0.0				0.0	0.0	0.0				0.0	0.0	0.0				0.0	0.0	0.0			
Delay Adj:	0.00	1.00	1.00				0.00	1.00	0.00				1.00	0.00	1.00				0.00	0.00	1.00			
Delay/Veh:	0.0	21.8	21.8				0.0	24.7	0.0				24.3	0.0	10.0				0.0	0.0	29.2			
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:	0.0	21.8	21.8				0.0	24.7	0.0				24.3	0.0	10.0				0.0	0.0	29.2			
LOS by Move:	A	C	C				A	C	A				C	A	A				A	A	C			
HCM2kAvgQ:	0	7	7				0	12	0				11	0	5				0	0	0			

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #26 University & SB US 101

Cycle (sec): 90 Critical Vol./Cap.(X): 0.600
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 34.3
Optimal Cycle: 180 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:	Permitted				Protected				Permitted				Protected			
Rights:	Include				Include				Ovl				Include			
Min. Green:	18	18	18		0	0	0		0	39	57		21	64	0	
Lanes:	1	0 1!	0 1		0	0 0	0 0		0	0 2	0 2		2	0 2	0 0	
Volume Module:																
Base Vol:	305	1	439		0	0	0		0	1391	388		487	927	0	
Growth Adj:	1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14	
Initial Bse:	348	1	500		0	0	0		0	1586	442		555	1057	0	
Added Vol:	0	0	0		0	0	0		0	21	40		54	69	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	348	1	500		0	0	0		0	1607	482		609	1126	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:	348	1	500		0	0	0		0	1607	482		609	1126	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	348	1	500		0	0	0		0	1607	482		609	1126	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	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:	348	1	500		0	0	0		0	1607	482		609	1126	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.86	0.86	0.86		1.00	1.00	1.00		1.00	0.95	0.75		0.92	0.95	1.00	
Lanes:	1.41	0.01	1.58		0.00	0.00	0.00		0.00	2.00	2.00		2.00	2.00	0.00	
Final Sat.:	2292	4	2585		0	0	0		0	3610	2842		3502	3610	0	
Capacity Analysis Module:																
Vol/Sat:	0.15	0.26	0.19		0.00	0.00	0.00		0.00	0.45	0.17		0.17	0.31	0.00	
Crit Moves:		****												****		
Green/Cycle:	0.20	0.20	0.20		0.00	0.00	0.00		0.00	0.43	0.43		0.32	0.76	0.00	
Volume/Cap:	0.76	1.31	0.97		0.00	0.00	0.00		0.00	1.03	0.39		0.54	0.41	0.00	
Uniform Del:	33.9	36.0	35.7		0.0	0.0	0.0		0.0	25.5	17.4		25.0	3.9	0.0	
IncremntDel:	3.1	149	22.8		0.0	0.0	0.0		0.0	30.0	0.2		0.5	0.1	0.0	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		0.00	0.00	0.00		0.00	1.00	1.00		1.00	1.00	0.00	
Delay/Veh:	37.0	185	58.5		0.0	0.0	0.0		0.0	55.5	17.6		25.6	4.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	37.0	185	58.5		0.0	0.0	0.0		0.0	55.5	17.6		25.6	4.0	0.0	
LOS by Move:	D	F	E		A	A	A		A	E	B		C	A	A	
HCM2kAvgQ:	8	26	13		0	0	0		0	33	5		8	6	0	

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #27 University Ave. & Woodland

Cycle (sec): 110 Critical Vol./Cap.(X): 0.999
Loss Time (sec): 11 (Y+R=3.0 sec) Average Delay (sec/veh): 60.1
Optimal Cycle: 180 Level Of Service: E

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:	5	5	5		5	5	5		5	5	5		5	5	5	
Lanes:	0	0 1!	0 0		2	0 0	1 0		1	0 1	1 0		1	0 2	0 1	
Volume Module:																
Base Vol:	16	87	274		612	119	34		28	809	9		274	800	327	
Growth Adj:	1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14	
Initial Bse:	18	99	312		698	136	39		32	922	10		312	912	373	
Added Vol:	0	0	0		0	0	0		0	61	0		0	69	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	18	99	312		698	136	39		32	983	10		312	981	373	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	18	99	312		698	136	39		32	983	10		312	981	373	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	18	99	312		698	136	39		32	983	10		312	981	373	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	18	99	312		698	136	39		32	983	10		312	981	373	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.90	0.90	0.90		0.92	0.97	0.97		0.95	0.95	0.95		0.95	0.95	0.85	
Lanes:	0.04	0.23	0.73		2.00	0.78	0.22		1.00	1.98	0.02		1.00	2.00	1.00	
Final Sat.:	73	395	1243		3502	1429	408		1805	3569	37		1805	3610	1615	
Capacity Analysis Module:																
Vol/Sat:	0.25	0.25	0.25		0.20	0.09	0.09		0.02	0.28	0.28		0.17	0.27	0.23	
Crit Moves:		****			****					****			****			
Green/Cycle:	0.33	0.25	0.25		0.20	0.12	0.12		0.06	0.28	0.28		0.17	0.38	0.38	
Volume/Cap:	0.77	1.00	1.00		1.00	0.77	0.77		0.27	1.00	1.00		1.00	0.71	0.60	
Uniform Del:	33.2	41.2	41.2		44.0	46.7	46.7		49.0	39.8	39.8		45.5	28.6	27.1	
IncremntDel:	6.4	43.1	43.1		33.8	14.6	14.6		1.3	28.3	28.3		50.6	1.7	1.6	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	39.6	84.2	84.2		77.8	61.3	61.3		50.3	68.1	68.1		96.1	30.3	28.7	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	39.6	84.2	84.2		77.8	61.3	61.3		50.3	68.1	68.1		96.1	30.3	28.7	
LOS by Move:	D	F	F		E	E	E		D	E	E		F	C	C	
HCM2kAvgQ:	15	20	20		18	8	8		1	24	24		16	16	11	

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #28 Middlefield Rd. & University Ave.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.683
Loss Time (sec): 11 (Y+R=3.0 sec) Average Delay (sec/veh): 35.9
Optimal Cycle: 85 Level Of Service: D

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:	5	5	5		5	5	5		5	5	5		5	5	5	
Lanes:	0	1	0	1	0	0	1	0	1	0	1	1	0	1	0	1	0
Volume Module:																	
Base Vol:	30	377	86		82	384	76		59	328	23		71	442	88	
Growth Adj:	1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14	
Initial Bse:	34	430	98		93	438	87		67	374	26		81	504	100	
Added Vol:	0	39	5		16	97	23		3	40	1		37	20	12	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	34	469	103		109	535	110		70	414	27		118	524	112	
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:	34	469	103		109	535	110		70	414	27		118	524	112	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	34	469	103		109	535	110		70	414	27		118	524	112	
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:	34	469	103		109	535	110		70	414	27		118	524	112	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	0.92	0.92		0.92	0.92	0.92		0.95	0.94	0.94		0.95	0.92	0.92	
Lanes:	0.11	1.55	0.34		0.29	1.42	0.29		1.00	1.88	0.12		1.00	1.65	0.35	
Final Sat.:	198	2714	597		509	2487	510		1805	3357	221		1805	2892	620	
Capacity Analysis Module:																
Vol/Sat:	0.17	0.17	0.17		0.22	0.22	0.22		0.04	0.12	0.12		0.07	0.18	0.18	
Crit Moves:		****			****				****					****		
Green/Cycle:	0.25	0.25	0.25		0.31	0.31	0.31		0.06	0.21	0.21		0.11	0.27	0.27	
Volume/Cap:	0.68	0.68	0.68		0.68	0.68	0.68		0.68	0.59	0.59		0.59	0.68	0.68	
Uniform Del:	33.7	33.7	33.7		29.9	29.9	29.9		46.3	35.5	35.5		42.2	33.0	33.0	
IncremntDel:	2.2	2.2	2.2		1.8	1.8	1.8		17.2	1.2	1.2		4.4	2.1	2.1	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	35.9	35.9	35.9		31.7	31.7	31.7		63.5	36.7	36.7		46.6	35.1	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:	35.9	35.9	35.9		31.7	31.7	31.7		63.5	36.7	36.7		46.6	35.1	35.1	
LOS by Move:	D	D	D		C	C	C		E	D	D		D	D	D	
HCM2kAvgQ:	10	10	10		12	12	12		3	7	7		4	10	10	

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #29 Bayfront Exp. & Chrysler Dr.

Cycle (sec): 130 Critical Vol./Cap.(X): 1.187
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 101.9
Optimal Cycle: 180 Level Of Service: F

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				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	5	5	0		0	5	5		5	0	5		0	0	0	
Lanes:	1	0	3	0	0	0	0	3	0	1	1	0	0	0	1	0	0	0	0	0
Volume Module:5:00 - 6:00 AM																	
Base Vol:	10	932	0		0	2235	16		334	0	76		0	0	0	
Growth Adj:	1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14	
Initial Bse:	11	1062	0		0	2548	18		381	0	87		0	0	0	
Added Vol:	38	364	0		0	55	0		618	0	86		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	49	1426	0		0	2603	18		999	0	173		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:	49	1426	0		0	2603	18		999	0	173		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	49	1426	0		0	2603	18		999	0	173		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	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:	49	1426	0		0	2603	18		999	0	173		0	0	0	
Saturation Flow Module:																	
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.93	0.89	1.00		1.00	0.89	0.83		0.93	1.00	0.83		1.00	1.00	1.00	
Lanes:	1.00	3.00	0.00		0.00	3.00	1.00		1.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	1769	5083	0		0	5083	1583		1769	0	1583		0	0	0	
Capacity Analysis Module:																	
Vol/Sat:	0.03	0.28	0.00		0.00	0.51	0.01		0.56	0.00	0.11		0.00	0.00	0.00	
Crit Moves:	****					****			****							
Green/Cycle:	0.04	0.46	0.00		0.00	0.42	0.42		0.47	0.00	0.47		0.00	0.00	0.00	
Volume/Cap:	0.73	0.61	0.00		0.00	1.21	0.03		1.21	0.00	0.23		0.00	0.00	0.00	
Uniform Del:	61.8	26.1	0.0		0.0	37.4	21.8		34.6	0.0	20.7		0.0	0.0	0.0	
IncremntDel:	32.1	0.5	0.0		0.0	97.6	0.0		104.3	0.0	0.2		0.0	0.0	0.0	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	0.00		0.00	1.00	1.00		1.00	0.00	1.00		0.00	0.00	0.00	
Delay/Veh:	93.9	26.5	0.0		0.0	135	21.8		138.9	0.0	20.8		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	93.9	26.5	0.0		0.0	135	21.8		138.9	0.0	20.8		0.0	0.0	0.0	
LOS by Move:	F	C	A		A	F	C		F	A	C		A	A	A	
HCM2kAvgQ:	3	16	0		0	60	0		62	0	4		0	0	0	

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #30 Bayfront Exp. & Chilco St.

Cycle (sec): 130 Critical Vol./Cap.(X): 0.776
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 19.3
Optimal Cycle: 67 Level Of Service: B

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				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	5	5	0	0	5	5	5	0	5	0	0	0				
Lanes:	1	0	3	0	0	0	0	3	0	1	1	0	0	0	1	0	0	0	0	0
Volume Module: >> Count Date: 20 Oct 2009 << 4:45 - 5:45 PM																
Base Vol:	14	783	0	0	2126	160	190	0	186	0	0	0				
Growth Adj:	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14				
Initial Bse:	16	893	0	0	2424	182	217	0	212	0	0	0				
Added Vol:	38	400	0	0	135	5	2	0	86	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	54	1293	0	0	2559	187	219	0	298	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:	54	1293	0	0	2559	187	219	0	298	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	54	1293	0	0	2559	187	219	0	298	0	0	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	54	1293	0	0	2559	187	219	0	298	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.93	0.89	1.00	1.00	0.89	0.83	0.93	1.00	0.83	1.00	1.00	1.00				
Lanes:	1.00	3.00	0.00	0.00	3.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00				
Final Sat.:	1769	5083	0	0	5083	1583	1769	0	1583	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.03	0.25	0.00	0.00	0.50	0.12	0.12	0.00	0.19	0.00	0.00	0.00				
Crit Moves:	****				****				****							
Green/Cycle:	0.04	0.69	0.00	0.00	0.65	0.65	0.24	0.00	0.24	0.00	0.00	0.00				
Volume/Cap:	0.78	0.37	0.00	0.00	0.78	0.18	0.51	0.00	0.78	0.00	0.00	0.00				
Uniform Del:	61.9	8.5	0.0	0.0	16.1	9.1	42.5	0.0	45.9	0.0	0.0	0.0				
IncremntDel:	41.1	0.1	0.0	0.0	1.2	0.1	1.0	0.0	9.6	0.0	0.0	0.0				
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00				
Delay/Veh:	103.0	8.5	0.0	0.0	17.4	9.2	43.5	0.0	55.5	0.0	0.0	0.0				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	103.0	8.5	0.0	0.0	17.4	9.2	43.5	0.0	55.5	0.0	0.0	0.0				
LOS by Move:	F	A	A	A	B	A	D	A	E	A	A	A				
HCM2kAvgQ:	4	8	0	0	27	3	8	0	13	0	0	0				

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #31 Middlefield Rd. & Ravenswood Ave.

Cycle (sec): 120 Critical Vol./Cap.(X): 0.877
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 32.7
Optimal Cycle: 76 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				Split Phase				Split Phase			
Rights:	Include				Include				Ovl				Include			
Min. Green:	4	10	0	0	10	4	4	0	4	0	0	0				
Lanes:	1	0	1	0	0	0	0	0	1	0	1	0	0	0	1	0	0	0	0	0
Volume Module: >> Count Date: 20 Oct 2009 << 5:00 - 6:00 PM																
Base Vol:	487	566	0	0	357	92	257	0	705	0	0	0				
Growth Adj:	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14				
Initial Bse:	555	645	0	0	407	105	293	0	804	0	0	0				
Added Vol:	35	58	0	0	21	6	3	0	67	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	590	703	0	0	428	111	296	0	871	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:	590	703	0	0	428	111	296	0	871	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	590	703	0	0	428	111	296	0	871	0	0	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	590	703	0	0	428	111	296	0	871	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.93	0.98	1.00	1.00	0.95	0.95	0.93	1.00	0.83	1.00	1.00	1.00				
Lanes:	1.00	1.00	0.00	0.00	0.79	0.21	1.00	0.00	1.00	0.00	0.00	0.00				
Final Sat.:	1769	1862	0	0	1437	372	1769	0	1583	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.33	0.38	0.00	0.00	0.30	0.30	0.17	0.00	0.55	0.00	0.00	0.00				
Crit Moves:	****				****				****							
Green/Cycle:	0.38	0.72	0.00	0.00	0.34	0.34	0.25	0.00	0.63	0.00	0.00	0.00				
Volume/Cap:	0.88	0.52	0.00	0.00	0.88	0.88	0.68	0.00	0.88	0.00	0.00	0.00				
Uniform Del:	34.6	7.6	0.0	0.0	37.3	37.3	40.9	0.0	18.5	0.0	0.0	0.0				
IncremntDel:	12.5	0.4	0.0	0.0	13.5	13.5	4.3	0.0	8.9	0.0	0.0	0.0				
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00				
Delay/Veh:	47.1	8.0	0.0	0.0	50.8	50.8	45.1	0.0	27.5	0.0	0.0	0.0				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	47.1	8.0	0.0	0.0	50.8	50.8	45.1	0.0	27.5	0.0	0.0	0.0				
LOS by Move:	D	A	A	A	D	D	D	A	C	A	A	A				
HCM2kAvgQ:	23	12	0	0	22	22	11	0	29	0	0	0				

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #32 Middlefield Rd. & Ringwood Ave.

Cycle (sec): 120 Critical Vol./Cap.(X): 0.720
Loss Time (sec): 4 (Y+R=3.0 sec) Average Delay (sec/veh): 30.0
Optimal Cycle: 38 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				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	4	10	10		4	10	10		4	4	4		4	4	4	
Lanes:	1 0	2 0	1		1 0	2 0	1		1 0	0 1	0		0 1	0 0	1	
Volume Module: >> Count Date: 21 Oct 2009 << 5:00 - 6:00 PM																
Base Vol:	49	761	127		356	628	36		75	76	62		73	8	266	
Growth Adj:	1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14	
Initial Bse:	56	868	145		406	716	41		85	87	71		83	9	303	
Added Vol:	0	89	0		2	86	0		0	0	0		0	0	5	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	56	957	145		408	802	41		85	87	71		83	9	308	
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:	56	957	145		408	802	41		85	87	71		83	9	308	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	56	957	145		408	802	41		85	87	71		83	9	308	
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:	56	957	145		408	802	41		86	87	71		83	9	308	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.93	0.93	0.83		0.93	0.93	0.83		0.61	0.91	0.91		0.60	0.60	0.83	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	0.55	0.45		0.90	0.10	1.00	
Final Sat.:	1769	3538	1583		1769	3538	1583		1160	957	781		1022	112	1583	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.27	0.09		0.23	0.23	0.03		0.07	0.09	0.09		0.08	0.08	0.19	
Crit Moves:		****			****										****	
Green/Cycle:	0.09	0.38	0.38		0.32	0.61	0.61		0.27	0.27	0.27		0.27	0.27	0.27	
Volume/Cap:	0.35	0.72	0.24		0.72	0.37	0.04		0.27	0.33	0.33		0.30	0.30	0.72	
Uniform Del:	51.4	32.1	25.7		36.0	12.0	9.5		34.5	35.1	35.1		34.8	34.8	39.6	
IncremntDel:	1.4	1.9	0.2		4.5	0.1	0.0		0.5	0.4	0.4		0.6	0.6	5.9	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	52.8	34.0	26.0		40.5	12.1	9.5		34.9	35.5	35.5		35.3	35.3	45.5	
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:	52.8	34.0	26.0		40.5	12.1	9.5		34.9	35.5	35.5		35.3	35.3	45.5	
LOS by Move:	D	C	C		D	B	A		C	D	D		D	D	D	
HCM2kAvgQ:	2	17	4		14	8	1		3	5	5		3	3	12	

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #33 Middlefield Rd and Lytton Ave

Cycle (sec): 110 Critical Vol./Cap.(X): 1.179
Loss Time (sec): 11 (Y+R=3.0 sec) Average Delay (sec/veh): 121.6
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Split Phase				Split Phase				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	5	5	5		5	5	5		5	5	5		5	5	5	
Lanes:	0 1	0 0	1		0 1	0 0	1		1 0	0 1	0		0 0	1! 0	0	
Volume Module:																
Base Vol:	89	457	24		24	508	163		419	135	78		7	55	12	
Growth Adj:	1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14	
Initial Bse:	101	521	27		27	579	186		478	154	89		8	63	14	
Added Vol:	0	54	0		0	137	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	101	575	27		27	716	186		478	154	89		8	63	14	
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:	101	575	27		27	716	186		478	154	89		8	63	14	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	101	575	27		27	716	186		478	154	89		8	63	14	
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:	101	575	27		27	716	186		478	154	89		8	63	14	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.99	0.99	0.85		1.00	1.00	0.85		0.95	0.95	0.95		0.97	0.97	0.97	
Lanes:	0.15	0.85	1.00		0.04	0.96	1.00		1.00	0.63	0.37		0.09	0.75	0.16	
Final Sat.:	283	1604	1615		70	1826	1615		1805	1138	658		175	1374	300	
Capacity Analysis Module:																
Vol/Sat:	0.36	0.36	0.02		0.39	0.39	0.12		0.26	0.14	0.14		0.05	0.05	0.05	
Crit Moves:		****				****			****						****	
Green/Cycle:	0.30	0.30	0.30		0.33	0.33	0.33		0.22	0.22	0.22		0.05	0.05	0.05	
Volume/Cap:	1.19	1.19	0.06		1.19	1.19	0.35		1.19	0.61	0.61		1.00	1.00	1.00	
Uniform Del:	38.4	38.4	27.3		36.8	36.8	27.9		42.7	38.4	38.4		52.5	52.5	52.5	
IncremntDel:	101.3	101	0.0		100.0	100	0.4		107.0	2.7	2.7		99.2	99.2	99.2	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	139.7	140	27.3		136.9	137	28.3		149.7	41.1	41.1		151.7	152	151.7	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	139.7	140	27.3		136.9	137	28.3		149.7	41.1	41.1		151.7	152	151.7	
LOS by Move:	F	F	C		F	F	C		F	D	D		F	F	F	
HCM2kAvgQ:	39	39	1		42	42	5		28	8	8		6	6	6	

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #34 Bayfront Expy. and Facebook West Campus

Cycle (sec):	100	Critical Vol./Cap.(X):	0.625
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	1.6
Optimal Cycle:	90	Level Of Service:	A

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:	10	10	10		10	10	10		10	10	10		10	10	10	
Lanes:	1 0	3 0	0		0 0	3 0	1		2 0	0 0	1		0 0	0 0	0	
Volume Module:																
Base Vol:	0	708	0	0	2307	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14
Initial Bse:	0	807	0	0	2630	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	438	0	0	221	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	1245	0	0	2851	0	0	0	0	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:	0	1245	0	0	2851	0	0	0	0	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
Reduced Vol:	0	1245	0	0	2851	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	1.00	1.00	1.00	1.00
FinalVolume:	0	1245	0	0	2851	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	1.00	1.00	0.91	1.00	0.97	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	0.00	3.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	1900	5187	0	0	5187	1900	3686	0	1900	0	0	0	0	0	0	0
Capacity Analysis Module:																
Vol/Sat:	0.00	0.24	0.00	0.00	0.55	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****											
Green/Cycle:	0.00	0.88	0.00	0.00	0.88	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.27	0.00	0.00	0.62	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Del:	0.0	0.9	0.0	0.0	1.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
IncremntDel:	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	1.0	0.0	0.0	1.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	1.0	0.0	0.0	1.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	2	0	0	9	0	0	0	0	0	0	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

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Scenario Report

Scenario:	Cumulative 2025 East and West Campuses AM
Command:	Long Term Project II AM
Volume:	Long Term Project II AM
Geometry:	Long Term Project II AM
Impact Fee:	Default Impact Fee
Trip Generation:	Long Term Project II AM
Trip Distribution:	Near-Term
Paths:	Default Path
Routes:	Default Route
Configuration:	Long Term Project II AM

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Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Bayfront Exp. & Marsh Rd.	C	25.2	0.842	C	29.1	0.899	+ 3.878 D/V
# 2 US 101 NB Ramps & Marsh Rd.	B	16.9	0.700	F	83.6	1.225	+66.686 D/V
# 3 US 101 SB Ramps & Marsh Rd.	C	26.5	0.944	D	39.1	0.999	+12.529 D/V
# 4 Scott Dr/Rolison at Marsh Rd.	D	41.1	0.901	D	36.1	0.938	-4.986 D/V
# 5 Bohannon/ Florence & Marsh Rd.	C	20.8	0.620	B	15.6	0.653	-5.224 D/V
# 6 Bay Rd. & Marsh Rd.	B	17.4	0.644	B	19.2	0.792	+ 1.804 D/V
# 7 Middlefield at Marsh (Town of	C	29.8	0.669	D	36.1	0.904	+ 6.333 D/V
# 8 Bayfront Exp. & Willow Rd.	C	28.6	0.668	E	62.5	1.009	+33.901 D/V
# 9 Hamilton Ave. & Willow Rd.	C	23.7	0.613	C	21.6	0.771	-2.076 D/V
# 10 Ivy Dr. & Willow Rd.	B	18.7	0.567	C	27.6	0.852	+ 8.918 D/V
# 11 O'Brien Dr. & Willow Rd.	B	15.4	0.508	B	14.4	0.776	-0.978 D/V
# 12 Newbridge St. & Willow Rd.	E	59.2	0.990	E	66.8	1.046	+ 7.584 D/V
# 13 Bay Rd. & Willow Rd.	C	21.6	0.760	C	22.9	0.859	+ 1.258 D/V
# 14 Durham St. & Willow Rd.	D	35.1	0.782	B	15.5	0.849	-19.594 D/V
# 15 Coleman Ave. & Willow Rd.	B	15.3	0.784	C	23.2	0.942	+ 7.938 D/V
# 16 Gilbert Ave. & Willow Rd.	B	15.7	0.726	C	22.2	0.913	+ 6.534 D/V
# 17 Middlefield Rd. & Willow Rd.	F	114.7	1.038	F	151.9	1.324	+37.202 D/V
# 18 Bayfront Exp. & University Ave	C	32.7	0.882	D	38.8	0.948	+ 6.131 D/V
# 19 O'Brien Dr. & University Ave.	A	6.8	0.600	A	6.6	0.614	-0.198 D/V
# 20 University & Kavanaugh	B	14.4	0.617	B	14.0	0.626	-0.398 D/V
# 21 University & Bay	C	29.3	0.724	C	28.6	0.733	-0.659 D/V
# 22 University & Runnymede	C	21.7	0.687	C	21.4	0.696	-0.318 D/V
# 23 University & Bell	A	7.7	0.270	A	6.9	0.323	-0.786 D/V
# 24 University & Donohoe	D	51.0	1.014	E	55.6	1.045	+ 4.621 D/V
# 25 NB 101 & Donohoe St	B	9.1	0.418	B	9.6	0.456	+ 0.418 D/V

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Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 26 University & SB US 101	B	18.1	0.704	B	18.9	0.719	+ 0.807 D/V
# 27 University Ave. & Woodland	D	50.1	0.977	D	52.3	0.992	+ 2.221 D/V
# 28 Middlefield Rd. & University A	D	38.2	0.805	D	52.0	0.929	+13.758 D/V
# 29 Bayfront Exp. & Chrysler Dr.	A	7.6	0.640	B	17.7	0.746	+10.077 D/V
# 30 Bayfront Exp. & Chilco St.	B	17.8	0.650	C	20.4	0.686	+ 2.639 D/V
# 31 Middlefield Rd. & Ravenswood A	C	23.4	0.664	C	26.3	0.745	+ 2.840 D/V
# 32 Middlefield Rd. & Ringwood Ave	C	29.2	0.515	C	25.6	0.541	-3.586 D/V
# 33 Middlefield Rd and Lytton Ave	D	38.1	0.783	D	49.3	0.907	+11.156 D/V
# 34 Bayfront Expy. and Facebook We	A	1.4	0.549	B	19.1	0.792	+17.736 D/V

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

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Intersection #1 Bayfront Exp. & Marsh Rd.

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Cycle (sec): 130 Critical Vol./Cap.(X): 0.899
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 29.1
Optimal Cycle: 124 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:	Split Phase				Split Phase				Split Phase				Split Phase			
Rights:	Include				Include				Ovl				Include			
Min. Green:	5	5	5		5	5	5		5	5	5		5	5	5	
Lanes:	3 0	0 1	0		0 1	1 0	1		0 1	0 0	2		0 0	1! 0	0	
Volume Module: >> Count Date: 22 Oct 2009 << 7:45 - 8:45 AM																
Base Vol:	2297	189	23		7	58	148		182	20	997		7	19	5	
Growth Adj:	1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14	
Initial Bse:	2619	215	26		8	66	169		207	23	1137		8	22	6	
Added Vol:	211	0	0		0	0	0		0	0	784		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	2830	215	26		8	66	169		207	23	1921		8	22	6	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	2830	215	26		8	66	169		207	23	1921		8	22	6	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	2830	215	26		8	66	169		207	23	1921		8	22	6	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	2830	215	26		8	66	169		207	23	1921		8	22	6	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.90	0.96	0.96		0.93	0.93	0.83		0.94	0.94	0.73		0.95	0.95	0.95	
Lanes:	3.00	0.89	0.11		0.22	1.78	1.00		0.90	0.10	2.00		0.23	0.61	0.16	
Final Sat.:	5147	1633	199		379	3141	1583		1606	176	2786		407	1104	290	
Capacity Analysis Module:																
Vol/Sat:	0.55	0.13	0.13		0.02	0.02	0.11		0.13	0.13	0.69		0.02	0.02	0.02	
Crit Moves:	****						****				****			****		
Green/Cycle:	0.60	0.60	0.60		0.12	0.12	0.12		0.15	0.15	0.75		0.04	0.04	0.04	
Volume/Cap:	0.92	0.22	0.22		0.18	0.18	0.92		0.85	0.85	0.92		0.51	0.51	0.51	
Uniform Del:	23.1	12.0	12.0		51.8	51.8	56.8		53.6	53.6	12.8		61.3	61.3	61.3	
IncremntDel:	4.9	0.1	0.1		0.2	0.2	43.1		21.1	21.1	6.8		6.2	6.2	6.2	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	27.9	12.1	12.1		52.1	52.1	99.9		74.7	74.7	19.6		67.5	67.5	67.5	
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:	27.9	12.1	12.1		52.1	52.1	99.9		74.7	74.7	19.6		67.5	67.5	67.5	
LOS by Move:	C	B	B		D	D	F		E	E	B		E	E	E	
HCM2kAvgQ:	38	4	4		1	1	10		11	11	38		2	2	2	

****

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 US 101 NB Ramps & Marsh Rd.

Cycle (sec): 80 Critical Vol./Cap.(X): 1.225
Loss Time (sec): 7 (Y+R=4.0 sec) Average Delay (sec/veh): 83.6
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Split Phase				Split Phase				Permitted				Permitted			
Rights:	Include				Include				Ignore				Ignore			
Min. Green:	5	0	5		0	0	0		0	5	0		0	5	0	
Lanes:	2	0	0	0	1	0	0	0	0	0	0	1	1	0	1	
Volume Module: >> Count Date: 30 Sep 2009 << 7:30 - 8:30 AM																
Base Vol:	818	0	289		0	0	0		0	1138	506		0	821	1699	
Growth Adj:	1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14	
Initial Bse:	933	0	329		0	0	0		0	1297	577		0	936	1937	
Added Vol:	2	0	394		0	0	0		2	934	0		0	164	47	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	935	0	723		0	0	0		2	2231	577		0	1100	1984	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
PHF Volume:	935	0	723		0	0	0		2	2231	0		0	1100	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	935	0	723		0	0	0		2	2231	0		0	1100	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
FinalVolume:	935	0	723		0	0	0		2	2231	0		0	1100	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.90	1.00	0.83		1.00	1.00	1.00		0.89	0.89	1.00		1.00	0.93	1.00	
Lanes:	2.00	0.00	1.00		0.00	0.00	0.00		0.01	1.99	1.00		0.00	2.00	1.00	
Final Sat.:	3432	0	1583		0	0	0		3	3376	1900		0	3538	1900	
Capacity Analysis Module:																
Vol/Sat:	0.27	0.00	0.46		0.00	0.00	0.00		0.66	0.66	0.00		0.00	0.31	0.00	
Crit Moves:			****							****						
Green/Cycle:	0.37	0.00	0.37		0.00	0.00	0.00		0.54	0.54	0.00		0.00	0.54	0.00	
Volume/Cap:	0.73	0.00	1.23		0.00	0.00	0.00		1.23	1.23	0.00		0.00	0.58	0.00	
Uniform Del:	21.6	0.0	25.1		0.0	0.0	0.0		18.4	18.4	0.0		0.0	12.3	0.0	
IncremntDel:	2.2	0.0	115.9		0.0	0.0	0.0		106.5	107	0.0		0.0	0.4	0.0	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	0.00	1.00		0.00	0.00	0.00		1.00	1.00	0.00		0.00	1.00	0.00	
Delay/Veh:	23.8	0.0	141.0		0.0	0.0	0.0		124.9	125	0.0		0.0	12.7	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	23.8	0.0	141.0		0.0	0.0	0.0		124.9	125	0.0		0.0	12.7	0.0	
LOS by Move:	C	A	F		A	A	A		F	F	A		A	B	A	
HCM2kAvgQ:	12	0	37		0	0	0		58	58	0		0	10	0	

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 US 101 SB Ramps & Marsh Rd.

Cycle (sec): 80 Critical Vol./Cap.(X): 0.999
Loss Time (sec): 7 (Y+R=4.0 sec) Average Delay (sec/veh): 39.1
Optimal Cycle: 179 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Split Phase				Split Phase				Permitted				Permitted			
Rights:	Include				Include				Ignore				Ignore			
Min. Green:	0	0	0		5	0	5		0	5	0		0	5	0	
Lanes:	0	0	0	0	0	2	0	0	0	1	0	0	2	0	1	
Volume Module: >> Count Date: 30 Sep 2009 << 7:30 - 8:30 AM																
Base Vol:	0	0	0		879	0	558		0	834	583		0	1426	86	
Growth Adj:	1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14	
Initial Bse:	0	0	0		1002	0	636		0	951	665		0	1626	98	
Added Vol:	0	0	0		475	0	33		0	474	0		0	78	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		1477	0	669		0	1425	665		0	1704	98	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
PHF Volume:	0	0	0		1477	0	669		0	1425	0		0	1704	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		1477	0	669		0	1425	0		0	1704	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
FinalVolume:	0	0	0		1477	0	669		0	1425	0		0	1704	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	1.00	1.00		0.90	1.00	0.83		1.00	0.93	1.00		1.00	0.93	1.00	
Lanes:	0.00	0.00	0.00		2.00	0.00	1.00		0.00	2.00	1.00		0.00	2.00	1.00	
Final Sat.:	0	0	0		3432	0	1583		0	3538	1900		0	3538	1900	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.43	0.00	0.42		0.00	0.40	0.00		0.00	0.48	0.00	
Crit Moves:					****									****		
Green/Cycle:	0.00	0.00	0.00		0.43	0.00	0.43		0.00	0.48	0.00		0.00	0.48	0.00	
Volume/Cap:	0.00	0.00	0.00		1.00	0.00	0.98		0.00	0.84	0.00		0.00	1.00	0.00	
Uniform Del:	0.0	0.0	0.0		22.8	0.0	22.5		0.0	18.0	0.0		0.0	20.7	0.0	
IncremntDel:	0.0	0.0	0.0		23.3	0.0	29.8		0.0	3.8	0.0		0.0	21.7	0.0	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	0.00	0.00	0.00		1.00	0.00	1.00		0.00	1.00	0.00		0.00	1.00	0.00	
Delay/Veh:	0.0	0.0	0.0		46.0	0.0	52.2		0.0	21.8	0.0		0.0	42.4	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.0	0.0		46.0	0.0	52.2		0.0	21.8	0.0		0.0	42.4	0.0	
LOS by Move:	A	A	A		D	A	D		A	C	A		A	D	A	
HCM2kAvgQ:	0	0	0		27	0	23		0	19	0		0	30	0	

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 Scott Dr/Rolison at Marsh Rd.

Cycle (sec): 80 Critical Vol./Cap.(X): 0.938
Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): 36.1
Optimal Cycle: 113 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	4	4	4		4	4	4		4	6	6		4	6	6	
Lanes:	0	1	0	0	2	0	1	0	0	1	1	0	2	1	0	
Volume Module: >> Count Date: 8 Oct 2009 << 7:15 - 8:15 AM																
Base Vol:	27	3	49		222	18	3		15	1131	29		268	1416	280	
Growth Adj:	1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14	
Initial Bse:	31	3	56		253	21	3		17	1289	33		306	1614	319	
Added Vol:	0	0	0		0	0	0		0	474	0		0	111	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	31	3	56		253	21	3		17	1763	33		306	1725	319	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	31	3	56		253	21	3		17	1763	33		306	1725	319	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	31	3	56		253	21	3		17	1763	33		306	1725	319	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	31	3	56		253	21	3		17	1763	33		306	1725	319	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.94	0.94	0.73		0.94	0.94	0.83		0.93	0.89	0.89		0.90	0.91	0.91	
Lanes:	0.90	0.10	2.00		0.93	0.07	1.00		1.00	2.94	0.06		2.00	1.69	0.31	
Final Sat.:	1604	178	2786		1647	134	1583		1769	4975	93		3432	2917	540	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.02	0.02		0.15	0.15	0.00		0.01	0.35	0.35		0.09	0.59	0.59	
Crit Moves:		****			****				****					****		
Green/Cycle:	0.05	0.05	0.05		0.15	0.15	0.15		0.05	0.50	0.50		0.13	0.58	0.58	
Volume/Cap:	0.38	0.38	0.40		1.03	1.03	0.01		0.19	0.71	0.71		0.71	1.03	1.03	
Uniform Del:	36.8	36.8	36.8		34.0	34.0	29.0		36.5	15.5	15.5		33.6	17.0	17.0	
IncremntDel:	2.7	2.7	1.9		62.5	62.5	0.0		1.1	1.0	1.0		5.4	27.7	27.7	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	39.5	39.5	38.7		96.6	96.6	29.0		37.5	16.4	16.4		39.0	44.6	44.6	
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:	39.5	39.5	38.7		96.6	96.6	29.0		37.5	16.4	16.4		39.0	44.6	44.6	
LOS by Move:	D	D	D		F	F	C		D	B	B		D	D	D	
HCM2kAvgQ:	1	1	1		12	12	0		1	14	14		5	37	37	

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 Bohannon/ Florence & Marsh Rd.

Cycle (sec): 80 Critical Vol./Cap.(X): 0.653
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 15.6
Optimal Cycle: 31 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	4	4	4		4	4	4		4	6	6		4	6	6	
Lanes:	1	0	0	1	0	1	1	0	0	1	1	0	1	0	2	0	1
Volume Module: >> Count Date: 7 Oct 2009 << 7:30 - 8:30 AM																	
Base Vol:	15	9	8		390	30	91		117	796	58		46	1141	323	
Growth Adj:	1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14	
Initial Bse:	17	10	9		445	34	104		133	907	66		52	1301	368	
Added Vol:	0	0	0		0	0	0		0	474	0		0	111	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	17	10	9		445	34	104		133	1381	66		52	1412	368	
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:	17	10	9		445	34	104		133	1381	66		52	1412	368	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	17	10	9		445	34	104		133	1381	66		52	1412	368	
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:	17	10	9		445	34	104		133	1381	66		52	1412	368	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.93	0.91	0.91		0.94	0.94	0.83		0.93	0.92	0.92		0.93	0.93	0.83	
Lanes:	1.00	0.53	0.47		1.86	0.14	1.00		1.00	1.91	0.09		1.00	2.00	1.00	
Final Sat.:	1769	916	814		3306	254	1583		1769	3353	160		1769	3538	1583	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.01	0.01		0.13	0.13	0.07		0.08	0.41	0.41		0.03	0.40	0.23	
Crit Moves:		****				****			****					****		
Green/Cycle:	0.05	0.05	0.05		0.20	0.20	0.20		0.11	0.63	0.63		0.08	0.59	0.59	
Volume/Cap:	0.19	0.22	0.22		0.68	0.68	0.33		0.68	0.66	0.66		0.39	0.68	0.39	
Uniform Del:	36.5	36.5	36.5		29.7	29.7	27.5		34.2	9.5	9.5		35.2	11.2	8.8	
IncremntDel:	1.1	1.3	1.3		2.6	2.6	0.6		9.0	0.7	0.7		1.9	0.9	0.3	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	37.5	37.8	37.8		32.3	32.3	28.1		43.2	10.3	10.3		37.1	12.1	9.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	37.5	37.8	37.8		32.3	32.3	28.1		43.2	10.3	10.3		37.1	12.1	9.0	
LOS by Move:	D	D	D		C	C	C		D	B	B		D	B	A	
HCM2kAvgQ:	1	1	1		7	7	2		5	13	13		2	13	5	

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 Bay Rd. & Marsh Rd.

Cycle (sec): 80 Critical Vol./Cap.(X): 0.792
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 19.2
Optimal Cycle: 47 Level Of Service: B

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				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	6	6	6		6	6	6		0	6	6		4	6	6	
Lanes:	0	0	1!	0 0	0	0	1!	0 0	0	1	0	1 0	1	0	1	1 0
Volume Module: >> Count Date: 6 Oct 2009 << 7:30 - 8:30 AM																
Base Vol:	70	3	177		112	28	5		2	665	66		264	982	22	
Growth Adj:	1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14	
Initial Bse:	80	3	202		128	32	6		2	758	75		301	1119	25	
Added Vol:	1	0	0		0	0	0		0	474	2		0	111	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	81	3	202		128	32	6		2	1232	77		301	1230	25	
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:	81	3	202		128	32	6		2	1232	77		301	1230	25	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	81	3	202		128	32	6		2	1232	77		301	1230	25	
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:	81	3	202		128	32	6		2	1232	77		301	1230	25	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.79	0.79	0.79		0.52	0.52	0.52		0.88	0.88	0.88		0.93	0.93	0.93	
Lanes:	0.28	0.01	0.71		0.78	0.19	0.03		0.01	1.88	0.11		1.00	1.96	0.04	
Final Sat.:	425	18	1062		763	191	34		6	3145	197		1769	3457	70	
Capacity Analysis Module:																
Vol/Sat:	0.19	0.19	0.19		0.17	0.17	0.17		0.39	0.39	0.39		0.17	0.36	0.36	
Crit Moves:		****								****			****			
Green/Cycle:	0.26	0.26	0.26		0.26	0.26	0.26		0.48	0.48	0.48		0.21	0.69	0.69	
Volume/Cap:	0.72	0.72	0.72		0.64	0.64	0.64		0.82	0.82	0.82		0.82	0.52	0.52	
Uniform Del:	26.8	26.8	26.8		26.1	26.1	26.1		17.9	17.9	17.9		30.2	6.1	6.1	
IncremntDel:	6.4	6.4	6.4		5.1	5.1	5.1		3.4	3.4	3.4		13.4	0.2	0.2	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	33.2	33.2	33.2		31.2	31.2	31.2		21.3	21.3	21.3		43.7	6.3	6.3	
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:	33.2	33.2	33.2		31.2	31.2	31.2		21.3	21.3	21.3		43.7	6.3	6.3	
LOS by Move:	C	C	C		C	C	C		C	C	C		D	A	A	
HCM2kAvgQ:	8	8	8		5	5	5		17	17	17		10	8	8	

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 Middlefield at Marsh (Town of Atherton)

Cycle (sec): 110 Critical Vol./Cap.(X): 0.904
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): 36.1
Optimal Cycle: 112 Level Of Service: D

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:	Ovl				Include				Include				Ovl			
Min. Green:	0	6	6		5	6	0		0	0	0		6	0	6	
Lanes:	0	0	1	0 1	1	0	1	0 0	0	0	0	0 0	1	0	0	0 1
Volume Module: >> Count Date: 18 Nov 2009 << 7:15-8:15 a.m.																
Base Vol:	0	166	397		342	367	0		0	0	0		463	0	169	
Growth Adj:	1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14	
Initial Bse:	0	189	453		390	418	0		0	0	0		528	0	193	
Added Vol:	0	8	152		323	64	0		0	0	0		55	0	57	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	197	605		713	482	0		0	0	0		583	0	250	
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	197	605		713	482	0		0	0	0		583	0	250	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	197	605		713	482	0		0	0	0		583	0	250	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	197	605		713	482	0		0	0	0		583	0	250	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	1.00	0.85		0.95	1.00	1.00		1.00	1.00	1.00		0.95	1.00	0.85	
Lanes:	0.00	1.00	1.00		1.00	1.00	0.00		0.00	0.00	0.00		1.00	0.00	1.00	
Final Sat.:	0	1900	1615		1805	1900	0		0	0	0		1805	0	1615	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.10	0.37		0.39	0.25	0.00		0.00	0.00	0.00		0.32	0.00	0.15	
Crit Moves:		****			****								****			
Green/Cycle:	0.00	0.11	0.47		0.44	0.55	0.00		0.00	0.00	0.00		0.36	0.00	0.79	
Volume/Cap:	0.00	0.90	0.79		0.90	0.46	0.00		0.00	0.00	0.00		0.90	0.00	0.19	
Uniform Del:	0.0	48.1	24.5		28.8	14.8	0.0		0.0	0.0	0.0		33.6	0.0	2.8	
IncremntDel:	0.0	35.9	5.7		13.8	0.3	0.0		0.0	0.0	0.0		16.2	0.0	0.1	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	0.00	1.00	1.00		1.00	1.00	0.00		0.00	0.00	0.00		1.00	0.00	1.00	
Delay/Veh:	0.0	83.9	30.2		42.6	15.1	0.0		0.0	0.0	0.0		49.7	0.0	2.8	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	83.9	30.2		42.6	15.1	0.0		0.0	0.0	0.0		49.7	0.0	2.8	
LOS by Move:	A	F	C		D	B	A		A	A	A		D	A	A	
HCM2kAvgQ:	0	10	19		26	10	0		0	0	0		22	0	2	

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 Bayfront Exp. & Willow Rd.

Cycle (sec): 130 Critical Vol./Cap.(X): 1.009
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 62.5
Optimal Cycle: 180 Level Of Service: E

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				Split Phase				Split Phase			
Rights:	Ovl				Include				Include				Include			
Min. Green:	5	5	5		5	5	5		5	5	5		5	5	5	
Lanes:	2	0	3	0 1	2	0	3	0 1	1	1	1	0 2	1	0	2	0 1
Volume Module: >> Count Date: 1 Oct 2009 << 7:45 - 8:45 AM																
Base Vol:	1034	2108		6	13	677		92	84	34		379	3		6	5
Growth Adj:	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14		1.14	1.14
Initial Bse:	1179	2403		7	15	772		105	96	39		432	3		7	6
Added Vol:	69	433		24	441	59		43	494	838		14	24		30	14
PasserByVol:	0	0		0	0	0		0	0	0		0	0		0	0
Initial Fut:	1248	2836		31	456	831		148	590	877		446	27		37	20
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:	1248	2836		31	456	831		148	590	877		446	27		37	20
Reduct Vol:	0	0		0	0	0		0	0	0		0	0		0	0
Reduced Vol:	1248	2836		31	456	831		148	590	877		446	27		37	20
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:	1248	2836		31	456	831		148	590	877		446	27		37	20
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.90	1.03	0.83		0.90	1.03	0.83		0.91	0.91	0.88		0.93	0.93	0.83	
Lanes:	2.00	3.00	1.00		2.00	3.00	1.00		1.21	1.79	2.00		1.00	2.00	1.00	
Final Sat.:	3432	5846	1583		3432	5846	1583		2091	3109	3343		1769	3538	1583	
Capacity Analysis Module:																
Vol/Sat:	0.36	0.49	0.02		0.13	0.14	0.09		0.28	0.28	0.13		0.02	0.01	0.01	
Crit Moves:		****			****					****			****			
Green/Cycle:	0.43	0.47	0.51		0.13	0.17	0.17		0.27	0.27	0.27		0.04	0.04	0.04	
Volume/Cap:	0.85	1.04	0.04		1.04	0.85	0.56		1.04	1.04	0.49		0.40	0.27	0.32	
Uniform Del:	33.3	34.5	16.1		56.7	52.5	49.7		47.3	47.3	39.7		61.0	60.7	60.9	
IncremntDel:	4.8	27.2	0.0		52.3	7.0	2.6		33.6	33.6	0.4		3.9	1.1	3.1	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	38.1	61.7	16.1		109.0	59.5	52.3		80.9	80.9	40.1		64.9	61.8	63.9	
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:	38.1	61.7	16.1		109.0	59.5	52.3		80.9	80.9	40.1		64.9	61.8	63.9	
LOS by Move:	D	E	B		F	E	D		F	F	D		E	E	E	
HCM2kAvgQ:	25	51	1		14	14	6		28	28	9		2	1	1	

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 Hamilton Ave. & Willow Rd.

Cycle (sec): 130 Critical Vol./Cap.(X): 0.771
Loss Time (sec): 11 (Y+R=3.0 sec) Average Delay (sec/veh): 21.6
Optimal Cycle: 73 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:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	5	5	5		5	5	5		5	5	5		5	5	5	
Lanes:	0	0	1!	0 0	0	0	1!	0 0	1	0	1	1 0	1	0	1	1 0
Volume Module: >> Count Date: 7 Oct 2009 << 8:00 am - 9:00 am																
Base Vol:	18	13		26	71	19		72	115	415		52	56	1037		74
Growth Adj:	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14		1.14
Initial Bse:	21	15		30	81	22		82	131	473		59	64	1182		84
Added Vol:	0	0		0	1	0		13	4	1345		0	0	136		0
PasserByVol:	0	0		0	0	0		0	0	0		0	0	0		0
Initial Fut:	21	15		30	82	22		95	135	1818		59	64	1318		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:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	21	15		30	82	22		95	135	1818		59	64	1318		84
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	21	15		30	82	22		95	135	1818		59	64	1318		84
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:	21	15		30	82	22		95	135	1818		59	64	1318		84
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.80	0.80	0.80		0.77	0.77	0.77		0.93	0.93	0.93		0.93	0.92	0.92	
Lanes:	0.31	0.23	0.46		0.41	0.11	0.48		1.00	1.94	0.06		1.00	1.88	0.12	
Final Sat.:	478	345	690		600	158	696		1769	3409	111		1769	3295	211	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.04	0.04		0.14	0.14	0.14		0.08	0.53	0.53		0.04	0.40	0.40	
Crit Moves:						****				****			****			
Green/Cycle:	0.18	0.18	0.18		0.18	0.18	0.18		0.12	0.69	0.69		0.05	0.62	0.62	
Volume/Cap:	0.24	0.24	0.24		0.77	0.77	0.77		0.65	0.77	0.77		0.77	0.65	0.65	
Uniform Del:	46.0	46.0	46.0		51.0	51.0	51.0		54.7	13.3	13.3		61.3	15.7	15.7	
IncremntDel:	0.5	0.5	0.5		13.4	13.4	13.4		6.8	1.6	1.6		35.0	0.7	0.7	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	46.5	46.5	46.5		64.3	64.3	64.3		61.5	14.8	14.8		96.3	16.3	16.3	
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:	46.5	46.5	46.5		64.3	64.3	64.3		61.5	14.8	14.8		96.3	16.3	16.3	
LOS by Move:	D	D	D		E	E	E		E	B	B		F	B	B	
HCM2kAvgQ:	2	2	2		9	9	9		6	27	27		4	19	19	

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 Ivy Dr. & Willow Rd.

Cycle (sec): 130 Critical Vol./Cap.(X): 0.852
Loss Time (sec): 11 (Y+R=3.0 sec) Average Delay (sec/veh): 27.6
Optimal Cycle: 97 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:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		5	0	5		5	5	0		0	5	5	
Lanes:	0 0	0 0	0		0 0	1! 0	0		1 0	2 0	0		0 0	1 1	0	
Volume Module: >> Count Date: 6 Oct 2009 << 7:30 - 8:30 AM																
Base Vol:	0	0	0		1	0	186		82	652	0		0	1021	14	
Growth Adj:	1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14	
Initial Bse:	0	0	0		1	0	212		93	743	0		0	1164	16	
Added Vol:	0	0	0		190	0	6		7	1159	0		0	134	14	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		191	0	218		100	1902	0		0	1298	30	
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		191	0	218		100	1902	0		0	1298	30	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		191	0	218		100	1902	0		0	1298	30	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	0	0		191	0	218		100	1902	0		0	1298	30	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	1.00	1.00		0.89	1.00	0.89		0.93	0.93	1.00		1.00	0.93	0.93	
Lanes:	0.00	0.00	0.00		0.47	0.00	0.53		1.00	2.00	0.00		0.00	1.95	0.05	
Final Sat.:	0	0	0		789	0	900		1769	3538	0		0	3448	80	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.24	0.00	0.24		0.06	0.54	0.00		0.00	0.38	0.38	
Crit Moves:					****					****			****			
Green/Cycle:	0.00	0.00	0.00		0.28	0.00	0.28		0.08	0.63	0.00		0.00	0.55	0.55	
Volume/Cap:	0.00	0.00	0.00		0.85	0.00	0.85		0.69	0.85	0.00		0.00	0.69	0.69	
Uniform Del:	0.0	0.0	0.0		43.9	0.0	43.9		58.0	19.1	0.0		0.0	21.3	21.3	
IncremntDel:	0.0	0.0	0.0		13.7	0.0	13.7		12.8	3.4	0.0		0.0	1.1	1.1	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	0.00	0.00	0.00		1.00	0.00	1.00		1.00	1.00	0.00		0.00	1.00	1.00	
Delay/Veh:	0.0	0.0	0.0		57.6	0.0	57.6		70.8	22.5	0.0		0.0	22.3	22.3	
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:	0.0	0.0	0.0		57.6	0.0	57.6		70.8	22.5	0.0		0.0	22.3	22.3	
LOS by Move:	A	A	A		E	A	E		E	C	A		A	C	C	
HCM2kAvgQ:	0	0	0		18	0	18		5	34	0		0	20	20	

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 O'Brien Dr. & Willow Rd.

Cycle (sec): 130 Critical Vol./Cap.(X): 0.776
Loss Time (sec): 11 (Y+R=3.0 sec) Average Delay (sec/veh): 14.4
Optimal Cycle: 74 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	5	0	5		0	0	0		0	5	5		5	5	0	
Lanes:	1 0	1! 0	0		0 0	0 0	0		0 0	2 0	1		1 0	2 0	0	
Volume Module: >> Count Date: 8 Oct 2009 << 8:00 am - 9:00 am																
Base Vol:	130	0	67		0	0	0		0	697	250		102	1171	0	
Growth Adj:	1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14	
Initial Bse:	148	0	76		0	0	0		0	795	285		116	1335	0	
Added Vol:	10	0	0		0	0	0		0	1166	2		0	140	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	158	0	76		0	0	0		0	1961	287		116	1475	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:	158	0	76		0	0	0		0	1961	287		116	1475	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	158	0	76		0	0	0		0	1961	287		116	1475	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	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:	158	0	76		0	0	0		0	1961	287		116	1475	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.90	1.00	0.90		1.00	1.00	1.00		1.00	0.93	0.83		0.93	0.93	1.00	
Lanes:	1.51	0.00	0.49		0.00	0.00	0.00		0.00	2.00	1.00		1.00	2.00	0.00	
Final Sat.:	2583	0	841		0	0	0		0	3538	1583		1769	3538	0	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.00	0.09		0.00	0.00	0.00		0.00	0.55	0.18		0.07	0.42	0.00	
Crit Moves:			****							****			****			
Green/Cycle:	0.12	0.00	0.12		0.00	0.00	0.00		0.00	0.71	0.71		0.08	0.80	0.00	
Volume/Cap:	0.52	0.00	0.78		0.00	0.00	0.00		0.00	0.78	0.25		0.78	0.52	0.00	
Uniform Del:	54.0	0.0	55.7		0.0	0.0	0.0		0.0	11.9	6.5		58.3	4.5	0.0	
IncremntDel:	1.1	0.0	12.0		0.0	0.0	0.0		0.0	1.6	0.1		22.1	0.2	0.0	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	0.00	1.00		0.00	0.00	0.00		0.00	1.00	1.00		1.00	1.00	0.00	
Delay/Veh:	55.1	0.0	67.7		0.0	0.0	0.0		0.0	13.5	6.6		80.4	4.7	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	55.1	0.0	67.7		0.0	0.0	0.0		0.0	13.5	6.6		80.4	4.7	0.0	
LOS by Move:	E	A	E		A	A	A		A	B	A		F	A	A	
HCM2kAvgQ:	5	0	8		0	0	0		0	27	4		6	11	0	

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 Newbridge St. & Willow Rd.

Cycle (sec): 130 Critical Vol./Cap.(X): 1.046
Loss Time (sec): 14 (Y+R=3.0 sec) Average Delay (sec/veh): 66.8
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	5	5	5		5	5	5		5	5	5		5	5	5	
Lanes:	2	0	1	0	1	1	0	1	0	1	1	0	2	1	0	1	0	1	1	0
Volume Module: >> Count Date: 7 Oct 2009 << 7:30 AM to 8:30 AM																				
Base Vol:	350	111	36		28	178	384		148	826	155		28	1221	4	
Growth Adj:	1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14	
Initial Bse:	399	127	41		32	203	438		169	942	177		32	1392	5	
Added Vol:	0	0	0		0	0	4		10	1168	0		0	150	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	399	127	41		32	203	442		179	2110	177		32	1542	5	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	399	127	41		32	203	442		179	2110	177		32	1542	5	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	399	127	41		32	203	442		179	2110	177		32	1542	5	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	399	127	41		32	203	442		179	2110	177		32	1542	5	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.90	0.98	0.83		0.93	0.98	0.83		0.93	0.88	0.88		0.93	0.93	0.93	
Lanes:	2.00	1.00	1.00		1.00	1.00	1.00		1.00	2.77	0.23		1.00	1.99	0.01	
Final Sat.:	3432	1862	1583		1769	1862	1583		1769	4634	388		1769	3527	10	
Capacity Analysis Module:																
Vol/Sat:	0.12	0.07	0.03		0.02	0.11	0.28		0.10	0.46	0.46		0.02	0.44	0.44	
Crit Moves:	****						****		****					****		
Green/Cycle:	0.11	0.11	0.11		0.27	0.27	0.27		0.10	0.47	0.47		0.04	0.42	0.42	
Volume/Cap:	1.05	0.61	0.23		0.07	0.41	1.05		1.05	0.96	0.96		0.45	1.05	1.05	
Uniform Del:	57.8	55.1	52.7		35.6	39.2	47.7		58.7	33.0	33.0		61.0	37.8	37.8	
IncremntDel:	58.7	5.3	0.7		0.1	0.5	56.4		81.6	10.6	10.6		4.5	36.5	36.5	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	116.5	60.4	53.4		35.6	39.8	104.1		140.3	43.6	43.6		65.5	74.3	74.3	
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:	116.5	60.4	53.4		35.6	39.8	104.1		140.3	43.6	43.6		65.5	74.3	74.3	
LOS by Move:	F	E	D		D	D	F		F	D	D		E	E	E	
HCM2kAvgQ:	13	6	2		1	7	25		12	37	37		2	42	42	

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #13 Bay Rd. & Willow Rd.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.859
Loss Time (sec): 11 (Y+R=4.0 sec) Average Delay (sec/veh): 22.9
Optimal Cycle: 91 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:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Ignore			
Min. Green:	0	0	0		5	0	5		5	5	0		0	5	5	
Lanes:	0	0	0	0	0	1	0	0	0	1	1	0	2	0	0	0	0	2	0	1
Volume Module: >> Count Date: 6 Oct 2009 << 7:30 - 8:30 AM																				
Base Vol:	0	0	0		361	0	75		64	1378	0		0	1114	319	
Growth Adj:	1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14	
Initial Bse:	0	0	0		412	0	85		73	1571	0		0	1270	364	
Added Vol:	0	0	0		2	0	0		0	306	0		0	115	3	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		414	0	85		73	1877	0		0	1385	367	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Volume:	0	0	0		414	0	85		73	1877	0		0	1385	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		414	0	85		73	1877	0		0	1385	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
FinalVolume:	0	0	0		414	0	86		73	1877	0		0	1385	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	1.00	1.00		0.93	1.00	0.83		0.93	0.93	1.00		1.00	0.93	1.00	
Lanes:	0.00	0.00	0.00		1.00	0.00	1.00		1.00	2.00	0.00		0.00	2.00	1.00	
Final Sat.:	0	0	0		1769	0	1583		1769	3538	0		0	3538	1900	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.23	0.00	0.05		0.04	0.53	0.00		0.00	0.39	0.00	
Crit Moves:					****					****			****			
Green/Cycle:	0.00	0.00	0.00		0.27	0.00	0.27		0.07	0.62	0.00		0.00	0.55	0.00	
Volume/Cap:	0.00	0.00	0.00		0.86	0.00	0.20		0.59	0.86	0.00		0.00	0.71	0.00	
Uniform Del:	0.0	0.0	0.0		34.6	0.0	28.0		45.1	15.6	0.0		0.0	16.8	0.0	
IncremntDel:	0.0	0.0	0.0		14.4	0.0	0.2		7.3	3.7	0.0		0.0	1.3	0.0	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	0.00	0.00	0.00		1.00	0.00	1.00		1.00	1.00	0.00		0.00	1.00	0.00	
Delay/Veh:	0.0	0.0	0.0		48.9	0.0	28.2		52.4	19.2	0.0		0.0	18.1	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.0	0.0		48.9	0.0	28.2		52.4	19.2	0.0		0.0	18.1	0.0	
LOS by Move:	A	A	A		D	A	C		D	B	A		A	B	A	
HCM2kAvgQ:	0	0	0		15	0	2		3	27	0		0	17	0	

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #14 Durham St. & Willow Rd.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.849
Loss Time (sec): 7 (Y+R=3.0 sec) Average Delay (sec/veh): 15.5
Optimal Cycle: 75 Level Of Service: B

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				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	4	4	4		4	4	4		4	10	10		4	10	10	
Lanes:	1 0	0	1	0	0 1	0	0	1	1 0	1	1	0	1 0	0	1	0
Volume Module: >> Count Date: 1 Oct 2009 << 7:30 - 8:30 AM																
Base Vol:	62	16	125		38	2	2		12	1001	9		41	850	142	
Growth Adj:	1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14	
Initial Bse:	71	18	143		43	2	2		14	1141	10		47	969	162	
Added Vol:	0	0	0		0	0	0		0	306	0		0	115	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	71	18	143		43	2	2		14	1447	10		47	1084	162	
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:	71	18	143		43	2	2		14	1447	10		47	1084	162	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	71	18	143		43	2	2		14	1447	10		47	1084	162	
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:	71	18	143		43	2	2		14	1447	10		47	1084	162	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.72	0.85	0.85		0.40	0.40	0.83		0.93	0.93	0.93		0.93	0.96	0.96	
Lanes:	1.00	0.11	0.89		0.95	0.05	1.00		1.00	1.99	0.01		1.00	0.87	0.13	
Final Sat.:	1359	183	1431		723	38	1583		1769	3509	25		1769	1589	237	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.10	0.10		0.06	0.06	0.00		0.01	0.41	0.41		0.03	0.68	0.68	
Crit Moves:		****							****					****		
Green/Cycle:	0.11	0.11	0.11		0.11	0.11	0.11		0.04	0.74	0.74		0.07	0.78	0.78	
Volume/Cap:	0.46	0.88	0.88		0.53	0.53	0.01		0.19	0.55	0.55		0.37	0.88	0.88	
Uniform Del:	41.5	43.7	43.7		41.8	41.8	39.4		46.4	5.6	5.6		44.2	7.8	7.8	
IncremntDel:	2.2	34.9	34.9		6.0	6.0	0.0		1.3	0.3	0.3		1.8	6.6	6.6	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	43.6	78.5	78.5		47.8	47.8	39.4		47.8	5.8	5.8		46.0	14.4	14.4	
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:	43.6	78.5	78.5		47.8	47.8	39.4		47.8	5.8	5.8		46.0	14.4	14.4	
LOS by Move:	D	E	E		D	D	D		D	A	A		D	B	B	
HCM2kAvgQ:	3	8	8		2	2	0		1	10	10		2	30	30	

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #15 Coleman Ave. & Willow Rd.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.942
Loss Time (sec): 7 (Y+R=3.0 sec) Average Delay (sec/veh): 23.2
Optimal Cycle: 128 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:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	4	4	4		4	4	4		10	10	10		10	10	10	
Lanes:	0 0	1!	0	0	0 0	1!	0	0	1 0	0	1	0	1 0	0	1	0
Volume Module: >> Count Date: 30 Sep 2009 << 7:30 - 8:30 AM																
Base Vol:	3	3	8		142	6	48		17	892	5		6	854	62	
Growth Adj:	1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14	
Initial Bse:	3	3	9		162	7	55		19	1017	6		7	974	71	
Added Vol:	0	0	0		0	0	0		0	306	0		0	115	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	3	3	9		162	7	55		19	1323	6		7	1089	71	
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	3	9		162	7	55		19	1323	6		7	1089	71	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	3	3	9		162	7	55		19	1323	6		7	1089	71	
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:	3	3	9		162	7	55		19	1323	6		7	1089	71	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.87	0.87	0.87		0.72	0.72	0.72		0.12	0.98	0.98		0.05	0.97	0.97	
Lanes:	0.21	0.21	0.58		0.73	0.03	0.24		1.00	0.99	0.01		1.00	0.94	0.06	
Final Sat.:	355	355	947		998	42	337		225	1852	8		99	1733	113	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.01	0.01		0.16	0.16	0.16		0.09	0.71	0.71		0.07	0.63	0.63	
Crit Moves:					****					****						
Green/Cycle:	0.17	0.17	0.17		0.17	0.17	0.17		0.76	0.76	0.76		0.76	0.76	0.76	
Volume/Cap:	0.06	0.06	0.06		0.94	0.94	0.94		0.11	0.94	0.94		0.09	0.83	0.83	
Uniform Del:	34.6	34.6	34.6		40.9	40.9	40.9		3.2	10.3	10.3		3.1	7.9	7.9	
IncremntDel:	0.1	0.1	0.1		42.6	42.6	42.6		0.3	12.7	12.7		0.5	4.3	4.3	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	34.7	34.7	34.7		83.5	83.5	83.5		3.5	23.0	23.0		3.7	12.2	12.2	
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:	34.7	34.7	34.7		83.5	83.5	83.5		3.5	23.0	23.0		3.7	12.2	12.2	
LOS by Move:	C	C	C		F	F	F		A	C	C		A	B	B	
HCM2kAvgQ:	0	0	0		11	11	11		0	40	40		0	25	25	

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #16 Gilbert Ave. & Willow Rd.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.913
Loss Time (sec): 7 (Y+R=3.0 sec) Average Delay (sec/veh): 22.2
Optimal Cycle: 105 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:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	5	5	5		5	5	5		12	12	12		12	12	12	
Lanes:	1	0	0	1	0	1	0	0	1	0	1	0	0	1	0	0
Volume Module: >> Count Date: 1 Oct 2009 << 7:30 - 8:30 AM																
Base Vol:	101	85	122		31	41	7		4	794	72		41	869	5	
Growth Adj:	1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14	
Initial Bse:	115	97	139		35	47	8		5	905	82		47	991	6	
Added Vol:	11	0	37		0	0	0		0	269	8		5	110	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	126	97	176		35	47	8		5	1174	90		52	1101	6	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	126	97	176		35	47	8		5	1174	90		52	1101	6	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	126	97	176		35	47	8		5	1174	90		52	1101	6	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	126	97	176		35	47	8		5	1174	90		52	1101	6	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.71	0.88	0.88		0.22	0.96	0.96		0.14	0.97	0.97		0.06	0.98	0.98	
Lanes:	1.00	0.35	0.65		1.00	0.85	0.15		1.00	0.93	0.07		1.00	0.99	0.01	
Final Sat.:	1346	597	1085		419	1555	266		264	1710	131		117	1851	10	
Capacity Analysis Module:																
Vol/Sat:	0.09	0.16	0.16		0.08	0.03	0.03		0.02	0.69	0.69		0.44	0.59	0.59	
Crit Moves:		****								****						
Green/Cycle:	0.18	0.18	0.18		0.18	0.18	0.18		0.75	0.75	0.75		0.75	0.75	0.75	
Volume/Cap:	0.53	0.91	0.91		0.47	0.17	0.17		0.02	0.91	0.91		0.59	0.79	0.79	
Uniform Del:	37.3	40.3	40.3		36.9	34.8	34.8		3.1	9.8	9.8		5.5	7.6	7.6	
IncremntDel:	2.2	30.5	30.5		4.7	0.2	0.2		0.0	9.4	9.4		9.8	3.1	3.1	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	39.5	70.8	70.8		41.6	35.1	35.1		3.2	19.2	19.2		15.3	10.7	10.7	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	39.5	70.8	70.8		41.6	35.1	35.1		3.2	19.2	19.2		15.3	10.7	10.7	
LOS by Move:	D	E	E		D	D	D		A	B	B		B	B	B	
HCM2kAvgQ:	4	12	12		2	1	1		0	35	35		2	22	22	

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #17 Middlefield Rd. & Willow Rd.

Cycle (sec): 130 Critical Vol./Cap.(X): 1.324
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 151.9
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Split Phase				Split Phase				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	8	8	8		8	8	8		8	8	8		8	8	8	
Lanes:	1	0	2	0	1	1	1	0	1	0	1	0	1	1	0	0
Volume Module: >> Count Date: 30 Sep 2009 << 8:00 - 9:00 AM																
Base Vol:	67	342	245		408	322	10		16	166	117		420	64	494	
Growth Adj:	1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14	
Initial Bse:	76	390	279		465	367	11		18	189	133		479	73	563	
Added Vol:	15	9	146		101	7	0		0	30	10		22	19	80	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	91	399	425		566	374	11		18	219	143		501	92	643	
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:	91	399	425		566	374	11		18	219	143		501	92	643	
Reduct Vol:	0	0	3		0	0	0		0	0	0		0	0	0	
Reduced Vol:	91	399	422		566	374	11		18	219	143		501	92	643	
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:	91	399	422		566	374	11		18	219	143		501	92	643	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.93	0.93	0.42		0.90	0.90	0.90		0.93	0.98	0.83		0.94	0.94	0.83	
Lanes:	1.00	2.00	1.00		1.78	1.18	0.04		1.00	1.00	1.00		1.69	0.31	1.00	
Final Sat.:	1769	3538	791		3059	2022	62		1769	1862	1583		3017	554	1583	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.11	0.53		0.19	0.19	0.19		0.01	0.12	0.09		0.17	0.17	0.41	
Crit Moves:			****				****			****					****	
Green/Cycle:	0.40	0.40	0.40		0.14	0.14	0.14		0.09	0.09	0.09		0.31	0.31	0.31	
Volume/Cap:	0.13	0.28	1.32		1.32	1.32	1.32		0.12	1.32	1.02		0.54	0.54	1.32	
Uniform Del:	24.4	26.1	38.8		55.9	55.9	55.9		54.5	59.2	59.2		37.4	37.4	45.1	
IncremntDel:	0.1	0.1	166.2		155.5	156	155.5		0.3	182	81.0		0.6	0.6	159.8	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	24.5	26.2	205.0		211.5	211	211.5		54.8	241	140.2		38.0	38.0	204.8	
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:	24.5	26.2	205.0		211.5	211	211.5		54.8	241	140.2		38.0	38.0	204.8	
LOS by Move:	C	C	F		F	F	F		D	F	F		D	D	F	
HCM2kAvgQ:	2	5	31		25	25	25		1	17	10		10	10	46	

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #18 Bayfront Exp. & University Ave.

Cycle (sec): 160 Critical Vol./Cap.(X): 0.948
Loss Time (sec): 10 (Y+R=3.0 sec) Average Delay (sec/veh): 38.8
Optimal Cycle: 180 Level Of Service: D

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				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	5	5	0		0	5	5		5	0	5		0	0	0	
Lanes:	2	0	3	0	0	0	0	3	0	1	2	0	0	0	3	0	0	0	0	0
Volume Module: >> Count Date: 1 Oct 2009 << 7:15 - 8:15 AM																
Base Vol:	1541	2882	0	0	884	188	179	0	429	0	0	0				
Growth Adj:	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14				
Initial Bse:	1757	3285	0	0	1008	214	204	0	489	0	0	0				
Added Vol:	23	631	0	0	85	13	181	0	7	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	1780	3916	0	0	1093	227	385	0	496	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:	1780	3916	0	0	1093	227	385	0	496	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	1780	3916	0	0	1093	227	385	0	496	0	0	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	1780	3916	0	0	1093	227	385	0	496	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.90	0.89	1.00	1.00	0.89	0.83	0.90	1.00	0.73	1.00	1.00	1.00				
Lanes:	2.00	3.00	0.00	0.00	3.00	1.00	2.00	0.00	3.00	0.00	0.00	0.00				
Final Sat.:	3432	5083	0	0	5083	1583	3432	0	4178	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.52	0.77	0.00	0.00	0.21	0.14	0.11	0.00	0.12	0.00	0.00	0.00				
Crit Moves:		****		****					****							
Green/Cycle:	0.57	0.81	0.00	0.00	0.24	0.24	0.13	0.00	0.13	0.00	0.00	0.00				
Volume/Cap:	0.90	0.95	0.00	0.00	0.90	0.60	0.90	0.00	0.95	0.00	0.00	0.00				
Uniform Del:	30.1	12.3	0.0	0.0	59.2	54.2	69.0	0.0	69.5	0.0	0.0	0.0				
IncremntDel:	6.3	5.9	0.0	0.0	9.6	2.8	20.9	0.0	26.9	0.0	0.0	0.0				
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00				
Delay/Veh:	36.4	18.1	0.0	0.0	68.8	57.0	89.9	0.0	96.4	0.0	0.0	0.0				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	36.4	18.1	0.0	0.0	68.8	57.0	89.9	0.0	96.4	0.0	0.0	0.0				
LOS by Move:	D	B	A	A	E	E	F	A	F	A	A	A				
HCM2kAvgQ:	42	62	0	0	22	10	12	0	13	0	0	0				

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #19 O'Brien Dr. & University Ave.

Cycle (sec): 85 Critical Vol./Cap.(X): 0.614
Loss Time (sec): 11 (Y+R=3.0 sec) Average Delay (sec/veh): 6.6
Optimal Cycle: 46 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		5	0	5		5	5	0		0	5	5	
Lanes:	0	0	0	0	0	0	0	1!	0	0	1	0	2	0	0	0	0	1	1	0
Volume Module: >> Count Date: 8 Oct 2009 << 7:45 - 8:45 AM																
Base Vol:	0	0	0	0	22	0	22	0	68	526	0	0	1341	46		
Growth Adj:	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14				
Initial Bse:	0	0	0	0	25	0	25	0	78	600	0	0	1529	52		
Added Vol:	0	0	0	0	2	0	0	0	0	186	0	0	27	10		
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Initial Fut:	0	0	0	0	27	0	25	0	78	786	0	0	1556	62		
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	0	0	0	27	0	25	0	78	786	0	0	1556	62		
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Reduced Vol:	0	0	0	0	27	0	25	0	78	786	0	0	1556	62		
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	0	0	0	0	27	0	25	0	78	786	0	0	1556	62		
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	1.00	1.00	1.00	0.89	1.00	0.89	0.93	0.93	1.00	1.00	0.93	0.93				
Lanes:	0.00	0.00	0.00	0.52	0.00	0.48	1.00	2.00	0.00	0.00	1.92	0.08				
Final Sat.:	0	0	0	881	0	816	1769	3538	0	0	3381	136				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.03	0.04	0.22	0.00	0.00	0.46	0.46				
Crit Moves:				****			****				****					
Green/Cycle:	0.00	0.00	0.00	0.06	0.00	0.06	0.07	0.81	0.00	0.00	0.74	0.74				
Volume/Cap:	0.00	0.00	0.00	0.52	0.00	0.52	0.62	0.27	0.00	0.00	0.62	0.62				
Uniform Del:	0.0	0.0	0.0	38.8	0.0	38.8	38.4	1.9	0.0	0.0	5.3	5.3				
IncremntDel:	0.0	0.0	0.0	4.9	0.0	4.9	9.3	0.1	0.0	0.0	0.5	0.5				
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00				
Delay/Veh:	0.0	0.0	0.0	43.8	0.0	43.8	47.6	2.0	0.0	0.0	5.7	5.7				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	0.0	0.0	0.0	43.8	0.0	43.8	47.6	2.0	0.0	0.0	5.7	5.7				
LOS by Move:	A	A	A	D	A	D	D	A	A	A	A	A				
HCM2kAvgQ:	0	0	0	2	0	2	3	3	0	0	11	11				

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #20 University & Kavanaugh

Cycle (sec): 100 Critical Vol./Cap.(X): 0.626
Loss Time (sec): 11 (Y+R=3.0 sec) Average Delay (sec/veh): 14.0
Optimal Cycle: 85 Level Of Service: B

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:	5	5		5	5	5		5	5	5		5	5	5		5
Lanes:	0	0	1!	0	0	0	1!	0	0	1	0	1	1	0	1	0
Volume Module:																
Base Vol:	32	37		20	8	21		44	40	582		43	25	1302		25
Growth Adj:	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14		1.14
Initial Bse:	36	42		23	9	24		50	46	663		49	28	1484		28
Added Vol:	0	0		0	0	0		0	0	186		0	0	27		0
PasserByVol:	0	0		0	0	0		0	0	0		0	0	0		0
Initial Fut:	36	42		23	9	24		50	46	849		49	28	1511		28
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	36	42		23	9	24		50	46	849		49	28	1511		28
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	36	42		23	9	24		50	46	849		49	28	1511		28
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:	36	42		23	9	24		50	46	849		49	29	1511		29
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900
Adjustment:	0.95	0.95		0.95	0.91	0.91		0.91	0.95	0.94		0.94	0.95	0.95		0.95
Lanes:	0.36	0.42		0.22	0.11	0.29		0.60	1.00	1.89		0.11	1.00	1.96		0.04
Final Sat.:	651	752		407	190	500		1047	1805	3386		195	1805	3533		67
Capacity Analysis Module:																
Vol/Sat:	0.06	0.06		0.06	0.05	0.05		0.05	0.03	0.25		0.25	0.02	0.43		0.43
Crit Moves:	****				****				****					****		
Green/Cycle:	0.09	0.09		0.09	0.08	0.08		0.08	0.05	0.61		0.61	0.12	0.68		0.68
Volume/Cap:	0.63	0.65		0.65	0.62	0.63		0.63	0.51	0.41		0.41	0.13	0.63		0.63
Uniform Del:	44.0	44.2		44.2	44.7	44.9		44.9	46.3	10.4		10.4	39.3	9.2		9.2
IncremntDel:	8.0	9.0		9.0	8.5	9.7		9.7	4.6	0.1		0.1	0.3	0.6		0.6
InitQueuDel:	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0
Delay Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Delay/Veh:	52.0	53.1		53.1	53.2	54.5		54.5	50.9	10.5		10.5	39.6	9.7		9.7
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
AdjDel/Veh:	52.0	53.1		53.1	53.2	54.5		54.5	50.9	10.5		10.5	39.6	9.7		9.7
LOS by Move:	D	D		D	D	D		D	D	B		B	D	A		A
HCM2kAvgQ:	4	4		4	4	4		4	2	8		8	1	14		14

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #21 University & Bay

Cycle (sec): 100 Critical Vol./Cap.(X): 0.733
Loss Time (sec): 11 (Y+R=3.0 sec) Average Delay (sec/veh): 28.6
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:	5	5		5	5	5		5	5	5		5	5	5		5
Lanes:	1	0	1	0	1	1	0	1	0	1	1	0	1	0	1	0
Volume Module:																
Base Vol:	108	225		113	50	196		86	141	497		78	97	1115		49
Growth Adj:	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14		1.14
Initial Bse:	123	257		129	57	223		98	161	567		89	111	1271		56
Added Vol:	0	0		0	0	0		0	0	186		0	0	27		0
PasserByVol:	0	0		0	0	0		0	0	0		0	0	0		0
Initial Fut:	123	257		129	57	223		98	161	753		89	111	1298		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:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	123	257		129	57	223		98	161	753		89	111	1298		56
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	123	257		129	57	223		98	161	753		89	111	1298		56
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:	123	257		129	57	223		98	161	753		89	111	1298		56
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900
Adjustment:	0.95	1.00		0.85	0.95	1.00		0.85	0.95	0.93		0.93	0.95	0.94		0.94
Lanes:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.79		0.21	1.00	1.92		0.08
Final Sat.:	1805	1900		1615	1805	1900		1615	1805	3177		375	1805	3440		148
Capacity Analysis Module:																
Vol/Sat:	0.07	0.14		0.08	0.03	0.12		0.06	0.09	0.24		0.24	0.06	0.38		0.38
Crit Moves:	****					****			****					****		
Green/Cycle:	0.09	0.19		0.19	0.07	0.16		0.16	0.12	0.51		0.51	0.13	0.51		0.51
Volume/Cap:	0.73	0.73		0.43	0.46	0.73		0.38	0.73	0.47		0.47	0.47	0.73		0.73
Uniform Del:	44.1	38.4		36.1	44.8	39.9		37.5	42.4	16.0		16.0	40.2	18.9		18.9
IncremntDel:	15.3	7.6		1.0	2.7	8.8		0.9	12.0	0.2		0.2	1.5	1.5		1.5
InitQueuDel:	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0
Delay Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Delay/Veh:	59.4	46.0		37.1	47.5	48.8		38.4	54.3	16.2		16.2	41.7	20.4		20.4
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:	59.4	46.0		37.1	47.5	48.8		38.4	54.3	16.2		16.2	41.7	20.4		20.4
LOS by Move:	E	D		D	D	D		D	D	B		B	D	C		C
HCM2kAvgQ:	5	9		4	2	8		3	6	9		9	4	18		18

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #22 University & Runnymede

Cycle (sec): 100 Critical Vol./Cap.(X): 0.696
Loss Time (sec): 11 (Y+R=3.0 sec) Average Delay (sec/veh): 21.4
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:	5	5		5	5	5		5	5	5		5	5	5		5
Lanes:	0	0	1!	0	0	0	1!	0	0	1	0	1	1	0	1	0
Volume Module:																
Base Vol:	47	105		12	16	59		56	18	626		48	88	1246		61
Growth Adj:	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14		1.14
Initial Bse:	54	120		14	18	67		64	21	714		55	100	1420		70
Added Vol:	0	0		0	0	0		0	0	186		0	0	27		0
PasserByVol:	0	0		0	0	0		0	0	0		0	0	0		0
Initial Fut:	54	120		14	18	67		64	21	900		55	100	1447		70
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:	54	120		14	18	67		64	21	900		55	100	1447		70
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	54	120		14	18	67		64	21	900		55	100	1447		70
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:	54	120		14	18	67		64	21	900		55	100	1447		70
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900
Adjustment:	0.98	0.98		0.98	0.94	0.94		0.94	0.95	0.94		0.94	0.95	0.94		0.94
Lanes:	0.29	0.64		0.07	0.12	0.45		0.43	1.00	1.89		0.11	1.00	1.91		0.09
Final Sat.:	532	1187		136	217	801		761	1805	3372		205	1805	3420		164
Capacity Analysis Module:																
Vol/Sat:	0.10	0.10		0.10	0.08	0.08		0.08	0.01	0.27		0.27	0.06	0.42		0.42
Crit Moves:	****				****				****					****		
Green/Cycle:	0.14	0.14		0.14	0.12	0.12		0.12	0.05	0.53		0.53	0.11	0.58		0.58
Volume/Cap:	0.72	0.72		0.72	0.72	0.72		0.72	0.23	0.51		0.51	0.51	0.72		0.72
Uniform Del:	41.2	41.2		41.2	42.7	42.7		42.7	45.6	15.4		15.4	42.0	14.9		14.9
IncremntDel:	9.7	9.7		9.7	11.9	11.9		11.9	1.3	0.2		0.2	2.2	1.3		1.3
InitQueuDel:	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0
Delay Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Delay/Veh:	50.9	50.9		50.9	54.6	54.6		54.6	46.9	15.6		15.6	44.2	16.2		16.2
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
AdjDel/Veh:	50.9	50.9		50.9	54.6	54.6		54.6	46.9	15.6		15.6	44.2	16.2		16.2
LOS by Move:	D	D		D	D	D		D	D	B		B	D	B		B
HCM2kAvgQ:	7	7		7	6	6		6	1	10		10	4	18		18

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #23 University & Bell

Cycle (sec): 95 Critical Vol./Cap.(X): 0.323
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 6.9
Optimal Cycle: 91 Level Of Service: A

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:	14	14		14	14	14		14	73	73		73	73	73		73
Lanes:	0	0	1!	0	0	0	1!	0	0	1	0	1	1	0	1	0
Volume Module:																
Base Vol:	18	59		9	7	43		11	15	614		24	15	123		24
Growth Adj:	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14		1.14
Initial Bse:	21	67		10	8	49		13	17	700		27	17	140		27
Added Vol:	0	0		0	0	0		0	0	186		0	0	27		0
PasserByVol:	0	0		0	0	0		0	0	0		0	0	0		0
Initial Fut:	21	67		10	8	49		13	17	886		27	17	167		27
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:	21	67		10	8	49		13	17	886		27	17	167		27
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	21	67		10	8	49		13	17	886		27	17	167		27
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:	21	67		10	8	49		13	17	886		27	17	167		27
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900
Adjustment:	0.93	0.93		0.93	0.95	0.95		0.95	0.62	0.95		0.95	0.29	0.93		0.93
Lanes:	0.21	0.69		0.10	0.11	0.71		0.18	1.00	1.94		0.06	1.00	1.72		0.28
Final Sat.:	369	1208		184	207	1269		325	1182	3488		108	551	3037		497
Capacity Analysis Module:																
Vol/Sat:	0.06	0.06		0.06	0.04	0.04		0.04	0.01	0.25		0.25	0.03	0.06		0.06
Crit Moves:		****								****						
Green/Cycle:	0.17	0.17		0.17	0.17	0.17		0.17	0.79	0.79		0.79	0.79	0.79		0.79
Volume/Cap:	0.32	0.32		0.32	0.22	0.22		0.22	0.02	0.32		0.32	0.04	0.07		0.07
Uniform Del:	34.5	34.5		34.5	33.9	33.9		33.9	2.2	2.9		2.9	2.3	2.3		2.3
IncremntDel:	0.6	0.6		0.6	0.4	0.4		0.4	0.0	0.1		0.1	0.0	0.0		0.0
InitQueuDel:	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0
Delay Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Delay/Veh:	35.1	35.1		35.1	34.2	34.2		34.2	2.2	3.0		3.0	2.3	2.3		2.3
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:	35.1	35.1		35.1	34.2	34.2		34.2	2.2	3.0		3.0	2.3	2.3		2.3
LOS by Move:	D	D		D	C	C		C	A	A		A	A	A		A
HCM2kAvgQ:	3	3		3	2	2		2	0	4		4	0	1		1

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #24 University & Donohoe

Cycle (sec): 100 Critical Vol./Cap.(X): 1.045
Loss Time (sec): 11 (Y+R=3.0 sec) Average Delay (sec/veh): 55.6
Optimal Cycle: 180 Level Of Service: E

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:	5	5	5		5	5	5		5	5	5		5	5	5	
Lanes:	1	1	0	1 1	1	0	1	0 1	2	0	2	0 1	1	0	1	1 0
Volume Module:																
Base Vol:	362	437	328		11	124	383		117	352	283		49	1205	68	
Growth Adj:	1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14	
Initial Bse:	413	498	374		13	141	437		133	401	323		56	1374	78	
Added Vol:	22	0	100		0	0	0		0	86	0		0	27	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	435	498	474		13	141	437		133	487	323		56	1401	78	
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:	435	498	474		13	141	437		133	487	323		56	1401	78	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	435	498	474		13	141	437		133	487	323		56	1401	78	
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:	435	498	474		13	141	437		133	487	323		56	1401	78	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.89	0.89	0.89		0.95	1.00	0.85		0.92	0.95	0.85		0.95	0.94	0.94	
Lanes:	1.23	1.42	1.35		1.00	1.00	1.00		2.00	2.00	1.00		1.00	1.90	0.10	
Final Sat.:	2085	2390	2274		1805	1900	1615		3502	3610	1615		1805	3393	188	
Capacity Analysis Module:																
Vol/Sat:	0.21	0.21	0.21		0.01	0.07	0.27		0.04	0.13	0.20		0.03	0.41	0.41	
Crit Moves:	****						****		****					****		
Green/Cycle:	0.20	0.36	0.36		0.09	0.25	0.25		0.05	0.35	0.35		0.09	0.39	0.39	
Volume/Cap:	1.06	0.57	0.57		0.08	0.29	1.06		0.76	0.38	0.57		0.35	1.06	1.06	
Uniform Del:	40.2	25.6	25.6		41.9	30.0	37.3		46.9	24.3	26.3		42.9	30.6	30.6	
IncremntDel:	42.8	0.3	0.3		0.2	0.3	61.6		17.7	0.2	1.4		1.4	42.2	42.2	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	83.0	25.9	25.9		42.2	30.3	98.8		64.6	24.5	27.7		44.3	72.8	72.8	
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:	83.0	25.9	25.9		42.2	30.3	98.8		64.6	24.5	27.7		44.3	72.8	72.8	
LOS by Move:	F	C	C		D	C	F		E	C	C		D	E	E	
HCM2kAvgQ:	19	10	10		0	4	21		4	6	9		2	35	35	

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
1994 HCM Operations Method (Future Volume Alternative)

Intersection #25 NB 101 & Donohoe St

Cycle (sec): 65 Critical Vol./Cap.(X): 0.456
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 9.6
Optimal Cycle: 57 Level Of Service: B

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	23	23		0	23	0		20	0	20		0	0	10	
Lanes:	0	0	2	1 0	0	0	2	0 0	2	0	0	0 1	0	0	0	0 1
Volume Module:																
Base Vol:	0	837	8		0	451	0		365	0	140		0	0	113	
Growth Adj:	1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14	
Initial Bse:	0	954	9		0	514	0		416	0	160		0	0	129	
Added Vol:	0	0	0		0	0	0		122	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	954	9		0	514	0		538	0	160		0	0	129	
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	954	9		0	514	0		538	0	160		0	0	129	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	954	9		0	514	0		538	0	160		0	0	129	
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	1.10	1.10		1.00	1.05	1.00		1.03	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	1050	10		0	540	0		554	0	160		0	0	129	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		0.95	1.00	0.85		1.00	1.00	0.77	
Lanes:	0.00	2.97	0.03		0.00	2.00	0.00		2.00	0.00	1.00		0.00	0.00	1.00	
Final Sat.:	0	5646	54		0	3800	0		3610	0	1615		0	0	1463	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.19	0.19		0.00	0.14	0.00		0.15	0.00	0.10		0.00	0.00	0.09	
Crit Moves:		****			****				****						****	
Green/Cycle:	0.00	0.41	0.41		0.00	0.41	0.00		0.34	0.00	0.53		0.00	0.00	0.19	
Volume/Cap:	0.00	0.46	0.46		0.00	0.35	0.00		0.46	0.00	0.19		0.00	0.00	0.46	
Uniform Del:	0.0	10.6	10.6		0.0	10.1	0.0		12.8	0.0	6.0		0.0	0.0	17.6	
IncremntDel:	0.0	0.1	0.1		0.0	0.1	0.0		0.2	0.0	0.0		0.0	0.0	0.8	
Delay Adj:	0.00	0.85	0.85		0.00	0.85	0.00		0.85	0.00	0.85		0.00	0.00	0.85	
Delay/Veh:	0.0	9.1	9.1		0.0	8.6	0.0		11.1	0.0	5.2		0.0	0.0	15.8	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	9.1	9.1		0.0	8.6	0.0		11.1	0.0	5.2		0.0	0.0	15.8	
DesignQueue:	0	8	8		0	6	0		7	0	3		0	0	4	

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #26 University & SB US 101

Cycle (sec): 85 Critical Vol./Cap.(X): 0.719
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 18.9
Optimal Cycle: 180 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Protected				Permitted				Protected			
Rights:	Include				Include				Ovl				Include			
Min. Green:	16	16	16		0	0	0		0	29	45		28	61	0	
Lanes:	1	0	1!	0 1	0	0	0	0 0	0	0	2	0 2	2	0	2	0 0
Volume Module:																
Base Vol:	317	1	220		0	0	0		0	828	379		798	1527	0	
Growth Adj:	1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14	
Initial Bse:	361	1	251		0	0	0		0	944	432		910	1741	0	
Added Vol:	0	0	0		0	0	0		0	86	14		7	50	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	361	1	251		0	0	0		0	1030	446		917	1791	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:	361	1	251		0	0	0		0	1030	446		917	1791	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	361	1	251		0	0	0		0	1030	446		917	1791	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	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:	361	1	251		0	0	0		0	1030	446		917	1791	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.86	0.86	0.86		1.00	1.00	1.00		1.00	0.95	0.75		0.92	0.95	1.00	
Lanes:	1.58	0.01	1.41		0.00	0.00	0.00		0.00	2.00	2.00		2.00	2.00	0.00	
Final Sat.:	2584	6	2291		0	0	0		0	3610	2842		3502	3610	0	
Capacity Analysis Module:																
Vol/Sat:	0.14	0.19	0.11		0.00	0.00	0.00		0.00	0.29	0.16		0.26	0.50	0.00	
Crit Moves:		****												****		
Green/Cycle:	0.19	0.19	0.19		0.00	0.00	0.00		0.00	0.34	0.34		0.42	0.76	0.00	
Volume/Cap:	0.74	1.00	0.58		0.00	0.00	0.00		0.00	0.84	0.46		0.62	0.65	0.00	
Uniform Del:	32.6	34.5	31.5		0.0	0.0	0.0		0.0	25.8	21.9		19.1	4.7	0.0	
IncremntDel:	3.7	37.2	0.8		0.0	0.0	0.0		0.0	5.1	0.3		0.8	0.5	0.0	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		0.00	0.00	0.00		0.00	1.00	1.00		1.00	1.00	0.00	
Delay/Veh:	36.2	71.7	32.3		0.0	0.0	0.0		0.0	31.0	22.2		19.9	5.2	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	36.2	71.7	32.3		0.0	0.0	0.0		0.0	31.0	22.2		19.9	5.2	0.0	
LOS by Move:	D	E	C		A	A	A		A	C	C		B	A	A	
HCM2kAvgQ:	7	14	5		0	0	0		0	16	6		10	12	0	

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #27 University Ave. & Woodland

Cycle (sec): 100 Critical Vol./Cap.(X): 0.992
Loss Time (sec): 11 (Y+R=3.0 sec) Average Delay (sec/veh): 52.3
Optimal Cycle: 180 Level Of Service: D

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:	5	5	5		5	5	5		5	5	5		5	5	5	
Lanes:	0	0	1!	0 0	2	0	0	1 0	1	0	1	1 0	1	0	2	0 1
Volume Module:																
Base Vol:	14	78	250		410	115	41		51	538	13		238	1506	420	
Growth Adj:	1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14	
Initial Bse:	16	89	285		467	131	47		58	613	15		271	1717	479	
Added Vol:	0	0	0		0	0	0		0	101	0		0	50	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	16	89	285		467	131	47		58	714	15		271	1767	479	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	16	89	285		467	131	47		58	714	15		271	1767	479	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	16	89	285		467	131	47		58	714	15		271	1767	479	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	16	89	285		467	131	47		58	714	15		271	1767	479	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.90	0.90	0.90		0.92	0.96	0.96		0.95	0.95	0.95		0.95	0.95	0.85	
Lanes:	0.04	0.23	0.73		2.00	0.74	0.26		1.00	1.96	0.04		1.00	2.00	1.00	
Final Sat.:	70	390	1249		3502	1346	480		1805	3526	73		1805	3610	1615	
Capacity Analysis Module:																
Vol/Sat:	0.23	0.23	0.23		0.13	0.10	0.10		0.03	0.20	0.20		0.15	0.49	0.30	
Crit Moves:		****			****				****					****		
Green/Cycle:	0.25	0.23	0.23		0.13	0.11	0.11		0.05	0.31	0.31		0.23	0.48	0.48	
Volume/Cap:	0.91	1.01	1.01		1.01	0.91	0.91		0.64	0.66	0.66		0.66	1.01	0.61	
Uniform Del:	36.4	38.7	38.7		43.4	44.2	44.2		46.6	30.2	30.2		35.2	25.8	19.0	
IncremntDel:	23.6	49.3	49.3		45.3	40.6	40.6		14.9	1.5	1.5		4.0	24.9	1.5	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	60.0	88.0	88.0		88.7	84.8	84.8		61.5	31.7	31.7		39.2	50.7	20.5	
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:	60.0	88.0	88.0		88.7	84.8	84.8		61.5	31.7	31.7		39.2	50.7	20.5	
LOS by Move:	E	F	F		F	F	F		E	C	C		D	D	C	
HCM2kAvgQ:	16	18	18		12	9	9		3	11	11		9	37	11	

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #28 Middlefield Rd. & University Ave.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.929
Loss Time (sec): 11 (Y+R=3.0 sec) Average Delay (sec/veh): 52.0
Optimal Cycle: 124 Level Of Service: D

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:	5	5	5		5	5	5		5	5	5		5	5	5	
Lanes:	0	1	0	1	0	0	1	0	1	0	0	1	0	1	0	1	0
Volume Module:																	
Base Vol:	37	264	51		92	391	62		15	228	24		73	584	95	
Growth Adj:	1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14	
Initial Bse:	42	301	58		105	446	71		17	260	27		83	666	108	
Added Vol:	1	131	67		6	30	2		31	27	0		5	37	9	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	43	432	125		111	476	73		48	287	27		88	703	117	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	43	432	125		111	476	73		48	287	27		88	703	117	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	43	432	125		111	476	73		48	287	27		88	703	117	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	43	432	125		111	476	73		48	287	27		88	703	117	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	0.92	0.92		0.93	0.93	0.93		0.95	0.99	0.99		0.95	0.98	0.98	
Lanes:	0.14	1.44	0.42		0.34	1.44	0.22		1.00	0.91	0.09		1.00	0.86	0.14	
Final Sat.:	251	2507	726		593	2543	388		1805	1712	163		1805	1594	266	
Capacity Analysis Module:																
Vol/Sat:	0.17	0.17	0.17		0.19	0.19	0.19		0.03	0.17	0.17		0.05	0.44	0.44	
Crit Moves:		****			****				****					****		
Green/Cycle:	0.18	0.18	0.18		0.20	0.20	0.20		0.05	0.39	0.39		0.12	0.46	0.46	
Volume/Cap:	0.95	0.95	0.95		0.95	0.95	0.95		0.53	0.42	0.42		0.41	0.95	0.95	
Uniform Del:	40.5	40.5	40.5		39.7	39.7	39.7		46.4	22.0	22.0		40.9	25.8	25.8	
IncremntDel:	24.6	24.6	24.6		23.2	23.2	23.2		6.0	0.4	0.4		1.3	20.0	20.0	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	65.2	65.2	65.2		62.9	62.9	62.9		52.4	22.4	22.4		42.2	45.9	45.9	
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	65.2	65.2		62.9	62.9	62.9		52.4	22.4	22.4		42.2	45.9	45.9	
LOS by Move:	E	E	E		E	E	E		D	C	C		D	D	D	
HCM2kAvgQ:	14	14	14		15	15	15		2	7	7		3	30	30	

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #29 Bayfront Exp. & Chrysler Dr.

Cycle (sec): 130 Critical Vol./Cap.(X): 0.746
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 17.7
Optimal Cycle: 61 Level Of Service: B

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				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	5	5	0		0	5	5		5	0	5		0	0	0	
Lanes:	1	0	3	0	0	0	0	3	0	1	1	0	0	0	1	0	0	0	0	0
Volume Module: >> Count Date: 21 Oct 2009 << 7:15 - 8:15 AM																	
Base Vol:	45	2362	0		0	1034	31		103	0	6		0	0	0	
Growth Adj:	1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14	
Initial Bse:	51	2693	0		0	1179	35		117	0	7		0	0	0	
Added Vol:	94	56	0		0	784	0		154	0	21		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	145	2749	0		0	1963	35		271	0	28		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:	145	2749	0		0	1963	35		271	0	28		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	145	2749	0		0	1963	35		271	0	28		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	145	2749	0		0	1963	35		271	0	28		0	0	0	
Saturation Flow Module:																	
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.93	0.89	1.00		1.00	0.89	0.83		0.93	1.00	0.83		1.00	1.00	1.00	
Lanes:	1.00	3.00	0.00		0.00	3.00	1.00		1.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	1769	5083	0		0	5083	1583		1769	0	1583		0	0	0	
Capacity Analysis Module:																	
Vol/Sat:	0.08	0.54	0.00		0.00	0.39	0.02		0.15	0.00	0.02		0.00	0.00	0.00	
Crit Moves:		****			****				****							
Green/Cycle:	0.13	0.73	0.00		0.00	0.60	0.60		0.21	0.00	0.21		0.00	0.00	0.00	
Volume/Cap:	0.65	0.75	0.00		0.00	0.65	0.04		0.75	0.00	0.09		0.00	0.00	0.00	
Uniform Del:	53.9	10.7	0.0		0.0	17.1	10.8		48.4	0.0	41.7		0.0	0.0	0.0	
IncremntDel:	6.4	0.9	0.0		0.0	0.5	0.0		8.2	0.0	0.1		0.0	0.0	0.0	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	0.00		0.00	1.00	1.00		1.00	0.00	1.00		0.00	0.00	0.00	
Delay/Veh:	60.3	11.6	0.0		0.0	17.6	10.8		56.6	0.0	41.9		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	60.3	11.6	0.0		0.0	17.6	10.8		56.6	0.0	41.9		0.0	0.0	0.0	
LOS by Move:	E	B	A		A	B	B		E	A	D		A	A	A	
HCM2kAvgQ:	7	25	0		0	19	1		12	0	1		0	0	0	

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #30 Bayfront Exp. & Chilco St.

Cycle (sec): 130 Critical Vol./Cap.(X): 0.686
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 20.4
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:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	5	5	0	0	5	5	5	0	5	0	0	0				
Lanes:	1	0	3	0	0	0	0	3	0	1	1	0	0	0	1	0	0	0	0	0
Volume Module: >> Count Date: 20 Oct 2009 << 7:45 - 8:45 AM																
Base Vol:	146	2070	0	0	851	196	218	0	31	0	0	0				
Growth Adj:	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14				
Initial Bse:	166	2360	0	0	970	223	249	0	35	0	0	0				
Added Vol:	94	146	0	0	803	2	4	0	21	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	260	2506	0	0	1773	225	253	0	56	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:	260	2506	0	0	1773	225	253	0	56	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	260	2506	0	0	1773	225	253	0	56	0	0	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	260	2506	0	0	1773	225	253	0	56	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.93	0.89	1.00	1.00	0.89	0.83	0.93	1.00	0.83	1.00	1.00	1.00				
Lanes:	1.00	3.00	0.00	0.00	3.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00				
Final Sat.:	1769	5083	0	0	5083	1583	1769	0	1583	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.15	0.49	0.00	0.00	0.35	0.14	0.14	0.00	0.04	0.00	0.00	0.00				
Crit Moves:	****				****		****									
Green/Cycle:	0.21	0.72	0.00	0.00	0.51	0.51	0.21	0.00	0.21	0.00	0.00	0.00				
Volume/Cap:	0.69	0.68	0.00	0.00	0.69	0.28	0.69	0.00	0.17	0.00	0.00	0.00				
Uniform Del:	47.0	9.9	0.0	0.0	24.1	18.3	47.6	0.0	42.3	0.0	0.0	0.0				
IncremntDel:	5.2	0.5	0.0	0.0	0.8	0.2	5.3	0.0	0.2	0.0	0.0	0.0				
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00				
Delay/Veh:	52.2	10.4	0.0	0.0	24.9	18.5	52.9	0.0	42.5	0.0	0.0	0.0				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	52.2	10.4	0.0	0.0	24.9	18.5	52.9	0.0	42.5	0.0	0.0	0.0				
LOS by Move:	D	B	A	A	C	B	D	A	D	A	A	A				
HCM2kAvgQ:	11	20	0	0	20	5	10	0	2	0	0	0				

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #31 Middlefield Rd. & Ravenswood Ave.

Cycle (sec): 120 Critical Vol./Cap.(X): 0.745
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 26.3
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:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Ignore				Include			
Min. Green:	4	10	0	0	10	10	4	0	4	0	0	0				
Lanes:	1	0	1	0	0	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0
Volume Module: >> Count Date: 20 Oct 2009 << 7:45 - 8:45 AM																
Base Vol:	464	366	0	0	398	66	83	0	561	0	0	0				
Growth Adj:	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14				
Initial Bse:	529	417	0	0	454	75	95	0	640	0	0	0				
Added Vol:	62	24	0	0	71	2	7	0	35	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	591	441	0	0	525	77	102	0	675	0	0	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
PHF Volume:	591	441	0	0	525	77	102	0	0	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	591	441	0	0	525	77	102	0	0	0	0	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
FinalVolume:	591	441	0	0	525	77	102	0	0	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.93	0.98	1.00	1.00	0.96	0.96	0.93	1.00	1.00	1.00	1.00	1.00				
Lanes:	1.00	1.00	0.00	0.00	0.87	0.13	1.00	0.00	1.00	0.00	0.00	0.00				
Final Sat.:	1769	1862	0	0	1595	235	1769	0	1900	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.33	0.24	0.00	0.00	0.33	0.33	0.06	0.00	0.00	0.00	0.00	0.00				
Crit Moves:	****				****		****									
Green/Cycle:	0.45	0.89	0.00	0.00	0.44	0.44	0.08	0.00	0.00	0.00	0.00	0.00				
Volume/Cap:	0.75	0.27	0.00	0.00	0.75	0.75	0.75	0.00	0.00	0.00	0.00	0.00				
Uniform Del:	27.4	1.0	0.0	0.0	27.9	27.9	54.2	0.0	0.0	0.0	0.0	0.0				
IncremntDel:	3.9	0.1	0.0	0.0	3.8	3.8	19.9	0.0	0.0	0.0	0.0	0.0				
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	0.00				
Delay/Veh:	31.3	1.0	0.0	0.0	31.7	31.7	74.1	0.0	0.0	0.0	0.0	0.0				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	31.3	1.0	0.0	0.0	31.7	31.7	74.1	0.0	0.0	0.0	0.0	0.0				
LOS by Move:	C	A	A	A	C	C	E	A	A	A	A	A				
HCM2kAvgQ:	19	2	0	0	19	19	5	0	0	0	0	0				

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #32 Middlefield Rd. & Ringwood Ave.

Cycle (sec): 120 Critical Vol./Cap.(X): 0.541
Loss Time (sec): 4 (Y+R=3.0 sec) Average Delay (sec/veh): 25.6
Optimal Cycle: 24 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				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	4	10	10		4	10	10		4	4	4		4	4	4	
Lanes:	1	0 2	0 1		1	0 2	0 1		1	0 0	1 0		0	1 0	0 1	
Volume Module: >> Count Date: 21 Oct 2009 << 7:30 - 8:30 AM																
Base Vol:	57	623	49		192	708	68		3	3	3		123	53	241	
Growth Adj:	1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14	
Initial Bse:	65	710	56		219	808	78		3	3	3		140	60	275	
Added Vol:	0	84	0		1	105	0		0	0	0		0	0	1	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	65	794	56		220	913	78		3	3	3		140	60	276	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	65	794	56		220	913	78		3	3	3		140	60	276	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	65	794	56		220	913	78		3	3	3		140	60	276	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	65	794	56		220	913	78		3	3	3		140	60	276	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.93	0.93	0.83		0.93	0.93	0.83		0.47	0.91	0.91		0.77	0.77	0.83	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	0.50	0.50		0.70	0.30	1.00	
Final Sat.:	1769	3538	1583		1769	3538	1583		896	861	861		1020	440	1583	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.22	0.04		0.12	0.26	0.05		0.00	0.00	0.00		0.14	0.14	0.17	
Crit Moves:		****			****										****	
Green/Cycle:	0.08	0.41	0.41		0.23	0.56	0.56		0.32	0.32	0.32		0.32	0.32	0.32	
Volume/Cap:	0.46	0.54	0.09		0.54	0.46	0.09		0.01	0.01	0.01		0.43	0.43	0.54	
Uniform Del:	52.7	26.5	21.3		40.7	15.3	12.0		27.7	27.7	27.7		32.0	32.0	33.4	
IncremntDel:	2.3	0.4	0.1		1.5	0.2	0.0		0.0	0.0	0.0		0.6	0.6	1.2	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	55.0	26.9	21.3		42.1	15.5	12.0		27.7	27.7	27.7		32.6	32.6	34.6	
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:	55.0	26.9	21.3		42.1	15.5	12.0		27.7	27.7	27.7		32.6	32.6	34.6	
LOS by Move:	E	C	C		D	B	B		C	C	C		C	C	C	
HCM2kAvgQ:	3	12	1		8	10	1		0	0	0		6	6	9	

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #33 Middlefield Rd and Lytton Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.907
Loss Time (sec): 11 (Y+R=3.0 sec) Average Delay (sec/veh): 49.3
Optimal Cycle: 111 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Split Phase				Split Phase				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	5	5	5		5	5	5		5	5	5		5	5	5	
Lanes:	0	1 0	0 1		0	1 0	0 1		1	0 0	1 0		0	0 1!	0 0	
Volume Module:																
Base Vol:	115	314	8		7	490	355		114	34	45		6	97	5	
Growth Adj:	1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14	
Initial Bse:	131	358	9		8	559	405		130	39	51		7	111	6	
Added Vol:	0	170	0		0	39	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	131	528	9		8	598	405		130	39	51		7	111	6	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	131	528	9		8	598	405		130	39	51		7	111	6	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	131	528	9		8	598	405		130	39	51		7	111	6	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	131	528	9		8	598	405		130	39	51		7	111	6	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.99	0.99	0.85		1.00	1.00	0.85		0.95	0.92	0.92		0.99	0.99	0.99	
Lanes:	0.20	0.80	1.00		0.01	0.99	1.00		1.00	0.43	0.57		0.05	0.90	0.05	
Final Sat.:	374	1507	1615		25	1873	1615		1805	748	990		105	1691	87	
Capacity Analysis Module:																
Vol/Sat:	0.35	0.35	0.01		0.32	0.32	0.25		0.07	0.05	0.05		0.07	0.07	0.07	
Crit Moves:		****				****			****					****		
Green/Cycle:	0.39	0.39	0.39		0.35	0.35	0.35		0.08	0.08	0.08		0.07	0.07	0.07	
Volume/Cap:	0.91	0.91	0.01		0.91	0.91	0.71		0.91	0.65	0.65		0.91	0.91	0.91	
Uniform Del:	29.0	29.0	18.9		30.8	30.8	28.0		45.7	44.7	44.7		46.1	46.1	46.1	
IncremntDel:	15.0	15.0	0.0		16.1	16.1	4.2		48.2	10.6	10.6		50.0	50.0	50.0	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	44.0	44.0	18.9		46.9	46.9	32.2		93.9	55.3	55.3		96.0	96.0	96.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	44.0	44.0	18.9		46.9	46.9	32.2		93.9	55.3	55.3		96.0	96.0	96.0	
LOS by Move:	D	D	B		D	D	C		F	E	E		F	F	F	
HCM2kAvgQ:	23	23	0		22	22	12		7	4	4		7	7	7	

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #34 Bayfront Expy. and Facebook West Campus

Cycle (sec):	100	Critical Vol./Cap.(X):	0.792
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	19.1
Optimal Cycle:	90	Level Of Service:	B

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:	10	10	10		10	10	10		10	10	10		10	10	10	
Lanes:	1	0 3	0	0	0	0 3	0	1	2	0 0	0	1	0	0 0	0	0
Volume Module:																
Base Vol:	0	2197	0	0	782	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14				
Initial Bse:	0	2505	0	0	891	0	0	0	0	0	0	0				
Added Vol:	725	216	0	0	500	81	25	0	43	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	725	2721	0	0	1391	81	25	0	43	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:	725	2721	0	0	1391	81	25	0	43	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	725	2721	0	0	1391	81	25	0	43	0	0	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	725	2721	0	0	1391	81	25	0	43	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.95	0.91	1.00	1.00	0.91	0.85	0.92	1.00	0.85	1.00	1.00	1.00				
Lanes:	1.00	3.00	0.00	0.00	3.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00				
Final Sat.:	1805	5187	0	0	5187	1615	3502	0	1615	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.40	0.52	0.00	0.00	0.27	0.05	0.01	0.00	0.03	0.00	0.00	0.00				
Crit Moves:	****				****				****							
Green/Cycle:	0.47	0.78	0.00	0.00	0.31	0.31	0.10	0.00	0.10	0.00	0.00	0.00				
Volume/Cap:	0.86	0.67	0.00	0.00	0.86	0.16	0.07	0.00	0.27	0.00	0.00	0.00				
Uniform Del:	23.7	5.1	0.0	0.0	32.3	24.9	40.8	0.0	41.6	0.0	0.0	0.0				
IncremntDel:	8.8	0.5	0.0	0.0	4.9	0.2	0.1	0.0	0.9	0.0	0.0	0.0				
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00				
Delay/Veh:	32.5	5.5	0.0	0.0	37.2	25.0	40.9	0.0	42.5	0.0	0.0	0.0				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	32.5	5.5	0.0	0.0	37.2	25.0	40.9	0.0	42.5	0.0	0.0	0.0				
LOS by Move:	C	A	A	A	D	C	D	A	D	A	A	A				
HCM2kAvgQ:	23	15	0	0	18	2	0	0	1	0	0	0				

Note: Queue reported is the number of cars per lane.

Scenario Report

Scenario:	Cumulative 2025 East and West Campuses PM
Command:	Long Term Project II PM
Volume:	Long Term Project II PM
Geometry:	Long Term Project II PM
Impact Fee:	Default Impact Fee
Trip Generation:	Long Term Project II PM
Trip Distribution:	Near-Term
Paths:	Default Path
Routes:	Default Route
Configuration:	Long Term Project II PM

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in D/V
# 1 Bayfront Exp. & Marsh Rd.	E	77.7	1.075	F	86.5	1.109	+ 8.785
# 2 US 101 NB Ramps & Marsh Rd.	B	19.2	0.929	D	48.1	1.116	+28.869
# 3 US 101 SB Ramps & Marsh Rd.	C	23.8	0.931	D	40.6	1.029	+16.739
# 4 Scott Dr/Rolison at Marsh Rd.	C	24.3	0.781	C	27.4	0.936	+ 3.086
# 5 Bohannon/ Florence & Marsh Rd.	C	29.2	0.664	C	23.4	0.819	-5.749
# 6 Bay Rd. & Marsh Rd.	B	15.9	0.659	B	15.3	0.697	-0.622
# 7 Middlefield at Marsh (Town of	D	39.4	0.922	E	55.0	1.062	+15.246
# 8 Bayfront Exp. & Willow Rd.	E	67.9	1.045	F	146.8	1.314	+78.891
# 9 Hamilton Ave. & Willow Rd.	C	23.7	0.693	C	28.1	0.890	+ 4.411
# 10 Ivy Dr. & Willow Rd.	B	12.8	0.619	B	17.4	0.863	+ 4.644
# 11 O'Brien Dr. & Willow Rd.	B	10.4	0.622	A	9.9	0.704	-0.472
# 12 Newbridge St. & Willow Rd.	D	36.8	0.838	E	77.2	1.172	+40.369
# 13 Bay Rd. & Willow Rd.	C	22.2	0.833	C	24.2	0.879	+ 2.043
# 14 Durham St. & Willow Rd.	E	56.1	0.728	C	21.8	0.893	-34.347
# 15 Coleman Ave. & Willow Rd.	B	14.3	0.833	B	18.0	0.910	+ 3.616
# 16 Gilbert Ave. & Willow Rd.	B	14.1	0.745	B	14.6	0.847	+ 0.507
# 17 Middlefield Rd. & Willow Rd.	F	153.6	1.404	F	215.7	1.543	+62.139
# 18 Bayfront Exp. & University Ave	F	211.8	1.460	F	251.8	1.585	+39.940
# 19 O'Brien Dr. & University Ave.	B	14.3	0.760	B	14.6	0.778	+ 0.313
# 20 University & Kavanaugh	B	17.7	0.732	B	17.4	0.743	-0.303
# 21 University & Bay	D	39.5	0.918	D	39.6	0.929	+ 0.121
# 22 University & Runnymede	C	24.8	0.770	C	24.7	0.780	-0.091
# 23 University & Bell	A	8.2	0.605	A	8.1	0.615	-0.126
# 24 University & Donohoe	D	43.4	0.962	D	46.3	0.974	+ 2.819
# 25 NB 101 & Donohoe St	B	14.3	0.532	B	14.4	0.537	+ 0.108

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 26 University & SB US 101	C	33.4	0.580	C	34.3	0.607	+ 0.849 D/V
# 27 University Ave. & Woodland	E	57.6	0.980	E	60.1	1.000	+ 2.534 D/V
# 28 Middlefield Rd. & University A	C	33.8	0.613	D	36.4	0.693	+ 2.632 D/V
# 29 Bayfront Exp. & Chrysler Dr.	C	20.8	0.777	F	101.3	1.193	+80.462 D/V
# 30 Bayfront Exp. & Chilco St.	B	15.0	0.666	B	19.0	0.782	+ 3.987 D/V
# 31 Middlefield Rd. & Ravenswood A	C	30.5	0.818	C	32.7	0.877	+ 2.193 D/V
# 32 Middlefield Rd. & Ringwood Ave	C	29.6	0.689	C	30.0	0.720	+ 0.481 D/V
# 33 Middlefield Rd and Lytton Ave	F	87.3	1.067	F	126.8	1.194	+39.494 D/V
# 34 Bayfront Expy. and Facebook We	A	1.5	0.576	D	43.8	0.965	+42.344 D/V

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

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Intersection #1 Bayfront Exp. & Marsh Rd.

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Cycle (sec): 140 Critical Vol./Cap.(X): 1.109
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 86.5
Optimal Cycle: 180 Level Of Service: F

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Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Split Phase				Split Phase				Split Phase				Split Phase			
Rights:	Include				Ovl				Ovl				Include			
Min. Green:	5	5	5		5	5	5		5	5	5		5	5	5	
Lanes:	3 0	0 1	0		0 1	1 0	1		0 1	0 0	2		0 0	1! 0	0	
Volume Module: >> Count Date: 22 Oct 2009 << 4:45 - 5:45 PM																
Base Vol:	1184	49	7		0	346	186		139	40	1952		31	73	11	
Growth Adj:	1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14	
Initial Bse:	1350	56	8		0	394	212		158	46	2225		35	83	13	
Added Vol:	1224	0	0		0	0	0		0	0	86		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	2574	56	8		0	394	212		158	46	2311		35	83	13	
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:	2574	56	8		0	394	212		158	46	2311		35	83	13	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	2574	56	8		0	394	212		158	46	2311		35	83	13	
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:	2574	56	8		0	394	212		158	46	2311		35	83	13	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.90	0.96	0.96		0.95	0.93	0.83		0.94	0.94	0.73		0.95	0.95	0.95	
Lanes:	3.00	0.87	0.13		0.00	2.00	1.00		0.78	0.22	2.00		0.27	0.63	0.10	
Final Sat.:	5147	1598	228		0	3538	1583		1392	401	2786		489	1151	174	
Capacity Analysis Module:																
Vol/Sat:	0.50	0.03	0.03		0.00	0.11	0.13		0.11	0.11	0.83		0.07	0.07	0.07	
Crit Moves:	****					****					****				****	
Green/Cycle:	0.45	0.45	0.45		0.00	0.10	0.40		0.30	0.30	0.75		0.07	0.07	0.07	
Volume/Cap:	1.11	0.08	0.08		0.00	1.11	0.34		0.38	0.38	1.11		1.11	1.11	1.11	
Uniform Del:	38.4	21.9	21.9		0.0	63.0	29.3		39.0	39.0	17.6		65.4	65.4	65.4	
IncremntDel:	55.8	0.0	0.0		0.0	80.3	0.3		0.5	0.5	56.5		114.9	115	114.9	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		0.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	94.2	21.9	21.9		0.0	143	29.6		39.4	39.4	74.1		180.3	180	180.3	
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:	94.2	21.9	21.9		0.0	143	29.6		39.4	39.4	74.1		180.3	180	180.3	
LOS by Move:	F	C	C		A	F	C		D	D	E		F	F	F	
HCM2kAvgQ:	52	1	1		0	15	6		7	7	74		10	10	10	

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Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 US 101 NB Ramps & Marsh Rd.

Cycle (sec): 65 Critical Vol./Cap.(X): 1.116
Loss Time (sec): 7 (Y+R=4.0 sec) Average Delay (sec/veh): 48.1
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Split Phase				Split Phase				Permitted				Permitted			
Rights:	Include				Include				Ignore				Ignore			
Min. Green:	5	0	5		0	0	0		0	5	0		0	5	0	
Lanes:	2 0	0	0	1	0 0	0	0	0	0 1	1	0	1	0 0	2	0	1
Volume Module: >> Count Date: 30 Sep 2009 << 4:30 - 5:30 PM																
Base Vol:	493	0	213		0	0	0		0	2063	507		0	682	791	
Growth Adj:	1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14	
Initial Bse:	562	0	243		0	0	0		0	2352	578		0	777	902	
Added Vol:	0	0	160		0	0	0		3	149	0		0	864	360	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	562	0	403		0	0	0		3	2501	578		0	1641	1262	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
PHF Volume:	562	0	403		0	0	0		3	2501	0		0	1641	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	562	0	403		0	0	0		3	2501	0		0	1641	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
FinalVolume:	562	0	403		0	0	0		3	2501	0		0	1641	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.90	1.00	0.83		1.00	1.00	1.00		0.89	0.89	1.00		1.00	0.93	1.00	
Lanes:	2.00	0.00	1.00		0.00	0.00	0.00		0.01	1.99	1.00		0.00	2.00	1.00	
Final Sat.:	3432	0	1583		0	0	0		4	3375	1900		0	3538	1900	
Capacity Analysis Module:																
Vol/Sat:	0.16	0.00	0.25		0.00	0.00	0.00		0.74	0.74	0.00		0.00	0.46	0.00	
Crit Moves:			****							****						
Green/Cycle:	0.23	0.00	0.23		0.00	0.00	0.00		0.66	0.66	0.00		0.00	0.66	0.00	
Volume/Cap:	0.72	0.00	1.12		0.00	0.00	0.00		1.12	1.12	0.00		0.00	0.70	0.00	
Uniform Del:	23.2	0.0	25.1		0.0	0.0	0.0		10.9	10.9	0.0		0.0	6.8	0.0	
IncremntDel:	3.2	0.0	82.5		0.0	0.0	0.0		58.9	58.9	0.0		0.0	0.9	0.0	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	0.00	1.00		0.00	0.00	0.00		1.00	1.00	0.00		0.00	1.00	0.00	
Delay/Veh:	26.4	0.0	107.5		0.0	0.0	0.0		69.8	69.8	0.0		0.0	7.8	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	26.4	0.0	107.5		0.0	0.0	0.0		69.8	69.8	0.0		0.0	7.8	0.0	
LOS by Move:	C	A	F		A	A	A		E	E	A		A	A	A	
HCM2kAvgQ:	7	0	17		0	0	0		48	48	0		0	12	0	

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 US 101 SB Ramps & Marsh Rd.

Cycle (sec): 65 Critical Vol./Cap.(X): 1.029
Loss Time (sec): 7 (Y+R=4.0 sec) Average Delay (sec/veh): 40.6
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Split Phase				Split Phase				Permitted				Permitted			
Rights:	Include				Include				Ignore				Ignore			
Min. Green:	0	0	0		5	0	5		0	5	0		0	5	0	
Lanes:	0 0	0	0	0	2 0	0	0	1	0 0	2	0	1	0 0	2	0	1
Volume Module: >> Count Date: 30 Sep 2009 << 4:30 - 5:30 PM																
Base Vol:	0	0	0		1355	0	453		0	1181	651		0	940	282	
Growth Adj:	1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14	
Initial Bse:	0	0	0		1545	0	516		0	1346	742		0	1072	321	
Added Vol:	0	0	0		79	0	17		0	109	0		0	504	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		1624	0	533		0	1455	742		0	1576	321	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
PHF Volume:	0	0	0		1624	0	533		0	1455	0		0	1576	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		1624	0	533		0	1455	0		0	1576	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
FinalVolume:	0	0	0		1624	0	533		0	1455	0		0	1576	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	1.00	1.00		0.90	1.00	0.83		1.00	0.93	1.00		1.00	0.93	1.00	
Lanes:	0.00	0.00	0.00		2.00	0.00	1.00		0.00	2.00	1.00		0.00	2.00	1.00	
Final Sat.:	0	0	0		3432	0	1583		0	3538	1900		0	3538	1900	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.47	0.00	0.34		0.00	0.41	0.00		0.00	0.45	0.00	
Crit Moves:					****									****		
Green/Cycle:	0.00	0.00	0.00		0.46	0.00	0.46		0.00	0.43	0.00		0.00	0.43	0.00	
Volume/Cap:	0.00	0.00	0.00		1.03	0.00	0.73		0.00	0.95	0.00		0.00	1.03	0.00	
Uniform Del:	0.0	0.0	0.0		17.6	0.0	14.3		0.0	17.8	0.0		0.0	18.4	0.0	
IncremntDel:	0.0	0.0	0.0		30.5	0.0	3.9		0.0	13.1	0.0		0.0	30.9	0.0	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	0.00	0.00	0.00		1.00	0.00	1.00		0.00	1.00	0.00		0.00	1.00	0.00	
Delay/Veh:	0.0	0.0	0.0		48.1	0.0	18.2		0.0	30.9	0.0		0.0	49.3	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.0	0.0		48.1	0.0	18.2		0.0	30.9	0.0		0.0	49.3	0.0	
LOS by Move:	A	A	A		D	A	B		A	C	A		A	D	A	
HCM2kAvgQ:	0	0	0		27	0	10		0	21	0		0	27	0	

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 Scott Dr/Rolison at Marsh Rd.

Cycle (sec): 80 Critical Vol./Cap.(X): 0.936
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 27.4
Optimal Cycle: 105 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:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	4	4	4		4	4	4		4	6	6		4	6	6	
Lanes:	0	1	0	0	2	0	1	0	0	1	1	0	2	1	0	
Volume Module: >> Count Date: 4 Nov 2009 << 4:45 - 5:45 PM																
Base Vol:	28	15	267		254	9	2		42	1314	17		78	1109	214	
Growth Adj:	1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14	
Initial Bse:	32	17	304		290	10	2		48	1498	19		89	1264	244	
Added Vol:	0	0	0		0	0	0		0	111	0		0	521	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	32	17	304		290	10	2		48	1609	19		89	1785	244	
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:	32	17	304		290	10	2		48	1609	19		89	1785	244	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	32	17	304		290	10	2		48	1609	19		89	1785	244	
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:	32	17	304		290	10	2		48	1609	19		89	1785	244	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.95	0.73		0.93	0.93	0.83		0.93	0.89	0.89		0.90	0.91	0.91	
Lanes:	0.65	0.35	2.00		0.97	0.03	1.00		1.00	2.96	0.04		2.00	1.76	0.24	
Final Sat.:	1174	629	2786		1716	61	1583		1769	5013	60		3432	3056	418	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.03	0.11		0.17	0.17	0.00		0.03	0.32	0.32		0.03	0.58	0.58	
Crit Moves:			****			****			****					****		
Green/Cycle:	0.11	0.11	0.11		0.18	0.18	0.18		0.05	0.57	0.57		0.09	0.61	0.61	
Volume/Cap:	0.24	0.24	0.96		0.96	0.96	0.01		0.54	0.56	0.56		0.29	0.96	0.96	
Uniform Del:	32.3	32.3	35.2		32.7	32.7	27.2		37.1	10.9	10.9		34.1	14.6	14.6	
IncremntDel:	0.6	0.6	39.2		39.5	39.5	0.0		6.7	0.3	0.3		0.5	11.3	11.3	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	32.9	32.9	74.4		72.2	72.2	27.2		43.8	11.1	11.1		34.6	26.0	26.0	
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:	32.9	32.9	74.4		72.2	72.2	27.2		43.8	11.1	11.1		34.6	26.0	26.0	
LOS by Move:	C	C	E		E	E	C		D	B	B		C	C	C	
HCM2kAvgQ:	1	1	8		12	12	0		2	10	10		1	31	31	

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 Bohannon/ Florence & Marsh Rd.

Cycle (sec): 80 Critical Vol./Cap.(X): 0.819
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 23.4
Optimal Cycle: 52 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:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	4	4	4		4	4	4		4	6	6		4	6	6	
Lanes:	1	0	0	1	0	1	1	0	0	1	1	0	1	0	2	0	1
Volume Module: >> Count Date: 7 Oct 2009 << 4:30 - 5:30 pm																
Base Vol:	95	32	58		428	30	128		239	885	55		26	833	316	
Growth Adj:	1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14	
Initial Bse:	108	36	66		488	34	146		272	1009	63		30	950	360	
Added Vol:	0	0	0		0	0	0		0	111	0		0	521	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	108	36	66		488	34	146		272	1120	63		30	1471	360	
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:	108	36	66		488	34	146		272	1120	63		30	1471	360	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	108	36	66		488	34	146		272	1120	63		30	1471	360	
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:	108	36	66		488	34	146		272	1120	63		30	1471	360	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.93	0.88	0.88		0.94	0.94	0.83		0.93	0.92	0.92		0.93	0.93	0.83	
Lanes:	1.00	0.36	0.64		1.87	0.13	1.00		1.00	1.89	0.11		1.00	2.00	1.00	
Final Sat.:	1769	598	1084		3323	233	1583		1769	3323	186		1769	3538	1583	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.06	0.06		0.15	0.15	0.09		0.15	0.34	0.34		0.02	0.42	0.23	
Crit Moves:	****				****				****					****		
Green/Cycle:	0.07	0.07	0.07		0.18	0.18	0.18		0.19	0.61	0.61		0.09	0.51	0.51	
Volume/Cap:	0.82	0.82	0.82		0.82	0.82	0.51		0.82	0.56	0.56		0.19	0.82	0.45	
Uniform Del:	36.5	36.5	36.5		31.6	31.6	29.7		31.2	9.4	9.4		33.7	16.6	12.5	
IncremntDel:	31.5	32.2	32.2		8.2	8.2	1.6		14.7	0.3	0.3		0.6	3.1	0.4	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	67.9	68.7	68.7		39.8	39.8	31.3		45.9	9.7	9.7		34.3	19.7	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:	67.9	68.7	68.7		39.8	39.8	31.3		45.9	9.7	9.7		34.3	19.7	12.9	
LOS by Move:	E	E	E		D	D	C		D	A	A		C	B	B	
HCM2kAvgQ:	5	5	5		9	9	4		9	9	9		1	18	6	

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 Bay Rd. & Marsh Rd.

Cycle (sec): 80 Critical Vol./Cap.(X): 0.697
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 15.3
Optimal Cycle: 34 Level Of Service: B

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				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	6	6	6		6	6	6		6	6	6		4	6	6	
Lanes:	0	0	1! 0	0	0	0	1! 0	0	0	1	0	1	0	1	0	1	0
Volume Module: >> Count Date: 6 Oct 2009 << 5:00 - 6:00 PM																
Base Vol:	57	8	180		55	31	3		5	819	90		200	891	47	
Growth Adj:	1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14	
Initial Bse:	65	9	205		63	35	3		6	934	103		228	1016	54	
Added Vol:	2	0	0		0	0	0		0	111	2		0	521	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	67	9	205		63	35	3		6	1045	105		228	1537	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:	67	9	205		63	35	3		6	1045	105		228	1537	54	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	67	9	205		63	35	3		6	1045	105		228	1537	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:	67	9	205		63	35	3		6	1045	105		228	1537	54	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.81	0.81	0.81		0.65	0.65	0.65		0.87	0.87	0.87		0.93	0.93	0.93	
Lanes:	0.24	0.03	0.73		0.62	0.35	0.03		0.01	1.81	0.18		1.00	1.93	0.07	
Final Sat.:	365	50	1119		761	429	42		16	2988	299		1769	3402	119	
Capacity Analysis Module:																
Vol/Sat:	0.18	0.18	0.18		0.08	0.08	0.08		0.35	0.35	0.35		0.13	0.45	0.45	
Crit Moves:		****								****			****			
Green/Cycle:	0.26	0.26	0.26		0.26	0.26	0.26		0.50	0.50	0.50		0.19	0.69	0.69	
Volume/Cap:	0.70	0.70	0.70		0.31	0.31	0.31		0.70	0.70	0.70		0.69	0.66	0.66	
Uniform Del:	26.7	26.7	26.7		23.8	23.8	23.8		15.2	15.2	15.2		30.5	7.1	7.1	
IncremntDel:	5.5	5.5	5.5		0.6	0.6	0.6		1.3	1.3	1.3		6.3	0.7	0.7	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	32.2	32.2	32.2		24.3	24.3	24.3		16.5	16.5	16.5		36.8	7.8	7.8	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	32.2	32.2	32.2		24.3	24.3	24.3		16.5	16.5	16.5		36.8	7.8	7.8	
LOS by Move:	C	C	C		C	C	C		B	B	B		D	A	A	
HCM2kAvgQ:	8	8	8		2	2	2		12	12	12		7	12	12	

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 Middlefield at Marsh (Town of Atherton)

Cycle (sec): 110 Critical Vol./Cap.(X): 1.062
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): 55.0
Optimal Cycle: 180 Level Of Service: E

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:	Ovl				Include				Include				Ovl			
Min. Green:	0	6	6		5	6	0		0	0	0		6	0	6	
Lanes:	0	0	1	0	1	1	0	1	0	0	0	0	0	1	0	0	1
Volume Module: >> Count Date: 18 Nov 2009 << 5:00 - 6:00 p.m.																
Base Vol:	0	426	548		408	269	0		0	0	0		515	0	447	
Growth Adj:	1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14	
Initial Bse:	0	486	625		465	307	0		0	0	0		587	0	510	
Added Vol:	0	58	74		38	11	0		0	0	0		136	0	387	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	544	699		503	318	0		0	0	0		723	0	897	
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	544	699		503	318	0		0	0	0		723	0	897	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	544	699		503	318	0		0	0	0		723	0	897	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	544	699		503	318	0		0	0	0		723	0	897	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	1.00	0.85		0.95	1.00	1.00		1.00	1.00	1.00		0.95	1.00	0.85	
Lanes:	0.00	1.00	1.00		1.00	1.00	0.00		0.00	0.00	0.00		1.00	0.00	1.00	
Final Sat.:	0	1900	1615		1805	1900	0		0	0	0		1805	0	1615	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.29	0.43		0.28	0.17	0.00		0.00	0.00	0.00		0.40	0.00	0.56	
Crit Moves:		****			****								****			
Green/Cycle:	0.00	0.27	0.65		0.26	0.53	0.00		0.00	0.00	0.00		0.38	0.00	0.64	
Volume/Cap:	0.00	1.06	0.67		1.06	0.31	0.00		0.00	0.00	0.00		1.06	0.00	0.87	
Uniform Del:	0.0	40.2	12.1		40.6	14.5	0.0		0.0	0.0	0.0		34.3	0.0	16.1	
IncremntDel:	0.0	57.3	1.7		58.8	0.2	0.0		0.0	0.0	0.0		52.1	0.0	8.0	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	0.00	1.00	1.00		1.00	1.00	0.00		0.00	0.00	0.00		1.00	0.00	1.00	
Delay/Veh:	0.0	97.4	13.8		99.4	14.7	0.0		0.0	0.0	0.0		86.4	0.0	24.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	97.4	13.8		99.4	14.7	0.0		0.0	0.0	0.0		86.4	0.0	24.0	
LOS by Move:	A	F	B		F	B	A		A	A	A		F	A	C	
HCM2kAvgQ:	0	27	15		25	6	0		0	0	0		35	0	27	

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 Bayfront Exp. & Willow Rd.

Cycle (sec): 130 Critical Vol./Cap.(X): 1.314
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 146.8
Optimal Cycle: 180 Level Of Service: F

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				Split Phase				Split Phase			
Rights:	Ovl				Include				Ovl				Ovl			
Min. Green:	5	5	5		5	5	5		5	5	5		5	5	5	
Lanes:	2	0	3	0	1	2	0	3	0	1	1	1	1	0	2	1	0	2	0	1
Volume Module: >> Count Date: 1 Oct 2009 << 4:45 - 5:45 PM																				
Base Vol:	362	664	1		0	2199	108		36	13	1424		44	105	8					
Growth Adj:	1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14					
Initial Bse:	413	757	1		0	2507	123		41	15	1623		50	120	9					
Added Vol:	404	278	3		49	341	255		45	94	40		317	391	181					
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0					
Initial Fut:	817	1035	4		49	2848	378		86	109	1663		367	511	190					
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:	817	1035	4		49	2848	378		86	109	1663		367	511	190					
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0					
Reduced Vol:	817	1035	4		49	2848	378		86	109	1663		367	511	190					
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:	817	1035	4		49	2848	378		86	109	1663		367	511	190					
Saturation Flow Module:																				
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900					
Adjustment:	0.90	1.03	0.83		0.90	1.03	0.83		0.91	0.91	0.88		0.93	0.93	0.83					
Lanes:	2.00	3.00	1.00		2.00	3.00	1.00		1.32	1.68	2.00		1.00	2.00	1.00					
Final Sat.:	3432	5846	1583		3432	5846	1583		2292	2898	3343		1769	3538	1583					
Capacity Analysis Module:																				
Vol/Sat:	0.24	0.18	0.00		0.01	0.49	0.24		0.04	0.04	0.50		0.21	0.14	0.12					
Crit Moves:	****					****					****		****							
Green/Cycle:	0.18	0.45	0.61		0.10	0.37	0.37		0.20	0.20	0.38		0.16	0.16	0.26					
Volume/Cap:	1.31	0.39	0.00		0.14	1.31	0.64		0.19	0.19	1.31		1.31	0.91	0.47					
Uniform Del:	53.2	23.6	9.8		53.6	40.9	33.8		43.5	43.5	40.4		54.7	53.9	40.8					
IncremntDel:	152.4	0.1	0.0		0.2	145	2.5		0.1	0.1	146.8		164.3	19.5	0.9					
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0					
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
Delay/Veh:	205.6	23.7	9.8		53.8	185	36.3		43.6	43.6	187.2		219.0	73.4	41.7					
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
AdjDel/Veh:	205.6	23.7	9.8		53.8	185	36.3		43.6	43.6	187.2		219.0	73.4	41.7					
LOS by Move:	F	C	A		D	F	D		D	D	F		F	E	D					
HCM2kAvgQ:	31	10	0		1	73	13		2	2	66		27	14	7					

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 Hamilton Ave. & Willow Rd.

Cycle (sec): 120 Critical Vol./Cap.(X): 0.890
Loss Time (sec): 11 (Y+R=3.0 sec) Average Delay (sec/veh): 28.1
Optimal Cycle: 112 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:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	5	5	5		5	5	5		5	5	5		5	5	5	
Lanes:	0	0	1!	0	0	0	0	1!	0	0	1	0	1	1	0	1	0	1	1	0
Volume Module: >> Count Date: 7 Oct 2009 << 5:00 - 6:00 PM																				
Base Vol:	129	6	49		73	5	73		130	1351	5		20	553	67					
Growth Adj:	1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14					
Initial Bse:	147	7	56		83	6	83		148	1540	6		23	630	76					
Added Vol:	0	0	0		0	0	7		11	179	0		0	1166	1					
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0					
Initial Fut:	147	7	56		83	6	90		159	1719	6		23	1796	77					
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
PHF Volume:	147	7	56		83	6	90		159	1719	6		23	1796	77					
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0					
Reduced Vol:	147	7	56		83	6	90		159	1719	6		23	1796	77					
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
FinalVolume:	147	7	56		83	6	90		159	1719	6		23	1796	77					
Saturation Flow Module:																				
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900					
Adjustment:	0.59	0.59	0.59		0.73	0.73	0.73		0.93	0.93	0.93		0.93	0.93	0.93					
Lanes:	0.70	0.03	0.27		0.46	0.03	0.51		1.00	1.99	0.01		1.00	1.92	0.08					
Final Sat.:	792	37	301		648	44	703		1769	3526	12		1769	3371	145					
Capacity Analysis Module:																				
Vol/Sat:	0.19	0.19	0.19		0.13	0.13	0.13		0.09	0.49	0.49		0.01	0.53	0.53					
Crit Moves:		****							****					****						
Green/Cycle:	0.21	0.21	0.21		0.21	0.21	0.21		0.10	0.64	0.64		0.06	0.60	0.60					
Volume/Cap:	0.89	0.89	0.89		0.62	0.62	0.62		0.89	0.76	0.76		0.23	0.89	0.89					
Uniform Del:	46.1	46.1	46.1		43.1	43.1	43.1		53.3	14.8	14.8		54.3	20.7	20.7					
IncremntDel:	31.3	31.3	31.3		3.9	3.9	3.9		38.0	1.5	1.5		1.2	5.2	5.2					
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0					
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
Delay/Veh:	77.4	77.4	77.4		47.0	47.0	47.0		91.3	16.3	16.3		55.5	25.9	25.9					
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:	77.4	77.4	77.4		47.0	47.0	47.0		91.3	16.3	16.3		55.5	25.9	25.9					
LOS by Move:	E	E	E		D	D	D		F	B	B		E	C	C					
HCM2kAvgQ:	11	11	11		7	7	7		9	24	24		1	34	34					

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 Ivy Dr. & Willow Rd.

Cycle (sec): 120 Critical Vol./Cap.(X): 0.863
Loss Time (sec): 11 (Y+R=3.0 sec) Average Delay (sec/veh): 17.4
Optimal Cycle: 99 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		5	0	5		5	5	0		0	5	5	
Lanes:	0 0	0 0	0		0 0	1! 0	0		1 0	2 0	0		0 0	1 1	0	
Volume Module: >> Count Date: 6 Oct 2009 << 5:00 - 6:00 PM																
Base Vol:	0	0	0		10	0	122		98	1457	0		0	800	22	
Growth Adj:	1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14	
Initial Bse:	0	0	0		11	0	139		112	1661	0		0	912	25	
Added Vol:	0	0	0		21	0	10		10	169	0		0	1015	159	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		32	0	149		122	1830	0		0	1927	184	
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		32	0	149		122	1830	0		0	1927	184	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		32	0	149		122	1830	0		0	1927	184	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	0	0		32	0	149		122	1830	0		0	1927	184	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	1.00	1.00		0.86	1.00	0.86		0.93	0.93	1.00		1.00	0.92	0.92	
Lanes:	0.00	0.00	0.00		0.18	0.00	0.82		1.00	2.00	0.00		0.00	1.83	0.17	
Final Sat.:	0	0	0		293	0	1348		1769	3538	0		0	3187	304	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.11	0.00	0.11		0.07	0.52	0.00		0.00	0.60	0.60	
Crit Moves:					****				****					****		
Green/Cycle:	0.00	0.00	0.00		0.13	0.00	0.13		0.08	0.78	0.00		0.00	0.70	0.70	
Volume/Cap:	0.00	0.00	0.00		0.86	0.00	0.86		0.86	0.66	0.00		0.00	0.86	0.86	
Uniform Del:	0.0	0.0	0.0		51.3	0.0	51.3		54.6	6.0	0.0		0.0	13.6	13.6	
IncremntDel:	0.0	0.0	0.0		28.7	0.0	28.7		38.6	0.6	0.0		0.0	3.4	3.4	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	0.00	0.00	0.00		1.00	0.00	1.00		1.00	1.00	0.00		0.00	1.00	1.00	
Delay/Veh:	0.0	0.0	0.0		80.0	0.0	80.0		93.2	6.6	0.0		0.0	17.1	17.1	
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:	0.0	0.0	0.0		80.0	0.0	80.0		93.2	6.6	0.0		0.0	17.1	17.1	
LOS by Move:	A	A	A		F	A	F		F	A	A		A	B	B	
HCM2kAvgQ:	0	0	0		9	0	9		7	17	0		0	33	33	

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 O'Brien Dr. & Willow Rd.

Cycle (sec): 120 Critical Vol./Cap.(X): 0.704
Loss Time (sec): 11 (Y+R=3.0 sec) Average Delay (sec/veh): 9.9
Optimal Cycle: 59 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	5	0	5		0	0	0		0	5	5		5	5	0	
Lanes:	1 0	1! 0	0		0 0	0 0	0		0 0	2 0	1		1 0	2 0	0	
Volume Module: >> Count Date: 8 Oct 2009 << 5:00 - 6:00 PM																
Base Vol:	120	0	35		0	0	0		0	1413	204		73	888	0	
Growth Adj:	1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14	
Initial Bse:	137	0	40		0	0	0		0	1611	233		83	1012	0	
Added Vol:	4	0	0		0	0	0		0	179	11		0	1025	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	141	0	40		0	0	0		0	1790	244		83	2037	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:	141	0	40		0	0	0		0	1790	244		83	2037	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	141	0	40		0	0	0		0	1790	244		83	2037	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	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:	141	0	40		0	0	0		0	1790	244		83	2037	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.91	1.00	0.91		1.00	1.00	1.00		1.00	0.93	0.83		0.93	0.93	1.00	
Lanes:	1.64	0.00	0.36		0.00	0.00	0.00		0.00	2.00	1.00		1.00	2.00	0.00	
Final Sat.:	2841	0	627		0	0	0		0	3538	1583		1769	3538	0	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.00	0.06		0.00	0.00	0.00		0.00	0.51	0.15		0.05	0.58	0.00	
Crit Moves:			****						****					****		
Green/Cycle:	0.09	0.00	0.09		0.00	0.00	0.00		0.00	0.75	0.75		0.07	0.82	0.00	
Volume/Cap:	0.55	0.00	0.70		0.00	0.00	0.00		0.00	0.68	0.21		0.68	0.70	0.00	
Uniform Del:	52.2	0.0	53.0		0.0	0.0	0.0		0.0	7.7	4.5		54.5	4.7	0.0	
IncremntDel:	2.0	0.0	8.6		0.0	0.0	0.0		0.0	0.7	0.1		14.0	0.8	0.0	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	0.00	1.00		0.00	0.00	0.00		0.00	1.00	1.00		1.00	1.00	0.00	
Delay/Veh:	54.2	0.0	61.6		0.0	0.0	0.0		0.0	8.4	4.6		68.5	5.5	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	54.2	0.0	61.6		0.0	0.0	0.0		0.0	8.4	4.6		68.5	5.5	0.0	
LOS by Move:	D	A	E		A	A	A		A	A	A		E	A	A	
HCM2kAvgQ:	4	0	5		0	0	0		0	18	3		4	18	0	

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 Newbridge St. & Willow Rd.

Cycle (sec): 120 Critical Vol./Cap.(X): 1.172
Loss Time (sec): 14 (Y+R=3.0 sec) Average Delay (sec/veh): 77.2
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Ovl				Ovl				Include				Include			
Min. Green:	5	5	5		5	5	5		5	5	5		5	5	5	
Lanes:	2	0 1	0 1		1	0 1	0 1		1	0 2	1 0		1	0 1	1 0	
Volume Module: >> Count Date: 7 Oct 2009 << 4:45 - 5:45 PM																
Base Vol:	248	170	55		38	166	219		323	1436	339		102	975	34	
Growth Adj:	1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14	
Initial Bse:	283	194	63		43	189	250		368	1637	386		116	1112	39	
Added Vol:	0	0	0		0	0	9		7	190	0		0	1029	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	283	194	63		43	189	259		375	1827	386		116	2141	39	
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:	283	194	63		43	189	259		375	1827	386		116	2141	39	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	283	194	63		43	189	259		375	1827	386		116	2141	39	
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:	283	194	63		43	189	259		375	1827	386		116	2141	39	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.90	0.98	0.83		0.93	0.98	0.83		0.93	0.87	0.87		0.93	0.93	0.93	
Lanes:	2.00	1.00	1.00		1.00	1.00	1.00		1.00	2.48	0.52		1.00	1.96	0.04	
Final Sat.:	3432	1862	1583		1769	1862	1583		1769	4087	864		1769	3464	63	
Capacity Analysis Module:																
Vol/Sat:	0.08	0.10	0.04		0.02	0.10	0.16		0.21	0.45	0.45		0.07	0.62	0.62	
Crit Moves:		****				****			****					****		
Green/Cycle:	0.09	0.09	0.18		0.09	0.09	0.27		0.18	0.62	0.62		0.09	0.53	0.53	
Volume/Cap:	0.93	1.17	0.22		0.28	1.17	0.61		1.17	0.72	0.72		0.72	1.17	1.17	
Uniform Del:	54.3	54.7	42.1		51.3	54.8	38.5		49.1	15.9	15.9		53.1	28.4	28.4	
IncremntDel:	33.3	124	0.4		1.0	125	2.6		105.7	0.9	0.9		15.1	83.7	83.7	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	87.6	179	42.5		52.3	180	41.1		154.8	16.8	16.8		68.2	112	112.1	
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:	87.6	179	42.5		52.3	180	41.1		154.8	16.8	16.8		68.2	112	112.1	
LOS by Move:	F	F	D		D	F	D		F	B	B		E	F	F	
HCM2kAvgQ:	8	13	2		2	13	9		24	21	21		6	65	65	

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #13 Bay Rd. & Willow Rd.

Cycle (sec): 90 Critical Vol./Cap.(X): 0.879
Loss Time (sec): 11 (Y+R=4.0 sec) Average Delay (sec/veh): 24.2
Optimal Cycle: 94 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:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		5	0	5		5	5	0		0	5	5	
Lanes:	0	0 0	0 0		1	0 0	0 1		1	0 2	0 0		0	0 2	0 1	
Volume Module: >> Count Date: 6 Oct 2009 << 5:00 - 6:00 PM																
Base Vol:	0	0	0		416	0	54		40	1436	0		0	1061	255	
Growth Adj:	1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14	
Initial Bse:	0	0	0		474	0	62		46	1637	0		0	1210	291	
Added Vol:	0	0	0		4	0	0		0	136	0		0	266	7	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		478	0	62		46	1773	0		0	1476	298	
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		478	0	62		46	1773	0		0	1476	298	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		478	0	62		46	1773	0		0	1476	298	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	0	0		478	0	62		46	1773	0		0	1476	298	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	1.00	1.00		0.93	1.00	0.83		0.93	0.93	1.00		1.00	0.93	0.83	
Lanes:	0.00	0.00	0.00		1.00	0.00	1.00		1.00	2.00	0.00		0.00	2.00	1.00	
Final Sat.:	0	0	0		1769	0	1583		1769	3538	0		0	3538	1583	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.27	0.00	0.04		0.03	0.50	0.00		0.00	0.42	0.19	
Crit Moves:					****					****			****			
Green/Cycle:	0.00	0.00	0.00		0.31	0.00	0.31		0.07	0.57	0.00		0.00	0.50	0.50	
Volume/Cap:	0.00	0.00	0.00		0.88	0.00	0.13		0.38	0.88	0.00		0.00	0.83	0.37	
Uniform Del:	0.0	0.0	0.0		29.6	0.0	22.4		40.2	16.7	0.0		0.0	19.1	13.7	
IncremntDel:	0.0	0.0	0.0		15.2	0.0	0.1		2.1	4.8	0.0		0.0	3.4	0.3	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	0.00	0.00	0.00		1.00	0.00	1.00		1.00	1.00	0.00		0.00	1.00	1.00	
Delay/Veh:	0.0	0.0	0.0		44.7	0.0	22.6		42.3	21.5	0.0		0.0	22.5	14.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.0	0.0		44.7	0.0	22.6		42.3	21.5	0.0		0.0	22.5	14.0	
LOS by Move:	A	A	A		D	A	C		D	C	A		A	C	B	
HCM2kAvgQ:	0	0	0		16	0	1		2	26	0		0	21	5	

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #14 Durham St. & Willow Rd.

Cycle (sec): 105 Critical Vol./Cap.(X): 0.893
Loss Time (sec): 7 (Y+R=3.0 sec) Average Delay (sec/veh): 21.8
Optimal Cycle: 95 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:	Permitted				Permitted				Protected				Protected			
Rights:		Include				Include				Include				Include		
Min. Green:	4	4	4		4	4	4		4	10	10		4	10	10	
Lanes:	1	0 0	1	0	0	1	0 0	1	1	0 1	1	0	1	0 0	1	0
Volume Module: >> Count Date: 1 Oct 2009 << 4:00 - 5:00 PM																
Base Vol:	33	7	85		122	5	31		11	1125	10		90	818	51	
Growth Adj:	1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14	
Initial Bse:	38	8	97		139	6	35		13	1283	11		103	933	58	
Added Vol:	0	0	0		0	0	0		0	136	0		0	266	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	38	8	97		139	6	35		13	1419	11		103	1199	58	
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:	38	8	97		139	6	35		13	1419	11		103	1199	58	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	38	8	97		139	6	35		13	1419	11		103	1199	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	
FinalVolume:	38	8	97		139	6	35		13	1419	11		103	1199	58	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.44	0.84	0.84		0.52	0.52	0.83		0.93	0.93	0.93		0.93	0.97	0.97	
Lanes:	1.00	0.08	0.92		0.96	0.04	1.00		1.00	1.98	0.02		1.00	0.95	0.05	
Final Sat.:	830	122	1481		946	39	1583		1769	3506	28		1769	1763	86	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.07	0.07		0.15	0.15	0.02		0.01	0.40	0.40		0.06	0.68	0.68	
Crit Moves:						****			****					****		
Green/Cycle:	0.16	0.16	0.16		0.16	0.16	0.16		0.04	0.68	0.68		0.10	0.74	0.74	
Volume/Cap:	0.28	0.41	0.41		0.92	0.92	0.14		0.19	0.60	0.60		0.60	0.92	0.92	
Uniform Del:	38.9	39.7	39.7		43.5	43.5	38.0		48.9	9.2	9.2		45.4	11.4	11.4	
IncremntDel:	1.2	1.1	1.1		49.7	49.7	0.3		1.3	0.4	0.4		5.7	10.7	10.7	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	40.1	40.8	40.8		93.2	93.2	38.2		50.3	9.6	9.6		51.1	22.1	22.1	
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:	40.1	40.8	40.8		93.2	93.2	38.2		50.3	9.6	9.6		51.1	22.1	22.1	
LOS by Move:	D	D	D		F	F	D		D	A	A		D	C	C	
HCM2kAvgQ:	1	3	3		8	8	1		1	13	13		4	38	38	

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #15 Coleman Ave. & Willow Rd.

Cycle (sec): 105 Critical Vol./Cap.(X): 0.910
Loss Time (sec): 7 (Y+R=3.0 sec) Average Delay (sec/veh): 18.0
Optimal Cycle: 105 Level Of Service: B

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:	4	4	4		4	4	4		10	10	10		10	10	10	
Lanes:	0	0 1!	0	0	0	0 1!	0	0	1	0 0	1	0	1	0 0	1	0
Volume Module: >> Count Date: 30 Sep 2009 << 5:00 - 6:00 PM																
Base Vol:	12	11	7		92	6	35		24	1083	6		5	795	109	
Growth Adj:	1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14	
Initial Bse:	14	13	8		105	7	40		27	1235	7		6	906	124	
Added Vol:	0	0	0		0	0	0		0	136	0		0	266	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	14	13	8		105	7	40		27	1371	7		6	1172	124	
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:	14	13	8		105	7	40		27	1371	7		6	1172	124	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	14	13	8		105	7	40		27	1371	7		6	1172	124	
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:	14	13	8		105	7	40		27	1371	7		6	1172	124	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.86	0.86	0.86		0.73	0.73	0.73		0.10	0.98	0.98		0.06	0.97	0.97	
Lanes:	0.40	0.37	0.23		0.69	0.05	0.26		1.00	0.99	0.01		1.00	0.90	0.10	
Final Sat.:	650	596	379		965	63	367		192	1851	9		115	1660	176	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.02	0.02		0.11	0.11	0.11		0.14	0.74	0.74		0.05	0.71	0.71	
Crit Moves:						****				****						
Green/Cycle:	0.12	0.12	0.12		0.12	0.12	0.12		0.81	0.81	0.81		0.81	0.81	0.81	
Volume/Cap:	0.18	0.18	0.18		0.91	0.91	0.91		0.18	0.91	0.91		0.06	0.87	0.87	
Uniform Del:	41.6	41.6	41.6		45.7	45.7	45.7		2.1	7.0	7.0		1.9	6.2	6.2	
IncremntDel:	0.4	0.4	0.4		44.5	44.5	44.5		0.5	8.5	8.5		0.3	5.7	5.7	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	42.0	42.0	42.0		90.2	90.2	90.2		2.7	15.5	15.5		2.2	11.9	11.9	
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:	42.0	42.0	42.0		90.2	90.2	90.2		2.7	15.5	15.5		2.2	11.9	11.9	
LOS by Move:	D	D	D		F	F	F		A	B	B		A	B	B	
HCM2kAvgQ:	1	1	1		8	8	8		0	36	36		0	29	29	

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #16 Gilbert Ave. & Willow Rd.

Cycle (sec): 105 Critical Vol./Cap.(X): 0.847
Loss Time (sec): 7 (Y+R=3.0 sec) Average Delay (sec/veh): 14.6
Optimal Cycle: 75 Level Of Service: B

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:	5	5	5		5	5	5		12	12	12		12	12	12	
Lanes:	1	0 0	1	0	1	0 0	1	0	1	0 0	1	0	1	0 0	1	0
Volume Module: >> Count Date: 1 Oct 2009 << 5:00 - 6:00 PM																
Base Vol:	92	31	75		29	30	4		4	969	36		37	832	17	
Growth Adj:	1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14	
Initial Bse:	105	35	85		33	34	5		5	1105	41		42	948	19	
Added Vol:	18	0	8		0	0	0		0	128	22		32	234	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	123	35	93		33	34	5		5	1233	63		74	1182	19	
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:	123	35	93		33	34	5		5	1233	63		74	1182	19	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	123	35	93		33	34	5		5	1233	63		74	1182	19	
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:	123	35	94		33	34	5		5	1233	63		74	1182	19	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.72	0.87	0.87		0.44	0.96	0.96		0.15	0.97	0.97		0.11	0.98	0.98	
Lanes:	1.00	0.27	0.73		1.00	0.88	0.12		1.00	0.95	0.05		1.00	0.98	0.02	
Final Sat.:	1370	455	1204		827	1613	215		289	1759	90		214	1828	30	
Capacity Analysis Module:																
Vol/Sat:	0.09	0.08	0.08		0.04	0.02	0.02		0.02	0.70	0.70		0.35	0.65	0.65	
Crit Moves:	****									****						
Green/Cycle:	0.11	0.11	0.11		0.11	0.11	0.11		0.83	0.83	0.83		0.83	0.83	0.83	
Volume/Cap:	0.85	0.73	0.73		0.38	0.20	0.20		0.02	0.85	0.85		0.42	0.78	0.78	
Uniform Del:	46.1	45.5	45.5		43.7	42.9	42.9		1.6	5.2	5.2		2.4	4.4	4.4	
IncremntDel:	34.5	14.7	14.7		2.7	0.5	0.5		0.0	4.6	4.6		1.6	2.7	2.7	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	80.6	60.2	60.2		46.4	43.4	43.4		1.6	9.8	9.8		4.0	7.1	7.1	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	80.6	60.2	60.2		46.4	43.4	43.4		1.6	9.8	9.8		4.0	7.1	7.1	
LOS by Move:	F	E	E		D	D	D		A	A	A		A	A	A	
HCM2kAvgQ:	6	6	6		1	1	1		0	27	27		1	20	20	

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #17 Middlefield Rd. & Willow Rd.

Cycle (sec): 130 Critical Vol./Cap.(X): 1.543
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 215.7
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Split Phase				Split Phase				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	8	8	8		8	8	8		8	8	8		8	8	8	
Lanes:	1	0 2	0	1	1	1 0	1	0	1	0 1	0	1	1	1 0	0	1
Volume Module: >> Count Date: 30 Sep 2009 << 4:45 - 5:45 PM																
Base Vol:	97	438	491		477	413	19		36	170	158		382	95	410	
Growth Adj:	1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14	
Initial Bse:	111	499	560		544	471	22		41	194	180		435	108	467	
Added Vol:	15	8	34		82	8	0		0	34	24		128	37	86	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	126	507	594		626	479	22		41	228	204		563	145	553	
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:	126	507	594		626	479	22		41	228	204		563	145	553	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	126	507	594		626	479	22		41	228	204		563	145	553	
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:	126	507	594		626	479	22		41	228	204		563	145	553	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.93	0.93	0.42		0.90	0.90	0.90		0.93	0.98	0.83		0.94	0.94	0.83	
Lanes:	1.00	2.00	1.00		1.67	1.27	0.06		1.00	1.00	1.00		1.59	0.41	1.00	
Final Sat.:	1769	3538	791		2860	2189	99		1769	1862	1583		2848	734	1583	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.14	0.75		0.22	0.22	0.22		0.02	0.12	0.13		0.20	0.20	0.35	
Crit Moves:			****			****					****				****	
Green/Cycle:	0.49	0.49	0.49		0.14	0.14	0.14		0.08	0.08	0.08		0.23	0.23	0.23	
Volume/Cap:	0.15	0.29	1.54		1.54	1.54	1.54		0.28	1.46	1.54		0.87	0.87	1.54	
Uniform Del:	18.5	20.0	33.4		55.8	55.8	55.8		55.9	59.6	59.6		48.5	48.5	50.3	
IncremntDel:	0.1	0.1	256.8		251.0	251	251.0		1.0	240	278.1		10.3	10.3	257.7	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	18.5	20.1	290.2		306.8	307	306.8		56.9	300	337.7		58.7	58.7	308.0	
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:	18.5	20.1	290.2		306.8	307	306.8		56.9	300	337.7		58.7	58.7	308.0	
LOS by Move:	B	C	F		F	F	F		E	F	F		E	E	F	
HCM2kAvgQ:	3	6	50		34	34	34		2	20	19		17	17	47	

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #18 Bayfront Exp. & University Ave.

Cycle (sec): 150 Critical Vol./Cap.(X): 1.585
Loss Time (sec): 10 (Y+R=3.0 sec) Average Delay (sec/veh): 251.8
Optimal Cycle: 180 Level Of Service: F

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				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	5	5	0	0	5	5	5	0	5	0	0	0				
Lanes:	2	0	3	0	0	0	0	3	0	1	2	0	0	0	3	0	0	0	0	0
Volume Module: >> Count Date: 1 Oct 2009 << 5:00 - 6:00 PM																
Base Vol:	377	968	0	0	3488	127	60	0	1667	0	0	0				
Growth Adj:	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14				
Initial Bse:	430	1104	0	0	3976	145	68	0	1900	0	0	0				
Added Vol:	9	131	0	0	549	150	19	0	26	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	439	1235	0	0	4525	295	87	0	1926	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:	439	1235	0	0	4525	295	87	0	1926	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	439	1235	0	0	4525	295	87	0	1926	0	0	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	439	1235	0	0	4525	295	87	0	1926	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.90	0.89	1.00	1.00	0.89	0.83	0.90	1.00	0.73	1.00	1.00	1.00				
Lanes:	2.00	3.00	0.00	0.00	3.00	1.00	2.00	0.00	3.00	0.00	0.00	0.00				
Final Sat.:	3432	5083	0	0	5083	1583	3432	0	4178	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.13	0.24	0.00	0.00	0.89	0.19	0.03	0.00	0.46	0.00	0.00	0.00				
Crit Moves:	****				****				****							
Green/Cycle:	0.08	0.64	0.00	0.00	0.56	0.56	0.29	0.00	0.29	0.00	0.00	0.00				
Volume/Cap:	1.58	0.38	0.00	0.00	1.58	0.33	0.09	0.00	1.58	0.00	0.00	0.00				
Uniform Del:	68.9	12.7	0.0	0.0	32.9	17.7	38.7	0.0	53.2	0.0	0.0	0.0				
IncremntDel:	279.7	0.1	0.0	0.0	265	0.2	0.0	0.0	267.1	0.0	0.0	0.0				
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00				
Delay/Veh:	348.7	12.7	0.0	0.0	298	17.9	38.7	0.0	320.3	0.0	0.0	0.0				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	348.7	12.7	0.0	0.0	298	17.9	38.7	0.0	320.3	0.0	0.0	0.0				
LOS by Move:	F	B	A	A	F	B	D	A	F	A	A	A				
HCM2kAvgQ:	22	10	0	0	148	7	1	0	67	0	0	0				

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #19 O'Brien Dr. & University Ave.

Cycle (sec): 85 Critical Vol./Cap.(X): 0.778
Loss Time (sec): 11 (Y+R=3.0 sec) Average Delay (sec/veh): 14.6
Optimal Cycle: 66 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	5	0	5	0	5	5	0	0	5	5		
Lanes:	0	0	0	0	0	0	0	0	1!	0	0	1	0	2	0	0	0	0	1	1	0
Volume Module: >> Count Date: 8 Oct 2009 << 5:00 - 6:00 PM																
Base Vol:	0	0	0	0	120	0	99	0	20	1599	0	0	454	16		
Growth Adj:	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14				
Initial Bse:	0	0	0	0	137	0	113	0	23	1823	0	0	518	18		
Added Vol:	0	0	0	0	11	0	0	0	0	34	0	0	155	4		
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Initial Fut:	0	0	0	0	148	0	113	0	23	1857	0	0	673	22		
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	0	0	0	148	0	113	0	23	1857	0	0	673	22		
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Reduced Vol:	0	0	0	0	148	0	113	0	23	1857	0	0	673	22		
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	0	0	0	0	148	0	113	0	23	1857	0	0	673	22		
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	1.00	1.00	1.00	0.90	1.00	0.90	0.93	0.93	1.00	1.00	0.93	0.93				
Lanes:	0.00	0.00	0.00	0.57	0.00	0.43	1.00	2.00	0.00	0.00	1.94	0.06				
Final Sat.:	0	0	0	967	0	738	1769	3538	0	0	3407	113				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.15	0.00	0.15	0.01	0.52	0.00	0.00	0.20	0.20				
Crit Moves:						****		****		****						
Green/Cycle:	0.00	0.00	0.00	0.20	0.00	0.20	0.15	0.67	0.00	0.00	0.52	0.52				
Volume/Cap:	0.00	0.00	0.00	0.78	0.00	0.78	0.08	0.78	0.00	0.00	0.38	0.38				
Uniform Del:	0.0	0.0	0.0	32.4	0.0	32.4	30.8	9.5	0.0	0.0	12.2	12.2				
IncremntDel:	0.0	0.0	0.0	11.1	0.0	11.1	0.1	1.7	0.0	0.0	0.1	0.1				
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00				
Delay/Veh:	0.0	0.0	0.0	43.5	0.0	43.5	30.9	11.2	0.0	0.0	12.4	12.4				
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:	0.0	0.0	0.0	43.5	0.0	43.5	30.9	11.2	0.0	0.0	12.4	12.4				
LOS by Move:	A	A	A	D	A	D	C	B	A	A	B	B				
HCM2kAvgQ:	0	0	0	9	0	9	1	19	0	0	6	6				

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #20 University & Kavanaugh

Cycle (sec): 100 Critical Vol./Cap.(X): 0.743
Loss Time (sec): 11 (Y+R=3.0 sec) Average Delay (sec/veh): 17.4
Optimal Cycle: 85 Level Of Service: B

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:	5	5	5		5	5	5		5	5	5		5	5	5	
Lanes:	0	0	1!	0	0	0	1!	0	0	1	0	1	1	0	1	0	1	0
Volume Module:																		
Base Vol:	35	31	12		19	29	82		26	1579	19		18	527	13	
Growth Adj:	1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14	
Initial Bse:	40	35	14		22	33	93		30	1800	22		21	601	15	
Added Vol:	0	0	0		0	0	0		0	34	0		0	155	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	40	35	14		22	33	93		30	1834	22		21	756	15	
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	35	14		22	33	93		30	1834	22		21	756	15	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	40	35	14		22	33	93		30	1834	22		21	756	15	
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	35	14		22	33	93		30	1834	22		21	756	15	
Saturation Flow Module:																		
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.96	0.96	0.96		0.91	0.91	0.91		0.95	0.95	0.95		0.95	0.95	0.95	
Lanes:	0.45	0.40	0.15		0.15	0.22	0.63		1.00	1.98	0.02		1.00	1.96	0.04	
Final Sat.:	816	723	280		252	385	1089		1805	3561	42		1805	3530	69	
Capacity Analysis Module:																		
Vol/Sat:	0.05	0.05	0.05		0.09	0.09	0.09		0.02	0.52	0.52		0.01	0.21	0.21	
Crit Moves:		****			****					****			****			
Green/Cycle:	0.06	0.06	0.06		0.11	0.11	0.11		0.14	0.67	0.67		0.05	0.58	0.58	
Volume/Cap:	0.76	0.77	0.77		0.77	0.78	0.78		0.12	0.77	0.77		0.23	0.37	0.37	
Uniform Del:	46.0	46.1	46.1		43.2	43.3	43.3		38.0	11.5	11.5		45.6	11.2	11.2	
IncremntDel:	25.2	27.2	27.2		17.6	18.5	18.5		0.2	1.6	1.6		1.3	0.1	0.1	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	71.2	73.3	73.3		60.8	61.8	61.8		38.2	13.1	13.1		46.9	11.3	11.3	
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:	71.2	73.3	73.3		60.8	61.8	61.8		38.2	13.1	13.1		46.9	11.3	11.3	
LOS by Move:	E	E	E		E	E	E		D	B	B		D	B	B	
HCM2kAvgQ:	4	5	5		6	6	6		1	22	22		1	7	7	

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #21 University & Bay

Cycle (sec): 100 Critical Vol./Cap.(X): 0.929
Loss Time (sec): 11 (Y+R=3.0 sec) Average Delay (sec/veh): 39.6
Optimal Cycle: 123 Level Of Service: D

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:	5	5	5		5	5	5		5	5	5		5	5	5	
Lanes:	1	1	0	0	1	1	0	1	0	1	0	1	1	0	1	0	1	0
Volume Module:																		
Base Vol:	150	219	345		94	262	110		93	1291	87		119	540	49	
Growth Adj:	1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14	
Initial Bse:	171	250	393		107	299	125		106	1472	99		136	616	56	
Added Vol:	0	0	0		0	0	0		0	34	0		0	155	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	171	250	393		107	299	125		106	1506	99		136	771	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:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	171	250	393		107	299	125		106	1506	99		136	771	56	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	171	250	393		107	299	125		106	1506	99		136	771	56	
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:	171	250	393		107	299	125		106	1506	99		136	771	56	
Saturation Flow Module:																		
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.98	0.98	0.85		0.95	1.00	0.85		0.95	0.94	0.94		0.95	0.94	0.94	
Lanes:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.88	0.12		1.00	1.86	0.14	
Final Sat.:	1862	1862	1615		1805	1900	1615		1805	3356	221		1805	3332	242	
Capacity Analysis Module:																		
Vol/Sat:	0.09	0.13	0.24		0.06	0.16	0.08		0.06	0.45	0.45		0.08	0.23	0.23	
Crit Moves:			****		****					****			****			
Green/Cycle:	0.12	0.26	0.26		0.06	0.21	0.21		0.11	0.48	0.48		0.08	0.45	0.45	
Volume/Cap:	0.76	0.51	0.93		0.93	0.76	0.38		0.51	0.93	0.93		0.93	0.51	0.51	
Uniform Del:	42.6	31.4	36.0		46.6	37.4	34.2		41.7	24.2	24.2		45.7	19.7	19.7	
IncremntDel:	6.3	0.5	26.8		61.7	8.7	0.7		2.2	9.3	9.3		53.4	0.3	0.3	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	48.9	32.0	62.8		108.3	46.1	34.9		43.9	33.6	33.6		99.1	20.0	20.0	
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:	48.9	32.0	62.8		108.3	46.1	34.9		43.9	33.6	33.6		99.1	20.0	20.0	
LOS by Move:	D	C	E		F	D	C		D	C	C		F	B	B	
HCM2kAvgQ:	7	7	16		6	10	4		4	29	29		7	10	10	

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #22 University & Runnymede

Cycle (sec): 100 Critical Vol./Cap.(X): 0.780
Loss Time (sec): 11 (Y+R=3.0 sec) Average Delay (sec/veh): 24.7
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:	5	5	5		5	5	5		5	5	5		5	5	5	
Lanes:	0	0	1!	0	0	0	1!	0	0	1	0	1	1	0	1	0	1	0
Volume Module:																		
Base Vol:	78	109	59		17	76	27		29	1264	78		44	793	17	
Growth Adj:	1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14	
Initial Bse:	89	124	67		19	87	31		33	1441	89		50	904	19	
Added Vol:	0	0	0		0	0	0		0	34	0		0	155	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	89	124	67		19	87	31		33	1475	89		50	1059	19	
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:	89	124	67		19	87	31		33	1475	89		50	1059	19	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	89	124	67		19	87	31		33	1475	89		50	1059	19	
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:	89	124	67		19	87	31		33	1475	89		50	1059	19	
Saturation Flow Module:																		
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.95	0.95		0.96	0.96	0.96		0.95	0.94	0.94		0.95	0.95	0.95	
Lanes:	0.32	0.44	0.24		0.14	0.63	0.23		1.00	1.89	0.11		1.00	1.96	0.04	
Final Sat.:	574	802	434		259	1159	412		1805	3374	203		1805	3534	65	
Capacity Analysis Module:																		
Vol/Sat:	0.15	0.15	0.15		0.07	0.07	0.07		0.02	0.44	0.44		0.03	0.30	0.30	
Crit Moves:	****					****				****			****			
Green/Cycle:	0.20	0.20	0.20		0.09	0.09	0.09		0.09	0.55	0.55		0.05	0.51	0.51	
Volume/Cap:	0.79	0.79	0.79		0.79	0.79	0.79		0.21	0.79	0.79		0.56	0.58	0.58	
Uniform Del:	38.3	38.3	38.3		44.3	44.3	44.3		42.6	17.9	17.9		46.4	16.8	16.8	
IncremntDel:	11.7	11.7	11.7		21.9	21.9	21.9		0.7	2.3	2.3		7.4	0.5	0.5	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	50.0	50.0	50.0		66.2	66.2	66.2		43.2	20.2	20.2		53.9	17.3	17.3	
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:	50.0	50.0	50.0		66.2	66.2	66.2		43.2	20.2	20.2		53.9	17.3	17.3	
LOS by Move:	D	D	D		E	E	E		D	C	C		D	B	B	
HCM2kAvgQ:	10	10	10		6	6	6		1	22	22		2	12	12	

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #23 University & Bell

Cycle (sec): 90 Critical Vol./Cap.(X): 0.615
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 8.1
Optimal Cycle: 86 Level Of Service: A

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:	18	18	18		18	18	18		64	64	64		64	64	64	
Lanes:	0	0	1!	0	0	0	1!	0	0	1	0	1	1	0	1	0	1	0
Volume Module:																		
Base Vol:	60	83	38		11	68	22		42	1322	87		37	787	22	
Growth Adj:	1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14	
Initial Bse:	68	95	43		13	78	25		48	1507	99		42	897	25	
Added Vol:	0	0	0		0	0	0		0	34	0		0	155	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	68	95	43		13	78	25		48	1541	99		42	1052	25	
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:	68	95	43		13	78	25		48	1541	99		42	1052	25	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	68	95	43		13	78	25		48	1541	99		42	1052	25	
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:	68	95	43		13	78	25		48	1541	99		42	1052	25	
Saturation Flow Module:																		
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.84	0.84	0.84		0.94	0.94	0.94		0.23	0.94	0.94		0.11	0.95	0.95	
Lanes:	0.33	0.46	0.21		0.11	0.67	0.22		1.00	1.88	0.12		1.00	1.95	0.05	
Final Sat.:	528	730	334		195	1205	390		439	3361	216		203	3515	84	
Capacity Analysis Module:																		
Vol/Sat:	0.13	0.13	0.13		0.06	0.06	0.06		0.11	0.46	0.46		0.21	0.30	0.30	
Crit Moves:		****								****						
Green/Cycle:	0.21	0.21	0.21		0.21	0.21	0.21		0.74	0.74	0.74		0.74	0.74	0.74	
Volume/Cap:	0.62	0.62	0.62		0.31	0.31	0.31		0.15	0.62	0.62		0.28	0.40	0.40	
Uniform Del:	32.2	32.2	32.2		30.0	30.0	30.0		3.3	5.4	5.4		3.7	4.2	4.2	
IncremntDel:	3.4	3.4	3.4		0.5	0.5	0.5		0.2	0.4	0.4		1.0	0.1	0.1	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	35.6	35.6	35.6		30.4	30.4	30.4		3.5	5.8	5.8		4.7	4.3	4.3	
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:	35.6	35.6	35.6		30.4	30.4	30.4		3.5	5.8	5.8		4.7	4.3	4.3	
LOS by Move:	D	D	D		C	C	C		A	A	A		A	A	A	
HCM2kAvgQ:	6	6	6		3	3	3		1	12	12		1	6	6	

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #24 University & Donohoe

Cycle (sec): 100 Critical Vol./Cap.(X): 0.974
Loss Time (sec): 11 (Y+R=3.0 sec) Average Delay (sec/veh): 46.3
Optimal Cycle: 161 Level Of Service: D

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:	5	5	5	5	5	5	5	5	5	5	5	5
Lanes:	1 1	0 1	1	1 0	1 0	1	1 0	1 1	0	2 0	1 1	0
Volume Module:												
Base Vol:	315	485	599	32	175	224	217	784	540	115	663	173
Growth Adj:	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14
Initial Bse:	359	553	683	36	199	255	247	894	616	131	756	197
Added Vol:	8	0	10	0	0	0	0	23	0	0	155	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	367	553	693	36	199	255	247	917	616	131	911	197
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:	367	553	693	36	199	255	247	917	616	131	911	197
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	367	553	693	36	199	255	247	917	616	131	911	197
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:	367	553	693	36	200	255	247	917	616	131	911	197
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.88	0.88	0.88	0.95	1.00	0.85	0.95	0.89	0.89	0.92	0.92	0.92
Lanes:	1.00	1.33	1.67	1.00	1.00	1.00	1.00	1.20	0.80	2.00	1.64	0.36
Final Sat.:	1671	2225	2788	1805	1900	1615	1805	2030	1363	3502	2887	625
Capacity Analysis Module:												
Vol/Sat:	0.22	0.25	0.25	0.02	0.11	0.16	0.14	0.45	0.45	0.04	0.32	0.32
Crit Moves:	****					****		****		****		
Green/Cycle:	0.22	0.32	0.32	0.06	0.16	0.16	0.15	0.46	0.46	0.05	0.35	0.35
Volume/Cap:	0.99	0.78	0.78	0.32	0.66	0.99	0.89	0.99	0.99	0.75	0.89	0.89
Uniform Del:	38.7	30.9	30.9	44.7	39.4	41.9	41.5	26.8	26.8	46.9	30.5	30.5
IncremntDel:	19.2	2.0	2.0	1.6	5.1	52.3	28.1	19.8	19.8	16.3	8.4	8.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	58.0	32.9	32.9	46.3	44.5	94.2	69.6	46.7	46.7	63.2	38.9	38.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.0	32.9	32.9	46.3	44.5	94.2	69.6	46.7	46.7	63.2	38.9	38.9
LOS by Move:	E	C	C	D	D	F	E	D	D	E	D	D
HCM2kAvgQ:	17	14	14	1	7	13	11	32	32	4	20	20

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
1994 HCM Operations Method (Future Volume Alternative)

Intersection #25 NB 101 & Donohoe St

Cycle (sec): 90 Critical Vol./Cap.(X): 0.537
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 14.4
Optimal Cycle: 82 Level Of Service: B

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	32	32	0	32	0	28	0	28	0	0	18
Lanes:	0 0	2 1	0	0 0	2 0	0	2 0	0 0	1	0 0	0 0	1
Volume Module:												
Base Vol:	0	802	19	0	783	0	765	0	277	0	0	16
Growth Adj:	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14
Initial Bse:	0	914	22	0	893	0	872	0	316	0	0	18
Added Vol:	0	0	0	0	0	0	18	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	914	22	0	893	0	890	0	316	0	0	18
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	914	22	0	893	0	890	0	316	0	0	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	914	22	0	893	0	890	0	316	0	0	18
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	1.10	1.10	1.00	1.05	1.00	1.03	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1006	24	0	937	0	917	0	316	0	0	18
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.85	1.00	1.00	0.77
Lanes:	0.00	2.93	0.07	0.00	2.00	0.00	2.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	0	5568	132	0	3800	0	3610	0	1615	0	0	1463
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.18	0.00	0.25	0.00	0.25	0.00	0.20	0.00	0.00	0.01
Crit Moves:	****				****		****					****
Green/Cycle:	0.00	0.37	0.37	0.00	0.37	0.00	0.38	0.00	0.58	0.00	0.00	0.20
Volume/Cap:	0.00	0.49	0.49	0.00	0.66	0.00	0.66	0.00	0.34	0.00	0.00	0.06
Uniform Del:	0.0	16.4	16.4	0.0	17.9	0.0	17.4	0.0	7.4	0.0	0.0	22.2
IncremntDel:	0.0	0.1	0.1	0.0	0.8	0.0	0.8	0.0	0.1	0.0	0.0	0.0
Delay Adj:	0.00	0.85	0.85	0.00	0.85	0.00	0.85	0.00	0.85	0.00	0.00	0.85
Delay/Veh:	0.0	14.1	14.1	0.0	16.0	0.0	15.7	0.0	6.4	0.0	0.0	18.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	14.1	14.1	0.0	16.0	0.0	15.7	0.0	6.4	0.0	0.0	18.8
DesignQueue:	0	11	11	0	16	0	15	0	7	0	0	1

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #26 University & SB US 101

Cycle (sec): 90 Critical Vol./Cap.(X): 0.607
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 34.3
Optimal Cycle: 180 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:	Permitted				Protected				Permitted				Protected			
Rights:	Include				Include				Ovl				Include			
Min. Green:	18		18	18	0		0	0	0		39	57	21		64	0
Lanes:	1	0	1!	0 1	0	0	0	0 0	0	0	2	0 2	2	0	2	0 0
Volume Module:																
Base Vol:	305		1	439	0		0	0	0	1391		388	487	927		0
Growth Adj:	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14		1.14
Initial Bse:	348		1	500	0		0	0	1586		442	555	1057			0
Added Vol:	0		0	0	0		0	0	23		40	83	92			0
PasserByVol:	0		0	0	0		0	0	0		0	0	0			0
Initial Fut:	348		1	500	0		0	0	1609		482	638	1149			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:	348		1	500	0		0	0	1609		482	638	1149			0
Reduct Vol:	0		0	0	0		0	0	0		0	0	0			0
Reduced Vol:	348		1	500	0		0	0	1609		482	638	1149			0
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		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:	348		1	500	0		0	0	1609		482	638	1149			0
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900
Adjustment:	0.86	0.86		0.86	1.00	1.00		1.00	0.95	0.75		0.92	0.95	1.00		
Lanes:	1.41	0.01		1.58	0.00	0.00		0.00	2.00	2.00		2.00	2.00	0.00		
Final Sat.:	2292		4	2585	0		0	0	3610		2842	3502	3610			0
Capacity Analysis Module:																
Vol/Sat:	0.15	0.26		0.19	0.00	0.00		0.00	0.45		0.17	0.18	0.32			0.00
Crit Moves:		****											****			
Green/Cycle:	0.20	0.20		0.20	0.00	0.00		0.00	0.43		0.43	0.32	0.76			0.00
Volume/Cap:	0.76	1.31		0.97	0.00	0.00		0.00	1.03		0.39	0.57	0.42			0.00
Uniform Del:	33.9	36.0		35.7	0.0	0.0		0.0	25.5		17.4	25.3	3.9			0.0
IncremntDel:	3.1	149		22.8	0.0	0.0		0.0	30.4		0.2	0.7	0.1			0.0
InitQueuDel:	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0			0.0
Delay Adj:	1.00	1.00		1.00	0.00	0.00		0.00	1.00		1.00	1.00	1.00			0.00
Delay/Veh:	37.0	185		58.5	0.0	0.0		0.0	55.9		17.6	26.0	4.0			0.0
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00			1.00
AdjDel/Veh:	37.0	185		58.5	0.0	0.0		0.0	55.9		17.6	26.0	4.0			0.0
LOS by Move:	D	F		E	A	A		A	E		B	C	A			A
HCM2kAvgQ:	8	26		13	0	0		0	33		5	8	6			0

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #27 University Ave. & Woodland

Cycle (sec): 110 Critical Vol./Cap.(X): 1.000
Loss Time (sec): 11 (Y+R=3.0 sec) Average Delay (sec/veh): 60.1
Optimal Cycle: 180 Level Of Service: E

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:	5		5	5	5		5	5	5		5	5	5		5	5
Lanes:	0	0	1!	0 0	2	0	0	1 0	1	0	1	1 0	1	0	2	0 1
Volume Module:																
Base Vol:	16		87	274	612		119	34	28		809	9	274		800	327
Growth Adj:	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14		1.14
Initial Bse:	18		99	312	698		136	39	32		922	10	312		912	373
Added Vol:	0		0	0	0		0	0	0		64	0	0		92	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	18		99	312	698		136	39	32		986	10	312		1004	373
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	18		99	312	698		136	39	32		986	10	312		1004	373
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	18		99	312	698		136	39	32		986	10	312		1004	373
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
FinalVolume:	18		99	312	698		136	39	32		986	10	312		1004	373
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900
Adjustment:	0.90	0.90		0.90	0.92	0.97		0.97	0.95	0.95		0.95	0.95	0.95		0.85
Lanes:	0.04	0.23		0.73	2.00	0.78		0.22	1.00	1.98		0.02	1.00	2.00		1.00
Final Sat.:	73	395		1243	3502	1429		408	1805	3569		37	1805	3610		1615
Capacity Analysis Module:																
Vol/Sat:	0.25	0.25		0.25	0.20	0.09		0.09	0.02	0.28		0.28	0.17	0.28		0.23
Crit Moves:		****			****					****			****			
Green/Cycle:	0.33	0.25		0.25	0.20	0.12		0.12	0.06	0.28		0.28	0.17	0.39		0.39
Volume/Cap:	0.77	1.00		1.00	1.00	0.77		0.77	0.28	1.00		1.00	1.00	0.72		0.60
Uniform Del:	33.3	41.2		41.2	44.0	46.7		46.7	49.1	39.8		39.8	45.5	28.7		26.9
IncremntDel:	6.4	43.4		43.4	34.0	14.7		14.7	1.3	28.5		28.5	50.9	1.9		1.6
InitQueuDel:	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0
Delay Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Delay/Veh:	39.7	84.6		84.6	78.1	61.3		61.3	50.5	68.3		68.3	96.4	30.6		28.5
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:	39.7	84.6		84.6	78.1	61.3		61.3	50.5	68.3		68.3	96.4	30.6		28.5
LOS by Move:	D	F		F	E	E		E	D	E		E	F	C		C
HCM2kAvgQ:	15	20		20	18	8		8	1	24		24	16	16		11

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #28 Middlefield Rd. & University Ave.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.693
Loss Time (sec): 11 (Y+R=3.0 sec) Average Delay (sec/veh): 36.4
Optimal Cycle: 85 Level Of Service: D

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:	5	5	5		5	5	5		5	5	5		5	5	5	
Lanes:	0	1	0	1	0	0	1	0	1	0	1	1	0	1	0	1	0
Volume Module:																	
Base Vol:	30	377		86	82	384		76	59	328		23	71	442		88
Growth Adj:	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14		1.14
Initial Bse:	34	430		98	93	438		87	67	374		26	81	504		100
Added Vol:	0	41		7	16	117		27	3	40		1	56	24		12
PasserByVol:	0	0		0	0	0		0	0	0		0	0	0		0
Initial Fut:	34	471		105	109	555		114	70	414		27	137	528		112
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:	34	471		105	109	555		114	70	414		27	137	528		112
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	34	471		105	109	555		114	70	414		27	137	528		112
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:	34	471		105	109	555		114	70	414		27	137	528		112
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900
Adjustment:	0.92	0.92		0.92	0.92	0.92		0.92	0.95	0.94		0.94	0.95	0.93		0.93
Lanes:	0.11	1.55		0.34	0.28	1.43		0.29	1.00	1.88		0.12	1.00	1.65		0.35
Final Sat.:	197	2705		604	493	2500		512	1805	3357		221	1805	2899		617
Capacity Analysis Module:																
Vol/Sat:	0.17	0.17		0.17	0.22	0.22		0.22	0.04	0.12		0.12	0.08	0.18		0.18
Crit Moves:		****			****				****					****		
Green/Cycle:	0.25	0.25		0.25	0.32	0.32		0.32	0.06	0.20		0.20	0.12	0.26		0.26
Volume/Cap:	0.69	0.69		0.69	0.69	0.69		0.69	0.69	0.62		0.62	0.62	0.69		0.69
Uniform Del:	34.0	34.0		34.0	29.7	29.7		29.7	46.3	36.7		36.7	41.8	33.2		33.2
IncremntDel:	2.4	2.4		2.4	1.9	1.9		1.9	18.7	1.8		1.8	5.6	2.3		2.3
InitQueuDel:	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0
Delay Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Delay/Veh:	36.4	36.4		36.4	31.6	31.6		31.6	65.0	38.5		38.5	47.3	35.5		35.5
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:	36.4	36.4		36.4	31.6	31.6		31.6	65.0	38.5		38.5	47.3	35.5		35.5
LOS by Move:	D	D		D	C	C		C	E	D		D	D	D		D
HCM2kAvgQ:	10	10		10	12	12		12	4	7		7	5	10		10

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #29 Bayfront Exp. & Chrysler Dr.

Cycle (sec): 130 Critical Vol./Cap.(X): 1.193
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 101.3
Optimal Cycle: 180 Level Of Service: F

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				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	5	5	0		0	5	5		5	0	5		0	0	0	
Lanes:	1	0	3	0	0	0	0	3	0	1	1	0	0	0	1	0	0	0	0	0
Volume Module:5:00 - 6:00 AM																	
Base Vol:	10	932		0	0	2235		16	334		0	76		0	0	0
Growth Adj:	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14		1.14
Initial Bse:	11	1062		0	0	2548		18	381		0	87		0	0	0
Added Vol:	38	606		0	0	86		0	618		0	86		0	0	0
PasserByVol:	0	0		0	0	0		0	0		0	0		0	0	0
Initial Fut:	49	1668		0	0	2634		18	999		0	173		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:	49	1668		0	0	2634		18	999		0	173		0	0	0
Reduct Vol:	0	0		0	0	0		0	0		0	0		0	0	0
Reduced Vol:	49	1668		0	0	2634		18	999		0	173		0	0	0
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		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:	49	1668		0	0	2634		18	999		0	173		0	0	0
Saturation Flow Module:																	
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900
Adjustment:	0.93	0.89		1.00	1.00	0.89		0.83	0.93	1.00		0.83	1.00	1.00		1.00
Lanes:	1.00	3.00		0.00	0.00	3.00		1.00	1.00	0.00		1.00	0.00	0.00		0.00
Final Sat.:	1769	5083		0	0	5083		1583	1769		0	1583		0	0	0
Capacity Analysis Module:																	
Vol/Sat:	0.03	0.33		0.00	0.00	0.52		0.01	0.56	0.00		0.11	0.00	0.00		0.00
Crit Moves:	****					****			****							
Green/Cycle:	0.04	0.47		0.00	0.00	0.43		0.43	0.47	0.00		0.47	0.00	0.00		0.00
Volume/Cap:	0.73	0.71		0.00	0.00	1.21		0.03	1.21	0.00		0.23	0.00	0.00		0.00
Uniform Del:	61.8	27.6		0.0	0.0	37.2		21.6	34.8	0.0		20.9	0.0	0.0		0.0
IncremntDel:	32.1	1.0		0.0	0.0	101		0.0	107.2	0.0		0.2	0.0	0.0		0.0
InitQueuDel:	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0
Delay Adj:	1.00	1.00		0.00	0.00	1.00		1.00	1.00	0.00		1.00	0.00	0.00		0.00
Delay/Veh:	93.9	28.6		0.0	0.0	138		21.6	141.9	0.0		21.0	0.0	0.0		0.0
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
AdjDel/Veh:	93.9	28.6		0.0	0.0	138		21.6	141.9	0.0		21.0	0.0	0.0		0.0
LOS by Move:	F	C		A	A	F		C	F	A		C	A	A		A
HCM2kAvgQ:	3	20		0	0	61		0	63	0		4	0	0		0

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #30 Bayfront Exp. & Chilco St.

Cycle (sec): 130 Critical Vol./Cap.(X): 0.782
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 19.0
Optimal Cycle: 68 Level Of Service: B

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				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	5	5	0	0	5	5	5	0	5	0	0	0				
Lanes:	1	0	3	0	0	0	0	3	0	1	1	0	0	0	1	0	0	0	0	0
Volume Module: >> Count Date: 20 Oct 2009 << 4:45 - 5:45 PM																
Base Vol:	14	783	0	0	2126	160	190	0	186	0	0	0				
Growth Adj:	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14				
Initial Bse:	16	893	0	0	2424	182	217	0	212	0	0	0				
Added Vol:	38	642	0	0	166	5	2	0	86	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	54	1535	0	0	2590	187	219	0	298	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:	54	1535	0	0	2590	187	219	0	298	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	54	1535	0	0	2590	187	219	0	298	0	0	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	54	1535	0	0	2590	187	219	0	298	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.93	0.89	1.00	1.00	0.89	0.83	0.93	1.00	0.83	1.00	1.00	1.00				
Lanes:	1.00	3.00	0.00	0.00	3.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00				
Final Sat.:	1769	5083	0	0	5083	1583	1769	0	1583	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.03	0.30	0.00	0.00	0.51	0.12	0.12	0.00	0.19	0.00	0.00	0.00				
Crit Moves:	****				****				****							
Green/Cycle:	0.04	0.69	0.00	0.00	0.65	0.65	0.24	0.00	0.24	0.00	0.00	0.00				
Volume/Cap:	0.78	0.44	0.00	0.00	0.78	0.18	0.51	0.00	0.78	0.00	0.00	0.00				
Uniform Del:	61.9	8.9	0.0	0.0	16.1	9.0	42.8	0.0	46.2	0.0	0.0	0.0				
IncremntDel:	42.8	0.1	0.0	0.0	1.3	0.1	1.1	0.0	10.1	0.0	0.0	0.0				
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00				
Delay/Veh:	104.7	9.0	0.0	0.0	17.4	9.1	43.8	0.0	56.3	0.0	0.0	0.0				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	104.7	9.0	0.0	0.0	17.4	9.1	43.8	0.0	56.3	0.0	0.0	0.0				
LOS by Move:	F	A	A	A	B	A	D	A	E	A	A	A				
HCM2kAvgQ:	4	10	0	0	28	3	8	0	13	0	0	0				

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #31 Middlefield Rd. & Ravenswood Ave.

Cycle (sec): 120 Critical Vol./Cap.(X): 0.877
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 32.7
Optimal Cycle: 76 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				Split Phase				Split Phase			
Rights:	Include				Include				Ovl				Include			
Min. Green:	4	10	0	0	10	4	4	0	4	0	0	0				
Lanes:	1	0	1	0	0	0	0	0	1	0	1	0	0	0	1	0	0	0	0	0
Volume Module: >> Count Date: 20 Oct 2009 << 5:00 - 6:00 PM																
Base Vol:	487	566	0	0	357	92	257	0	705	0	0	0				
Growth Adj:	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14				
Initial Bse:	555	645	0	0	407	105	293	0	804	0	0	0				
Added Vol:	35	58	0	0	21	6	3	0	67	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	590	703	0	0	428	111	296	0	871	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:	590	703	0	0	428	111	296	0	871	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	590	703	0	0	428	111	296	0	871	0	0	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	590	703	0	0	428	111	296	0	871	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.93	0.98	1.00	1.00	0.95	0.95	0.93	1.00	0.83	1.00	1.00	1.00				
Lanes:	1.00	1.00	0.00	0.00	0.79	0.21	1.00	0.00	1.00	0.00	0.00	0.00				
Final Sat.:	1769	1862	0	0	1437	372	1769	0	1583	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.33	0.38	0.00	0.00	0.30	0.30	0.17	0.00	0.55	0.00	0.00	0.00				
Crit Moves:	****				****				****							
Green/Cycle:	0.38	0.72	0.00	0.00	0.34	0.34	0.25	0.00	0.63	0.00	0.00	0.00				
Volume/Cap:	0.88	0.52	0.00	0.00	0.88	0.88	0.68	0.00	0.88	0.00	0.00	0.00				
Uniform Del:	34.6	7.6	0.0	0.0	37.3	37.3	40.9	0.0	18.5	0.0	0.0	0.0				
IncremntDel:	12.5	0.4	0.0	0.0	13.5	13.5	4.3	0.0	8.9	0.0	0.0	0.0				
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00				
Delay/Veh:	47.1	8.0	0.0	0.0	50.8	50.8	45.1	0.0	27.5	0.0	0.0	0.0				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	47.1	8.0	0.0	0.0	50.8	50.8	45.1	0.0	27.5	0.0	0.0	0.0				
LOS by Move:	D	A	A	A	D	D	D	A	C	A	A	A				
HCM2kAvgQ:	23	12	0	0	22	22	11	0	29	0	0	0				

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #32 Middlefield Rd. & Ringwood Ave.

Cycle (sec): 120 Critical Vol./Cap.(X): 0.720
Loss Time (sec): 4 (Y+R=3.0 sec) Average Delay (sec/veh): 30.0
Optimal Cycle: 38 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				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	4	10	10		4	10	10		4	4	4		4	4	4	
Lanes:	1 0	2 0	1		1 0	2 0	1		1 0	0 1	0		0 1	0 0	1	
Volume Module: >> Count Date: 21 Oct 2009 << 5:00 - 6:00 PM																
Base Vol:	49	761	127		356	628	36		75	76	62		73	8	266	
Growth Adj:	1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14	
Initial Bse:	56	868	145		406	716	41		85	87	71		83	9	303	
Added Vol:	0	89	0		2	86	0		0	0	0		0	0	5	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	56	957	145		408	802	41		85	87	71		83	9	308	
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:	56	957	145		408	802	41		85	87	71		83	9	308	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	56	957	145		408	802	41		85	87	71		83	9	308	
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:	56	957	145		408	802	41		86	87	71		83	9	308	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.93	0.93	0.83		0.93	0.93	0.83		0.61	0.91	0.91		0.60	0.60	0.83	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	0.55	0.45		0.90	0.10	1.00	
Final Sat.:	1769	3538	1583		1769	3538	1583		1160	957	781		1022	112	1583	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.27	0.09		0.23	0.23	0.03		0.07	0.09	0.09		0.08	0.08	0.19	
Crit Moves:		****			****										****	
Green/Cycle:	0.09	0.38	0.38		0.32	0.61	0.61		0.27	0.27	0.27		0.27	0.27	0.27	
Volume/Cap:	0.35	0.72	0.24		0.72	0.37	0.04		0.27	0.33	0.33		0.30	0.30	0.72	
Uniform Del:	51.4	32.1	25.7		36.0	12.0	9.5		34.5	35.1	35.1		34.8	34.8	39.6	
IncremntDel:	1.4	1.9	0.2		4.5	0.1	0.0		0.5	0.4	0.4		0.6	0.6	5.9	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	52.8	34.0	26.0		40.5	12.1	9.5		34.9	35.5	35.5		35.3	35.3	45.5	
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:	52.8	34.0	26.0		40.5	12.1	9.5		34.9	35.5	35.5		35.3	35.3	45.5	
LOS by Move:	D	C	C		D	B	A		C	D	D		D	D	D	
HCM2kAvgQ:	2	17	4		14	8	1		3	5	5		3	3	12	

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #33 Middlefield Rd and Lytton Ave

Cycle (sec): 110 Critical Vol./Cap.(X): 1.194
Loss Time (sec): 11 (Y+R=3.0 sec) Average Delay (sec/veh): 126.8
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Split Phase				Split Phase				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	5	5	5		5	5	5		5	5	5		5	5	5	
Lanes:	0 1	0 0	1		0 1	0 0	1		1 0	0 1	0		0 0	1! 0	0	
Volume Module:																
Base Vol:	89	457	24		24	508	163		419	135	78		7	55	12	
Growth Adj:	1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14		1.14	1.14	1.14	
Initial Bse:	101	521	27		27	579	186		478	154	89		8	63	14	
Added Vol:	0	57	0		0	160	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	101	578	27		27	739	186		478	154	89		8	63	14	
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:	101	578	27		27	739	186		478	154	89		8	63	14	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	101	578	27		27	739	186		478	154	89		8	63	14	
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:	101	578	27		27	739	186		478	154	89		8	63	14	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.99	0.99	0.85		1.00	1.00	0.85		0.95	0.95	0.95		0.97	0.97	0.97	
Lanes:	0.15	0.85	1.00		0.04	0.96	1.00		1.00	0.63	0.37		0.09	0.75	0.16	
Final Sat.:	282	1605	1615		68	1829	1615		1805	1138	658		175	1374	300	
Capacity Analysis Module:																
Vol/Sat:	0.36	0.36	0.02		0.40	0.40	0.12		0.26	0.14	0.14		0.05	0.05	0.05	
Crit Moves:		****				****			****						****	
Green/Cycle:	0.30	0.30	0.30		0.34	0.34	0.34		0.22	0.22	0.22		0.05	0.05	0.05	
Volume/Cap:	1.20	1.20	0.06		1.20	1.20	0.34		1.20	0.62	0.62		1.00	1.00	1.00	
Uniform Del:	38.6	38.6	27.5		36.5	36.5	27.4		42.9	38.7	38.7		52.5	52.5	52.5	
IncremntDel:	107.9	108	0.0		106.3	106	0.4		113.5	2.9	2.9		99.2	99.2	99.2	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	146.4	146	27.5		142.8	143	27.8		156.4	41.6	41.6		151.7	152	151.7	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	146.4	146	27.5		142.8	143	27.8		156.4	41.6	41.6		151.7	152	151.7	
LOS by Move:	F	F	C		F	F	C		F	D	D		F	F	F	
HCM2kAvgQ:	40	40	1		44	44	5		29	8	8		6	6	6	

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #34 Bayfront Expy. and Facebook West Campus

Cycle (sec):	100	Critical Vol./Cap.(X):	0.965
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	43.8
Optimal Cycle:	151	Level Of Service:	D

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:	10	10	10		10	10	10		10	10	10		10	10	10	
Lanes:	1	0 3	0	0	0	0 3	0	1	2	0 0	0	1	0	0 0	0	0
Volume Module:																
Base Vol:	0	708	0	0	2307	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14
Initial Bse:	0	807	0	0	2630	0	0	0	0	0	0	0
Added Vol:	66	438	0	0	222	7	242	0	424	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	66	1245	0	0	2852	7	242	0	424	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:	66	1245	0	0	2852	7	242	0	424	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	66	1245	0	0	2852	7	242	0	424	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	66	1245	0	0	2852	7	242	0	424	0	0	0
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	1.00	1.00	0.91	0.85	0.92	1.00	0.85	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	0.00	3.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1805	5187	0	0	5187	1615	3502	0	1615	0	0	0
Capacity Analysis Module:																
Vol/Sat:	0.04	0.24	0.00	0.00	0.55	0.00	0.07	0.00	0.26	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.10	0.63	0.00	0.00	0.53	0.53	0.25	0.00	0.25	0.00	0.00	0.00
Volume/Cap:	0.37	0.38	0.00	0.00	1.04	0.01	0.27	0.00	1.04	0.00	0.00	0.00
Uniform Del:	42.0	9.1	0.0	0.0	23.6	11.2	30.0	0.0	37.4	0.0	0.0	0.0
IncremntDel:	1.3	0.1	0.0	0.0	29.2	0.0	0.2	0.0	55.8	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	43.3	9.2	0.0	0.0	52.8	11.2	30.2	0.0	93.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.3	9.2	0.0	0.0	52.8	11.2	30.2	0.0	93.2	0.0	0.0	0.0
LOS by Move:	D	A	A	A	D	B	C	A	F	A	A	A
HCM2kAvgQ:	2	7	0	0	43	0	3	0	20	0	0	0

Note: Queue reported is the number of cars per lane.

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APPENDIX D

Trip Generation Analysis

	Existing Nov 2010 Credit				Corporate Headquarters Building (714)				With Required 25% TDM Reduction				Total Baseline			
					3600 Employees											
	AM		PM		AM		PM		AM		PM		AM		PM	
Trips					1434		1076		1076		807					
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Percentage					93%	7%	11%	89%	93%	7%	11%	89%				
Vehicles	60	15	17	158	1334	100	118	958	1001	75	89	718	941	60	72	560

East Site Trip Generation				
	6600 Employees			
	AM		PM	
Trips	2600		2600	
	70%		70%	
	1820		**1820**	
	In	Out	In	Out
Percentage	93%	7%	11%	89%
Vehicles	1693	127	200	1620

8-9 AM	7-8 AM	
70%	30%	From Fehr & Peers AM/PM Peak Period Trip Cap
2600		

West Site Trip Generation (714)^			
2800 Employees			
AM		PM	
1146		880	
In	Out	In	Out
93%	7%	11%	89%
1066	80	97	783

^Calculated in a traditional manner from ITE Land Use 714

3600 to 6600 Empl Increment			
AM		PM	
744		1013	
In	Out	In	Out
93%	7%	11%	89%
692	52	111	902

APPENDIX E

Trip Cap Memo

FEHR PEERS

DRAFT MEMORANDUM

Date: March 28, 2011

To: City of Menlo Park

From: Robert Eckols, Nikki Hervol, and Monica Altmaier

Subject: ***Facebook Menlo Park Campus***
Documentation of Transportation Assumptions

SJ09-1132

The following memorandum summarizes the transportation assumptions used in developing the vehicle trip cap proposed as part of Facebook's relocation to Menlo Park. The memorandum includes a summary of:

- Background and study purpose
- Person and vehicle trip generation rates and description of calculation methods

BACKGROUND AND PURPOSE

Facebook is considering relocation and expansion at the Sun Microsystem (or East) Campus, located at 14 Network Circle, and the General Motors (GM, or West) Campus, near the intersection of Bayfront Expressway and Willow Road in Menlo Park. The purpose of this evaluation is to inform Facebook and the Project Team of the transportation assumptions used in determining the proposed vehicle trip cap for the Menlo Park Campuses.

We have evaluated traffic conditions with occupancy of the two sites at 150 square feet per proposed employee, per direction from Facebook. Table 1 below summarizes the projected number of employees at each site based on this density assumption.

TABLE 1: FACEBOOK EMPLOYEE PROJECTIONS FOR TRAFFIC ANALYSIS

Site	Square Feet	Employee Density	Number of Employees
East Campus	1,000,220	150 s.f./emp	6,668
West Campus	420,000	150 s.f./emp	2,800
Total	1,420,220	150 s.f./emp	9,468

Source: Fehr & Peers, Facebook, July 2010.

PERSON TRIP GENERATION

Person and vehicular trip generation estimates were developed based on travel demand surveys conducted at Facebook's Palo Alto campus (1601 South California Avenue and 1050 Page Mill Road sites) over two (2) mid-week days in July 2010. The surveys collected the following data between 7:00 am and 11:00 am:

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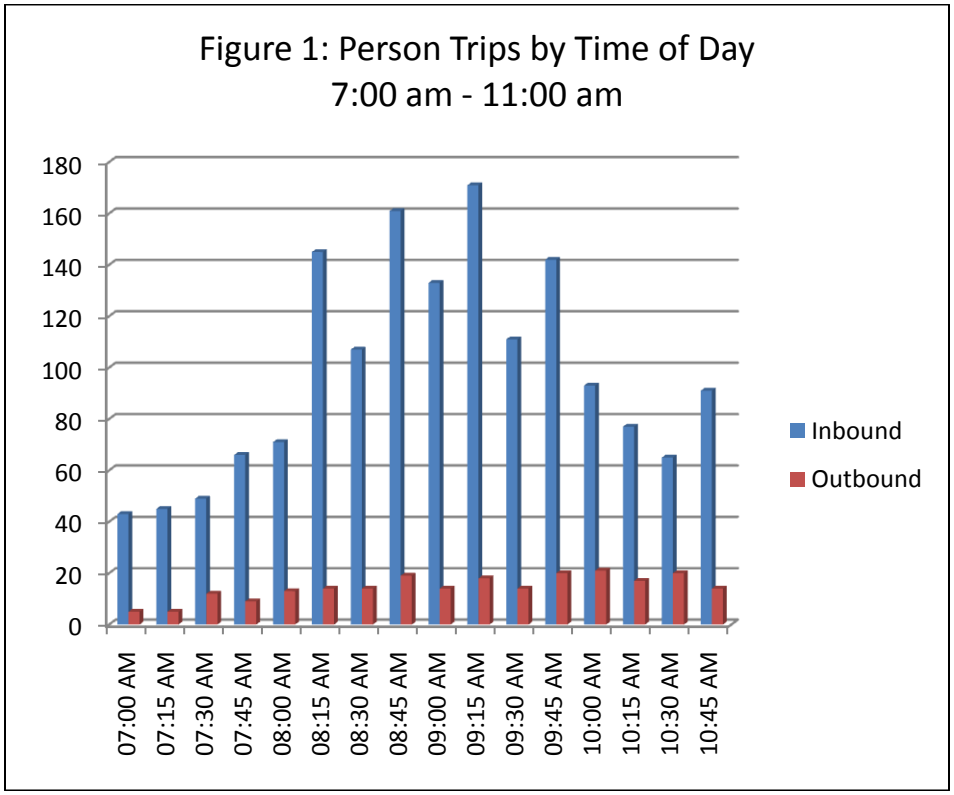
- Manual counts were collected at the driveways serving the Facebook parking areas at 1601 South California Avenue and 1050 Page Mill Road sites.
    - Vehicle Occupancy Counts – The driveway counts surveyed the number of persons in each vehicle (vehicle occupancy) to verify the number of solo drivers versus carpools and transit users.
    - Pedestrian Counts – Pedestrian counts were conducted to document the number of person walking into the campus during the peak period. Pedestrians were asked if they parked off-site and walked to the campus or if walking was their primary commute mode to the campus.
    - Bicycle Surveys – Bicycle counts were conducted at the driveways serving the sites.

- Shuttle Ridership – Facebook provided shuttle ridership data collected on the survey dates for the four shuttles provided for employees.

Using this data, we were able to determine the time distribution of persons entering and exiting the site during the morning peak hour, and the associated peak hour trip generation rate. Figure 1 presents the number of person trips arriving and departing the site by 15-minute intervals between 7:00 am and 11:00 am.



Based on this information, we were able to calculate the morning peak period (7:00 am to 9:00 am, the traditional morning commute peak period) and peak one-hour trip generation rate using the following process:

1. Calculated the total number of trips entering/exiting between 7:00 am and 9:00 am to be 687 inbound and 91 outbound, or 778 total trips
2. Determined one-hour maximum (peak hour) entering/exiting period to be 8:00 am to 9:00 am, with 484 trips inbound and 60 trips outbound, for 544 total trips
3. Calculated trip generation rate for peak hour to be 0.42 person trips per employee (544 trips / 1,300 employees = **0.42** trips per employee)
4. Correlated the peak-hour of traffic generated by Facebook to the industry standard peak hour rate
5. Using industry standard ratios between morning peak hour and daily trip generation rates, calculated daily trip generation rates to be **3.41** person trips per employee

The trip generation rates described above represent the total number of person trips made per employee. The following section details our calculations of mode split, to reflect the number of vehicle trips per employee.

MODE SPLIT

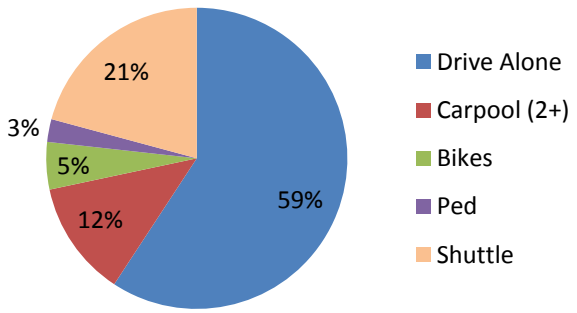
The travel surveys described under the Trip Generation section also provided the data necessary to calculate the share for each mode of travel to/from the campus for the total on-site employment population. Table 2 and Figure 2 below summarize the total number and percent of person trips entering and exiting the site by mode.

TABLE 2: PERSON MODE SPLIT

Mode	Trips by Mode	Percent Mode Split
Drive alone	968	59%
Carpool	203	12%
Bike	83	5%
Walk	40	3%
Shuttles/Transit	340	21%
Total	1,634	100%

Source: Fehr & Peers, Facebook, July 2010.

Figure 2: Person Mode Splits



VEHICLE TRIP GENERATION

Based on the mode split data presented in Table 2 and Figure 1, the vehicle trip generation rates were calculated to be 65 percent of the person trip generation rate. This was derived from 59 percent (drive alone) plus 12 percent carpooling at average vehicle occupancy of 2.1 persons per car[1]. Table 3 summarizes the daily, peak hour and peak period person and vehicle trip generation rates based on Facebook-specific data, as well as a comparison to traditional industry standard documentation from the Institute of Transportation Engineers' *Trip Generation*, 8th Edition (2009).

[1] From July 2010 travel demand survey data.

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TABLE 3: FACEBOOK TRIP GENERATION RATES, PER EMPLOYEE

Unit	Source	Description	Daily	Peak Hour	Peak Period
Per employee	Travel Surveys	Person Rate	3.41	0.42	0.60
Per employee	Travel Surveys	Vehicle Rate	2.22	0.27	0.39
Per employee	ITE Best Fit Equation	General Office (710)	2.27	0.37	n/a
Per k.s.f.	Travel Surveys	Vehicle Rate	13.60	1.73	2.48
Per k.s.f.	ITE Best Fit Equation	General Office (710)	7.86	1.18	n/a

Source: Fehr & Peers, Facebook, July 2010.
Institute of Transportation Engineers, *Trip Generation*, 8th Edition (2009).
Trip rates based on average rates defined for General Office (land use code 710).

As shown in Table 3, data collected from the existing Facebook campus shows employees generate 3.41 trips per day, 0.42 trips per peak hour, and 0.60 trips per peak period. The number of vehicle trips generated per employee, calculated based on the mode split summarized above, is 2.22 vehicle trips per day, 0.27 peak hour vehicle trips per day, and 0.39 vehicle trips per day. The comparison to ITE Trip Generation data shows that the best fit equation rates for a general office building is close to the total number of vehicle trips Facebook employees generate on a daily basis, within two (2) percent. The peak hour comparison shows that Facebook's trip generation rate is 27 percent lower than traditional office developments, since many of Facebook's employees travel outside of the traditional commute peak hours and 35 percent travel via alternative transportation modes.

On a per square foot basis, the number of vehicle trips generated by Facebook is substantially higher than the ITE rates, as the employee density is higher than a typical office use. On a daily basis, Facebook generates approximately 42 percent more trips per square foot; on a peak hour basis, Facebook's trip generation rate is 32 percent higher per square foot.

Table 4 below presents the number of vehicle trips estimated to be generated by the East Campus based on the rates defined in Table 3 above. As shown, the proposed vehicle trip cap was derived based on the survey rates, specific to Facebook employee travel patterns.

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TABLE 4: FACEBOOK TRIP GENERATION ESTIMATES

Unit	Source	Description	Daily	Peak Hour	Peak Period
Per employee	Travel Surveys	Vehicle Rate	14,800	1,820	2,600
Per employee	ITE Best Fit Equation	General Office (710)	15,200	2,480	n/a
Per k.s.f.	Travel Surveys	Vehicle Rate	13,600	1,730	2,480
Per k.s.f.	ITE Best Fit Equation	General Office (710)	7,860	1,190	n/a
Proposed Trip Cap			15,000[1]	n/a	2,600

Source: Fehr & Peers, Facebook, July 2010.
Institute of Transportation Engineers, *Trip Generation*, 8th Edition (2009).
[1] Trip cap rounded based on Facebook specific trip rates per employee.

APPENDIX F

Trip Cap Monitoring and Enforcement Document

TRIP CAP MONITORING AND ENFORCEMENT POLICY[1]

The Facebook project includes both an East Campus and a West Campus. Entitlements are currently being sought only for the East Campus. Therefore, this Trip Cap Monitoring and Enforcement Policy is specific to the East Campus.[2]

DEFINITIONS

Trip – A single vehicle (car, truck, van, shuttle, etc.) arriving at a location in Menlo Park, whose occupant(s) final destination is the East Campus, or a single vehicle departing from a location in Menlo Park, whose occupant(s) origin is the East Campus. Therefore, for example, a roundtrip by a single vehicle arriving at a location in Menlo Park and departing from a location in Menlo Park whose occupant(s) destination and origin is the East Campus equals two (2) trips. Trips do not include bicycles or other self-powered modes of travel.

Peak Period – Roadway morning and evening commuter peak travel times:

- AM Peak Period - 7:00 AM to 9:00 AM
- PM Peak Period - 4:00 PM to 6:00 PM

Peak Period Trip Cap – The maximum number of trips in the AM Peak Period or the PM Peak Period.

Daily Trip Cap – The maximum number of trips per day.

Trip Cap – Generally refers to the AM Peak Period Trip Cap, the PM Peak Period Trip Cap and the Daily Trip Cap.

TRIP CAP

The Trip Cap is part of the Facebook project definition and will be included in the Conditional Development Permit ("CDP") for the project. Therefore, one way to think about the Trip Cap is in terms of building square footage. A CDP typically defines the maximum building square footage. Increases in building square footage are not allowed without an application for and approval of a change to the CDP. Any increase in building square footage without the appropriate approval violates the CDP. The same is true for the Trip Cap. Facebook must comply with the Trip Cap and may not exceed the Trip Cap without

[1] This Trip Cap Monitoring and Enforcement Policy has been prepared by the City of Menlo Park in consultation with the project applicant.

[2] If and when Facebook seeks entitlements for the West Campus, a trip cap may be included as a mitigation measure for the West Campus.

an application for and approval of a change to the CDP. If the Trip Cap is exceeded without the appropriate approval, Facebook is in violation of the CDP.

The Trip Cap proposed as part of Facebook's project definition is as follows:

- AM Peak Period Trip Cap: 2,600 trips
- PM Peak Period Trip Cap: 2,600 trips
- Daily Trip Cap: 15,000 trips

MONITORING

To monitor compliance with the Trip Cap, traffic counts shall be taken at the East Campus. The monitoring shall be done through automated means (e.g., imbedded loop detectors in the pavement in each travel lane or video detection) approved by the City.[3] All vehicular entrances to the East Campus shall be included in the monitoring. Facebook shall be solely responsible for paying all costs related to monitoring, including, but not limited to, development, installation, maintenance and repair of all monitoring equipment.

In addition to monitoring the East Campus, the City reserves the option to require Facebook to monitor the West Campus prior to its occupancy if it is observed or suspected that vehicles whose occupant(s) final destination is the East Campus are parking at the West Campus. The City also reserves the option to require Facebook to monitor neighborhood parking intrusion in the Belle Haven neighborhood, parking on other public streets in the City, or parking at any off-site parking lot(s) in Menlo Park if it is observed or suspected that vehicles whose occupant(s) final destination is the East Campus are parking at any of these locations. If the City requires monitoring of these off-site locations and, after investigation, it is confirmed that vehicle occupant(s) are parking vehicles at these off-site locations to access the East Campus, the trips to these locations will be counted toward the Trip Cap.

While the structure of the monitoring program can be set forth during the CDP entitlement process, there will need to be some negotiation and/or agreement regarding program details, including the following:

- **Monitoring Days/Times** – The AM Peak Period, the PM Peak Period and total daily trips will be monitored on all non-holiday weekdays. Holidays are those days identified as State holidays in California Government Code Section 6700. This is the condition evaluated in the Environmental Impact Report.
- **Exclusions** – To account for special events and their effect on trips, the City and Facebook will agree on a defined number of Trip Cap exclusions. These events do not represent typical

[3] City approvals related to monitoring equipment will be through the Director of Public Works or his/her designee.

operating conditions at the East Campus. The definition and proposed number of exclusions will be determined during the entitlement process.

- **Count Equipment** – Automated count equipment will be designed and constructed at Facebook's sole expense to collect data on the number of trips at the two East Campus driveways. The type of count equipment (initial and any future changes) shall be approved by the City, in consultation with Facebook and considering the latest technologies for detection, counting and reporting. The City shall not unreasonably withhold approval of initial count equipment or any future equipment which achieves the result envisioned in this document. The City shall also approve the count equipment that will be used to monitor off-site locations, if the City exercises the option to require such monitoring. The City shall not unreasonably withhold approval of such additional count equipment.
- **Initial Calibration Process** – Once the count equipment has been established, a calibration process will be undertaken to determine the reliability and accuracy of the count equipment. Depending on the type of equipment, the count accuracy can be affected by a number of environmental factors which will need to be confirmed. This calibration process would be conducted prior to the East Campus reaching full occupancy.
- **Determination of Reliability (Sensitivity) Factor** – Based on the calibration analysis, the City and Facebook will agree to a reliability factor for the count stations which will be used to evaluate the count results. The reliability factor would represent the margin of error inherent in the vehicle counting equipment.
- **Periodic Count Equipment Testing/Recalibration** – The vehicle detection system will be periodically tested to insure the accuracy of the monitoring counts. During the first two (2) years of operation, testing will be conducted at six (6) month intervals. If these tests show that the system is operating reliably, then testing can be reduced to once a year. If the equipment is thought to be out of calibration, Facebook will work with the City to test and calibrate the equipment if necessary. The City will have final approval, which approval shall be granted or withheld in a reasonable manner, on all testing and calibration.
- **Installation and Repairs** – The count equipment shall be installed and in good working order within 180 days of project approval. The City shall have final approval, which approval shall be granted or withheld in a reasonable manner, of the contractor completing the installation and the maintenance contractor completing any repairs. Non-emergency repairs and maintenance of the monitoring equipment shall occur only on evenings and weekends, unless otherwise approved by the City. The Transportation Division shall be notified at least 48 hours in advance of any non-emergency repairs or maintenance work. The City Transportation Division shall be notified within 24 hours of any emergency repairs. City inspection and approval of any repairs or maintenance is required. Failure to keep monitoring equipment operational and in good working order will be considered a violation of the Trip Cap after a set number of consecutive days, unless the repairs/maintenance require additional time as approved by the City and Facebook is diligently pursuing such repairs/maintenance.

- **Access to Count Equipment/Reporting** – The City shall have the ability to access the count equipment at any time after reasonable prior notice to Facebook. Facebook will not have access to the count equipment, unless approved by the City or in case of the need for emergency repairs. The City shall not unreasonably withhold approval of access for repair/maintenance contractors. Facebook shall have "read-only" access to the reporting data, but shall have the ability to record such data and run history reports in order to track trends. Reporting data shall be provided to Facebook and the City in real time. Real time data will provide Facebook the opportunity to take immediate action, if necessary, to avoid violating the Trip Cap.

ENFORCEMENT

Facebook shall be responsible not only for monitoring, but also for achieving compliance with the Trip Cap, which includes, by definition, all three (3) trip cap measurements on a daily basis (the AM Peak Period Trip Cap, the PM Peak Period Trip Cap and the Daily Trip Cap). The City shall enforce compliance with the Trip Cap.

If, on a given day, the results of the monitoring indicate that the number of trips is at or below the Trip Cap, considering the reliability factor, then Facebook is considered in compliance. If, however, the monitoring, considering the reliability factor, reveals that the AM Peak Period Trip Cap or the PM Peak Period Trip Cap or the Daily Trip Cap has been exceeded, Facebook is in violation of its CDP and the City may take steps to enforce the Trip Cap.

While the specifics of enforcement can be set forth during the CDP entitlement process, there will need to be some negotiation and/or agreement regarding program details, including the following:

- **Threshold –** If, in a particular period, there are AM Peak Period Trip Cap, PM Peak Period Trip Cap or Daily Trip Cap violations in excess of a set threshold, then penalties will be imposed. The threshold for violating the Trip Cap will be determined during the entitlement process.

- **Penalties –** Monetary penalties will be imposed for violations of the Trip Cap in excess of the threshold. Penalties are calculated on a per trip basis and progressively increasing penalties will be imposed for subsequent violation(s) of the Trip Cap. The base penalties shall be adjusted annually starting at base year 2012 per the Consumer Price Index for All Urban Consumers All Items in the San Francisco-Oakland-San Jose Metropolitan Area [1982-84=100]. Penalties are due and payable to the City within thirty (30) days of the issuance of an invoice, which the City shall issue on a monthly basis. The City shall use the money for programs or projects designed to reduce trips or traffic congestion within Menlo Park. In addition to monetary penalties, failure to comply with the Trip Cap is considered a violation of the CDP and could result in revocation of the CDP.

- **Interim Measure –** If Facebook determines that it needs to secure parking in another location as an interim measure to maintain compliance with the Trip Cap, Facebook may through the City's

entitlement process obtain approval for the use of another private property in Menlo Park (not the East or West Campus) that includes both a building and associated parking. Trips to such an off-site location will not count toward the Trip Cap only if there will be no more trips to that off-site location than is allowed under the then current use of that property.

- **Compliance** – If after non-compliance, Facebook comes back into compliance with the Trip Cap and maintains compliance for a specific period of time to be established during the entitlement process, the scale of penalties will revert to the base level and the relevant threshold would once again apply before there is non-conformance and the onset of penalties.

APPENDIX G

TDM Plan

TRANSPORTATION DEMAND MANAGEMENT PROGRAM

PROGRAM INTRODUCTION

Facebook's relocation to Menlo Park provides the opportunity for Facebook to continue to operate a highly successful Transportation Demand Management (TDM) Program. Currently, approximately 40 percent of employees commute to the Palo Alto Campuses by alternative modes (transit, carpool, bicycle and walk). Facebook has been successful in encouraging alternative transportation for several reasons. First, Facebook employees have flexible work schedules that allow commute travel to be more evenly spread throughout the day than would occur at a typical office development of similar scale. Second, the Facebook culture attracts many employees who thrive in an innovative environment and prefer alternative travel modes over driving alone. Third, Facebook employees are often knowledgeable of environmental issues and have a high-level of environmental consciousness, which contributes to their desire to choose more environmentally-friendly commute patterns.

Additionally, as the sole occupant of the proposed Menlo Park campus, Facebook will have the ability to exclusively control the TDM program for the sites. Rather than having to coordinate different TDM programs at multiple firms (tenants), Facebook can influence the trips for all employees accessing the campus. The program will continually evolve, being responsive to the changing needs of employees. Ultimately, these conditions will allow Facebook to maximize the efficacy of the TDM program outlined below.

RELATIONSHIP TO THE PROPOSED VEHICLE TRIP CAP

For a traditional development project, a TDM program is often designed to reduce impacts of vehicular traffic and is adopted as either a mitigation measure or a condition of use. In other cases, the implementation of a TDM program is included in a project as a matter of local policy to reduce the number of drive alone commuters. Facebook's proposal to establish a vehicular trip cap for both the AM and PM peak-periods and peak-hours establishes the maximum number of trips generated by the site, while allowing the number of employees to vary depending on the effectiveness of the TDM program.

The TDM Program is proposed as a key element to the project. The proposed peak period vehicle trip cap for the East Campus limits the number of vehicle trips that can enter and exit the Campus during the peak period and peak hour when traffic congestion on adjacent roadways is at its peak. If the TDM Program is not effective in reducing vehicular travel demand at Menlo Park, Facebook will not be able to achieve its desired employee headcount. Therefore, Facebook has a vested interest in creating and sustaining a robust and effective TDM Program.

In addition to the peak period/hour trip caps, Facebook also proposes a daily trip cap for the East Campus. This daily trip cap was developed to address potential air quality impacts, while the peak period trip cap addresses local congestion.

It is expected that the TDM Program will evolve over time to respond to changing employee demographics and needs. Based on the information currently available, the following TDM Program has been developed.

EXISTING PROGRAM FOR PALO ALTO CAMPUSES

The following strategies are currently in practice for the Palo Alto Campus. The existing TDM program is robust, and has been effective at reducing the drive alone mode share and the parking demand at each site.

- **Caltrain Go-Passes and Caltrain Station Shuttles** – All employees receive Caltrain Go-Passes funded by Facebook. Shuttle service is provided from the Palo Alto stations to the Facebook sites.
- **Employee Commuter Shuttle Bus Service** – Currently Facebook provides free-for-employees direct service between Palo Alto and San Francisco, Campbell/Cupertino, and Mountain View for employees

and vendors. Each employee has their own wi-fi card which they can use to access internet aboard the shuttles.

- **Inter-campus Shuttles** – Throughout the day, Facebook provides two 14-person shuttles that provide service between 1601 South California Avenue and 1050 Page Mill Road continuously from 5:00am to 10:00pm. The shuttle consists of about 1 to 4 trips per hour and ridership surveys from December 2010 indicate that passengers on these shuttles range from 1 to 14 (maximum capacity), with the 1:00pm shuttle at the highest occupancy.

- **Intern Shuttle** – Facebook provides a shuttle to serve the intern housing located in Mountain View and the two campuses. A total of five (5) drop-off/pick-up locations are served

- **Campus Bike Share Program** – To better serve inter-campus travel and reduce the number of shuttles on California Avenue during the day, Facebook has initiated a bike share program. This pilot program provides Facebook Bikeshare Bicycles for employees to use for trips between 1601 South California and 1050 Page Mill Road. There are currently 20 bicycles available.

  A bike room for indoor bicycle parking is also provided, as well as showers, lockers, and changing room facilities.

- **Vanpool Program** – Facebook provides a Vanpool Program, which includes seven (7) vanpools from Campbell (two groups), Santa Cruz/Scott's Valley, Fremont, Oakland, South San Jose/Los Gatos, and San Jose Evergreen. Preferred vanpool parking is provided.

- **Educational and Promotional Campaign** – Facebook has held several educational and promotional events to encourage employees to use alternative modes to travel to and from the campus. Additionally, a commuter brochure for new hires was developed to provide employees with information on commute options and alternatives. A presentation to new hires is given, where employees are informed about alternative modes to work. Various incentives and programs to encourage bicycling, walking, and taking transit are also held, including competitions with raffle prizes for those who take the Commuter Shuttles, Caltrain, or vanpools.

- Facebook also participated in the **Great Race for Clean Air** sponsored by 511 in August and September 2010 (see more information: http://www.greatraceforcleanair.com/Default.aspx) and tied with the City of Palo Alto for highest number of participants.

- **Emergency Ride Home** – Facebook provides rides home for employees in an emergency for non-automobile commuters who may not have a vehicle readily accessible.

- **Carshare** – Facebook provides access to Zipcar vehicles located at 1601 California.

- **Preferred Parking** – Preferred parking is provided for motorcycles, expectant mothers, and vanpools.

- **Monitoring** – Twice annually, Facebook conducts a monitoring survey to track the number and mode of trips to and from the campus. This information allows the existing program to be assessed and modified to respond to developing employee needs.

EXISTING PROGRAM EFFICACY

As part of Facebook's ongoing monitoring efforts, trip generation and mode choice surveys were conducted in July 2010 and December 2010. Driveways (inbound and outbound) that serve the Facebook parking areas at the 1601 South California Avenue and 1050 Page Mill Road sites were manually surveyed to determine person trip generation and mode split for employees and visitors frequenting the Palo Alto Campus. Figures 1 through 3 present mode split for the July 2010, December 2010, and the average of the two surveys, respectively. A difference between the July and December travel surveys shows that in July, when the weather was good and

there is more daylight, the bike and walk modes were higher than in December. The three-percent drop in bike and walk modes was off-setting increases in the carpool (+2%) and drive-alone (+1%) rates. For the purposes of the trip cap calculations, it was assumed that Facebook would maintain a 40 percent alternative mode split; however, the goal of the TDM program is to achieve a higher level of alternative mode usage (50 percent).

Figure 1: Person Mode Splits- July Surveys

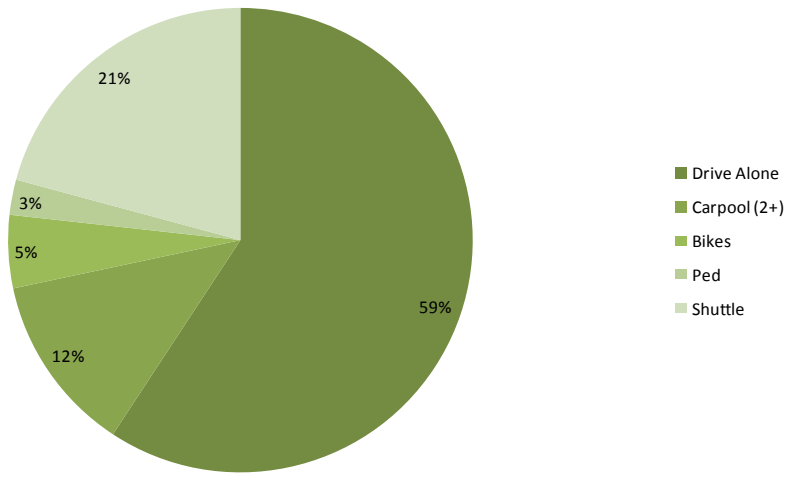
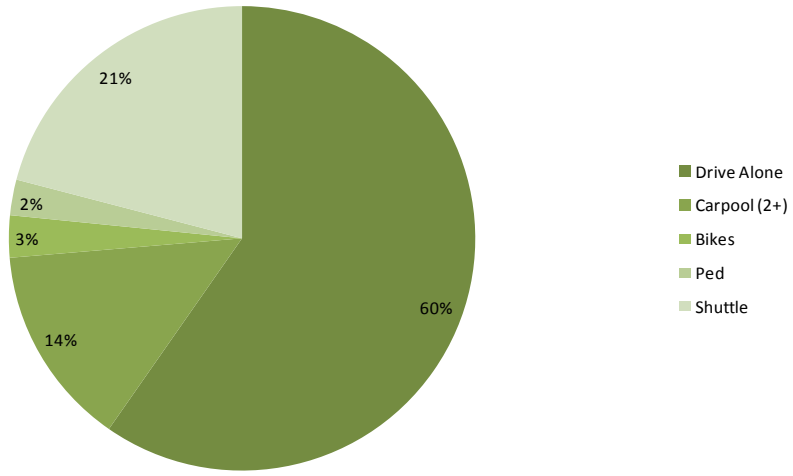
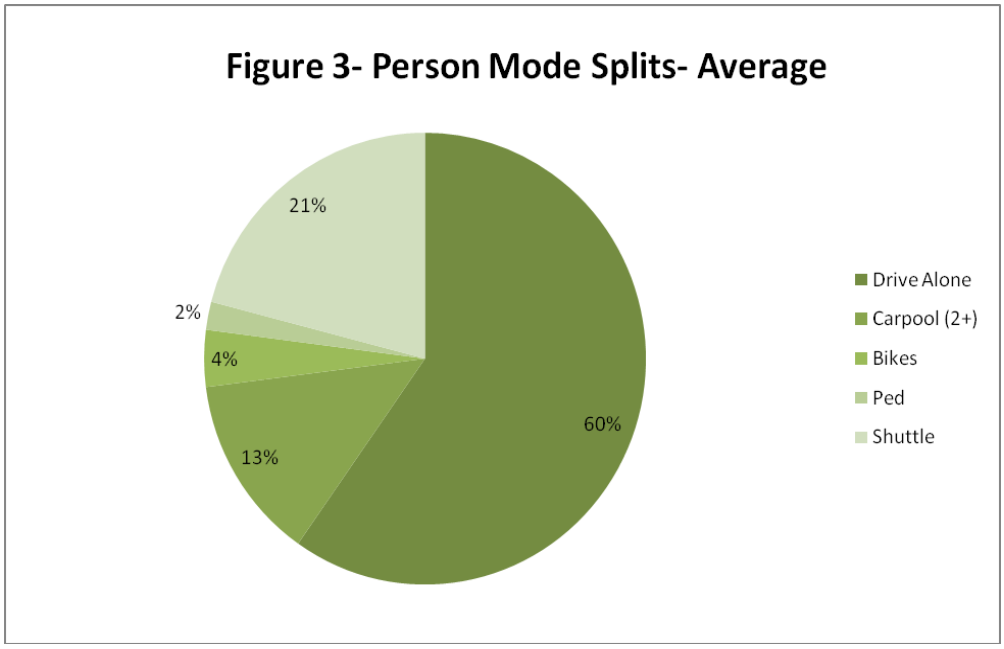


Figure 2- Person Mode Splits- December Surveys





UPCOMING PROGRAM ELEMENTS

In addition to the existing TDM elements, the following strategies are proposed for near-term inclusion in Facebook's TDM Program. These elements are expected to be in place before Facebook begins to occupy the East Campus in Menlo Park in July 2011.

- **Facebus** – Facebook is developing a real-time shuttle/bus information system via a smartphone application to provide employees with up-to-the-minute information about the next available shuttle pick-up.
- **ZimRide** – ZimRide will provide ridesharing, vanpooling, and shuttle coordinating capabilities to any employees that have a Facebook email address. It will also provide monitoring and evaluation mechanisms to track the program's efficacy.

MENLO PARK CAMPUS

The existing TDM Program will continue to grow and evolve as Facebook transitions to its new Menlo Park Campus starting in July 2011. The Commuter Shuttle and Vanpool programs will expand, with trips serving strategic employee residential locations. Caltrain Shuttles will continue to run to the nearby stations, including Menlo Park, Redwood City, and Palo Alto. Connections to public transit systems in the East Bay will become more viable with the relocation to Menlo Park. Shuttle connections to the Fremont BART and ACE Stations will be incorporated into the Program. The following sections outline the improvements planned for the Commuter Shuttle and Vanpool programs, parking management, and walking and bicycling programs at full-build out of the Campus.

As mentioned previously, the defined TDM Program is based on the best information available at this time. As the employee base expands, the TDM Program is expected to grow and adapt in order to meet the proposed vehicular trip cap. The TDM program will be used by Facebook to maintain the AM and PM peak period trip caps of a total of 2,600 vehicles per two-hour peak period (inbound and outbound trips).

Commuter Shuttles and Vanpools

Based on employee zip code data obtained from Facebook and the proposed number of future employees on the East and West Campuses, it is estimated that approximately 80 Commuter Shuttle round trips will be needed to serve the future Menlo Park campus. These shuttle trips will run to areas where employees are clustered, including San Francisco, San Mateo, Menlo Park, Palo Alto, Mountain View, the South Bay (including Sunnyvale, Cupertino, Santa Clara, San Jose, Campbell, and Los Gatos), and Fremont. The average trip length of the Commuter Shuttles is estimated to be 17.3 miles.

In order to determine the number of Commuter Shuttle round trips, employee data by place of residence was used to determine the potential locations and number of transit trips. The percent distribution by city of residence was used to calculate the number of future daily person trips by employee traveling to and from the Facebook campus. The average mode share distribution from the Facebook Monitoring Program analysis was applied and adjusted for each city to create mode share percentages; the basis for these mode share estimations depended on the available transportation options and population clustering unique to each city. The number of transit *person* trips was calculated by applying the transit mode share percentages to the total trips for each city. In order to quantify the number of shuttle *vehicle* trips, the total transit person trips were divided by 84. The value 84 represents the two-way or round trip based on an average shuttle size of 42 spaces.

Figure 1 (attached) presents the potential shuttle access routes for the East and West Campuses. The routes indicated represent those that are considered for the full build-out of the Campuses. It is anticipated that the routes would be phased in as the employee population grows on each site. Where employee residential density is not great enough to support a full shuttle, vanpools will be targeted to support travel modes outside of a personal vehicle. It is anticipated that approximately 40 vanpool round trips are needed to serve the future Menlo Park campuses. Vanpools are expected to run to areas on the Peninsula including Palo Alto, Belmont, Millbrae, and Burlingame. East Bay cities include Berkeley and Oakland. Vanpools also provide overflow service for the Commuter Shuttle routes. The average trip length for the vanpool vehicles is estimated to be 16.4 miles. Preferred vanpool parking or drop-off areas are provided.

Preferred Parking

The existing TDM Program includes preferred vanpool and motorcycle parking. At the Menlo Park Campus, carpool and electric-vehicle preferred parking are also proposed. These preferred parking spaces provide an incentive for employees to carpool or use a vehicle with zero emissions, to conserve resources and limit greenhouse gas emissions.

Walking and Bicycling Program

In addition to the expansion of the Commuter Shuttle and vanpool programs, several other strategies are planned for the Menlo Park Campus. The existing buildings in Palo Alto are located along a lower volume street with bicycle lanes, sidewalks, and a direct connection to the California Avenue Caltrain station. This environment encourages employees to walk and bike to and from the campus. To target maintaining or expanding walking and biking mode shares to the Menlo Park campus, several strategies are planned. These programs are aimed to enhance the surrounding bicycle and pedestrian environment to encourage active transportation modes to the Menlo Park Campus:

- Expanding the bicycle share program. Providing additional bicycles on-campus to provide employees the option of bicycling between or near the Campus;
- Holding bicycle rides for employees:
    - Lunch-time recreational rides;
    - “Get back on your bike” educational rides to learn or refresh bike commuting skills;
- Providing bike racks or trailers on shuttles as an alternative travel option;

- Providing a Commuter Bike Program to offer commuter bikes on loan for employees who would like to bicycle to campus.

In addition to the programmatic elements defined above, improvements to the walking and bicycling networks are needed to provide safe connections from the East and West Campuses to the surrounding network. A major component to better pedestrian and bike access is the improvements to the tunnel located at Willow Road/Bayfront Expressway, which will provide a shared-use path. This tunnel will provide Facebook employees access under Bayfront Expressway between campuses so that employees will not have to cross at the existing traffic signal. Additionally, it completes a key grade-separation connection for the Bay Trail crossing of Bayfront Expressway. It also provides the opportunity to provide an intra-campus circulator system to connect the two campuses. Appropriate technologies for this system are currently being investigated.

On-street and off-street bike network constraints and recommendations are under development. Infrastructure improvements to the bicycling and walking networks are also being evaluated by joint efforts through the Facebook planning team and the City of Menlo Park.

APPENDIX H

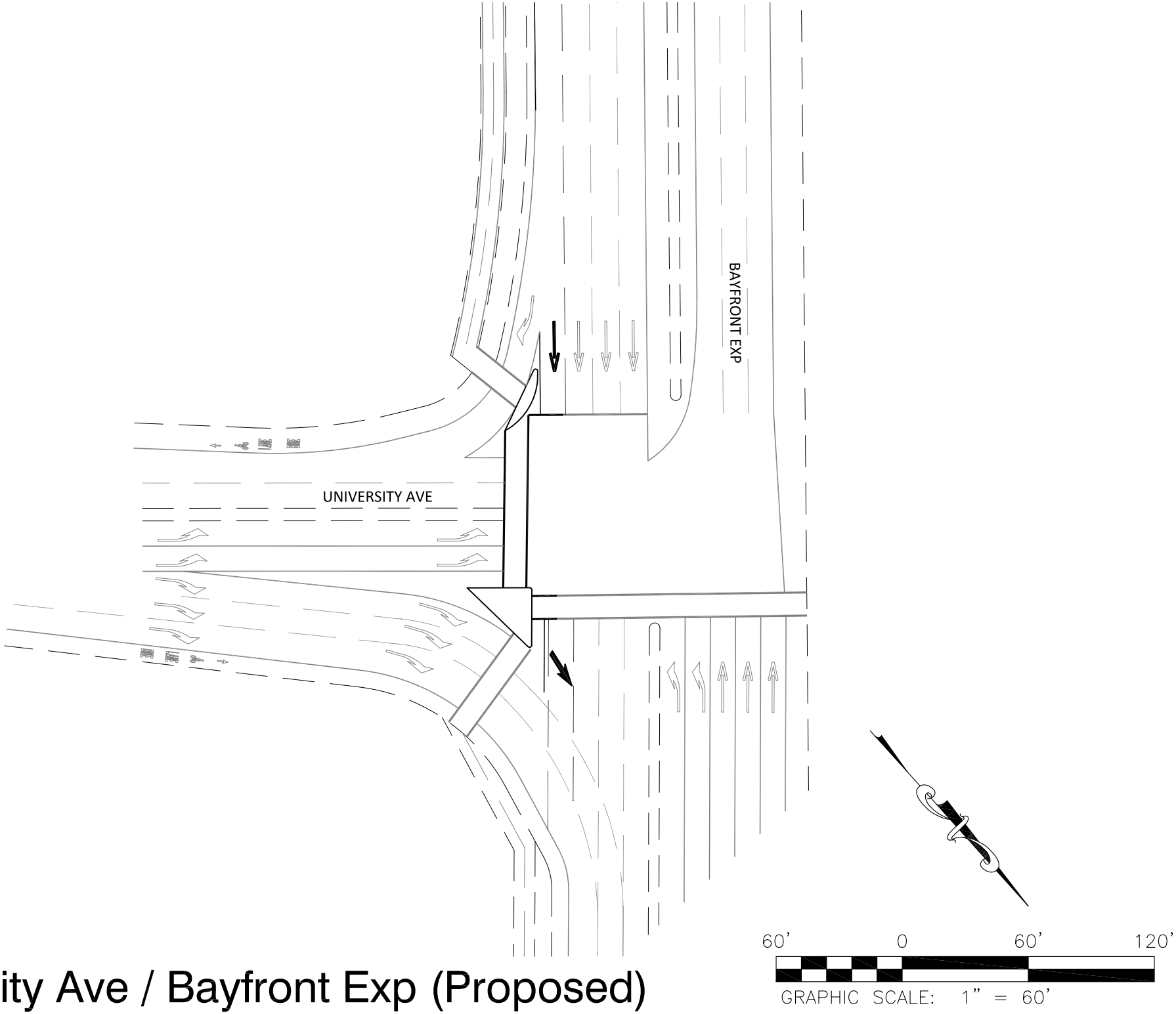
Background Circulation Systems Assessment Documents

Table 6:
Menlo Park CSA Traffix Model Gateway Percentages

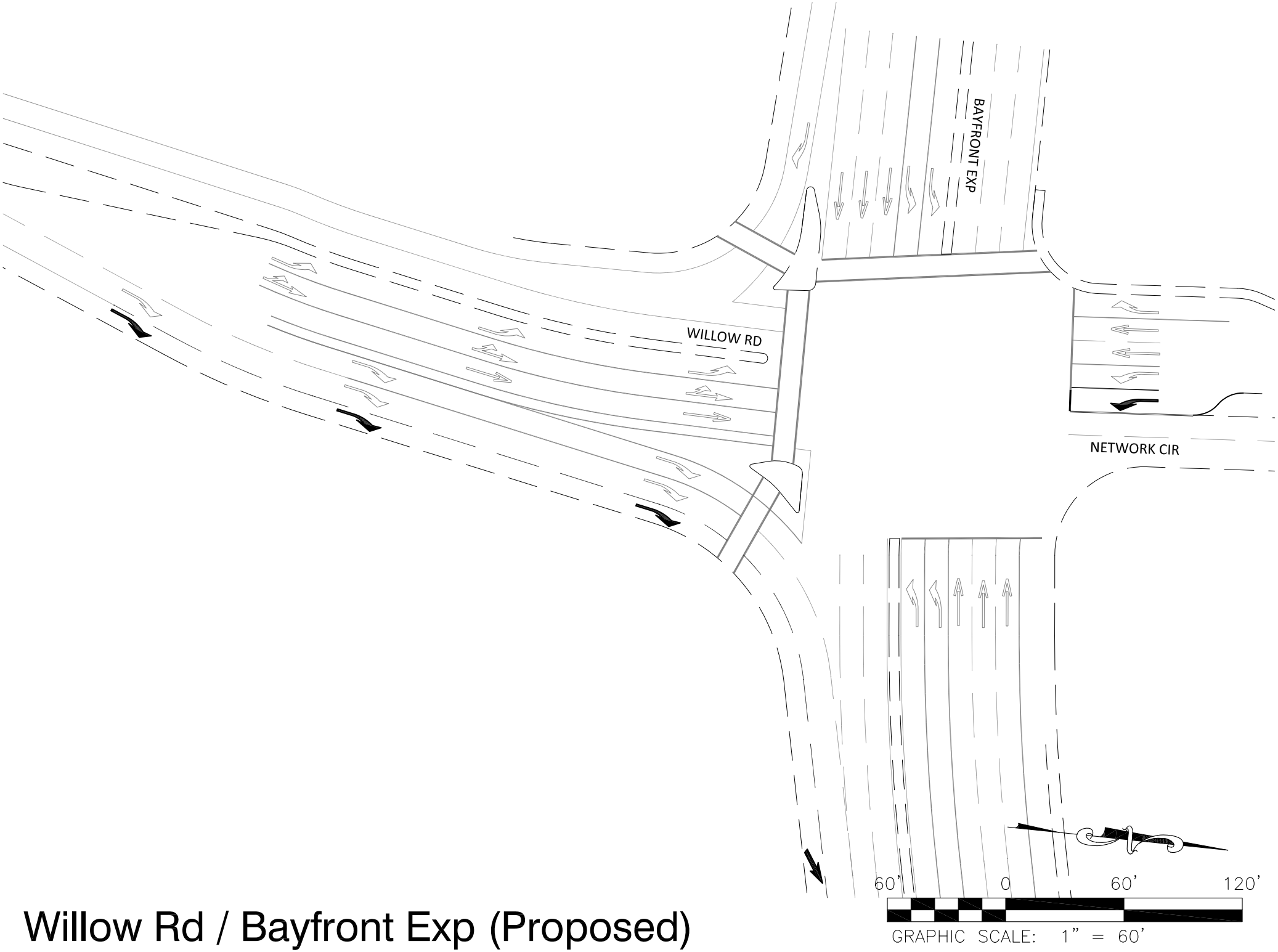
Gateway	Residential				Employment				Commercial			
	Sharon Heights	**West Menlo**	**West of US 101**	**East of US 101**	**Sharon Heights**	**West Menlo**	**West of US 101**	**East of US 101**	**Sharon Heights**	**West Menlo**	**West of US 101**	**East of US 101**
1. I-280 North	10%	5%	2%	-	20%	12%	4%	-	13%	7%	2%	-
2. I-280 South	18	9	-	-	33	16	-	-	6	3	-	-
3. Sand Hill West	1	1	1	1	1	1	1	1	1	1	1	1
4. SR 84 East	2	2	2	2	20	20	20	20	1	1	1	1
5. US 101 South	-	9	18	26	-	17	33	37	-	3	6	13
6. US 101 North	-	2	5	7	-	4	12	10	-	2	7	7
7. Alameda North	13	6	2	-	7	4	-	-	6	4	-	-
8. El Camino North	-	10	5	4	-	7	5	3	-	6	5	2
9. Alpine South	-	-	-	-	-	-	-	-	-	-	-	-
10. Junipero South	8	5	-	-	4	3	-	-	7	4	-	-
11. Sand Hill East	14	3	-	-	7	1	-	-	15	3	-	-
12. Middlefield South	-	-	19	12	-	-	10	5	-	-	19	10
14. El Camino South	1	14	3	1	-	7	1	1	-	15	3	1
15. Middlefield North	-	-	9	13	-	-	6	14	-	-	5	10
16. Local Sharon Hts	10	5	2	-	2	1	-	-	15	8	3	-
17. Local Downtown	20	26	25	5	5	6	6	1	31	38	38	8
18. Local Willows	3	3	7	3	1	1	2	1	5	5	10	5
19. Local Belle Haven	-	-	-	26	-	-	-	7	-	-	-	42
TOTAL	**100%**	**100%**	**100%**	**100%**	**100%**	**100%**	**100%**	**100%**	**100%**	**100%**	**100%**	**100%**

APPENDIX I

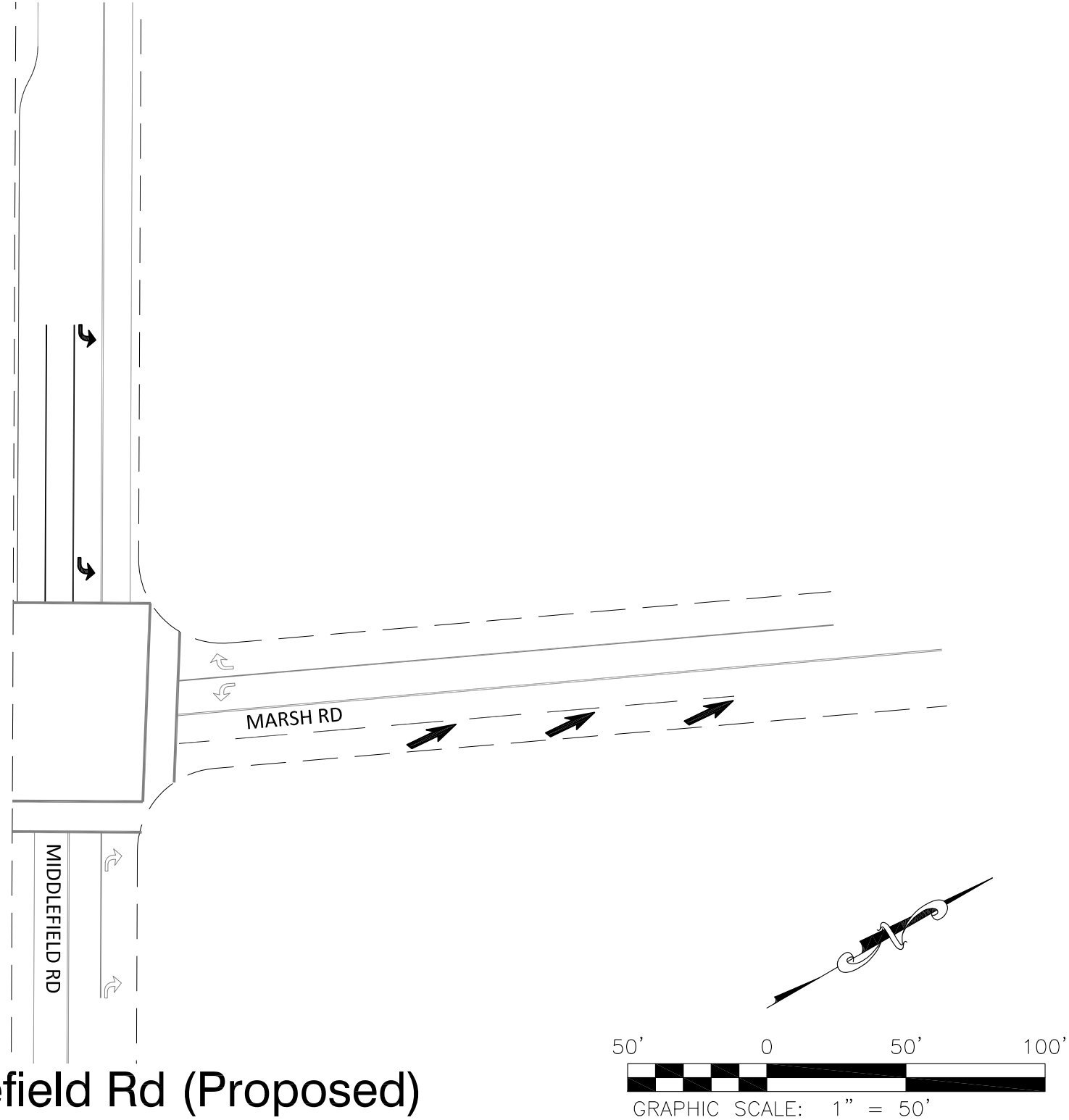
Conceptual Layout Plans for
Mitigation Measures at Intersections



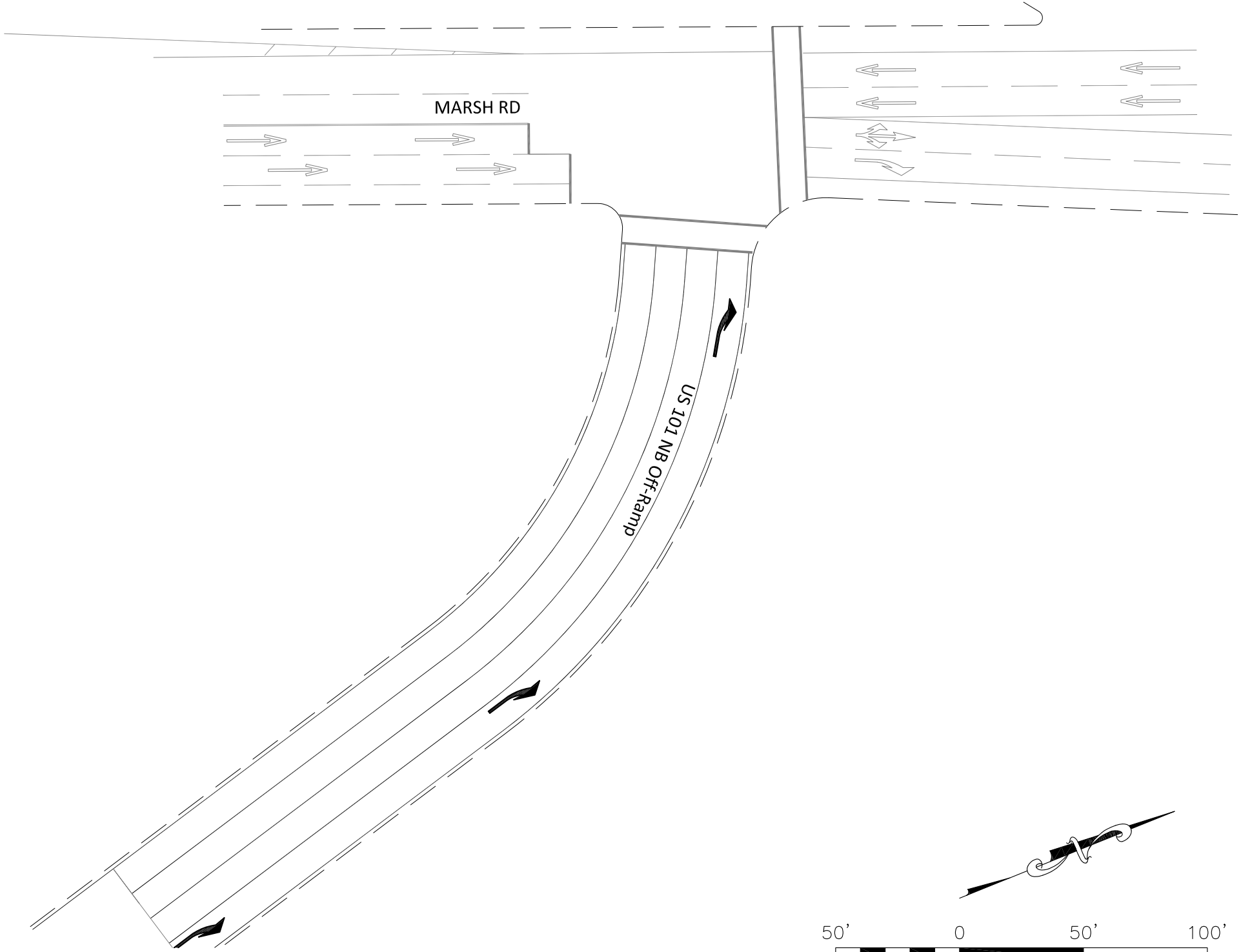
University Ave / Bayfront Exp (Proposed)

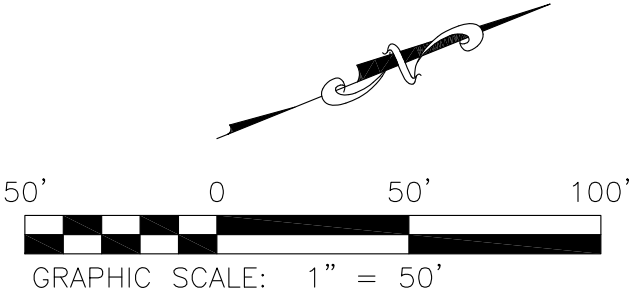


Willow Rd / Bayfront Exp (Proposed)

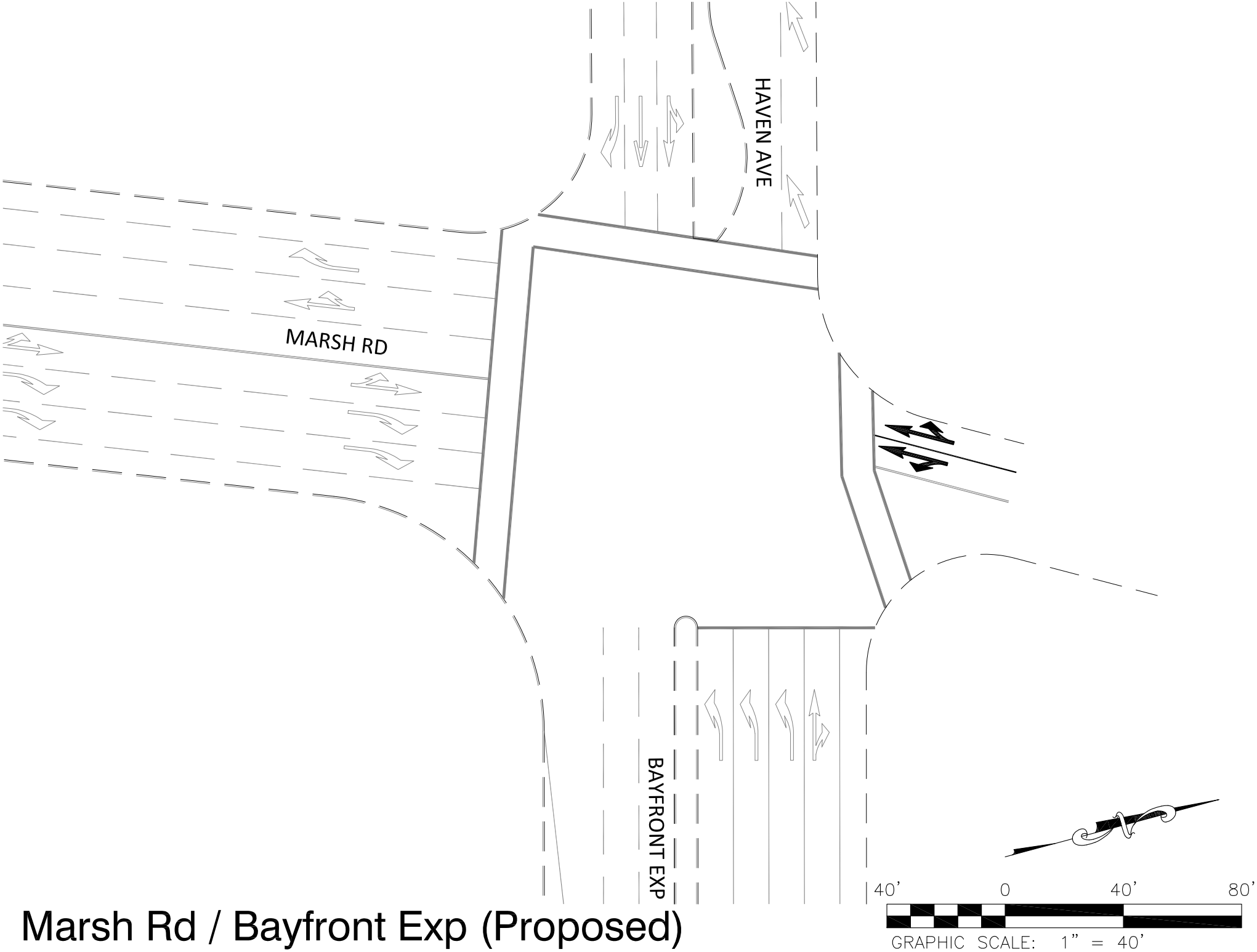


Marsh Rd / Middlefield Rd (Proposed)





Marsh Rd / US 101 NB (Proposed)



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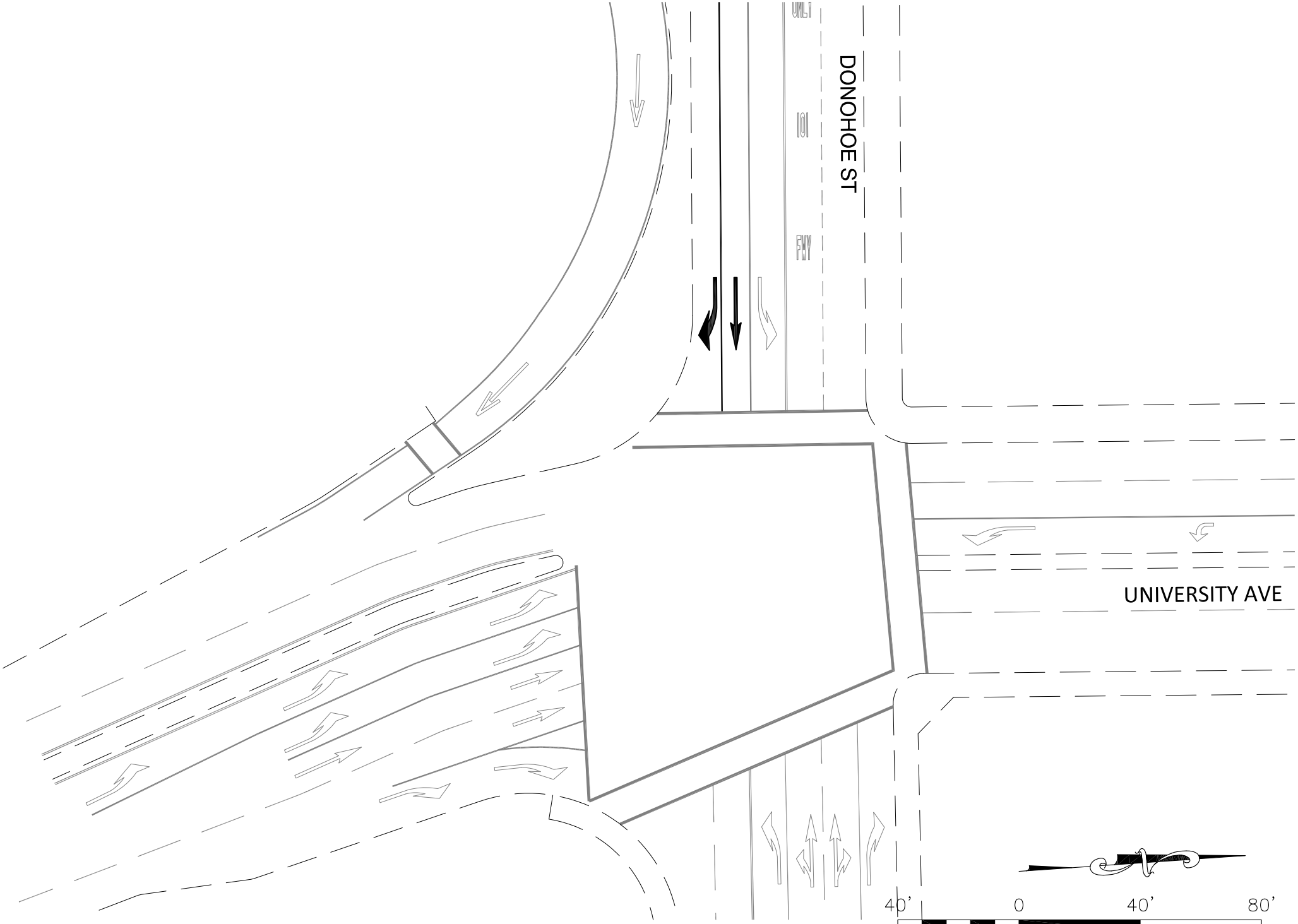
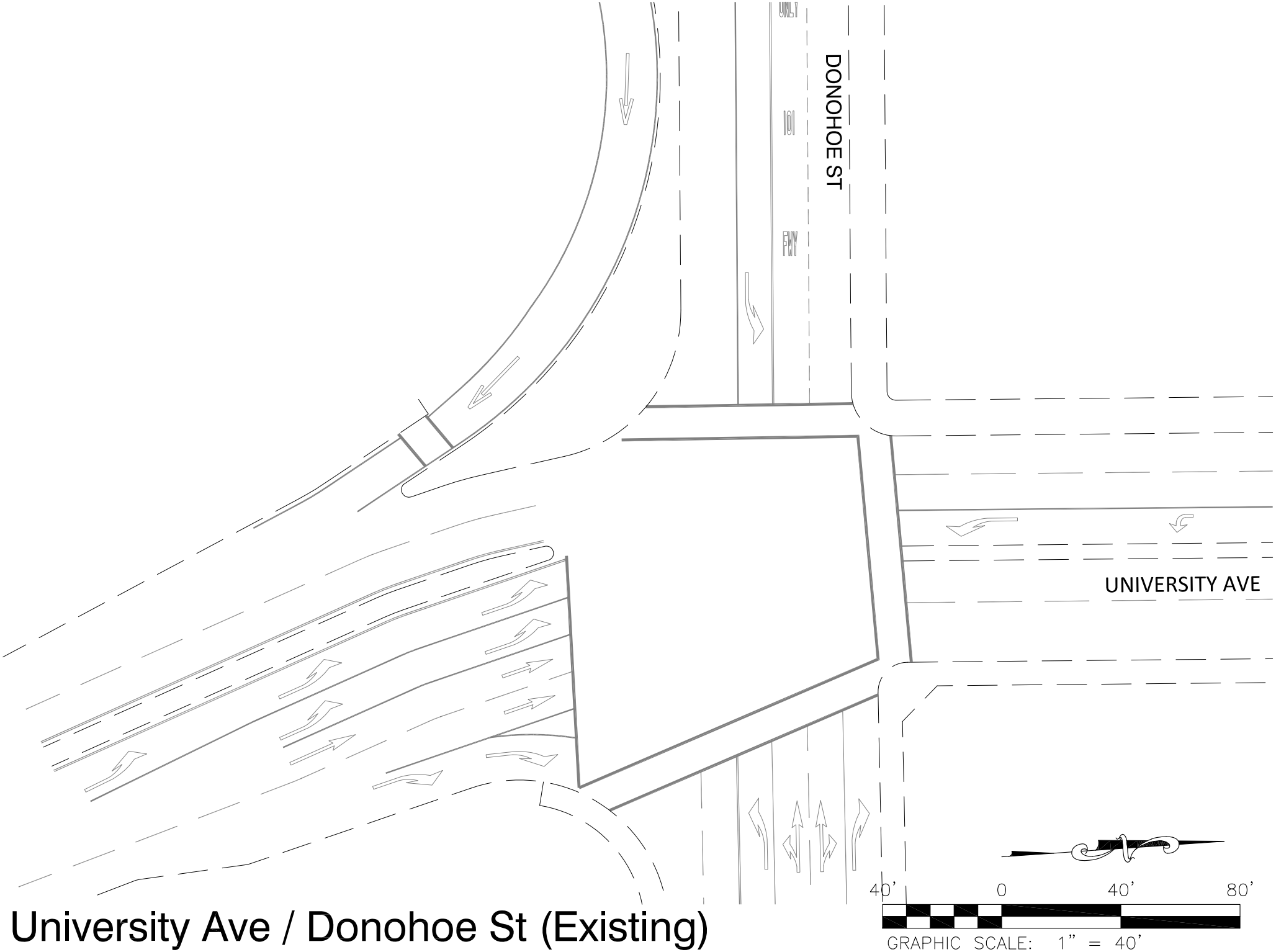


University Ave / Donohoe St (Proposed)



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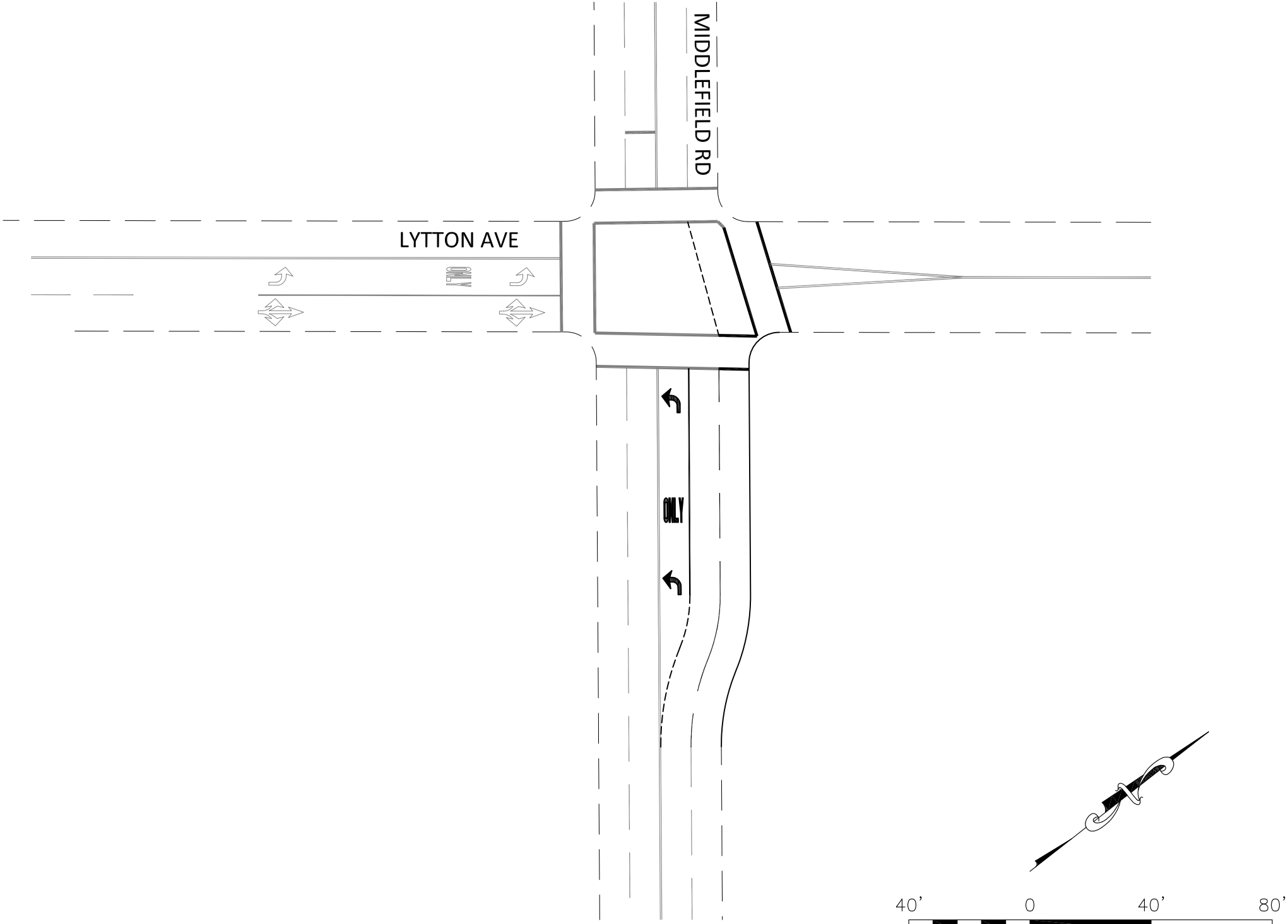
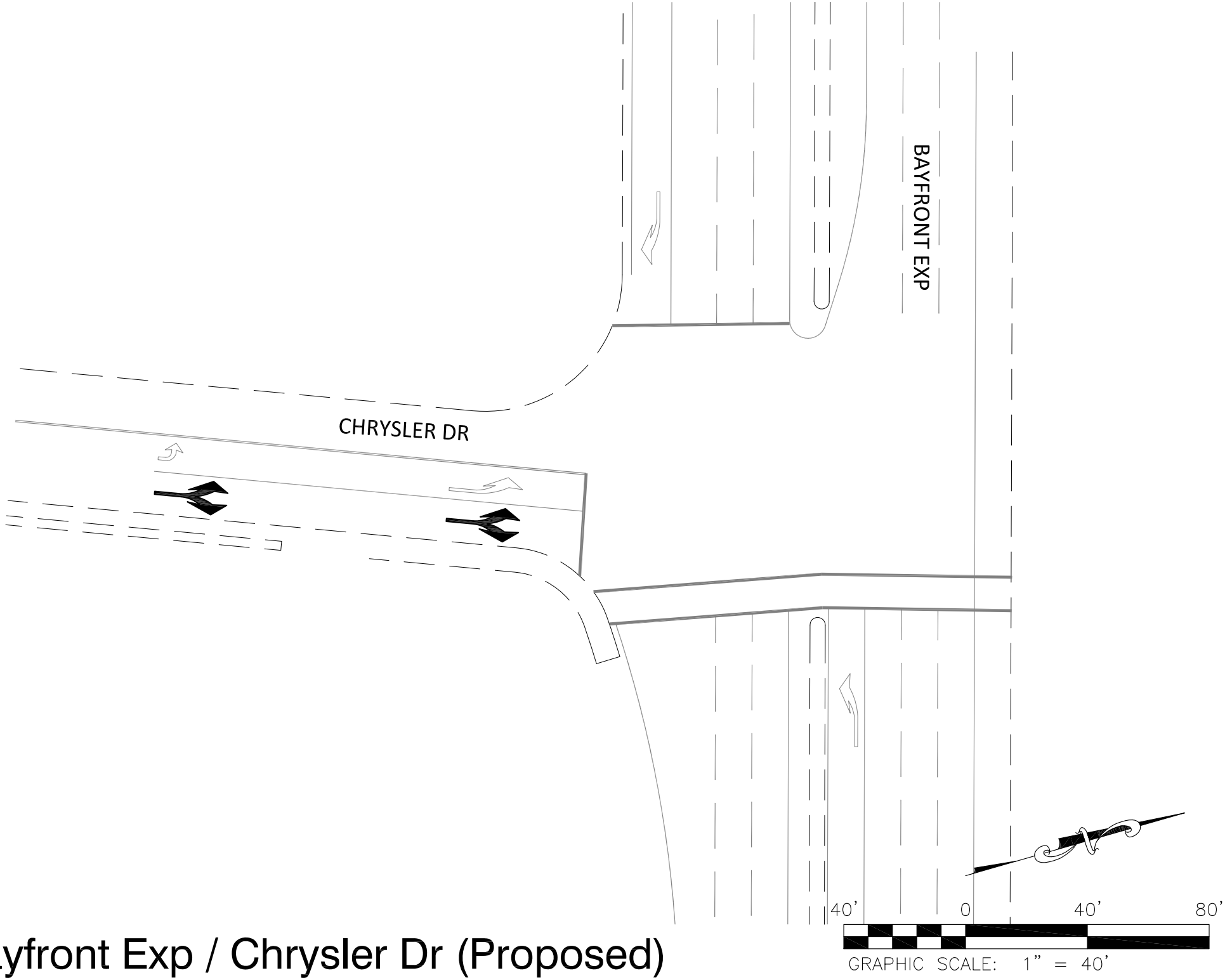
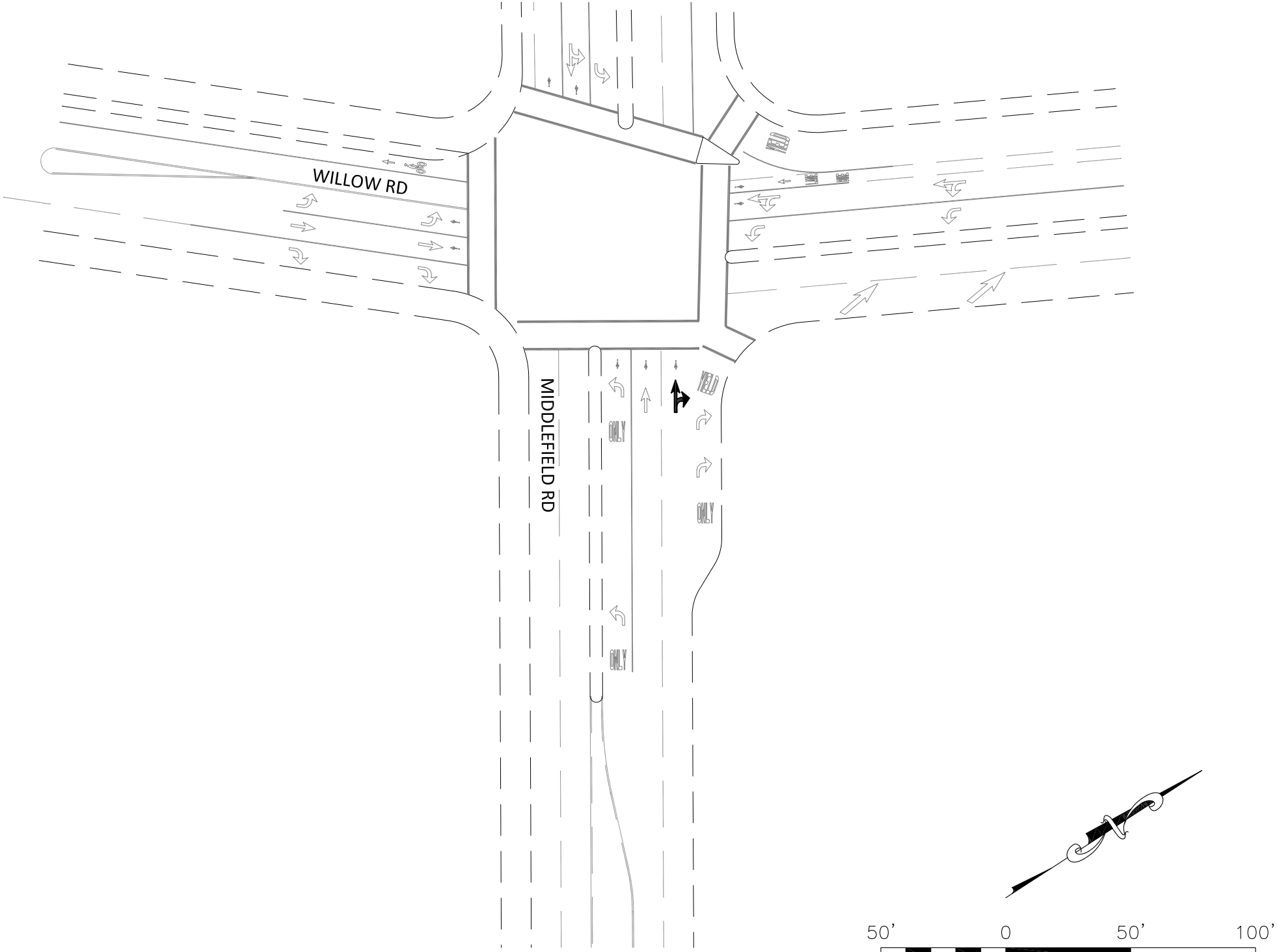


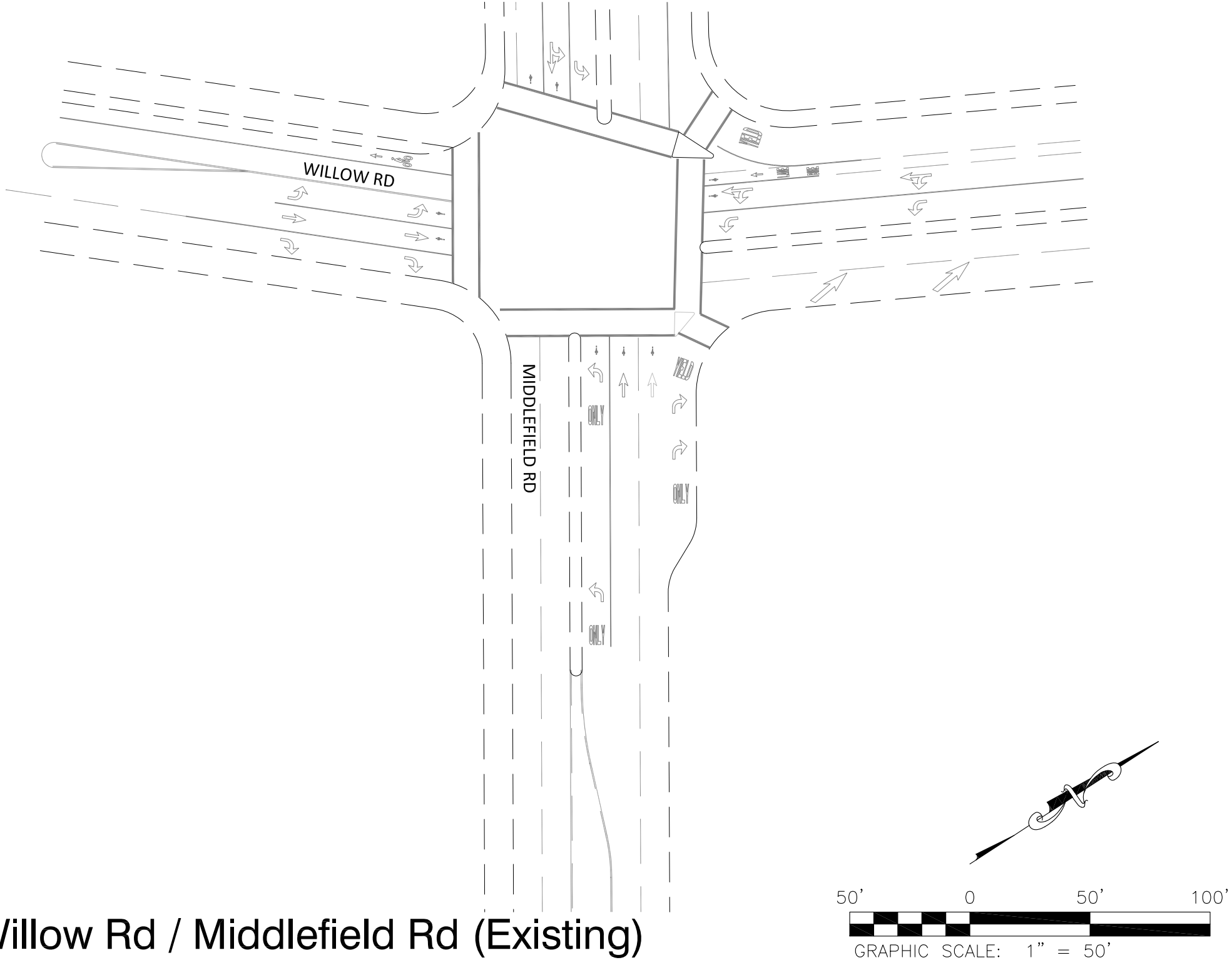
Middlefield Rd / Lytton Ave (Proposed)



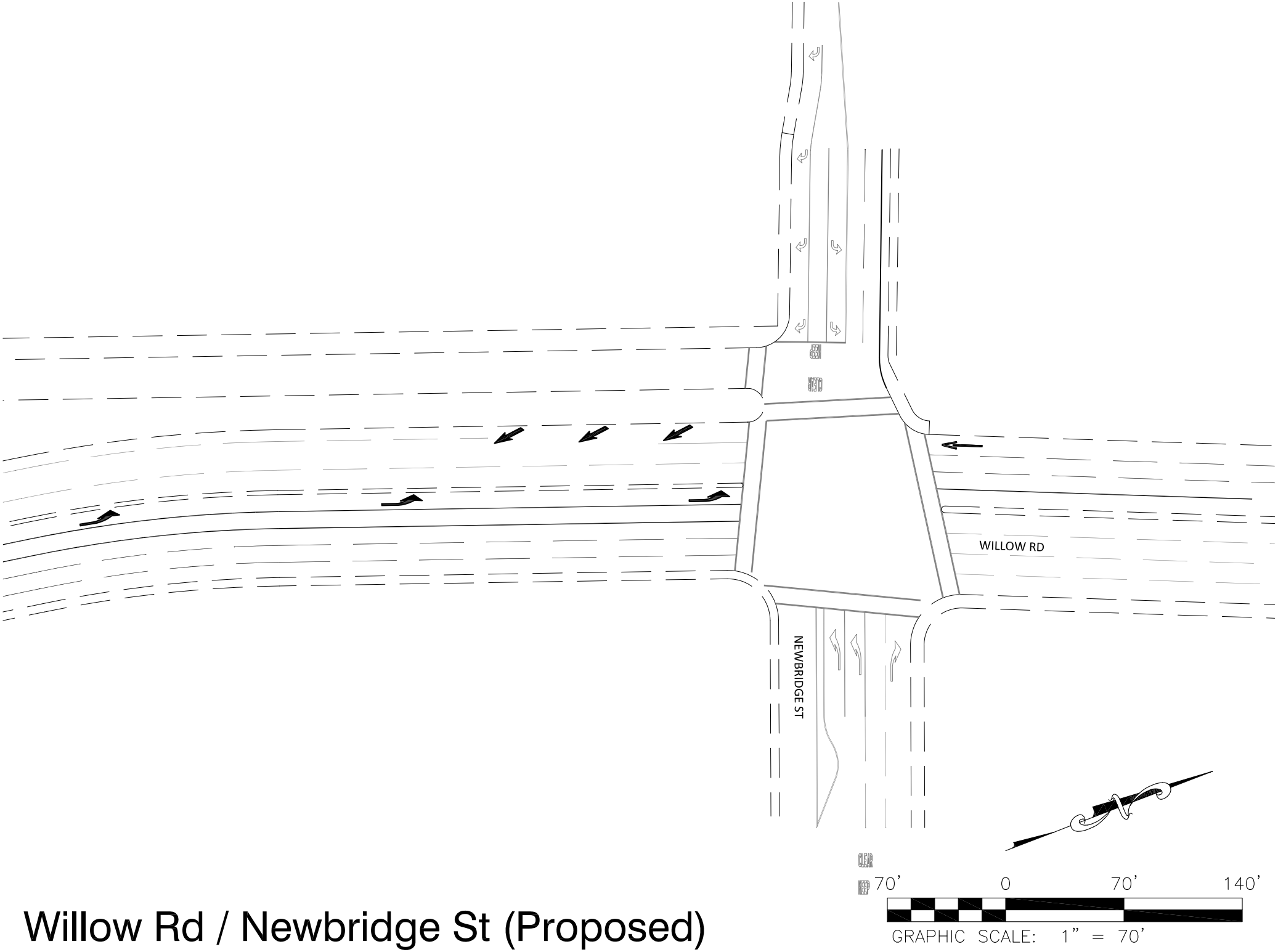
Bayfront Exp / Chrysler Dr (Proposed)



Willow Rd / Middlefield Rd (Proposed)



Willow Rd / Middlefield Rd (Existing)



Willow Rd / Newbridge St (Proposed)

APPENDIX 3.6

AIR QUALITY TECHNICAL DATA

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APPENDIX:

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Table 6. Construction Equipment Criteria Pollutant Emissions
Table 7. Construction Vehicles Criteria Air Pollutant Emissions
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Table 9. Summary of Construction CP Emissions
Table 10. Emissions Estimation from Emergency Generators Associated with the Project
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Table 14. CP Emissions Associated with Traffic
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Table 21. Chemical Contribution to Cancer Risk at MEISR - Project Traffic
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3.6.C. Traffic Data from DKS Associates
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3.6.F. Construction Equipment by Phase

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3.6.K. BAAQMD Stationary Source Data
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3.6.P. Diurnal Profile of Traffic
3.6.Q. Diurnal Profile of Vehicle Fuels – Background Traffic
3.6.R. Summary of Emission Factors for Roadway Analysis – Project Traffic
3.6.S. Summary of Emission Factors for Roadway Analysis – Background Traffic
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3.6.U. Speciation Profile for TOG Diesel On-road
3.6.V. Emissions for HRA Modeling of Stationary Sources within the Zone of Influence
3.6.W. Generator Modeling Parameters from STI Technical Memorandum
3.6.X. Cumulative Projects Screening

APPENDIX 3.6.A – REPORT TABLES

Table 1
Land Uses
Menlo Park Facebook Campus Project
Menlo Park, California

Scenario[1]	Land Use Category	Land Use Subtype[2]	Building Size[2]

Notes:

Abbreviations:

Table 2
Construction Schedule
Menlo Park Facebook Campus Project
West Campus
Menlo Park, California

Construction Phase[1]	Number of Work Days[1,2]

Notes:

Table 3
Equipment List
Menlo Park Facebook Campus Project
West Campus
Menlo Park, California

Construction Phase	Equipment Type[1]	Quantity	Daily Use (Hours)	Horsepower[2]	Load Factor[3]

Notes:

Abbreviations:

Table 4
Demolition and Grading Volumes
Menlo Park Facebook Campus Project
West Campus
Menlo Park, California

Construction Phase	Demolition Mass[1]	Grading Volume[1]

Notes:

Abbreviations:

Table 5
Operational CalEEMod Inputs
Menlo Park Facebook Campus Project
West Campus
Menlo Park, California

CalEEMod Input Parameter		Baseline	East Campus	West Campus	Units

Notes:

Abbreviations:

Sources:

Table 6
Construction Equipment Criteria Pollutant Emissions
Menlo Park Facebook Campus Project
Menlo Park, California

Phase Type	ROG[1,2]	NOx[1,2]	CO[1]	SO_2 [1,2]	PM_{10}		$PM_{2.5}$	
					Exhaust[1,2]	Fugitive[1,2]	Exhaust[1,2]	Fugitive[1,2]

Notes:

Abbreviations:

Table 7
Construction Vehicles Criteria Air Pollutant Emissions
Menlo Park Facebook Campus Project
Menlo Park, California

Phase Type	ROG[1,2]	NOx[1,2]	CO[1]	SO_2 [1,2]	PM_{10}		$PM_{2.5}$	
					Exhaust[1,2]	Fugitive[1,2]	Exhaust[1,2]	Fugitive[1,2]

Notes:

Abbreviations:

Table 8
Architectural Coating Criteria Air Pollutant Emissions
Menlo Park Facebook Campus Project
Menlo Park, California

Phase Type	ROG[1]

Notes:

Abbreviations:

Table 9
Summary of Construction CP Emissions
Menlo Park Facebook Campus Project
Menlo Park, California

Phase	Off-Road Equipment Sources[1]				On-Road Mobile Sources[1]				Off-gas Sources[1]	Total			
	ROG	NO_x	PM_{10}	$PM_{2.5}$	ROG	NO_x	PM_{10}	$PM_{2.5}$	ROG	ROG	NO_x	PM_{10}	$PM_{2.5}$
Total Emissions over Construction [lbs]													
Average Daily Emissions over 630 days [lb/day]										**22**	**40**	**2.0**	**2.0**
BAAQMD Significance Threshold[2] [lb/day]										**54**	**54**	**82**	**54**

Notes:

Abbreviations:

Sources:

Table 10
Emissions Estimation from Emergency Generators Associated with the Project
Menlo Park Facebook Campus Project
Menlo Park, California

Campus	Equipment Description[1]	Number of Units[1]	Rating[1]	Operating Time[2]	Emission Factors[3]						Annual Emissions						Average Daily Emissions[6]					
					ROG[4]	NOx	CO	SO_2	PM_{10}	$PM_{2.5}$[5]	ROG	NOx	CO	SO_2	PM_{10}	$PM_{2.5}$	ROG	NOx	CO	SO_2	PM_{10}	$PM_{2.5}$
										Total	0.014	0.67	0.055	0.033	0.007	<0.007	0.076	3.7	0.30	0.18	0.040	<0.04
										BAAQMD Significance Threshold	10	10	NA	NA	15	10	54	54	NA	NA	82	54

Notes:

Abbreviations:

Sources:

Table 11
CP Emissions from Area Sources
Menlo Park Facebook Campus Project
Menlo Park, California

Category[1]	Annual Emissions Associated with Area Sources[2]					
	ROG					
	Baseline	East Campus	West Campus	Baseline	East Campus	West Campus
Total	**5.3**	**5.3**	**2.8**	**29**	**29**	**15**

Notes:

Abbreviations:

Table 12
CP Emissions Associated with Natural Gas Use
Menlo Park Facebook Campus Project
Menlo Park, California

Land Use Subtype	Natural Gas Use[1,2]			Annual Emissions from Natural Gas Use[2,3]																	
				ROG			NOx			CO			SO_2			PM_{10}			$PM_{2.5}$		
	Baseline	East Campus	West Campus	Baseline	East Campus	West Campus	Baseline	East Campus	West Campus	Baseline	East Campus	West Campus	Baseline	East Campus	West Campus	Baseline	East Campus	West Campus	Baseline	East Campus	West Campus
Total Annual Emissions (tons/year)				0.18	0.18	0.04	1.62	1.67	0.35	1.36	1.39	0.30	0.01	<0.03	<0.04	0.12	0.12	0.02	0.12	0.12	0.02
Average Daily Emissions (lb/day)				0.99	0.99	0.22	8.9	9.2	1.9	7.5	7.6	1.6	0.05	<0.16	<0.22	0.66	0.66	0.11	0.66	0.66	0.11

Notes:

Abbreviations:

Sources:

Table 13
Particulate Matter Emissions Associated with Traffic
Menlo Park Facebook Campus Project
Menlo Park, California

Parameter[1]	Units	PM_{10}	$PM_{2.5}$
Emission Factor[6]	g/VMT	0.29	0.072

		Baseline	East Campus	West Campus	Baseline	East Campus	West Campus
Annual Traffic Associated with Project[7]							
Particulate Emissions							
Total[10]	PM_{10}	7.2	20	8.5	40	110	47
	$PM_{2.5}$	2.4	6.7	2.8	13	37	16

Notes:

Abbreviations:

Sources:

Table 14
CP Emissions Associated with Traffic
Menlo Park Facebook Campus Project
Menlo Park, California

	Baseline	East Campus	West Campus	Baseline	East Campus	West Campus
Annual Traffic Associated with Project[1]						
Criteria Pollutant Emissions[2]						

Notes:

Abbreviations:

Sources:

Table 15
Summary of Operational CP Emissions
Menlo Park Facebook Campus Project
Menlo Park, California

Source[1]	Units	ROG			NO_x			PM_{10}			$PM_{2.5}$		
		Baseline	East Campus	West Campus	Baseline	East Campus	West Campus	Baseline	East Campus	West Campus	Baseline	East Campus	West Campus
		35		46	56		56	71		47	24		16
		54			54			82			54		
		6.3		8.4	10		11	13		8.5	4.3		2.9
		10			10			15			10		

Notes:

Abbreviations:

Sources:

Table 16
Emissions for HRA Modeling
Menlo Park Facebook Campus Project
Menlo Park, California

Source	Phase	Year	Annual DPM Emissions[3]		Annual $PM_{2.5}$ Emissions		Maximum Hourly TOG Emissions[4]	

Notes:

Abbreviations:

Source:

Table 17
AERMOD Modeling Parameters for Project Sources
Menlo Park Facebook Campus Project
Menlo Park, California

Campus	Source	Source Type[1]	Source Dimension[2]	Number of Sources[3]	Release Height[4]	Initial Vertical Dimension *[or Exit Velocity]*[5]	Initial Lateral Dimension *[or Exit Temperature]*[6]
						or m/s	*or K*
						161	*764*
						61	*797*
						54	*795*
						69	*797*
						30	*770*
						47	*839*

Notes:

Abbreviations:

-

Sources:

Table 18
Exposure Parameters
Menlo Park Facebook Campus Project
Menlo Park, California

Exposure Parameter	Units	Construction		Operational	
		Resident Adult	Resident Child	Resident Adult	Resident Child

Equation used:
Resident Adult and Resident Child

Where:

Abbreviations:

Notes:

Source:
BAAQMD Air Toxics NSR Program Health Risk Screening Analysis (HRSA) Guidelines.

Table 19
Carcinogenic and Chronic Noncarcinogenic Toxicity Values
Menlo Park Facebook Campus Project
Menlo Park, California

Source	Analysis	Chemical		Cancer Potency Factor[a]	Chronic Reference Exposure Level[a]	Acute Reference Exposure Level[a]

Notes:

Abbreviations:

Source:

Table 20
Mitigated DPM Concentration, Cancer Risk, and Chronic Hazard Index by Source
Menlo Park Facebook Campus Project
Menlo Park, California

Source	Population	UTMx	UTMy	Annual Average DPM Concentration				Lifetime Excess Cancer Risk[5]	Maximum Chronic HI[6]
				2012	2013	2014	Average over Project[4]		
							BAAQMD Significance Threshold	10	1

Notes:

Calculation:
Σ Σ

Calculation:
Σ Σ

Abbreviations:

Table 21
Chemical Contribution to Cancer Risk at MEISR - Project Traffic
Menlo Park Facebook Campus Project
Menlo Park, California

Chemical	Cancer Potency Factor	Lifetime Excess Cancer Risk[1,2]
	Total	9.0

Notes:

Abbreviations:

Source:

Table 22
Chemical Contribution to Chronic HI at MEISR - Project Traffic
Menlo Park Facebook Campus Project
Menlo Park, California

Chemical	Chronic Reference Exposure Level	Annual Average Concentration[1]			Chronic Hazard Quotient[1,2]		
		2015	2018	2025	2015	2018	2025
				Chronic Hazard Index	0.006	0.009	0.007

Notes:

Abbreviations:

Table 23
Acute Hazard Index at the MEISRs
Menlo Park Facebook Campus Project
Menlo Park, California

Chemical	Acute REL	1 Hour Concentration[1,2]				Acute Hazard Quotient[2,3]			
		Construction	Traffic			Construction	Traffic		
			2015	2018	2025		2015	2018	2025
					Acute HI	0.44	0.009	0.013	0.011
					BAAQMD Significance Threshold	1.0			

Notes:

Calculation:

Σ Σ

Abbreviations:

Table 24
$PM_{2.5}$ Concentrations by Source
Menlo Park Facebook Campus Project
Menlo Park, California

Source	UTMx	UTMy	$PM_{2.5}$ Concentration		
			2015	2018	2025
BAAQMD Significance Threshold			0.3		

Notes:

Abbreviations:

Table 25
Non-Project Stationary Sources - Cancer Risk, Chronic and Acute Hazard Index, and PM2.5 Concentration
Menlo Park Facebook Campus Project
Menlo Park, California

Plant Number[1]	Facility Name	Street Address	Approximate Distance[2]				Source of Data[3]	Multiplier Applied?[4]	Lifetime Excess Cancer Risk[5]			Chronic Hazard Index[5]			$PM_{2.5}$ Concentration[5]		
			To Construction MEISR	To Emergency Generator MEISR	To Traffic MEISR				At Construction MEISR	At Emergency Generator MEISR	At Traffic MEISR	At Construction MEISR	At Emergency Generator MEISR	At Traffic MEISR	At Construction MEISR	At Emergency Generator MEISR	At Traffic MEISR
					Cancer Risk MEISR	PM and HI MEISR											
								Total	0.73	2.9	0.5	0.002	0.006	0.002	0.012	0.015	0.016

Notes:

Cancer Risk and Chronic Hazard Index Distance Adjustment Multiplier for Diesel IC Engines

Cancer Risk and Chronic Hazard Index Distance Adjustment Multiplier for Gasoline Dispensing Facilities

Abbreviations:

Sources:

Table 26
Cumulative Impacts by Project Source
Menlo Park Facebook Campus Project
Menlo Park, California

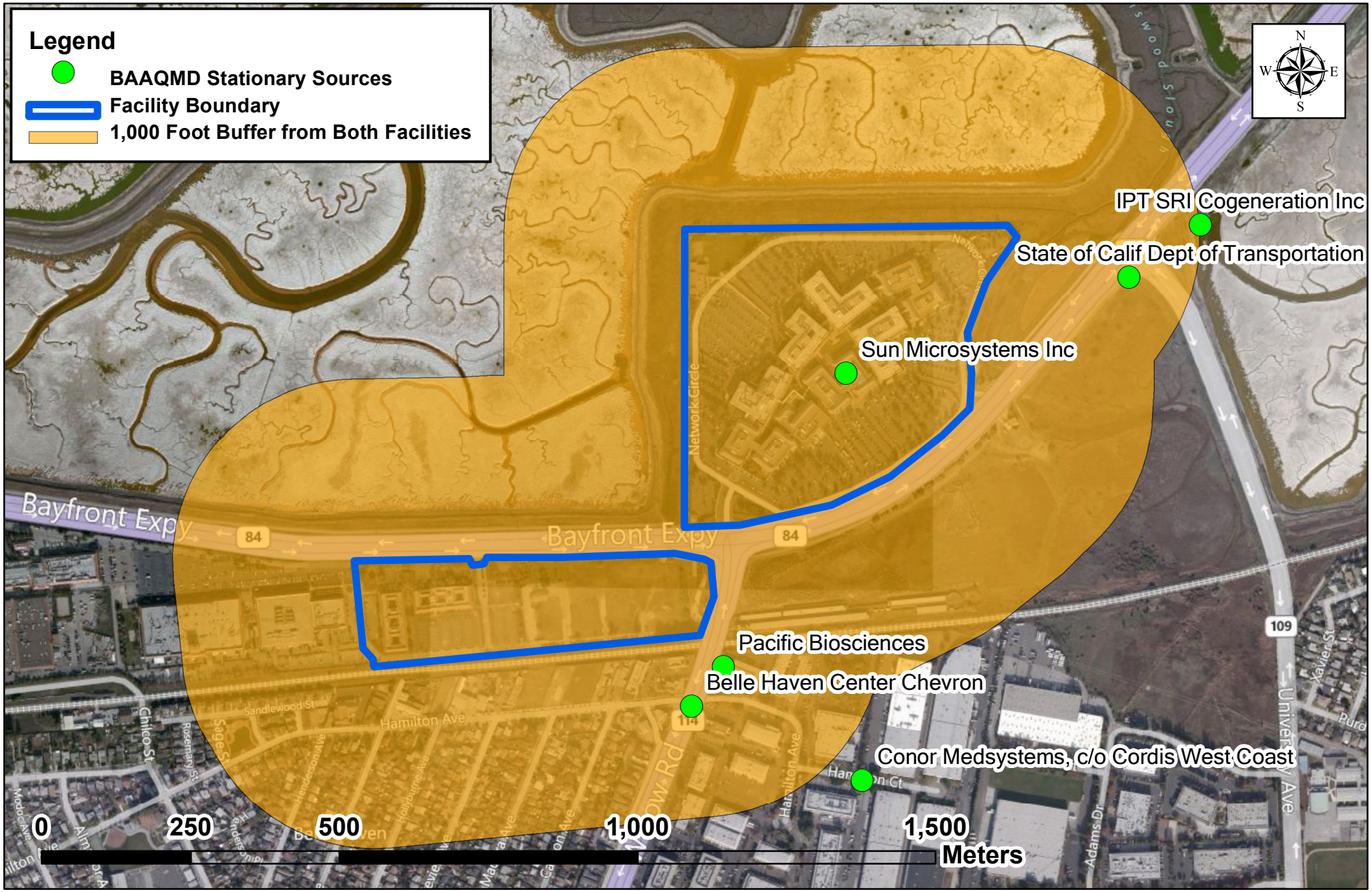
Source MEISR[1]	UTMx	UTMy	Source Contribution at MEISR	Lifetime Excess Cancer Risk[7]	Chronic Hazard Index	$PM_{2.5}$ Concentration
			Mitigated Project Construction[2]	*9.1*	*0.014*	*0.09*
			Cumulative Total[6]	***39***	***0.027***	***0.29***
			West Campus Emergency Generators[3]	*0.034*	*0.00001*	*6.3E-05*
			Cumulative Total[6]	***34***	***0.029***	***0.28***
			Project Traffic[3]	*9.0*	*0.009*	*0.156*
			Cumulative Total[6]	***176***	***0.075***	***1.3***
			BAAQMD Significance Threshold	**100**	**10**	**0.8**

Notes:

Abbreviations:

Sources:

APPENDIX 3.6.B – FIGURES



ENVIRON

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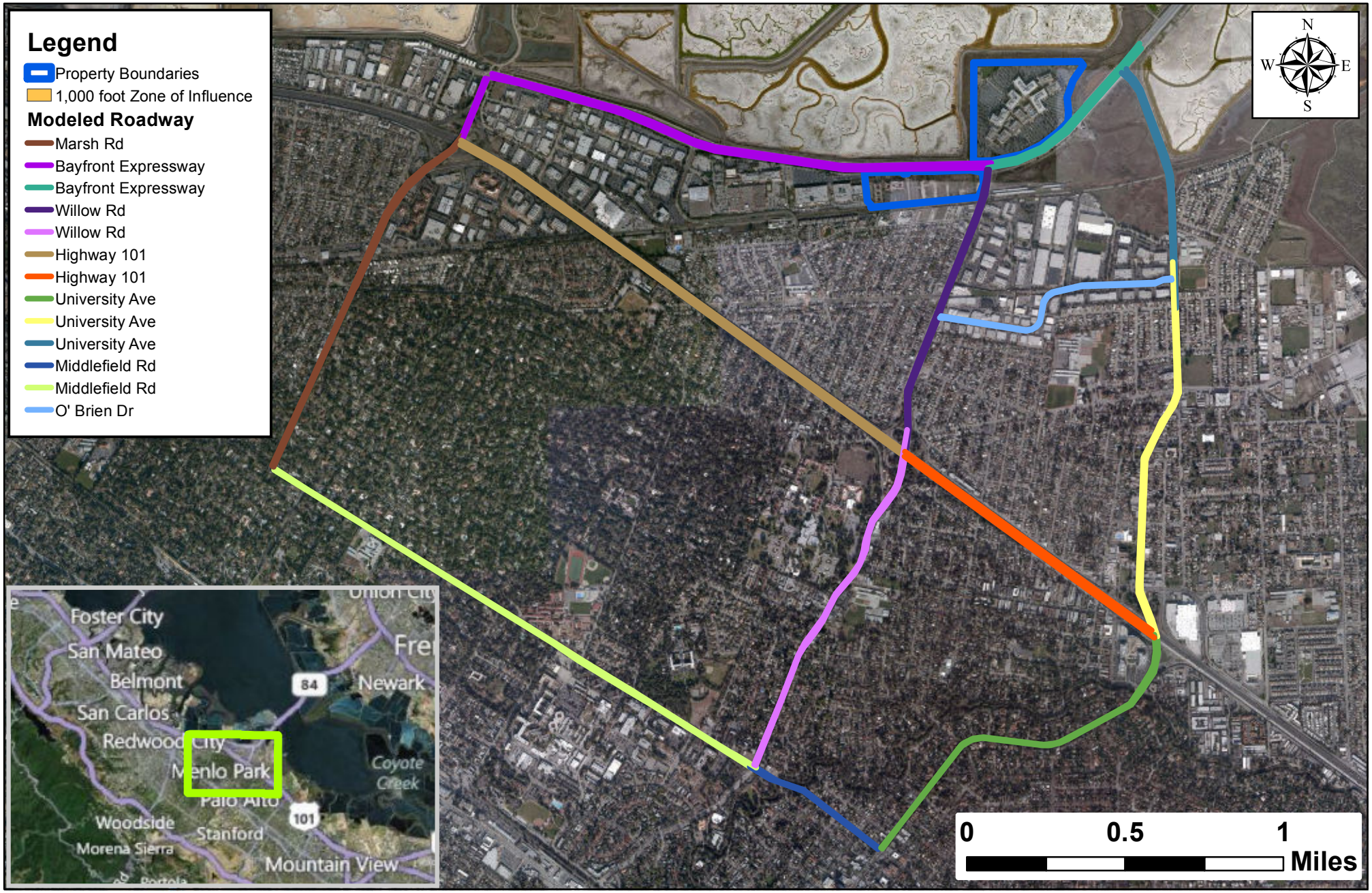
Cumulative Stationary Sources
Menlo Park Facebook Campus Project
Menlo Park, California

Figure
1



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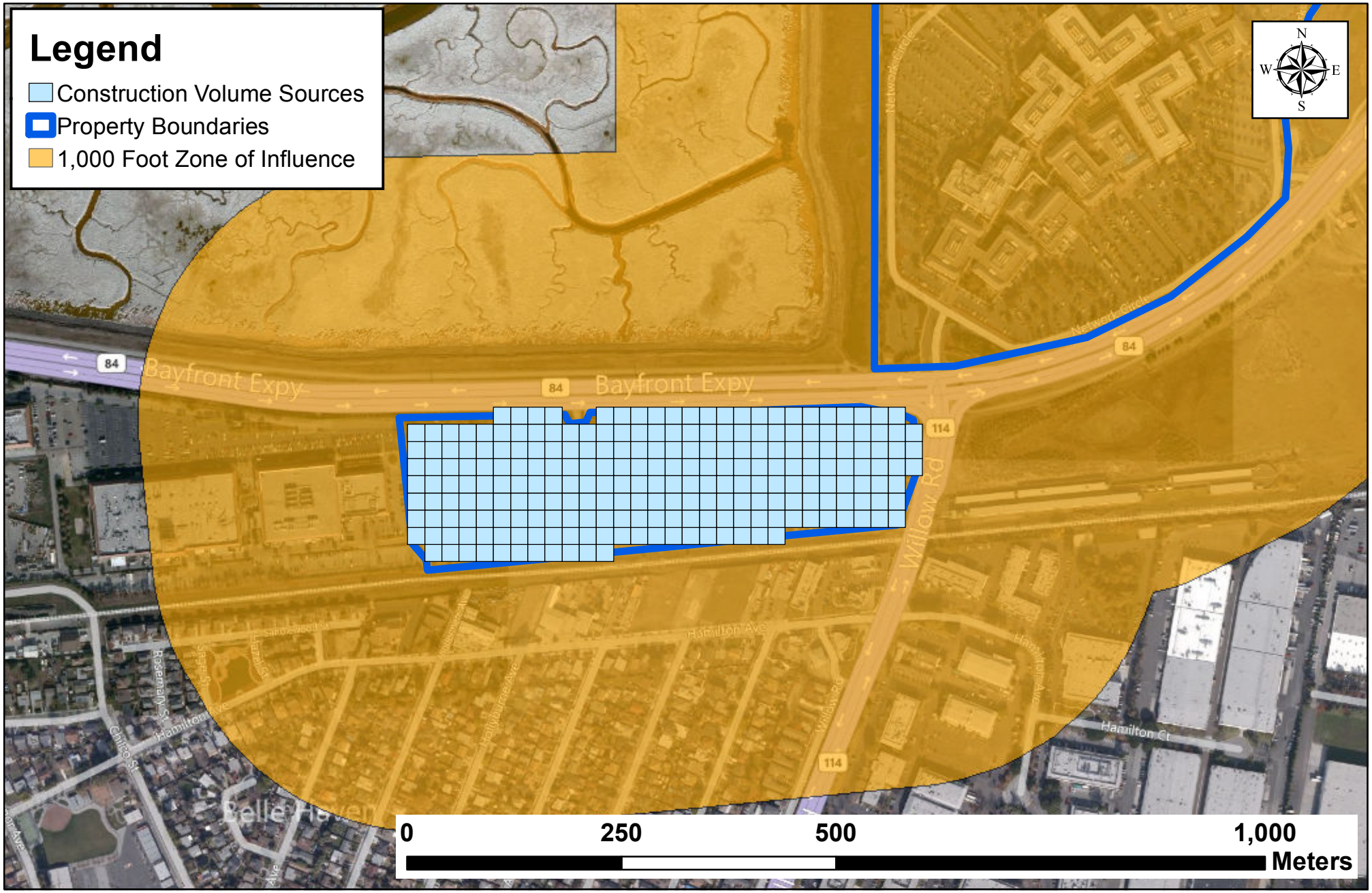
Modeled Traffic Segments
Menlo Park Facebook Campus Project
Menlo Park, California

Figure
2



ENVIRON

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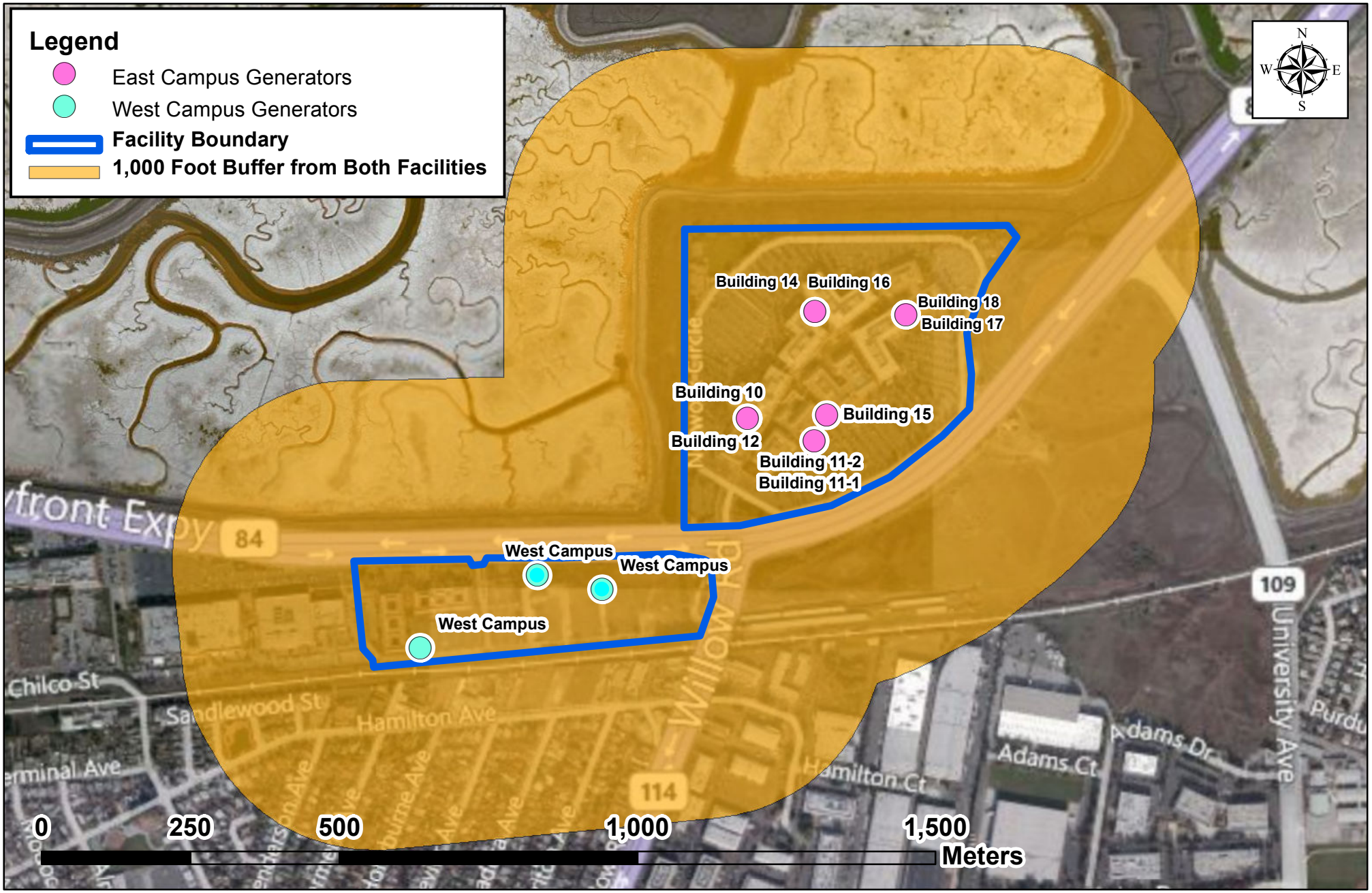
Modeled Construction Sources
Menlo Park Facebook Campus Project
Menlo Park, California

Figure
3



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Modeled Emergency Generator Locations
Menlo Park Facebook Campus Project
Menlo Park, California

Figure
4

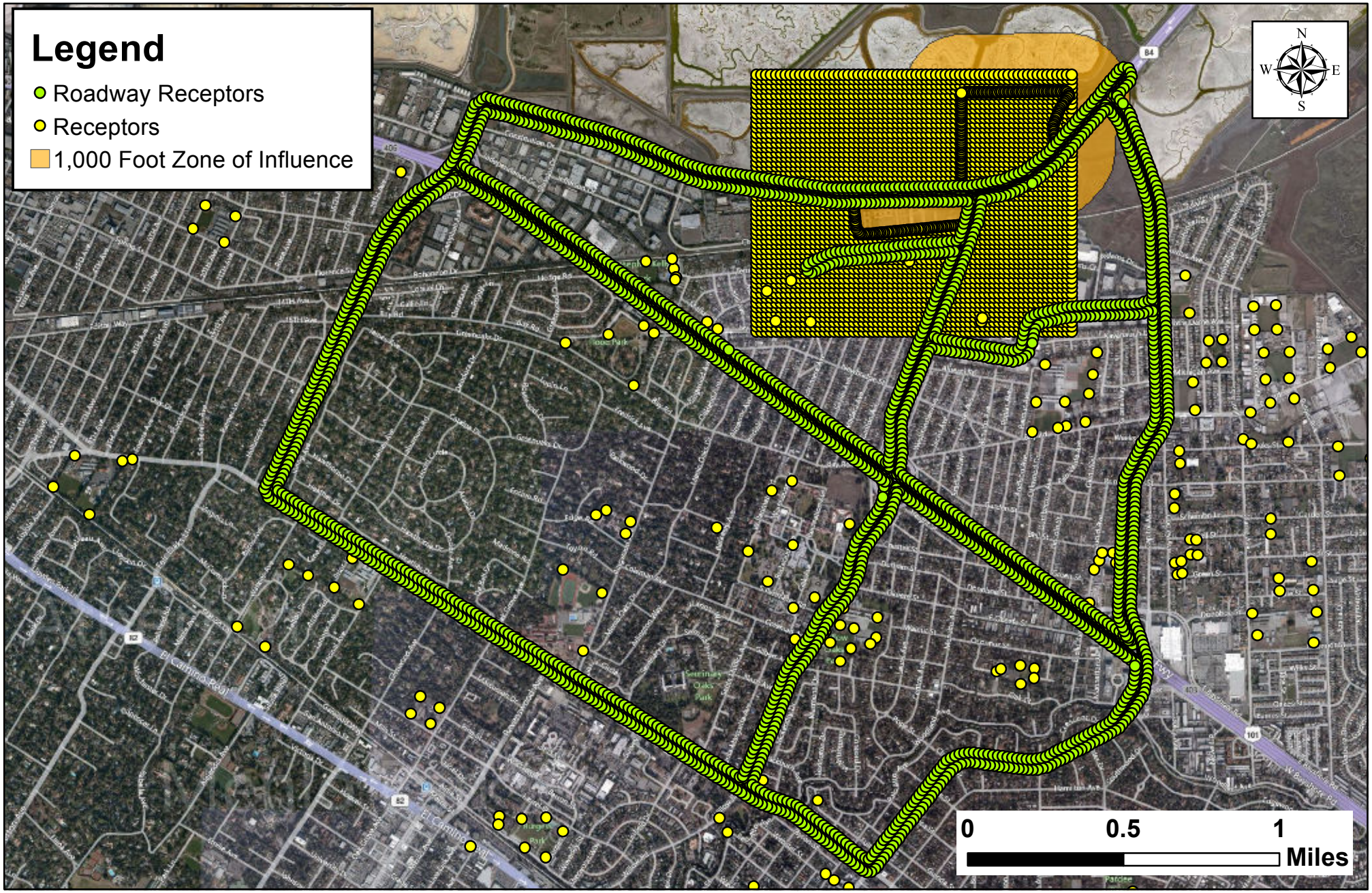
ENVIRON

6001 Shellmound St., Suite 700, Emeryville, CA 94608

Modeled Receptor Locations
Menlo Park Facebook Campus Project
Menlo Park, California

Figure

5



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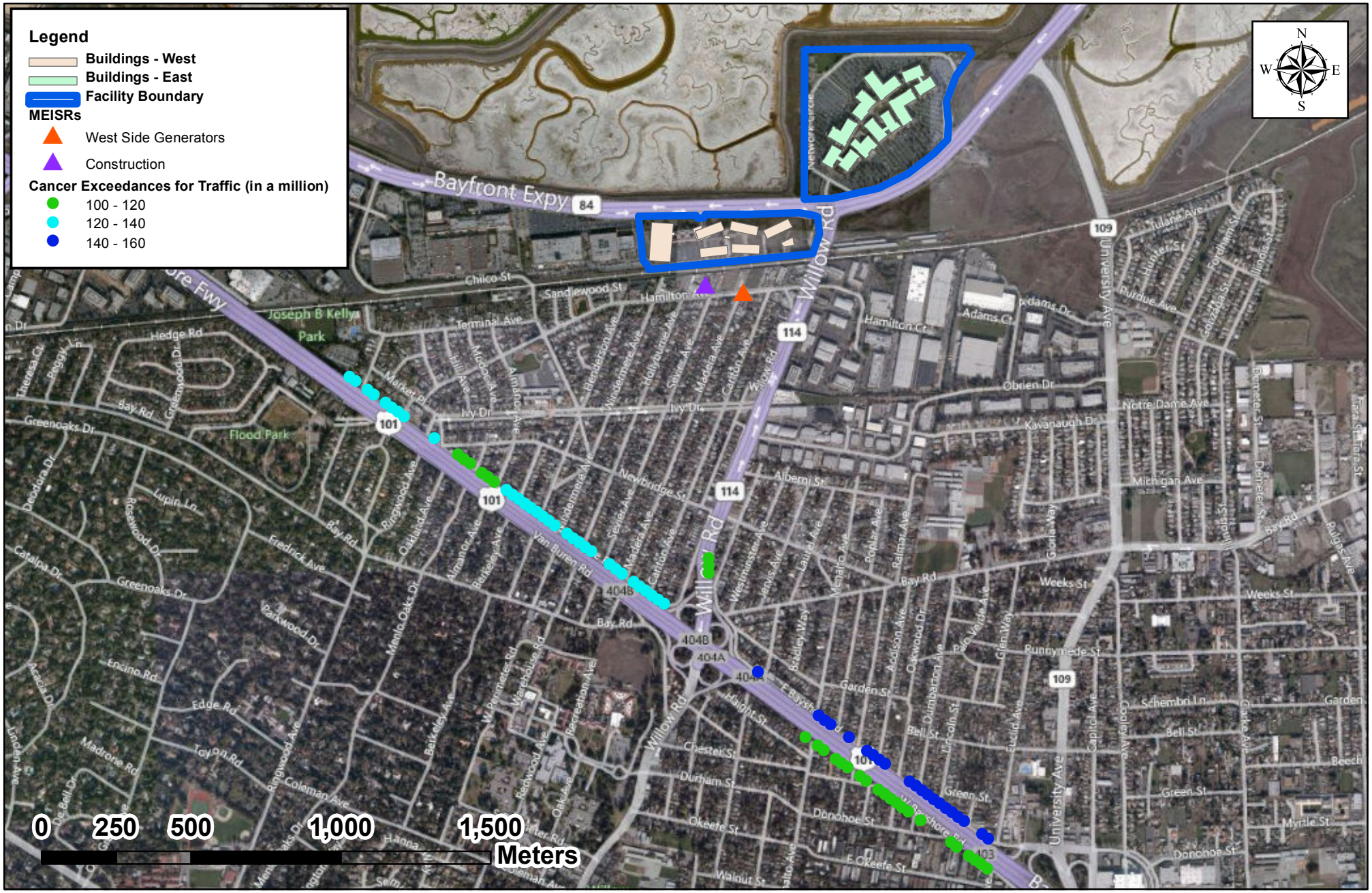
Modeled Receptor Locations
Menlo Park Facebook Campus Project
Menlo Park, California

Figure
6



ENVIRON

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MEISR's and Traffic Cancer Exceedance Locations
Menlo Park Facebook Campus Project
Menlo Park, California

Figure
7

APPENDIX 3.6.C – TRAFFIC DATA FROM DKS ASSOCIATES

	Existing	East Site Baseline	East Campus Full	West Campus Full
Employees	1400	3600	6600	2800
Daily trips	2946	7192	15000	6350
		5394		
	25% reduction of total baseline trips = (7192*0.75)			

	Home-Based Work Trips	Non-Home Based Work Trips	Total
Percent*	60%	40%	100%
Average Distance (mi)^	15.56	11.58	--
Existing to Palo Alto VMT	29639	13646	43285
Existing Total Trips	1768	1178	2946
Existing to Menlo Park VMT	27506	13646	41152
Baseline Total Trips	3236	2158	5394
Baseline VMT	50362	24985	75347
East Campus Full Trips	9000	6000	15000
East Campus Full VMT	140051	69480	209531
West Campus Trips	3810	2540	6350
West Campus VMT	59288	29413	88702
East Campus Increment VMT	89689	44495	134184
West Campus Increment VMT	59288	29413	88702
Total Increment VMT	148977	73908	222886

Legend:
VMT = Vehicle Miles Traveled
Source:
*California Household Survey, Caltrans, 2002, San Mateo County Origins and Destinations Only
^ Home-Based Work Trips calculated from Facebook Employee Data, DKS Associates, 2011
Non-Home-Based Work Trips average distance taken from California Household Survey, Caltrans, 2002, San Mateo county Origins and Destinations Only

Existing % Distribution for Facebook Employee Residences			
City	Engineers	Other	Total
San Rafael	0.0%	0.1%	0.1%
Belvedere	0.0%	0.4%	0.3%
San Francisco	20.4%	31.6%	27.4%
Daly City	0.0%	0.3%	0.2%
San Bruno	0.0%	0.1%	0.1%
Pacifica	0.0%	0.3%	0.2%
Millbrae	0.0%	0.3%	0.2%
Burlingame	0.5%	0.7%	0.6%
Hillsborough	0.0%	0.3%	0.2%
San Mateo	1.6%	2.3%	2.1%
Foster City	0.0%	0.3%	0.2%
El Cerrito	0.0%	0.4%	0.3%
Albany	0.0%	0.1%	0.1%
Berkeley	0.5%	0.3%	0.3%
Oakland	0.2%	0.7%	0.5%
Alameda	0.0%	0.4%	0.3%
Walnut Creek	0.2%	0.4%	0.3%
Danville	0.0%	0.4%	0.3%
San Ramon	0.5%	0.1%	0.3%
Pleasanton	0.2%	1.1%	0.8%
Castro Valley	0.0%	0.4%	0.3%
Union City	0.9%	0.3%	0.5%
Fremont	1.6%	2.7%	2.3%
Newark	0.2%	0.0%	0.1%
Belmont	0.2%	1.0%	0.7%
San Carlos	0.5%	1.2%	0.9%
Half Moon Bay	0.0%	0.1%	0.1%
Redwood City	1.4%	1.2%	1.3%
Woodside	0.2%	0.5%	0.4%
Portola Valley	0.0%	0.3%	0.2%
Atherton	0.2%	0.7%	0.5%
Menlo Park	3.0%	3.2%	3.1%
East Palo Alto	0.0%	0.1%	0.1%
Palo Alto	27.3%	16.2%	20.4%
Stanford	1.4%	0.3%	0.7%
Los Altos Hills	0.0%	0.1%	0.1%
Los Altos	1.8%	2.1%	2.0%
Mountain View	12.8%	6.5%	8.8%
Mipitas	0.5%	1.0%	0.8%
Sunnyvale	8.7%	4.0%	5.8%
Cupertino	1.8%	1.4%	1.5%
Santa Clara	2.5%	2.5%	2.5%
San Jose	8.9%	9.9%	9.5%
Campbell	0.2%	0.7%	0.5%
Saratoga	0.5%	0.8%	0.7%
Monte Sereno	0.2%	0.0%	0.1%
Los Gatos	0.9%	1.6%	1.4%
Morgan Hill	0.0%	0.5%	0.3%
Total	100.0%	100.0%	100.0%

% Trip Distrib in Zone	Zone from CSA Traffix Model	Future Zone % Trip Distrib from CSA Traffix Model	Future % Trip Distrib
0%	US 101 N	15%	0%
1%			0%
87%			13%
1%			0%
0%			0%
1%			0%
1%			0%
2%			0%
1%			0%
7%			1%
1%			0%
4%	SR 84	15%	1%
1%			0%
5%			1%
8%			1%
4%			1%
5%			1%
4%			1%
4%			1%
12%			2%
4%			1%
8%			1%
37%			6%
1%			0%
18%	ECR N, Middlefield N	17%	3%
24%			4%
33%	Sand Hill W	1%	0%
33%	ECR N, Middlefield N	17%	6%
11%			2%
67%	Sand Hill W	1%	1%
13%	ECR N, Middlefield N	17%	2%
100%	Dtwn, Willow, Belle	9%	9%
0%	Middlefield S	5%	0%
100%			5%
100%	ECR S	1%	1%
0%	US 101 S	37%	0%
6%			2%
26%			10%
2%			1%
17%			6%
5%			2%
7%			3%
28%			10%
2%			1%
2%			1%
0%			0%
4%			1%
1%			0%
		Total--->	100%

Home-Based Work Trip Length Calculation			
Trip Length to Palo Alto (mi.)	Weighted Average (mi.)	Trip Length to Menlo Park (mi.)	Weighted Average (mi.)
53.9	0.02	52.4	0.02
52.4	0.06	47.2	0.06
35.3	4.63	31.1	4.08
33.6	0.03	28.4	0.02
24.3	0.01	20.1	0.01
36.1	0.03	30.9	0.03
21.9	0.02	17.6	0.01
20.6	0.06	16.4	0.05
22.6	0.02	17.3	0.01
17.6	0.17	13.4	0.13
16.2	0.01	12.0	0.01
49.6	0.31	41.0	0.25
46.9	0.10	38.3	0.08
46.3	0.38	35.6	0.29
36.7	0.45	30.2	0.37
34.2	0.21	27.6	0.17
55.4	0.46	45.9	0.38
47.7	0.29	40.0	0.25
44.6	0.27	37.0	0.23
35.4	0.65	28.7	0.53
28.0	0.17	21.5	0.13
18.1	0.22	11.6	0.14
19.7	1.09	13.2	0.73
15.2	0.03	8.7	0.02
13.5	0.41	9.3	0.28
12.6	0.52	8.3	0.34
24.6	0.08	24.1	0.08
7.3	0.41	6.9	0.39
9.3	0.18	9.6	0.18
8.1	0.05	14.6	0.10
4.6	0.10	5.0	0.11
3.6	0.32	3.6	0.32
5.5	0.00	1.8	0.00
2.7	0.13	3.5	0.17
1.4	0.01	5.2	0.05
3.8	0.00	9.4	0.01
4.4	0.09	8.4	0.18
5.2	0.50	10.7	1.03
16.5	0.14	16.7	0.14
8.6	0.54	11.7	0.73
12.4	0.21	14.4	0.24
16.0	0.43	16.2	0.44
21.1	2.19	18.8	1.95
18.6	0.10	22.3	0.13
16.4	0.12	18.7	0.14
22.2	0.02	24.5	0.02
21.4	0.32	23.7	0.35
40.2	0.15	40.1	0.15
1112.3	**16.8**	**993.6**	**15.6**

Home-Based Work Trip VMT Calculation				
Existing to Palo Alto VMT	Existing/ Future to Menlo Park VMT	East Site Baseline VMT	East Campus Full VMT	West Campus VMT
39	38	70	194	82
114	103	188	524	222
8180	7207	13195	36694	15534
49	41	76	210	89
18	15	27	74	31
52	45	82	229	97
32	26	47	130	55
105	83	153	425	180
33	25	46	128	54
307	234	428	1189	504
24	17	32	89	38
540	447	818	2275	963
170	139	255	708	300
673	517	947	2633	1115
800	658	1205	3351	1419
373	301	551	1531	648
805	667	1221	3395	1437
520	436	798	2219	939
486	403	738	2053	869
1157	938	1718	4777	2022
305	234	429	1193	505
394	253	463	1287	545
1932	1294	2370	6591	2790
55	32	58	161	68
721	497	910	2530	1071
926	610	1116	3104	1314
145	142	260	723	306
731	691	1265	3519	1490
311	321	587	1632	691
95	172	315	876	371
184	200	367	1020	432
573	573	1049	2916	1234
2	1	1	3	1
238	308	564	1568	664
25	92	168	468	198
6	16	28	79	33
167	319	584	1625	688
885	1820	3333	9268	3923
245	248	454	1264	535
952	1295	2370	6592	2791
369	428	784	2180	923
766	776	1421	3951	1672
3868	3446	6310	17548	7429
184	221	405	1125	476
217	247	452	1258	533
37	40	74	206	87
565	626	1147	3189	1350
266	265	485	1349	571
29639	**27506**	**50362**	**140051**	**59288**

No.	Segment	Existing ADT	Near Term I ADT	Near Term Proj I ADT	Near Term II ADT	Near Term Proj II ADT	Long Term I ADT	Long Term Proj I ADT	Long Term Proj II ADT
1	Marsh Rd (Bay Rd and Railroad Tracks)	27,428	30,976	32,324	33,147	33,687	35,883	37,231	37,771
2	Willow Rd (Ivy Dr and Hamilton Ave)	26,304	30,147	35,377	36,166	40,122	35,455	40,685	44,641
3	Willow Rd (Durham St and Chester St)	32,745	35,454	36,402	37,384	38,305	43,568	44,516	45,437
4	Willow Rd (Nash Ave and Blackburn Ave)	26,032	28,758	29,606	30,387	31,245	36,201	37,049	37,907
5	University Ave (Railroad Tracks and Purdue Ave)	24,023	25,398	26,066	26,787	27,213	28,946	29,614	30,040
6	University Ave (Bell St and Runnymede St)	29,431	30,944	31,612	32,495	32,921	35,035	35,703	36,129
7	University Ave (Maple St and Palm St)	21,413	22,710	23,010	23,652	23,842	27,809	28,109	28,299
8	Middlefield Rd (Linfield Dr and Survey Ln)	20,069	21,565	22,015	22,617	23,157	28,411	28,861	29,401
9	Middlefield Rd (Hawthorne Ave and Everet Ave)	19,362	21,688	22,088	22,669	22,859	23,625	24,025	24,215
10	O'Brien Dr (Adams Dr and Casey Ct)	2,611	2,791	2,791	2,870	2,870	3,053	3,053	3,053

Segment	Direction	Capacity	Existing ADT	Near Term I: Volume Added for Near Term I	Near Term I: Near Term I ADT	Near Term I: % Change from Existing	Near Term Plus Project I: Net Volume Added for Proj I	Near Term Plus Project I: Near Term Proj I ADT	Near Term Plus Project I: % Change from NT I	Impact?	Near Term II: Volume Added for Near Term II	Near Term II: Near Term II ADT	Near Term II: % Change from Existing	Near Term Plus Project II: Net Volume Added for Proj II	Near Term Plus Project II: Near Term Proj II ADT	Near Term Plus Project II: % Change from NT II		Long Term Conditions I: Volume Added for Long Term I	Long Term Conditions I: Long Term I ADT	Long Term Conditions I: % Change from Existing	Long Term Plus Project Conditions I: Net Volume Added for Proj I	Long Term Plus Project Conditions I: Long Term Proj I ADT	Long Term Plus Project Conditions I: % Change from LT I		Long Term Plus Project Conditions II: Proj Volume Added for Long Term II	Long Term Plus Project Conditions II: Long Term Proj II ADT	Long Term Plus Project Conditions II: % Change from LT II	
SR 84 (US 101 to Willow Road)	NB	6,900		1,738	1,738	#DIV/0!	1,235	2,973	71.1%	y	1,738	1,738	#DIV/0!	3,394	5,132	195.3%	y	1,738	1,738	#DIV/0!	1,235	2,973	71.1%	y	3,394	5,132	195.3%	y
SR 84 (Willow Road to University Avenue)	NB	6,900		1,693	1,693	#DIV/0!	1,083	2,776	64.0%	exempt	1,693	1,693	#DIV/0!	1,772	3,465	104.7%	exempt	3,031	3,031	#DIV/0!	1,083	4,114	35.7%	exempt	1,772	4,803	58.5%	exempt
SR 84 (University Avenue to County Line	SB	6,900		1,525	1,525	#DIV/0!	748	2,273	49.0%	y	1,525	1,525	#DIV/0!	1,224	2,749	80.3%	y	2,863	2,863	#DIV/0!	748	3,611	26.1%	y	1,224	4,087	42.8%	y
SR 109/University (US 101 to Bayfront Expressway)	EB	2,200	13,373	703	14,076	5.3%	334	14,410	2.4%	y	1,104	14,477	8.3%	547	15,024	3.8%	y	2,614	15,987	19.5%	334	16,321	2.1%	y	547	16,534	3.4%	y
SR 114/Willow Rd (US 101 to Bayfront Expressway)	EB	2,200	14,003	1,865	15,868	13.3%	2,210	18,078	13.9%	exempt	2,285	16,288	16.3%	3,458	19,746	21.2%	exempt	4,603	18,606	32.9%	2,210	20,816	11.9%	exempt	3,458	22,064	18.6%	exempt
US 101 (North of Marsh Road)	NB	9,200		1,071	1,071	#DIV/0!	748	1,819	69.8%	exempt	1,071	1,071	#DIV/0!	1,224	2,295	114.3%	exempt	3,235	3,235	#DIV/0!	748	3,983	23.1%	exempt	1,224	4,459	37.8%	exempt
US 101 (Marsh Road to Willow Road)	SB	9,200		2,402	2,402	#DIV/0!	75	2,477	3.1%	exempt	2,402	2,402	#DIV/0!	75	2,477	3.1%	exempt	3,484	3,484	#DIV/0!	75	3,559	2.2%	exempt	75	3,559	2.2%	exempt
US 101 (Willow Road to University Avenue)	NB	9,200		3,060	3,060	#DIV/0!	1,661	4,721	54.3%	y	3,060	3,060	#DIV/0!	2,718	5,778	88.8%	y	3,060	3,060	#DIV/0!	1,661	4,721	54.3%	y	2,718	5,778	88.8%	y
US 101 (South of University Avenue)	SB	9,200		3,297	3,297	#DIV/0!	1,846	5,143	56.0%	y	3,297	3,297	#DIV/0!	3,020	6,317	91.6%	y	4,203	4,203	#DIV/0!	1,846	6,049	43.9%	y	3,020	7,223	71.9%	y

Segment	Direction	Near Term and East Campus 3600 Empl Approved/Planned Projects	East Site 3600 to 6600 Empl Full	West Site Full	Long Term Background Approved/Planned Projects
SR 84 (US 101 to Willow Road)	NB	1738	1,235	2159	1738
SR 84 (Willow Road to University Avenue)	NB	1693	1,083	689	3031
SR 84 (University Avenue to County Line	SB	1525	748	476	2863
SR 109/University (US 101 to Bayfront Expressway)	EB	168	334	213	742
SR 114/Willow Rd (US 101 to Bayfront Expressway)	EB	1305	2,210	1248	2643
US 101 (North of Marsh Road)	NB	1071	748	476	3235
US 101 (Marsh Road to Willow Road)	SB	2402	75	0	3484
US 101 (Willow Road to University Avenue)	NB	3060	1,661	1057	3060
US 101 (South of University Avenue)	SB	3297	1,846	1174	4203

Existing	Near Term I	Near Term II	Long Term	% Per Year
2011	2015	2018	2025	1.00%

Segment	Direction	Near Term and East Campus 3600 Empl Approved/Planned Projects	East Site 3600 to 6600 Empl Full	West Site Full	Long Term Background Approved/Planned Projects	Intersections			
SR 84 (US 101 to Willow Road)	Two-way	3533	2582	3177	3533	689	NT, ST, ER		
SR 84 (Willow Road to University Avenue)	Two-way	3862	3111	1378	6062	426	SR, ET, WT		
SR 84 (University Avenue to County Line	Two-way	3126	1830	952	6538	18	NL, NT, ST, ER		
SR 109/University (US 101 to Bayfront Expressway)	Two-way	336	668	426	1484	22	ET, WT		
SR 114/Willow Rd (US 101 to Bayfront Expressway)	Two-way	2733	4532	3512	5409	12	SR, ET, ER		
US 101 (North of Marsh Road)	Two-way	2141	1497	952	6469	250	NT, EL, WR	249	ST, SR
US 101 (Marsh Road to Willow Road)	Two-way	4861	262	476	7025	251	NT, SL, ST, SR, EL, WR		
US 101 (Willow Road to University Avenue)	Two-way	6120	3322	2114	6120	251	NL, NT, NR, ST, ER, WL		
US 101 (South of University Avenue)	Two-way	6594	3692	2348	8405	688	NT, NR, ST, ER		

Segment	Direction	Capacity	3600 to 6600 Employee East Campus Increment (Used LT Proj I): Volume AM	PM	% contribution AM	PM	Highest Peak		3600 to 6600 Employee East and West Campus Increment (Used LT Proj II): Volume AM	PM	% contribution AM	PM	Highest Peak		West Campus Increment: Volume AM	PM	% contribution AM	PM	Highest Peak		Intersections	
SR 84 (US 101 to Willow Road)	NB	6,900	219	477	3.2%	6.9%	477	6.9%	756	467	11.0%	6.8%	756	11.0%	537	-10	7.8%	-0.1%	537	7.8%	689	NL, NT
SR 84 (Willow Road to University Avenue)	NB	6,900	594	132	8.6%	1.9%	594	8.6%	599	64	8.7%	0.9%	599	8.7%	5	-68	0.1%	-1.0%	5	0.1%	426	WT, WR
SR 84 (University Avenue to County Line	SB	6,900	75	455	1.1%	6.6%	455	6.6%	31	360	0.4%	5.2%	360	5.2%	-44	-95	-0.6%	-1.4%	-44	-0.6%	18	ST
SR 109/University (US 101 to Bayfront Expressway)	EB	2,200	119	28	5.4%	1.3%	119	5.4%	185	20	8.4%	0.9%	185	8.4%	66	-8	3.0%	-0.4%	66	3.0%	22	ET
SR 114/Willow Rd (US 101 to Bayfront Expressway)	EB	2,200	775	159	35.2%	7.2%	775	35.2%	1169	127	53.1%	5.8%	1169	53.1%	394	-32	17.9%	-1.5%	394	17.9%	12	ET
US 101 (North of Marsh Road)	NB	9,200	54	399	0.6%	4.3%	399	4.3%	31	360	0.3%	3.9%	360	3.9%	-23	-39	-0.3%	-0.4%	-23	-0.3%	250	NT, WR, EL
US 101 (Marsh Road to Willow Road)	SB	9,200	140	374	1.5%	4.1%	374	4.1%	25	3	0.3%	0.0%	25	0.3%	-115	-371	-1.3%	-4.0%	-115	-1.3%	251	SL, ST, SR
US 101 (Willow Road to University Avenue)	NB	9,200	925	220	10.1%	2.4%	925	10.1%	919	99	10.0%	1.1%	919	10.0%	-6	-121	-0.1%	-1.3%	-6	-0.1%	251	NL, NT, NR
US 101 (South of University Avenue)	SB	9,200	152	970	1.7%	10.5%	970	10.5%	69	889	0.8%	9.7%	889	9.7%	-83	-81	-0.9%	-0.9%	-81	-0.9%	688	ST, ER

APPENDIX 3.6.D – CITY OF MENLO PARK CITYWIDE ADT'S

City of Menlo Park Citywide ADT's

Caltrans Volume Data

LOCATION	1995	1996	1997	1998	2000	2002	2004	2006	2009	Avg Growth/yr
ALAMEDA DE LAS PULGAS										
Valparaiso-City Limits	16,900	16,900	16,500	16,500		17,900	15,700	11,500	15,200	-4%
Avy-Valparaiso	15,400	16,600	16,300	16,100		16,900	13,900	14,300	14,700	-1%
Santa Cruz-Avy	14,500	15,700	14,400	14,300		15,100	13,000	15,900	13,500	1%
ALMA STREET										
Oak Grove-Ravenswood	1,900	1,900	1,900	1,900		1,800	1,500	1,600	1,500	-2%
Ravenswood-Willow	4,600	4,900	4,700	4,600		4,600	3,400	2,200	3,800	-10%
ALPINE ROAD										
I-280/Junipero Serra	20,300	28,300	23,300	21,600		22,900	18,400	20,600	23,400	0%
AVY AVENUE										
Alameda de las Pulgas-Santa Cruz	5,700	5,600	4,700	5,700		5,900	5,400	7,700	5,300	2%
City Limits-Alameda de las Pulgas	4,400	4,400	5,800	5,000		4,700	4,300	4,600	4,000	0%
BAY ROAD										
Marsh-Flood Park	5,100	5,500	6,100	5,900		6,700	5,800	5,600	5,400	0.8%
Flood Park-Ringwood	6,500	6,400	6,700	6,400		7,300	6,100	7,600	5,600	1.3%
Ringwood-Willow	5,700	6,400	6,900	6,300		7,100	6,300	6,900	7,700	1.6%
BAYFRONT EXPRESSWAY (ROUTE 84)										
Marsh-Chilco	31,600	35,800	34,000	32,600		No Data	No Data	No Data	27,500	#VALUE!
Chilco-Willow	28,900	30,100	32,200	30,800		No Data	No Data	No Data	27,500	#VALUE!
Willow-University	52,500	51,700	56,500	52,900		No Data	No Data	No Data	51,000	#VALUE!
University-Dumbarton Bridge	69,700	71,400	76,900	70,900		No Data	No Data	No Data	57,000	#VALUE!
BOHANNON DRIVE										
Marsh - Campbell	7,000	6,800	8,900	7,800		4,100	1,800	1,900	1,700	-24%
CHILCO STREET										
Bayfront - Constitution	7,300	7,400	8,300	7,900		7,400	5,700	6,000	6,900	-2.0%
CHRYSLER DRIVE										
Bayfront - Constitution	5,800	5,500	8,300	5,800		6,500	4,000	4,600	4,000	-2%
CONSTITUTION DRIVE										
Chrysler-Chilco	2,600	3,100	2,800	3,300		3,600	1,900	1,800	1,900	-4%
CRANE STREET										
Oak Grove-Santa Cruz	3,600	3,500	4,400	4,500		2,800	2,400	2,400	2,400	-5%
Santa Cruz-Menlo	2,500	2,200	2,300	2,500		2,100	2,800	1,700	1,600	-4%
EL CAMINO REAL										
Encinal-Valparaiso	37,300	36,600	40,200	No Data		No Data	No Data	No Data	29,000	#VALUE!
Valparaiso-Oak Grove	36,400	36,400	38,400	No Data		No Data	No Data	No Data	29,000	#VALUE!
Oak Grove-Ravenswood	38,300	38,300	38,400	No Data		No Data	No Data	No Data	29,000	#VALUE!
Ravenswood-Middle	55,200	46,800	48,400	No Data		No Data	No Data	No Data	30,500	#VALUE!
Middle-City Limits	52,800	52,600	53,300	No Data		No Data	32,500	No Data	30,500	#VALUE!
ENCINAL AVENUE										
Middlefield-Laurel	3,100	3,200	3,300	3,400		3,300	3,400	3,800	3,400	2%
Laurel-El Camino	4,700	4,700	4,500	4,400		4,800	4,700	4,400	4,500	-0.6%
GLENWOOD AVENUE										
El Camino-Laurel	6,600	7,200	6,300	6,400		5,700	5,500	4,700	5,800	-4%
HAMILTON AVENUE										
Chilco-Willow	2,800	3,200	3,000	3,100		3,600	2,900	2,500	3,000	0.5%
HAVEN AVENUE										
City Limits-Bayfront/Marsh	7,600	8,400	9,700	8,900		8,500	6,000	6,400	6,400	-2%
JUNIPERO SERRA BOULEVARD										
City Limits-Alpine	18,200	18,400	19,700	19,200		18,500	14,400	15,100	14,700	-2%
LAUREL STREET										
Glenwood-Oak Grove	4,600	3,600	3,600	3,400		3,200	3,100	3,000	3,400	-5%
Oak Grove-Ravenswood	4,300	3,800	4,700	4,600		4,100	3,600	3,600	4,000	-2%
Ravenswood-Willow	4,500	5,600	4,900	5,200		4,500	4,300	4,600	5,300	0%
MARSH ROAD										
Bayfront-101	36,700	34,200	36,100	39,600		No Data	0	46,300	0	2%
Scott-Bohannon	27,400	28,300	25,500	No Data		33,500	34,000	33,500	33,400	2%
Bohannon-Bay	29,400	24,800	23,200	23,200		27,000	27,600	27,500	27,500	-1%
Bay-City Limits	23,600	21,400	18,800	19,300		21,900	21,600	23,600	21,500	0%
MENLO AVENUE										
El Camino-Crane	10,300	10,300	9,400	10,400		11,800	11,000	9,800	8,700	0%
Crane-University	8,100	8,300	8,100	9,700		8,100	7,600	8,000	6,900	0%
MIDDLE AVENUE										
El Camino-University	9,400	8,500	8,800	9,400		9,900	7,900	8,200	8,600	-1%
University-Olive	6,600	6,600	6,200	6,400		6,900	6,600	7,100	6,600	1%

No Counts Conducted in 2000

LOCATION	1995	1996	1997	1998	2000	2002	2002	2004	2006	2009	Avg Growth/yr
MIDDLEFIELD ROAD											
Oak Grove-Ravenswood	16,200	15,200	16,100	15,900		15,700	15,717	14,100	14,300	13,800	-1%
Ravenswood-Willow	23,300	27,500	21,600	21,300		22,000	21,970	21,100	23,000	20,000	-2%
Willow-City Limits	25,200	22,600	23,300	26,500		22,400	22,430	17,700	20,600	18,700	-1%
NEWBRIDGE STREET											
Chilco-Willow	8,700	7,900	8,500	8,900		6,800	6,849	6,700	8,200	6,900	0%
Willow-City Limits	10,300	11,400	13,300	9,500		15,700	15,742	10,600	13,100	10,000	1%
O'BRIEN DRIVE											
Willow-Kavanaugh	7,400	7,200	6,900	7,200		7,300	7,319	6,000	6,200	6,100	-1%
Kavanaugh-University	3,900	4,600	4,200	4,300		4,000	3,999	2,500	2,600	2,700	-7%
OAK GROVE AVENUE											
Middlefield-Laurel	9,700	10,300	9,400	10,000		9,400	9,405	9,000	9,200	8,700	-1%
Laurel-El Camino	11,600	12,700	10,700	11,600		10,600	10,610	9,900	10,200	9,600	-2%
El Camino-Crane	10,500	11,100	9,800	10,300		8,700	8,694	8,800	11,200	8,400	0%
Crane-University	6,600	6,400	6,600	6,600		6,800	6,823	6,200	No Data	5,800	#VALUE!
RAVENSWOOD AVENUE											
Middlefield-Laurel	15,800	16,600	16,000	16,100		18,900	18,873	17,000	17,500	16,800	0%
Laurel-Alma	16,800	18,600	18,200	18,800		0	0	18,100	19,600	18,300	0%
Alma-El Camino	24,800	26,800	25,200	25,000		24,300	24,313	23,900	22,600	22,300	-2%
RINGWOOD AVENUE											
Bay-Middlefield	6,100	7,400	6,700	6,700		7,500	7,513	6,600	6,500	6,400	-1%
SAND HILL ROAD											
City Limits-Santa Cruz	25,700	29,200	27,400	30,600		31,100	31,056	30,200	29,000	31,800	0%
Santa Cruz-Sharon Park	35,500	31,100	31,800	31,600		33,400	33,360	31,000	29,200	30,800	-1%
Sharon Park-I-280	31,400	36,800	33,600	33,400		32,300	32,327	29,900	27,500	29,300	-3%
SANTA CRUZ AVENUE											
El Camino-Crane	9,400	10,100	10,200	10,000		9,400	9,379	11,300	7,800	7,400	-3%
Crane-University	10,300	10,500	11,000	11,600		9,800	9,798	10,300	8,700	8,600	-2%
University-Olive	18,000	18,600	17,500	18,800		18,200	18,183	17,200	17,000	15,400	-1%
Olive-Avy/Orange	19,100	18,700	18,600	18,900		17,000	17,000	18,800	16,600	15,100	-1%
Avy/Orange-Alameda de las Pulgas	14,700	15,100	14,300	14,400		13,600	13,636	11,700	11,100	10,500	-3%
Alameda de las Pulgas-Sand Hill	26,400	26,500	28,000	26,300		27,800	27,794	24,900	22,400	22,400	-2%
Sand Hill-Junipero Serra	29,100	29,700	31,000	29,800		29,300	29,260	26,800	23,500	25,600	-2%
SCOTT DRIVE											
Marsh - Campbell	6,300	6,400	7,500	6,300		3,300	3,319	3,000	4,100	3,200	-5%
SHARON PARK DRIVE											
Sand Hill- Sharon Rd.	11,100	10,400	9,800	9,500		9,600	9,615	8,600	9,500	9,700	-1%
SHARON ROAD											
Alameda de las Pulgas-Sharon Park	4,200	5,000	4,000	4,000		4,200	4,194	3,800	3,000	3,900	-6%
UNIVERSITY AVENUE (ROUTE 109)											
O'Brien-Bayfront Expressway	23,300	23,300	27,400	22,600		23,600	23,600	23,600	No Data	21,300	#VALUE!
UNIVERSITY DRIVE											
Valparaiso-Oak Grove	5,100	5,300	5,500	6,100		5,300	5,269	4,700	3,700	4,500	-4%
Oak Grove-Santa Cruz	7,300	7,800	7,300	7,400		7,300	7,338	6,700	7,600	6,700	0%
Santa Cruz-Menlo	9,800	10,300	9,300	11,000		10,800	10,770	9,600	9,400	8,100	-1%
Menlo-Middle	6,300	6,600	6,300	6,900		6,500	6,495	5,800	5,400	5,000	-2%
VALPARAISO AVENUE											
El Camino-University	14,200	13,100	13,300	16,100		13,100	13,108	11,900	12,400	13,100	-1%
University-Cotton	12,300	12,200	12,400	12,600		13,000	12,977	11,900	11,600	13,300	0%
Cotton-Alameda de las Pulgas	10,100	10,200	10,400	10,400		8,300	8,272	9,500	No Data	10,200	#VALUE!
WILLOW ROAD (ROUTE 114)											
Bayfront-O'Brien	34,100	37,600	37,100	38,900		38,000	38,040	No Data	31,000	37,500	-2%
O'Brien-Newbridge	42,500	46,600	43,200	41,700		47,900	47,942	48,500	36,700	37,500	-2%
Newbridge-Bay	51,100	58,700	54,500	53,800		59,500	59,514	51,000	49,000	37,500	-2%
Bay-Middlefield	26,600	27,700	26,800	26,800		27,300	27,331	26,900	26,200	25,800	-1%
Middlefield-Laurel	6,200	6,500	6,400	7,400		6,700	6,731	4,400	4,300	5,000	-5%
Laurel-Alma	3,500	3,900	3,500	3,200		2,700	2,729	2,200	2,100	2,300	-8%
US 101											
City Limits-Willow	174,000	No Data	174,000	No Data		No Data	Catrans	No Data	No Data	191,000	#VALUE!
Willow-Marsh	172,000	No Data	172,000	No Data		No Data	Catrans	No Data	No Data	177,000	#VALUE!
Marsh-City Limits	183,000	No Data	183,000	No Data		No Data	Catrans	No Data	No Data	193,000	#VALUE!
INTERSTATE 280											
south of Alpine	84,000	No Data	No Data	No Data		No Data	No Data	No Data	No Data	104,000	#VALUE!
Alpine-Sand Hill	77,000	No Data	No Data	No Data		No Data	No Data	No Data	No Data	93,000	#VALUE!
north of Sand Hill	82,000	No Data	No Data	No Data		No Data	No Data	No Data	No Data	101,000	#VALUE!

No Counts Conducted in 2000

Growth per year 1995-2006

APPENDIX 3.6.E – CALEEMOD™ OUTPUTS

Facebook Menlo Park Campus-Baseline

Facebook Menlo Park Campus-Baseline

San Mateo County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
General Office Building	1035.84	1000sqft
User Defined Commercial	1	User Defined Unit
Health Club	0	1000sqft
High Turnover (Sit Down Restaurant)	0	1000sqft

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Utility Company**	Pacific Gas & Electric Company
Climate Zone	5	**Precipitation Freq (Days)**	70		

1.3 User Entered Comments

Project Characteristics - Carbon Intensity Adjusted for RPS based on guidance from the City

Land Use - Sqft based on values used in Energy Demand Memo by KEMA. User defined land use does not represent an actual land use but is used to facilitate the evaluation of emissions from the total project instead of by land use.

Construction Phase - Construction not considered for baseline

Off-road Equipment - Construction not considered for baseline

Off-road Equipment - Construction not considered for baseline

Trips and VMT - Construction not considered for baseline

Demolition -

Grading -

Vehicle Trips - Based on Traffic VMT provided by DKS 110411. Weekday trip rates provided directly by DKS. Weekend trip rates assumed to be 10% of weekday rates. Trip length found by dividing hte daily VMT by the number of trips.

Energy Use - Baseline Energy Use from 2008 consistent with Energy Demand Memo by KEMA

Water And Wastewater - Water Demand Baseline

Solid Waste - Based on trash analysis by the City

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2011					0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total					**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2011						0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total						**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	5.24	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Energy	0.18	1.62	1.36	0.01		0.00	0.12		0.00	0.12	0.00	17,597.79	17,597.79	0.84	0.34	17,720.40
Mobile	6.78	12.54	72.60	0.10	0.41	0.38	0.78	0.41	0.38	0.78	0.00	9,180.91	9,180.91	0.52	0.00	9,191.86
Waste						0.00	0.00		0.00	0.00	210.10	0.00	210.10	12.42	0.00	470.84
Water						0.00	0.00		0.00	0.00	0.00	25.73	25.73	0.00	0.01	29.50
Total	**12.20**	**14.16**	**73.96**	**0.11**	**0.41**	**0.38**	**0.90**	**0.41**	**0.38**	**0.90**	**210.10**	**26,804.43**	**27,014.53**	**13.78**	**0.35**	**27,412.60**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	5.24	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Energy	0.18	1.62	1.36	0.01		0.00	0.12		0.00	0.12	0.00	17,597.79	17,597.79	0.84	0.34	17,720.40
Mobile	6.78	12.54	72.60	0.10	0.41	0.38	0.78	0.41	0.38	0.78	0.00	9,180.91	9,180.91	0.52	0.00	9,191.86
Waste						0.00	0.00		0.00	0.00	210.10	0.00	210.10	12.42	0.00	470.84
Water						0.00	0.00		0.00	0.00	0.00	25.73	25.73	0.00	0.01	29.50
Total	**12.20**	**14.16**	**73.96**	**0.11**	**0.41**	**0.38**	**0.90**	**0.41**	**0.38**	**0.90**	**210.10**	**26,804.43**	**27,014.53**	**13.78**	**0.35**	**27,412.60**

3.0 Construction Detail

3.1 Mitigation Measures Construction

3.2 No Construction - 2011

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling					0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor					0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker					0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total					**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling						0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor						0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker						0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total						**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

4.0 Mobile Detail

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	6.78	12.54	72.60	0.10	0.41	0.38	0.78	0.41	0.38	0.78	0.00	9,180.91	9,180.91	0.52	0.00	9,191.86
Unmitigated	6.78	12.54	72.60	0.10	0.41	0.38	0.78	0.41	0.38	0.78	0.00	9,180.91	9,180.91	0.52	0.00	9,191.86
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Office Building	0.00	0.00	0.00		
Health Club	0.00	0.00	0.00		
High Turnover (Sit Down Restaurant)	0.00	0.00	0.00		
User Defined Commercial	5,394.00	539.40	539.40	20,375,770	20,375,770
Total	5,394.00	539.40	539.40	20,375,770	20,375,770

4.3 Trip Type Information

	Miles			Trip %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW
General Office Building	0.00	0.00	0.00	100.00	0.00	0.00
Health Club	0.00	0.00	0.00	16.90	64.10	19.00
High Turnover (Sit Down Restaurant)	0.00	0.00	0.00	8.50	72.50	19.00
User Defined Commercial	13.97	0.00	0.00	100.00	0.00	0.00

5.0 Energy Detail

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.00	0.00		0.00	0.00	0.00	15,828.95	15,828.95	0.81	0.31	15,940.80
Electricity Unmitigated						0.00	0.00		0.00	0.00	0.00	15,828.95	15,828.95	0.81	0.31	15,940.80
NaturalGas Mitigated	0.18	1.62	1.36	0.01		0.00	0.12		0.00	0.12	0.00	1,768.84	1,768.84	0.03	0.03	1,779.61
NaturalGas Unmitigated	0.18	1.62	1.36	0.01		0.00	0.12		0.00	0.12	0.00	1,768.84	1,768.84	0.03	0.03	1,779.61
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	tons/yr										MT/yr					
General Office Building	3.31469e+007	0.18	1.62	1.36	0.01		0.00	0.12		0.00	0.12	0.00	1,768.84	1,768.84	0.03	0.03	1,779.61
Health Club	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
High Turnover (Sit Down Restaurant)	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
User Defined Commercial	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total		**0.18**	**1.62**	**1.36**	**0.01**		**0.00**	**0.12**		**0.00**	**0.12**	**0.00**	**1,768.84**	**1,768.84**	**0.03**	**0.03**	**1,779.61**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	tons/yr										MT/yr					
General Office Building	3.31469e+007	0.18	1.62	1.36	0.01		0.00	0.12		0.00	0.12	0.00	1,768.84	1,768.84	0.03	0.03	1,779.61
Health Club	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
High Turnover (Sit Down Restaurant)	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
User Defined Commercial	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total		**0.18**	**1.62**	**1.36**	**0.01**		**0.00**	**0.12**		**0.00**	**0.12**	**0.00**	**1,768.84**	**1,768.84**	**0.03**	**0.03**	**1,779.61**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	kWh	tons/yr				MT/yr			
General Office Building	6.13528e+007					15,828.95	0.81	0.31	15,940.80
Health Club	0					0.00	0.00	0.00	0.00
High Turnover (Sit Down Restaurant)	0					0.00	0.00	0.00	0.00
User Defined Commercial	0					0.00	0.00	0.00	0.00
Total						**15,828.95**	**0.81**	**0.31**	**15,940.80**

Mitigated

	Electricity Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	kWh	tons/yr				MT/yr			
General Office Building	6.13528e+007					15,828.95	0.81	0.31	15,940.80
Health Club	0					0.00	0.00	0.00	0.00
High Turnover (Sit Down Restaurant)	0					0.00	0.00	0.00	0.00
User Defined Commercial	0					0.00	0.00	0.00	0.00
Total						**15,828.95**	**0.81**	**0.31**	**15,940.80**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	5.24	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Unmitigated	5.24	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	1.20					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	4.05					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**5.25**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	1.20					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	4.05					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**5.25**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

7.0 Water Detail

7.1 Mitigation Measures Water

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr				MT/yr			
Mitigated					25.73	0.00	0.01	29.50
Unmitigated					25.73	0.00	0.01	29.50
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	tons/yr				MT/yr			
General Office Building	15.2687 / 4.891					25.73	0.00	0.01	29.50
Health Club	0 / 0					0.00	0.00	0.00	0.00
High Turnover (Sit Down Restaurant)	0 / 0					0.00	0.00	0.00	0.00
User Defined Commercial	0 / 0					0.00	0.00	0.00	0.00
Total						**25.73**	**0.00**	**0.01**	**29.50**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	tons/yr				MT/yr			
General Office Building	15.2687 / 4.891					25.73	0.00	0.01	29.50
Health Club	0 / 0					0.00	0.00	0.00	0.00
High Turnover (Sit Down Restaurant)	0 / 0					0.00	0.00	0.00	0.00
User Defined Commercial	0 / 0					0.00	0.00	0.00	0.00
Total						**25.73**	**0.00**	**0.01**	**29.50**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
	tons/yr				MT/yr			
Mitigated					210.10	12.42	0.00	470.84
Unmitigated					210.10	12.42	0.00	470.84
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	tons	tons/yr				MT/yr			
General Office Building	0					0.00	0.00	0.00	0.00
Health Club	0					0.00	0.00	0.00	0.00
High Turnover (Sit Down Restaurant)	0					0.00	0.00	0.00	0.00
User Defined Commercial	1035					210.10	12.42	0.00	470.84
Total						**210.10**	**12.42**	**0.00**	**470.84**

8.2 Waste by Land Use

Mitigated

	Waste Disposed	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	tons	tons/yr				MT/yr			
General Office Building	0					0.00	0.00	0.00	0.00
Health Club	0					0.00	0.00	0.00	0.00
High Turnover (Sit Down Restaurant)	0					0.00	0.00	0.00	0.00
User Defined Commercial	1035					210.10	12.42	0.00	470.84
Total						**210.10**	**12.42**	**0.00**	**470.84**

9.0 Vegetation

Facebook Menlo Park Campus-Construction

Facebook West Campus - Construction

San Mateo County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
User Defined Commercial	1	User Defined Unit
Parking Structure	1558	Space

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Utility Company**	Pacific Gas & Electric Company
Climate Zone	5	**Precipitation Freq (Days)**	70		

1.3 User Entered Comments

Project Characteristics -

Land Use - User Defined Commerical is a "dummy" land use as all inputs are site specific.

Construction Phase - Phase dates entered as client specified

Off-road Equipment -

Off-road Equipment - Unit amount changed and hours/day changed to 8

Off-road Equipment - Unit amount changed to 2 and hours/day to 8

Off-road Equipment - Unit amount changed to 2 and hours/day to 8

Off-road Equipment - Unit amount changed to 5 and hours/day to 8

Off-road Equipment - Hours per day changed to 8

Off-road Equipment - Switched unit amounts to 6 and hours/day to 8

Off-road Equipment - Unit amount changed to 1 and hours/day changed to 8

Off-road Equipment - Unit amount changed to 3 and hours/day changed to 8

Off-road Equipment - unit amount changed to 3 and hours/day changed to 8

Off-road Equipment - Hours/day changed to 8 and unit amount changed to 1

Off-road Equipment - Unit amount changed to 8

Off-road Equipment - Unit amount changed to 2 and hours/day to 8

Off-road Equipment - Unit amount changed to 2 and hours/day to 8

Off-road Equipment - Changed unit amount to 2

Trips and VMT - 1,438 is the number of trips estimated using a 16 cubic yard truck to haul 23,000 cubic yards of concrete

Demolition - Amounts specified in construction memo

Grading - 85,000 is the amount specified on the construction memo

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2012	0.34	3.27	1.79	0.00	0.95	0.12	1.07	0.03	0.12	0.15	0.00	317.52	317.52	0.03	0.00	318.06
2013	1.40	10.17	9.59	0.01	12.43	0.50	12.92	0.04	0.50	0.54	0.00	1,346.77	1,346.77	0.10	0.00	1,348.86
2014	5.45	2.36	2.77	0.00	7.80	0.12	7.92	0.01	0.12	0.13	0.00	384.64	384.64	0.03	0.00	385.17
Total	**7.19**	**15.80**	**14.15**	**0.01**	**21.18**	**0.74**	**21.91**	**0.08**	**0.74**	**0.82**	**0.00**	**2,048.93**	**2,048.93**	**0.16**	**0.00**	**2,052.09**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2012	0.34	3.27	1.79	0.00	0.19	0.12	0.31	0.03	0.12	0.15	0.00	317.52	317.52	0.03	0.00	318.06
2013	1.40	10.17	9.59	0.01	0.12	0.50	0.62	0.04	0.50	0.54	0.00	1,346.77	1,346.77	0.10	0.00	1,348.86
2014	5.45	2.36	2.77	0.00	0.05	0.12	0.16	0.01	0.12	0.13	0.00	384.64	384.64	0.03	0.00	385.17
Total	**7.19**	**15.80**	**14.15**	**0.01**	**0.36**	**0.74**	**1.09**	**0.08**	**0.74**	**0.82**	**0.00**	**2,048.93**	**2,048.93**	**0.16**	**0.00**	**2,052.09**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	2.23	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Energy	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Mobile	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Waste						0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Water						0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**2.23**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	2.23	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Energy	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Mobile	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Waste						0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Water						0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**2.23**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

3.1 Mitigation Measures Construction

3.2 Demolition - 2012

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.04	0.00	0.04	0.01	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.10	0.78	0.54	0.00		0.05	0.05		0.05	0.05	0.00	82.90	82.90	0.01	0.00	83.08
Total	**0.10**	**0.78**	**0.54**	**0.00**	**0.04**	**0.05**	**0.09**	**0.01**	**0.05**	**0.06**	**0.00**	**82.90**	**82.90**	**0.01**	**0.00**	**83.08**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.02	0.18	0.22	0.00	0.21	0.01	0.21	0.00	0.01	0.01	0.00	22.04	22.04	0.00	0.00	22.07
Vendor	0.00	0.01	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.75	0.75	0.00	0.00	0.75
Worker	0.00	0.00	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.39	3.39	0.00	0.00	3.39
Total	**0.02**	**0.19**	**0.25**	**0.00**	**0.21**	**0.01**	**0.21**	**0.00**	**0.01**	**0.01**	**0.00**	**26.18**	**26.18**	**0.00**	**0.00**	**26.21**

3.2 Demolition - 2012

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.04	0.00	0.04	0.01	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.10	0.78	0.54	0.00		0.05	0.05		0.05	0.05	0.00	82.90	82.90	0.01	0.00	83.08
Total	**0.10**	**0.78**	**0.54**	**0.00**	**0.04**	**0.05**	**0.09**	**0.01**	**0.05**	**0.06**	**0.00**	**82.90**	**82.90**	**0.01**	**0.00**	**83.08**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.02	0.18	0.22	0.00	0.00	0.01	0.01	0.00	0.01	0.01	0.00	22.04	22.04	0.00	0.00	22.07
Vendor	0.00	0.01	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.75	0.75	0.00	0.00	0.75
Worker	0.00	0.00	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.39	3.39	0.00	0.00	3.39
Total	**0.02**	**0.19**	**0.25**	**0.00**	**0.00**	**0.01**	**0.01**	**0.00**	**0.01**	**0.01**	**0.00**	**26.18**	**26.18**	**0.00**	**0.00**	**26.21**

3.3 Demolition II - 2012

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.15	0.00	0.15	0.02	0.00	0.02	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.16	1.94	0.55	0.00		0.06	0.06		0.06	0.06	0.00	160.98	160.98	0.01	0.00	161.26
Total	**0.16**	**1.94**	**0.55**	**0.00**	**0.15**	**0.06**	**0.21**	**0.02**	**0.06**	**0.08**	**0.00**	**160.98**	**160.98**	**0.01**	**0.00**	**161.26**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.04	0.35	0.43	0.00	0.55	0.01	0.56	0.00	0.01	0.01	0.00	43.76	43.76	0.00	0.00	43.81
Vendor	0.00	0.01	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
Worker	0.00	0.00	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.69	2.69	0.00	0.00	2.70
Total	**0.04**	**0.36**	**0.46**	**0.00**	**0.55**	**0.01**	**0.56**	**0.00**	**0.01**	**0.01**	**0.00**	**47.45**	**47.45**	**0.00**	**0.00**	**47.51**

3.3 Demolition II - 2012

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.15	0.00	0.15	0.02	0.00	0.02	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.16	1.94	0.55	0.00		0.06	0.06		0.06	0.06	0.00	160.98	160.98	0.01	0.00	161.26
Total	**0.16**	**1.94**	**0.55**	**0.00**	**0.15**	**0.06**	**0.21**	**0.02**	**0.06**	**0.08**	**0.00**	**160.98**	**160.98**	**0.01**	**0.00**	**161.26**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.04	0.35	0.43	0.00	0.00	0.01	0.01	0.00	0.01	0.01	0.00	43.76	43.76	0.00	0.00	43.81
Vendor	0.00	0.01	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
Worker	0.00	0.00	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.69	2.69	0.00	0.00	2.70
Total	**0.04**	**0.36**	**0.46**	**0.00**	**0.00**	**0.01**	**0.01**	**0.00**	**0.01**	**0.01**	**0.00**	**47.45**	**47.45**	**0.00**	**0.00**	**47.51**

3.4 Grading III - 2013

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.01	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.04	0.23	0.15	0.00		0.02	0.02		0.02	0.02	0.00	19.87	19.87	0.00	0.00	19.93
Total	**0.04**	**0.23**	**0.15**	**0.00**	**0.01**	**0.02**	**0.03**	**0.00**	**0.02**	**0.02**	**0.00**	**19.87**	**19.87**	**0.00**	**0.00**	**19.93**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.19	1.55	1.88	0.00	1.82	0.04	1.86	0.01	0.04	0.05	0.00	214.78	214.78	0.01	0.00	214.99
Vendor	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.69	0.69	0.00	0.00	0.69
Worker	0.00	0.00	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.27	2.27	0.00	0.00	2.28
Total	**0.19**	**1.55**	**1.91**	**0.00**	**1.82**	**0.04**	**1.86**	**0.01**	**0.04**	**0.05**	**0.00**	**217.74**	**217.74**	**0.01**	**0.00**	**217.96**

3.4 Grading III - 2013

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.01	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.04	0.23	0.15	0.00		0.02	0.02		0.02	0.02	0.00	19.87	19.87	0.00	0.00	19.93
Total	**0.04**	**0.23**	**0.15**	**0.00**	**0.01**	**0.02**	**0.03**	**0.00**	**0.02**	**0.02**	**0.00**	**19.87**	**19.87**	**0.00**	**0.00**	**19.93**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.19	1.55	1.88	0.00	0.01	0.04	0.05	0.01	0.04	0.05	0.00	214.78	214.78	0.01	0.00	214.99
Vendor	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.69	0.69	0.00	0.00	0.69
Worker	0.00	0.00	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.27	2.27	0.00	0.00	2.28
Total	**0.19**	**1.55**	**1.91**	**0.00**	**0.01**	**0.04**	**0.05**	**0.01**	**0.04**	**0.05**	**0.00**	**217.74**	**217.74**	**0.01**	**0.00**	**217.96**

3.5 Grading - 2013

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.03	0.00	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.06	0.51	0.22	0.00		0.02	0.02		0.02	0.02	0.00	52.38	52.38	0.00	0.00	52.47
Total	**0.06**	**0.51**	**0.22**	**0.00**	**0.03**	**0.02**	**0.05**	**0.00**	**0.02**	**0.02**	**0.00**	**52.38**	**52.38**	**0.00**	**0.00**	**52.47**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.01	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.99	0.99	0.00	0.00	0.99
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.34	0.34	0.00	0.00	0.34
Worker	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.10	1.10	0.00	0.00	1.10
Total	**0.00**	**0.01**	**0.02**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**2.43**	**2.43**	**0.00**	**0.00**	**2.43**

3.5 Grading - 2013

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.03	0.00	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.06	0.51	0.22	0.00		0.02	0.02		0.02	0.02	0.00	52.38	52.38	0.00	0.00	52.47
Total	**0.06**	**0.51**	**0.22**	**0.00**	**0.03**	**0.02**	**0.05**	**0.00**	**0.02**	**0.02**	**0.00**	**52.38**	**52.38**	**0.00**	**0.00**	**52.47**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.01	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.99	0.99	0.00	0.00	0.99
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.34	0.34	0.00	0.00	0.34
Worker	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.10	1.10	0.00	0.00	1.10
Total	**0.00**	**0.01**	**0.02**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**2.43**	**2.43**	**0.00**	**0.00**	**2.43**

3.6 Grading II - 2013

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.02	0.00	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.04	0.28	0.18	0.00		0.02	0.02		0.02	0.02	0.00	28.27	28.27	0.00	0.00	28.33
Total	**0.04**	**0.28**	**0.18**	**0.00**	**0.02**	**0.02**	**0.04**	**0.00**	**0.02**	**0.02**	**0.00**	**28.27**	**28.27**	**0.00**	**0.00**	**28.33**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.47	0.47	0.00	0.00	0.47
Worker	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.54	1.54	0.00	0.00	1.54
Total	**0.00**	**0.00**	**0.01**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**2.01**	**2.01**	**0.00**	**0.00**	**2.01**

3.6 Grading II - 2013

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.02	0.00	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.04	0.28	0.18	0.00		0.02	0.02		0.02	0.02	0.00	28.27	28.27	0.00	0.00	28.33
Total	**0.04**	**0.28**	**0.18**	**0.00**	**0.02**	**0.02**	**0.04**	**0.00**	**0.02**	**0.02**	**0.00**	**28.27**	**28.27**	**0.00**	**0.00**	**28.33**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.47	0.47	0.00	0.00	0.47
Worker	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.54	1.54	0.00	0.00	1.54
Total	**0.00**	**0.00**	**0.01**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**2.01**	**2.01**	**0.00**	**0.00**	**2.01**

3.7 OTHER - 2013

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.14	0.93	0.72	0.00		0.08	0.08		0.08	0.08	0.00	95.91	95.91	0.01	0.00	96.15
Total	**0.14**	**0.93**	**0.72**	**0.00**		**0.08**	**0.08**		**0.08**	**0.08**	**0.00**	**95.91**	**95.91**	**0.01**	**0.00**	**96.15**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.01	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.43	1.43	0.00	0.00	1.43
Worker	0.00	0.00	0.02	0.00	0.01	0.00	0.01	0.00	0.00	0.00	0.00	2.82	2.82	0.00	0.00	2.82
Total	**0.00**	**0.01**	**0.03**	**0.00**	**0.01**	**0.00**	**0.01**	**0.00**	**0.00**	**0.00**	**0.00**	**4.25**	**4.25**	**0.00**	**0.00**	**4.25**

3.7 OTHER - 2013

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.14	0.93	0.72	0.00		0.08	0.08		0.08	0.08	0.00	95.91	95.91	0.01	0.00	96.15
Total	**0.14**	**0.93**	**0.72**	**0.00**		**0.08**	**0.08**		**0.08**	**0.08**	**0.00**	**95.91**	**95.91**	**0.01**	**0.00**	**96.15**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.01	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.43	1.43	0.00	0.00	1.43
Worker	0.00	0.00	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.82	2.82	0.00	0.00	2.82
Total	**0.00**	**0.01**	**0.03**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**4.25**	**4.25**	**0.00**	**0.00**	**4.25**

3.8 OTHER II - 2013

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.04	0.32	0.23	0.00		0.02	0.02		0.02	0.02	0.00	38.62	38.62	0.00	0.00	38.68
Total	**0.04**	**0.32**	**0.23**	**0.00**		**0.02**	**0.02**		**0.02**	**0.02**	**0.00**	**38.62**	**38.62**	**0.00**	**0.00**	**38.68**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.01	0.08	0.09	0.00	0.16	0.00	0.16	0.00	0.00	0.00	0.00	10.69	10.69	0.00	0.00	10.70
Vendor	0.00	0.01	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.21	1.21	0.00	0.00	1.21
Worker	0.00	0.00	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.64	2.64	0.00	0.00	2.64
Total	**0.01**	**0.09**	**0.12**	**0.00**	**0.16**	**0.00**	**0.16**	**0.00**	**0.00**	**0.00**	**0.00**	**14.54**	**14.54**	**0.00**	**0.00**	**14.55**

3.8 OTHER II - 2013

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.04	0.32	0.23	0.00		0.02	0.02		0.02	0.02	0.00	38.62	38.62	0.00	0.00	38.68
Total	**0.04**	**0.32**	**0.23**	**0.00**		**0.02**	**0.02**		**0.02**	**0.02**	**0.00**	**38.62**	**38.62**	**0.00**	**0.00**	**38.68**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.01	0.08	0.09	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	10.69	10.69	0.00	0.00	10.70
Vendor	0.00	0.01	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.21	1.21	0.00	0.00	1.21
Worker	0.00	0.00	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.64	2.64	0.00	0.00	2.64
Total	**0.01**	**0.09**	**0.12**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**14.54**	**14.54**	**0.00**	**0.00**	**14.55**

3.9 Building Construction - 2013

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.15	0.96	0.74	0.00		0.08	0.08		0.08	0.08	0.00	98.90	98.90	0.01	0.00	99.15
Total	**0.15**	**0.96**	**0.74**	**0.00**		**0.08**	**0.08**		**0.08**	**0.08**	**0.00**	**98.90**	**98.90**	**0.01**	**0.00**	**99.15**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.03	0.24	0.29	0.00	0.59	0.01	0.59	0.00	0.01	0.01	0.00	32.66	32.66	0.00	0.00	32.69
Vendor	0.00	0.01	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.48	1.48	0.00	0.00	1.48
Worker	0.01	0.01	0.06	0.00	0.01	0.00	0.01	0.00	0.00	0.00	0.00	9.68	9.68	0.00	0.00	9.70
Total	**0.04**	**0.26**	**0.36**	**0.00**	**0.60**	**0.01**	**0.60**	**0.00**	**0.01**	**0.01**	**0.00**	**43.82**	**43.82**	**0.00**	**0.00**	**43.87**

3.9 Building Construction - 2013

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.15	0.96	0.74	0.00		0.08	0.08		0.08	0.08	0.00	98.90	98.90	0.01	0.00	99.15
Total	**0.15**	**0.96**	**0.74**	**0.00**		**0.08**	**0.08**		**0.08**	**0.08**	**0.00**	**98.90**	**98.90**	**0.01**	**0.00**	**99.15**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.03	0.24	0.29	0.00	0.00	0.01	0.01	0.00	0.01	0.01	0.00	32.66	32.66	0.00	0.00	32.69
Vendor	0.00	0.01	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.48	1.48	0.00	0.00	1.48
Worker	0.01	0.01	0.06	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	9.68	9.68	0.00	0.00	9.70
Total	**0.04**	**0.26**	**0.36**	**0.00**	**0.00**	**0.01**	**0.01**	**0.00**	**0.01**	**0.01**	**0.00**	**43.82**	**43.82**	**0.00**	**0.00**	**43.87**

3.10 Building Construction II - 2013

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.07	0.70	0.21	0.00		0.02	0.02		0.02	0.02	0.00	71.48	71.48	0.01	0.00	71.61
Total	**0.07**	**0.70**	**0.21**	**0.00**		**0.02**	**0.02**		**0.02**	**0.02**	**0.00**	**71.48**	**71.48**	**0.01**	**0.00**	**71.61**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.09	0.73	0.89	0.00	2.43	0.02	2.45	0.00	0.02	0.03	0.00	101.62	101.62	0.00	0.00	101.71
Vendor	0.00	0.01	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.97	1.97	0.00	0.00	1.97
Worker	0.01	0.01	0.10	0.00	0.02	0.00	0.02	0.00	0.00	0.00	0.00	15.07	15.07	0.00	0.00	15.08
Total	**0.10**	**0.75**	**1.01**	**0.00**	**2.45**	**0.02**	**2.47**	**0.00**	**0.02**	**0.03**	**0.00**	**118.66**	**118.66**	**0.00**	**0.00**	**118.76**

3.10 Building Construction II - 2013

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.07	0.70	0.21	0.00		0.02	0.02		0.02	0.02	0.00	71.48	71.48	0.01	0.00	71.61
Total	**0.07**	**0.70**	**0.21**	**0.00**		**0.02**	**0.02**		**0.02**	**0.02**	**0.00**	**71.48**	**71.48**	**0.01**	**0.00**	**71.61**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.09	0.73	0.89	0.00	0.00	0.02	0.03	0.00	0.02	0.03	0.00	101.62	101.62	0.00	0.00	101.71
Vendor	0.00	0.01	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.97	1.97	0.00	0.00	1.97
Worker	0.01	0.01	0.10	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	15.07	15.07	0.00	0.00	15.08
Total	**0.10**	**0.75**	**1.01**	**0.00**	**0.00**	**0.02**	**0.03**	**0.00**	**0.02**	**0.03**	**0.00**	**118.66**	**118.66**	**0.00**	**0.00**	**118.76**

3.11 Building Construction III - 2013

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.07	0.71	0.21	0.00		0.03	0.03		0.03	0.03	0.00	73.11	73.11	0.01	0.00	73.23
Total	**0.07**	**0.71**	**0.21**	**0.00**		**0.03**	**0.03**		**0.03**	**0.03**	**0.00**	**73.11**	**73.11**	**0.01**	**0.00**	**73.23**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.01	0.09	0.10	0.00	0.29	0.00	0.29	0.00	0.00	0.00	0.00	11.88	11.88	0.00	0.00	11.89
Vendor	0.00	0.01	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.01	2.01	0.00	0.00	2.02
Worker	0.01	0.01	0.07	0.00	0.01	0.00	0.01	0.00	0.00	0.00	0.00	11.01	11.01	0.00	0.00	11.02
Total	**0.02**	**0.11**	**0.19**	**0.00**	**0.30**	**0.00**	**0.30**	**0.00**	**0.00**	**0.00**	**0.00**	**24.90**	**24.90**	**0.00**	**0.00**	**24.93**

3.11 Building Construction III - 2013

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.07	0.71	0.21	0.00		0.03	0.03		0.03	0.03	0.00	73.11	73.11	0.01	0.00	73.23
Total	**0.07**	**0.71**	**0.21**	**0.00**		**0.03**	**0.03**		**0.03**	**0.03**	**0.00**	**73.11**	**73.11**	**0.01**	**0.00**	**73.23**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.01	0.09	0.10	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	11.88	11.88	0.00	0.00	11.89
Vendor	0.00	0.01	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.01	2.01	0.00	0.00	2.02
Worker	0.01	0.01	0.07	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	11.01	11.01	0.00	0.00	11.02
Total	**0.02**	**0.11**	**0.19**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**24.90**	**24.90**	**0.00**	**0.00**	**24.93**

3.12 Building Construction IV - 2013

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.12	0.92	0.72	0.00		0.05	0.05		0.05	0.05	0.00	110.63	110.63	0.01	0.00	110.83
Total	**0.12**	**0.92**	**0.72**	**0.00**		**0.05**	**0.05**		**0.05**	**0.05**	**0.00**	**110.63**	**110.63**	**0.01**	**0.00**	**110.83**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.08	0.65	0.79	0.00	3.71	0.02	3.73	0.00	0.02	0.02	0.00	89.90	89.90	0.00	0.00	89.99
Vendor	0.00	0.02	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.44	2.44	0.00	0.00	2.44
Worker	0.06	0.06	0.62	0.00	0.11	0.00	0.12	0.01	0.00	0.01	0.00	93.30	93.30	0.01	0.00	93.42
Total	**0.14**	**0.73**	**1.43**	**0.00**	**3.82**	**0.02**	**3.85**	**0.01**	**0.02**	**0.03**	**0.00**	**185.64**	**185.64**	**0.01**	**0.00**	**185.85**

3.12 Building Construction IV - 2013

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.12	0.92	0.72	0.00		0.05	0.05		0.05	0.05	0.00	110.63	110.63	0.01	0.00	110.83
Total	**0.12**	**0.92**	**0.72**	**0.00**		**0.05**	**0.05**		**0.05**	**0.05**	**0.00**	**110.63**	**110.63**	**0.01**	**0.00**	**110.83**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.08	0.65	0.79	0.00	0.00	0.02	0.02	0.00	0.02	0.02	0.00	89.90	89.90	0.00	0.00	89.99
Vendor	0.00	0.02	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.44	2.44	0.00	0.00	2.44
Worker	0.06	0.06	0.62	0.00	0.01	0.00	0.01	0.01	0.00	0.01	0.00	93.30	93.30	0.01	0.00	93.42
Total	**0.14**	**0.73**	**1.43**	**0.00**	**0.01**	**0.02**	**0.03**	**0.01**	**0.02**	**0.03**	**0.00**	**185.64**	**185.64**	**0.01**	**0.00**	**185.85**

3.12 Building Construction IV - 2014

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.04	0.33	0.28	0.00		0.02	0.02		0.02	0.02	0.00	43.64	43.64	0.00	0.00	43.72
Total	**0.04**	**0.33**	**0.28**	**0.00**		**0.02**	**0.02**		**0.02**	**0.02**	**0.00**	**43.64**	**43.64**	**0.00**	**0.00**	**43.72**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.03	0.23	0.29	0.00	1.46	0.01	1.47	0.00	0.01	0.01	0.00	35.95	35.95	0.00	0.00	35.99
Vendor	0.00	0.01	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.97	0.97	0.00	0.00	0.97
Worker	0.02	0.02	0.22	0.00	0.04	0.00	0.05	0.00	0.00	0.00	0.00	36.12	36.12	0.00	0.00	36.16
Total	**0.05**	**0.26**	**0.52**	**0.00**	**1.50**	**0.01**	**1.52**	**0.00**	**0.01**	**0.01**	**0.00**	**73.04**	**73.04**	**0.00**	**0.00**	**73.12**

3.12 Building Construction IV - 2014

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.04	0.33	0.28	0.00		0.02	0.02		0.02	0.02	0.00	43.64	43.64	0.00	0.00	43.72
Total	**0.04**	**0.33**	**0.28**	**0.00**		**0.02**	**0.02**		**0.02**	**0.02**	**0.00**	**43.64**	**43.64**	**0.00**	**0.00**	**43.72**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.03	0.23	0.29	0.00	0.00	0.01	0.01	0.00	0.01	0.01	0.00	35.95	35.95	0.00	0.00	35.99
Vendor	0.00	0.01	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.97	0.97	0.00	0.00	0.97
Worker	0.02	0.02	0.22	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	36.12	36.12	0.00	0.00	36.16
Total	**0.05**	**0.26**	**0.52**	**0.00**	**0.00**	**0.01**	**0.01**	**0.00**	**0.01**	**0.01**	**0.00**	**73.04**	**73.04**	**0.00**	**0.00**	**73.12**

3.13 Paving - 2013

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.04	0.23	0.14	0.00		0.02	0.02		0.02	0.02	0.00	17.37	17.37	0.00	0.00	17.43
Paving	0.00					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**0.04**	**0.23**	**0.14**	**0.00**		**0.02**	**0.02**		**0.02**	**0.02**	**0.00**	**17.37**	**17.37**	**0.00**	**0.00**	**17.43**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.01	0.08	0.10	0.00	0.14	0.00	0.14	0.00	0.00	0.00	0.00	11.61	11.61	0.00	0.00	11.62
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.15	2.15	0.00	0.00	2.15
Total	**0.01**	**0.08**	**0.11**	**0.00**	**0.14**	**0.00**	**0.14**	**0.00**	**0.00**	**0.00**	**0.00**	**13.76**	**13.76**	**0.00**	**0.00**	**13.77**

3.13 Paving - 2013

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.04	0.23	0.14	0.00		0.02	0.02		0.02	0.02	0.00	17.37	17.37	0.00	0.00	17.43
Paving	0.00					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**0.04**	**0.23**	**0.14**	**0.00**		**0.02**	**0.02**		**0.02**	**0.02**	**0.00**	**17.37**	**17.37**	**0.00**	**0.00**	**17.43**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.01	0.08	0.10	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	11.61	11.61	0.00	0.00	11.62
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.15	2.15	0.00	0.00	2.15
Total	**0.01**	**0.08**	**0.11**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**13.76**	**13.76**	**0.00**	**0.00**	**13.77**

3.14 Building Construction V - 2013

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.03	0.22	0.17	0.00		0.01	0.01		0.01	0.01	0.00	26.79	26.79	0.00	0.00	26.84
Total	**0.03**	**0.22**	**0.17**	**0.00**		**0.01**	**0.01**		**0.01**	**0.01**	**0.00**	**26.79**	**26.79**	**0.00**	**0.00**	**26.84**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.05	0.39	0.48	0.00	2.90	0.01	2.91	0.00	0.01	0.01	0.00	54.44	54.44	0.00	0.00	54.49
Vendor	0.00	0.01	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.48	1.48	0.00	0.00	1.48
Worker	0.01	0.01	0.11	0.00	0.02	0.00	0.02	0.00	0.00	0.00	0.00	16.14	16.14	0.00	0.00	16.16
Total	**0.06**	**0.41**	**0.60**	**0.00**	**2.92**	**0.01**	**2.93**	**0.00**	**0.01**	**0.01**	**0.00**	**72.06**	**72.06**	**0.00**	**0.00**	**72.13**

3.14 Building Construction V - 2013

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.03	0.22	0.17	0.00		0.01	0.01		0.01	0.01	0.00	26.79	26.79	0.00	0.00	26.84
Total	**0.03**	**0.22**	**0.17**	**0.00**		**0.01**	**0.01**		**0.01**	**0.01**	**0.00**	**26.79**	**26.79**	**0.00**	**0.00**	**26.84**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.05	0.39	0.48	0.00	0.00	0.01	0.01	0.00	0.01	0.01	0.00	54.44	54.44	0.00	0.00	54.49
Vendor	0.00	0.01	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.48	1.48	0.00	0.00	1.48
Worker	0.01	0.01	0.11	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	16.14	16.14	0.00	0.00	16.16
Total	**0.06**	**0.41**	**0.60**	**0.00**	**0.00**	**0.01**	**0.01**	**0.00**	**0.01**	**0.01**	**0.00**	**72.06**	**72.06**	**0.00**	**0.00**	**72.13**

3.14 Building Construction V - 2014

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.05	0.40	0.34	0.00		0.02	0.02		0.02	0.02	0.00	52.78	52.78	0.00	0.00	52.87
Total	**0.05**	**0.40**	**0.34**	**0.00**		**0.02**	**0.02**		**0.02**	**0.02**	**0.00**	**52.78**	**52.78**	**0.00**	**0.00**	**52.87**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.09	0.71	0.87	0.00	5.71	0.02	5.73	0.00	0.02	0.02	0.00	108.70	108.70	0.00	0.00	108.79
Vendor	0.00	0.02	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.93	2.93	0.00	0.00	2.93
Worker	0.02	0.02	0.19	0.00	0.04	0.00	0.04	0.00	0.00	0.00	0.00	31.20	31.20	0.00	0.00	31.23
Total	**0.11**	**0.75**	**1.08**	**0.00**	**5.75**	**0.02**	**5.77**	**0.00**	**0.02**	**0.02**	**0.00**	**142.83**	**142.83**	**0.00**	**0.00**	**142.95**

3.14 Building Construction V - 2014

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.05	0.40	0.34	0.00		0.02	0.02		0.02	0.02	0.00	52.78	52.78	0.00	0.00	52.87
Total	**0.05**	**0.40**	**0.34**	**0.00**		**0.02**	**0.02**		**0.02**	**0.02**	**0.00**	**52.78**	**52.78**	**0.00**	**0.00**	**52.87**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.09	0.71	0.87	0.00	0.00	0.02	0.02	0.00	0.02	0.02	0.00	108.70	108.70	0.00	0.00	108.79
Vendor	0.00	0.02	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.93	2.93	0.00	0.00	2.93
Worker	0.02	0.02	0.19	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	31.20	31.20	0.00	0.00	31.23
Total	**0.11**	**0.75**	**1.08**	**0.00**	**0.00**	**0.02**	**0.02**	**0.00**	**0.02**	**0.02**	**0.00**	**142.83**	**142.83**	**0.00**	**0.00**	**142.95**

3.15 Site Preparation - 2013

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.03	0.00	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.02	0.11	0.07	0.00		0.01	0.01		0.01	0.01	0.00	9.39	9.39	0.00	0.00	9.42
Total	**0.02**	**0.11**	**0.07**	**0.00**	**0.03**	**0.01**	**0.04**	**0.00**	**0.01**	**0.01**	**0.00**	**9.39**	**9.39**	**0.00**	**0.00**	**9.42**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.02	0.03	0.00	0.10	0.00	0.10	0.00	0.00	0.00	0.00	2.90	2.90	0.00	0.00	2.91
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.49	0.49	0.00	0.00	0.49
Worker	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.86	0.86	0.00	0.00	0.86
Total	**0.00**	**0.02**	**0.04**	**0.00**	**0.10**	**0.00**	**0.10**	**0.00**	**0.00**	**0.00**	**0.00**	**4.25**	**4.25**	**0.00**	**0.00**	**4.26**

3.15 Site Preparation - 2013

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.03	0.00	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.02	0.11	0.07	0.00		0.01	0.01		0.01	0.01	0.00	9.39	9.39	0.00	0.00	9.42
Total	**0.02**	**0.11**	**0.07**	**0.00**	**0.03**	**0.01**	**0.04**	**0.00**	**0.01**	**0.01**	**0.00**	**9.39**	**9.39**	**0.00**	**0.00**	**9.42**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.02	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.90	2.90	0.00	0.00	2.91
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.49	0.49	0.00	0.00	0.49
Worker	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.86	0.86	0.00	0.00	0.86
Total	**0.00**	**0.02**	**0.04**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**4.25**	**4.25**	**0.00**	**0.00**	**4.26**

3.15 Site Preparation - 2014

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.03	0.00	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.08	0.49	0.36	0.00		0.04	0.04		0.04	0.04	0.00	46.08	46.08	0.01	0.00	46.21
Total	**0.08**	**0.49**	**0.36**	**0.00**	**0.03**	**0.04**	**0.07**	**0.00**	**0.04**	**0.04**	**0.00**	**46.08**	**46.08**	**0.01**	**0.00**	**46.21**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.01	0.09	0.12	0.00	0.50	0.00	0.51	0.00	0.00	0.00	0.00	14.45	14.45	0.00	0.00	14.46
Vendor	0.00	0.01	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.44	2.44	0.00	0.00	2.44
Worker	0.00	0.00	0.03	0.00	0.01	0.00	0.01	0.00	0.00	0.00	0.00	4.15	4.15	0.00	0.00	4.15
Total	**0.01**	**0.10**	**0.17**	**0.00**	**0.51**	**0.00**	**0.52**	**0.00**	**0.00**	**0.00**	**0.00**	**21.04**	**21.04**	**0.00**	**0.00**	**21.05**

3.15 Site Preparation - 2014

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.03	0.00	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.08	0.49	0.36	0.00		0.04	0.04		0.04	0.04	0.00	46.08	46.08	0.01	0.00	46.21
Total	**0.08**	**0.49**	**0.36**	**0.00**	**0.03**	**0.04**	**0.07**	**0.00**	**0.04**	**0.04**	**0.00**	**46.08**	**46.08**	**0.01**	**0.00**	**46.21**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.01	0.09	0.12	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	14.45	14.45	0.00	0.00	14.46
Vendor	0.00	0.01	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.44	2.44	0.00	0.00	2.44
Worker	0.00	0.00	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	4.15	4.15	0.00	0.00	4.15
Total	**0.01**	**0.10**	**0.17**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**21.04**	**21.04**	**0.00**	**0.00**	**21.05**

3.16 Architectural coating - 2014

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	5.09					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.00	0.03	0.02	0.00		0.00	0.00		0.00	0.00	0.00	2.55	2.55	0.00	0.00	2.56
Total	**5.09**	**0.03**	**0.02**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**2.55**	**2.55**	**0.00**	**0.00**	**2.56**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.69	2.69	0.00	0.00	2.69
Total	**0.00**	**0.00**	**0.02**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**2.69**	**2.69**	**0.00**	**0.00**	**2.69**

3.16 Architectural coating - 2014

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	5.09					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.00	0.03	0.02	0.00		0.00	0.00		0.00	0.00	0.00	2.55	2.55	0.00	0.00	2.56
Total	**5.09**	**0.03**	**0.02**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**2.55**	**2.55**	**0.00**	**0.00**	**2.56**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.69	2.69	0.00	0.00	2.69
Total	**0.00**	**0.00**	**0.02**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**2.69**	**2.69**	**0.00**	**0.00**	**2.69**

4.0 Mobile Detail

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Unmitigated	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Parking Structure	0.00	0.00	0.00		
User Defined Commercial	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

	Miles			Trip %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW
Parking Structure	9.50	7.30	7.30	0.00	0.00	0.00
User Defined Commercial	9.50	7.30	7.30	0.00	0.00	0.00

5.0 Energy Detail

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Electricity Unmitigated						0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
NaturalGas Mitigated	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
NaturalGas Unmitigated	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	tons/yr										MT/yr					
Parking Structure	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
User Defined Commercial	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total		**0.00**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	tons/yr										MT/yr					
Parking Structure	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
User Defined Commercial	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total		**0.00**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	kWh	tons/yr				MT/yr			
Parking Structure	0					0.00	0.00	0.00	0.00
User Defined Commercial	0					0.00	0.00	0.00	0.00
Total						**0.00**	**0.00**	**0.00**	**0.00**

Mitigated

	Electricity Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	kWh	tons/yr				MT/yr			
Parking Structure	0					0.00	0.00	0.00	0.00
User Defined Commercial	0					0.00	0.00	0.00	0.00
Total						**0.00**	**0.00**	**0.00**	**0.00**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	2.23	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Unmitigated	2.23	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.51					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	1.72					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**2.23**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.51					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	1.72					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**2.23**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

7.0 Water Detail

7.1 Mitigation Measures Water

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr				MT/yr			
Mitigated					0.00	0.00	0.00	0.00
Unmitigated					0.00	0.00	0.00	0.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	tons/yr				MT/yr			
Parking Structure	0 / 0					0.00	0.00	0.00	0.00
User Defined Commercial	0 / 0					0.00	0.00	0.00	0.00
Total						**0.00**	**0.00**	**0.00**	**0.00**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	tons/yr				MT/yr			
Parking Structure	0 / 0					0.00	0.00	0.00	0.00
User Defined Commercial	0 / 0					0.00	0.00	0.00	0.00
Total						**0.00**	**0.00**	**0.00**	**0.00**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
	tons/yr				MT/yr			
Mitigated					0.00	0.00	0.00	0.00
Unmitigated					0.00	0.00	0.00	0.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	tons	tons/yr				MT/yr			
Parking Structure	0					0.00	0.00	0.00	0.00
User Defined Commercial	0					0.00	0.00	0.00	0.00
Total						**0.00**	**0.00**	**0.00**	**0.00**

Mitigated

	Waste Disposed	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	tons	tons/yr				MT/yr			
Parking Structure	0					0.00	0.00	0.00	0.00
User Defined Commercial	0					0.00	0.00	0.00	0.00
Total						**0.00**	**0.00**	**0.00**	**0.00**

9.0 Vegetation

Facebook Menlo Park Campus-Proposed East Campus

Facebook Menlo Park Campus-Proposed East Campus

San Mateo County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
General Office Building	925.73	1000sqft
User Defined Commercial	1	User Defined Unit
Health Club	11.8	1000sqft
High Turnover (Sit Down Restaurant)	98.31	1000sqft

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Utility Company**	Pacific Gas & Electric Company
Climate Zone	5	**Precipitation Freq (Days)**	70		

1.3 User Entered Comments

Project Characteristics - Carbon Intensity adjusted for RPS based on guidance from the City

Land Use - Sqft provided by City of Menlo Park. User defined land use does not represent an actual land use but is used to facilitate the evaluation of emissions from the total project instead of by land use.

Construction Phase - Construction not considered for East Campus

Off-road Equipment - Construction not considered for East Campus

Off-road Equipment -

Trips and VMT - Construction not considered for East Campus

Demolition -

Grading -

Vehicle Trips - Based on Traffic VMT provided by DKS 102811. Weekday trip rates provided directly by DKS. Weekend trip rates assumed to be 10% of weekday rates. Trip length found by dividing the daily VMT by the number of trips.

Energy Use - Baseline Energy Use from 2008 consistent with Energy Demand Memo by KEMA

Water And Wastewater - Water Demand East

Solid Waste - Based on trash analysis by the City

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2011					0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total					**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2011						0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total						**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	5.24	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Energy	0.18	1.66	1.39	0.01		0.00	0.13		0.00	0.13	0.00	7,034.92	7,034.92	0.30	0.13	7,082.86
Mobile	13.08	22.75	132.34	0.27	1.13	1.10	2.23	1.13	1.10	2.23	0.00	22,988.30	22,988.30	0.96	0.00	23,008.45
Waste						0.00	0.00		0.00	0.00	374.72	0.00	374.72	22.15	0.00	839.77
Water						0.00	0.00		0.00	0.00	0.00	50.64	50.64	0.00	0.03	58.86
Total	**18.50**	**24.41**	**133.73**	**0.28**	**1.13**	**1.10**	**2.36**	**1.13**	**1.10**	**2.36**	**374.72**	**30,073.86**	**30,448.58**	**23.41**	**0.16**	**30,989.94**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	5.24	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Energy	0.18	1.66	1.39	0.01		0.00	0.13		0.00	0.13	0.00	7,034.92	7,034.92	0.30	0.13	7,082.86
Mobile	13.08	22.75	132.34	0.27	1.13	1.10	2.23	1.13	1.10	2.23	0.00	22,988.30	22,988.30	0.96	0.00	23,008.45
Waste						0.00	0.00		0.00	0.00	374.72	0.00	374.72	22.15	0.00	839.77
Water						0.00	0.00		0.00	0.00	0.00	50.64	50.64	0.00	0.03	58.86
Total	**18.50**	**24.41**	**133.73**	**0.28**	**1.13**	**1.10**	**2.36**	**1.13**	**1.10**	**2.36**	**374.72**	**30,073.86**	**30,448.58**	**23.41**	**0.16**	**30,989.94**

3.0 Construction Detail

3.1 Mitigation Measures Construction

3.2 No Construction - 2011

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling					0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor					0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker					0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total					**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling						0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor						0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker						0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total						**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

4.0 Mobile Detail

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	13.08	22.75	132.34	0.27	1.13	1.10	2.23	1.13	1.10	2.23	0.00	22,988.30	22,988.30	0.96	0.00	23,008.45
Unmitigated	13.08	22.75	132.34	0.27	1.13	1.10	2.23	1.13	1.10	2.23	0.00	22,988.30	22,988.30	0.96	0.00	23,008.45
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Office Building	0.00	0.00	0.00		
Health Club	0.00	0.00	0.00		
High Turnover (Sit Down Restaurant)	0.00	0.00	0.00		
User Defined Commercial	15,000.00	1,500.00	1500.00	56,662,320	56,662,320
Total	15,000.00	1,500.00	1,500.00	56,662,320	56,662,320

4.3 Trip Type Information

	Miles			Trip %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW
General Office Building	0.00	0.00	0.00	100.00	0.00	0.00
Health Club	0.00	0.00	0.00	16.90	64.10	19.00
High Turnover (Sit Down Restaurant)	0.00	0.00	0.00	8.50	72.50	19.00
User Defined Commercial	13.97	0.00	0.00	100.00	0.00	0.00

5.0 Energy Detail

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.00	0.00		0.00	0.00	0.00	5,230.41	5,230.41	0.27	0.10	5,267.36
Electricity Unmitigated						0.00	0.00		0.00	0.00	0.00	5,230.41	5,230.41	0.27	0.10	5,267.36
NaturalGas Mitigated	0.18	1.66	1.39	0.01		0.00	0.13		0.00	0.13	0.00	1,804.51	1,804.51	0.03	0.03	1,815.49
NaturalGas Unmitigated	0.18	1.66	1.39	0.01		0.00	0.13		0.00	0.13	0.00	1,804.51	1,804.51	0.03	0.03	1,815.49
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	tons/yr										MT/yr					
General Office Building	1.66631e+007	0.09	0.82	0.69	0.00		0.00	0.06		0.00	0.06	0.00	889.21	889.21	0.02	0.02	894.62
Health Club	320933	0.00	0.02	0.01	0.00		0.00	0.00		0.00	0.00	0.00	17.13	17.13	0.00	0.00	17.23
High Turnover (Sit Down Restaurant)	1.68312e+007	0.09	0.83	0.69	0.00		0.00	0.06		0.00	0.06	0.00	898.18	898.18	0.02	0.02	903.64
User Defined Commercial	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total		**0.18**	**1.67**	**1.39**	**0.00**		**0.00**	**0.12**		**0.00**	**0.12**	**0.00**	**1,804.52**	**1,804.52**	**0.04**	**0.04**	**1,815.49**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	tons/yr										MT/yr					
General Office Building	1.66631e+007	0.09	0.82	0.69	0.00		0.00	0.06		0.00	0.06	0.00	889.21	889.21	0.02	0.02	894.62
Health Club	320933	0.00	0.02	0.01	0.00		0.00	0.00		0.00	0.00	0.00	17.13	17.13	0.00	0.00	17.23
High Turnover (Sit Down Restaurant)	1.68312e+007	0.09	0.83	0.69	0.00		0.00	0.06		0.00	0.06	0.00	898.18	898.18	0.02	0.02	903.64
User Defined Commercial	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total		**0.18**	**1.67**	**1.39**	**0.00**		**0.00**	**0.12**		**0.00**	**0.12**	**0.00**	**1,804.52**	**1,804.52**	**0.04**	**0.04**	**1,815.49**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	kWh	tons/yr				MT/yr			
General Office Building	1.72e+007					4,437.59	0.23	0.09	4,468.94
Health Club	98993.6					25.54	0.00	0.00	25.72
High Turnover (Sit Down Restaurant)	2.97397e+006					767.28	0.04	0.01	772.70
User Defined Commercial	0					0.00	0.00	0.00	0.00
Total						**5,230.41**	**0.27**	**0.10**	**5,267.36**

Mitigated

	Electricity Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	kWh	tons/yr				MT/yr			
General Office Building	1.72e+007					4,437.59	0.23	0.09	4,468.94
Health Club	98993.6					25.54	0.00	0.00	25.72
High Turnover (Sit Down Restaurant)	2.97397e+006					767.28	0.04	0.01	772.70
User Defined Commercial	0					0.00	0.00	0.00	0.00
Total						**5,230.41**	**0.27**	**0.10**	**5,267.36**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	5.24	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Unmitigated	5.24	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	1.20					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	4.05					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**5.25**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	1.20					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	4.05					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**5.25**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

7.0 Water Detail

7.1 Mitigation Measures Water

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr				MT/yr			
Mitigated					50.64	0.00	0.03	58.86
Unmitigated					50.64	0.00	0.03	58.86
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	tons/yr				MT/yr			
General Office Building	33.5333 / 4.234					50.64	0.00	0.03	58.86
Health Club	0 / 0					0.00	0.00	0.00	0.00
High Turnover (Sit Down Restaurant)	0 / 0					0.00	0.00	0.00	0.00
User Defined Commercial	0 / 0					0.00	0.00	0.00	0.00
Total						**50.64**	**0.00**	**0.03**	**58.86**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	tons/yr				MT/yr			
General Office Building	33.5333 / 4.234					50.64	0.00	0.03	58.86
Health Club	0 / 0					0.00	0.00	0.00	0.00
High Turnover (Sit Down Restaurant)	0 / 0					0.00	0.00	0.00	0.00
User Defined Commercial	0 / 0					0.00	0.00	0.00	0.00
Total						**50.64**	**0.00**	**0.03**	**58.86**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
	tons/yr				MT/yr			
Mitigated					374.72	22.15	0.00	839.77
Unmitigated					374.72	22.15	0.00	839.77
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	tons	tons/yr				MT/yr			
General Office Building	0					0.00	0.00	0.00	0.00
Health Club	0					0.00	0.00	0.00	0.00
High Turnover (Sit Down Restaurant)	0					0.00	0.00	0.00	0.00
User Defined Commercial	1846					374.72	22.15	0.00	839.77
Total						**374.72**	**22.15**	**0.00**	**839.77**

8.2 Waste by Land Use

Mitigated

	Waste Disposed	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	tons	tons/yr				MT/yr			
General Office Building	0					0.00	0.00	0.00	0.00
Health Club	0					0.00	0.00	0.00	0.00
High Turnover (Sit Down Restaurant)	0					0.00	0.00	0.00	0.00
User Defined Commercial	1846					374.72	22.15	0.00	839.77
Total						**374.72**	**22.15**	**0.00**	**839.77**

9.0 Vegetation

Facebook Menlo Park Campus-Proposed West Campus

Facebook Menlo Park Campus-Proposed West Campus

San Mateo County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
General Office Building	361.85	1000sqft
Office Park	51.8	1000sqft
User Defined Commercial	1	User Defined Unit
Parking Structure	489	1000sqft
Health Club	6.2	1000sqft
High Turnover (Sit Down Restaurant)	20	1000sqft

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Utility Company**	Pacific Gas & Electric Company
Climate Zone	5	**Precipitation Freq (Days)**	70		

1.3 User Entered Comments

Project Characteristics - Carbon Intensity adjusted for RPS based on guidance from the City

Land Use - Sqft provided by City of Menlo Park. Office Park represents "Miscellaneous" category minus health club. User defined land use does not represent an actual land use but is used to facilitate the evaluation of emissions.

Construction Phase - Construction emissions calculated in another CalEEMod model

Off-road Equipment - Construction emissions calculated in another CalEEMod model

Off-road Equipment -

Trips and VMT - Construction emissions calculated in another CalEEMod model

Demolition -

Grading -

Vehicle Trips - Based on Traffic VMT provided by DKS 102811. Weekday trip rates provided directly by DKS. Weekend trip rates assumed to be 10% of weekday rates. Trip length found by dividing the daily VMT by the number of trips.

Energy Use - Baseline Energy Use from 2008 consistent with Energy Demand Memo by KEMA

Water And Wastewater - Water Demand West

Solid Waste - Based on trash analysis by the City

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2011					0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total					**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2011						0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total						**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	4.70	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Energy	0.04	0.35	0.29	0.00		0.00	0.03		0.00	0.03	0.00	2,028.54	2,028.54	0.09	0.04	2,042.50
Mobile	5.54	9.63	56.02	0.11	0.48	0.47	0.95	0.48	0.47	0.95	0.00	9,731.71	9,731.71	0.41	0.00	9,740.25
Waste						0.00	0.00		0.00	0.00	159.14	0.00	159.14	9.41	0.00	356.65
Water						0.00	0.00		0.00	0.00	0.00	26.25	26.25	0.00	0.01	29.78
Total	**10.28**	**9.98**	**56.31**	**0.11**	**0.48**	**0.47**	**0.98**	**0.48**	**0.47**	**0.98**	**159.14**	**11,786.50**	**11,945.64**	**9.91**	**0.05**	**12,169.18**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	4.70	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Energy	0.04	0.35	0.29	0.00		0.00	0.03		0.00	0.03	0.00	2,028.54	2,028.54	0.09	0.04	2,042.50
Mobile	5.54	9.63	56.02	0.11	0.48	0.47	0.95	0.48	0.47	0.95	0.00	9,731.71	9,731.71	0.41	0.00	9,740.25
Waste						0.00	0.00		0.00	0.00	159.14	0.00	159.14	9.41	0.00	356.65
Water						0.00	0.00		0.00	0.00	0.00	26.25	26.25	0.00	0.01	29.78
Total	**10.28**	**9.98**	**56.31**	**0.11**	**0.48**	**0.47**	**0.98**	**0.48**	**0.47**	**0.98**	**159.14**	**11,786.50**	**11,945.64**	**9.91**	**0.05**	**12,169.18**

3.0 Construction Detail

3.1 Mitigation Measures Construction

3.2 No Construction - 2011

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling					0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor					0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker					0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total					**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling						0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor						0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker						0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total						**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

4.0 Mobile Detail

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	5.54	9.63	56.02	0.11	0.48	0.47	0.95	0.48	0.47	0.95	0.00	9,731.71	9,731.71	0.41	0.00	9,740.25
Unmitigated	5.54	9.63	56.02	0.11	0.48	0.47	0.95	0.48	0.47	0.95	0.00	9,731.71	9,731.71	0.41	0.00	9,740.25
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Office Building	0.00	0.00	0.00		
Health Club	0.00	0.00	0.00		
High Turnover (Sit Down Restaurant)	0.00	0.00	0.00		
Office Park	0.00	0.00	0.00		
Parking Structure	0.00	0.00	0.00		
User Defined Commercial	6,350.00	635.00	635.00	23,987,049	23,987,049
Total	6,350.00	635.00	635.00	23,987,049	23,987,049

4.3 Trip Type Information

	Miles			Trip %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW
General Office Building	0.00	0.00	0.00	100.00	0.00	0.00
Health Club	0.00	0.00	0.00	16.90	64.10	19.00
High Turnover (Sit Down Restaurant)	0.00	0.00	0.00	8.50	72.50	19.00
Office Park	0.00	0.00	0.00	100.00	0.00	0.00
Parking Structure	0.00	0.00	0.00	0.00	0.00	0.00
User Defined Commercial	13.97	0.00	0.00	100.00	0.00	0.00

5.0 Energy Detail

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.00	0.00		0.00	0.00	0.00	1,651.55	1,651.55	0.08	0.03	1,663.22
Electricity Unmitigated						0.00	0.00		0.00	0.00	0.00	1,651.55	1,651.55	0.08	0.03	1,663.22
NaturalGas Mitigated	0.04	0.35	0.29	0.00		0.00	0.03		0.00	0.03	0.00	376.99	376.99	0.01	0.01	379.28
NaturalGas Unmitigated	0.04	0.35	0.29	0.00		0.00	0.03		0.00	0.03	0.00	376.99	376.99	0.01	0.01	379.28
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	tons/yr										MT/yr					
General Office Building	2.31584e+006	0.01	0.11	0.10	0.00		0.00	0.01		0.00	0.01	0.00	123.58	123.58	0.00	0.00	124.33
Health Club	146940	0.00	0.01	0.01	0.00		0.00	0.00		0.00	0.00	0.00	7.84	7.84	0.00	0.00	7.89
High Turnover (Sit Down Restaurant)	3.374e+006	0.02	0.17	0.14	0.00		0.00	0.01		0.00	0.01	0.00	180.05	180.05	0.00	0.00	181.15
Office Park	1.22766e+006	0.01	0.06	0.05	0.00		0.00	0.00		0.00	0.00	0.00	65.51	65.51	0.00	0.00	65.91
Parking Structure	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
User Defined Commercial	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total		**0.04**	**0.35**	**0.30**	**0.00**		**0.00**	**0.02**		**0.00**	**0.02**	**0.00**	**376.98**	**376.98**	**0.00**	**0.00**	**379.28**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	tons/yr										MT/yr					
General Office Building	2.31584e+006	0.01	0.11	0.10	0.00		0.00	0.01		0.00	0.01	0.00	123.58	123.58	0.00	0.00	124.33
Health Club	146940	0.00	0.01	0.01	0.00		0.00	0.00		0.00	0.00	0.00	7.84	7.84	0.00	0.00	7.89
High Turnover (Sit Down Restaurant)	3.374e+006	0.02	0.17	0.14	0.00		0.00	0.01		0.00	0.01	0.00	180.05	180.05	0.00	0.00	181.15
Office Park	1.22766e+006	0.01	0.06	0.05	0.00		0.00	0.00		0.00	0.00	0.00	65.51	65.51	0.00	0.00	65.91
Parking Structure	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
User Defined Commercial	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total		**0.04**	**0.35**	**0.30**	**0.00**		**0.00**	**0.02**		**0.00**	**0.02**	**0.00**	**376.98**	**376.98**	**0.00**	**0.00**	**379.28**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	kWh	tons/yr				MT/yr			
General Office Building	4.9682e+006					1,281.79	0.07	0.02	1,290.85
Health Club	41726					10.77	0.00	0.00	10.84
High Turnover (Sit Down Restaurant)	529400					136.58	0.01	0.00	137.55
Office Park	348614					89.94	0.00	0.00	90.58
Parking Structure	513450					132.47	0.01	0.00	133.41
User Defined Commercial	0					0.00	0.00	0.00	0.00
Total						**1,651.55**	**0.09**	**0.02**	**1,663.23**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	kWh	tons/yr				MT/yr			
General Office Building	4.9682e+006					1,281.79	0.07	0.02	1,290.85
Health Club	41726					10.77	0.00	0.00	10.84
High Turnover (Sit Down Restaurant)	529400					136.58	0.01	0.00	137.55
Office Park	348614					89.94	0.00	0.00	90.58
Parking Structure	513450					132.47	0.01	0.00	133.41
User Defined Commercial	0					0.00	0.00	0.00	0.00
Total						**1,651.55**	**0.09**	**0.02**	**1,663.23**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	4.70	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Unmitigated	4.70	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	1.08					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	3.63					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**4.71**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	1.08					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	3.63					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**4.71**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

7.0 Water Detail

7.1 Mitigation Measures Water

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr				MT/yr			
Mitigated					26.25	0.00	0.01	29.78
Unmitigated					26.25	0.00	0.01	29.78
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	tons/yr				MT/yr			
General Office Building	14.2262 / 7.081					26.25	0.00	0.01	29.78
Health Club	0 / 0					0.00	0.00	0.00	0.00
High Turnover (Sit Down Restaurant)	0 / 0					0.00	0.00	0.00	0.00
Office Park	0 / 0					0.00	0.00	0.00	0.00
Parking Structure	0 / 0					0.00	0.00	0.00	0.00
User Defined Commercial	0 / 0					0.00	0.00	0.00	0.00
Total						**26.25**	**0.00**	**0.01**	**29.78**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	tons/yr				MT/yr			
General Office Building	14.2262 / 7.081					26.25	0.00	0.01	29.78
Health Club	0 / 0					0.00	0.00	0.00	0.00
High Turnover (Sit Down Restaurant)	0 / 0					0.00	0.00	0.00	0.00
Office Park	0 / 0					0.00	0.00	0.00	0.00
Parking Structure	0 / 0					0.00	0.00	0.00	0.00
User Defined Commercial	0 / 0					0.00	0.00	0.00	0.00
Total						**26.25**	**0.00**	**0.01**	**29.78**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
	tons/yr				MT/yr			
Mitigated					159.14	9.41	0.00	356.65
Unmitigated					159.14	9.41	0.00	356.65
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	tons	tons/yr				MT/yr			
General Office Building	0					0.00	0.00	0.00	0.00
Health Club	0					0.00	0.00	0.00	0.00
High Turnover (Sit Down Restaurant)	0					0.00	0.00	0.00	0.00
Office Park	0					0.00	0.00	0.00	0.00
Parking Structure	0					0.00	0.00	0.00	0.00
User Defined Commercial	784					159.14	9.41	0.00	356.65
Total						**159.14**	**9.41**	**0.00**	**356.65**

8.2 Waste by Land Use

Mitigated

	Waste Disposed	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	tons	tons/yr				MT/yr			
General Office Building	0					0.00	0.00	0.00	0.00
Health Club	0					0.00	0.00	0.00	0.00
High Turnover (Sit Down Restaurant)	0					0.00	0.00	0.00	0.00
Office Park	0					0.00	0.00	0.00	0.00
Parking Structure	0					0.00	0.00	0.00	0.00
User Defined Commercial	784					159.14	9.41	0.00	356.65
Total						**159.14**	**9.41**	**0.00**	**356.65**

9.0 Vegetation

APPENDIX 3.6.F – CONSTRUCTION EQUIPMENT LIST BY PHASE

Facebook West Campus Menlo Park, CA

Phase Type (Select a drop down list item in Column A; if "Other", please specify in Column B)		Phase Start Date	Phase End Date	Operating Hours Per Day[1]	Work Days Per Week	Equipment Type (Select a drop down list item in Column G; if "Other" please specify in Column H)		Number of Equipment	Horsepower (if known)	Load Factor (if known)	Fuel Type (if not diesel)	Daily Construction Trips[2]		
												Workers[3]	Vendors	Haul Trucks
Demolition		10/01/12	11/15/2012	8	5	Excavators		6				20	2	20
Demolition		10/15/12	12/15/2012	8	5	Other	Concrete Crusher	1	700 - 1200 hp			12	2	30
Grading		02/01/13	2/21/2013	8	5	Scrapers		3				15	2	2
Grading		02/01/13	3/1/2013	8	5	Graders		3					2	
Grading		02/01/13	3/15/2013	8	5	Rollers		3					2	210
Other	Underground Utility	02/15/13	5/15/2013	8	5	Tractors/Loaders/Backhoes		8				9	2	
Other	Foundation Piles	02/15/13	5/1/2013	8	5	Other	Pile Driver	2	69,000 ft/lbs.			10	2	6
Building Construction	Foundations	04/01/13	7/1/2013	8	5	Tractors/Loaders/Backhoes		8				30	2	15
Building Construction	Skeleton	05/01/13	9/1/2013	8	5	Cranes		2				35	2	35
Building Construction	Skin	07/01/13	11/1/2013	8	5	Cranes		2				25	2	4
Building Construction	**Core**	08/01/13	3/1/2014	8	5	Forklifts		5				175	2	25
Building Construction	**Interiors**	10/01/13	7/1/2014	8	5	Forklifts		2				50	2	25
Site Preparation		12/01/03	6/1/2014	8	5	Rubber Tired Loaders		2				8	2	4
Paving		08/01/13	10/1/2013	8	5	Paving Equipment		2				10		8

***Please insert rows as necessary**

Notes:

[1] Five days per week is assumed to be Monday through Friday,six days per week is Monday through Saturday. Seven days per week is Monday through Sunday per CalEEMod's assumption.

[2] Provide the number of on-road vehicle trips for workers, vendors, and hauling for each phase, if multiple rows for each phase, only need to report once.

[3] If workers trips are not available, they will be estimated based on the number of equipment

SC BUILDERS INC
910 Thompson Place
Sunnyvale, CA 94085
Phone: 408•328•0688
Fax: 408•328•0684

Construction Details

The overall construction of the campus is expected to take 18 months with the initial construction phases, demolition and grading, starting in January 2013. The building demolition phase will start in 4th quarter of 2012 with the grading and foundation piles starting early 2013. The construction phase will start in May 2013 for the concrete foundations on the parking garage and buildings. The construction of all the buildings will wrap up in July 2014 with Facebook occupying the buildings in a 4 month phased occupancy. Facebook has targeted occupancy of the Building 1 for February 2014. The anticipated total construction budget for the project is approximately $175,000,000.

Demolition

The new campus project will require the demolition of the existing building structures, surface parking lots, and removal of trees and other landscaping. The demo work will generate roughly 14,000 tons of concrete debris and 3,600 tons demolition debris. The concrete debris will be shredded on site prior to off-haul so that some of the material can be re-used as a base material for the new construction. The C&D debris will be off-hauled (approx. 200 loads total) to the SRDC recycling center in Redwood City with an average of 25 loads per day over a 2 – 3 week off haul period. All construction equipment, employee vehicles, and debris stock piles will be staged on the construction site.

Grading/Foundations

Due to proximity to the bay, the new campus is located within the floodplain and will be need to raise the site above the base floor elevation. The new site grading plan may require the import of 85,000 cubic yards of material to the site. The soil import will involve approx. 210 truck loads per day for approx. 6 weeks. As noted in the soils report, a deep foundation system consisting of driven piles or auger cast piles will be required due to the existing soil conditions. Specialty equipment such as a pile driver will be deployed to the site for this scope of work. The total duration for the deep foundation work cannot be calculated until the design investigation is completed. All construction equipment, employee vehicles, and import material will be staged on the construction site.

Construction

The construction of the buildings will be phased so that each building is constructed in sequence, each building being approximately 6 to 8 weeks lag. The parking garage construction will be scheduled to ensure completion prior to occupancy of the first building. The parking garage and building structures will require approx. 23,000 cy of concrete material. There are several large concrete batch plants located near the site from which the concrete can be sourced in lieu of setting up an onsite mixing station. The maximum construction number of construction workers on site will be 250 which will occur in when all five buildings and the parking garage are under some phase of construction (structural steel/exterior skin/interiors) in the summer months of 2014. Offsite storage and parking for the construction worker vehicles and building materials may be required at this point in the project.

APPENDIX 3.6.G – BAAQMD SPECIFIED SPECIATION PROFILE FOR OFFROAD DIESEL TOG

Appendix 3.6.G
BAAQMD Specified Speciation Profile for Offroad Diesel TOG
Menlo Park Facebook Campus Project
Menlo Park, California

Chemical	CAS Number	Fraction of TOG[1]
ethylbenzene	100414	0.00305
benzaldehyde	100527	0.00699
ethylene dibromide (1,2-dibromoethane)	106934	0
n-butane	106978	0.00104
acrolein	107028	0.01297
ethylene dichloride (1,2-dichloroethane)	107062	0
ethylene glycol	107211	0
propylene glycol monomethyl ether	107982	0
m-xylene	108383	0.00611
toluene	108883	0.01473
n-pentane	109660	0.00175
ethylene glycol methyl ether	109864	0
ethylene glycol methyl ether acetate	110496	0
n-hexane	110543	0.00157
ethylene glycol ethyl ether	110805	0
ethylene glycol ethyl ether acetate	111159	0
ethylene glycol butyl ether	111762	0
propylene	115071	0.02597
propionaldehyde	123386	0.0097
formaldehyde	50000	0.14714
ethanol	64175	0.00009
benzene	71432	0.02001
methane	74828	0.04084
ethylene	74851	0.14377
acetaldehyde	75070	0.07353
ethylene oxide (1,2-epoxyethane)	75218	0
isobutane	75285	0.01222
propylene oxide	75569	0
isopentane	78784	0.00602
methyl ethyl ketone (mek) (2-butanone)	78933	0.01477
o-xylene	95476	0.00335
methylcyclopentane	96377	0.00149
ethylene thiourea	96457	0

Notes:
1. All fractions but that of acrolein are from USEPA Speciation Profile 3161. The fraction of acrolein is from USEPA profile 4674, as provided by BAAMQD.

Abbreviations:
BAAQMD - Bay Area Air Quality Management District
USEPA - United States Environmental Protection Agency

APPENDIX 3.6.H – ENERGY DEMAND EVALUATION BY KEMA

memorandum

To: City of Menlo Park Date: 8/2/2011

From: Erik Dyrr, KEMA

Subject: Facebook Menlo Park Campus Energy Demands

Purpose

Provide a summary of baseline and proposed energy demands for the Facebook Menlo Park East and West Campuses.

Background

Facebook will employ energy efficient design, equipment, and management techniques to reduce the overall energy consumption of the site, which contribute to the ultimate goal of reducing site related greenhouse gas emissions. Energy efficiency will be achieved on the existing structures of the East Campus through the use of low lighting power density, daylighting, and controls. Additionally, the new structures on the West Campus will include passive design, efficient envelope design, high efficiency glazing, energy efficient HVAC equipment, and commissioning.

Results

The estimated energy use resulting from the repurposing of the East Campus and the new West Campus buildings is provided in the table below as well as the baseline energy use for the East Campus.

Table 1
Total Estimated Energy

East Campus	Electricity (kWh/year)	Natural Gas (Therms/yr.)
Baseline- 2008 energy use, full occupancy	61,349,150	332,492
Estimated Facebook energy use	20,272,270	338,445
Reduction	67%	-2%
West Campus		
Estimated Facebook energy use	6,473,213	68,703

The baseline energy use for the East Campus is based on the prior usage of the campus. Sun Microsystems occupied the campus until 2009. The calendar year 2008 (full year) energy usage history of the buildings was used to determine the baseline. The West Campus will include new structures and, therefore, there is no existing baseline. The energy efficiency design features to be included in the West Campus are estimated to result in a 20-30% decrease in energy consumption as compared to standard Title 24-2008 code compliant buildings.

As shown in Table 2 below, the total energy per person is significantly reduced, 68% overall, with Facebook's proposed program.

Table 2
Energy Reduction per Person

East Campus	Occupants	Total Energy (Mbtu/yr.)	Energy/Occ (Mbtu/yr./Occ)	Energy reduction/Occ	% Energy Reduction
Baseline Occupants	3,700	242,572	65.56		
Facebook	6,600	103,014	15.61	49.95	76%
West Campus					
Baseline Occupants	2,800	36,401	13.00		
Facebook	2,800	28,957	10.34	2.66	20%
Total Campus					
Baseline Occupants	6,500	278,974	42.92		
Facebook	9,400	131,970	14.04	28.88	67%

Conversion Factors	
MBtu/kWh	0.003412
MBtu/therm	0.100000

Methodology

The methodology for estimating the building energy consumption for the project follows the methods outlined in "Quantifying Greenhouse Gas Mitigation Measures". This methodology was developed for projects like this by the California Air Pollution Control Officers Association (CAPCOA)[1]. The CAPCOA methodology, to simplify, utilizes published data on building energy consumption by sector to establish the average usage on a square footage basis, also known as the Energy Intensity (EI). The EI can be multiplied by the building square footage to estimate the annual energy consumption.

The recommended source of commercial building EI data is the California Commercial End-Use Survey (CEUS)[2]. The CEUS provides EI data by building type, size, and climate zone[3]. Separate EIs are available for electricity (kWh/sf/yr) and natural gas (kBtu/sf/yr). Three major space types have been identified for the campus- Office, Food service, and Fitness center. Other minor spaces, such as yoga rooms, meditation, ATMs, mother's rooms, etc., totaling less than 2% of the programmed space, are integrated into the office space for this analysis. The CEUS data does not have occupancy categories for Food service and Fitness. The closest matching CEUS categories are Restaurants and Miscellaneous. These data were used in the analysis.

A 489,000 square foot parking garage will be constructed on the West Campus. Buildings 4 and 5 include ground floor parking (about 25,000 sf each). Buildings 4 and 5 garage spaces are part of the building, therefore it is included in the Office space category. This is consistent with the CEUS data. In that study, buildings were classified as a whole dependent on the largest usage type. Attached parking garages are considered exterior loads to the building in the CEUS analysis. Stand alone

1 California Air Pollution Control Officers Association, August 2010. Quantifying Greenhouse Gas Mitigation Measures. Available at http://www.capcoa.org
2 California Energy Commission. 2006. California Commercial End-Use Survey. Prepared by Itron Inc. Data extracts are available on-line at http://capabilities.itron.com/CeusWeb/Chart.aspx.
3 CEUS data is stratified by forecasting climate zones used by the California Energy Commission (CEC). Forecasting climate zones are different from the climate zones used for California's Title 24 Energy Efficiency Standards (standards climate zones). A potential cause of confusion is that there are also 16 standards climate zones. The forecasting climate zones are based on both utility electric service area boundaries and climate, whereas the standards climate zones are based on climatic conditions and population centers, independent of utility service area.

garages are not included in the CEUS datasets. The West Campus parking garage structure is planned for an open design, thus eliminating the need for ventilation fans. The energy consumption will be entirely from lighting. The Title 24- 2008 maximum allowance for lighting is 0.3 watts/sq. ft. At 12 hours operation per day, the EI for parking garages is 1.31 kWh/sq. ft./yr. Site lighting is included in the CEUS building EIs.

Table 3
CEUS Energy Intensity Data for Climate Zone 5

Electricity Energy Intensity	**Large Office**	**Food Service**	**Misc**
End Use	**Energy Intensity (kWh/sf/yr)**		
Heating	0.53	0.02	0.14
Cooling	2.68	1.68	0.58
Ventilation	2.67	1.38	0.72
Interior Lighting	4.23	5.81	2.94
Water Heating	0.11	0.53	0.23
Exterior Lighting	0.21	1.03	1.00
Cooking	0.12	9.98	0.29
Refrigeration	0.30	9.72	0.76
Office Equipment	3.17	0.49	0.34
Miscellaneous	0.32	0.58	0.98
Process	0.00	0.03	0.10
Motors	0.82	0.16	0.68
Air Compressors	0.08	0.00	0.21
Total Building	**15.25**	**31.41**	**8.98**

Gas Energy Intensity				Units conversion		
End Use	**Energy Intensity (kBtu/sf/yr)**			**Energy Intensity (Therms/sf/yr)**		
Heating	20.33	5.70	8.31	0.2033	0.0570	0.0831
Cooling	0.00	0.00	0.00	0.0000	0.0000	0.0000
Water Heating	1.78	37.35	12.02	0.0178	0.3735	0.1202
Cooking	0.08	127.44	1.31	0.0008	1.2744	0.0131
Miscellaneous	0.00	0.00	0.31	0.0000	0.0000	0.0031
Process	1.09	0.59	5.29	0.0109	0.0059	0.0529
Total Building	**23.28**	**171.08**	**27.24**	**0.23**	**1.71**	**0.27**

CEUS natural gas energy intensity values above are converted to Therms/sf/yr. to be consistent with other tables throughout the remainder of this report.

Occupant Density Adjustment

CEUS data represents the median commercial building energy use. Facebook is anticipating buildings with a greater occupied density than typical in their office spaces. The current East Campus permitted occupancy is 3,600 people. This equates to about 280 square feet per person. The planned density for both campuses is 150 square feet per person. Increased density increases building's energy consumption but not in a linear fashion. End-uses such as cooling, heating, ventilation, domestic water heating, and plug loads are impacted. However, some end-uses such as interior and exterior lighting, some process loads, etc. may have little or no impact. For example, lighting loads are a function of the size of the space. Overhead lighting systems are designed to achieve a certain light level, in lumens or footcandles, on the working surface (typically about 30 inches above the floor). The number of occupants is not a factor in the lighting design. In some cases, where task lighting is a major element of the design strategy, more occupants could lead to more lighting. However, Facebook employees are in front of a computer when at their workstations and task lighting is rare.

In order to estimate the impact on each end-use resulting from higher office occupancy, KEMA created two simplified energy simulation models[4] representative of the East Campus construction and a building similar in size to the proposed West Campus buildings with standard Title 24-2008 code minimum constructions and equipment. Input and output data from those models are included at the end of this memo.

The occupant density in the models was increased from 280 sf/person to 150 sf/person to determine the percent effect on end-uses for each building type. Additionally the plug loads were increased 73%. This value was estimated based on the ratio of the increased density of office space (6600/3600=1.83) minus 0.10 for common spaces such as lobbies, corridors, etc. that would not see an increase in plug load. This value is an engineering judgement as no published data exists. We believe this to be higher than actual, but conservative in the context of this process. The occupancy adjustments were applied to the CEUS data for the office buildings only. The food service and miscellaneous category energy intensities were not adjusted for occupancy. These spaces are not expected to have higher than normal density. In order to accommodate all the number of people on campus, larger (square feet) food service and fitness area will be incorporated in the design. For example, due to the higher density of the campus, the food service total area will be larger but not the area per person.

The EI adjustments for office occupancy density are shown in Table 4 for the East Campus and Table 9 for the West Campus.

Energy Code Adjustment

The current CEUS data was last updated in 2001. For estimating the energy consumption of new construction CAPCOA requires CEUS EI values to be adjusted to account for improvements in the State Energy Code, Title 24 Part 6 since 2001. Title 24 was updated in 2005 and 2008. The EI values for the new structures on the West Campus have been adjusted for both Title 24 updates.[5][6] The East Campus consists of buildings constructed in the 1990's, therefore the EIs without adjustment are representative of the East Campus building energy use.

Project Energy Efficiency Design Features

A main element of the design of the new buildings on the West Campus is sustainability. Designing truly green buildings from the ground up allows much greater opportunity for sustainable and energy efficient design. The energy efficient design is accounted for in this analysis by estimating the percent reduction by end-use for each building category. The West Campus energy efficiency design features include:

- Building massing and orientation;
- Passive design features to reduce solar loads;
- High performance glazing;
- Building insulation;

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4 The energy modeling used the eQuest software program. eQuest is an industry-standard energy modeling software program developed by the Department of Energy and Lawrence Berkeley National Laboratory. It takes into account site location, climate data, building envelope design characteristics, and mechanical, electrical and hot water system design elements. The resulting report is an accurate characterization of annual energy usage of the proposed building. Please see the eQuest website http://www.doe2.com/eQuest for further information.

5 "Impact Analysis 2005 Update to the California Energy Efficiency Standards for Residential and Nonresidential Buildings", California Energy Commission, P400-03-014, June 20, 2003, pg. 4 and pg. 6.

6 "Impact Analysis 2008 Update to the California Energy Efficiency Standards for Residential and Nonresidential Buildings", California Energy Commission, November 7, 2007, pg. 4 and pg. 6.

- Energy efficient building lighting systems;
- Energy efficient HVAC systems and building controls;
- Natural ventilation in some areas;
- Commissioning and optimization;
- Daylighting controls and occupancy sensors;
- Variable speed drives and energy efficient motors; and
- Energy Star rated computer equipment and appliances.

Facebook is renovating the East Campus buildings and is working with what is available and economical to make these green buildings. The project design of the East Campus includes a significant decrease in the lighting energy. To date, Building 10 is the only remodel design complete for the East Campus. The lighting design is approximately 30% better than code requirements. The goal of all East Campus buildings is LEED Silver certification. Therefore it will require all lighting to be 10-30% better than code to achieve certification. For purposes of this analysis we assumed a 20% reduction in lighting across all buildings of the East Campus.

East Campus Energy Intensity

The CEUS energy intensity data for each occupancy type (Office, Food service, and Misc.) are shown below with the adjustments made for higher density occupancy (Office only) and energy efficiency features of the design as described above.

Table 4
East Campus CEUS Energy Intensity and Adjustments- Large Office Category

Electricity Energy Intensity

End Use	CEUS Energy Intensity (kWh/sf/Year)	High Density Occupancy Adjustment	Energy Intensity w/ Density Adjustment	Project Design Features	Energy Intensity
Heating	0.53	110%	0.59	0%	0.59
Cooling	2.68	123%	3.30	0%	3.30
Ventilation	2.67	141%	3.76	0%	3.76
Interior Lighting	4.23	100%	4.23	20%	3.39
Water Heating	0.11	174%	0.19	0%	0.19
Exterior Lighting	0.21	100%	0.21	0%	0.21
Cooking	0.12	100%	0.12	0%	0.12
Refrigeration	0.30	100%	0.30	0%	0.30
Office Equipment	3.17	173%	5.50	0%	5.50
Miscellaneous	0.32	100%	0.32	0%	0.32
Process	0.00	100%	0.00	0%	0.00
Motors	0.82	100%	0.82	0%	0.82
Air Compressors	0.08	100%	0.08	0%	0.08
Total Building	15.25		**19.43**		**18.58**

Natural Gas Energy Intensity

End Use	CEUS Energy Intensity (Therms/sf/Year)	High Density Occupancy Adjustment	Energy Intensity w/ Density Adjustment	Project Design Features	Energy Intensity
Heating	0.2033	68%	0.1377	0%	0.1377
Cooling	0.0000	100%	0.0000	0%	0.0000
Water Heating	0.0178	174%	0.0310	0%	0.0310
Cooking	0.0008	100%	0.0008	0%	0.0008
Miscellaneous	0.0000	100%	0.0000	0%	0.0000
Process	0.0109	100%	0.0109	0%	0.0109
Total Building	0.2328		**0.1804**		**0.1804**

Table 5
East Campus CEUS Energy Intensity and Adjustments- Food Service Category

Electricity Energy Intensity

End Use	CEUS Energy Intensity (kWh/sf/Year)	High Density Occupancy Adjustment	Energy Intensity w/ Density Adjustment	Project Design Features	Energy Intensity
Heating	0.02	100%	0.02	0%	0.02
Cooling	1.68	100%	1.68	0%	1.68
Ventilation	1.38	100%	1.38	0%	1.38
Interior Lighting	5.81	100%	5.81	20%	4.64
Water Heating	0.53	100%	0.53	0%	0.53
Exterior Lighting	1.03	100%	1.03	0%	1.03
Cooking	9.98	100%	9.98	0%	9.98
Refrigeration	9.72	100%	9.72	0%	9.72
Office Equipment	0.49	100%	0.49	0%	0.49
Miscellaneous	0.58	100%	0.58	0%	0.58
Process	0.03	100%	0.03	0%	0.03
Motors	0.16	100%	0.16	0%	0.16
Air Compressors	0.00	100%	0.00	0%	0.00
Total Building	31.41		**31.41**		**30.25**

Natural Gas Energy Intensity

End Use	CEUS Energy Intensity (Therms/sf/Year)	High Density Occupancy Adjustment	Energy Intensity w/ Density Adjustment	Project Design Features	Energy Intensity
Heating	0.0570	100%	0.0570	0%	0.0570
Cooling	0.0000	100%	0.0000	0%	0.0000
Water Heating	0.3735	100%	0.3735	0%	0.3735
Cooking	1.2744	100%	1.2744	0%	1.2744
Miscellaneous	0.0000	100%	0.0000	0%	0.0000
Process	0.0059	100%	0.0059	0%	0.0059
Total Building	1.7108		**1.7108**		**1.7108**

Table 6
East Campus CEUS Energy Intensity and Adjustments- Miscellaneous Category

Electricity Energy Intensity

End Use	CEUS Energy Intensity (kWh/sf/Year)	High Density Occupancy Adjustment	Energy Intensity w/ Density Adjustment	Project Design Features	Energy Intensity
Heating	0.14	100%	0.14	0%	0.14
Cooling	0.58	100%	0.58	0%	0.58
Ventilation	0.72	100%	0.72	0%	0.72
Interior Lighting	2.94	100%	2.94	20%	2.35
Water Heating	0.23	100%	0.23	0%	0.23
Exterior Lighting	1.00	100%	1.00	0%	1.00
Cooking	0.29	100%	0.29	0%	0.29
Refrigeration	0.76	100%	0.76	0%	0.76
Office Equipment	0.34	100%	0.34	0%	0.34
Miscellaneous	0.98	100%	0.98	0%	0.98
Process	0.10	100%	0.10	0%	0.10
Motors	0.68	100%	0.68	0%	0.68
Air Compressors	0.21	100%	0.21	0%	0.21
Total Building	8.98		**8.98**		**8.39**

Natural Gas Energy Intensity

End Use	CEUS Energy Intensity (Therms/sf/Year)	High Density Occupancy Adjustment	Energy Intensity w/ Density Adjustment	Project Design Features	Energy Intensity
Heating	0.0831	100%	0.0831	0%	0.0831
Cooling	0.0000	100%	0.0000	0%	0.0000
Water Heating	0.1202	100%	0.1202	0%	0.1202
Cooking	0.0131	100%	0.0131	0%	0.0131
Miscellaneous	0.0031	100%	0.0031	0%	0.0031
Process	0.0529	100%	0.0529	0%	0.0529
Total Building	0.2724		**0.2724**		**0.2724**

East Campus Projected Energy Use

Using the energy intensity values derived in the tables above, the total energy use estimates are calculated for each space type.

Table 7
East Campus Projected Energy Use

Space	Square Feet	Electricity Intensity *(kWh/sf/yr)*	Electricity Usage *(kWh/yr)*	Natural Gas Intensity *(Therms/sf/yr)*	Natural Gas Usage *(Therms/yr)*
Office	925,728	18.58	17,199,322	0.180	167,038
Food Service	98,313	30.25	2,973,981	1.711	168,193
Miscellaneous	11,799	8.39	98,967	0.272	3,214
Total	1,035,840		20,272,270		338,455

Where:

Space=	Significant Space Types in Facebook Program
Square Feet=	Square Feet of each space type
Electricity Intensity=	Electricity consumption per sf per year. See section above for detail.
Electricity Usage=	Electricity Intensity x sf
Natural Gas Intensity=	Natural Gas consumption per sf per year. See section above for detail.
Natural Gas Usage=	Natural Gas Intensity x sf

East Campus Baseline Energy Use

The baseline for the East Campus is based on the prior usage of the campus. Sun Microsystems occupied the campus until 2009. The calendar year 2008 energy usage history of the buildings was used to determine the baseline. The energy consumption history of the campus in 2008 was obtained from PG&E. The consumption data is shown below.

Table 8
East Campus Historical Energy Use

Bldg	Square Feet	2008 Electricity Usage *(kWh/yr)*	2008 Natural Gas Usage *(Therms/yr)*
MPK 10	114,145	1,787,693	37,503
MPK 11	46,911	2,709,865	48,027
MPK 12	139,149	22,176,803	36,309
MPK 14	139,149	8,439,487	39,513
MPK 15	122,204	4,482,415	43,116
MPK 16	174,128	6,470,191	39,968
MPK 17	174,128	10,877,454	36,196
MPK 18	114,227	4,289,402	42,311
MPK 19	11,799	115,840	9,549
Total	1,035,840	61,349,150	332,492

West Campus Energy Intensity

The CEUS energy intensity data for each occupancy type (Office, Food service, and Misc.) are shown below with the adjustments made for higher density occupancy, updates to Title 24 (2005 and 2008), and energy efficiency features of the design. For each occupancy type there are separate values for electricity and natural gas.

Table 9
West Campus CEUS Energy Intensity and Adjustments- Large Office Category

Electricity Energy Intensity

End Use	CEUS Energy Intensity (kWh/sf/Year)	High Density Occupancy Adjustment	2005 T24 Adjustment	2008 T24 Adjustment	Energy Intensity w/ Adjustments	Project Design Features	Energy Intensity
Heating	0.53	47%	4.9%	37.2%	0.15	25%	0.11
Cooling	2.68	135%	6.7%	8.3%	3.10	40%	1.86
Ventilation	2.67	174%	5.0%	1.5%	4.35	40%	2.61
Interior Lighting	4.23	100%	9.8%	11.7%	3.37	30%	2.36
Water Heating	0.11	178%	0.0%	0.0%	0.20	10%	0.18
Exterior Lighting	0.21	100%	0.0%	0.0%	0.21	30%	0.15
Cooking	0.12	100%	0.0%	0.0%	0.12	0%	0.12
Refrigeration	0.30	100%	0.0%	0.0%	0.30	10%	0.27
Office Equipment	3.17	173%	0.0%	0.0%	5.49	10%	4.94
Miscellaneous	0.32	100%	0.0%	0.0%	0.32	0%	0.32
Process	0.00	100%	0.0%	0.0%	0.00	0%	0.00
Motors	0.82	100%	0.0%	0.0%	0.82	10%	0.74
Air Compressors	0.08	100%	0.0%	0.0%	0.08	0%	0.08
Total Building	15.25				**18.50**		**13.73**

Natural Gas Energy Intensity

End Use	CEUS Energy Intensity (Therms/sf/Year)	High Density Occupancy Adjustment	2005 T24 Adjustment	2008 T24 Adjustment	Energy Intensity w/ Adjustments	Project Design Features	Energy Intensity
Heating	0.203	17%	3.1%	15.9%	0.029	30%	0.020
Cooling	0.000	100%	0.0%	0.0%	0.000	0%	0.000
Water Heating	0.018	178%	0.0%	0.0%	0.032	0%	0.032
Cooking	0.001	100%	0.0%	0.0%	0.001	0%	0.001
Miscellaneous	0.000	100%	0.0%	0.0%	0.000	0%	0.000
Process	0.011	100%	0.0%	0.0%	0.011	0%	0.011
Total Building	0.233				**0.072**		**0.064**

Table 10
West Campus CEUS Energy Intensity and Adjustments- Food Service Category

Electricity Energy Intensity

End Use	CEUS Energy Intensity (kWh/sf/Year)	High Density Occupancy Adjustment	2005 T24 Adjustment	2008 T24 Adjustment	Energy Intensity w/ Adjustments	Project Design Features	Energy Intensity
Heating	0.02	100%	4.9%	37.2%	0.01	25%	0.01
Cooling	1.68	100%	6.7%	8.3%	1.43	40%	0.86
Ventilation	1.38	100%	5.0%	1.5%	1.29	40%	0.77
Interior Lighting	5.81	100%	9.8%	11.7%	4.62	20%	3.70
Water Heating	0.53	100%	0.0%	0.0%	0.53	10%	0.48
Exterior Lighting	1.03	100%	0.0%	0.0%	1.03	30%	0.72
Cooking	9.98	100%	0.0%	0.0%	9.98	0%	9.98
Refrigeration	9.72	100%	0.0%	0.0%	9.72	10%	8.75
Office Equipment	0.49	100%	0.0%	0.0%	0.49	10%	0.44
Miscellaneous	0.58	100%	0.0%	0.0%	0.58	0%	0.58
Process	0.03	100%	0.0%	0.0%	0.03	0%	0.03
Motors	0.16	100%	0.0%	0.0%	0.16	10%	0.15
Air Compressors	0.00	100%	0.0%	0.0%	0.00	0%	0.00
Total Building	31.41				**29.89**		**26.47**

Natural Gas Energy Intensity

End Use	CEUS Energy Intensity (Therms/sf/Year)	High Density Occupancy Adjustment	2005 T24 Adjustment	2008 T24 Adjustment	Energy Intensity w/ Adjustments	Project Design Features	Energy Intensity
Heating	0.057	100%	3.1%	15.9%	0.046	30%	0.033
Cooling	0.000	100%	0.0%	0.0%	0.000	0%	0.000
Water Heating	0.373	100%	0.0%	0.0%	0.373	0%	0.373
Cooking	1.274	100%	0.0%	0.0%	1.274	0%	1.274
Miscellaneous	0.000	100%	0.0%	0.0%	0.000	0%	0.000
Process	0.006	100%	0.0%	0.0%	0.006	0%	0.006
Total Building	1.711				**1.700**		**1.686**

Table 11
West Campus CEUS Energy Intensity and Adjustments- Miscellaneous Category

Electricity Energy Intensity

End Use	CEUS Energy Intensity (kWh/sf/Year)	High Density Occupancy Adjustment	2005 T24 Adjustment	2008 T24 Adjustment	Energy Intensity w/ Adjustments	Project Design Features	Energy Intensity
Heating	0.14	100%	4.9%	37.2%	0.08	25%	0.06
Cooling	0.58	100%	6.7%	8.3%	0.50	40%	0.30
Ventilation	0.72	100%	5.0%	1.5%	0.68	40%	0.41
Interior Lighting	2.94	100%	9.8%	11.7%	2.34	20%	1.88
Water Heating	0.23	100%	0.0%	0.0%	0.23	10%	0.21
Exterior Lighting	1.00	100%	0.0%	0.0%	1.00	30%	0.70
Cooking	0.29	100%	0.0%	0.0%	0.29	0%	0.29
Refrigeration	0.76	100%	0.0%	0.0%	0.76	10%	0.69
Office Equipment	0.34	100%	0.0%	0.0%	0.34	10%	0.30
Miscellaneous	0.98	100%	0.0%	0.0%	0.98	0%	0.98
Process	0.10	100%	0.0%	0.0%	0.10	0%	0.10
Motors	0.68	100%	0.0%	0.0%	0.68	10%	0.62
Air Compressors	0.21	100%	0.0%	0.0%	0.21	0%	0.21
Total Building	8.98				**8.19**		**6.73**

Natural Gas Energy Intensity

End Use	CEUS Energy Intensity (Therms/sf/Year)	High Density Occupancy Adjustment	2005 T24 Adjustment	2008 T24 Adjustment	Energy Intensity w/ Adjustments	Project Design Features	Energy Intensity
Heating	0.083	100%	3.1%	15.9%	0.068	30%	0.047
Cooling	0.000	100%	0.0%	0.0%	0.000	0%	0.000
Water Heating	0.120	100%	0.0%	0.0%	0.120	0%	0.120
Cooking	0.013	100%	0.0%	0.0%	0.013	0%	0.013
Miscellaneous	0.003	100%	0.0%	0.0%	0.003	0%	0.003
Process	0.053	100%	0.0%	0.0%	0.053	0%	0.053
Total Building	0.272				**0.257**		**0.237**

West Campus Projected Energy Use

Using the energy intensity values derived in the tables above, the total energy use estimates are calculated for each space type.

Table 12
West Campus Projected Energy Use

Space	Square Feet	Electricity Intensity *(kWh/sf/yr)*	Electricity Usage *(kWh/yr)*	Natural Gas Intensity *(Therms/sf/yr)*	Natural Gas Usage *(Therms/yr)*
Office	371,850	13.73	5,106,517	0.064	23,617
Food Service	20,000	26.47	529,497	1.686	33,726
Miscellaneous	48,000	6.73	323,162	0.237	11,360
Parking Garage	489,000	1.05	514,037	0.000	0
Total (-Garage)	439,850		6,473,213		68,703

Where:

Space=	Significant Space Types in Facebook Program
Square Feet=	Square Feet of each space type
Electricity Intensity=	Electricity consumption per sf per year. See section above for detail.
Electricity Usage=	Electricity Intensity x sf
Natural Gas Intensity=	Natural Gas consumption per sf per year. See section above for detail.
Natural Gas Usage=	Natural Gas Intensity x sf

APPENDIX A
Energy Model Input Data

	East Campus	West Campus
Building Description		
Building Floor Area (sf)	57,200 (1/2 of MPK10)	90,000
Climate Zone	3	3
Number of Stories	2	3
Vertical Glazing % of Wall		
North	30%	40%
East	30%	40%
South	30%	40%
West	30%	40%
Fenestrations		
Windows / Glazing Type	T24-1998 Minimum Compliant Glass + tint	T24-2008 Minimum Compliant Glass
U-Value	1.28	0.47
Solar Heat Gain Coefficient (SHGC) Non-North	0.67	0.47
Solar Heat Gain Coefficient (SHGC) North	0.67	0.31
Frame Type	Aluminum w/o thermal break	Aluminum w/o thermal break
Envelope Constructions		
Exterior Wall Construction	Metal 2x4 framing w/ stucco	Metal 2x6 Frame
Insulation- Wall	R-11 in cavity, 1.5 inches polystyrene (R-6) on exterior per architectural drawings	R -19 batt insulation
Roof Construction	Concrete deck with built-up roof	Metal Frame w/ Built-up Roof
Insulation- Roof	1.5 inches polystyrene (R-6) on exterior per architectural drawings	R -19 batt insulation in cavity + R-6 rigid exterior sheet
Floor Construction	Concrete slab on grade	Concrete slab on grade
Occupancy		
Number of people	Standard= 280 sf/per Proposed= 150 sf/per	Standard= 280 sf/per Proposed= 150 sf/per
Internal Gains		
Lighting Power Density (W/sf)	1.2 w/sf per T24-1998	0.90 w/sf for office space per T24-2008
Lighting Controls	none	Daylighting and Occupancy controls in spaces mandatory by code
Office / Misc Equipment (W/sf)	Standard= 1.4 w/sf Proposed= 2.6 w/sf	Standard= 1.4 w/sf Proposed= 2.6 w/sf
Daylighting Controls	No	Yes
HVAC Systems		
Cooling Type	Central VAV with Gas fired reheat	Central VAV with Gas fired reheat
Cooling System	Air-cooled screw chillers	Packaged air-cooled chillers
Cooling Efficiency	T24-2005 Table 112-D 3.10 COP (most mechanical equipment was upgraded around 2004-05)	T24-2008 Table 112-D 2.80 COP
Heating System	Hot Water Boiler	Hot Water Boiler
Heating Efficiency	0.80 Thermal Eff	0.80 Thermal Eff
Fan System	VAV	VAV

	East Campus	West Campus
Fan Efficiency	Standard	Standard
Air-side Economizer	Diff Temperature	Diff Temperature
Minimum Outdoor Air	15 cfm/pp or 0.15 cfm/sf	15 cfm/pp or 0.15 cfm/sf
Heating Setpoints (ºF)	72	72
Cooling Setpoint (ºF)	75	75
Hot Water pumps	Constant speed	Variable Speed Drives
Heating Supply Reset (Y/N)	No	Yes
Cooling Supply Reset (Y/N)	No	Yes

APPENDIX B
Energy Model Output Data- East Campus

Annual Electric Energy by Enduse (pg 1 of 4)

	Ambient Lights	Task Lights	Misc Equip	Space Heating	Space Cooling	Heat Reject	Pumps & Aux	Vent Fans	Dom Ht Wtr	Exterior Usage	Total
Annual Energy USE (kWh)											
0 Base Design	261,884	0	253,141	0	140,714	7,559	33,435	31,120	0	0	727,852
Alt10+Occ + Plug Adj	261,884	0	438,776	0	173,100	9,749	36,817	43,811	0	0	964,137

Incremental SAVINGS (MWh) **(values are relative to previous measure (% savings are relative to base case use), negative entries indicate increased use)**

Alt10+Occ + Plug Adj	0.00 (0%)	--	-185.64 (-73%)	--	-32.39 (-23%)	-2.19 (-29%)	-3.38 (-10%)	-12.69 (-41%)	--	--	-236.28 (-32%)

Cumulative SAVINGS (MWh) **(values (and % savings) are relative to the Base Case, negative entries indicate increased use)**

Alt10+Occ + Plug Adj	0.00 (0%)	--	-185.64 (-73%)	--	-32.39 (-23%)	-2.19 (-29%)	-3.38 (-10%)	-12.69 (-41%)	--	--	-236.28 (-32%)

Annual Electric Coincident Peak Demand by Enduse (pg 2 of 4)

	Ambient Lights	Task Lights	Misc Equip	Space Heating	Space Cooling	Heat Reject	Pumps & Aux	Vent Fans	Dom Ht Wtr	Exterior Usage	Total
Annual Energy Coincident Demand (kW)											
0 Base Design	42.2	0.0	77.2	0.0	110.9	9.8	5.6	9.7	0.0	0.0	255.3
Alt10+Occ + Plug Adj	42.2	0.0	133.8	0.0	136.3	10.8	6.1	17.8	0.0	0.0	347.1
Incremental SAVINGS (kW)	**(values are relative to previous measure (% savings are relative to base case demand), negative entries indicate increased demand)**										
Alt10+Occ + Plug Adj	0.00 (0%)	--	-56.63 (-73%)	--	-25.42 (-23%)	-1.02 (-10%)	-0.56 (-10%)	-8.12 (-84%)	--	--	-91.75 (-36%)
Cumulative SAVINGS (kW)	**(values (and % savings) are relative to the Base Case, negative entries indicate increased demand)**										
Alt10+Occ + Plug Adj	0.00 (0%)	--	-56.63 (-73%)	--	-25.42 (-23%)	-1.02 (-10%)	-0.56 (-10%)	-8.12 (-84%)	--	--	-91.75 (-36%)

Annual Electric Non-Coincident Peak Demand by Enduse (pg 3 of 4)

	Ambient Lights	Task Lights	Misc Equip	Space Heating	Space Cooling	Heat Reject	Pumps & Aux	Vent Fans	Dom Ht Wtr	Exterior Usage	Total
Annual Energy Non-Coincident Demand (kW)											
0 Base Design	61.8	0.0	77.2	0.0	110.9	9.8	5.6	21.0	0.0	0.0	255.3
Alt10+Occ + Plug Adj	61.8	0.0	133.8	0.0	136.3	10.8	6.1	26.0	0.0	0.0	347.1

Incremental SAVINGS (kW) **(values are relative to previous measure (% savings are relative to base case demand), negative entries indicate increased demand)**

Alt10+Occ + Plug Adj	0.00 (0%)	--	-56.63 (-73%)	--	-25.42 (-23%)	-1.02 (-10%)	-0.56 (-10%)	-4.98 (-24%)	--	--	-91.75 (-36%)

Cumulative SAVINGS (kW) **(values (and % savings) are relative to the Base Case, negative entries indicate increased demand)**

Alt10+Occ + Plug Adj	0.00 (0%)	--	-56.63 (-73%)	--	-25.42 (-23%)	-1.02 (-10%)	-0.56 (-10%)	-4.98 (-24%)	--	--	-91.75 (-36%)

Annual Fuel Energy by Enduse (pg 4 of 4)

	Misc Equip	Space Heating	Space Cooling	Heat Reject	Pumps & Aux	Vent Fans	Ht Pump Supp	Dom Ht Wtr	Exterior Usage	Total
Annual Energy USE (MBtu)										
0 Base Design	0.0	498.3	0.0	0.0	0.0	0.0	0.0	52.2	0.0	550.6
Alt10+Occ + Plug Adj	0.0	337.5	0.0	0.0	0.0	0.0	0.0	91.0	0.0	428.5

Incremental SAVINGS (MBtu) **(values are relative to previous measure (% savings are relative to base case use), negative entries indicate increased use)**

Alt10+Occ + Plug Adj	--	160.83 (32%)	--	--	--	--	--	-38.79 (-74%)	--	122.05 (22%)

Cumulative SAVINGS (MBtu) **(values (and % savings) are relative to the Base Case, negative entries indicate increased use)**

Alt10+Occ + Plug Adj	--	160.83 (32%)	--	--	--	--	--	-38.79 (-74%)	--	122.05 (22%)

APPENDIX C
Energy Model Output Data- West Campus

Annual Electric Energy by Enduse (pg 1 of 4)

	Ambient Lights	Task Lights	Misc Equip	Space Heating	Space Cooling	Heat Reject	Pumps & Aux	Vent Fans	Dom Ht Wtr	Exterior Usage	Total
Annual Energy USE (kWh)											
0 Base Design	257,155	0	397,136	0	153,947	0	2,764	42,475	0	0	853,475
1 0+Occ+plug load Adj	257,155	0	687,232	0	208,517	0	1,338	73,810	0	0	1,228,049
Incremental SAVINGS (MWh) (values are relative to previous measure (% savings are relative to base case use), negative entries indicate increased use)											
1 0+Occ+plug load Adj	0.00 (0%)	--	-290.10 (-73%)	--	-54.57 (-35%)	--	1.43 (52%)	-31.33 (-74%)	--	--	-374.57 (-44%)
Cumulative SAVINGS (MWh) (values (and % savings) are relative to the Base Case, negative entries indicate increased use)											
1 0+Occ+plug load Adj	0.00 (0%)	--	-290.10 (-73%)	--	-54.57 (-35%)	--	1.43 (52%)	-31.33 (-74%)	--	--	-374.57 (-44%)

Annual Electric Coincident Peak Demand by Enduse (pg 2 of 4)

		Ambient Lights	Task Lights	Misc Equip	Space Heating	Space Cooling	Heat Reject	Pumps & Aux	Vent Fans	Dom Ht Wtr	Exterior Usage	Total
Annual Energy Coincident Demand (kW)												
0	Base Design	71.4	0.0	94.9	0.0	149.0	0.0	0.0	28.9	0.0	0.0	344.1
1	0+Occ+plug load Adj	71.4	0.0	164.2	0.0	182.6	0.0	0.0	50.3	0.0	0.0	468.4

Incremental SAVINGS (kW) **(values are relative to previous measure (% savings are relative to base case demand), negative entries indicate increased demand)**

1	0+Occ+plug load Adj	0.00 (0%)	--	-69.30 (-73%)	--	-33.58 (-23%)	--	--	-21.47 (-74%)	--	--	-124.35 (-36%)

Cumulative SAVINGS (kW) **(values (and % savings) are relative to the Base Case, negative entries indicate increased demand)**

1	0+Occ+plug load Adj	0.00 (0%)	--	-69.30 (-73%)	--	-33.58 (-23%)	--	--	-21.47 (-74%)	--	--	-124.35 (-36%)

Annual Electric Non-Coincident Peak Demand by Enduse (pg 3 of 4)

		Ambient Lights	Task Lights	Misc Equip	Space Heating	Space Cooling	Heat Reject	Pumps & Aux	Vent Fans	Dom Ht Wtr	Exterior Usage	Total
Annual Energy Non-Coincident Demand (kW)												
0	Base Design	71.4	0.0	94.9	0.0	149.0	0.0	2.2	32.5	0.0	0.0	344.1
1	0+Occ+plug load Adj	71.4	0.0	164.2	0.0	182.6	0.0	2.2	56.2	0.0	0.0	468.4

Incremental SAVINGS (kW) **(values are relative to previous measure (% savings are relative to base case demand), negative entries indicate increased demand)**

1	0+Occ+plug load Adj	0.00 (0%)	--	-69.30 (-73%)	--	-33.58 (-23%)	--	0.00 (0%)	-23.71 (-73%)	--	--	-124.35 (-36%)

Cumulative SAVINGS (kW) **(values (and % savings) are relative to the Base Case, negative entries indicate increased demand)**

1	0+Occ+plug load Adj	0.00 (0%)	--	-69.30 (-73%)	--	-33.58 (-23%)	--	0.00 (0%)	-23.71 (-73%)	--	--	-124.35 (-36%)

Annual Fuel Energy by Enduse (pg 4 of 4)

	Misc Equip	Space Heating	Space Cooling	Heat Reject	Pumps & Aux	Vent Fans	Ht Pump Supp	Dom Ht Wtr	Exterior Usage	Total
Annual Energy USE (MBtu)										
0 Base Design	0.0	69.6	0.0	0.0	0.0	0.0	0.0	249.1	0.0	318.6
1 0+Occ+plug load Adj	0.0	12.0	0.0	0.0	0.0	0.0	0.0	444.2	0.0	456.2
Incremental SAVINGS (MBtu) (values are relative to previous measure (% savings are relative to base case use), negative entries indicate increased use)										
1 0+Occ+plug load Adj	--	57.55 (83%)	--	--	--	--	--	-195.11 (-78%)	--	-137.56 (-43%)
Cumulative SAVINGS (MBtu) (values (and % savings) are relative to the Base Case, negative entries indicate increased use)										
1 0+Occ+plug load Adj	--	57.55 (83%)	--	--	--	--	--	-195.11 (-78%)	--	-137.56 (-43%)

APPENDIX D
Density Adjustments Based on Model Results

The energy use reported by the eQuest models is mapped to the CEUS end-use categories as shown below.

West Campus	Standard		High Occupancy	
	Electricity	Natural Gas	Electricity	Natural Gas
End Use	kWh (x000)	MBtu	kWh (x000)	MBtu
Space Cool	153.95	0	208.5	0
Heat Reject.	0	0	0	0
Refrigeration	0	0	0	0
Space Heat	0	69.57	0	12.02
HP Supp.	0	0	0	0
Hot Water	0	249.08	0	444.19
Vent. Fans	42.48	0	73.8	0
Pumps & Aux.	2.76	0	1.3	0
Ext. Usage	0	0	0	0
Misc. Equip.	397.14	0	687.2	0
Task Lights	0	0	0	0
Area Lights	257.15	0	257.2	0
Total	853.48	318.64	1,228.10	456.21

Adjustments

End Use	Electricity	Natural Gas
Heating[7]	47%	17%
Cooling[8]	135%	
Ventilation	174%	
Interior Lighting	100%	
Water Heating	0%	178%
Exterior Lighting	0%	
Cooking	0%	
Refrigeration	0%	
Office Equipment[9]	173%	
Miscellaneous	0%	
Process	0%	
Motors	0%	
Air Compressors	0%	

East Campus	Standard		High Occupancy	
	Electricity	Natural Gas	Electricity	Natural Gas
End Use	kWh (x000)	MBtu	kWh (x000)	MBtu
Space Cool	140.71	0	173.1	0
Heat Reject.	7.56	0	9.75	0
Refrigeration	0	0	0	0
Space Heat	0	498.32	0	337.49
HP Supp.	0	0	0	0
Hot Water	0	52.23	0	91.02
Vent. Fans	31.12	0	43.81	0
Pumps & Aux.	33.43	0	36.82	0
Ext. Usage	0	0	0	0
Misc. Equip.	253.14	0	438.78	0
Task Lights	0	0	0	0
Area Lights	261.88	0	261.88	0
Total	727.85	550.55	964.14	428.51

Adjustments

End Use	Electricity	Natural Gas
Heating	110%	68%
Cooling	123%	
Ventilation	141%	
Interior Lighting	100%	
Water Heating	0%	174%
Exterior Lighting	0%	
Cooking	0%	
Refrigeration	0%	
Office Equipment	173%	
Miscellaneous	0%	
Process	0%	
Motors	0%	
Air Compressors	0%	

[7] Electrical adjustment for heating is the ratio of Pumps & Aux energy between the standard and high occupancy data. eQuest reports hot water pump energy in the Pumps & Aux. category.
[8] The cooling adjustment includes the energy for both Space Cool and Heat Rejection.
[9] The Office Equipment is reported as Misc. Equip. by eQuest.

APPENDIX 3.6.I – GENERATOR INFORMATION AND PERMITS

NOTE : THE EXISTING LOT LINE WILL BE ELIMINATED THROUGH A LOT MERGER OR OTHER INSTRUMENT.

FACEBOOK @ MENLO PARK WEST CAMPUS

312 & 313 CONSTITUTION DRIVE, MENLO PARK, CALIFORNIA

BKF Engineers Surveyors Planners · Luce Forward · Fehr & Peers · KEMA · Gensler · CMG

WA.2 Proposed Site Plan

0' 75' 150' 300'

Full Size Scale is 1" = 75'

11" X 17" Size Scale is 1" = 150'

JULY 14, 2011

MPK GENERATORS

GENERATORS	BLDG 10 60 KW	BLDG 12 60 KW	BLDG 14 60 KW	BLDG 16 100KW	BLDG 17 100KW	BLDG 18 75 KW	BLDG 15 75 KW	BLDG 11-1 500 KW	BLDG 11-2 768 KW
Stack Height	3 "	3 "	3 "	n/a no stack	n/a	n/a	n/a	4"	33 "
Stack Diameter	4 "	4 "	4"	3"	3 "	3 "	3"	6 ½"	8"
Exit Gas volumetric	1046cfm	1046cfm	1046cfm	663cfm	663cfm	522cfm	522cfm	4305cfm	8405cfm
Exit Gas Temp	926 DEG F	926 DEG F	926 DEG F	975 DEG F	975 DEG F	972 DEG F	972 DEG F	1050 DEG F	975 DEG F
Horse power	102hp	102hp	102hp	120hp	120hp	120hp	120hp	750hp	1135hp
Engine Make model	Cummins 4BT3.9-G2	Cummins 4BT3.9-G2	Cummins 4BT3.9-G2	CAT 95A033 63-S	CAT 95A033 63-S	CAT 95A033 63-S	CAT 95A033 63-S	Cummins KTTA19-G2	Cummins 750 DFHA
HOURS OF OPERATION	20 HOURS PER YEAR	20 HOURS PER YEAR	20 HOURS PER YEAR	20 HOURS PER YEAR	20 HOURS PER YEAR	20 HOURS PER YEAR	20 HOURS PER YEAR	20 HOURS PER YEAR	20 HOURS PER YEAR
Emission Test (Grams per HP-Hour)	PM. N/A ORG.N/A NOX.6.99 SO2. .62 CO. 1.26	PM. N/A ORG.N/A NOX.6.99 SO2. .62 CO. 1.26	PM. N/A ORG.N/A NOX.6.99 SO2. .62 CO. 1.26	PM.02 ORG.02 NOX.35 SO2 NA CO .08	PM.02 ORG.02 NOX.35 S02 NA CO .08	PM.02 ORG.02 NOX.03 S02 NA CO .06	PM.02 ORG.02 NOX.03 SO2 NA CO .06	PM0.15 ORG.NA NOX10.20 SO2 0.58 CO 1.10	PM0.09 ORG NA NOX8.23 SO2 0.58 CO 0.12
Any exhaust modifications	NO	NO	NO	NO	NO	NO	NO	NO	NO

Building 14
Gen 60kw

Building 16
Gen 100kw

Building
18
Gen
75kw

Building
17
gen
100kw

Building
12
Gen
60kw

Building
10
gen
60kw

Building 11 Gen 1 -500kw
Gen 2- 768kw

Building 15 Gen 60kw

ENVIRONMENTAL HEALTH
SAN MATEO COUNTY

Protecting Our Health and Environment

PERMIT 11- 0904

CERTIFIED UNIFIED PROGRAM AGENCY

THIS PERMIT IS ISSUED FOR THE FOLLOWING:

2150	PR0046902	ABOVE GROUND TANK/SPCC
2162	PR0024924	STORES HAZ MAT <1,199GAL,9,999LB,4,799CF
2220	PR0029378	GENERATES & RECYCLES WASTE OIL/SOLVENT

FACILITY:
ORACLE AMERICA INC
1601 WILLOW RD 12-16
MENLO PARK, CA 94025

OWNER:
ORACLE AMERICA INC
500 ORACLE PKWY
REDWOOD SHORES CA 94065

FA0023962

DATE ISSUED: 6/1/2011

EXPIRATION DATE: 6/1/2016

Dean D. Peterson. P.E.. REHS
DIRECTOR, ENVIRONMENTAL HEALTH

THIS PERMIT IS NONTRANSFERABLE AND MUST BE POSTED ON-SITE IN A CONSPICUOUS PLACE

B4026

BAY AREA AIR QUALITY MANAGEMENT DISTRICT
939 ELLIS STREET
SAN FRANCISCO, CALIFORNIA 94109
(415) 771-6000

PERMIT TO OPERATE

Plant# 14026 Page: 1 Expires: APR 1, 2012

This document does not permit the holder to violate any District regulation or other law.

Sarah Annarino
Sun Microsystems Inc
19 Network Cir, M/S UMPK19 101
Menlo Park, CA 94025

Location: 1601 Willow Road
Menlo Park, CA 94025

S#	DESCRIPTION	[Schedule]	PAID
1	Standby Diesel engine, 120 hp, Caterpillar S/N 42J04161 Diesel Engine, Olympian model 95A03363-S, emerge	[B], 731 days]	354
	Emissions at: P1 Stack		
2	Standby Diesel engine, 120 hp, Caterpillar S/N 18R01130 Diesel Engine, Olympian model 95A03363-S, emerge	[B], 731 days]	354
	Emissions at: P2 Stack		
3	Standby Diesel engine, 120 hp, Caterpillar, 360 cu in Diesel Engine, Olympian model 95A03363-S, emerge	[B], 731 days]	354
	Emissions at: P3 Stack		
4	Standby Diesel engine, 120 hp, Caterpillar, 360 cu in Diesel Engine, Olympian model 95A03363-S, emerge	[B], 731 days]	354
	Emissions at: P4 Stack		
5	Standby Diesel engine, 102 hp, Cummins S/N 44924099, 239 cu in Diesel Engine, Cummins model 4BT3.9-G2, emergenc	[B], 731 days]	354
	Emissions at: P5 Stack		
6	Standby Diesel engine, 102 hp, Cummins S/N 44924100, 239 cu in Diesel Engine, Cummins model 4BT3.9-G2, emergenc	[B], 731 days]	354
	Emissions at: P6 Stack		
7	Standby Diesel engine, 750 hp, Cummins S/N 37151756 Diesel Engine, Cummins model KTTA19-G2, emergenc	[B], 731 days]	356
	Emissions at: P7 Stack		

The operating parameters described above are based on information supplied by permit holder and may differ from the limits set forth in the attached conditions of the Permit to Operate. The limits of operation in the permit conditions are not to be exceeded. Exceeding these limits is considered a violation of District regulations subject to enforcement action.

B4026

BAY AREA AIR QUALITY MANAGEMENT DISTRICT
939 ELLIS STREET
SAN FRANCISCO, CALIFORNIA 94109
415 771-6000

PERMIT TO OPERATE

Plant# 14026 Page: 2 Expires: APR 1, 2012

This document does not permit the holder to violate any District regulation or other law

S#	DESCRIPTION [Schedule]	PAID
8	Standby Diesel engine, 102 hp, Cummins S/N 4424098, 239 cu in Diesel Engine, Cummins model 4BT39-62, emergency[B], 731 days] Emissions at: P8 Stack	354
9	Standby Diesel engine, 1135 hp, Cummins S/N 37198693 Cummins 750 DFHA 60 Hz Diesel Generator Set [B], 731 days] Emissions at: P9 Stack	385

9 Permit Sources, 0 Exempt Sources

*** See attached Permit Conditions ***

The operating parameters described above are based on information supplied by permit holder and may differ from the limits set forth in the attached conditions of the Permit to Operate. The limits of operation in the permit conditions are not to be exceeded. Exceeding these limits is considered a violation of District regulations subject to enforcement action.

BAY AREA AIR QUALITY
MANAGEMENT DISTRICT
939 ELLIS STREET
SAN FRANCISCO, CALIFORNIA 94109
(415) 771-6000

PERMIT
TO OPERATE

Plant# 14026 Page: 3 Expires: APR 1, 2012

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*** PERMIT CONDITIONS ***

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Source# 1	subject	to	Condition	ID# 22820
Source# 2	"	"	"	ID# 22820
Source# 3	"	"	"	ID# 22820
Source# 4	"	"	"	ID# 22820
Source# 5	"	"	"	ID# 22820
Source# 6	"	"	"	ID# 22820
Source# 7	"	"	"	ID# 22820
Source# 8	"	"	"	ID# 22820
Source# 9	"	"	"	ID# 22820

BAY AREA AIR QUALITY MANAGEMENT DISTRICT
939 ELLIS STREET
SAN FRANCISCO CALIFORNIA 94109
(415) 771-6000

PERMIT TO OPERATE

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*** PERMIT CONDITIONS ***

==========

COND# 22820 *applies to S#'s 1, 2, 3, 4, 5, 6, 7, 8, 9*

1. The owner/operator shall not exceed 20 hours per year per engine for reliability-related testing.
   [Basis: "Stationary Diesel Engine ATCM" section 93115, title 17, CA Code of Regulations, subsection 93115.6 (b)(3)(A)(1)(a)]
2. The owner/operator shall operate each emergency standby engine only for the following purposes: to mitigate emergency conditions, for emission testing to demonstrate compliance with a District, State or Federal emission limit, or for reliability-related activities (maintenance and other testing, but excluding emission testing). Operating while mitigating emergency conditions or while emission testing to show compliance with District, State or Federal emission limits is not limited.
   [Basis: "Stationary Diesel Engine ATCM" section 93115, title 17, CA Code of Regulations, subsection 93115.6 (b)(3)(A)(1)(a)]
3. The owner/operator shall operate each emergency standby engine only when a non-resettable totalizing meter (with a minimum display capability of 9,999 hours) that measures the hours of operation for the engine is installed, operated and properly maintained.
   [Basis: "Stationary Diesel Engine ATCM" section 93115, title 17, CA Code of Regulations, subsection 93115.10 (e)(1)]
4. Records: The owner/operator shall maintain the following monthly records in a District-approved log for at least 36 months from the date of entry (60 months if the facility has been issued a Title V Major Facility Review Permit or a Synthetic Minor Operating Permit). Log entries shall be retained on-site, either at a central location or at the engine's location, and made immediately available to the District staff upon request.
   a. Hours of operation for reliability-related activities (maintenance and testing).
   b. Hours of operation for emission testing to show compliance with emission limits.
   c. Hours of operation (emergency).
   d. For each emergency, the nature of the emergency condition.
   e. Fuel usage for each engine(s).

BAY AREA AIR QUALITY MANAGEMENT DISTRICT
939 ELLIS STREET
SAN FRANCISCO, CALIFORNIA 94109
415 771-6000

PERMIT TO OPERATE

This document does not permit the holder to violate any District regulation or other

*** PERMIT CONDITIONS ***

==========

[Basis: "Stationary Diesel Engine ATCM" section 93115, title 17, CA Code of Regulations, subsection 93115.10 (g) (or, Regulation 2-6-501)]

5. At School and Near-School Operation:
If the emergency standby engine is located on school grounds or within 500 feet of any school grounds, the following requirements shall apply:
The owner/operator shall not operate each stationary emergency standby diesel-fueled engine for non-emergency use, including maintenance and testing, during the following periods:
   a. Whenever there is a school sponsored activity (ifthe engine is located on school grounds)
   b. Between 7:30 a.m. and 3:30 p.m. on days when school is in session.

"School" or "School Grounds" means any public or private school used for the purposes of the education of more than 12 children in kindergarten or any of grades 1 to 12, inclusive, but does not include any private school in which education is primarily conducted in a private home(s). "School" or "School Grounds" includes any building or structure, playground, athletic field, or other areas of school property but does not include unimproved school property.
[Basis: "Stationary Diesel Engine ATCM" section 93115, title 17, CA Code of Regulations, subsection 9.115.6 (b)(2)]

~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~ END OF CONDITIONS ~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~
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S#	Source Description	Annual Average lbs/day PART	ORG	NOx	SO2	C
1	Diesel Engine, Olympian model 95A03363-S,	-	-	.03	-	-
2	Diesel Engine, Olympian model 95A03363-S,	.02	.02	.3	-	.0
3	Diesel Engine, Olympian model 95A03363-S,	.02	.02	.35	-	.0
4	Diesel Engine, Olympian model 95A03363-S,	-	-	.03	-	-
5	Diesel Engine, Cummins model 4BT3.9-G2, em	-	-	.03	-	-
6	Diesel Engine, Cummins model 4BT3.9-G2, em	-	-	.06	-	.0
7	Diesel Engine, Cummins model KTTA19-G2, em	-	-	.05	-	.0
8	Diesel Engine, Cummins model 4BT39-62, eme	-	-	.06	-	.0
9	Cummins 750 DFHA 60 Hz Diesel Generator Se	-	-	.07	-	.0
	T O T A L S	.07	.07	.99		.2

** PLANT TOTALS FOR EACH EMITTED TOXIC POLLUTANT **

Pollutant Name	Emissions lbs/day
Diesel Engine Exhaust Particulate Matter	.07

APPENDIX 3.6.J – GENERATOR SPECIFICATION SHEETS

DIESEL GENERATOR SET

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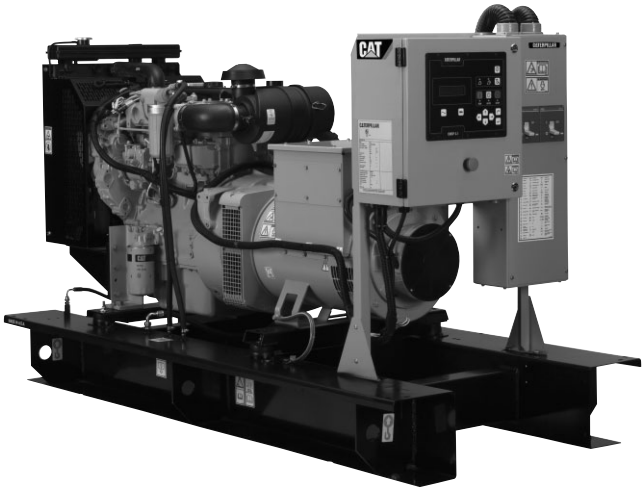


STANDBY 80-100 kW
PRIME 72-90 kW

60 Hz

Model	Standby kW (kVA)	Prime kW (kVA)
D80-6	80 (100)	72 (90)
D80-2S	80 (80)	72 (72)
D100-6	100 (125)	90 (112.5)
D100-6S	100 (100)	90 (90)

Tier 3 EPA Approved, Emissions Certified

FEATURES

GENERATOR SET
- Complete system designed and built at ISO 9001 certified facilities
- Factory tested to design specifications at full load conditions

ENGINE
- Governor, electronic
- Electrical system, 12 VDC
- Cartridge type filters
- Battery rack and cables
- Coolant and lube drains piped to edge of base

GENERATOR
- Insulation system, class H
- Drip proof generator air intake (NEMA 2, IP23)
- Electrical design in accordance with BS5000 Part 99, EN61000-6, IEC60034-1, NEMA MG-1.33

CONTROL SYSTEM
- EMCP 3.1 digital control panel
- Vibration isolated NEMA 1 enclosure with lockable hinged door
- DC and AC wiring harnesses

MOUNTING ARRANGEMENT
- Heavy-duty fabricated steel base with lifting points
- Anti-vibration pads to ensure vibration isolation
- Complete OSHA guarding
- Stub-up pipe ready for connection to silencer pipework
- Flexible fuel lines to base with NPT connections

COOLING SYSTEM
- Radiator and cooling fan complete with protective guards
- Standard ambient temperatures up to 50° C (122° F)

CIRCUIT BREAKER
- UL/CSA listed
- 3-pole with solid neutral
- NEMA 1 steel enclosure, vibration isolated
- Electrical stub-up area directly below circuit breaker

AUTOMATIC VOLTAGE REGULATOR
- Voltage within ± 0.5% 3-phase and ± 1.0% single phase at steady state from no load to full load
- Provides fast recovery from transient load changes

EQUIPMENT FINISH
- All electroplated hardware
- Anticorrosive paint protection
- High gloss polyurethane paint for durability and scuff resistance

QUALITY STANDARDS
- BS4999, BS5000, BS5514, EN61000-6, IEC60034, NEMA MG-1.33, NFPA 110 (with optional equipment)

DOCUMENTATION
- Operation and maintenance manuals provided
- Wiring diagrams included

WARRANTY
- All equipment carries full manufacturer's warranty.

OPTIONAL EQUIPMENT*

ENCLOSURE
- B Series weather protective enclosure (includes internal silencer system)
  - Single point lift
  - Panel viewing window
  - External emergency stop pushbutton
- Sound attenuated enclosure (includes internal silencer system)

SILENCER SYSTEM – OPEN UNIT
- Level 1 silencer
- Level 2 silencer
- Level 3 silencer
- Mounting kit
- Through-wall installation kits

ENGINE
- Battery heater
- Lube oil drain pump
- High lube oil temperature shutdown
- Lube oil sump heater

CIRCUIT BREAKER
- Auxiliary voltfree contacts
- Shunt trip (100+ amp breakers)

GENERATOR
- Anti-condensation heater
- Permanent magnet generator
- AREP excitation system (3-Phase only)
- Generator upgrade 1 size (3-Phase only)

CONTROL SYSTEM
- No control system
- EMCP 3.2 digital control panel

MOUNTING ACCESSORIES
- Seismic (Zone 4) vibration isolators

FUEL SYSTEM
- UL listed closed top-diked skid-mounted fuel tank base (12/24-hour capacity) with fuel alarm (low level/leak detected)
- Critical high fuel alarm
- Critical low fuel level shutdown

COOLING SYSTEM
- Coolant heater
- Low coolant temperature alarm
- Low coolant level shutdown
- Radiator transition flange

REMOTE ANNUNCIATORS
- 16-channel remote annunciator panel (supplied loose)

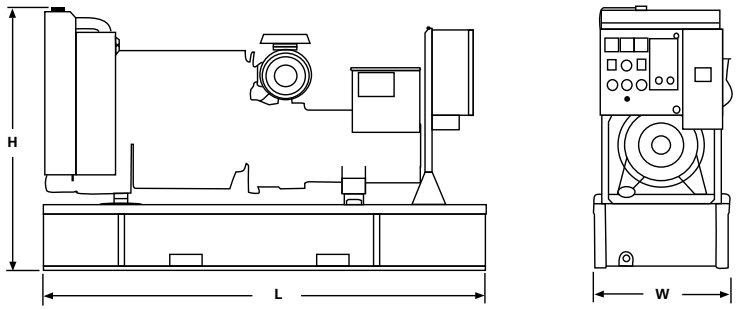
MISCELLANEOUS ACCESSORIES
- Toolkit
- Additional operator's manual pack
- Special enclosure color
- UL listing
- CSA certification
- French or Spanish language labels

EXTENDED SERVICE CONTRACTS
- Extended Service Coverage available

TESTING
- Factory test and report at both 1.0 pf and 0.8 pf

* Some options may not be available on all models. Not all options are listed.

GENERATOR SET DIMENSIONS AND WEIGHTS



Model	Length mm (in)	Width mm (in)	Height mm (in)	Weight kg (lb)*
D80-6	2400 (94.5)	838 (32.9)	1400 (55.1)	960 (2,116)
D80-2S	2400 (94.5)	838 (32.9)	1400 (55.1)	934 (2,059)
D100-6	2400 (94.5)	838 (32.9)	1400 (55.1)	1389 (3,062)
D100-6S	2400 (94.5)	838 (32.9)	1400 (55.1)	1066 (2,350)

NOTE: General configuration not to be used for installation. See specific dimensional drawings for detail.

*Includes oil and coolant

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SPECIFICATIONS

GENERATOR

Voltage regulation ..... ± 0.5% 3-phase and ± 1.0% single phase at steady state from no load to full load
Frequency ..... ± 0.25% for constant load, no load to full load
Waveform distortion ..... THD < 4%, at no load
Radio interference ..... Compliance with EN61000-6
Telephone interference..... TIF < 50, THF < 2%
Overspeed limit ..... 2250 rpm
Insulation..... Class H
Temperature rise ..... Within Class H limits
Available voltages ..... 1-phase – 120/240, 115/230, 110/220
3-phase – 277/480, 266/460, 120/240, 127/220, 120/208, 347/600
Deration ..... Consult factory for available outputs
Ratings ..... At 30° C (86° F), 152.4 m (500 ft), 60% humidity, 1.0 pf (1-phase), 0.8 pf (3-phase)

ENGINE

Manufacturer..... Caterpillar
Type 4-cycle
Bore – mm (in) 105.0 (4.13)
Stroke – mm (in)..... 127.0 (5.00)
Governor Type ..... Electronic
Class..... G2
Piston speed – m/sec (ft/sec)..... 7.62 (25.0)
Engine speed – rpm 1800
Air cleaner type ..... Dry, replaceable paper element type with restriction indicator

D80-6, D80-2S – C4.4
Aspiration..... Turbocharged
Cylinder configuration..... In-line 4
Displacement – L (cu in)..... 4.4 (269)
Compression ratio 19.2:1
Max power at rated rpm – kW (hp)
Standby..... 97 (130)
Prime 88 (118)
BMEP – kPa (psi)
Standby 1476 (213)
Prime..... 1335 (194)
Regenerative power – kW (hp) 13.8 (18.5)

D100-6, D100-6S – C4.4
Aspiration..... Turbocharged
Cylinder configuration..... In-line 4
Displacement – L (cu in)..... 4.4 (269)
Compression ratio 19.2:1
Max power at rated rpm – kW (hp)
Standby..... 117 (156.9)
Prime 106 (142.1)
BMEP – kPa (psi)
Standby 1612 (233)
Prime..... 1771 (257)
Regenerative power – kW (hp) 13.8 (18.5)

CONTROL PANEL

- Heavy duty sheet steel enclosure with lockable hinged door
- Vibration isolated from generating set
- LCD display
- AC metering
- DC metering
- Fail to start shutdown
- Low oil pressure shutdown
- High engine temperature
- Low/high battery voltage
- Underspeed/overspeed
- Loss of engine speed detection
- 2 spare fault channels
- 20 event fault log
- 2 LED status indicators
- Lockdown emergency stop push button

RATING DEFINITIONS AND CONDITIONS

Standby – Applicable for supplying continuous electrical power (at variable load) in the event of a utility power failure. No overload is permitted on these ratings. The generator is peak rated (as defined in ISO8528-3).

Prime – Applicable for supplying continuous electrical power (at variable load) in lieu of commercially purchased power. There is no limitation to the annual hours of operation and the generator set can supply 10 percent overload power for 1 hour in 12 hours.

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D80-6 (3-Phase)

Materials and specifications are subject to change without notice.

Generator Set Technical Data – 1800 rpm/60 Hz			Standby		Prime	
Power Rating	kW	kVA	80	100	72	90
Lubricating System						
Type: full pressure						
Oil filter: spin-on, full flow						
Oil cooler: watercooled						
Oil type required: API CH4						
Total oil capacity	L	U.S. gal	8	2.1	8	2.1
Oil pan	L	U.S. gal	7	1.9	7	1.9
Fuel System						
Generator set fuel consumption						
100% load	L/hr	gal/hr	24.7	6.5	22.7	6
75% load	L/hr	gal/hr	19.7	5.2	18.2	4.8
50% load	L/hr	gal/hr	14.6	3.9	13.5	3.6
Engine Electrical System						
Voltage/ground: 12/negative						
Battery charging generator ampere rating	amps		65		65	
Cooling System						
Water pump type: centrifugal						
Radiator system capacity incl. engine	L	U.S. gal	17.0	4.5	17.0	4.5
Maximum coolant static head	m H_2O	ft H_2O	10.2	33.5	10.2	33.5
Coolant flow rate	L/hr	U.S. gal/hr	10 140	2,679	10 140	2,679
Minimum temperature to engine	°C	°F	70	158	70	158
Temperature rise across engine	°C	°F	7	44.6	7	44.6
Heat rejected to coolant at rated power	kW	Btu/min	53.6	3,051	50.2	2,857
Total heat radiated to room at rated power	kW	Btu/min	15.9	905	9.3	529
Radiator fan load	kW	hp	4.8	6.4	4.8	6.4
Air Requirements						
Combustion air flow	m^3/min	cfm	7.6	268	7.7	272
Maximum air cleaner restriction	kPa	in H_2O	8	32	8	32
Radiator cooling air (zero restriction)	m^3/min	cfm	230	8,135	230	8,135
Generator cooling air	m^3/min	cfm	26.4	933	26.4	933
Allowable air flow restriction (after radiator)	kPa	in H_2O	0.120	0.48	0.120	0.48
Cooling airflow (@ rated speed)						
Rate with restriction	m^3/min	cfm	192	6,780	192	6,780
Exhaust System						
Maximum allowable backpressure	kPa	in/mercury	15	4.4	15	4.4
Exhaust flow at rated kW	m^3/min	cfm	18.77	663	16	572
Exhaust temperature at rated kW – Dry exhaust	°C	°F	522	972	524	975
Generator Set Noise Rating* (without attenuation) at 1 m (3 ft)	dB(A)		97		97	

Generator Technical Data		277/480V	266/460V	127/220V	120/240V 120/208V	347/600V
Motor Starting Capability: (30% voltage dip)	(kVA)					
	Self excited	239	223	207	188	239
	PM excited**	311	291	270	247	311
	AREP excited	311	291	270	247	311
Full Load Efficiencies:	Standby	91.7	91.6	91.4	90.9	91.7
	Prime	91.9	91.8	91.7	91.3	91.8
Reactances (per unit): Reactances shown are applicable to the standby rating.	X_d	2.69	2.93	3.21	3.58	2.69
	X'_d	0.09	0.10	0.11	0.12	0.09
	X''_d	0.045	0.049	0.053	0.060	0.045
	X_q	1.62	1.76	1.92	2.15	1.62
	X''_q	0.056	0.061	0.066	0.074	0.056
	X_2	0.051	0.056	0.061	0.068	0.051
	X_0	0.005	0.005	0.006	0.007	0.005
Time Constants:		t'_d 50 ms	t''_d 5 ms	t'_{do} 1480 ms	t_a 8 ms	

* dB(A) levels are for guidance only
** With PMG Excited Option AVR12

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D80-2S (1-Phase)

Materials and specifications are subject to change without notice.

Generator Set Technical Data – 1800 rpm/60 Hz			Standby		Prime	
Power Rating (at 240V)	kW	kVA	80	80	72	72
Lubricating System						
Type: full pressure						
Oil filter: spin-on, full flow						
Oil cooler: watercooled						
Oil type required: API CH4						
Total oil capacity	L	U.S. gal	8	2.1	8	2.1
Oil pan	L	U.S. gal	7	1.9	7	1.9
Fuel System						
Generator set fuel consumption						
100% load	L/hr	gal/hr	24.7	6.5	22.7	6.0
75% load	L/hr	gal/hr	19.7	5.2	18.2	4.8
50% load	L/hr	gal/hr	14.6	3.9	13.5	3.6
Engine Electrical System						
Voltage/ground: 12/negative						
Battery charging generator ampere rating	amps		65		65	
Cooling System						
Water pump type: centrifugal						
Radiator system capacity incl. engine	L	U.S. gal	17.0	4.5	17.0	4.5
Maximum coolant static head	m H_2O	ft H_2O	10.2	33.5	10.2	33.5
Coolant flow rate	L/hr	U.S. gal/hr	10 140	2,679	10 140	2,679
Minimum temperature to engine	°C	°F	70	158	70	158
Temperature rise across engine	°C	°F	7	44.6	7	44.6
Heat rejected to coolant at rated power	kW	Btu/min	53.6	3,051	50.2	2,857
Total heat radiated to room at rated power	kW	Btu/min	15.9	905	9.3	529
Radiator fan load	kW	hp	4.8	6.4	4.8	6.4
Air Requirements						
Combustion air flow	m^3/min	cfm	7.6	268	7.7	271
Maximum air cleaner restriction	kPa	in H_2O	8	32	8	32
Radiator cooling air (zero restriction)	m^3/min	cfm	230	8,135	230	8,135
Generator cooling air	m^3/min	cfm	26.4	933	26.4	933
Allowable air flow restriction (after radiator)	kPa	in H_2O	0.120	0.48	0.120	0.48
Cooling airflow (@ rated speed)						
Rate with restriction	m^3/min	cfm	192	6,780	192	6,780
Exhaust System						
Maximum allowable backpressure	kPa	in/mercury	15	4.4	15	4.4
Exhaust flow at rated kW	m^3/min	cfm	18.7	663	16	572
Exhaust temperature at rated kW – Dry exhaust	°C	°F	522	972	524	975
Generator Set Noise Rating* (without attenuation) at 1 m (3 ft)	dB(A)		97		97	

Generator Technical Data		120/240V	115/230V	110/220V
Motor Starting Capability: (30% voltage dip)	(kVA)			
	Self excited	150	160	170
	PM excited**	150	160	170
Full Load Efficiencies:	Standby	87.9	88.5	89.1
	Prime	88.4	89.0	89.5
Reactances (per unit): Reactances shown are applicable to the standby rating.	X_d	2.14	2.33	2.54
	X'_d	0.16	0.17	0.19
	X''_d	0.082	0.089	0.096
	X_q	1.28	1.40	1.53
	X''_q	0.101	0.109	0.120
Time Constants:	t'_d	t''_d	t'_{do}	t_a
	80 ms	7 ms	1431 ms	12 ms

* dB(A) levels are for guidance only
** With PMG Excited Option AVR12

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D100-6 (3-Phase)

Materials and specifications are subject to change without notice.

Generator Set Technical Data – 1800 rpm/60 Hz			Standby		Prime	
Power Rating	kW	kVA	100	125.0	90	112.5
Lubricating System						
Type: full pressure						
Oil filter: spin-on, full flow						
Oil cooler: watercooled						
Oil type required: API CH4						
Total oil capacity	L	U.S. gal	8.0	2.1	8.0	2.1
Oil pan	L	U.S. gal	7	1.9	7	1.9
Fuel System						
Generator set fuel consumption						
100% load	L/hr	gal/hr	29.8	7.9	26.8	7.1
75% load	L/hr	gal/hr	23.7	6.3	21.9	5.8
50% load	L/hr	gal/hr	17.5	4.6	16.3	4.3
Engine Electrical System						
Voltage/ground: 12/negative						
Battery charging generator ampere rating	amps		65		65	
Cooling System						
Water pump type: centrifugal						
Radiator system capacity incl. engine	L	U.S. gal	17.0	4.5	17.0	4.5
Maximum coolant static head	m H_2O	Ft H_2O	10.2	33.5	10.2	33.5
Coolant flow rate	L/hr	U.S. gal/hr	10 140	2,679	10 140	2,679
Minimum temperature to engine	°C	°F	70	158	70	158
Temperature rise across engine	°C	°F	7	44.6	7	44.6
Heat rejected to coolant at rated power	kW	Btu/min	65.6	3,731	59.7	3,396
Total heat radiated to room at rated power	kW	Btu/min	20.7	1,177	18.3	1,041
Radiator fan load	kW	hp	5.0	6.7	5.0	6.7
Air Requirements						
Combustion air flow	m^3/min	cfm	8.4	297	8.5	300
Maximum air cleaner restriction	kPa	in H_2O	8	32	8	32
Radiator cooling air (zero restriction)	m^3/min	cfm	230	8,135	230	8,135
Generator cooling air	m^3/min	cfm	26.4	933	26.4	933
Allowable air flow restriction (after radiator)	kPa	in H_2O	0.120	0.48	0.120	0.48
Cooling airflow (@ rated speed)						
Rate with restriction	m^3/min	cfm	192	6,780	192	6,780
Exhaust System						
Maximum allowable backpressure	kPa	in/mercury	15	4.4	15	4.4
Exhaust flow at rated kW	m^3/min	cfm	17.5	618	16	572
Exhaust temperature at rated kW – Dry exhaust	°C	°F	522	972	524	975
Generator Set Noise Rating* (without attenuation) at 1 m (3 ft)	dB(A)		98		97	

Generator Technical Data		277/480V	266/460V	127/220V	120/240V 120/208V	347/600V
Motor Starting Capability: (30% voltage dip)	(kVA)					
	Self excited	206	191	177	160	191
	PM excited**	271	252	233	211	252
	AREP excited	271	252	233	211	252
Full Load Efficiencies:	Standby	91.1	90.9	90.6	90.1	91.0
	Prime	91.5	91.3	91.0	90.6	91.4
Reactances (per unit): Reactances shown are applicable to the standby rating.	X_d	3.58	3.90	4.26	4.77	3.90
	X'_d	0.14	0.15	0.17	0.19	0.15
	X''_d	0.083	0.091	0.099	0.111	0.091
	X_q	2.15	2.34	2.56	2.86	2.34
	X''_q	0.104	0.113	0.123	0.138	0.113
	X_2	0.094	0.102	0.112	0.125	0.102
	X_0	0.005	0.005	0.006	0.006	0.005
Time Constants:		t'_d 100 ms	t''_d 10 ms	t'_{do} 2555 ms	t_a 15 ms	

* dB(A) levels are for guidance only
** With PMG Excited Option AVR12

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D100-6S (1-Phase)

Materials and specifications are subject to change without notice.

Generator Set Technical Data – 1800 rpm/60 Hz			Standby		Prime	
Power Rating (at 240V)	kW	kVA	100	100	90	90
Lubricating System						
Type: full pressure						
Oil filter: spin-on, full flow						
Oil cooler: watercooled						
Oil type required: API CH4						
Total oil capacity	L	U.S. gal	8	2.1	8	2.1
Oil pan	L	U.S. gal	7	1.9	7	1.9
Fuel System						
Generator set fuel consumption						
100% load	L/hr	gal/hr	29.7	7.8	27.3	7.2
75% load	L/hr	gal/hr	23.7	6.3	21.9	5.8
50% load	L/hr	gal/hr	17.6	4.6	16.3	3
Engine Electrical System						
Voltage/ground: 12/negative						
Battery charging generator ampere rating	amps		65		65	
Cooling System						
Water pump type: centrifugal						
Radiator system capacity incl. engine	L	U.S. gal	17.0	4.5	17.0	4.5
Maximum coolant static head	m H_2O	ft H_2O	10.2	33.5	10.2	33.5
Coolant flow rate	L/hr	U.S. gal/hr	10 140	2,679	10 140	2,679
Minimum temperature to engine	°C	°F	70	158	70	158
Temperature rise across engine	°C	°F	7	44.6	7	44.6
Heat rejected to coolant at rated power	kW	Btu/min	61.0	3,472	57.0	3,244
Total heat radiated to room at rated power	kW	Btu/min	18.0	1,025	15.0	854
Radiator fan load	kW	hp	4.8	6.4	4.8	6.4
Air Requirements						
Combustion air flow	m^3/min	cfm	8.4	297	8.5	300
Maximum air cleaner restriction	kPa	in H_2O	8	32	8	32
Radiator cooling air (zero restriction)	m^3/min	cfm	230	8,135	230	8,135
Generator cooling air	m^3/min	cfm	26.4	933	26.4	933
Allowable air flow restriction (after radiator)	kPa	in H_2O	0.120	0.48	0.120	0.48
Cooling airflow (@ rated speed)						
Rate with restriction	m^3/min	cfm	192	6,780	192	6,780
Exhaust System						
Maximum allowable backpressure	kPa	in/mercury	15	4.4	15	4.4
Exhaust flow at rated kW	m^3/min	cfm	22.5	794	20.0	705
Exhaust temperature at rated kW – Dry exhaust	°C	°F	580	1,076	540	1,004
Generator Set Noise Rating* (without attenuation) at 1 m (3 ft)	dB(A)		98		97	

Generator Technical Data		120/240V	115/230V	110/220V
Motor Starting Capability: (30% voltage dip)	(kVA)			
	Self excited	187	175	162
	PM excited**	187	175	162
Full Load Efficiencies:	Standby	90.5	90.0	89.4
	Prime	90.9	90.4	89.4
Reactances (per unit): Reactances shown are applicable to the standby rating.	X_d	2.67	2.91	3.18
	X'_d	0.21	0.23	0.25
	X''_d	0.127	0.138	0.151
	X_q	1.60	1.74	1.90
	X''_q	0.151	0.164	0.180

Time Constants:	t'_d	t''_d	t'_{do}	t_a
	165 ms	13 ms	2734 ms	20 ms

* dB(A) levels are for guidance only
** With PMG Excited Option AVR12

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DIESEL GENERATOR SET

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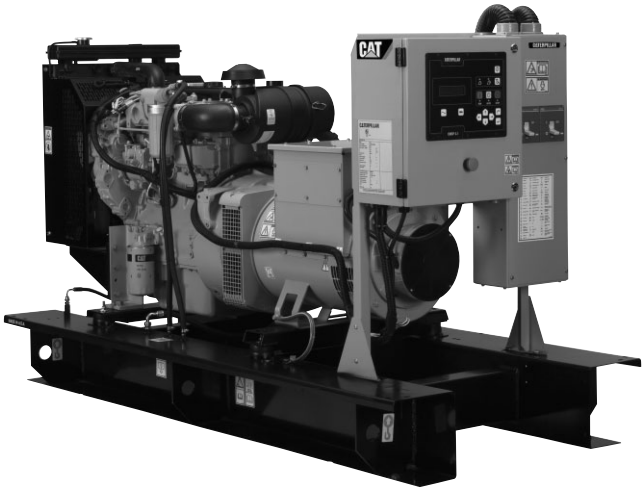


STANDBY 80-100 kW
PRIME 72-90 kW

60 Hz

Model	Standby kW (kVA)	Prime kW (kVA)
D80-6	80 (100)	72 (90)
D80-2S	80 (80)	72 (72)
D100-6	100 (125)	90 (112.5)
D100-6S	100 (100)	90 (90)

Tier 3 EPA Approved, Emissions Certified

FEATURES

GENERATOR SET
- Complete system designed and built at ISO 9001 certified facilities
- Factory tested to design specifications at full load conditions

ENGINE
- Governor, electronic
- Electrical system, 12 VDC
- Cartridge type filters
- Battery rack and cables
- Coolant and lube drains piped to edge of base

GENERATOR
- Insulation system, class H
- Drip proof generator air intake (NEMA 2, IP23)
- Electrical design in accordance with BS5000 Part 99, EN61000-6, IEC60034-1, NEMA MG-1.33

CONTROL SYSTEM
- EMCP 3.1 digital control panel
- Vibration isolated NEMA 1 enclosure with lockable hinged door
- DC and AC wiring harnesses

MOUNTING ARRANGEMENT
- Heavy-duty fabricated steel base with lifting points
- Anti-vibration pads to ensure vibration isolation
- Complete OSHA guarding
- Stub-up pipe ready for connection to silencer pipework
- Flexible fuel lines to base with NPT connections

COOLING SYSTEM
- Radiator and cooling fan complete with protective guards
- Standard ambient temperatures up to 50° C (122° F)

CIRCUIT BREAKER
- UL/CSA listed
- 3-pole with solid neutral
- NEMA 1 steel enclosure, vibration isolated
- Electrical stub-up area directly below circuit breaker

AUTOMATIC VOLTAGE REGULATOR
- Voltage within ± 0.5% 3-phase and ± 1.0% single phase at steady state from no load to full load
- Provides fast recovery from transient load changes

EQUIPMENT FINISH
- All electroplated hardware
- Anticorrosive paint protection
- High gloss polyurethane paint for durability and scuff resistance

QUALITY STANDARDS
- BS4999, BS5000, BS5514, EN61000-6, IEC60034, NEMA MG-1.33, NFPA 110 (with optional equipment)

DOCUMENTATION
- Operation and maintenance manuals provided
- Wiring diagrams included

WARRANTY
- All equipment carries full manufacturer's warranty.

OPTIONAL EQUIPMENT*

ENCLOSURE
- B Series weather protective enclosure (includes internal silencer system)
  - Single point lift
  - Panel viewing window
  - External emergency stop pushbutton
- Sound attenuated enclosure (includes internal silencer system)

SILENCER SYSTEM – OPEN UNIT
- Level 1 silencer
- Level 2 silencer
- Level 3 silencer
- Mounting kit
- Through-wall installation kits

ENGINE
- Battery heater
- Lube oil drain pump
- High lube oil temperature shutdown
- Lube oil sump heater

CIRCUIT BREAKER
- Auxiliary voltfree contacts
- Shunt trip (100+ amp breakers)

GENERATOR
- Anti-condensation heater
- Permanent magnet generator
- AREP excitation system (3-Phase only)
- Generator upgrade 1 size (3-Phase only)

CONTROL SYSTEM
- No control system
- EMCP 3.2 digital control panel

MOUNTING ACCESSORIES
- Seismic (Zone 4) vibration isolators

FUEL SYSTEM
- UL listed closed top-diked skid-mounted fuel tank base (12/24-hour capacity) with fuel alarm (low level/leak detected)
- Critical high fuel alarm
- Critical low fuel level shutdown

COOLING SYSTEM
- Coolant heater
- Low coolant temperature alarm
- Low coolant level shutdown
- Radiator transition flange

REMOTE ANNUNCIATORS
- 16-channel remote annunciator panel (supplied loose)

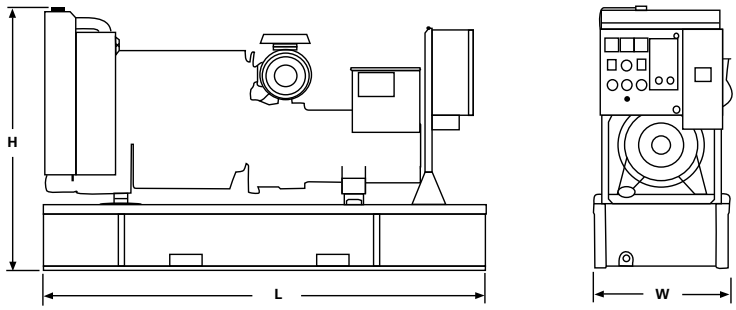
MISCELLANEOUS ACCESSORIES
- Toolkit
- Additional operator's manual pack
- Special enclosure color
- UL listing
- CSA certification
- French or Spanish language labels

EXTENDED SERVICE CONTRACTS
- Extended Service Coverage available

TESTING
- Factory test and report at both 1.0 pf and 0.8 pf

* Some options may not be available on all models. Not all options are listed.

GENERATOR SET DIMENSIONS AND WEIGHTS



Model	Length mm (in)	Width mm (in)	Height mm (in)	Weight kg (lb)*
D80-6	2400 (94.5)	838 (32.9)	1400 (55.1)	960 (2,116)
D80-2S	2400 (94.5)	838 (32.9)	1400 (55.1)	934 (2,059)
D100-6	2400 (94.5)	838 (32.9)	1400 (55.1)	1389 (3,062)
D100-6S	2400 (94.5)	838 (32.9)	1400 (55.1)	1066 (2,350)

NOTE: General configuration not to be used for installation. See specific dimensional drawings for detail.

*Includes oil and coolant

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SPECIFICATIONS

GENERATOR

Voltage regulation ..... ± 0.5% 3-phase and ± 1.0% single phase at steady state from no load to full load
Frequency ..... ± 0.25% for constant load, no load to full load
Waveform distortion ..... THD < 4%, at no load
Radio interference ..... Compliance with EN61000-6
Telephone interference..... TIF < 50, THF < 2%
Overspeed limit ..... 2250 rpm
Insulation..... Class H
Temperature rise ..... Within Class H limits
Available voltages ..... 1-phase – 120/240, 115/230, 110/220
3-phase – 277/480, 266/460, 120/240, 127/220, 120/208, 347/600
Deration ..... Consult factory for available outputs
Ratings ..... At 30° C (86° F), 152.4 m (500 ft), 60% humidity, 1.0 pf (1-phase), 0.8 pf (3-phase)

ENGINE

Manufacturer..... Caterpillar
Type 4-cycle
Bore – mm (in) 105.0 (4.13)
Stroke – mm (in)..... 127.0 (5.00)
Governor Type ..... Electronic
Class..... G2
Piston speed – m/sec (ft/sec)..... 7.62 (25.0)
Engine speed – rpm 1800
Air cleaner type ..... Dry, replaceable paper element type with restriction indicator

D80-6, D80-2S – C4.4
Aspiration..... Turbocharged
Cylinder configuration..... In-line 4
Displacement – L (cu in)..... 4.4 (269)
Compression ratio 19.2:1
Max power at rated rpm – kW (hp)
Standby..... 97 (130)
Prime 88 (118)
BMEP – kPa (psi)
Standby 1476 (213)
Prime..... 1335 (194)
Regenerative power – kW (hp) 13.8 (18.5)

D100-6, D100-6S – C4.4
Aspiration..... Turbocharged
Cylinder configuration..... In-line 4
Displacement – L (cu in)..... 4.4 (269)
Compression ratio 19.2:1
Max power at rated rpm – kW (hp)
Standby..... 117 (156.9)
Prime 106 (142.1)
BMEP – kPa (psi)
Standby 1612 (233)
Prime..... 1771 (257)
Regenerative power – kW (hp) 13.8 (18.5)

CONTROL PANEL

- Heavy duty sheet steel enclosure with lockable hinged door
- Vibration isolated from generating set
- LCD display
- AC metering
- DC metering
- Fail to start shutdown
- Low oil pressure shutdown
- High engine temperature
- Low/high battery voltage
- Underspeed/overspeed
- Loss of engine speed detection
- 2 spare fault channels
- 20 event fault log
- 2 LED status indicators
- Lockdown emergency stop push button

RATING DEFINITIONS AND CONDITIONS

Standby – Applicable for supplying continuous electrical power (at variable load) in the event of a utility power failure. No overload is permitted on these ratings. The generator is peak rated (as defined in ISO8528-3).

Prime – Applicable for supplying continuous electrical power (at variable load) in lieu of commercially purchased power. There is no limitation to the annual hours of operation and the generator set can supply 10 percent overload power for 1 hour in 12 hours.

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D80-6 (3-Phase)

Materials and specifications are subject to change without notice.

Generator Set Technical Data – 1800 rpm/60 Hz			Standby		Prime	
Power Rating	kW	kVA	80	100	72	90
Lubricating System						
Type: full pressure						
Oil filter: spin-on, full flow						
Oil cooler: watercooled						
Oil type required: API CH4						
Total oil capacity	L	U.S. gal	8	2.1	8	2.1
Oil pan	L	U.S. gal	7	1.9	7	1.9
Fuel System						
Generator set fuel consumption						
100% load	L/hr	gal/hr	24.7	6.5	22.7	6
75% load	L/hr	gal/hr	19.7	5.2	18.2	4.8
50% load	L/hr	gal/hr	14.6	3.9	13.5	3.6
Engine Electrical System						
Voltage/ground: 12/negative						
Battery charging generator ampere rating	amps		65		65	
Cooling System						
Water pump type: centrifugal						
Radiator system capacity incl. engine	L	U.S. gal	17.0	4.5	17.0	4.5
Maximum coolant static head	m H_2O	ft H_2O	10.2	33.5	10.2	33.5
Coolant flow rate	L/hr	U.S. gal/hr	10 140	2,679	10 140	2,679
Minimum temperature to engine	°C	°F	70	158	70	158
Temperature rise across engine	°C	°F	7	44.6	7	44.6
Heat rejected to coolant at rated power	kW	Btu/min	53.6	3,051	50.2	2,857
Total heat radiated to room at rated power	kW	Btu/min	15.9	905	9.3	529
Radiator fan load	kW	hp	4.8	6.4	4.8	6.4
Air Requirements						
Combustion air flow	m^3/min	cfm	7.6	268	7.7	272
Maximum air cleaner restriction	kPa	in H_2O	8	32	8	32
Radiator cooling air (zero restriction)	m^3/min	cfm	230	8,135	230	8,135
Generator cooling air	m^3/min	cfm	26.4	933	26.4	933
Allowable air flow restriction (after radiator)	kPa	in H_2O	0.120	0.48	0.120	0.48
Cooling airflow (@ rated speed)						
Rate with restriction	m^3/min	cfm	192	6,780	192	6,780
Exhaust System						
Maximum allowable backpressure	kPa	in/mercury	15	4.4	15	4.4
Exhaust flow at rated kW	m^3/min	cfm	18.77	663	16	572
Exhaust temperature at rated kW – Dry exhaust	°C	°F	522	972	524	975
Generator Set Noise Rating* (without attenuation) at 1 m (3 ft)	dB(A)		97		97	

Generator Technical Data		277/480V	266/460V	127/220V	120/240V 120/208V	347/600V
Motor Starting Capability: (30% voltage dip)	(kVA)					
	Self excited	239	223	207	188	239
	PM excited**	311	291	270	247	311
	AREP excited	311	291	270	247	311
Full Load Efficiencies:	Standby	91.7	91.6	91.4	90.9	91.7
	Prime	91.9	91.8	91.7	91.3	91.8
Reactances (per unit): Reactances shown are applicable to the standby rating.	X_d	2.69	2.93	3.21	3.58	2.69
	X'_d	0.09	0.10	0.11	0.12	0.09
	X''_d	0.045	0.049	0.053	0.060	0.045
	X_q	1.62	1.76	1.92	2.15	1.62
	X''_q	0.056	0.061	0.066	0.074	0.056
	X_2	0.051	0.056	0.061	0.068	0.051
	X_0	0.005	0.005	0.006	0.007	0.005
Time Constants:		t'_d 50 ms	t''_d 5 ms	t'_{do} 1480 ms	t_a 8 ms	

* dB(A) levels are for guidance only
** With PMG Excited Option AVR12

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D80-2S (1-Phase)

Materials and specifications are subject to change without notice.

Generator Set Technical Data – 1800 rpm/60 Hz			Standby		Prime	
Power Rating (at 240V)	kW	kVA	80	80	72	72
Lubricating System						
Type: full pressure						
Oil filter: spin-on, full flow						
Oil cooler: watercooled						
Oil type required: API CH4						
Total oil capacity	L	U.S. gal	8	2.1	8	2.1
Oil pan	L	U.S. gal	7	1.9	7	1.9
Fuel System						
Generator set fuel consumption						
100% load	L/hr	gal/hr	24.7	6.5	22.7	6.0
75% load	L/hr	gal/hr	19.7	5.2	18.2	4.8
50% load	L/hr	gal/hr	14.6	3.9	13.5	3.6
Engine Electrical System						
Voltage/ground: 12/negative						
Battery charging generator ampere rating	amps		65		65	
Cooling System						
Water pump type: centrifugal						
Radiator system capacity incl. engine	L	U.S. gal	17.0	4.5	17.0	4.5
Maximum coolant static head	m H_2O	ft H_2O	10.2	33.5	10.2	33.5
Coolant flow rate	L/hr	U.S. gal/hr	10 140	2,679	10 140	2,679
Minimum temperature to engine	°C	°F	70	158	70	158
Temperature rise across engine	°C	°F	7	44.6	7	44.6
Heat rejected to coolant at rated power	kW	Btu/min	53.6	3,051	50.2	2,857
Total heat radiated to room at rated power	kW	Btu/min	15.9	905	9.3	529
Radiator fan load	kW	hp	4.8	6.4	4.8	6.4
Air Requirements						
Combustion air flow	m^3/min	cfm	7.6	268	7.7	271
Maximum air cleaner restriction	kPa	in H_2O	8	32	8	32
Radiator cooling air (zero restriction)	m^3/min	cfm	230	8,135	230	8,135
Generator cooling air	m^3/min	cfm	26.4	933	26.4	933
Allowable air flow restriction (after radiator)	kPa	in H_2O	0.120	0.48	0.120	0.48
Cooling airflow (@ rated speed)						
Rate with restriction	m^3/min	cfm	192	6,780	192	6,780
Exhaust System						
Maximum allowable backpressure	kPa	in/mercury	15	4.4	15	4.4
Exhaust flow at rated kW	m^3/min	cfm	18.7	663	16	572
Exhaust temperature at rated kW – Dry exhaust	°C	°F	522	972	524	975
Generator Set Noise Rating* (without attenuation) at 1 m (3 ft)	dB(A)		97		97	

Generator Technical Data		120/240V	115/230V	110/220V
Motor Starting Capability: (30% voltage dip)	(kVA)			
	Self excited	150	160	170
	PM excited**	150	160	170
Full Load Efficiencies:	Standby	87.9	88.5	89.1
	Prime	88.4	89.0	89.5
Reactances (per unit): Reactances shown are applicable to the standby rating.	X_d	2.14	2.33	2.54
	X'_d	0.16	0.17	0.19
	X''_d	0.082	0.089	0.096
	X_q	1.28	1.40	1.53
	X''_q	0.101	0.109	0.120
Time Constants:	t'_d	t''_d	t'_{do}	t_a
	80 ms	7 ms	1431 ms	12 ms

* dB(A) levels are for guidance only
** With PMG Excited Option AVR12

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D100-6 (3-Phase)

Materials and specifications are subject to change without notice.

Generator Set Technical Data – 1800 rpm/60 Hz			Standby		Prime	
Power Rating	kW	kVA	100	125.0	90	112.5
Lubricating System						
Type: full pressure						
Oil filter: spin-on, full flow						
Oil cooler: watercooled						
Oil type required: API CH4						
Total oil capacity	L	U.S. gal	8.0	2.1	8.0	2.1
Oil pan	L	U.S. gal	7	1.9	7	1.9
Fuel System						
Generator set fuel consumption						
100% load	L/hr	gal/hr	29.8	7.9	26.8	7.1
75% load	L/hr	gal/hr	23.7	6.3	21.9	5.8
50% load	L/hr	gal/hr	17.5	4.6	16.3	4.3
Engine Electrical System						
Voltage/ground: 12/negative						
Battery charging generator ampere rating	amps		65		65	
Cooling System						
Water pump type: centrifugal						
Radiator system capacity incl. engine	L	U.S. gal	17.0	4.5	17.0	4.5
Maximum coolant static head	m H_2O	Ft H_2O	10.2	33.5	10.2	33.5
Coolant flow rate	L/hr	U.S. gal/hr	10 140	2,679	10 140	2,679
Minimum temperature to engine	°C	°F	70	158	70	158
Temperature rise across engine	°C	°F	7	44.6	7	44.6
Heat rejected to coolant at rated power	kW	Btu/min	65.6	3,731	59.7	3,396
Total heat radiated to room at rated power	kW	Btu/min	20.7	1,177	18.3	1,041
Radiator fan load	kW	hp	5.0	6.7	5.0	6.7
Air Requirements						
Combustion air flow	m^3/min	cfm	8.4	297	8.5	300
Maximum air cleaner restriction	kPa	in H_2O	8	32	8	32
Radiator cooling air (zero restriction)	m^3/min	cfm	230	8,135	230	8,135
Generator cooling air	m^3/min	cfm	26.4	933	26.4	933
Allowable air flow restriction (after radiator)	kPa	in H_2O	0.120	0.48	0.120	0.48
Cooling airflow (@ rated speed)						
Rate with restriction	m^3/min	cfm	192	6,780	192	6,780
Exhaust System						
Maximum allowable backpressure	kPa	in/mercury	15	4.4	15	4.4
Exhaust flow at rated kW	m^3/min	cfm	17.5	618	16	572
Exhaust temperature at rated kW – Dry exhaust	°C	°F	522	972	524	975
Generator Set Noise Rating* (without attenuation) at 1 m (3 ft)	dB(A)		98		97	

Generator Technical Data		277/480V	266/460V	127/220V	120/240V 120/208V	347/600V
Motor Starting Capability: (30% voltage dip)	(kVA)					
	Self excited	206	191	177	160	191
	PM excited**	271	252	233	211	252
	AREP excited	271	252	233	211	252
Full Load Efficiencies:	Standby	91.1	90.9	90.6	90.1	91.0
	Prime	91.5	91.3	91.0	90.6	91.4
Reactances (per unit): Reactances shown are applicable to the standby rating.	X_d	3.58	3.90	4.26	4.77	3.90
	X'_d	0.14	0.15	0.17	0.19	0.15
	X''_d	0.083	0.091	0.099	0.111	0.091
	X_q	2.15	2.34	2.56	2.86	2.34
	X''_q	0.104	0.113	0.123	0.138	0.113
	X_2	0.094	0.102	0.112	0.125	0.102
	X_0	0.005	0.005	0.006	0.006	0.005
Time Constants:		t'_d 100 ms	t''_d 10 ms	t'_{do} 2555 ms	t_a 15 ms	

* dB(A) levels are for guidance only
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D100-6S (1-Phase)

Materials and specifications are subject to change without notice.

Generator Set Technical Data – 1800 rpm/60 Hz			Standby		Prime	
Power Rating (at 240V)	kW	kVA	100	100	90	90
Lubricating System						
Type: full pressure						
Oil filter: spin-on, full flow						
Oil cooler: watercooled						
Oil type required: API CH4						
Total oil capacity	L	U.S. gal	8	2.1	8	2.1
Oil pan	L	U.S. gal	7	1.9	7	1.9
Fuel System						
Generator set fuel consumption						
100% load	L/hr	gal/hr	29.7	7.8	27.3	7.2
75% load	L/hr	gal/hr	23.7	6.3	21.9	5.8
50% load	L/hr	gal/hr	17.6	4.6	16.3	3
Engine Electrical System						
Voltage/ground: 12/negative						
Battery charging generator ampere rating	amps		65		65	
Cooling System						
Water pump type: centrifugal						
Radiator system capacity incl. engine	L	U.S. gal	17.0	4.5	17.0	4.5
Maximum coolant static head	m H_2O	ft H_2O	10.2	33.5	10.2	33.5
Coolant flow rate	L/hr	U.S. gal/hr	10 140	2,679	10 140	2,679
Minimum temperature to engine	°C	°F	70	158	70	158
Temperature rise across engine	°C	°F	7	44.6	7	44.6
Heat rejected to coolant at rated power	kW	Btu/min	61.0	3,472	57.0	3,244
Total heat radiated to room at rated power	kW	Btu/min	18.0	1,025	15.0	854
Radiator fan load	kW	hp	4.8	6.4	4.8	6.4
Air Requirements						
Combustion air flow	m^3/min	cfm	8.4	297	8.5	300
Maximum air cleaner restriction	kPa	in H_2O	8	32	8	32
Radiator cooling air (zero restriction)	m^3/min	cfm	230	8,135	230	8,135
Generator cooling air	m^3/min	cfm	26.4	933	26.4	933
Allowable air flow restriction (after radiator)	kPa	in H_2O	0.120	0.48	0.120	0.48
Cooling airflow (@ rated speed)						
Rate with restriction	m^3/min	cfm	192	6,780	192	6,780
Exhaust System						
Maximum allowable backpressure	kPa	in/mercury	15	4.4	15	4.4
Exhaust flow at rated kW	m^3/min	cfm	22.5	794	20.0	705
Exhaust temperature at rated kW – Dry exhaust	°C	°F	580	1,076	540	1,004
Generator Set Noise Rating* (without attenuation) at 1 m (3 ft)	dB(A)		98		97	

Generator Technical Data		120/240V	115/230V	110/220V
Motor Starting Capability: (30% voltage dip)	(kVA)			
	Self excited	187	175	162
	PM excited**	187	175	162
Full Load Efficiencies:	Standby	90.5	90.0	89.4
	Prime	90.9	90.4	89.4
Reactances (per unit): Reactances shown are applicable to the standby rating.	X_d	2.67	2.91	3.18
	X'_d	0.21	0.23	0.25
	X''_d	0.127	0.138	0.151
	X_q	1.60	1.74	1.90
	X''_q	0.151	0.164	0.180

Time Constants:	t'_d	t''_d	t'_{do}	t_a
	165 ms	13 ms	2734 ms	20 ms

* dB(A) levels are for guidance only
** With PMG Excited Option AVR12

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Exhaust Emission Data Sheet
60DGCB
60 Hz Diesel Generator Set

Engine Information:

Model:	Cummins Inc. 4BT3.9-G4	Bore:	4.02 in. (102 mm)
Type:	4 Cycle, In-line, 4 Cylinder Diesel	Stroke:	4.72 in. (120 mm)
Aspiration:	Turbocharged	Displacement:	239 cu. in. (3.9 liters)
Compression Ratio:	16.5:1		
Emission Control Device:	Turbocharger		

	Standby	Prime
PERFORMANCE DATA		
BHP @ 1800 RPM (60 Hz)	99	90
Fuel Consumption (gal/Hr)	5.0	4.6
Exhaust Gas Flow (CFM)	505	480
Exhaust Gas Temperature (°F)	925	885
EXHAUST EMISSION DATA		
HC (Total Unburned Hydrocarbons)	0.31	0.40
NOx (Oxides of Nitrogen as NO2)	9.16	7.97
CO (carbon Monoxide)	1.19	0.75
PM (Particular Matter)	0.16	0.13
SO2 (Sulfur Dioxide)	0.60	0.60

All values are Grams per HP-Hour

Test Methods and Conditions

Test Methods:
Steady-State emissions recorded per ISO8178-1 during operation at rated engine speed (± 25 RPM) and stated constant load (±2%) with engine temperatures, pressures, and emission rates stabilized.

Fuel Specification:
46.5 Cetane Number, 0.035 Wt.% Sulfur; Reference ISO8178-5, 40CFR86.1313-98 Type 2-D and ASTM D975 No. 2-D.

Reference Conditions:
25°C (77°F) Air Inlet Temperature, 40°C (104°F) Fuel Inlet Temperature, 100kPa (29.53 in Hg) Barometric Pressure; 10.7g/kg (75 grains H_2O/lb) of dry air humidity (required for NOx correction); Intake Restriction set to maximum allowable limit for clean filter; Exhaust Back Pressure set to maximum allowable limit.

Data was taken from a single engine test according to the test methods, fuel specification and reference conditions stated above and is subject to engine-to-engine variability. Tests conducted with alternate test methods, instrumentation, fuel or reference conditions can yield different results.

Model:	**DGCB**
Frequency:	**60**
Fuel type:	**Diesel**
KW rating:	**60 standby**
	55 prime
Emissions level:	**EPA Nonroad Tier 1**

➤ Generator set data sheet

Our energy working for you.™

Power Generation

Exhaust emission data sheet:	**EDS- 103**
EPA Tier 1 exhaust emission compliance sheet:	
Sound performance data sheet:	**MSP- 107**
Cooling performance data sheet:	
Prototype test summary data sheet:	**PTS- 104**
Standard set-mounted radiator cooling outline:	**0500-3303**
Optional set-mounted radiator cooling outline:	
Optional heat exchanger cooling outline:	
Optional remote radiator cooling outline:	

Fuel consumption

	Standby				**Prime**				**Continuous**
	kW (kVA)				**kW (kVA)**				**kW (kVA)**
Ratings	60 (75)				55 (69)				
Load	**1/4**	**1/2**	**3/4**	**Full**	**1/4**	**1/2**	**3/4**	**Full**	**Full**
US gph	1.9	2.8	3.7	4.7	1.8	2.6	3.5	4.4	
L/hr	7	11	14	18	7	10	13	17	

Engine

	Standby rating	**Prime rating**	**Continuous rating**
Engine manufacturer	Cummins Inc.		
Engine model	4TB3.9-G4		
Configuration	Cast iron, in-line 4 cylinder		
Aspiration	Turbocharged		
Gross engine power output, kWm (bhp)	73.9 (99.0)	67.1 (90.0)	
BMEP at rated load, kPa (psi)	1151.4 (167.0)	1085.9 (157.5)	
Bore, mm (in)	102.1 (4.02)		
Stroke, mm (in)	119.9 (4.72)		
Rated speed, rpm	1800		
Piston speed, m/s (ft/min)	7.2 (1416.0)		
Compression ratio	16.5:1		
Lube oil capacity, L (qt)	10.9 (11.5)		
Overspeed limit, rpm	2100 ± 50		
Regenerative power, kW	11.90		

Fuel flow

Fuel flow at rated load, L/hr (US gph)	47.7 (12.6)	46.9 (12.4)	
Maximum inlet restriction, mm Hg (in Hg)	101.6 (4.0)		
Maximum return restriction, mm Hg (in Hg)	254.0 (10.0)		

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Air	Standby rating	Prime rating	Continuous rating
Combustion air, m^3/min (scfm)	5.8 (206.0)	5.7 (202.0)	
Maximum air cleaner restriction w/clean filter, kPa (in H_2O)	6.2 (25.0)		
Alternator cooling air, m^3/min (scfm)	37.0 (1308.0)		

Exhaust			
Exhaust flow at rated load, m^3/min (cfm)	14.3 (505.0)	13.6 (480.0)	
Exhaust temperature, °C (°F)	496.1 (925.0)	473.9 (885.0)	
Maximum back pressure, kPa (in H_2O)	10.2 (41.0)		

Standard set-mounted radiator cooling			
Ambient design, °C (°F)	40 (104)		
Fan load, kW (HP)	3.4 (4.6)		
Coolant capacity (with radiator), L (US gal)	16.9 (4.5)		
Cooling system air flow, m^3/min (scfm)	139 (4900)		
Total heat rejection, MJ/min (Btu/min)	3.7 (3520)	3.3 (3166)	
Maximum cooling air flow static restriction, kPa (in H_2O)	0.12 (0.5)		

Optional set-mounted radiator cooling			
Ambient design, °C (°F)	50 (122)		
Fan load, kW_m (HP)	3.4 (4.6)		
Coolant capacity (with radiator), L (US gal)	16.9 (4.5)		
Cooling system air flow, m^3/min (scfm)	139 (4900)		
Total heat rejection, MJ/min (Btu/min)	3.7 (3520)	3.3 (3166)	
Maximum cooling air flow static restriction, kPa (in H_2O)	0.12 (0.5)		

Optional heat exchanger cooling			
Set coolant capacity, L (US gal)			
Heat rejected, jacket water circuit, MJ/min (Btu/min)			
Heat rejected, after-cooler circuit, MJ/min (Btu/min)			
Heat rejected, fuel circuit, MJ/min (Btu/min)			
Total heat radiated to room, MJ/min (Btu/min)			
Maximum raw water pressure, jacket water circuit, kPa (psi)			
Maximum raw water pressure, aftercooler circuit, kPa (psi)			
Maximum raw water pressure, fuel circuit, kPa (psi)			
Maximum raw water flow, jacket water circuit, L/min (US gal/min)			
Maximum raw water flow, aftercooler circuit, L/min (US gal/min)			
Maximum raw water flow, fuel circuit, L/min (US gal/min)			
Minimum raw water flow @ 27 °C (80 °F) Inlet temp, jacket water circuit, L/min (US gal/min)			
Minimum raw water flow @ 27 °C (80 °F) Inlet remp, after-cooler circuit, L/min (US gal/min)			
Minimum raw water flow @ 27 °C (80 °F) Inlet temp, fuel circuit, L/min (US gal/min)			
Raw water delta P @ min flow, jacket water circuit, kPa (psi)			
Raw water delta P @ min flow, after-cooler circuit, kPa (psi)			
Raw water delta P @ min flow, fuel circuit, kPa (psi)			
Maximum jacket water outlet temp, °C (°F)			
Maximum after-cooler inlet temp, °C (°F)			
Maximum after-cooler inlet temp @ 25 °C (77 °F) ambient, °C (°F)			

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Optional remote radiator cooling[1]

Set coolant capacity, L (US gal)	7.2 (1.9)		
Max flow rate @ max friction head, jacket water circuit, L/min (US gal/min)	133 (35)		
Heat rejected, jacket water circuit, MJ/min (Btu/min)	2.6 (2450)	2.3 (2210)	
Total heat radiated to room, MJ/min (Btu/min)	1.1 (1070)	1.0 (956)	
Maximum friction head, jacket water circuit, kPa (psi)	35 (5)		
Maximum static head, jacket water circuit, m (ft)	14 (46)		
Maximum jacket water outlet temp, °C (°F)	104 (220)	100 (212)	

Weights[2]

Unit dry weight kgs (lbs)	
Unit wet weight kgs (lbs)	780 (1720)

Notes:

[1] For non-standard remote installations contact your local Cummins Power Generation representative.

[2] Weights represent a set with standard features. See outline drawing for weights of other configurations.

Derating factors

Standby	Engine power available up to 1600 m (5260 ft) at ambient temperatures up to 40 °C (104 °F). Above 1600 m (5260 ft), derate at 4% per 305 m (1000 ft), and 2% per 11 °C (1% per 10 °F) above 40 °C (104°F).
Prime	Engine power available up to 1600 m (5260 ft) at ambient temperatures up to 40 °C (104 °F). Above 1600 m (5260 ft), derate at 4% per 305 m (1000 ft), and 2% per 11 °C (1% per 10 °F) above 40 °C (104°F).
Continuous	

Ratings definitions

Emergency standby power (ESP):	**Limited-time running power (LTP)**:	**Prime power (PRP)**:	**Base load (continuous) power (COP)**:
Applicable for supplying power to varying electrical load for the duration of power interruption of a reliable utility source. Emergency Standby Power (ESP) is in accordance with ISO 8528. Fuel Stop power in accordance with ISO 3046, AS 2789, DIN 6271 and BS 5514.	Applicable for supplying power to a constant electrical load for limited hours. Limited Time Running Power (LTP) is in accordance with ISO 8528.	Applicable for supplying power to varying electrical load for unlimited hours. Prime Power (PRP) is in accordance with ISO 8528. Ten percent overload capability is available in accordance with ISO 3046, AS 2789, DIN 6271 and BS 5514.	Applicable for supplying power continuously to a constant electrical load for unlimited hours. Continuous Power (COP) is in accordance with ISO 8528, ISO 3046, AS 2789, DIN 6271 and BS 5514.

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Alternator data

Three phase table[1]		105 °C	105 °C	105 °C	105 °C	125 °C	125 °C	125 °C	125 °C	150 °C	150 °C	150 °C
Feature code		B418	B415	B268	B304	B417	B267	B414	B303	B416	B413	B419
Alternator data sheet number		204	204	207	204	204	205	204	203	204	204	203
Voltage ranges		110/190 thru 120/208 220/380 thru 240/416	120/208 thru 139/240 240/416 thru 277/480	120/208 thru 139/240 240/416 thru 277/480	347/600	110/190 thru 120/208 220/380 thru 240/416	120/208 thru 139/240 240/416 thru 277/480	120/208 thru 139/240 240/416 thru 277/480	347/600	110/190 thru 120/208 220/380 thru 240/416	120/208 thru 139/240 240/416 thru 277/480	347/600
Surge kW		66	66	67	66	66	66	66	65	66	66	65
Motor starting kVA (at 90% sustained voltage)	Shunt	231	231	360	231	231	260	231	188	231	231	188
	PMG	272	272	423	272	272	306	272	221	272	272	221

Full load current amps at standby rating	120/208	127/220	139/240	220/380	240/416	277/480	347/600
	208	197	180	114	104	90	72

Single phase table		105 °C	105 °C	105 °C	105 °C	125 °C	125 °C	125 °C	125 °C			
Feature code		B418	B415	B274	B268	B417	B414	B273	B267			
Alternator data sheet number		204	204	205	207	204	204	204	205			
Voltage ranges		120/240[2]	120/240[2]	120/240[3]	120/240[3]	120/240[2]	120/240[2]	120/240[3]	120/240[3]			
Surge kW		61	64	66	65	60	63	65	64			
Motor starting kVA (at 90% sustained voltage)	Shunt	130	130	155	215	130	130	130	155			
	PMG	153	153	183	250	153	153	153	183			

Full load current amps at standby rating	120/240[2]	120/240[3]
	167	250

Notes:

1. Single phase power can be taken from a three phase generator set at up to 2/3 set rated 3-phase kW at 1.0 power factor. Also see Note 3 below.
2. The broad range alternators can supply single phase output up to 2/3 set rated 3-phase kW at 1.0 power factor.
3. The extended stack (full single phase output) and 4 lead alternators can supply single phase output up to full set rated 3-phase kW at 1.0 power factor.

Formulas for calculating full load currents:

Three phase output

$$\frac{\text{kW} \times 1000}{\text{Voltage} \times 1.73 \times 0.8}$$

Single phase output

$$\frac{\text{kW} \times \text{SinglePhaseFactor} \times 1000}{\text{Voltage}}$$

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Warning: Back feed to a utility system can cause electrocution and/or property damage. Do not connect to any building's electrical system except through an approved device or after building main switch is open.

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Power Generation

Diesel generator set 4BT3.9 series engine

> Specification sheet
40 kW - 60 kW standby

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Cummins® Power Generation

Description

Cummins Power Generation commercial generator sets are fully integrated power generation systems providing optimum performance, reliability and versatility for stationary standby and prime power applications.

ISO 9001	This generator set is designed in facilities certified to ISO 9001 and manufactured in facilities certified to ISO 9001 or ISO 9002.
PTS	The Prototype Test Support (PTS) program verifies the performance integrity of the generator set design. Cummins Power Generation products bearing the PTS symbol meet the prototype test requirements of NFPA 110 for Level 1 systems.
CSA®	All low voltage models are CSA certified to product class 4215-01.
UL®	The generator set is available Listed to UL 2200, Stationary Engine Generator Assemblies.
U.S. EPA	Engine meets former U.S. EPA Nonroad source Emissions Standards, 40 CFR 89, Tier 1.

Features

Cummins® heavy-duty engine - Rugged 4-cycle, industrial diesel delivers reliable power, low emissions and fast response to load changes.

Alternator - Several alternator sizes offer selectable motor starting capability with low reactance 2/3 pitch windings, low waveform distortion with non-linear loads and fault clearing short-circuit capability.

Control system - The PowerCommand® electronic control is standard equipment and provides total genset system integration including automatic remote starting/stopping, precise frequency and voltage regulation, alarm and status message display, AmpSentry™ protection, output metering, auto-shutdown at fault detection and NFPA 110 Level 1 compliance.

Cooling system - Standard integral set-mounted radiator system, designed and tested for rated ambient temperatures, simplifies facility design requirements for rejected heat.

Enclosures - Optional weather protective and sound attenuated enclosures are available.

Fuel tanks - Dual wall sub-base fuel tanks and in-skid day tanks are also offered.

NFPA - The genset accepts full rated load in a single step in accordance with NFPA 110 for Level 1 systems.

Warranty and service - Backed by a comprehensive warranty and worldwide distributor network.

	Standby rating		Prime rating		Continuous rating		Data sheets	
Model	**60 Hz kW (kVA)**	**50 Hz kW (kVA)**	**60 Hz kW (kVA)**	**50 Hz kW (kVA)**	**60 Hz kW (kVA)**	**50 Hz kW (kVA)**	**60 Hz**	**50 Hz**
DGCA	50 (63)	40 (50)	45 (56)	36 (45)			D-3421	D-3423
DGCB	60 (75)	50 (63)	55 (69)	45 (56)			D-3422	D-3424

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S-1575 a (5/08)

Generator set specifications

Governor regulation class	ISO 8528 Part 1 Class G3
Voltage regulation, no load to full load	± 1.0%
Random voltage variation	± 1.0%
Frequency regulation	5%
Random frequency variation	± 0.5% (isochronous optional ± 0.25%)
Radio frequency emissions compliance	Meets requirements of most industrial and commercial applications.

Engine specifications

Design	Turbocharged
Bore	102.1 mm (4.02 in)
Stroke	119.9 mm (4.72 in)
Displacement	3.9 litres (239.0 in^3)
Cylinder block	Cast iron, in-line, 4 cylinder
Battery capacity	460 amps minimum at ambient temperature of 0 °C (32 °F)
Battery charging alternator	65 amps
Starting voltage	12 volt, negative ground
Fuel system	Direct injection: number 2 diesel fuel
Fuel filter	Single element, 10 micron filtration, spin-on fuel filter with water separator
Air cleaner type	Dry replaceable element
Lube oil filter type(s)	One spin-on, full flow filter
Standard cooling system	40 °C (104 °F) ambient radiator

Alternator specifications

Design	Brushless, 4 pole, drip proof revolving field
Stator	2/3 pitch
Rotor	Direct coupled, flexible disc
Insulation system	Class H per NEMA MG1-1.65
Standard temperature rise	150 °C (302 °F) standby
Exciter type	Shunt
Phase rotation	A (U), B (V), C (W)
Alternator cooling	Direct drive centrifugal blower
AC waveform total harmonic distortion	< 5% no load to full linear load, < 3% for any single harmonic
Telephone influence factor (TIF)	< 50 per NEMA MG1-22.43
Telephone harmonic factor (THF)	< 3

Available voltages

60 Hz				50 Hz				
Reconnectable		Non-Reconnectable		Reconnectable			Non-Reconnectable	
3-phase		1-phase	3-phase	3-phase			1-phase	3-phase
• 120/208	• 120/240	• 120/240	• 220/380	• 110/190	• 110/220	• 115/200	• 110/220	• 220/380
• 127/220	• 139/240		• 347/600	• 115/230	• 120/208	• 120/240	• 115/230	• 347/600
• 240/416	• 254/440			• 127/220	• 220/380	• 230/400	• 120/240	
• 277/480				• 240/416	• 254/440			

Note: Consult factory for other voltages.

Generator set options and accessories

Engine
- ☐ 120/240 V, 1000 W coolant heater
- ☐ 120/240 V, 150 W lube oil heater
- ☐ Electronic governor

Fuel system
- ☐ 12 hour dual wall sub-base tank
- ☐ 24 hour dual wall sub-base tank
- ☐ Single wall sub-base tank, 80 gal (303 L)
- ☐ In-skid tank, 44 gal (167 L)

Alternator
- ☐ 105 °C (221 °F) rise alternator
- ☐ 125 °C (257 °F) rise alternator
- ☐ 120/240 V, 100 W anti-condensation heater
- ☐ Extended stack (full single phase output)
- ☐ PMG excitation
- ☐ Single phase

Cooling system
- ☐ 50 °C (122 °F) ambient cooling
- ☐ Remote radiator cooling

Exhaust system
- ☐ Genset mounted muffler
- ☐ Heavy duty exhaust elbow
- ☐ Slip on exhaust connection

Generator set
- ☐ AC entrance box
- ☐ Batteries
- ☐ Battery charger
- ☐ Enclosure: aluminum, steel, weather protective or sound attenuated
- ☐ Export box packaging
- ☐ Main line circuit breaker
- ☐ PowerCommand Network Communications Module (NCM)
- ☐ Remote annunciator panel
- ☐ Spring isolators
- ☐ UL 2200 Listed
- ☐ 2 year standby warranty
- ☐ 2 year prime power warranty
- ☐ 5 year basic power warranty

Note: Some options may not be available on all models - consult factory for availability.

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Control system

PowerCommand control is an integrated generator set control system providing governing, voltage regulation, engine protection and operator interface functions.

- Control includes integral AmpSentry protection providing a full range of alternator protection functions that are matched to the alternator provided.
- Controls provided include battery monitoring and testing features, and smart starting control system.
- InPower™ PC-based service tool available for detailed diagnostics.
- PCCNet interface available with Echelon® LonWorks® network interface.
- NEMA 3R enclosure
- Suitable for operation in ambient temperatures from -40 °C to +70 °C (-40 °F to +158 °F) and altitudes to 5000 meters (13,000 feet).
- Prototype tested; UL, CSA, and CE compliant.

AmpSentry AC protection

- Over current and short-circuit shut down
- Over current warning
- Single and three phase fault regulation
- Over and under voltage shut down
- Over and under frequency shut down
- Overload warning with alarm contact
- Reverse power and reverse Var shut down
- Excitation fault

Engine protection

- Overspeed shut down
- Low oil pressure warning and shut down
- High coolant temperature warning and shut down
- High oil temperature warning (optional)
- Low coolant level warning or shut down
- Low coolant temperature warning
- High and low battery voltage warning
- Weak battery warning
- Dead battery shut down
- Fail to start (overcrank) shut down
- Fail to crank shut down
- Redundant start disconnect
- Cranking lockout
- Sensor failure indication

Operator/display panel

- Off/manual/auto mode switch
- Manual run/stop switch
- Panel lamp test switch
- Emergency Stop switch
- Alpha-numeric display with pushbutton access for viewing engine and alternator data and providing setup, controls and adjustments
- LED lamps indicating genset running, not in auto, common warning, common shutdown
- (5) configurable LED lamps
- LED bargraph AC data display (optional)

Alternator data

- Line-to-line and line-to-neutral AC volts
- Three phase AC current
- Frequency
- Total and individual phase kW and kVA

Engine data

- DC voltage
- Lube oil pressure
- Coolant temperature
- Lube oil temperature (optional)

Other data

- Genset model data
- Start attempts, starts, running hours
- kW hours (total and since reset)
- Fault history
- Load profile (hours less than 30% and hours more than 90% load)
- System data display (optional with network and other PowerCommand gensets or transfer switches)

Governing

- Integrated digital electronic isochronous governor
- Temperature dynamic governing
- Smart idle speed mode
- Glow plug control (some models)

Voltage regulation

- Integrated digital electronic voltage regulator
- Three phase line-to-neutral sensing
- PMG (optional)
- Single and three phase fault regulation
- Configurable torque matching

Control functions

- Data logging on faults
- Fault simulation (requires InPower)
- Time delay start and cooldown
- Glow plug control (some models)
- Cycle cranking
- PCCNet interface
- (4) Configurable customer inputs
- (4) Configurable customer outputs
- (8) configurable network inputs and (16) outputs (with optional network)

Options

☐ Analog AC meter display
☐ Thermostatically controlled space heater
☐ Key-type mode switch
☐ Ground fault module
☐ Engine oil temperature
☐ Auxiliary relays (3)
☐ Echelon LonWorks interface
☐ Digital input and output module(s) (loose)
☐ Remote annunciator (loose)

PowerCommand 2100 control Operator/display panel

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Cummins Power Generation

Ratings definitions

Emergency standby power (ESP):

Applicable for supplying power to varying electrical load for the duration of power interruption of a reliable utility source. Emergency Standby Power (ESP) is in accordance with ISO 8528. Fuel Stop power in accordance with ISO 3046, AS 2789, DIN 6271 and BS 5514.

Limited-time running power (LTP):

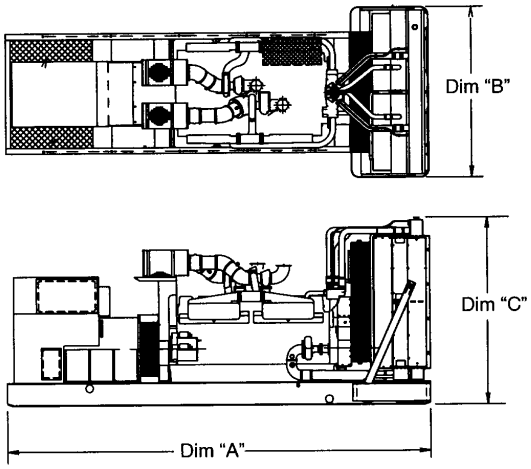
Applicable for supplying power to a constant electrical load for limited hours. Limited Time Running Power (LTP) is in accordance with ISO 8528.

Prime power (PRP):

Applicable for supplying power to varying electrical load for unlimited hours. Prime Power (PRP) is in accordance with ISO 8528. Ten percent overload capability is available in accordance with ISO 3046, AS 2789, DIN 6271 and BS 5514.

Base load (continuous) power (COP):

Applicable for supplying power continuously to a constant electrical load for unlimited hours. Continuous Power (COP) in accordance with ISO 8528, ISO 3046, AS 2789, DIN 6271 and BS 5514.



This outline drawing is for reference only. See respective model data sheet for specific model outline drawing number.

Do not use for installation design

Model	Dim "A" mm (in.)	Dim "B" mm (in.)	Dim "C" mm (in.)	Set Weight* dry kg (lbs)	Set Weight* wet kg (lbs)
DGCA	2104 (82.8)	1016 (40.0)	1207 (47.5)		780 (1720)
DGCB	2104 (82.8)	1016 (40.0)	1207 (47.5)		780 (1720)

* Weights represent a set with standard features. See outline drawings for weights of other configurations.

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Warning: Back feed to a utility system can cause electrocution and/or property damage. Do not connect to any building's electrical system except through an approved device or after building main switch is open.

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Power Generation

Exhaust Emission Data Sheet
500DFEK
60 Hz Diesel Generator Set
EPA NSPS Stationary Emergency

Engine Information:

Model: Cummins Inc. QSX15-G9 NR 2
Nameplate BHP @ 1800 RPM: 755
Type: 4 Cycle, In-Line, 6 Cylinder Diesel
Aspiration: Turbo-charged with air-to-air charge air cooling
Compression Ratio: 17:1
Emission Control Device: Turbocharged and Charge Air Cooled

Bore: 5.39 in. (137 mm)
Stroke: 6.65 in. (169 mm)
Displacement: 912 cu. in. (14.9 liters)

	1/4	1/2	3/4	Full	Full
PERFORMANCE DATA	**Standby**	**Standby**	**Standby**	**Standby**	**Prime**
Engine HP @ Stated Load (1800 RPM)	202	379	555	732	668
Fuel Consumption (gal/hr)	11.3	18.7	25.8	34.7	30.6
Exhaust Gas Flow (CFM)	1400	2150	2730	3625	3160
Exhaust Temperature (°F)	745	830	820	900	880
EXHAUST EMISSION DATA					
HC (Total Unburned Hydrocarbons)	0.18	0.07	0.06	0.11	0.08
NOx (Oxides of Nitrogen as NO2)	2.85	3.60	4.60	4.85	5.15
CO (Carbon Monoxide)	0.45	0.33	0.47	0.31	0.41
PM (particular Matter)	0.08	0.05	0.05	0.05	0.02
Smoke (Pierburg)	0.52	0.55	0.61	0.31	0.38
					All values are Grams per HP-Hour

TEST METHODS AND CONDITIONS

Test Methods:
Steady-State emissions recorded per ISO8178-1 during operation at rated engine speed (+/-2%) and stated constant load (+/-2%) with engine temperatures, pressures and emission rated stabilized.

Fuel Specification: 40-48 Cetane Number, 0.05 Wt.% max. Sulfur; Reference ISO8178-5, 40CFR86.1313-98 Type 2-D and ASTM D975 No. 2-D.

Reference Conditions:
25 °C (77 °F) Air Inlet Temperature, 40 °C (104 °F) Fuel Inlet Temperature, 100 kPa (29.53 in Hg) Barometric Pressure; 10.7 g/kg (75 grains H_2O/lb) of dry air Humidity (required for NOx correction); Intake Restriction set to maximum allowable limit for clean filter; Exhaust Back pressure set to maximum allowable limit.

Data was taken from a single engine test according to the test methods, fuel specification and reference conditions stated above and is subjected to instrumentation and engine-to-engine variability. Tests conducted with alternate test methods, instrumentation, fuel or reference conditions can yield different results.

Data Subject to Change Without Notice.

Diesel generator set QSX15 series engine

> Specification sheet
350 kW - 500 kW standby

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Description

Cummins Power Generation commercial generator sets are fully integrated power generation systems providing optimum performance, reliability and versatility for stationary standby and prime power applications Codes or standards compliance may not be available with all model configurations – consult factory for availability.

This generator set is designed in facilities certified to ISO 9001 and manufactured in facilities certified to ISO 9001 or ISO 9002.

The Prototype Test Support (PTS) program verifies the performance integrity of the generator set design. Cummins Power Generation products bearing the PTS symbol meet the prototype test requirements of NFPA 110 for Level 1 systems.

All low voltage models are CSA certified to product class 4215-01.

The generator set is available listed to UL 2200, Stationary Engine Generator Assemblies for all 60 Hz low voltage models. The PowerCommand control is Listed to UL 508 - Category NITW7 for U.S. and Canadian usage. Circuit breaker assemblies are UL 489 Listed for 100% continuous operation and also UL 869A Listed Service Equipment.

U.S. EPA

Engine certified to Stationary Emergency U.S. EPA New Source Performance Standards, 40 CFR 60 subpart IIII Tier 2 exhaust emission levels. U.S. applications must be applied per this EPA regulation.

Features

Cummins® heavy-duty engine - Rugged 4-cycle, industrial diesel delivers reliable power, low emissions and fast response to load changes.

Alternator - Several alternator sizes offer selectable motor starting capability with low reactance 2/3 pitch windings, low waveform distortion with non-linear loads and fault clearing short-circuit capability.

Permanent magnet generator (PMG) - Offers enhanced motor starting and fault clearing short-circuit capability.

Control system - The PowerCommand® electronic control is standard equipment and provides total genset system integration including automatic remote starting/stopping, precise frequency and voltage regulation, alarm and status message display, AmpSentry™ protection, output metering, auto-shutdown at fault detection and NFPA 110 Level 1 compliance.

Cooling system - Standard integral set-mounted radiator system, designed and tested for rated ambient temperatures, simplifies facility design requirements for rejected heat.

Enclosures - Optional weather protective and sound attenuated enclosures are available.

Fuel tanks - Dual wall sub-base fuel tanks are also available.

NFPA - The genset accepts full rated load in a single step in accordance with NFPA 110 for Level 1 systems.

Warranty and service - Backed by a comprehensive warranty and worldwide distributor network.

	Standby rating		Prime rating		Continuous rating		Data sheets	
Model	**60 Hz kW (kVA)**	**50 Hz kW (kVA)**	**60 Hz kW (kVA)**	**50 Hz kW (kVA)**	**60 Hz kW (kVA)**	**50 Hz kW (kVA)**	**60 Hz**	**50 Hz**
DFEG	350 (438)		320 (400)				D-3398	
DFEH	400 (500)	352 (440)	350 (438)	320 (400)			D-3399	D-3402
DFEJ	450 (563)	400 (500)	410 (513)	364 (455)			D-3400	D-3403
DFEK	500 (625)	440 (550)	455 (569)	400 (500)			D-3401	D-3404

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S-1582d (6/11)

Generator set specifications

Governor regulation class	ISO 8528 Part 1 Class G3
Voltage regulation, no load to full load	± 0.5%
Random voltage variation	± 0.5%
Frequency regulation	Isochronous
Random frequency variation	± 0.25%
Radio frequency emissions compliance	IEC 801.2, Level 4 electrostatic discharge IEC 801.3; Level 3 radiated susceptibility

Engine specifications

Design	Turbocharged with air-to-air charge air cooling
Bore	136.9 mm (5.39 in)
Stroke	168.9 mm (6.65 in)
Displacement	14.9 L (912.0 in^3)
Configuration	Cast iron with replaceable wet liners, in-line 6 cylinder
Battery capacity	900 amps minimum at ambient temperature of 0 °C (32 °F)
Battery charging alternator	35 amps
Starting voltage	24 volt, negative ground
Fuel system	Full authority electronic (FAE) Cummins HPI-TP
Fuel filter	
Air cleaner type	
Lube oil filter type(s)	Single spin-on combination full flow and bypass filters
Standard cooling system	40 °C (104 °F) ambient radiator

Alternator specifications

Design	Brushless, 4 pole, drip proof revolving field
Stator	2/3 pitch
Rotor	Single bearing, flexible discs
Insulation system	Class H
Standard temperature rise	125 °C standby at 40 °C ambient
Exciter type	PMG (Permanent magnet generator)
Phase rotation	A (U), B (V), C (W)
Alternator cooling	Direct drive centrifugal blower
AC waveform total harmonic distortion	< 5% no load to full linear load, < 3% for any single harmonic
Telephone influence factor (TIF)	< 50 per NEMA MG1-22.43
Telephone harmonic factor (THF)	< 3

Available voltages

60 Hz line–neutral/line-line				50 Hz line–neutral/line-line			
• 110/190	• 110/220	• 115/200	• 115/230	• 110/190	• 110/220	• 115/200	• 115/230
• 120/208	• 127/220	• 139/240	• 220/380	• 120/208	• 127/220	• 139/240	• 220/380
• 230/400	• 240/416	• 255/440	• 277/480	• 230/400	• 240/415	• 255/440	
• 347/600							

Note: Consult factory for other voltages.

Generator set options and accessories

Engine
- ☐ 208/240/480 V thermostatically controlled coolant heater for ambient above 4.5 °C (40 °F)
- ☐ 208/240/480 V thermostatically controlled coolant heater for ambient below 4.5 °C (40 °F)
- ☐ 120 V 300 W lube oil heater
- ☐ Heavy duty air cleaner with safety element

Alternator
- ☐ 80 °C rise
- ☐ 105 °C rise
- ☐ 150 °C rise
- ☐ 120/240 V 300 W anti-condensation heater

Exhaust system
- ☐ Critical grade exhaust silencer
- ☐ Exhaust packages
- ☐ Industrial grade exhaust silencer
- ☐ Residential grade exhaust silencer

Fuel system - 60 Hz
- ☐ 1136 L (300 gal) sub-base tank
- ☐ 1514 L (400 gal) sub-base tank
- ☐ 1893 L (500 gal) sub-base tank
- ☐ 2271 L (600 gal) sub-base tank
- ☐ 2498 L (660 gal) sub-base tank
- ☐ 3218 L (850 gal) sub-base tank
- ☐ 6435 L (1700 gal) sub-base tank

Fuel system - 50 Hz
- ☐ 155 L (41 gal) in-skid day tank (dual wall)
- ☐ 208 L (55 gal) in-skid day tank (single wall)
- ☐ 1595 L (425 gal) sub-base tank
- ☐ 3191 L (850 gal) sub-base tank

Cooling system
- ☐ High ambient 50 °C radiator

Control panel
- ☐ 120/240 V 100 W control anti-condensation heater
- ☐ Ground fault indication
- ☐ Power transfer control
- ☐ Remote fault signal package
- ☐ Run relay package

Generator set
- ☐ AC entrance box
- ☐ Battery
- ☐ Battery charger
- ☐ Export box packaging
- ☐ UL 2200 Listed
- ☐ Main line circuit breaker
- ☐ Paralleling accessories
- ☐ Remote annunciator panel
- ☐ Spring isolators
- ☐ Enclosure: aluminum, steel, weather protective or sound attenuated
- ☐ 2 year standby power warranty
- ☐ 2 year prime power warranty
- ☐ 5 year basic power warranty
- ☐ 10 year major components warranty

Note: Some options may not be available on all models - consult factory for availability.

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S-1582d (6/11)

Power Generation

Control system PCC 2100 or PCC 3201

PowerCommand control is an integrated generator set control system providing governing, voltage regulation, engine protection and operator interface functions. Major features include:

- Integral AmpSentry™ Protective Relay providing a full range of alternator protection functions that are matched to the alternator provided.
- Battery monitoring and testing features and smart starting control system.
- Three phase sensing, full wave rectified voltage regulation system, with a PWM output for stable operation with all load types.
- Standard PCCNet™ and optional Echelon® LonWorks® network interface.
- Control suitable for operation in ambient temperatures from -40 °C to +70 °C (-40 °F to +158 °F) and altitudes to 5000 meters (13,000 feet).
- Prototype tested; UL, CSA, and CE compliant.
- InPower™ PC-based service tool available for detailed diagnostics.

Operator/display panel

- Off/manual/auto mode switch
- Manual run/stop switch
- Panel lamp test switch
- Emergency stop switch
- Alpha-numeric display with pushbutton access for viewing engine and alternator data and providing setup, controls and adjustments
- LED lamps indicating genset running, not in auto, common warning, common shutdown
- Configurable for local language

Engine protection

- Overspeed shut down
- Low oil pressure warning and shut down
- High coolant temperature warning and shut down
- High oil temperature warning (some models)
- Low coolant level warning or shut down
- Low coolant temperature warning
- High and low battery voltage warning
- Weak battery warning
- Dead battery shut down
- Fail to start (overcrank) shut down
- Fail to crank shut down
- Redundant start disconnect
- Cranking lockout
- Sensor failure indication

Engine data

- DC voltage
- Lube oil pressure
- Coolant temperature
- Lube oil temperature (some models)
- Engine speed

AmpSentry AC protection

- Over current and short-circuit shut down
- Over current warning
- Single and three phase fault regulation
- Over and under voltage shut down
- Over and under frequency shut down
- Overload warning with alarm contact
- Reverse power and reverse Var shut down
- Excitation fault

Alternator data

- Line-to-line and line-to-neutral AC volts
- Three phase AC current
- Frequency
- Total and individual phase power factor, kW and kVA

Other data

- Genset model data
- Start attempts, starts, running hours
- kW hours (total and since reset)
- Fault history

Governing

- Digital electronic isochronous governor
- Temperature dynamic governing
- Smart idle speed mode
- Glow plug control (some models)

Voltage regulation

- Digital PWM electronic voltage regulation
- Three phase line-to-neutral sensing
- Suitable for PMG or shunt excitation
- Single and three phase fault regulation
- Configurable torque matching

Control functions

- Data logging on faults
- Fault simulation (requires InPower)
- Time delay start and cooldown
- Cycle cranking
- Configurable customer inputs (4)
- Configurable customer outputs (4)
- Configurable network inputs (8) and outputs (16) (with optional network)
- Remote emergency stop

Paralleling (Option)

- Active digital phase lock loop synchronizer
- Isochronous kW and kVar load sharing controls
- kW import/export and kVar/PF control for utility (mains) paralleling

Options

☐ PCC 3201 paralleling control
☐ LED bargraph AC data display
☐ Thermostatically controlled space heater
☐ Key-type mode switch
☐ Ground fault module
☐ Auxiliary relays (3)
☐ Echelon LonWorks interface
☐ Modion Gateway to convert to Modbus (loose)
☐ PowerCommand iWatch web server for remote monitoring and alarm notification (loose)
☐ Digital input and output module(s) (loose)
☐ Remote annunciator (loose)

For further detail on PCC 2100 see document S-1409.
For further detail on PCC 3201 see document S-1444.

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S-1582d (6/11)

Cummins Power Generation

Ratings definitions

Emergency standby power (ESP):

Applicable for supplying power to varying electrical load for the duration of power interruption of a reliable utility source. Emergency Standby Power (ESP) is in accordance with ISO 8528. Fuel Stop power in accordance with ISO 3046, AS 2789, DIN 6271 and BS 5514.

Limited-time running power (LTP):

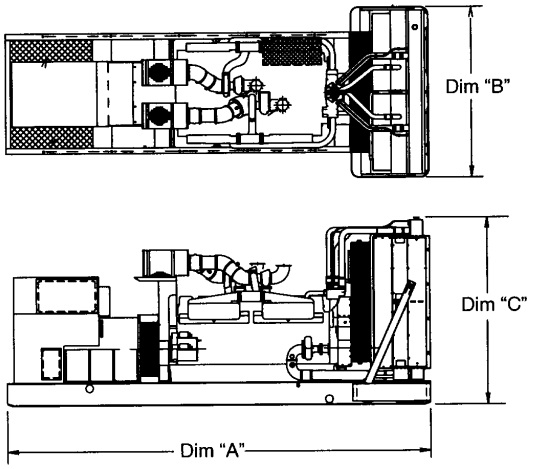
Applicable for supplying power to a constant electrical load for limited hours. Limited Time Running Power (LTP) is in accordance with ISO 8528.

Prime power (PRP):

Applicable for supplying power to varying electrical load for unlimited hours. Prime Power (PRP) is in accordance with ISO 8528. Ten percent overload capability is available in accordance with ISO 3046, AS 2789, DIN 6271 and BS 5514.

Base load (continuous) power (COP):

Applicable for supplying power continuously to a constant electrical load for unlimited hours. Continuous Power (COP) in accordance with ISO 8528, ISO 3046, AS 2789, DIN 6271 and BS 5514.



This outline drawing is for reference only. See respective model data sheet for specific model outline drawing number.

Do not use for installation design

Model	Dim "A" mm (in.)	Dim "B" mm (in.)	Dim "C" mm (in.)	Set Weight* dry kg (lbs)	Set Weight* wet kg (lbs)
DFEG	3864 (152.1)	1524 (60.0)	1812 (71.3)	3856 (8500)	3992 (8800)
DFEH	3864 (152.1)	1524 (60.0)	1812 (71.3)	3856 (8500)	3992 (8800)
DFEJ	3864 (152.1)	1524 (60.0)	1812 (71.3)	4082 (9000)	4218 (9300)
DFEK	3864 (152.1)	1524 (60.0)	1812 (71.3)	4309 (9500)	4445 (9800)

* Weights represent a set with standard features. See outline drawings for weights of other configurations.

Cummins Power Generation
1400 73rd Avenue N.E.
Minneapolis, MN 55432 USA
Telephone: 763 574 5000
Fax: 763 574 5298

Warning: Back feed to a utility system can cause electrocution and/or property damage. Do not connect to any building's electrical system except through an approved device or after building main switch is open.

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S-1582d (6/11)

Power Generation

Exhaust Emission Data Sheet

750DFHA

60 Hz Diesel Generator Set

ENGINE

Model: Cummins QST30-G1
Type: 4 Cycle, 50°V 12 Cylinder Diesel
Aspiration: Turbocharged and Aftercooled
Compression Ratio: 14:1
Emission Control Device: Turbocharger and Aftercooler

Bore: 5.51 in. (140 mm)
Stroke 6.5 in. (165 mm)
Displacement: 1860 cu. in. (30.5 liters)

PERFORMANCE DATA	STANDBY	PRIME
BHP @ 1800 RPM (60 Hz)	1135	1030
Fuel Consumption (gal/Hr)	54.7	49.0
Exhaust Gas Flow (CFM)	6160	5546
Exhaust Gas Temperature (ºF)	895	850

EXHAUST EMISSION DATA

(All Values are Grams per HP-Hour)

COMPONENT	STANDBY	PRIME
HC (Total Unburned Hydrocarbons)	0.22	0.23
NOx (Oxides of Nitrogen as NO2)	7.97	8.23
CO (Carbon Monoxide)	0.14	0.12
PM (Particulate Matter)	0.09	0.09
SO_2 (Sulfur Dioxide)	0.60	0.58

TEST CONDITIONS

Data was recorded during steady-state rated engine speed (± 25 RPM) with full load (± 2%).
Pressures, temperatures, and emission rates were stablized.

Fuel Specification:	ASTM D975 No. 2-D diesel fuel with 0.03-0.05% sulfur content (by weight), and 40-48 cetane number.
Fuel Temperature:	99 ± 9 º F (at fuel pump inlet)
Intake Air Temperature:	77 ± 9 º F
Barometric Pressure:	29.6 ± 1 in. Hg
Humidity:	NOx measurement corrected to 75 grains H2O/lb dry air
Reference Standard:	ISO 8178

The NOx, HC, CO and PM emission data tabulated here were taken from a single engine under the test conditions shown above. Data for the other components are estimated. These data are subject to instrumentation and engine-to-engine variability. Field emissions test data are not guaranteed to these levels. Actual field test results may vary due to test site conditions, installation,fuel specification, test procedures and instrumentation. Engine operation with excessive air intake or exhaust restriction beyond published maximum limits, or with improper maintenance, may result in elevated emission levels.

Diesel generator set QST30 series engine

> Specification sheet
620 kW - 1000 kW standby

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Cummins® Power Generation

Description

Cummins Power Generation commercial generator sets are fully integrated power generation systems providing optimum performance, reliability and versatility for stationary standby and prime power applications.

This generator set is designed in facilities certified to ISO 9001 and manufactured in facilities certified to ISO 9001 or ISO 9002.

The Prototype Test Support (PTS) program verifies the performance integrity of the generator set design. Cummins Power Generation products bearing the PTS symbol meet the prototype test requirements of NFPA 110 for Level 1 systems.

All low voltage models are CSA certified to product class 4215-01.

The generator set is available Listed to UL 2200, Stationary Engine Generator Assemblies. The PowerCommand control is Listed to UL 508 - Category NITW7 for U.S. and Canadian usage. Circuit breaker assemblies are UL 489 Listed for 100% continuous operation and also UL 869A Listed Service Equipment.

Features

Cummins® heavy-duty engine - Rugged 4-cycle, industrial diesel delivers reliable power, low emissions and fast response to load changes.

Alternator - Several alternator sizes offer selectable motor starting capability with low reactance 2/3 pitch windings, low waveform distortion with non-linear loads and fault clearing short-circuit capability.

Permanent magnet generator (PMG) - Offers enhanced motor starting and fault clearing short-circuit capability.

Control system - The PowerCommand® electronic control is standard equipment and provides total genset system integration including automatic remote starting/stopping, precise frequency and voltage regulation, alarm and status message display, AmpSentry™ protection, output metering, auto-shutdown at fault detection and NFPA 110 Level 1 compliance.

Cooling system - Standard integral set-mounted radiator system, designed and tested for rated ambient temperatures, simplifies facility design requirements for rejected heat.

Enclosures - Optional weather protective and sound attenuated enclosures are available.

Structural steel skid base - Robust skid base supports the engine, alternator and radiator.

NFPA - The genset accepts full rated load in a single step in accordance with NFPA 110 for Level 1 systems.

Warranty and service - Backed by a comprehensive warranty and worldwide distributor network.

	Standby rating		Prime rating		Continuous rating		Data sheets	
Model	**60 Hz kW (kVA)**	**50 Hz kW (kVA)**	**60 Hz kW (kVA)**	**50 Hz kW (kVA)**	**60 Hz kW (kVA)**	**50 Hz kW (kVA)**	**60 Hz**	**50 Hz**
DFHA	750 (938)	620 (775)	680 (850)	560 (700)			D-3408	D-3412
DFHB	800 (1000)	700 (875)	725 (906)	640 (800)			D-3409	D-3413
DFHC	900 (1125)	800 (1000)	818 (1023)	725 (906)			D-3410	D-3414
DFHD	1000 (1250)	880 (1100)	900 (1125)	800 (1000)			D-3411	D-3415

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S-1583 (7/08)

Generator set specifications

Governor regulation class	ISO 8528 Part 1 Class G3
Voltage regulation, no load to full load	± 0.5%
Random voltage variation	± 0.5%
Frequency regulation	Isochronous
Random frequency variation	± 0.25%
Radio frequency emissions compliance	IEC 801.2 through IEC 801.5; MIL-STD-461C, Part 9 Radiated Emissions (EMI)

Engine specifications

Design	Turbocharged and aftercooled
Bore	140.0 mm (5.51 in)
Stroke	165.1 mm (6.50 in)
Displacement	30.5 L (1860.0 in^3)
Cylinder block	Cast iron, 50°V 12 cylinder
Battery capacity	1280 amps minimum at ambient temperature of 0 °C (32 °F)
Battery charging alternator	35 amps
Starting voltage	24 volt, negative ground
Fuel system	Direct injection: number 2 diesel fuel, fuel filter; automatic electric fuel shutoff
Fuel filter	
Air cleaner type	
Lube oil filter type(s)	Four spin-on, full flow; two bypass oil filters
Standard cooling system	High ambient radiator

Alternator specifications

Design	Brushless, 4 pole, drip proof revolving field
Stator	2/3 pitch
Rotor	Direct coupled, flexible disc
Insulation system	DFHA/B/C/D-50 Hz: Class H per NEMA MG1-1.65 DFHD-60Hz: Class H (LV), Class F (MV) per NEMA MG1-1.65
Standard temperature rise	125 °C (257 °F) standby
Exciter type	Permanent magnet generator (PMG)
Phase rotation	A (U), B (V), C (W)
Alternator cooling	Direct drive centrifugal blower
AC waveform total harmonic distortion	< 5% no load to full linear load, < 3% for any single harmonic
Telephone influence factor (TIF)	< 50 per NEMA MG1-22.43
Telephone harmonic factor (THF)	< 3

Available voltages

60 Hz 3-phase				**50 Hz 3-phase**		
Reconnectable		Non-Reconnectable		Reconnectable		
• 120/208	• 139/240	• 220/380	• 230/400	• 120/208	• 220/380	• 230/400
• 220/380	• 230/400	• 240/416	• 277/480	• 240/416		
• 240/416	• 277/480	• 347/600				

Note: Consult factory for other voltages.

Generator set options and accessories

Engine
- ☐ 208/240/480 V, thermostatically controlled coolant heater for ambient above 4.5 °C (40 °F)
- ☐ 208/240/480 V, thermostatically controlled coolant heater for ambient below 4.5 °C (40 °F)
- ☐ Fuel/water separator
- ☐ Heavy duty air cleaner with service indicator

Control panel
- ☐ 120/240 V, 100 W control anti-condensation space heater
- ☐ Exhaust pyrometer
- ☐ Ground fault indication
- ☐ Paralleling configuration
- ☐ Paralleling upgrade configuration
- ☐ Remote fault signal package
- ☐ Run relay package

Alternator
- ☐ 80 °C (176 °F) rise alternator
- ☐ 105 °C (221 °F) rise alternator
- ☐ 120/240 V, 300 W anti-condensation heater

Exhaust system
- ☐ Critical grade exhaust silencer
- ☐ Industrial grade exhaust silencer
- ☐ Residential grade exhaust silencer

Cooling system
- ☐ Heat exchanger cooling
- ☐ High ambient 50 °C (122 °F) radiator
- ☐ Remote radiator cooling

Generator set
- ☐ AC entrance box
- ☐ Batteries
- ☐ Battery charger
- ☐ Export box packaging
- ☐ Main line circuit breaker
- ☐ PowerCommand network
- ☐ Remote annunciator panel
- ☐ Spring isolators
- ☐ 2 year prime power warranty
- ☐ 2 year standby power warranty
- ☐ 5 year basic power warranty
- ☐ 10 year major components warranty

Note: Some options may not be available on all models - consult factory for availability.

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S-1583 (7/08)

Power Generation

Control system

PowerCommand control with AmpSentry protection

- Guards the electrical integrity of the alternator and power system from the effects of over current, over/under voltage, under frequency and overload conditions.
- Control components are designed to withstand the vibration levels typical in generator sets.
- Integrated automatic voltage regulator and engine speed governor.

Standard control description

- Analog % of current meter (amps)
- Analog AC frequency meter
- Analog AC voltage meter
- Analog % of load meter (kW)
- Cycle cranking control
- Digital display panel
- Emergency stop switch
- Idle mode control
- Menu switch
- Panel backlighting
- Remote starting, 24 V, 2 wire
- Reset switch
- Run-off-auto switch
- Sealed front panel, gasketed door
- Self diagnostics
- Separate customer interconnection box
- Voltmeter/ammeter phase selector switch

Standard protection functions

Warnings

- High coolant temperature
- High DC voltage
- Low coolant temperature
- Low DC voltage
- Low fuel-day tank
- Low oil pressure
- Over current
- Oil pressure sender fault
- Overload load shed contacts
- Temperature sender fault
- Up to four customer fault inputs
- Weak battery

Shutdowns

- Emergency stop
- Fail to crank
- High AC voltage
- High coolant temperature
- Low coolant level (option for alarm only)
- Low AC voltage
- Low oil pressure
- Magnetic pickup failure
- Overcrank
- Over current
- Overspeed
- Short circuit
- Under frequency

AC alternator

- Current by phase
- Kilowatts
- Kilowatt hours
- Power factor
- Voltage line-to-line
- Voltage line-to-neutral

Engine data

- Battery voltage
- Coolant temperature
- Engine running hours
- Engine starts counter
- Oil pressure
- Oil temperature
- RPM

PowerCommand 3100 control operator/display panel with optional features shown

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S-1583 (7/08)

Power Generation

Ratings definitions

Emergency standby power (ESP):

Applicable for supplying power to varying electrical load for the duration of power interruption of a reliable utility source. Emergency Standby Power (ESP) is in accordance with ISO 8528. Fuel Stop power in accordance with ISO 3046, AS 2789, DIN 6271 and BS 5514.

Limited-time running power (LTP):

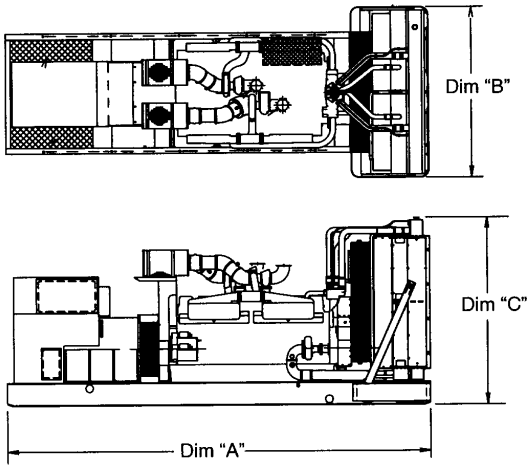
Applicable for supplying power to a constant electrical load for limited hours. Limited Time Running Power (LTP) is in accordance with ISO 8528.

Prime power (PRP):

Applicable for supplying power to varying electrical load for unlimited hours. Prime Power (PRP) is in accordance with ISO 8528. Ten percent overload capability is available in accordance with ISO 3046, AS 2789, DIN 6271 and BS 5514.

Base load (continuous) power (COP):

Applicable for supplying power continuously to a constant electrical load for unlimited hours. Continuous Power (COP) in accordance with ISO 8528, ISO 3046, AS 2789, DIN 6271 and BS 5514.



This outline drawing is for reference only. See respective model data sheet for specific model outline drawing number.

Do not use for installation design

Model	Dim "A" mm (in.)	Dim "B" mm (in.)	Dim "C" mm (in.)	Set Weight* dry kg (lbs)	Set Weight* wet kg (lbs)
DFHA	4260 (167.7)	1743 (68.6)	2328 (91.7)	7676 (16922)	7973 (17578)
DFHB	4260 (167.7)	1743 (68.6)	2328 (91.7)	7676 (16922)	7973 (17578)
DFHC	4260 (167.7)	1743 (68.6)	2328 (91.7)	7540 (16622)	7837 (17278)
DFHD	4361 (171.7)	2000 (78.7)	2353 (92.6)	7676 (16922)	7973 (17578)

* Weights represent a set with standard features. See outline drawings for weights of other configurations.

Cummins Power Generation
1400 73rd Avenue N.E.
Minneapolis, MN 55432 USA
Telephone: 763 574 5000
Fax: 763 574 5298

Warning: Back feed to a utility system can cause electrocution and/or property damage. Do not connect to any building's electrical system except through an approved device or after building main switch is open.

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S-1583 (7/08)

Power Generation

Diesel generator set 4BT3.9 series engine

> Specification sheet
40 kW - 60 kW standby

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Cummins® Power Generation

Description

Cummins Power Generation commercial generator sets are fully integrated power generation systems providing optimum performance, reliability and versatility for stationary standby and prime power applications.

ISO 9001	This generator set is designed in facilities certified to ISO 9001 and manufactured in facilities certified to ISO 9001 or ISO 9002.
PTS	The Prototype Test Support (PTS) program verifies the performance integrity of the generator set design. Cummins Power Generation products bearing the PTS symbol meet the prototype test requirements of NFPA 110 for Level 1 systems.
CSA®	All low voltage models are CSA certified to product class 4215-01.
UL®	The generator set is available Listed to UL 2200, Stationary Engine Generator Assemblies.
U.S. EPA	Engine meets former U.S. EPA Nonroad source Emissions Standards, 40 CFR 89, Tier 1.

Features

Cummins® heavy-duty engine - Rugged 4-cycle, industrial diesel delivers reliable power, low emissions and fast response to load changes.

Alternator - Several alternator sizes offer selectable motor starting capability with low reactance 2/3 pitch windings, low waveform distortion with non-linear loads and fault clearing short-circuit capability.

Control system - The PowerCommand® electronic control is standard equipment and provides total genset system integration including automatic remote starting/stopping, precise frequency and voltage regulation, alarm and status message display, AmpSentry™ protection, output metering, auto-shutdown at fault detection and NFPA 110 Level 1 compliance.

Cooling system - Standard integral set-mounted radiator system, designed and tested for rated ambient temperatures, simplifies facility design requirements for rejected heat.

Enclosures - Optional weather protective and sound attenuated enclosures are available.

Fuel tanks - Dual wall sub-base fuel tanks and in-skid day tanks are also offered.

NFPA - The genset accepts full rated load in a single step in accordance with NFPA 110 for Level 1 systems.

Warranty and service - Backed by a comprehensive warranty and worldwide distributor network.

	Standby rating		Prime rating		Continuous rating		Data sheets	
Model	**60 Hz kW (kVA)**	**50 Hz kW (kVA)**	**60 Hz kW (kVA)**	**50 Hz kW (kVA)**	**60 Hz kW (kVA)**	**50 Hz kW (kVA)**	**60 Hz**	**50 Hz**
DGCA	50 (63)	40 (50)	45 (56)	36 (45)			D-3421	D-3423
DGCB	60 (75)	50 (63)	55 (69)	45 (56)			D-3422	D-3424

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S-1575 a (5/08)

Generator set specifications

Governor regulation class	ISO 8528 Part 1 Class G3
Voltage regulation, no load to full load	± 1.0%
Random voltage variation	± 1.0%
Frequency regulation	5%
Random frequency variation	± 0.5% (isochronous optional ± 0.25%)
Radio frequency emissions compliance	Meets requirements of most industrial and commercial applications.

Engine specifications

Design	Turbocharged
Bore	102.1 mm (4.02 in)
Stroke	119.9 mm (4.72 in)
Displacement	3.9 litres (239.0 in^3)
Cylinder block	Cast iron, in-line, 4 cylinder
Battery capacity	460 amps minimum at ambient temperature of 0 °C (32 °F)
Battery charging alternator	65 amps
Starting voltage	12 volt, negative ground
Fuel system	Direct injection: number 2 diesel fuel
Fuel filter	Single element, 10 micron filtration, spin-on fuel filter with water separator
Air cleaner type	Dry replaceable element
Lube oil filter type(s)	One spin-on, full flow filter
Standard cooling system	40 °C (104 °F) ambient radiator

Alternator specifications

Design	Brushless, 4 pole, drip proof revolving field
Stator	2/3 pitch
Rotor	Direct coupled, flexible disc
Insulation system	Class H per NEMA MG1-1.65
Standard temperature rise	150 °C (302 °F) standby
Exciter type	Shunt
Phase rotation	A (U), B (V), C (W)
Alternator cooling	Direct drive centrifugal blower
AC waveform total harmonic distortion	< 5% no load to full linear load, < 3% for any single harmonic
Telephone influence factor (TIF)	< 50 per NEMA MG1-22.43
Telephone harmonic factor (THF)	< 3

Available voltages

60 Hz				50 Hz				
Reconnectable		Non-Reconnectable		Reconnectable			Non-Reconnectable	
3-phase		1-phase	3-phase	3-phase			1-phase	3-phase
• 120/208	• 120/240	• 120/240	• 220/380	• 110/190	• 110/220	• 115/200	• 110/220	• 220/380
• 127/220	• 139/240		• 347/600	• 115/230	• 120/208	• 120/240	• 115/230	• 347/600
• 240/416	• 254/440			• 127/220	• 220/380	• 230/400	• 120/240	
• 277/480				• 240/416	• 254/440			

Note: Consult factory for other voltages.

Generator set options and accessories

Engine
- ☐ 120/240 V, 1000 W coolant heater
- ☐ 120/240 V, 150 W lube oil heater
- ☐ Electronic governor

Fuel system
- ☐ 12 hour dual wall sub-base tank
- ☐ 24 hour dual wall sub-base tank
- ☐ Single wall sub-base tank, 80 gal (303 L)
- ☐ In-skid tank, 44 gal (167 L)

Alternator
- ☐ 105 °C (221 °F) rise alternator
- ☐ 125 °C (257 °F) rise alternator
- ☐ 120/240 V, 100 W anti-condensation heater
- ☐ Extended stack (full single phase output)
- ☐ PMG excitation
- ☐ Single phase

Cooling system
- ☐ 50 °C (122 °F) ambient cooling
- ☐ Remote radiator cooling

Exhaust system
- ☐ Genset mounted muffler
- ☐ Heavy duty exhaust elbow
- ☐ Slip on exhaust connection

Generator set
- ☐ AC entrance box
- ☐ Batteries
- ☐ Battery charger
- ☐ Enclosure: aluminum, steel, weather protective or sound attenuated
- ☐ Export box packaging
- ☐ Main line circuit breaker
- ☐ PowerCommand Network Communications Module (NCM)
- ☐ Remote annunciator panel
- ☐ Spring isolators
- ☐ UL 2200 Listed
- ☐ 2 year standby warranty
- ☐ 2 year prime power warranty
- ☐ 5 year basic power warranty

Note: Some options may not be available on all models - consult factory for availability.

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S-1575a (5/08)

Power Generation

Control system

PowerCommand control is an integrated generator set control system providing governing, voltage regulation, engine protection and operator interface functions.

- Control includes integral AmpSentry protection providing a full range of alternator protection functions that are matched to the alternator provided.
- Controls provided include battery monitoring and testing features, and smart starting control system.
- InPower™ PC-based service tool available for detailed diagnostics.
- PCCNet interface available with Echelon® LonWorks® network interface.
- NEMA 3R enclosure
- Suitable for operation in ambient temperatures from -40 °C to +70 °C (-40 °F to +158 °F) and altitudes to 5000 meters (13,000 feet).
- Prototype tested; UL, CSA, and CE compliant.

AmpSentry AC protection

- Over current and short-circuit shut down
- Over current warning
- Single and three phase fault regulation
- Over and under voltage shut down
- Over and under frequency shut down
- Overload warning with alarm contact
- Reverse power and reverse Var shut down
- Excitation fault

Engine protection

- Overspeed shut down
- Low oil pressure warning and shut down
- High coolant temperature warning and shut down
- High oil temperature warning (optional)
- Low coolant level warning or shut down
- Low coolant temperature warning
- High and low battery voltage warning
- Weak battery warning
- Dead battery shut down
- Fail to start (overcrank) shut down
- Fail to crank shut down
- Redundant start disconnect
- Cranking lockout
- Sensor failure indication

Operator/display panel

- Off/manual/auto mode switch
- Manual run/stop switch
- Panel lamp test switch
- Emergency Stop switch
- Alpha-numeric display with pushbutton access for viewing engine and alternator data and providing setup, controls and adjustments
- LED lamps indicating genset running, not in auto, common warning, common shutdown
- (5) configurable LED lamps
- LED bargraph AC data display (optional)

Alternator data

- Line-to-line and line-to-neutral AC volts
- Three phase AC current
- Frequency
- Total and individual phase kW and kVA

Engine data

- DC voltage
- Lube oil pressure
- Coolant temperature
- Lube oil temperature (optional)

Other data

- Genset model data
- Start attempts, starts, running hours
- kW hours (total and since reset)
- Fault history
- Load profile (hours less than 30% and hours more than 90% load)
- System data display (optional with network and other PowerCommand gensets or transfer switches)

Governing

- Integrated digital electronic isochronous governor
- Temperature dynamic governing
- Smart idle speed mode
- Glow plug control (some models)

Voltage regulation

- Integrated digital electronic voltage regulator
- Three phase line-to-neutral sensing
- PMG (optional)
- Single and three phase fault regulation
- Configurable torque matching

Control functions

- Data logging on faults
- Fault simulation (requires InPower)
- Time delay start and cooldown
- Glow plug control (some models)
- Cycle cranking
- PCCNet interface
- (4) Configurable customer inputs
- (4) Configurable customer outputs
- (8) configurable network inputs and (16) outputs (with optional network)

Options

☐ Analog AC meter display
☐ Thermostatically controlled space heater
☐ Key-type mode switch
☐ Ground fault module
☐ Engine oil temperature
☐ Auxiliary relays (3)
☐ Echelon LonWorks interface
☐ Digital input and output module(s) (loose)
☐ Remote annunciator (loose)

PowerCommand 2100 control Operator/display panel

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S-1575a (5/08)

Cummins Power Generation

Ratings definitions

Emergency standby power (ESP):

Applicable for supplying power to varying electrical load for the duration of power interruption of a reliable utility source. Emergency Standby Power (ESP) is in accordance with ISO 8528. Fuel Stop power in accordance with ISO 3046, AS 2789, DIN 6271 and BS 5514.

Limited-time running power (LTP):

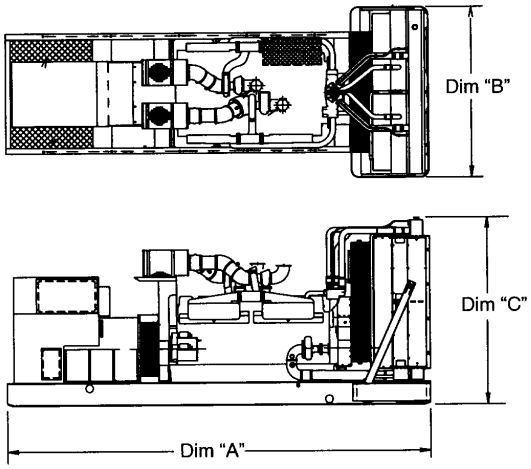
Applicable for supplying power to a constant electrical load for limited hours. Limited Time Running Power (LTP) is in accordance with ISO 8528.

Prime power (PRP):

Applicable for supplying power to varying electrical load for unlimited hours. Prime Power (PRP) is in accordance with ISO 8528. Ten percent overload capability is available in accordance with ISO 3046, AS 2789, DIN 6271 and BS 5514.

Base load (continuous) power (COP):

Applicable for supplying power continuously to a constant electrical load for unlimited hours. Continuous Power (COP) in accordance with ISO 8528, ISO 3046, AS 2789, DIN 6271 and BS 5514.



This outline drawing is for reference only. See respective model data sheet for specific model outline drawing number.

Do not use for installation design

Model	Dim "A" mm (in.)	Dim "B" mm (in.)	Dim "C" mm (in.)	Set Weight* dry kg (lbs)	Set Weight* wet kg (lbs)
DGCA	2104 (82.8)	1016 (40.0)	1207 (47.5)		780 (1720)
DGCB	2104 (82.8)	1016 (40.0)	1207 (47.5)		780 (1720)

* Weights represent a set with standard features. See outline drawings for weights of other configurations.

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Power Generation

APPENDIX 3.6.K – BAAQMD STATIONARY SOURCE DATA

Bay Area Air Quality Management District
Risk & Hazard Stationary Source Inquiry Form

This form is required when users request stationary source data from BAAQMD. This form is to be used with the BAAQMD's Google Earth stationary source screening tables.

For guidance on conducting a risk & hazard screening, including for roadways & freeways, refer to the District's Risk & Hazard Analysis flow chart.

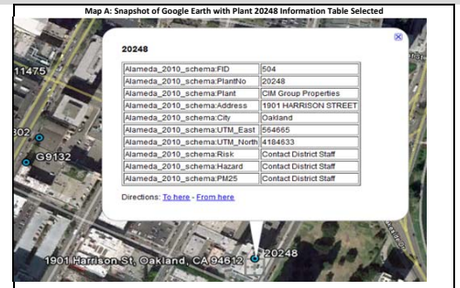
Also see the District's Recommended Methods for Screening and Modeling Local Risks and Hazards document.

Table A: Requestor Contact Information	
Contact Name:	Jennifer Schulte
Affiliation:	ENVIRON International Corporation
Phone:	510-420-2511
Email:	jschulte@environcorp.com
Date of Request	7-Jul-11
Project Name:	10 Network Circle and 312 to 314 Constitution Drive
Address:	10 Network Circle and 312 to 314 Constitution Drive
City:	Menlo Park
County:	San Mateo
Type (residential, commercial, mixed use, industrial, etc.):	Commercial
Project size (# of units, or building square feet):	1,485,959 sqft
Comments:	
We'd appreciate an accelerated response, if at all possible. Thanks in advance for your responsiveness to this. Unable to confirm location of Plant 3011 and 14188.	

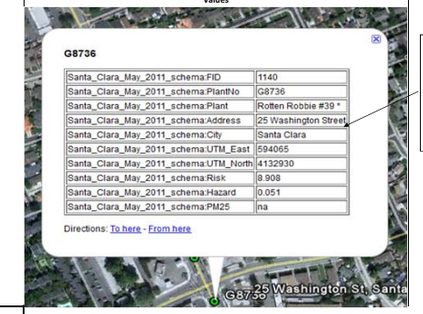
For Air District assistance, the following steps must be completed:

1. Complete all the contact and project information requested in Table A. Incomplete forms will not be processed. Please include a project site map.
2. Download and install the free program Google Earth, http://www.google.com/earth/download/ge/, and then download the county specific Google Earth stationary source application files (dated May 2011) from the District's website, http://www.baaqmd.gov/Divisions/Planning-and-Research/CEQA-GUIDELINES/Tools-and-Methodology.aspx. The small points on the map represent stationary sources permitted by the District (Map A on right). These permitted sources include diesel back-up generators, gas stations, dry cleaners, boilers, printers, auto spray booths, etc. Click on a point to view the source's Information Table, including the name, location, and preliminary estimated cancer risk, hazard index, and PM2.5 concentration.
3. Find the project site in Google Earth by inputting the site's address in the Google Earth search box.
4. Using the Google Earth ruler function, measure the distance in feet between the project's fenceline and the stationary source's fenceline for all the sources that are within 1,000 feet of the project's fenceline. Verify that the location of the source on the map matches with the source's address in the Information Table, by using the Google Earth address search box to confirm that the source is within 1,000 feet of the project. Please report any mapping errors to the District (District contact information in Step 8).
5. If the stationary source is within 1,000 feet of the project's fenceline and the stationary source's information table does not list the cancer risk, hazard index, and PM2.5 concentration, and instead says to "Contact District Staff", list the stationary source information in Table B Section 1 below.
6. Note that a small percentage of the stationary sources have Health Risk Screening Assessment (HRSA) data INSTEAD of screening level data. These sources will be noted by an asterisk next to the Plant Name (Map B on right). If HRSA values are presented, these values have already been modeled and cannot be adjusted further.
7. Email this completed form to District staff (Step 8). District staff will provide the most recent risk, hazard, and PM2.5 data that are available for the source(s). If this information or data are not available, source emissions data will be provided. Staff will respond to inquiries within three weeks.
8. **Submit forms, maps, and questions to Andrea Gordon at 415-749-4940, or agordon@baaqmd.gov**

Map A: Snapshot of Google Earth with Plant 20248 Information Table Selected



Map B: Snapshot of Google Earth with Plant G8736 Information Table Selected Showing HRSA Values



Note the asterisk next to the plant name. This means that the values that appear below are from the HRSA. These values cannot be further adjusted using our screening tools, such as the diesel multiplier sheet. These values are based on modeling. If the Information Table says "Contact District Staff" include in Table B below.

Table B: Stationary Sources within 1,000 feet of Receptor that say "Contact District Staff"

Table B Section 1: Requestor fills out these columns based on Google Earth data				Table B Section 2: BAAQMD returns form with additional information in these columns as needed															
Distance from Receptor (feet)	**Plant # or Gas Dispensary #**	**Facility Name**	**Street Address**	**Screening Level Cancer Risk (1)**	**Screening Level Hazard Index (1)**	**Screening Level PM2.5 (1)**	**Permit #s (2)**	**Source #s (2)**	**Fuel Code (3)**	**Type of Source(s) (4)**	**HRSA Ap # (5)**	**HRSA Date (6)**	**HRSA Engineer (7)**	**HRSA Cancer Risk in a million**	**Age Sensitivity Factor (8)**	**HRSA Adjusted Cancer Risk**	**HRSA Chronic Health (9)**	**HRSA PM2.5 Risk**	**Status/Comments**
within 1,000 ft	14026	Sun Microsystems Inc	1601 Willow Road	311.14	0.110	0.551	4109; 4110; 4111; 4112; 4637; 6899	1,2,3,4,5,6,7,8,9,		Standby Diesel Engine (9)	6899	3/20/2003	DYC		1.7	0		0	See attached HRSA. See footnote 10a.
within 1,000 ft	14188	State of CA Dept of Transporatation	Hwy 84	354.58	0.126	0.628	4894	1,2,3		Standby Diesel Engine (3)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	See footnote 10a. See emissions data.
within 1,000 ft	3011	IPT SRI Cogeneartion Inc	333 Ravenswood Dr	260.62	2.582	34.100	11121; 15150; 31187; 856; 12518; 13779	1,2,3,4		Turbine, cogeneration; Inprocess Fuel Combustion; Boiler for Space Heat Only; Standby diesel engine	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	See emissions data.
within 1,000 ft	20079	Pacific Biosciences	1394 Hamilton Ave	No data	No data	No data	21523	1,2,5		Standby Diesel Engine (3)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	See footnote 10a. Emissions data unavailable.
within 1,000 ft	G92	Belle Haven Center Chevron	1399 Willow Road	23.819	0.039	na	N/A	N/A	N/A	N/A	7915	8/12/2003	JHL		1.7	0		0	See footnote 10e.
within 1,000 ft	18148	Conor Medsystems, c/o Cordis West Coast	1003 Hamilton Court	52.66	0.020	0.094	N/A	N/A	N/A	N/A	15501	3/14/2007	RTH		1.7	0		0	Plant closed. See attached notes.

Footnotes:
1. These Cancer Risk, Hazard Index, and PM2.5 columns represent the rows in the Google Earth Plant Information Table that say "Contact District Staff" (Map A above).
BAAQMD will return this form to you with this screening level information entered in these columns.
2. Each plant may have multiple permits and sources.
3. Fuel codes: 98 = diesel, 189 = Natural Gas.
4. Permitted sources include diesel back-up generators, gas stations, dry cleaners, boilers, printers, auto spray booths, etc.
5. If a Health Risk Screening Assessment (HRSA) was completed for the source, the application number will be listed here.
6. The date that the HRSA was completed.
7. Engineer who completed the HRSA. For District purposes only.
8. All HRSA completed before 1/5/2010 need to be multiplied by an age sensitivity factor of 1.7.
9. The HRSA "Chronic Health" number represents the Hazard Index.
10. Further information about common sources:
   a. Sources that only include diesel internal combustion engines can be adjusted using the BAAQMD's Diesel Multiplier worksheet.
   b. The risk from natural gas boilers used for space heating when <25 MM BTU/hr would have an estimated cancer risk of one in a million or less, and a chronic hazard index of 0.003 or less. To be conservative, requestor should assume the cancer risk is 1 in a million and the hazard index is 0.003 for these sources.
   c. BAAQMD Reg 11 Rule 16 required that all co-residential (sharing a wall, floor, ceiling or is in the same building as a residential unit) dry cleaners cease use of perc on July 1, 2010. Therefore, there is no cancer risk, hazard or PM2.5 concentrations from co-residential dry cleaning businesses in the BAAQMD.
   d. Non co-residential dry cleaners must phase out use of perc by Jan. 1, 2023. Therefore, the risk from these dry cleaners does not need to be factored in over a 70-year period, but instead should reflect the number of years perc use will continue after the project's residents or other sensitive receptors (such as students, patients, etc) take occupancy.
   e. Gas stations can be adjusted using BAAQMD's Gas Station Distance Mulitplier worksheet.
   f. Unless otherwise noted, exempt sources are considered insignificant. See BAAQMD Reg 2 Rule 1 for a list of exempt sources.
   g. This spray booth is considered to be insignificant.

Cancer Risk and Chronic Hazard Index Distance Adjustment Multiplier for Gasoline Dispensing Facilities

Distance, meters	Distance, feet	Distance Adjustment Multiplier
20	66	1.000
25	82	0.728
30	98	0.559
35	115	0.445
40	131	0.365
45	148	0.305
50	164	0.260
55	180	0.225
60	197	0.197
65	213	0.174
70	230	0.155
75	246	0.139
80	262	0.126
85	279	0.114
90	295	0.104
95	312	0.096
100	328	0.088
105	344	0.082
110	361	0.076
115	377	0.071
120	394	0.066
125	410	0.062
130	427	0.058
135	443	0.055

Distance, meters	Distance, feet	Distance Adjustment Multiplier
140	459	0.052
145	476	0.049
150	492	0.046
155	509	0.044
160	525	0.042
165	541	0.040
170	558	0.038
175	574	0.036
180	591	0.034
185	607	0.033
190	623	0.031
195	640	0.030
200	656	0.029
205	673	0.028
210	689	0.027
220	722	0.025
230	755	0.023
240	787	0.022
250	820	0.020
260	853	0.019
270	886	0.018
280	919	0.017
290	951	0.016
300	984	0.015

How to use the Cancer Risk and Chronic Hazard Index Distance Adjustment Multiplier for Gasoline Dispensing Facilities

1. Get the Gasoline Dispensing Facility (GDF) cancer risk or chronic hazard index from the table for facilities where the Plant No. listed is preceded with a 'G'. If the distance to the nearest receptor is less than 20 meters, the distance adjustment multiplier table cannot be used and an air dispersion modeling analysis using site-specific information is needed to refine the cancer risk or chronic hazard index estimate.

2. Determine the shortest distance from each gasoline dispenser to the nearest receptor. Select the shortest distance to receptor found.

3. From the table, locate the shortest distance to the receptor. If the shortest distance to the receptor falls between two distance values, select the multiplier corresponding to the smaller distance. For distances beyond 300 meter s use the multiplier 0.015.

4. Multiply the cancer risk or the chronic hazard index (found in step 1) by the multiplier found in step 3. The resulting product is the adjusted cancer risk in a million or adjusted chronic hazard index for the GDF.

Note: These distance adjustment multipliers may be used only for the screening level health risk values for gasoline dispensing facilities.

BAY AREA AIR QUALITY MANAGEMENT DISTRICT Printed: JUL 28, 2011
DETAIL POLLUTANTS - ABATED
MOST RECENT P/O APPROVED (2009)

State of Calif Dept of Transportation (P# 14188)

S#	SOURCE NAME / MATERIAL THROUGHPUT	SOURCE CODE / DATE	POLLUTANT	CODE	LBS/DAY
1	Diesel Engine, Cummins model VTA710	C24BG098			
			Benzene	41	2.66E-03
			Formaldehyde	124	2.17E-04
			Organics (part not spec el	990	1.45E-01
			Arsenic (all)	1030	2.28E-06
			Beryllium (all) pollutant	1040	1.34E-06
			Cadmium	1070	5.70E-06
			Chromium (hexavalent)	1095	1.18E-07
			Lead (all) pollutant	1140	4.84E-06
			Manganese	1160	7.59E-06
			Nickel pollutant	1180	9.23E-05
			Mercury (all) pollutant	1190	1.61E-06
			Diesel Engine Exhaust Part	1350	1.32E-01
			PAH's (non-speciated)	1840	1.20E-05
			Nitrous Oxide (N2O)	2030	7.02E-04
			Nitrogen Oxides (part not	2990	1.85E+00
			Sulfur Dioxide (SO2)	3990	8.56E-04
			Carbon Monoxide (CO) pollu	4990	4.01E-01
			Carbon Dioxide, non-biogen	6960	8.78E+01
			Methane (CH4)	6970	3.51E-03
2	Diesel Engine, Cummins model VTA710	C24BG098			
			Benzene	41	2.23E-03
			Formaldehyde	124	1.82E-04
			Organics (part not spec el	990	1.21E-01
			Arsenic (all)	1030	1.91E-06
			Beryllium (all) pollutant	1040	1.12E-06
			Cadmium	1070	4.79E-06
			Chromium (hexavalent)	1095	9.90E-08
			Lead (all) pollutant	1140	4.06E-06
			Manganese	1160	6.37E-06
			Nickel pollutant	1180	7.75E-05
			Mercury (all) pollutant	1190	1.35E-06
			Diesel Engine Exhaust Part	1350	1.11E-01
			PAH's (non-speciated)	1840	1.01E-05
			Nitrous Oxide (N2O)	2030	5.89E-04
			Nitrogen Oxides (part not	2990	1.55E+00
			Sulfur Dioxide (SO2)	3990	7.18E-04
			Carbon Monoxide (CO) pollu	4990	3.37E-01

Carbon Dioxide, non-biogen	6960	7.36E+01
Methane (CH4)	6970	2.95E-03

3 Diesel Engine, Cummins model VT710
C24BG098

Benzene	41	1.81E-03
Formaldehyde	124	1.48E-04
Organics (part not spec el	990	9.87E-02
Arsenic (all)	1030	1.56E-06
Beryllium (all) pollutant	1040	9.13E-07
Cadmium	1070	3.89E-06
Chromium (hexavalent)	1095	8.05E-08
Lead (all) pollutant	1140	3.30E-06
Manganese	1160	5.18E-06
Nickel pollutant	1180	6.30E-05
Mercury (all) pollutant	1190	1.10E-06
Diesel Engine Exhaust Part	1350	8.99E-02
PAH's (non-speciated)	1840	8.22E-06
Nitrous Oxide (N2O)	2030	4.79E-04
Nitrogen Oxides (part not	2990	1.26E+00
Sulfur Dioxide (SO2)	3990	5.84E-04
Carbon Monoxide (CO) pollu	4990	2.74E-01
Carbon Dioxide, non-biogen	6960	5.99E+01
Methane (CH4)	6970	2.40E-03

PLANT TOTAL:

lbs/day	Pollutant
5.75E-06	Arsenic (all) (1030)
6.70E-03	Benzene (41)
3.37E-06	Beryllium (all) pollutant (1040)
1.44E-05	Cadmium (1070)
2.21E+02	Carbon Dioxide, non-biogenic CO2 (6960)
1.01E+00	Carbon Monoxide (CO) pollutant (4990)
2.98E-07	Chromium (hexavalent) (1095)
3.32E-01	Diesel Engine Exhaust Particulate Matter (1350)
5.46E-04	Formaldehyde (124)
1.22E-05	Lead (all) pollutant (1140)
1.91E-05	Manganese (1160)
4.07E-06	Mercury (all) pollutant (1190)
8.85E-03	Methane (CH4) (6970)
2.33E-04	Nickel pollutant (1180)
4.65E+00	Nitrogen Oxides (part not spec elsewhere) (2990)
1.77E-03	Nitrous Oxide (N2O) (2030)
3.65E-01	Organics (part not spec elsewhere) -- including Methane (990)
3.04E-05	PAH's (non-speciated) (1840)
2.16E-03	Sulfur Dioxide (SO2) (3990)

BAY AREA AIR QUALITY MANAGEMENT DISTRICT Printed: JUL 28, 2011
DETAIL POLLUTANTS - ABATED
MOST RECENT P/O APPROVED (2010)

IPT SRI Cogeneration Inc (P# 3011)

S#	SOURCE NAME / MATERIAL THROUGHPUT	SOURCE CODE / DATE	POLLUTANT	CODE	LBS/DAY
1	Gas/Steam Turbine w/Low NOx Burner	C7140189			
			Benzene	41	5.59E-02
			Formaldehyde	124	1.18E+01
			Organics (part not spec el	990	3.90E+01
			Particulates (portion of t	1990	1.70E+01
			Nitrous Oxide (N2O)	2030	2.38E-01
			Nitrogen Oxides (part not	2990	1.02E+02
			Sulfur Dioxide (SO2)	3990	6.88E-01
			Carbon Monoxide (CO) pollu	4990	1.39E+02
			Carbon Dioxide, non-biogen	6960	1.48E+05
			Methane (CH4)	6970	1.09E+01
2	Duct Burner	C5740189			
			Benzene	41	7.38E-04
			Formaldehyde	124	8.68E-03
			Toluene	293	3.93E-04
			Organics (part not spec el	990	6.62E-01
			Particulates (portion of t	1990	3.47E-01
			Nitrous Oxide (N2O)	2030	2.67E-02
			Nitrogen Oxides (part not	2990	1.15E+01
			Sulfur Dioxide (SO2)	3990	6.58E-02
			Carbon Monoxide (CO) pollu	4990	4.05E+00
			Carbon Dioxide, non-biogen	6960	1.42E+04
			Methane (CH4)	6970	2.20E-01
3	Nebraska Water Tube Boiler	C1340098			
				0	0.00E+00
		C1340189			
			Benzene	41	2.27E-05
			Formaldehyde	124	8.10E-04
			Toluene	293	3.67E-05
			Organics (part not spec el	990	6.18E-02
			Particulates (portion of t	1990	3.24E-02
			Nitrous Oxide (N2O)	2030	2.49E-03
			Nitrogen Oxides (part not	2990	3.78E-01
			Sulfur Dioxide (SO2)	3990	6.13E-03
			Carbon Monoxide (CO) pollu	4990	3.78E-01
			Carbon Dioxide, non-biogen	6960	1.32E+03
			Methane (CH4)	6970	2.05E-02

4 Diesel Engine, Cummins model KTA19-G4, emergency standby
C22BG098

Benzene	41	1.46E-04
Formaldehyde	124	1.21E-05
Organics (part not spec el	990	7.05E-03
Arsenic (all)	1030	1.27E-07
Beryllium (all) pollutant	1040	7.45E-08
Cadmium	1070	3.18E-07
Chromium (hexavalent)	1095	6.58E-09
Lead (all) pollutant	1140	2.70E-07
Manganese	1160	4.23E-07
Nickel pollutant	1180	5.14E-06
Mercury (all) pollutant	1190	8.99E-08
Diesel Engine Exhaust Part	1350	7.34E-03
PAH's (non-speciated)	1840	6.71E-07
Nitrous Oxide (N2O)	2030	3.91E-05
Nitrogen Oxides (part not	2990	1.03E-01
Sulfur Dioxide (SO2)	3990	4.77E-05
Carbon Monoxide (CO) pollu	4990	2.24E-02
Carbon Dioxide, non-biogen	6960	4.89E+00
Methane (CH4)	6970	1.96E-04

PLANT TOTAL:

lbs/day	Pollutant
1.27E-07	Arsenic (all) (1030)
5.68E-02	Benzene (41)
7.45E-08	Beryllium (all) pollutant (1040)
3.18E-07	Cadmium (1070)
1.64E+05	Carbon Dioxide, non-biogenic CO2 (6960)
1.44E+02	Carbon Monoxide (CO) pollutant (4990)
6.58E-09	Chromium (hexavalent) (1095)
7.34E-03	Diesel Engine Exhaust Particulate Matter (1350)
1.18E+01	Formaldehyde (124)
2.70E-07	Lead (all) pollutant (1140)
4.23E-07	Manganese (1160)
8.99E-08	Mercury (all) pollutant (1190)
1.12E+01	Methane (CH4) (6970)
5.14E-06	Nickel pollutant (1180)
1.14E+02	Nitrogen Oxides (part not spec elsewhere) (2990)
2.67E-01	Nitrous Oxide (N2O) (2030)
3.97E+01	Organics (part not spec elsewhere) -- including Methane (990)
6.71E-07	PAH's (non-speciated) (1840)
1.73E+01	Particulates (portion of total not spec elsewhere) (1990)
7.60E-01	Sulfur Dioxide (SO2) (3990)
4.30E-04	Toluene (293)

APPENDIX 3.6.L – AERMOD MODEL INPUT FILES

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** BREEZE AERMOD
** Trinity Consultants
** VERSION  7.3

CO STARTING
CO TITLEONE  Facebook Construction and Operational
CO MODELOPT  DFAULT  CONC
CO RUNORNOT  RUN
CO AVERTIME  1  PERIOD
CO POLLUTID  OTHER
CO FLAGPOLE  1.8
CO FINISHED

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SO SRCPARAM  150        0.004310345  5  4.651162791  1.4
SO SRCPARAM  151        0.004310345  5  4.651162791  1.4
SO SRCPARAM  152        0.004310345  5  4.651162791  1.4
SO SRCPARAM  153        0.004310345  5  4.651162791  1.4
SO SRCPARAM  154        0.004310345  5  4.651162791  1.4
SO SRCPARAM  155        0.004310345  5  4.651162791  1.4
SO SRCPARAM  156        0.004310345  5  4.651162791  1.4
SO SRCPARAM  157        0.004310345  5  4.651162791  1.4
SO SRCPARAM  158        0.004310345  5  4.651162791  1.4
SO SRCPARAM  159        0.004310345  5  4.651162791  1.4
SO SRCPARAM  160        0.004310345  5  4.651162791  1.4
SO SRCPARAM  161        0.004310345  5  4.651162791  1.4
SO SRCPARAM  162        0.004310345  5  4.651162791  1.4
SO SRCPARAM  163        0.004310345  5  4.651162791  1.4
SO SRCPARAM  164        0.004310345  5  4.651162791  1.4
SO SRCPARAM  165        0.004310345  5  4.651162791  1.4
SO SRCPARAM  166        0.004310345  5  4.651162791  1.4
SO SRCPARAM  167        0.004310345  5  4.651162791  1.4
SO SRCPARAM  168        0.004310345  5  4.651162791  1.4
SO SRCPARAM  169        0.004310345  5  4.651162791  1.4
SO SRCPARAM  170        0.004310345  5  4.651162791  1.4
SO SRCPARAM  171        0.004310345  5  4.651162791  1.4
SO SRCPARAM  172        0.004310345  5  4.651162791  1.4
SO SRCPARAM  173        0.004310345  5  4.651162791  1.4
SO SRCPARAM  174        0.004310345  5  4.651162791  1.4
SO SRCPARAM  175        0.004310345  5  4.651162791  1.4
SO SRCPARAM  176        0.004310345  5  4.651162791  1.4
SO SRCPARAM  177        0.004310345  5  4.651162791  1.4
SO SRCPARAM  178        0.004310345  5  4.651162791  1.4
```

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SO SRCPARAM  179        0.004310345  5  4.651162791  1.4
SO SRCPARAM  180        0.004310345  5  4.651162791  1.4
SO SRCPARAM  181        0.004310345  5  4.651162791  1.4
SO SRCPARAM  182        0.004310345  5  4.651162791  1.4
SO SRCPARAM  183        0.004310345  5  4.651162791  1.4
SO SRCPARAM  184        0.004310345  5  4.651162791  1.4
SO SRCPARAM  185        0.004310345  5  4.651162791  1.4
SO SRCPARAM  186        0.004310345  5  4.651162791  1.4
SO SRCPARAM  187        0.004310345  5  4.651162791  1.4
SO SRCPARAM  188        0.004310345  5  4.651162791  1.4
SO SRCPARAM  189        0.004310345  5  4.651162791  1.4
SO SRCPARAM  190        0.004310345  5  4.651162791  1.4
SO SRCPARAM  191        0.004310345  5  4.651162791  1.4
SO SRCPARAM  192        0.004310345  5  4.651162791  1.4
SO SRCPARAM  193        0.004310345  5  4.651162791  1.4
SO SRCPARAM  194        0.004310345  5  4.651162791  1.4
SO SRCPARAM  195        0.004310345  5  4.651162791  1.4
SO SRCPARAM  196        0.004310345  5  4.651162791  1.4
SO SRCPARAM  197        0.004310345  5  4.651162791  1.4
SO SRCPARAM  198        0.004310345  5  4.651162791  1.4
SO SRCPARAM  199        0.004310345  5  4.651162791  1.4
SO SRCPARAM  200        0.004310345  5  4.651162791  1.4
SO SRCPARAM  201        0.004310345  5  4.651162791  1.4
SO SRCPARAM  202        0.004310345  5  4.651162791  1.4
SO SRCPARAM  203        0.004310345  5  4.651162791  1.4
SO SRCPARAM  204        0.004310345  5  4.651162791  1.4
SO SRCPARAM  205        0.004310345  5  4.651162791  1.4
SO SRCPARAM  206        0.004310345  5  4.651162791  1.4
SO SRCPARAM  207        0.004310345  5  4.651162791  1.4
SO SRCPARAM  208        0.004310345  5  4.651162791  1.4
SO SRCPARAM  209        0.004310345  5  4.651162791  1.4
SO SRCPARAM  210        0.004310345  5  4.651162791  1.4
SO SRCPARAM  211        0.004310345  5  4.651162791  1.4
SO SRCPARAM  212        0.004310345  5  4.651162791  1.4
SO SRCPARAM  213        0.004310345  5  4.651162791  1.4
SO SRCPARAM  214        0.004310345  5  4.651162791  1.4
SO SRCPARAM  215        0.004310345  5  4.651162791  1.4
SO SRCPARAM  216        0.004310345  5  4.651162791  1.4
SO SRCPARAM  217        0.004310345  5  4.651162791  1.4
SO SRCPARAM  218        0.004310345  5  4.651162791  1.4
SO SRCPARAM  219        0.004310345  5  4.651162791  1.4
SO SRCPARAM  220        0.004310345  5  4.651162791  1.4
SO SRCPARAM  221        0.004310345  5  4.651162791  1.4
SO SRCPARAM  222        0.004310345  5  4.651162791  1.4
SO SRCPARAM  223        0.004310345  5  4.651162791  1.4
SO SRCPARAM  224        0.004310345  5  4.651162791  1.4
SO SRCPARAM  225        0.004310345  5  4.651162791  1.4
SO SRCPARAM  226        0.004310345  5  4.651162791  1.4
SO SRCPARAM  227        0.004310345  5  4.651162791  1.4
SO SRCPARAM  228        0.004310345  5  4.651162791  1.4
SO SRCPARAM  229        0.004310345  5  4.651162791  1.4
SO SRCPARAM  230        0.004310345  5  4.651162791  1.4
SO SRCPARAM  231        0.004310345  5  4.651162791  1.4
SO SRCPARAM  232        0.004310345  5  4.651162791  1.4
SO EMISFACT  1          HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  1  0
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SO EMISFACT  2          HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  1  0
SO EMISFACT  2          HROFDY  0  0  0  0  0  0  0
SO EMISFACT  3          HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  1  0
SO EMISFACT  3          HROFDY  0  0  0  0  0  0  0
SO EMISFACT  4          HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  1  0
SO EMISFACT  4          HROFDY  0  0  0  0  0  0  0
SO EMISFACT  5          HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  1  0
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SO EMISFACT  6          HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  1  0
SO EMISFACT  6          HROFDY  0  0  0  0  0  0  0
SO EMISFACT  7          HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  1  0
SO EMISFACT  7          HROFDY  0  0  0  0  0  0  0
SO EMISFACT  8          HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  1  0
SO EMISFACT  8          HROFDY  0  0  0  0  0  0  0
SO EMISFACT  9          HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  1  0
SO EMISFACT  9          HROFDY  0  0  0  0  0  0  0
SO EMISFACT  10         HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  1  0
```

```
SO EMISFACT  10         HROFDY  0  0  0  0  0  0  0
SO EMISFACT  11         HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  1  0
SO EMISFACT  11         HROFDY  0  0  0  0  0  0  0
SO EMISFACT  12         HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  1  0
SO EMISFACT  12         HROFDY  0  0  0  0  0  0  0
SO EMISFACT  13         HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  1  0
SO EMISFACT  13         HROFDY  0  0  0  0  0  0  0
SO EMISFACT  14         HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  1  0
SO EMISFACT  14         HROFDY  0  0  0  0  0  0  0
SO EMISFACT  15         HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  1  0
SO EMISFACT  15         HROFDY  0  0  0  0  0  0  0
SO EMISFACT  16         HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  1  0
SO EMISFACT  16         HROFDY  0  0  0  0  0  0  0
SO EMISFACT  17         HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  1  0
SO EMISFACT  17         HROFDY  0  0  0  0  0  0  0
SO EMISFACT  18         HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  1  0
SO EMISFACT  18         HROFDY  0  0  0  0  0  0  0
SO EMISFACT  19         HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  1  0
SO EMISFACT  19         HROFDY  0  0  0  0  0  0  0
SO EMISFACT  20         HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  1  0
SO EMISFACT  20         HROFDY  0  0  0  0  0  0  0
SO EMISFACT  21         HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  1  0
SO EMISFACT  21         HROFDY  0  0  0  0  0  0  0
SO EMISFACT  22         HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  1  0
SO EMISFACT  22         HROFDY  0  0  0  0  0  0  0
SO EMISFACT  23         HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  1  0
SO EMISFACT  23         HROFDY  0  0  0  0  0  0  0
SO EMISFACT  24         HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  1  0
SO EMISFACT  24         HROFDY  0  0  0  0  0  0  0
SO EMISFACT  25         HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  1  0
SO EMISFACT  25         HROFDY  0  0  0  0  0  0  0
SO EMISFACT  26         HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  1  0
SO EMISFACT  26         HROFDY  0  0  0  0  0  0  0
SO EMISFACT  27         HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  1  0
SO EMISFACT  27         HROFDY  0  0  0  0  0  0  0
SO EMISFACT  28         HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  1  0
SO EMISFACT  28         HROFDY  0  0  0  0  0  0  0
SO EMISFACT  29         HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  1  0
SO EMISFACT  29         HROFDY  0  0  0  0  0  0  0
SO EMISFACT  30         HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  1  0
SO EMISFACT  30         HROFDY  0  0  0  0  0  0  0
SO EMISFACT  31         HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  1  0
SO EMISFACT  31         HROFDY  0  0  0  0  0  0  0
SO EMISFACT  32         HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  1  0
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SO EMISFACT  33         HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  1  0
SO EMISFACT  33         HROFDY  0  0  0  0  0  0  0
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SO EMISFACT  35         HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  1  0
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SO EMISFACT  36         HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  1  0
SO EMISFACT  36         HROFDY  0  0  0  0  0  0  0
SO EMISFACT  37         HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  1  0
SO EMISFACT  37         HROFDY  0  0  0  0  0  0  0
SO EMISFACT  38         HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  1  0
SO EMISFACT  38         HROFDY  0  0  0  0  0  0  0
SO EMISFACT  39         HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  1  0
SO EMISFACT  39         HROFDY  0  0  0  0  0  0  0
SO EMISFACT  40         HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  1  0
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SO EMISFACT  41         HROFDY  0  0  0  0  0  0  0
SO EMISFACT  42         HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  1  0
SO EMISFACT  42         HROFDY  0  0  0  0  0  0  0
SO EMISFACT  43         HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  1  0
SO EMISFACT  43         HROFDY  0  0  0  0  0  0  0
SO EMISFACT  44         HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  1  0
SO EMISFACT  44         HROFDY  0  0  0  0  0  0  0
SO EMISFACT  45         HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  1  0
SO EMISFACT  45         HROFDY  0  0  0  0  0  0  0
SO EMISFACT  46         HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  1  0
SO EMISFACT  46         HROFDY  0  0  0  0  0  0  0
```

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SO EMISFACT  47         HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  0
SO EMISFACT  47         HROFDY  0  0  0  0  0  0  0
SO EMISFACT  48         HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  0
SO EMISFACT  48         HROFDY  0  0  0  0  0  0  0
SO EMISFACT  49         HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  0
SO EMISFACT  49         HROFDY  0  0  0  0  0  0  0
SO EMISFACT  50         HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  0
SO EMISFACT  50         HROFDY  0  0  0  0  0  0  0
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SO EMISFACT  52         HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  0
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SO EMISFACT  55         HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  0
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SO EMISFACT  57         HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  0
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SO EMISFACT  58         HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  0
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SO EMISFACT  59         HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  0
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SO EMISFACT  70         HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  0
SO EMISFACT  70         HROFDY  0  0  0  0  0  0  0
SO EMISFACT  71         HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  0
SO EMISFACT  71         HROFDY  0  0  0  0  0  0  0
SO EMISFACT  72         HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  0
SO EMISFACT  72         HROFDY  0  0  0  0  0  0  0
SO EMISFACT  73         HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  0
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SO EMISFACT  74         HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  0
SO EMISFACT  74         HROFDY  0  0  0  0  0  0  0
SO EMISFACT  75         HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  0
SO EMISFACT  75         HROFDY  0  0  0  0  0  0  0
SO EMISFACT  76         HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  0
SO EMISFACT  76         HROFDY  0  0  0  0  0  0  0
SO EMISFACT  77         HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  0
SO EMISFACT  77         HROFDY  0  0  0  0  0  0  0
SO EMISFACT  78         HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  0
SO EMISFACT  78         HROFDY  0  0  0  0  0  0  0
SO EMISFACT  79         HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  0
SO EMISFACT  79         HROFDY  0  0  0  0  0  0  0
SO EMISFACT  80         HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  0
SO EMISFACT  80         HROFDY  0  0  0  0  0  0  0
SO EMISFACT  81         HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  0
SO EMISFACT  81         HROFDY  0  0  0  0  0  0  0
SO EMISFACT  82         HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  0
SO EMISFACT  82         HROFDY  0  0  0  0  0  0  0
SO EMISFACT  83         HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  0
```

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SO EMISFACT  83         HROFDY  0  0  0  0  0  0  0
SO EMISFACT  84         HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  1  0
SO EMISFACT  84         HROFDY  0  0  0  0  0  0  0
SO EMISFACT  85         HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  1  0
SO EMISFACT  85         HROFDY  0  0  0  0  0  0  0
SO EMISFACT  86         HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  1  0
SO EMISFACT  86         HROFDY  0  0  0  0  0  0  0
SO EMISFACT  87         HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  1  0
SO EMISFACT  87         HROFDY  0  0  0  0  0  0  0
SO EMISFACT  88         HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  1  0
SO EMISFACT  88         HROFDY  0  0  0  0  0  0  0
SO EMISFACT  89         HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  1  0
SO EMISFACT  89         HROFDY  0  0  0  0  0  0  0
SO EMISFACT  90         HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  1  0
SO EMISFACT  90         HROFDY  0  0  0  0  0  0  0
SO EMISFACT  91         HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  1  0
SO EMISFACT  91         HROFDY  0  0  0  0  0  0  0
SO EMISFACT  92         HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  1  0
SO EMISFACT  92         HROFDY  0  0  0  0  0  0  0
SO EMISFACT  93         HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  1  0
SO EMISFACT  93         HROFDY  0  0  0  0  0  0  0
SO EMISFACT  94         HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  1  0
SO EMISFACT  94         HROFDY  0  0  0  0  0  0  0
SO EMISFACT  95         HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  1  0
SO EMISFACT  95         HROFDY  0  0  0  0  0  0  0
SO EMISFACT  96         HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  1  0
SO EMISFACT  96         HROFDY  0  0  0  0  0  0  0
SO EMISFACT  97         HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  1  0
SO EMISFACT  97         HROFDY  0  0  0  0  0  0  0
SO EMISFACT  98         HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  1  0
SO EMISFACT  98         HROFDY  0  0  0  0  0  0  0
SO EMISFACT  99         HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  1  0
SO EMISFACT  99         HROFDY  0  0  0  0  0  0  0
SO EMISFACT  100        HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  1  0
SO EMISFACT  100        HROFDY  0  0  0  0  0  0  0
SO EMISFACT  101        HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  1  0
SO EMISFACT  101        HROFDY  0  0  0  0  0  0  0
SO EMISFACT  102        HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  1  0
SO EMISFACT  102        HROFDY  0  0  0  0  0  0  0
SO EMISFACT  103        HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  1  0
SO EMISFACT  103        HROFDY  0  0  0  0  0  0  0
SO EMISFACT  104        HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  1  0
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SO EMISFACT  105        HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  1  0
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SO EMISFACT  106        HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  1  0
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SO EMISFACT  107        HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  1  0
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SO EMISFACT  108        HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  1  0
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SO EMISFACT  109        HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  1  0
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SO EMISFACT  113        HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  1  0
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SO EMISFACT  115        HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  1  0
SO EMISFACT  115        HROFDY  0  0  0  0  0  0  0
SO EMISFACT  116        HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  1  0
SO EMISFACT  116        HROFDY  0  0  0  0  0  0  0
SO EMISFACT  117        HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  1  0
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SO EMISFACT  118        HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  1  0
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SO EMISFACT  119        HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  1  0
SO EMISFACT  119        HROFDY  0  0  0  0  0  0  0
```

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SO EMISFACT  120        HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  0
SO EMISFACT  120        HROFDY  0  0  0  0  0  0  0
SO EMISFACT  121        HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  0
SO EMISFACT  121        HROFDY  0  0  0  0  0  0  0
SO EMISFACT  122        HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  0
SO EMISFACT  122        HROFDY  0  0  0  0  0  0  0
SO EMISFACT  123        HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  0
SO EMISFACT  123        HROFDY  0  0  0  0  0  0  0
SO EMISFACT  124        HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  0
SO EMISFACT  124        HROFDY  0  0  0  0  0  0  0
SO EMISFACT  125        HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  0
SO EMISFACT  125        HROFDY  0  0  0  0  0  0  0
SO EMISFACT  126        HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  0
SO EMISFACT  126        HROFDY  0  0  0  0  0  0  0
SO EMISFACT  127        HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  0
SO EMISFACT  127        HROFDY  0  0  0  0  0  0  0
SO EMISFACT  128        HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  0
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SO EMISFACT  130        HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  0
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SO EMISFACT  131        HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  0
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SO EMISFACT  132        HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  0
SO EMISFACT  132        HROFDY  0  0  0  0  0  0  0
SO EMISFACT  133        HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  0
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SO EMISFACT  134        HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  0
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SO EMISFACT  138        HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  0
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SO EMISFACT  141        HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  0
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SO EMISFACT  144        HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  0
SO EMISFACT  144        HROFDY  0  0  0  0  0  0  0
SO EMISFACT  145        HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  0
SO EMISFACT  145        HROFDY  0  0  0  0  0  0  0
SO EMISFACT  146        HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  0
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SO EMISFACT  147        HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  0
SO EMISFACT  147        HROFDY  0  0  0  0  0  0  0
SO EMISFACT  148        HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  0
SO EMISFACT  148        HROFDY  0  0  0  0  0  0  0
SO EMISFACT  149        HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  0
SO EMISFACT  149        HROFDY  0  0  0  0  0  0  0
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SO EMISFACT  150        HROFDY  0  0  0  0  0  0  0
SO EMISFACT  151        HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  0
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SO EMISFACT  152        HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  0
SO EMISFACT  152        HROFDY  0  0  0  0  0  0  0
SO EMISFACT  153        HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  0
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SO EMISFACT  154        HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  0
SO EMISFACT  154        HROFDY  0  0  0  0  0  0  0
SO EMISFACT  155        HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  0
SO EMISFACT  155        HROFDY  0  0  0  0  0  0  0
SO EMISFACT  156        HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  0
```

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SO EMISFACT  156        HROFDY  0  0  0  0  0  0  0
SO EMISFACT  157        HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  1  0
SO EMISFACT  157        HROFDY  0  0  0  0  0  0  0
SO EMISFACT  158        HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  1  0
SO EMISFACT  158        HROFDY  0  0  0  0  0  0  0
SO EMISFACT  159        HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  1  0
SO EMISFACT  159        HROFDY  0  0  0  0  0  0  0
SO EMISFACT  160        HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  1  0
SO EMISFACT  160        HROFDY  0  0  0  0  0  0  0
SO EMISFACT  161        HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  1  0
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SO EMISFACT  162        HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  1  0
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SO EMISFACT  163        HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  1  0
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SO EMISFACT  164        HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  1  0
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SO EMISFACT  165        HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  1  0
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SO EMISFACT  166        HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  1  0
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SO EMISFACT  167        HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  1  0
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SO EMISFACT  168        HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  1  0
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SO EMISFACT  169        HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  1  0
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SO EMISFACT  173        HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  1  0
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SO EMISFACT  181        HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  1  0
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SO EMISFACT  183        HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  1  0
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SO EMISFACT  185        HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  1  0
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SO EMISFACT  187        HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  1  0
SO EMISFACT  187        HROFDY  0  0  0  0  0  0  0
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SO SRCGROUP  CONST  214  215  216  217  218  219  220  221  222  223  224  225
SO SRCGROUP  CONST  226  227  228  229  230  231  232
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** RCPDESCR  Hope House
RE DISCCART  573270.8  4148302.7  2.58  5.12  1.8
** RCPDESCR  Joseph P. Kelly Park
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** RCPDESCR  James Flood Magnet School
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** RCPDESCR  Beechwood School
RE DISCCART  573584.6  4148254.8  4.17  4.17  1.8
** RCPDESCR  Ravenswood Family Heatlh Center
RE DISCCART  573014.7  4147917.7  7.29  7.29  1.8
** RCPDESCR  Flood Park
RE DISCCART  573723.6  4147998  5.41  5.41  1.8
** RCPDESCR  Boys and Girls Club
RE DISCCART  574277.5  4148025.4  3.89  3.89  1.8
** RCPDESCR  Family Connection and Belle Haven Elementary School
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** RCPDESCR  Mid Peninsula High School
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** RCPDESCR  San Francisco 49ers Academy
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** RCPDESCR  Costano Elementary
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** RCPDESCR  Jack Farrell Park
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** RCPDESCR  Cesar Chavez Elementary School
RE DISCCART  574355.2  4146427.8  12.72  12.72  1.8
** RCPDESCR  Footsteps Preschool
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** RCPDESCR  Kavanaugh School
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** RCPDESCR  Laurel School
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** RCPDESCR  Penninsula School
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** RCPDESCR  VA Health Care System of Menlo Park
RE DISCCART  574198.3  4146388.5  13.33  13.33  1.8
** RCPDESCR  Roberts School
RE DISCCART  574345.6  4146414.7  12.93  12.93  1.8
** RCPDESCR  Menlo Park Surgical Hospital
RE DISCCART  574295.1  4146363.3  13.33  13.33  1.8
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** RCPDESCR  German American Interantional School
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** RCPDESCR  Barbara A Mouton Multicenter
RE DISCCART  575879.2  4146719.6  5.97  5.97  1.8
** RCPDESCR  Bell Street Park
RE DISCCART  574616  4146399  10.9  10.9  1.8
** RCPDESCR  East Palo Alto Charter School
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** RCPDESCR  Ronald McNair Middle School
RE DISCCART  577227.9  4146559.1  2.37  2.37  1.8
** RCPDESCR  Martin Luther King Park
RE DISCCART  573105.5  4146328.2  16.08  16.08  1.8
** RCPDESCR  Menlo Atherton High School
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** RCPDESCR  Eleanor Pardee Park
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** RCPDESCR  Discovery Montessori
RE DISCCART  573984.6  4145115.2  17.6  17.6  1.8
** RCPDESCR  Johnson Park
RE DISCCART  573937.3  4145602.8  18.22  18.22  1.8
** RCPDESCR  Hopkins Creekside Park
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** RCPDESCR  Applebee Pre-School
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** RCPDESCR  Fio's Home Day Care
RE DISCCART  572597.1  4144916.9  21.26  21.26  1.8
** RCPDESCR  Menlo Atherton Co-Op School
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** RCPDESCR  Encinal Elementary School
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** RCPDESCR  Piccolo Pre School
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** RCPDESCR  Imagina Day Care
RE DISCCART  573584.6  4148254.8  4.17  4.17  1.8
** RCPDESCR  Menlo Park Senior Citizen Center
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** RCPDESCR  Lytton Gardens Senior Community
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** RCPDESCR  Channing House
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** RCPDESCR  Webster House
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** RCPDESCR  Burgess Park
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** RCPDESCR  Ronald McNair Middle School
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** RCPDESCR  El Palo Alto Park
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** RCPDESCR  Canyon House and Crescent Villa
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** RCPDESCR  Holbrook Palmer park
RE DISCCART  574048.5  4144737.6  17.9  17.9  1.8
** RCPDESCR  Cogswell Plaza
RE DISCCART  573955.2  4146844  12.12  12.12  1.8
** RCPDESCR  Arbor Free Clinic / VA Medical Center
RE DISCCART  576104  4147883.4  4.5  4.5  1.8
** RCPDESCR  Edith's Day Care
RE DISCCART  576648.7  4147608.1  4.8  4.8  1.8
** RCPDESCR  Aspire Public School
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** RCPDESCR  Lavengamalic Christian Academy and University
RE DISCCART  576695.8  4146639.3  3.58  3.58  1.8
** RCPDESCR  Eastside College Preparatory
RE DISCCART  575597.8  4147488.5  6.63  6.63  1.8
** RCPDESCR  East Palo Alto Head start
RE DISCCART  575696.1  4147512.2  6.75  6.75  1.8
** RCPDESCR  Creative Montessori Learning Center
RE DISCCART  575883.2  4146621.1  6.61  6.61  1.8
** RCPDESCR  Ravenswood Elementary School
RE DISCCART  572364  4146037.2  18.82  18.82  1.8
** RCPDESCR  Nativity School
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RE DISCCART  572524.7  4145321.5  21.28  21.28  1.8
** RCPDESCR  Lydian Academy
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** RCPDESCR  Play and Learn Daycare Preschool
RE DISCCART  571256.6  4148436.7  4.87  4.87  1.8
** RCPDESCR  Taft Community School and Taft Elementary School
RE DISCCART  570781.1  4147317.1  11.81  11.81  1.8
** RCPDESCR  Garfield Early Learning Center
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** RCPDESCR  Joseph P. Kelly Park
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** RCPDESCR  Joseph P. Kelly Park
RE DISCCART  573563.8  4148351.2  3.89  3.89  1.8
** RCPDESCR  Joseph P. Kelly Park
RE DISCCART  573581.2  4148243.7  4.2  4.2  1.8
** RCPDESCR  Joseph P. Kelly Park
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** RCPDESCR  James Flood Magnet School
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** RCPDESCR  James Flood Magnet School
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** RCPDESCR  James Flood Magnet School
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** RCPDESCR  Flood Park
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** RCPDESCR  Boys and Girls Club
RE DISCCART  573799.4  4147989.5  5.12  5.12  1.8
** RCPDESCR  Boys and Girls Club
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** RCPDESCR  Boys and Girls Club
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** RCPDESCR  Family Connection and Belle Haven Elementary School
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** RCPDESCR  Family Connection and Belle Haven Elementary School
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** RCPDESCR  Mid Peninsula High School
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** RCPDESCR  Mid Peninsula High School
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** RCPDESCR  Costano Elementary
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** RCPDESCR  Costano Elementary
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** RCPDESCR  Costano Elementary
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** RCPDESCR  Jack Farrell Park
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** RCPDESCR  Cesar Chavez Elementary School
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** RCPDESCR  Cesar Chavez Elementary School
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** RCPDESCR  Cesar Chavez Elementary School
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** RCPDESCR  Ravenswood Elementary School
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RE DISCCART  575862.5  4146561.9  6.96  6.96  1.8
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** RCPDESCR  Ravenswood Elementary School
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** RCPDESCR  Bell Street Park
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** RCPDESCR  East Palo Alto Family YMCA
RE DISCCART  575853.6  4146783.6  5.71  5.71  1.8
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** RCPDESCR  East Palo Alto Family YMCA
RE DISCCART  572320.3  4145952.6  19.43  19.43  1.8
** RCPDESCR  Nativity School
RE DISCCART  572215.6  4146005  19.13  19.13  1.8
** RCPDESCR  Nativity School
RE DISCCART  572266  4146095.1  18.52  18.52  1.8
** RCPDESCR  Nativity School
RE DISCCART  571313  4148570.9  4.37  4.37  1.8
** RCPDESCR  Taft Community School and Taft Elementary School
RE DISCCART  571157.4  4148626.5  3.89  3.89  1.8
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** RCPDESCR  Garfield Elementary School
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** RCPDESCR  Garfield Elementary School
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RE DISCCART  574429.7  4146461.8  12.12  12.12  1.8
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RE DISCCART  574483.2  4146342.2  11.88  11.88  1.8
** RCPDESCR  Willow Oaks Park
RE DISCCART  574586.4  4146364.4  11.2  11.2  1.8
** RCPDESCR  East Palo Alto Charter School
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** RCPDESCR  East Palo Alto Charter School
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** RCPDESCR  East Palo Alto Charter School
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** RCPDESCR  Laurel School
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** RCPDESCR  Laurel School
RE DISCCART  573225  4147053.7  12.7  12.7  1.8
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** RCPDESCR  VA Health Care System of Menlo Park
RE DISCCART  574183.5  4147205.4  9.68  9.68  1.8
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** RCPDESCR  German American Interantional School
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** RCPDESCR  German American Interantional School
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** RCPDESCR  German American Interantional School
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** RCPDESCR  Ronald McNair Middle School
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** RCPDESCR  Ronald McNair Middle School
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** RCPDESCR  Eastside College Preparatory
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** RCPDESCR  Menlo Atherton High School
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** RCPDESCR  El Palo Alto Park
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** RCPDESCR  El Palo Alto Park
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** RCPDESCR  Property Boundary - East
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** RCPDESCR  Property Boundary - East
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** RCPDESCR  Property Boundary - East
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** RCPDESCR  Property Boundary - East
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RE DISCCART  574523.9  4147975.4  3.89  3.89  1.8
** RCPDESCR  Grid
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** RCPDESCR  Grid
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** RCPDESCR  Grid
RE DISCCART  575348.9  4147975.4  3.89  3.89  1.8
** RCPDESCR  Grid
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** RCPDESCR  Grid
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** RCPDESCR  Grid
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** RCPDESCR  Grid
RE DISCCART  575623.9  4148000.4  3.89  3.89  1.8
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RE FINISHED

ME STARTING
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ME PROFFILE  SH_05.PFL
** PROFFILE  "U:\Facebook\Modeling\Construction and Operational Model\Met Data\SH_05.PFL"
ME SURFDATA  99999  2005
ME UAIRDATA  23230  2005
ME PROFBASE  36.96
ME FINISHED

OU STARTING
OU RECTABLE  1  FIRST
OU FILEFORM  FIX
OU PLOTFILE  1  CONST  FIRST  CONST`1`FIRST.plt  10000
OU PLOTFILE  PERIOD  CONST  CONST`PERIOD.plt  10001
OU FINISHED

** ****************************************************************************
** It is recommended that the user not edit any data below this line
** ****************************************************************************


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4139091.6  567120.3  4154079.4  582648.0  4154219.3  582796.9  4139231.4
** AMPTYPE  NED
** AMPDATUM  3
** AMPZONE  10
** AMPHEMISPHERE  N
** HILLBOUN  567413.5 4139384.0 582503.7 4153887.8

** PROJECTION  UTM
** DATUM  NAR-C
** UNITS  METER
** ZONE  10
** HEMISPHERE  N
** ORIGINLON  0
** ORIGINLAT  0
** PARALLEL1  0
** PARALLEL2  0
** AZIMUTH  0
** SCALEFACT  0
** FALSEEAST  0
** FALSENORTH  0

** POSTFMT  UNFORM
** TEMPLATE Regulatory,0
** AERMODEXE  AERMOD_EPA_11103.exe
** AERMAPEXE  AERMAP_EPA_11103.EXE
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** BREEZE AERMOD
** Trinity Consultants
** VERSION  7.2

CO STARTING
CO TITLEONE  Facebook Construction and Operational
CO MODELOPT  DFAULT  CONC
CO RUNORNOT  RUN
CO AVERTIME  1  PERIOD
CO POLLUTID  OTHER
CO FLAGPOLE  4.8
CO FINISHED

SO STARTING
SO ELEVUNIT  METERS
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** SRCDESCR  Facebook West Construction
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** SRCDESCR  Facebook West Construction
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** SRCDESCR  Facebook West Construction
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SO LOCATION  222       VOLUME    574878.8844  4148655.425  2.06
** SRCDESCR  Facebook West Construction
SO LOCATION  223       VOLUME    574898.8844  4148655.425  2.06
** SRCDESCR  Facebook West Construction
SO LOCATION  224       VOLUME    574918.8844  4148655.425  2.06
** SRCDESCR  Facebook West Construction
SO LOCATION  225       VOLUME    574938.8844  4148655.425  2.06
** SRCDESCR  Facebook West Construction
SO LOCATION  226       VOLUME    574958.8844  4148655.425  2.11
** SRCDESCR  Facebook West Construction
SO LOCATION  227       VOLUME    574978.8844  4148655.425  2.16
** SRCDESCR  Facebook West Construction
SO LOCATION  228       VOLUME    574998.8844  4148655.425  2.16
** SRCDESCR  Facebook West Construction
SO LOCATION  229       VOLUME    575018.8844  4148655.425  2.16
** SRCDESCR  Facebook West Construction
SO LOCATION  230       VOLUME    575038.8844  4148655.425  2.31
** SRCDESCR  Facebook West Construction
SO LOCATION  231       VOLUME    575058.8844  4148655.425  2.23
** SRCDESCR  Facebook West Construction
SO LOCATION  232       VOLUME    575078.8844  4148655.425  2.24
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SO EMISFACT  14         HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  1  0
SO EMISFACT  14         HROFDY  0  0  0  0  0  0  0
SO EMISFACT  15         HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  1  0
SO EMISFACT  15         HROFDY  0  0  0  0  0  0  0
SO EMISFACT  16         HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  1  0
SO EMISFACT  16         HROFDY  0  0  0  0  0  0  0
SO EMISFACT  17         HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  1  0
SO EMISFACT  17         HROFDY  0  0  0  0  0  0  0
SO EMISFACT  18         HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  1  0
SO EMISFACT  18         HROFDY  0  0  0  0  0  0  0
SO EMISFACT  19         HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  1  0
SO EMISFACT  19         HROFDY  0  0  0  0  0  0  0
SO EMISFACT  20         HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  1  0
SO EMISFACT  20         HROFDY  0  0  0  0  0  0  0
SO EMISFACT  21         HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  1  0
SO EMISFACT  21         HROFDY  0  0  0  0  0  0  0
SO EMISFACT  22         HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  1  0
SO EMISFACT  22         HROFDY  0  0  0  0  0  0  0
SO EMISFACT  23         HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  1  0
SO EMISFACT  23         HROFDY  0  0  0  0  0  0  0
SO EMISFACT  24         HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  1  0
SO EMISFACT  24         HROFDY  0  0  0  0  0  0  0
SO EMISFACT  25         HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  1  0
SO EMISFACT  25         HROFDY  0  0  0  0  0  0  0
SO EMISFACT  26         HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  1  0
SO EMISFACT  26         HROFDY  0  0  0  0  0  0  0
SO EMISFACT  27         HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  1  0
SO EMISFACT  27         HROFDY  0  0  0  0  0  0  0
SO EMISFACT  28         HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  1  0
SO EMISFACT  28         HROFDY  0  0  0  0  0  0  0
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SO EMISFACT  29         HROFDY  0  0  0  0  0  0  0
SO EMISFACT  30         HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  1  0
SO EMISFACT  30         HROFDY  0  0  0  0  0  0  0
SO EMISFACT  31         HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  1  0
SO EMISFACT  31         HROFDY  0  0  0  0  0  0  0
SO EMISFACT  32         HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  1  0
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SO EMISFACT  34         HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  1  0
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SO EMISFACT  35         HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  1  0
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SO EMISFACT  42         HROFDY  0  0  0  0  0  0  0
SO EMISFACT  43         HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  1  0
SO EMISFACT  43         HROFDY  0  0  0  0  0  0  0
SO EMISFACT  44         HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  1  0
SO EMISFACT  44         HROFDY  0  0  0  0  0  0  0
SO EMISFACT  45         HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  1  0
SO EMISFACT  45         HROFDY  0  0  0  0  0  0  0
SO EMISFACT  46         HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  1  0
SO EMISFACT  46         HROFDY  0  0  0  0  0  0  0
```

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SO EMISFACT  47         HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  0
SO EMISFACT  47         HROFDY  0  0  0  0  0  0  0
SO EMISFACT  48         HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  0
SO EMISFACT  48         HROFDY  0  0  0  0  0  0  0
SO EMISFACT  49         HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  0
SO EMISFACT  49         HROFDY  0  0  0  0  0  0  0
SO EMISFACT  50         HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  0
SO EMISFACT  50         HROFDY  0  0  0  0  0  0  0
SO EMISFACT  51         HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  0
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SO EMISFACT  53         HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  0
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SO EMISFACT  58         HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  0
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SO EMISFACT  59         HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  0
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SO EMISFACT  60         HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  0
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SO EMISFACT  78         HROFDY  0  0  0  0  0  0  0
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SO EMISFACT  82         HROFDY  0  0  0  0  0  0  0
SO EMISFACT  83         HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  0
```

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SO EMISFACT  83         HROFDY  0  0  0  0  0  0  0
SO EMISFACT  84         HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  1  0
SO EMISFACT  84         HROFDY  0  0  0  0  0  0  0
SO EMISFACT  85         HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  1  0
SO EMISFACT  85         HROFDY  0  0  0  0  0  0  0
SO EMISFACT  86         HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  1  0
SO EMISFACT  86         HROFDY  0  0  0  0  0  0  0
SO EMISFACT  87         HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  1  0
SO EMISFACT  87         HROFDY  0  0  0  0  0  0  0
SO EMISFACT  88         HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  1  0
SO EMISFACT  88         HROFDY  0  0  0  0  0  0  0
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SO EMISFACT  93         HROFDY  0  0  0  0  0  0  0
SO EMISFACT  94         HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  1  0
SO EMISFACT  94         HROFDY  0  0  0  0  0  0  0
SO EMISFACT  95         HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  1  0
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SO EMISFACT  115        HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  1  0
SO EMISFACT  115        HROFDY  0  0  0  0  0  0  0
SO EMISFACT  116        HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  1  0
SO EMISFACT  116        HROFDY  0  0  0  0  0  0  0
SO EMISFACT  117        HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  1  0
SO EMISFACT  117        HROFDY  0  0  0  0  0  0  0
SO EMISFACT  118        HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  1  0
SO EMISFACT  118        HROFDY  0  0  0  0  0  0  0
SO EMISFACT  119        HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  1  0
SO EMISFACT  119        HROFDY  0  0  0  0  0  0  0
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SO EMISFACT  120        HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  0
SO EMISFACT  120        HROFDY  0  0  0  0  0  0  0
SO EMISFACT  121        HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  0
SO EMISFACT  121        HROFDY  0  0  0  0  0  0  0
SO EMISFACT  122        HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  0
SO EMISFACT  122        HROFDY  0  0  0  0  0  0  0
SO EMISFACT  123        HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  0
SO EMISFACT  123        HROFDY  0  0  0  0  0  0  0
SO EMISFACT  124        HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  0
SO EMISFACT  124        HROFDY  0  0  0  0  0  0  0
SO EMISFACT  125        HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  0
SO EMISFACT  125        HROFDY  0  0  0  0  0  0  0
SO EMISFACT  126        HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  0
SO EMISFACT  126        HROFDY  0  0  0  0  0  0  0
SO EMISFACT  127        HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  0
SO EMISFACT  127        HROFDY  0  0  0  0  0  0  0
SO EMISFACT  128        HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  0
SO EMISFACT  128        HROFDY  0  0  0  0  0  0  0
SO EMISFACT  129        HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  0
SO EMISFACT  129        HROFDY  0  0  0  0  0  0  0
SO EMISFACT  130        HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  0
SO EMISFACT  130        HROFDY  0  0  0  0  0  0  0
SO EMISFACT  131        HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  0
SO EMISFACT  131        HROFDY  0  0  0  0  0  0  0
SO EMISFACT  132        HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  0
SO EMISFACT  132        HROFDY  0  0  0  0  0  0  0
SO EMISFACT  133        HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  0
SO EMISFACT  133        HROFDY  0  0  0  0  0  0  0
SO EMISFACT  134        HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  0
SO EMISFACT  134        HROFDY  0  0  0  0  0  0  0
SO EMISFACT  135        HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  0
SO EMISFACT  135        HROFDY  0  0  0  0  0  0  0
SO EMISFACT  136        HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  0
SO EMISFACT  136        HROFDY  0  0  0  0  0  0  0
SO EMISFACT  137        HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  0
SO EMISFACT  137        HROFDY  0  0  0  0  0  0  0
SO EMISFACT  138        HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  0
SO EMISFACT  138        HROFDY  0  0  0  0  0  0  0
SO EMISFACT  139        HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  0
SO EMISFACT  139        HROFDY  0  0  0  0  0  0  0
SO EMISFACT  140        HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  0
SO EMISFACT  140        HROFDY  0  0  0  0  0  0  0
SO EMISFACT  141        HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  0
SO EMISFACT  141        HROFDY  0  0  0  0  0  0  0
SO EMISFACT  142        HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  0
SO EMISFACT  142        HROFDY  0  0  0  0  0  0  0
SO EMISFACT  143        HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  0
SO EMISFACT  143        HROFDY  0  0  0  0  0  0  0
SO EMISFACT  144        HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  0
SO EMISFACT  144        HROFDY  0  0  0  0  0  0  0
SO EMISFACT  145        HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  0
SO EMISFACT  145        HROFDY  0  0  0  0  0  0  0
SO EMISFACT  146        HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  0
SO EMISFACT  146        HROFDY  0  0  0  0  0  0  0
SO EMISFACT  147        HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  0
SO EMISFACT  147        HROFDY  0  0  0  0  0  0  0
SO EMISFACT  148        HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  0
SO EMISFACT  148        HROFDY  0  0  0  0  0  0  0
SO EMISFACT  149        HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  0
SO EMISFACT  149        HROFDY  0  0  0  0  0  0  0
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SO EMISFACT  150        HROFDY  0  0  0  0  0  0  0
SO EMISFACT  151        HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  0
SO EMISFACT  151        HROFDY  0  0  0  0  0  0  0
SO EMISFACT  152        HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  0
SO EMISFACT  152        HROFDY  0  0  0  0  0  0  0
SO EMISFACT  153        HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  0
SO EMISFACT  153        HROFDY  0  0  0  0  0  0  0
SO EMISFACT  154        HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  0
SO EMISFACT  154        HROFDY  0  0  0  0  0  0  0
SO EMISFACT  155        HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  0
SO EMISFACT  155        HROFDY  0  0  0  0  0  0  0
SO EMISFACT  156        HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  0
```

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SO EMISFACT  156        HROFDY  0  0  0  0  0  0  0
SO EMISFACT  157        HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  1  0
SO EMISFACT  157        HROFDY  0  0  0  0  0  0  0
SO EMISFACT  158        HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  1  0
SO EMISFACT  158        HROFDY  0  0  0  0  0  0  0
SO EMISFACT  159        HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  1  0
SO EMISFACT  159        HROFDY  0  0  0  0  0  0  0
SO EMISFACT  160        HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  1  0
SO EMISFACT  160        HROFDY  0  0  0  0  0  0  0
SO EMISFACT  161        HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  1  0
SO EMISFACT  161        HROFDY  0  0  0  0  0  0  0
SO EMISFACT  162        HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  1  0
SO EMISFACT  162        HROFDY  0  0  0  0  0  0  0
SO EMISFACT  163        HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  1  0
SO EMISFACT  163        HROFDY  0  0  0  0  0  0  0
SO EMISFACT  164        HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  1  0
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SO EMISFACT  165        HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  1  0
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SO EMISFACT  166        HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  1  0
SO EMISFACT  166        HROFDY  0  0  0  0  0  0  0
SO EMISFACT  167        HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  1  0
SO EMISFACT  167        HROFDY  0  0  0  0  0  0  0
SO EMISFACT  168        HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  1  0
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SO EMISFACT  169        HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  1  0
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SO EMISFACT  170        HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  1  0
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SO EMISFACT  171        HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  1  0
SO EMISFACT  171        HROFDY  0  0  0  0  0  0  0
SO EMISFACT  172        HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  1  0
SO EMISFACT  172        HROFDY  0  0  0  0  0  0  0
SO EMISFACT  173        HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  1  0
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SO EMISFACT  174        HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  1  0
SO EMISFACT  174        HROFDY  0  0  0  0  0  0  0
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SO EMISFACT  176        HROFDY  0  0  0  0  0  0  0
SO EMISFACT  177        HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  1  0
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SO EMISFACT  178        HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  1  0
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SO EMISFACT  181        HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  1  0
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SO EMISFACT  182        HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  1  0
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SO EMISFACT  183        HROFDY  0  0  0  0  0  0  0
SO EMISFACT  184        HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  1  0
SO EMISFACT  184        HROFDY  0  0  0  0  0  0  0
SO EMISFACT  185        HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  1  0
SO EMISFACT  185        HROFDY  0  0  0  0  0  0  0
SO EMISFACT  186        HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  1  0
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SO EMISFACT  187        HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  1  0
SO EMISFACT  187        HROFDY  0  0  0  0  0  0  0
SO EMISFACT  188        HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  1  0
SO EMISFACT  188        HROFDY  0  0  0  0  0  0  0
SO EMISFACT  189        HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  1  0
SO EMISFACT  189        HROFDY  0  0  0  0  0  0  0
SO EMISFACT  190        HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  1  0
SO EMISFACT  190        HROFDY  0  0  0  0  0  0  0
SO EMISFACT  191        HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  1  0
SO EMISFACT  191        HROFDY  0  0  0  0  0  0  0
SO EMISFACT  192        HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  1  0
SO EMISFACT  192        HROFDY  0  0  0  0  0  0  0
```

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SO EMISFACT  193        HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  0
SO EMISFACT  193        HROFDY  0  0  0  0  0  0  0
SO EMISFACT  194        HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  0
SO EMISFACT  194        HROFDY  0  0  0  0  0  0  0
SO EMISFACT  195        HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  0
SO EMISFACT  195        HROFDY  0  0  0  0  0  0  0
SO EMISFACT  196        HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  0
SO EMISFACT  196        HROFDY  0  0  0  0  0  0  0
SO EMISFACT  197        HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  0
SO EMISFACT  197        HROFDY  0  0  0  0  0  0  0
SO EMISFACT  198        HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  0
SO EMISFACT  198        HROFDY  0  0  0  0  0  0  0
SO EMISFACT  199        HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  0
SO EMISFACT  199        HROFDY  0  0  0  0  0  0  0
SO EMISFACT  200        HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  0
SO EMISFACT  200        HROFDY  0  0  0  0  0  0  0
SO EMISFACT  201        HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  0
SO EMISFACT  201        HROFDY  0  0  0  0  0  0  0
SO EMISFACT  202        HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  0
SO EMISFACT  202        HROFDY  0  0  0  0  0  0  0
SO EMISFACT  203        HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  0
SO EMISFACT  203        HROFDY  0  0  0  0  0  0  0
SO EMISFACT  204        HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  0
SO EMISFACT  204        HROFDY  0  0  0  0  0  0  0
SO EMISFACT  205        HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  0
SO EMISFACT  205        HROFDY  0  0  0  0  0  0  0
SO EMISFACT  206        HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  0
SO EMISFACT  206        HROFDY  0  0  0  0  0  0  0
SO EMISFACT  207        HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  0
SO EMISFACT  207        HROFDY  0  0  0  0  0  0  0
SO EMISFACT  208        HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  0
SO EMISFACT  208        HROFDY  0  0  0  0  0  0  0
SO EMISFACT  209        HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  0
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SO EMISFACT  210        HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  0
SO EMISFACT  210        HROFDY  0  0  0  0  0  0  0
SO EMISFACT  211        HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  0
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SO EMISFACT  212        HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  0
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SO EMISFACT  213        HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  0
SO EMISFACT  213        HROFDY  0  0  0  0  0  0  0
SO EMISFACT  214        HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  0
SO EMISFACT  214        HROFDY  0  0  0  0  0  0  0
SO EMISFACT  215        HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  0
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SO EMISFACT  216        HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  0
SO EMISFACT  216        HROFDY  0  0  0  0  0  0  0
SO EMISFACT  217        HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  0
SO EMISFACT  217        HROFDY  0  0  0  0  0  0  0
SO EMISFACT  218        HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  0
SO EMISFACT  218        HROFDY  0  0  0  0  0  0  0
SO EMISFACT  219        HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  0
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SO EMISFACT  220        HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  0
SO EMISFACT  220        HROFDY  0  0  0  0  0  0  0
SO EMISFACT  221        HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  0
SO EMISFACT  221        HROFDY  0  0  0  0  0  0  0
SO EMISFACT  222        HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  0
SO EMISFACT  222        HROFDY  0  0  0  0  0  0  0
SO EMISFACT  223        HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  0
SO EMISFACT  223        HROFDY  0  0  0  0  0  0  0
SO EMISFACT  224        HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  0
SO EMISFACT  224        HROFDY  0  0  0  0  0  0  0
SO EMISFACT  225        HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  0
SO EMISFACT  225        HROFDY  0  0  0  0  0  0  0
SO EMISFACT  226        HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  0
SO EMISFACT  226        HROFDY  0  0  0  0  0  0  0
SO EMISFACT  227        HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  0
SO EMISFACT  227        HROFDY  0  0  0  0  0  0  0
SO EMISFACT  228        HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  0
SO EMISFACT  228        HROFDY  0  0  0  0  0  0  0
SO EMISFACT  229        HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  0
```

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SO EMISFACT  229       HROFDY  0  0  0  0  0  0  0
SO EMISFACT  230       HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  1  0
SO EMISFACT  230       HROFDY  0  0  0  0  0  0  0
SO EMISFACT  231       HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  1  0
SO EMISFACT  231       HROFDY  0  0  0  0  0  0  0
SO EMISFACT  232       HROFDY  0  0  0  0  0  0  0  0  1  1  1  1  1  1  1  1  0
SO EMISFACT  232       HROFDY  0  0  0  0  0  0  0
SO SRCGROUP  ALL
SO SRCGROUP  CONST  1  2  3  4  5  6  7  8  9  10  11  12  13  14  15  16  17
SO SRCGROUP  CONST  18  19  20  21  22  23  24  25  26  27  28  29  30  31  32
SO SRCGROUP  CONST  33  34  35  36  37  38  39  40  41  42  43  44  45  46  47
SO SRCGROUP  CONST  48  49  50  51  52  53  54  55  56  57  58  59  60  61  62
SO SRCGROUP  CONST  63  64  65  66  67  68  69  70  71  72  73  74  75  76  77
SO SRCGROUP  CONST  78  79  80  81  82  83  84  85  86  87  88  89  90  91  92
SO SRCGROUP  CONST  93  94  95  96  97  98  99  100  101  102  103  104  105
SO SRCGROUP  CONST  106  107  108  109  110  111  112  113  114  115  116  117
SO SRCGROUP  CONST  118  119  120  121  122  123  124  125  126  127  128  129
SO SRCGROUP  CONST  130  131  132  133  134  135  136  137  138  139  140  141
SO SRCGROUP  CONST  142  143  144  145  146  147  148  149  150  151  152  153
SO SRCGROUP  CONST  154  155  156  157  158  159  160  161  162  163  164  165
SO SRCGROUP  CONST  166  167  168  169  170  171  172  173  174  175  176  177
SO SRCGROUP  CONST  178  179  180  181  182  183  184  185  186  187  188  189
SO SRCGROUP  CONST  190  191  192  193  194  195  196  197  198  199  200  201
SO SRCGROUP  CONST  202  203  204  205  206  207  208  209  210  211  212  213
SO SRCGROUP  CONST  214  215  216  217  218  219  220  221  222  223  224  225
SO SRCGROUP  CONST  226  227  228  229  230  231  232
SO FINISHED

RE STARTING
RE ELEVUNIT  METERS
RE DISCCART  574786.7  4148339.5  2.67  2.67  4.8
** RCPDESCR  Wilshire Referrals
RE DISCCART  572166.8  4148799  4.19  4.19  4.8
** RCPDESCR  Hope House
RE DISCCART  573270.8  4148302.7  2.58  5.12  4.8
** RCPDESCR  Joseph P. Kelly Park
RE DISCCART  573437.4  4148093.5  5.71  5.71  4.8
** RCPDESCR  James Flood Magnet School
RE DISCCART  573573.7  4148301.3  3.89  3.89  4.8
** RCPDESCR  Beechwood School
RE DISCCART  573584.6  4148254.8  4.17  4.17  4.8
** RCPDESCR  Ravenswood Family Heatlh Center
RE DISCCART  573014.7  4147917.7  7.29  7.29  4.8
** RCPDESCR  Flood Park
RE DISCCART  573723.6  4147998  5.41  5.41  4.8
** RCPDESCR  Boys and Girls Club
RE DISCCART  574277.5  4148025.4  3.89  3.89  4.8
** RCPDESCR  Family Connection and Belle Haven Elementary School
RE DISCCART  574954.3  4148079.5  3.28  3.28  4.8
** RCPDESCR  Mid Peninsula High School
RE DISCCART  576088.5  4148350.4  2.36  2.36  4.8
** RCPDESCR  San Francisco 49ers Academy
RE DISCCART  576210.4  4148265.2  3.34  3.34  4.8
** RCPDESCR  Costano Elementary
RE DISCCART  576400.7  4147937.2  3.88  3.88  4.8
** RCPDESCR  Jack Farrell Park
RE DISCCART  575486.4  4147805  4.5  4.5  4.8
** RCPDESCR  Cesar Chavez Elementary School
RE DISCCART  574355.2  4146427.8  12.72  12.72  4.8
** RCPDESCR  Footsteps Preschool
RE DISCCART  575441.8  4147611.4  5.39  5.39  4.8
** RCPDESCR  Kavanaugh School
RE DISCCART  573325.2  4146932.7  13.33  13.33  4.8
** RCPDESCR  Laurel School
RE DISCCART  573793.8  4146965.9  12.72  12.72  4.8
** RCPDESCR  Penninsula School
RE DISCCART  574186.6  4146875.9  10.9  10.9  4.8
** RCPDESCR  VA Health Care System of Menlo Park
RE DISCCART  574198.3  4146388.5  13.33  13.33  4.8
** RCPDESCR  Roberts School
RE DISCCART  574345.6  4146414.7  12.93  12.93  4.8
** RCPDESCR  Menlo Park Surgical Hospital
RE DISCCART  574295.1  4146363.3  13.33  13.33  4.8
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** RCPDESCR  Willow Oaks Park
RE DISCCART  575237.8  4146222.2  11.81  11.81  4.8
** RCPDESCR  German American Interantional School
RE DISCCART  576509.5  4147422.3  5.7  5.7  4.8
** RCPDESCR  Barbara A Mouton Multicenter
RE DISCCART  575879.2  4146719.6  5.97  5.97  4.8
** RCPDESCR  Bell Street Park
RE DISCCART  574616  4146399  10.9  10.9  4.8
** RCPDESCR  East Palo Alto Charter School
RE DISCCART  576887.4  4146528.8  2.96  2.96  4.8
** RCPDESCR  Ronald McNair Middle School
RE DISCCART  577227.9  4146559.1  2.37  2.37  4.8
** RCPDESCR  Martin Luther King Park
RE DISCCART  573105.5  4146328.2  16.08  16.08  4.8
** RCPDESCR  Menlo Atherton High School
RE DISCCART  575799.6  4145017.4  7.85  7.85  4.8
** RCPDESCR  Eleanor Pardee Park
RE DISCCART  574398.6  4145147.3  15.17  15.17  4.8
** RCPDESCR  Discovery Montessori
RE DISCCART  573984.6  4145115.2  17.6  17.6  4.8
** RCPDESCR  Johnson Park
RE DISCCART  573937.3  4145602.8  18.22  18.22  4.8
** RCPDESCR  Hopkins Creekside Park
RE DISCCART  574032.6  4145661.6  17.32  17.32  4.8
** RCPDESCR  Applebee Pre-School
RE DISCCART  572810.3  4144725.7  21.24  21.24  4.8
** RCPDESCR  Fio's Home Day Care
RE DISCCART  572597.1  4144916.9  21.26  21.26  4.8
** RCPDESCR  Menlo Atherton Co-Op School
RE DISCCART  571948.3  4146569.7  15.46  15.46  4.8
** RCPDESCR  Encinal Elementary School
RE DISCCART  575137.6  4145257.9  10.89  10.89  4.8
** RCPDESCR  Piccolo Pre School
RE DISCCART  574315.8  4145556.7  16.57  16.57  4.8
** RCPDESCR  Imagina Day Care
RE DISCCART  573584.6  4148254.8  4.17  4.17  4.8
** RCPDESCR  Menlo Park Senior Citizen Center
RE DISCCART  574475.7  4145108.8  14.55  14.55  4.8
** RCPDESCR  Lytton Gardens Senior Community
RE DISCCART  574868.3  4144787.2  13.46  13.46  4.8
** RCPDESCR  Channing House
RE DISCCART  574356.4  4145180.3  15.47  15.47  4.8
** RCPDESCR  Webster House
RE DISCCART  572913.6  4145264.6  20.71  20.71  4.8
** RCPDESCR  Burgess Park
RE DISCCART  576872.4  4146371.2  3.28  3.28  4.8
** RCPDESCR  Ronald McNair Middle School
RE DISCCART  573468.2  4144763  20.78  20.78  4.8
** RCPDESCR  El Palo Alto Park
RE DISCCART  574188.8  4146551.6  12.73  12.73  4.8
** RCPDESCR  Canyon House and Crescent Villa
RE DISCCART  571688.6  4146718.3  14.55  14.55  4.8
** RCPDESCR  Holbrook Palmer park
RE DISCCART  574048.5  4144737.6  17.9  17.9  4.8
** RCPDESCR  Cogswell Plaza
RE DISCCART  573955.2  4146844  12.12  12.12  4.8
** RCPDESCR  Arbor Free Clinic / VA Medical Center
RE DISCCART  576104  4147883.4  4.5  4.5  4.8
** RCPDESCR  Edith's Day Care
RE DISCCART  576648.7  4147608.1  4.8  4.8  4.8
** RCPDESCR  Aspire Public School
RE DISCCART  576169.5  4146723.2  5.11  5.11  4.8
** RCPDESCR  Lavengamalic Christian Academy and University
RE DISCCART  576695.8  4146639.3  3.58  3.58  4.8
** RCPDESCR  Eastside College Preparatory
RE DISCCART  575597.8  4147488.5  6.63  6.63  4.8
** RCPDESCR  East Palo Alto Head start
RE DISCCART  575696.1  4147512.2  6.75  6.75  4.8
** RCPDESCR  Creative Montessori Learning Center
RE DISCCART  575883.2  4146621.1  6.61  6.61  4.8
** RCPDESCR  Ravenswood Elementary School
RE DISCCART  572364  4146037.2  18.82  18.82  4.8
** RCPDESCR  Nativity School
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RE DISCCART  572524.7  4145321.5  21.28  21.28  4.8
** RCPDESCR  Lydian Academy
RE DISCCART  571079.4  4149071.6  3.89  3.89  4.8
** RCPDESCR  Play and Learn Daycare Preschool
RE DISCCART  571256.6  4148436.7  4.87  4.87  4.8
** RCPDESCR  Taft Community School and Taft Elementary School
RE DISCCART  570781.1  4147317.1  11.81  11.81  4.8
** RCPDESCR  Garfield Early Learning Center
RE DISCCART  573398.7  4148225.8  4.51  4.51  4.8
** RCPDESCR  Joseph P. Kelly Park
RE DISCCART  573429.6  4148339.3  3.89  3.89  4.8
** RCPDESCR  Joseph P. Kelly Park
RE DISCCART  573563.8  4148351.2  3.89  3.89  4.8
** RCPDESCR  Joseph P. Kelly Park
RE DISCCART  573581.2  4148243.7  4.2  4.2  4.8
** RCPDESCR  Joseph P. Kelly Park
RE DISCCART  573334.2  4148161.7  5.26  5.26  4.8
** RCPDESCR  James Flood Magnet School
RE DISCCART  573418.9  4148005.1  6.02  6.02  4.8
** RCPDESCR  James Flood Magnet School
RE DISCCART  573236.3  4147960.1  6.63  6.63  4.8
** RCPDESCR  James Flood Magnet School
RE DISCCART  573366.6  4147697.5  7.55  7.55  4.8
** RCPDESCR  Flood Park
RE DISCCART  573471.1  4147966.7  6.28  6.28  4.8
** RCPDESCR  Flood Park
RE DISCCART  573779.4  4147939.4  5.5  5.5  4.8
** RCPDESCR  Boys and Girls Club
RE DISCCART  573799.4  4147989.5  5.12  5.12  4.8
** RCPDESCR  Boys and Girls Club
RE DISCCART  573745  4148027  5.11  5.11  4.8
** RCPDESCR  Boys and Girls Club
RE DISCCART  574179.1  4148240.5  3.28  3.28  4.8
** RCPDESCR  Family Connection and Belle Haven Elementary School
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** RCPDESCR  Family Connection and Belle Haven Elementary School
RE DISCCART  574096.9  4148029.4  4.19  4.19  4.8
** RCPDESCR  Family Connection and Belle Haven Elementary School
RE DISCCART  575159.1  4148028.3  3.46  3.46  4.8
** RCPDESCR  Mid Peninsula High School
RE DISCCART  575163.9  4148045.4  3.53  3.53  4.8
** RCPDESCR  Mid Peninsula High School
RE DISCCART  574942.4  4148055.3  3.28  3.28  4.8
** RCPDESCR  Mid Peninsula High School
RE DISCCART  576230.1  4148070.5  4.19  4.19  4.8
** RCPDESCR  Costano Elementary
RE DISCCART  576104.5  4148070.5  3.89  3.89  4.8
** RCPDESCR  Costano Elementary
RE DISCCART  576098.5  4148260.3  2.66  2.66  4.8
** RCPDESCR  Costano Elementary
RE DISCCART  576332.6  4147929.2  3.89  3.89  4.8
** RCPDESCR  Jack Farrell Park
RE DISCCART  576318.7  4147815.5  4.12  4.12  4.8
** RCPDESCR  Jack Farrell Park
RE DISCCART  576400  4147820.7  4.27  4.27  4.8
** RCPDESCR  Jack Farrell Park
RE DISCCART  575753.9  4147869.3  3.89  3.89  4.8
** RCPDESCR  Cesar Chavez Elementary School
RE DISCCART  575733.3  4147753.4  4.82  4.82  4.8
** RCPDESCR  Cesar Chavez Elementary School
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** RCPDESCR  Cesar Chavez Elementary School
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RE DISCCART  575421.3  4147460.5  5.76  5.76  4.8
** RCPDESCR  Cesar Chavez Elementary School
RE DISCCART  575717  4146575.1  7.18  7.18  4.8
** RCPDESCR  Ravenswood Elementary School
RE DISCCART  575740.8  4146749.7  6.32  6.32  4.8
** RCPDESCR  Ravenswood Elementary School
RE DISCCART  575862.5  4146561.9  6.96  6.96  4.8
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** RCPDESCR  Ravenswood Elementary School
RE DISCCART  575880.5  4146765.6  5.71  5.71  4.8
** RCPDESCR  Bell Street Park
RE DISCCART  575765.7  4146795.2  6.02  6.02  4.8
** RCPDESCR  East Palo Alto Family YMCA
RE DISCCART  575853.6  4146783.6  5.71  5.71  4.8
** RCPDESCR  East Palo Alto Family YMCA
RE DISCCART  575837.1  4146835.5  5.47  5.47  4.8
** RCPDESCR  East Palo Alto Family YMCA
RE DISCCART  575781.6  4146835.5  5.71  5.71  4.8
** RCPDESCR  East Palo Alto Family YMCA
RE DISCCART  572320.3  4145952.6  19.43  19.43  4.8
** RCPDESCR  Nativity School
RE DISCCART  572215.6  4146005  19.13  19.13  4.8
** RCPDESCR  Nativity School
RE DISCCART  572266  4146095.1  18.52  18.52  4.8
** RCPDESCR  Nativity School
RE DISCCART  571313  4148570.9  4.37  4.37  4.8
** RCPDESCR  Taft Community School and Taft Elementary School
RE DISCCART  571157.4  4148626.5  3.89  3.89  4.8
** RCPDESCR  Taft Community School and Taft Elementary School
RE DISCCART  571094.9  4148508  4.48  4.48  4.8
** RCPDESCR  Taft Community School and Taft Elementary School
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** RCPDESCR  Garfield Elementary School
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** RCPDESCR  Garfield Elementary School
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** RCPDESCR  Garfield Elementary School
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** RCPDESCR  Garfield Elementary School
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** RCPDESCR  Willow Oaks Park
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** RCPDESCR  Willow Oaks Park
RE DISCCART  574483.2  4146342.2  11.88  11.88  4.8
** RCPDESCR  Willow Oaks Park
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** RCPDESCR  East Palo Alto Charter School
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** RCPDESCR  East Palo Alto Charter School
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** RCPDESCR  East Palo Alto Charter School
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** RCPDESCR  East Palo Alto Charter School
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** RCPDESCR  Laurel School
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** RCPDESCR  Laurel School
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** RCPDESCR  Laurel School
RE DISCCART  574478.7  4146983.9  8.81  8.81  4.8
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** RCPDESCR  VA Health Care System of Menlo Park
RE DISCCART  574077.9  4147156.1  10.29  10.29  4.8
** RCPDESCR  VA Health Care System of Menlo Park
RE DISCCART  574056.5  4146686.2  12.47  12.47  4.8
** RCPDESCR  VA Health Care System of Menlo Park
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** RCPDESCR  VA Health Care System of Menlo Park
RE DISCCART  575358.3  4146253.5  10.21  10.21  4.8
** RCPDESCR  German American Interantional School
RE DISCCART  575432.3  4146239.2  9.97  9.97  4.8
** RCPDESCR  German American Interantional School
RE DISCCART  575430.8  4146189.9  10.29  10.29  4.8
** RCPDESCR  German American Interantional School
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RE DISCCART  575361  4146158.6  11.45  11.45  4.8
** RCPDESCR  German American Interantional School
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** RCPDESCR  German American Interantional School
RE DISCCART  576555.7  4146521.3  4.19  4.19  4.8
** RCPDESCR  Ronald McNair Middle School
RE DISCCART  576581.4  4146408.6  4.5  4.5  4.8
** RCPDESCR  Ronald McNair Middle School
RE DISCCART  576869.2  4146644.3  2.96  2.96  4.8
** RCPDESCR  Eastside College Preparatory
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** RCPDESCR  Eastside College Preparatory
RE DISCCART  576860.6  4146789.2  2.97  2.97  4.8
** RCPDESCR  Eastside College Preparatory
RE DISCCART  577199  4146729.7  2.05  2.05  4.8
** RCPDESCR  Martin Luther King Park
RE DISCCART  573202.4  4146628.8  14.86  14.86  4.8
** RCPDESCR  Menlo Atherton High School
RE DISCCART  572760.6  4146399.2  16.62  16.62  4.8
** RCPDESCR  Menlo Atherton High School
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** RCPDESCR  Eleanor Pardee Park
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** RCPDESCR  Eleanor Pardee Park
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** RCPDESCR  Eleanor Pardee Park
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** RCPDESCR  Johnson Park
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** RCPDESCR  Johnson Park
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** RCPDESCR  Johnson Park
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** RCPDESCR  Hopkins Creekside Park
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** RCPDESCR  Hopkins Creekside Park
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** RCPDESCR  Hopkins Creekside Park
RE DISCCART  572514.4  4144974.5  21.56  21.56  4.8
** RCPDESCR  Nealon Park
RE DISCCART  572487.3  4144782.7  22.4  22.4  4.8
** RCPDESCR  Nealon Park
RE DISCCART  572589.2  4144902.4  21.26  21.26  4.8
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RE DISCCART  572053.4  4146769.4  13.97  13.97  4.8
** RCPDESCR  Encinal Elementary School
RE DISCCART  571823.6  4146656.4  14.94  14.94  4.8
** RCPDESCR  Encinal Elementary School
RE DISCCART  571914.1  4146808.6  13.67  13.67  4.8
** RCPDESCR  Encinal Elementary School
RE DISCCART  572804.4  4145315.9  20.33  20.33  4.8
** RCPDESCR  Burgess Park
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** RCPDESCR  Burgess Park
RE DISCCART  572790.2  4145464.4  20.04  20.04  4.8
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RE DISCCART  572673.4  4145477.7  20.65  20.65  4.8
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RE DISCCART  572668  4145433.1  20.65  20.65  4.8
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RE DISCCART  573378.5  4144838.4  19.51  22.17  4.8
** RCPDESCR  El Palo Alto Park
RE DISCCART  573457.3  4144861.8  21.42  21.42  4.8
** RCPDESCR  El Palo Alto Park
RE DISCCART  573538.2  4144835.1  20.41  20.41  4.8
** RCPDESCR  El Palo Alto Park
RE DISCCART  571586.1  4146772.9  14.55  14.55  4.8
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** RCPDESCR  Holbrook Palmer park
RE DISCCART  571320.2  4146454.8  17.57  17.57  4.8
** RCPDESCR  Holbrook Palmer park
RE DISCCART  571465.7  4146350.2  17.52  17.52  4.8
** RCPDESCR  Holbrook Palmer park
RE DISCCART  574076.2  4144716.3  17.6  17.6  4.8
** RCPDESCR  Cogswell Plaza
RE DISCCART  574029.9  4144673.3  17.9  17.9  4.8
** RCPDESCR  Cogswell Plaza
RE DISCCART  574008.3  4144687.3  18.21  18.21  4.8
** RCPDESCR  Cogswell Plaza
RE DISCCART  576773.8  4147631.2  4.19  4.19  4.8
** RCPDESCR  Aspire Public School
RE DISCCART  576545.8  4147558.1  5.41  5.41  4.8
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RE DISCCART  576549.4  4147395.6  5.41  5.41  4.8
** RCPDESCR  Aspire Public School
RE DISCCART  576741.2  4147404.7  4.5  4.5  4.8
** RCPDESCR  Aspire Public School
RE DISCCART  576156.1  4146781.9  5.11  5.11  4.8
** RCPDESCR  Lavengamalic Christian Academy and University
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RE DISCCART  574848.9  4149275.4  0  0  4.8
** RCPDESCR  Grid
RE DISCCART  574873.9  4149275.4  0  0  4.8
** RCPDESCR  Grid
RE DISCCART  574898.9  4149275.4  0  0  4.8
** RCPDESCR  Grid
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** RCPDESCR  Grid
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** RCPDESCR  Grid
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** RCPDESCR  Grid
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** RCPDESCR  Grid
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** RCPDESCR  Grid
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** RCPDESCR  Grid
RE DISCCART  575123.9  4149275.4  2.36  2.36  4.8
** RCPDESCR  Grid
RE DISCCART  575148.9  4149275.4  2.36  2.36  4.8
** RCPDESCR  Grid
RE DISCCART  575173.9  4149275.4  2.36  2.36  4.8
** RCPDESCR  Grid
RE DISCCART  575198.9  4149275.4  2.36  2.36  4.8
** RCPDESCR  Grid
RE DISCCART  575223.9  4149275.4  2.36  2.36  4.8
** RCPDESCR  Grid
RE DISCCART  575248.9  4149275.4  2.36  2.36  4.8
** RCPDESCR  Grid
RE DISCCART  575273.9  4149275.4  2.36  2.36  4.8
** RCPDESCR  Grid
RE DISCCART  575298.9  4149275.4  2.36  2.36  4.8
** RCPDESCR  Grid
RE DISCCART  575323.9  4149275.4  2.36  2.36  4.8
** RCPDESCR  Grid
RE DISCCART  575348.9  4149275.4  2.36  2.36  4.8
** RCPDESCR  Grid
RE DISCCART  575373.9  4149275.4  2.36  2.36  4.8
** RCPDESCR  Grid
RE DISCCART  575398.9  4149275.4  2.36  2.36  4.8
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** RCPDESCR  Grid
RE DISCCART  575448.9  4149275.4  2.36  2.36  4.8
** RCPDESCR  Grid
RE DISCCART  575473.9  4149275.4  2.36  2.36  4.8
** RCPDESCR  Grid
RE DISCCART  575498.9  4149275.4  2.36  2.36  4.8
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** RCPDESCR  Grid
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** RCPDESCR  Grid
RE DISCCART  575573.9  4149275.4  2.36  2.36  4.8
** RCPDESCR  Grid
RE DISCCART  575598.9  4149275.4  2.36  2.36  4.8
** RCPDESCR  Grid
RE DISCCART  575623.9  4149275.4  2.36  2.36  4.8
** RCPDESCR  Grid
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** RCPDESCR  Grid
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** RCPDESCR  Grid
RE DISCCART  574048.9  4149300.4  0  0  4.8
** RCPDESCR  Grid
RE DISCCART  574073.9  4149300.4  0  0  4.8
** RCPDESCR  Grid
RE DISCCART  574098.9  4149300.4  0  0  4.8
** RCPDESCR  Grid
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** RCPDESCR  Grid
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** RCPDESCR  Grid
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** RCPDESCR  Grid
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** RCPDESCR  Grid
RE DISCCART  574248.9  4149300.4  0  0  4.8
** RCPDESCR  Grid
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** RCPDESCR  Grid
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RE DISCCART  574373.9  4149300.4  0  0  4.8
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** RCPDESCR  Grid
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** RCPDESCR  Grid
RE DISCCART  574598.9  4149300.4  0  0  4.8
** RCPDESCR  Grid
RE DISCCART  574623.9  4149300.4  0  0  4.8
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** RCPDESCR  Grid
RE DISCCART  574698.9  4149300.4  0  0  4.8
** RCPDESCR  Grid
RE DISCCART  574723.9  4149300.4  0  0  4.8
** RCPDESCR  Grid
RE DISCCART  574748.9  4149300.4  0  0  4.8
** RCPDESCR  Grid
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** RCPDESCR  Grid
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** RCPDESCR  Grid
RE DISCCART  574848.9  4149300.4  0  0  4.8
** RCPDESCR  Grid
RE DISCCART  574873.9  4149300.4  0  0  4.8
** RCPDESCR  Grid
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** RCPDESCR  Grid
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** RCPDESCR  Grid
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RE DISCCART  574973.9  4149300.4  0  0  4.8
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** RCPDESCR  Grid
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** RCPDESCR  Grid
RE DISCCART  575098.9  4149300.4  2.32  2.32  4.8
** RCPDESCR  Grid
RE DISCCART  575123.9  4149300.4  2.32  2.32  4.8
** RCPDESCR  Grid
RE DISCCART  575148.9  4149300.4  2.32  2.32  4.8
** RCPDESCR  Grid
RE DISCCART  575173.9  4149300.4  2.32  2.32  4.8
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RE DISCCART  575198.9  4149300.4  2.32  2.32  4.8
** RCPDESCR  Grid
RE DISCCART  575223.9  4149300.4  2.33  2.33  4.8
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** RCPDESCR  Grid
RE DISCCART  575348.9  4149300.4  1.8  1.8  4.8
** RCPDESCR  Grid
RE DISCCART  575373.9  4149300.4  1.78  1.78  4.8
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** RCPDESCR  Grid
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** RCPDESCR  Grid
RE DISCCART  575448.9  4149300.4  1.71  1.71  4.8
** RCPDESCR  Grid
RE DISCCART  575473.9  4149300.4  1.69  1.69  4.8
** RCPDESCR  Grid
RE DISCCART  575498.9  4149300.4  1.67  1.67  4.8
** RCPDESCR  Grid
RE DISCCART  575523.9  4149300.4  1.66  1.66  4.8
** RCPDESCR  Grid
RE DISCCART  575548.9  4149300.4  1.65  1.65  4.8
** RCPDESCR  Grid
RE DISCCART  575573.9  4149300.4  1.64  1.64  4.8
** RCPDESCR  Grid
RE DISCCART  575598.9  4149300.4  1.63  1.63  4.8
** RCPDESCR  Grid
RE DISCCART  575623.9  4149300.4  1.62  2.36  4.8
** RCPDESCR  Grid
RE FINISHED

ME STARTING
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ME SURFFILE  U:\Facebook\Modeling\CONSTR~1\METDAT~1\SH_05.SFC
** SURFFILE  "U:\Facebook\Modeling\Construction and Operational Model\Met Data\SH_05.SFC"
ME PROFFILE  U:\Facebook\Modeling\CONSTR~1\METDAT~1\SH_05.PFL
** PROFFILE  "U:\Facebook\Modeling\Construction and Operational Model\Met Data\SH_05.PFL"
ME SURFDATA  99999  2005
ME UAIRDATA  23230  2005
ME PROFBASE  36.96
ME FINISHED

OU STARTING
OU RECTABLE  1  FIRST
OU PLOTFILE  1  CONST  FIRST  CONST`1`FIRST.plt  10000
OU PLOTFILE  PERIOD  CONST  CONST`PERIOD.plt  10001
OU FINISHED

** ****************************************************************************
** It is recommended that the user not edit any data below this line
** ****************************************************************************


** TERRFILE  C:\USERS\SKLUG\DOCUMENTS\FACEBOOK\MODEL\33220123.TIF  2  0  WGS84  10  0  567241.2
4139091.6  567120.3  4154079.4  582648.0  4154219.3  582796.9  4139231.4
** AMPTYPE  NED
** AMPDATUM  3
** AMPZONE  10
** AMPHEMISPHERE  N
** HILLBOUN  567413.5 4139384.0 582503.7 4153887.8

** PROJECTION  UTM
** DATUM  NAR-C
** UNITS  METER
** ZONE  10
** HEMISPHERE  N
** ORIGINLON  0
** ORIGINLAT  0
** PARALLEL1  0
** PARALLEL2  0
** AZIMUTH  0
** SCALEFACT  0
** FALSEEAST  0
** FALSENORTH  0

** POSTFMT  UNFORM
** TEMPLATE REGULATORY,0
** AERMODEXE  AERMOD_EPA_11103.EXE
** AERMAPEXE  AERMAP_EPA_11103.EXE
```

```
** BREEZE AERMOD
** Trinity Consultants
** VERSION  7.3

CO STARTING
CO TITLEONE  Facebook Construction and Operational
CO MODELOPT  DFAULT  CONC
CO RUNORNOT  RUN
CO AVERTIME  1  PERIOD
CO POLLUTID  OTHER
CO FLAGPOLE  1.8
CO FINISHED

SO STARTING
SO ELEVUNIT  METERS
SO LOCATION  DOT       POINT     575799.987  4149129.882  2.24
** SRCDESCR  State of Calif Dept of Transportation
SO LOCATION  SRI       POINT     575919  4149218  0.01
** SRCDESCR  IPT SRI Cogeneration Inc
SO SRCPARAM  DOT       1  3.658536585  739.6666667  45.34044715  0.182926829
SO SRCPARAM  SRI       1  3.658536585  739.6666667  45.34044715  0.182926829
SO BUILDHGT  DOT           14.30     14.30     14.30     14.30     14.30     14.30
SO BUILDHGT  DOT           14.30     14.30     14.30     14.30     14.30      9.60
SO BUILDHGT  DOT           14.30     14.30     14.30     14.30     14.30     14.30
SO BUILDHGT  DOT           14.30     14.30     14.30     14.30     14.30     14.30
SO BUILDHGT  DOT           14.30     14.30     14.30     14.30     14.30      9.60
SO BUILDHGT  DOT           14.30     14.30     14.30     14.30     14.30     14.30
SO BUILDWID  DOT           94.06     82.23     69.16     74.95     78.67     80.01
SO BUILDWID  DOT           86.85     92.89     96.11     96.41     93.78     86.70
SO BUILDWID  DOT           98.90    106.34    110.55    111.40    108.87    103.03
SO BUILDWID  DOT           94.06     82.23     69.16     74.95     78.67     80.01
SO BUILDWID  DOT           86.85     92.89     96.11     96.41     93.78     86.70
SO BUILDWID  DOT           98.90    106.34    110.55    111.40    108.87    103.03
SO BUILDLEN  DOT           96.41     93.78     89.72     98.90    106.34    110.55
SO BUILDLEN  DOT          111.40    108.87    103.03     94.06     82.23    101.22
SO BUILDLEN  DOT           74.95     78.67     80.01     86.85     92.89     96.11
SO BUILDLEN  DOT           96.41     93.78     89.72     98.90    106.34    110.55
SO BUILDLEN  DOT          111.40    108.87    103.03     94.06     82.23    101.22
SO BUILDLEN  DOT           74.95     78.67     80.01     86.85     92.89     96.11
SO XBADJ     DOT           -2.67      2.57      7.74      2.17     -4.74    -11.51
SO XBADJ     DOT          -17.92    -23.79    -28.94    -33.20    -36.46    -12.41
SO XBADJ     DOT          -47.66    -54.00    -58.70    -69.56    -80.14    -88.28
SO XBADJ     DOT          -93.74    -96.35    -97.46   -101.06   -101.60    -99.05
SO XBADJ     DOT          -93.48    -85.08    -74.09    -60.86    -45.77    -88.81
SO XBADJ     DOT          -27.28    -24.67    -21.30    -17.29    -12.76     -7.83
SO YBADJ     DOT          -13.83     -4.65      5.29     10.19     14.67     18.70
SO YBADJ     DOT           26.13     33.69     40.22     45.53     49.46    -31.63
SO YBADJ     DOT           51.62     48.43     43.77     37.78     30.65     22.58
SO YBADJ     DOT           13.83      4.65     -5.29    -10.19    -14.67    -18.70
SO YBADJ     DOT          -26.13    -33.69    -40.22    -45.53    -49.46     31.63
SO YBADJ     DOT          -51.62    -48.43    -43.77    -37.78    -30.65    -22.58
SO BUILDHGT  SRI            9.60      9.60      9.60      9.60      9.60      9.60
SO BUILDHGT  SRI            9.60      9.60      9.60      9.60      9.60      9.60
SO BUILDHGT  SRI            9.60      9.60      9.60      9.60      9.60      9.60
SO BUILDHGT  SRI            9.60      9.60      9.60      9.60      9.60      9.60
SO BUILDHGT  SRI            9.60      9.60      9.60      9.60      9.60      9.60
SO BUILDHGT  SRI            9.60      9.60      9.60      9.60      9.60      9.60
SO BUILDWID  SRI           92.80     89.08     82.65     73.71     75.31     77.11
SO BUILDWID  SRI           76.57     76.45     78.90     78.95     76.60     71.93
SO BUILDWID  SRI           65.07     69.85     79.65     87.02     91.76     93.70
SO BUILDWID  SRI           92.80     89.08     82.65     73.71     75.31     77.11
SO BUILDWID  SRI           76.57     76.45     78.90     78.95     76.60     71.93
SO BUILDWID  SRI           65.07     69.85     79.65     87.02     91.76     93.70
SO BUILDLEN  SRI           78.95     76.60     71.93     65.07     69.85     79.65
SO BUILDLEN  SRI           87.02     91.76     93.70     92.80     89.08     82.65
SO BUILDLEN  SRI           73.71     75.31     77.11     76.57     76.45     78.90
SO BUILDLEN  SRI           78.95     76.60     71.93     65.07     69.85     79.65
SO BUILDLEN  SRI           87.02     91.76     93.70     92.80     89.08     82.65
SO BUILDLEN  SRI           73.71     75.31     77.11     76.57     76.45     78.90
SO XBADJ     SRI          -11.55    -13.44    -14.91    -15.93    -25.13    -37.46
SO XBADJ     SRI          -48.64    -58.34    -66.27    -72.19    -75.92    -77.33
SO XBADJ     SRI          -76.40    -76.95    -75.87    -72.49    -69.65    -69.58
SO XBADJ     SRI          -67.40    -63.17    -57.02    -49.14    -44.72    -42.19
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SO XBADJ     SRI          -38.39    -33.41    -27.43    -20.61    -13.16     -5.31
SO XBADJ     SRI            2.70      1.65     -1.24     -4.08     -6.80     -9.32
SO YBADJ     SRI           25.79     31.38     36.01     39.55     39.30     37.32
SO YBADJ     SRI           34.20     31.42     30.13     27.92     24.87     21.06
SO YBADJ     SRI           16.60      9.79      2.37     -5.13    -12.46    -19.42
SO YBADJ     SRI          -25.79    -31.38    -36.01    -39.55    -39.30    -37.32
SO YBADJ     SRI          -34.20    -31.42    -30.13    -27.92    -24.87    -21.06
SO YBADJ     SRI          -16.60     -9.79     -2.37      5.13     12.46     19.42
SO EMISFACT  DOT       HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  DOT       HROFDY  0  0  0  0  0  0  0
SO EMISFACT  SRI       HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  SRI       HROFDY  0  0  0  0  0  0  0
SO SRCGROUP  ALL
SO SRCGROUP  SRI  SRI
SO SRCGROUP  DOT  DOT
SO FINISHED

RE STARTING
RE ELEVUNIT  METERS
RE DISCCART  574786.7  4148339.5  2.67  2.67  1.8
** RCPDESCR  Wilshire Referrals
RE DISCCART  572166.8  4148799  4.19  4.19  1.8
** RCPDESCR  Hope House
RE DISCCART  573270.8  4148302.7  2.58  5.12  1.8
** RCPDESCR  Joseph P. Kelly Park
RE DISCCART  573437.4  4148093.5  5.71  5.71  1.8
** RCPDESCR  James Flood Magnet School
RE DISCCART  573573.7  4148301.3  3.89  3.89  1.8
** RCPDESCR  Beechwood School
RE DISCCART  573584.6  4148254.8  4.17  4.17  1.8
** RCPDESCR  Ravenswood Family Heatlh Center
RE DISCCART  573014.7  4147917.7  7.29  7.29  1.8
** RCPDESCR  Flood Park
RE DISCCART  573723.6  4147998  5.41  5.41  1.8
** RCPDESCR  Boys and Girls Club
RE DISCCART  574277.5  4148025.4  3.89  3.89  1.8
** RCPDESCR  Family Connection and Belle Haven Elementary School
RE DISCCART  574954.3  4148079.5  3.28  3.28  1.8
** RCPDESCR  Mid Peninsula High School
RE DISCCART  576088.5  4148350.4  2.36  2.36  1.8
** RCPDESCR  San Francisco 49ers Academy
RE DISCCART  576210.4  4148265.2  3.34  3.34  1.8
** RCPDESCR  Costano Elementary
RE DISCCART  576400.7  4147937.2  3.88  3.88  1.8
** RCPDESCR  Jack Farrell Park
RE DISCCART  575486.4  4147805  4.5  4.5  1.8
** RCPDESCR  Cesar Chavez Elementary School
RE DISCCART  574355.2  4146427.8  12.72  12.72  1.8
** RCPDESCR  Footsteps Preschool
RE DISCCART  575441.8  4147611.4  5.39  5.39  1.8
** RCPDESCR  Kavanaugh School
RE DISCCART  573325.2  4146932.7  13.33  13.33  1.8
** RCPDESCR  Laurel School
RE DISCCART  573793.8  4146965.9  12.72  12.72  1.8
** RCPDESCR  Penninsula School
RE DISCCART  574186.6  4146875.9  10.9  10.9  1.8
** RCPDESCR  VA Health Care System of Menlo Park
RE DISCCART  574198.3  4146388.5  13.33  13.33  1.8
** RCPDESCR  Roberts School
RE DISCCART  574345.6  4146414.7  12.93  12.93  1.8
** RCPDESCR  Menlo Park Surgical Hospital
RE DISCCART  574295.1  4146363.3  13.33  13.33  1.8
** RCPDESCR  Willow Oaks Park
RE DISCCART  575237.8  4146222.2  11.81  11.81  1.8
** RCPDESCR  German American Interantional School
RE DISCCART  576509.5  4147422.3  5.7  5.7  1.8
** RCPDESCR  Barbara A Mouton Multicenter
RE DISCCART  575879.2  4146719.6  5.97  5.97  1.8
** RCPDESCR  Bell Street Park
RE DISCCART  574616  4146399  10.9  10.9  1.8
** RCPDESCR  East Palo Alto Charter School
RE DISCCART  576887.4  4146528.8  2.96  2.96  1.8
** RCPDESCR  Ronald McNair Middle School
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RE DISCCART  577227.9  4146559.1  2.37  2.37  1.8
** RCPDESCR  Martin Luther King Park
RE DISCCART  573105.5  4146328.2  16.08  16.08  1.8
** RCPDESCR  Menlo Atherton High School
RE DISCCART  575799.6  4145017.4  7.85  7.85  1.8
** RCPDESCR  Eleanor Pardee Park
RE DISCCART  574398.6  4145147.3  15.17  15.17  1.8
** RCPDESCR  Discovery Montessori
RE DISCCART  573984.6  4145115.2  17.6  17.6  1.8
** RCPDESCR  Johnson Park
RE DISCCART  573937.3  4145602.8  18.22  18.22  1.8
** RCPDESCR  Hopkins Creekside Park
RE DISCCART  574032.6  4145661.6  17.32  17.32  1.8
** RCPDESCR  Applebee Pre-School
RE DISCCART  572810.3  4144725.7  21.24  21.24  1.8
** RCPDESCR  Fio's Home Day Care
RE DISCCART  572597.1  4144916.9  21.26  21.26  1.8
** RCPDESCR  Menlo Atherton Co-Op School
RE DISCCART  571948.3  4146569.7  15.46  15.46  1.8
** RCPDESCR  Encinal Elementary School
RE DISCCART  575137.6  4145257.9  10.89  10.89  1.8
** RCPDESCR  Piccolo Pre School
RE DISCCART  574315.8  4145556.7  16.57  16.57  1.8
** RCPDESCR  Imagina Day Care
RE DISCCART  573584.6  4148254.8  4.17  4.17  1.8
** RCPDESCR  Menlo Park Senior Citizen Center
RE DISCCART  574475.7  4145108.8  14.55  14.55  1.8
** RCPDESCR  Lytton Gardens Senior Community
RE DISCCART  574868.3  4144787.2  13.46  13.46  1.8
** RCPDESCR  Channing House
RE DISCCART  574356.4  4145180.3  15.47  15.47  1.8
** RCPDESCR  Webster House
RE DISCCART  572913.6  4145264.6  20.71  20.71  1.8
** RCPDESCR  Burgess Park
RE DISCCART  576872.4  4146371.2  3.28  3.28  1.8
** RCPDESCR  Ronald McNair Middle School
RE DISCCART  573468.2  4144763  20.78  20.78  1.8
** RCPDESCR  El Palo Alto Park
RE DISCCART  574188.8  4146551.6  12.73  12.73  1.8
** RCPDESCR  Canyon House and Crescent Villa
RE DISCCART  571688.6  4146718.3  14.55  14.55  1.8
** RCPDESCR  Holbrook Palmer park
RE DISCCART  574048.5  4144737.6  17.9  17.9  1.8
** RCPDESCR  Cogswell Plaza
RE DISCCART  573955.2  4146844  12.12  12.12  1.8
** RCPDESCR  Arbor Free Clinic / VA Medical Center
RE DISCCART  576104  4147883.4  4.5  4.5  1.8
** RCPDESCR  Edith's Day Care
RE DISCCART  576648.7  4147608.1  4.8  4.8  1.8
** RCPDESCR  Aspire Public School
RE DISCCART  576169.5  4146723.2  5.11  5.11  1.8
** RCPDESCR  Lavengamalic Christian Academy and University
RE DISCCART  576695.8  4146639.3  3.58  3.58  1.8
** RCPDESCR  Eastside College Preparatory
RE DISCCART  575597.8  4147488.5  6.63  6.63  1.8
** RCPDESCR  East Palo Alto Head start
RE DISCCART  575696.1  4147512.2  6.75  6.75  1.8
** RCPDESCR  Creative Montessori Learning Center
RE DISCCART  575883.2  4146621.1  6.61  6.61  1.8
** RCPDESCR  Ravenswood Elementary School
RE DISCCART  572364  4146037.2  18.82  18.82  1.8
** RCPDESCR  Nativity School
RE DISCCART  572524.7  4145321.5  21.28  21.28  1.8
** RCPDESCR  Lydian Academy
RE DISCCART  571079.4  4149071.6  3.89  3.89  1.8
** RCPDESCR  Play and Learn Daycare Preschool
RE DISCCART  571256.6  4148436.7  4.87  4.87  1.8
** RCPDESCR  Taft Community School and Taft Elementary School
RE DISCCART  570781.1  4147317.1  11.81  11.81  1.8
** RCPDESCR  Garfield Early Learning Center
RE DISCCART  573398.7  4148225.8  4.51  4.51  1.8
** RCPDESCR  Joseph P. Kelly Park
RE DISCCART  573429.6  4148339.3  3.89  3.89  1.8
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** RCPDESCR  Joseph P. Kelly Park
RE DISCCART  573563.8  4148351.2  3.89  3.89  1.8
** RCPDESCR  Joseph P. Kelly Park
RE DISCCART  573581.2  4148243.7  4.2  4.2  1.8
** RCPDESCR  Joseph P. Kelly Park
RE DISCCART  573334.2  4148161.7  5.26  5.26  1.8
** RCPDESCR  James Flood Magnet School
RE DISCCART  573418.9  4148005.1  6.02  6.02  1.8
** RCPDESCR  James Flood Magnet School
RE DISCCART  573236.3  4147960.1  6.63  6.63  1.8
** RCPDESCR  James Flood Magnet School
RE DISCCART  573366.6  4147697.5  7.55  7.55  1.8
** RCPDESCR  Flood Park
RE DISCCART  573471.1  4147966.7  6.28  6.28  1.8
** RCPDESCR  Flood Park
RE DISCCART  573779.4  4147939.4  5.5  5.5  1.8
** RCPDESCR  Boys and Girls Club
RE DISCCART  573799.4  4147989.5  5.12  5.12  1.8
** RCPDESCR  Boys and Girls Club
RE DISCCART  573745  4148027  5.11  5.11  1.8
** RCPDESCR  Boys and Girls Club
RE DISCCART  574179.1  4148240.5  3.28  3.28  1.8
** RCPDESCR  Family Connection and Belle Haven Elementary School
RE DISCCART  574053.7  4148185.4  3.58  3.58  1.8
** RCPDESCR  Family Connection and Belle Haven Elementary School
RE DISCCART  574096.9  4148029.4  4.19  4.19  1.8
** RCPDESCR  Family Connection and Belle Haven Elementary School
RE DISCCART  575159.1  4148028.3  3.46  3.46  1.8
** RCPDESCR  Mid Peninsula High School
RE DISCCART  575163.9  4148045.4  3.53  3.53  1.8
** RCPDESCR  Mid Peninsula High School
RE DISCCART  574942.4  4148055.3  3.28  3.28  1.8
** RCPDESCR  Mid Peninsula High School
RE DISCCART  576230.1  4148070.5  4.19  4.19  1.8
** RCPDESCR  Costano Elementary
RE DISCCART  576104.5  4148070.5  3.89  3.89  1.8
** RCPDESCR  Costano Elementary
RE DISCCART  576098.5  4148260.3  2.66  2.66  1.8
** RCPDESCR  Costano Elementary
RE DISCCART  576332.6  4147929.2  3.89  3.89  1.8
** RCPDESCR  Jack Farrell Park
RE DISCCART  576318.7  4147815.5  4.12  4.12  1.8
** RCPDESCR  Jack Farrell Park
RE DISCCART  576400  4147820.7  4.27  4.27  1.8
** RCPDESCR  Jack Farrell Park
RE DISCCART  575753.9  4147869.3  3.89  3.89  1.8
** RCPDESCR  Cesar Chavez Elementary School
RE DISCCART  575733.3  4147753.4  4.82  4.82  1.8
** RCPDESCR  Cesar Chavez Elementary School
RE DISCCART  575714.2  4147654.2  5.54  5.54  1.8
** RCPDESCR  Cesar Chavez Elementary School
RE DISCCART  575590.4  4147614.5  5.64  5.64  1.8
** RCPDESCR  Cesar Chavez Elementary School
RE DISCCART  575554.7  4147478.8  6.55  6.55  1.8
** RCPDESCR  Cesar Chavez Elementary School
RE DISCCART  575421.3  4147460.5  5.76  5.76  1.8
** RCPDESCR  Cesar Chavez Elementary School
RE DISCCART  575717  4146575.1  7.18  7.18  1.8
** RCPDESCR  Ravenswood Elementary School
RE DISCCART  575740.8  4146749.7  6.32  6.32  1.8
** RCPDESCR  Ravenswood Elementary School
RE DISCCART  575862.5  4146561.9  6.96  6.96  1.8
** RCPDESCR  Ravenswood Elementary School
RE DISCCART  575880.5  4146765.6  5.71  5.71  1.8
** RCPDESCR  Bell Street Park
RE DISCCART  575765.7  4146795.2  6.02  6.02  1.8
** RCPDESCR  East Palo Alto Family YMCA
RE DISCCART  575853.6  4146783.6  5.71  5.71  1.8
** RCPDESCR  East Palo Alto Family YMCA
RE DISCCART  575837.1  4146835.5  5.47  5.47  1.8
** RCPDESCR  East Palo Alto Family YMCA
RE DISCCART  575781.6  4146835.5  5.71  5.71  1.8
** RCPDESCR  East Palo Alto Family YMCA
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RE DISCCART  572320.3  4145952.6  19.43  19.43  1.8
** RCPDESCR  Nativity School
RE DISCCART  572215.6  4146005  19.13  19.13  1.8
** RCPDESCR  Nativity School
RE DISCCART  572266  4146095.1  18.52  18.52  1.8
** RCPDESCR  Nativity School
RE DISCCART  571313  4148570.9  4.37  4.37  1.8
** RCPDESCR  Taft Community School and Taft Elementary School
RE DISCCART  571157.4  4148626.5  3.89  3.89  1.8
** RCPDESCR  Taft Community School and Taft Elementary School
RE DISCCART  571094.9  4148508  4.48  4.48  1.8
** RCPDESCR  Taft Community School and Taft Elementary School
RE DISCCART  570484.7  4147336.9  11.51  11.51  1.8
** RCPDESCR  Garfield Elementary School
RE DISCCART  570729.5  4147309.8  11.64  11.64  1.8
** RCPDESCR  Garfield Elementary School
RE DISCCART  570559.5  4147032.7  13.56  13.56  1.8
** RCPDESCR  Garfield Elementary School
RE DISCCART  570372.9  4147176.9  12.52  12.52  1.8
** RCPDESCR  Garfield Elementary School
RE DISCCART  574273.1  4146326.8  13.33  13.33  1.8
** RCPDESCR  Willow Oaks Park
RE DISCCART  574429.2  4146275  12.42  12.42  1.8
** RCPDESCR  Willow Oaks Park
RE DISCCART  574501.2  4146446.4  11.51  11.51  1.8
** RCPDESCR  Willow Oaks Park
RE DISCCART  574429.7  4146461.8  12.12  12.12  1.8
** RCPDESCR  Willow Oaks Park
RE DISCCART  574483.2  4146342.2  11.88  11.88  1.8
** RCPDESCR  Willow Oaks Park
RE DISCCART  574586.4  4146364.4  11.2  11.2  1.8
** RCPDESCR  East Palo Alto Charter School
RE DISCCART  574487.4  4146342.7  11.81  11.81  1.8
** RCPDESCR  East Palo Alto Charter School
RE DISCCART  574378.9  4146371.3  12.73  12.73  1.8
** RCPDESCR  East Palo Alto Charter School
RE DISCCART  574447.7  4146551.2  11.66  11.66  1.8
** RCPDESCR  East Palo Alto Charter School
RE DISCCART  574622.9  4146502.5  10.59  10.59  1.8
** RCPDESCR  East Palo Alto Charter School
RE DISCCART  573171.9  4147030.7  12.73  12.73  1.8
** RCPDESCR  Laurel School
RE DISCCART  573349.7  4146996.6  13.03  13.03  1.8
** RCPDESCR  Laurel School
RE DISCCART  573225  4147053.7  12.7  12.7  1.8
** RCPDESCR  Laurel School
RE DISCCART  574478.7  4146983.9  8.81  8.81  1.8
** RCPDESCR  VA Health Care System of Menlo Park
RE DISCCART  574183.5  4147205.4  9.68  9.68  1.8
** RCPDESCR  VA Health Care System of Menlo Park
RE DISCCART  574077.9  4147156.1  10.29  10.29  1.8
** RCPDESCR  VA Health Care System of Menlo Park
RE DISCCART  574056.5  4146686.2  12.47  12.47  1.8
** RCPDESCR  VA Health Care System of Menlo Park
RE DISCCART  574300.9  4146604.5  11.97  11.97  1.8
** RCPDESCR  VA Health Care System of Menlo Park
RE DISCCART  575358.3  4146253.5  10.21  10.21  1.8
** RCPDESCR  German American Interantional School
RE DISCCART  575432.3  4146239.2  9.97  9.97  1.8
** RCPDESCR  German American Interantional School
RE DISCCART  575430.8  4146189.9  10.29  10.29  1.8
** RCPDESCR  German American Interantional School
RE DISCCART  575361  4146158.6  11.45  11.45  1.8
** RCPDESCR  German American Interantional School
RE DISCCART  575258.8  4146236.8  11.5  11.5  1.8
** RCPDESCR  German American Interantional School
RE DISCCART  576555.7  4146521.3  4.19  4.19  1.8
** RCPDESCR  Ronald McNair Middle School
RE DISCCART  576581.4  4146408.6  4.5  4.5  1.8
** RCPDESCR  Ronald McNair Middle School
RE DISCCART  576869.2  4146644.3  2.96  2.96  1.8
** RCPDESCR  Eastside College Preparatory
RE DISCCART  576691.9  4146705.2  3.58  3.58  1.8
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** RCPDESCR  Eastside College Preparatory
RE DISCCART  576860.6  4146789.2  2.97  2.97  1.8
** RCPDESCR  Eastside College Preparatory
RE DISCCART  577199  4146729.7  2.05  2.05  1.8
** RCPDESCR  Martin Luther King Park
RE DISCCART  573202.4  4146628.8  14.86  14.86  1.8
** RCPDESCR  Menlo Atherton High School
RE DISCCART  572760.6  4146399.2  16.62  16.62  1.8
** RCPDESCR  Menlo Atherton High School
RE DISCCART  573001.4  4146749.2  14.55  14.55  1.8
** RCPDESCR  Menlo Atherton High School
RE DISCCART  575803.8  4145288.4  7.79  7.79  1.8
** RCPDESCR  Eleanor Pardee Park
RE DISCCART  575935.5  4145235  7.26  7.26  1.8
** RCPDESCR  Eleanor Pardee Park
RE DISCCART  575938.2  4145088.9  7.24  7.24  1.8
** RCPDESCR  Eleanor Pardee Park
RE DISCCART  574037.2  4144991.9  17.62  17.62  1.8
** RCPDESCR  Johnson Park
RE DISCCART  573942.3  4145060.7  17.91  17.91  1.8
** RCPDESCR  Johnson Park
RE DISCCART  574083.5  4145040  17.3  17.3  1.8
** RCPDESCR  Johnson Park
RE DISCCART  574055.1  4145535.8  13.17  19.11  1.8
** RCPDESCR  Hopkins Creekside Park
RE DISCCART  573850.9  4145394  13  13  1.8
** RCPDESCR  Hopkins Creekside Park
RE DISCCART  573807.5  4145467  16.78  19.39  1.8
** RCPDESCR  Hopkins Creekside Park
RE DISCCART  572514.4  4144974.5  21.56  21.56  1.8
** RCPDESCR  Nealon Park
RE DISCCART  572487.3  4144782.7  22.4  22.4  1.8
** RCPDESCR  Nealon Park
RE DISCCART  572589.2  4144902.4  21.26  21.26  1.8
** RCPDESCR  Nealon Park
RE DISCCART  572393.4  4144850.1  22.66  22.66  1.8
** RCPDESCR  Nealon Park
RE DISCCART  572053.4  4146769.4  13.97  13.97  1.8
** RCPDESCR  Encinal Elementary School
RE DISCCART  571823.6  4146656.4  14.94  14.94  1.8
** RCPDESCR  Encinal Elementary School
RE DISCCART  571914.1  4146808.6  13.67  13.67  1.8
** RCPDESCR  Encinal Elementary School
RE DISCCART  572804.4  4145315.9  20.33  20.33  1.8
** RCPDESCR  Burgess Park
RE DISCCART  572999.9  4145397.2  18.63  18.63  1.8
** RCPDESCR  Burgess Park
RE DISCCART  572915.3  4145469.4  19.43  19.43  1.8
** RCPDESCR  Burgess Park
RE DISCCART  572790.2  4145464.4  20.04  20.04  1.8
** RCPDESCR  Burgess Park
RE DISCCART  572673.4  4145477.7  20.65  20.65  1.8
** RCPDESCR  Burgess Park
RE DISCCART  572668  4145433.1  20.65  20.65  1.8
** RCPDESCR  Burgess Park
RE DISCCART  573378.5  4144838.4  19.51  22.17  1.8
** RCPDESCR  El Palo Alto Park
RE DISCCART  573457.3  4144861.8  21.42  21.42  1.8
** RCPDESCR  El Palo Alto Park
RE DISCCART  573538.2  4144835.1  20.41  20.41  1.8
** RCPDESCR  El Palo Alto Park
RE DISCCART  571586.1  4146772.9  14.55  14.55  1.8
** RCPDESCR  Holbrook Palmer park
RE DISCCART  571320.2  4146454.8  17.57  17.57  1.8
** RCPDESCR  Holbrook Palmer park
RE DISCCART  571465.7  4146350.2  17.52  17.52  1.8
** RCPDESCR  Holbrook Palmer park
RE DISCCART  574076.2  4144716.3  17.6  17.6  1.8
** RCPDESCR  Cogswell Plaza
RE DISCCART  574029.9  4144673.3  17.9  17.9  1.8
** RCPDESCR  Cogswell Plaza
RE DISCCART  574008.3  4144687.3  18.21  18.21  1.8
** RCPDESCR  Cogswell Plaza
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RE DISCCART  576773.8  4147631.2  4.19  4.19  1.8
** RCPDESCR  Aspire Public School
RE DISCCART  576545.8  4147558.1  5.41  5.41  1.8
** RCPDESCR  Aspire Public School
RE DISCCART  576549.4  4147395.6  5.41  5.41  1.8
** RCPDESCR  Aspire Public School
RE DISCCART  576741.2  4147404.7  4.5  4.5  1.8
** RCPDESCR  Aspire Public School
RE DISCCART  576156.1  4146781.9  5.11  5.11  1.8
** RCPDESCR  Lavengamalic Christian Academy and University
RE DISCCART  576194.8  4146729.9  5.11  5.11  1.8
** RCPDESCR  Lavengamalic Christian Academy and University
RE DISCCART  576190.8  4146790.8  5.11  5.11  1.8
** RCPDESCR  Lavengamalic Christian Academy and University
RE DISCCART  576249.3  4147716.8  5.71  5.71  1.8
** RCPDESCR  Unnamed Playground
RE DISCCART  576260.9  4147571.1  6.81  6.81  1.8
** RCPDESCR  Unnamed Playground
RE DISCCART  576111.4  4147569.6  7.11  7.11  1.8
** RCPDESCR  Unnamed Playground
RE DISCCART  576106  4147717.6  5.41  5.41  1.8
** RCPDESCR  Unnamed Playground
RE DISCCART  576560.4  4148104.4  3.58  3.58  1.8
** RCPDESCR  Unnamed Playground
RE DISCCART  576678.5  4148110.3  2.75  2.75  1.8
** RCPDESCR  Unnamed Playground
RE DISCCART  576683.4  4147988.3  3.28  3.28  1.8
** RCPDESCR  Unnamed Playground
RE DISCCART  576565.3  4147984.4  3.58  3.58  1.8
** RCPDESCR  Unnamed Playground
RE DISCCART  576616  4147867.3  3.94  3.94  1.8
** RCPDESCR  Unnamed Playground
RE DISCCART  576748.7  4147871.2  3.9  3.9  1.8
** RCPDESCR  Unnamed Playground
RE DISCCART  576623.8  4147728.8  4.8  4.8  1.8
** RCPDESCR  Unnamed Playground
RE DISCCART  576745.8  4147736.6  4.47  4.47  1.8
** RCPDESCR  Unnamed Playground
RE DISCCART  576944.9  4147886.8  3.19  3.19  1.8
** RCPDESCR  Unnamed Playground
RE DISCCART  577067.8  4147947.3  2.67  2.67  1.8
** RCPDESCR  Unnamed Playground
RE DISCCART  577118.5  4147870.3  2.66  2.66  1.8
** RCPDESCR  Unnamed Playground
RE DISCCART  576956.6  4147789.3  3.28  3.28  1.8
** RCPDESCR  Unnamed Playground
RE DISCCART  576236.5  4146904.8  4.8  4.8  1.8
** RCPDESCR  Unnamed Playground
RE DISCCART  576237.8  4146825.2  4.8  4.8  1.8
** RCPDESCR  Unnamed Playground
RE DISCCART  576272.9  4146822.5  4.8  4.8  1.8
** RCPDESCR  Unnamed Playground
RE DISCCART  576267.5  4146902.1  4.8  4.8  1.8
** RCPDESCR  Unnamed Playground
RE DISCCART  576996.8  4147382.9  3.15  3.15  1.8
** RCPDESCR  Unnamed Playground
RE DISCCART  577004.9  4147231.6  2.97  2.97  1.8
** RCPDESCR  Unnamed Playground
RE DISCCART  577165.6  4147322.1  2.02  2.02  1.8
** RCPDESCR  Unnamed Playground
RE DISCCART  576651.1  4147011.5  3.89  3.89  1.8
** RCPDESCR  Unnamed Playground
RE DISCCART  576651.1  4146931.8  3.89  3.89  1.8
** RCPDESCR  Unnamed Playground
RE DISCCART  576179.6  4147361.6  6.32  6.32  1.8
** RCPDESCR  Unnamed Playground
RE DISCCART  576184.2  4147294.3  6.01  6.01  1.8
** RCPDESCR  Unnamed Playground
RE DISCCART  576157.6  4147137.8  5.11  5.11  1.8
** RCPDESCR  Unnamed Playground
RE DISCCART  576154.1  4147067  4.8  4.8  1.8
** RCPDESCR  Unnamed Playground
RE DISCCART  574858.3  4148659.5  2.06  2.06  1.8
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** RCPDESCR  Property Boundary - West
RE DISCCART  574868.3  4148659.9  2.06  2.06  1.8
** RCPDESCR  Property Boundary - West
RE DISCCART  574878.3  4148660.2  2.06  2.06  1.8
** RCPDESCR  Property Boundary - West
RE DISCCART  574888.3  4148660.6  2.06  2.06  1.8
** RCPDESCR  Property Boundary - West
RE DISCCART  574898.3  4148660.9  2.06  2.06  1.8
** RCPDESCR  Property Boundary - West
RE DISCCART  574908.3  4148661.2  2.06  2.06  1.8
** RCPDESCR  Property Boundary - West
RE DISCCART  574918.3  4148661.6  2.06  2.06  1.8
** RCPDESCR  Property Boundary - West
RE DISCCART  574928.3  4148661.9  2.06  2.06  1.8
** RCPDESCR  Property Boundary - West
RE DISCCART  574938.3  4148662.3  2.06  2.06  1.8
** RCPDESCR  Property Boundary - West
RE DISCCART  574948.2  4148662.6  2.06  2.06  1.8
** RCPDESCR  Property Boundary - West
RE DISCCART  574958.2  4148663  2.06  2.06  1.8
** RCPDESCR  Property Boundary - West
RE DISCCART  574968.2  4148663.3  2.06  2.06  1.8
** RCPDESCR  Property Boundary - West
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RE DISCCART  575542.7  4149072.4  0.34  2.36  1.8
** RCPDESCR  Property Boundary - East
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RE DISCCART  575535.7  4149053.7  -0.01  2.33  1.8
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** RCPDESCR  Grid
RE DISCCART  575548.9  4147975.4  4.19  4.19  1.8
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RE DISCCART  575573.9  4147975.4  4.19  4.19  1.8
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** RCPDESCR  Grid
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** RCPDESCR  Grid
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** RCPDESCR  Grid
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** RCPDESCR  Grid
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** RCPDESCR  Grid
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** RCPDESCR  Grid
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** RCPDESCR  Grid
RE DISCCART  574898.9  4149300.4  0  0  1.8
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** RCPDESCR  Grid
RE DISCCART  574973.9  4149300.4  0  0  1.8
** RCPDESCR  Grid
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RE DISCCART  575223.9  4149300.4  2.33  2.33  1.8
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RE DISCCART  575248.9  4149300.4  1.81  1.81  1.8
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RE DISCCART  575273.9  4149300.4  1.84  1.84  1.8
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RE DISCCART  575298.9  4149300.4  1.85  1.85  1.8
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RE DISCCART  575323.9  4149300.4  1.83  1.83  1.8
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RE DISCCART  575348.9  4149300.4  1.8  1.8  1.8
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RE DISCCART  575373.9  4149300.4  1.78  1.78  1.8
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RE DISCCART  575448.9  4149300.4  1.71  1.71  1.8
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RE DISCCART  575473.9  4149300.4  1.69  1.69  1.8
** RCPDESCR  Grid
RE DISCCART  575498.9  4149300.4  1.67  1.67  1.8
** RCPDESCR  Grid
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** RCPDESCR  Grid
RE DISCCART  575623.9  4149300.4  1.62  2.36  1.8
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** SURFFILE  "U:\Facebook\Modeling\Construction and Operational Model\Met Data\SH_05.SFC"
ME PROFFILE  "U:\Facebook\Modeling\Construction and Operational Model\Met Data\SH_05.PFL"
** PROFFILE  "U:\Facebook\Modeling\Construction and Operational Model\Met Data\SH_05.PFL"
ME SURFDATA  99999  2005
ME UAIRDATA  23230  2005
ME PROFBASE  36.96
ME FINISHED

OU STARTING
OU RECTABLE  1  FIRST
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OU PLOTFILE  1  ALL  FIRST  ALL`1`FIRST.plt  10000
OU PLOTFILE  1  SRI  FIRST  SRI`1`FIRST.plt  10001
OU PLOTFILE  1  DOT  FIRST  DOT`1`FIRST.plt  10002
OU PLOTFILE  PERIOD  ALL  ALL`PERIOD.plt  10003
OU PLOTFILE  PERIOD  SRI  SRI`PERIOD.plt  10004
OU PLOTFILE  PERIOD  DOT  DOT`PERIOD.plt  10005
OU FINISHED

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** It is recommended that the user not edit any data below this line
** ****************************************************************************


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567241.2  4139091.6  567120.3  4154079.4  582648.0  4154219.3  582796.9  4139231.4
** AMPTYPE  NED
** AMPDATUM  3
** AMPZONE  10
** AMPHEMISPHERE  N
** HILLBOUN  567413.5 4139384.0 582503.7 4153887.8

** PROJECTION  UTM
** DATUM  NAR-C
** UNITS  METER
** ZONE  10
** HEMISPHERE  N
** ORIGINLON  0
** ORIGINLAT  0
** PARALLEL1  0
** PARALLEL2  0
** AZIMUTH  0
** SCALEFACT  0
** FALSEEAST  0
** FALSENORTH  0

** POSTFMT  UNFORM
** TEMPLATE Regulatory,0
** AERMODEXE  AERMOD_EPA_11103.exe
** AERMAPEXE  AERMAP_EPA_09040.EXE
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** BREEZE AERMOD
** Trinity Consultants
** VERSION  7.3

CO STARTING
CO TITLEONE  Facebook Construction and Operational
CO MODELOPT  DFAULT  CONC
CO RUNORNOT  RUN
CO AVERTIME  1  PERIOD
CO POLLUTID  OTHER
CO FLAGPOLE  4.8
CO FINISHED

SO STARTING
SO ELEVUNIT  METERS
SO LOCATION  DOT       POINT     575799.987  4149129.882  2.24
** SRCDESCR  State of Calif Dept of Transportation
SO LOCATION  SRI       POINT     575919  4149218  0.01
** SRCDESCR  IPT SRI Cogeneration Inc
SO SRCPARAM  DOT       1  3.658536585  739.6666667  45.34044715  0.182926829
SO SRCPARAM  SRI       1  3.658536585  739.6666667  45.34044715  0.182926829
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SO BUILDHGT  DOT           14.30     14.30     14.30     14.30     14.30      9.60
SO BUILDHGT  DOT           14.30     14.30     14.30     14.30     14.30     14.30
SO BUILDHGT  DOT           14.30     14.30     14.30     14.30     14.30     14.30
SO BUILDHGT  DOT           14.30     14.30     14.30     14.30     14.30      9.60
SO BUILDHGT  DOT           14.30     14.30     14.30     14.30     14.30     14.30
SO BUILDWID  DOT           94.06     82.23     69.16     74.95     78.67     80.01
SO BUILDWID  DOT           86.85     92.89     96.11     96.41     93.78     86.70
SO BUILDWID  DOT           98.90    106.34    110.55    111.40    108.87    103.03
SO BUILDWID  DOT           94.06     82.23     69.16     74.95     78.67     80.01
SO BUILDWID  DOT           86.85     92.89     96.11     96.41     93.78     86.70
SO BUILDWID  DOT           98.90    106.34    110.55    111.40    108.87    103.03
SO BUILDLEN  DOT           96.41     93.78     89.72     98.90    106.34    110.55
SO BUILDLEN  DOT          111.40    108.87    103.03     94.06     82.23    101.22
SO BUILDLEN  DOT           74.95     78.67     80.01     86.85     92.89     96.11
SO BUILDLEN  DOT           96.41     93.78     89.72     98.90    106.34    110.55
SO BUILDLEN  DOT          111.40    108.87    103.03     94.06     82.23    101.22
SO BUILDLEN  DOT           74.95     78.67     80.01     86.85     92.89     96.11
SO XBADJ     DOT           -2.67      2.57      7.74      2.17     -4.74    -11.51
SO XBADJ     DOT          -17.92    -23.79    -28.94    -33.20    -36.46    -12.41
SO XBADJ     DOT          -47.66    -54.00    -58.70    -69.56    -80.14    -88.28
SO XBADJ     DOT          -93.74    -96.35    -97.46   -101.06   -101.60    -99.05
SO XBADJ     DOT          -93.48    -85.08    -74.09    -60.86    -45.77    -88.81
SO XBADJ     DOT          -27.28    -24.67    -21.30    -17.29    -12.76     -7.83
SO YBADJ     DOT          -13.83     -4.65      5.29     10.19     14.67     18.70
SO YBADJ     DOT           26.13     33.69     40.22     45.53     49.46    -31.63
SO YBADJ     DOT           51.62     48.43     43.77     37.78     30.65     22.58
SO YBADJ     DOT           13.83      4.65     -5.29    -10.19    -14.67    -18.70
SO YBADJ     DOT          -26.13    -33.69    -40.22    -45.53    -49.46     31.63
SO YBADJ     DOT          -51.62    -48.43    -43.77    -37.78    -30.65    -22.58
SO BUILDHGT  SRI            9.60      9.60      9.60      9.60      9.60      9.60
SO BUILDHGT  SRI            9.60      9.60      9.60      9.60      9.60      9.60
SO BUILDHGT  SRI            9.60      9.60      9.60      9.60      9.60      9.60
SO BUILDHGT  SRI            9.60      9.60      9.60      9.60      9.60      9.60
SO BUILDHGT  SRI            9.60      9.60      9.60      9.60      9.60      9.60
SO BUILDHGT  SRI            9.60      9.60      9.60      9.60      9.60      9.60
SO BUILDWID  SRI           92.80     89.08     82.65     73.71     75.31     77.11
SO BUILDWID  SRI           76.57     76.45     78.90     78.95     76.60     71.93
SO BUILDWID  SRI           65.07     69.85     79.65     87.02     91.76     93.70
SO BUILDWID  SRI           92.80     89.08     82.65     73.71     75.31     77.11
SO BUILDWID  SRI           76.57     76.45     78.90     78.95     76.60     71.93
SO BUILDWID  SRI           65.07     69.85     79.65     87.02     91.76     93.70
SO BUILDLEN  SRI           78.95     76.60     71.93     65.07     69.85     79.65
SO BUILDLEN  SRI           87.02     91.76     93.70     92.80     89.08     82.65
SO BUILDLEN  SRI           73.71     75.31     77.11     76.57     76.45     78.90
SO BUILDLEN  SRI           78.95     76.60     71.93     65.07     69.85     79.65
SO BUILDLEN  SRI           87.02     91.76     93.70     92.80     89.08     82.65
SO BUILDLEN  SRI           73.71     75.31     77.11     76.57     76.45     78.90
SO XBADJ     SRI          -11.55    -13.44    -14.91    -15.93    -25.13    -37.46
SO XBADJ     SRI          -48.64    -58.34    -66.27    -72.19    -75.92    -77.33
SO XBADJ     SRI          -76.40    -76.95    -75.87    -72.49    -69.65    -69.58
SO XBADJ     SRI          -67.40    -63.17    -57.02    -49.14    -44.72    -42.19
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SO XBADJ     SRI          -38.39    -33.41    -27.43    -20.61    -13.16     -5.31
SO XBADJ     SRI            2.70      1.65     -1.24     -4.08     -6.80     -9.32
SO YBADJ     SRI           25.79     31.38     36.01     39.55     39.30     37.32
SO YBADJ     SRI           34.20     31.42     30.13     27.92     24.87     21.06
SO YBADJ     SRI           16.60      9.79      2.37     -5.13    -12.46    -19.42
SO YBADJ     SRI          -25.79    -31.38    -36.01    -39.55    -39.30    -37.32
SO YBADJ     SRI          -34.20    -31.42    -30.13    -27.92    -24.87    -21.06
SO YBADJ     SRI          -16.60     -9.79     -2.37      5.13     12.46     19.42
SO EMISFACT  DOT       HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  DOT       HROFDY  0  0  0  0  0  0  0
SO EMISFACT  SRI       HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  SRI       HROFDY  0  0  0  0  0  0  0
SO SRCGROUP  ALL
SO SRCGROUP  SRI  SRI
SO SRCGROUP  DOT  DOT
SO FINISHED

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RE DISCCART  574786.7  4148339.5  2.67  2.67  4.8
** RCPDESCR  Wilshire Referrals
RE DISCCART  572166.8  4148799  4.19  4.19  4.8
** RCPDESCR  Hope House
RE DISCCART  573270.8  4148302.7  2.58  5.12  4.8
** RCPDESCR  Joseph P. Kelly Park
RE DISCCART  573437.4  4148093.5  5.71  5.71  4.8
** RCPDESCR  James Flood Magnet School
RE DISCCART  573573.7  4148301.3  3.89  3.89  4.8
** RCPDESCR  Beechwood School
RE DISCCART  573584.6  4148254.8  4.17  4.17  4.8
** RCPDESCR  Ravenswood Family Heatlh Center
RE DISCCART  573014.7  4147917.7  7.29  7.29  4.8
** RCPDESCR  Flood Park
RE DISCCART  573723.6  4147998  5.41  5.41  4.8
** RCPDESCR  Boys and Girls Club
RE DISCCART  574277.5  4148025.4  3.89  3.89  4.8
** RCPDESCR  Family Connection and Belle Haven Elementary School
RE DISCCART  574954.3  4148079.5  3.28  3.28  4.8
** RCPDESCR  Mid Peninsula High School
RE DISCCART  576088.5  4148350.4  2.36  2.36  4.8
** RCPDESCR  San Francisco 49ers Academy
RE DISCCART  576210.4  4148265.2  3.34  3.34  4.8
** RCPDESCR  Costano Elementary
RE DISCCART  576400.7  4147937.2  3.88  3.88  4.8
** RCPDESCR  Jack Farrell Park
RE DISCCART  575486.4  4147805  4.5  4.5  4.8
** RCPDESCR  Cesar Chavez Elementary School
RE DISCCART  574355.2  4146427.8  12.72  12.72  4.8
** RCPDESCR  Footsteps Preschool
RE DISCCART  575441.8  4147611.4  5.39  5.39  4.8
** RCPDESCR  Kavanaugh School
RE DISCCART  573325.2  4146932.7  13.33  13.33  4.8
** RCPDESCR  Laurel School
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** RCPDESCR  Penninsula School
RE DISCCART  574186.6  4146875.9  10.9  10.9  4.8
** RCPDESCR  VA Health Care System of Menlo Park
RE DISCCART  574198.3  4146388.5  13.33  13.33  4.8
** RCPDESCR  Roberts School
RE DISCCART  574345.6  4146414.7  12.93  12.93  4.8
** RCPDESCR  Menlo Park Surgical Hospital
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** RCPDESCR  Willow Oaks Park
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** RCPDESCR  German American Interantional School
RE DISCCART  576509.5  4147422.3  5.7  5.7  4.8
** RCPDESCR  Barbara A Mouton Multicenter
RE DISCCART  575879.2  4146719.6  5.97  5.97  4.8
** RCPDESCR  Bell Street Park
RE DISCCART  574616  4146399  10.9  10.9  4.8
** RCPDESCR  East Palo Alto Charter School
RE DISCCART  576887.4  4146528.8  2.96  2.96  4.8
** RCPDESCR  Ronald McNair Middle School
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RE DISCCART  577227.9  4146559.1  2.37  2.37  4.8
** RCPDESCR  Martin Luther King Park
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** RCPDESCR  Menlo Atherton High School
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** RCPDESCR  Eleanor Pardee Park
RE DISCCART  574398.6  4145147.3  15.17  15.17  4.8
** RCPDESCR  Discovery Montessori
RE DISCCART  573984.6  4145115.2  17.6  17.6  4.8
** RCPDESCR  Johnson Park
RE DISCCART  573937.3  4145602.8  18.22  18.22  4.8
** RCPDESCR  Hopkins Creekside Park
RE DISCCART  574032.6  4145661.6  17.32  17.32  4.8
** RCPDESCR  Applebee Pre-School
RE DISCCART  572810.3  4144725.7  21.24  21.24  4.8
** RCPDESCR  Fio's Home Day Care
RE DISCCART  572597.1  4144916.9  21.26  21.26  4.8
** RCPDESCR  Menlo Atherton Co-Op School
RE DISCCART  571948.3  4146569.7  15.46  15.46  4.8
** RCPDESCR  Encinal Elementary School
RE DISCCART  575137.6  4145257.9  10.89  10.89  4.8
** RCPDESCR  Piccolo Pre School
RE DISCCART  574315.8  4145556.7  16.57  16.57  4.8
** RCPDESCR  Imagina Day Care
RE DISCCART  573584.6  4148254.8  4.17  4.17  4.8
** RCPDESCR  Menlo Park Senior Citizen Center
RE DISCCART  574475.7  4145108.8  14.55  14.55  4.8
** RCPDESCR  Lytton Gardens Senior Community
RE DISCCART  574868.3  4144787.2  13.46  13.46  4.8
** RCPDESCR  Channing House
RE DISCCART  574356.4  4145180.3  15.47  15.47  4.8
** RCPDESCR  Webster House
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** RCPDESCR  Burgess Park
RE DISCCART  576872.4  4146371.2  3.28  3.28  4.8
** RCPDESCR  Ronald McNair Middle School
RE DISCCART  573468.2  4144763  20.78  20.78  4.8
** RCPDESCR  El Palo Alto Park
RE DISCCART  574188.8  4146551.6  12.73  12.73  4.8
** RCPDESCR  Canyon House and Crescent Villa
RE DISCCART  571688.6  4146718.3  14.55  14.55  4.8
** RCPDESCR  Holbrook Palmer park
RE DISCCART  574048.5  4144737.6  17.9  17.9  4.8
** RCPDESCR  Cogswell Plaza
RE DISCCART  573955.2  4146844  12.12  12.12  4.8
** RCPDESCR  Arbor Free Clinic / VA Medical Center
RE DISCCART  576104  4147883.4  4.5  4.5  4.8
** RCPDESCR  Edith's Day Care
RE DISCCART  576648.7  4147608.1  4.8  4.8  4.8
** RCPDESCR  Aspire Public School
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** RCPDESCR  Lavengamalic Christian Academy and University
RE DISCCART  576695.8  4146639.3  3.58  3.58  4.8
** RCPDESCR  Eastside College Preparatory
RE DISCCART  575597.8  4147488.5  6.63  6.63  4.8
** RCPDESCR  East Palo Alto Head start
RE DISCCART  575696.1  4147512.2  6.75  6.75  4.8
** RCPDESCR  Creative Montessori Learning Center
RE DISCCART  575883.2  4146621.1  6.61  6.61  4.8
** RCPDESCR  Ravenswood Elementary School
RE DISCCART  572364  4146037.2  18.82  18.82  4.8
** RCPDESCR  Nativity School
RE DISCCART  572524.7  4145321.5  21.28  21.28  4.8
** RCPDESCR  Lydian Academy
RE DISCCART  571079.4  4149071.6  3.89  3.89  4.8
** RCPDESCR  Play and Learn Daycare Preschool
RE DISCCART  571256.6  4148436.7  4.87  4.87  4.8
** RCPDESCR  Taft Community School and Taft Elementary School
RE DISCCART  570781.1  4147317.1  11.81  11.81  4.8
** RCPDESCR  Garfield Early Learning Center
RE DISCCART  573398.7  4148225.8  4.51  4.51  4.8
** RCPDESCR  Joseph P. Kelly Park
RE DISCCART  573429.6  4148339.3  3.89  3.89  4.8
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** RCPDESCR  Joseph P. Kelly Park
RE DISCCART  573563.8  4148351.2  3.89  3.89  4.8
** RCPDESCR  Joseph P. Kelly Park
RE DISCCART  573581.2  4148243.7  4.2  4.2  4.8
** RCPDESCR  Joseph P. Kelly Park
RE DISCCART  573334.2  4148161.7  5.26  5.26  4.8
** RCPDESCR  James Flood Magnet School
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** RCPDESCR  James Flood Magnet School
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** RCPDESCR  James Flood Magnet School
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** RCPDESCR  Flood Park
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** RCPDESCR  Flood Park
RE DISCCART  573779.4  4147939.4  5.5  5.5  4.8
** RCPDESCR  Boys and Girls Club
RE DISCCART  573799.4  4147989.5  5.12  5.12  4.8
** RCPDESCR  Boys and Girls Club
RE DISCCART  573745  4148027  5.11  5.11  4.8
** RCPDESCR  Boys and Girls Club
RE DISCCART  574179.1  4148240.5  3.28  3.28  4.8
** RCPDESCR  Family Connection and Belle Haven Elementary School
RE DISCCART  574053.7  4148185.4  3.58  3.58  4.8
** RCPDESCR  Family Connection and Belle Haven Elementary School
RE DISCCART  574096.9  4148029.4  4.19  4.19  4.8
** RCPDESCR  Family Connection and Belle Haven Elementary School
RE DISCCART  575159.1  4148028.3  3.46  3.46  4.8
** RCPDESCR  Mid Peninsula High School
RE DISCCART  575163.9  4148045.4  3.53  3.53  4.8
** RCPDESCR  Mid Peninsula High School
RE DISCCART  574942.4  4148055.3  3.28  3.28  4.8
** RCPDESCR  Mid Peninsula High School
RE DISCCART  576230.1  4148070.5  4.19  4.19  4.8
** RCPDESCR  Costano Elementary
RE DISCCART  576104.5  4148070.5  3.89  3.89  4.8
** RCPDESCR  Costano Elementary
RE DISCCART  576098.5  4148260.3  2.66  2.66  4.8
** RCPDESCR  Costano Elementary
RE DISCCART  576332.6  4147929.2  3.89  3.89  4.8
** RCPDESCR  Jack Farrell Park
RE DISCCART  576318.7  4147815.5  4.12  4.12  4.8
** RCPDESCR  Jack Farrell Park
RE DISCCART  576400  4147820.7  4.27  4.27  4.8
** RCPDESCR  Jack Farrell Park
RE DISCCART  575753.9  4147869.3  3.89  3.89  4.8
** RCPDESCR  Cesar Chavez Elementary School
RE DISCCART  575733.3  4147753.4  4.82  4.82  4.8
** RCPDESCR  Cesar Chavez Elementary School
RE DISCCART  575714.2  4147654.2  5.54  5.54  4.8
** RCPDESCR  Cesar Chavez Elementary School
RE DISCCART  575590.4  4147614.5  5.64  5.64  4.8
** RCPDESCR  Cesar Chavez Elementary School
RE DISCCART  575554.7  4147478.8  6.55  6.55  4.8
** RCPDESCR  Cesar Chavez Elementary School
RE DISCCART  575421.3  4147460.5  5.76  5.76  4.8
** RCPDESCR  Cesar Chavez Elementary School
RE DISCCART  575717  4146575.1  7.18  7.18  4.8
** RCPDESCR  Ravenswood Elementary School
RE DISCCART  575740.8  4146749.7  6.32  6.32  4.8
** RCPDESCR  Ravenswood Elementary School
RE DISCCART  575862.5  4146561.9  6.96  6.96  4.8
** RCPDESCR  Ravenswood Elementary School
RE DISCCART  575880.5  4146765.6  5.71  5.71  4.8
** RCPDESCR  Bell Street Park
RE DISCCART  575765.7  4146795.2  6.02  6.02  4.8
** RCPDESCR  East Palo Alto Family YMCA
RE DISCCART  575853.6  4146783.6  5.71  5.71  4.8
** RCPDESCR  East Palo Alto Family YMCA
RE DISCCART  575837.1  4146835.5  5.47  5.47  4.8
** RCPDESCR  East Palo Alto Family YMCA
RE DISCCART  575781.6  4146835.5  5.71  5.71  4.8
** RCPDESCR  East Palo Alto Family YMCA
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RE DISCCART  572320.3  4145952.6  19.43  19.43  4.8
** RCPDESCR  Nativity School
RE DISCCART  572215.6  4146005  19.13  19.13  4.8
** RCPDESCR  Nativity School
RE DISCCART  572266  4146095.1  18.52  18.52  4.8
** RCPDESCR  Nativity School
RE DISCCART  571313  4148570.9  4.37  4.37  4.8
** RCPDESCR  Taft Community School and Taft Elementary School
RE DISCCART  571157.4  4148626.5  3.89  3.89  4.8
** RCPDESCR  Taft Community School and Taft Elementary School
RE DISCCART  571094.9  4148508  4.48  4.48  4.8
** RCPDESCR  Taft Community School and Taft Elementary School
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** RCPDESCR  Garfield Elementary School
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** RCPDESCR  Garfield Elementary School
RE DISCCART  570559.5  4147032.7  13.56  13.56  4.8
** RCPDESCR  Garfield Elementary School
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** RCPDESCR  Garfield Elementary School
RE DISCCART  574273.1  4146326.8  13.33  13.33  4.8
** RCPDESCR  Willow Oaks Park
RE DISCCART  574429.2  4146275  12.42  12.42  4.8
** RCPDESCR  Willow Oaks Park
RE DISCCART  574501.2  4146446.4  11.51  11.51  4.8
** RCPDESCR  Willow Oaks Park
RE DISCCART  574429.7  4146461.8  12.12  12.12  4.8
** RCPDESCR  Willow Oaks Park
RE DISCCART  574483.2  4146342.2  11.88  11.88  4.8
** RCPDESCR  Willow Oaks Park
RE DISCCART  574586.4  4146364.4  11.2  11.2  4.8
** RCPDESCR  East Palo Alto Charter School
RE DISCCART  574487.4  4146342.7  11.81  11.81  4.8
** RCPDESCR  East Palo Alto Charter School
RE DISCCART  574378.9  4146371.3  12.73  12.73  4.8
** RCPDESCR  East Palo Alto Charter School
RE DISCCART  574447.7  4146551.2  11.66  11.66  4.8
** RCPDESCR  East Palo Alto Charter School
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** RCPDESCR  East Palo Alto Charter School
RE DISCCART  573171.9  4147030.7  12.73  12.73  4.8
** RCPDESCR  Laurel School
RE DISCCART  573349.7  4146996.6  13.03  13.03  4.8
** RCPDESCR  Laurel School
RE DISCCART  573225  4147053.7  12.7  12.7  4.8
** RCPDESCR  Laurel School
RE DISCCART  574478.7  4146983.9  8.81  8.81  4.8
** RCPDESCR  VA Health Care System of Menlo Park
RE DISCCART  574183.5  4147205.4  9.68  9.68  4.8
** RCPDESCR  VA Health Care System of Menlo Park
RE DISCCART  574077.9  4147156.1  10.29  10.29  4.8
** RCPDESCR  VA Health Care System of Menlo Park
RE DISCCART  574056.5  4146686.2  12.47  12.47  4.8
** RCPDESCR  VA Health Care System of Menlo Park
RE DISCCART  574300.9  4146604.5  11.97  11.97  4.8
** RCPDESCR  VA Health Care System of Menlo Park
RE DISCCART  575358.3  4146253.5  10.21  10.21  4.8
** RCPDESCR  German American Interantional School
RE DISCCART  575432.3  4146239.2  9.97  9.97  4.8
** RCPDESCR  German American Interantional School
RE DISCCART  575430.8  4146189.9  10.29  10.29  4.8
** RCPDESCR  German American Interantional School
RE DISCCART  575361  4146158.6  11.45  11.45  4.8
** RCPDESCR  German American Interantional School
RE DISCCART  575258.8  4146236.8  11.5  11.5  4.8
** RCPDESCR  German American Interantional School
RE DISCCART  576555.7  4146521.3  4.19  4.19  4.8
** RCPDESCR  Ronald McNair Middle School
RE DISCCART  576581.4  4146408.6  4.5  4.5  4.8
** RCPDESCR  Ronald McNair Middle School
RE DISCCART  576869.2  4146644.3  2.96  2.96  4.8
** RCPDESCR  Eastside College Preparatory
RE DISCCART  576691.9  4146705.2  3.58  3.58  4.8
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** RCPDESCR  Eastside College Preparatory
RE DISCCART  577199  4146729.7  2.05  2.05  4.8
** RCPDESCR  Martin Luther King Park
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** RCPDESCR  Menlo Atherton High School
RE DISCCART  572760.6  4146399.2  16.62  16.62  4.8
** RCPDESCR  Menlo Atherton High School
RE DISCCART  573001.4  4146749.2  14.55  14.55  4.8
** RCPDESCR  Menlo Atherton High School
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** RCPDESCR  Eleanor Pardee Park
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** RCPDESCR  Eleanor Pardee Park
RE DISCCART  575938.2  4145088.9  7.24  7.24  4.8
** RCPDESCR  Eleanor Pardee Park
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** RCPDESCR  Johnson Park
RE DISCCART  573942.3  4145060.7  17.91  17.91  4.8
** RCPDESCR  Johnson Park
RE DISCCART  574083.5  4145040  17.3  17.3  4.8
** RCPDESCR  Johnson Park
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** RCPDESCR  Hopkins Creekside Park
RE DISCCART  573850.9  4145394  13  13  4.8
** RCPDESCR  Hopkins Creekside Park
RE DISCCART  573807.5  4145467  16.78  19.39  4.8
** RCPDESCR  Hopkins Creekside Park
RE DISCCART  572514.4  4144974.5  21.56  21.56  4.8
** RCPDESCR  Nealon Park
RE DISCCART  572487.3  4144782.7  22.4  22.4  4.8
** RCPDESCR  Nealon Park
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** RCPDESCR  Nealon Park
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** RCPDESCR  Encinal Elementary School
RE DISCCART  571823.6  4146656.4  14.94  14.94  4.8
** RCPDESCR  Encinal Elementary School
RE DISCCART  571914.1  4146808.6  13.67  13.67  4.8
** RCPDESCR  Encinal Elementary School
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** RCPDESCR  Burgess Park
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** RCPDESCR  Burgess Park
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** RCPDESCR  Burgess Park
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** RCPDESCR  Burgess Park
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** RCPDESCR  Burgess Park
RE DISCCART  572668  4145433.1  20.65  20.65  4.8
** RCPDESCR  Burgess Park
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** RCPDESCR  El Palo Alto Park
RE DISCCART  573457.3  4144861.8  21.42  21.42  4.8
** RCPDESCR  El Palo Alto Park
RE DISCCART  573538.2  4144835.1  20.41  20.41  4.8
** RCPDESCR  El Palo Alto Park
RE DISCCART  571586.1  4146772.9  14.55  14.55  4.8
** RCPDESCR  Holbrook Palmer park
RE DISCCART  571320.2  4146454.8  17.57  17.57  4.8
** RCPDESCR  Holbrook Palmer park
RE DISCCART  571465.7  4146350.2  17.52  17.52  4.8
** RCPDESCR  Holbrook Palmer park
RE DISCCART  574076.2  4144716.3  17.6  17.6  4.8
** RCPDESCR  Cogswell Plaza
RE DISCCART  574029.9  4144673.3  17.9  17.9  4.8
** RCPDESCR  Cogswell Plaza
RE DISCCART  574008.3  4144687.3  18.21  18.21  4.8
** RCPDESCR  Cogswell Plaza
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** RCPDESCR  Aspire Public School
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** RCPDESCR  Aspire Public School
RE DISCCART  576549.4  4147395.6  5.41  5.41  4.8
** RCPDESCR  Aspire Public School
RE DISCCART  576741.2  4147404.7  4.5  4.5  4.8
** RCPDESCR  Aspire Public School
RE DISCCART  576156.1  4146781.9  5.11  5.11  4.8
** RCPDESCR  Lavengamalic Christian Academy and University
RE DISCCART  576194.8  4146729.9  5.11  5.11  4.8
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RE DISCCART  576249.3  4147716.8  5.71  5.71  4.8
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** RCPDESCR  Property Boundary - West
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** RCPDESCR  Property Boundary - East
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RE DISCCART  574848.9  4148000.4  3.58  3.58  4.8
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** RCPDESCR  Grid
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RE DISCCART  575273.9  4149225.4  0  0  4.8
** RCPDESCR  Grid
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ME STARTING
ME SURFFILE  "U:\Facebook\Modeling\Construction and Operational Model\Met Data\SH_05.SFC"
** SURFFILE  "U:\Facebook\Modeling\Construction and Operational Model\Met Data\SH_05.SFC"
ME PROFFILE  "U:\Facebook\Modeling\Construction and Operational Model\Met Data\SH_05.PFL"
** PROFFILE  "U:\Facebook\Modeling\Construction and Operational Model\Met Data\SH_05.PFL"
ME SURFDATA  99999  2005
ME UAIRDATA  23230  2005
ME PROFBASE  36.96
ME FINISHED

OU STARTING
OU RECTABLE  1  FIRST
```

```
OU PLOTFILE  1  ALL  FIRST  ALL`1`FIRST.plt  10000
OU PLOTFILE  1  SRI  FIRST  SRI`1`FIRST.plt  10001
OU PLOTFILE  1  DOT  FIRST  DOT`1`FIRST.plt  10002
OU PLOTFILE  PERIOD  ALL  ALL`PERIOD.plt  10003
OU PLOTFILE  PERIOD  SRI  SRI`PERIOD.plt  10004
OU PLOTFILE  PERIOD  DOT  DOT`PERIOD.plt  10005
OU FINISHED

** ****************************************************************************
** It is recommended that the user not edit any data below this line
** ****************************************************************************


** TERRFILE  U:\FACEBOOK\GIS\ELEVAT~1.3AR\33220123\33220123\33220123.TIF  2  0  WGS84  10  0
567241.2  4139091.6  567120.3  4154079.4  582648.0  4154219.3  582796.9  4139231.4
** AMPTYPE  NED
** AMPDATUM  3
** AMPZONE  10
** AMPHEMISPHERE  N
** HILLBOUN  567413.5 4139384.0 582503.7 4153887.8

** PROJECTION  UTM
** DATUM  NAR-C
** UNITS  METER
** ZONE  10
** HEMISPHERE  N
** ORIGINLON  0
** ORIGINLAT  0
** PARALLEL1  0
** PARALLEL2  0
** AZIMUTH  0
** SCALEFACT  0
** FALSEEAST  0
** FALSENORTH  0

** POSTFMT  UNFORM
** TEMPLATE Regulatory,0
** AERMODEXE  AERMOD_EPA_11103.exe
** AERMAPEXE  AERMAP_EPA_09040.EXE
```

```
** BREEZE AERMOD
** Trinity Consultants
** VERSION  7.2

CO STARTING
CO TITLEONE  Facebook Construction and Operational
CO MODELOPT  DFAULT  CONC
CO RUNORNOT  RUN
CO AVERTIME  1  PERIOD
CO POLLUTID  OTHER
CO FLAGPOLE  1.8
CO FINISHED

SO STARTING
SO ELEVUNIT  METERS
SO LOCATION  BLD112    POINT     575271.4737  4148854.821  0.00
** SRCDESCR  Building 11-2
SO LOCATION  BLD15     POINT     575292.5659  4148898.216  0.00
** SRCDESCR  Building 15
SO LOCATION  BLD18     POINT     575425.3558  4149067.073  0.00
** SRCDESCR  Building 18
SO LOCATION  BLD17     POINT     575425.3558  4149067.073  0.00
** SRCDESCR  Building 17
SO LOCATION  BLD14     POINT     575272.6126  4149072.189  0.00
** SRCDESCR  Building 14
SO LOCATION  BLD16     POINT     575272.6126  4149072.189  0.00
** SRCDESCR  Building 16
SO LOCATION  BLD12     POINT     575159.4058  4148893.302  0.00
** SRCDESCR  Building 12
SO LOCATION  BLD10     POINT     575159.4058  4148893.302  0.00
** SRCDESCR  Building 10
SO LOCATION  BLD111    POINT     575271.4737  4148854.821  0.00
** SRCDESCR  Building 11-1
SO SRCPARAM  BLD112    1  2.00  796.89  61.16  0.20
SO SRCPARAM  BLD15     1  1.23  795.22  54.02  0.08
SO SRCPARAM  BLD18     1  1.23  795.22  54.02  0.08
SO SRCPARAM  BLD17     1  1.23  796.89  68.61  0.08
SO SRCPARAM  BLD14     1  1.03  769.67  30.45  0.10
SO SRCPARAM  BLD16     1  1.23  796.89  68.61  0.08
SO SRCPARAM  BLD12     1  1.03  769.67  30.45  0.10
SO SRCPARAM  BLD10     1  1.03  769.67  30.45  0.10
SO SRCPARAM  BLD111    1  1.55  838.56  47.45  0.17
SO BUILDHGT  BLD112         9.60      9.60      9.60      9.60      9.60      9.60
SO BUILDHGT  BLD112         9.60      9.60      9.60      9.60      9.60      9.60
SO BUILDHGT  BLD112         9.60      9.60      9.60      9.60      9.60      9.60
SO BUILDHGT  BLD112         9.60      9.60      9.60      9.60      9.60      9.60
SO BUILDHGT  BLD112         9.60      9.60      9.60      9.60      9.60      9.60
SO BUILDHGT  BLD112         9.60      9.60      9.60      9.60      9.60      9.60
SO BUILDWID  BLD112        92.80     89.08     82.65     73.71     75.31     77.11
SO BUILDWID  BLD112        76.57     76.45     78.90     78.95     76.60     71.93
SO BUILDWID  BLD112        65.07     69.85     79.65     87.02     91.76     93.70
SO BUILDWID  BLD112        92.80     89.08     82.65     73.71     75.31     77.11
SO BUILDWID  BLD112        76.57     76.45     78.90     78.95     76.60     71.93
SO BUILDWID  BLD112        65.07     69.85     79.65     87.02     91.76     93.70
SO BUILDLEN  BLD112        78.95     76.60     71.93     65.07     69.85     79.65
SO BUILDLEN  BLD112        87.02     91.76     93.70     92.80     89.08     82.65
SO BUILDLEN  BLD112        73.71     75.31     77.11     76.57     76.45     78.90
SO BUILDLEN  BLD112        78.95     76.60     71.93     65.07     69.85     79.65
SO BUILDLEN  BLD112        87.02     91.76     93.70     92.80     89.08     82.65
SO BUILDLEN  BLD112        73.71     75.31     77.11     76.57     76.45     78.90
SO XBADJ     BLD112       -11.55    -13.44    -14.91    -15.93    -25.13    -37.46
SO XBADJ     BLD112       -48.64    -58.34    -66.27    -72.19    -75.92    -77.33
SO XBADJ     BLD112       -76.40    -76.95    -75.87    -72.49    -69.65    -69.58
SO XBADJ     BLD112       -67.40    -63.17    -57.02    -49.14    -44.72    -42.19
SO XBADJ     BLD112       -38.39    -33.41    -27.43    -20.61    -13.16     -5.31
SO XBADJ     BLD112         2.70      1.65     -1.24     -4.08     -6.80     -9.32
SO YBADJ     BLD112        25.79     31.38     36.01     39.55     39.30     37.32
SO YBADJ     BLD112        34.20     31.42     30.13     27.92     24.87     21.06
SO YBADJ     BLD112        16.60      9.79      2.37     -5.13    -12.46    -19.42
SO YBADJ     BLD112       -25.79    -31.38    -36.01    -39.55    -39.30    -37.32
SO YBADJ     BLD112       -34.20    -31.42    -30.13    -27.92    -24.87    -21.06
SO YBADJ     BLD112       -16.60     -9.79     -2.37      5.13     12.46     19.42
SO BUILDHGT  BLD15          9.60      9.60      9.60      9.60      9.60      9.60
```

SO	BUILDHGT	BLD15	9.60	9.60	9.60	9.60	9.60	9.60
SO	BUILDHGT	BLD15	9.60	9.60	9.60	9.60	9.60	9.60
SO	BUILDHGT	BLD15	9.60	9.60	9.60	9.60	9.60	9.60
SO	BUILDHGT	BLD15	9.60	9.60	9.60	9.60	9.60	9.60
SO	BUILDHGT	BLD15	9.60	9.60	9.60	9.60	9.60	9.60
SO	BUILDWID	BLD15	92.80	89.08	82.65	73.71	75.31	77.11
SO	BUILDWID	BLD15	76.57	76.45	78.90	78.95	76.60	71.93
SO	BUILDWID	BLD15	65.07	69.85	79.65	87.02	91.76	93.70
SO	BUILDWID	BLD15	92.80	89.08	82.65	73.71	75.31	77.11
SO	BUILDWID	BLD15	76.57	76.45	78.90	78.95	76.60	71.93
SO	BUILDWID	BLD15	65.07	69.85	79.65	87.02	91.76	93.70
SO	BUILDLEN	BLD15	78.95	76.60	71.93	65.07	69.85	79.65
SO	BUILDLEN	BLD15	87.02	91.76	93.70	92.80	89.08	82.65
SO	BUILDLEN	BLD15	73.71	75.31	77.11	76.57	76.45	78.90
SO	BUILDLEN	BLD15	78.95	76.60	71.93	65.07	69.85	79.65
SO	BUILDLEN	BLD15	87.02	91.76	93.70	92.80	89.08	82.65
SO	BUILDLEN	BLD15	73.71	75.31	77.11	76.57	76.45	78.90
SO	XBADJ	BLD15	-57.95	-61.43	-63.04	-62.73	-69.19	-77.42
SO	XBADJ	BLD15	-83.30	-86.65	-87.37	-85.43	-80.89	-73.90
SO	XBADJ	BLD15	-64.67	-57.27	-48.84	-38.92	-30.57	-26.18
SO	XBADJ	BLD15	-21.00	-15.18	-8.89	-2.34	-0.66	-2.23
SO	XBADJ	BLD15	-3.72	-5.11	-6.33	-7.37	-8.18	-8.74
SO	XBADJ	BLD15	-9.04	-18.04	-28.27	-37.65	-45.88	-52.72
SO	YBADJ	BLD15	39.03	36.36	32.58	27.81	19.62	10.28
SO	YBADJ	BLD15	0.64	-7.65	-13.27	-18.48	-23.13	-27.07
SO	YBADJ	BLD15	-30.20	-34.26	-37.60	-39.79	-40.77	-40.52
SO	YBADJ	BLD15	-39.03	-36.36	-32.58	-27.81	-19.62	-10.28
SO	YBADJ	BLD15	-0.64	7.65	13.27	18.48	23.13	27.07
SO	YBADJ	BLD15	30.20	34.26	37.60	39.79	40.77	40.52
SO	BUILDHGT	BLD18	14.30	14.30	14.30	14.30	14.30	14.30
SO	BUILDHGT	BLD18	14.30	14.30	14.30	14.30	14.30	14.30
SO	BUILDHGT	BLD18	14.30	14.30	9.60	14.30	14.30	14.30
SO	BUILDHGT	BLD18	14.30	14.30	14.30	14.30	14.30	14.30
SO	BUILDHGT	BLD18	14.30	14.30	14.30	14.30	14.30	14.30
SO	BUILDHGT	BLD18	14.30	14.30	9.60	14.30	14.30	14.30
SO	BUILDWID	BLD18	94.85	101.31	104.69	104.89	101.91	98.16
SO	BUILDWID	BLD18	111.33	106.17	102.79	96.29	94.93	95.73
SO	BUILDWID	BLD18	93.62	100.18	82.97	94.21	96.62	96.10
SO	BUILDWID	BLD18	94.85	101.31	104.69	104.89	101.91	98.16
SO	BUILDWID	BLD18	111.33	121.11	127.22	129.46	127.77	122.19
SO	BUILDWID	BLD18	112.90	100.18	82.97	94.21	96.62	96.10
SO	BUILDLEN	BLD18	129.46	127.77	122.19	112.90	100.18	88.94
SO	BUILDLEN	BLD18	94.21	122.12	128.06	130.11	128.21	122.41
SO	BUILDLEN	BLD18	112.90	101.91	100.61	111.33	121.11	127.22
SO	BUILDLEN	BLD18	129.46	127.77	122.19	112.90	100.18	88.94
SO	BUILDLEN	BLD18	94.21	96.62	96.10	94.85	101.31	104.69
SO	BUILDLEN	BLD18	104.89	101.91	100.61	111.33	121.11	127.22
SO	XBADJ	BLD18	-118.44	-120.41	-118.71	-113.41	-104.66	-96.75
SO	XBADJ	BLD18	-98.71	-163.42	-174.62	-180.50	-180.91	-175.82
SO	XBADJ	BLD18	-165.38	-36.24	-82.65	-19.59	-17.22	-14.34
SO	XBADJ	BLD18	-11.02	-7.36	-3.48	0.51	4.48	7.81
SO	XBADJ	BLD18	4.49	1.04	-2.44	-8.05	-24.00	-39.23
SO	XBADJ	BLD18	-53.26	-65.67	-17.95	-91.74	-103.89	-112.88
SO	YBADJ	BLD18	39.37	26.65	13.12	-0.81	-14.72	-27.73
SO	YBADJ	BLD18	-36.08	45.36	23.05	0.04	-18.94	-34.82
SO	YBADJ	BLD18	-49.64	-54.57	28.34	-51.60	-49.35	-45.61
SO	YBADJ	BLD18	-39.37	-26.65	-13.12	0.81	14.72	27.73
SO	YBADJ	BLD18	36.08	43.33	49.27	53.71	56.52	57.62
SO	YBADJ	BLD18	56.96	54.57	-28.34	51.60	49.35	45.61
SO	BUILDHGT	BLD17	14.30	14.30	14.30	14.30	14.30	14.30
SO	BUILDHGT	BLD17	14.30	14.30	14.30	14.30	14.30	14.30
SO	BUILDHGT	BLD17	14.30	14.30	9.60	14.30	14.30	14.30
SO	BUILDHGT	BLD17	14.30	14.30	14.30	14.30	14.30	14.30
SO	BUILDHGT	BLD17	14.30	14.30	14.30	14.30	14.30	14.30
SO	BUILDHGT	BLD17	14.30	14.30	9.60	14.30	14.30	14.30
SO	BUILDWID	BLD17	94.85	101.31	104.69	104.89	101.91	98.16
SO	BUILDWID	BLD17	111.33	106.17	102.79	96.29	94.93	95.73
SO	BUILDWID	BLD17	93.62	100.18	82.97	94.21	96.62	96.10
SO	BUILDWID	BLD17	94.85	101.31	104.69	104.89	101.91	98.16
SO	BUILDWID	BLD17	111.33	121.11	127.22	129.46	127.77	122.19
SO	BUILDWID	BLD17	112.90	100.18	82.97	94.21	96.62	96.10
SO	BUILDLEN	BLD17	129.46	127.77	122.19	112.90	100.18	88.94
SO	BUILDLEN	BLD17	94.21	122.12	128.06	130.11	128.21	122.41

SO	BUILDLEN	BLD17	112.90	101.91	100.61	111.33	121.11	127.22
SO	BUILDLEN	BLD17	129.46	127.77	122.19	112.90	100.18	88.94
SO	BUILDLEN	BLD17	94.21	96.62	96.10	94.85	101.31	104.69
SO	BUILDLEN	BLD17	104.89	101.91	100.61	111.33	121.11	127.22
SO	XBADJ	BLD17	-118.44	-120.41	-118.71	-113.41	-104.66	-96.75
SO	XBADJ	BLD17	-98.71	-163.42	-174.62	-180.50	-180.91	-175.82
SO	XBADJ	BLD17	-165.38	-36.24	-82.65	-19.59	-17.22	-14.34
SO	XBADJ	BLD17	-11.02	-7.36	-3.48	0.51	4.48	7.81
SO	XBADJ	BLD17	4.49	1.04	-2.44	-8.05	-24.00	-39.23
SO	XBADJ	BLD17	-53.26	-65.67	-17.95	-91.74	-103.89	-112.88
SO	YBADJ	BLD17	39.37	26.65	13.12	-0.81	-14.72	-27.73
SO	YBADJ	BLD17	-36.08	45.36	23.05	0.04	-18.94	-34.82
SO	YBADJ	BLD17	-49.64	-54.57	28.34	-51.60	-49.35	-45.61
SO	YBADJ	BLD17	-39.37	-26.65	-13.12	0.81	14.72	27.73
SO	YBADJ	BLD17	36.08	43.33	49.27	53.71	56.52	57.62
SO	YBADJ	BLD17	56.96	54.57	-28.34	51.60	49.35	45.61
SO	BUILDHGT	BLD14	14.30	14.30	14.30	14.30	14.30	14.30
SO	BUILDHGT	BLD14	14.30	14.30	14.30	14.30	14.30	14.30
SO	BUILDHGT	BLD14	14.30	14.30	14.30	14.30	14.30	14.30
SO	BUILDHGT	BLD14	14.30	14.30	14.30	14.30	14.30	14.30
SO	BUILDHGT	BLD14	14.30	14.30	14.30	14.30	14.30	14.30
SO	BUILDHGT	BLD14	14.30	14.30	14.30	14.30	14.30	14.30
SO	BUILDWID	BLD14	77.78	72.28	69.13	67.43	80.06	91.26
SO	BUILDWID	BLD14	99.68	105.08	102.79	96.29	94.93	95.73
SO	BUILDWID	BLD14	93.62	88.99	94.82	94.77	91.84	86.12
SO	BUILDWID	BLD14	77.78	72.28	69.13	67.43	80.06	91.26
SO	BUILDWID	BLD14	99.68	105.08	102.79	96.29	94.93	95.73
SO	BUILDWID	BLD14	93.62	88.99	94.82	94.77	91.84	86.12
SO	BUILDLEN	BLD14	106.22	101.94	94.56	87.10	91.99	94.82
SO	BUILDLEN	BLD14	94.77	91.84	128.06	130.11	128.21	122.41
SO	BUILDLEN	BLD14	112.90	100.41	91.26	99.68	105.08	107.28
SO	BUILDLEN	BLD14	106.22	101.94	94.56	87.10	91.99	94.82
SO	BUILDLEN	BLD14	94.77	91.84	128.06	130.11	128.21	122.41
SO	BUILDLEN	BLD14	112.90	100.41	91.26	99.68	105.08	107.28
SO	XBADJ	BLD14	-104.76	-105.20	-102.43	-99.36	-98.01	-93.69
SO	XBADJ	BLD14	-86.53	-76.73	-21.87	-29.19	-35.63	-40.98
SO	XBADJ	BLD14	-45.08	-48.28	-18.50	-14.78	-10.62	-6.13
SO	XBADJ	BLD14	-1.46	3.26	7.88	12.26	6.02	-1.13
SO	XBADJ	BLD14	-8.25	-15.11	-106.19	-100.92	-92.58	-81.44
SO	XBADJ	BLD14	-67.81	-52.13	-72.76	-84.90	-94.46	-101.15
SO	YBADJ	BLD14	11.62	3.95	-1.57	-8.80	-18.38	-27.13
SO	YBADJ	BLD14	-35.06	-41.92	17.94	21.53	28.50	37.12
SO	YBADJ	BLD14	44.62	50.92	-46.28	-39.14	-30.81	-21.54
SO	YBADJ	BLD14	-11.62	-3.95	1.57	8.80	18.38	27.13
SO	YBADJ	BLD14	35.06	41.92	-17.94	-21.53	-28.50	-37.12
SO	YBADJ	BLD14	-44.62	-50.92	46.28	39.14	30.81	21.54
SO	BUILDHGT	BLD16	14.30	14.30	14.30	14.30	14.30	14.30
SO	BUILDHGT	BLD16	14.30	14.30	14.30	14.30	14.30	14.30
SO	BUILDHGT	BLD16	14.30	14.30	14.30	14.30	14.30	14.30
SO	BUILDHGT	BLD16	14.30	14.30	14.30	14.30	14.30	14.30
SO	BUILDHGT	BLD16	14.30	14.30	14.30	14.30	14.30	14.30
SO	BUILDHGT	BLD16	14.30	14.30	14.30	14.30	14.30	14.30
SO	BUILDWID	BLD16	77.78	72.28	69.13	67.43	80.06	91.26
SO	BUILDWID	BLD16	99.68	105.08	102.79	96.29	94.93	95.73
SO	BUILDWID	BLD16	93.62	88.99	94.82	94.77	91.84	86.12
SO	BUILDWID	BLD16	77.78	72.28	69.13	67.43	80.06	91.26
SO	BUILDWID	BLD16	99.68	105.08	102.79	96.29	94.93	95.73
SO	BUILDWID	BLD16	93.62	88.99	94.82	94.77	91.84	86.12
SO	BUILDLEN	BLD16	106.22	101.94	94.56	87.10	91.99	94.82
SO	BUILDLEN	BLD16	94.77	91.84	128.06	130.11	128.21	122.41
SO	BUILDLEN	BLD16	112.90	100.41	91.26	99.68	105.08	107.28
SO	BUILDLEN	BLD16	106.22	101.94	94.56	87.10	91.99	94.82
SO	BUILDLEN	BLD16	94.77	91.84	128.06	130.11	128.21	122.41
SO	BUILDLEN	BLD16	112.90	100.41	91.26	99.68	105.08	107.28
SO	XBADJ	BLD16	-104.76	-105.20	-102.43	-99.36	-98.01	-93.69
SO	XBADJ	BLD16	-86.53	-76.73	-21.87	-29.19	-35.63	-40.98
SO	XBADJ	BLD16	-45.08	-48.28	-18.50	-14.78	-10.62	-6.13
SO	XBADJ	BLD16	-1.46	3.26	7.88	12.26	6.02	-1.13
SO	XBADJ	BLD16	-8.25	-15.11	-106.19	-100.92	-92.58	-81.44
SO	XBADJ	BLD16	-67.81	-52.13	-72.76	-84.90	-94.46	-101.15
SO	YBADJ	BLD16	11.62	3.95	-1.57	-8.80	-18.38	-27.13
SO	YBADJ	BLD16	-35.06	-41.92	17.94	21.53	28.50	37.12
SO	YBADJ	BLD16	44.62	50.92	-46.28	-39.14	-30.81	-21.54

SO	YBADJ	BLD16	-11.62	-3.95	1.57	8.80	18.38	27.13
SO	YBADJ	BLD16	35.06	41.92	-17.94	-21.53	-28.50	-37.12
SO	YBADJ	BLD16	-44.62	-50.92	46.28	39.14	30.81	21.54
SO	BUILDHGT	BLD12	14.30	14.30	14.30	14.30	14.30	14.30
SO	BUILDHGT	BLD12	14.30	14.30	14.30	14.30	14.30	9.60
SO	BUILDHGT	BLD12	14.30	14.30	14.30	14.30	14.30	14.30
SO	BUILDHGT	BLD12	14.30	14.30	14.30	14.30	14.30	14.30
SO	BUILDHGT	BLD12	14.30	14.30	14.30	14.30	14.30	9.60
SO	BUILDHGT	BLD12	14.30	14.30	14.30	14.30	14.30	14.30
SO	BUILDWID	BLD12	94.06	82.23	69.16	74.95	78.67	80.01
SO	BUILDWID	BLD12	86.85	92.89	96.11	96.41	93.78	86.70
SO	BUILDWID	BLD12	98.90	106.34	110.55	111.40	108.87	103.03
SO	BUILDWID	BLD12	94.06	82.23	69.16	74.95	78.67	80.01
SO	BUILDWID	BLD12	86.85	92.89	96.11	96.41	93.78	86.70
SO	BUILDWID	BLD12	98.90	106.34	110.55	111.40	108.87	103.03
SO	BUILDLEN	BLD12	96.41	93.78	89.72	98.90	106.34	110.55
SO	BUILDLEN	BLD12	111.40	108.87	103.03	94.06	82.23	101.22
SO	BUILDLEN	BLD12	74.95	78.67	80.01	86.85	92.89	96.11
SO	BUILDLEN	BLD12	96.41	93.78	89.72	98.90	106.34	110.55
SO	BUILDLEN	BLD12	111.40	108.87	103.03	94.06	82.23	101.22
SO	BUILDLEN	BLD12	74.95	78.67	80.01	86.85	92.89	96.11
SO	XBADJ	BLD12	-2.67	2.57	7.74	2.17	-4.74	-11.51
SO	XBADJ	BLD12	-17.92	-23.79	-28.94	-33.20	-36.46	-12.41
SO	XBADJ	BLD12	-47.66	-54.00	-58.70	-69.56	-80.14	-88.28
SO	XBADJ	BLD12	-93.74	-96.35	-97.46	-101.06	-101.60	-99.05
SO	XBADJ	BLD12	-93.48	-85.08	-74.09	-60.86	-45.77	-88.81
SO	XBADJ	BLD12	-27.28	-24.67	-21.30	-17.29	-12.76	-7.83
SO	YBADJ	BLD12	-13.83	-4.65	5.29	10.19	14.67	18.70
SO	YBADJ	BLD12	26.13	33.69	40.22	45.53	49.46	-31.63
SO	YBADJ	BLD12	51.62	48.43	43.77	37.78	30.65	22.58
SO	YBADJ	BLD12	13.83	4.65	-5.29	-10.19	-14.67	-18.70
SO	YBADJ	BLD12	-26.13	-33.69	-40.22	-45.53	-49.46	31.63
SO	YBADJ	BLD12	-51.62	-48.43	-43.77	-37.78	-30.65	-22.58
SO	BUILDHGT	BLD10	14.30	14.30	14.30	14.30	14.30	14.30
SO	BUILDHGT	BLD10	14.30	14.30	14.30	14.30	14.30	9.60
SO	BUILDHGT	BLD10	14.30	14.30	14.30	14.30	14.30	14.30
SO	BUILDHGT	BLD10	14.30	14.30	14.30	14.30	14.30	14.30
SO	BUILDHGT	BLD10	14.30	14.30	14.30	14.30	14.30	9.60
SO	BUILDHGT	BLD10	14.30	14.30	14.30	14.30	14.30	14.30
SO	BUILDWID	BLD10	94.06	82.23	69.16	74.95	78.67	80.01
SO	BUILDWID	BLD10	86.85	92.89	96.11	96.41	93.78	86.70
SO	BUILDWID	BLD10	98.90	106.34	110.55	111.40	108.87	103.03
SO	BUILDWID	BLD10	94.06	82.23	69.16	74.95	78.67	80.01
SO	BUILDWID	BLD10	86.85	92.89	96.11	96.41	93.78	86.70
SO	BUILDWID	BLD10	98.90	106.34	110.55	111.40	108.87	103.03
SO	BUILDLEN	BLD10	96.41	93.78	89.72	98.90	106.34	110.55
SO	BUILDLEN	BLD10	111.40	108.87	103.03	94.06	82.23	101.22
SO	BUILDLEN	BLD10	74.95	78.67	80.01	86.85	92.89	96.11
SO	BUILDLEN	BLD10	96.41	93.78	89.72	98.90	106.34	110.55
SO	BUILDLEN	BLD10	111.40	108.87	103.03	94.06	82.23	101.22
SO	BUILDLEN	BLD10	74.95	78.67	80.01	86.85	92.89	96.11
SO	XBADJ	BLD10	-2.67	2.57	7.74	2.17	-4.74	-11.51
SO	XBADJ	BLD10	-17.92	-23.79	-28.94	-33.20	-36.46	-12.41
SO	XBADJ	BLD10	-47.66	-54.00	-58.70	-69.56	-80.14	-88.28
SO	XBADJ	BLD10	-93.74	-96.35	-97.46	-101.06	-101.60	-99.05
SO	XBADJ	BLD10	-93.48	-85.08	-74.09	-60.86	-45.77	-88.81
SO	XBADJ	BLD10	-27.28	-24.67	-21.30	-17.29	-12.76	-7.83
SO	YBADJ	BLD10	-13.83	-4.65	5.29	10.19	14.67	18.70
SO	YBADJ	BLD10	26.13	33.69	40.22	45.53	49.46	-31.63
SO	YBADJ	BLD10	51.62	48.43	43.77	37.78	30.65	22.58
SO	YBADJ	BLD10	13.83	4.65	-5.29	-10.19	-14.67	-18.70
SO	YBADJ	BLD10	-26.13	-33.69	-40.22	-45.53	-49.46	31.63
SO	YBADJ	BLD10	-51.62	-48.43	-43.77	-37.78	-30.65	-22.58
SO	BUILDHGT	BLD111	9.60	9.60	9.60	9.60	9.60	9.60
SO	BUILDHGT	BLD111	9.60	9.60	9.60	9.60	9.60	9.60
SO	BUILDHGT	BLD111	9.60	9.60	9.60	9.60	9.60	9.60
SO	BUILDHGT	BLD111	9.60	9.60	9.60	9.60	9.60	9.60
SO	BUILDHGT	BLD111	9.60	9.60	9.60	9.60	9.60	9.60
SO	BUILDHGT	BLD111	9.60	9.60	9.60	9.60	9.60	9.60
SO	BUILDWID	BLD111	92.80	89.08	82.65	73.71	75.31	77.11
SO	BUILDWID	BLD111	76.57	76.45	78.90	78.95	76.60	71.93
SO	BUILDWID	BLD111	65.07	69.85	79.65	87.02	91.76	93.70
SO	BUILDWID	BLD111	92.80	89.08	82.65	73.71	75.31	77.11

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SO BUILDWID  BLD111        76.57     76.45     78.90     78.95     76.60     71.93
SO BUILDWID  BLD111        65.07     69.85     79.65     87.02     91.76     93.70
SO BUILDLEN  BLD111        78.95     76.60     71.93     65.07     69.85     79.65
SO BUILDLEN  BLD111        87.02     91.76     93.70     92.80     89.08     82.65
SO BUILDLEN  BLD111        73.71     75.31     77.11     76.57     76.45     78.90
SO BUILDLEN  BLD111        78.95     76.60     71.93     65.07     69.85     79.65
SO BUILDLEN  BLD111        87.02     91.76     93.70     92.80     89.08     82.65
SO BUILDLEN  BLD111        73.71     75.31     77.11     76.57     76.45     78.90
SO XBADJ     BLD111       -11.55    -13.44    -14.91    -15.93    -25.13    -37.46
SO XBADJ     BLD111       -48.64    -58.34    -66.27    -72.19    -75.92    -77.33
SO XBADJ     BLD111       -76.40    -76.95    -75.87    -72.49    -69.65    -69.58
SO XBADJ     BLD111       -67.40    -63.17    -57.02    -49.14    -44.72    -42.19
SO XBADJ     BLD111       -38.39    -33.41    -27.43    -20.61    -13.16     -5.31
SO XBADJ     BLD111         2.70      1.65     -1.24     -4.08     -6.80     -9.32
SO YBADJ     BLD111        25.79     31.38     36.01     39.55     39.30     37.32
SO YBADJ     BLD111        34.20     31.42     30.13     27.92     24.87     21.06
SO YBADJ     BLD111        16.60      9.79      2.37     -5.13    -12.46    -19.42
SO YBADJ     BLD111       -25.79    -31.38    -36.01    -39.55    -39.30    -37.32
SO YBADJ     BLD111       -34.20    -31.42    -30.13    -27.92    -24.87    -21.06
SO YBADJ     BLD111       -16.60     -9.79     -2.37      5.13     12.46     19.42
SO EMISFACT  BLD112    HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  BLD112    HROFDY  0  0  0  0  0  0  0
SO EMISFACT  BLD15     HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
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SO EMISFACT  BLD18     HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
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SO EMISFACT  BLD17     HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
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SO EMISFACT  BLD14     HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
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SO EMISFACT  BLD16     HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
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SO EMISFACT  BLD12     HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
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SO EMISFACT  BLD10     HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
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SO EMISFACT  BLD111    HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
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SO SRCGROUP  BLD112  BLD112
SO SRCGROUP  BLD15  BLD15
SO SRCGROUP  BLD18  BLD18
SO SRCGROUP  BLD17  BLD17
SO SRCGROUP  BLD14  BLD14
SO SRCGROUP  BLD16  BLD16
SO SRCGROUP  BLD12  BLD12
SO SRCGROUP  BLD10  BLD10
SO SRCGROUP  BLD111  BLD111
SO SRCGROUP  ALL
SO FINISHED

RE STARTING
RE ELEVUNIT  METERS
RE DISCCART  574786.7  4148339.5  2.67  2.67  1.8
** RCPDESCR  Wilshire Referrals
RE DISCCART  572166.8  4148799  4.19  4.19  1.8
** RCPDESCR  Hope House
RE DISCCART  573270.8  4148302.7  2.58  5.12  1.8
** RCPDESCR  Joseph P. Kelly Park
RE DISCCART  573437.4  4148093.5  5.71  5.71  1.8
** RCPDESCR  James Flood Magnet School
RE DISCCART  573573.7  4148301.3  3.89  3.89  1.8
** RCPDESCR  Beechwood School
RE DISCCART  573584.6  4148254.8  4.17  4.17  1.8
** RCPDESCR  Ravenswood Family Heatlh Center
RE DISCCART  573014.7  4147917.7  7.29  7.29  1.8
** RCPDESCR  Flood Park
RE DISCCART  573723.6  4147998  5.41  5.41  1.8
** RCPDESCR  Boys and Girls Club
RE DISCCART  574277.5  4148025.4  3.89  3.89  1.8
** RCPDESCR  Family Connection and Belle Haven Elementary School
RE DISCCART  574954.3  4148079.5  3.28  3.28  1.8
** RCPDESCR  Mid Peninsula High School
RE DISCCART  576088.5  4148350.4  2.36  2.36  1.8
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** RCPDESCR  San Francisco 49ers Academy
RE DISCCART  576210.4  4148265.2  3.34  3.34  1.8
** RCPDESCR  Costano Elementary
RE DISCCART  576400.7  4147937.2  3.88  3.88  1.8
** RCPDESCR  Jack Farrell Park
RE DISCCART  575486.4  4147805  4.5  4.5  1.8
** RCPDESCR  Cesar Chavez Elementary School
RE DISCCART  574355.2  4146427.8  12.72  12.72  1.8
** RCPDESCR  Footsteps Preschool
RE DISCCART  575441.8  4147611.4  5.39  5.39  1.8
** RCPDESCR  Kavanaugh School
RE DISCCART  573325.2  4146932.7  13.33  13.33  1.8
** RCPDESCR  Laurel School
RE DISCCART  573793.8  4146965.9  12.72  12.72  1.8
** RCPDESCR  Penninsula School
RE DISCCART  574186.6  4146875.9  10.9  10.9  1.8
** RCPDESCR  VA Health Care System of Menlo Park
RE DISCCART  574198.3  4146388.5  13.33  13.33  1.8
** RCPDESCR  Roberts School
RE DISCCART  574345.6  4146414.7  12.93  12.93  1.8
** RCPDESCR  Menlo Park Surgical Hospital
RE DISCCART  574295.1  4146363.3  13.33  13.33  1.8
** RCPDESCR  Willow Oaks Park
RE DISCCART  575237.8  4146222.2  11.81  11.81  1.8
** RCPDESCR  German American Interantional School
RE DISCCART  576509.5  4147422.3  5.7  5.7  1.8
** RCPDESCR  Barbara A Mouton Multicenter
RE DISCCART  575879.2  4146719.6  5.97  5.97  1.8
** RCPDESCR  Bell Street Park
RE DISCCART  574616  4146399  10.9  10.9  1.8
** RCPDESCR  East Palo Alto Charter School
RE DISCCART  576887.4  4146528.8  2.96  2.96  1.8
** RCPDESCR  Ronald McNair Middle School
RE DISCCART  577227.9  4146559.1  2.37  2.37  1.8
** RCPDESCR  Martin Luther King Park
RE DISCCART  573105.5  4146328.2  16.08  16.08  1.8
** RCPDESCR  Menlo Atherton High School
RE DISCCART  575799.6  4145017.4  7.85  7.85  1.8
** RCPDESCR  Eleanor Pardee Park
RE DISCCART  574398.6  4145147.3  15.17  15.17  1.8
** RCPDESCR  Discovery Montessori
RE DISCCART  573984.6  4145115.2  17.6  17.6  1.8
** RCPDESCR  Johnson Park
RE DISCCART  573937.3  4145602.8  18.22  18.22  1.8
** RCPDESCR  Hopkins Creekside Park
RE DISCCART  574032.6  4145661.6  17.32  17.32  1.8
** RCPDESCR  Applebee Pre-School
RE DISCCART  572810.3  4144725.7  21.24  21.24  1.8
** RCPDESCR  Fio's Home Day Care
RE DISCCART  572597.1  4144916.9  21.26  21.26  1.8
** RCPDESCR  Menlo Atherton Co-Op School
RE DISCCART  571948.3  4146569.7  15.46  15.46  1.8
** RCPDESCR  Encinal Elementary School
RE DISCCART  575137.6  4145257.9  10.89  10.89  1.8
** RCPDESCR  Piccolo Pre School
RE DISCCART  574315.8  4145556.7  16.57  16.57  1.8
** RCPDESCR  Imagina Day Care
RE DISCCART  573584.6  4148254.8  4.17  4.17  1.8
** RCPDESCR  Menlo Park Senior Citizen Center
RE DISCCART  574475.7  4145108.8  14.55  14.55  1.8
** RCPDESCR  Lytton Gardens Senior Community
RE DISCCART  574868.3  4144787.2  13.46  13.46  1.8
** RCPDESCR  Channing House
RE DISCCART  574356.4  4145180.3  15.47  15.47  1.8
** RCPDESCR  Webster House
RE DISCCART  572913.6  4145264.6  20.71  20.71  1.8
** RCPDESCR  Burgess Park
RE DISCCART  576872.4  4146371.2  3.28  3.28  1.8
** RCPDESCR  Ronald McNair Middle School
RE DISCCART  573468.2  4144763  20.78  20.78  1.8
** RCPDESCR  El Palo Alto Park
RE DISCCART  574188.8  4146551.6  12.73  12.73  1.8
** RCPDESCR  Canyon House and Crescent Villa
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RE DISCCART  571688.6  4146718.3  14.55  14.55  1.8
** RCPDESCR  Holbrook Palmer park
RE DISCCART  574048.5  4144737.6  17.9  17.9  1.8
** RCPDESCR  Cogswell Plaza
RE DISCCART  573955.2  4146844  12.12  12.12  1.8
** RCPDESCR  Arbor Free Clinic / VA Medical Center
RE DISCCART  576104  4147883.4  4.5  4.5  1.8
** RCPDESCR  Edith's Day Care
RE DISCCART  576648.7  4147608.1  4.8  4.8  1.8
** RCPDESCR  Aspire Public School
RE DISCCART  576169.5  4146723.2  5.11  5.11  1.8
** RCPDESCR  Lavengamalic Christian Academy and University
RE DISCCART  576695.8  4146639.3  3.58  3.58  1.8
** RCPDESCR  Eastside College Preparatory
RE DISCCART  575597.8  4147488.5  6.63  6.63  1.8
** RCPDESCR  East Palo Alto Head start
RE DISCCART  575696.1  4147512.2  6.75  6.75  1.8
** RCPDESCR  Creative Montessori Learning Center
RE DISCCART  575883.2  4146621.1  6.61  6.61  1.8
** RCPDESCR  Ravenswood Elementary School
RE DISCCART  572364  4146037.2  18.82  18.82  1.8
** RCPDESCR  Nativity School
RE DISCCART  572524.7  4145321.5  21.28  21.28  1.8
** RCPDESCR  Lydian Academy
RE DISCCART  571079.4  4149071.6  3.89  3.89  1.8
** RCPDESCR  Play and Learn Daycare Preschool
RE DISCCART  571256.6  4148436.7  4.87  4.87  1.8
** RCPDESCR  Taft Community School and Taft Elementary School
RE DISCCART  570781.1  4147317.1  11.81  11.81  1.8
** RCPDESCR  Garfield Early Learning Center
RE DISCCART  573398.7  4148225.8  4.51  4.51  1.8
** RCPDESCR  Joseph P. Kelly Park
RE DISCCART  573429.6  4148339.3  3.89  3.89  1.8
** RCPDESCR  Joseph P. Kelly Park
RE DISCCART  573563.8  4148351.2  3.89  3.89  1.8
** RCPDESCR  Joseph P. Kelly Park
RE DISCCART  573581.2  4148243.7  4.2  4.2  1.8
** RCPDESCR  Joseph P. Kelly Park
RE DISCCART  573334.2  4148161.7  5.26  5.26  1.8
** RCPDESCR  James Flood Magnet School
RE DISCCART  573418.9  4148005.1  6.02  6.02  1.8
** RCPDESCR  James Flood Magnet School
RE DISCCART  573236.3  4147960.1  6.63  6.63  1.8
** RCPDESCR  James Flood Magnet School
RE DISCCART  573366.6  4147697.5  7.55  7.55  1.8
** RCPDESCR  Flood Park
RE DISCCART  573471.1  4147966.7  6.28  6.28  1.8
** RCPDESCR  Flood Park
RE DISCCART  573779.4  4147939.4  5.5  5.5  1.8
** RCPDESCR  Boys and Girls Club
RE DISCCART  573799.4  4147989.5  5.12  5.12  1.8
** RCPDESCR  Boys and Girls Club
RE DISCCART  573745  4148027  5.11  5.11  1.8
** RCPDESCR  Boys and Girls Club
RE DISCCART  574179.1  4148240.5  3.28  3.28  1.8
** RCPDESCR  Family Connection and Belle Haven Elementary School
RE DISCCART  574053.7  4148185.4  3.58  3.58  1.8
** RCPDESCR  Family Connection and Belle Haven Elementary School
RE DISCCART  574096.9  4148029.4  4.19  4.19  1.8
** RCPDESCR  Family Connection and Belle Haven Elementary School
RE DISCCART  575159.1  4148028.3  3.46  3.46  1.8
** RCPDESCR  Mid Peninsula High School
RE DISCCART  575163.9  4148045.4  3.53  3.53  1.8
** RCPDESCR  Mid Peninsula High School
RE DISCCART  574942.4  4148055.3  3.28  3.28  1.8
** RCPDESCR  Mid Peninsula High School
RE DISCCART  576230.1  4148070.5  4.19  4.19  1.8
** RCPDESCR  Costano Elementary
RE DISCCART  576104.5  4148070.5  3.89  3.89  1.8
** RCPDESCR  Costano Elementary
RE DISCCART  576098.5  4148260.3  2.66  2.66  1.8
** RCPDESCR  Costano Elementary
RE DISCCART  576332.6  4147929.2  3.89  3.89  1.8
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** RCPDESCR  Jack Farrell Park
RE DISCCART  576318.7  4147815.5  4.12  4.12  1.8
** RCPDESCR  Jack Farrell Park
RE DISCCART  576400  4147820.7  4.27  4.27  1.8
** RCPDESCR  Jack Farrell Park
RE DISCCART  575753.9  4147869.3  3.89  3.89  1.8
** RCPDESCR  Cesar Chavez Elementary School
RE DISCCART  575733.3  4147753.4  4.82  4.82  1.8
** RCPDESCR  Cesar Chavez Elementary School
RE DISCCART  575714.2  4147654.2  5.54  5.54  1.8
** RCPDESCR  Cesar Chavez Elementary School
RE DISCCART  575590.4  4147614.5  5.64  5.64  1.8
** RCPDESCR  Cesar Chavez Elementary School
RE DISCCART  575554.7  4147478.8  6.55  6.55  1.8
** RCPDESCR  Cesar Chavez Elementary School
RE DISCCART  575421.3  4147460.5  5.76  5.76  1.8
** RCPDESCR  Cesar Chavez Elementary School
RE DISCCART  575717  4146575.1  7.18  7.18  1.8
** RCPDESCR  Ravenswood Elementary School
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** RCPDESCR  Ravenswood Elementary School
RE DISCCART  575862.5  4146561.9  6.96  6.96  1.8
** RCPDESCR  Ravenswood Elementary School
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** RCPDESCR  Bell Street Park
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** RCPDESCR  East Palo Alto Family YMCA
RE DISCCART  575853.6  4146783.6  5.71  5.71  1.8
** RCPDESCR  East Palo Alto Family YMCA
RE DISCCART  575837.1  4146835.5  5.47  5.47  1.8
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** RCPDESCR  East Palo Alto Family YMCA
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** RCPDESCR  Nativity School
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** RCPDESCR  Nativity School
RE DISCCART  572266  4146095.1  18.52  18.52  1.8
** RCPDESCR  Nativity School
RE DISCCART  571313  4148570.9  4.37  4.37  1.8
** RCPDESCR  Taft Community School and Taft Elementary School
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** RCPDESCR  Taft Community School and Taft Elementary School
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** RCPDESCR  East Palo Alto Charter School
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** RCPDESCR  East Palo Alto Charter School
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** RCPDESCR  Laurel School
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** RCPDESCR  Menlo Atherton High School
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RE DISCCART  575177.1  4148718.7  2.36  2.36  1.8
** RCPDESCR  Property Boundary - East
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** RCPDESCR  Property Boundary - East
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** RCPDESCR  Property Boundary - East
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RE DISCCART  575054.6  4148955.1  0  1.46  1.8
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RE DISCCART  574248.9  4147975.4  4.03  4.03  1.8
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RE DISCCART  575173.9  4147975.4  3.58  3.58  1.8
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RE DISCCART  575323.9  4148000.4  3.89  3.89  1.8
** RCPDESCR  Grid
RE DISCCART  575348.9  4148000.4  3.89  3.89  1.8
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ME PROFFILE  SH_05.PFL
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ME SURFDATA  99999  2005
ME UAIRDATA  23230  2005
ME PROFBASE  36.96
ME FINISHED

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OU PLOTFILE  1  BLD17  FIRST  BLD17`1`FIRST.plt  10003
OU PLOTFILE  1  BLD14  FIRST  BLD14`1`FIRST.plt  10004
OU PLOTFILE  1  BLD16  FIRST  BLD16`1`FIRST.plt  10005
OU PLOTFILE  1  BLD12  FIRST  BLD12`1`FIRST.plt  10006
OU PLOTFILE  1  BLD10  FIRST  BLD10`1`FIRST.plt  10007
OU PLOTFILE  1  BLD111  FIRST  BLD111`1`FIRST.plt  10008
OU PLOTFILE  1  ALL  FIRST  ALL`1`FIRST.plt  10009
OU PLOTFILE  PERIOD  BLD112  BLD112`PERIOD.plt  10010
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OU PLOTFILE  PERIOD  BLD18  BLD18`PERIOD.plt  10012
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** It is recommended that the user not edit any data below this line
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** BUILDING CRN  574605.99  4148500.99
** BUILDING CRN  574533.81  4148505.86
** BUILDING BLD  0  0  2.36  4.9  8.0
** BUILDING IDN  WBLDG1
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** BUILDING CRN  574712.72  4148613.36
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** BUILDING CRN  574696.05  4148569.44
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** BUILDING CRN  574797.92  4148525.25
** BUILDING CRN  574705.84  4148515.20
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** BUILDING CRN  574894.23  4148587.96
** BUILDING CRN  574802.95  4148606.74
** BUILDING BLD  0  0  2.36  13.0  4.0
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** DATUM  NAR-C
** UNITS  METER
** ZONE  10
** HEMISPHERE  N
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** ORIGINLAT  0
** PARALLEL1  0
** PARALLEL2  0
** AZIMUTH  0
** SCALEFACT  0
** FALSEEAST  0
** FALSENORTH  0

** POSTFMT  UNFORM
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** AERMAPEXE  AERMAP_EPA_09040.EXE
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** BREEZE AERMOD
** Trinity Consultants
** VERSION  7.2

CO STARTING
CO TITLEONE  Facebook Construction and Operational
CO MODELOPT  DFAULT  CONC
CO RUNORNOT  RUN
CO AVERTIME  1  PERIOD
CO POLLUTID  OTHER
CO FLAGPOLE  4.8
CO FINISHED

SO STARTING
SO ELEVUNIT  METERS
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SO LOCATION  BLD15     POINT     575292.5659  4148898.216  0.00
** SRCDESCR  Building 15
SO LOCATION  BLD18     POINT     575425.3558  4149067.073  0.00
** SRCDESCR  Building 18
SO LOCATION  BLD17     POINT     575425.3558  4149067.073  0.00
** SRCDESCR  Building 17
SO LOCATION  BLD14     POINT     575272.6126  4149072.189  0.00
** SRCDESCR  Building 14
SO LOCATION  BLD16     POINT     575272.6126  4149072.189  0.00
** SRCDESCR  Building 16
SO LOCATION  BLD12     POINT     575159.4058  4148893.302  0.00
** SRCDESCR  Building 12
SO LOCATION  BLD10     POINT     575159.4058  4148893.302  0.00
** SRCDESCR  Building 10
SO LOCATION  BLD111    POINT     575271.4737  4148854.821  0.00
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SO SRCPARAM  BLD18     1  1.23  795.22  54.02  0.08
SO SRCPARAM  BLD17     1  1.23  796.89  68.61  0.08
SO SRCPARAM  BLD14     1  1.03  769.67  30.45  0.10
SO SRCPARAM  BLD16     1  1.23  796.89  68.61  0.08
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SO BUILDHGT  BLD112         9.60      9.60      9.60      9.60      9.60      9.60
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SO BUILDHGT  BLD112         9.60      9.60      9.60      9.60      9.60      9.60
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SO BUILDWID  BLD112        65.07     69.85     79.65     87.02     91.76     93.70
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SO BUILDWID  BLD112        76.57     76.45     78.90     78.95     76.60     71.93
SO BUILDWID  BLD112        65.07     69.85     79.65     87.02     91.76     93.70
SO BUILDLEN  BLD112        78.95     76.60     71.93     65.07     69.85     79.65
SO BUILDLEN  BLD112        87.02     91.76     93.70     92.80     89.08     82.65
SO BUILDLEN  BLD112        73.71     75.31     77.11     76.57     76.45     78.90
SO BUILDLEN  BLD112        78.95     76.60     71.93     65.07     69.85     79.65
SO BUILDLEN  BLD112        87.02     91.76     93.70     92.80     89.08     82.65
SO BUILDLEN  BLD112        73.71     75.31     77.11     76.57     76.45     78.90
SO XBADJ     BLD112       -11.55    -13.44    -14.91    -15.93    -25.13    -37.46
SO XBADJ     BLD112       -48.64    -58.34    -66.27    -72.19    -75.92    -77.33
SO XBADJ     BLD112       -76.40    -76.95    -75.87    -72.49    -69.65    -69.58
SO XBADJ     BLD112       -67.40    -63.17    -57.02    -49.14    -44.72    -42.19
SO XBADJ     BLD112       -38.39    -33.41    -27.43    -20.61    -13.16     -5.31
SO XBADJ     BLD112         2.70      1.65     -1.24     -4.08     -6.80     -9.32
SO YBADJ     BLD112        25.79     31.38     36.01     39.55     39.30     37.32
SO YBADJ     BLD112        34.20     31.42     30.13     27.92     24.87     21.06
SO YBADJ     BLD112        16.60      9.79      2.37     -5.13    -12.46    -19.42
SO YBADJ     BLD112       -25.79    -31.38    -36.01    -39.55    -39.30    -37.32
SO YBADJ     BLD112       -34.20    -31.42    -30.13    -27.92    -24.87    -21.06
SO YBADJ     BLD112       -16.60     -9.79     -2.37      5.13     12.46     19.42
SO BUILDHGT  BLD15          9.60      9.60      9.60      9.60      9.60      9.60
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SO	BUILDHGT	BLD15	9.60	9.60	9.60	9.60	9.60	9.60
SO	BUILDHGT	BLD15	9.60	9.60	9.60	9.60	9.60	9.60
SO	BUILDHGT	BLD15	9.60	9.60	9.60	9.60	9.60	9.60
SO	BUILDHGT	BLD15	9.60	9.60	9.60	9.60	9.60	9.60
SO	BUILDHGT	BLD15	9.60	9.60	9.60	9.60	9.60	9.60
SO	BUILDWID	BLD15	92.80	89.08	82.65	73.71	75.31	77.11
SO	BUILDWID	BLD15	76.57	76.45	78.90	78.95	76.60	71.93
SO	BUILDWID	BLD15	65.07	69.85	79.65	87.02	91.76	93.70
SO	BUILDWID	BLD15	92.80	89.08	82.65	73.71	75.31	77.11
SO	BUILDWID	BLD15	76.57	76.45	78.90	78.95	76.60	71.93
SO	BUILDWID	BLD15	65.07	69.85	79.65	87.02	91.76	93.70
SO	BUILDLEN	BLD15	78.95	76.60	71.93	65.07	69.85	79.65
SO	BUILDLEN	BLD15	87.02	91.76	93.70	92.80	89.08	82.65
SO	BUILDLEN	BLD15	73.71	75.31	77.11	76.57	76.45	78.90
SO	BUILDLEN	BLD15	78.95	76.60	71.93	65.07	69.85	79.65
SO	BUILDLEN	BLD15	87.02	91.76	93.70	92.80	89.08	82.65
SO	BUILDLEN	BLD15	73.71	75.31	77.11	76.57	76.45	78.90
SO	XBADJ	BLD15	-57.95	-61.43	-63.04	-62.73	-69.19	-77.42
SO	XBADJ	BLD15	-83.30	-86.65	-87.37	-85.43	-80.89	-73.90
SO	XBADJ	BLD15	-64.67	-57.27	-48.84	-38.92	-30.57	-26.18
SO	XBADJ	BLD15	-21.00	-15.18	-8.89	-2.34	-0.66	-2.23
SO	XBADJ	BLD15	-3.72	-5.11	-6.33	-7.37	-8.18	-8.74
SO	XBADJ	BLD15	-9.04	-18.04	-28.27	-37.65	-45.88	-52.72
SO	YBADJ	BLD15	39.03	36.36	32.58	27.81	19.62	10.28
SO	YBADJ	BLD15	0.64	-7.65	-13.27	-18.48	-23.13	-27.07
SO	YBADJ	BLD15	-30.20	-34.26	-37.60	-39.79	-40.77	-40.52
SO	YBADJ	BLD15	-39.03	-36.36	-32.58	-27.81	-19.62	-10.28
SO	YBADJ	BLD15	-0.64	7.65	13.27	18.48	23.13	27.07
SO	YBADJ	BLD15	30.20	34.26	37.60	39.79	40.77	40.52
SO	BUILDHGT	BLD18	14.30	14.30	14.30	14.30	14.30	14.30
SO	BUILDHGT	BLD18	14.30	14.30	14.30	14.30	14.30	14.30
SO	BUILDHGT	BLD18	14.30	14.30	9.60	14.30	14.30	14.30
SO	BUILDHGT	BLD18	14.30	14.30	14.30	14.30	14.30	14.30
SO	BUILDHGT	BLD18	14.30	14.30	14.30	14.30	14.30	14.30
SO	BUILDHGT	BLD18	14.30	14.30	9.60	14.30	14.30	14.30
SO	BUILDWID	BLD18	94.85	101.31	104.69	104.89	101.91	98.16
SO	BUILDWID	BLD18	111.33	106.17	102.79	96.29	94.93	95.73
SO	BUILDWID	BLD18	93.62	100.18	82.97	94.21	96.62	96.10
SO	BUILDWID	BLD18	94.85	101.31	104.69	104.89	101.91	98.16
SO	BUILDWID	BLD18	111.33	121.11	127.22	129.46	127.77	122.19
SO	BUILDWID	BLD18	112.90	100.18	82.97	94.21	96.62	96.10
SO	BUILDLEN	BLD18	129.46	127.77	122.19	112.90	100.18	88.94
SO	BUILDLEN	BLD18	94.21	122.12	128.06	130.11	128.21	122.41
SO	BUILDLEN	BLD18	112.90	101.91	100.61	111.33	121.11	127.22
SO	BUILDLEN	BLD18	129.46	127.77	122.19	112.90	100.18	88.94
SO	BUILDLEN	BLD18	94.21	96.62	96.10	94.85	101.31	104.69
SO	BUILDLEN	BLD18	104.89	101.91	100.61	111.33	121.11	127.22
SO	XBADJ	BLD18	-118.44	-120.41	-118.71	-113.41	-104.66	-96.75
SO	XBADJ	BLD18	-98.71	-163.42	-174.62	-180.50	-180.91	-175.82
SO	XBADJ	BLD18	-165.38	-36.24	-82.65	-19.59	-17.22	-14.34
SO	XBADJ	BLD18	-11.02	-7.36	-3.48	0.51	4.48	7.81
SO	XBADJ	BLD18	4.49	1.04	-2.44	-8.05	-24.00	-39.23
SO	XBADJ	BLD18	-53.26	-65.67	-17.95	-91.74	-103.89	-112.88
SO	YBADJ	BLD18	39.37	26.65	13.12	-0.81	-14.72	-27.73
SO	YBADJ	BLD18	-36.08	45.36	23.05	0.04	-18.94	-34.82
SO	YBADJ	BLD18	-49.64	-54.57	28.34	-51.60	-49.35	-45.61
SO	YBADJ	BLD18	-39.37	-26.65	-13.12	0.81	14.72	27.73
SO	YBADJ	BLD18	36.08	43.33	49.27	53.71	56.52	57.62
SO	YBADJ	BLD18	56.96	54.57	-28.34	51.60	49.35	45.61
SO	BUILDHGT	BLD17	14.30	14.30	14.30	14.30	14.30	14.30
SO	BUILDHGT	BLD17	14.30	14.30	14.30	14.30	14.30	14.30
SO	BUILDHGT	BLD17	14.30	14.30	9.60	14.30	14.30	14.30
SO	BUILDHGT	BLD17	14.30	14.30	14.30	14.30	14.30	14.30
SO	BUILDHGT	BLD17	14.30	14.30	14.30	14.30	14.30	14.30
SO	BUILDHGT	BLD17	14.30	14.30	9.60	14.30	14.30	14.30
SO	BUILDWID	BLD17	94.85	101.31	104.69	104.89	101.91	98.16
SO	BUILDWID	BLD17	111.33	106.17	102.79	96.29	94.93	95.73
SO	BUILDWID	BLD17	93.62	100.18	82.97	94.21	96.62	96.10
SO	BUILDWID	BLD17	94.85	101.31	104.69	104.89	101.91	98.16
SO	BUILDWID	BLD17	111.33	121.11	127.22	129.46	127.77	122.19
SO	BUILDWID	BLD17	112.90	100.18	82.97	94.21	96.62	96.10
SO	BUILDLEN	BLD17	129.46	127.77	122.19	112.90	100.18	88.94
SO	BUILDLEN	BLD17	94.21	122.12	128.06	130.11	128.21	122.41

SO	BUILDLEN	BLD17	112.90	101.91	100.61	111.33	121.11	127.22
SO	BUILDLEN	BLD17	129.46	127.77	122.19	112.90	100.18	88.94
SO	BUILDLEN	BLD17	94.21	96.62	96.10	94.85	101.31	104.69
SO	BUILDLEN	BLD17	104.89	101.91	100.61	111.33	121.11	127.22
SO	XBADJ	BLD17	-118.44	-120.41	-118.71	-113.41	-104.66	-96.75
SO	XBADJ	BLD17	-98.71	-163.42	-174.62	-180.50	-180.91	-175.82
SO	XBADJ	BLD17	-165.38	-36.24	-82.65	-19.59	-17.22	-14.34
SO	XBADJ	BLD17	-11.02	-7.36	-3.48	0.51	4.48	7.81
SO	XBADJ	BLD17	4.49	1.04	-2.44	-8.05	-24.00	-39.23
SO	XBADJ	BLD17	-53.26	-65.67	-17.95	-91.74	-103.89	-112.88
SO	YBADJ	BLD17	39.37	26.65	13.12	-0.81	-14.72	-27.73
SO	YBADJ	BLD17	-36.08	45.36	23.05	0.04	-18.94	-34.82
SO	YBADJ	BLD17	-49.64	-54.57	28.34	-51.60	-49.35	-45.61
SO	YBADJ	BLD17	-39.37	-26.65	-13.12	0.81	14.72	27.73
SO	YBADJ	BLD17	36.08	43.33	49.27	53.71	56.52	57.62
SO	YBADJ	BLD17	56.96	54.57	-28.34	51.60	49.35	45.61
SO	BUILDHGT	BLD14	14.30	14.30	14.30	14.30	14.30	14.30
SO	BUILDHGT	BLD14	14.30	14.30	14.30	14.30	14.30	14.30
SO	BUILDHGT	BLD14	14.30	14.30	14.30	14.30	14.30	14.30
SO	BUILDHGT	BLD14	14.30	14.30	14.30	14.30	14.30	14.30
SO	BUILDHGT	BLD14	14.30	14.30	14.30	14.30	14.30	14.30
SO	BUILDHGT	BLD14	14.30	14.30	14.30	14.30	14.30	14.30
SO	BUILDWID	BLD14	77.78	72.28	69.13	67.43	80.06	91.26
SO	BUILDWID	BLD14	99.68	105.08	102.79	96.29	94.93	95.73
SO	BUILDWID	BLD14	93.62	88.99	94.82	94.77	91.84	86.12
SO	BUILDWID	BLD14	77.78	72.28	69.13	67.43	80.06	91.26
SO	BUILDWID	BLD14	99.68	105.08	102.79	96.29	94.93	95.73
SO	BUILDWID	BLD14	93.62	88.99	94.82	94.77	91.84	86.12
SO	BUILDLEN	BLD14	106.22	101.94	94.56	87.10	91.99	94.82
SO	BUILDLEN	BLD14	94.77	91.84	128.06	130.11	128.21	122.41
SO	BUILDLEN	BLD14	112.90	100.41	91.26	99.68	105.08	107.28
SO	BUILDLEN	BLD14	106.22	101.94	94.56	87.10	91.99	94.82
SO	BUILDLEN	BLD14	94.77	91.84	128.06	130.11	128.21	122.41
SO	BUILDLEN	BLD14	112.90	100.41	91.26	99.68	105.08	107.28
SO	XBADJ	BLD14	-104.76	-105.20	-102.43	-99.36	-98.01	-93.69
SO	XBADJ	BLD14	-86.53	-76.73	-21.87	-29.19	-35.63	-40.98
SO	XBADJ	BLD14	-45.08	-48.28	-18.50	-14.78	-10.62	-6.13
SO	XBADJ	BLD14	-1.46	3.26	7.88	12.26	6.02	-1.13
SO	XBADJ	BLD14	-8.25	-15.11	-106.19	-100.92	-92.58	-81.44
SO	XBADJ	BLD14	-67.81	-52.13	-72.76	-84.90	-94.46	-101.15
SO	YBADJ	BLD14	11.62	3.95	-1.57	-8.80	-18.38	-27.13
SO	YBADJ	BLD14	-35.06	-41.92	17.94	21.53	28.50	37.12
SO	YBADJ	BLD14	44.62	50.92	-46.28	-39.14	-30.81	-21.54
SO	YBADJ	BLD14	-11.62	-3.95	1.57	8.80	18.38	27.13
SO	YBADJ	BLD14	35.06	41.92	-17.94	-21.53	-28.50	-37.12
SO	YBADJ	BLD14	-44.62	-50.92	46.28	39.14	30.81	21.54
SO	BUILDHGT	BLD16	14.30	14.30	14.30	14.30	14.30	14.30
SO	BUILDHGT	BLD16	14.30	14.30	14.30	14.30	14.30	14.30
SO	BUILDHGT	BLD16	14.30	14.30	14.30	14.30	14.30	14.30
SO	BUILDHGT	BLD16	14.30	14.30	14.30	14.30	14.30	14.30
SO	BUILDHGT	BLD16	14.30	14.30	14.30	14.30	14.30	14.30
SO	BUILDHGT	BLD16	14.30	14.30	14.30	14.30	14.30	14.30
SO	BUILDWID	BLD16	77.78	72.28	69.13	67.43	80.06	91.26
SO	BUILDWID	BLD16	99.68	105.08	102.79	96.29	94.93	95.73
SO	BUILDWID	BLD16	93.62	88.99	94.82	94.77	91.84	86.12
SO	BUILDWID	BLD16	77.78	72.28	69.13	67.43	80.06	91.26
SO	BUILDWID	BLD16	99.68	105.08	102.79	96.29	94.93	95.73
SO	BUILDWID	BLD16	93.62	88.99	94.82	94.77	91.84	86.12
SO	BUILDLEN	BLD16	106.22	101.94	94.56	87.10	91.99	94.82
SO	BUILDLEN	BLD16	94.77	91.84	128.06	130.11	128.21	122.41
SO	BUILDLEN	BLD16	112.90	100.41	91.26	99.68	105.08	107.28
SO	BUILDLEN	BLD16	106.22	101.94	94.56	87.10	91.99	94.82
SO	BUILDLEN	BLD16	94.77	91.84	128.06	130.11	128.21	122.41
SO	BUILDLEN	BLD16	112.90	100.41	91.26	99.68	105.08	107.28
SO	XBADJ	BLD16	-104.76	-105.20	-102.43	-99.36	-98.01	-93.69
SO	XBADJ	BLD16	-86.53	-76.73	-21.87	-29.19	-35.63	-40.98
SO	XBADJ	BLD16	-45.08	-48.28	-18.50	-14.78	-10.62	-6.13
SO	XBADJ	BLD16	-1.46	3.26	7.88	12.26	6.02	-1.13
SO	XBADJ	BLD16	-8.25	-15.11	-106.19	-100.92	-92.58	-81.44
SO	XBADJ	BLD16	-67.81	-52.13	-72.76	-84.90	-94.46	-101.15
SO	YBADJ	BLD16	11.62	3.95	-1.57	-8.80	-18.38	-27.13
SO	YBADJ	BLD16	-35.06	-41.92	17.94	21.53	28.50	37.12
SO	YBADJ	BLD16	44.62	50.92	-46.28	-39.14	-30.81	-21.54

SO	YBADJ	BLD16	-11.62	-3.95	1.57	8.80	18.38	27.13
SO	YBADJ	BLD16	35.06	41.92	-17.94	-21.53	-28.50	-37.12
SO	YBADJ	BLD16	-44.62	-50.92	46.28	39.14	30.81	21.54
SO	BUILDHGT	BLD12	14.30	14.30	14.30	14.30	14.30	14.30
SO	BUILDHGT	BLD12	14.30	14.30	14.30	14.30	14.30	9.60
SO	BUILDHGT	BLD12	14.30	14.30	14.30	14.30	14.30	14.30
SO	BUILDHGT	BLD12	14.30	14.30	14.30	14.30	14.30	14.30
SO	BUILDHGT	BLD12	14.30	14.30	14.30	14.30	14.30	9.60
SO	BUILDHGT	BLD12	14.30	14.30	14.30	14.30	14.30	14.30
SO	BUILDWID	BLD12	94.06	82.23	69.16	74.95	78.67	80.01
SO	BUILDWID	BLD12	86.85	92.89	96.11	96.41	93.78	86.70
SO	BUILDWID	BLD12	98.90	106.34	110.55	111.40	108.87	103.03
SO	BUILDWID	BLD12	94.06	82.23	69.16	74.95	78.67	80.01
SO	BUILDWID	BLD12	86.85	92.89	96.11	96.41	93.78	86.70
SO	BUILDWID	BLD12	98.90	106.34	110.55	111.40	108.87	103.03
SO	BUILDLEN	BLD12	96.41	93.78	89.72	98.90	106.34	110.55
SO	BUILDLEN	BLD12	111.40	108.87	103.03	94.06	82.23	101.22
SO	BUILDLEN	BLD12	74.95	78.67	80.01	86.85	92.89	96.11
SO	BUILDLEN	BLD12	96.41	93.78	89.72	98.90	106.34	110.55
SO	BUILDLEN	BLD12	111.40	108.87	103.03	94.06	82.23	101.22
SO	BUILDLEN	BLD12	74.95	78.67	80.01	86.85	92.89	96.11
SO	XBADJ	BLD12	-2.67	2.57	7.74	2.17	-4.74	-11.51
SO	XBADJ	BLD12	-17.92	-23.79	-28.94	-33.20	-36.46	-12.41
SO	XBADJ	BLD12	-47.66	-54.00	-58.70	-69.56	-80.14	-88.28
SO	XBADJ	BLD12	-93.74	-96.35	-97.46	-101.06	-101.60	-99.05
SO	XBADJ	BLD12	-93.48	-85.08	-74.09	-60.86	-45.77	-88.81
SO	XBADJ	BLD12	-27.28	-24.67	-21.30	-17.29	-12.76	-7.83
SO	YBADJ	BLD12	-13.83	-4.65	5.29	10.19	14.67	18.70
SO	YBADJ	BLD12	26.13	33.69	40.22	45.53	49.46	-31.63
SO	YBADJ	BLD12	51.62	48.43	43.77	37.78	30.65	22.58
SO	YBADJ	BLD12	13.83	4.65	-5.29	-10.19	-14.67	-18.70
SO	YBADJ	BLD12	-26.13	-33.69	-40.22	-45.53	-49.46	31.63
SO	YBADJ	BLD12	-51.62	-48.43	-43.77	-37.78	-30.65	-22.58
SO	BUILDHGT	BLD10	14.30	14.30	14.30	14.30	14.30	14.30
SO	BUILDHGT	BLD10	14.30	14.30	14.30	14.30	14.30	9.60
SO	BUILDHGT	BLD10	14.30	14.30	14.30	14.30	14.30	14.30
SO	BUILDHGT	BLD10	14.30	14.30	14.30	14.30	14.30	14.30
SO	BUILDHGT	BLD10	14.30	14.30	14.30	14.30	14.30	9.60
SO	BUILDHGT	BLD10	14.30	14.30	14.30	14.30	14.30	14.30
SO	BUILDWID	BLD10	94.06	82.23	69.16	74.95	78.67	80.01
SO	BUILDWID	BLD10	86.85	92.89	96.11	96.41	93.78	86.70
SO	BUILDWID	BLD10	98.90	106.34	110.55	111.40	108.87	103.03
SO	BUILDWID	BLD10	94.06	82.23	69.16	74.95	78.67	80.01
SO	BUILDWID	BLD10	86.85	92.89	96.11	96.41	93.78	86.70
SO	BUILDWID	BLD10	98.90	106.34	110.55	111.40	108.87	103.03
SO	BUILDLEN	BLD10	96.41	93.78	89.72	98.90	106.34	110.55
SO	BUILDLEN	BLD10	111.40	108.87	103.03	94.06	82.23	101.22
SO	BUILDLEN	BLD10	74.95	78.67	80.01	86.85	92.89	96.11
SO	BUILDLEN	BLD10	96.41	93.78	89.72	98.90	106.34	110.55
SO	BUILDLEN	BLD10	111.40	108.87	103.03	94.06	82.23	101.22
SO	BUILDLEN	BLD10	74.95	78.67	80.01	86.85	92.89	96.11
SO	XBADJ	BLD10	-2.67	2.57	7.74	2.17	-4.74	-11.51
SO	XBADJ	BLD10	-17.92	-23.79	-28.94	-33.20	-36.46	-12.41
SO	XBADJ	BLD10	-47.66	-54.00	-58.70	-69.56	-80.14	-88.28
SO	XBADJ	BLD10	-93.74	-96.35	-97.46	-101.06	-101.60	-99.05
SO	XBADJ	BLD10	-93.48	-85.08	-74.09	-60.86	-45.77	-88.81
SO	XBADJ	BLD10	-27.28	-24.67	-21.30	-17.29	-12.76	-7.83
SO	YBADJ	BLD10	-13.83	-4.65	5.29	10.19	14.67	18.70
SO	YBADJ	BLD10	26.13	33.69	40.22	45.53	49.46	-31.63
SO	YBADJ	BLD10	51.62	48.43	43.77	37.78	30.65	22.58
SO	YBADJ	BLD10	13.83	4.65	-5.29	-10.19	-14.67	-18.70
SO	YBADJ	BLD10	-26.13	-33.69	-40.22	-45.53	-49.46	31.63
SO	YBADJ	BLD10	-51.62	-48.43	-43.77	-37.78	-30.65	-22.58
SO	BUILDHGT	BLD111	9.60	9.60	9.60	9.60	9.60	9.60
SO	BUILDHGT	BLD111	9.60	9.60	9.60	9.60	9.60	9.60
SO	BUILDHGT	BLD111	9.60	9.60	9.60	9.60	9.60	9.60
SO	BUILDHGT	BLD111	9.60	9.60	9.60	9.60	9.60	9.60
SO	BUILDHGT	BLD111	9.60	9.60	9.60	9.60	9.60	9.60
SO	BUILDHGT	BLD111	9.60	9.60	9.60	9.60	9.60	9.60
SO	BUILDWID	BLD111	92.80	89.08	82.65	73.71	75.31	77.11
SO	BUILDWID	BLD111	76.57	76.45	78.90	78.95	76.60	71.93
SO	BUILDWID	BLD111	65.07	69.85	79.65	87.02	91.76	93.70
SO	BUILDWID	BLD111	92.80	89.08	82.65	73.71	75.31	77.11

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SO BUILDWID  BLD111        76.57     76.45     78.90     78.95     76.60     71.93
SO BUILDWID  BLD111        65.07     69.85     79.65     87.02     91.76     93.70
SO BUILDLEN  BLD111        78.95     76.60     71.93     65.07     69.85     79.65
SO BUILDLEN  BLD111        87.02     91.76     93.70     92.80     89.08     82.65
SO BUILDLEN  BLD111        73.71     75.31     77.11     76.57     76.45     78.90
SO BUILDLEN  BLD111        78.95     76.60     71.93     65.07     69.85     79.65
SO BUILDLEN  BLD111        87.02     91.76     93.70     92.80     89.08     82.65
SO BUILDLEN  BLD111        73.71     75.31     77.11     76.57     76.45     78.90
SO XBADJ     BLD111       -11.55    -13.44    -14.91    -15.93    -25.13    -37.46
SO XBADJ     BLD111       -48.64    -58.34    -66.27    -72.19    -75.92    -77.33
SO XBADJ     BLD111       -76.40    -76.95    -75.87    -72.49    -69.65    -69.58
SO XBADJ     BLD111       -67.40    -63.17    -57.02    -49.14    -44.72    -42.19
SO XBADJ     BLD111       -38.39    -33.41    -27.43    -20.61    -13.16     -5.31
SO XBADJ     BLD111         2.70      1.65     -1.24     -4.08     -6.80     -9.32
SO YBADJ     BLD111        25.79     31.38     36.01     39.55     39.30     37.32
SO YBADJ     BLD111        34.20     31.42     30.13     27.92     24.87     21.06
SO YBADJ     BLD111        16.60      9.79      2.37     -5.13    -12.46    -19.42
SO YBADJ     BLD111       -25.79    -31.38    -36.01    -39.55    -39.30    -37.32
SO YBADJ     BLD111       -34.20    -31.42    -30.13    -27.92    -24.87    -21.06
SO YBADJ     BLD111       -16.60     -9.79     -2.37      5.13     12.46     19.42
SO EMISFACT  BLD112    HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  BLD112    HROFDY  0  0  0  0  0  0  0
SO EMISFACT  BLD15     HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
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SO EMISFACT  BLD18     HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
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SO EMISFACT  BLD17     HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  BLD17     HROFDY  0  0  0  0  0  0  0
SO EMISFACT  BLD14     HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
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SO EMISFACT  BLD16     HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
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SO EMISFACT  BLD12     HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
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SO EMISFACT  BLD10     HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
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SO EMISFACT  BLD111    HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
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SO SRCGROUP  BLD112  BLD112
SO SRCGROUP  BLD15  BLD15
SO SRCGROUP  BLD18  BLD18
SO SRCGROUP  BLD17  BLD17
SO SRCGROUP  BLD14  BLD14
SO SRCGROUP  BLD16  BLD16
SO SRCGROUP  BLD12  BLD12
SO SRCGROUP  BLD10  BLD10
SO SRCGROUP  BLD111  BLD111
SO SRCGROUP  ALL
SO FINISHED

RE STARTING
RE ELEVUNIT  METERS
RE DISCCART  574786.7  4148339.5  2.67  2.67  4.8
** RCPDESCR  Wilshire Referrals
RE DISCCART  572166.8  4148799  4.19  4.19  4.8
** RCPDESCR  Hope House
RE DISCCART  573270.8  4148302.7  2.58  5.12  4.8
** RCPDESCR  Joseph P. Kelly Park
RE DISCCART  573437.4  4148093.5  5.71  5.71  4.8
** RCPDESCR  James Flood Magnet School
RE DISCCART  573573.7  4148301.3  3.89  3.89  4.8
** RCPDESCR  Beechwood School
RE DISCCART  573584.6  4148254.8  4.17  4.17  4.8
** RCPDESCR  Ravenswood Family Heatlh Center
RE DISCCART  573014.7  4147917.7  7.29  7.29  4.8
** RCPDESCR  Flood Park
RE DISCCART  573723.6  4147998  5.41  5.41  4.8
** RCPDESCR  Boys and Girls Club
RE DISCCART  574277.5  4148025.4  3.89  3.89  4.8
** RCPDESCR  Family Connection and Belle Haven Elementary School
RE DISCCART  574954.3  4148079.5  3.28  3.28  4.8
** RCPDESCR  Mid Peninsula High School
RE DISCCART  576088.5  4148350.4  2.36  2.36  4.8
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** RCPDESCR  San Francisco 49ers Academy
RE DISCCART  576210.4  4148265.2  3.34  3.34  4.8
** RCPDESCR  Costano Elementary
RE DISCCART  576400.7  4147937.2  3.88  3.88  4.8
** RCPDESCR  Jack Farrell Park
RE DISCCART  575486.4  4147805  4.5  4.5  4.8
** RCPDESCR  Cesar Chavez Elementary School
RE DISCCART  574355.2  4146427.8  12.72  12.72  4.8
** RCPDESCR  Footsteps Preschool
RE DISCCART  575441.8  4147611.4  5.39  5.39  4.8
** RCPDESCR  Kavanaugh School
RE DISCCART  573325.2  4146932.7  13.33  13.33  4.8
** RCPDESCR  Laurel School
RE DISCCART  573793.8  4146965.9  12.72  12.72  4.8
** RCPDESCR  Penninsula School
RE DISCCART  574186.6  4146875.9  10.9  10.9  4.8
** RCPDESCR  VA Health Care System of Menlo Park
RE DISCCART  574198.3  4146388.5  13.33  13.33  4.8
** RCPDESCR  Roberts School
RE DISCCART  574345.6  4146414.7  12.93  12.93  4.8
** RCPDESCR  Menlo Park Surgical Hospital
RE DISCCART  574295.1  4146363.3  13.33  13.33  4.8
** RCPDESCR  Willow Oaks Park
RE DISCCART  575237.8  4146222.2  11.81  11.81  4.8
** RCPDESCR  German American Interantional School
RE DISCCART  576509.5  4147422.3  5.7  5.7  4.8
** RCPDESCR  Barbara A Mouton Multicenter
RE DISCCART  575879.2  4146719.6  5.97  5.97  4.8
** RCPDESCR  Bell Street Park
RE DISCCART  574616  4146399  10.9  10.9  4.8
** RCPDESCR  East Palo Alto Charter School
RE DISCCART  576887.4  4146528.8  2.96  2.96  4.8
** RCPDESCR  Ronald McNair Middle School
RE DISCCART  577227.9  4146559.1  2.37  2.37  4.8
** RCPDESCR  Martin Luther King Park
RE DISCCART  573105.5  4146328.2  16.08  16.08  4.8
** RCPDESCR  Menlo Atherton High School
RE DISCCART  575799.6  4145017.4  7.85  7.85  4.8
** RCPDESCR  Eleanor Pardee Park
RE DISCCART  574398.6  4145147.3  15.17  15.17  4.8
** RCPDESCR  Discovery Montessori
RE DISCCART  573984.6  4145115.2  17.6  17.6  4.8
** RCPDESCR  Johnson Park
RE DISCCART  573937.3  4145602.8  18.22  18.22  4.8
** RCPDESCR  Hopkins Creekside Park
RE DISCCART  574032.6  4145661.6  17.32  17.32  4.8
** RCPDESCR  Applebee Pre-School
RE DISCCART  572810.3  4144725.7  21.24  21.24  4.8
** RCPDESCR  Fio's Home Day Care
RE DISCCART  572597.1  4144916.9  21.26  21.26  4.8
** RCPDESCR  Menlo Atherton Co-Op School
RE DISCCART  571948.3  4146569.7  15.46  15.46  4.8
** RCPDESCR  Encinal Elementary School
RE DISCCART  575137.6  4145257.9  10.89  10.89  4.8
** RCPDESCR  Piccolo Pre School
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** RCPDESCR  Imagina Day Care
RE DISCCART  573584.6  4148254.8  4.17  4.17  4.8
** RCPDESCR  Menlo Park Senior Citizen Center
RE DISCCART  574475.7  4145108.8  14.55  14.55  4.8
** RCPDESCR  Lytton Gardens Senior Community
RE DISCCART  574868.3  4144787.2  13.46  13.46  4.8
** RCPDESCR  Channing House
RE DISCCART  574356.4  4145180.3  15.47  15.47  4.8
** RCPDESCR  Webster House
RE DISCCART  572913.6  4145264.6  20.71  20.71  4.8
** RCPDESCR  Burgess Park
RE DISCCART  576872.4  4146371.2  3.28  3.28  4.8
** RCPDESCR  Ronald McNair Middle School
RE DISCCART  573468.2  4144763  20.78  20.78  4.8
** RCPDESCR  El Palo Alto Park
RE DISCCART  574188.8  4146551.6  12.73  12.73  4.8
** RCPDESCR  Canyon House and Crescent Villa
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RE DISCCART  571688.6  4146718.3  14.55  14.55  4.8
** RCPDESCR  Holbrook Palmer park
RE DISCCART  574048.5  4144737.6  17.9  17.9  4.8
** RCPDESCR  Cogswell Plaza
RE DISCCART  573955.2  4146844  12.12  12.12  4.8
** RCPDESCR  Arbor Free Clinic / VA Medical Center
RE DISCCART  576104  4147883.4  4.5  4.5  4.8
** RCPDESCR  Edith's Day Care
RE DISCCART  576648.7  4147608.1  4.8  4.8  4.8
** RCPDESCR  Aspire Public School
RE DISCCART  576169.5  4146723.2  5.11  5.11  4.8
** RCPDESCR  Lavengamalic Christian Academy and University
RE DISCCART  576695.8  4146639.3  3.58  3.58  4.8
** RCPDESCR  Eastside College Preparatory
RE DISCCART  575597.8  4147488.5  6.63  6.63  4.8
** RCPDESCR  East Palo Alto Head start
RE DISCCART  575696.1  4147512.2  6.75  6.75  4.8
** RCPDESCR  Creative Montessori Learning Center
RE DISCCART  575883.2  4146621.1  6.61  6.61  4.8
** RCPDESCR  Ravenswood Elementary School
RE DISCCART  572364  4146037.2  18.82  18.82  4.8
** RCPDESCR  Nativity School
RE DISCCART  572524.7  4145321.5  21.28  21.28  4.8
** RCPDESCR  Lydian Academy
RE DISCCART  571079.4  4149071.6  3.89  3.89  4.8
** RCPDESCR  Play and Learn Daycare Preschool
RE DISCCART  571256.6  4148436.7  4.87  4.87  4.8
** RCPDESCR  Taft Community School and Taft Elementary School
RE DISCCART  570781.1  4147317.1  11.81  11.81  4.8
** RCPDESCR  Garfield Early Learning Center
RE DISCCART  573398.7  4148225.8  4.51  4.51  4.8
** RCPDESCR  Joseph P. Kelly Park
RE DISCCART  573429.6  4148339.3  3.89  3.89  4.8
** RCPDESCR  Joseph P. Kelly Park
RE DISCCART  573563.8  4148351.2  3.89  3.89  4.8
** RCPDESCR  Joseph P. Kelly Park
RE DISCCART  573581.2  4148243.7  4.2  4.2  4.8
** RCPDESCR  Joseph P. Kelly Park
RE DISCCART  573334.2  4148161.7  5.26  5.26  4.8
** RCPDESCR  James Flood Magnet School
RE DISCCART  573418.9  4148005.1  6.02  6.02  4.8
** RCPDESCR  James Flood Magnet School
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** RCPDESCR  James Flood Magnet School
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** RCPDESCR  Flood Park
RE DISCCART  573471.1  4147966.7  6.28  6.28  4.8
** RCPDESCR  Flood Park
RE DISCCART  573779.4  4147939.4  5.5  5.5  4.8
** RCPDESCR  Boys and Girls Club
RE DISCCART  573799.4  4147989.5  5.12  5.12  4.8
** RCPDESCR  Boys and Girls Club
RE DISCCART  573745  4148027  5.11  5.11  4.8
** RCPDESCR  Boys and Girls Club
RE DISCCART  574179.1  4148240.5  3.28  3.28  4.8
** RCPDESCR  Family Connection and Belle Haven Elementary School
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** RCPDESCR  Family Connection and Belle Haven Elementary School
RE DISCCART  574096.9  4148029.4  4.19  4.19  4.8
** RCPDESCR  Family Connection and Belle Haven Elementary School
RE DISCCART  575159.1  4148028.3  3.46  3.46  4.8
** RCPDESCR  Mid Peninsula High School
RE DISCCART  575163.9  4148045.4  3.53  3.53  4.8
** RCPDESCR  Mid Peninsula High School
RE DISCCART  574942.4  4148055.3  3.28  3.28  4.8
** RCPDESCR  Mid Peninsula High School
RE DISCCART  576230.1  4148070.5  4.19  4.19  4.8
** RCPDESCR  Costano Elementary
RE DISCCART  576104.5  4148070.5  3.89  3.89  4.8
** RCPDESCR  Costano Elementary
RE DISCCART  576098.5  4148260.3  2.66  2.66  4.8
** RCPDESCR  Costano Elementary
RE DISCCART  576332.6  4147929.2  3.89  3.89  4.8
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** RCPDESCR  Jack Farrell Park
RE DISCCART  576318.7  4147815.5  4.12  4.12  4.8
** RCPDESCR  Jack Farrell Park
RE DISCCART  576400  4147820.7  4.27  4.27  4.8
** RCPDESCR  Jack Farrell Park
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** RCPDESCR  Cesar Chavez Elementary School
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** RCPDESCR  Cesar Chavez Elementary School
RE DISCCART  575714.2  4147654.2  5.54  5.54  4.8
** RCPDESCR  Cesar Chavez Elementary School
RE DISCCART  575590.4  4147614.5  5.64  5.64  4.8
** RCPDESCR  Cesar Chavez Elementary School
RE DISCCART  575554.7  4147478.8  6.55  6.55  4.8
** RCPDESCR  Cesar Chavez Elementary School
RE DISCCART  575421.3  4147460.5  5.76  5.76  4.8
** RCPDESCR  Cesar Chavez Elementary School
RE DISCCART  575717  4146575.1  7.18  7.18  4.8
** RCPDESCR  Ravenswood Elementary School
RE DISCCART  575740.8  4146749.7  6.32  6.32  4.8
** RCPDESCR  Ravenswood Elementary School
RE DISCCART  575862.5  4146561.9  6.96  6.96  4.8
** RCPDESCR  Ravenswood Elementary School
RE DISCCART  575880.5  4146765.6  5.71  5.71  4.8
** RCPDESCR  Bell Street Park
RE DISCCART  575765.7  4146795.2  6.02  6.02  4.8
** RCPDESCR  East Palo Alto Family YMCA
RE DISCCART  575853.6  4146783.6  5.71  5.71  4.8
** RCPDESCR  East Palo Alto Family YMCA
RE DISCCART  575837.1  4146835.5  5.47  5.47  4.8
** RCPDESCR  East Palo Alto Family YMCA
RE DISCCART  575781.6  4146835.5  5.71  5.71  4.8
** RCPDESCR  East Palo Alto Family YMCA
RE DISCCART  572320.3  4145952.6  19.43  19.43  4.8
** RCPDESCR  Nativity School
RE DISCCART  572215.6  4146005  19.13  19.13  4.8
** RCPDESCR  Nativity School
RE DISCCART  572266  4146095.1  18.52  18.52  4.8
** RCPDESCR  Nativity School
RE DISCCART  571313  4148570.9  4.37  4.37  4.8
** RCPDESCR  Taft Community School and Taft Elementary School
RE DISCCART  571157.4  4148626.5  3.89  3.89  4.8
** RCPDESCR  Taft Community School and Taft Elementary School
RE DISCCART  571094.9  4148508  4.48  4.48  4.8
** RCPDESCR  Taft Community School and Taft Elementary School
RE DISCCART  570484.7  4147336.9  11.51  11.51  4.8
** RCPDESCR  Garfield Elementary School
RE DISCCART  570729.5  4147309.8  11.64  11.64  4.8
** RCPDESCR  Garfield Elementary School
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** RCPDESCR  Garfield Elementary School
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** RCPDESCR  Garfield Elementary School
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** RCPDESCR  Willow Oaks Park
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** RCPDESCR  Willow Oaks Park
RE DISCCART  574501.2  4146446.4  11.51  11.51  4.8
** RCPDESCR  Willow Oaks Park
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** RCPDESCR  Willow Oaks Park
RE DISCCART  574483.2  4146342.2  11.88  11.88  4.8
** RCPDESCR  Willow Oaks Park
RE DISCCART  574586.4  4146364.4  11.2  11.2  4.8
** RCPDESCR  East Palo Alto Charter School
RE DISCCART  574487.4  4146342.7  11.81  11.81  4.8
** RCPDESCR  East Palo Alto Charter School
RE DISCCART  574378.9  4146371.3  12.73  12.73  4.8
** RCPDESCR  East Palo Alto Charter School
RE DISCCART  574447.7  4146551.2  11.66  11.66  4.8
** RCPDESCR  East Palo Alto Charter School
RE DISCCART  574622.9  4146502.5  10.59  10.59  4.8
** RCPDESCR  East Palo Alto Charter School
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RE DISCCART  573171.9  4147030.7  12.73  12.73  4.8
** RCPDESCR  Laurel School
RE DISCCART  573349.7  4146996.6  13.03  13.03  4.8
** RCPDESCR  Laurel School
RE DISCCART  573225  4147053.7  12.7  12.7  4.8
** RCPDESCR  Laurel School
RE DISCCART  574478.7  4146983.9  8.81  8.81  4.8
** RCPDESCR  VA Health Care System of Menlo Park
RE DISCCART  574183.5  4147205.4  9.68  9.68  4.8
** RCPDESCR  VA Health Care System of Menlo Park
RE DISCCART  574077.9  4147156.1  10.29  10.29  4.8
** RCPDESCR  VA Health Care System of Menlo Park
RE DISCCART  574056.5  4146686.2  12.47  12.47  4.8
** RCPDESCR  VA Health Care System of Menlo Park
RE DISCCART  574300.9  4146604.5  11.97  11.97  4.8
** RCPDESCR  VA Health Care System of Menlo Park
RE DISCCART  575358.3  4146253.5  10.21  10.21  4.8
** RCPDESCR  German American Interantional School
RE DISCCART  575432.3  4146239.2  9.97  9.97  4.8
** RCPDESCR  German American Interantional School
RE DISCCART  575430.8  4146189.9  10.29  10.29  4.8
** RCPDESCR  German American Interantional School
RE DISCCART  575361  4146158.6  11.45  11.45  4.8
** RCPDESCR  German American Interantional School
RE DISCCART  575258.8  4146236.8  11.5  11.5  4.8
** RCPDESCR  German American Interantional School
RE DISCCART  576555.7  4146521.3  4.19  4.19  4.8
** RCPDESCR  Ronald McNair Middle School
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** RCPDESCR  Ronald McNair Middle School
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** RCPDESCR  Eastside College Preparatory
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** RCPDESCR  Menlo Atherton High School
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RE DISCCART  575523.9  4148025.4  4.19  4.19  4.8
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** RCPDESCR  Grid
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RE DISCCART  574398.9  4148125.4  3.58  3.58  4.8
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RE DISCCART  574298.9  4149275.4  0  0  4.8
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** SURFFILE  "U:\Facebook\Modeling\Construction and Operational Model\Met Data\SH_05.SFC"
ME PROFFILE  SH_05.PFL
** PROFFILE  "U:\Facebook\Modeling\Construction and Operational Model\Met Data\SH_05.PFL"
ME SURFDATA  99999  2005
ME UAIRDATA  23230  2005
ME PROFBASE  36.96
ME FINISHED

OU STARTING
OU RECTABLE  1  FIRST
OU PLOTFILE  1  BLD112  FIRST  BLD112`1`FIRST.plt  10000
OU PLOTFILE  1  BLD15  FIRST  BLD15`1`FIRST.plt  10001
OU PLOTFILE  1  BLD18  FIRST  BLD18`1`FIRST.plt  10002
OU PLOTFILE  1  BLD17  FIRST  BLD17`1`FIRST.plt  10003
OU PLOTFILE  1  BLD14  FIRST  BLD14`1`FIRST.plt  10004
OU PLOTFILE  1  BLD16  FIRST  BLD16`1`FIRST.plt  10005
OU PLOTFILE  1  BLD12  FIRST  BLD12`1`FIRST.plt  10006
OU PLOTFILE  1  BLD10  FIRST  BLD10`1`FIRST.plt  10007
OU PLOTFILE  1  BLD111  FIRST  BLD111`1`FIRST.plt  10008
OU PLOTFILE  1  ALL  FIRST  ALL`1`FIRST.plt  10009
OU PLOTFILE  PERIOD  BLD112  BLD112`PERIOD.plt  10010
OU PLOTFILE  PERIOD  BLD15  BLD15`PERIOD.plt  10011
OU PLOTFILE  PERIOD  BLD18  BLD18`PERIOD.plt  10012
OU PLOTFILE  PERIOD  BLD17  BLD17`PERIOD.plt  10013
OU PLOTFILE  PERIOD  BLD14  BLD14`PERIOD.plt  10014
OU PLOTFILE  PERIOD  BLD16  BLD16`PERIOD.plt  10015
OU PLOTFILE  PERIOD  BLD12  BLD12`PERIOD.plt  10016
OU PLOTFILE  PERIOD  BLD10  BLD10`PERIOD.plt  10017
OU PLOTFILE  PERIOD  BLD111  BLD111`PERIOD.plt  10018
OU PLOTFILE  PERIOD  ALL  ALL`PERIOD.plt  10019
OU FINISHED

** ****************************************************************************
** It is recommended that the user not edit any data below this line
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** BUILDING IDN  WBLDG0
** BUILDING CRN  574543.12  4148633.49
** BUILDING CRN  574615.09  4148628.41
** BUILDING CRN  574613.40  4148599.63
** BUILDING CRN  574619.54  4148599.63
** BUILDING CRN  574618.69  4148589.04
** BUILDING CRN  574612.13  4148589.68
** BUILDING CRN  574605.99  4148500.99
** BUILDING CRN  574533.81  4148505.86
** BUILDING BLD  0  0  2.36  4.9  8.0
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** BUILDING CRN  574709.55  4148622.88
** BUILDING CRN  574712.72  4148613.36
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** BUILDING CRN  574696.05  4148569.44
** BUILDING CRN  574680.18  4148611.77
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** BUILDING CRN  574774.90  4148636.91
** BUILDING CRN  574786.01  4148607.54
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** BUILDING CRN  574797.92  4148525.25
** BUILDING CRN  574705.84  4148515.20
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** BUILDING CRN  574900.05  4148618.12
** BUILDING CRN  574894.23  4148587.96
** BUILDING CRN  574802.95  4148606.74
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** BUILDING CRN  574903.75  4148558.32
** BUILDING CRN  574903.22  4148527.63
** BUILDING CRN  574809.83  4148531.60
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** BUILDING CRN  574999.27  4148645.37
** BUILDING CRN  575012.76  4148617.86
** BUILDING CRN  574928.36  4148577.64
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** BUILDING CRN  575018.85  4148555.94
** BUILDING CRN  574983.13  4148552.24
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** BUILDING CRN  575177.55  4148865.58
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** BUILDING CRN  575174.80  4148863.09
** BUILDING CRN  575173.05  4148864.05
** BUILDING CRN  575171.83  4148862.04
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** BUILDING CRN  575239.47  4148854.36
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** BUILDING CRN  575240.9  4148897.3
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** BUILDING CRN  575273.6  4148917.0
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** BUILDING CRN  575266.1  4148863.6
** BUILDING CRN  575270.5  4148859.8
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** BUILDING CRN  575213.4  4148887.2
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** BUILDING CRN  575289.3  4148973.1
** BUILDING CRN  575314.0  4148945.2
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** BUILDING CRN  575325.1  4148934.5
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** BUILDING CRN  575261.6  4148947.9
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** BUILDING CRN  575411.50  4148984.14
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** BUILDING CRN  575273.10  4149133.06
** BUILDING CRN  575271.78  4149134.51
** BUILDING CRN  575280.64  4149141.52
** BUILDING CRN  575287.39  4149132.66
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** AMPTYPE  NED
** AMPDATUM  3
** AMPZONE  10
** AMPHEMISPHERE  N
** HILLBOUN  567413.5 4139384.0 582503.7 4153887.8

** PROJECTION  UTM
** DATUM  NAR-C
** UNITS  METER
** ZONE  10
** HEMISPHERE  N
** ORIGINLON  0
** ORIGINLAT  0
** PARALLEL1  0
** PARALLEL2  0
** AZIMUTH  0
** SCALEFACT  0
** FALSEEAST  0
** FALSENORTH  0

** POSTFMT  UNFORM
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** AERMODEXE  AERMOD_EPA_11103.EXE
** AERMAPEXE  AERMAP_EPA_09040.EXE
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```
** BREEZE AERMOD
** Trinity Consultants
** VERSION  7.3

CO STARTING
CO TITLEONE  Facebook Construction and Operational
CO MODELOPT  DFAULT  CONC
CO RUNORNOT  RUN
CO AVERTIME  1  PERIOD
CO POLLUTID  OTHER
CO FLAGPOLE  1.8
CO FINISHED

SO STARTING
SO ELEVUNIT  METERS
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** SRCDESCR  Generator - West Construction
SO LOCATION  EG2       POINT     574803.556  4148630.31  2.36
** SRCDESCR  Generator - West Construction
SO LOCATION  EG3       POINT     574919.3357  4148613.033  2.20
** SRCDESCR  Generator - West Construction
SO LOCATION  GRID1     POINT     574538.8844  4148495.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID2     POINT     574558.8844  4148495.425  2.36
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SO LOCATION  GRID3     POINT     574578.8844  4148495.425  2.36
** SRCDESCR  Generator Grid
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** SRCDESCR  Generator Grid
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** SRCDESCR  Generator Grid
SO LOCATION  GRID6     POINT     574638.8844  4148495.425  2.36
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SO LOCATION  GRID7     POINT     574658.8844  4148495.425  2.50
** SRCDESCR  Generator Grid
SO LOCATION  GRID8     POINT     574678.8844  4148495.425  2.67
** SRCDESCR  Generator Grid
SO LOCATION  GRID9     POINT     574698.8844  4148495.425  2.67
** SRCDESCR  Generator Grid
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** SRCDESCR  Generator Grid
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** SRCDESCR  Generator Grid
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** SRCDESCR  Generator Grid
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** SRCDESCR  Generator Grid
SO LOCATION  GRID23    POINT     574738.8844  4148515.425  2.67
** SRCDESCR  Generator Grid
SO LOCATION  GRID24    POINT     574758.8844  4148515.425  2.66
** SRCDESCR  Generator Grid
SO LOCATION  GRID25    POINT     574778.8844  4148515.425  2.52
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SO LOCATION  GRID26    POINT     574798.8844  4148515.425  2.36
** SRCDESCR  Generator Grid
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** SRCDESCR  Generator Grid
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** SRCDESCR  Generator Grid
SO LOCATION  GRID63    POINT     574518.8844  4148555.425  2.06
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** SRCDESCR  Generator Grid
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** SRCDESCR  Generator Grid
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** SRCDESCR  Generator Grid
SO LOCATION  GRID67    POINT     574598.8844  4148555.425  2.36
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** SRCDESCR  Generator Grid
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** SRCDESCR  Generator Grid
SO LOCATION  GRID71    POINT     574678.8844  4148555.425  2.36
** SRCDESCR  Generator Grid
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** SRCDESCR  Generator Grid
SO LOCATION  GRID73    POINT     574718.8844  4148555.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID74    POINT     574738.8844  4148555.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID75    POINT     574758.8844  4148555.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID76    POINT     574778.8844  4148555.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID77    POINT     574798.8844  4148555.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID78    POINT     574818.8844  4148555.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID79    POINT     574838.8844  4148555.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID80    POINT     574858.8844  4148555.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID81    POINT     574878.8844  4148555.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID82    POINT     574898.8844  4148555.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID83    POINT     574918.8844  4148555.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID84    POINT     574938.8844  4148555.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID85    POINT     574958.8844  4148555.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID86    POINT     574978.8844  4148555.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID87    POINT     574998.8844  4148555.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID88    POINT     575018.8844  4148555.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID89    POINT     575038.8844  4148555.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID90    POINT     575058.8844  4148555.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID91    POINT     575078.8844  4148555.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID92    POINT     574518.8844  4148575.425  2.06
** SRCDESCR  Generator Grid
SO LOCATION  GRID93    POINT     574538.8844  4148575.425  2.06
** SRCDESCR  Generator Grid
SO LOCATION  GRID94    POINT     574558.8844  4148575.425  2.06
** SRCDESCR  Generator Grid
SO LOCATION  GRID95    POINT     574578.8844  4148575.425  2.08
** SRCDESCR  Generator Grid
SO LOCATION  GRID96    POINT     574598.8844  4148575.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID97    POINT     574618.8844  4148575.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID98    POINT     574638.8844  4148575.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID99    POINT     574658.8844  4148575.425  2.36
** SRCDESCR  Generator Grid
```

```
SO LOCATION  GRID100   POINT     574678.8844  4148575.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID101   POINT     574698.8844  4148575.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID102   POINT     574718.8844  4148575.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID103   POINT     574738.8844  4148575.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID104   POINT     574758.8844  4148575.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID105   POINT     574778.8844  4148575.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID106   POINT     574798.8844  4148575.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID107   POINT     574818.8844  4148575.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID108   POINT     574838.8844  4148575.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID109   POINT     574858.8844  4148575.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID110   POINT     574878.8844  4148575.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID111   POINT     574898.8844  4148575.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID112   POINT     574918.8844  4148575.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID113   POINT     574938.8844  4148575.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID114   POINT     574958.8844  4148575.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID115   POINT     574978.8844  4148575.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID116   POINT     574998.8844  4148575.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID117   POINT     575018.8844  4148575.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID118   POINT     575038.8844  4148575.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID119   POINT     575058.8844  4148575.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID120   POINT     575078.8844  4148575.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID121   POINT     574518.8844  4148595.425  2.05
** SRCDESCR  Generator Grid
SO LOCATION  GRID122   POINT     574538.8844  4148595.425  2.06
** SRCDESCR  Generator Grid
SO LOCATION  GRID123   POINT     574558.8844  4148595.425  2.06
** SRCDESCR  Generator Grid
SO LOCATION  GRID124   POINT     574578.8844  4148595.425  2.06
** SRCDESCR  Generator Grid
SO LOCATION  GRID125   POINT     574598.8844  4148595.425  2.25
** SRCDESCR  Generator Grid
SO LOCATION  GRID126   POINT     574618.8844  4148595.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID127   POINT     574638.8844  4148595.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID128   POINT     574658.8844  4148595.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID129   POINT     574678.8844  4148595.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID130   POINT     574698.8844  4148595.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID131   POINT     574718.8844  4148595.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID132   POINT     574738.8844  4148595.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID133   POINT     574758.8844  4148595.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID134   POINT     574778.8844  4148595.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID135   POINT     574798.8844  4148595.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID136   POINT     574818.8844  4148595.425  2.36
```

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** SRCDESCR  Generator Grid
SO LOCATION  GRID137   POINT     574838.8844  4148595.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID138   POINT     574858.8844  4148595.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID139   POINT     574878.8844  4148595.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID140   POINT     574898.8844  4148595.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID141   POINT     574918.8844  4148595.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID142   POINT     574938.8844  4148595.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID143   POINT     574958.8844  4148595.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID144   POINT     574978.8844  4148595.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID145   POINT     574998.8844  4148595.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID146   POINT     575018.8844  4148595.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID147   POINT     575038.8844  4148595.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID148   POINT     575058.8844  4148595.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID149   POINT     575078.8844  4148595.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID150   POINT     575098.8844  4148595.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID151   POINT     574518.8844  4148615.425  1.77
** SRCDESCR  Generator Grid
SO LOCATION  GRID152   POINT     574538.8844  4148615.425  2.06
** SRCDESCR  Generator Grid
SO LOCATION  GRID153   POINT     574558.8844  4148615.425  2.06
** SRCDESCR  Generator Grid
SO LOCATION  GRID154   POINT     574578.8844  4148615.425  2.06
** SRCDESCR  Generator Grid
SO LOCATION  GRID155   POINT     574598.8844  4148615.425  2.06
** SRCDESCR  Generator Grid
SO LOCATION  GRID156   POINT     574618.8844  4148615.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID157   POINT     574638.8844  4148615.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID158   POINT     574658.8844  4148615.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID159   POINT     574678.8844  4148615.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID160   POINT     574698.8844  4148615.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID161   POINT     574718.8844  4148615.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID162   POINT     574738.8844  4148615.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID163   POINT     574758.8844  4148615.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID164   POINT     574778.8844  4148615.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID165   POINT     574798.8844  4148615.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID166   POINT     574818.8844  4148615.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID167   POINT     574838.8844  4148615.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID168   POINT     574858.8844  4148615.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID169   POINT     574878.8844  4148615.425  2.35
** SRCDESCR  Generator Grid
SO LOCATION  GRID170   POINT     574898.8844  4148615.425  2.34
** SRCDESCR  Generator Grid
SO LOCATION  GRID171   POINT     574918.8844  4148615.425  2.14
** SRCDESCR  Generator Grid
SO LOCATION  GRID172   POINT     574938.8844  4148615.425  2.15
** SRCDESCR  Generator Grid
```

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SO LOCATION  GRID173   POINT     574958.8844  4148615.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID174   POINT     574978.8844  4148615.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID175   POINT     574998.8844  4148615.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID176   POINT     575018.8844  4148615.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID177   POINT     575038.8844  4148615.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID178   POINT     575058.8844  4148615.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID179   POINT     575078.8844  4148615.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID180   POINT     575098.8844  4148615.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID181   POINT     574518.8844  4148635.425  1.75
** SRCDESCR  Generator Grid
SO LOCATION  GRID182   POINT     574538.8844  4148635.425  1.93
** SRCDESCR  Generator Grid
SO LOCATION  GRID183   POINT     574558.8844  4148635.425  2.06
** SRCDESCR  Generator Grid
SO LOCATION  GRID184   POINT     574578.8844  4148635.425  2.06
** SRCDESCR  Generator Grid
SO LOCATION  GRID185   POINT     574598.8844  4148635.425  2.06
** SRCDESCR  Generator Grid
SO LOCATION  GRID186   POINT     574618.8844  4148635.425  2.23
** SRCDESCR  Generator Grid
SO LOCATION  GRID187   POINT     574638.8844  4148635.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID188   POINT     574658.8844  4148635.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID189   POINT     574678.8844  4148635.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID190   POINT     574698.8844  4148635.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID191   POINT     574718.8844  4148635.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID192   POINT     574738.8844  4148635.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID193   POINT     574758.8844  4148635.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID194   POINT     574778.8844  4148635.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID195   POINT     574798.8844  4148635.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID196   POINT     574818.8844  4148635.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID197   POINT     574838.8844  4148635.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID198   POINT     574858.8844  4148635.425  2.35
** SRCDESCR  Generator Grid
SO LOCATION  GRID199   POINT     574878.8844  4148635.425  2.09
** SRCDESCR  Generator Grid
SO LOCATION  GRID200   POINT     574898.8844  4148635.425  2.06
** SRCDESCR  Generator Grid
SO LOCATION  GRID201   POINT     574918.8844  4148635.425  2.06
** SRCDESCR  Generator Grid
SO LOCATION  GRID202   POINT     574938.8844  4148635.425  2.06
** SRCDESCR  Generator Grid
SO LOCATION  GRID203   POINT     574958.8844  4148635.425  2.27
** SRCDESCR  Generator Grid
SO LOCATION  GRID204   POINT     574978.8844  4148635.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID205   POINT     574998.8844  4148635.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID206   POINT     575018.8844  4148635.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID207   POINT     575038.8844  4148635.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID208   POINT     575058.8844  4148635.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID209   POINT     575078.8844  4148635.425  2.36
```

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** SRCDESCR  Generator Grid
SO LOCATION  GRID210   POINT     575098.8844  4148635.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID211   POINT     574618.8844  4148655.425  2.06
** SRCDESCR  Generator Grid
SO LOCATION  GRID212   POINT     574638.8844  4148655.425  2.11
** SRCDESCR  Generator Grid
SO LOCATION  GRID213   POINT     574658.8844  4148655.425  2.35
** SRCDESCR  Generator Grid
SO LOCATION  GRID214   POINT     574678.8844  4148655.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID215   POINT     574738.8844  4148655.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID216   POINT     574758.8844  4148655.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID217   POINT     574778.8844  4148655.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID218   POINT     574798.8844  4148655.425  2.34
** SRCDESCR  Generator Grid
SO LOCATION  GRID219   POINT     574818.8844  4148655.425  2.21
** SRCDESCR  Generator Grid
SO LOCATION  GRID220   POINT     574838.8844  4148655.425  2.15
** SRCDESCR  Generator Grid
SO LOCATION  GRID221   POINT     574858.8844  4148655.425  2.09
** SRCDESCR  Generator Grid
SO LOCATION  GRID222   POINT     574878.8844  4148655.425  2.06
** SRCDESCR  Generator Grid
SO LOCATION  GRID223   POINT     574898.8844  4148655.425  2.06
** SRCDESCR  Generator Grid
SO LOCATION  GRID224   POINT     574918.8844  4148655.425  2.06
** SRCDESCR  Generator Grid
SO LOCATION  GRID225   POINT     574938.8844  4148655.425  2.06
** SRCDESCR  Generator Grid
SO LOCATION  GRID226   POINT     574958.8844  4148655.425  2.11
** SRCDESCR  Generator Grid
SO LOCATION  GRID227   POINT     574978.8844  4148655.425  2.16
** SRCDESCR  Generator Grid
SO LOCATION  GRID228   POINT     574998.8844  4148655.425  2.16
** SRCDESCR  Generator Grid
SO LOCATION  GRID229   POINT     575018.8844  4148655.425  2.16
** SRCDESCR  Generator Grid
SO LOCATION  GRID230   POINT     575038.8844  4148655.425  2.31
** SRCDESCR  Generator Grid
SO LOCATION  GRID231   POINT     575058.8844  4148655.425  2.23
** SRCDESCR  Generator Grid
SO LOCATION  GRID232   POINT     575078.8844  4148655.425  2.24
** SRCDESCR  Generator Grid
SO SRCPARAM  EG1       1  1.915650407  763.7055556  161.4510315  0.149898374
SO SRCPARAM  EG2       1  1.915650407  763.7055556  161.4510315  0.149898374
SO SRCPARAM  EG3       1  1.915650407  763.7055556  161.4510315  0.149898374
SO SRCPARAM  GRID1     1  1.915650407  763.7055556  161.4510315  0.149898374
SO SRCPARAM  GRID2     1  1.915650407  763.7055556  161.4510315  0.149898374
SO SRCPARAM  GRID3     1  1.915650407  763.7055556  161.4510315  0.149898374
SO SRCPARAM  GRID4     1  1.915650407  763.7055556  161.4510315  0.149898374
SO SRCPARAM  GRID5     1  1.915650407  763.7055556  161.4510315  0.149898374
SO SRCPARAM  GRID6     1  1.915650407  763.7055556  161.4510315  0.149898374
SO SRCPARAM  GRID7     1  1.915650407  763.7055556  161.4510315  0.149898374
SO SRCPARAM  GRID8     1  1.915650407  763.7055556  161.4510315  0.149898374
SO SRCPARAM  GRID9     1  1.915650407  763.7055556  161.4510315  0.149898374
SO SRCPARAM  GRID10    1  1.915650407  763.7055556  161.4510315  0.149898374
SO SRCPARAM  GRID11    1  1.915650407  763.7055556  161.4510315  0.149898374
SO SRCPARAM  GRID12    1  1.915650407  763.7055556  161.4510315  0.149898374
SO SRCPARAM  GRID13    1  1.915650407  763.7055556  161.4510315  0.149898374
SO SRCPARAM  GRID14    1  1.915650407  763.7055556  161.4510315  0.149898374
SO SRCPARAM  GRID15    1  1.915650407  763.7055556  161.4510315  0.149898374
SO SRCPARAM  GRID16    1  1.915650407  763.7055556  161.4510315  0.149898374
SO SRCPARAM  GRID17    1  1.915650407  763.7055556  161.4510315  0.149898374
SO SRCPARAM  GRID18    1  1.915650407  763.7055556  161.4510315  0.149898374
SO SRCPARAM  GRID19    1  1.915650407  763.7055556  161.4510315  0.149898374
SO SRCPARAM  GRID20    1  1.915650407  763.7055556  161.4510315  0.149898374
SO SRCPARAM  GRID21    1  1.915650407  763.7055556  161.4510315  0.149898374
SO SRCPARAM  GRID22    1  1.915650407  763.7055556  161.4510315  0.149898374
SO SRCPARAM  GRID23    1  1.915650407  763.7055556  161.4510315  0.149898374
```

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SO SRCPARAM  GRID24    1  1.915650407  763.7055556  161.4510315  0.149898374
SO SRCPARAM  GRID25    1  1.915650407  763.7055556  161.4510315  0.149898374
SO SRCPARAM  GRID26    1  1.915650407  763.7055556  161.4510315  0.149898374
SO SRCPARAM  GRID27    1  1.915650407  763.7055556  161.4510315  0.149898374
SO SRCPARAM  GRID28    1  1.915650407  763.7055556  161.4510315  0.149898374
SO SRCPARAM  GRID29    1  1.915650407  763.7055556  161.4510315  0.149898374
SO SRCPARAM  GRID30    1  1.915650407  763.7055556  161.4510315  0.149898374
SO SRCPARAM  GRID31    1  1.915650407  763.7055556  161.4510315  0.149898374
SO SRCPARAM  GRID32    1  1.915650407  763.7055556  161.4510315  0.149898374
SO SRCPARAM  GRID33    1  1.915650407  763.7055556  161.4510315  0.149898374
SO SRCPARAM  GRID34    1  1.915650407  763.7055556  161.4510315  0.149898374
SO SRCPARAM  GRID35    1  1.915650407  763.7055556  161.4510315  0.149898374
SO SRCPARAM  GRID36    1  1.915650407  763.7055556  161.4510315  0.149898374
SO SRCPARAM  GRID37    1  1.915650407  763.7055556  161.4510315  0.149898374
SO SRCPARAM  GRID38    1  1.915650407  763.7055556  161.4510315  0.149898374
SO SRCPARAM  GRID39    1  1.915650407  763.7055556  161.4510315  0.149898374
SO SRCPARAM  GRID40    1  1.915650407  763.7055556  161.4510315  0.149898374
SO SRCPARAM  GRID41    1  1.915650407  763.7055556  161.4510315  0.149898374
SO SRCPARAM  GRID42    1  1.915650407  763.7055556  161.4510315  0.149898374
SO SRCPARAM  GRID43    1  1.915650407  763.7055556  161.4510315  0.149898374
SO SRCPARAM  GRID44    1  1.915650407  763.7055556  161.4510315  0.149898374
SO SRCPARAM  GRID45    1  1.915650407  763.7055556  161.4510315  0.149898374
SO SRCPARAM  GRID46    1  1.915650407  763.7055556  161.4510315  0.149898374
SO SRCPARAM  GRID47    1  1.915650407  763.7055556  161.4510315  0.149898374
SO SRCPARAM  GRID48    1  1.915650407  763.7055556  161.4510315  0.149898374
SO SRCPARAM  GRID49    1  1.915650407  763.7055556  161.4510315  0.149898374
SO SRCPARAM  GRID50    1  1.915650407  763.7055556  161.4510315  0.149898374
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SO SRCPARAM  GRID52    1  1.915650407  763.7055556  161.4510315  0.149898374
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SO BUILDHGT  EG1          13.10     13.10     13.10     13.10     13.10     13.10
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SO BUILDHGT  EG1          13.10     13.10     13.10     13.10     13.10     13.10
SO BUILDWID  EG1          84.92    104.40    120.70    133.33    141.91    146.18
SO BUILDWID  EG1         146.01    141.40    132.50    134.80    142.96    146.77
SO BUILDWID  EG1         146.12    141.04    131.67    118.29    101.33     85.73
SO BUILDWID  EG1          84.92    104.40    120.70    133.33    141.91    146.18
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SO	BUILDLEN	EG1	134.80	142.96	146.77	146.12	141.04	131.67
SO	BUILDLEN	EG1	118.29	101.33	85.73	84.92	104.40	120.70
SO	BUILDLEN	EG1	133.33	141.91	146.18	146.01	141.40	132.50
SO	BUILDLEN	EG1	134.80	142.96	146.77	146.12	141.04	131.67
SO	BUILDLEN	EG1	118.29	101.33	85.73	84.92	104.40	120.70
SO	BUILDLEN	EG1	133.33	141.91	146.18	146.01	141.40	132.50
SO	XBADJ	EG1	-16.61	-29.54	-41.58	-52.36	-61.54	-68.86
SO	XBADJ	EG1	-74.08	-77.05	-77.68	-88.95	-106.82	-121.45
SO	XBADJ	EG1	-132.38	-139.30	-141.98	-140.34	-134.45	-124.46
SO	XBADJ	EG1	-118.20	-113.41	-105.19	-93.77	-79.49	-62.81
SO	XBADJ	EG1	-44.21	-24.27	-8.05	4.03	2.42	0.75
SO	XBADJ	EG1	-0.95	-2.62	-4.21	-5.67	-6.96	-8.04
SO	YBADJ	EG1	46.49	54.62	61.10	65.72	68.34	68.89
SO	YBADJ	EG1	67.34	63.75	58.21	50.79	41.94	31.80
SO	YBADJ	EG1	20.70	8.97	-3.03	-14.94	-26.39	-34.82
SO	YBADJ	EG1	-46.49	-54.62	-61.10	-65.72	-68.34	-68.89
SO	YBADJ	EG1	-67.34	-63.75	-58.21	-50.79	-41.94	-31.80
SO	YBADJ	EG1	-20.70	-8.97	3.03	14.94	26.39	34.82
SO	BUILDHGT	EG2	14.60	18.60	18.60	18.60	18.60	18.60
SO	BUILDHGT	EG2	18.60	18.60	18.60	18.60	18.60	18.60
SO	BUILDHGT	EG2	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	EG2	14.60	18.60	18.60	18.60	18.60	18.60
SO	BUILDHGT	EG2	18.60	18.60	18.60	18.60	18.60	18.60
SO	BUILDHGT	EG2	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDWID	EG2	93.65	90.34	82.77	72.68	60.38	46.26
SO	BUILDWID	EG2	31.46	47.00	61.12	73.38	83.41	90.90
SO	BUILDWID	EG2	71.13	81.70	89.78	95.14	97.60	97.10
SO	BUILDWID	EG2	93.65	90.34	82.77	72.68	60.38	46.25
SO	BUILDWID	EG2	31.46	47.00	61.12	73.38	83.41	90.90
SO	BUILDWID	EG2	71.13	81.70	89.78	95.14	97.60	97.10
SO	BUILDLEN	EG2	34.54	83.41	90.90	95.63	97.46	96.33
SO	BUILDLEN	EG2	92.66	96.09	97.10	95.16	90.34	82.77
SO	BUILDLEN	EG2	97.00	92.73	85.64	75.94	63.94	50.00
SO	BUILDLEN	EG2	34.54	83.41	90.90	95.63	97.46	96.33
SO	BUILDLEN	EG2	92.66	96.09	97.10	95.16	90.34	82.77
SO	BUILDLEN	EG2	97.00	92.73	85.64	75.94	63.94	50.00
SO	XBADJ	EG2	-25.96	-87.01	-99.51	-109.00	-115.17	-117.84
SO	XBADJ	EG2	-116.94	-117.32	-114.65	-108.49	-99.04	-86.58
SO	XBADJ	EG2	-0.32	-2.00	-3.62	-5.14	-6.49	-7.65
SO	XBADJ	EG2	-8.58	3.60	8.61	13.36	17.71	21.52
SO	XBADJ	EG2	24.28	21.23	17.55	13.33	8.70	3.81
SO	XBADJ	EG2	-96.68	-90.73	-82.01	-70.81	-57.45	-42.35
SO	YBADJ	EG2	-50.32	53.87	45.19	35.14	24.03	12.18
SO	YBADJ	EG2	0.27	-12.03	-23.96	-35.17	-45.30	-54.06
SO	YBADJ	EG2	17.12	25.23	32.58	38.94	44.11	47.94
SO	YBADJ	EG2	50.32	-53.87	-45.19	-35.14	-24.03	-12.18
SO	YBADJ	EG2	-0.27	12.03	23.96	35.17	45.30	54.06
SO	YBADJ	EG2	-17.12	-25.23	-32.58	-38.94	-44.11	-47.94
SO	BUILDHGT	EG3	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	EG3	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	EG3	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	EG3	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	EG3	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	EG3	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDWID	EG3	93.87	87.51	78.50	97.00	92.73	85.64
SO	BUILDWID	EG3	75.94	63.94	50.00	34.54	43.90	58.41
SO	BUILDWID	EG3	97.46	97.86	95.27	95.48	97.91	97.37
SO	BUILDWID	EG3	93.87	87.51	78.50	97.00	92.73	85.64
SO	BUILDWID	EG3	75.94	63.94	50.00	34.54	43.90	58.41
SO	BUILDWID	EG3	97.46	97.86	95.27	95.48	97.91	97.37
SO	BUILDLEN	EG3	79.01	87.90	94.11	71.13	81.70	89.78
SO	BUILDLEN	EG3	95.14	97.60	97.10	93.65	96.66	98.33
SO	BUILDLEN	EG3	67.10	53.66	38.60	39.39	54.39	67.73
SO	BUILDLEN	EG3	79.01	87.90	94.11	71.13	81.70	89.78
SO	BUILDLEN	EG3	95.14	97.60	97.10	93.65	96.66	98.33
SO	BUILDLEN	EG3	67.10	53.66	38.60	39.39	54.39	67.73
SO	XBADJ	EG3	-33.29	-30.17	-26.14	-79.63	-93.20	-103.94
SO	XBADJ	EG3	-111.52	-115.71	-116.39	-113.52	-111.68	-107.53
SO	XBADJ	EG3	1.36	2.69	3.94	-3.05	-17.97	-32.34
SO	XBADJ	EG3	-45.73	-57.73	-67.97	8.50	11.50	14.16
SO	XBADJ	EG3	16.38	18.11	19.29	19.88	15.02	9.21

SO	XBADJ	EG3	-68.46	-56.35	-42.53	-36.35	-36.42	-35.39
SO	YBADJ	EG3	-44.23	-42.38	-39.24	51.62	43.29	33.66
SO	YBADJ	EG3	23.00	11.64	-0.07	-11.78	-23.77	-34.44
SO	YBADJ	EG3	27.42	33.09	37.76	41.70	43.89	44.74
SO	YBADJ	EG3	44.23	42.38	39.24	-51.62	-43.29	-33.66
SO	YBADJ	EG3	-23.00	-11.64	0.07	11.78	23.77	34.44
SO	YBADJ	EG3	-27.42	-33.09	-37.76	-41.70	-43.89	-44.74
SO	BUILDHGT	GRID1	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID1	13.10	13.10	13.10	0.00	0.00	13.10
SO	BUILDHGT	GRID1	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID1	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID1	13.10	13.10	13.10	0.00	0.00	13.10
SO	BUILDHGT	GRID1	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDWID	GRID1	84.92	104.40	120.70	133.33	141.91	146.18
SO	BUILDWID	GRID1	146.01	141.40	132.50	0.00	0.00	146.77
SO	BUILDWID	GRID1	146.12	141.04	131.67	118.29	101.33	85.73
SO	BUILDWID	GRID1	84.92	104.40	120.70	133.33	141.91	146.18
SO	BUILDWID	GRID1	146.01	141.40	132.50	0.00	0.00	146.77
SO	BUILDWID	GRID1	146.12	141.04	131.67	118.29	101.33	85.73
SO	BUILDLEN	GRID1	134.80	142.96	146.77	146.12	141.04	131.67
SO	BUILDLEN	GRID1	118.29	101.33	85.73	0.00	0.00	120.70
SO	BUILDLEN	GRID1	133.33	141.91	146.18	146.01	141.40	132.50
SO	BUILDLEN	GRID1	134.80	142.96	146.77	146.12	141.04	131.67
SO	BUILDLEN	GRID1	118.29	101.33	85.73	0.00	0.00	120.70
SO	BUILDLEN	GRID1	133.33	141.91	146.18	146.01	141.40	132.50
SO	XBADJ	GRID1	9.40	8.07	6.50	4.73	2.82	0.82
SO	XBADJ	GRID1	-1.20	-3.19	-5.07	0.00	0.00	-65.36
SO	XBADJ	GRID1	-85.50	-103.04	-117.45	-128.29	-135.23	-138.07
SO	XBADJ	GRID1	-144.20	-151.03	-153.27	-150.86	-143.86	-132.49
SO	XBADJ	GRID1	-117.09	-98.14	-80.66	0.00	0.00	-55.33
SO	XBADJ	GRID1	-47.83	-38.87	-28.73	-17.72	-6.17	5.57
SO	YBADJ	GRID1	-22.66	-8.96	5.02	18.84	32.08	44.36
SO	YBADJ	GRID1	55.28	64.53	71.82	0.00	0.00	79.89
SO	YBADJ	GRID1	77.79	73.34	66.66	57.95	47.48	37.79
SO	YBADJ	GRID1	22.66	8.96	-5.02	-18.84	-32.08	-44.36
SO	YBADJ	GRID1	-55.28	-64.53	-71.82	0.00	0.00	-79.89
SO	YBADJ	GRID1	-77.79	-73.34	-66.66	-57.95	-47.48	-37.79
SO	BUILDHGT	GRID2	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID2	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID2	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID2	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID2	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID2	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDWID	GRID2	84.92	104.40	120.70	133.33	141.91	146.18
SO	BUILDWID	GRID2	146.01	141.40	132.50	134.80	142.96	146.77
SO	BUILDWID	GRID2	146.12	141.04	131.67	118.29	101.33	85.73
SO	BUILDWID	GRID2	84.92	104.40	120.70	133.33	141.91	146.18
SO	BUILDWID	GRID2	146.01	141.40	132.50	134.80	142.96	146.77
SO	BUILDWID	GRID2	146.12	141.04	131.67	118.29	101.33	85.73
SO	BUILDLEN	GRID2	134.80	142.96	146.77	146.12	141.04	131.67
SO	BUILDLEN	GRID2	118.29	101.33	85.73	84.92	104.40	120.70
SO	BUILDLEN	GRID2	133.33	141.91	146.18	146.01	141.40	132.50
SO	BUILDLEN	GRID2	134.80	142.96	146.77	146.12	141.04	131.67
SO	BUILDLEN	GRID2	118.29	101.33	85.73	84.92	104.40	120.70
SO	BUILDLEN	GRID2	133.33	141.91	146.18	146.01	141.40	132.50
SO	XBADJ	GRID2	5.92	1.23	-3.50	-8.12	-12.50	-16.50
SO	XBADJ	GRID2	-19.99	-22.88	-25.07	-39.50	-62.03	-82.68
SO	XBADJ	GRID2	-100.82	-115.90	-127.45	-135.13	-138.70	-138.07
SO	XBADJ	GRID2	-140.72	-144.19	-143.27	-138.00	-128.54	-115.17
SO	XBADJ	GRID2	-98.30	-78.44	-60.66	-45.42	-42.36	-38.01
SO	XBADJ	GRID2	-32.51	-26.02	-18.73	-10.88	-2.70	5.57
SO	YBADJ	GRID2	-2.96	9.84	22.34	34.16	44.94	54.36
SO	YBADJ	GRID2	62.12	68.00	71.82	73.32	72.71	69.89
SO	YBADJ	GRID2	64.94	58.02	49.34	39.15	27.78	17.79
SO	YBADJ	GRID2	2.96	-9.84	-22.34	-34.16	-44.94	-54.36
SO	YBADJ	GRID2	-62.12	-68.00	-71.82	-73.32	-72.71	-69.89
SO	YBADJ	GRID2	-64.94	-58.02	-49.34	-39.15	-27.78	-17.79
SO	BUILDHGT	GRID3	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID3	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID3	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID3	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID3	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID3	13.10	13.10	13.10	13.10	13.10	13.10

SO	BUILDWID	GRID3	84.92	104.40	120.70	133.33	141.91	146.18
SO	BUILDWID	GRID3	146.01	141.40	132.50	134.80	142.96	146.77
SO	BUILDWID	GRID3	146.12	141.04	131.67	118.29	101.33	85.73
SO	BUILDWID	GRID3	84.92	104.40	120.70	133.33	141.91	146.18
SO	BUILDWID	GRID3	146.01	141.40	132.50	134.80	142.96	146.77
SO	BUILDWID	GRID3	146.12	141.04	131.67	118.29	101.33	85.73
SO	BUILDLEN	GRID3	134.80	142.96	146.77	146.12	141.04	131.67
SO	BUILDLEN	GRID3	118.29	101.33	85.73	84.92	104.40	120.70
SO	BUILDLEN	GRID3	133.33	141.91	146.18	146.01	141.40	132.50
SO	BUILDLEN	GRID3	134.80	142.96	146.77	146.12	141.04	131.67
SO	BUILDLEN	GRID3	118.29	101.33	85.73	84.92	104.40	120.70
SO	BUILDLEN	GRID3	133.33	141.91	146.18	146.01	141.40	132.50
SO	XBADJ	GRID3	2.45	-5.61	-13.50	-20.98	-27.82	-33.82
SO	XBADJ	GRID3	-38.79	-42.58	-45.07	-59.20	-80.83	-100.01
SO	XBADJ	GRID3	-116.14	-128.75	-137.45	-141.97	-142.18	-138.06
SO	XBADJ	GRID3	-137.25	-137.35	-133.27	-125.14	-113.22	-97.85
SO	XBADJ	GRID3	-79.51	-58.75	-40.66	-25.73	-23.57	-20.69
SO	XBADJ	GRID3	-17.19	-13.16	-8.73	-4.04	0.77	5.57
SO	YBADJ	GRID3	16.73	28.63	39.66	49.48	57.80	64.36
SO	YBADJ	GRID3	68.96	71.48	71.82	69.85	65.87	59.89
SO	YBADJ	GRID3	52.08	42.70	32.01	20.36	8.09	-2.21
SO	YBADJ	GRID3	-16.73	-28.63	-39.66	-49.48	-57.80	-64.36
SO	YBADJ	GRID3	-68.96	-71.48	-71.82	-69.85	-65.87	-59.89
SO	YBADJ	GRID3	-52.08	-42.70	-32.01	-20.36	-8.09	2.21
SO	BUILDHGT	GRID4	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID4	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID4	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID4	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID4	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID4	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDWID	GRID4	84.92	104.40	120.70	133.33	141.91	146.18
SO	BUILDWID	GRID4	146.01	141.40	132.50	134.80	142.96	146.77
SO	BUILDWID	GRID4	146.12	141.04	131.67	118.29	101.33	85.73
SO	BUILDWID	GRID4	84.92	104.40	120.70	133.33	141.91	146.18
SO	BUILDWID	GRID4	146.01	141.40	132.50	134.80	142.96	146.77
SO	BUILDWID	GRID4	146.12	141.04	131.67	118.29	101.33	85.73
SO	BUILDLEN	GRID4	134.80	142.96	146.77	146.12	141.04	131.67
SO	BUILDLEN	GRID4	118.29	101.33	85.73	84.92	104.40	120.70
SO	BUILDLEN	GRID4	133.33	141.91	146.18	146.01	141.40	132.50
SO	BUILDLEN	GRID4	134.80	142.96	146.77	146.12	141.04	131.67
SO	BUILDLEN	GRID4	118.29	101.33	85.73	84.92	104.40	120.70
SO	BUILDLEN	GRID4	133.33	141.91	146.18	146.01	141.40	132.50
SO	XBADJ	GRID4	-1.02	-12.45	-23.50	-33.84	-43.14	-51.14
SO	XBADJ	GRID4	-57.58	-62.27	-65.07	-78.89	-99.62	-117.33
SO	XBADJ	GRID4	-131.46	-141.61	-147.45	-148.81	-145.65	-138.06
SO	XBADJ	GRID4	-133.78	-130.51	-123.27	-112.29	-97.90	-80.53
SO	XBADJ	GRID4	-60.71	-39.05	-20.66	-6.03	-4.77	-3.37
SO	XBADJ	GRID4	-1.87	-0.30	1.27	2.80	4.25	5.57
SO	YBADJ	GRID4	36.43	47.42	56.98	64.80	70.65	74.36
SO	YBADJ	GRID4	75.81	74.95	71.81	66.38	59.03	49.89
SO	YBADJ	GRID4	39.23	27.38	14.69	1.57	-11.61	-22.21
SO	YBADJ	GRID4	-36.43	-47.42	-56.98	-64.80	-70.65	-74.36
SO	YBADJ	GRID4	-75.81	-74.95	-71.81	-66.38	-59.03	-49.89
SO	YBADJ	GRID4	-39.23	-27.38	-14.69	-1.57	11.61	22.21
SO	BUILDHGT	GRID5	0.00	0.00	0.00	0.00	0.00	0.00
SO	BUILDHGT	GRID5	0.00	0.00	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID5	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID5	0.00	0.00	0.00	0.00	0.00	0.00
SO	BUILDHGT	GRID5	0.00	0.00	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID5	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDWID	GRID5	0.00	0.00	0.00	0.00	0.00	0.00
SO	BUILDWID	GRID5	0.00	0.00	132.50	134.80	142.96	146.77
SO	BUILDWID	GRID5	146.12	141.04	131.67	118.29	101.33	85.73
SO	BUILDWID	GRID5	0.00	0.00	0.00	0.00	0.00	0.00
SO	BUILDWID	GRID5	0.00	0.00	132.50	134.80	142.96	146.77
SO	BUILDWID	GRID5	146.12	141.04	131.67	118.29	101.33	85.73
SO	BUILDLEN	GRID5	0.00	0.00	0.00	0.00	0.00	0.00
SO	BUILDLEN	GRID5	0.00	0.00	85.73	84.92	104.40	120.70
SO	BUILDLEN	GRID5	133.33	141.91	146.18	146.01	141.40	132.50
SO	BUILDLEN	GRID5	0.00	0.00	0.00	0.00	0.00	0.00
SO	BUILDLEN	GRID5	0.00	0.00	85.73	84.92	104.40	120.70
SO	BUILDLEN	GRID5	133.33	141.91	146.18	146.01	141.40	132.50
SO	XBADJ	GRID5	0.00	0.00	0.00	0.00	0.00	0.00

SO	XBADJ	GRID5	0.00	0.00	-85.07	-98.59	-118.42	-134.65
SO	XBADJ	GRID5	-146.79	-154.46	-157.45	-155.65	-149.12	-138.06
SO	XBADJ	GRID5	0.00	0.00	0.00	0.00	0.00	0.00
SO	XBADJ	GRID5	0.00	0.00	-0.66	13.66	14.02	13.95
SO	XBADJ	GRID5	13.45	12.55	11.27	9.64	7.72	5.57
SO	YBADJ	GRID5	0.00	0.00	0.00	0.00	0.00	0.00
SO	YBADJ	GRID5	0.00	0.00	71.81	62.90	52.19	39.89
SO	YBADJ	GRID5	26.37	12.06	-2.63	-17.23	-31.31	-42.21
SO	YBADJ	GRID5	0.00	0.00	0.00	0.00	0.00	0.00
SO	YBADJ	GRID5	0.00	0.00	-71.81	-62.90	-52.19	-39.89
SO	YBADJ	GRID5	-26.37	-12.06	2.63	17.23	31.31	42.21
SO	BUILDHGT	GRID6	0.00	0.00	0.00	0.00	0.00	0.00
SO	BUILDHGT	GRID6	0.00	0.00	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID6	13.10	13.10	13.10	13.10	13.10	0.00
SO	BUILDHGT	GRID6	0.00	0.00	0.00	0.00	0.00	0.00
SO	BUILDHGT	GRID6	0.00	0.00	13.10	0.00	0.00	0.00
SO	BUILDHGT	GRID6	0.00	13.10	13.10	13.10	13.10	0.00
SO	BUILDWID	GRID6	0.00	0.00	0.00	0.00	0.00	0.00
SO	BUILDWID	GRID6	0.00	0.00	132.50	134.80	142.96	146.77
SO	BUILDWID	GRID6	146.12	141.04	131.67	118.29	101.33	0.00
SO	BUILDWID	GRID6	0.00	0.00	0.00	0.00	0.00	0.00
SO	BUILDWID	GRID6	0.00	0.00	132.50	0.00	0.00	0.00
SO	BUILDWID	GRID6	0.00	141.04	131.67	118.29	101.33	0.00
SO	BUILDLEN	GRID6	0.00	0.00	0.00	0.00	0.00	0.00
SO	BUILDLEN	GRID6	0.00	0.00	85.73	84.92	104.40	120.70
SO	BUILDLEN	GRID6	133.33	141.91	146.18	146.01	141.40	0.00
SO	BUILDLEN	GRID6	0.00	0.00	0.00	0.00	0.00	0.00
SO	BUILDLEN	GRID6	0.00	0.00	85.73	0.00	0.00	0.00
SO	BUILDLEN	GRID6	0.00	141.91	146.18	146.01	141.40	0.00
SO	XBADJ	GRID6	0.00	0.00	0.00	0.00	0.00	0.00
SO	XBADJ	GRID6	0.00	0.00	-105.07	-118.28	-137.21	-151.97
SO	XBADJ	GRID6	-162.11	-167.32	-167.45	-162.49	-152.60	0.00
SO	XBADJ	GRID6	0.00	0.00	0.00	0.00	0.00	0.00
SO	XBADJ	GRID6	0.00	0.00	19.34	0.00	0.00	0.00
SO	XBADJ	GRID6	0.00	25.41	21.27	16.48	11.19	0.00
SO	YBADJ	GRID6	0.00	0.00	0.00	0.00	0.00	0.00
SO	YBADJ	GRID6	0.00	0.00	71.81	59.43	45.35	29.89
SO	YBADJ	GRID6	13.52	-3.27	-19.95	-36.02	-51.00	0.00
SO	YBADJ	GRID6	0.00	0.00	0.00	0.00	0.00	0.00
SO	YBADJ	GRID6	0.00	0.00	-71.81	0.00	0.00	0.00
SO	YBADJ	GRID6	0.00	3.27	19.95	36.02	51.00	0.00
SO	BUILDHGT	GRID7	0.00	0.00	0.00	0.00	0.00	0.00
SO	BUILDHGT	GRID7	0.00	0.00	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID7	13.10	13.10	13.10	13.10	0.00	0.00
SO	BUILDHGT	GRID7	0.00	18.60	18.60	18.60	18.60	13.00
SO	BUILDHGT	GRID7	13.00	13.00	0.00	0.00	0.00	0.00
SO	BUILDHGT	GRID7	0.00	0.00	0.00	13.10	0.00	0.00
SO	BUILDWID	GRID7	0.00	0.00	0.00	0.00	0.00	0.00
SO	BUILDWID	GRID7	0.00	0.00	132.50	134.80	142.96	146.77
SO	BUILDWID	GRID7	146.12	141.04	131.67	118.29	0.00	0.00
SO	BUILDWID	GRID7	0.00	90.34	82.77	72.68	60.38	65.86
SO	BUILDWID	GRID7	52.31	37.17	0.00	0.00	0.00	0.00
SO	BUILDWID	GRID7	0.00	0.00	0.00	118.29	0.00	0.00
SO	BUILDLEN	GRID7	0.00	0.00	0.00	0.00	0.00	0.00
SO	BUILDLEN	GRID7	0.00	0.00	85.73	84.92	104.40	120.70
SO	BUILDLEN	GRID7	133.33	141.91	146.18	146.01	0.00	0.00
SO	BUILDLEN	GRID7	0.00	83.41	90.90	95.63	97.46	97.73
SO	BUILDLEN	GRID7	97.82	94.94	0.00	0.00	0.00	0.00
SO	BUILDLEN	GRID7	0.00	0.00	0.00	146.01	0.00	0.00
SO	XBADJ	GRID7	0.00	0.00	0.00	0.00	0.00	0.00
SO	XBADJ	GRID7	0.00	0.00	-125.07	-137.98	-156.00	-169.29
SO	XBADJ	GRID7	-177.43	-180.18	-177.45	-169.33	0.00	0.00
SO	XBADJ	GRID7	0.00	-172.63	-180.54	-182.96	-179.82	-148.28
SO	XBADJ	GRID7	-148.71	-144.61	0.00	0.00	0.00	0.00
SO	XBADJ	GRID7	0.00	0.00	0.00	23.32	0.00	0.00
SO	YBADJ	GRID7	0.00	0.00	0.00	0.00	0.00	0.00
SO	YBADJ	GRID7	0.00	0.00	71.81	55.96	38.51	19.89
SO	YBADJ	GRID7	0.66	-18.59	-37.27	-54.82	0.00	0.00
SO	YBADJ	GRID7	0.00	35.94	12.65	-11.02	-34.36	10.76
SO	YBADJ	GRID7	-6.63	-23.81	0.00	0.00	0.00	0.00
SO	YBADJ	GRID7	0.00	0.00	0.00	54.82	0.00	0.00
SO	BUILDHGT	GRID8	0.00	0.00	0.00	0.00	0.00	0.00
SO	BUILDHGT	GRID8	0.00	0.00	0.00	0.00	0.00	0.00

SO BUILDHGT	GRID8	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID8	18.60	18.60	18.60	18.60	13.00	13.00
SO BUILDHGT	GRID8	13.00	13.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID8	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID8	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID8	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID8	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID8	95.16	90.34	82.77	72.68	77.41	65.86
SO BUILDWID	GRID8	52.31	53.11	0.00	0.00	0.00	0.00
SO BUILDWID	GRID8	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID8	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID8	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID8	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID8	73.38	83.41	90.90	95.63	94.67	97.73
SO BUILDLEN	GRID8	97.82	202.39	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID8	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID8	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID8	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID8	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID8	-156.01	-165.79	-170.54	-170.10	-128.03	-130.96
SO XBADJ	GRID8	-129.91	-232.37	0.00	0.00	0.00	0.00
SO XBADJ	GRID8	0.00	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID8	0.00	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID8	0.00	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID8	0.00	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID8	38.45	17.15	-4.67	-26.34	14.96	0.76
SO YBADJ	GRID8	-13.47	-19.32	0.00	0.00	0.00	0.00
SO YBADJ	GRID8	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID9	13.00	13.00	13.00	13.00	13.00	13.00
SO BUILDHGT	GRID9	13.00	13.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID9	0.00	0.00	0.00	0.00	18.60	18.60
SO BUILDHGT	GRID9	18.60	18.60	18.60	18.60	13.00	13.00
SO BUILDHGT	GRID9	13.00	13.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID9	0.00	0.00	0.00	0.00	0.00	13.00
SO BUILDWID	GRID9	97.70	96.91	93.17	86.61	77.41	65.86
SO BUILDWID	GRID9	52.31	53.11	0.00	0.00	0.00	0.00
SO BUILDWID	GRID9	0.00	0.00	0.00	0.00	96.09	97.10
SO BUILDWID	GRID9	95.16	90.34	82.77	72.68	77.41	65.86
SO BUILDWID	GRID9	52.31	53.11	0.00	0.00	0.00	0.00
SO BUILDWID	GRID9	0.00	0.00	0.00	0.00	0.00	95.52
SO BUILDLEN	GRID9	55.87	69.03	80.10	88.73	94.67	97.73
SO BUILDLEN	GRID9	97.82	202.39	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID9	0.00	0.00	0.00	0.00	47.00	61.12
SO BUILDLEN	GRID9	73.38	83.41	90.90	95.63	94.67	97.73
SO BUILDLEN	GRID9	97.82	202.39	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID9	0.00	0.00	0.00	0.00	0.00	41.01
SO XBADJ	GRID9	20.68	20.96	20.60	19.62	18.04	15.91
SO XBADJ	GRID9	13.30	10.28	0.00	0.00	0.00	0.00
SO XBADJ	GRID9	0.00	0.00	0.00	0.00	-126.14	-141.49
SO XBADJ	GRID9	-152.54	-158.95	-160.54	-157.25	-112.71	-113.64
SO XBADJ	GRID9	-111.12	-212.67	0.00	0.00	0.00	0.00
SO XBADJ	GRID9	0.00	0.00	0.00	0.00	0.00	19.78
SO YBADJ	GRID9	-43.50	-34.41	-24.27	-13.39	-2.11	9.24
SO YBADJ	GRID9	20.31	22.79	0.00	0.00	0.00	0.00
SO YBADJ	GRID9	0.00	0.00	0.00	0.00	57.23	38.58
SO YBADJ	GRID9	18.75	-1.64	-21.99	-41.66	2.11	-9.24
SO YBADJ	GRID9	-20.31	-22.79	0.00	0.00	0.00	0.00
SO YBADJ	GRID9	0.00	0.00	0.00	0.00	0.00	-51.28
SO BUILDHGT	GRID10	13.00	13.00	13.00	13.00	13.00	13.00
SO BUILDHGT	GRID10	13.00	13.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID10	0.00	13.00	13.00	18.60	18.60	18.60
SO BUILDHGT	GRID10	18.60	18.60	18.60	13.00	13.00	13.00
SO BUILDHGT	GRID10	13.00	13.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID10	0.00	13.00	13.00	13.00	13.00	13.00
SO BUILDWID	GRID10	97.70	96.91	93.17	86.61	77.41	65.86
SO BUILDWID	GRID10	52.31	53.11	0.00	0.00	0.00	0.00
SO BUILDWID	GRID10	0.00	94.67	97.73	92.66	96.09	97.10
SO BUILDWID	GRID10	95.16	90.34	82.77	86.61	77.41	65.86
SO BUILDWID	GRID10	52.31	53.11	0.00	0.00	0.00	0.00
SO BUILDWID	GRID10	0.00	94.67	97.73	97.82	94.94	95.52
SO BUILDLEN	GRID10	55.87	69.03	80.10	88.73	94.67	97.73
SO BUILDLEN	GRID10	97.82	202.39	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID10	0.00	77.41	65.86	31.46	47.00	61.12

SO BUILDLEN	GRID10	73.38	83.41	90.90	88.73	94.67	97.73
SO BUILDLEN	GRID10	97.82	202.39	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID10	0.00	77.41	65.86	52.31	37.17	41.01
SO XBADJ	GRID10	17.21	14.12	10.60	6.76	2.72	-1.41
SO XBADJ	GRID10	-5.49	-9.41	0.00	0.00	0.00	0.00
SO XBADJ	GRID10	0.00	-49.45	-52.17	-113.79	-129.61	-141.49
SO XBADJ	GRID10	-149.06	-152.11	-150.54	-95.50	-97.39	-96.32
SO XBADJ	GRID10	-92.32	-192.98	0.00	0.00	0.00	0.00
SO XBADJ	GRID10	0.00	-27.96	-13.69	0.99	15.65	19.77
SO YBADJ	GRID10	-23.81	-15.61	-6.95	1.93	10.75	19.24
SO YBADJ	GRID10	27.15	26.26	0.00	0.00	0.00	0.00
SO YBADJ	GRID10	0.00	50.05	47.45	55.09	37.53	18.58
SO YBADJ	GRID10	-0.95	-20.44	-39.31	-1.93	-10.75	-19.24
SO YBADJ	GRID10	-27.15	-26.26	0.00	0.00	0.00	0.00
SO YBADJ	GRID10	0.00	-50.05	-47.45	-43.42	-38.06	-31.28
SO BUILDHGT	GRID11	13.00	13.00	13.00	13.00	13.00	13.00
SO BUILDHGT	GRID11	13.00	13.00	0.00	0.00	0.00	13.00
SO BUILDHGT	GRID11	13.00	13.00	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID11	18.60	18.60	13.00	13.00	13.00	13.00
SO BUILDHGT	GRID11	13.00	13.00	0.00	0.00	0.00	13.00
SO BUILDHGT	GRID11	13.00	13.00	13.00	13.00	13.00	13.00
SO BUILDWID	GRID11	97.70	96.91	93.17	86.61	77.41	65.86
SO BUILDWID	GRID11	86.09	53.11	0.00	0.00	0.00	80.10
SO BUILDWID	GRID11	88.73	94.67	96.33	92.66	96.09	97.10
SO BUILDWID	GRID11	95.16	90.34	93.17	86.61	77.41	65.86
SO BUILDWID	GRID11	86.09	53.11	0.00	0.00	0.00	80.10
SO BUILDWID	GRID11	88.73	94.67	97.73	97.82	94.94	95.52
SO BUILDLEN	GRID11	55.87	69.03	80.10	88.73	94.67	97.73
SO BUILDLEN	GRID11	200.72	202.39	0.00	0.00	0.00	93.17
SO BUILDLEN	GRID11	86.61	77.41	46.26	31.46	47.00	61.12
SO BUILDLEN	GRID11	73.38	83.41	80.10	88.73	94.67	97.73
SO BUILDLEN	GRID11	200.72	202.39	0.00	0.00	0.00	93.17
SO BUILDLEN	GRID11	86.61	77.41	65.86	52.31	37.17	41.01
SO XBADJ	GRID11	13.74	7.28	0.60	-6.09	-12.60	-18.73
SO XBADJ	GRID11	-24.29	-29.11	0.00	0.00	0.00	-56.96
SO XBADJ	GRID11	-60.55	-62.31	-119.79	-120.63	-133.08	-141.49
SO XBADJ	GRID11	-145.59	-145.27	-80.70	-82.64	-82.07	-79.00
SO XBADJ	GRID11	-176.43	-173.28	0.00	0.00	0.00	-36.21
SO XBADJ	GRID11	-26.05	-15.10	-3.69	7.84	19.12	19.77
SO YBADJ	GRID11	-4.11	3.18	10.37	17.25	23.60	29.24
SO YBADJ	GRID11	17.10	29.73	0.00	0.00	0.00	40.65
SO YBADJ	GRID11	38.27	34.73	53.77	36.30	17.84	-1.42
SO YBADJ	GRID11	-20.64	-39.23	-10.37	-17.25	-23.60	-29.24
SO YBADJ	GRID11	-17.10	-29.73	0.00	0.00	0.00	-40.65
SO YBADJ	GRID11	-38.27	-34.73	-30.13	-24.62	-18.36	-11.28
SO BUILDHGT	GRID12	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID12	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID12	13.10	13.10	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID12	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID12	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID12	13.10	13.10	0.00	0.00	0.00	0.00
SO BUILDWID	GRID12	84.92	104.40	120.70	133.33	141.91	146.18
SO BUILDWID	GRID12	146.01	141.40	132.50	134.80	142.96	146.77
SO BUILDWID	GRID12	146.12	141.04	0.00	0.00	0.00	0.00
SO BUILDWID	GRID12	84.92	104.40	120.70	133.33	141.91	146.18
SO BUILDWID	GRID12	146.01	141.40	132.50	134.80	142.96	146.77
SO BUILDWID	GRID12	146.12	141.04	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID12	134.80	142.96	146.77	146.12	141.04	131.67
SO BUILDLEN	GRID12	118.29	101.33	85.73	84.92	104.40	120.70
SO BUILDLEN	GRID12	133.33	141.91	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID12	134.80	142.96	146.77	146.12	141.04	131.67
SO BUILDLEN	GRID12	118.29	101.33	85.73	84.92	104.40	120.70
SO BUILDLEN	GRID12	133.33	141.91	0.00	0.00	0.00	0.00
SO XBADJ	GRID12	-6.83	-3.88	-0.82	2.27	5.29	8.14
SO XBADJ	GRID12	10.75	13.04	14.93	3.37	-17.61	-38.04
SO XBADJ	GRID12	-57.33	-74.86	0.00	0.00	0.00	0.00
SO XBADJ	GRID12	-127.97	-139.08	-145.95	-148.39	-146.32	-139.81
SO XBADJ	GRID12	-129.05	-114.36	-100.66	-88.29	-86.79	-82.65
SO XBADJ	GRID12	-76.01	-67.05	0.00	0.00	0.00	0.00
SO YBADJ	GRID12	-45.83	-34.59	-22.30	-9.34	3.91	17.04
SO YBADJ	GRID12	29.65	41.36	51.82	60.57	67.60	72.56
SO YBADJ	GRID12	75.33	75.80	0.00	0.00	0.00	0.00
SO YBADJ	GRID12	45.83	34.59	22.30	9.34	-3.91	-17.04

SO	YBADJ	GRID12	-29.65	-41.36	-51.82	-60.57	-67.60	-72.56
SO	YBADJ	GRID12	-75.33	-75.80	0.00	0.00	0.00	0.00
SO	BUILDHGT	GRID13	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID13	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID13	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID13	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID13	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID13	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDWID	GRID13	84.92	104.40	120.70	133.33	141.91	146.18
SO	BUILDWID	GRID13	146.01	141.40	132.50	134.80	142.96	146.77
SO	BUILDWID	GRID13	146.12	141.04	131.67	118.29	101.33	85.73
SO	BUILDWID	GRID13	84.92	104.40	120.70	133.33	141.91	146.18
SO	BUILDWID	GRID13	146.01	141.40	132.50	134.80	142.96	146.77
SO	BUILDWID	GRID13	146.12	141.04	131.67	118.29	101.33	85.73
SO	BUILDLEN	GRID13	134.80	142.96	146.77	146.12	141.04	131.67
SO	BUILDLEN	GRID13	118.29	101.33	85.73	84.92	104.40	120.70
SO	BUILDLEN	GRID13	133.33	141.91	146.18	146.01	141.40	132.50
SO	BUILDLEN	GRID13	134.80	142.96	146.77	146.12	141.04	131.67
SO	BUILDLEN	GRID13	118.29	101.33	85.73	84.92	104.40	120.70
SO	BUILDLEN	GRID13	133.33	141.91	146.18	146.01	141.40	132.50
SO	XBADJ	GRID13	-10.30	-10.72	-10.82	-10.59	-10.04	-9.18
SO	XBADJ	GRID13	-8.04	-6.66	-5.07	-16.33	-36.40	-55.36
SO	XBADJ	GRID13	-72.65	-87.72	-100.13	-109.50	-115.54	-118.07
SO	XBADJ	GRID13	-124.50	-132.24	-135.95	-135.54	-131.00	-122.49
SO	XBADJ	GRID13	-110.25	-94.67	-80.66	-68.59	-68.00	-65.33
SO	XBADJ	GRID13	-60.68	-54.19	-46.05	-36.52	-25.87	-14.43
SO	YBADJ	GRID13	-26.13	-15.80	-4.98	5.98	16.76	27.04
SO	YBADJ	GRID13	36.49	44.83	51.82	57.10	60.76	62.56
SO	YBADJ	GRID13	62.47	60.48	56.66	51.11	44.00	37.79
SO	YBADJ	GRID13	26.13	15.80	4.98	-5.98	-16.76	-27.04
SO	YBADJ	GRID13	-36.49	-44.83	-51.82	-57.10	-60.76	-62.56
SO	YBADJ	GRID13	-62.47	-60.48	-56.66	-51.11	-44.00	-37.79
SO	BUILDHGT	GRID14	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID14	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID14	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID14	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID14	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID14	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDWID	GRID14	84.92	104.40	120.70	133.33	141.91	146.18
SO	BUILDWID	GRID14	146.01	141.40	132.50	134.80	142.96	146.77
SO	BUILDWID	GRID14	146.12	141.04	131.67	118.29	101.33	85.73
SO	BUILDWID	GRID14	84.92	104.40	120.70	133.33	141.91	146.18
SO	BUILDWID	GRID14	146.01	141.40	132.50	134.80	142.96	146.77
SO	BUILDWID	GRID14	146.12	141.04	131.67	118.29	101.33	85.73
SO	BUILDLEN	GRID14	134.80	142.96	146.77	146.12	141.04	131.67
SO	BUILDLEN	GRID14	118.29	101.33	85.73	84.92	104.40	120.70
SO	BUILDLEN	GRID14	133.33	141.91	146.18	146.01	141.40	132.50
SO	BUILDLEN	GRID14	134.80	142.96	146.77	146.12	141.04	131.67
SO	BUILDLEN	GRID14	118.29	101.33	85.73	84.92	104.40	120.70
SO	BUILDLEN	GRID14	133.33	141.91	146.18	146.01	141.40	132.50
SO	XBADJ	GRID14	-13.77	-17.56	-20.82	-23.44	-25.36	-26.50
SO	XBADJ	GRID14	-26.83	-26.35	-25.07	-36.03	-55.19	-72.68
SO	XBADJ	GRID14	-87.97	-100.58	-110.13	-116.34	-119.01	-118.06
SO	XBADJ	GRID14	-121.03	-125.39	-125.95	-122.68	-115.68	-105.17
SO	XBADJ	GRID14	-91.46	-74.97	-60.66	-48.90	-49.20	-48.01
SO	XBADJ	GRID14	-45.36	-41.34	-36.05	-29.68	-22.40	-14.43
SO	YBADJ	GRID14	-6.43	3.00	12.34	21.30	29.62	37.04
SO	YBADJ	GRID14	43.33	48.31	51.82	53.63	53.92	52.56
SO	YBADJ	GRID14	49.62	45.16	39.34	32.31	24.31	17.79
SO	YBADJ	GRID14	6.43	-3.00	-12.34	-21.30	-29.62	-37.04
SO	YBADJ	GRID14	-43.33	-48.31	-51.82	-53.63	-53.92	-52.56
SO	YBADJ	GRID14	-49.62	-45.16	-39.34	-32.31	-24.31	-17.79
SO	BUILDHGT	GRID15	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID15	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID15	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID15	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID15	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID15	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDWID	GRID15	84.92	104.40	120.70	133.33	141.91	146.18
SO	BUILDWID	GRID15	146.01	141.40	132.50	134.80	142.96	146.77
SO	BUILDWID	GRID15	146.12	141.04	131.67	118.29	101.33	85.73
SO	BUILDWID	GRID15	84.92	104.40	120.70	133.33	141.91	146.18
SO	BUILDWID	GRID15	146.01	141.40	132.50	134.80	142.96	146.77

SO BUILDWID	GRID15	146.12	141.04	131.67	118.29	101.33	85.73
SO BUILDLEN	GRID15	134.80	142.96	146.77	146.12	141.04	131.67
SO BUILDLEN	GRID15	118.29	101.33	85.73	84.92	104.40	120.70
SO BUILDLEN	GRID15	133.33	141.91	146.18	146.01	141.40	132.50
SO BUILDLEN	GRID15	134.80	142.96	146.77	146.12	141.04	131.67
SO BUILDLEN	GRID15	118.29	101.33	85.73	84.92	104.40	120.70
SO BUILDLEN	GRID15	133.33	141.91	146.18	146.01	141.40	132.50
SO XBADJ	GRID15	-17.25	-24.40	-30.82	-36.30	-40.68	-43.82
SO XBADJ	GRID15	-45.63	-46.05	-45.07	-55.72	-73.99	-90.01
SO XBADJ	GRID15	-103.29	-113.43	-120.13	-123.18	-122.48	-118.06
SO XBADJ	GRID15	-117.56	-118.55	-115.95	-109.82	-100.36	-87.85
SO XBADJ	GRID15	-72.67	-55.28	-40.66	-29.20	-30.41	-30.69
SO XBADJ	GRID15	-30.04	-28.48	-26.05	-22.84	-18.92	-14.43
SO YBADJ	GRID15	13.26	21.79	29.66	36.62	42.48	47.04
SO YBADJ	GRID15	50.17	51.78	51.82	50.15	47.07	42.56
SO YBADJ	GRID15	36.76	29.84	22.01	13.52	4.61	-2.21
SO YBADJ	GRID15	-13.26	-21.79	-29.66	-36.62	-42.48	-47.04
SO YBADJ	GRID15	-50.17	-51.78	-51.82	-50.15	-47.07	-42.56
SO YBADJ	GRID15	-36.76	-29.84	-22.01	-13.52	-4.61	2.21
SO BUILDHGT	GRID16	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID16	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID16	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID16	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID16	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID16	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDWID	GRID16	84.92	104.40	120.70	133.33	141.91	146.18
SO BUILDWID	GRID16	146.01	141.40	132.50	134.80	142.96	146.77
SO BUILDWID	GRID16	146.12	141.04	131.67	118.29	101.33	85.73
SO BUILDWID	GRID16	84.92	104.40	120.70	133.33	141.91	146.18
SO BUILDWID	GRID16	146.01	141.40	132.50	134.80	142.96	146.77
SO BUILDWID	GRID16	146.12	141.04	131.67	118.29	101.33	85.73
SO BUILDLEN	GRID16	134.80	142.96	146.77	146.12	141.04	131.67
SO BUILDLEN	GRID16	118.29	101.33	85.73	84.92	104.40	120.70
SO BUILDLEN	GRID16	133.33	141.91	146.18	146.01	141.40	132.50
SO BUILDLEN	GRID16	134.80	142.96	146.77	146.12	141.04	131.67
SO BUILDLEN	GRID16	118.29	101.33	85.73	84.92	104.40	120.70
SO BUILDLEN	GRID16	133.33	141.91	146.18	146.01	141.40	132.50
SO XBADJ	GRID16	-20.72	-31.24	-40.82	-49.16	-56.00	-61.14
SO XBADJ	GRID16	-64.42	-65.75	-65.07	-75.42	-92.78	-107.33
SO XBADJ	GRID16	-118.61	-126.29	-130.13	-130.02	-125.95	-118.06
SO XBADJ	GRID16	-114.08	-111.71	-105.95	-96.97	-85.04	-70.53
SO XBADJ	GRID16	-53.87	-35.58	-20.66	-9.50	-11.61	-13.37
SO XBADJ	GRID16	-14.72	-15.63	-16.05	-15.99	-15.45	-14.43
SO YBADJ	GRID16	32.96	40.58	46.98	51.94	55.33	57.04
SO YBADJ	GRID16	57.01	55.25	51.82	46.68	40.23	32.56
SO YBADJ	GRID16	23.91	14.52	4.69	-5.27	-15.08	-22.21
SO YBADJ	GRID16	-32.96	-40.58	-46.98	-51.94	-55.33	-57.04
SO YBADJ	GRID16	-57.01	-55.25	-51.81	-46.68	-40.23	-32.56
SO YBADJ	GRID16	-23.91	-14.52	-4.69	5.28	15.08	22.21
SO BUILDHGT	GRID17	0.00	0.00	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID17	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID17	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID17	0.00	0.00	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID17	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID17	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDWID	GRID17	0.00	0.00	120.70	133.33	141.91	146.18
SO BUILDWID	GRID17	146.01	141.40	132.50	134.80	142.96	146.77
SO BUILDWID	GRID17	146.12	141.04	131.67	118.29	101.33	85.73
SO BUILDWID	GRID17	0.00	0.00	120.70	133.33	141.91	146.18
SO BUILDWID	GRID17	146.01	141.40	132.50	134.80	142.96	146.77
SO BUILDWID	GRID17	146.12	141.04	131.67	118.29	101.33	85.73
SO BUILDLEN	GRID17	0.00	0.00	146.77	146.12	141.04	131.67
SO BUILDLEN	GRID17	118.29	101.33	85.73	84.92	104.40	120.70
SO BUILDLEN	GRID17	133.33	141.91	146.18	146.01	141.40	132.50
SO BUILDLEN	GRID17	0.00	0.00	146.77	146.12	141.04	131.67
SO BUILDLEN	GRID17	118.29	101.33	85.73	84.92	104.40	120.70
SO BUILDLEN	GRID17	133.33	141.91	146.18	146.01	141.40	132.50
SO XBADJ	GRID17	0.00	0.00	-50.82	-62.01	-71.32	-78.46
SO XBADJ	GRID17	-83.22	-85.44	-85.07	-95.12	-111.58	-124.65
SO XBADJ	GRID17	-133.93	-139.14	-140.13	-136.86	-129.43	-118.06
SO XBADJ	GRID17	0.00	0.00	-95.95	-84.11	-69.72	-53.21
SO XBADJ	GRID17	-35.08	-15.88	-0.66	10.19	7.18	3.95
SO XBADJ	GRID17	0.60	-2.77	-6.05	-9.15	-11.98	-14.43

SO	YBADJ	GRID17	0.00	0.00	64.30	67.26	68.19	67.04
SO	YBADJ	GRID17	63.85	58.73	51.81	43.21	33.39	22.56
SO	YBADJ	GRID17	11.05	-0.80	-12.63	-24.07	-34.78	-42.21
SO	YBADJ	GRID17	0.00	0.00	-64.30	-67.26	-68.19	-67.04
SO	YBADJ	GRID17	-63.85	-58.73	-51.81	-43.21	-33.39	-22.56
SO	YBADJ	GRID17	-11.05	0.80	12.63	24.07	34.78	42.21
SO	BUILDHGT	GRID18	0.00	0.00	0.00	0.00	0.00	13.10
SO	BUILDHGT	GRID18	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID18	13.10	13.10	13.10	13.10	13.10	0.00
SO	BUILDHGT	GRID18	0.00	0.00	18.60	18.60	18.60	18.60
SO	BUILDHGT	GRID18	13.10	13.10	13.10	0.00	13.10	13.10
SO	BUILDHGT	GRID18	13.10	13.10	13.10	13.10	13.10	0.00
SO	BUILDWID	GRID18	0.00	0.00	0.00	0.00	0.00	146.18
SO	BUILDWID	GRID18	146.01	141.40	132.50	134.80	142.96	146.77
SO	BUILDWID	GRID18	146.12	141.04	131.67	118.29	101.33	0.00
SO	BUILDWID	GRID18	0.00	0.00	82.77	72.68	60.38	46.25
SO	BUILDWID	GRID18	146.01	141.40	132.50	0.00	142.96	146.77
SO	BUILDWID	GRID18	146.12	141.04	131.67	118.29	101.33	0.00
SO	BUILDLEN	GRID18	0.00	0.00	0.00	0.00	0.00	131.67
SO	BUILDLEN	GRID18	118.29	101.33	85.73	84.92	104.40	120.70
SO	BUILDLEN	GRID18	133.33	141.91	146.18	146.01	141.40	0.00
SO	BUILDLEN	GRID18	0.00	0.00	90.90	95.63	97.46	96.33
SO	BUILDLEN	GRID18	118.29	101.33	85.73	0.00	104.40	120.70
SO	BUILDLEN	GRID18	133.33	141.91	146.18	146.01	141.40	0.00
SO	XBADJ	GRID18	0.00	0.00	0.00	0.00	0.00	-95.78
SO	XBADJ	GRID18	-102.01	-105.14	-105.07	-114.81	-130.37	-141.97
SO	XBADJ	GRID18	-149.25	-152.00	-150.13	-143.70	-132.90	0.00
SO	XBADJ	GRID18	0.00	0.00	-173.22	-180.49	-182.28	-178.54
SO	XBADJ	GRID18	-16.28	3.81	19.34	0.00	25.97	21.27
SO	XBADJ	GRID18	15.92	10.09	3.95	-2.31	-8.50	0.00
SO	YBADJ	GRID18	0.00	0.00	0.00	0.00	0.00	77.04
SO	YBADJ	GRID18	70.69	62.20	51.81	39.74	26.55	12.56
SO	YBADJ	GRID18	-1.81	-16.12	-29.95	-42.86	-54.48	0.00
SO	YBADJ	GRID18	0.00	0.00	39.97	17.15	-6.19	-29.34
SO	YBADJ	GRID18	-70.69	-62.20	-51.81	0.00	-26.55	-12.56
SO	YBADJ	GRID18	1.81	16.12	29.95	42.86	54.48	0.00
SO	BUILDHGT	GRID19	0.00	0.00	0.00	0.00	0.00	0.00
SO	BUILDHGT	GRID19	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID19	13.10	13.10	13.10	13.10	0.00	0.00
SO	BUILDHGT	GRID19	0.00	18.60	18.60	18.60	18.60	13.00
SO	BUILDHGT	GRID19	13.00	13.00	13.00	0.00	0.00	0.00
SO	BUILDHGT	GRID19	0.00	13.10	13.10	13.10	0.00	0.00
SO	BUILDWID	GRID19	0.00	0.00	0.00	0.00	0.00	0.00
SO	BUILDWID	GRID19	146.01	141.40	132.50	134.80	142.96	146.77
SO	BUILDWID	GRID19	146.12	141.04	131.67	118.29	0.00	0.00
SO	BUILDWID	GRID19	0.00	90.34	82.77	72.68	60.38	65.86
SO	BUILDWID	GRID19	52.31	37.17	41.01	0.00	0.00	0.00
SO	BUILDWID	GRID19	0.00	141.04	131.67	118.29	0.00	0.00
SO	BUILDLEN	GRID19	0.00	0.00	0.00	0.00	0.00	0.00
SO	BUILDLEN	GRID19	118.29	101.33	85.73	84.92	104.40	120.70
SO	BUILDLEN	GRID19	133.33	141.91	146.18	146.01	0.00	0.00
SO	BUILDLEN	GRID19	0.00	83.41	90.90	95.63	97.46	97.73
SO	BUILDLEN	GRID19	97.82	94.94	95.52	0.00	0.00	0.00
SO	BUILDLEN	GRID19	0.00	141.91	146.18	146.01	0.00	0.00
SO	XBADJ	GRID19	0.00	0.00	0.00	0.00	0.00	0.00
SO	XBADJ	GRID19	-120.80	-124.84	-125.07	-134.51	-149.16	-159.29
SO	XBADJ	GRID19	-164.57	-164.85	-160.13	-150.54	0.00	0.00
SO	XBADJ	GRID19	0.00	-153.84	-163.22	-167.64	-166.96	-138.28
SO	XBADJ	GRID19	-141.87	-141.14	-139.04	0.00	0.00	0.00
SO	XBADJ	GRID19	0.00	22.94	13.95	4.53	0.00	0.00
SO	YBADJ	GRID19	0.00	0.00	0.00	0.00	0.00	0.00
SO	YBADJ	GRID19	77.53	65.67	51.81	36.26	19.71	2.56
SO	YBADJ	GRID19	-14.66	-31.44	-47.27	-61.66	0.00	0.00
SO	YBADJ	GRID19	0.00	42.78	22.65	1.83	-19.04	28.08
SO	YBADJ	GRID19	12.17	-4.12	-20.28	0.00	0.00	0.00
SO	YBADJ	GRID19	0.00	31.44	47.27	61.66	0.00	0.00
SO	BUILDHGT	GRID20	0.00	0.00	13.00	13.00	13.00	13.00
SO	BUILDHGT	GRID20	13.00	0.00	13.00	13.00	0.00	0.00
SO	BUILDHGT	GRID20	0.00	0.00	0.00	0.00	0.00	0.00
SO	BUILDHGT	GRID20	18.60	18.60	18.60	18.60	18.60	13.00
SO	BUILDHGT	GRID20	13.00	13.00	13.00	13.00	0.00	0.00
SO	BUILDHGT	GRID20	0.00	0.00	0.00	0.00	0.00	0.00
SO	BUILDWID	GRID20	0.00	0.00	93.17	86.61	77.41	65.86

SO	BUILDWID	GRID20	52.31	0.00	41.01	55.87	0.00	0.00
SO	BUILDWID	GRID20	0.00	0.00	0.00	0.00	0.00	0.00
SO	BUILDWID	GRID20	95.16	90.34	82.77	72.68	60.38	65.86
SO	BUILDWID	GRID20	52.31	37.17	41.01	55.87	0.00	0.00
SO	BUILDWID	GRID20	0.00	0.00	0.00	0.00	0.00	0.00
SO	BUILDLEN	GRID20	0.00	0.00	80.10	88.73	94.67	97.73
SO	BUILDLEN	GRID20	97.82	0.00	95.52	97.70	0.00	0.00
SO	BUILDLEN	GRID20	0.00	0.00	0.00	0.00	0.00	0.00
SO	BUILDLEN	GRID20	73.38	83.41	90.90	95.63	97.46	97.73
SO	BUILDLEN	GRID20	97.82	94.94	95.52	97.70	0.00	0.00
SO	BUILDLEN	GRID20	0.00	0.00	0.00	0.00	0.00	0.00
SO	XBADJ	GRID20	0.00	0.00	13.28	17.15	20.50	23.23
SO	XBADJ	GRID20	25.25	0.00	23.52	17.82	0.00	0.00
SO	XBADJ	GRID20	0.00	0.00	0.00	0.00	0.00	0.00
SO	XBADJ	GRID20	-136.31	-147.00	-153.22	-154.78	-151.64	-120.96
SO	XBADJ	GRID20	-123.07	-121.44	-119.04	-115.52	0.00	0.00
SO	XBADJ	GRID20	0.00	0.00	0.00	0.00	0.00	0.00
SO	YBADJ	GRID20	0.00	0.00	-51.59	-41.57	-30.28	-18.08
SO	YBADJ	GRID20	-5.33	0.00	20.28	32.39	0.00	0.00
SO	YBADJ	GRID20	0.00	0.00	0.00	0.00	0.00	0.00
SO	YBADJ	GRID20	41.92	23.99	5.33	-13.49	-31.90	18.08
SO	YBADJ	GRID20	5.33	-7.59	-20.28	-32.39	0.00	0.00
SO	YBADJ	GRID20	0.00	0.00	0.00	0.00	0.00	0.00
SO	BUILDHGT	GRID21	13.00	13.00	13.00	13.00	13.00	13.00
SO	BUILDHGT	GRID21	13.00	13.00	13.00	13.00	13.00	13.00
SO	BUILDHGT	GRID21	13.00	13.00	13.00	13.00	18.60	18.60
SO	BUILDHGT	GRID21	18.60	18.60	18.60	18.60	13.00	13.00
SO	BUILDHGT	GRID21	13.00	13.00	13.00	13.00	13.00	13.00
SO	BUILDHGT	GRID21	13.00	13.00	13.00	13.00	0.00	13.00
SO	BUILDWID	GRID21	97.70	96.91	93.17	86.61	77.41	65.86
SO	BUILDWID	GRID21	52.31	37.17	41.01	55.87	69.03	80.10
SO	BUILDWID	GRID21	88.73	94.67	97.73	97.82	96.09	97.10
SO	BUILDWID	GRID21	95.16	90.34	82.77	72.68	77.41	65.86
SO	BUILDWID	GRID21	52.31	37.17	41.01	55.87	69.03	80.10
SO	BUILDWID	GRID21	88.73	94.67	97.73	97.82	0.00	95.52
SO	BUILDLEN	GRID21	55.87	69.03	80.10	88.73	94.67	97.73
SO	BUILDLEN	GRID21	97.82	94.94	95.52	97.70	96.91	93.17
SO	BUILDLEN	GRID21	86.61	77.41	65.86	52.31	47.00	61.12
SO	BUILDLEN	GRID21	73.38	83.41	90.90	95.63	94.67	97.73
SO	BUILDLEN	GRID21	97.82	94.94	95.52	97.70	96.91	93.17
SO	BUILDLEN	GRID21	86.61	77.41	65.86	52.31	0.00	41.01
SO	XBADJ	GRID21	0.99	2.17	3.28	4.30	5.18	5.91
SO	XBADJ	GRID21	6.46	6.81	3.52	-1.87	-7.21	-12.32
SO	XBADJ	GRID21	-17.06	-21.28	-24.85	-27.67	-106.44	-121.49
SO	XBADJ	GRID21	-132.84	-140.16	-143.22	-141.92	-99.85	-103.64
SO	XBADJ	GRID21	-104.28	-101.75	-99.04	-95.82	-89.70	-80.85
SO	XBADJ	GRID21	-69.55	-56.13	-41.01	-24.64	0.00	-0.22
SO	YBADJ	GRID21	-46.98	-41.25	-34.27	-26.25	-17.43	-8.08
SO	YBADJ	GRID21	1.51	11.06	20.28	28.92	36.68	43.33
SO	YBADJ	GRID21	48.67	52.52	54.78	55.37	53.76	38.58
SO	YBADJ	GRID21	22.22	5.20	-11.99	-28.81	17.43	8.08
SO	YBADJ	GRID21	-1.52	-11.06	-20.28	-28.92	-36.68	-43.33
SO	YBADJ	GRID21	-48.67	-52.52	-54.78	-55.37	0.00	-51.28
SO	BUILDHGT	GRID22	13.00	13.00	13.00	18.60	13.00	13.00
SO	BUILDHGT	GRID22	13.00	13.00	13.00	13.00	13.00	13.00
SO	BUILDHGT	GRID22	13.00	13.00	13.00	18.60	18.60	18.60
SO	BUILDHGT	GRID22	18.60	18.60	18.60	18.60	13.00	13.00
SO	BUILDHGT	GRID22	13.00	13.00	13.00	13.00	13.00	13.00
SO	BUILDHGT	GRID22	13.00	13.00	13.00	13.00	13.00	13.00
SO	BUILDWID	GRID22	97.70	96.91	93.17	72.68	77.41	65.86
SO	BUILDWID	GRID22	52.31	37.17	41.01	55.87	69.03	80.10
SO	BUILDWID	GRID22	88.73	94.67	97.73	92.66	96.09	97.10
SO	BUILDWID	GRID22	95.16	90.34	82.77	72.68	77.41	65.86
SO	BUILDWID	GRID22	52.31	37.17	41.01	55.87	69.03	80.10
SO	BUILDWID	GRID22	88.73	94.67	97.73	97.82	94.94	95.52
SO	BUILDLEN	GRID22	55.87	69.03	80.10	95.63	94.67	97.73
SO	BUILDLEN	GRID22	97.82	94.94	95.52	97.70	96.91	93.17
SO	BUILDLEN	GRID22	86.61	77.41	65.86	31.46	47.00	61.12
SO	BUILDLEN	GRID22	73.38	83.41	90.90	95.63	94.67	97.73
SO	BUILDLEN	GRID22	97.82	94.94	95.52	97.70	96.91	93.17
SO	BUILDLEN	GRID22	86.61	77.41	65.86	52.31	37.17	41.01
SO	XBADJ	GRID22	-2.49	-4.67	-6.72	33.44	-10.14	-11.41
SO	XBADJ	GRID22	-12.33	-12.89	-16.48	-21.57	-26.00	-29.64

SO XBADJ	GRID22	-32.38	-34.13	-34.85	-95.00	-109.91	-121.49
SO XBADJ	GRID22	-129.37	-133.32	-133.22	-129.07	-84.53	-86.32
SO XBADJ	GRID22	-85.48	-82.05	-79.04	-76.13	-70.91	-63.53
SO XBADJ	GRID22	-54.23	-43.28	-31.01	-17.80	-4.05	-0.23
SO YBADJ	GRID22	-27.28	-22.45	-16.95	44.13	-4.57	1.92
SO YBADJ	GRID22	8.36	14.54	20.28	25.45	29.84	33.33
SO YBADJ	GRID22	35.81	37.20	37.45	48.25	34.06	18.58
SO YBADJ	GRID22	2.53	-13.60	-29.31	-44.13	4.57	-1.92
SO YBADJ	GRID22	-8.36	-14.54	-20.28	-25.45	-29.84	-33.33
SO YBADJ	GRID22	-35.81	-37.20	-37.45	-36.57	-34.58	-31.28
SO BUILDHGT	GRID23	13.00	13.00	18.60	13.00	13.00	13.00
SO BUILDHGT	GRID23	13.00	13.00	13.00	13.00	13.00	13.00
SO BUILDHGT	GRID23	13.00	18.60	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID23	18.60	18.60	18.60	13.00	13.00	13.00
SO BUILDHGT	GRID23	13.00	13.00	13.00	13.00	13.00	13.00
SO BUILDHGT	GRID23	13.00	13.00	13.00	13.00	13.00	13.00
SO BUILDWID	GRID23	97.70	96.91	82.77	86.61	77.41	65.86
SO BUILDWID	GRID23	52.31	37.17	41.01	55.87	69.03	80.10
SO BUILDWID	GRID23	88.73	97.46	96.33	92.66	96.09	97.10
SO BUILDWID	GRID23	95.16	90.34	82.77	86.61	77.41	65.86
SO BUILDWID	GRID23	52.31	37.17	41.01	55.87	69.03	80.10
SO BUILDWID	GRID23	88.73	94.67	97.73	97.82	94.94	95.52
SO BUILDLEN	GRID23	55.87	69.03	90.90	88.73	94.67	97.73
SO BUILDLEN	GRID23	97.82	94.94	95.52	97.70	96.91	93.17
SO BUILDLEN	GRID23	86.61	60.38	46.26	31.46	47.00	61.12
SO BUILDLEN	GRID23	73.38	83.41	90.90	88.73	94.67	97.73
SO BUILDLEN	GRID23	97.82	94.94	95.52	97.70	96.91	93.17
SO BUILDLEN	GRID23	86.61	77.41	65.86	52.31	37.17	41.01
SO XBADJ	GRID23	-5.96	-11.51	32.32	-21.41	-25.46	-28.73
SO XBADJ	GRID23	-31.13	-32.58	-36.48	-41.27	-44.79	-46.96
SO XBADJ	GRID23	-47.70	-100.66	-102.47	-101.84	-113.39	-121.49
SO XBADJ	GRID23	-125.89	-126.48	-123.22	-67.32	-69.21	-69.00
SO XBADJ	GRID23	-66.69	-62.36	-59.04	-56.43	-52.11	-46.21
SO XBADJ	GRID23	-38.91	-30.42	-21.01	-10.96	-0.58	-0.23
SO YBADJ	GRID23	-7.58	-3.66	46.63	4.39	8.28	11.92
SO YBADJ	GRID23	15.20	18.01	20.28	21.98	23.00	23.33
SO YBADJ	GRID23	22.95	56.95	43.77	29.46	14.36	-1.42
SO YBADJ	GRID23	-17.17	-32.39	-46.63	-4.39	-8.28	-11.92
SO YBADJ	GRID23	-15.20	-18.01	-20.28	-21.98	-23.00	-23.33
SO YBADJ	GRID23	-22.95	-21.88	-20.13	-17.78	-14.89	-11.28
SO BUILDHGT	GRID24	13.00	18.60	13.00	13.00	13.00	13.00
SO BUILDHGT	GRID24	13.00	13.00	13.00	13.00	13.00	13.00
SO BUILDHGT	GRID24	18.60	18.60	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID24	18.60	18.60	13.00	13.00	13.00	13.00
SO BUILDHGT	GRID24	13.00	13.00	13.00	13.00	13.00	13.00
SO BUILDHGT	GRID24	13.00	13.00	13.00	13.00	13.00	13.00
SO BUILDWID	GRID24	97.70	90.34	93.17	86.61	77.41	65.86
SO BUILDWID	GRID24	52.31	37.17	41.01	55.87	69.03	80.10
SO BUILDWID	GRID24	95.63	97.46	96.33	92.66	96.09	97.10
SO BUILDWID	GRID24	95.16	90.34	93.17	86.61	77.41	65.86
SO BUILDWID	GRID24	52.31	37.17	41.01	55.87	69.03	80.10
SO BUILDWID	GRID24	88.73	94.67	97.73	97.82	94.94	95.52
SO BUILDLEN	GRID24	55.87	83.41	80.10	88.73	94.67	97.73
SO BUILDLEN	GRID24	97.82	94.94	95.52	97.70	96.91	93.17
SO BUILDLEN	GRID24	72.68	60.38	46.26	31.46	47.00	61.12
SO BUILDLEN	GRID24	73.38	83.41	80.10	88.73	94.67	97.73
SO BUILDLEN	GRID24	97.82	94.94	95.52	97.70	96.91	93.17
SO BUILDLEN	GRID24	86.61	77.41	65.86	52.31	37.17	41.01
SO XBADJ	GRID24	-9.43	36.23	-26.72	-34.27	-40.78	-46.05
SO XBADJ	GRID24	-49.92	-52.28	-56.48	-60.96	-63.59	-64.28
SO XBADJ	GRID24	-111.11	-113.51	-112.47	-108.68	-116.86	-121.49
SO XBADJ	GRID24	-122.42	-119.64	-53.38	-54.46	-53.89	-51.68
SO XBADJ	GRID24	-47.90	-42.66	-39.04	-36.74	-33.32	-28.89
SO XBADJ	GRID24	-23.59	-17.57	-11.01	-4.12	2.90	-0.23
SO YBADJ	GRID24	12.11	51.18	17.69	19.72	21.14	21.92
SO YBADJ	GRID24	22.04	21.48	20.28	18.50	16.16	13.33
SO YBADJ	GRID24	55.54	41.63	26.45	10.67	-5.33	-21.42
SO YBADJ	GRID24	-36.86	-51.18	-17.69	-19.72	-21.14	-21.92
SO YBADJ	GRID24	-22.04	-21.48	-20.28	-18.50	-16.16	-13.33
SO YBADJ	GRID24	-10.10	-6.56	-2.81	1.01	4.81	8.72
SO BUILDHGT	GRID25	13.00	13.00	13.00	13.00	13.00	13.00
SO BUILDHGT	GRID25	13.00	13.00	13.00	13.00	13.00	13.00
SO BUILDHGT	GRID25	18.60	18.60	18.60	18.60	18.60	18.60

SO BUILDHGT	GRID25	18.60	13.00	13.00	13.00	13.00	13.00
SO BUILDHGT	GRID25	13.00	13.00	13.00	13.00	13.00	13.00
SO BUILDHGT	GRID25	13.00	13.00	13.00	13.00	13.00	13.00
SO BUILDWID	GRID25	97.70	96.91	93.17	86.61	77.41	65.86
SO BUILDWID	GRID25	52.31	37.17	41.01	55.87	69.03	80.10
SO BUILDWID	GRID25	95.63	97.46	96.33	92.66	96.09	97.10
SO BUILDWID	GRID25	95.16	96.91	93.17	86.61	77.41	65.86
SO BUILDWID	GRID25	52.31	37.17	41.01	55.87	69.03	80.10
SO BUILDWID	GRID25	88.73	94.67	97.73	97.82	94.94	95.52
SO BUILDLEN	GRID25	55.87	69.03	80.10	88.73	94.67	97.73
SO BUILDLEN	GRID25	97.82	94.94	95.52	97.70	96.91	93.17
SO BUILDLEN	GRID25	72.68	60.38	46.26	31.46	47.00	61.12
SO BUILDLEN	GRID25	73.38	69.03	80.10	88.73	94.67	97.73
SO BUILDLEN	GRID25	97.82	94.94	95.52	97.70	96.91	93.17
SO BUILDLEN	GRID25	86.61	77.41	65.86	52.31	37.17	41.01
SO XBADJ	GRID25	-12.91	-25.19	-36.72	-47.12	-56.10	-63.37
SO XBADJ	GRID25	-68.72	-71.97	-76.48	-80.66	-82.38	-81.60
SO XBADJ	GRID25	-126.43	-126.37	-122.47	-115.52	-120.33	-121.49
SO XBADJ	GRID25	-118.95	-43.84	-43.38	-41.61	-38.57	-34.36
SO XBADJ	GRID25	-29.10	-22.96	-19.04	-17.04	-14.53	-11.57
SO XBADJ	GRID25	-8.27	-4.71	-1.01	2.72	6.37	-0.23
SO YBADJ	GRID25	31.81	33.93	35.01	35.04	34.00	31.92
SO YBADJ	GRID25	28.88	24.95	20.28	15.03	9.32	3.33
SO YBADJ	GRID25	42.68	26.31	9.13	-8.13	-25.03	-41.42
SO YBADJ	GRID25	-56.56	-33.93	-35.01	-35.04	-34.00	-31.92
SO YBADJ	GRID25	-28.88	-24.95	-20.28	-15.03	-9.32	-3.33
SO YBADJ	GRID25	2.76	8.77	14.51	19.81	24.51	28.72
SO BUILDHGT	GRID26	13.00	13.00	13.00	13.00	13.00	13.00
SO BUILDHGT	GRID26	13.00	13.00	13.00	13.00	13.00	18.60
SO BUILDHGT	GRID26	18.60	18.60	18.60	18.60	18.60	13.00
SO BUILDHGT	GRID26	13.00	13.00	13.00	13.00	13.00	13.00
SO BUILDHGT	GRID26	13.00	13.00	13.00	13.00	13.00	13.00
SO BUILDHGT	GRID26	13.00	13.00	13.00	13.00	13.00	13.00
SO BUILDWID	GRID26	97.70	96.91	93.17	165.74	143.27	116.45
SO BUILDWID	GRID26	86.09	53.11	41.01	55.87	69.03	90.90
SO BUILDWID	GRID26	95.63	97.46	96.33	92.66	96.09	95.52
SO BUILDWID	GRID26	97.70	96.91	93.17	165.74	143.27	116.45
SO BUILDWID	GRID26	86.09	53.11	41.01	55.87	69.03	80.10
SO BUILDWID	GRID26	88.73	94.67	97.73	97.82	94.94	95.52
SO BUILDLEN	GRID26	55.87	69.03	80.10	160.25	179.32	192.96
SO BUILDLEN	GRID26	200.72	202.39	95.52	97.70	96.91	82.77
SO BUILDLEN	GRID26	72.68	60.38	46.26	31.46	47.00	41.01
SO BUILDLEN	GRID26	55.87	69.03	80.10	160.25	179.32	192.96
SO BUILDLEN	GRID26	200.72	202.39	95.52	97.70	96.91	93.17
SO BUILDLEN	GRID26	86.61	77.41	65.86	52.31	37.17	41.01
SO XBADJ	GRID26	-16.38	-32.03	-46.72	-59.98	-71.42	-80.69
SO XBADJ	GRID26	-87.51	-91.67	-96.48	-100.35	-101.17	-139.97
SO XBADJ	GRID26	-141.75	-139.22	-132.47	-122.36	-123.80	-40.79
SO XBADJ	GRID26	-39.49	-37.00	-33.38	-100.27	-107.90	-112.26
SO XBADJ	GRID26	-113.21	-110.72	0.96	2.66	4.27	5.75
SO XBADJ	GRID26	7.05	8.15	8.99	9.56	9.84	-0.23
SO YBADJ	GRID26	51.50	52.72	52.33	10.79	13.92	16.63
SO YBADJ	GRID26	18.83	20.46	20.28	11.56	2.48	47.77
SO YBADJ	GRID26	29.83	10.99	-8.19	-26.92	-44.73	-48.72
SO YBADJ	GRID26	-51.50	-52.72	-52.33	-10.79	-13.92	-16.63
SO YBADJ	GRID26	-18.83	-20.46	-20.28	-11.56	-2.48	6.67
SO YBADJ	GRID26	15.61	24.09	31.83	38.60	44.20	48.72
SO BUILDHGT	GRID27	13.00	13.00	13.00	13.00	13.00	13.00
SO BUILDHGT	GRID27	13.00	13.00	13.00	13.00	13.00	13.00
SO BUILDHGT	GRID27	13.00	13.00	13.00	13.00	13.00	13.00
SO BUILDHGT	GRID27	13.00	13.00	13.00	13.00	13.00	13.00
SO BUILDHGT	GRID27	13.00	13.00	13.00	13.00	13.00	13.00
SO BUILDHGT	GRID27	13.00	13.00	13.00	13.00	13.00	13.00
SO BUILDWID	GRID27	200.99	195.04	183.18	165.74	143.27	116.45
SO BUILDWID	GRID27	86.09	53.11	41.01	55.87	69.03	80.10
SO BUILDWID	GRID27	88.73	94.67	97.73	200.72	202.39	201.35
SO BUILDWID	GRID27	200.99	195.04	183.18	165.74	143.27	116.45
SO BUILDWID	GRID27	86.09	53.11	41.01	55.87	69.03	80.10
SO BUILDWID	GRID27	88.73	94.67	97.73	200.72	202.39	201.35
SO BUILDLEN	GRID27	76.83	108.21	136.30	160.25	179.32	192.96
SO BUILDLEN	GRID27	200.72	202.39	95.52	97.70	96.91	93.17
SO BUILDLEN	GRID27	86.61	77.41	65.86	86.09	53.11	47.36
SO BUILDLEN	GRID27	76.83	108.21	136.30	160.25	179.32	192.96

SO BUILDLEN	GRID27	200.72	202.39	95.52	97.70	96.91	93.17
SO BUILDLEN	GRID27	86.61	77.41	65.86	86.09	53.11	47.36
SO XBADJ	GRID27	-19.85	-38.87	-56.72	-72.84	-86.74	-98.01
SO XBADJ	GRID27	-106.30	-111.37	-116.48	-120.05	-119.97	-116.24
SO XBADJ	GRID27	-108.98	-98.41	-84.85	-68.71	-50.49	-47.13
SO XBADJ	GRID27	-56.98	-69.33	-79.58	-87.41	-92.58	-94.94
SO XBADJ	GRID27	-94.42	-91.02	20.96	22.35	23.06	23.07
SO XBADJ	GRID27	22.38	21.00	18.99	-17.38	-2.63	-0.23
SO YBADJ	GRID27	19.56	22.45	24.65	26.11	26.78	26.63
SO YBADJ	GRID27	25.67	23.93	20.28	8.08	-4.36	-16.67
SO YBADJ	GRID27	-28.47	-39.41	-49.15	-5.94	-10.17	-15.81
SO YBADJ	GRID27	-19.56	-22.45	-24.65	-26.11	-26.78	-26.63
SO YBADJ	GRID27	-25.67	-23.93	-20.28	-8.08	4.36	16.67
SO YBADJ	GRID27	28.47	39.41	49.15	5.94	10.17	15.81
SO BUILDHGT	GRID28	13.00	13.00	13.00	13.00	13.00	13.00
SO BUILDHGT	GRID28	13.00	13.00	13.00	13.00	13.00	13.00
SO BUILDHGT	GRID28	13.00	13.00	13.00	13.00	13.00	13.00
SO BUILDHGT	GRID28	13.00	13.00	13.00	13.00	13.00	13.00
SO BUILDHGT	GRID28	13.00	13.00	13.00	13.00	13.00	13.00
SO BUILDHGT	GRID28	13.00	13.00	13.00	13.00	13.00	13.00
SO BUILDWID	GRID28	200.99	195.04	183.18	165.74	143.27	116.45
SO BUILDWID	GRID28	86.09	53.11	41.01	55.87	69.03	80.10
SO BUILDWID	GRID28	88.73	179.32	192.96	200.72	202.39	201.35
SO BUILDWID	GRID28	200.99	195.04	183.18	165.74	143.27	116.45
SO BUILDWID	GRID28	86.09	53.11	47.36	76.83	108.21	136.30
SO BUILDWID	GRID28	160.25	179.32	192.96	200.72	202.39	201.35
SO BUILDLEN	GRID28	76.83	108.21	136.30	160.25	179.32	192.96
SO BUILDLEN	GRID28	200.72	202.39	95.52	97.70	96.91	93.17
SO BUILDLEN	GRID28	86.61	143.27	116.45	86.09	53.11	47.36
SO BUILDLEN	GRID28	76.83	108.21	136.30	160.25	179.32	192.96
SO BUILDLEN	GRID28	200.72	202.39	201.35	200.99	195.04	183.18
SO BUILDLEN	GRID28	165.74	143.27	116.45	86.09	53.11	47.36
SO XBADJ	GRID28	-23.32	-45.72	-66.72	-85.69	-102.06	-115.33
SO XBADJ	GRID28	-125.10	-131.06	-136.48	-139.75	-138.76	-133.56
SO XBADJ	GRID28	-124.30	-111.27	-94.85	-75.55	-53.96	-47.13
SO XBADJ	GRID28	-53.51	-62.49	-69.58	-74.55	-77.26	-77.62
SO XBADJ	GRID28	-75.62	-71.33	-64.87	-61.24	-56.28	-49.61
SO XBADJ	GRID28	-41.44	-32.00	-21.60	-10.54	0.85	-0.23
SO YBADJ	GRID28	39.25	41.24	41.97	41.43	39.63	36.63
SO YBADJ	GRID28	32.51	27.40	20.28	4.61	-11.20	-26.67
SO YBADJ	GRID28	-41.33	-12.40	-18.85	-24.74	-29.87	-35.81
SO YBADJ	GRID28	-39.25	-41.24	-41.97	-41.43	-39.63	-36.63
SO YBADJ	GRID28	-32.51	-27.40	-23.45	-15.09	-8.39	-1.43
SO YBADJ	GRID28	5.57	12.40	18.85	24.74	29.87	35.81
SO BUILDHGT	GRID29	13.00	13.00	13.00	13.00	13.00	13.00
SO BUILDHGT	GRID29	13.00	13.00	13.00	13.00	13.00	13.00
SO BUILDHGT	GRID29	13.00	13.00	13.00	13.00	13.00	13.00
SO BUILDHGT	GRID29	13.00	13.00	13.00	13.00	13.00	13.00
SO BUILDHGT	GRID29	13.00	13.00	13.00	13.00	13.00	13.00
SO BUILDHGT	GRID29	13.00	13.00	13.00	13.00	13.00	13.00
SO BUILDWID	GRID29	200.99	195.04	183.18	165.74	143.27	116.45
SO BUILDWID	GRID29	86.09	53.11	41.01	55.87	69.03	80.10
SO BUILDWID	GRID29	160.25	179.32	192.96	200.72	202.39	201.35
SO BUILDWID	GRID29	200.99	195.04	183.18	165.74	143.27	116.45
SO BUILDWID	GRID29	86.09	53.11	47.36	76.83	108.21	136.30
SO BUILDWID	GRID29	160.25	179.32	192.96	200.72	202.39	201.35
SO BUILDLEN	GRID29	76.83	108.21	136.30	160.25	179.32	192.96
SO BUILDLEN	GRID29	200.72	202.39	95.52	97.70	96.91	93.17
SO BUILDLEN	GRID29	165.74	143.27	116.45	86.09	53.11	47.36
SO BUILDLEN	GRID29	76.83	108.21	136.30	160.25	179.32	192.96
SO BUILDLEN	GRID29	200.72	202.39	201.35	200.99	195.04	183.18
SO BUILDLEN	GRID29	165.74	143.27	116.45	86.09	53.11	47.36
SO XBADJ	GRID29	-26.80	-52.56	-76.72	-98.55	-117.38	-132.65
SO XBADJ	GRID29	-143.89	-150.76	-156.48	-159.44	-157.56	-150.88
SO XBADJ	GRID29	-139.62	-124.12	-104.85	-82.39	-57.43	-47.13
SO XBADJ	GRID29	-50.03	-55.65	-59.58	-61.70	-61.94	-60.30
SO XBADJ	GRID29	-56.83	-51.63	-44.87	-41.54	-37.49	-32.29
SO XBADJ	GRID29	-26.12	-19.15	-11.60	-3.69	4.32	-0.23
SO YBADJ	GRID29	58.95	60.03	59.29	56.75	52.49	46.63
SO YBADJ	GRID29	39.35	30.88	20.28	1.14	-18.04	-36.67
SO YBADJ	GRID29	-18.42	-27.72	-36.18	-43.53	-49.56	-55.81
SO YBADJ	GRID29	-58.95	-60.03	-59.29	-56.75	-52.49	-46.63
SO YBADJ	GRID29	-39.35	-30.88	-23.45	-11.62	-1.55	8.57

SO YBADJ	GRID29	18.42	27.72	36.18	43.53	49.56	55.81
SO BUILDHGT	GRID30	13.00	13.00	13.00	13.00	13.00	13.00
SO BUILDHGT	GRID30	13.00	0.00	13.00	13.00	13.00	13.00
SO BUILDHGT	GRID30	13.00	13.00	13.00	13.00	13.00	13.00
SO BUILDHGT	GRID30	13.00	13.00	13.00	13.00	13.00	13.00
SO BUILDHGT	GRID30	13.00	0.00	13.00	13.00	13.00	13.00
SO BUILDHGT	GRID30	13.00	13.00	13.00	13.00	13.00	13.00
SO BUILDWID	GRID30	200.99	195.04	183.18	165.74	143.27	116.45
SO BUILDWID	GRID30	86.09	0.00	47.36	76.83	108.21	136.30
SO BUILDWID	GRID30	160.25	179.32	192.96	200.72	202.39	201.35
SO BUILDWID	GRID30	200.99	195.04	183.18	165.74	143.27	116.45
SO BUILDWID	GRID30	86.09	0.00	47.36	76.83	108.21	136.30
SO BUILDWID	GRID30	160.25	179.32	192.96	200.72	202.39	201.35
SO BUILDLEN	GRID30	76.83	108.21	136.30	160.25	179.32	192.96
SO BUILDLEN	GRID30	200.72	0.00	201.35	200.99	195.04	183.18
SO BUILDLEN	GRID30	165.74	143.27	116.45	86.09	53.11	47.36
SO BUILDLEN	GRID30	76.83	108.21	136.30	160.25	179.32	192.96
SO BUILDLEN	GRID30	200.72	0.00	201.35	200.99	195.04	183.18
SO BUILDLEN	GRID30	165.74	143.27	116.45	86.09	53.11	47.36
SO XBADJ	GRID30	-30.27	-59.40	-86.72	-111.40	-132.70	-149.97
SO XBADJ	GRID30	-162.69	0.00	-176.48	-179.14	-176.35	-168.20
SO XBADJ	GRID30	-154.94	-136.98	-114.85	-89.23	-60.90	-47.13
SO XBADJ	GRID30	-46.56	-48.81	-49.58	-48.84	-46.62	-42.98
SO XBADJ	GRID30	-38.04	0.00	-24.87	-21.85	-18.69	-14.97
SO XBADJ	GRID30	-10.80	-6.29	-1.60	3.15	7.79	-0.23
SO YBADJ	GRID30	78.65	78.83	76.61	72.07	65.34	56.63
SO YBADJ	GRID30	46.19	0.00	23.45	8.15	-5.29	-18.57
SO YBADJ	GRID30	-31.28	-43.04	-53.50	-62.32	-69.26	-75.81
SO YBADJ	GRID30	-78.65	-78.83	-76.61	-72.07	-65.34	-56.63
SO YBADJ	GRID30	-46.19	0.00	-23.45	-8.15	5.29	18.57
SO YBADJ	GRID30	31.28	43.04	53.50	62.32	69.26	75.81
SO BUILDHGT	GRID31	13.00	13.00	13.00	13.00	0.00	0.00
SO BUILDHGT	GRID31	0.00	0.00	13.00	13.00	13.00	13.00
SO BUILDHGT	GRID31	13.00	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID31	14.60	14.60	14.60	14.60	14.60	0.00
SO BUILDHGT	GRID31	0.00	0.00	13.00	13.00	13.00	13.00
SO BUILDHGT	GRID31	13.00	13.00	13.00	13.00	13.00	13.00
SO BUILDWID	GRID31	200.99	195.04	183.18	165.74	0.00	0.00
SO BUILDWID	GRID31	0.00	0.00	47.36	76.83	108.21	136.30
SO BUILDWID	GRID31	160.25	81.70	89.78	95.14	97.60	97.10
SO BUILDWID	GRID31	93.87	87.51	78.50	67.10	53.66	0.00
SO BUILDWID	GRID31	0.00	0.00	47.36	76.83	108.21	136.30
SO BUILDWID	GRID31	160.25	179.32	192.96	200.72	202.39	201.35
SO BUILDLEN	GRID31	76.83	108.21	136.30	160.25	0.00	0.00
SO BUILDLEN	GRID31	0.00	0.00	201.35	200.99	195.04	183.18
SO BUILDLEN	GRID31	165.74	92.73	85.64	75.94	63.94	50.00
SO BUILDLEN	GRID31	79.01	87.90	94.11	97.46	97.86	0.00
SO BUILDLEN	GRID31	0.00	0.00	201.35	200.99	195.04	183.18
SO BUILDLEN	GRID31	165.74	143.27	116.45	86.09	53.11	47.36
SO XBADJ	GRID31	-33.74	-66.24	-96.72	-124.26	0.00	0.00
SO XBADJ	GRID31	0.00	0.00	-196.48	-198.83	-195.14	-185.52
SO XBADJ	GRID31	-170.27	-151.28	-150.78	-145.70	-136.18	-122.53
SO XBADJ	GRID31	-145.40	-156.44	-162.73	-164.07	-160.43	0.00
SO XBADJ	GRID31	0.00	0.00	-4.87	-2.15	0.10	2.35
SO XBADJ	GRID31	4.52	6.56	8.40	9.99	11.27	-0.23
SO YBADJ	GRID31	98.34	97.62	93.94	87.39	0.00	0.00
SO YBADJ	GRID31	0.00	0.00	23.45	4.67	-12.13	-28.57
SO YBADJ	GRID31	-44.14	26.06	7.47	-11.35	-29.82	-47.38
SO YBADJ	GRID31	47.42	28.22	8.15	-12.16	-32.10	0.00
SO YBADJ	GRID31	0.00	0.00	-23.45	-4.67	12.13	28.57
SO YBADJ	GRID31	44.14	58.36	70.82	81.12	88.96	95.81
SO BUILDHGT	GRID32	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID32	0.00	0.00	13.00	13.00	13.00	13.00
SO BUILDHGT	GRID32	13.00	13.00	13.00	13.00	0.00	14.60
SO BUILDHGT	GRID32	14.60	14.60	14.60	14.60	0.00	0.00
SO BUILDHGT	GRID32	0.00	0.00	13.00	13.00	13.00	13.00
SO BUILDHGT	GRID32	13.00	13.00	13.00	13.00	0.00	0.00
SO BUILDWID	GRID32	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID32	0.00	0.00	47.36	76.83	108.21	136.30
SO BUILDWID	GRID32	160.25	179.32	192.96	200.72	0.00	97.37
SO BUILDWID	GRID32	93.87	87.51	78.50	67.10	0.00	0.00
SO BUILDWID	GRID32	0.00	0.00	47.36	76.83	108.21	136.30
SO BUILDWID	GRID32	160.25	179.32	192.96	200.72	0.00	0.00

SO BUILDLEN	GRID32	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID32	0.00	0.00	201.35	200.99	195.04	183.18
SO BUILDLEN	GRID32	165.74	143.27	116.45	86.09	0.00	67.73
SO BUILDLEN	GRID32	79.01	87.90	94.11	97.46	0.00	0.00
SO BUILDLEN	GRID32	0.00	0.00	201.35	200.99	195.04	183.18
SO BUILDLEN	GRID32	165.74	143.27	116.45	86.09	0.00	0.00
SO XBADJ	GRID32	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID32	0.00	0.00	-216.48	-218.53	-213.94	-202.84
SO XBADJ	GRID32	-185.59	-162.69	-134.85	-102.91	0.00	-129.95
SO XBADJ	GRID32	-141.93	-149.60	-152.73	-151.21	0.00	0.00
SO XBADJ	GRID32	0.00	0.00	15.13	17.55	18.89	19.67
SO XBADJ	GRID32	19.84	19.42	18.40	16.83	0.00	0.00
SO YBADJ	GRID32	0.00	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID32	0.00	0.00	23.45	1.20	-18.97	-38.57
SO YBADJ	GRID32	-56.99	-73.68	-88.14	-99.91	0.00	45.19
SO YBADJ	GRID32	27.73	9.42	-9.17	-27.48	0.00	0.00
SO YBADJ	GRID32	0.00	0.00	-23.45	-1.20	18.97	38.57
SO YBADJ	GRID32	56.99	73.68	88.14	99.91	0.00	0.00
SO BUILDHGT	GRID33	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID33	0.00	0.00	13.00	13.00	13.00	13.00
SO BUILDHGT	GRID33	13.00	13.00	0.00	0.00	14.60	14.60
SO BUILDHGT	GRID33	14.60	14.60	14.60	0.00	0.00	0.00
SO BUILDHGT	GRID33	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID33	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID33	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID33	0.00	0.00	47.36	76.83	108.21	136.30
SO BUILDWID	GRID33	160.25	179.32	0.00	0.00	97.91	97.37
SO BUILDWID	GRID33	93.87	87.51	78.50	0.00	0.00	0.00
SO BUILDWID	GRID33	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID33	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID33	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID33	0.00	0.00	201.35	200.99	195.04	183.18
SO BUILDLEN	GRID33	165.74	143.27	0.00	0.00	54.39	67.73
SO BUILDLEN	GRID33	79.01	87.90	94.11	0.00	0.00	0.00
SO BUILDLEN	GRID33	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID33	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID33	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID33	0.00	0.00	-236.48	-238.23	-232.73	-220.16
SO XBADJ	GRID33	-200.91	-175.55	0.00	0.00	-117.49	-129.95
SO XBADJ	GRID33	-138.46	-142.76	-142.73	0.00	0.00	0.00
SO XBADJ	GRID33	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID33	0.00	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID33	0.00	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID33	0.00	0.00	23.45	-2.27	-25.81	-48.57
SO YBADJ	GRID33	-69.85	-89.00	0.00	0.00	41.58	25.19
SO YBADJ	GRID33	8.03	-9.37	-26.49	0.00	0.00	0.00
SO YBADJ	GRID33	0.00	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID33	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID34	0.00	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID34	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID34	13.10	13.10	13.10	13.10	0.00	0.00
SO BUILDHGT	GRID34	0.00	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID34	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID34	13.10	13.10	13.10	13.10	0.00	0.00
SO BUILDWID	GRID34	0.00	104.40	120.70	133.33	141.91	146.18
SO BUILDWID	GRID34	146.01	141.40	132.50	134.80	142.96	146.77
SO BUILDWID	GRID34	146.12	141.04	131.67	118.29	0.00	0.00
SO BUILDWID	GRID34	0.00	104.40	120.70	133.33	141.91	146.18
SO BUILDWID	GRID34	146.01	141.40	132.50	134.80	142.96	146.77
SO BUILDWID	GRID34	146.12	141.04	131.67	118.29	0.00	0.00
SO BUILDLEN	GRID34	0.00	142.96	146.77	146.12	141.04	131.67
SO BUILDLEN	GRID34	118.29	101.33	85.73	84.92	104.40	120.70
SO BUILDLEN	GRID34	133.33	141.91	146.18	146.01	0.00	0.00
SO BUILDLEN	GRID34	0.00	142.96	146.77	146.12	141.04	131.67
SO BUILDLEN	GRID34	118.29	101.33	85.73	84.92	104.40	120.70
SO BUILDLEN	GRID34	133.33	141.91	146.18	146.01	0.00	0.00
SO XBADJ	GRID34	0.00	-22.68	-18.14	-13.05	-7.57	-1.86
SO XBADJ	GRID34	3.91	9.56	14.93	6.84	-10.77	-28.04
SO XBADJ	GRID34	-44.47	-59.54	-72.81	-83.86	0.00	0.00
SO XBADJ	GRID34	0.00	-120.28	-128.63	-133.07	-133.47	-129.81
SO XBADJ	GRID34	-122.21	-110.89	-100.66	-91.76	-93.63	-92.65
SO XBADJ	GRID34	-88.86	-82.37	-73.37	-62.15	0.00	0.00
SO YBADJ	GRID34	0.00	-41.43	-32.30	-22.20	-11.41	-0.28

SO	YBADJ	GRID34	10.86	21.66	31.82	40.88	48.80	55.24
SO	YBADJ	GRID34	60.01	62.95	63.98	63.06	0.00	0.00
SO	YBADJ	GRID34	0.00	41.43	32.30	22.20	11.41	0.28
SO	YBADJ	GRID34	-10.86	-21.66	-31.82	-40.88	-48.80	-55.24
SO	YBADJ	GRID34	-60.01	-62.95	-63.98	-63.06	0.00	0.00
SO	BUILDHGT	GRID35	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID35	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID35	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID35	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID35	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID35	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDWID	GRID35	84.92	104.40	120.70	133.33	141.91	146.18
SO	BUILDWID	GRID35	146.01	141.40	132.50	134.80	142.96	146.77
SO	BUILDWID	GRID35	146.12	141.04	131.67	118.29	101.33	85.73
SO	BUILDWID	GRID35	84.92	104.40	120.70	133.33	141.91	146.18
SO	BUILDWID	GRID35	146.01	141.40	132.50	134.80	142.96	146.77
SO	BUILDWID	GRID35	146.12	141.04	131.67	118.29	101.33	85.73
SO	BUILDLEN	GRID35	134.80	142.96	146.77	146.12	141.04	131.67
SO	BUILDLEN	GRID35	118.29	101.33	85.73	84.92	104.40	120.70
SO	BUILDLEN	GRID35	133.33	141.91	146.18	146.01	141.40	132.50
SO	BUILDLEN	GRID35	134.80	142.96	146.77	146.12	141.04	131.67
SO	BUILDLEN	GRID35	118.29	101.33	85.73	84.92	104.40	120.70
SO	BUILDLEN	GRID35	133.33	141.91	146.18	146.01	141.40	132.50
SO	XBADJ	GRID35	-30.00	-29.52	-28.14	-25.91	-22.89	-19.18
SO	XBADJ	GRID35	-14.88	-10.13	-5.07	-12.86	-29.56	-45.36
SO	XBADJ	GRID35	-59.79	-72.40	-82.81	-90.70	-95.84	-98.07
SO	XBADJ	GRID35	-104.81	-113.44	-118.63	-120.21	-118.15	-112.49
SO	XBADJ	GRID35	-103.41	-91.19	-80.66	-72.07	-74.84	-75.33
SO	XBADJ	GRID35	-73.54	-69.51	-63.37	-55.31	-45.56	-34.43
SO	YBADJ	GRID35	-29.60	-22.64	-14.98	-6.87	1.44	9.72
SO	YBADJ	GRID35	17.70	25.14	31.82	37.40	41.96	45.24
SO	YBADJ	GRID35	47.15	47.63	46.66	44.27	40.53	37.79
SO	YBADJ	GRID35	29.60	22.64	14.98	6.87	-1.44	-9.72
SO	YBADJ	GRID35	-17.70	-25.14	-31.82	-37.40	-41.96	-45.24
SO	YBADJ	GRID35	-47.15	-47.63	-46.66	-44.27	-40.53	-37.79
SO	BUILDHGT	GRID36	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID36	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID36	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID36	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID36	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID36	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDWID	GRID36	84.92	104.40	120.70	133.33	141.91	146.18
SO	BUILDWID	GRID36	146.01	141.40	132.50	134.80	142.96	146.77
SO	BUILDWID	GRID36	146.12	141.04	131.67	118.29	101.33	85.73
SO	BUILDWID	GRID36	84.92	104.40	120.70	133.33	141.91	146.18
SO	BUILDWID	GRID36	146.01	141.40	132.50	134.80	142.96	146.77
SO	BUILDWID	GRID36	146.12	141.04	131.67	118.29	101.33	85.73
SO	BUILDLEN	GRID36	134.80	142.96	146.77	146.12	141.04	131.67
SO	BUILDLEN	GRID36	118.29	101.33	85.73	84.92	104.40	120.70
SO	BUILDLEN	GRID36	133.33	141.91	146.18	146.01	141.40	132.50
SO	BUILDLEN	GRID36	134.80	142.96	146.77	146.12	141.04	131.67
SO	BUILDLEN	GRID36	118.29	101.33	85.73	84.92	104.40	120.70
SO	BUILDLEN	GRID36	133.33	141.91	146.18	146.01	141.40	132.50
SO	XBADJ	GRID36	-33.47	-36.36	-38.14	-38.77	-38.21	-36.50
SO	XBADJ	GRID36	-33.67	-29.83	-25.07	-32.55	-48.35	-62.68
SO	XBADJ	GRID36	-75.11	-85.26	-92.81	-97.54	-99.31	-98.06
SO	XBADJ	GRID36	-101.33	-106.60	-108.63	-107.36	-102.83	-95.17
SO	XBADJ	GRID36	-84.62	-71.50	-60.66	-52.37	-56.04	-58.01
SO	XBADJ	GRID36	-58.22	-56.66	-53.37	-48.47	-42.09	-34.43
SO	YBADJ	GRID36	-9.91	-3.84	2.34	8.45	14.30	19.72
SO	YBADJ	GRID36	24.54	28.61	31.82	33.93	35.12	35.24
SO	YBADJ	GRID36	34.30	32.31	29.34	25.47	20.84	17.79
SO	YBADJ	GRID36	9.91	3.84	-2.34	-8.45	-14.30	-19.72
SO	YBADJ	GRID36	-24.54	-28.61	-31.82	-33.93	-35.12	-35.24
SO	YBADJ	GRID36	-34.30	-32.31	-29.34	-25.47	-20.84	-17.79
SO	BUILDHGT	GRID37	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID37	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID37	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID37	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID37	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID37	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDWID	GRID37	84.92	104.40	120.70	133.33	141.91	146.18
SO	BUILDWID	GRID37	146.01	141.40	132.50	134.80	142.96	146.77

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SO BUILDWID  GRID37      146.12    141.04    131.67    118.29    101.33     85.73
SO BUILDWID  GRID37       84.92    104.40    120.70    133.33    141.91    146.18
SO BUILDWID  GRID37      146.01    141.40    132.50    134.80    142.96    146.77
SO BUILDWID  GRID37      146.12    141.04    131.67    118.29    101.33     85.73
SO BUILDLEN  GRID37      134.80    142.96    146.77    146.12    141.04    131.67
SO BUILDLEN  GRID37      118.29    101.33     85.73     84.92    104.40    120.70
SO BUILDLEN  GRID37      133.33    141.91    146.18    146.01    141.40    132.50
SO BUILDLEN  GRID37      134.80    142.96    146.77    146.12    141.04    131.67
SO BUILDLEN  GRID37      118.29    101.33     85.73     84.92    104.40    120.70
SO BUILDLEN  GRID37      133.33    141.91    146.18    146.01    141.40    132.50
SO XBADJ     GRID37      -36.94    -43.20    -48.14    -51.62    -53.53    -53.82
SO XBADJ     GRID37      -52.47    -49.52    -45.07    -52.25    -67.15    -80.01
SO XBADJ     GRID37      -90.43    -98.11   -102.81   -104.38   -102.79    -98.06
SO XBADJ     GRID37      -97.86    -99.76    -98.63    -94.50    -87.50    -77.85
SO XBADJ     GRID37      -65.82    -51.80    -40.66    -32.67    -37.25    -40.69
SO XBADJ     GRID37      -42.90    -43.80    -43.37    -41.63    -38.62    -34.43
SO YBADJ     GRID37        9.79     14.95     19.66     23.77     27.15     29.72
SO YBADJ     GRID37       31.38     32.08     31.82     30.46     28.28     25.24
SO YBADJ     GRID37       21.44     16.99     12.01      6.68      1.14     -2.21
SO YBADJ     GRID37       -9.79    -14.95    -19.66    -23.77    -27.15    -29.72
SO YBADJ     GRID37      -31.38    -32.08    -31.82    -30.46    -28.28    -25.24
SO YBADJ     GRID37      -21.44    -16.99    -12.01     -6.68     -1.14      2.21
SO BUILDHGT  GRID38       13.10     13.10     13.10     13.10     13.10     13.10
SO BUILDHGT  GRID38       13.10     13.10     13.10     13.10     13.10     13.10
SO BUILDHGT  GRID38       13.10     13.10     13.10     13.10     13.10     13.10
SO BUILDHGT  GRID38       13.10     13.10     13.10     13.10     13.10     13.10
SO BUILDHGT  GRID38       13.10     13.10     13.10     13.10     13.10     13.10
SO BUILDHGT  GRID38       13.10     13.10     13.10     13.10     13.10     13.10
SO BUILDWID  GRID38       84.92    104.40    120.70    133.33    141.91    146.18
SO BUILDWID  GRID38      146.01    141.40    132.50    134.80    142.96    146.77
SO BUILDWID  GRID38      146.12    141.04    131.67    118.29    101.33     85.73
SO BUILDWID  GRID38       84.92    104.40    120.70    133.33    141.91    146.18
SO BUILDWID  GRID38      146.01    141.40    132.50    134.80    142.96    146.77
SO BUILDWID  GRID38      146.12    141.04    131.67    118.29    101.33     85.73
SO BUILDLEN  GRID38      134.80    142.96    146.77    146.12    141.04    131.67
SO BUILDLEN  GRID38      118.29    101.33     85.73     84.92    104.40    120.70
SO BUILDLEN  GRID38      133.33    141.91    146.18    146.01    141.40    132.50
SO BUILDLEN  GRID38      134.80    142.96    146.77    146.12    141.04    131.67
SO BUILDLEN  GRID38      118.29    101.33     85.73     84.92    104.40    120.70
SO BUILDLEN  GRID38      133.33    141.91    146.18    146.01    141.40    132.50
SO XBADJ     GRID38      -40.42    -50.04    -58.14    -64.48    -68.85    -71.14
SO XBADJ     GRID38      -71.26    -69.22    -65.07    -71.95    -85.94    -97.33
SO XBADJ     GRID38     -105.75   -110.97   -112.81   -111.22   -106.26    -98.06
SO XBADJ     GRID38      -94.39    -92.92    -88.63    -81.65    -72.18    -60.53
SO XBADJ     GRID38      -47.03    -32.11    -20.66    -12.98    -18.45    -23.37
SO XBADJ     GRID38      -27.58    -30.95    -33.37    -34.79    -35.15    -34.43
SO YBADJ     GRID38       29.48     33.74     36.98     39.09     40.01     39.72
SO YBADJ     GRID38       38.22     35.56     31.82     26.99     21.44     15.24
SO YBADJ     GRID38        8.59      1.66     -5.31    -12.12    -18.56    -22.21
SO YBADJ     GRID38      -29.48    -33.74    -36.98    -39.09    -40.01    -39.72
SO YBADJ     GRID38      -38.22    -35.56    -31.81    -26.99    -21.44    -15.24
SO YBADJ     GRID38       -8.59     -1.66      5.31     12.12     18.56     22.21
SO BUILDHGT  GRID39        0.00     13.10     13.10     13.10     13.10     13.10
SO BUILDHGT  GRID39       13.10     13.10     13.10     13.10     13.10     13.10
SO BUILDHGT  GRID39       13.10     13.10     13.10     13.10     13.10     13.10
SO BUILDHGT  GRID39        0.00     13.10     13.10     18.60     18.60     18.60
SO BUILDHGT  GRID39       13.10     13.10     13.10     13.10     13.10     13.10
SO BUILDHGT  GRID39       13.10     13.10     13.10     13.10     13.10     13.10
SO BUILDWID  GRID39        0.00    104.40    120.70    133.33    141.91    146.18
SO BUILDWID  GRID39      146.01    141.40    132.50    134.80    142.96    146.77
SO BUILDWID  GRID39      146.12    141.04    131.67    118.29    101.33     85.73
SO BUILDWID  GRID39        0.00    104.40    120.70     72.68     60.38     46.25
SO BUILDWID  GRID39      146.01    141.40    132.50    134.80    142.96    146.77
SO BUILDWID  GRID39      146.12    141.04    131.67    118.29    101.33     85.73
SO BUILDLEN  GRID39        0.00    142.96    146.77    146.12    141.04    131.67
SO BUILDLEN  GRID39      118.29    101.33     85.73     84.92    104.40    120.70
SO BUILDLEN  GRID39      133.33    141.91    146.18    146.01    141.40    132.50
SO BUILDLEN  GRID39        0.00    142.96    146.77     95.63     97.46     96.33
SO BUILDLEN  GRID39      118.29    101.33     85.73     84.92    104.40    120.70
SO BUILDLEN  GRID39      133.33    141.91    146.18    146.01    141.40    132.50
SO XBADJ     GRID39        0.00    -56.88    -68.14    -77.33    -84.17    -88.46
SO XBADJ     GRID39      -90.06    -88.92    -85.07    -91.64   -104.74   -114.65
SO XBADJ     GRID39     -121.07   -123.82   -122.81   -118.06   -109.73    -98.06
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SO XBADJ	GRID39	0.00	-86.08	-78.63	-178.03	-184.75	-185.86
SO XBADJ	GRID39	-28.24	-12.41	-0.66	6.72	0.34	-6.05
SO XBADJ	GRID39	-12.26	-18.09	-23.37	-27.95	-31.67	-34.43
SO YBADJ	GRID39	0.00	52.54	54.30	54.41	52.87	49.72
SO YBADJ	GRID39	45.06	39.03	31.81	23.51	14.60	5.24
SO YBADJ	GRID39	-4.27	-13.66	-22.63	-30.91	-38.25	-42.21
SO YBADJ	GRID39	0.00	-52.54	-54.30	45.33	21.99	-2.02
SO YBADJ	GRID39	-45.06	-39.03	-31.81	-23.51	-14.60	-5.24
SO YBADJ	GRID39	4.27	13.66	22.63	30.91	38.25	42.21
SO BUILDHGT	GRID40	0.00	0.00	0.00	13.10	13.10	13.10
SO BUILDHGT	GRID40	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID40	13.10	13.10	13.10	13.10	0.00	0.00
SO BUILDHGT	GRID40	0.00	0.00	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID40	13.10	13.00	13.00	13.00	13.00	13.10
SO BUILDHGT	GRID40	13.10	13.10	13.10	13.10	0.00	0.00
SO BUILDWID	GRID40	0.00	0.00	0.00	133.33	141.91	146.18
SO BUILDWID	GRID40	146.01	141.40	132.50	134.80	142.96	146.77
SO BUILDWID	GRID40	146.12	141.04	131.67	118.29	0.00	0.00
SO BUILDWID	GRID40	0.00	0.00	82.77	72.68	60.38	46.25
SO BUILDWID	GRID40	146.01	37.17	41.01	55.87	69.03	146.77
SO BUILDWID	GRID40	146.12	141.04	131.67	118.29	0.00	0.00
SO BUILDLEN	GRID40	0.00	0.00	0.00	146.12	141.04	131.67
SO BUILDLEN	GRID40	118.29	101.33	85.73	84.92	104.40	120.70
SO BUILDLEN	GRID40	133.33	141.91	146.18	146.01	0.00	0.00
SO BUILDLEN	GRID40	0.00	0.00	90.90	95.63	97.46	96.33
SO BUILDLEN	GRID40	118.29	94.94	95.52	97.70	96.91	120.70
SO BUILDLEN	GRID40	133.33	141.91	146.18	146.01	0.00	0.00
SO XBADJ	GRID40	0.00	0.00	0.00	-90.19	-99.50	-105.78
SO XBADJ	GRID40	-108.85	-108.61	-105.07	-111.34	-123.53	-131.97
SO XBADJ	GRID40	-136.39	-136.68	-132.81	-124.90	0.00	0.00
SO XBADJ	GRID40	0.00	0.00	-155.90	-165.17	-169.43	-168.54
SO XBADJ	GRID40	-9.44	-157.36	-159.04	-158.39	-152.92	11.27
SO XBADJ	GRID40	3.06	-5.23	-13.37	-21.11	0.00	0.00
SO YBADJ	GRID40	0.00	0.00	0.00	69.73	65.72	59.72
SO YBADJ	GRID40	51.90	42.50	31.81	20.04	7.76	-4.76
SO YBADJ	GRID40	-17.13	-28.98	-39.95	-49.70	0.00	0.00
SO YBADJ	GRID40	0.00	0.00	49.97	30.01	9.13	-12.02
SO YBADJ	GRID40	-51.90	19.05	-0.28	-19.64	-38.41	4.76
SO YBADJ	GRID40	17.13	28.98	39.95	49.70	0.00	0.00
SO BUILDHGT	GRID41	0.00	0.00	0.00	0.00	0.00	13.10
SO BUILDHGT	GRID41	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID41	13.10	13.10	13.10	0.00	0.00	0.00
SO BUILDHGT	GRID41	0.00	18.60	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID41	13.00	13.00	13.00	13.00	13.00	13.00
SO BUILDHGT	GRID41	13.10	13.10	13.10	0.00	0.00	0.00
SO BUILDWID	GRID41	0.00	0.00	0.00	0.00	0.00	146.18
SO BUILDWID	GRID41	146.01	141.40	132.50	134.80	142.96	146.77
SO BUILDWID	GRID41	146.12	141.04	131.67	0.00	0.00	0.00
SO BUILDWID	GRID41	0.00	90.34	82.77	72.68	60.38	46.25
SO BUILDWID	GRID41	52.31	37.17	41.01	55.87	69.03	80.10
SO BUILDWID	GRID41	146.12	141.04	131.67	0.00	0.00	0.00
SO BUILDLEN	GRID41	0.00	0.00	0.00	0.00	0.00	131.67
SO BUILDLEN	GRID41	118.29	101.33	85.73	84.92	104.40	120.70
SO BUILDLEN	GRID41	133.33	141.91	146.18	0.00	0.00	0.00
SO BUILDLEN	GRID41	0.00	83.41	90.90	95.63	97.46	96.33
SO BUILDLEN	GRID41	97.82	94.94	95.52	97.70	96.91	93.17
SO BUILDLEN	GRID41	133.33	141.91	146.18	0.00	0.00	0.00
SO XBADJ	GRID41	0.00	0.00	0.00	0.00	0.00	-123.10
SO XBADJ	GRID41	-127.64	-128.31	-125.07	-131.03	-142.32	-149.29
SO XBADJ	GRID41	-151.72	-149.53	-142.81	0.00	0.00	0.00
SO XBADJ	GRID41	0.00	-135.04	-145.90	-152.32	-154.11	-151.21
SO XBADJ	GRID41	-135.03	-137.67	-139.04	-138.69	-134.13	-125.50
SO XBADJ	GRID41	18.39	7.62	-3.37	0.00	0.00	0.00
SO YBADJ	GRID41	0.00	0.00	0.00	0.00	0.00	69.72
SO YBADJ	GRID41	58.74	45.98	31.81	16.57	0.92	-14.76
SO YBADJ	GRID41	-29.98	-44.30	-57.27	0.00	0.00	0.00
SO YBADJ	GRID41	0.00	49.63	32.65	14.69	-3.72	-22.02
SO YBADJ	GRID41	30.96	15.58	-0.28	-16.17	-31.57	-46.01
SO YBADJ	GRID41	29.98	44.30	57.27	0.00	0.00	0.00
SO BUILDHGT	GRID42	0.00	0.00	0.00	0.00	0.00	13.00
SO BUILDHGT	GRID42	13.00	13.00	13.00	13.00	13.00	13.00
SO BUILDHGT	GRID42	13.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID42	18.60	18.60	18.60	18.60	18.60	18.60

SO BUILDHGT	GRID42	13.00	13.00	13.00	13.00	13.00	13.00
SO BUILDHGT	GRID42	13.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID42	0.00	0.00	0.00	0.00	0.00	65.86
SO BUILDWID	GRID42	52.31	37.17	41.01	55.87	69.03	80.10
SO BUILDWID	GRID42	88.73	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID42	95.16	90.34	82.77	72.68	60.38	46.25
SO BUILDWID	GRID42	52.31	37.17	41.01	55.87	69.03	80.10
SO BUILDWID	GRID42	88.73	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID42	0.00	0.00	0.00	0.00	0.00	97.73
SO BUILDLEN	GRID42	97.82	94.94	95.52	97.70	96.91	93.17
SO BUILDLEN	GRID42	86.61	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID42	73.38	83.41	90.90	95.63	97.46	96.33
SO BUILDLEN	GRID42	97.82	94.94	95.52	97.70	96.91	93.17
SO BUILDLEN	GRID42	86.61	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID42	0.00	0.00	0.00	0.00	0.00	13.23
SO XBADJ	GRID42	18.41	23.03	23.52	21.30	18.43	15.00
SO XBADJ	GRID42	11.12	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID42	-116.62	-128.20	-135.90	-139.46	-138.79	-133.89
SO XBADJ	GRID42	-116.23	-117.97	-119.04	-118.99	-115.34	-108.18
SO XBADJ	GRID42	-97.73	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID42	0.00	0.00	0.00	0.00	0.00	-35.40
SO YBADJ	GRID42	-24.12	-12.11	0.28	12.70	24.73	36.01
SO YBADJ	GRID42	46.20	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID42	45.39	30.83	15.33	-0.63	-16.58	-32.02
SO YBADJ	GRID42	24.12	12.11	-0.28	-12.70	-24.73	-36.01
SO YBADJ	GRID42	-46.20	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID43	13.00	13.00	18.60	18.60	18.60	13.00
SO BUILDHGT	GRID43	13.00	13.00	13.00	13.00	13.00	13.00
SO BUILDHGT	GRID43	13.00	13.00	13.00	13.00	18.60	18.60
SO BUILDHGT	GRID43	18.60	18.60	18.60	18.60	18.60	13.00
SO BUILDHGT	GRID43	13.00	13.00	13.00	13.00	13.00	13.00
SO BUILDHGT	GRID43	13.00	13.00	13.00	13.00	13.00	13.00
SO BUILDWID	GRID43	97.70	96.91	82.77	72.68	60.38	65.86
SO BUILDWID	GRID43	52.31	37.17	41.01	55.87	69.03	80.10
SO BUILDWID	GRID43	88.73	94.67	97.73	97.82	96.09	97.10
SO BUILDWID	GRID43	95.16	90.34	82.77	72.68	60.38	65.86
SO BUILDWID	GRID43	52.31	37.17	41.01	55.87	69.03	80.10
SO BUILDWID	GRID43	88.73	94.67	97.73	97.82	94.94	95.52
SO BUILDLEN	GRID43	55.87	69.03	90.90	95.63	97.46	97.73
SO BUILDLEN	GRID43	97.82	94.94	95.52	97.70	96.91	93.17
SO BUILDLEN	GRID43	86.61	77.41	65.86	52.31	47.00	61.12
SO BUILDLEN	GRID43	73.38	83.41	90.90	95.63	97.46	97.73
SO BUILDLEN	GRID43	97.82	94.94	95.52	97.70	96.91	93.17
SO BUILDLEN	GRID43	86.61	77.41	65.86	52.31	37.17	41.01
SO XBADJ	GRID43	-18.71	-16.63	34.99	30.97	26.00	-4.09
SO XBADJ	GRID43	-0.38	3.34	3.52	1.60	-0.36	-2.32
SO XBADJ	GRID43	-4.20	-5.96	-7.53	-8.88	-86.74	-101.49
SO XBADJ	GRID43	-113.14	-121.36	-125.90	-126.60	-123.46	-93.64
SO XBADJ	GRID43	-97.44	-98.27	-99.04	-99.30	-96.54	-90.85
SO XBADJ	GRID43	-82.41	-71.45	-58.33	-43.43	-27.22	-20.22
SO YBADJ	GRID43	-50.45	-48.09	1.99	15.95	29.43	-25.40
SO YBADJ	GRID43	-17.28	-8.63	0.28	9.23	17.89	26.01
SO YBADJ	GRID43	33.34	39.66	44.78	48.53	50.28	38.58
SO YBADJ	GRID43	25.70	12.04	-1.99	-15.95	-29.43	25.40
SO YBADJ	GRID43	17.28	8.63	-0.28	-9.23	-17.89	-26.01
SO YBADJ	GRID43	-33.34	-39.66	-44.78	-48.53	-50.81	-51.28
SO BUILDHGT	GRID44	18.60	18.60	18.60	18.60	13.00	13.00
SO BUILDHGT	GRID44	13.00	13.00	13.00	13.00	13.00	13.00
SO BUILDHGT	GRID44	13.00	13.00	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID44	18.60	18.60	18.60	18.60	13.00	13.00
SO BUILDHGT	GRID44	13.00	13.00	13.00	13.00	13.00	13.00
SO BUILDHGT	GRID44	13.00	13.00	18.60	13.00	13.00	13.00
SO BUILDWID	GRID44	95.16	90.34	82.77	72.68	77.41	65.86
SO BUILDWID	GRID44	52.31	37.17	41.01	55.87	69.03	80.10
SO BUILDWID	GRID44	88.73	94.67	96.33	92.66	96.09	97.10
SO BUILDWID	GRID44	95.16	90.34	82.77	72.68	77.41	65.86
SO BUILDWID	GRID44	52.31	37.17	41.01	55.87	69.03	80.10
SO BUILDWID	GRID44	88.73	94.67	96.33	97.82	94.94	95.52
SO BUILDLEN	GRID44	73.38	83.41	90.90	95.63	94.67	97.73
SO BUILDLEN	GRID44	97.82	94.94	95.52	97.70	96.91	93.17
SO BUILDLEN	GRID44	86.61	77.41	46.26	31.46	47.00	61.12
SO BUILDLEN	GRID44	73.38	83.41	90.90	95.63	94.67	97.73
SO BUILDLEN	GRID44	97.82	94.94	95.52	97.70	96.91	93.17

SO BUILDLEN	GRID44	86.61	77.41	46.25	52.31	37.17	41.01
SO XBADJ	GRID44	36.29	31.12	24.99	18.11	-22.99	-21.41
SO XBADJ	GRID44	-19.18	-16.36	-16.48	-18.10	-19.16	-19.64
SO XBADJ	GRID44	-19.52	-18.81	-75.15	-76.21	-90.22	-101.49
SO XBADJ	GRID44	-109.67	-114.52	-115.90	-113.75	-71.68	-76.32
SO XBADJ	GRID44	-78.64	-78.58	-79.04	-79.60	-77.75	-73.53
SO XBADJ	GRID44	-67.09	-58.60	28.89	-36.59	-23.74	-20.23
SO YBADJ	GRID44	-6.00	6.76	19.31	31.27	-19.89	-15.40
SO YBADJ	GRID44	-10.44	-5.16	0.28	5.75	11.05	16.01
SO YBADJ	GRID44	20.49	24.34	51.09	41.41	30.59	18.58
SO YBADJ	GRID44	6.00	-6.76	-19.31	-31.27	19.89	15.40
SO YBADJ	GRID44	10.44	5.16	-0.28	-5.75	-11.05	-16.01
SO YBADJ	GRID44	-20.49	-24.34	-51.09	-29.73	-31.11	-31.28
SO BUILDHGT	GRID45	18.60	18.60	18.60	13.00	13.00	13.00
SO BUILDHGT	GRID45	13.00	13.00	13.00	13.00	13.00	13.00
SO BUILDHGT	GRID45	18.60	18.60	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID45	18.60	18.60	18.60	13.00	13.00	13.00
SO BUILDHGT	GRID45	13.00	13.00	13.00	13.00	13.00	13.00
SO BUILDHGT	GRID45	18.60	18.60	13.00	13.00	13.00	13.00
SO BUILDWID	GRID45	95.16	90.34	82.77	86.61	77.41	65.86
SO BUILDWID	GRID45	52.31	37.17	41.01	55.87	69.03	80.10
SO BUILDWID	GRID45	95.63	97.46	96.33	92.66	96.09	97.10
SO BUILDWID	GRID45	95.16	90.34	82.77	86.61	77.41	65.86
SO BUILDWID	GRID45	52.31	37.17	41.01	55.87	69.03	80.10
SO BUILDWID	GRID45	95.63	97.46	97.73	97.82	94.94	95.52
SO BUILDLEN	GRID45	73.38	83.41	90.90	88.73	94.67	97.73
SO BUILDLEN	GRID45	97.82	94.94	95.52	97.70	96.91	93.17
SO BUILDLEN	GRID45	72.68	60.38	46.26	31.46	47.00	61.12
SO BUILDLEN	GRID45	73.38	83.41	90.90	88.73	94.67	97.73
SO BUILDLEN	GRID45	97.82	94.94	95.52	97.70	96.91	93.17
SO BUILDLEN	GRID45	72.68	60.38	65.86	52.31	37.17	41.01
SO XBADJ	GRID45	32.82	24.28	14.99	-36.73	-38.31	-38.73
SO XBADJ	GRID45	-37.97	-36.05	-36.48	-37.79	-37.95	-36.96
SO XBADJ	GRID45	-82.93	-85.34	-85.15	-83.05	-93.69	-101.49
SO XBADJ	GRID45	-106.20	-107.68	-105.90	-52.00	-56.36	-59.00
SO XBADJ	GRID45	-59.85	-58.88	-59.04	-59.91	-58.96	-56.21
SO XBADJ	GRID45	10.25	24.95	-38.33	-29.75	-20.27	-20.23
SO YBADJ	GRID45	13.70	25.55	36.63	-8.46	-7.04	-5.40
SO YBADJ	GRID45	-3.60	-1.69	0.28	2.28	4.21	6.01
SO YBADJ	GRID45	53.08	44.09	33.77	22.62	10.89	-1.42
SO YBADJ	GRID45	-13.70	-25.55	-36.63	8.46	7.04	5.40
SO YBADJ	GRID45	3.60	1.69	-0.28	-2.28	-4.21	-6.01
SO YBADJ	GRID45	-53.08	-44.09	-10.13	-10.94	-11.41	-11.28
SO BUILDHGT	GRID46	18.60	18.60	13.00	13.00	13.00	13.00
SO BUILDHGT	GRID46	13.00	13.00	13.00	13.00	13.00	18.60
SO BUILDHGT	GRID46	18.60	18.60	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID46	18.60	18.60	13.00	13.00	13.00	13.00
SO BUILDHGT	GRID46	13.00	13.00	13.00	13.00	13.00	18.60
SO BUILDHGT	GRID46	18.60	13.00	13.00	13.00	13.00	13.00
SO BUILDWID	GRID46	95.16	90.34	93.17	86.61	77.41	65.86
SO BUILDWID	GRID46	52.31	37.17	41.01	55.87	69.03	90.90
SO BUILDWID	GRID46	95.63	97.46	96.33	92.66	96.09	97.10
SO BUILDWID	GRID46	95.16	90.34	93.17	86.61	77.41	65.86
SO BUILDWID	GRID46	52.31	37.17	41.01	55.87	69.03	90.90
SO BUILDWID	GRID46	95.63	94.67	97.73	97.82	94.94	95.52
SO BUILDLEN	GRID46	73.38	83.41	80.10	88.73	94.67	97.73
SO BUILDLEN	GRID46	97.82	94.94	95.52	97.70	96.91	82.77
SO BUILDLEN	GRID46	72.68	60.38	46.26	31.46	47.00	61.12
SO BUILDLEN	GRID46	73.38	83.41	80.10	88.73	94.67	97.73
SO BUILDLEN	GRID46	97.82	94.94	95.52	97.70	96.91	82.77
SO BUILDLEN	GRID46	72.68	77.41	65.86	52.31	37.17	41.01
SO XBADJ	GRID46	29.35	17.44	-44.04	-49.59	-53.63	-56.05
SO XBADJ	GRID46	-56.76	-55.75	-56.48	-57.49	-56.75	-95.33
SO XBADJ	GRID46	-98.25	-98.19	-95.15	-89.89	-97.16	-101.49
SO XBADJ	GRID46	-102.72	-100.84	-36.06	-39.14	-41.03	-41.68
SO XBADJ	GRID46	-41.06	-39.19	-39.04	-40.21	-40.16	12.57
SO XBADJ	GRID46	25.58	-32.89	-28.33	-22.91	-16.80	-20.23
SO YBADJ	GRID46	33.39	44.34	7.69	6.86	5.82	4.60
SO YBADJ	GRID46	3.24	1.79	0.28	-1.19	-2.63	50.45
SO YBADJ	GRID46	40.22	28.77	16.45	3.82	-8.81	-21.42
SO YBADJ	GRID46	-33.39	-44.34	-7.69	-6.86	-5.82	-4.60
SO YBADJ	GRID46	-3.24	-1.79	-0.28	1.19	2.63	-50.45
SO YBADJ	GRID46	-40.22	6.30	7.19	7.85	8.28	8.72

SO BUILDHGT	GRID47	18.60	13.00	13.00	13.00	13.00	13.00
SO BUILDHGT	GRID47	13.00	13.00	13.00	13.00	13.00	18.60
SO BUILDHGT	GRID47	18.60	18.60	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID47	18.60	13.00	13.00	13.00	13.00	13.00
SO BUILDHGT	GRID47	13.00	13.00	13.00	13.00	13.00	18.60
SO BUILDHGT	GRID47	13.00	13.00	13.00	13.00	13.00	13.00
SO BUILDWID	GRID47	95.16	96.91	93.17	86.61	77.41	65.86
SO BUILDWID	GRID47	52.31	37.17	41.01	55.87	69.03	90.90
SO BUILDWID	GRID47	95.63	97.46	96.33	92.66	96.09	97.10
SO BUILDWID	GRID47	95.16	96.91	93.17	86.61	77.41	65.86
SO BUILDWID	GRID47	52.31	37.17	41.01	55.87	69.03	90.90
SO BUILDWID	GRID47	88.73	94.67	97.73	97.82	94.94	95.52
SO BUILDLEN	GRID47	73.38	69.03	80.10	88.73	94.67	97.73
SO BUILDLEN	GRID47	97.82	94.94	95.52	97.70	96.91	82.77
SO BUILDLEN	GRID47	72.68	60.38	46.26	31.46	47.00	61.12
SO BUILDLEN	GRID47	73.38	69.03	80.10	88.73	94.67	97.73
SO BUILDLEN	GRID47	97.82	94.94	95.52	97.70	96.91	82.77
SO BUILDLEN	GRID47	86.61	77.41	65.86	52.31	37.17	41.01
SO XBADJ	GRID47	25.87	-43.99	-54.04	-62.45	-68.96	-73.37
SO XBADJ	GRID47	-75.56	-75.45	-76.48	-77.18	-75.54	-112.65
SO XBADJ	GRID47	-113.58	-111.05	-105.15	-96.73	-100.64	-101.49
SO XBADJ	GRID47	-99.25	-25.05	-26.06	-26.29	-25.71	-24.36
SO XBADJ	GRID47	-22.26	-19.49	-19.04	-20.51	-21.37	29.89
SO XBADJ	GRID47	-21.12	-20.03	-18.33	-16.07	-13.33	-20.23
SO YBADJ	GRID47	53.09	27.09	25.01	22.18	18.67	14.60
SO YBADJ	GRID47	10.08	5.26	0.28	-4.67	-9.47	40.45
SO YBADJ	GRID47	27.36	13.45	-0.87	-14.97	-28.50	-41.42
SO YBADJ	GRID47	-53.09	-27.09	-25.01	-22.18	-18.67	-14.60
SO YBADJ	GRID47	-10.08	-5.26	-0.28	4.67	9.47	-40.45
SO YBADJ	GRID47	18.08	21.62	24.51	26.65	27.98	28.72
SO BUILDHGT	GRID48	13.00	13.00	13.00	13.00	13.00	13.00
SO BUILDHGT	GRID48	13.00	13.00	13.00	13.00	18.60	18.60
SO BUILDHGT	GRID48	18.60	18.60	18.60	18.60	18.60	14.60
SO BUILDHGT	GRID48	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID48	13.00	13.00	13.00	13.00	18.60	13.00
SO BUILDHGT	GRID48	13.00	13.00	13.00	13.00	13.00	13.00
SO BUILDWID	GRID48	97.70	96.91	93.17	86.61	77.41	65.86
SO BUILDWID	GRID48	52.31	37.17	41.01	55.87	83.41	90.90
SO BUILDWID	GRID48	95.63	97.46	96.33	92.66	96.09	97.10
SO BUILDWID	GRID48	93.65	96.66	98.33	97.00	92.73	85.64
SO BUILDWID	GRID48	52.31	37.17	41.01	55.87	83.41	80.10
SO BUILDWID	GRID48	88.73	94.67	97.73	97.82	94.94	95.52
SO BUILDLEN	GRID48	55.87	69.03	80.10	88.73	94.67	97.73
SO BUILDLEN	GRID48	97.82	94.94	95.52	97.70	90.34	82.77
SO BUILDLEN	GRID48	72.68	60.38	46.26	31.46	47.00	50.00
SO BUILDLEN	GRID48	34.54	43.90	58.41	71.13	81.70	89.78
SO BUILDLEN	GRID48	97.82	94.94	95.52	97.70	90.34	93.17
SO BUILDLEN	GRID48	86.61	77.41	65.86	52.31	37.17	41.01
SO XBADJ	GRID48	-36.07	-50.83	-64.04	-75.30	-84.28	-90.69
SO XBADJ	GRID48	-94.35	-95.14	-96.48	-96.88	-127.10	-129.97
SO XBADJ	GRID48	-128.90	-123.90	-115.15	-103.57	-104.11	-102.54
SO XBADJ	GRID48	-102.83	-112.31	-122.20	-128.38	-130.65	-128.96
SO XBADJ	GRID48	-3.47	0.21	0.96	-0.82	36.76	-4.25
SO XBADJ	GRID48	-5.80	-7.17	-8.33	-9.23	-9.85	-20.23
SO YBADJ	GRID48	48.03	45.88	42.33	37.50	31.53	24.60
SO YBADJ	GRID48	16.92	8.73	0.28	-8.14	45.46	30.45
SO YBADJ	GRID48	14.51	-1.87	-18.19	-33.76	-48.20	52.62
SO YBADJ	GRID48	38.44	23.30	7.14	-9.23	-25.32	-40.64
SO YBADJ	GRID48	-16.92	-8.73	-0.28	8.14	-45.46	23.99
SO YBADJ	GRID48	30.93	36.94	41.83	45.44	47.67	48.72
SO BUILDHGT	GRID49	13.00	13.00	13.00	13.00	13.00	13.00
SO BUILDHGT	GRID49	13.00	13.00	13.00	13.00	18.60	18.60
SO BUILDHGT	GRID49	18.60	18.60	18.60	18.60	14.60	14.60
SO BUILDHGT	GRID49	14.60	14.60	14.60	14.60	14.60	13.00
SO BUILDHGT	GRID49	13.00	13.00	13.00	13.00	13.00	13.00
SO BUILDHGT	GRID49	13.00	13.00	13.00	13.00	13.00	13.00
SO BUILDWID	GRID49	200.99	195.04	183.18	165.74	77.41	65.86
SO BUILDWID	GRID49	52.31	37.17	41.01	55.87	83.41	90.90
SO BUILDWID	GRID49	95.63	97.46	96.33	92.66	97.60	97.10
SO BUILDWID	GRID49	93.65	96.66	98.33	97.00	92.73	65.86
SO BUILDWID	GRID49	52.31	37.17	41.01	55.87	69.03	80.10
SO BUILDWID	GRID49	88.73	94.67	192.96	200.72	202.39	201.35
SO BUILDLEN	GRID49	76.83	108.21	136.30	160.25	94.67	97.73

SO BUILDLEN	GRID49	97.82	94.94	95.52	97.70	90.34	82.77
SO BUILDLEN	GRID49	72.68	60.38	46.26	31.46	63.94	50.00
SO BUILDLEN	GRID49	34.54	43.90	58.41	71.13	81.70	97.73
SO BUILDLEN	GRID49	97.82	94.94	95.52	97.70	96.91	93.17
SO BUILDLEN	GRID49	86.61	77.41	116.45	86.09	53.11	47.36
SO XBADJ	GRID49	-39.55	-57.67	-74.04	-88.16	-99.60	-108.01
SO XBADJ	GRID49	-113.14	-114.84	-116.48	-116.58	-145.89	-147.29
SO XBADJ	GRID49	-144.22	-136.76	-125.15	-110.41	-102.60	-102.53
SO XBADJ	GRID49	-99.36	-105.47	-112.20	-115.52	-115.33	10.28
SO XBADJ	GRID49	15.33	19.90	20.96	18.88	16.22	13.07
SO XBADJ	GRID49	9.52	5.68	-48.92	-36.17	-22.32	-20.23
SO YBADJ	GRID49	16.08	15.61	14.65	13.26	44.39	34.60
SO YBADJ	GRID49	23.76	12.20	0.28	-11.61	38.62	20.45
SO YBADJ	GRID49	1.65	-17.19	-35.51	-52.56	45.49	32.62
SO YBADJ	GRID49	18.75	4.50	-10.18	-24.55	-38.18	-34.60
SO YBADJ	GRID49	-23.76	-12.20	-0.28	11.61	23.15	33.99
SO YBADJ	GRID49	43.79	52.26	11.53	12.78	13.64	15.81
SO BUILDHGT	GRID50	13.00	13.00	13.00	13.00	14.60	13.00
SO BUILDHGT	GRID50	13.00	13.00	13.00	13.00	18.60	18.60
SO BUILDHGT	GRID50	18.60	18.60	18.60	14.60	14.60	14.60
SO BUILDHGT	GRID50	14.60	14.60	14.60	14.60	14.60	13.00
SO BUILDHGT	GRID50	13.00	13.00	13.00	13.00	13.00	13.00
SO BUILDHGT	GRID50	13.00	13.00	14.60	13.00	13.00	13.00
SO BUILDWID	GRID50	200.99	195.04	183.18	165.74	92.73	116.45
SO BUILDWID	GRID50	52.31	37.17	41.01	55.87	83.41	90.90
SO BUILDWID	GRID50	95.63	97.46	96.33	95.14	97.60	97.10
SO BUILDWID	GRID50	93.65	96.66	98.33	97.00	92.73	116.45
SO BUILDWID	GRID50	86.09	53.11	47.36	76.83	108.21	136.30
SO BUILDWID	GRID50	160.25	179.32	89.78	200.72	202.39	201.35
SO BUILDLEN	GRID50	76.83	108.21	136.30	160.25	81.70	192.96
SO BUILDLEN	GRID50	97.82	94.94	95.52	97.70	90.34	82.77
SO BUILDLEN	GRID50	72.68	60.38	46.26	75.94	63.94	50.00
SO BUILDLEN	GRID50	34.54	43.90	58.41	71.13	81.70	192.96
SO BUILDLEN	GRID50	200.72	202.39	201.35	200.99	195.04	183.18
SO BUILDLEN	GRID50	165.74	143.27	85.64	86.09	53.11	47.36
SO XBADJ	GRID50	-43.02	-64.51	-84.04	-101.01	18.31	-125.33
SO XBADJ	GRID50	-131.94	-134.54	-136.48	-136.27	-164.69	-164.61
SO XBADJ	GRID50	-159.54	-149.61	-135.15	-106.38	-106.07	-102.53
SO XBADJ	GRID50	-95.89	-98.63	-102.20	-102.66	-100.01	-67.62
SO XBADJ	GRID50	-68.78	-67.86	-64.87	-64.71	-63.12	-59.61
SO XBADJ	GRID50	-54.29	-47.33	17.82	-29.33	-18.85	-20.23
SO YBADJ	GRID50	35.78	34.40	31.97	28.58	51.03	19.31
SO YBADJ	GRID50	30.60	15.68	0.28	-15.09	31.78	10.45
SO YBADJ	GRID50	-11.20	-32.51	-52.83	38.19	25.80	12.62
SO YBADJ	GRID50	-0.95	-14.29	-27.50	-39.87	-51.03	-19.31
SO YBADJ	GRID50	-13.71	-7.71	-3.45	4.60	10.40	15.89
SO YBADJ	GRID50	20.89	25.26	-49.43	31.58	33.34	35.81
SO BUILDHGT	GRID51	13.00	13.00	13.00	14.60	13.00	13.00
SO BUILDHGT	GRID51	13.00	13.00	13.00	13.00	13.00	13.00
SO BUILDHGT	GRID51	13.00	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID51	14.60	14.60	14.60	14.60	13.00	13.00
SO BUILDHGT	GRID51	13.00	13.00	13.00	13.00	13.00	13.00
SO BUILDHGT	GRID51	13.00	14.60	14.60	13.00	13.00	13.00
SO BUILDWID	GRID51	200.99	195.04	183.18	97.00	143.27	116.45
SO BUILDWID	GRID51	86.09	37.17	41.01	55.87	69.03	136.30
SO BUILDWID	GRID51	160.25	81.70	89.78	95.14	97.60	97.10
SO BUILDWID	GRID51	93.65	96.66	98.33	97.00	143.27	116.45
SO BUILDWID	GRID51	86.09	53.11	47.36	76.83	108.21	136.30
SO BUILDWID	GRID51	160.25	81.70	89.78	200.72	202.39	201.35
SO BUILDLEN	GRID51	76.83	108.21	136.30	71.13	179.32	192.96
SO BUILDLEN	GRID51	200.72	94.94	95.52	97.70	96.91	183.18
SO BUILDLEN	GRID51	165.74	92.73	85.64	75.94	63.94	50.00
SO BUILDLEN	GRID51	34.54	43.90	58.41	71.13	179.32	192.96
SO BUILDLEN	GRID51	200.72	202.39	201.35	200.99	195.04	183.18
SO BUILDLEN	GRID51	165.74	92.73	85.64	86.09	53.11	47.36
SO XBADJ	GRID51	-46.49	-71.35	-94.04	18.68	-130.24	-142.65
SO XBADJ	GRID51	-150.73	-154.23	-156.48	-155.97	-150.72	-140.88
SO XBADJ	GRID51	-126.77	-110.25	-113.46	-113.22	-109.54	-102.53
SO XBADJ	GRID51	-92.41	-91.79	-92.20	-89.81	-49.09	-50.30
SO XBADJ	GRID51	-49.99	-48.16	-44.87	-45.02	-44.33	-42.29
SO XBADJ	GRID51	-38.97	17.52	27.82	-22.49	-15.38	-20.23
SO YBADJ	GRID51	55.48	53.19	49.29	55.19	37.17	29.31
SO YBADJ	GRID51	20.56	19.15	0.28	-18.56	-36.83	-25.89

SO	YBADJ	GRID51	-33.75	43.84	32.11	19.40	6.10	-7.38
SO	YBADJ	GRID51	-20.64	-33.09	-44.82	-55.19	-37.17	-29.31
SO	YBADJ	GRID51	-20.56	-11.18	-3.45	8.08	17.25	25.89
SO	YBADJ	GRID51	33.75	-43.84	-32.11	50.37	53.04	55.81
SO	BUILDHGT	GRID52	13.00	13.00	13.00	13.00	13.00	13.00
SO	BUILDHGT	GRID52	13.00	13.00	13.00	13.00	13.00	13.00
SO	BUILDHGT	GRID52	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID52	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID52	13.00	13.00	13.00	13.00	13.00	13.00
SO	BUILDHGT	GRID52	14.60	13.00	13.00	13.00	13.00	13.00
SO	BUILDWID	GRID52	200.99	195.04	183.18	165.74	143.27	116.45
SO	BUILDWID	GRID52	86.09	53.11	47.36	76.83	108.21	136.30
SO	BUILDWID	GRID52	71.13	81.70	89.78	95.14	97.60	97.10
SO	BUILDWID	GRID52	93.65	96.66	78.50	67.10	53.66	38.60
SO	BUILDWID	GRID52	86.09	53.11	47.36	76.83	108.21	136.30
SO	BUILDWID	GRID52	71.13	179.32	192.96	200.72	202.39	201.35
SO	BUILDLEN	GRID52	76.83	108.21	136.30	160.25	179.32	192.96
SO	BUILDLEN	GRID52	200.72	202.39	201.35	200.99	195.04	183.18
SO	BUILDLEN	GRID52	97.00	92.73	85.64	75.94	63.94	50.00
SO	BUILDLEN	GRID52	34.54	43.90	94.11	97.46	97.86	95.27
SO	BUILDLEN	GRID52	200.72	202.39	201.35	200.99	195.04	183.18
SO	BUILDLEN	GRID52	97.00	143.27	116.45	86.09	53.11	47.36
SO	XBADJ	GRID52	-49.97	-78.19	-104.04	-126.72	-145.56	-159.97
SO	XBADJ	GRID52	-169.53	-173.93	-176.48	-175.67	-169.51	-158.20
SO	XBADJ	GRID52	-119.01	-123.11	-123.46	-120.06	-113.02	-102.53
SO	XBADJ	GRID52	-88.94	-84.95	-155.41	-161.61	-162.89	-159.23
SO	XBADJ	GRID52	-31.20	-28.46	-24.87	-25.32	-25.53	-24.97
SO	XBADJ	GRID52	22.01	-21.61	-18.92	-15.65	-11.90	-20.23
SO	YBADJ	GRID52	75.17	71.99	66.61	59.22	50.02	39.31
SO	YBADJ	GRID52	27.40	14.65	3.45	-11.55	-24.09	-35.89
SO	YBADJ	GRID52	41.39	28.52	14.79	0.60	-13.60	-27.38
SO	YBADJ	GRID52	-40.34	-51.88	35.47	16.02	-3.93	-23.75
SO	YBADJ	GRID52	-27.40	-14.65	-3.45	11.55	24.09	35.89
SO	YBADJ	GRID52	-41.39	55.90	63.50	69.16	72.73	75.81
SO	BUILDHGT	GRID53	13.00	13.00	13.00	13.00	13.00	13.00
SO	BUILDHGT	GRID53	13.00	13.00	13.00	13.00	13.00	13.00
SO	BUILDHGT	GRID53	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID53	14.60	14.60	14.60	14.60	14.60	13.00
SO	BUILDHGT	GRID53	13.00	13.00	13.00	13.00	13.00	13.00
SO	BUILDHGT	GRID53	13.00	13.00	13.00	13.00	13.00	13.00
SO	BUILDWID	GRID53	200.99	195.04	183.18	165.74	143.27	116.45
SO	BUILDWID	GRID53	86.09	53.11	47.36	76.83	108.21	136.30
SO	BUILDWID	GRID53	71.13	81.70	89.78	95.14	97.60	97.10
SO	BUILDWID	GRID53	93.87	87.51	78.50	67.10	53.66	116.45
SO	BUILDWID	GRID53	86.09	53.11	47.36	76.83	108.21	136.30
SO	BUILDWID	GRID53	160.25	179.32	192.96	200.72	202.39	201.35
SO	BUILDLEN	GRID53	76.83	108.21	136.30	160.25	179.32	192.96
SO	BUILDLEN	GRID53	200.72	202.39	201.35	200.99	195.04	183.18
SO	BUILDLEN	GRID53	97.00	92.73	85.64	75.94	63.94	50.00
SO	BUILDLEN	GRID53	79.01	87.90	94.11	97.46	97.86	192.96
SO	BUILDLEN	GRID53	200.72	202.39	201.35	200.99	195.04	183.18
SO	BUILDLEN	GRID53	165.74	143.27	116.45	86.09	53.11	47.36
SO	XBADJ	GRID53	-53.44	-85.03	-114.04	-139.58	-160.88	-177.29
SO	XBADJ	GRID53	-188.32	-193.62	-196.48	-195.36	-188.30	-175.52
SO	XBADJ	GRID53	-134.33	-135.96	-133.46	-126.90	-116.49	-102.53
SO	XBADJ	GRID53	-125.71	-137.65	-145.41	-148.75	-147.57	-15.66
SO	XBADJ	GRID53	-12.40	-8.77	-4.87	-5.62	-6.74	-7.65
SO	XBADJ	GRID53	-8.33	-8.76	-8.92	-8.81	-8.43	-20.23
SO	YBADJ	GRID53	94.87	90.78	83.94	74.54	62.88	49.31
SO	YBADJ	GRID53	34.24	18.13	3.45	-15.02	-30.93	-45.89
SO	YBADJ	GRID53	28.53	13.20	-2.53	-18.19	-33.29	-47.38
SO	YBADJ	GRID53	50.90	35.06	18.15	0.69	-16.78	-49.31
SO	YBADJ	GRID53	-34.24	-18.13	-3.45	15.02	30.93	45.89
SO	YBADJ	GRID53	59.46	71.22	80.82	87.96	92.43	95.81
SO	BUILDHGT	GRID54	0.00	0.00	0.00	0.00	13.00	13.00
SO	BUILDHGT	GRID54	13.00	13.00	13.00	13.00	13.00	14.60
SO	BUILDHGT	GRID54	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID54	14.60	14.60	14.60	14.60	14.60	13.00
SO	BUILDHGT	GRID54	13.00	13.00	13.00	13.00	13.00	13.00
SO	BUILDHGT	GRID54	13.00	13.00	13.00	13.00	0.00	0.00
SO	BUILDWID	GRID54	0.00	0.00	0.00	0.00	143.27	116.45
SO	BUILDWID	GRID54	86.09	53.11	47.36	76.83	108.21	58.41
SO	BUILDWID	GRID54	71.13	81.70	89.78	95.14	97.60	97.37

SO	BUILDWID	GRID54	93.87	87.51	78.50	67.10	53.66	116.45
SO	BUILDWID	GRID54	86.09	53.11	47.36	76.83	108.21	136.30
SO	BUILDWID	GRID54	160.25	179.32	192.96	200.72	0.00	0.00
SO	BUILDLEN	GRID54	0.00	0.00	0.00	0.00	179.32	192.96
SO	BUILDLEN	GRID54	200.72	202.39	201.35	200.99	195.04	98.33
SO	BUILDLEN	GRID54	97.00	92.73	85.64	75.94	63.94	67.73
SO	BUILDLEN	GRID54	79.01	87.90	94.11	97.46	97.86	192.96
SO	BUILDLEN	GRID54	200.72	202.39	201.35	200.99	195.04	183.18
SO	BUILDLEN	GRID54	165.74	143.27	116.45	86.09	0.00	0.00
SO	XBADJ	GRID54	0.00	0.00	0.00	0.00	-176.20	-194.61
SO	XBADJ	GRID54	-207.11	-213.32	-216.48	-215.06	-207.10	-145.95
SO	XBADJ	GRID54	-149.66	-148.82	-143.46	-133.74	-119.96	-109.95
SO	XBADJ	GRID54	-122.23	-130.81	-135.41	-135.89	-132.25	1.66
SO	XBADJ	GRID54	6.39	10.93	15.13	14.07	12.05	9.67
SO	XBADJ	GRID54	6.99	4.10	1.08	-1.97	0.00	0.00
SO	YBADJ	GRID54	0.00	0.00	0.00	0.00	75.73	59.31
SO	YBADJ	GRID54	41.08	21.60	3.45	-18.50	-37.77	33.00
SO	YBADJ	GRID54	15.68	-2.12	-19.85	-36.98	-52.99	45.19
SO	YBADJ	GRID54	31.20	16.26	0.83	-14.63	-29.64	-59.31
SO	YBADJ	GRID54	-41.08	-21.60	-3.45	18.50	37.77	55.89
SO	YBADJ	GRID54	72.31	86.54	98.14	106.75	0.00	0.00
SO	BUILDHGT	GRID55	0.00	0.00	0.00	14.60	0.00	0.00
SO	BUILDHGT	GRID55	13.00	13.00	13.00	13.00	13.00	14.60
SO	BUILDHGT	GRID55	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID55	14.60	14.60	14.60	14.60	11.00	11.00
SO	BUILDHGT	GRID55	13.00	0.00	0.00	0.00	0.00	0.00
SO	BUILDHGT	GRID55	13.00	0.00	0.00	0.00	0.00	0.00
SO	BUILDWID	GRID55	0.00	0.00	0.00	67.10	0.00	0.00
SO	BUILDWID	GRID55	86.09	53.11	47.36	76.83	108.21	58.41
SO	BUILDWID	GRID55	71.13	81.70	89.78	95.48	97.91	97.37
SO	BUILDWID	GRID55	93.87	87.51	78.50	67.10	35.20	29.95
SO	BUILDWID	GRID55	86.09	0.00	0.00	0.00	0.00	0.00
SO	BUILDWID	GRID55	160.25	0.00	0.00	0.00	0.00	0.00
SO	BUILDLEN	GRID55	0.00	0.00	0.00	97.46	0.00	0.00
SO	BUILDLEN	GRID55	200.72	202.39	201.35	200.99	195.04	98.33
SO	BUILDLEN	GRID55	97.00	92.73	85.64	39.39	54.39	67.73
SO	BUILDLEN	GRID55	79.01	87.90	94.11	97.46	44.93	43.63
SO	BUILDLEN	GRID55	200.72	0.00	0.00	0.00	0.00	0.00
SO	BUILDLEN	GRID55	165.74	0.00	0.00	0.00	0.00	0.00
SO	XBADJ	GRID55	0.00	0.00	0.00	25.57	0.00	0.00
SO	XBADJ	GRID55	-225.91	-233.02	-236.48	-234.75	-225.89	-163.27
SO	XBADJ	GRID55	-164.98	-161.67	-153.46	-82.66	-97.79	-109.95
SO	XBADJ	GRID55	-118.76	-123.97	-125.41	-123.04	-89.63	-90.32
SO	XBADJ	GRID55	25.18	0.00	0.00	0.00	0.00	0.00
SO	XBADJ	GRID55	22.31	0.00	0.00	0.00	0.00	0.00
SO	YBADJ	GRID55	0.00	0.00	0.00	29.95	0.00	0.00
SO	YBADJ	GRID55	47.92	25.07	3.45	-21.97	-44.61	23.00
SO	YBADJ	GRID55	2.82	-17.44	-37.17	49.87	38.11	25.19
SO	YBADJ	GRID55	11.50	-2.53	-16.49	-29.95	18.09	7.24
SO	YBADJ	GRID55	-47.92	0.00	0.00	0.00	0.00	0.00
SO	YBADJ	GRID55	85.17	0.00	0.00	0.00	0.00	0.00
SO	BUILDHGT	GRID56	0.00	0.00	14.60	0.00	0.00	0.00
SO	BUILDHGT	GRID56	0.00	13.00	13.00	13.00	13.00	0.00
SO	BUILDHGT	GRID56	0.00	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID56	14.60	14.60	14.60	11.00	11.00	11.00
SO	BUILDHGT	GRID56	11.00	0.00	0.00	0.00	0.00	0.00
SO	BUILDHGT	GRID56	0.00	14.60	0.00	0.00	0.00	0.00
SO	BUILDWID	GRID56	0.00	0.00	78.50	0.00	0.00	0.00
SO	BUILDWID	GRID56	0.00	53.11	47.36	76.83	108.21	0.00
SO	BUILDWID	GRID56	0.00	97.86	95.27	95.48	97.91	97.37
SO	BUILDWID	GRID56	93.87	87.51	78.50	39.37	35.20	29.95
SO	BUILDWID	GRID56	27.63	0.00	0.00	0.00	0.00	0.00
SO	BUILDWID	GRID56	0.00	97.86	0.00	0.00	0.00	0.00
SO	BUILDLEN	GRID56	0.00	0.00	94.11	0.00	0.00	0.00
SO	BUILDLEN	GRID56	0.00	202.39	201.35	200.99	195.04	0.00
SO	BUILDLEN	GRID56	0.00	53.66	38.60	39.39	54.39	67.73
SO	BUILDLEN	GRID56	79.01	87.90	94.11	44.90	44.93	43.63
SO	BUILDLEN	GRID56	43.63	0.00	0.00	0.00	0.00	0.00
SO	BUILDLEN	GRID56	0.00	53.66	0.00	0.00	0.00	0.00
SO	XBADJ	GRID56	0.00	0.00	21.30	0.00	0.00	0.00
SO	XBADJ	GRID56	0.00	-252.71	-256.48	-254.45	-244.68	0.00
SO	XBADJ	GRID56	0.00	-82.18	-83.05	-89.50	-101.26	-109.95
SO	XBADJ	GRID56	-115.29	-117.13	-115.41	-73.36	-74.31	-73.00

SO XBADJ	GRID56	-69.47	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID56	0.00	28.52	0.00	0.00	0.00	0.00
SO YBADJ	GRID56	0.00	0.00	33.81	0.00	0.00	0.00
SO YBADJ	GRID56	0.00	28.54	3.45	-25.44	-51.45	0.00
SO YBADJ	GRID56	0.00	52.68	42.31	31.08	18.41	5.19
SO YBADJ	GRID56	-8.19	-21.32	-33.81	13.06	5.23	-2.76
SO YBADJ	GRID56	-12.58	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID56	0.00	-52.68	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID57	11.00	14.60	11.00	11.00	11.00	11.00
SO BUILDHGT	GRID57	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID57	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID57	14.60	14.60	11.00	11.00	11.00	11.00
SO BUILDHGT	GRID57	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID57	14.60	0.00	0.00	0.00	11.00	11.00
SO BUILDWID	GRID57	44.40	87.51	42.35	39.37	35.20	29.95
SO BUILDWID	GRID57	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID57	97.46	97.86	95.27	95.48	97.91	97.37
SO BUILDWID	GRID57	93.87	87.51	42.35	39.37	35.20	29.95
SO BUILDWID	GRID57	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID57	97.46	0.00	0.00	0.00	42.30	43.40
SO BUILDLEN	GRID57	36.83	87.90	43.50	44.90	44.93	43.63
SO BUILDLEN	GRID57	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID57	67.10	53.66	38.60	39.39	54.39	67.73
SO BUILDLEN	GRID57	79.01	87.90	43.50	44.90	44.93	43.63
SO BUILDLEN	GRID57	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID57	67.10	0.00	0.00	0.00	28.27	31.75
SO XBADJ	GRID57	17.30	22.39	16.69	15.61	14.06	12.05
SO XBADJ	GRID57	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID57	-94.14	-95.04	-93.05	-96.34	-104.73	-109.95
SO XBADJ	GRID57	-111.81	-110.29	-60.19	-60.51	-58.99	-55.68
SO XBADJ	GRID57	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID57	27.04	0.00	0.00	0.00	13.26	16.82
SO YBADJ	GRID57	-13.60	40.12	-3.18	2.26	7.62	12.76
SO YBADJ	GRID57	0.00	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID57	48.59	37.36	24.99	12.29	-1.28	-14.81
SO YBADJ	GRID57	-27.89	-40.12	3.18	-2.26	-7.62	-12.76
SO YBADJ	GRID57	0.00	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID57	-48.59	0.00	0.00	0.00	-22.99	-18.27
SO BUILDHGT	GRID58	11.00	11.00	11.00	11.00	11.00	0.00
SO BUILDHGT	GRID58	0.00	0.00	0.00	0.00	0.00	14.60
SO BUILDHGT	GRID58	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID58	14.60	11.00	11.00	11.00	11.00	0.00
SO BUILDHGT	GRID58	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID58	11.00	11.00	11.00	11.00	11.00	11.00
SO BUILDWID	GRID58	44.40	44.04	42.35	39.37	35.20	0.00
SO BUILDWID	GRID58	0.00	0.00	0.00	0.00	0.00	94.11
SO BUILDWID	GRID58	97.46	97.86	95.27	95.48	97.91	97.37
SO BUILDWID	GRID58	93.87	44.04	42.35	39.37	35.20	0.00
SO BUILDWID	GRID58	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID58	44.90	44.93	43.63	43.63	42.30	43.40
SO BUILDLEN	GRID58	36.83	40.78	43.50	44.90	44.93	0.00
SO BUILDLEN	GRID58	0.00	0.00	0.00	0.00	0.00	78.50
SO BUILDLEN	GRID58	67.10	53.66	38.60	39.39	54.39	67.73
SO BUILDLEN	GRID58	79.01	40.78	43.50	44.90	44.93	0.00
SO BUILDLEN	GRID58	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID58	39.37	35.20	29.95	27.63	28.27	31.75
SO XBADJ	GRID58	13.82	10.41	6.69	2.75	-1.26	0.00
SO XBADJ	GRID58	0.00	0.00	0.00	0.00	0.00	-107.70
SO XBADJ	GRID58	-109.46	-107.89	-103.05	-103.18	-108.21	-109.95
SO XBADJ	GRID58	-108.34	-51.20	-50.19	-47.65	-43.67	0.00
SO XBADJ	GRID58	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID58	-2.11	2.88	7.78	12.45	16.74	16.81
SO YBADJ	GRID58	6.10	10.28	14.14	17.58	20.48	0.00
SO YBADJ	GRID58	0.00	0.00	0.00	0.00	0.00	48.35
SO YBADJ	GRID58	35.74	22.04	7.67	-6.51	-20.98	-34.81
SO YBADJ	GRID58	-47.58	-10.28	-14.14	-17.58	-20.48	0.00
SO YBADJ	GRID58	0.00	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID58	-25.20	-21.20	-16.54	-10.07	-3.29	1.73
SO BUILDHGT	GRID59	11.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID59	0.00	0.00	0.00	0.00	11.00	11.00
SO BUILDHGT	GRID59	11.00	11.00	11.00	11.00	11.00	11.00
SO BUILDHGT	GRID59	11.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID59	0.00	0.00	0.00	0.00	11.00	11.00

SO BUILDHGT	GRID59	11.00	11.00	11.00	11.00	11.00	11.00
SO BUILDWID	GRID59	44.40	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID59	0.00	0.00	0.00	0.00	40.78	43.50
SO BUILDWID	GRID59	44.90	44.93	43.63	43.63	42.30	43.40
SO BUILDWID	GRID59	44.40	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID59	0.00	0.00	0.00	0.00	40.78	43.50
SO BUILDWID	GRID59	44.90	44.93	43.63	43.63	42.30	43.40
SO BUILDLEN	GRID59	36.83	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID59	0.00	0.00	0.00	0.00	44.04	42.35
SO BUILDLEN	GRID59	39.37	35.20	29.95	27.63	28.27	31.75
SO BUILDLEN	GRID59	36.83	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID59	0.00	0.00	0.00	0.00	44.04	42.35
SO BUILDLEN	GRID59	39.37	35.20	29.95	27.63	28.27	31.75
SO XBADJ	GRID59	10.35	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID59	0.00	0.00	0.00	0.00	-51.09	-52.64
SO XBADJ	GRID59	-52.59	-50.93	-47.74	-46.92	-48.48	-48.57
SO XBADJ	GRID59	-47.18	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID59	0.00	0.00	0.00	0.00	7.05	10.29
SO XBADJ	GRID59	13.21	15.74	17.78	19.29	20.21	16.81
SO YBADJ	GRID59	25.79	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID59	0.00	0.00	0.00	0.00	23.96	18.44
SO YBADJ	GRID59	12.35	5.88	-0.78	-8.72	-16.41	-21.73
SO YBADJ	GRID59	-25.79	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID59	0.00	0.00	0.00	0.00	-23.96	-18.44
SO YBADJ	GRID59	-12.35	-5.88	0.78	8.72	16.41	21.73
SO BUILDHGT	GRID60	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID60	0.00	0.00	0.00	0.00	11.00	11.00
SO BUILDHGT	GRID60	11.00	11.00	11.00	0.00	0.00	0.00
SO BUILDHGT	GRID60	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID60	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID60	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID60	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID60	0.00	0.00	0.00	0.00	40.78	43.50
SO BUILDWID	GRID60	44.90	44.93	43.63	0.00	0.00	0.00
SO BUILDWID	GRID60	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID60	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID60	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID60	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID60	0.00	0.00	0.00	0.00	44.04	42.35
SO BUILDLEN	GRID60	39.37	35.20	29.95	0.00	0.00	0.00
SO BUILDLEN	GRID60	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID60	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID60	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID60	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID60	0.00	0.00	0.00	0.00	-69.88	-69.96
SO XBADJ	GRID60	-67.91	-63.79	-57.74	0.00	0.00	0.00
SO XBADJ	GRID60	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID60	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID60	0.00	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID60	0.00	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID60	0.00	0.00	0.00	0.00	17.12	8.44
SO YBADJ	GRID60	-0.51	-9.44	-18.10	0.00	0.00	0.00
SO YBADJ	GRID60	0.00	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID60	0.00	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID60	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID61	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID61	0.00	0.00	0.00	11.00	11.00	11.00
SO BUILDHGT	GRID61	11.00	11.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID61	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID61	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID61	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID61	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID61	0.00	0.00	0.00	36.83	40.78	43.50
SO BUILDWID	GRID61	44.90	44.93	0.00	0.00	0.00	0.00
SO BUILDWID	GRID61	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID61	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID61	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID61	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID61	0.00	0.00	0.00	44.40	44.04	42.35
SO BUILDLEN	GRID61	39.37	35.20	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID61	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID61	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID61	0.00	0.00	0.00	0.00	0.00	0.00

SO XBADJ	GRID61	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID61	0.00	0.00	0.00	-87.38	-88.68	-87.28
SO XBADJ	GRID61	-83.23	-76.65	0.00	0.00	0.00	0.00
SO XBADJ	GRID61	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID61	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID61	0.00	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID61	0.00	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID61	0.00	0.00	0.00	21.82	10.28	-1.56
SO YBADJ	GRID61	-13.36	-24.76	0.00	0.00	0.00	0.00
SO YBADJ	GRID61	0.00	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID61	0.00	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID61	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID62	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID62	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID62	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID62	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID62	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID62	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID62	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID62	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID62	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID62	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID62	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID62	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID62	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID62	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID62	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID62	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID62	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID62	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID62	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID62	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID62	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID62	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID62	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID62	0.00	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID62	0.00	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID62	0.00	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID62	0.00	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID62	0.00	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID62	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID63	0.00	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID63	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID63	13.10	13.10	13.10	13.10	13.10	0.00
SO BUILDHGT	GRID63	0.00	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID63	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID63	13.10	13.10	13.10	13.10	13.10	0.00
SO BUILDWID	GRID63	0.00	104.40	120.70	133.33	141.91	146.18
SO BUILDWID	GRID63	146.01	141.40	132.50	134.80	142.96	146.77
SO BUILDWID	GRID63	146.12	141.04	131.67	118.29	101.33	0.00
SO BUILDWID	GRID63	0.00	104.40	120.70	133.33	141.91	146.18
SO BUILDWID	GRID63	146.01	141.40	132.50	134.80	142.96	146.77
SO BUILDWID	GRID63	146.12	141.04	131.67	118.29	101.33	0.00
SO BUILDLEN	GRID63	0.00	142.96	146.77	146.12	141.04	131.67
SO BUILDLEN	GRID63	118.29	101.33	85.73	84.92	104.40	120.70
SO BUILDLEN	GRID63	133.33	141.91	146.18	146.01	141.40	0.00
SO BUILDLEN	GRID63	0.00	142.96	146.77	146.12	141.04	131.67
SO BUILDLEN	GRID63	118.29	101.33	85.73	84.92	104.40	120.70
SO BUILDLEN	GRID63	133.33	141.91	146.18	146.01	141.40	0.00
SO XBADJ	GRID63	0.00	-41.47	-35.46	-28.37	-20.43	-11.86
SO XBADJ	GRID63	-2.93	6.09	14.93	10.31	-3.93	-18.04
SO XBADJ	GRID63	-31.61	-44.22	-55.49	-65.07	-72.67	0.00
SO XBADJ	GRID63	0.00	-101.49	-111.31	-117.75	-120.61	-119.81
SO XBADJ	GRID63	-115.37	-107.42	-100.66	-95.23	-100.47	-102.65
SO XBADJ	GRID63	-101.72	-97.69	-90.69	-80.94	-68.73	0.00
SO YBADJ	GRID63	0.00	-48.27	-42.30	-35.05	-26.73	-17.60
SO YBADJ	GRID63	-7.94	1.97	11.82	21.18	30.01	37.92
SO YBADJ	GRID63	44.69	50.09	53.98	56.22	56.75	0.00
SO YBADJ	GRID63	0.00	48.27	42.30	35.05	26.73	17.60
SO YBADJ	GRID63	7.94	-1.97	-11.82	-21.18	-30.01	-37.92
SO YBADJ	GRID63	-44.69	-50.09	-53.98	-56.22	-56.75	0.00
SO BUILDHGT	GRID64	13.10	13.10	13.10	13.10	13.10	13.10

SO BUILDHGT	GRID64	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID64	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID64	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID64	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID64	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDWID	GRID64	84.92	104.40	120.70	133.33	141.91	146.18
SO BUILDWID	GRID64	146.01	141.40	132.50	134.80	142.96	146.77
SO BUILDWID	GRID64	146.12	141.04	131.67	118.29	101.33	85.73
SO BUILDWID	GRID64	84.92	104.40	120.70	133.33	141.91	146.18
SO BUILDWID	GRID64	146.01	141.40	132.50	134.80	142.96	146.77
SO BUILDWID	GRID64	146.12	141.04	131.67	118.29	101.33	85.73
SO BUILDLEN	GRID64	134.80	142.96	146.77	146.12	141.04	131.67
SO BUILDLEN	GRID64	118.29	101.33	85.73	84.92	104.40	120.70
SO BUILDLEN	GRID64	133.33	141.91	146.18	146.01	141.40	132.50
SO BUILDLEN	GRID64	134.80	142.96	146.77	146.12	141.04	131.67
SO BUILDLEN	GRID64	118.29	101.33	85.73	84.92	104.40	120.70
SO BUILDLEN	GRID64	133.33	141.91	146.18	146.01	141.40	132.50
SO XBADJ	GRID64	-49.69	-48.31	-45.46	-41.23	-35.75	-29.18
SO XBADJ	GRID64	-21.72	-13.60	-5.07	-9.38	-22.72	-35.36
SO XBADJ	GRID64	-46.93	-57.08	-65.49	-71.91	-76.14	-78.07
SO XBADJ	GRID64	-85.11	-94.65	-101.31	-104.89	-105.29	-102.49
SO XBADJ	GRID64	-96.57	-87.72	-80.66	-75.54	-81.68	-85.33
SO XBADJ	GRID64	-86.40	-84.83	-80.69	-74.10	-65.26	-54.43
SO YBADJ	GRID64	-33.08	-29.48	-24.98	-19.73	-13.88	-7.60
SO YBADJ	GRID64	-1.10	5.44	11.82	17.71	23.17	27.92
SO YBADJ	GRID64	31.83	34.77	36.66	37.43	37.06	37.79
SO YBADJ	GRID64	33.08	29.48	24.98	19.73	13.88	7.60
SO YBADJ	GRID64	1.10	-5.44	-11.82	-17.71	-23.17	-27.92
SO YBADJ	GRID64	-31.83	-34.77	-36.66	-37.43	-37.06	-37.79
SO BUILDHGT	GRID65	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID65	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID65	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID65	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID65	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID65	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDWID	GRID65	84.92	104.40	120.70	133.33	141.91	146.18
SO BUILDWID	GRID65	146.01	141.40	132.50	134.80	142.96	146.77
SO BUILDWID	GRID65	146.12	141.04	131.67	118.29	101.33	85.73
SO BUILDWID	GRID65	84.92	104.40	120.70	133.33	141.91	146.18
SO BUILDWID	GRID65	146.01	141.40	132.50	134.80	142.96	146.77
SO BUILDWID	GRID65	146.12	141.04	131.67	118.29	101.33	85.73
SO BUILDLEN	GRID65	134.80	142.96	146.77	146.12	141.04	131.67
SO BUILDLEN	GRID65	118.29	101.33	85.73	84.92	104.40	120.70
SO BUILDLEN	GRID65	133.33	141.91	146.18	146.01	141.40	132.50
SO BUILDLEN	GRID65	134.80	142.96	146.77	146.12	141.04	131.67
SO BUILDLEN	GRID65	118.29	101.33	85.73	84.92	104.40	120.70
SO BUILDLEN	GRID65	133.33	141.91	146.18	146.01	141.40	132.50
SO XBADJ	GRID65	-53.17	-55.15	-55.46	-54.09	-51.07	-46.50
SO XBADJ	GRID65	-40.51	-33.30	-25.07	-29.08	-41.51	-52.68
SO XBADJ	GRID65	-62.26	-69.93	-75.49	-78.75	-79.62	-78.06
SO XBADJ	GRID65	-81.64	-87.81	-91.31	-92.04	-89.97	-85.17
SO XBADJ	GRID65	-77.78	-68.03	-60.66	-55.84	-62.88	-68.01
SO XBADJ	GRID65	-71.08	-71.98	-70.69	-67.26	-61.79	-54.43
SO YBADJ	GRID65	-13.38	-10.68	-7.66	-4.41	-1.02	2.40
SO YBADJ	GRID65	5.74	8.91	11.82	14.24	16.33	17.92
SO YBADJ	GRID65	18.98	19.45	19.34	18.63	17.36	17.79
SO YBADJ	GRID65	13.38	10.68	7.66	4.41	1.02	-2.40
SO YBADJ	GRID65	-5.74	-8.91	-11.82	-14.24	-16.33	-17.92
SO YBADJ	GRID65	-18.98	-19.45	-19.34	-18.63	-17.36	-17.79
SO BUILDHGT	GRID66	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID66	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID66	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID66	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID66	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID66	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDWID	GRID66	84.92	104.40	120.70	133.33	141.91	146.18
SO BUILDWID	GRID66	146.01	141.40	132.50	134.80	142.96	146.77
SO BUILDWID	GRID66	146.12	141.04	131.67	118.29	101.33	85.73
SO BUILDWID	GRID66	84.92	104.40	120.70	133.33	141.91	146.18
SO BUILDWID	GRID66	146.01	141.40	132.50	134.80	142.96	146.77
SO BUILDWID	GRID66	146.12	141.04	131.67	118.29	101.33	85.73
SO BUILDLEN	GRID66	134.80	142.96	146.77	146.12	141.04	131.67
SO BUILDLEN	GRID66	118.29	101.33	85.73	84.92	104.40	120.70

SO BUILDLEN	GRID66	133.33	141.91	146.18	146.01	141.40	132.50
SO BUILDLEN	GRID66	134.80	142.96	146.77	146.12	141.04	131.67
SO BUILDLEN	GRID66	118.29	101.33	85.73	84.92	104.40	120.70
SO BUILDLEN	GRID66	133.33	141.91	146.18	146.01	141.40	132.50
SO XBADJ	GRID66	-56.64	-61.99	-65.46	-66.94	-66.39	-63.82
SO XBADJ	GRID66	-59.31	-53.00	-45.07	-48.78	-60.31	-70.01
SO XBADJ	GRID66	-77.58	-82.79	-85.49	-85.59	-83.09	-78.06
SO XBADJ	GRID66	-78.16	-80.97	-81.31	-79.18	-74.65	-67.85
SO XBADJ	GRID66	-58.98	-48.33	-40.66	-36.15	-44.09	-50.69
SO XBADJ	GRID66	-55.75	-59.12	-60.69	-60.42	-58.31	-54.43
SO YBADJ	GRID66	6.32	8.11	9.66	10.91	11.83	12.40
SO YBADJ	GRID66	12.58	12.39	11.82	10.76	9.49	7.92
SO YBADJ	GRID66	6.12	4.13	2.01	-0.16	-2.33	-2.21
SO YBADJ	GRID66	-6.32	-8.11	-9.66	-10.91	-11.83	-12.40
SO YBADJ	GRID66	-12.58	-12.39	-11.82	-10.76	-9.49	-7.92
SO YBADJ	GRID66	-6.12	-4.13	-2.01	0.16	2.33	2.21
SO BUILDHGT	GRID67	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID67	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID67	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID67	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID67	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID67	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDWID	GRID67	84.92	104.40	120.70	133.33	141.91	146.18
SO BUILDWID	GRID67	146.01	141.40	132.50	134.80	142.96	146.77
SO BUILDWID	GRID67	146.12	141.04	131.67	118.29	101.33	85.73
SO BUILDWID	GRID67	84.92	104.40	120.70	133.33	141.91	146.18
SO BUILDWID	GRID67	146.01	141.40	132.50	134.80	142.96	146.77
SO BUILDWID	GRID67	146.12	141.04	131.67	118.29	101.33	85.73
SO BUILDLEN	GRID67	134.80	142.96	146.77	146.12	141.04	131.67
SO BUILDLEN	GRID67	118.29	101.33	85.73	84.92	104.40	120.70
SO BUILDLEN	GRID67	133.33	141.91	146.18	146.01	141.40	132.50
SO BUILDLEN	GRID67	134.80	142.96	146.77	146.12	141.04	131.67
SO BUILDLEN	GRID67	118.29	101.33	85.73	84.92	104.40	120.70
SO BUILDLEN	GRID67	133.33	141.91	146.18	146.01	141.40	132.50
SO XBADJ	GRID67	-60.11	-68.83	-75.46	-79.80	-81.71	-81.14
SO XBADJ	GRID67	-78.10	-72.69	-65.07	-68.47	-79.10	-87.33
SO XBADJ	GRID67	-92.90	-95.65	-95.49	-92.43	-86.56	-78.06
SO XBADJ	GRID67	-74.69	-74.13	-71.31	-66.33	-59.33	-50.53
SO XBADJ	GRID67	-40.19	-28.63	-20.66	-16.45	-25.29	-33.37
SO XBADJ	GRID67	-40.43	-46.27	-50.69	-53.58	-54.84	-54.43
SO YBADJ	GRID67	26.01	26.90	26.98	26.23	24.69	22.40
SO YBADJ	GRID67	19.42	15.86	11.82	7.29	2.65	-2.08
SO YBADJ	GRID67	-6.74	-11.19	-15.31	-18.96	-22.03	-22.21
SO YBADJ	GRID67	-26.01	-26.90	-26.98	-26.23	-24.69	-22.40
SO YBADJ	GRID67	-19.42	-15.86	-11.81	-7.29	-2.65	2.08
SO YBADJ	GRID67	6.74	11.19	15.31	18.96	22.03	22.21
SO BUILDHGT	GRID68	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID68	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID68	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID68	13.10	13.10	13.10	13.10	18.60	18.60
SO BUILDHGT	GRID68	18.60	18.60	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID68	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDWID	GRID68	84.92	104.40	120.70	133.33	141.91	146.18
SO BUILDWID	GRID68	146.01	141.40	132.50	134.80	142.96	146.77
SO BUILDWID	GRID68	146.12	141.04	131.67	118.29	101.33	85.73
SO BUILDWID	GRID68	84.92	104.40	120.70	133.33	60.38	46.25
SO BUILDWID	GRID68	31.46	47.00	132.50	134.80	142.96	146.77
SO BUILDWID	GRID68	146.12	141.04	131.67	118.29	101.33	85.73
SO BUILDLEN	GRID68	134.80	142.96	146.77	146.12	141.04	131.67
SO BUILDLEN	GRID68	118.29	101.33	85.73	84.92	104.40	120.70
SO BUILDLEN	GRID68	133.33	141.91	146.18	146.01	141.40	132.50
SO BUILDLEN	GRID68	134.80	142.96	146.77	146.12	97.46	96.33
SO BUILDLEN	GRID68	92.66	96.09	85.73	84.92	104.40	120.70
SO BUILDLEN	GRID68	133.33	141.91	146.18	146.01	141.40	132.50
SO XBADJ	GRID68	-63.59	-75.67	-85.46	-92.65	-97.03	-98.46
SO XBADJ	GRID68	-96.90	-92.39	-85.07	-88.17	-97.90	-104.65
SO XBADJ	GRID68	-108.22	-108.50	-105.49	-99.27	-90.04	-78.06
SO XBADJ	GRID68	-71.22	-67.29	-61.31	-53.47	-171.89	-175.86
SO XBADJ	GRID68	-174.87	-173.64	-0.66	3.25	-6.50	-16.05
SO XBADJ	GRID68	-25.11	-33.41	-40.69	-46.74	-51.37	-54.43
SO YBADJ	GRID68	45.71	45.70	44.30	41.55	37.55	32.40
SO YBADJ	GRID68	26.26	19.33	11.81	3.82	-4.19	-12.08
SO YBADJ	GRID68	-19.59	-26.51	-32.63	-37.75	-41.73	-42.21

SO	YBADJ	GRID68	-45.71	-45.70	-44.30	-41.55	37.31	15.30
SO	YBADJ	GRID68	-7.48	-29.65	-11.81	-3.82	4.19	12.08
SO	YBADJ	GRID68	19.59	26.51	32.63	37.75	41.73	42.21
SO	BUILDHGT	GRID69	0.00	0.00	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID69	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID69	13.10	13.10	13.10	13.10	0.00	0.00
SO	BUILDHGT	GRID69	0.00	0.00	13.10	18.60	18.60	18.60
SO	BUILDHGT	GRID69	18.60	13.10	13.00	13.00	13.00	13.00
SO	BUILDHGT	GRID69	13.10	13.10	13.10	13.10	0.00	0.00
SO	BUILDWID	GRID69	0.00	0.00	120.70	133.33	141.91	146.18
SO	BUILDWID	GRID69	146.01	141.40	132.50	134.80	142.96	146.77
SO	BUILDWID	GRID69	146.12	141.04	131.67	118.29	0.00	0.00
SO	BUILDWID	GRID69	0.00	0.00	120.70	72.68	60.38	46.25
SO	BUILDWID	GRID69	31.46	141.40	41.01	55.87	69.03	80.10
SO	BUILDWID	GRID69	146.12	141.04	131.67	118.29	0.00	0.00
SO	BUILDLEN	GRID69	0.00	0.00	146.77	146.12	141.04	131.67
SO	BUILDLEN	GRID69	118.29	101.33	85.73	84.92	104.40	120.70
SO	BUILDLEN	GRID69	133.33	141.91	146.18	146.01	0.00	0.00
SO	BUILDLEN	GRID69	0.00	0.00	146.77	95.63	97.46	96.33
SO	BUILDLEN	GRID69	92.66	101.33	95.52	97.70	96.91	93.17
SO	BUILDLEN	GRID69	133.33	141.91	146.18	146.01	0.00	0.00
SO	XBADJ	GRID69	0.00	0.00	-95.46	-105.51	-112.35	-115.78
SO	XBADJ	GRID69	-115.69	-112.08	-105.07	-107.87	-116.69	-121.97
SO	XBADJ	GRID69	-123.54	-121.36	-115.49	-106.11	0.00	0.00
SO	XBADJ	GRID69	0.00	0.00	-51.31	-149.85	-156.57	-158.54
SO	XBADJ	GRID69	-156.08	10.76	-159.04	-161.86	-159.77	-152.82
SO	XBADJ	GRID69	-9.79	-20.56	-30.69	-39.90	0.00	0.00
SO	YBADJ	GRID69	0.00	0.00	61.62	56.87	50.40	42.40
SO	YBADJ	GRID69	33.10	22.81	11.81	0.34	-11.03	-22.08
SO	YBADJ	GRID69	-32.45	-41.83	-49.95	-56.54	0.00	0.00
SO	YBADJ	GRID69	0.00	0.00	-61.62	42.87	24.46	5.30
SO	YBADJ	GRID69	-14.32	-22.81	19.72	0.05	-19.62	-38.69
SO	YBADJ	GRID69	32.45	41.83	49.95	56.54	0.00	0.00
SO	BUILDHGT	GRID70	0.00	0.00	0.00	13.10	13.10	13.10
SO	BUILDHGT	GRID70	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID70	13.10	13.10	13.10	0.00	0.00	0.00
SO	BUILDHGT	GRID70	0.00	0.00	18.60	18.60	18.60	18.60
SO	BUILDHGT	GRID70	18.60	0.00	13.00	13.00	13.00	13.00
SO	BUILDHGT	GRID70	13.00	13.10	13.10	0.00	0.00	0.00
SO	BUILDWID	GRID70	0.00	0.00	0.00	133.33	141.91	146.18
SO	BUILDWID	GRID70	146.01	141.40	132.50	134.80	142.96	146.77
SO	BUILDWID	GRID70	146.12	141.04	131.67	0.00	0.00	0.00
SO	BUILDWID	GRID70	0.00	0.00	82.77	72.68	60.38	46.25
SO	BUILDWID	GRID70	31.46	0.00	41.01	55.87	69.03	80.10
SO	BUILDWID	GRID70	88.73	141.04	131.67	0.00	0.00	0.00
SO	BUILDLEN	GRID70	0.00	0.00	0.00	146.12	141.04	131.67
SO	BUILDLEN	GRID70	118.29	101.33	85.73	84.92	104.40	120.70
SO	BUILDLEN	GRID70	133.33	141.91	146.18	0.00	0.00	0.00
SO	BUILDLEN	GRID70	0.00	0.00	90.90	95.63	97.46	96.33
SO	BUILDLEN	GRID70	92.66	0.00	95.52	97.70	96.91	93.17
SO	BUILDLEN	GRID70	86.61	141.91	146.18	0.00	0.00	0.00
SO	XBADJ	GRID70	0.00	0.00	0.00	-118.37	-127.67	-133.10
SO	XBADJ	GRID70	-134.48	-131.78	-125.07	-127.56	-135.48	-139.29
SO	XBADJ	GRID70	-138.86	-134.21	-125.49	0.00	0.00	0.00
SO	XBADJ	GRID70	0.00	0.00	-128.58	-136.99	-141.25	-141.21
SO	XBADJ	GRID70	-137.28	0.00	-139.04	-142.16	-140.97	-135.50
SO	XBADJ	GRID70	-125.90	-7.70	-20.69	0.00	0.00	0.00
SO	YBADJ	GRID70	0.00	0.00	0.00	72.19	63.26	52.40
SO	YBADJ	GRID70	39.94	26.28	11.81	-3.13	-17.87	-32.08
SO	YBADJ	GRID70	-45.30	-57.15	-67.27	0.00	0.00	0.00
SO	YBADJ	GRID70	0.00	0.00	42.65	27.55	11.60	-4.70
SO	YBADJ	GRID70	-21.16	0.00	19.72	3.52	-12.78	-28.69
SO	YBADJ	GRID70	-43.73	57.15	67.27	0.00	0.00	0.00
SO	BUILDHGT	GRID71	18.60	18.60	18.60	18.60	18.60	18.60
SO	BUILDHGT	GRID71	0.00	0.00	13.00	13.00	13.00	13.00
SO	BUILDHGT	GRID71	13.00	13.00	13.00	0.00	0.00	4.90
SO	BUILDHGT	GRID71	18.60	18.60	18.60	18.60	18.60	18.60
SO	BUILDHGT	GRID71	0.00	0.00	13.00	13.00	13.00	13.00
SO	BUILDHGT	GRID71	13.00	13.00	13.00	0.00	0.00	0.00
SO	BUILDWID	GRID71	95.16	90.34	82.77	72.68	60.38	46.26
SO	BUILDWID	GRID71	0.00	0.00	41.01	55.87	69.03	80.10
SO	BUILDWID	GRID71	88.73	94.67	97.73	0.00	0.00	60.32
SO	BUILDWID	GRID71	95.16	90.34	82.77	72.68	60.38	46.25

SO	BUILDWID	GRID71	0.00	0.00	41.01	55.87	69.03	80.10
SO	BUILDWID	GRID71	88.73	94.67	97.73	0.00	0.00	0.00
SO	BUILDLEN	GRID71	73.38	83.41	90.90	95.63	97.46	96.33
SO	BUILDLEN	GRID71	0.00	0.00	95.52	97.70	96.91	93.17
SO	BUILDLEN	GRID71	86.61	77.41	65.86	0.00	0.00	53.44
SO	BUILDLEN	GRID71	73.38	83.41	90.90	95.63	97.46	96.33
SO	BUILDLEN	GRID71	0.00	0.00	95.52	97.70	96.91	93.17
SO	BUILDLEN	GRID71	86.61	77.41	65.86	0.00	0.00	0.00
SO	XBADJ	GRID71	23.54	26.00	27.67	28.50	28.47	27.57
SO	XBADJ	GRID71	0.00	0.00	23.52	24.77	25.27	25.00
SO	XBADJ	GRID71	23.98	22.22	19.79	0.00	0.00	-67.46
SO	XBADJ	GRID71	-96.92	-109.41	-118.58	-124.14	-125.93	-123.89
SO	XBADJ	GRID71	0.00	0.00	-119.04	-122.47	-122.18	-118.18
SO	XBADJ	GRID71	-110.58	-99.63	-85.65	0.00	0.00	0.00
SO	YBADJ	GRID71	-48.87	-37.67	-25.33	-12.22	1.26	14.70
SO	YBADJ	GRID71	0.00	0.00	-19.72	-7.00	5.94	18.69
SO	YBADJ	GRID71	30.88	42.13	52.10	0.00	0.00	31.46
SO	YBADJ	GRID71	48.87	37.67	25.33	12.22	-1.26	-14.70
SO	YBADJ	GRID71	0.00	0.00	19.72	7.00	-5.94	-18.69
SO	YBADJ	GRID71	-30.88	-42.13	-52.10	0.00	0.00	0.00
SO	BUILDHGT	GRID72	18.60	18.60	18.60	18.60	18.60	18.60
SO	BUILDHGT	GRID72	0.00	0.00	13.00	13.00	13.00	13.00
SO	BUILDHGT	GRID72	13.00	13.00	13.00	18.60	18.60	18.60
SO	BUILDHGT	GRID72	18.60	18.60	18.60	18.60	18.60	18.60
SO	BUILDHGT	GRID72	0.00	0.00	13.00	13.00	13.00	13.00
SO	BUILDHGT	GRID72	13.00	13.00	13.00	18.60	18.60	18.60
SO	BUILDWID	GRID72	95.16	90.34	82.77	72.68	60.38	46.26
SO	BUILDWID	GRID72	0.00	0.00	41.01	55.87	69.03	80.10
SO	BUILDWID	GRID72	88.73	94.67	97.73	92.66	96.09	97.10
SO	BUILDWID	GRID72	95.16	90.34	82.77	72.68	60.38	46.25
SO	BUILDWID	GRID72	0.00	0.00	41.01	55.87	69.03	80.10
SO	BUILDWID	GRID72	88.73	94.67	97.73	92.66	96.09	97.10
SO	BUILDLEN	GRID72	73.38	83.41	90.90	95.63	97.46	96.33
SO	BUILDLEN	GRID72	0.00	0.00	95.52	97.70	96.91	93.17
SO	BUILDLEN	GRID72	86.61	77.41	65.86	31.46	47.00	61.12
SO	BUILDLEN	GRID72	73.38	83.41	90.90	95.63	97.46	96.33
SO	BUILDLEN	GRID72	0.00	0.00	95.52	97.70	96.91	93.17
SO	BUILDLEN	GRID72	86.61	77.41	65.86	31.46	47.00	61.12
SO	XBADJ	GRID72	20.07	19.16	17.67	15.65	13.15	10.25
SO	XBADJ	GRID72	0.00	0.00	3.52	5.07	6.48	7.68
SO	XBADJ	GRID72	8.65	9.36	9.79	-50.57	-67.05	-81.49
SO	XBADJ	GRID72	-93.45	-102.57	-108.58	-111.28	-110.61	-106.57
SO	XBADJ	GRID72	0.00	0.00	-99.04	-102.77	-103.38	-100.85
SO	XBADJ	GRID72	-95.26	-86.77	-75.65	19.11	20.04	20.37
SO	YBADJ	GRID72	-29.17	-18.88	-8.01	3.10	14.11	24.70
SO	YBADJ	GRID72	0.00	0.00	-19.72	-10.47	-0.90	8.69
SO	YBADJ	GRID72	18.02	26.81	34.78	53.37	46.81	38.58
SO	YBADJ	GRID72	29.17	18.88	8.01	-3.10	-14.11	-24.70
SO	YBADJ	GRID72	0.00	0.00	19.72	10.47	0.90	-8.69
SO	YBADJ	GRID72	-18.02	-26.81	-34.78	-53.37	-46.81	-38.58
SO	BUILDHGT	GRID73	18.60	18.60	18.60	18.60	18.60	13.00
SO	BUILDHGT	GRID73	13.00	13.00	13.00	13.00	13.00	18.60
SO	BUILDHGT	GRID73	18.60	18.60	18.60	18.60	18.60	18.60
SO	BUILDHGT	GRID73	18.60	18.60	18.60	18.60	18.60	13.00
SO	BUILDHGT	GRID73	13.00	13.00	13.00	13.00	13.00	18.60
SO	BUILDHGT	GRID73	18.60	18.60	18.60	18.60	18.60	18.60
SO	BUILDWID	GRID73	95.16	90.34	82.77	72.68	60.38	65.86
SO	BUILDWID	GRID73	52.31	37.17	41.01	55.87	69.03	90.90
SO	BUILDWID	GRID73	95.63	97.46	96.33	92.66	96.09	97.10
SO	BUILDWID	GRID73	95.16	90.34	82.77	72.68	60.38	65.86
SO	BUILDWID	GRID73	52.31	37.17	41.01	55.87	69.03	90.90
SO	BUILDWID	GRID73	95.63	97.46	96.33	92.66	96.09	97.10
SO	BUILDLEN	GRID73	73.38	83.41	90.90	95.63	97.46	97.73
SO	BUILDLEN	GRID73	97.82	94.94	95.52	97.70	96.91	82.77
SO	BUILDLEN	GRID73	72.68	60.38	46.26	31.46	47.00	61.12
SO	BUILDLEN	GRID73	73.38	83.41	90.90	95.63	97.46	97.73
SO	BUILDLEN	GRID73	97.82	94.94	95.52	97.70	96.91	82.77
SO	BUILDLEN	GRID73	72.68	60.38	46.25	31.46	47.00	61.12
SO	XBADJ	GRID73	16.60	12.32	7.67	2.79	-2.17	-31.41
SO	XBADJ	GRID73	-26.02	-19.83	-16.48	-14.62	-12.32	-50.69
SO	XBADJ	GRID73	-54.76	-57.16	-57.83	-57.41	-70.52	-81.49
SO	XBADJ	GRID73	-89.97	-95.73	-98.58	-98.43	-95.29	-66.32
SO	XBADJ	GRID73	-71.80	-75.11	-79.04	-83.07	-84.59	-32.07

SO	XBADJ	GRID73	-17.92	-3.23	11.57	25.95	23.52	20.36
SO	YBADJ	GRID73	-9.47	-0.08	9.31	18.42	26.97	-32.72
SO	YBADJ	GRID73	-29.23	-24.86	-19.72	-13.94	-7.74	53.13
SO	YBADJ	GRID73	50.61	46.56	41.09	34.57	27.11	18.58
SO	YBADJ	GRID73	9.47	0.08	-9.31	-18.42	-26.97	32.72
SO	YBADJ	GRID73	29.23	24.86	19.72	13.94	7.74	-53.13
SO	YBADJ	GRID73	-50.61	-46.56	-41.09	-34.57	-27.11	-18.58
SO	BUILDHGT	GRID74	18.60	18.60	18.60	18.60	13.00	13.00
SO	BUILDHGT	GRID74	13.00	13.00	13.00	13.00	18.60	18.60
SO	BUILDHGT	GRID74	18.60	18.60	18.60	18.60	18.60	18.60
SO	BUILDHGT	GRID74	18.60	18.60	18.60	18.60	13.00	13.00
SO	BUILDHGT	GRID74	13.00	13.00	13.00	13.00	18.60	18.60
SO	BUILDHGT	GRID74	18.60	18.60	18.60	18.60	18.60	18.60
SO	BUILDWID	GRID74	95.16	90.34	82.77	72.68	77.41	65.86
SO	BUILDWID	GRID74	52.31	37.17	41.01	55.87	83.41	90.90
SO	BUILDWID	GRID74	95.63	97.46	96.33	92.66	96.09	97.10
SO	BUILDWID	GRID74	95.16	90.34	82.77	72.68	77.41	65.86
SO	BUILDWID	GRID74	52.31	37.17	41.01	55.87	83.41	90.90
SO	BUILDWID	GRID74	95.63	97.46	96.33	92.66	96.09	97.10
SO	BUILDLEN	GRID74	73.38	83.41	90.90	95.63	94.67	97.73
SO	BUILDLEN	GRID74	97.82	94.94	95.52	97.70	90.34	82.77
SO	BUILDLEN	GRID74	72.68	60.38	46.26	31.46	47.00	61.12
SO	BUILDLEN	GRID74	73.38	83.41	90.90	95.63	94.67	97.73
SO	BUILDLEN	GRID74	97.82	94.94	95.52	97.70	90.34	82.77
SO	BUILDLEN	GRID74	72.68	60.38	46.25	31.46	47.00	61.12
SO	XBADJ	GRID74	13.12	5.48	-2.33	-10.06	-51.17	-48.73
SO	XBADJ	GRID74	-44.81	-39.53	-36.48	-34.32	-63.88	-68.01
SO	XBADJ	GRID74	-70.08	-70.02	-67.83	-64.25	-73.99	-81.49
SO	XBADJ	GRID74	-86.50	-88.89	-88.58	-85.57	-43.50	-49.00
SO	XBADJ	GRID74	-53.01	-55.41	-59.04	-63.38	-26.46	-14.75
SO	XBADJ	GRID74	-2.60	9.63	21.57	32.79	26.99	20.36
SO	YBADJ	GRID74	10.22	18.71	26.63	33.74	-22.36	-22.72
SO	YBADJ	GRID74	-22.39	-21.38	-19.72	-17.42	47.19	43.13
SO	YBADJ	GRID74	37.75	31.24	23.77	15.78	7.42	-1.42
SO	YBADJ	GRID74	-10.22	-18.71	-26.63	-33.74	22.36	22.72
SO	YBADJ	GRID74	22.39	21.38	19.72	17.42	-47.19	-43.13
SO	YBADJ	GRID74	-37.75	-31.24	-23.77	-15.78	-7.42	1.42
SO	BUILDHGT	GRID75	18.60	18.60	18.60	13.00	13.00	13.00
SO	BUILDHGT	GRID75	13.00	13.00	13.00	13.00	18.60	18.60
SO	BUILDHGT	GRID75	18.60	18.60	18.60	18.60	18.60	18.60
SO	BUILDHGT	GRID75	18.60	18.60	18.60	14.60	14.60	14.60
SO	BUILDHGT	GRID75	14.60	13.00	13.00	13.00	18.60	18.60
SO	BUILDHGT	GRID75	18.60	18.60	18.60	13.00	18.60	18.60
SO	BUILDWID	GRID75	95.16	90.34	82.77	86.61	77.41	65.86
SO	BUILDWID	GRID75	52.31	37.17	41.01	55.87	83.41	90.90
SO	BUILDWID	GRID75	95.63	97.46	96.33	92.66	96.09	97.10
SO	BUILDWID	GRID75	95.16	90.34	82.77	97.00	92.73	85.64
SO	BUILDWID	GRID75	75.94	37.17	41.01	55.87	83.41	90.90
SO	BUILDWID	GRID75	95.63	97.46	96.33	97.82	96.09	97.10
SO	BUILDLEN	GRID75	73.38	83.41	90.90	88.73	94.67	97.73
SO	BUILDLEN	GRID75	97.82	94.94	95.52	97.70	90.34	82.77
SO	BUILDLEN	GRID75	72.68	60.38	46.26	31.46	47.00	61.12
SO	BUILDLEN	GRID75	73.38	83.41	90.90	71.13	81.70	89.78
SO	BUILDLEN	GRID75	95.14	94.94	95.52	97.70	90.34	82.77
SO	BUILDLEN	GRID75	72.68	60.38	46.25	52.31	47.00	61.12
SO	XBADJ	GRID75	9.65	-1.36	-12.33	-64.91	-66.49	-66.05
SO	XBADJ	GRID75	-63.60	-59.22	-56.48	-54.02	-82.67	-85.33
SO	XBADJ	GRID75	-85.40	-82.87	-77.83	-71.09	-77.47	-81.49
SO	XBADJ	GRID75	-83.03	-82.05	-78.58	-138.77	-148.44	-153.60
SO	XBADJ	GRID75	-154.10	-35.71	-39.04	-43.68	-7.67	2.57
SO	XBADJ	GRID75	12.72	22.49	31.57	-41.71	30.46	20.36
SO	YBADJ	GRID75	29.92	37.50	43.95	-6.00	-9.50	-12.72
SO	YBADJ	GRID75	-15.55	-17.91	-19.72	-20.89	40.34	33.13
SO	YBADJ	GRID75	24.90	15.92	6.45	-3.02	-12.28	-21.42
SO	YBADJ	GRID75	-29.92	-37.50	-43.95	34.27	15.71	-3.32
SO	YBADJ	GRID75	-22.25	17.91	19.72	20.89	-40.34	-33.13
SO	YBADJ	GRID75	-24.90	-15.92	-6.45	14.69	12.28	21.42
SO	BUILDHGT	GRID76	18.60	13.00	13.00	13.00	13.00	13.00
SO	BUILDHGT	GRID76	13.00	13.00	13.00	18.60	18.60	18.60
SO	BUILDHGT	GRID76	18.60	18.60	18.60	18.60	18.60	18.60
SO	BUILDHGT	GRID76	18.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID76	14.60	13.00	13.00	18.60	18.60	18.60
SO	BUILDHGT	GRID76	18.60	18.60	13.00	13.00	18.60	18.60

SO	BUILDWID	GRID76	95.16	96.91	93.17	86.61	77.41	65.86
SO	BUILDWID	GRID76	52.31	37.17	41.01	73.38	83.41	90.90
SO	BUILDWID	GRID76	95.63	97.46	96.33	92.66	96.09	97.10
SO	BUILDWID	GRID76	95.16	96.66	98.33	97.00	92.73	85.64
SO	BUILDWID	GRID76	75.94	37.17	41.01	73.38	83.41	90.90
SO	BUILDWID	GRID76	95.63	97.46	97.73	97.82	96.09	97.10
SO	BUILDLEN	GRID76	73.38	69.03	80.10	88.73	94.67	97.73
SO	BUILDLEN	GRID76	97.82	94.94	95.52	95.16	90.34	82.77
SO	BUILDLEN	GRID76	72.68	60.38	46.26	31.46	47.00	61.12
SO	BUILDLEN	GRID76	73.38	43.90	58.41	71.13	81.70	89.78
SO	BUILDLEN	GRID76	95.14	94.94	95.52	95.16	90.34	82.77
SO	BUILDLEN	GRID76	72.68	60.38	65.86	52.31	47.00	61.12
SO	XBADJ	GRID76	6.18	-62.78	-71.36	-77.77	-81.81	-83.37
SO	XBADJ	GRID76	-82.40	-78.92	-76.48	-97.20	-101.47	-102.65
SO	XBADJ	GRID76	-100.72	-95.73	-87.83	-77.93	-80.94	-81.49
SO	XBADJ	GRID76	-79.56	-100.36	-114.88	-125.91	-133.12	-136.28
SO	XBADJ	GRID76	-135.30	-16.02	-19.04	2.03	11.13	19.89
SO	XBADJ	GRID76	28.04	35.34	-35.65	-34.87	33.93	20.36
SO	YBADJ	GRID76	49.61	20.25	15.01	9.33	3.35	-2.72
SO	YBADJ	GRID76	-8.71	-14.44	-19.72	42.87	33.50	23.13
SO	YBADJ	GRID76	12.04	0.60	-10.87	-21.81	-31.98	-41.42
SO	YBADJ	GRID76	-49.61	48.93	34.46	18.95	2.86	-13.32
SO	YBADJ	GRID76	-29.09	14.44	19.72	-42.87	-33.50	-23.13
SO	YBADJ	GRID76	-12.04	-0.59	34.51	33.49	31.98	41.42
SO	BUILDHGT	GRID77	13.00	13.00	13.00	13.00	13.00	14.60
SO	BUILDHGT	GRID77	14.60	13.00	13.00	18.60	18.60	18.60
SO	BUILDHGT	GRID77	18.60	18.60	18.60	18.60	18.60	14.60
SO	BUILDHGT	GRID77	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID77	14.60	13.00	13.00	18.60	18.60	13.00
SO	BUILDHGT	GRID77	13.00	13.00	13.00	13.00	13.00	13.00
SO	BUILDWID	GRID77	97.70	96.91	93.17	86.61	77.41	85.64
SO	BUILDWID	GRID77	75.94	37.17	41.01	73.38	83.41	90.90
SO	BUILDWID	GRID77	95.63	97.46	96.33	92.66	96.09	97.10
SO	BUILDWID	GRID77	93.65	96.66	98.33	97.00	92.73	85.64
SO	BUILDWID	GRID77	75.94	37.17	41.01	73.38	83.41	80.10
SO	BUILDWID	GRID77	88.73	94.67	97.73	97.82	94.94	95.52
SO	BUILDLEN	GRID77	55.87	69.03	80.10	88.73	94.67	89.78
SO	BUILDLEN	GRID77	95.14	94.94	95.52	95.16	90.34	82.77
SO	BUILDLEN	GRID77	72.68	60.38	46.26	31.46	47.00	50.00
SO	BUILDLEN	GRID77	34.54	43.90	58.41	71.13	81.70	89.78
SO	BUILDLEN	GRID77	95.14	94.94	95.52	95.16	90.34	93.17
SO	BUILDLEN	GRID77	86.61	77.41	65.86	52.31	37.17	41.01
SO	XBADJ	GRID77	-55.77	-69.62	-81.36	-90.62	-97.13	29.18
SO	XBADJ	GRID77	21.37	-98.62	-96.48	-116.89	-120.26	-119.97
SO	XBADJ	GRID77	-116.04	-108.58	-97.83	-84.77	-84.41	-82.54
SO	XBADJ	GRID77	-83.13	-93.51	-104.88	-113.06	-117.80	-118.96
SO	XBADJ	GRID77	-116.51	3.68	0.96	21.73	29.92	-14.25
SO	XBADJ	GRID77	-18.66	-22.50	-25.65	-28.03	-29.55	-40.23
SO	YBADJ	GRID77	44.56	39.04	32.33	24.65	16.21	23.32
SO	YBADJ	GRID77	35.93	-10.96	-19.72	39.39	26.66	13.13
SO	YBADJ	GRID77	-0.81	-14.73	-28.19	-40.60	-51.67	52.62
SO	YBADJ	GRID77	41.92	30.14	17.14	3.63	-10.00	-23.32
SO	YBADJ	GRID77	-35.93	10.96	19.72	-39.39	-26.66	41.31
SO	YBADJ	GRID77	46.26	49.80	51.83	52.28	51.15	48.72
SO	BUILDHGT	GRID78	13.00	13.00	13.00	14.60	14.60	14.60
SO	BUILDHGT	GRID78	14.60	13.00	13.00	18.60	18.60	18.60
SO	BUILDHGT	GRID78	18.60	18.60	18.60	14.60	14.60	14.60
SO	BUILDHGT	GRID78	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID78	14.60	13.00	13.00	13.00	13.00	13.00
SO	BUILDHGT	GRID78	13.00	13.00	13.00	14.60	14.60	13.00
SO	BUILDWID	GRID78	200.99	195.04	93.17	97.00	92.73	85.64
SO	BUILDWID	GRID78	75.94	37.17	41.01	73.38	83.41	90.90
SO	BUILDWID	GRID78	95.63	97.46	96.33	95.14	97.60	97.10
SO	BUILDWID	GRID78	93.65	96.66	98.33	97.00	92.73	85.64
SO	BUILDWID	GRID78	75.94	37.17	41.01	55.87	108.21	136.30
SO	BUILDWID	GRID78	160.25	179.32	192.96	95.14	97.60	201.35
SO	BUILDLEN	GRID78	76.83	108.21	80.10	71.13	81.70	89.78
SO	BUILDLEN	GRID78	95.14	94.94	95.52	95.16	90.34	82.77
SO	BUILDLEN	GRID78	72.68	60.38	46.26	75.94	63.94	50.00
SO	BUILDLEN	GRID78	34.54	43.90	58.41	71.13	81.70	89.78
SO	BUILDLEN	GRID78	95.14	94.94	95.52	97.70	195.04	183.18
SO	BUILDLEN	GRID78	165.74	143.27	116.45	75.94	63.94	47.36
SO	XBADJ	GRID78	-59.24	-76.46	-91.36	29.07	20.78	11.86

SO XBADJ	GRID78	2.58	-118.31	-116.48	-136.59	-139.05	-137.29
SO XBADJ	GRID78	-131.36	-121.44	-107.83	-80.75	-82.90	-82.53
SO XBADJ	GRID78	-79.66	-86.67	-94.88	-100.20	-102.48	-101.64
SO XBADJ	GRID78	-97.71	23.38	20.96	15.41	-88.76	-86.93
SO XBADJ	GRID78	-82.47	-75.50	-66.24	4.80	18.96	-40.23
SO YBADJ	GRID78	12.61	8.77	49.65	11.70	22.86	33.32
SO YBADJ	GRID78	42.77	-7.49	-19.72	35.92	19.82	3.13
SO YBADJ	GRID78	-13.67	-30.05	-45.51	50.15	42.02	32.62
SO YBADJ	GRID78	22.22	11.34	-0.18	-11.70	-22.86	-33.32
SO YBADJ	GRID78	-42.77	7.49	19.72	31.31	22.36	23.21
SO YBADJ	GRID78	23.35	22.79	21.53	-50.15	-42.02	15.81
SO BUILDHGT	GRID79	13.00	13.00	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID79	13.00	13.00	13.00	18.60	18.60	18.60
SO BUILDHGT	GRID79	18.60	18.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID79	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID79	13.00	13.00	13.00	13.00	13.00	13.00
SO BUILDHGT	GRID79	13.00	14.60	14.60	14.60	14.60	13.00
SO BUILDWID	GRID79	200.99	195.04	98.33	97.00	92.73	85.64
SO BUILDWID	GRID79	52.31	37.17	41.01	73.38	83.41	90.90
SO BUILDWID	GRID79	95.63	97.46	89.78	95.14	97.60	97.10
SO BUILDWID	GRID79	93.65	96.66	98.33	97.00	92.73	85.64
SO BUILDWID	GRID79	86.09	53.11	47.36	76.83	108.21	136.30
SO BUILDWID	GRID79	160.25	81.70	89.78	95.14	97.60	201.35
SO BUILDLEN	GRID79	76.83	108.21	58.41	71.13	81.70	89.78
SO BUILDLEN	GRID79	97.82	94.94	95.52	95.16	90.34	82.77
SO BUILDLEN	GRID79	72.68	60.38	85.64	75.94	63.94	50.00
SO BUILDLEN	GRID79	34.54	43.90	58.41	71.13	81.70	89.78
SO BUILDLEN	GRID79	200.72	202.39	201.35	200.99	195.04	183.18
SO BUILDLEN	GRID79	165.74	92.73	85.64	75.94	63.94	47.36
SO XBADJ	GRID79	-62.72	-83.30	26.47	16.21	5.46	-5.46
SO XBADJ	GRID79	-138.78	-138.01	-136.48	-156.29	-157.85	-154.61
SO XBADJ	GRID79	-146.68	-134.29	-86.14	-87.59	-86.37	-82.53
SO XBADJ	GRID79	-76.19	-79.83	-84.88	-87.34	-87.16	-84.32
SO XBADJ	GRID79	-61.94	-64.38	-64.87	-68.18	-69.96	-69.61
SO XBADJ	GRID79	-67.15	-10.65	0.50	11.64	22.43	-40.23
SO YBADJ	GRID79	32.31	27.56	17.50	27.02	35.71	43.32
SO YBADJ	GRID79	11.81	-4.02	-19.72	32.45	12.98	-6.87
SO YBADJ	GRID79	-26.52	-45.37	39.43	31.35	22.32	12.62
SO YBADJ	GRID79	2.53	-7.45	-17.50	-27.02	-35.71	-43.32
SO YBADJ	GRID79	5.08	11.99	16.55	24.30	29.20	33.21
SO YBADJ	GRID79	36.21	-46.31	-39.43	-31.35	-22.32	35.81
SO BUILDHGT	GRID80	13.00	14.60	14.60	14.60	14.60	13.00
SO BUILDHGT	GRID80	13.00	13.00	13.00	18.60	18.60	18.60
SO BUILDHGT	GRID80	18.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID80	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID80	14.60	13.00	13.00	13.00	13.00	13.00
SO BUILDHGT	GRID80	14.60	14.60	14.60	14.60	14.60	13.00
SO BUILDWID	GRID80	200.99	96.66	98.33	97.00	92.73	65.86
SO BUILDWID	GRID80	52.31	37.17	41.01	73.38	83.41	90.90
SO BUILDWID	GRID80	95.63	81.70	89.78	95.14	97.60	97.10
SO BUILDWID	GRID80	93.65	96.66	98.33	97.00	92.73	38.60
SO BUILDWID	GRID80	39.39	53.11	47.36	76.83	108.21	136.30
SO BUILDWID	GRID80	71.13	81.70	89.78	95.14	97.60	201.35
SO BUILDLEN	GRID80	76.83	43.90	58.41	71.13	81.70	97.73
SO BUILDLEN	GRID80	97.82	94.94	95.52	95.16	90.34	82.77
SO BUILDLEN	GRID80	72.68	92.73	85.64	75.94	63.94	50.00
SO BUILDLEN	GRID80	34.54	43.90	58.41	71.13	81.70	95.27
SO BUILDLEN	GRID80	95.48	202.39	201.35	200.99	195.04	183.18
SO BUILDLEN	GRID80	97.00	92.73	85.64	75.94	63.94	47.36
SO XBADJ	GRID80	-66.19	29.09	16.47	3.36	-9.86	-152.65
SO XBADJ	GRID80	-157.57	-157.70	-156.48	-175.98	-176.64	-171.93
SO XBADJ	GRID80	-162.00	-94.93	-96.14	-94.43	-89.85	-82.53
SO XBADJ	GRID80	-72.72	-72.99	-74.88	-74.49	-71.83	-166.55
SO XBADJ	GRID80	-165.95	-44.69	-44.87	-48.49	-51.17	-52.29
SO XBADJ	GRID80	-6.16	2.20	10.50	18.48	25.90	-40.23
SO YBADJ	GRID80	52.00	26.25	34.82	42.34	48.57	37.28
SO YBADJ	GRID80	18.65	-0.55	-19.72	28.97	6.14	-16.87
SO YBADJ	GRID80	-39.38	30.99	22.11	12.56	2.63	-7.38
SO YBADJ	GRID80	-17.17	-26.25	-34.82	-42.34	-48.57	3.57
SO YBADJ	GRID80	-16.81	8.52	16.55	27.77	36.04	43.21
SO YBADJ	GRID80	-38.92	-30.99	-22.11	-12.56	-2.63	55.81
SO BUILDHGT	GRID81	13.00	14.60	14.60	13.00	13.00	13.00
SO BUILDHGT	GRID81	13.00	13.00	13.00	13.00	13.00	14.60

SO BUILDHGT	GRID81	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID81	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID81	14.60	13.00	13.00	13.00	13.00	14.60
SO BUILDHGT	GRID81	14.60	14.60	14.60	14.60	13.00	13.00
SO BUILDWID	GRID81	200.99	96.66	98.33	165.74	143.27	116.45
SO BUILDWID	GRID81	86.09	53.11	47.36	76.83	108.21	58.41
SO BUILDWID	GRID81	71.13	81.70	89.78	95.14	97.60	97.10
SO BUILDWID	GRID81	93.65	96.66	98.33	67.10	53.66	38.60
SO BUILDWID	GRID81	39.39	53.11	47.36	76.83	108.21	58.41
SO BUILDWID	GRID81	71.13	81.70	89.78	95.14	202.39	201.35
SO BUILDLEN	GRID81	76.83	43.90	58.41	160.25	179.32	192.96
SO BUILDLEN	GRID81	200.72	202.39	201.35	200.99	195.04	98.33
SO BUILDLEN	GRID81	97.00	92.73	85.64	75.94	63.94	50.00
SO BUILDLEN	GRID81	34.54	43.90	58.41	97.46	97.86	95.27
SO BUILDLEN	GRID81	95.48	202.39	201.35	200.99	195.04	98.33
SO BUILDLEN	GRID81	97.00	92.73	85.64	75.94	53.11	47.36
SO XBADJ	GRID81	-69.66	22.25	6.47	-142.04	-158.42	-169.97
SO XBADJ	GRID81	-176.37	-177.40	-176.48	-172.19	-162.67	-101.30
SO XBADJ	GRID81	-106.16	-107.79	-106.14	-101.27	-93.32	-82.53
SO XBADJ	GRID81	-69.24	-66.15	-64.88	-146.28	-150.04	-149.23
SO XBADJ	GRID81	-147.16	-24.99	-24.87	-28.79	-32.37	2.98
SO XBADJ	GRID81	9.16	15.06	20.50	25.32	-31.60	-40.23
SO YBADJ	GRID81	71.70	45.04	52.14	46.36	34.70	21.99
SO YBADJ	GRID81	8.60	-5.04	-16.55	-31.25	-42.88	35.68
SO YBADJ	GRID81	26.07	15.66	4.79	-6.24	-17.07	-27.38
SO YBADJ	GRID81	-36.87	-45.04	-52.14	28.87	11.39	-6.43
SO YBADJ	GRID81	-23.65	5.04	16.55	31.25	42.88	-35.68
SO YBADJ	GRID81	-26.07	-15.66	-4.79	6.24	76.20	75.81
SO BUILDHGT	GRID82	13.00	13.00	13.00	13.00	13.00	13.00
SO BUILDHGT	GRID82	13.00	13.00	13.00	13.00	13.00	14.60
SO BUILDHGT	GRID82	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID82	13.00	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID82	13.00	13.00	13.00	13.00	13.00	14.60
SO BUILDHGT	GRID82	14.60	14.60	13.00	13.00	13.00	13.00
SO BUILDWID	GRID82	200.99	195.04	183.18	165.74	143.27	116.45
SO BUILDWID	GRID82	86.09	53.11	47.36	76.83	108.21	58.41
SO BUILDWID	GRID82	71.13	81.70	89.78	95.14	97.60	97.10
SO BUILDWID	GRID82	200.99	87.51	78.50	67.10	53.66	38.60
SO BUILDWID	GRID82	86.09	53.11	47.36	76.83	108.21	58.41
SO BUILDWID	GRID82	71.13	81.70	192.96	200.72	202.39	201.35
SO BUILDLEN	GRID82	76.83	108.21	136.30	160.25	179.32	192.96
SO BUILDLEN	GRID82	200.72	202.39	201.35	200.99	195.04	98.33
SO BUILDLEN	GRID82	97.00	92.73	85.64	75.94	63.94	50.00
SO BUILDLEN	GRID82	76.83	87.90	94.11	97.46	97.86	95.27
SO BUILDLEN	GRID82	200.72	202.39	201.35	200.99	195.04	98.33
SO BUILDLEN	GRID82	97.00	92.73	116.45	86.09	53.11	47.36
SO XBADJ	GRID82	-73.14	-103.82	-131.36	-154.90	-173.74	-187.29
SO XBADJ	GRID82	-195.16	-197.10	-196.48	-191.89	-181.46	-118.62
SO XBADJ	GRID82	-121.48	-120.64	-116.14	-108.11	-96.79	-82.53
SO XBADJ	GRID82	-3.70	-118.85	-128.09	-133.43	-134.72	-131.91
SO XBADJ	GRID82	-5.56	-5.29	-4.87	-9.10	-13.58	20.30
SO XBADJ	GRID82	24.48	27.92	-26.24	-27.60	-28.13	-40.23
SO YBADJ	GRID82	91.40	83.94	73.94	61.68	47.56	31.99
SO YBADJ	GRID82	15.44	-1.57	-16.55	-34.72	-49.72	25.68
SO YBADJ	GRID82	13.21	0.34	-12.53	-25.03	-36.77	-47.38
SO YBADJ	GRID82	-91.40	41.90	28.15	13.55	-1.46	-16.43
SO YBADJ	GRID82	-15.44	1.57	16.55	34.72	49.72	-25.68
SO YBADJ	GRID82	-13.21	-0.34	90.82	94.80	95.90	95.81
SO BUILDHGT	GRID83	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID83	13.00	13.00	13.00	13.00	13.00	14.60
SO BUILDHGT	GRID83	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID83	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID83	13.00	13.00	13.00	13.00	13.00	13.00
SO BUILDHGT	GRID83	0.00	0.00	0.00	0.00	14.60	14.60
SO BUILDWID	GRID83	93.87	87.51	78.50	67.10	53.66	38.60
SO BUILDWID	GRID83	86.09	53.11	47.36	76.83	108.21	58.41
SO BUILDWID	GRID83	71.13	81.70	89.78	95.14	97.91	97.37
SO BUILDWID	GRID83	93.87	87.51	78.50	67.10	53.66	38.60
SO BUILDWID	GRID83	86.09	53.11	47.36	76.83	108.21	136.30
SO BUILDWID	GRID83	0.00	0.00	0.00	0.00	97.91	97.37
SO BUILDLEN	GRID83	79.01	87.90	94.11	97.46	97.86	95.27
SO BUILDLEN	GRID83	200.72	202.39	201.35	200.99	195.04	98.33
SO BUILDLEN	GRID83	97.00	92.73	85.64	75.94	54.39	67.73

SO BUILDLEN	GRID83	79.01	87.90	94.11	97.46	97.86	95.27
SO BUILDLEN	GRID83	200.72	202.39	201.35	200.99	195.04	183.18
SO BUILDLEN	GRID83	0.00	0.00	0.00	0.00	54.39	67.73
SO XBADJ	GRID83	23.52	24.12	23.98	23.11	21.54	19.31
SO XBADJ	GRID83	-213.95	-216.79	-216.48	-211.58	-200.26	-135.95
SO XBADJ	GRID83	-136.80	-133.50	-126.14	-114.95	-74.62	-89.95
SO XBADJ	GRID83	-102.54	-112.01	-118.09	-120.57	-119.39	-114.59
SO XBADJ	GRID83	13.23	14.40	15.13	10.60	5.21	-0.33
SO XBADJ	GRID83	0.00	0.00	0.00	0.00	20.23	22.22
SO YBADJ	GRID83	-34.67	-23.10	-10.83	1.77	14.32	26.43
SO YBADJ	GRID83	22.28	1.90	-16.55	-38.19	-56.56	15.68
SO YBADJ	GRID83	0.35	-14.98	-29.85	-43.82	54.33	45.19
SO YBADJ	GRID83	34.67	23.10	10.83	-1.77	-14.32	-26.43
SO YBADJ	GRID83	-22.28	-1.90	16.55	38.19	56.56	73.21
SO YBADJ	GRID83	0.00	0.00	0.00	0.00	-54.33	-45.19
SO BUILDHGT	GRID84	14.60	14.60	14.60	14.60	14.60	13.00
SO BUILDHGT	GRID84	13.00	13.00	13.00	13.00	14.60	14.60
SO BUILDHGT	GRID84	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID84	14.60	14.60	14.60	14.60	14.60	0.00
SO BUILDHGT	GRID84	11.00	11.00	11.00	11.00	0.00	0.00
SO BUILDHGT	GRID84	0.00	14.60	14.60	14.60	14.60	14.60
SO BUILDWID	GRID84	93.87	87.51	78.50	67.10	53.66	116.45
SO BUILDWID	GRID84	86.09	53.11	47.36	76.83	43.90	58.41
SO BUILDWID	GRID84	71.13	81.70	89.78	95.48	97.91	97.37
SO BUILDWID	GRID84	93.87	87.51	78.50	67.10	53.66	0.00
SO BUILDWID	GRID84	27.63	28.27	31.75	36.83	0.00	0.00
SO BUILDWID	GRID84	0.00	97.86	95.27	95.48	97.91	97.37
SO BUILDLEN	GRID84	79.01	87.90	94.11	97.46	97.86	192.96
SO BUILDLEN	GRID84	200.72	202.39	201.35	200.99	96.66	98.33
SO BUILDLEN	GRID84	97.00	92.73	85.64	39.39	54.39	67.73
SO BUILDLEN	GRID84	79.01	87.90	94.11	97.46	97.86	0.00
SO BUILDLEN	GRID84	43.63	42.30	43.40	44.40	0.00	0.00
SO BUILDLEN	GRID84	0.00	53.66	38.60	39.39	54.39	67.73
SO XBADJ	GRID84	20.05	17.28	13.98	10.25	6.22	-221.93
SO XBADJ	GRID84	-232.75	-236.49	-236.48	-231.28	-149.75	-153.27
SO XBADJ	GRID84	-152.12	-146.35	-136.14	-63.87	-78.09	-89.95
SO XBADJ	GRID84	-99.06	-105.17	-108.09	-107.72	-104.07	0.00
SO XBADJ	GRID84	-81.43	-80.06	-79.97	-78.66	0.00	0.00
SO XBADJ	GRID84	0.00	0.34	17.13	24.47	23.71	22.21
SO YBADJ	GRID84	-14.98	-4.31	6.49	17.09	27.17	51.99
SO YBADJ	GRID84	29.12	5.38	-16.55	-41.67	23.68	5.68
SO YBADJ	GRID84	-12.50	-30.30	-47.17	43.03	34.64	25.19
SO YBADJ	GRID84	14.98	4.31	-6.49	-17.09	-27.17	0.00
SO YBADJ	GRID84	13.05	-0.76	-12.69	-22.96	0.00	0.00
SO YBADJ	GRID84	0.00	-55.15	-49.63	-43.03	-34.64	-25.19
SO BUILDHGT	GRID85	14.60	14.60	14.60	14.60	11.00	13.00
SO BUILDHGT	GRID85	13.00	13.00	13.00	11.00	14.60	14.60
SO BUILDHGT	GRID85	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID85	14.60	14.60	14.60	14.60	11.00	11.00
SO BUILDHGT	GRID85	11.00	11.00	11.00	11.00	11.00	14.60
SO BUILDHGT	GRID85	14.60	14.60	14.60	0.00	14.60	14.60
SO BUILDWID	GRID85	93.87	87.51	78.50	67.10	35.20	116.45
SO BUILDWID	GRID85	86.09	53.11	47.36	36.83	43.90	58.41
SO BUILDWID	GRID85	71.13	81.70	95.27	95.48	97.91	97.37
SO BUILDWID	GRID85	93.87	87.51	78.50	67.10	35.20	29.95
SO BUILDWID	GRID85	27.63	28.27	31.75	36.83	40.78	94.11
SO BUILDWID	GRID85	97.46	97.86	95.27	0.00	97.91	97.37
SO BUILDLEN	GRID85	79.01	87.90	94.11	97.46	44.93	192.96
SO BUILDLEN	GRID85	200.72	202.39	201.35	44.40	96.66	98.33
SO BUILDLEN	GRID85	97.00	92.73	38.60	39.39	54.39	67.73
SO BUILDLEN	GRID85	79.01	87.90	94.11	97.46	44.93	43.63
SO BUILDLEN	GRID85	43.63	42.30	43.40	44.40	44.04	78.50
SO BUILDLEN	GRID85	67.10	53.66	38.60	0.00	54.39	67.73
SO XBADJ	GRID85	16.58	10.44	3.98	-2.60	16.53	-239.26
SO XBADJ	GRID85	-251.54	-256.19	-256.48	14.57	-168.55	-170.59
SO XBADJ	GRID85	-167.44	-159.21	-65.73	-70.71	-81.57	-89.95
SO XBADJ	GRID85	-95.59	-98.33	-98.09	-94.86	-61.46	-63.00
SO XBADJ	GRID85	-62.63	-60.36	-59.97	-58.97	-56.17	-15.44
SO XBADJ	GRID85	-1.14	13.20	27.13	0.00	27.18	22.21
SO YBADJ	GRID85	4.72	14.48	23.81	32.41	-20.55	61.99
SO YBADJ	GRID85	35.96	8.85	-16.55	19.49	16.84	-4.32
SO YBADJ	GRID85	-25.36	-45.62	32.31	24.24	14.94	5.19
SO YBADJ	GRID85	-4.72	-14.48	-23.81	-32.41	20.55	14.56

SO YBADJ	GRID85	6.21	-4.23	-12.69	-19.49	-25.69	-51.03
SO YBADJ	GRID85	-46.13	-39.82	-32.31	0.00	-14.94	-5.19
SO BUILDHGT	GRID86	14.60	14.60	14.60	11.00	11.00	11.00
SO BUILDHGT	GRID86	11.00	11.00	11.00	11.00	14.60	14.60
SO BUILDHGT	GRID86	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID86	14.60	14.60	14.60	11.00	11.00	11.00
SO BUILDHGT	GRID86	11.00	11.00	11.00	11.00	14.60	14.60
SO BUILDHGT	GRID86	14.60	14.60	11.00	11.00	11.00	14.60
SO BUILDWID	GRID86	93.87	87.51	78.50	39.37	35.20	29.95
SO BUILDWID	GRID86	27.63	28.27	31.75	36.83	87.90	94.11
SO BUILDWID	GRID86	97.46	97.86	95.27	95.48	97.91	97.37
SO BUILDWID	GRID86	93.87	87.51	78.50	39.37	35.20	29.95
SO BUILDWID	GRID86	27.63	28.27	31.75	36.83	87.90	94.11
SO BUILDWID	GRID86	97.46	97.86	43.63	43.63	42.30	97.37
SO BUILDLEN	GRID86	79.01	87.90	94.11	44.90	44.93	43.63
SO BUILDLEN	GRID86	43.63	42.30	43.40	44.40	87.51	78.50
SO BUILDLEN	GRID86	67.10	53.66	38.60	39.39	54.39	67.73
SO BUILDLEN	GRID86	79.01	87.90	94.11	44.90	44.93	43.63
SO BUILDLEN	GRID86	43.63	42.30	43.40	44.40	87.51	78.50
SO BUILDLEN	GRID86	67.10	53.66	29.95	27.63	28.27	67.73
SO XBADJ	GRID86	13.10	3.59	-6.02	0.29	1.21	2.05
SO XBADJ	GRID86	0.21	-1.64	-3.43	-5.13	-77.03	-80.38
SO XBADJ	GRID86	-81.28	-79.72	-75.73	-77.55	-85.04	-89.95
SO XBADJ	GRID86	-92.12	-91.49	-88.09	-45.19	-46.13	-45.68
SO XBADJ	GRID86	-43.84	-40.67	-39.97	-39.27	-10.48	1.88
SO XBADJ	GRID86	14.18	26.05	-19.54	-13.19	-6.43	22.21
SO YBADJ	GRID86	24.41	33.28	41.13	-10.60	-7.70	-4.56
SO YBADJ	GRID86	0.63	7.70	12.69	16.01	47.54	41.03
SO YBADJ	GRID86	33.27	24.50	14.99	5.45	-4.75	-14.81
SO YBADJ	GRID86	-24.41	-33.28	-41.13	10.60	7.70	4.56
SO YBADJ	GRID86	-0.63	-7.70	-12.69	-16.01	-47.54	-41.03
SO YBADJ	GRID86	-33.27	-24.50	-23.86	-22.02	-19.51	14.81
SO BUILDHGT	GRID87	14.60	11.00	11.00	11.00	11.00	11.00
SO BUILDHGT	GRID87	11.00	11.00	11.00	11.00	14.60	14.60
SO BUILDHGT	GRID87	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID87	14.60	11.00	11.00	11.00	11.00	11.00
SO BUILDHGT	GRID87	11.00	11.00	11.00	11.00	14.60	14.60
SO BUILDHGT	GRID87	11.00	11.00	11.00	11.00	11.00	14.60
SO BUILDWID	GRID87	93.87	44.04	42.35	39.37	35.20	29.95
SO BUILDWID	GRID87	27.63	28.27	31.75	36.83	87.90	94.11
SO BUILDWID	GRID87	97.46	97.86	95.27	95.48	97.91	97.37
SO BUILDWID	GRID87	93.87	44.04	42.35	39.37	35.20	29.95
SO BUILDWID	GRID87	27.63	28.27	31.75	36.83	87.90	94.11
SO BUILDWID	GRID87	44.90	44.93	43.63	43.63	42.30	97.37
SO BUILDLEN	GRID87	79.01	40.78	43.50	44.90	44.93	43.63
SO BUILDLEN	GRID87	43.63	42.30	43.40	44.40	87.51	78.50
SO BUILDLEN	GRID87	67.10	53.66	38.60	39.39	54.39	67.73
SO BUILDLEN	GRID87	79.01	40.78	43.50	44.90	44.93	43.63
SO BUILDLEN	GRID87	43.63	42.30	43.40	44.40	87.51	78.50
SO BUILDLEN	GRID87	39.37	35.20	29.95	27.63	28.27	67.73
SO XBADJ	GRID87	9.63	-8.38	-10.64	-12.57	-14.12	-15.27
SO XBADJ	GRID87	-18.59	-21.33	-23.43	-24.82	-95.83	-97.70
SO XBADJ	GRID87	-96.60	-92.57	-85.73	-84.39	-88.51	-89.95
SO XBADJ	GRID87	-88.65	-32.40	-32.87	-32.33	-30.81	-28.36
SO XBADJ	GRID87	-25.05	-20.97	-19.97	-19.57	8.32	19.20
SO XBADJ	GRID87	-14.96	-12.44	-9.54	-6.34	-2.96	22.21
SO YBADJ	GRID87	44.11	3.44	4.14	4.72	5.16	5.44
SO YBADJ	GRID87	7.47	11.17	12.69	12.54	40.70	31.03
SO YBADJ	GRID87	20.42	9.18	-2.33	-13.35	-24.45	-34.81
SO YBADJ	GRID87	-44.11	-3.44	-4.14	-4.72	-5.16	-5.44
SO YBADJ	GRID87	-7.47	-11.17	-12.69	-12.54	-40.70	-31.03
SO YBADJ	GRID87	-9.88	-8.35	-6.54	-3.23	0.18	34.81
SO BUILDHGT	GRID88	11.00	11.00	11.00	11.00	11.00	11.00
SO BUILDHGT	GRID88	11.00	11.00	11.00	14.60	14.60	14.60
SO BUILDHGT	GRID88	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID88	11.00	11.00	11.00	11.00	11.00	11.00
SO BUILDHGT	GRID88	11.00	11.00	11.00	14.60	14.60	11.00
SO BUILDHGT	GRID88	11.00	11.00	11.00	11.00	11.00	14.60
SO BUILDWID	GRID88	44.40	44.04	42.35	39.37	35.20	29.95
SO BUILDWID	GRID88	27.63	28.27	31.75	79.01	87.90	94.11
SO BUILDWID	GRID88	97.46	97.86	95.27	95.48	97.91	97.37
SO BUILDWID	GRID88	44.40	44.04	42.35	39.37	35.20	29.95
SO BUILDWID	GRID88	27.63	28.27	31.75	79.01	87.90	43.50

SO BUILDWID	GRID88	44.90	44.93	43.63	43.63	42.30	97.37
SO BUILDLEN	GRID88	36.83	40.78	43.50	44.90	44.93	43.63
SO BUILDLEN	GRID88	43.63	42.30	43.40	93.87	87.51	78.50
SO BUILDLEN	GRID88	67.10	53.66	38.60	39.39	54.39	67.73
SO BUILDLEN	GRID88	36.83	40.78	43.50	44.90	44.93	43.63
SO BUILDLEN	GRID88	43.63	42.30	43.40	93.87	87.51	42.35
SO BUILDLEN	GRID88	39.37	35.20	29.95	27.63	28.27	67.73
SO XBADJ	GRID88	-9.35	-15.22	-20.64	-25.42	-29.44	-32.59
SO XBADJ	GRID88	-37.38	-41.03	-43.43	-110.74	-114.62	-115.02
SO XBADJ	GRID88	-111.93	-105.43	-95.73	-91.23	-91.98	-89.94
SO XBADJ	GRID88	-27.48	-25.56	-22.87	-19.48	-15.49	-11.04
SO XBADJ	GRID88	-6.25	-1.27	0.03	16.87	27.11	0.29
SO XBADJ	GRID88	0.36	0.42	0.46	0.50	0.51	22.21
SO YBADJ	GRID88	22.32	22.23	21.46	20.04	18.02	15.44
SO YBADJ	GRID88	14.31	14.65	12.69	45.67	33.86	21.03
SO YBADJ	GRID88	7.56	-6.14	-19.65	-32.14	-44.15	-54.81
SO YBADJ	GRID88	-22.32	-22.23	-21.46	-20.04	-18.02	-15.44
SO YBADJ	GRID88	-14.31	-14.65	-12.69	-45.67	-33.86	-1.12
SO YBADJ	GRID88	2.97	6.97	10.78	15.56	19.88	54.81
SO BUILDHGT	GRID89	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID89	0.00	11.00	11.00	14.60	14.60	14.60
SO BUILDHGT	GRID89	14.60	14.60	14.60	14.60	0.00	0.00
SO BUILDHGT	GRID89	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID89	0.00	11.00	11.00	11.00	11.00	11.00
SO BUILDHGT	GRID89	11.00	11.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID89	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID89	0.00	28.27	31.75	79.01	87.90	94.11
SO BUILDWID	GRID89	97.46	97.86	95.27	95.48	0.00	0.00
SO BUILDWID	GRID89	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID89	0.00	28.27	31.75	36.83	40.78	43.50
SO BUILDWID	GRID89	44.90	44.93	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID89	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID89	0.00	42.30	43.40	93.87	87.51	78.50
SO BUILDLEN	GRID89	67.10	53.66	38.60	39.39	0.00	0.00
SO BUILDLEN	GRID89	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID89	0.00	42.30	43.40	44.40	44.04	42.35
SO BUILDLEN	GRID89	39.37	35.20	0.00	0.00	0.00	0.00
SO XBADJ	GRID89	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID89	0.00	-60.73	-63.43	-130.44	-133.42	-132.34
SO XBADJ	GRID89	-127.25	-118.28	-105.73	-98.07	0.00	0.00
SO XBADJ	GRID89	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID89	0.00	18.42	20.03	19.82	19.00	17.61
SO XBADJ	GRID89	15.68	13.27	0.00	0.00	0.00	0.00
SO YBADJ	GRID89	0.00	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID89	0.00	18.12	12.69	42.19	27.02	11.03
SO YBADJ	GRID89	-5.29	-21.46	-36.97	-50.94	0.00	0.00
SO YBADJ	GRID89	0.00	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID89	0.00	-18.12	-12.69	-5.59	1.67	8.88
SO YBADJ	GRID89	15.83	22.29	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID90	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID90	0.00	0.00	11.00	11.00	11.00	11.00
SO BUILDHGT	GRID90	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID90	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID90	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID90	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID90	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID90	0.00	0.00	31.75	36.83	40.78	43.50
SO BUILDWID	GRID90	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID90	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID90	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID90	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID90	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID90	0.00	0.00	43.40	44.40	44.04	42.35
SO BUILDLEN	GRID90	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID90	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID90	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID90	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID90	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID90	0.00	0.00	-83.43	-83.91	-81.84	-77.28
SO XBADJ	GRID90	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID90	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID90	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID90	0.00	0.00	0.00	0.00	0.00	0.00

SO YBADJ	GRID90	0.00	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID90	0.00	0.00	12.69	2.12	-8.51	-18.88
SO YBADJ	GRID90	0.00	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID90	0.00	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID90	0.00	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID90	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID91	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID91	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID91	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID91	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID91	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID91	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID91	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID91	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID91	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID91	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID91	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID91	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID91	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID91	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID91	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID91	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID91	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID91	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID91	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID91	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID91	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID91	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID91	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID91	0.00	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID91	0.00	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID91	0.00	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID91	0.00	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID91	0.00	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID91	0.00	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID91	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID92	0.00	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID92	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID92	13.10	13.10	13.10	13.10	13.10	0.00
SO BUILDHGT	GRID92	0.00	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID92	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID92	13.10	13.10	13.10	13.10	13.10	0.00
SO BUILDWID	GRID92	0.00	104.40	120.70	133.33	141.91	146.18
SO BUILDWID	GRID92	146.01	141.40	132.50	134.80	142.96	146.77
SO BUILDWID	GRID92	146.12	141.04	131.67	118.29	101.33	0.00
SO BUILDWID	GRID92	0.00	104.40	120.70	133.33	141.91	146.18
SO BUILDWID	GRID92	146.01	141.40	132.50	134.80	142.96	146.77
SO BUILDWID	GRID92	146.12	141.04	131.67	118.29	101.33	0.00
SO BUILDLEN	GRID92	0.00	142.96	146.77	146.12	141.04	131.67
SO BUILDLEN	GRID92	118.29	101.33	85.73	84.92	104.40	120.70
SO BUILDLEN	GRID92	133.33	141.91	146.18	146.01	141.40	0.00
SO BUILDLEN	GRID92	0.00	142.96	146.77	146.12	141.04	131.67
SO BUILDLEN	GRID92	118.29	101.33	85.73	84.92	104.40	120.70
SO BUILDLEN	GRID92	133.33	141.91	146.18	146.01	141.40	0.00
SO XBADJ	GRID92	0.00	-60.26	-52.78	-43.70	-33.28	-21.86
SO XBADJ	GRID92	-9.77	2.62	14.93	13.78	2.91	-8.04
SO XBADJ	GRID92	-18.76	-28.90	-38.17	-46.27	-52.97	0.00
SO XBADJ	GRID92	0.00	-82.69	-93.99	-102.43	-107.76	-109.81
SO XBADJ	GRID92	-108.53	-103.94	-100.66	-98.71	-107.31	-112.65
SO XBADJ	GRID92	-114.57	-113.01	-108.02	-99.74	-88.43	0.00
SO YBADJ	GRID92	0.00	-55.11	-52.30	-47.91	-42.05	-34.92
SO YBADJ	GRID92	-26.73	-17.73	-8.18	1.48	11.21	20.60
SO YBADJ	GRID92	29.37	37.24	43.98	49.38	53.28	0.00
SO YBADJ	GRID92	0.00	55.11	52.30	47.91	42.05	34.92
SO YBADJ	GRID92	26.73	17.73	8.18	-1.48	-11.21	-20.60
SO YBADJ	GRID92	-29.37	-37.24	-43.98	-49.38	-53.28	0.00
SO BUILDHGT	GRID93	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID93	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID93	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID93	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID93	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID93	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDWID	GRID93	84.92	104.40	120.70	133.33	141.91	146.18

SO	BUILDWID	GRID93	146.01	141.40	132.50	134.80	142.96	146.77
SO	BUILDWID	GRID93	146.12	141.04	131.67	118.29	101.33	85.73
SO	BUILDWID	GRID93	84.92	104.40	120.70	133.33	141.91	146.18
SO	BUILDWID	GRID93	146.01	141.40	132.50	134.80	142.96	146.77
SO	BUILDWID	GRID93	146.12	141.04	131.67	118.29	101.33	85.73
SO	BUILDLEN	GRID93	134.80	142.96	146.77	146.12	141.04	131.67
SO	BUILDLEN	GRID93	118.29	101.33	85.73	84.92	104.40	120.70
SO	BUILDLEN	GRID93	133.33	141.91	146.18	146.01	141.40	132.50
SO	BUILDLEN	GRID93	134.80	142.96	146.77	146.12	141.04	131.67
SO	BUILDLEN	GRID93	118.29	101.33	85.73	84.92	104.40	120.70
SO	BUILDLEN	GRID93	133.33	141.91	146.18	146.01	141.40	132.50
SO	XBADJ	GRID93	-69.39	-67.11	-62.78	-56.55	-48.60	-39.18
SO	XBADJ	GRID93	-28.56	-17.08	-5.07	-5.91	-15.88	-25.36
SO	XBADJ	GRID93	-34.08	-41.76	-48.17	-53.11	-56.45	-58.06
SO	XBADJ	GRID93	-65.41	-75.85	-83.99	-89.57	-92.43	-92.49
SO	XBADJ	GRID93	-89.73	-84.25	-80.66	-79.01	-88.52	-95.33
SO	XBADJ	GRID93	-99.25	-100.16	-98.02	-92.90	-84.96	-74.43
SO	YBADJ	GRID93	-36.55	-36.32	-34.98	-32.59	-29.20	-24.92
SO	YBADJ	GRID93	-19.89	-14.25	-8.18	-1.99	4.37	10.60
SO	YBADJ	GRID93	16.51	21.92	26.66	30.59	33.59	37.79
SO	YBADJ	GRID93	36.55	36.32	34.98	32.59	29.20	24.92
SO	YBADJ	GRID93	19.89	14.25	8.18	1.99	-4.37	-10.60
SO	YBADJ	GRID93	-16.51	-21.92	-26.66	-30.59	-33.59	-37.79
SO	BUILDHGT	GRID94	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID94	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID94	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID94	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID94	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID94	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDWID	GRID94	84.92	104.40	120.70	133.33	141.91	146.18
SO	BUILDWID	GRID94	146.01	141.40	132.50	134.80	142.96	146.77
SO	BUILDWID	GRID94	146.12	141.04	131.67	118.29	101.33	85.73
SO	BUILDWID	GRID94	84.92	104.40	120.70	133.33	141.91	146.18
SO	BUILDWID	GRID94	146.01	141.40	132.50	134.80	142.96	146.77
SO	BUILDWID	GRID94	146.12	141.04	131.67	118.29	101.33	85.73
SO	BUILDLEN	GRID94	134.80	142.96	146.77	146.12	141.04	131.67
SO	BUILDLEN	GRID94	118.29	101.33	85.73	84.92	104.40	120.70
SO	BUILDLEN	GRID94	133.33	141.91	146.18	146.01	141.40	132.50
SO	BUILDLEN	GRID94	134.80	142.96	146.77	146.12	141.04	131.67
SO	BUILDLEN	GRID94	118.29	101.33	85.73	84.92	104.40	120.70
SO	BUILDLEN	GRID94	133.33	141.91	146.18	146.01	141.40	132.50
SO	XBADJ	GRID94	-72.86	-73.95	-72.78	-69.41	-63.92	-56.50
SO	XBADJ	GRID94	-47.35	-36.77	-25.07	-25.61	-34.67	-42.68
SO	XBADJ	GRID94	-49.40	-54.61	-58.17	-59.95	-59.92	-58.06
SO	XBADJ	GRID94	-61.94	-69.01	-73.99	-76.72	-77.11	-75.17
SO	XBADJ	GRID94	-70.94	-64.55	-60.66	-59.32	-69.72	-78.01
SO	XBADJ	GRID94	-83.93	-87.30	-88.02	-86.06	-81.48	-74.43
SO	YBADJ	GRID94	-16.85	-17.52	-17.66	-17.27	-16.34	-14.92
SO	YBADJ	GRID94	-13.05	-10.78	-8.18	-5.46	-2.47	0.60
SO	YBADJ	GRID94	3.65	6.60	9.34	11.79	13.89	17.79
SO	YBADJ	GRID94	16.85	17.52	17.66	17.27	16.34	14.92
SO	YBADJ	GRID94	13.05	10.78	8.18	5.46	2.47	-0.60
SO	YBADJ	GRID94	-3.65	-6.60	-9.34	-11.79	-13.89	-17.79
SO	BUILDHGT	GRID95	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID95	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID95	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID95	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID95	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID95	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDWID	GRID95	84.92	104.40	120.70	133.33	141.91	146.18
SO	BUILDWID	GRID95	146.01	141.40	132.50	134.80	142.96	146.77
SO	BUILDWID	GRID95	146.12	141.04	131.67	118.29	101.33	85.73
SO	BUILDWID	GRID95	84.92	104.40	120.70	133.33	141.91	146.18
SO	BUILDWID	GRID95	146.01	141.40	132.50	134.80	142.96	146.77
SO	BUILDWID	GRID95	146.12	141.04	131.67	118.29	101.33	85.73
SO	BUILDLEN	GRID95	134.80	142.96	146.77	146.12	141.04	131.67
SO	BUILDLEN	GRID95	118.29	101.33	85.73	84.92	104.40	120.70
SO	BUILDLEN	GRID95	133.33	141.91	146.18	146.01	141.40	132.50
SO	BUILDLEN	GRID95	134.80	142.96	146.77	146.12	141.04	131.67
SO	BUILDLEN	GRID95	118.29	101.33	85.73	84.92	104.40	120.70
SO	BUILDLEN	GRID95	133.33	141.91	146.18	146.01	141.40	132.50
SO	XBADJ	GRID95	-76.34	-80.79	-82.78	-82.26	-79.24	-73.82
SO	XBADJ	GRID95	-66.15	-56.47	-45.07	-45.30	-53.47	-60.01

SO	XBADJ	GRID95	-64.72	-67.47	-68.17	-66.80	-63.39	-58.06
SO	XBADJ	GRID95	-58.47	-62.17	-63.99	-63.86	-61.79	-57.85
SO	XBADJ	GRID95	-52.14	-44.86	-40.66	-39.62	-50.93	-60.69
SO	XBADJ	GRID95	-68.61	-74.44	-78.02	-79.22	-78.01	-74.43
SO	YBADJ	GRID95	2.84	1.27	-0.34	-1.94	-3.49	-4.92
SO	YBADJ	GRID95	-6.21	-7.31	-8.19	-8.93	-9.31	-9.40
SO	YBADJ	GRID95	-9.20	-8.73	-7.99	-7.00	-5.81	-2.21
SO	YBADJ	GRID95	-2.84	-1.27	0.34	1.94	3.49	4.92
SO	YBADJ	GRID95	6.21	7.31	8.19	8.93	9.31	9.40
SO	YBADJ	GRID95	9.20	8.73	7.99	7.00	5.81	2.21
SO	BUILDHGT	GRID96	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID96	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID96	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID96	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID96	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID96	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDWID	GRID96	84.92	104.40	120.70	133.33	141.91	146.18
SO	BUILDWID	GRID96	146.01	141.40	132.50	134.80	142.96	146.77
SO	BUILDWID	GRID96	146.12	141.04	131.67	118.29	101.33	85.73
SO	BUILDWID	GRID96	84.92	104.40	120.70	133.33	141.91	146.18
SO	BUILDWID	GRID96	146.01	141.40	132.50	134.80	142.96	146.77
SO	BUILDWID	GRID96	146.12	141.04	131.67	118.29	101.33	85.73
SO	BUILDLEN	GRID96	134.80	142.96	146.77	146.12	141.04	131.67
SO	BUILDLEN	GRID96	118.29	101.33	85.73	84.92	104.40	120.70
SO	BUILDLEN	GRID96	133.33	141.91	146.18	146.01	141.40	132.50
SO	BUILDLEN	GRID96	134.80	142.96	146.77	146.12	141.04	131.67
SO	BUILDLEN	GRID96	118.29	101.33	85.73	84.92	104.40	120.70
SO	BUILDLEN	GRID96	133.33	141.91	146.18	146.01	141.40	132.50
SO	XBADJ	GRID96	-79.81	-87.63	-92.78	-95.12	-94.57	-91.14
SO	XBADJ	GRID96	-84.94	-76.17	-65.07	-65.00	-72.26	-77.33
SO	XBADJ	GRID96	-80.04	-80.33	-78.17	-73.64	-66.87	-58.06
SO	XBADJ	GRID96	-54.99	-55.33	-53.99	-51.01	-46.47	-40.53
SO	XBADJ	GRID96	-33.35	-25.16	-20.66	-19.92	-32.14	-43.37
SO	XBADJ	GRID96	-53.29	-61.59	-68.02	-72.38	-74.54	-74.43
SO	YBADJ	GRID96	22.54	20.06	16.98	13.38	9.37	5.08
SO	YBADJ	GRID96	0.63	-3.84	-8.19	-12.41	-16.15	-19.40
SO	YBADJ	GRID96	-22.06	-24.05	-25.31	-25.80	-25.50	-22.21
SO	YBADJ	GRID96	-22.54	-20.06	-16.98	-13.38	-9.37	-5.08
SO	YBADJ	GRID96	-0.63	3.84	8.19	12.41	16.15	19.40
SO	YBADJ	GRID96	22.06	24.05	25.31	25.80	25.50	22.21
SO	BUILDHGT	GRID97	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID97	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID97	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID97	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID97	18.60	18.60	18.60	13.10	13.10	13.10
SO	BUILDHGT	GRID97	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDWID	GRID97	84.92	104.40	120.70	133.33	141.91	146.18
SO	BUILDWID	GRID97	146.01	141.40	132.50	134.80	142.96	146.77
SO	BUILDWID	GRID97	146.12	141.04	131.67	118.29	101.33	85.73
SO	BUILDWID	GRID97	84.92	104.40	120.70	133.33	141.91	146.18
SO	BUILDWID	GRID97	31.46	47.00	61.12	134.80	142.96	146.77
SO	BUILDWID	GRID97	146.12	141.04	131.67	118.29	101.33	85.73
SO	BUILDLEN	GRID97	134.80	142.96	146.77	146.12	141.04	131.67
SO	BUILDLEN	GRID97	118.29	101.33	85.73	84.92	104.40	120.70
SO	BUILDLEN	GRID97	133.33	141.91	146.18	146.01	141.40	132.50
SO	BUILDLEN	GRID97	134.80	142.96	146.77	146.12	141.04	131.67
SO	BUILDLEN	GRID97	92.66	96.09	97.10	84.92	104.40	120.70
SO	BUILDLEN	GRID97	133.33	141.91	146.18	146.01	141.40	132.50
SO	XBADJ	GRID97	-83.28	-94.47	-102.78	-107.97	-109.89	-108.46
SO	XBADJ	GRID97	-103.74	-95.86	-85.07	-84.70	-91.05	-94.65
SO	XBADJ	GRID97	-95.36	-93.18	-88.17	-80.48	-70.34	-58.06
SO	XBADJ	GRID97	-51.52	-48.49	-43.99	-38.15	-31.15	-23.21
SO	XBADJ	GRID97	-168.03	-170.16	-167.13	-0.23	-13.34	-26.05
SO	XBADJ	GRID97	-37.97	-48.73	-58.02	-65.54	-71.07	-74.44
SO	YBADJ	GRID97	42.23	38.86	34.30	28.70	22.22	15.08
SO	YBADJ	GRID97	7.47	-0.36	-8.19	-15.88	-22.99	-29.40
SO	YBADJ	GRID97	-34.91	-39.37	-42.63	-44.59	-45.20	-42.21
SO	YBADJ	GRID97	-42.23	-38.86	-34.30	-28.70	-22.22	-15.08
SO	YBADJ	GRID97	11.31	-9.96	-30.93	15.88	22.99	29.40
SO	YBADJ	GRID97	34.91	39.37	42.63	44.59	45.20	42.21
SO	BUILDHGT	GRID98	0.00	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID98	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID98	13.10	13.10	13.10	13.10	0.00	0.00

SO BUILDHGT	GRID98	0.00	13.10	13.10	13.10	13.10	18.60
SO BUILDHGT	GRID98	18.60	18.60	18.60	13.10	13.10	13.10
SO BUILDHGT	GRID98	13.10	13.10	13.10	13.10	0.00	0.00
SO BUILDWID	GRID98	0.00	104.40	120.70	133.33	141.91	146.18
SO BUILDWID	GRID98	146.01	141.40	132.50	134.80	142.96	146.77
SO BUILDWID	GRID98	146.12	141.04	131.67	118.29	0.00	0.00
SO BUILDWID	GRID98	0.00	104.40	120.70	133.33	141.91	46.25
SO BUILDWID	GRID98	31.46	47.00	61.12	134.80	142.96	146.77
SO BUILDWID	GRID98	146.12	141.04	131.67	118.29	0.00	0.00
SO BUILDLEN	GRID98	0.00	142.96	146.77	146.12	141.04	131.67
SO BUILDLEN	GRID98	118.29	101.33	85.73	84.92	104.40	120.70
SO BUILDLEN	GRID98	133.33	141.91	146.18	146.01	0.00	0.00
SO BUILDLEN	GRID98	0.00	142.96	146.77	146.12	141.04	96.33
SO BUILDLEN	GRID98	92.66	96.09	97.10	84.92	104.40	120.70
SO BUILDLEN	GRID98	133.33	141.91	146.18	146.01	0.00	0.00
SO XBADJ	GRID98	0.00	-101.31	-112.78	-120.83	-125.21	-125.78
SO XBADJ	GRID98	-122.53	-115.56	-105.07	-104.39	-109.85	-111.97
SO XBADJ	GRID98	-110.68	-106.04	-98.17	-87.32	0.00	0.00
SO XBADJ	GRID98	0.00	-41.65	-33.99	-25.29	-15.83	-148.54
SO XBADJ	GRID98	-149.24	-150.47	-147.13	19.47	5.45	-8.73
SO XBADJ	GRID98	-22.65	-35.88	-48.02	-58.70	0.00	0.00
SO YBADJ	GRID98	0.00	57.65	51.62	44.02	35.08	25.08
SO YBADJ	GRID98	14.31	3.11	-8.19	-19.35	-29.83	-39.40
SO YBADJ	GRID98	-47.77	-54.69	-59.95	-63.38	0.00	0.00
SO YBADJ	GRID98	0.00	-57.65	-51.62	-44.02	-35.08	22.62
SO YBADJ	GRID98	4.47	-13.43	-30.93	19.35	29.83	39.40
SO YBADJ	GRID98	47.77	54.69	59.95	63.38	0.00	0.00
SO BUILDHGT	GRID99	0.00	0.00	0.00	18.60	18.60	18.60
SO BUILDHGT	GRID99	13.10	18.60	18.60	18.60	13.10	13.10
SO BUILDHGT	GRID99	13.10	13.10	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID99	0.00	0.00	0.00	18.60	18.60	18.60
SO BUILDHGT	GRID99	18.60	18.60	18.60	18.60	13.00	13.00
SO BUILDHGT	GRID99	13.00	13.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID99	0.00	0.00	0.00	72.68	60.38	46.26
SO BUILDWID	GRID99	146.01	47.00	61.12	73.38	142.96	146.77
SO BUILDWID	GRID99	146.12	141.04	0.00	0.00	0.00	0.00
SO BUILDWID	GRID99	0.00	0.00	0.00	72.68	60.38	46.25
SO BUILDWID	GRID99	31.46	47.00	61.12	73.38	69.03	80.10
SO BUILDWID	GRID99	88.73	94.67	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID99	0.00	0.00	0.00	95.63	97.46	96.33
SO BUILDLEN	GRID99	118.29	96.09	97.10	95.16	104.40	120.70
SO BUILDLEN	GRID99	133.33	141.91	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID99	0.00	0.00	0.00	95.63	97.46	96.33
SO BUILDLEN	GRID99	92.66	96.09	97.10	95.16	96.91	93.17
SO BUILDLEN	GRID99	86.61	77.41	0.00	0.00	0.00	0.00
SO XBADJ	GRID99	0.00	0.00	0.00	26.04	30.93	34.89
SO XBADJ	GRID99	-141.32	34.69	30.03	24.45	-128.64	-129.29
SO XBADJ	GRID99	-126.00	-118.89	0.00	0.00	0.00	0.00
SO XBADJ	GRID99	0.00	0.00	0.00	-121.67	-128.39	-131.21
SO XBADJ	GRID99	-130.44	-130.77	-127.13	-119.62	-147.81	-145.50
SO XBADJ	GRID99	-138.76	-127.81	0.00	0.00	0.00	0.00
SO YBADJ	GRID99	0.00	0.00	0.00	-40.40	-26.92	-12.62
SO YBADJ	GRID99	21.15	16.90	30.93	44.01	-36.67	-49.40
SO YBADJ	GRID99	-60.62	-70.01	0.00	0.00	0.00	0.00
SO YBADJ	GRID99	0.00	0.00	0.00	40.40	26.92	12.62
SO YBADJ	GRID99	-2.37	-16.90	-30.93	-44.01	6.02	-11.37
SO YBADJ	GRID99	-28.41	-44.59	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID100	18.60	18.60	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID100	18.60	18.60	18.60	18.60	18.60	13.10
SO BUILDHGT	GRID100	13.10	0.00	0.00	0.00	0.00	4.90
SO BUILDHGT	GRID100	18.60	18.60	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID100	18.60	18.60	18.60	18.60	18.60	13.00
SO BUILDHGT	GRID100	13.00	13.00	13.00	13.00	0.00	4.90
SO BUILDWID	GRID100	95.16	90.34	82.77	72.68	60.38	46.26
SO BUILDWID	GRID100	31.46	47.00	61.12	73.38	83.41	146.77
SO BUILDWID	GRID100	146.12	0.00	0.00	0.00	0.00	60.32
SO BUILDWID	GRID100	95.16	90.34	82.77	72.68	60.38	46.25
SO BUILDWID	GRID100	31.46	47.00	61.12	73.38	83.41	80.10
SO BUILDWID	GRID100	88.73	94.67	97.73	97.82	0.00	60.32
SO BUILDLEN	GRID100	73.38	83.41	90.90	95.63	97.46	96.33
SO BUILDLEN	GRID100	92.66	96.09	97.10	95.16	90.34	120.70
SO BUILDLEN	GRID100	133.33	0.00	0.00	0.00	0.00	53.44
SO BUILDLEN	GRID100	73.38	83.41	90.90	95.63	97.46	96.33

SO BUILDLEN	GRID100	92.66	96.09	97.10	95.16	90.34	93.17
SO BUILDLEN	GRID100	86.61	77.41	65.86	52.31	0.00	53.44
SO XBADJ	GRID100	3.85	7.21	10.35	13.18	15.61	17.57
SO XBADJ	GRID100	18.99	14.99	10.03	4.76	-0.66	-146.61
SO XBADJ	GRID100	-141.33	0.00	0.00	0.00	0.00	-47.46
SO XBADJ	GRID100	-77.22	-90.62	-101.26	-108.82	-113.07	-113.89
SO XBADJ	GRID100	-111.65	-111.07	-107.13	-99.92	-89.68	-128.18
SO XBADJ	GRID100	-123.44	-114.95	-102.97	-87.86	0.00	-5.98
SO YBADJ	GRID100	-52.34	-44.51	-35.33	-25.08	-14.07	-2.62
SO YBADJ	GRID100	9.21	20.38	30.93	40.53	48.91	-59.40
SO YBADJ	GRID100	-73.48	0.00	0.00	0.00	0.00	31.46
SO YBADJ	GRID100	52.34	44.51	35.33	25.08	14.07	2.62
SO YBADJ	GRID100	-9.21	-20.38	-30.93	-40.53	-48.91	-1.37
SO YBADJ	GRID100	-15.56	-29.27	-42.10	-53.64	0.00	-31.46
SO BUILDHGT	GRID101	18.60	18.60	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID101	18.60	18.60	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID101	18.60	18.60	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID101	18.60	18.60	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID101	18.60	18.60	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID101	18.60	18.60	18.60	18.60	18.60	18.60
SO BUILDWID	GRID101	95.16	90.34	82.77	72.68	60.38	46.26
SO BUILDWID	GRID101	31.46	47.00	61.12	73.38	83.41	90.90
SO BUILDWID	GRID101	95.63	97.46	96.33	92.66	96.09	97.10
SO BUILDWID	GRID101	95.16	90.34	82.77	72.68	60.38	46.25
SO BUILDWID	GRID101	31.46	47.00	61.12	73.38	83.41	90.90
SO BUILDWID	GRID101	95.63	97.46	96.33	92.66	96.09	97.10
SO BUILDLEN	GRID101	73.38	83.41	90.90	95.63	97.46	96.33
SO BUILDLEN	GRID101	92.66	96.09	97.10	95.16	90.34	82.77
SO BUILDLEN	GRID101	72.68	60.38	46.26	31.46	47.00	61.12
SO BUILDLEN	GRID101	73.38	83.41	90.90	95.63	97.46	96.33
SO BUILDLEN	GRID101	92.66	96.09	97.10	95.16	90.34	82.77
SO BUILDLEN	GRID101	72.68	60.38	46.25	31.46	47.00	61.12
SO XBADJ	GRID101	0.37	0.37	0.35	0.33	0.29	0.25
SO XBADJ	GRID101	0.20	-4.71	-9.97	-14.94	-19.45	-23.37
SO XBADJ	GRID101	-26.58	-28.98	-30.50	-31.78	-47.35	-61.49
SO XBADJ	GRID101	-73.75	-83.78	-91.26	-95.96	-97.75	-96.57
SO XBADJ	GRID101	-92.86	-91.38	-87.13	-80.23	-70.89	-59.40
SO XBADJ	GRID101	-46.10	-31.40	-15.75	0.32	0.35	0.36
SO YBADJ	GRID101	-32.64	-25.72	-18.01	-9.76	-1.21	7.38
SO YBADJ	GRID101	16.05	23.85	30.93	37.06	42.07	45.80
SO YBADJ	GRID101	48.15	49.02	48.41	46.53	43.34	38.58
SO YBADJ	GRID101	32.64	25.72	18.01	9.76	1.21	-7.38
SO YBADJ	GRID101	-16.05	-23.85	-30.93	-37.06	-42.07	-45.80
SO YBADJ	GRID101	-48.15	-49.02	-48.41	-46.53	-43.34	-38.58
SO BUILDHGT	GRID102	18.60	18.60	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID102	18.60	18.60	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID102	18.60	18.60	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID102	18.60	18.60	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID102	18.60	18.60	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID102	18.60	18.60	18.60	18.60	18.60	18.60
SO BUILDWID	GRID102	95.16	90.34	82.77	72.68	60.38	46.26
SO BUILDWID	GRID102	31.46	47.00	61.12	73.38	83.41	90.90
SO BUILDWID	GRID102	95.63	97.46	96.33	92.66	96.09	97.10
SO BUILDWID	GRID102	95.16	90.34	82.77	72.68	60.38	46.25
SO BUILDWID	GRID102	31.46	47.00	61.12	73.38	83.41	90.90
SO BUILDWID	GRID102	95.63	97.46	96.33	92.66	96.09	97.10
SO BUILDLEN	GRID102	73.38	83.41	90.90	95.63	97.46	96.33
SO BUILDLEN	GRID102	92.66	96.09	97.10	95.16	90.34	82.77
SO BUILDLEN	GRID102	72.68	60.38	46.26	31.46	47.00	61.12
SO BUILDLEN	GRID102	73.38	83.41	90.90	95.63	97.46	96.33
SO BUILDLEN	GRID102	92.66	96.09	97.10	95.16	90.34	82.77
SO BUILDLEN	GRID102	72.68	60.38	46.25	31.46	47.00	61.12
SO XBADJ	GRID102	-3.10	-6.47	-9.65	-12.53	-15.03	-17.07
SO XBADJ	GRID102	-18.60	-24.40	-29.97	-34.64	-38.24	-40.69
SO XBADJ	GRID102	-41.90	-41.84	-40.50	-38.62	-50.82	-61.49
SO XBADJ	GRID102	-70.28	-76.94	-81.26	-83.11	-82.43	-79.25
SO XBADJ	GRID102	-74.06	-71.68	-67.13	-60.53	-52.09	-42.07
SO XBADJ	GRID102	-30.78	-18.55	-5.75	7.16	3.82	0.36
SO YBADJ	GRID102	-12.95	-6.92	-0.69	5.56	11.65	17.38
SO YBADJ	GRID102	22.89	27.32	30.93	33.59	35.23	35.80
SO YBADJ	GRID102	35.29	33.70	31.09	27.73	23.64	18.58
SO YBADJ	GRID102	12.95	6.92	0.69	-5.56	-11.65	-17.38
SO YBADJ	GRID102	-22.89	-27.32	-30.93	-33.59	-35.23	-35.80

SO	YBADJ	GRID102	-35.29	-33.70	-31.09	-27.73	-23.64	-18.58
SO	BUILDHGT	GRID103	18.60	18.60	18.60	18.60	18.60	18.60
SO	BUILDHGT	GRID103	0.00	18.60	18.60	18.60	18.60	18.60
SO	BUILDHGT	GRID103	18.60	18.60	18.60	18.60	18.60	18.60
SO	BUILDHGT	GRID103	18.60	18.60	18.60	18.60	18.60	18.60
SO	BUILDHGT	GRID103	14.60	18.60	18.60	18.60	18.60	18.60
SO	BUILDHGT	GRID103	18.60	18.60	18.60	18.60	18.60	18.60
SO	BUILDWID	GRID103	95.16	90.34	82.77	72.68	60.38	46.26
SO	BUILDWID	GRID103	0.00	47.00	61.12	73.38	83.41	90.90
SO	BUILDWID	GRID103	95.63	97.46	96.33	92.66	96.09	97.10
SO	BUILDWID	GRID103	95.16	90.34	82.77	72.68	60.38	46.25
SO	BUILDWID	GRID103	75.94	47.00	61.12	73.38	83.41	90.90
SO	BUILDWID	GRID103	95.63	97.46	96.33	92.66	96.09	97.10
SO	BUILDLEN	GRID103	73.38	83.41	90.90	95.63	97.46	96.33
SO	BUILDLEN	GRID103	0.00	96.09	97.10	95.16	90.34	82.77
SO	BUILDLEN	GRID103	72.68	60.38	46.26	31.46	47.00	61.12
SO	BUILDLEN	GRID103	73.38	83.41	90.90	95.63	97.46	96.33
SO	BUILDLEN	GRID103	95.14	96.09	97.10	95.16	90.34	82.77
SO	BUILDLEN	GRID103	72.68	60.38	46.25	31.46	47.00	61.12
SO	XBADJ	GRID103	-6.57	-13.31	-19.65	-25.38	-30.35	-34.39
SO	XBADJ	GRID103	0.00	-44.10	-49.97	-54.33	-57.04	-58.01
SO	XBADJ	GRID103	-57.22	-54.69	-50.50	-45.46	-54.30	-61.49
SO	XBADJ	GRID103	-66.80	-70.10	-71.26	-70.25	-67.11	-61.93
SO	XBADJ	GRID103	-166.05	-51.99	-47.13	-40.83	-33.30	-24.75
SO	XBADJ	GRID103	-15.46	-5.69	4.25	14.00	7.29	0.36
SO	YBADJ	GRID103	6.75	11.87	16.63	20.88	24.50	27.38
SO	YBADJ	GRID103	0.00	30.79	30.93	30.12	28.39	25.80
SO	YBADJ	GRID103	22.43	18.38	13.77	8.94	3.94	-1.42
SO	YBADJ	GRID103	-6.75	-11.87	-16.63	-20.88	-24.50	-27.38
SO	YBADJ	GRID103	3.38	-30.79	-30.92	-30.12	-28.39	-25.80
SO	YBADJ	GRID103	-22.43	-18.38	-13.77	-8.94	-3.94	1.42
SO	BUILDHGT	GRID104	18.60	18.60	18.60	18.60	18.60	13.00
SO	BUILDHGT	GRID104	0.00	0.00	18.60	18.60	18.60	18.60
SO	BUILDHGT	GRID104	18.60	18.60	18.60	18.60	18.60	18.60
SO	BUILDHGT	GRID104	18.60	18.60	18.60	18.60	18.60	14.60
SO	BUILDHGT	GRID104	14.60	14.60	18.60	18.60	18.60	18.60
SO	BUILDHGT	GRID104	18.60	18.60	18.60	18.60	18.60	18.60
SO	BUILDWID	GRID104	95.16	90.34	82.77	72.68	60.38	65.86
SO	BUILDWID	GRID104	0.00	0.00	61.12	73.38	83.41	90.90
SO	BUILDWID	GRID104	95.63	97.46	96.33	92.66	96.09	97.10
SO	BUILDWID	GRID104	95.16	90.34	82.77	72.68	60.38	85.64
SO	BUILDWID	GRID104	75.94	63.94	61.12	73.38	83.41	90.90
SO	BUILDWID	GRID104	95.63	97.46	96.33	92.66	96.09	97.10
SO	BUILDLEN	GRID104	73.38	83.41	90.90	95.63	97.46	97.73
SO	BUILDLEN	GRID104	0.00	0.00	97.10	95.16	90.34	82.77
SO	BUILDLEN	GRID104	72.68	60.38	46.26	31.46	47.00	61.12
SO	BUILDLEN	GRID104	73.38	83.41	90.90	95.63	97.46	89.78
SO	BUILDLEN	GRID104	95.14	97.60	97.10	95.16	90.34	82.77
SO	BUILDLEN	GRID104	72.68	60.38	46.25	31.46	47.00	61.12
SO	XBADJ	GRID104	-10.05	-20.15	-29.65	-38.24	-45.67	-76.05
SO	XBADJ	GRID104	0.00	0.00	-69.97	-74.03	-75.83	-75.33
SO	XBADJ	GRID104	-72.54	-67.55	-60.50	-52.30	-57.77	-61.49
SO	XBADJ	GRID104	-63.33	-63.25	-61.26	-57.39	-51.79	-143.60
SO	XBADJ	GRID104	-147.25	-146.43	-27.13	-21.14	-14.51	-7.43
SO	XBADJ	GRID104	-0.14	7.17	14.25	20.84	10.77	0.36
SO	YBADJ	GRID104	26.45	30.66	33.95	36.20	37.36	-30.04
SO	YBADJ	GRID104	0.00	0.00	30.92	26.64	21.55	15.80
SO	YBADJ	GRID104	9.58	3.06	-3.55	-9.86	-15.75	-21.42
SO	YBADJ	GRID104	-26.45	-30.66	-33.95	-36.20	-37.36	14.00
SO	YBADJ	GRID104	-3.46	-20.81	-30.92	-26.64	-21.55	-15.80
SO	YBADJ	GRID104	-9.58	-3.06	3.55	9.86	15.75	21.42
SO	BUILDHGT	GRID105	18.60	18.60	13.00	13.00	13.00	13.00
SO	BUILDHGT	GRID105	13.00	14.60	18.60	18.60	18.60	18.60
SO	BUILDHGT	GRID105	18.60	18.60	18.60	18.60	18.60	18.60
SO	BUILDHGT	GRID105	18.60	18.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID105	14.60	14.60	18.60	18.60	18.60	18.60
SO	BUILDHGT	GRID105	18.60	18.60	18.60	18.60	18.60	18.60
SO	BUILDWID	GRID105	95.16	90.34	93.17	86.61	77.41	65.86
SO	BUILDWID	GRID105	52.31	63.94	61.12	73.38	83.41	90.90
SO	BUILDWID	GRID105	95.63	97.46	96.33	92.66	96.09	97.10
SO	BUILDWID	GRID105	95.16	90.34	98.33	97.00	92.73	85.64
SO	BUILDWID	GRID105	75.94	63.94	61.12	73.38	83.41	90.90
SO	BUILDWID	GRID105	95.63	97.46	96.33	92.66	96.09	97.10

SO BUILDLEN	GRID105	73.38	83.41	80.10	88.73	94.67	97.73
SO BUILDLEN	GRID105	97.82	97.60	97.10	95.16	90.34	82.77
SO BUILDLEN	GRID105	72.68	60.38	46.26	31.46	47.00	61.12
SO BUILDLEN	GRID105	73.38	83.41	58.41	71.13	81.70	89.78
SO BUILDLEN	GRID105	95.14	97.60	97.10	95.16	90.34	82.77
SO BUILDLEN	GRID105	72.68	60.38	46.25	31.46	47.00	61.12
SO XBADJ	GRID105	-13.52	-26.99	-88.68	-93.09	-94.67	-93.37
SO XBADJ	GRID105	-89.24	29.14	-89.97	-93.72	-94.63	-92.65
SO XBADJ	GRID105	-87.86	-80.41	-70.50	-59.14	-61.24	-61.48
SO XBADJ	GRID105	-59.86	-56.41	-97.56	-110.59	-120.26	-126.28
SO XBADJ	GRID105	-128.46	-126.74	-7.13	-1.44	4.29	9.89
SO XBADJ	GRID105	15.18	20.02	24.25	27.68	14.24	0.36
SO YBADJ	GRID105	46.14	49.46	5.01	-3.53	-11.97	-20.04
SO YBADJ	GRID105	-27.50	24.29	30.92	23.17	14.71	5.80
SO YBADJ	GRID105	-3.28	-12.26	-20.87	-28.65	-35.45	-41.42
SO YBADJ	GRID105	-46.14	-49.46	44.46	31.80	18.18	4.00
SO YBADJ	GRID105	-10.30	-24.29	-30.92	-23.17	-14.71	-5.80
SO YBADJ	GRID105	3.28	12.26	20.87	28.65	35.45	41.42
SO BUILDHGT	GRID106	14.60	13.00	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID106	14.60	14.60	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID106	18.60	18.60	18.60	18.60	18.60	14.60
SO BUILDHGT	GRID106	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID106	14.60	14.60	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID106	18.60	18.60	18.60	18.60	18.60	14.60
SO BUILDWID	GRID106	93.65	96.91	98.33	97.00	92.73	85.64
SO BUILDWID	GRID106	75.94	63.94	61.12	73.38	83.41	90.90
SO BUILDWID	GRID106	95.63	97.46	96.33	92.66	96.09	97.10
SO BUILDWID	GRID106	93.65	96.66	98.33	97.00	92.73	85.64
SO BUILDWID	GRID106	75.94	63.94	61.12	73.38	83.41	90.90
SO BUILDWID	GRID106	95.63	97.46	96.33	92.66	96.09	97.10
SO BUILDLEN	GRID106	34.54	69.03	58.41	71.13	81.70	89.78
SO BUILDLEN	GRID106	95.14	97.60	97.10	95.16	90.34	82.77
SO BUILDLEN	GRID106	72.68	60.38	46.26	31.46	47.00	50.00
SO BUILDLEN	GRID106	34.54	43.90	58.41	71.13	81.70	89.78
SO BUILDLEN	GRID106	95.14	97.60	97.10	95.16	90.34	82.77
SO BUILDLEN	GRID106	72.68	60.38	46.25	31.46	47.00	50.00
SO XBADJ	GRID106	28.90	-88.42	29.15	26.60	23.24	19.18
SO XBADJ	GRID106	14.53	9.44	-109.97	-113.42	-113.42	-109.97
SO XBADJ	GRID106	-103.18	-93.26	-80.50	-65.98	-64.72	-62.53
SO XBADJ	GRID106	-63.44	-74.72	-87.56	-97.73	-104.94	-108.96
SO XBADJ	GRID106	-109.67	-107.04	12.87	18.26	23.08	27.21
SO XBADJ	GRID106	30.51	32.88	34.25	34.52	17.71	12.54
SO YBADJ	GRID106	-45.39	32.20	-27.14	-16.48	-5.32	6.00
SO YBADJ	GRID106	17.14	27.76	30.92	19.70	7.87	-4.20
SO YBADJ	GRID106	-16.13	-27.58	-38.19	-47.44	-55.14	52.62
SO YBADJ	GRID106	45.39	36.98	27.14	16.48	5.32	-6.00
SO YBADJ	GRID106	-17.14	-27.76	-30.92	-19.70	-7.87	4.20
SO YBADJ	GRID106	16.13	27.58	38.19	47.44	55.14	-52.62
SO BUILDHGT	GRID107	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID107	14.60	14.60	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID107	18.60	18.60	18.60	14.60	14.60	14.60
SO BUILDHGT	GRID107	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID107	14.60	14.60	18.60	13.00	13.00	13.00
SO BUILDHGT	GRID107	13.00	13.00	14.60	14.60	14.60	14.60
SO BUILDWID	GRID107	93.65	96.66	98.33	97.00	92.73	85.64
SO BUILDWID	GRID107	75.94	63.94	61.12	73.38	83.41	90.90
SO BUILDWID	GRID107	95.63	97.46	96.33	95.14	97.60	97.10
SO BUILDWID	GRID107	93.65	96.66	98.33	97.00	92.73	85.64
SO BUILDWID	GRID107	75.94	63.94	61.12	76.83	108.21	136.30
SO BUILDWID	GRID107	160.25	179.32	89.78	95.14	97.60	97.10
SO BUILDLEN	GRID107	34.54	43.90	58.41	71.13	81.70	89.78
SO BUILDLEN	GRID107	95.14	97.60	97.10	95.16	90.34	82.77
SO BUILDLEN	GRID107	72.68	60.38	46.26	75.94	63.94	50.00
SO BUILDLEN	GRID107	34.54	43.90	58.41	71.13	81.70	89.78
SO BUILDLEN	GRID107	95.14	97.60	97.10	200.99	195.04	183.18
SO BUILDLEN	GRID107	165.74	143.27	85.64	75.94	63.94	50.00
SO XBADJ	GRID107	25.43	23.98	19.15	13.75	7.92	1.86
SO XBADJ	GRID107	-4.26	-10.25	-129.97	-133.12	-132.21	-127.29
SO XBADJ	GRID107	-118.51	-106.12	-90.50	-61.95	-63.20	-62.53
SO XBADJ	GRID107	-59.97	-67.88	-77.56	-84.88	-89.62	-91.64
SO XBADJ	GRID107	-90.87	-87.35	32.87	-91.35	-95.60	-96.93
SO XBADJ	GRID107	-95.33	-90.82	-26.82	-13.99	-0.74	12.54
SO YBADJ	GRID107	-25.69	-18.18	-9.82	-1.16	7.53	16.00

SO YBADJ	GRID107	23.98	31.23	30.92	16.22	1.03	-14.20
SO YBADJ	GRID107	-28.99	-42.90	-55.51	43.31	38.55	32.62
SO YBADJ	GRID107	25.69	18.18	9.82	1.16	-7.53	-16.00
SO YBADJ	GRID107	-23.98	-31.23	-30.92	40.52	41.15	40.53
SO YBADJ	GRID107	38.68	35.65	-46.75	-43.31	-38.55	-32.62
SO BUILDHGT	GRID108	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID108	14.60	14.60	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID108	18.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID108	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID108	14.60	14.60	0.00	13.00	13.00	13.00
SO BUILDHGT	GRID108	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDWID	GRID108	93.65	96.66	98.33	97.00	92.73	85.64
SO BUILDWID	GRID108	75.94	63.94	61.12	73.38	83.41	90.90
SO BUILDWID	GRID108	95.63	81.70	89.78	95.14	97.60	97.10
SO BUILDWID	GRID108	93.65	96.66	98.33	97.00	92.73	85.64
SO BUILDWID	GRID108	75.94	63.94	0.00	76.83	108.21	136.30
SO BUILDWID	GRID108	71.13	81.70	89.78	95.14	97.60	97.10
SO BUILDLEN	GRID108	34.54	43.90	58.41	71.13	81.70	89.78
SO BUILDLEN	GRID108	95.14	97.60	97.10	95.16	90.34	82.77
SO BUILDLEN	GRID108	72.68	92.73	85.64	75.94	63.94	50.00
SO BUILDLEN	GRID108	34.54	43.90	58.41	71.13	81.70	89.78
SO BUILDLEN	GRID108	95.14	97.60	0.00	200.99	195.04	183.18
SO BUILDLEN	GRID108	97.00	92.73	85.64	75.94	63.94	50.00
SO XBADJ	GRID108	21.96	17.14	9.15	0.89	-7.40	-15.46
SO XBADJ	GRID108	-23.06	-29.95	-149.97	-152.81	-151.01	-144.61
SO XBADJ	GRID108	-133.83	-66.75	-68.82	-68.79	-66.68	-62.53
SO XBADJ	GRID108	-56.49	-61.04	-67.56	-72.02	-74.30	-74.32
SO XBADJ	GRID108	-72.08	-67.65	0.00	-71.66	-76.80	-79.61
SO XBADJ	GRID108	-34.34	-25.97	-16.82	-7.15	2.73	12.54
SO YBADJ	GRID108	-6.00	0.61	7.50	14.16	20.39	26.00
SO YBADJ	GRID108	30.82	34.71	30.92	12.75	-5.81	-24.20
SO YBADJ	GRID108	-41.85	33.45	29.43	24.51	18.85	12.62
SO YBADJ	GRID108	6.00	-0.61	-7.50	-14.16	-20.39	-26.00
SO YBADJ	GRID108	-30.82	-34.71	0.00	44.00	47.99	50.53
SO YBADJ	GRID108	-36.46	-33.45	-29.43	-24.51	-18.85	-12.62
SO BUILDHGT	GRID109	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID109	14.60	14.60	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID109	18.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID109	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID109	14.60	14.60	14.60	0.00	13.00	14.60
SO BUILDHGT	GRID109	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDWID	GRID109	93.65	96.66	98.33	97.00	92.73	85.64
SO BUILDWID	GRID109	75.94	63.94	61.12	73.38	83.41	90.90
SO BUILDWID	GRID109	95.63	81.70	89.78	95.14	97.60	97.10
SO BUILDWID	GRID109	93.65	96.66	98.33	97.00	92.73	85.64
SO BUILDWID	GRID109	75.94	63.94	67.73	0.00	108.21	58.41
SO BUILDWID	GRID109	71.13	81.70	89.78	95.14	97.60	97.10
SO BUILDLEN	GRID109	34.54	43.90	58.41	71.13	81.70	89.78
SO BUILDLEN	GRID109	95.14	97.60	97.10	95.16	90.34	82.77
SO BUILDLEN	GRID109	72.68	92.73	85.64	75.94	63.94	50.00
SO BUILDLEN	GRID109	34.54	43.90	58.41	71.13	81.70	89.78
SO BUILDLEN	GRID109	95.14	97.60	97.37	0.00	195.04	98.33
SO BUILDLEN	GRID109	97.00	92.73	85.64	75.94	63.94	50.00
SO XBADJ	GRID109	18.48	10.30	-0.85	-11.97	-22.72	-32.78
SO XBADJ	GRID109	-41.85	-49.65	-169.97	-172.51	-169.80	-161.93
SO XBADJ	GRID109	-149.15	-79.61	-78.82	-75.63	-70.15	-62.53
SO XBADJ	GRID109	-53.02	-54.20	-57.56	-59.17	-58.98	-57.00
SO XBADJ	GRID109	-53.29	-47.95	-153.88	0.00	-58.01	-24.34
SO XBADJ	GRID109	-19.02	-13.12	-6.82	-0.31	6.21	12.54
SO YBADJ	GRID109	13.70	19.41	24.82	29.48	33.25	36.00
SO YBADJ	GRID109	37.66	38.18	30.92	9.28	-12.65	-34.20
SO YBADJ	GRID109	-54.70	18.13	12.11	5.72	-0.85	-7.38
SO YBADJ	GRID109	-13.70	-19.41	-24.82	-29.48	-33.25	-36.00
SO YBADJ	GRID109	-37.66	-38.18	-36.08	0.00	54.83	-28.36
SO YBADJ	GRID109	-23.60	-18.13	-12.11	-5.72	0.85	7.38
SO BUILDHGT	GRID110	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID110	14.60	13.00	0.00	0.00	14.60	14.60
SO BUILDHGT	GRID110	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID110	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID110	14.60	14.60	14.60	0.00	14.60	14.60
SO BUILDHGT	GRID110	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDWID	GRID110	93.65	96.66	98.33	97.00	92.73	85.64
SO BUILDWID	GRID110	75.94	53.11	0.00	0.00	43.90	58.41

SO	BUILDWID	GRID110	71.13	81.70	89.78	95.14	97.60	97.10
SO	BUILDWID	GRID110	93.65	96.66	98.33	97.00	92.73	85.64
SO	BUILDWID	GRID110	75.94	54.39	67.73	0.00	43.90	58.41
SO	BUILDWID	GRID110	71.13	81.70	89.78	95.14	97.60	97.10
SO	BUILDLEN	GRID110	34.54	43.90	58.41	71.13	81.70	89.78
SO	BUILDLEN	GRID110	95.14	202.39	0.00	0.00	96.66	98.33
SO	BUILDLEN	GRID110	97.00	92.73	85.64	75.94	63.94	50.00
SO	BUILDLEN	GRID110	34.54	43.90	58.41	71.13	81.70	89.78
SO	BUILDLEN	GRID110	95.14	97.91	97.37	0.00	96.66	98.33
SO	BUILDLEN	GRID110	97.00	92.73	85.64	75.94	63.94	50.00
SO	XBADJ	GRID110	15.01	3.46	-10.85	-24.82	-38.04	-50.10
SO	XBADJ	GRID110	-60.64	-180.87	0.00	0.00	-86.53	-91.30
SO	XBADJ	GRID110	-93.30	-92.47	-88.82	-82.47	-73.62	-62.53
SO	XBADJ	GRID110	-49.55	-47.36	-47.56	-46.31	-43.66	-39.68
SO	XBADJ	GRID110	-34.49	-139.21	-133.88	0.00	-10.13	-7.02
SO	XBADJ	GRID110	-3.70	-0.26	3.18	6.53	9.68	12.54
SO	YBADJ	GRID110	33.39	38.20	42.14	44.80	46.10	46.00
SO	YBADJ	GRID110	44.50	-24.74	0.00	0.00	25.41	18.36
SO	YBADJ	GRID110	10.75	2.81	-5.21	-13.08	-20.54	-27.38
SO	YBADJ	GRID110	-33.39	-38.20	-42.14	-44.80	-46.10	-46.00
SO	YBADJ	GRID110	-44.50	-20.78	-36.08	0.00	-25.41	-18.36
SO	YBADJ	GRID110	-10.75	-2.81	5.21	13.08	20.54	27.38
SO	BUILDHGT	GRID111	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID111	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID111	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID111	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID111	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID111	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDWID	GRID111	93.65	87.51	78.50	67.10	53.66	38.60
SO	BUILDWID	GRID111	39.39	54.39	67.73	79.01	43.90	58.41
SO	BUILDWID	GRID111	71.13	81.70	89.78	95.14	97.60	97.10
SO	BUILDWID	GRID111	93.65	87.51	78.50	67.10	53.66	38.60
SO	BUILDWID	GRID111	39.39	54.39	67.73	79.01	43.90	58.41
SO	BUILDWID	GRID111	71.13	81.70	89.78	95.14	97.60	97.10
SO	BUILDLEN	GRID111	34.54	87.90	94.11	97.46	97.86	95.27
SO	BUILDLEN	GRID111	95.48	97.91	97.37	93.87	96.66	98.33
SO	BUILDLEN	GRID111	97.00	92.73	85.64	75.94	63.94	50.00
SO	BUILDLEN	GRID111	34.54	87.90	94.11	97.46	97.86	95.27
SO	BUILDLEN	GRID111	95.48	97.91	97.37	93.87	96.66	98.33
SO	BUILDLEN	GRID111	97.00	92.73	85.64	75.94	63.94	50.00
SO	XBADJ	GRID111	11.54	12.16	16.66	20.64	24.00	26.63
SO	XBADJ	GRID111	26.04	21.60	16.51	10.91	-105.33	-108.62
SO	XBADJ	GRID111	-108.62	-105.32	-98.82	-89.31	-77.10	-62.53
SO	XBADJ	GRID111	-46.07	-100.06	-110.77	-118.11	-121.86	-121.91
SO	XBADJ	GRID111	-121.52	-119.51	-113.88	-104.78	8.66	10.30
SO	XBADJ	GRID111	11.62	12.59	13.18	13.37	13.15	12.53
SO	YBADJ	GRID111	53.09	-48.74	-38.15	-26.41	-13.86	-0.89
SO	YBADJ	GRID111	11.70	24.26	36.08	46.81	18.57	8.36
SO	YBADJ	GRID111	-2.11	-12.51	-22.53	-31.87	-40.24	-47.38
SO	YBADJ	GRID111	-53.09	48.74	38.15	26.41	13.86	0.89
SO	YBADJ	GRID111	-11.70	-24.26	-36.08	-46.81	-18.57	-8.36
SO	YBADJ	GRID111	2.11	12.51	22.53	31.87	40.24	47.38
SO	BUILDHGT	GRID112	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID112	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID112	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID112	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID112	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID112	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDWID	GRID112	93.87	87.51	78.50	67.10	53.66	38.60
SO	BUILDWID	GRID112	39.39	54.39	67.73	79.01	43.90	58.41
SO	BUILDWID	GRID112	71.13	81.70	89.78	95.14	97.91	97.37
SO	BUILDWID	GRID112	93.87	87.51	78.50	67.10	53.66	38.60
SO	BUILDWID	GRID112	39.39	54.39	67.73	79.01	43.90	58.41
SO	BUILDWID	GRID112	71.13	81.70	89.78	95.14	97.91	97.37
SO	BUILDLEN	GRID112	79.01	87.90	94.11	97.46	97.86	95.27
SO	BUILDLEN	GRID112	95.48	97.91	97.37	93.87	96.66	98.33
SO	BUILDLEN	GRID112	97.00	92.73	85.64	75.94	54.39	67.73
SO	BUILDLEN	GRID112	79.01	87.90	94.11	97.46	97.86	95.27
SO	BUILDLEN	GRID112	95.48	97.91	97.37	93.87	96.66	98.33
SO	BUILDLEN	GRID112	97.00	92.73	85.64	75.94	54.39	67.73
SO	XBADJ	GRID112	3.83	5.32	6.66	7.79	8.68	9.31
SO	XBADJ	GRID112	7.25	1.90	-3.49	-8.79	-124.12	-125.95
SO	XBADJ	GRID112	-123.94	-118.18	-108.82	-96.15	-54.92	-69.95

SO	XBADJ	GRID112	-82.84	-93.22	-100.77	-105.25	-106.54	-104.59
SO	XBADJ	GRID112	-102.73	-99.82	-93.88	-85.08	27.45	27.62
SO	XBADJ	GRID112	26.94	25.45	23.18	20.21	0.54	2.22
SO	YBADJ	GRID112	-38.15	-29.94	-20.83	-11.09	-1.00	9.11
SO	YBADJ	GRID112	18.54	27.73	36.08	43.33	11.73	-1.64
SO	YBADJ	GRID112	-14.97	-27.83	-39.85	-50.66	50.86	45.19
SO	YBADJ	GRID112	38.15	29.94	20.83	11.09	1.00	-9.11
SO	YBADJ	GRID112	-18.54	-27.73	-36.08	-43.33	-11.73	1.64
SO	YBADJ	GRID112	14.97	27.83	39.85	50.66	-50.86	-45.19
SO	BUILDHGT	GRID113	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID113	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID113	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID113	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID113	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID113	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDWID	GRID113	93.87	87.51	78.50	67.10	53.66	38.60
SO	BUILDWID	GRID113	39.39	54.39	67.73	34.54	43.90	58.41
SO	BUILDWID	GRID113	71.13	81.70	95.27	95.48	97.91	97.37
SO	BUILDWID	GRID113	93.87	87.51	78.50	67.10	53.66	38.60
SO	BUILDWID	GRID113	39.39	54.39	67.73	79.01	87.90	94.11
SO	BUILDWID	GRID113	97.46	97.86	95.27	95.48	97.91	97.37
SO	BUILDLEN	GRID113	79.01	87.90	94.11	97.46	97.86	95.27
SO	BUILDLEN	GRID113	95.48	97.91	97.37	93.65	96.66	98.33
SO	BUILDLEN	GRID113	97.00	92.73	38.60	39.39	54.39	67.73
SO	BUILDLEN	GRID113	79.01	87.90	94.11	97.46	97.86	95.27
SO	BUILDLEN	GRID113	95.48	97.91	97.37	93.87	87.51	78.50
SO	BUILDLEN	GRID113	67.10	53.66	38.60	39.39	54.39	67.73
SO	XBADJ	GRID113	0.35	-1.52	-3.34	-5.07	-6.64	-8.01
SO	XBADJ	GRID113	-11.55	-17.79	-23.49	-139.31	-142.91	-143.27
SO	XBADJ	GRID113	-139.26	-131.03	-38.41	-45.07	-58.40	-69.95
SO	XBADJ	GRID113	-79.37	-86.38	-90.77	-92.40	-91.22	-87.27
SO	XBADJ	GRID113	-83.93	-80.12	-73.88	-65.38	-54.91	-42.76
SO	XBADJ	GRID113	-29.32	-14.98	-0.19	5.68	4.01	2.21
SO	YBADJ	GRID113	-18.45	-11.15	-3.51	4.24	11.85	19.11
SO	YBADJ	GRID113	25.38	31.20	36.08	21.86	4.89	-11.64
SO	YBADJ	GRID113	-27.82	-43.15	39.63	36.19	31.17	25.19
SO	YBADJ	GRID113	18.45	11.15	3.51	-4.24	-11.85	-19.11
SO	YBADJ	GRID113	-25.38	-31.20	-36.08	-39.86	-42.43	-43.71
SO	YBADJ	GRID113	-43.66	-42.29	-39.63	-36.19	-31.17	-25.19
SO	BUILDHGT	GRID114	14.60	14.60	14.60	14.60	14.60	13.00
SO	BUILDHGT	GRID114	13.00	13.00	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID114	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID114	14.60	14.60	14.60	14.60	14.60	0.00
SO	BUILDHGT	GRID114	0.00	11.00	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID114	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDWID	GRID114	93.87	87.51	78.50	67.10	53.66	116.45
SO	BUILDWID	GRID114	86.09	53.11	67.73	34.54	43.90	58.41
SO	BUILDWID	GRID114	71.13	97.86	95.27	95.48	97.91	97.37
SO	BUILDWID	GRID114	93.87	87.51	78.50	67.10	53.66	0.00
SO	BUILDWID	GRID114	0.00	28.27	67.73	79.01	87.90	94.11
SO	BUILDWID	GRID114	97.46	97.86	95.27	95.48	97.91	97.37
SO	BUILDLEN	GRID114	79.01	87.90	94.11	97.46	97.86	192.96
SO	BUILDLEN	GRID114	200.72	202.39	97.37	93.65	96.66	98.33
SO	BUILDLEN	GRID114	97.00	53.66	38.60	39.39	54.39	67.73
SO	BUILDLEN	GRID114	79.01	87.90	94.11	97.46	97.86	0.00
SO	BUILDLEN	GRID114	0.00	42.30	97.37	93.87	87.51	78.50
SO	BUILDLEN	GRID114	67.10	53.66	38.60	39.39	54.39	67.73
SO	XBADJ	GRID114	-3.12	-8.36	-13.34	-17.92	-21.96	-249.26
SO	XBADJ	GRID114	-258.38	-259.66	-43.49	-159.00	-161.71	-160.59
SO	XBADJ	GRID114	-154.59	-51.54	-48.41	-51.91	-61.87	-69.95
SO	XBADJ	GRID114	-75.90	-79.54	-80.77	-79.54	-75.90	0.00
SO	XBADJ	GRID114	0.00	-56.89	-53.88	-45.69	-36.11	-25.44
SO	XBADJ	GRID114	-13.99	-2.12	9.81	12.52	7.48	2.21
SO	YBADJ	GRID114	1.25	7.64	13.81	19.56	24.71	44.66
SO	YBADJ	GRID114	17.17	-10.85	36.08	18.39	-1.95	-21.64
SO	YBADJ	GRID114	-40.68	26.97	22.31	17.40	11.47	5.19
SO	YBADJ	GRID114	-1.25	-7.64	-13.81	-19.56	-24.71	0.00
SO	YBADJ	GRID114	0.00	15.47	-36.08	-36.39	-35.59	-33.71
SO	YBADJ	GRID114	-30.81	-26.97	-22.31	-17.40	-11.47	-5.19
SO	BUILDHGT	GRID115	14.60	14.60	14.60	14.60	11.00	0.00
SO	BUILDHGT	GRID115	11.00	11.00	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID115	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID115	14.60	14.60	14.60	14.60	11.00	0.00

SO BUILDHGT	GRID115	11.00	11.00	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID115	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDWID	GRID115	93.87	87.51	78.50	67.10	35.20	0.00
SO BUILDWID	GRID115	27.63	28.27	67.73	79.01	87.90	94.11
SO BUILDWID	GRID115	97.46	97.86	95.27	95.48	97.91	97.37
SO BUILDWID	GRID115	93.87	87.51	78.50	67.10	35.20	0.00
SO BUILDWID	GRID115	27.63	28.27	67.73	79.01	87.90	94.11
SO BUILDWID	GRID115	97.46	97.86	95.27	95.48	97.91	97.37
SO BUILDLEN	GRID115	79.01	87.90	94.11	97.46	44.93	0.00
SO BUILDLEN	GRID115	43.63	42.30	97.37	93.87	87.51	78.50
SO BUILDLEN	GRID115	67.10	53.66	38.60	39.39	54.39	67.73
SO BUILDLEN	GRID115	79.01	87.90	94.11	97.46	44.93	0.00
SO BUILDLEN	GRID115	43.63	42.30	97.37	93.87	87.51	78.50
SO BUILDLEN	GRID115	67.10	53.66	38.60	39.39	54.39	67.73
SO XBADJ	GRID115	-6.59	-15.20	-23.34	-30.78	-11.65	0.00
SO XBADJ	GRID115	-6.63	-5.11	-63.49	-67.88	-70.19	-70.38
SO XBADJ	GRID115	-68.43	-64.40	-58.41	-58.75	-65.34	-69.95
SO XBADJ	GRID115	-72.42	-72.70	-70.77	-66.68	-33.28	0.00
SO XBADJ	GRID115	-37.00	-37.19	-33.88	-25.99	-17.32	-8.12
SO XBADJ	GRID115	1.33	10.73	19.81	19.36	10.95	2.21
SO YBADJ	GRID115	20.94	26.44	31.13	34.88	-23.02	0.00
SO YBADJ	GRID115	-18.17	-11.99	36.08	32.92	28.75	23.71
SO YBADJ	GRID115	17.95	11.65	4.99	-1.39	-8.23	-14.81
SO YBADJ	GRID115	-20.94	-26.44	-31.13	-34.88	23.02	0.00
SO YBADJ	GRID115	18.17	11.99	-36.08	-32.92	-28.75	-23.71
SO YBADJ	GRID115	-17.95	-11.65	-4.99	1.39	8.23	14.81
SO BUILDHGT	GRID116	14.60	14.60	11.00	11.00	11.00	11.00
SO BUILDHGT	GRID116	11.00	11.00	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID116	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID116	14.60	14.60	11.00	11.00	11.00	11.00
SO BUILDHGT	GRID116	11.00	11.00	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID116	14.60	14.60	11.00	14.60	14.60	14.60
SO BUILDWID	GRID116	93.87	87.51	42.35	39.37	35.20	29.95
SO BUILDWID	GRID116	27.63	28.27	67.73	79.01	87.90	94.11
SO BUILDWID	GRID116	97.46	97.86	95.27	95.48	97.91	97.37
SO BUILDWID	GRID116	93.87	87.51	42.35	39.37	35.20	29.95
SO BUILDWID	GRID116	27.63	28.27	67.73	79.01	87.90	94.11
SO BUILDWID	GRID116	97.46	97.86	43.63	95.48	97.91	97.37
SO BUILDLEN	GRID116	79.01	87.90	43.50	44.90	44.93	43.63
SO BUILDLEN	GRID116	43.63	42.30	97.37	93.87	87.51	78.50
SO BUILDLEN	GRID116	67.10	53.66	38.60	39.39	54.39	67.73
SO BUILDLEN	GRID116	79.01	87.90	43.50	44.90	44.93	43.63
SO BUILDLEN	GRID116	43.63	42.30	97.37	93.87	87.51	78.50
SO BUILDLEN	GRID116	67.10	53.66	29.95	39.39	54.39	67.73
SO XBADJ	GRID116	-10.07	-22.04	-27.96	-27.89	-26.97	-25.27
SO XBADJ	GRID116	-25.43	-24.81	-83.49	-87.57	-88.99	-87.70
SO XBADJ	GRID116	-83.75	-77.25	-68.41	-65.59	-68.82	-69.94
SO XBADJ	GRID116	-68.95	-65.86	-15.55	-17.01	-17.96	-18.36
SO XBADJ	GRID116	-18.20	-17.50	-13.88	-6.30	1.47	9.20
SO XBADJ	GRID116	16.65	23.59	-26.86	26.20	14.43	2.21
SO YBADJ	GRID116	40.64	45.23	-5.86	-8.13	-10.16	-11.88
SO YBADJ	GRID116	-11.32	-8.52	36.08	29.44	21.91	13.71
SO YBADJ	GRID116	5.10	-3.67	-12.33	-20.19	-27.92	-34.81
SO YBADJ	GRID116	-40.64	-45.23	5.86	8.13	10.16	11.88
SO YBADJ	GRID116	11.32	8.52	-36.08	-29.44	-21.91	-13.71
SO YBADJ	GRID116	-5.10	3.67	3.46	20.19	27.92	34.81
SO BUILDHGT	GRID117	11.00	11.00	11.00	11.00	11.00	11.00
SO BUILDHGT	GRID117	11.00	11.00	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID117	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID117	11.00	11.00	11.00	11.00	11.00	11.00
SO BUILDHGT	GRID117	11.00	11.00	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID117	11.00	11.00	11.00	11.00	14.60	14.60
SO BUILDWID	GRID117	44.40	44.04	42.35	39.37	35.20	29.95
SO BUILDWID	GRID117	27.63	28.27	67.73	79.01	87.90	94.11
SO BUILDWID	GRID117	97.46	97.86	95.27	95.48	97.91	97.37
SO BUILDWID	GRID117	44.40	44.04	42.35	39.37	35.20	29.95
SO BUILDWID	GRID117	27.63	28.27	67.73	79.01	87.90	94.11
SO BUILDWID	GRID117	44.90	44.93	43.63	43.63	97.91	97.37
SO BUILDLEN	GRID117	36.83	40.78	43.50	44.90	44.93	43.63
SO BUILDLEN	GRID117	43.63	42.30	97.37	93.87	87.51	78.50
SO BUILDLEN	GRID117	67.10	53.66	38.60	39.39	54.39	67.73
SO BUILDLEN	GRID117	36.83	40.78	43.50	44.90	44.93	43.63
SO BUILDLEN	GRID117	43.63	42.30	97.37	93.87	87.51	78.50

SO BUILDLEN	GRID117	39.37	35.20	29.95	27.63	54.39	67.73
SO XBADJ	GRID117	-29.04	-34.02	-37.96	-40.74	-42.29	-42.59
SO XBADJ	GRID117	-44.22	-44.50	-103.49	-107.27	-107.78	-105.02
SO XBADJ	GRID117	-99.07	-90.11	-78.41	-72.44	-72.29	-69.94
SO XBADJ	GRID117	-7.78	-6.77	-5.55	-4.15	-2.64	-1.04
SO XBADJ	GRID117	0.59	2.20	6.12	13.40	20.27	26.52
SO XBADJ	GRID117	-12.50	-14.90	-16.86	-18.30	17.90	2.21
SO YBADJ	GRID117	18.85	15.39	11.46	7.19	2.69	-1.88
SO YBADJ	GRID117	-4.48	-5.05	36.08	25.97	15.07	3.71
SO YBADJ	GRID117	-7.76	-18.99	-29.65	-38.98	-47.62	-54.81
SO YBADJ	GRID117	-18.85	-15.39	-11.46	-7.19	-2.69	1.88
SO YBADJ	GRID117	4.48	5.05	-36.08	-25.97	-15.07	-3.71
SO YBADJ	GRID117	18.29	19.83	20.78	22.40	47.62	54.81
SO BUILDHGT	GRID118	0.00	0.00	0.00	11.00	11.00	11.00
SO BUILDHGT	GRID118	11.00	11.00	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID118	14.60	14.60	14.60	0.00	0.00	0.00
SO BUILDHGT	GRID118	0.00	0.00	0.00	11.00	11.00	11.00
SO BUILDHGT	GRID118	11.00	11.00	14.60	11.00	11.00	11.00
SO BUILDHGT	GRID118	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID118	0.00	0.00	0.00	39.37	35.20	29.95
SO BUILDWID	GRID118	27.63	28.27	67.73	79.01	87.90	94.11
SO BUILDWID	GRID118	97.46	97.86	95.27	0.00	0.00	0.00
SO BUILDWID	GRID118	0.00	0.00	0.00	39.37	35.20	29.95
SO BUILDWID	GRID118	27.63	28.27	67.73	36.83	40.78	43.50
SO BUILDWID	GRID118	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID118	0.00	0.00	0.00	44.90	44.93	43.63
SO BUILDLEN	GRID118	43.63	42.30	97.37	93.87	87.51	78.50
SO BUILDLEN	GRID118	67.10	53.66	38.60	0.00	0.00	0.00
SO BUILDLEN	GRID118	0.00	0.00	0.00	44.90	44.93	43.63
SO BUILDLEN	GRID118	43.63	42.30	97.37	44.40	44.04	42.35
SO BUILDLEN	GRID118	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID118	0.00	0.00	0.00	-53.60	-57.61	-59.91
SO XBADJ	GRID118	-63.01	-64.20	-123.49	-126.96	-126.58	-122.34
SO XBADJ	GRID118	-114.39	-102.96	-88.41	0.00	0.00	0.00
SO XBADJ	GRID118	0.00	0.00	0.00	8.70	12.68	16.28
SO XBADJ	GRID118	19.38	21.90	26.12	16.35	12.16	7.61
SO XBADJ	GRID118	0.00	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID118	0.00	0.00	0.00	22.51	15.55	8.12
SO YBADJ	GRID118	2.36	-1.58	36.08	22.50	8.23	-6.29
SO YBADJ	GRID118	-20.61	-34.31	-46.97	0.00	0.00	0.00
SO YBADJ	GRID118	0.00	0.00	0.00	-22.51	-15.55	-8.12
SO YBADJ	GRID118	-2.36	1.58	-36.08	14.10	20.46	26.21
SO YBADJ	GRID118	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID119	0.00	0.00	0.00	0.00	0.00	11.00
SO BUILDHGT	GRID119	11.00	11.00	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID119	14.60	14.60	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID119	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID119	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID119	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID119	0.00	0.00	0.00	0.00	0.00	29.95
SO BUILDWID	GRID119	27.63	28.27	67.73	79.01	87.90	94.11
SO BUILDWID	GRID119	97.46	97.86	0.00	0.00	0.00	0.00
SO BUILDWID	GRID119	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID119	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID119	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID119	0.00	0.00	0.00	0.00	0.00	43.63
SO BUILDLEN	GRID119	43.63	42.30	97.37	93.87	87.51	78.50
SO BUILDLEN	GRID119	67.10	53.66	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID119	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID119	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID119	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID119	0.00	0.00	0.00	0.00	0.00	-77.23
SO XBADJ	GRID119	-81.81	-83.90	-143.49	-146.66	-145.37	-139.66
SO XBADJ	GRID119	-129.71	-115.82	0.00	0.00	0.00	0.00
SO XBADJ	GRID119	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID119	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID119	0.00	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID119	0.00	0.00	0.00	0.00	0.00	18.12
SO YBADJ	GRID119	9.20	1.90	36.08	19.02	1.39	-16.29
SO YBADJ	GRID119	-33.47	-49.64	0.00	0.00	0.00	0.00
SO YBADJ	GRID119	0.00	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID119	0.00	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID119	0.00	0.00	0.00	0.00	0.00	0.00

SO	BUILDHGT	GRID120	0.00	0.00	0.00	0.00	0.00	0.00
SO	BUILDHGT	GRID120	0.00	0.00	0.00	0.00	0.00	0.00
SO	BUILDHGT	GRID120	0.00	0.00	0.00	0.00	0.00	0.00
SO	BUILDHGT	GRID120	0.00	0.00	0.00	0.00	0.00	0.00
SO	BUILDHGT	GRID120	0.00	0.00	0.00	0.00	0.00	0.00
SO	BUILDHGT	GRID120	0.00	0.00	0.00	0.00	0.00	0.00
SO	BUILDWID	GRID120	0.00	0.00	0.00	0.00	0.00	0.00
SO	BUILDWID	GRID120	0.00	0.00	0.00	0.00	0.00	0.00
SO	BUILDWID	GRID120	0.00	0.00	0.00	0.00	0.00	0.00
SO	BUILDWID	GRID120	0.00	0.00	0.00	0.00	0.00	0.00
SO	BUILDWID	GRID120	0.00	0.00	0.00	0.00	0.00	0.00
SO	BUILDWID	GRID120	0.00	0.00	0.00	0.00	0.00	0.00
SO	BUILDLEN	GRID120	0.00	0.00	0.00	0.00	0.00	0.00
SO	BUILDLEN	GRID120	0.00	0.00	0.00	0.00	0.00	0.00
SO	BUILDLEN	GRID120	0.00	0.00	0.00	0.00	0.00	0.00
SO	BUILDLEN	GRID120	0.00	0.00	0.00	0.00	0.00	0.00
SO	BUILDLEN	GRID120	0.00	0.00	0.00	0.00	0.00	0.00
SO	BUILDLEN	GRID120	0.00	0.00	0.00	0.00	0.00	0.00
SO	XBADJ	GRID120	0.00	0.00	0.00	0.00	0.00	0.00
SO	XBADJ	GRID120	0.00	0.00	0.00	0.00	0.00	0.00
SO	XBADJ	GRID120	0.00	0.00	0.00	0.00	0.00	0.00
SO	XBADJ	GRID120	0.00	0.00	0.00	0.00	0.00	0.00
SO	XBADJ	GRID120	0.00	0.00	0.00	0.00	0.00	0.00
SO	XBADJ	GRID120	0.00	0.00	0.00	0.00	0.00	0.00
SO	YBADJ	GRID120	0.00	0.00	0.00	0.00	0.00	0.00
SO	YBADJ	GRID120	0.00	0.00	0.00	0.00	0.00	0.00
SO	YBADJ	GRID120	0.00	0.00	0.00	0.00	0.00	0.00
SO	YBADJ	GRID120	0.00	0.00	0.00	0.00	0.00	0.00
SO	YBADJ	GRID120	0.00	0.00	0.00	0.00	0.00	0.00
SO	YBADJ	GRID120	0.00	0.00	0.00	0.00	0.00	0.00
SO	BUILDHGT	GRID121	0.00	0.00	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID121	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID121	13.10	13.10	13.10	13.10	13.10	0.00
SO	BUILDHGT	GRID121	0.00	0.00	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID121	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID121	13.10	13.10	13.10	13.10	13.10	0.00
SO	BUILDWID	GRID121	0.00	0.00	120.70	133.33	141.91	146.18
SO	BUILDWID	GRID121	146.01	141.40	132.50	134.80	142.96	146.77
SO	BUILDWID	GRID121	146.12	141.04	131.67	118.29	101.33	0.00
SO	BUILDWID	GRID121	0.00	0.00	120.70	133.33	141.91	146.18
SO	BUILDWID	GRID121	146.01	141.40	132.50	134.80	142.96	146.77
SO	BUILDWID	GRID121	146.12	141.04	131.67	118.29	101.33	0.00
SO	BUILDLEN	GRID121	0.00	0.00	146.77	146.12	141.04	131.67
SO	BUILDLEN	GRID121	118.29	101.33	85.73	84.92	104.40	120.70
SO	BUILDLEN	GRID121	133.33	141.91	146.18	146.01	141.40	0.00
SO	BUILDLEN	GRID121	0.00	0.00	146.77	146.12	141.04	131.67
SO	BUILDLEN	GRID121	118.29	101.33	85.73	84.92	104.40	120.70
SO	BUILDLEN	GRID121	133.33	141.91	146.18	146.01	141.40	0.00
SO	XBADJ	GRID121	0.00	0.00	-70.10	-59.02	-46.14	-31.86
SO	XBADJ	GRID121	-16.61	-0.85	14.93	17.26	9.76	1.96
SO	XBADJ	GRID121	-5.90	-13.58	-20.85	-27.48	-33.28	0.00
SO	XBADJ	GRID121	0.00	0.00	-76.67	-87.11	-94.90	-99.81
SO	XBADJ	GRID121	-101.69	-100.47	-100.66	-102.18	-114.15	-122.65
SO	XBADJ	GRID121	-127.43	-128.33	-125.34	-118.53	-108.13	0.00
SO	YBADJ	GRID121	0.00	0.00	-62.30	-60.76	-57.38	-52.24
SO	YBADJ	GRID121	-45.53	-37.42	-28.18	-18.21	-7.58	3.28
SO	YBADJ	GRID121	14.05	24.38	33.98	42.54	49.81	0.00
SO	YBADJ	GRID121	0.00	0.00	62.30	60.76	57.38	52.24
SO	YBADJ	GRID121	45.53	37.42	28.18	18.21	7.58	-3.28
SO	YBADJ	GRID121	-14.05	-24.38	-33.98	-42.54	-49.81	0.00
SO	BUILDHGT	GRID122	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID122	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID122	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID122	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID122	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID122	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDWID	GRID122	84.92	104.40	120.70	133.33	141.91	146.18
SO	BUILDWID	GRID122	146.01	141.40	132.50	134.80	142.96	146.77
SO	BUILDWID	GRID122	146.12	141.04	131.67	118.29	101.33	85.73
SO	BUILDWID	GRID122	84.92	104.40	120.70	133.33	141.91	146.18
SO	BUILDWID	GRID122	146.01	141.40	132.50	134.80	142.96	146.77
SO	BUILDWID	GRID122	146.12	141.04	131.67	118.29	101.33	85.73
SO	BUILDLEN	GRID122	134.80	142.96	146.77	146.12	141.04	131.67

SO BUILDLEN	GRID122	118.29	101.33	85.73	84.92	104.40	120.70
SO BUILDLEN	GRID122	133.33	141.91	146.18	146.01	141.40	132.50
SO BUILDLEN	GRID122	134.80	142.96	146.77	146.12	141.04	131.67
SO BUILDLEN	GRID122	118.29	101.33	85.73	84.92	104.40	120.70
SO BUILDLEN	GRID122	133.33	141.91	146.18	146.01	141.40	132.50
SO XBADJ	GRID122	-89.09	-85.90	-80.10	-71.87	-61.46	-49.18
SO XBADJ	GRID122	-35.40	-20.55	-5.07	-2.44	-9.04	-15.36
SO XBADJ	GRID122	-21.22	-26.44	-30.85	-34.32	-36.75	-38.06
SO XBADJ	GRID122	-45.72	-57.06	-66.67	-74.25	-79.58	-82.49
SO XBADJ	GRID122	-82.89	-80.78	-80.66	-82.48	-95.36	-105.33
SO XBADJ	GRID122	-112.11	-115.48	-115.34	-111.69	-104.65	-94.43
SO YBADJ	GRID122	-40.02	-43.16	-44.98	-45.44	-44.52	-42.24
SO YBADJ	GRID122	-38.69	-33.95	-28.18	-21.68	-14.42	-6.72
SO YBADJ	GRID122	1.19	9.06	16.66	23.74	30.11	37.79
SO YBADJ	GRID122	40.02	43.16	44.98	45.44	44.52	42.24
SO YBADJ	GRID122	38.69	33.95	28.18	21.68	14.42	6.72
SO YBADJ	GRID122	-1.19	-9.06	-16.66	-23.75	-30.11	-37.79
SO BUILDHGT	GRID123	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID123	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID123	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID123	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID123	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID123	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDWID	GRID123	84.92	104.40	120.70	133.33	141.91	146.18
SO BUILDWID	GRID123	146.01	141.40	132.50	134.80	142.96	146.77
SO BUILDWID	GRID123	146.12	141.04	131.67	118.29	101.33	85.73
SO BUILDWID	GRID123	84.92	104.40	120.70	133.33	141.91	146.18
SO BUILDWID	GRID123	146.01	141.40	132.50	134.80	142.96	146.77
SO BUILDWID	GRID123	146.12	141.04	131.67	118.29	101.33	85.73
SO BUILDLEN	GRID123	134.80	142.96	146.77	146.12	141.04	131.67
SO BUILDLEN	GRID123	118.29	101.33	85.73	84.92	104.40	120.70
SO BUILDLEN	GRID123	133.33	141.91	146.18	146.01	141.40	132.50
SO BUILDLEN	GRID123	134.80	142.96	146.77	146.12	141.04	131.67
SO BUILDLEN	GRID123	118.29	101.33	85.73	84.92	104.40	120.70
SO BUILDLEN	GRID123	133.33	141.91	146.18	146.01	141.40	132.50
SO XBADJ	GRID123	-92.56	-92.74	-90.10	-84.73	-76.78	-66.50
SO XBADJ	GRID123	-54.20	-40.25	-25.07	-22.13	-27.83	-32.68
SO XBADJ	GRID123	-36.54	-39.29	-40.85	-41.16	-40.22	-38.06
SO XBADJ	GRID123	-42.24	-50.22	-56.67	-61.40	-64.26	-65.17
SO XBADJ	GRID123	-64.10	-61.08	-60.66	-62.79	-76.56	-88.01
SO XBADJ	GRID123	-96.79	-102.62	-105.34	-104.85	-101.18	-94.43
SO YBADJ	GRID123	-20.33	-24.37	-27.66	-30.12	-31.66	-32.24
SO YBADJ	GRID123	-31.84	-30.48	-28.18	-25.16	-21.26	-16.72
SO YBADJ	GRID123	-11.67	-6.26	-0.66	4.95	10.42	17.79
SO YBADJ	GRID123	20.33	24.37	27.66	30.12	31.66	32.24
SO YBADJ	GRID123	31.84	30.48	28.18	25.16	21.26	16.72
SO YBADJ	GRID123	11.67	6.26	0.66	-4.95	-10.42	-17.79
SO BUILDHGT	GRID124	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID124	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID124	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID124	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID124	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID124	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDWID	GRID124	84.92	104.40	120.70	133.33	141.91	146.18
SO BUILDWID	GRID124	146.01	141.40	132.50	134.80	142.96	146.77
SO BUILDWID	GRID124	146.12	141.04	131.67	118.29	101.33	85.73
SO BUILDWID	GRID124	84.92	104.40	120.70	133.33	141.91	146.18
SO BUILDWID	GRID124	146.01	141.40	132.50	134.80	142.96	146.77
SO BUILDWID	GRID124	146.12	141.04	131.67	118.29	101.33	85.73
SO BUILDLEN	GRID124	134.80	142.96	146.77	146.12	141.04	131.67
SO BUILDLEN	GRID124	118.29	101.33	85.73	84.92	104.40	120.70
SO BUILDLEN	GRID124	133.33	141.91	146.18	146.01	141.40	132.50
SO BUILDLEN	GRID124	134.80	142.96	146.77	146.12	141.04	131.67
SO BUILDLEN	GRID124	118.29	101.33	85.73	84.92	104.40	120.70
SO BUILDLEN	GRID124	133.33	141.91	146.18	146.01	141.40	132.50
SO XBADJ	GRID124	-96.03	-99.58	-100.10	-97.58	-92.10	-83.82
SO XBADJ	GRID124	-72.99	-59.94	-45.07	-41.83	-46.63	-50.01
SO XBADJ	GRID124	-51.86	-52.15	-50.85	-48.00	-43.70	-38.06
SO XBADJ	GRID124	-38.77	-43.38	-46.67	-48.54	-48.94	-47.85
SO XBADJ	GRID124	-45.30	-41.38	-40.66	-43.09	-57.77	-70.69
SO XBADJ	GRID124	-81.47	-89.76	-95.34	-98.01	-97.71	-94.43
SO YBADJ	GRID124	-0.63	-5.57	-10.34	-14.80	-18.81	-22.24
SO YBADJ	GRID124	-25.00	-27.01	-28.19	-28.63	-28.10	-26.72

SO	YBADJ	GRID124	-24.52	-21.58	-17.99	-13.84	-9.28	-2.21
SO	YBADJ	GRID124	0.63	5.57	10.34	14.80	18.81	22.24
SO	YBADJ	GRID124	25.00	27.01	28.19	28.63	28.10	26.72
SO	YBADJ	GRID124	24.52	21.58	17.99	13.84	9.28	2.21
SO	BUILDHGT	GRID125	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID125	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID125	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID125	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID125	13.10	18.60	18.60	18.60	13.10	13.10
SO	BUILDHGT	GRID125	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDWID	GRID125	84.92	104.40	120.70	133.33	141.91	146.18
SO	BUILDWID	GRID125	146.01	141.40	132.50	134.80	142.96	146.77
SO	BUILDWID	GRID125	146.12	141.04	131.67	118.29	101.33	85.73
SO	BUILDWID	GRID125	84.92	104.40	120.70	133.33	141.91	146.18
SO	BUILDWID	GRID125	146.01	47.00	61.12	73.38	142.96	146.77
SO	BUILDWID	GRID125	146.12	141.04	131.67	118.29	101.33	85.73
SO	BUILDLEN	GRID125	134.80	142.96	146.77	146.12	141.04	131.67
SO	BUILDLEN	GRID125	118.29	101.33	85.73	84.92	104.40	120.70
SO	BUILDLEN	GRID125	133.33	141.91	146.18	146.01	141.40	132.50
SO	BUILDLEN	GRID125	134.80	142.96	146.77	146.12	141.04	131.67
SO	BUILDLEN	GRID125	118.29	96.09	97.10	95.16	104.40	120.70
SO	BUILDLEN	GRID125	133.33	141.91	146.18	146.01	141.40	132.50
SO	XBADJ	GRID125	-99.50	-106.42	-110.10	-110.44	-107.42	-101.14
SO	XBADJ	GRID125	-91.78	-79.64	-65.07	-61.53	-65.42	-67.33
SO	XBADJ	GRID125	-67.19	-65.00	-60.85	-54.84	-47.17	-38.06
SO	XBADJ	GRID125	-35.30	-36.54	-36.67	-35.68	-33.62	-30.53
SO	XBADJ	GRID125	-26.51	-186.39	-187.13	-182.18	-38.98	-53.37
SO	XBADJ	GRID125	-66.14	-76.91	-85.34	-91.17	-94.23	-94.43
SO	YBADJ	GRID125	19.07	13.22	6.98	0.52	-5.95	-12.24
SO	YBADJ	GRID125	-18.16	-23.53	-28.19	-32.10	-34.94	-36.72
SO	YBADJ	GRID125	-37.38	-36.90	-35.31	-32.64	-28.98	-22.21
SO	YBADJ	GRID125	-19.07	-13.22	-6.98	-0.52	5.95	12.24
SO	YBADJ	GRID125	18.16	13.21	-10.93	-34.73	34.94	36.72
SO	YBADJ	GRID125	37.38	36.90	35.31	32.64	28.98	22.21
SO	BUILDHGT	GRID126	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID126	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID126	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID126	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID126	13.10	18.60	18.60	18.60	18.60	13.10
SO	BUILDHGT	GRID126	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDWID	GRID126	84.92	104.40	120.70	133.33	141.91	146.18
SO	BUILDWID	GRID126	146.01	141.40	132.50	134.80	142.96	146.77
SO	BUILDWID	GRID126	146.12	141.04	131.67	118.29	101.33	85.73
SO	BUILDWID	GRID126	84.92	104.40	120.70	133.33	141.91	146.18
SO	BUILDWID	GRID126	146.01	47.00	61.12	73.38	83.41	146.77
SO	BUILDWID	GRID126	146.12	141.04	131.67	118.29	101.33	85.73
SO	BUILDLEN	GRID126	134.80	142.96	146.77	146.12	141.04	131.67
SO	BUILDLEN	GRID126	118.29	101.33	85.73	84.92	104.40	120.70
SO	BUILDLEN	GRID126	133.33	141.91	146.18	146.01	141.40	132.50
SO	BUILDLEN	GRID126	134.80	142.96	146.77	146.12	141.04	131.67
SO	BUILDLEN	GRID126	118.29	96.09	97.10	95.16	90.34	120.70
SO	BUILDLEN	GRID126	133.33	141.91	146.18	146.01	141.40	132.50
SO	XBADJ	GRID126	-102.98	-113.26	-120.10	-123.30	-122.74	-118.46
SO	XBADJ	GRID126	-110.58	-99.33	-85.07	-81.22	-84.21	-84.65
SO	XBADJ	GRID126	-82.51	-77.86	-70.85	-61.68	-50.64	-38.06
SO	XBADJ	GRID126	-31.82	-29.70	-26.67	-22.83	-18.30	-13.21
SO	XBADJ	GRID126	-7.72	-166.69	-167.13	-162.48	-152.90	-36.05
SO	XBADJ	GRID126	-50.82	-64.05	-75.34	-84.33	-90.76	-94.44
SO	YBADJ	GRID126	38.76	32.02	24.30	15.84	6.90	-2.24
SO	YBADJ	GRID126	-11.32	-20.06	-28.19	-35.58	-41.78	-46.72
SO	YBADJ	GRID126	-50.23	-52.22	-52.63	-51.43	-48.67	-42.21
SO	YBADJ	GRID126	-38.76	-32.02	-24.30	-15.84	-6.90	2.24
SO	YBADJ	GRID126	11.32	9.74	-10.93	-31.26	-50.64	46.72
SO	YBADJ	GRID126	50.23	52.22	52.63	51.43	48.67	42.21
SO	BUILDHGT	GRID127	0.00	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID127	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID127	13.10	13.10	13.10	0.00	0.00	0.00
SO	BUILDHGT	GRID127	0.00	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID127	18.60	18.60	18.60	18.60	18.60	13.10
SO	BUILDHGT	GRID127	13.10	13.10	13.10	0.00	0.00	0.00
SO	BUILDWID	GRID127	0.00	104.40	120.70	133.33	141.91	146.18
SO	BUILDWID	GRID127	146.01	141.40	132.50	134.80	142.96	146.77
SO	BUILDWID	GRID127	146.12	141.04	131.67	0.00	0.00	0.00

SO BUILDWID	GRID127	0.00	104.40	120.70	133.33	141.91	146.18
SO BUILDWID	GRID127	31.46	47.00	61.12	73.38	83.41	146.77
SO BUILDWID	GRID127	146.12	141.04	131.67	0.00	0.00	0.00
SO BUILDLEN	GRID127	0.00	142.96	146.77	146.12	141.04	131.67
SO BUILDLEN	GRID127	118.29	101.33	85.73	84.92	104.40	120.70
SO BUILDLEN	GRID127	133.33	141.91	146.18	0.00	0.00	0.00
SO BUILDLEN	GRID127	0.00	142.96	146.77	146.12	141.04	131.67
SO BUILDLEN	GRID127	92.66	96.09	97.10	95.16	90.34	120.70
SO BUILDLEN	GRID127	133.33	141.91	146.18	0.00	0.00	0.00
SO XBADJ	GRID127	0.00	-120.10	-130.10	-136.15	-138.06	-135.78
SO XBADJ	GRID127	-129.37	-119.03	-105.07	-100.92	-103.01	-101.97
SO XBADJ	GRID127	-97.83	-90.72	-80.85	0.00	0.00	0.00
SO XBADJ	GRID127	0.00	-22.86	-16.67	-9.97	-2.97	4.11
SO XBADJ	GRID127	-142.40	-146.99	-147.13	-142.79	-134.11	-18.73
SO XBADJ	GRID127	-35.50	-51.20	-65.34	0.00	0.00	0.00
SO YBADJ	GRID127	0.00	50.81	41.62	31.16	19.76	7.76
SO YBADJ	GRID127	-4.48	-16.59	-28.19	-39.05	-48.62	-56.72
SO YBADJ	GRID127	-63.09	-67.54	-69.95	0.00	0.00	0.00
SO YBADJ	GRID127	0.00	-50.81	-41.62	-31.16	-19.76	-7.76
SO YBADJ	GRID127	23.27	6.27	-10.93	-27.78	-43.80	56.72
SO YBADJ	GRID127	63.09	67.54	69.95	0.00	0.00	0.00
SO BUILDHGT	GRID128	0.00	0.00	13.10	13.10	13.10	18.60
SO BUILDHGT	GRID128	18.60	18.60	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID128	13.10	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID128	0.00	0.00	13.10	13.10	13.10	18.60
SO BUILDHGT	GRID128	18.60	18.60	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID128	13.10	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID128	0.00	0.00	120.70	133.33	141.91	46.26
SO BUILDWID	GRID128	31.46	47.00	61.12	73.38	83.41	90.90
SO BUILDWID	GRID128	146.12	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID128	0.00	0.00	120.70	133.33	141.91	46.25
SO BUILDWID	GRID128	31.46	47.00	61.12	73.38	83.41	90.90
SO BUILDWID	GRID128	146.12	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID128	0.00	0.00	146.77	146.12	141.04	96.33
SO BUILDLEN	GRID128	92.66	96.09	97.10	95.16	90.34	82.77
SO BUILDLEN	GRID128	133.33	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID128	0.00	0.00	146.77	146.12	141.04	96.33
SO BUILDLEN	GRID128	92.66	96.09	97.10	95.16	90.34	82.77
SO BUILDLEN	GRID128	133.33	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID128	0.00	0.00	-140.10	-149.01	-153.38	24.89
SO XBADJ	GRID128	30.94	31.21	30.03	27.93	24.98	21.27
SO XBADJ	GRID128	-113.15	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID128	0.00	0.00	-6.67	2.88	12.35	-121.21
SO XBADJ	GRID128	-123.60	-127.30	-127.13	-123.09	-115.32	-104.04
SO XBADJ	GRID128	-20.18	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID128	0.00	0.00	58.94	46.48	32.61	-29.94
SO YBADJ	GRID128	-16.43	-2.79	10.93	24.31	36.96	48.48
SO YBADJ	GRID128	-75.94	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID128	0.00	0.00	-58.94	-46.48	-32.61	29.94
SO YBADJ	GRID128	16.43	2.79	-10.93	-24.31	-36.96	-48.48
SO YBADJ	GRID128	75.94	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID129	18.60	18.60	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID129	18.60	18.60	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID129	18.60	18.60	18.60	0.00	0.00	4.90
SO BUILDHGT	GRID129	18.60	18.60	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID129	18.60	18.60	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID129	18.60	18.60	18.60	13.00	0.00	4.90
SO BUILDWID	GRID129	95.16	90.34	82.77	72.68	60.38	46.26
SO BUILDWID	GRID129	31.46	47.00	61.12	73.38	83.41	90.90
SO BUILDWID	GRID129	95.63	97.46	96.33	0.00	0.00	60.32
SO BUILDWID	GRID129	95.16	90.34	82.77	72.68	60.38	46.25
SO BUILDWID	GRID129	31.46	47.00	61.12	73.38	83.41	90.90
SO BUILDWID	GRID129	95.63	97.46	96.33	97.82	0.00	60.32
SO BUILDLEN	GRID129	73.38	83.41	90.90	95.63	97.46	96.33
SO BUILDLEN	GRID129	92.66	96.09	97.10	95.16	90.34	82.77
SO BUILDLEN	GRID129	72.68	60.38	46.26	0.00	0.00	53.44
SO BUILDLEN	GRID129	73.38	83.41	90.90	95.63	97.46	96.33
SO BUILDLEN	GRID129	92.66	96.09	97.10	95.16	90.34	82.77
SO BUILDLEN	GRID129	72.68	60.38	46.25	52.31	0.00	53.44
SO XBADJ	GRID129	-15.85	-11.58	-6.97	-2.14	2.76	7.57
SO XBADJ	GRID129	12.15	11.52	10.03	8.23	6.18	3.95
SO XBADJ	GRID129	1.60	-0.81	-3.18	0.00	0.00	-27.46
SO XBADJ	GRID129	-57.53	-71.82	-83.93	-93.50	-100.22	-103.89

SO	XBADJ	GRID129	-104.81	-107.60	-107.13	-103.39	-96.52	-86.72
SO	XBADJ	GRID129	-74.28	-59.58	-43.07	-106.66	0.00	-25.98
SO	YBADJ	GRID129	-55.81	-51.35	-45.33	-37.94	-29.39	-19.94
SO	YBADJ	GRID129	-9.59	0.68	10.93	20.84	30.12	38.48
SO	YBADJ	GRID129	45.68	51.49	55.73	0.00	0.00	31.46
SO	YBADJ	GRID129	55.81	51.35	45.33	37.94	29.39	19.94
SO	YBADJ	GRID129	9.59	-0.68	-10.93	-20.84	-30.12	-38.48
SO	YBADJ	GRID129	-45.68	-51.49	-55.73	-46.80	0.00	-31.46
SO	BUILDHGT	GRID130	18.60	18.60	18.60	18.60	18.60	18.60
SO	BUILDHGT	GRID130	18.60	18.60	18.60	18.60	18.60	18.60
SO	BUILDHGT	GRID130	18.60	18.60	18.60	18.60	18.60	18.60
SO	BUILDHGT	GRID130	18.60	18.60	18.60	18.60	18.60	18.60
SO	BUILDHGT	GRID130	18.60	18.60	18.60	18.60	18.60	18.60
SO	BUILDHGT	GRID130	18.60	18.60	18.60	18.60	18.60	18.60
SO	BUILDWID	GRID130	95.16	90.34	82.77	72.68	60.38	46.26
SO	BUILDWID	GRID130	31.46	47.00	61.12	73.38	83.41	90.90
SO	BUILDWID	GRID130	95.63	97.46	96.33	92.66	96.09	97.10
SO	BUILDWID	GRID130	95.16	90.34	82.77	72.68	60.38	46.25
SO	BUILDWID	GRID130	31.46	47.00	61.12	73.38	83.41	90.90
SO	BUILDWID	GRID130	95.63	97.46	96.33	92.66	96.09	97.10
SO	BUILDLEN	GRID130	73.38	83.41	90.90	95.63	97.46	96.33
SO	BUILDLEN	GRID130	92.66	96.09	97.10	95.16	90.34	82.77
SO	BUILDLEN	GRID130	72.68	60.38	46.26	31.46	47.00	61.12
SO	BUILDLEN	GRID130	73.38	83.41	90.90	95.63	97.46	96.33
SO	BUILDLEN	GRID130	92.66	96.09	97.10	95.16	90.34	82.77
SO	BUILDLEN	GRID130	72.68	60.38	46.25	31.46	47.00	61.12
SO	XBADJ	GRID130	-19.32	-18.43	-16.97	-14.99	-12.56	-9.75
SO	XBADJ	GRID130	-6.64	-8.18	-9.97	-11.47	-12.61	-13.37
SO	XBADJ	GRID130	-13.72	-13.66	-13.18	-12.98	-27.65	-41.49
SO	XBADJ	GRID130	-54.05	-64.98	-73.93	-80.64	-84.90	-86.57
SO	XBADJ	GRID130	-86.01	-87.91	-87.13	-83.70	-77.73	-69.40
SO	XBADJ	GRID130	-58.95	-46.72	-33.07	-18.48	-19.35	-19.64
SO	YBADJ	GRID130	-36.12	-32.56	-28.01	-22.61	-16.53	-9.94
SO	YBADJ	GRID130	-2.75	4.15	10.93	17.37	23.28	28.48
SO	YBADJ	GRID130	32.82	36.17	38.41	39.69	39.86	38.58
SO	YBADJ	GRID130	36.12	32.56	28.01	22.61	16.53	9.94
SO	YBADJ	GRID130	2.75	-4.15	-10.93	-17.37	-23.28	-28.48
SO	YBADJ	GRID130	-32.82	-36.17	-38.41	-39.69	-39.86	-38.58
SO	BUILDHGT	GRID131	18.60	18.60	18.60	18.60	18.60	18.60
SO	BUILDHGT	GRID131	18.60	18.60	18.60	18.60	18.60	18.60
SO	BUILDHGT	GRID131	18.60	18.60	18.60	18.60	18.60	18.60
SO	BUILDHGT	GRID131	18.60	18.60	18.60	18.60	18.60	18.60
SO	BUILDHGT	GRID131	18.60	18.60	18.60	18.60	18.60	18.60
SO	BUILDHGT	GRID131	18.60	18.60	18.60	18.60	18.60	18.60
SO	BUILDWID	GRID131	95.16	90.34	82.77	72.68	60.38	46.26
SO	BUILDWID	GRID131	31.46	47.00	61.12	73.38	83.41	90.90
SO	BUILDWID	GRID131	95.63	97.46	96.33	92.66	96.09	97.10
SO	BUILDWID	GRID131	95.16	90.34	82.77	72.68	60.38	46.25
SO	BUILDWID	GRID131	31.46	47.00	61.12	73.38	83.41	90.90
SO	BUILDWID	GRID131	95.63	97.46	96.33	92.66	96.09	97.10
SO	BUILDLEN	GRID131	73.38	83.41	90.90	95.63	97.46	96.33
SO	BUILDLEN	GRID131	92.66	96.09	97.10	95.16	90.34	82.77
SO	BUILDLEN	GRID131	72.68	60.38	46.26	31.46	47.00	61.12
SO	BUILDLEN	GRID131	73.38	83.41	90.90	95.63	97.46	96.33
SO	BUILDLEN	GRID131	92.66	96.09	97.10	95.16	90.34	82.77
SO	BUILDLEN	GRID131	72.68	60.38	46.25	31.46	47.00	61.12
SO	XBADJ	GRID131	-22.80	-25.27	-26.97	-27.85	-27.88	-27.07
SO	XBADJ	GRID131	-25.44	-27.88	-29.97	-31.16	-31.40	-30.69
SO	XBADJ	GRID131	-29.05	-26.52	-23.18	-19.82	-31.13	-41.49
SO	XBADJ	GRID131	-50.58	-58.14	-63.93	-67.79	-69.58	-69.25
SO	XBADJ	GRID131	-67.22	-68.21	-67.13	-64.00	-58.93	-52.07
SO	XBADJ	GRID131	-43.63	-33.87	-23.07	-11.64	-15.88	-19.64
SO	YBADJ	GRID131	-16.42	-13.76	-10.69	-7.29	-3.67	0.06
SO	YBADJ	GRID131	4.09	7.63	10.93	13.89	16.44	18.48
SO	YBADJ	GRID131	19.97	20.85	21.09	20.89	20.17	18.58
SO	YBADJ	GRID131	16.42	13.76	10.69	7.29	3.67	-0.06
SO	YBADJ	GRID131	-4.09	-7.63	-10.93	-13.89	-16.44	-18.48
SO	YBADJ	GRID131	-19.97	-20.85	-21.09	-20.89	-20.17	-18.58
SO	BUILDHGT	GRID132	18.60	18.60	18.60	18.60	18.60	18.60
SO	BUILDHGT	GRID132	18.60	18.60	18.60	18.60	18.60	18.60
SO	BUILDHGT	GRID132	18.60	18.60	18.60	18.60	18.60	18.60
SO	BUILDHGT	GRID132	18.60	18.60	18.60	18.60	18.60	18.60
SO	BUILDHGT	GRID132	18.60	18.60	18.60	18.60	18.60	18.60

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SO BUILDHGT  GRID132      18.60     18.60     18.60     18.60     18.60     18.60
SO BUILDWID  GRID132      95.16     90.34     82.77     72.68     60.38     46.26
SO BUILDWID  GRID132      31.46     47.00     61.12     73.38     83.41     90.90
SO BUILDWID  GRID132      95.63     97.46     96.33     92.66     96.09     97.10
SO BUILDWID  GRID132      95.16     90.34     82.77     72.68     60.38     46.25
SO BUILDWID  GRID132      31.46     47.00     61.12     73.38     83.41     90.90
SO BUILDWID  GRID132      95.63     97.46     96.33     92.66     96.09     97.10
SO BUILDLEN  GRID132      73.38     83.41     90.90     95.63     97.46     96.33
SO BUILDLEN  GRID132      92.66     96.09     97.10     95.16     90.34     82.77
SO BUILDLEN  GRID132      72.68     60.38     46.26     31.46     47.00     61.12
SO BUILDLEN  GRID132      73.38     83.41     90.90     95.63     97.46     96.33
SO BUILDLEN  GRID132      92.66     96.09     97.10     95.16     90.34     82.77
SO BUILDLEN  GRID132      72.68     60.38     46.25     31.46     47.00     61.12
SO XBADJ     GRID132     -26.27    -32.11    -36.97    -40.70    -43.21    -44.39
SO XBADJ     GRID132     -44.23    -47.57    -49.97    -50.86    -50.20    -48.01
SO XBADJ     GRID132     -44.37    -39.37    -33.18    -26.67    -34.60    -41.49
SO XBADJ     GRID132     -47.11    -51.30    -53.93    -54.93    -54.26    -51.93
SO XBADJ     GRID132     -48.43    -48.51    -47.13    -44.31    -40.14    -34.75
SO XBADJ     GRID132     -28.31    -21.01    -13.07     -4.80    -12.40    -19.64
SO YBADJ     GRID132       3.28      5.03      6.63      8.03      9.18     10.06
SO YBADJ     GRID132      10.93     11.10     10.93     10.42      9.60      8.48
SO YBADJ     GRID132       7.11      5.53      3.77      2.10      0.47     -1.42
SO YBADJ     GRID132      -3.28     -5.03     -6.63     -8.03     -9.18    -10.06
SO YBADJ     GRID132     -10.93    -11.10    -10.92    -10.42     -9.60     -8.48
SO YBADJ     GRID132      -7.11     -5.53     -3.77     -2.10     -0.47      1.42
SO BUILDHGT  GRID133      18.60     18.60     18.60     18.60     18.60     18.60
SO BUILDHGT  GRID133      18.60     18.60     18.60     18.60     18.60     18.60
SO BUILDHGT  GRID133      18.60     18.60     18.60     18.60     18.60     18.60
SO BUILDHGT  GRID133      18.60     18.60     18.60     18.60     18.60     18.60
SO BUILDHGT  GRID133      18.60     18.60     18.60     18.60     18.60     18.60
SO BUILDHGT  GRID133      18.60     18.60     18.60     18.60     18.60     18.60
SO BUILDWID  GRID133      95.16     90.34     82.77     72.68     60.38     46.26
SO BUILDWID  GRID133      31.46     47.00     61.12     73.38     83.41     90.90
SO BUILDWID  GRID133      95.63     97.46     96.33     92.66     96.09     97.10
SO BUILDWID  GRID133      95.16     90.34     82.77     72.68     60.38     46.25
SO BUILDWID  GRID133      31.46     47.00     61.12     73.38     83.41     90.90
SO BUILDWID  GRID133      95.63     97.46     96.33     92.66     96.09     97.10
SO BUILDLEN  GRID133      73.38     83.41     90.90     95.63     97.46     96.33
SO BUILDLEN  GRID133      92.66     96.09     97.10     95.16     90.34     82.77
SO BUILDLEN  GRID133      72.68     60.38     46.26     31.46     47.00     61.12
SO BUILDLEN  GRID133      73.38     83.41     90.90     95.63     97.46     96.33
SO BUILDLEN  GRID133      92.66     96.09     97.10     95.16     90.34     82.77
SO BUILDLEN  GRID133      72.68     60.38     46.25     31.46     47.00     61.12
SO XBADJ     GRID133     -29.74    -38.95    -46.97    -53.56    -58.53    -61.71
SO XBADJ     GRID133     -63.03    -67.27    -69.97    -70.55    -68.99    -65.33
SO XBADJ     GRID133     -59.69    -52.23    -43.18    -33.51    -38.07    -41.49
SO XBADJ     GRID133     -43.64    -44.46    -43.93    -42.07    -38.93    -34.61
SO XBADJ     GRID133     -29.63    -28.82    -27.13    -24.61    -21.35    -17.43
SO XBADJ     GRID133     -12.99     -8.16     -3.07      2.04     -8.93    -19.64
SO YBADJ     GRID133      22.97     23.82     23.95     23.35     22.04     20.06
SO YBADJ     GRID133      17.77     14.57     10.92      6.95      2.76     -1.52
SO YBADJ     GRID133      -5.74     -9.80    -13.55    -16.70    -19.23    -21.42
SO YBADJ     GRID133     -22.97    -23.82    -23.95    -23.35    -22.04    -20.06
SO YBADJ     GRID133     -17.77    -14.57    -10.92     -6.95     -2.76      1.52
SO YBADJ     GRID133       5.74      9.80     13.55     16.70     19.23     21.42
SO BUILDHGT  GRID134      18.60     18.60     18.60     18.60     18.60     18.60
SO BUILDHGT  GRID134      18.60     18.60     18.60     18.60     18.60     18.60
SO BUILDHGT  GRID134      18.60     18.60     18.60     18.60     18.60     18.60
SO BUILDHGT  GRID134      18.60     18.60     18.60     18.60     18.60     18.60
SO BUILDHGT  GRID134      18.60     18.60     18.60     18.60     18.60     18.60
SO BUILDHGT  GRID134      18.60     18.60     18.60     18.60     18.60     18.60
SO BUILDWID  GRID134      95.16     90.34     82.77     72.68     60.38     46.26
SO BUILDWID  GRID134      31.46     47.00     61.12     73.38     83.41     90.90
SO BUILDWID  GRID134      95.63     97.46     96.33     92.66     96.09     97.10
SO BUILDWID  GRID134      95.16     90.34     82.77     72.68     60.38     46.25
SO BUILDWID  GRID134      31.46     47.00     61.12     73.38     83.41     90.90
SO BUILDWID  GRID134      95.63     97.46     96.33     92.66     96.09     97.10
SO BUILDLEN  GRID134      73.38     83.41     90.90     95.63     97.46     96.33
SO BUILDLEN  GRID134      92.66     96.09     97.10     95.16     90.34     82.77
SO BUILDLEN  GRID134      72.68     60.38     46.26     31.46     47.00     61.12
SO BUILDLEN  GRID134      73.38     83.41     90.90     95.63     97.46     96.33
SO BUILDLEN  GRID134      92.66     96.09     97.10     95.16     90.34     82.77
SO BUILDLEN  GRID134      72.68     60.38     46.25     31.46     47.00     61.12
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SO	XBADJ	GRID134	-33.22	-45.79	-56.97	-66.42	-73.85	-79.03
SO	XBADJ	GRID134	-81.82	-86.96	-89.97	-90.25	-87.79	-82.65
SO	XBADJ	GRID134	-75.01	-65.09	-53.18	-40.35	-41.55	-41.48
SO	XBADJ	GRID134	-40.16	-37.62	-33.93	-29.22	-23.61	-17.29
SO	XBADJ	GRID134	-10.84	-9.12	-7.13	-4.91	-2.55	-0.11
SO	XBADJ	GRID134	2.33	4.70	6.93	8.88	-5.46	-19.64
SO	YBADJ	GRID134	42.67	42.62	41.27	38.67	34.89	30.06
SO	YBADJ	GRID134	24.62	18.04	10.92	3.47	-4.08	-11.52
SO	YBADJ	GRID134	-18.60	-25.12	-30.87	-35.49	-38.92	-41.42
SO	YBADJ	GRID134	-42.67	-42.62	-41.27	-38.67	-34.89	-30.06
SO	YBADJ	GRID134	-24.62	-18.04	-10.92	-3.47	4.08	11.52
SO	YBADJ	GRID134	18.60	25.12	30.87	35.49	38.92	41.42
SO	BUILDHGT	GRID135	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID135	14.60	18.60	18.60	18.60	18.60	18.60
SO	BUILDHGT	GRID135	18.60	18.60	18.60	18.60	14.60	14.60
SO	BUILDHGT	GRID135	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID135	14.60	18.60	18.60	18.60	18.60	18.60
SO	BUILDHGT	GRID135	18.60	18.60	18.60	18.60	14.60	14.60
SO	BUILDWID	GRID135	93.65	96.66	98.33	97.00	92.73	85.64
SO	BUILDWID	GRID135	75.94	47.00	61.12	73.38	83.41	90.90
SO	BUILDWID	GRID135	95.63	97.46	96.33	92.66	97.60	97.10
SO	BUILDWID	GRID135	93.65	96.66	98.33	97.00	92.73	85.64
SO	BUILDWID	GRID135	75.94	47.00	61.12	73.38	83.41	90.90
SO	BUILDWID	GRID135	95.63	97.46	96.33	92.66	97.60	97.10
SO	BUILDLEN	GRID135	34.54	43.90	58.41	71.13	81.70	89.78
SO	BUILDLEN	GRID135	95.14	96.09	97.10	95.16	90.34	82.77
SO	BUILDLEN	GRID135	72.68	60.38	46.26	31.46	63.94	50.00
SO	BUILDLEN	GRID135	34.54	43.90	58.41	71.13	81.70	89.78
SO	BUILDLEN	GRID135	95.14	96.09	97.10	95.16	90.34	82.77
SO	BUILDLEN	GRID135	72.68	60.38	46.25	31.46	63.94	50.00
SO	XBADJ	GRID135	9.20	12.02	11.83	11.28	10.39	9.18
SO	XBADJ	GRID135	7.69	-106.66	-109.97	-109.95	-106.58	-99.97
SO	XBADJ	GRID135	-90.33	-77.94	-63.18	-47.19	-40.03	-42.53
SO	XBADJ	GRID135	-43.74	-55.93	-70.24	-82.41	-92.09	-98.96
SO	XBADJ	GRID135	-102.83	10.58	12.87	14.78	16.24	17.21
SO	XBADJ	GRID135	17.65	17.56	16.93	15.73	-23.91	-7.46
SO	YBADJ	GRID135	-48.86	-43.82	-37.14	-29.34	-20.64	-11.32
SO	YBADJ	GRID135	-1.65	21.52	10.92	0.00	-10.92	-21.52
SO	YBADJ	GRID135	-31.45	-40.44	-48.19	-54.28	54.77	52.62
SO	YBADJ	GRID135	48.86	43.82	37.14	29.34	20.64	11.32
SO	YBADJ	GRID135	1.65	-21.52	-10.92	0.00	10.92	21.52
SO	YBADJ	GRID135	31.45	40.44	48.19	54.28	-54.77	-52.62
SO	BUILDHGT	GRID136	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID136	14.60	18.60	18.60	18.60	18.60	18.60
SO	BUILDHGT	GRID136	18.60	18.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID136	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID136	14.60	18.60	18.60	18.60	18.60	18.60
SO	BUILDHGT	GRID136	18.60	18.60	14.60	14.60	14.60	14.60
SO	BUILDWID	GRID136	93.65	96.66	98.33	97.00	92.73	85.64
SO	BUILDWID	GRID136	75.94	47.00	61.12	73.38	83.41	90.90
SO	BUILDWID	GRID136	95.63	97.46	89.78	95.14	97.60	97.10
SO	BUILDWID	GRID136	93.65	96.66	98.33	97.00	92.73	85.64
SO	BUILDWID	GRID136	75.94	47.00	61.12	73.38	83.41	90.90
SO	BUILDWID	GRID136	95.63	97.46	89.78	95.14	97.60	97.10
SO	BUILDLEN	GRID136	34.54	43.90	58.41	71.13	81.70	89.78
SO	BUILDLEN	GRID136	95.14	96.09	97.10	95.16	90.34	82.77
SO	BUILDLEN	GRID136	72.68	60.38	85.64	75.94	63.94	50.00
SO	BUILDLEN	GRID136	34.54	43.90	58.41	71.13	81.70	89.78
SO	BUILDLEN	GRID136	95.14	96.09	97.10	95.16	90.34	82.77
SO	BUILDLEN	GRID136	72.68	60.38	85.64	75.94	63.94	50.00
SO	XBADJ	GRID136	5.73	5.18	1.83	-1.57	-4.93	-8.14
SO	XBADJ	GRID136	-11.10	-126.36	-129.97	-129.64	-125.37	-117.29
SO	XBADJ	GRID136	-105.65	-90.80	-41.50	-43.16	-43.51	-42.53
SO	XBADJ	GRID136	-40.27	-49.09	-60.24	-69.56	-76.76	-81.64
SO	XBADJ	GRID136	-84.03	30.27	32.87	34.48	35.04	34.53
SO	XBADJ	GRID136	32.97	30.41	-44.14	-32.78	-20.44	-7.46
SO	YBADJ	GRID136	-29.17	-25.02	-19.82	-14.02	-7.79	-1.32
SO	YBADJ	GRID136	5.19	24.99	10.92	-3.47	-17.76	-31.52
SO	YBADJ	GRID136	-44.31	-55.76	36.75	36.46	35.07	32.62
SO	YBADJ	GRID136	29.17	25.02	19.82	14.02	7.79	1.32
SO	YBADJ	GRID136	-5.19	-24.99	-10.92	3.47	17.76	31.52
SO	YBADJ	GRID136	44.31	55.76	-36.75	-36.46	-35.07	-32.62
SO	BUILDHGT	GRID137	14.60	14.60	14.60	14.60	14.60	14.60

SO BUILDHGT	GRID137	14.60	18.60	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID137	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID137	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID137	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID137	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDWID	GRID137	93.65	96.66	98.33	97.00	92.73	85.64
SO BUILDWID	GRID137	75.94	47.00	61.12	73.38	83.41	90.90
SO BUILDWID	GRID137	71.13	81.70	89.78	95.14	97.60	97.10
SO BUILDWID	GRID137	93.65	96.66	98.33	97.00	92.73	85.64
SO BUILDWID	GRID137	75.94	63.94	50.00	34.54	43.90	58.41
SO BUILDWID	GRID137	71.13	81.70	89.78	95.14	97.60	97.10
SO BUILDLEN	GRID137	34.54	43.90	58.41	71.13	81.70	89.78
SO BUILDLEN	GRID137	95.14	96.09	97.10	95.16	90.34	82.77
SO BUILDLEN	GRID137	97.00	92.73	85.64	75.94	63.94	50.00
SO BUILDLEN	GRID137	34.54	43.90	58.41	71.13	81.70	89.78
SO BUILDLEN	GRID137	95.14	97.60	97.10	93.65	96.66	98.33
SO BUILDLEN	GRID137	97.00	92.73	85.64	75.94	63.94	50.00
SO XBADJ	GRID137	2.26	-1.66	-8.17	-14.43	-20.25	-25.46
SO XBADJ	GRID137	-29.90	-146.05	-149.97	-149.34	-144.17	-134.61
SO XBADJ	GRID137	-49.80	-51.43	-51.50	-50.00	-46.98	-42.53
SO XBADJ	GRID137	-36.80	-42.25	-50.24	-56.70	-61.44	-64.32
SO XBADJ	GRID137	-65.24	-64.18	-61.17	-56.30	-54.56	-51.66
SO XBADJ	GRID137	-47.20	-41.29	-34.14	-25.94	-16.96	-7.46
SO YBADJ	GRID137	-9.47	-6.23	-2.50	1.30	5.07	8.68
SO YBADJ	GRID137	12.03	28.46	10.92	-6.95	-24.60	-41.52
SO YBADJ	GRID137	21.14	20.59	19.43	17.67	15.38	12.62
SO YBADJ	GRID137	9.47	6.23	2.50	-1.30	-5.07	-8.68
SO YBADJ	GRID137	-12.03	-15.01	-17.54	-19.53	-20.29	-21.03
SO YBADJ	GRID137	-21.14	-20.59	-19.43	-17.67	-15.38	-12.62
SO BUILDHGT	GRID138	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID138	14.60	18.60	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID138	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID138	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID138	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID138	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDWID	GRID138	93.65	96.66	98.33	97.00	92.73	85.64
SO BUILDWID	GRID138	75.94	47.00	61.12	73.38	83.41	90.90
SO BUILDWID	GRID138	71.13	81.70	89.78	95.14	97.60	97.10
SO BUILDWID	GRID138	93.65	96.66	98.33	97.00	92.73	85.64
SO BUILDWID	GRID138	75.94	63.94	50.00	34.54	43.90	58.41
SO BUILDWID	GRID138	71.13	81.70	89.78	95.14	97.60	97.10
SO BUILDLEN	GRID138	34.54	43.90	58.41	71.13	81.70	89.78
SO BUILDLEN	GRID138	95.14	96.09	97.10	95.16	90.34	82.77
SO BUILDLEN	GRID138	97.00	92.73	85.64	75.94	63.94	50.00
SO BUILDLEN	GRID138	34.54	43.90	58.41	71.13	81.70	89.78
SO BUILDLEN	GRID138	95.14	97.60	97.10	93.65	96.66	98.33
SO BUILDLEN	GRID138	97.00	92.73	85.64	75.94	63.94	50.00
SO XBADJ	GRID138	-1.21	-8.50	-18.17	-27.29	-35.58	-42.78
SO XBADJ	GRID138	-48.69	-165.75	-169.97	-169.04	-162.96	-151.93
SO XBADJ	GRID138	-65.13	-64.29	-61.50	-56.84	-50.45	-42.53
SO XBADJ	GRID138	-33.32	-35.41	-40.24	-43.85	-46.12	-47.00
SO XBADJ	GRID138	-46.45	-44.48	-41.17	-36.60	-35.77	-34.34
SO XBADJ	GRID138	-31.87	-28.44	-24.14	-19.10	-13.49	-7.46
SO YBADJ	GRID138	10.23	12.57	14.82	16.63	17.93	18.68
SO YBADJ	GRID138	18.87	31.94	10.92	-10.42	-31.44	-51.52
SO YBADJ	GRID138	8.28	5.27	2.11	-1.12	-4.32	-7.38
SO YBADJ	GRID138	-10.23	-12.57	-14.82	-16.63	-17.93	-18.68
SO YBADJ	GRID138	-18.87	-18.48	-17.53	-16.05	-13.45	-11.03
SO YBADJ	GRID138	-8.28	-5.27	-2.11	1.12	4.32	7.38
SO BUILDHGT	GRID139	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID139	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID139	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID139	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID139	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID139	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDWID	GRID139	93.65	96.66	98.33	97.00	92.73	85.64
SO BUILDWID	GRID139	75.94	63.94	50.00	34.54	43.90	58.41
SO BUILDWID	GRID139	71.13	81.70	89.78	95.14	97.60	97.10
SO BUILDWID	GRID139	93.65	96.66	98.33	97.00	92.73	85.64
SO BUILDWID	GRID139	75.94	63.94	50.00	34.54	43.90	58.41
SO BUILDWID	GRID139	71.13	81.70	89.78	95.14	97.60	97.10
SO BUILDLEN	GRID139	34.54	43.90	58.41	71.13	81.70	89.78
SO BUILDLEN	GRID139	95.14	97.60	97.10	93.65	96.66	98.33

SO BUILDLEN	GRID139	97.00	92.73	85.64	75.94	63.94	50.00
SO BUILDLEN	GRID139	34.54	43.90	58.41	71.13	81.70	89.78
SO BUILDLEN	GRID139	95.14	97.60	97.10	93.65	96.66	98.33
SO BUILDLEN	GRID139	97.00	92.73	85.64	75.94	63.94	50.00
SO XBADJ	GRID139	-4.69	-15.34	-28.17	-40.14	-50.90	-60.10
SO XBADJ	GRID139	-67.49	-72.82	-75.93	-76.75	-79.69	-81.30
SO XBADJ	GRID139	-80.45	-77.14	-71.50	-63.68	-53.93	-42.53
SO XBADJ	GRID139	-29.85	-28.57	-30.24	-30.99	-30.80	-29.68
SO XBADJ	GRID139	-27.65	-24.78	-21.17	-16.90	-16.97	-17.02
SO XBADJ	GRID139	-16.55	-15.58	-14.14	-12.26	-10.02	-7.46
SO YBADJ	GRID139	29.92	31.36	32.14	31.95	30.78	28.68
SO YBADJ	GRID139	25.71	21.96	17.53	12.58	6.61	1.03
SO YBADJ	GRID139	-4.58	-10.05	-15.21	-19.92	-24.02	-27.38
SO YBADJ	GRID139	-29.92	-31.36	-32.14	-31.95	-30.78	-28.68
SO YBADJ	GRID139	-25.71	-21.96	-17.53	-12.58	-6.61	-1.03
SO YBADJ	GRID139	4.58	10.05	15.21	19.92	24.02	27.38
SO BUILDHGT	GRID140	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID140	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID140	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID140	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID140	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID140	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDWID	GRID140	93.65	96.66	98.33	97.00	92.73	85.64
SO BUILDWID	GRID140	75.94	63.94	50.00	34.54	43.90	58.41
SO BUILDWID	GRID140	71.13	81.70	89.78	95.14	97.60	97.10
SO BUILDWID	GRID140	93.65	96.66	98.33	97.00	92.73	85.64
SO BUILDWID	GRID140	75.94	63.94	50.00	34.54	43.90	58.41
SO BUILDWID	GRID140	71.13	81.70	89.78	95.14	97.60	97.10
SO BUILDLEN	GRID140	34.54	43.90	58.41	71.13	81.70	89.78
SO BUILDLEN	GRID140	95.14	97.60	97.10	93.65	96.66	98.33
SO BUILDLEN	GRID140	97.00	92.73	85.64	75.94	63.94	50.00
SO BUILDLEN	GRID140	34.54	43.90	58.41	71.13	81.70	89.78
SO BUILDLEN	GRID140	95.14	97.60	97.10	93.65	96.66	98.33
SO BUILDLEN	GRID140	97.00	92.73	85.64	75.94	63.94	50.00
SO XBADJ	GRID140	-8.16	-22.18	-38.17	-53.00	-66.22	-77.42
SO XBADJ	GRID140	-86.28	-92.51	-95.93	-96.44	-98.49	-98.62
SO XBADJ	GRID140	-95.77	-90.00	-81.50	-70.52	-57.40	-42.53
SO XBADJ	GRID140	-26.38	-21.72	-20.24	-18.13	-15.48	-12.36
SO XBADJ	GRID140	-8.86	-5.09	-1.17	2.79	1.82	0.30
SO XBADJ	GRID140	-1.23	-2.73	-4.14	-5.42	-6.54	-7.47
SO YBADJ	GRID140	49.62	50.15	49.46	47.27	43.64	38.68
SO YBADJ	GRID140	32.55	25.43	17.53	9.11	-0.23	-8.97
SO YBADJ	GRID140	-17.43	-25.37	-32.53	-38.71	-43.71	-47.38
SO YBADJ	GRID140	-49.62	-50.15	-49.46	-47.27	-43.64	-38.68
SO YBADJ	GRID140	-32.55	-25.43	-17.53	-9.11	0.23	8.97
SO YBADJ	GRID140	17.43	25.37	32.53	38.71	43.71	47.38
SO BUILDHGT	GRID141	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID141	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID141	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID141	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID141	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID141	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDWID	GRID141	93.87	87.51	78.50	67.10	53.66	85.64
SO BUILDWID	GRID141	75.94	63.94	50.00	34.54	43.90	58.41
SO BUILDWID	GRID141	71.13	81.70	89.78	95.48	97.91	97.37
SO BUILDWID	GRID141	93.87	87.51	78.50	67.10	53.66	85.64
SO BUILDWID	GRID141	75.94	63.94	50.00	34.54	43.90	58.41
SO BUILDWID	GRID141	71.13	81.70	89.78	95.48	97.91	97.37
SO BUILDLEN	GRID141	79.01	87.90	94.11	97.46	97.86	89.78
SO BUILDLEN	GRID141	95.14	97.60	97.10	93.65	96.66	98.33
SO BUILDLEN	GRID141	97.00	92.73	85.64	39.39	54.39	67.73
SO BUILDLEN	GRID141	79.01	87.90	94.11	97.46	97.86	89.78
SO BUILDLEN	GRID141	95.14	97.60	97.10	93.65	96.66	98.33
SO BUILDLEN	GRID141	97.00	92.73	85.64	39.39	54.39	67.73
SO XBADJ	GRID141	-15.87	-13.47	-10.66	-7.53	-4.17	-94.74
SO XBADJ	GRID141	-105.07	-112.21	-115.93	-116.14	-117.28	-115.95
SO XBADJ	GRID141	-111.09	-102.86	-91.50	-19.44	-35.23	-49.95
SO XBADJ	GRID141	-63.15	-74.43	-83.45	-89.93	-93.68	4.96
SO XBADJ	GRID141	9.94	14.61	18.83	22.49	20.61	17.62
SO XBADJ	GRID141	14.09	10.13	5.86	-19.95	-19.16	-17.78
SO YBADJ	GRID141	-41.62	-36.78	-30.83	-23.94	-16.32	48.68
SO YBADJ	GRID141	39.39	28.90	17.53	5.64	-7.07	-18.97
SO YBADJ	GRID141	-30.29	-40.69	-49.85	48.15	47.39	45.19

SO	YBADJ	GRID141	41.62	36.78	30.83	23.94	16.32	-48.68
SO	YBADJ	GRID141	-39.39	-28.90	-17.53	-5.64	7.07	18.97
SO	YBADJ	GRID141	30.29	40.69	49.85	-48.15	-47.39	-45.19
SO	BUILDHGT	GRID142	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID142	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID142	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID142	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID142	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID142	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDWID	GRID142	93.87	87.51	78.50	67.10	53.66	38.60
SO	BUILDWID	GRID142	39.39	63.94	50.00	34.54	43.90	58.41
SO	BUILDWID	GRID142	97.46	97.86	95.27	95.48	97.91	97.37
SO	BUILDWID	GRID142	93.87	87.51	78.50	67.10	53.66	38.60
SO	BUILDWID	GRID142	39.39	54.39	67.73	79.01	87.90	94.11
SO	BUILDWID	GRID142	97.46	97.86	95.27	95.48	97.91	97.37
SO	BUILDLEN	GRID142	79.01	87.90	94.11	97.46	97.86	95.27
SO	BUILDLEN	GRID142	95.48	97.60	97.10	93.65	96.66	98.33
SO	BUILDLEN	GRID142	67.10	53.66	38.60	39.39	54.39	67.73
SO	BUILDLEN	GRID142	79.01	87.90	94.11	97.46	97.86	95.27
SO	BUILDLEN	GRID142	95.48	97.91	97.37	93.87	87.51	78.50
SO	BUILDLEN	GRID142	67.10	53.66	38.60	39.39	54.39	67.73
SO	XBADJ	GRID142	-19.34	-20.31	-20.66	-20.39	-19.49	-18.01
SO	XBADJ	GRID142	-18.39	-131.90	-135.93	-135.83	-136.07	-133.27
SO	XBADJ	GRID142	-24.93	-23.36	-21.09	-26.28	-38.70	-49.95
SO	XBADJ	GRID142	-59.67	-67.59	-73.45	-77.08	-78.36	-77.27
SO	XBADJ	GRID142	-77.09	-76.65	-73.88	-68.86	-61.75	-52.76
SO	XBADJ	GRID142	-42.17	-30.30	-17.51	-13.11	-15.69	-17.79
SO	YBADJ	GRID142	-21.92	-17.99	-13.51	-8.62	-3.47	1.79
SO	YBADJ	GRID142	6.58	32.37	17.53	2.16	-13.91	-28.97
SO	YBADJ	GRID142	28.34	29.43	29.63	29.35	27.69	25.19
SO	YBADJ	GRID142	21.92	17.99	13.51	8.62	3.47	-1.79
SO	YBADJ	GRID142	-6.58	-11.51	-16.08	-20.16	-23.64	-26.39
SO	YBADJ	GRID142	-28.34	-29.43	-29.63	-29.35	-27.69	-25.19
SO	BUILDHGT	GRID143	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID143	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID143	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID143	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID143	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID143	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDWID	GRID143	93.87	87.51	78.50	67.10	53.66	38.60
SO	BUILDWID	GRID143	39.39	63.94	50.00	34.54	43.90	94.11
SO	BUILDWID	GRID143	97.46	97.86	95.27	95.48	97.91	97.37
SO	BUILDWID	GRID143	93.87	87.51	78.50	67.10	53.66	38.60
SO	BUILDWID	GRID143	39.39	54.39	67.73	79.01	87.90	94.11
SO	BUILDWID	GRID143	97.46	97.86	95.27	95.48	97.91	97.37
SO	BUILDLEN	GRID143	79.01	87.90	94.11	97.46	97.86	95.27
SO	BUILDLEN	GRID143	95.48	97.60	97.10	93.65	96.66	78.50
SO	BUILDLEN	GRID143	67.10	53.66	38.60	39.39	54.39	67.73
SO	BUILDLEN	GRID143	79.01	87.90	94.11	97.46	97.86	95.27
SO	BUILDLEN	GRID143	95.48	97.91	97.37	93.87	87.51	78.50
SO	BUILDLEN	GRID143	67.10	53.66	38.60	39.39	54.39	67.73
SO	XBADJ	GRID143	-22.82	-27.15	-30.66	-33.24	-34.82	-35.33
SO	XBADJ	GRID143	-37.18	-151.60	-155.93	-155.53	-154.87	-43.06
SO	XBADJ	GRID143	-40.25	-36.22	-31.09	-33.12	-42.17	-49.95
SO	XBADJ	GRID143	-56.20	-60.75	-63.45	-64.22	-63.04	-59.95
SO	XBADJ	GRID143	-58.30	-56.95	-53.88	-49.16	-42.95	-35.44
SO	XBADJ	GRID143	-26.85	-17.44	-7.51	-6.27	-12.21	-17.79
SO	YBADJ	GRID143	-2.23	0.80	3.81	6.70	9.39	11.79
SO	YBADJ	GRID143	13.42	35.85	17.53	-1.31	-20.75	16.39
SO	YBADJ	GRID143	15.49	14.11	12.31	10.56	8.00	5.19
SO	YBADJ	GRID143	2.23	-0.80	-3.81	-6.70	-9.39	-11.79
SO	YBADJ	GRID143	-13.42	-14.98	-16.08	-16.69	-16.80	-16.39
SO	YBADJ	GRID143	-15.49	-14.11	-12.31	-10.56	-8.00	-5.19
SO	BUILDHGT	GRID144	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID144	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID144	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID144	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID144	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID144	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDWID	GRID144	93.87	87.51	78.50	67.10	53.66	38.60
SO	BUILDWID	GRID144	39.39	54.39	67.73	79.01	87.90	94.11
SO	BUILDWID	GRID144	97.46	97.86	95.27	95.48	97.91	97.37
SO	BUILDWID	GRID144	93.87	87.51	78.50	67.10	53.66	38.60

SO BUILDWID	GRID144	39.39	54.39	67.73	79.01	87.90	94.11
SO BUILDWID	GRID144	97.46	97.86	95.27	95.48	97.91	97.37
SO BUILDLEN	GRID144	79.01	87.90	94.11	97.46	97.86	95.27
SO BUILDLEN	GRID144	95.48	97.91	97.37	93.87	87.51	78.50
SO BUILDLEN	GRID144	67.10	53.66	38.60	39.39	54.39	67.73
SO BUILDLEN	GRID144	79.01	87.90	94.11	97.46	97.86	95.27
SO BUILDLEN	GRID144	95.48	97.91	97.37	93.87	87.51	78.50
SO BUILDLEN	GRID144	67.10	53.66	38.60	39.39	54.39	67.73
SO XBADJ	GRID144	-26.29	-33.99	-40.66	-46.10	-50.14	-52.65
SO XBADJ	GRID144	-55.98	-60.66	-63.49	-64.40	-63.35	-60.38
SO XBADJ	GRID144	-55.57	-49.08	-41.09	-39.96	-45.65	-49.95
SO XBADJ	GRID144	-52.73	-53.91	-53.45	-51.36	-47.72	-42.63
SO XBADJ	GRID144	-39.51	-37.26	-33.88	-29.47	-24.16	-18.12
SO XBADJ	GRID144	-11.53	-4.59	2.49	0.57	-8.74	-17.79
SO YBADJ	GRID144	17.47	19.60	21.13	22.02	22.24	21.79
SO YBADJ	GRID144	20.26	18.45	16.08	13.22	9.96	6.39
SO YBADJ	GRID144	2.63	-1.21	-5.01	-8.24	-11.70	-14.81
SO YBADJ	GRID144	-17.47	-19.60	-21.13	-22.02	-22.24	-21.79
SO YBADJ	GRID144	-20.26	-18.45	-16.08	-13.22	-9.96	-6.39
SO YBADJ	GRID144	-2.63	1.21	5.01	8.24	11.70	14.81
SO BUILDHGT	GRID145	14.60	14.60	14.60	14.60	0.00	0.00
SO BUILDHGT	GRID145	0.00	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID145	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID145	14.60	14.60	14.60	14.60	0.00	0.00
SO BUILDHGT	GRID145	0.00	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID145	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDWID	GRID145	93.87	87.51	78.50	67.10	0.00	0.00
SO BUILDWID	GRID145	0.00	54.39	67.73	79.01	87.90	94.11
SO BUILDWID	GRID145	97.46	97.86	95.27	95.48	97.91	97.37
SO BUILDWID	GRID145	93.87	87.51	78.50	67.10	0.00	0.00
SO BUILDWID	GRID145	0.00	54.39	67.73	79.01	87.90	94.11
SO BUILDWID	GRID145	97.46	97.86	95.27	95.48	97.91	97.37
SO BUILDLEN	GRID145	79.01	87.90	94.11	97.46	0.00	0.00
SO BUILDLEN	GRID145	0.00	97.91	97.37	93.87	87.51	78.50
SO BUILDLEN	GRID145	67.10	53.66	38.60	39.39	54.39	67.73
SO BUILDLEN	GRID145	79.01	87.90	94.11	97.46	0.00	0.00
SO BUILDLEN	GRID145	0.00	97.91	97.37	93.87	87.51	78.50
SO BUILDLEN	GRID145	67.10	53.66	38.60	39.39	54.39	67.73
SO XBADJ	GRID145	-29.76	-40.83	-50.66	-58.96	0.00	0.00
SO XBADJ	GRID145	0.00	-80.35	-83.49	-84.10	-82.15	-77.70
SO XBADJ	GRID145	-70.89	-61.93	-51.09	-46.80	-49.12	-49.94
SO XBADJ	GRID145	-49.25	-47.06	-43.45	-38.51	0.00	0.00
SO XBADJ	GRID145	0.00	-17.56	-13.88	-9.77	-5.37	-0.80
SO XBADJ	GRID145	3.79	8.27	12.49	7.41	-5.27	-17.79
SO YBADJ	GRID145	37.16	38.39	38.45	37.34	0.00	0.00
SO YBADJ	GRID145	0.00	21.93	16.08	9.75	3.12	-3.61
SO YBADJ	GRID145	-10.22	-16.53	-22.33	-27.03	-31.40	-34.81
SO YBADJ	GRID145	-37.16	-38.39	-38.45	-37.34	0.00	0.00
SO YBADJ	GRID145	0.00	-21.93	-16.08	-9.75	-3.12	3.61
SO YBADJ	GRID145	10.22	16.53	22.33	27.03	31.40	34.81
SO BUILDHGT	GRID146	11.00	11.00	11.00	11.00	11.00	11.00
SO BUILDHGT	GRID146	0.00	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID146	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID146	11.00	11.00	11.00	11.00	11.00	11.00
SO BUILDHGT	GRID146	0.00	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID146	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDWID	GRID146	44.40	44.04	42.35	39.37	35.20	29.95
SO BUILDWID	GRID146	0.00	54.39	67.73	79.01	87.90	94.11
SO BUILDWID	GRID146	97.46	97.86	95.27	95.48	97.91	97.37
SO BUILDWID	GRID146	44.40	44.04	42.35	39.37	35.20	29.95
SO BUILDWID	GRID146	0.00	54.39	67.73	79.01	87.90	94.11
SO BUILDWID	GRID146	97.46	97.86	95.27	95.48	97.91	97.37
SO BUILDLEN	GRID146	36.83	40.78	43.50	44.90	44.93	43.63
SO BUILDLEN	GRID146	0.00	97.91	97.37	93.87	87.51	78.50
SO BUILDLEN	GRID146	67.10	53.66	38.60	39.39	54.39	67.73
SO BUILDLEN	GRID146	36.83	40.78	43.50	44.90	44.93	43.63
SO BUILDLEN	GRID146	0.00	97.91	97.37	93.87	87.51	78.50
SO BUILDLEN	GRID146	67.10	53.66	38.60	39.39	54.39	67.73
SO XBADJ	GRID146	-48.74	-52.81	-55.28	-56.06	-55.15	-52.59
SO XBADJ	GRID146	0.00	-100.05	-103.49	-103.79	-100.94	-95.02
SO XBADJ	GRID146	-86.21	-74.79	-61.09	-53.64	-52.59	-49.94
SO XBADJ	GRID146	11.91	12.03	11.78	11.17	10.22	8.96
SO XBADJ	GRID146	0.00	2.14	6.12	9.93	13.43	16.52

SO	XBADJ	GRID146	19.11	21.12	22.49	14.25	-1.80	-17.79
SO	YBADJ	GRID146	15.38	8.55	1.46	-5.67	-12.63	-19.20
SO	YBADJ	GRID146	0.00	25.40	16.08	6.27	-3.72	-13.61
SO	YBADJ	GRID146	-23.08	-31.85	-39.65	-45.82	-51.09	-54.81
SO	YBADJ	GRID146	-15.38	-8.55	-1.46	5.67	12.63	19.20
SO	YBADJ	GRID146	0.00	-25.40	-16.08	-6.27	3.72	13.61
SO	YBADJ	GRID146	23.08	31.85	39.65	45.82	51.09	54.81
SO	BUILDHGT	GRID147	0.00	11.00	11.00	11.00	11.00	11.00
SO	BUILDHGT	GRID147	11.00	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID147	14.60	14.60	0.00	0.00	0.00	0.00
SO	BUILDHGT	GRID147	0.00	11.00	11.00	0.00	0.00	0.00
SO	BUILDHGT	GRID147	0.00	14.60	14.60	0.00	0.00	0.00
SO	BUILDHGT	GRID147	0.00	0.00	0.00	0.00	0.00	0.00
SO	BUILDWID	GRID147	0.00	44.04	42.35	39.37	35.20	29.95
SO	BUILDWID	GRID147	27.63	54.39	67.73	79.01	87.90	94.11
SO	BUILDWID	GRID147	97.46	97.86	0.00	0.00	0.00	0.00
SO	BUILDWID	GRID147	0.00	44.04	42.35	0.00	0.00	0.00
SO	BUILDWID	GRID147	0.00	54.39	67.73	0.00	0.00	0.00
SO	BUILDWID	GRID147	0.00	0.00	0.00	0.00	0.00	0.00
SO	BUILDLEN	GRID147	0.00	40.78	43.50	44.90	44.93	43.63
SO	BUILDLEN	GRID147	43.63	97.91	97.37	93.87	87.51	78.50
SO	BUILDLEN	GRID147	67.10	53.66	0.00	0.00	0.00	0.00
SO	BUILDLEN	GRID147	0.00	40.78	43.50	0.00	0.00	0.00
SO	BUILDLEN	GRID147	0.00	97.91	97.37	0.00	0.00	0.00
SO	BUILDLEN	GRID147	0.00	0.00	0.00	0.00	0.00	0.00
SO	XBADJ	GRID147	0.00	-59.65	-65.28	-68.92	-70.47	-69.91
SO	XBADJ	GRID147	-69.85	-119.75	-123.49	-123.49	-119.74	-112.34
SO	XBADJ	GRID147	-101.53	-87.64	0.00	0.00	0.00	0.00
SO	XBADJ	GRID147	0.00	18.87	21.78	0.00	0.00	0.00
SO	XBADJ	GRID147	0.00	21.83	26.12	0.00	0.00	0.00
SO	XBADJ	GRID147	0.00	0.00	0.00	0.00	0.00	0.00
SO	YBADJ	GRID147	0.00	27.34	18.78	9.65	0.23	-9.20
SO	YBADJ	GRID147	-16.44	28.87	16.08	2.80	-10.57	-23.61
SO	YBADJ	GRID147	-35.94	-47.17	0.00	0.00	0.00	0.00
SO	YBADJ	GRID147	0.00	-27.34	-18.78	0.00	0.00	0.00
SO	YBADJ	GRID147	0.00	-28.87	-16.08	0.00	0.00	0.00
SO	YBADJ	GRID147	0.00	0.00	0.00	0.00	0.00	0.00
SO	BUILDHGT	GRID148	0.00	0.00	0.00	11.00	11.00	11.00
SO	BUILDHGT	GRID148	11.00	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID148	14.60	0.00	0.00	0.00	0.00	0.00
SO	BUILDHGT	GRID148	0.00	0.00	0.00	0.00	0.00	0.00
SO	BUILDHGT	GRID148	0.00	0.00	0.00	0.00	0.00	0.00
SO	BUILDHGT	GRID148	0.00	0.00	0.00	0.00	0.00	0.00
SO	BUILDWID	GRID148	0.00	0.00	0.00	39.37	35.20	29.95
SO	BUILDWID	GRID148	27.63	54.39	67.73	79.01	87.90	94.11
SO	BUILDWID	GRID148	97.46	0.00	0.00	0.00	0.00	0.00
SO	BUILDWID	GRID148	0.00	0.00	0.00	0.00	0.00	0.00
SO	BUILDWID	GRID148	0.00	0.00	0.00	0.00	0.00	0.00
SO	BUILDWID	GRID148	0.00	0.00	0.00	0.00	0.00	0.00
SO	BUILDLEN	GRID148	0.00	0.00	0.00	44.90	44.93	43.63
SO	BUILDLEN	GRID148	43.63	97.91	97.37	93.87	87.51	78.50
SO	BUILDLEN	GRID148	67.10	0.00	0.00	0.00	0.00	0.00
SO	BUILDLEN	GRID148	0.00	0.00	0.00	0.00	0.00	0.00
SO	BUILDLEN	GRID148	0.00	0.00	0.00	0.00	0.00	0.00
SO	BUILDLEN	GRID148	0.00	0.00	0.00	0.00	0.00	0.00
SO	XBADJ	GRID148	0.00	0.00	0.00	-81.78	-85.79	-87.23
SO	XBADJ	GRID148	-88.65	-139.44	-143.49	-143.19	-138.53	-129.66
SO	XBADJ	GRID148	-116.86	0.00	0.00	0.00	0.00	0.00
SO	XBADJ	GRID148	0.00	0.00	0.00	0.00	0.00	0.00
SO	XBADJ	GRID148	0.00	0.00	0.00	0.00	0.00	0.00
SO	XBADJ	GRID148	0.00	0.00	0.00	0.00	0.00	0.00
SO	YBADJ	GRID148	0.00	0.00	0.00	24.97	13.09	0.80
SO	YBADJ	GRID148	-9.60	32.34	16.08	-0.67	-17.41	-33.61
SO	YBADJ	GRID148	-48.79	0.00	0.00	0.00	0.00	0.00
SO	YBADJ	GRID148	0.00	0.00	0.00	0.00	0.00	0.00
SO	YBADJ	GRID148	0.00	0.00	0.00	0.00	0.00	0.00
SO	YBADJ	GRID148	0.00	0.00	0.00	0.00	0.00	0.00
SO	BUILDHGT	GRID149	0.00	0.00	0.00	0.00	0.00	0.00
SO	BUILDHGT	GRID149	0.00	0.00	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID149	0.00	0.00	0.00	0.00	0.00	0.00
SO	BUILDHGT	GRID149	0.00	0.00	0.00	0.00	0.00	0.00
SO	BUILDHGT	GRID149	0.00	0.00	0.00	0.00	0.00	0.00
SO	BUILDHGT	GRID149	0.00	0.00	0.00	0.00	0.00	0.00

SO BUILDWID	GRID149	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID149	0.00	0.00	67.73	79.01	87.90	94.11
SO BUILDWID	GRID149	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID149	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID149	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID149	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID149	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID149	0.00	0.00	97.37	93.87	87.51	78.50
SO BUILDLEN	GRID149	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID149	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID149	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID149	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID149	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID149	0.00	0.00	-163.49	-162.88	-157.32	-146.98
SO XBADJ	GRID149	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID149	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID149	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID149	0.00	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID149	0.00	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID149	0.00	0.00	16.08	-4.15	-24.25	-43.61
SO YBADJ	GRID149	0.00	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID149	0.00	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID149	0.00	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID149	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID150	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID150	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID150	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID150	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID150	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID150	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID150	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID150	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID150	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID150	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID150	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID150	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID150	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID150	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID150	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID150	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID150	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID150	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID150	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID150	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID150	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID150	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID150	0.00	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID150	0.00	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID150	0.00	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID150	0.00	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID150	0.00	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID150	0.00	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID150	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID151	0.00	0.00	0.00	0.00	13.10	13.10
SO BUILDHGT	GRID151	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID151	13.10	13.10	13.10	13.10	13.10	0.00
SO BUILDHGT	GRID151	0.00	0.00	0.00	0.00	13.10	13.10
SO BUILDHGT	GRID151	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID151	13.10	13.10	13.10	13.10	13.10	0.00
SO BUILDWID	GRID151	0.00	0.00	0.00	0.00	141.91	146.18
SO BUILDWID	GRID151	146.01	141.40	132.50	134.80	142.96	146.77
SO BUILDWID	GRID151	146.12	141.04	131.67	118.29	101.33	0.00
SO BUILDWID	GRID151	0.00	0.00	0.00	0.00	141.91	146.18
SO BUILDWID	GRID151	146.01	141.40	132.50	134.80	142.96	146.77
SO BUILDWID	GRID151	146.12	141.04	131.67	118.29	101.33	0.00
SO BUILDLEN	GRID151	0.00	0.00	0.00	0.00	141.04	131.67
SO BUILDLEN	GRID151	118.29	101.33	85.73	84.92	104.40	120.70
SO BUILDLEN	GRID151	133.33	141.91	146.18	146.01	141.40	0.00
SO BUILDLEN	GRID151	0.00	0.00	0.00	0.00	141.04	131.67
SO BUILDLEN	GRID151	118.29	101.33	85.73	84.92	104.40	120.70
SO BUILDLEN	GRID151	133.33	141.91	146.18	146.01	141.40	0.00
SO XBADJ	GRID151	0.00	0.00	0.00	0.00	-58.99	-41.86

SO	XBADJ	GRID151	-23.45	-4.33	14.93	20.73	16.60	11.96
SO	XBADJ	GRID151	6.95	1.74	-3.53	-8.69	-13.58	0.00
SO	XBADJ	GRID151	0.00	0.00	0.00	0.00	-82.04	-89.81
SO	XBADJ	GRID151	-94.84	-97.00	-100.66	-105.65	-120.99	-132.65
SO	XBADJ	GRID151	-140.28	-143.65	-142.66	-137.33	-127.82	0.00
SO	YBADJ	GRID151	0.00	0.00	0.00	0.00	-72.70	-69.56
SO	YBADJ	GRID151	-64.32	-57.12	-48.18	-37.91	-26.37	-14.04
SO	YBADJ	GRID151	-1.28	11.53	23.98	35.70	46.34	0.00
SO	YBADJ	GRID151	0.00	0.00	0.00	0.00	72.70	69.56
SO	YBADJ	GRID151	64.32	57.12	48.18	37.91	26.37	14.04
SO	YBADJ	GRID151	1.28	-11.53	-23.98	-35.70	-46.34	0.00
SO	BUILDHGT	GRID152	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID152	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID152	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID152	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID152	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID152	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDWID	GRID152	84.92	104.40	120.70	133.33	141.91	146.18
SO	BUILDWID	GRID152	146.01	141.40	132.50	134.80	142.96	146.77
SO	BUILDWID	GRID152	146.12	141.04	131.67	118.29	101.33	85.73
SO	BUILDWID	GRID152	84.92	104.40	120.70	133.33	141.91	146.18
SO	BUILDWID	GRID152	146.01	141.40	132.50	134.80	142.96	146.77
SO	BUILDWID	GRID152	146.12	141.04	131.67	118.29	101.33	85.73
SO	BUILDLEN	GRID152	134.80	142.96	146.77	146.12	141.04	131.67
SO	BUILDLEN	GRID152	118.29	101.33	85.73	84.92	104.40	120.70
SO	BUILDLEN	GRID152	133.33	141.91	146.18	146.01	141.40	132.50
SO	BUILDLEN	GRID152	134.80	142.96	146.77	146.12	141.04	131.67
SO	BUILDLEN	GRID152	118.29	101.33	85.73	84.92	104.40	120.70
SO	BUILDLEN	GRID152	133.33	141.91	146.18	146.01	141.40	132.50
SO	XBADJ	GRID152	-108.78	-104.69	-97.42	-87.19	-74.31	-59.18
SO	XBADJ	GRID152	-42.24	-24.02	-5.07	1.03	-2.20	-5.36
SO	XBADJ	GRID152	-8.37	-11.12	-13.53	-15.53	-17.06	-18.07
SO	XBADJ	GRID152	-26.02	-38.27	-49.35	-58.93	-66.72	-72.49
SO	XBADJ	GRID152	-76.05	-77.30	-80.66	-85.96	-102.20	-115.33
SO	XBADJ	GRID152	-124.96	-130.80	-132.66	-130.49	-124.35	-114.43
SO	YBADJ	GRID152	-43.50	-50.00	-54.98	-58.30	-59.84	-59.56
SO	YBADJ	GRID152	-57.48	-53.65	-48.18	-41.38	-33.21	-24.04
SO	YBADJ	GRID152	-14.13	-3.80	6.66	16.90	26.64	37.79
SO	YBADJ	GRID152	43.50	50.00	54.98	58.30	59.84	59.56
SO	YBADJ	GRID152	57.48	53.65	48.18	41.38	33.21	24.04
SO	YBADJ	GRID152	14.13	3.80	-6.66	-16.90	-26.64	-37.79
SO	BUILDHGT	GRID153	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID153	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID153	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID153	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID153	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID153	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDWID	GRID153	84.92	104.40	120.70	133.33	141.91	146.18
SO	BUILDWID	GRID153	146.01	141.40	132.50	134.80	142.96	146.77
SO	BUILDWID	GRID153	146.12	141.04	131.67	118.29	101.33	85.73
SO	BUILDWID	GRID153	84.92	104.40	120.70	133.33	141.91	146.18
SO	BUILDWID	GRID153	146.01	141.40	132.50	134.80	142.96	146.77
SO	BUILDWID	GRID153	146.12	141.04	131.67	118.29	101.33	85.73
SO	BUILDLEN	GRID153	134.80	142.96	146.77	146.12	141.04	131.67
SO	BUILDLEN	GRID153	118.29	101.33	85.73	84.92	104.40	120.70
SO	BUILDLEN	GRID153	133.33	141.91	146.18	146.01	141.40	132.50
SO	BUILDLEN	GRID153	134.80	142.96	146.77	146.12	141.04	131.67
SO	BUILDLEN	GRID153	118.29	101.33	85.73	84.92	104.40	120.70
SO	BUILDLEN	GRID153	133.33	141.91	146.18	146.01	141.40	132.50
SO	XBADJ	GRID153	-112.25	-111.53	-107.42	-100.05	-89.64	-76.50
SO	XBADJ	GRID153	-61.04	-43.72	-25.07	-18.66	-20.99	-22.68
SO	XBADJ	GRID153	-23.69	-23.97	-23.53	-22.37	-20.53	-18.06
SO	XBADJ	GRID153	-22.55	-31.43	-39.35	-46.08	-51.40	-55.17
SO	XBADJ	GRID153	-57.26	-57.61	-60.66	-66.26	-83.40	-98.01
SO	XBADJ	GRID153	-109.64	-117.94	-122.66	-123.64	-120.88	-114.43
SO	YBADJ	GRID153	-23.80	-31.21	-37.66	-42.98	-46.98	-49.56
SO	YBADJ	GRID153	-50.64	-50.17	-48.18	-44.85	-40.05	-34.04
SO	YBADJ	GRID153	-26.99	-19.12	-10.66	-1.89	6.94	17.79
SO	YBADJ	GRID153	23.80	31.21	37.66	42.98	46.98	49.56
SO	YBADJ	GRID153	50.64	50.17	48.18	44.85	40.05	34.04
SO	YBADJ	GRID153	26.99	19.12	10.66	1.89	-6.94	-17.79
SO	BUILDHGT	GRID154	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID154	13.10	13.10	13.10	13.10	13.10	13.10

SO BUILDHGT	GRID154	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID154	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID154	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID154	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDWID	GRID154	84.92	104.40	120.70	133.33	141.91	146.18
SO BUILDWID	GRID154	146.01	141.40	132.50	134.80	142.96	146.77
SO BUILDWID	GRID154	146.12	141.04	131.67	118.29	101.33	85.73
SO BUILDWID	GRID154	84.92	104.40	120.70	133.33	141.91	146.18
SO BUILDWID	GRID154	146.01	141.40	132.50	134.80	142.96	146.77
SO BUILDWID	GRID154	146.12	141.04	131.67	118.29	101.33	85.73
SO BUILDLEN	GRID154	134.80	142.96	146.77	146.12	141.04	131.67
SO BUILDLEN	GRID154	118.29	101.33	85.73	84.92	104.40	120.70
SO BUILDLEN	GRID154	133.33	141.91	146.18	146.01	141.40	132.50
SO BUILDLEN	GRID154	134.80	142.96	146.77	146.12	141.04	131.67
SO BUILDLEN	GRID154	118.29	101.33	85.73	84.92	104.40	120.70
SO BUILDLEN	GRID154	133.33	141.91	146.18	146.01	141.40	132.50
SO XBADJ	GRID154	-115.73	-118.37	-117.42	-112.90	-104.96	-93.82
SO XBADJ	GRID154	-79.83	-63.42	-45.07	-38.36	-39.79	-40.01
SO XBADJ	GRID154	-39.01	-36.83	-33.53	-29.21	-24.00	-18.06
SO XBADJ	GRID154	-19.07	-24.58	-29.35	-33.22	-36.08	-37.85
SO XBADJ	GRID154	-38.46	-37.91	-40.66	-46.57	-64.61	-80.69
SO XBADJ	GRID154	-94.32	-105.09	-112.66	-116.80	-117.40	-114.43
SO YBADJ	GRID154	-4.10	-12.41	-20.34	-27.66	-34.13	-39.56
SO YBADJ	GRID154	-43.80	-46.70	-48.18	-48.33	-46.89	-44.04
SO YBADJ	GRID154	-39.84	-34.44	-27.99	-20.68	-12.75	-2.21
SO YBADJ	GRID154	4.10	12.41	20.34	27.66	34.13	39.56
SO YBADJ	GRID154	43.80	46.70	48.19	48.33	46.89	44.04
SO YBADJ	GRID154	39.84	34.44	27.99	20.68	12.75	2.21
SO BUILDHGT	GRID155	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID155	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID155	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID155	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID155	13.10	13.10	18.60	18.60	18.60	13.10
SO BUILDHGT	GRID155	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDWID	GRID155	84.92	104.40	120.70	133.33	141.91	146.18
SO BUILDWID	GRID155	146.01	141.40	132.50	134.80	142.96	146.77
SO BUILDWID	GRID155	146.12	141.04	131.67	118.29	101.33	85.73
SO BUILDWID	GRID155	84.92	104.40	120.70	133.33	141.91	146.18
SO BUILDWID	GRID155	146.01	141.40	61.12	73.38	83.41	146.77
SO BUILDWID	GRID155	146.12	141.04	131.67	118.29	101.33	85.73
SO BUILDLEN	GRID155	134.80	142.96	146.77	146.12	141.04	131.67
SO BUILDLEN	GRID155	118.29	101.33	85.73	84.92	104.40	120.70
SO BUILDLEN	GRID155	133.33	141.91	146.18	146.01	141.40	132.50
SO BUILDLEN	GRID155	134.80	142.96	146.77	146.12	141.04	131.67
SO BUILDLEN	GRID155	118.29	101.33	97.10	95.16	90.34	120.70
SO BUILDLEN	GRID155	133.33	141.91	146.18	146.01	141.40	132.50
SO XBADJ	GRID155	-119.20	-125.21	-127.42	-125.76	-120.28	-111.14
SO XBADJ	GRID155	-98.62	-83.11	-65.07	-58.05	-58.58	-57.33
SO XBADJ	GRID155	-54.33	-49.68	-43.53	-36.05	-27.47	-18.06
SO XBADJ	GRID155	-15.60	-17.74	-19.35	-20.36	-20.76	-20.53
SO XBADJ	GRID155	-19.67	-18.21	-187.13	-185.65	-178.54	-63.37
SO XBADJ	GRID155	-79.00	-92.23	-102.66	-109.96	-113.93	-114.43
SO YBADJ	GRID155	15.59	6.38	-3.02	-12.34	-21.27	-29.56
SO YBADJ	GRID155	-36.96	-43.23	-48.19	-51.80	-53.73	-54.04
SO YBADJ	GRID155	-52.70	-49.76	-45.31	-39.48	-32.45	-22.21
SO YBADJ	GRID155	-15.59	-6.38	3.02	12.34	21.27	29.56
SO YBADJ	GRID155	36.96	43.23	9.07	-15.03	-38.69	54.04
SO YBADJ	GRID155	52.70	49.76	45.31	39.48	32.45	22.21
SO BUILDHGT	GRID156	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID156	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID156	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID156	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID156	13.10	18.60	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID156	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDWID	GRID156	84.92	104.40	120.70	133.33	141.91	146.18
SO BUILDWID	GRID156	146.01	141.40	132.50	134.80	142.96	146.77
SO BUILDWID	GRID156	146.12	141.04	131.67	118.29	101.33	85.73
SO BUILDWID	GRID156	84.92	104.40	120.70	133.33	141.91	146.18
SO BUILDWID	GRID156	146.01	47.00	61.12	73.38	83.41	90.90
SO BUILDWID	GRID156	146.12	141.04	131.67	118.29	101.33	85.73
SO BUILDLEN	GRID156	134.80	142.96	146.77	146.12	141.04	131.67
SO BUILDLEN	GRID156	118.29	101.33	85.73	84.92	104.40	120.70
SO BUILDLEN	GRID156	133.33	141.91	146.18	146.01	141.40	132.50

SO	BUILDLEN	GRID156	134.80	142.96	146.77	146.12	141.04	131.67
SO	BUILDLEN	GRID156	118.29	96.09	97.10	95.16	90.34	82.77
SO	BUILDLEN	GRID156	133.33	141.91	146.18	146.01	141.40	132.50
SO	XBADJ	GRID156	-122.67	-132.05	-137.42	-138.62	-135.60	-128.46
SO	XBADJ	GRID156	-117.42	-102.81	-85.07	-77.75	-77.37	-74.65
SO	XBADJ	GRID156	-69.65	-62.54	-53.53	-42.89	-30.95	-18.06
SO	XBADJ	GRID156	-12.13	-10.90	-9.35	-7.51	-5.44	-3.21
SO	XBADJ	GRID156	-0.88	-163.22	-167.13	-165.96	-159.74	-148.68
SO	XBADJ	GRID156	-63.68	-79.37	-92.66	-103.12	-110.46	-114.44
SO	YBADJ	GRID156	35.29	25.18	14.30	2.99	-8.42	-19.56
SO	YBADJ	GRID156	-30.12	-39.76	-48.19	-55.27	-60.58	-64.04
SO	YBADJ	GRID156	-65.55	-65.08	-62.63	-58.27	-52.14	-42.21
SO	YBADJ	GRID156	-35.29	-25.18	-14.30	-2.99	8.42	19.56
SO	YBADJ	GRID156	30.12	29.44	9.07	-11.56	-31.85	-51.16
SO	YBADJ	GRID156	65.55	65.08	62.63	58.27	52.14	42.21
SO	BUILDHGT	GRID157	0.00	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID157	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID157	13.10	0.00	0.00	0.00	0.00	0.00
SO	BUILDHGT	GRID157	0.00	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID157	13.10	18.60	18.60	18.60	18.60	18.60
SO	BUILDHGT	GRID157	18.60	0.00	0.00	0.00	0.00	0.00
SO	BUILDWID	GRID157	0.00	104.40	120.70	133.33	141.91	146.18
SO	BUILDWID	GRID157	146.01	141.40	132.50	134.80	142.96	146.77
SO	BUILDWID	GRID157	146.12	0.00	0.00	0.00	0.00	0.00
SO	BUILDWID	GRID157	0.00	104.40	120.70	133.33	141.91	146.18
SO	BUILDWID	GRID157	146.01	47.00	61.12	73.38	83.41	90.90
SO	BUILDWID	GRID157	95.63	0.00	0.00	0.00	0.00	0.00
SO	BUILDLEN	GRID157	0.00	142.96	146.77	146.12	141.04	131.67
SO	BUILDLEN	GRID157	118.29	101.33	85.73	84.92	104.40	120.70
SO	BUILDLEN	GRID157	133.33	0.00	0.00	0.00	0.00	0.00
SO	BUILDLEN	GRID157	0.00	142.96	146.77	146.12	141.04	131.67
SO	BUILDLEN	GRID157	118.29	96.09	97.10	95.16	90.34	82.77
SO	BUILDLEN	GRID157	72.68	0.00	0.00	0.00	0.00	0.00
SO	XBADJ	GRID157	0.00	-138.89	-147.42	-151.47	-150.92	-145.78
SO	XBADJ	GRID157	-136.21	-122.50	-105.07	-97.45	-96.17	-91.97
SO	XBADJ	GRID157	-84.97	0.00	0.00	0.00	0.00	0.00
SO	XBADJ	GRID157	0.00	-4.06	0.65	5.35	9.88	14.11
SO	XBADJ	GRID157	17.92	-143.52	-147.13	-146.26	-140.95	-131.36
SO	XBADJ	GRID157	-117.77	0.00	0.00	0.00	0.00	0.00
SO	YBADJ	GRID157	0.00	43.97	31.62	18.31	4.44	-9.56
SO	YBADJ	GRID157	-23.28	-36.28	-48.19	-58.75	-67.42	-74.04
SO	YBADJ	GRID157	-78.41	0.00	0.00	0.00	0.00	0.00
SO	YBADJ	GRID157	0.00	-43.97	-31.62	-18.31	-4.44	9.56
SO	YBADJ	GRID157	23.28	25.96	9.07	-8.09	-25.01	-41.16
SO	YBADJ	GRID157	-56.07	0.00	0.00	0.00	0.00	0.00
SO	BUILDHGT	GRID158	0.00	0.00	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID158	13.10	18.60	18.60	18.60	18.60	18.60
SO	BUILDHGT	GRID158	18.60	18.60	0.00	0.00	0.00	0.00
SO	BUILDHGT	GRID158	0.00	0.00	13.10	13.10	13.10	0.00
SO	BUILDHGT	GRID158	0.00	18.60	18.60	18.60	18.60	18.60
SO	BUILDHGT	GRID158	18.60	18.60	0.00	0.00	0.00	0.00
SO	BUILDWID	GRID158	0.00	0.00	120.70	133.33	141.91	146.18
SO	BUILDWID	GRID158	146.01	47.00	61.12	73.38	83.41	90.90
SO	BUILDWID	GRID158	95.63	97.46	0.00	0.00	0.00	0.00
SO	BUILDWID	GRID158	0.00	0.00	120.70	133.33	141.91	0.00
SO	BUILDWID	GRID158	0.00	47.00	61.12	73.38	83.41	90.90
SO	BUILDWID	GRID158	95.63	97.46	0.00	0.00	0.00	0.00
SO	BUILDLEN	GRID158	0.00	0.00	146.77	146.12	141.04	131.67
SO	BUILDLEN	GRID158	118.29	96.09	97.10	95.16	90.34	82.77
SO	BUILDLEN	GRID158	72.68	60.38	0.00	0.00	0.00	0.00
SO	BUILDLEN	GRID158	0.00	0.00	146.77	146.12	141.04	0.00
SO	BUILDLEN	GRID158	0.00	96.09	97.10	95.16	90.34	82.77
SO	BUILDLEN	GRID158	72.68	60.38	0.00	0.00	0.00	0.00
SO	XBADJ	GRID158	0.00	0.00	-157.42	-164.33	-166.24	-163.10
SO	XBADJ	GRID158	-155.00	27.74	30.03	31.40	31.82	31.27
SO	XBADJ	GRID158	29.77	27.37	0.00	0.00	0.00	0.00
SO	XBADJ	GRID158	0.00	0.00	10.65	18.20	25.20	0.00
SO	XBADJ	GRID158	0.00	-123.83	-127.13	-126.56	-122.16	-114.04
SO	XBADJ	GRID158	-102.45	-87.75	0.00	0.00	0.00	0.00
SO	YBADJ	GRID158	0.00	0.00	48.94	33.63	17.29	0.44
SO	YBADJ	GRID158	-16.44	-22.49	-9.07	4.62	18.17	31.16
SO	YBADJ	GRID158	43.21	53.95	0.00	0.00	0.00	0.00
SO	YBADJ	GRID158	0.00	0.00	-48.94	-33.63	-17.29	0.00

SO	YBADJ	GRID158	0.00	22.49	9.07	-4.62	-18.17	-31.16
SO	YBADJ	GRID158	-43.21	-53.95	0.00	0.00	0.00	0.00
SO	BUILDHGT	GRID159	4.90	0.00	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID159	13.10	18.60	18.60	18.60	18.60	18.60
SO	BUILDHGT	GRID159	18.60	18.60	18.60	18.60	18.60	4.90
SO	BUILDHGT	GRID159	4.90	0.00	13.10	0.00	0.00	0.00
SO	BUILDHGT	GRID159	0.00	18.60	18.60	18.60	18.60	18.60
SO	BUILDHGT	GRID159	18.60	18.60	18.60	18.60	18.60	4.90
SO	BUILDWID	GRID159	63.95	0.00	120.70	133.33	141.91	146.18
SO	BUILDWID	GRID159	146.01	47.00	61.12	73.38	83.41	90.90
SO	BUILDWID	GRID159	95.63	97.46	96.33	92.66	96.09	60.32
SO	BUILDWID	GRID159	63.95	0.00	120.70	0.00	0.00	0.00
SO	BUILDWID	GRID159	0.00	47.00	61.12	73.38	83.41	90.90
SO	BUILDWID	GRID159	95.63	97.46	96.33	92.66	96.09	60.32
SO	BUILDLEN	GRID159	54.97	0.00	146.77	146.12	141.04	131.67
SO	BUILDLEN	GRID159	118.29	96.09	97.10	95.16	90.34	82.77
SO	BUILDLEN	GRID159	72.68	60.38	46.26	31.46	47.00	53.44
SO	BUILDLEN	GRID159	54.97	0.00	146.77	0.00	0.00	0.00
SO	BUILDLEN	GRID159	0.00	96.09	97.10	95.16	90.34	82.77
SO	BUILDLEN	GRID159	72.68	60.38	46.25	31.46	47.00	53.44
SO	XBADJ	GRID159	-42.31	0.00	-167.42	-177.18	-181.56	-180.42
SO	XBADJ	GRID159	-173.80	8.04	10.03	11.70	13.02	13.95
SO	XBADJ	GRID159	14.45	14.51	14.14	12.65	-4.49	-7.46
SO	XBADJ	GRID159	-12.67	0.00	20.65	0.00	0.00	0.00
SO	XBADJ	GRID159	0.00	-104.13	-107.13	-106.87	-103.36	-96.72
SO	XBADJ	GRID159	-87.13	-74.90	-60.39	-44.11	-42.52	-45.98
SO	YBADJ	GRID159	-33.89	0.00	66.26	48.95	30.15	10.44
SO	YBADJ	GRID159	-9.60	-19.02	-9.07	1.14	11.33	21.16
SO	YBADJ	GRID159	30.36	38.63	45.73	51.64	56.09	31.46
SO	YBADJ	GRID159	33.89	0.00	-66.26	0.00	0.00	0.00
SO	YBADJ	GRID159	0.00	19.02	9.07	-1.14	-11.33	-21.16
SO	YBADJ	GRID159	-30.36	-38.63	-45.73	-51.64	-56.09	-31.46
SO	BUILDHGT	GRID160	18.60	18.60	18.60	18.60	18.60	18.60
SO	BUILDHGT	GRID160	18.60	18.60	18.60	18.60	18.60	18.60
SO	BUILDHGT	GRID160	18.60	18.60	18.60	18.60	18.60	18.60
SO	BUILDHGT	GRID160	18.60	18.60	18.60	18.60	18.60	18.60
SO	BUILDHGT	GRID160	18.60	18.60	18.60	18.60	18.60	18.60
SO	BUILDHGT	GRID160	18.60	18.60	18.60	18.60	18.60	18.60
SO	BUILDWID	GRID160	95.16	90.34	82.77	72.68	60.38	46.26
SO	BUILDWID	GRID160	31.46	47.00	61.12	73.38	83.41	90.90
SO	BUILDWID	GRID160	95.63	97.46	96.33	92.66	96.09	97.10
SO	BUILDWID	GRID160	95.16	90.34	82.77	72.68	60.38	46.25
SO	BUILDWID	GRID160	31.46	47.00	61.12	73.38	83.41	90.90
SO	BUILDWID	GRID160	95.63	97.46	96.33	92.66	96.09	97.10
SO	BUILDLEN	GRID160	73.38	83.41	90.90	95.63	97.46	96.33
SO	BUILDLEN	GRID160	92.66	96.09	97.10	95.16	90.34	82.77
SO	BUILDLEN	GRID160	72.68	60.38	46.26	31.46	47.00	61.12
SO	BUILDLEN	GRID160	73.38	83.41	90.90	95.63	97.46	96.33
SO	BUILDLEN	GRID160	92.66	96.09	97.10	95.16	90.34	82.77
SO	BUILDLEN	GRID160	72.68	60.38	46.25	31.46	47.00	61.12
SO	XBADJ	GRID160	-39.02	-37.22	-34.29	-30.31	-25.42	-19.75
SO	XBADJ	GRID160	-13.48	-11.65	-9.97	-7.99	-5.77	-3.37
SO	XBADJ	GRID160	-0.87	1.66	4.14	5.81	-7.96	-21.49
SO	XBADJ	GRID160	-34.36	-46.19	-56.61	-65.32	-72.04	-76.57
SO	XBADJ	GRID160	-79.17	-84.43	-87.13	-87.17	-84.57	-79.40
SO	XBADJ	GRID160	-71.81	-62.04	-50.39	-37.27	-39.05	-39.63
SO	YBADJ	GRID160	-39.59	-39.40	-38.01	-35.47	-31.85	-27.26
SO	YBADJ	GRID160	-21.54	-15.54	-9.07	-2.33	4.48	11.16
SO	YBADJ	GRID160	17.50	23.31	28.41	32.84	36.39	38.58
SO	YBADJ	GRID160	39.59	39.40	38.01	35.47	31.85	27.26
SO	YBADJ	GRID160	21.54	15.54	9.07	2.33	-4.48	-11.16
SO	YBADJ	GRID160	-17.50	-23.31	-28.41	-32.84	-36.39	-38.58
SO	BUILDHGT	GRID161	18.60	18.60	18.60	18.60	18.60	18.60
SO	BUILDHGT	GRID161	18.60	18.60	18.60	18.60	18.60	18.60
SO	BUILDHGT	GRID161	18.60	18.60	18.60	18.60	18.60	18.60
SO	BUILDHGT	GRID161	18.60	18.60	18.60	18.60	18.60	18.60
SO	BUILDHGT	GRID161	18.60	18.60	18.60	18.60	18.60	18.60
SO	BUILDHGT	GRID161	18.60	18.60	18.60	18.60	18.60	18.60
SO	BUILDWID	GRID161	95.16	90.34	82.77	72.68	60.38	46.26
SO	BUILDWID	GRID161	31.46	47.00	61.12	73.38	83.41	90.90
SO	BUILDWID	GRID161	95.63	97.46	96.33	92.66	96.09	97.10
SO	BUILDWID	GRID161	95.16	90.34	82.77	72.68	60.38	46.25
SO	BUILDWID	GRID161	31.46	47.00	61.12	73.38	83.41	90.90

SO	BUILDWID	GRID161	95.63	97.46	96.33	92.66	96.09	97.10
SO	BUILDLEN	GRID161	73.38	83.41	90.90	95.63	97.46	96.33
SO	BUILDLEN	GRID161	92.66	96.09	97.10	95.16	90.34	82.77
SO	BUILDLEN	GRID161	72.68	60.38	46.26	31.46	47.00	61.12
SO	BUILDLEN	GRID161	73.38	83.41	90.90	95.63	97.46	96.33
SO	BUILDLEN	GRID161	92.66	96.09	97.10	95.16	90.34	82.77
SO	BUILDLEN	GRID161	72.68	60.38	46.25	31.46	47.00	61.12
SO	XBADJ	GRID161	-42.49	-44.06	-44.29	-43.17	-40.74	-37.07
SO	XBADJ	GRID161	-32.28	-31.35	-29.97	-27.69	-24.56	-20.69
SO	XBADJ	GRID161	-16.19	-11.20	-5.86	-1.03	-11.43	-21.49
SO	XBADJ	GRID161	-30.89	-39.35	-46.61	-52.46	-56.72	-59.25
SO	XBADJ	GRID161	-60.38	-64.74	-67.13	-67.48	-65.77	-62.07
SO	XBADJ	GRID161	-56.49	-49.19	-40.39	-30.43	-35.57	-39.64
SO	YBADJ	GRID161	-19.89	-20.61	-20.69	-20.15	-19.00	-17.26
SO	YBADJ	GRID161	-14.70	-12.07	-9.07	-5.80	-2.36	1.16
SO	YBADJ	GRID161	4.65	7.99	11.09	14.05	16.69	18.58
SO	YBADJ	GRID161	19.89	20.61	20.69	20.15	19.00	17.26
SO	YBADJ	GRID161	14.70	12.07	9.07	5.80	2.36	-1.16
SO	YBADJ	GRID161	-4.65	-7.99	-11.09	-14.05	-16.69	-18.58
SO	BUILDHGT	GRID162	18.60	18.60	18.60	18.60	18.60	18.60
SO	BUILDHGT	GRID162	18.60	18.60	18.60	18.60	18.60	18.60
SO	BUILDHGT	GRID162	18.60	18.60	18.60	18.60	18.60	18.60
SO	BUILDHGT	GRID162	18.60	18.60	18.60	18.60	18.60	18.60
SO	BUILDHGT	GRID162	18.60	18.60	18.60	18.60	18.60	18.60
SO	BUILDHGT	GRID162	18.60	18.60	18.60	18.60	18.60	18.60
SO	BUILDWID	GRID162	95.16	90.34	82.77	72.68	60.38	46.26
SO	BUILDWID	GRID162	31.46	47.00	61.12	73.38	83.41	90.90
SO	BUILDWID	GRID162	95.63	97.46	96.33	92.66	96.09	97.10
SO	BUILDWID	GRID162	95.16	90.34	82.77	72.68	60.38	46.25
SO	BUILDWID	GRID162	31.46	47.00	61.12	73.38	83.41	90.90
SO	BUILDWID	GRID162	95.63	97.46	96.33	92.66	96.09	97.10
SO	BUILDLEN	GRID162	73.38	83.41	90.90	95.63	97.46	96.33
SO	BUILDLEN	GRID162	92.66	96.09	97.10	95.16	90.34	82.77
SO	BUILDLEN	GRID162	72.68	60.38	46.26	31.46	47.00	61.12
SO	BUILDLEN	GRID162	73.38	83.41	90.90	95.63	97.46	96.33
SO	BUILDLEN	GRID162	92.66	96.09	97.10	95.16	90.34	82.77
SO	BUILDLEN	GRID162	72.68	60.38	46.25	31.46	47.00	61.12
SO	XBADJ	GRID162	-45.97	-50.90	-54.29	-56.03	-56.06	-54.39
SO	XBADJ	GRID162	-51.07	-51.04	-49.97	-47.39	-43.36	-38.01
SO	XBADJ	GRID162	-31.51	-24.05	-15.86	-7.87	-14.90	-21.49
SO	XBADJ	GRID162	-27.41	-32.51	-36.61	-39.61	-41.40	-41.93
SO	XBADJ	GRID162	-41.59	-45.04	-47.13	-47.78	-46.98	-44.75
SO	XBADJ	GRID162	-41.17	-36.33	-30.39	-23.59	-32.10	-39.64
SO	YBADJ	GRID162	-0.20	-1.81	-3.37	-4.83	-6.14	-7.26
SO	YBADJ	GRID162	-7.86	-8.60	-9.07	-9.28	-9.20	-8.84
SO	YBADJ	GRID162	-8.21	-7.33	-6.23	-4.74	-3.00	-1.42
SO	YBADJ	GRID162	0.20	1.81	3.37	4.83	6.14	7.26
SO	YBADJ	GRID162	7.86	8.60	9.08	9.28	9.20	8.84
SO	YBADJ	GRID162	8.21	7.33	6.23	4.74	3.00	1.42
SO	BUILDHGT	GRID163	18.60	18.60	18.60	18.60	18.60	18.60
SO	BUILDHGT	GRID163	18.60	18.60	18.60	18.60	18.60	18.60
SO	BUILDHGT	GRID163	18.60	18.60	18.60	18.60	18.60	18.60
SO	BUILDHGT	GRID163	18.60	18.60	18.60	18.60	18.60	18.60
SO	BUILDHGT	GRID163	18.60	18.60	18.60	18.60	18.60	18.60
SO	BUILDHGT	GRID163	18.60	18.60	18.60	18.60	18.60	18.60
SO	BUILDWID	GRID163	95.16	90.34	82.77	72.68	60.38	46.26
SO	BUILDWID	GRID163	31.46	47.00	61.12	73.38	83.41	90.90
SO	BUILDWID	GRID163	95.63	97.46	96.33	92.66	96.09	97.10
SO	BUILDWID	GRID163	95.16	90.34	82.77	72.68	60.38	46.25
SO	BUILDWID	GRID163	31.46	47.00	61.12	73.38	83.41	90.90
SO	BUILDWID	GRID163	95.63	97.46	96.33	92.66	96.09	97.10
SO	BUILDLEN	GRID163	73.38	83.41	90.90	95.63	97.46	96.33
SO	BUILDLEN	GRID163	92.66	96.09	97.10	95.16	90.34	82.77
SO	BUILDLEN	GRID163	72.68	60.38	46.26	31.46	47.00	61.12
SO	BUILDLEN	GRID163	73.38	83.41	90.90	95.63	97.46	96.33
SO	BUILDLEN	GRID163	92.66	96.09	97.10	95.16	90.34	82.77
SO	BUILDLEN	GRID163	72.68	60.38	46.25	31.46	47.00	61.12
SO	XBADJ	GRID163	-49.44	-57.74	-64.29	-68.88	-71.38	-71.71
SO	XBADJ	GRID163	-69.87	-70.74	-69.97	-67.08	-62.15	-55.33
SO	XBADJ	GRID163	-46.83	-36.91	-25.86	-14.71	-18.38	-21.49
SO	XBADJ	GRID163	-23.94	-25.67	-26.61	-26.75	-26.08	-24.61
SO	XBADJ	GRID163	-22.79	-25.34	-27.13	-28.08	-28.19	-27.43
SO	XBADJ	GRID163	-25.85	-23.48	-20.39	-16.75	-28.63	-39.64

SO YBADJ	GRID163	19.50	16.98	13.95	10.49	6.72	2.74
SO YBADJ	GRID163	-1.02	-5.12	-9.08	-12.75	-16.04	-18.84
SO YBADJ	GRID163	-21.06	-22.65	-23.55	-23.54	-22.70	-21.42
SO YBADJ	GRID163	-19.50	-16.98	-13.95	-10.49	-6.72	-2.74
SO YBADJ	GRID163	1.02	5.12	9.08	12.75	16.04	18.84
SO YBADJ	GRID163	21.06	22.65	23.55	23.54	22.70	21.42
SO BUILDHGT	GRID164	18.60	18.60	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID164	18.60	18.60	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID164	18.60	18.60	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID164	18.60	18.60	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID164	18.60	18.60	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID164	18.60	18.60	18.60	18.60	18.60	18.60
SO BUILDWID	GRID164	95.16	90.34	82.77	72.68	60.38	46.26
SO BUILDWID	GRID164	31.46	47.00	61.12	73.38	83.41	90.90
SO BUILDWID	GRID164	95.63	97.46	96.33	92.66	96.09	97.10
SO BUILDWID	GRID164	95.16	90.34	82.77	72.68	60.38	46.25
SO BUILDWID	GRID164	31.46	47.00	61.12	73.38	83.41	90.90
SO BUILDWID	GRID164	95.63	97.46	96.33	92.66	96.09	97.10
SO BUILDLEN	GRID164	73.38	83.41	90.90	95.63	97.46	96.33
SO BUILDLEN	GRID164	92.66	96.09	97.10	95.16	90.34	82.77
SO BUILDLEN	GRID164	72.68	60.38	46.26	31.46	47.00	61.12
SO BUILDLEN	GRID164	73.38	83.41	90.90	95.63	97.46	96.33
SO BUILDLEN	GRID164	92.66	96.09	97.10	95.16	90.34	82.77
SO BUILDLEN	GRID164	72.68	60.38	46.25	31.46	47.00	61.12
SO XBADJ	GRID164	-52.91	-64.58	-74.29	-81.74	-86.70	-89.03
SO XBADJ	GRID164	-88.66	-90.44	-89.97	-86.78	-80.95	-72.65
SO XBADJ	GRID164	-62.15	-49.76	-35.86	-21.55	-21.85	-21.49
SO XBADJ	GRID164	-20.47	-18.83	-16.61	-13.90	-10.76	-7.29
SO XBADJ	GRID164	-4.00	-5.65	-7.13	-8.39	-9.39	-10.11
SO XBADJ	GRID164	-10.53	-10.62	-10.39	-9.91	-25.15	-39.64
SO YBADJ	GRID164	39.20	35.78	31.27	25.81	19.57	12.74
SO YBADJ	GRID164	5.82	-1.65	-9.08	-16.22	-22.88	-28.84
SO YBADJ	GRID164	-33.92	-37.97	-40.87	-42.33	-42.39	-41.42
SO YBADJ	GRID164	-39.20	-35.78	-31.27	-25.81	-19.57	-12.74
SO YBADJ	GRID164	-5.82	1.65	9.08	16.22	22.88	28.84
SO YBADJ	GRID164	33.92	37.97	40.87	42.33	42.39	41.42
SO BUILDHGT	GRID165	14.60	14.60	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID165	18.60	18.60	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID165	18.60	18.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID165	14.60	14.60	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID165	18.60	18.60	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID165	18.60	18.60	14.60	14.60	14.60	14.60
SO BUILDWID	GRID165	93.65	96.66	82.77	72.68	60.38	46.26
SO BUILDWID	GRID165	31.46	47.00	61.12	73.38	83.41	90.90
SO BUILDWID	GRID165	95.63	97.46	89.78	95.14	97.60	97.10
SO BUILDWID	GRID165	93.65	96.66	82.77	72.68	60.38	46.25
SO BUILDWID	GRID165	31.46	47.00	61.12	73.38	83.41	90.90
SO BUILDWID	GRID165	95.63	97.46	89.78	95.14	97.60	97.10
SO BUILDLEN	GRID165	34.54	43.90	90.90	95.63	97.46	96.33
SO BUILDLEN	GRID165	92.66	96.09	97.10	95.16	90.34	82.77
SO BUILDLEN	GRID165	72.68	60.38	85.64	75.94	63.94	50.00
SO BUILDLEN	GRID165	34.54	43.90	90.90	95.63	97.46	96.33
SO BUILDLEN	GRID165	92.66	96.09	97.10	95.16	90.34	82.77
SO BUILDLEN	GRID165	72.68	60.38	85.64	75.94	63.94	50.00
SO XBADJ	GRID165	-10.49	-6.77	-84.29	-94.59	-102.02	-106.35
SO XBADJ	GRID165	-107.45	-110.13	-109.97	-106.47	-99.74	-89.97
SO XBADJ	GRID165	-77.47	-62.62	-14.18	-17.52	-20.34	-22.54
SO XBADJ	GRID165	-24.05	-37.13	-6.61	-1.04	4.56	10.03
SO XBADJ	GRID165	14.79	14.05	12.87	11.31	9.40	7.21
SO XBADJ	GRID165	4.79	2.24	-71.46	-58.42	-43.60	-27.46
SO YBADJ	GRID165	-52.34	-50.66	48.59	41.13	32.43	22.74
SO YBADJ	GRID165	12.66	1.82	-9.08	-19.70	-29.72	-38.84
SO YBADJ	GRID165	-46.78	-53.29	44.07	48.42	51.30	52.62
SO YBADJ	GRID165	52.34	50.66	-48.59	-41.13	-32.43	-22.74
SO YBADJ	GRID165	-12.66	-1.82	9.08	19.70	29.72	38.84
SO YBADJ	GRID165	46.78	53.29	-44.07	-48.42	-51.30	-52.62
SO BUILDHGT	GRID166	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID166	18.60	18.60	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID166	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID166	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID166	18.60	18.60	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID166	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDWID	GRID166	93.65	96.66	98.33	97.00	92.73	85.64

SO	BUILDWID	GRID166	31.46	47.00	61.12	73.38	83.41	90.90
SO	BUILDWID	GRID166	71.13	81.70	89.78	95.14	97.60	97.10
SO	BUILDWID	GRID166	93.65	96.66	98.33	97.00	92.73	85.64
SO	BUILDWID	GRID166	31.46	47.00	61.12	73.38	83.41	90.90
SO	BUILDWID	GRID166	71.13	81.70	89.78	95.14	97.60	97.10
SO	BUILDLEN	GRID166	34.54	43.90	58.41	71.13	81.70	89.78
SO	BUILDLEN	GRID166	92.66	96.09	97.10	95.16	90.34	82.77
SO	BUILDLEN	GRID166	97.00	92.73	85.64	75.94	63.94	50.00
SO	BUILDLEN	GRID166	34.54	43.90	58.41	71.13	81.70	89.78
SO	BUILDLEN	GRID166	92.66	96.09	97.10	95.16	90.34	82.77
SO	BUILDLEN	GRID166	97.00	92.73	85.64	75.94	63.94	50.00
SO	XBADJ	GRID166	-13.96	-13.61	-15.49	-16.90	-17.79	-18.14
SO	XBADJ	GRID166	-126.25	-129.83	-129.97	-126.17	-118.53	-107.29
SO	XBADJ	GRID166	-21.63	-23.26	-24.18	-24.37	-23.81	-22.53
SO	XBADJ	GRID166	-20.57	-30.29	-42.92	-54.24	-63.91	-71.64
SO	XBADJ	GRID166	33.59	33.74	32.87	31.01	28.20	24.53
SO	XBADJ	GRID166	-75.37	-69.47	-61.46	-51.58	-40.13	-27.46
SO	YBADJ	GRID166	-32.64	-31.86	-29.82	-26.87	-23.11	-18.64
SO	YBADJ	GRID166	19.50	5.29	-9.08	-23.17	-36.56	-48.84
SO	YBADJ	GRID166	18.67	23.06	26.75	29.62	31.60	32.62
SO	YBADJ	GRID166	32.64	31.86	29.82	26.87	23.11	18.64
SO	YBADJ	GRID166	-19.50	-5.29	9.08	23.17	36.56	48.84
SO	YBADJ	GRID166	-18.67	-23.06	-26.75	-29.62	-31.60	-32.62
SO	BUILDHGT	GRID167	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID167	14.60	18.60	18.60	18.60	18.60	14.60
SO	BUILDHGT	GRID167	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID167	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID167	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID167	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDWID	GRID167	93.65	96.66	98.33	97.00	92.73	85.64
SO	BUILDWID	GRID167	75.94	47.00	61.12	73.38	83.41	58.41
SO	BUILDWID	GRID167	71.13	81.70	89.78	95.14	97.60	97.10
SO	BUILDWID	GRID167	93.65	96.66	98.33	97.00	92.73	85.64
SO	BUILDWID	GRID167	75.94	63.94	50.00	34.54	43.90	58.41
SO	BUILDWID	GRID167	71.13	81.70	89.78	95.14	97.60	97.10
SO	BUILDLEN	GRID167	34.54	43.90	58.41	71.13	81.70	89.78
SO	BUILDLEN	GRID167	95.14	96.09	97.10	95.16	90.34	98.33
SO	BUILDLEN	GRID167	97.00	92.73	85.64	75.94	63.94	50.00
SO	BUILDLEN	GRID167	34.54	43.90	58.41	71.13	81.70	89.78
SO	BUILDLEN	GRID167	95.14	97.60	97.10	93.65	96.66	98.33
SO	BUILDLEN	GRID167	97.00	92.73	85.64	75.94	63.94	50.00
SO	XBADJ	GRID167	-17.44	-20.45	-25.49	-29.75	-33.11	-35.46
SO	XBADJ	GRID167	-36.74	-149.53	-149.97	-145.87	-137.33	-36.66
SO	XBADJ	GRID167	-36.95	-36.11	-34.18	-31.21	-27.28	-22.53
SO	XBADJ	GRID167	-17.10	-23.45	-32.92	-41.38	-48.59	-54.32
SO	XBADJ	GRID167	-58.40	-60.70	-61.17	-59.77	-61.40	-61.66
SO	XBADJ	GRID167	-60.05	-56.61	-51.46	-44.74	-36.66	-27.46
SO	YBADJ	GRID167	-12.94	-13.07	-12.50	-11.55	-10.25	-8.64
SO	YBADJ	GRID167	-6.77	8.77	-9.08	-26.64	-43.40	3.71
SO	YBADJ	GRID167	5.81	7.74	9.43	10.83	11.90	12.62
SO	YBADJ	GRID167	12.94	13.07	12.50	11.55	10.25	8.64
SO	YBADJ	GRID167	6.77	4.69	2.46	0.17	-1.50	-3.71
SO	YBADJ	GRID167	-5.81	-7.74	-9.43	-10.83	-11.90	-12.62
SO	BUILDHGT	GRID168	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID168	14.60	18.60	18.60	18.60	18.60	14.60
SO	BUILDHGT	GRID168	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID168	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID168	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID168	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDWID	GRID168	93.65	96.66	98.33	97.00	92.73	85.64
SO	BUILDWID	GRID168	75.94	47.00	61.12	73.38	83.41	58.41
SO	BUILDWID	GRID168	71.13	81.70	89.78	95.14	97.60	97.10
SO	BUILDWID	GRID168	93.65	96.66	98.33	97.00	92.73	85.64
SO	BUILDWID	GRID168	75.94	63.94	50.00	34.54	43.90	58.41
SO	BUILDWID	GRID168	71.13	81.70	89.78	95.14	97.60	97.10
SO	BUILDLEN	GRID168	34.54	43.90	58.41	71.13	81.70	89.78
SO	BUILDLEN	GRID168	95.14	96.09	97.10	95.16	90.34	98.33
SO	BUILDLEN	GRID168	97.00	92.73	85.64	75.94	63.94	50.00
SO	BUILDLEN	GRID168	34.54	43.90	58.41	71.13	81.70	89.78
SO	BUILDLEN	GRID168	95.14	97.60	97.10	93.65	96.66	98.33
SO	BUILDLEN	GRID168	97.00	92.73	85.64	75.94	63.94	50.00
SO	XBADJ	GRID168	-20.91	-27.29	-35.49	-42.61	-48.43	-52.78
SO	XBADJ	GRID168	-55.53	-169.22	-169.97	-165.56	-156.12	-53.98

SO	XBADJ	GRID168	-52.27	-48.97	-44.18	-38.05	-30.76	-22.53
SO	XBADJ	GRID168	-13.63	-16.61	-22.92	-28.53	-33.27	-37.00
SO	XBADJ	GRID168	-39.60	-41.01	-41.17	-40.07	-42.61	-44.34
SO	XBADJ	GRID168	-44.73	-43.76	-41.46	-37.90	-33.19	-27.46
SO	YBADJ	GRID168	6.75	5.72	4.82	3.77	2.60	1.36
SO	YBADJ	GRID168	0.07	12.24	-9.08	-30.11	-50.24	-6.29
SO	YBADJ	GRID168	-7.04	-7.58	-7.89	-7.96	-7.79	-7.38
SO	YBADJ	GRID168	-6.75	-5.72	-4.82	-3.77	-2.60	-1.36
SO	YBADJ	GRID168	-0.07	1.21	2.47	3.64	5.34	6.29
SO	YBADJ	GRID168	7.04	7.58	7.89	7.96	7.79	7.38
SO	BUILDHGT	GRID169	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID169	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID169	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID169	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID169	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID169	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDWID	GRID169	93.65	96.66	98.33	97.00	92.73	85.64
SO	BUILDWID	GRID169	75.94	63.94	50.00	34.54	43.90	58.41
SO	BUILDWID	GRID169	71.13	81.70	89.78	95.14	97.60	97.10
SO	BUILDWID	GRID169	93.65	96.66	98.33	97.00	92.73	85.64
SO	BUILDWID	GRID169	75.94	63.94	50.00	34.54	43.90	58.41
SO	BUILDWID	GRID169	71.13	81.70	89.78	95.14	97.60	97.10
SO	BUILDLEN	GRID169	34.54	43.90	58.41	71.13	81.70	89.78
SO	BUILDLEN	GRID169	95.14	97.60	97.10	93.65	96.66	98.33
SO	BUILDLEN	GRID169	97.00	92.73	85.64	75.94	63.94	50.00
SO	BUILDLEN	GRID169	34.54	43.90	58.41	71.13	81.70	89.78
SO	BUILDLEN	GRID169	95.14	97.60	97.10	93.65	96.66	98.33
SO	BUILDLEN	GRID169	97.00	92.73	85.64	75.94	63.94	50.00
SO	XBADJ	GRID169	-24.38	-34.13	-45.49	-55.46	-63.75	-70.10
SO	XBADJ	GRID169	-74.33	-76.29	-75.93	-73.27	-72.85	-71.30
SO	XBADJ	GRID169	-67.59	-61.82	-54.18	-44.89	-34.23	-22.53
SO	XBADJ	GRID169	-10.15	-9.77	-12.92	-15.67	-17.95	-19.68
SO	XBADJ	GRID169	-20.81	-21.31	-21.17	-20.38	-23.81	-27.02
SO	XBADJ	GRID169	-29.41	-30.90	-31.46	-31.06	-29.71	-27.46
SO	YBADJ	GRID169	26.45	24.52	22.14	19.09	15.46	11.36
SO	YBADJ	GRID169	6.91	2.26	-2.47	-7.11	-12.18	-16.29
SO	YBADJ	GRID169	-19.90	-22.90	-25.21	-26.76	-27.49	-27.38
SO	YBADJ	GRID169	-26.45	-24.52	-22.14	-19.09	-15.46	-11.36
SO	YBADJ	GRID169	-6.91	-2.26	2.47	7.11	12.18	16.29
SO	YBADJ	GRID169	19.90	22.90	25.21	26.76	27.49	27.38
SO	BUILDHGT	GRID170	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID170	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID170	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID170	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID170	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID170	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDWID	GRID170	93.65	96.66	98.33	97.00	92.73	85.64
SO	BUILDWID	GRID170	75.94	63.94	50.00	34.54	43.90	58.41
SO	BUILDWID	GRID170	71.13	81.70	89.78	95.14	97.60	97.10
SO	BUILDWID	GRID170	93.65	96.66	98.33	97.00	92.73	85.64
SO	BUILDWID	GRID170	75.94	63.94	50.00	34.54	43.90	58.41
SO	BUILDWID	GRID170	71.13	81.70	89.78	95.14	97.60	97.10
SO	BUILDLEN	GRID170	34.54	43.90	58.41	71.13	81.70	89.78
SO	BUILDLEN	GRID170	95.14	97.60	97.10	93.65	96.66	98.33
SO	BUILDLEN	GRID170	97.00	92.73	85.64	75.94	63.94	50.00
SO	BUILDLEN	GRID170	34.54	43.90	58.41	71.13	81.70	89.78
SO	BUILDLEN	GRID170	95.14	97.60	97.10	93.65	96.66	98.33
SO	BUILDLEN	GRID170	97.00	92.73	85.64	75.94	63.94	50.00
SO	XBADJ	GRID170	-27.86	-40.97	-55.49	-68.32	-79.07	-87.42
SO	XBADJ	GRID170	-93.12	-95.99	-95.93	-92.97	-91.64	-88.62
SO	XBADJ	GRID170	-82.91	-74.68	-64.18	-51.73	-37.70	-22.53
SO	XBADJ	GRID170	-6.68	-2.93	-2.92	-2.81	-2.63	-2.36
SO	XBADJ	GRID170	-2.02	-1.62	-1.17	-0.68	-5.02	-9.70
SO	XBADJ	GRID170	-14.09	-18.05	-21.46	-24.22	-26.24	-27.47
SO	YBADJ	GRID170	46.14	43.31	39.46	34.41	28.32	21.36
SO	YBADJ	GRID170	13.75	5.73	-2.47	-10.59	-19.02	-26.29
SO	YBADJ	GRID170	-32.75	-38.22	-42.53	-45.55	-47.18	-47.38
SO	YBADJ	GRID170	-46.14	-43.31	-39.46	-34.41	-28.32	-21.36
SO	YBADJ	GRID170	-13.75	-5.73	2.47	10.59	19.02	26.29
SO	YBADJ	GRID170	32.75	38.22	42.53	45.55	47.18	47.38
SO	BUILDHGT	GRID171	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID171	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID171	14.60	14.60	14.60	14.60	14.60	14.60

SO BUILDHGT	GRID171	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID171	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID171	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDWID	GRID171	93.87	87.51	78.50	97.00	92.73	85.64
SO BUILDWID	GRID171	75.94	63.94	50.00	34.54	43.90	58.41
SO BUILDWID	GRID171	97.46	97.86	95.27	95.48	97.91	97.37
SO BUILDWID	GRID171	93.87	87.51	78.50	97.00	92.73	85.64
SO BUILDWID	GRID171	75.94	63.94	50.00	34.54	43.90	58.41
SO BUILDWID	GRID171	97.46	97.86	95.27	95.48	97.91	97.37
SO BUILDLEN	GRID171	79.01	87.90	94.11	71.13	81.70	89.78
SO BUILDLEN	GRID171	95.14	97.60	97.10	93.65	96.66	98.33
SO BUILDLEN	GRID171	67.10	53.66	38.60	39.39	54.39	67.73
SO BUILDLEN	GRID171	79.01	87.90	94.11	71.13	81.70	89.78
SO BUILDLEN	GRID171	95.14	97.60	97.10	93.65	96.66	98.33
SO BUILDLEN	GRID171	67.10	53.66	38.60	39.39	54.39	67.73
SO XBADJ	GRID171	-35.57	-32.27	-27.98	-81.17	-94.39	-104.74
SO XBADJ	GRID171	-111.91	-115.68	-115.93	-112.66	-110.44	-105.95
SO XBADJ	GRID171	3.25	4.81	6.23	-0.65	-15.53	-29.95
SO XBADJ	GRID171	-43.45	-55.63	-66.13	10.04	12.70	14.96
SO XBADJ	GRID171	16.78	18.08	18.83	19.02	13.77	7.62
SO XBADJ	GRID171	-70.35	-58.48	-44.83	-38.75	-38.86	-37.78
SO YBADJ	GRID171	-45.09	-43.62	-40.83	49.73	41.17	31.36
SO YBADJ	GRID171	20.60	9.21	-2.47	-14.06	-25.86	-36.29
SO YBADJ	GRID171	25.88	31.90	36.95	41.31	43.92	45.19
SO YBADJ	GRID171	45.09	43.62	40.83	-49.73	-41.17	-31.36
SO YBADJ	GRID171	-20.60	-9.20	2.47	14.06	25.86	36.29
SO YBADJ	GRID171	-25.88	-31.90	-36.95	-41.31	-43.92	-45.19
SO BUILDHGT	GRID172	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID172	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID172	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID172	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID172	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID172	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDWID	GRID172	93.87	87.51	78.50	67.10	53.66	85.64
SO BUILDWID	GRID172	75.94	63.94	50.00	34.54	87.90	94.11
SO BUILDWID	GRID172	97.46	97.86	95.27	95.48	97.91	97.37
SO BUILDWID	GRID172	93.87	87.51	78.50	67.10	53.66	38.60
SO BUILDWID	GRID172	39.39	54.39	67.73	79.01	87.90	94.11
SO BUILDWID	GRID172	97.46	97.86	95.27	95.48	97.91	97.37
SO BUILDLEN	GRID172	79.01	87.90	94.11	97.46	97.86	89.78
SO BUILDLEN	GRID172	95.14	97.60	97.10	93.65	87.51	78.50
SO BUILDLEN	GRID172	67.10	53.66	38.60	39.39	54.39	67.73
SO BUILDLEN	GRID172	79.01	87.90	94.11	97.46	97.86	95.27
SO BUILDLEN	GRID172	95.48	97.91	97.37	93.87	87.51	78.50
SO BUILDLEN	GRID172	67.10	53.66	38.60	39.39	54.39	67.73
SO XBADJ	GRID172	-39.04	-39.11	-37.98	-35.71	-32.35	-122.07
SO XBADJ	GRID172	-130.71	-135.38	-135.93	-132.36	-18.93	-15.74
SO XBADJ	GRID172	-12.07	-8.04	-3.77	-7.49	-19.00	-29.95
SO XBADJ	GRID172	-39.98	-48.79	-56.13	-61.75	-65.51	-67.27
SO XBADJ	GRID172	-70.25	-73.18	-73.88	-72.33	-68.59	-62.76
SO XBADJ	GRID172	-55.03	-45.62	-34.83	-31.91	-35.38	-37.79
SO YBADJ	GRID172	-25.40	-24.83	-23.51	-21.48	-18.79	41.36
SO YBADJ	GRID172	27.44	12.68	-2.47	-17.53	4.84	9.07
SO YBADJ	GRID172	13.02	16.58	19.63	22.51	24.22	25.19
SO YBADJ	GRID172	25.40	24.83	23.51	21.48	18.79	15.53
SO YBADJ	GRID172	12.21	8.19	3.92	-0.47	-4.84	-9.07
SO YBADJ	GRID172	-13.02	-16.58	-19.63	-22.51	-24.22	-25.19
SO BUILDHGT	GRID173	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID173	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID173	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID173	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID173	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID173	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDWID	GRID173	93.87	87.51	78.50	67.10	53.66	38.60
SO BUILDWID	GRID173	75.94	63.94	50.00	34.54	87.90	94.11
SO BUILDWID	GRID173	97.46	97.86	95.27	95.48	97.91	97.37
SO BUILDWID	GRID173	93.87	87.51	78.50	67.10	53.66	38.60
SO BUILDWID	GRID173	39.39	54.39	67.73	79.01	87.90	94.11
SO BUILDWID	GRID173	97.46	97.86	95.27	95.48	97.91	97.37
SO BUILDLEN	GRID173	79.01	87.90	94.11	97.46	97.86	95.27
SO BUILDLEN	GRID173	95.14	97.60	97.10	93.65	87.51	78.50
SO BUILDLEN	GRID173	67.10	53.66	38.60	39.39	54.39	67.73
SO BUILDLEN	GRID173	79.01	87.90	94.11	97.46	97.86	95.27

SO BUILDLEN	GRID173	95.48	97.91	97.37	93.87	87.51	78.50
SO BUILDLEN	GRID173	67.10	53.66	38.60	39.39	54.39	67.73
SO XBADJ	GRID173	-42.51	-45.95	-47.98	-48.57	-47.67	-45.33
SO XBADJ	GRID173	-149.50	-155.07	-155.93	-152.06	-37.72	-33.06
SO XBADJ	GRID173	-27.40	-20.90	-13.77	-14.33	-22.48	-29.95
SO XBADJ	GRID173	-36.50	-41.95	-46.13	-48.90	-50.19	-49.95
SO XBADJ	GRID173	-51.46	-53.48	-53.88	-52.63	-49.79	-45.44
SO XBADJ	GRID173	-39.71	-32.77	-24.83	-25.07	-31.91	-37.79
SO YBADJ	GRID173	-5.70	-6.04	-6.19	-6.16	-5.93	-5.53
SO YBADJ	GRID173	34.28	16.15	-2.47	-21.01	-2.00	-0.93
SO YBADJ	GRID173	0.17	1.26	2.31	3.72	4.52	5.19
SO YBADJ	GRID173	5.70	6.04	6.19	6.16	5.93	5.53
SO YBADJ	GRID173	5.37	4.72	3.92	3.00	2.00	0.93
SO YBADJ	GRID173	-0.17	-1.26	-2.31	-3.72	-4.52	-5.19
SO BUILDHGT	GRID174	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID174	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID174	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID174	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID174	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID174	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDWID	GRID174	93.87	87.51	78.50	67.10	53.66	38.60
SO BUILDWID	GRID174	39.39	54.39	67.73	79.01	87.90	94.11
SO BUILDWID	GRID174	97.46	97.86	95.27	95.48	97.91	97.37
SO BUILDWID	GRID174	93.87	87.51	78.50	67.10	53.66	38.60
SO BUILDWID	GRID174	39.39	54.39	67.73	79.01	87.90	94.11
SO BUILDWID	GRID174	97.46	97.86	95.27	95.48	97.91	97.37
SO BUILDLEN	GRID174	79.01	87.90	94.11	97.46	97.86	95.27
SO BUILDLEN	GRID174	95.48	97.91	97.37	93.87	87.51	78.50
SO BUILDLEN	GRID174	67.10	53.66	38.60	39.39	54.39	67.73
SO BUILDLEN	GRID174	79.01	87.90	94.11	97.46	97.86	95.27
SO BUILDLEN	GRID174	95.48	97.91	97.37	93.87	87.51	78.50
SO BUILDLEN	GRID174	67.10	53.66	38.60	39.39	54.39	67.73
SO XBADJ	GRID174	-45.98	-52.79	-57.98	-61.42	-62.99	-62.65
SO XBADJ	GRID174	-62.82	-64.13	-63.49	-60.93	-56.51	-50.38
SO XBADJ	GRID174	-42.72	-33.75	-23.77	-21.17	-25.95	-29.95
SO XBADJ	GRID174	-33.03	-35.11	-36.13	-36.04	-34.86	-32.63
SO XBADJ	GRID174	-32.67	-33.78	-33.88	-32.94	-31.00	-28.12
SO XBADJ	GRID174	-24.39	-19.91	-14.83	-18.23	-28.44	-37.79
SO YBADJ	GRID174	14.00	12.76	11.13	9.17	6.92	4.47
SO YBADJ	GRID174	1.47	-1.24	-3.92	-6.48	-8.84	-10.93
SO YBADJ	GRID174	-12.69	-14.06	-15.01	-15.08	-15.17	-14.81
SO YBADJ	GRID174	-14.00	-12.76	-11.13	-9.17	-6.92	-4.47
SO YBADJ	GRID174	-1.47	1.24	3.92	6.48	8.84	10.93
SO YBADJ	GRID174	12.69	14.06	15.01	15.08	15.17	14.81
SO BUILDHGT	GRID175	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID175	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID175	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID175	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID175	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID175	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDWID	GRID175	93.87	87.51	78.50	67.10	53.66	38.60
SO BUILDWID	GRID175	39.39	54.39	67.73	79.01	87.90	94.11
SO BUILDWID	GRID175	97.46	97.86	95.27	95.48	97.91	97.37
SO BUILDWID	GRID175	93.87	87.51	78.50	67.10	53.66	38.60
SO BUILDWID	GRID175	39.39	54.39	67.73	79.01	87.90	94.11
SO BUILDWID	GRID175	97.46	97.86	95.27	95.48	97.91	97.37
SO BUILDLEN	GRID175	79.01	87.90	94.11	97.46	97.86	95.27
SO BUILDLEN	GRID175	95.48	97.91	97.37	93.87	87.51	78.50
SO BUILDLEN	GRID175	67.10	53.66	38.60	39.39	54.39	67.73
SO BUILDLEN	GRID175	79.01	87.90	94.11	97.46	97.86	95.27
SO BUILDLEN	GRID175	95.48	97.91	97.37	93.87	87.51	78.50
SO BUILDLEN	GRID175	67.10	53.66	38.60	39.39	54.39	67.73
SO XBADJ	GRID175	-49.46	-59.63	-67.98	-74.28	-78.31	-79.97
SO XBADJ	GRID175	-81.61	-83.83	-83.49	-80.63	-75.31	-67.70
SO XBADJ	GRID175	-58.04	-46.61	-33.77	-28.01	-29.42	-29.94
SO XBADJ	GRID175	-29.56	-28.27	-26.13	-23.19	-19.54	-15.31
SO XBADJ	GRID175	-13.87	-14.09	-13.88	-13.24	-12.21	-10.80
SO XBADJ	GRID175	-9.06	-7.05	-4.83	-11.39	-24.96	-37.79
SO YBADJ	GRID175	33.69	31.55	28.45	24.49	19.78	14.47
SO YBADJ	GRID175	8.31	2.23	-3.92	-9.95	-15.68	-20.93
SO YBADJ	GRID175	-25.55	-29.38	-32.33	-33.87	-34.87	-34.81
SO YBADJ	GRID175	-33.69	-31.55	-28.45	-24.49	-19.78	-14.47
SO YBADJ	GRID175	-8.31	-2.23	3.92	9.95	15.68	20.93

SO YBADJ	GRID175	25.55	29.38	32.33	33.87	34.87	34.81
SO BUILDHGT	GRID176	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID176	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID176	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID176	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID176	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID176	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDWID	GRID176	93.87	87.51	78.50	67.10	53.66	38.60
SO BUILDWID	GRID176	39.39	54.39	67.73	79.01	87.90	94.11
SO BUILDWID	GRID176	97.46	97.86	95.27	95.48	97.91	97.37
SO BUILDWID	GRID176	93.87	87.51	78.50	67.10	53.66	38.60
SO BUILDWID	GRID176	39.39	54.39	67.73	79.01	87.90	94.11
SO BUILDWID	GRID176	97.46	97.86	95.27	95.48	97.91	97.37
SO BUILDLEN	GRID176	79.01	87.90	94.11	97.46	97.86	95.27
SO BUILDLEN	GRID176	95.48	97.91	97.37	93.87	87.51	78.50
SO BUILDLEN	GRID176	67.10	53.66	38.60	39.39	54.39	67.73
SO BUILDLEN	GRID176	79.01	87.90	94.11	97.46	97.86	95.27
SO BUILDLEN	GRID176	95.48	97.91	97.37	93.87	87.51	78.50
SO BUILDLEN	GRID176	67.10	53.66	38.60	39.39	54.39	67.73
SO XBADJ	GRID176	-52.93	-66.47	-77.98	-87.13	-93.63	-97.29
SO XBADJ	GRID176	-100.40	-103.52	-103.49	-100.32	-94.10	-85.02
SO XBADJ	GRID176	-73.36	-59.47	-43.77	-34.85	-32.90	-29.94
SO XBADJ	GRID176	-26.08	-21.43	-16.13	-10.33	-4.22	2.01
SO XBADJ	GRID176	4.92	5.61	6.12	6.45	6.59	6.52
SO XBADJ	GRID176	6.26	5.80	5.17	-4.55	-21.49	-37.79
SO YBADJ	GRID176	53.39	50.34	45.77	39.81	32.63	24.47
SO YBADJ	GRID176	15.15	5.70	-3.92	-13.42	-22.52	-30.93
SO YBADJ	GRID176	-38.40	-44.71	-49.65	-52.66	-54.57	-54.81
SO YBADJ	GRID176	-53.39	-50.34	-45.77	-39.81	-32.63	-24.47
SO YBADJ	GRID176	-15.15	-5.70	3.92	13.42	22.52	30.93
SO YBADJ	GRID176	38.40	44.71	49.65	52.66	54.57	54.81
SO BUILDHGT	GRID177	0.00	11.00	11.00	11.00	11.00	0.00
SO BUILDHGT	GRID177	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID177	14.60	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID177	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID177	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID177	14.60	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID177	0.00	44.04	42.35	39.37	35.20	0.00
SO BUILDWID	GRID177	39.39	54.39	67.73	79.01	87.90	94.11
SO BUILDWID	GRID177	97.46	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID177	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID177	39.39	54.39	67.73	79.01	87.90	94.11
SO BUILDWID	GRID177	97.46	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID177	0.00	40.78	43.50	44.90	44.93	0.00
SO BUILDLEN	GRID177	95.48	97.91	97.37	93.87	87.51	78.50
SO BUILDLEN	GRID177	67.10	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID177	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID177	95.48	97.91	97.37	93.87	87.51	78.50
SO BUILDLEN	GRID177	67.10	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID177	0.00	-78.44	-82.60	-84.24	-83.32	0.00
SO XBADJ	GRID177	-119.20	-123.22	-123.49	-120.02	-112.90	-102.34
SO XBADJ	GRID177	-88.68	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID177	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID177	23.72	25.30	26.12	26.15	25.38	23.84
SO XBADJ	GRID177	21.58	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID177	0.00	20.50	8.78	-3.20	-15.09	0.00
SO YBADJ	GRID177	21.99	9.18	-3.92	-16.90	-29.36	-40.93
SO YBADJ	GRID177	-51.26	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID177	0.00	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID177	-21.99	-9.18	3.92	16.90	29.36	40.93
SO YBADJ	GRID177	51.26	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID178	0.00	0.00	11.00	11.00	11.00	11.00
SO BUILDHGT	GRID178	0.00	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID178	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID178	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID178	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID178	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID178	0.00	0.00	42.35	39.37	35.20	29.95
SO BUILDWID	GRID178	0.00	54.39	67.73	79.01	87.90	94.11
SO BUILDWID	GRID178	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID178	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID178	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID178	0.00	0.00	0.00	0.00	0.00	0.00

SO BUILDLEN	GRID178	0.00	0.00	43.50	44.90	44.93	43.63
SO BUILDLEN	GRID178	0.00	97.91	97.37	93.87	87.51	78.50
SO BUILDLEN	GRID178	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID178	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID178	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID178	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID178	0.00	0.00	-92.60	-97.10	-98.65	-97.23
SO XBADJ	GRID178	0.00	-142.91	-143.49	-139.71	-131.69	-119.66
SO XBADJ	GRID178	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID178	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID178	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID178	0.00	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID178	0.00	0.00	26.10	12.12	-2.24	-16.52
SO YBADJ	GRID178	0.00	12.65	-3.92	-20.37	-36.20	-50.93
SO YBADJ	GRID178	0.00	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID178	0.00	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID178	0.00	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID178	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID179	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID179	0.00	14.60	14.60	14.60	14.60	0.00
SO BUILDHGT	GRID179	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID179	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID179	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID179	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID179	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID179	0.00	54.39	67.73	79.01	87.90	0.00
SO BUILDWID	GRID179	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID179	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID179	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID179	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID179	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID179	0.00	97.91	97.37	93.87	87.51	0.00
SO BUILDLEN	GRID179	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID179	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID179	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID179	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID179	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID179	0.00	-162.61	-163.49	-159.41	-150.48	0.00
SO XBADJ	GRID179	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID179	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID179	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID179	0.00	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID179	0.00	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID179	0.00	16.12	-3.92	-23.84	-43.04	0.00
SO YBADJ	GRID179	0.00	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID179	0.00	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID179	0.00	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID179	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID180	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID180	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID180	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID180	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID180	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID180	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID180	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID180	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID180	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID180	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID180	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID180	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID180	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID180	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID180	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID180	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID180	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID180	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID180	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID180	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID180	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID180	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID180	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID180	0.00	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID180	0.00	0.00	0.00	0.00	0.00	0.00

SO	YBADJ	GRID180	0.00	0.00	0.00	0.00	0.00	0.00
SO	YBADJ	GRID180	0.00	0.00	0.00	0.00	0.00	0.00
SO	YBADJ	GRID180	0.00	0.00	0.00	0.00	0.00	0.00
SO	YBADJ	GRID180	0.00	0.00	0.00	0.00	0.00	0.00
SO	YBADJ	GRID180	0.00	0.00	0.00	0.00	0.00	0.00
SO	BUILDHGT	GRID181	0.00	0.00	0.00	0.00	0.00	0.00
SO	BUILDHGT	GRID181	0.00	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID181	13.10	13.10	13.10	13.10	13.10	0.00
SO	BUILDHGT	GRID181	0.00	0.00	0.00	0.00	0.00	0.00
SO	BUILDHGT	GRID181	0.00	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID181	13.10	13.10	13.10	13.10	13.10	0.00
SO	BUILDWID	GRID181	0.00	0.00	0.00	0.00	0.00	0.00
SO	BUILDWID	GRID181	0.00	141.40	132.50	134.80	142.96	146.77
SO	BUILDWID	GRID181	146.12	141.04	131.67	118.29	101.33	0.00
SO	BUILDWID	GRID181	0.00	0.00	0.00	0.00	0.00	0.00
SO	BUILDWID	GRID181	0.00	141.40	132.50	134.80	142.96	146.77
SO	BUILDWID	GRID181	146.12	141.04	131.67	118.29	101.33	0.00
SO	BUILDLEN	GRID181	0.00	0.00	0.00	0.00	0.00	0.00
SO	BUILDLEN	GRID181	0.00	101.33	85.73	84.92	104.40	120.70
SO	BUILDLEN	GRID181	133.33	141.91	146.18	146.01	141.40	0.00
SO	BUILDLEN	GRID181	0.00	0.00	0.00	0.00	0.00	0.00
SO	BUILDLEN	GRID181	0.00	101.33	85.73	84.92	104.40	120.70
SO	BUILDLEN	GRID181	133.33	141.91	146.18	146.01	141.40	0.00
SO	XBADJ	GRID181	0.00	0.00	0.00	0.00	0.00	0.00
SO	XBADJ	GRID181	0.00	-7.80	14.93	24.20	23.44	21.96
SO	XBADJ	GRID181	19.81	17.06	13.79	10.11	6.11	0.00
SO	XBADJ	GRID181	0.00	0.00	0.00	0.00	0.00	0.00
SO	XBADJ	GRID181	0.00	-93.53	-100.66	-109.13	-127.83	-142.65
SO	XBADJ	GRID181	-153.14	-158.97	-159.98	-156.12	-147.52	0.00
SO	YBADJ	GRID181	0.00	0.00	0.00	0.00	0.00	0.00
SO	YBADJ	GRID181	0.00	-76.82	-68.18	-57.60	-45.17	-31.36
SO	YBADJ	GRID181	-16.60	-1.33	13.98	28.86	42.86	0.00
SO	YBADJ	GRID181	0.00	0.00	0.00	0.00	0.00	0.00
SO	YBADJ	GRID181	0.00	76.82	68.18	57.60	45.17	31.36
SO	YBADJ	GRID181	16.60	1.33	-13.98	-28.86	-42.86	0.00
SO	BUILDHGT	GRID182	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID182	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID182	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID182	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID182	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID182	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDWID	GRID182	84.92	104.40	120.70	133.33	141.91	146.18
SO	BUILDWID	GRID182	146.01	141.40	132.50	134.80	142.96	146.77
SO	BUILDWID	GRID182	146.12	141.04	131.67	118.29	101.33	85.73
SO	BUILDWID	GRID182	84.92	104.40	120.70	133.33	141.91	146.18
SO	BUILDWID	GRID182	146.01	141.40	132.50	134.80	142.96	146.77
SO	BUILDWID	GRID182	146.12	141.04	131.67	118.29	101.33	85.73
SO	BUILDLEN	GRID182	134.80	142.96	146.77	146.12	141.04	131.67
SO	BUILDLEN	GRID182	118.29	101.33	85.73	84.92	104.40	120.70
SO	BUILDLEN	GRID182	133.33	141.91	146.18	146.01	141.40	132.50
SO	BUILDLEN	GRID182	134.80	142.96	146.77	146.12	141.04	131.67
SO	BUILDLEN	GRID182	118.29	101.33	85.73	84.92	104.40	120.70
SO	BUILDLEN	GRID182	133.33	141.91	146.18	146.01	141.40	132.50
SO	XBADJ	GRID182	-128.48	-123.49	-114.74	-102.51	-87.17	-69.18
SO	XBADJ	GRID182	-49.08	-27.50	-5.07	4.51	4.64	4.64
SO	XBADJ	GRID182	4.49	4.20	3.79	3.27	2.64	1.93
SO	XBADJ	GRID182	-6.32	-19.47	-32.03	-43.61	-53.87	-62.49
SO	XBADJ	GRID182	-69.21	-73.83	-80.66	-89.43	-109.04	-125.33
SO	XBADJ	GRID182	-137.82	-146.12	-149.98	-149.28	-144.05	-134.43
SO	YBADJ	GRID182	-46.97	-56.84	-64.98	-71.15	-75.16	-76.89
SO	YBADJ	GRID182	-76.27	-73.34	-68.18	-61.08	-52.01	-41.36
SO	YBADJ	GRID182	-29.45	-16.65	-3.34	10.06	23.17	37.79
SO	YBADJ	GRID182	46.97	56.84	64.98	71.15	75.16	76.89
SO	YBADJ	GRID182	76.27	73.34	68.18	61.08	52.01	41.36
SO	YBADJ	GRID182	29.45	16.65	3.34	-10.06	-23.17	-37.79
SO	BUILDHGT	GRID183	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID183	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID183	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID183	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID183	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID183	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDWID	GRID183	84.92	104.40	120.70	133.33	141.91	146.18
SO	BUILDWID	GRID183	146.01	141.40	132.50	134.80	142.96	146.77

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SO BUILDWID  GRID183      146.12    141.04    131.67    118.29    101.33     85.73
SO BUILDWID  GRID183       84.92    104.40    120.70    133.33    141.91    146.18
SO BUILDWID  GRID183      146.01    141.40    132.50    134.80    142.96    146.77
SO BUILDWID  GRID183      146.12    141.04    131.67    118.29    101.33     85.73
SO BUILDLEN  GRID183      134.80    142.96    146.77    146.12    141.04    131.67
SO BUILDLEN  GRID183      118.29    101.33     85.73     84.92    104.40    120.70
SO BUILDLEN  GRID183      133.33    141.91    146.18    146.01    141.40    132.50
SO BUILDLEN  GRID183      134.80    142.96    146.77    146.12    141.04    131.67
SO BUILDLEN  GRID183      118.29    101.33     85.73     84.92    104.40    120.70
SO BUILDLEN  GRID183      133.33    141.91    146.18    146.01    141.40    132.50
SO XBADJ     GRID183     -131.95   -130.33   -124.74   -115.37   -102.49    -86.50
SO XBADJ     GRID183      -67.88    -47.19    -25.07    -15.19    -14.15    -12.68
SO XBADJ     GRID183      -10.83     -8.65     -6.21     -3.57     -0.83      1.94
SO XBADJ     GRID183       -2.85    -12.63    -22.03    -30.75    -38.55    -45.17
SO XBADJ     GRID183      -50.42    -54.13    -60.66    -69.73    -90.24   -108.01
SO XBADJ     GRID183     -122.50   -133.26   -139.98   -142.44   -140.57   -134.43
SO YBADJ     GRID183      -27.27    -38.05    -47.66    -55.83    -62.31    -66.89
SO YBADJ     GRID183      -69.43    -69.87    -68.18    -64.55    -58.85    -51.36
SO YBADJ     GRID183      -42.31    -31.97    -20.66     -8.73      3.47     17.79
SO YBADJ     GRID183       27.27     38.05     47.66     55.83     62.31     66.89
SO YBADJ     GRID183       69.43     69.87     68.18     64.55     58.85     51.36
SO YBADJ     GRID183       42.31     31.97     20.66      8.73     -3.47    -17.79
SO BUILDHGT  GRID184       13.10     13.10     13.10     13.10     13.10     13.10
SO BUILDHGT  GRID184       13.10     13.10     13.10     13.10     13.10     13.10
SO BUILDHGT  GRID184       13.10     13.10     13.10     13.10     13.10     13.10
SO BUILDHGT  GRID184       13.10     13.10     13.10     13.10     13.10     13.10
SO BUILDHGT  GRID184       13.10     13.10     13.10     13.10     13.10     13.10
SO BUILDHGT  GRID184       13.10     13.10     13.10     13.10     13.10     13.10
SO BUILDWID  GRID184       84.92    104.40    120.70    133.33    141.91    146.18
SO BUILDWID  GRID184      146.01    141.40    132.50    134.80    142.96    146.77
SO BUILDWID  GRID184      146.12    141.04    131.67    118.29    101.33     85.73
SO BUILDWID  GRID184       84.92    104.40    120.70    133.33    141.91    146.18
SO BUILDWID  GRID184      146.01    141.40    132.50    134.80    142.96    146.77
SO BUILDWID  GRID184      146.12    141.04    131.67    118.29    101.33     85.73
SO BUILDLEN  GRID184      134.80    142.96    146.77    146.12    141.04    131.67
SO BUILDLEN  GRID184      118.29    101.33     85.73     84.92    104.40    120.70
SO BUILDLEN  GRID184      133.33    141.91    146.18    146.01    141.40    132.50
SO BUILDLEN  GRID184      134.80    142.96    146.77    146.12    141.04    131.67
SO BUILDLEN  GRID184      118.29    101.33     85.73     84.92    104.40    120.70
SO BUILDLEN  GRID184      133.33    141.91    146.18    146.01    141.40    132.50
SO XBADJ     GRID184     -135.42   -137.17   -134.74   -128.23   -117.81   -103.82
SO XBADJ     GRID184      -86.67    -66.89    -45.07    -34.89    -32.95    -30.01
SO XBADJ     GRID184      -26.15    -21.51    -16.21    -10.41     -4.30      1.94
SO XBADJ     GRID184        0.62     -5.79    -12.03    -17.90    -23.23    -27.85
SO XBADJ     GRID184      -31.62    -34.44    -40.66    -50.04    -71.45    -90.69
SO XBADJ     GRID184     -107.18   -120.41   -129.98   -135.60   -137.10   -134.43
SO YBADJ     GRID184       -7.58    -19.25    -30.34    -40.51    -49.45    -56.89
SO YBADJ     GRID184      -62.59    -66.40    -68.18    -68.02    -65.69    -61.36
SO YBADJ     GRID184      -55.16    -47.29    -37.99    -27.52    -16.23     -2.21
SO YBADJ     GRID184        7.58     19.25     30.34     40.51     49.45     56.89
SO YBADJ     GRID184       62.59     66.40     68.19     68.02     65.69     61.36
SO YBADJ     GRID184       55.16     47.29     37.99     27.52     16.23      2.21
SO BUILDHGT  GRID185       13.10     13.10     13.10     13.10     13.10     13.10
SO BUILDHGT  GRID185       13.10     13.10     13.10     13.10     13.10     13.10
SO BUILDHGT  GRID185       13.10     13.10     13.10     13.10     13.10     13.10
SO BUILDHGT  GRID185       13.10     13.10     13.10     13.10     13.10     13.10
SO BUILDHGT  GRID185       13.10     13.10     13.10     13.10     13.10     13.10
SO BUILDHGT  GRID185       13.10     13.10     13.10     13.10     13.10     13.10
SO BUILDWID  GRID185       84.92    104.40    120.70    133.33    141.91    146.18
SO BUILDWID  GRID185      146.01    141.40    132.50    134.80    142.96    146.77
SO BUILDWID  GRID185      146.12    141.04    131.67    118.29    101.33     85.73
SO BUILDWID  GRID185       84.92    104.40    120.70    133.33    141.91    146.18
SO BUILDWID  GRID185      146.01    141.40    132.50    134.80    142.96    146.77
SO BUILDWID  GRID185      146.12    141.04    131.67    118.29    101.33     85.73
SO BUILDLEN  GRID185      134.80    142.96    146.77    146.12    141.04    131.67
SO BUILDLEN  GRID185      118.29    101.33     85.73     84.92    104.40    120.70
SO BUILDLEN  GRID185      133.33    141.91    146.18    146.01    141.40    132.50
SO BUILDLEN  GRID185      134.80    142.96    146.77    146.12    141.04    131.67
SO BUILDLEN  GRID185      118.29    101.33     85.73     84.92    104.40    120.70
SO BUILDLEN  GRID185      133.33    141.91    146.18    146.01    141.40    132.50
SO XBADJ     GRID185     -138.90   -144.01   -144.74   -141.08   -133.13   -121.14
SO XBADJ     GRID185     -105.46    -86.58    -65.07    -54.58    -51.74    -47.33
SO XBADJ     GRID185      -41.47    -34.36    -26.21    -17.25     -7.78      1.94
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SO	XBADJ	GRID185	4.09	1.05	-2.03	-5.04	-7.91	-10.53
SO	XBADJ	GRID185	-12.83	-14.74	-20.66	-30.34	-52.66	-73.37
SO	XBADJ	GRID185	-91.86	-107.55	-119.98	-128.76	-133.63	-134.43
SO	YBADJ	GRID185	12.12	-0.46	-13.02	-25.19	-36.59	-46.89
SO	YBADJ	GRID185	-55.75	-62.92	-68.18	-71.50	-72.53	-71.36
SO	YBADJ	GRID185	-68.02	-62.61	-55.31	-46.32	-35.92	-22.21
SO	YBADJ	GRID185	-12.12	0.46	13.02	25.19	36.59	46.89
SO	YBADJ	GRID185	55.75	62.92	68.19	71.50	72.53	71.36
SO	YBADJ	GRID185	68.02	62.61	55.31	46.32	35.92	22.21
SO	BUILDHGT	GRID186	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID186	13.10	13.10	13.10	0.00	0.00	0.00
SO	BUILDHGT	GRID186	0.00	0.00	0.00	13.10	13.10	13.10
SO	BUILDHGT	GRID186	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID186	13.10	13.10	18.60	18.60	18.60	18.60
SO	BUILDHGT	GRID186	18.60	0.00	0.00	13.10	13.10	13.10
SO	BUILDWID	GRID186	84.92	104.40	120.70	133.33	141.91	146.18
SO	BUILDWID	GRID186	146.01	141.40	132.50	0.00	0.00	0.00
SO	BUILDWID	GRID186	0.00	0.00	0.00	118.29	101.33	85.73
SO	BUILDWID	GRID186	84.92	104.40	120.70	133.33	141.91	146.18
SO	BUILDWID	GRID186	146.01	141.40	61.12	73.38	83.41	90.90
SO	BUILDWID	GRID186	95.63	0.00	0.00	118.29	101.33	85.73
SO	BUILDLEN	GRID186	134.80	142.96	146.77	146.12	141.04	131.67
SO	BUILDLEN	GRID186	118.29	101.33	85.73	0.00	0.00	0.00
SO	BUILDLEN	GRID186	0.00	0.00	0.00	146.01	141.40	132.50
SO	BUILDLEN	GRID186	134.80	142.96	146.77	146.12	141.04	131.67
SO	BUILDLEN	GRID186	118.29	101.33	97.10	95.16	90.34	82.77
SO	BUILDLEN	GRID186	72.68	0.00	0.00	146.01	141.40	132.50
SO	XBADJ	GRID186	-142.37	-150.85	-154.74	-153.94	-148.45	-138.46
SO	XBADJ	GRID186	-124.26	-106.28	-85.07	0.00	0.00	0.00
SO	XBADJ	GRID186	0.00	0.00	0.00	-24.09	-11.25	1.94
SO	XBADJ	GRID186	7.57	7.89	7.97	7.81	7.42	6.79
SO	XBADJ	GRID186	5.96	4.95	-167.13	-169.43	-166.58	-158.68
SO	XBADJ	GRID186	-145.95	0.00	0.00	-121.92	-130.15	-134.43
SO	YBADJ	GRID186	31.82	18.34	4.30	-9.87	-23.74	-36.89
SO	YBADJ	GRID186	-48.91	-59.45	-68.19	0.00	0.00	0.00
SO	YBADJ	GRID186	0.00	0.00	0.00	-65.11	-55.62	-42.21
SO	YBADJ	GRID186	-31.82	-18.34	-4.30	9.87	23.74	36.89
SO	YBADJ	GRID186	48.91	59.45	29.07	8.13	-13.05	-33.84
SO	YBADJ	GRID186	-53.61	0.00	0.00	65.11	55.62	42.21
SO	BUILDHGT	GRID187	0.00	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID187	13.10	13.10	13.10	0.00	0.00	0.00
SO	BUILDHGT	GRID187	0.00	0.00	0.00	0.00	0.00	0.00
SO	BUILDHGT	GRID187	0.00	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID187	13.10	13.10	18.60	18.60	18.60	18.60
SO	BUILDHGT	GRID187	18.60	18.60	0.00	0.00	0.00	0.00
SO	BUILDWID	GRID187	0.00	104.40	120.70	133.33	141.91	146.18
SO	BUILDWID	GRID187	146.01	141.40	132.50	0.00	0.00	0.00
SO	BUILDWID	GRID187	0.00	0.00	0.00	0.00	0.00	0.00
SO	BUILDWID	GRID187	0.00	104.40	120.70	133.33	141.91	146.18
SO	BUILDWID	GRID187	146.01	141.40	61.12	73.38	83.41	90.90
SO	BUILDWID	GRID187	95.63	97.46	0.00	0.00	0.00	0.00
SO	BUILDLEN	GRID187	0.00	142.96	146.77	146.12	141.04	131.67
SO	BUILDLEN	GRID187	118.29	101.33	85.73	0.00	0.00	0.00
SO	BUILDLEN	GRID187	0.00	0.00	0.00	0.00	0.00	0.00
SO	BUILDLEN	GRID187	0.00	142.96	146.77	146.12	141.04	131.67
SO	BUILDLEN	GRID187	118.29	101.33	97.10	95.16	90.34	82.77
SO	BUILDLEN	GRID187	72.68	60.38	0.00	0.00	0.00	0.00
SO	XBADJ	GRID187	0.00	-157.69	-164.74	-166.79	-163.77	-155.78
SO	XBADJ	GRID187	-143.05	-125.98	-105.07	0.00	0.00	0.00
SO	XBADJ	GRID187	0.00	0.00	0.00	0.00	0.00	0.00
SO	XBADJ	GRID187	0.00	14.73	17.97	20.67	22.74	24.11
SO	XBADJ	GRID187	24.76	24.65	-147.13	-149.73	-147.79	-141.36
SO	XBADJ	GRID187	-130.63	-115.93	0.00	0.00	0.00	0.00
SO	YBADJ	GRID187	0.00	37.13	21.62	5.45	-10.88	-26.89
SO	YBADJ	GRID187	-42.07	-55.98	-68.19	0.00	0.00	0.00
SO	YBADJ	GRID187	0.00	0.00	0.00	0.00	0.00	0.00
SO	YBADJ	GRID187	0.00	-37.13	-21.62	-5.45	10.88	26.89
SO	YBADJ	GRID187	42.07	55.98	29.07	11.61	-6.21	-23.84
SO	YBADJ	GRID187	-40.75	-56.42	0.00	0.00	0.00	0.00
SO	BUILDHGT	GRID188	0.00	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID188	13.10	13.10	18.60	18.60	0.00	0.00
SO	BUILDHGT	GRID188	0.00	0.00	0.00	0.00	0.00	0.00
SO	BUILDHGT	GRID188	0.00	13.10	0.00	0.00	0.00	0.00

SO BUILDHGT	GRID188	0.00	0.00	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID188	18.60	18.60	18.60	0.00	0.00	0.00
SO BUILDWID	GRID188	0.00	104.40	120.70	133.33	141.91	146.18
SO BUILDWID	GRID188	146.01	141.40	61.12	73.38	0.00	0.00
SO BUILDWID	GRID188	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID188	0.00	104.40	0.00	0.00	0.00	0.00
SO BUILDWID	GRID188	0.00	0.00	61.12	73.38	83.41	90.90
SO BUILDWID	GRID188	95.63	97.46	96.33	0.00	0.00	0.00
SO BUILDLEN	GRID188	0.00	142.96	146.77	146.12	141.04	131.67
SO BUILDLEN	GRID188	118.29	101.33	97.10	95.16	0.00	0.00
SO BUILDLEN	GRID188	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID188	0.00	142.96	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID188	0.00	0.00	97.10	95.16	90.34	82.77
SO BUILDLEN	GRID188	72.68	60.38	46.25	0.00	0.00	0.00
SO XBADJ	GRID188	0.00	-164.53	-174.74	-179.65	-179.10	-173.10
SO XBADJ	GRID188	-161.85	-145.67	30.03	34.87	0.00	0.00
SO XBADJ	GRID188	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID188	0.00	21.57	0.00	0.00	0.00	0.00
SO XBADJ	GRID188	0.00	0.00	-127.13	-130.04	-129.00	-124.04
SO XBADJ	GRID188	-115.31	-103.08	-87.71	0.00	0.00	0.00
SO YBADJ	GRID188	0.00	55.92	38.94	20.77	1.97	-16.89
SO YBADJ	GRID188	-35.23	-52.51	-29.07	-15.08	0.00	0.00
SO YBADJ	GRID188	0.00	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID188	0.00	-55.92	0.00	0.00	0.00	0.00
SO YBADJ	GRID188	0.00	0.00	29.07	15.08	0.63	-13.84
SO YBADJ	GRID188	-27.89	-41.10	-53.05	0.00	0.00	0.00
SO BUILDHGT	GRID189	0.00	0.00	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID189	13.10	13.10	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID189	18.60	18.60	18.60	18.60	18.60	4.90
SO BUILDHGT	GRID189	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID189	0.00	0.00	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID189	18.60	18.60	18.60	18.60	18.60	4.90
SO BUILDWID	GRID189	0.00	0.00	120.70	133.33	141.91	146.18
SO BUILDWID	GRID189	146.01	141.40	61.12	73.38	83.41	90.90
SO BUILDWID	GRID189	95.63	97.46	96.33	92.66	96.09	105.83
SO BUILDWID	GRID189	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID189	0.00	0.00	61.12	73.38	83.41	90.90
SO BUILDWID	GRID189	95.63	97.46	96.33	92.66	96.09	60.32
SO BUILDLEN	GRID189	0.00	0.00	146.77	146.12	141.04	131.67
SO BUILDLEN	GRID189	118.29	101.33	97.10	95.16	90.34	82.77
SO BUILDLEN	GRID189	72.68	60.38	46.26	31.46	47.00	67.47
SO BUILDLEN	GRID189	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID189	0.00	0.00	97.10	95.16	90.34	82.77
SO BUILDLEN	GRID189	72.68	60.38	46.25	31.46	47.00	53.44
SO XBADJ	GRID189	0.00	0.00	-184.74	-192.50	-194.42	-190.42
SO XBADJ	GRID189	-180.64	-165.37	10.03	15.18	19.86	23.95
SO XBADJ	GRID189	27.31	29.84	31.46	31.44	15.21	-1.49
SO XBADJ	GRID189	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID189	0.00	0.00	-107.13	-110.34	-110.20	-106.72
SO XBADJ	GRID189	-99.99	-90.22	-77.71	-62.90	-62.22	-65.98
SO YBADJ	GRID189	0.00	0.00	56.26	36.09	14.83	-6.89
SO YBADJ	GRID189	-28.39	-49.03	-29.07	-18.55	-7.47	3.84
SO YBADJ	GRID189	15.04	25.78	35.73	44.80	52.61	54.21
SO YBADJ	GRID189	0.00	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID189	0.00	0.00	29.07	18.55	7.47	-3.84
SO YBADJ	GRID189	-15.04	-25.78	-35.73	-44.80	-52.61	-31.46
SO BUILDHGT	GRID190	18.60	18.60	18.60	4.90	0.00	0.00
SO BUILDHGT	GRID190	0.00	0.00	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID190	18.60	18.60	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID190	18.60	18.60	18.60	4.90	0.00	0.00
SO BUILDHGT	GRID190	0.00	0.00	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID190	18.60	18.60	18.60	18.60	18.60	18.60
SO BUILDWID	GRID190	95.16	90.34	82.77	63.04	0.00	0.00
SO BUILDWID	GRID190	0.00	0.00	61.12	73.38	83.41	90.90
SO BUILDWID	GRID190	95.63	97.46	96.33	92.66	96.09	97.10
SO BUILDWID	GRID190	95.16	90.34	82.77	63.04	0.00	0.00
SO BUILDWID	GRID190	0.00	0.00	61.12	73.38	83.41	90.90
SO BUILDWID	GRID190	95.63	97.46	96.33	92.66	96.09	97.10
SO BUILDLEN	GRID190	73.38	83.41	90.90	49.62	0.00	0.00
SO BUILDLEN	GRID190	0.00	0.00	97.10	95.16	90.34	82.77
SO BUILDLEN	GRID190	72.68	60.38	46.26	31.46	47.00	61.12
SO BUILDLEN	GRID190	73.38	83.41	90.90	49.62	0.00	0.00
SO BUILDLEN	GRID190	0.00	0.00	97.10	95.16	90.34	82.77

SO BUILDLEN	GRID190	72.68	60.38	46.25	31.46	47.00	61.12
SO XBADJ	GRID190	-58.72	-56.01	-51.61	-52.37	0.00	0.00
SO XBADJ	GRID190	0.00	0.00	-9.97	-4.52	1.07	6.63
SO XBADJ	GRID190	11.99	16.98	21.46	24.60	11.74	-1.49
SO XBADJ	GRID190	-14.66	-27.39	-39.29	2.75	0.00	0.00
SO XBADJ	GRID190	0.00	0.00	-87.13	-90.64	-91.41	-89.40
SO XBADJ	GRID190	-84.67	-77.36	-67.71	-56.06	-58.74	-59.63
SO YBADJ	GRID190	-43.06	-46.24	-48.01	-32.40	0.00	0.00
SO YBADJ	GRID190	0.00	0.00	-29.07	-22.03	-14.31	-6.16
SO YBADJ	GRID190	2.18	10.46	18.41	26.00	32.92	38.58
SO YBADJ	GRID190	43.06	46.24	48.01	32.40	0.00	0.00
SO YBADJ	GRID190	0.00	0.00	29.07	22.03	14.31	6.16
SO YBADJ	GRID190	-2.18	-10.46	-18.41	-26.00	-32.92	-38.58
SO BUILDHGT	GRID191	18.60	18.60	18.60	18.60	18.60	4.90
SO BUILDHGT	GRID191	0.00	18.60	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID191	18.60	18.60	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID191	18.60	18.60	18.60	18.60	18.60	4.90
SO BUILDHGT	GRID191	0.00	18.60	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID191	18.60	18.60	18.60	18.60	18.60	18.60
SO BUILDWID	GRID191	95.16	90.34	82.77	72.68	60.38	52.84
SO BUILDWID	GRID191	0.00	47.00	61.12	73.38	83.41	90.90
SO BUILDWID	GRID191	95.63	97.46	96.33	92.66	96.09	97.10
SO BUILDWID	GRID191	95.16	90.34	82.77	72.68	60.38	52.84
SO BUILDWID	GRID191	0.00	47.00	61.12	73.38	83.41	90.90
SO BUILDWID	GRID191	95.63	97.46	96.33	92.66	96.09	97.10
SO BUILDLEN	GRID191	73.38	83.41	90.90	95.63	97.46	47.71
SO BUILDLEN	GRID191	0.00	96.09	97.10	95.16	90.34	82.77
SO BUILDLEN	GRID191	72.68	60.38	46.26	31.46	47.00	61.12
SO BUILDLEN	GRID191	73.38	83.41	90.90	95.63	97.46	47.71
SO BUILDLEN	GRID191	0.00	96.09	97.10	95.16	90.34	82.77
SO BUILDLEN	GRID191	72.68	60.38	46.25	31.46	47.00	61.12
SO XBADJ	GRID191	-62.19	-62.85	-61.61	-58.49	-53.60	-52.77
SO XBADJ	GRID191	0.00	-34.82	-29.97	-24.22	-17.72	-10.69
SO XBADJ	GRID191	-3.33	4.12	11.46	17.76	8.26	-1.49
SO XBADJ	GRID191	-11.19	-20.55	-29.29	-37.14	-43.87	5.06
SO XBADJ	GRID191	0.00	-61.26	-67.13	-70.95	-72.61	-72.07
SO XBADJ	GRID191	-69.35	-64.51	-57.71	-49.22	-55.27	-59.64
SO YBADJ	GRID191	-23.37	-27.45	-30.69	-33.01	-34.32	-27.55
SO YBADJ	GRID191	0.00	-31.77	-29.07	-25.50	-21.15	-16.16
SO YBADJ	GRID191	-10.67	-4.87	1.09	7.21	13.22	18.58
SO YBADJ	GRID191	23.37	27.45	30.69	33.01	34.32	27.55
SO YBADJ	GRID191	0.00	31.77	29.07	25.50	21.15	16.16
SO YBADJ	GRID191	10.67	4.87	-1.09	-7.21	-13.22	-18.58
SO BUILDHGT	GRID192	18.60	18.60	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID192	4.90	18.60	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID192	18.60	18.60	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID192	18.60	18.60	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID192	4.90	18.60	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID192	18.60	18.60	18.60	18.60	18.60	18.60
SO BUILDWID	GRID192	95.16	90.34	82.77	72.68	60.38	46.26
SO BUILDWID	GRID192	45.64	47.00	61.12	73.38	83.41	90.90
SO BUILDWID	GRID192	95.63	97.46	96.33	92.66	96.09	97.10
SO BUILDWID	GRID192	95.16	90.34	82.77	72.68	60.38	46.25
SO BUILDWID	GRID192	45.64	47.00	61.12	73.38	83.41	90.90
SO BUILDWID	GRID192	95.63	97.46	96.33	92.66	96.09	97.10
SO BUILDLEN	GRID192	73.38	83.41	90.90	95.63	97.46	96.33
SO BUILDLEN	GRID192	98.00	96.09	97.10	95.16	90.34	82.77
SO BUILDLEN	GRID192	72.68	60.38	46.26	31.46	47.00	61.12
SO BUILDLEN	GRID192	73.38	83.41	90.90	95.63	97.46	96.33
SO BUILDLEN	GRID192	98.00	96.09	97.10	95.16	90.34	82.77
SO BUILDLEN	GRID192	72.68	60.38	46.25	31.46	47.00	61.12
SO XBADJ	GRID192	-65.66	-69.69	-71.61	-71.35	-68.92	-64.39
SO XBADJ	GRID192	-63.25	-54.52	-49.97	-43.91	-36.52	-28.01
SO XBADJ	GRID192	-18.66	-8.73	1.46	10.92	4.79	-1.49
SO XBADJ	GRID192	-7.72	-13.71	-19.29	-24.29	-28.54	-31.93
SO XBADJ	GRID192	-34.75	-41.57	-47.13	-51.25	-53.82	-54.75
SO XBADJ	GRID192	-54.02	-51.65	-47.71	-42.38	-51.80	-59.64
SO YBADJ	GRID192	-3.67	-8.65	-13.37	-17.68	-21.46	-24.58
SO YBADJ	GRID192	-24.57	-28.29	-29.07	-28.97	-27.99	-26.16
SO YBADJ	GRID192	-23.53	-20.19	-16.23	-11.58	-6.48	-1.42
SO YBADJ	GRID192	3.67	8.65	13.37	17.68	21.46	24.58
SO YBADJ	GRID192	24.57	28.29	29.08	28.97	27.99	26.16
SO YBADJ	GRID192	23.53	20.19	16.23	11.58	6.48	1.42

SO BUILDHGT	GRID193	18.60	18.60	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID193	18.60	18.60	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID193	18.60	18.60	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID193	18.60	18.60	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID193	18.60	18.60	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID193	18.60	18.60	18.60	18.60	18.60	18.60
SO BUILDWID	GRID193	95.16	90.34	82.77	72.68	60.38	46.26
SO BUILDWID	GRID193	31.46	47.00	61.12	73.38	83.41	90.90
SO BUILDWID	GRID193	95.63	97.46	96.33	92.66	96.09	97.10
SO BUILDWID	GRID193	95.16	90.34	82.77	72.68	60.38	46.25
SO BUILDWID	GRID193	31.46	47.00	61.12	73.38	83.41	90.90
SO BUILDWID	GRID193	95.63	97.46	96.33	92.66	96.09	97.10
SO BUILDLEN	GRID193	73.38	83.41	90.90	95.63	97.46	96.33
SO BUILDLEN	GRID193	92.66	96.09	97.10	95.16	90.34	82.77
SO BUILDLEN	GRID193	72.68	60.38	46.26	31.46	47.00	61.12
SO BUILDLEN	GRID193	73.38	83.41	90.90	95.63	97.46	96.33
SO BUILDLEN	GRID193	92.66	96.09	97.10	95.16	90.34	82.77
SO BUILDLEN	GRID193	72.68	60.38	46.25	31.46	47.00	61.12
SO XBADJ	GRID193	-69.13	-76.53	-81.61	-84.20	-84.24	-81.71
SO XBADJ	GRID193	-76.71	-74.21	-69.97	-63.61	-55.31	-45.33
SO XBADJ	GRID193	-33.98	-21.59	-8.54	4.08	1.32	-1.49
SO XBADJ	GRID193	-4.24	-6.87	-9.29	-11.43	-13.22	-14.61
SO XBADJ	GRID193	-15.95	-21.87	-27.13	-31.56	-35.03	-37.43
SO XBADJ	GRID193	-38.70	-38.80	-37.71	-35.54	-48.32	-59.64
SO YBADJ	GRID193	16.03	10.14	3.95	-2.36	-8.60	-14.58
SO YBADJ	GRID193	-19.81	-24.82	-29.08	-32.45	-34.83	-36.16
SO YBADJ	GRID193	-36.38	-35.51	-33.55	-30.38	-26.17	-21.42
SO YBADJ	GRID193	-16.03	-10.14	-3.95	2.36	8.60	14.58
SO YBADJ	GRID193	19.81	24.82	29.08	32.45	34.83	36.16
SO YBADJ	GRID193	36.38	35.51	33.55	30.38	26.17	21.42
SO BUILDHGT	GRID194	18.60	18.60	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID194	18.60	18.60	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID194	18.60	18.60	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID194	18.60	18.60	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID194	18.60	18.60	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID194	18.60	18.60	18.60	18.60	18.60	18.60
SO BUILDWID	GRID194	95.16	90.34	82.77	72.68	60.38	46.26
SO BUILDWID	GRID194	31.46	47.00	61.12	73.38	83.41	90.90
SO BUILDWID	GRID194	95.63	97.46	96.33	92.66	96.09	97.10
SO BUILDWID	GRID194	95.16	90.34	82.77	72.68	60.38	46.25
SO BUILDWID	GRID194	31.46	47.00	61.12	73.38	83.41	90.90
SO BUILDWID	GRID194	95.63	97.46	96.33	92.66	96.09	97.10
SO BUILDLEN	GRID194	73.38	83.41	90.90	95.63	97.46	96.33
SO BUILDLEN	GRID194	92.66	96.09	97.10	95.16	90.34	82.77
SO BUILDLEN	GRID194	72.68	60.38	46.26	31.46	47.00	61.12
SO BUILDLEN	GRID194	73.38	83.41	90.90	95.63	97.46	96.33
SO BUILDLEN	GRID194	92.66	96.09	97.10	95.16	90.34	82.77
SO BUILDLEN	GRID194	72.68	60.38	46.25	31.46	47.00	61.12
SO XBADJ	GRID194	-72.61	-83.37	-91.61	-97.06	-99.56	-99.03
SO XBADJ	GRID194	-95.50	-93.91	-89.97	-83.31	-74.10	-62.65
SO XBADJ	GRID194	-49.30	-34.44	-18.54	-2.76	-2.15	-1.48
SO XBADJ	GRID194	-0.77	-0.03	0.71	1.42	2.10	2.71
SO XBADJ	GRID194	2.84	-2.18	-7.13	-11.86	-16.23	-20.11
SO XBADJ	GRID194	-23.38	-25.94	-27.71	-28.70	-44.85	-59.64
SO YBADJ	GRID194	35.72	28.94	21.27	12.96	4.25	-4.58
SO YBADJ	GRID194	-12.97	-21.35	-29.08	-35.92	-41.67	-46.16
SO YBADJ	GRID194	-49.24	-50.83	-50.87	-49.17	-45.87	-41.42
SO YBADJ	GRID194	-35.72	-28.94	-21.27	-12.96	-4.25	4.58
SO YBADJ	GRID194	12.97	21.35	29.08	35.92	41.67	46.16
SO YBADJ	GRID194	49.24	50.83	50.87	49.17	45.87	41.42
SO BUILDHGT	GRID195	18.60	18.60	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID195	18.60	18.60	18.60	18.60	18.60	14.60
SO BUILDHGT	GRID195	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID195	18.60	18.60	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID195	18.60	18.60	18.60	18.60	18.60	14.60
SO BUILDHGT	GRID195	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDWID	GRID195	95.16	90.34	82.77	72.68	60.38	46.26
SO BUILDWID	GRID195	31.46	47.00	61.12	73.38	83.41	58.41
SO BUILDWID	GRID195	71.13	81.70	89.78	95.14	97.60	97.10
SO BUILDWID	GRID195	95.16	90.34	82.77	72.68	60.38	46.25
SO BUILDWID	GRID195	31.46	47.00	61.12	73.38	83.41	58.41
SO BUILDWID	GRID195	71.13	81.70	89.78	95.14	97.60	97.10
SO BUILDLEN	GRID195	73.38	83.41	90.90	95.63	97.46	96.33

SO	BUILDLEN	GRID195	92.66	96.09	97.10	95.16	90.34	98.33
SO	BUILDLEN	GRID195	97.00	92.73	85.64	75.94	63.94	50.00
SO	BUILDLEN	GRID195	73.38	83.41	90.90	95.63	97.46	96.33
SO	BUILDLEN	GRID195	92.66	96.09	97.10	95.16	90.34	98.33
SO	BUILDLEN	GRID195	97.00	92.73	85.64	75.94	63.94	50.00
SO	XBADJ	GRID195	-76.08	-90.21	-101.61	-109.91	-114.88	-116.35
SO	XBADJ	GRID195	-114.29	-113.61	-109.97	-103.00	-92.90	7.98
SO	XBADJ	GRID195	6.55	4.92	3.14	1.27	-0.64	-2.54
SO	XBADJ	GRID195	2.70	6.81	10.71	14.28	17.42	20.03
SO	XBADJ	GRID195	21.64	17.52	12.87	7.84	2.56	-106.30
SO	XBADJ	GRID195	-103.55	-97.65	-88.78	-77.21	-63.30	-47.46
SO	YBADJ	GRID195	55.42	47.73	38.59	28.28	17.11	5.42
SO	YBADJ	GRID195	-6.13	-17.88	-29.08	-39.39	-48.51	6.39
SO	YBADJ	GRID195	16.21	25.52	34.07	41.58	47.82	52.62
SO	YBADJ	GRID195	-55.42	-47.73	-38.59	-28.28	-17.11	-5.42
SO	YBADJ	GRID195	6.13	17.88	29.08	39.39	48.51	-6.39
SO	YBADJ	GRID195	-16.21	-25.53	-34.07	-41.58	-47.82	-52.62
SO	BUILDHGT	GRID196	14.60	14.60	14.60	18.60	18.60	18.60
SO	BUILDHGT	GRID196	18.60	18.60	18.60	18.60	14.60	14.60
SO	BUILDHGT	GRID196	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID196	14.60	14.60	14.60	18.60	18.60	14.60
SO	BUILDHGT	GRID196	14.60	14.60	18.60	18.60	14.60	14.60
SO	BUILDHGT	GRID196	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDWID	GRID196	93.65	96.66	98.33	72.68	60.38	46.26
SO	BUILDWID	GRID196	31.46	47.00	61.12	73.38	43.90	58.41
SO	BUILDWID	GRID196	71.13	81.70	89.78	95.14	97.60	97.10
SO	BUILDWID	GRID196	93.65	96.66	98.33	72.68	60.38	85.64
SO	BUILDWID	GRID196	75.94	63.94	61.12	73.38	43.90	58.41
SO	BUILDWID	GRID196	71.13	81.70	89.78	95.14	97.60	97.10
SO	BUILDLEN	GRID196	34.54	43.90	58.41	95.63	97.46	96.33
SO	BUILDLEN	GRID196	92.66	96.09	97.10	95.16	96.66	98.33
SO	BUILDLEN	GRID196	97.00	92.73	85.64	75.94	63.94	50.00
SO	BUILDLEN	GRID196	34.54	43.90	58.41	95.63	97.46	89.78
SO	BUILDLEN	GRID196	95.14	97.60	97.10	95.16	96.66	98.33
SO	BUILDLEN	GRID196	97.00	92.73	85.64	75.94	63.94	50.00
SO	XBADJ	GRID196	-33.66	-32.40	-32.81	-122.77	-130.20	-133.68
SO	XBADJ	GRID196	-133.09	-133.30	-129.97	-122.70	-9.63	-9.34
SO	XBADJ	GRID196	-8.77	-7.94	-6.86	-5.57	-4.12	-2.53
SO	XBADJ	GRID196	-0.88	-11.50	-25.60	27.14	32.74	-61.64
SO	XBADJ	GRID196	-70.35	-76.93	32.87	27.53	-87.04	-88.98
SO	XBADJ	GRID196	-88.23	-84.79	-78.78	-70.37	-59.83	-47.46
SO	YBADJ	GRID196	-36.11	-38.70	-39.82	43.60	29.96	15.42
SO	YBADJ	GRID196	0.71	-14.40	-29.08	-42.86	-10.45	-3.61
SO	YBADJ	GRID196	3.35	10.20	16.75	22.78	28.13	32.62
SO	YBADJ	GRID196	36.11	38.70	39.82	-43.60	-29.96	35.96
SO	YBADJ	GRID196	32.40	27.86	29.08	42.86	10.45	3.61
SO	YBADJ	GRID196	-3.35	-10.20	-16.75	-22.78	-28.13	-32.62
SO	BUILDHGT	GRID197	14.60	14.60	14.60	14.60	14.60	18.60
SO	BUILDHGT	GRID197	18.60	18.60	18.60	14.60	14.60	14.60
SO	BUILDHGT	GRID197	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID197	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID197	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID197	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDWID	GRID197	93.65	96.66	98.33	97.00	92.73	46.26
SO	BUILDWID	GRID197	31.46	47.00	61.12	34.54	43.90	58.41
SO	BUILDWID	GRID197	71.13	81.70	89.78	95.14	97.60	97.10
SO	BUILDWID	GRID197	93.65	96.66	98.33	97.00	92.73	85.64
SO	BUILDWID	GRID197	75.94	63.94	50.00	34.54	43.90	58.41
SO	BUILDWID	GRID197	71.13	81.70	89.78	95.14	97.60	97.10
SO	BUILDLEN	GRID197	34.54	43.90	58.41	71.13	81.70	96.33
SO	BUILDLEN	GRID197	92.66	96.09	97.10	93.65	96.66	98.33
SO	BUILDLEN	GRID197	97.00	92.73	85.64	75.94	63.94	50.00
SO	BUILDLEN	GRID197	34.54	43.90	58.41	71.13	81.70	89.78
SO	BUILDLEN	GRID197	95.14	97.60	97.10	93.65	96.66	98.33
SO	BUILDLEN	GRID197	97.00	92.73	85.64	75.94	63.94	50.00
SO	XBADJ	GRID197	-37.13	-39.25	-42.81	-45.07	-45.97	-151.00
SO	XBADJ	GRID197	-151.88	-153.00	-149.97	-30.41	-28.42	-26.66
SO	XBADJ	GRID197	-24.09	-20.79	-16.86	-12.41	-7.59	-2.53
SO	XBADJ	GRID197	2.60	-4.66	-15.60	-26.06	-35.73	-44.32
SO	XBADJ	GRID197	-51.56	-57.23	-61.17	-63.24	-68.24	-71.66
SO	XBADJ	GRID197	-72.91	-71.94	-68.78	-63.53	-56.35	-47.46
SO	YBADJ	GRID197	-16.42	-19.91	-22.50	-24.41	-25.57	25.42
SO	YBADJ	GRID197	7.55	-10.93	-29.08	-19.86	-17.29	-13.61

SO	YBADJ	GRID197	-9.51	-5.12	-0.57	3.99	8.43	12.62
SO	YBADJ	GRID197	16.42	19.91	22.50	24.41	25.57	25.96
SO	YBADJ	GRID197	25.56	24.38	22.46	19.86	17.29	13.61
SO	YBADJ	GRID197	9.51	5.12	0.57	-3.99	-8.43	-12.62
SO	BUILDHGT	GRID198	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID198	18.60	18.60	18.60	14.60	14.60	14.60
SO	BUILDHGT	GRID198	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID198	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID198	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID198	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDWID	GRID198	93.65	96.66	98.33	97.00	92.73	85.64
SO	BUILDWID	GRID198	31.46	47.00	61.12	34.54	43.90	58.41
SO	BUILDWID	GRID198	71.13	81.70	89.78	95.14	97.60	97.10
SO	BUILDWID	GRID198	93.65	96.66	98.33	97.00	92.73	85.64
SO	BUILDWID	GRID198	75.94	63.94	50.00	34.54	43.90	58.41
SO	BUILDWID	GRID198	71.13	81.70	89.78	95.14	97.60	97.10
SO	BUILDLEN	GRID198	34.54	43.90	58.41	71.13	81.70	89.78
SO	BUILDLEN	GRID198	92.66	96.09	97.10	93.65	96.66	98.33
SO	BUILDLEN	GRID198	97.00	92.73	85.64	75.94	63.94	50.00
SO	BUILDLEN	GRID198	34.54	43.90	58.41	71.13	81.70	89.78
SO	BUILDLEN	GRID198	95.14	97.60	97.10	93.65	96.66	98.33
SO	BUILDLEN	GRID198	97.00	92.73	85.64	75.94	63.94	50.00
SO	XBADJ	GRID198	-40.61	-46.09	-52.81	-57.93	-61.29	-62.78
SO	XBADJ	GRID198	-170.68	-172.69	-169.97	-50.10	-47.22	-43.98
SO	XBADJ	GRID198	-39.41	-33.65	-26.86	-19.25	-11.06	-2.53
SO	XBADJ	GRID198	6.07	2.18	-5.60	-13.20	-20.41	-27.00
SO	XBADJ	GRID198	-32.76	-37.54	-41.17	-43.55	-49.45	-54.34
SO	XBADJ	GRID198	-57.59	-59.08	-58.78	-56.69	-52.88	-47.46
SO	YBADJ	GRID198	3.28	-1.12	-5.18	-9.09	-12.72	-15.96
SO	YBADJ	GRID198	14.39	-7.46	-29.08	-23.34	-24.13	-23.61
SO	YBADJ	GRID198	-22.36	-20.44	-17.89	-14.80	-11.27	-7.38
SO	YBADJ	GRID198	-3.28	1.12	5.18	9.09	12.72	15.96
SO	YBADJ	GRID198	18.72	20.91	22.47	23.34	24.13	23.61
SO	YBADJ	GRID198	22.36	20.44	17.89	14.80	11.27	7.38
SO	BUILDHGT	GRID199	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID199	14.60	14.60	14.60	0.00	0.00	14.60
SO	BUILDHGT	GRID199	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID199	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID199	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID199	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDWID	GRID199	93.65	96.66	98.33	97.00	92.73	85.64
SO	BUILDWID	GRID199	75.94	63.94	50.00	0.00	0.00	58.41
SO	BUILDWID	GRID199	71.13	81.70	89.78	95.14	97.60	97.10
SO	BUILDWID	GRID199	93.65	96.66	98.33	97.00	92.73	85.64
SO	BUILDWID	GRID199	75.94	63.94	50.00	79.01	87.90	58.41
SO	BUILDWID	GRID199	71.13	81.70	89.78	95.14	97.60	97.10
SO	BUILDLEN	GRID199	34.54	43.90	58.41	71.13	81.70	89.78
SO	BUILDLEN	GRID199	95.14	97.60	97.10	0.00	0.00	98.33
SO	BUILDLEN	GRID199	97.00	92.73	85.64	75.94	63.94	50.00
SO	BUILDLEN	GRID199	34.54	43.90	58.41	71.13	81.70	89.78
SO	BUILDLEN	GRID199	95.14	97.60	97.10	93.87	87.51	98.33
SO	BUILDLEN	GRID199	97.00	92.73	85.64	75.94	63.94	50.00
SO	XBADJ	GRID199	-44.08	-52.93	-62.81	-70.78	-76.61	-80.10
SO	XBADJ	GRID199	-81.17	-79.76	-75.93	0.00	0.00	-61.30
SO	XBADJ	GRID199	-54.74	-46.50	-36.86	-26.09	-14.53	-2.53
SO	XBADJ	GRID199	9.54	9.02	4.40	-0.35	-5.09	-9.68
SO	XBADJ	GRID199	-13.97	-17.84	-21.17	-134.89	-131.81	-37.02
SO	XBADJ	GRID199	-42.27	-46.22	-48.78	-49.85	-49.41	-47.46
SO	YBADJ	GRID199	22.98	17.68	12.14	6.23	0.14	-5.96
SO	YBADJ	GRID199	-11.88	-17.44	-22.47	0.00	0.00	-33.61
SO	YBADJ	GRID199	-35.22	-35.76	-35.21	-33.60	-30.96	-27.38
SO	YBADJ	GRID199	-22.98	-17.68	-12.14	-6.23	-0.14	5.96
SO	YBADJ	GRID199	11.88	17.44	22.47	8.81	-6.57	33.61
SO	YBADJ	GRID199	35.22	35.76	35.21	33.60	30.96	27.38
SO	BUILDHGT	GRID200	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID200	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID200	0.00	0.00	0.00	14.60	14.60	14.60
SO	BUILDHGT	GRID200	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID200	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID200	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDWID	GRID200	93.65	96.66	98.33	97.00	92.73	85.64
SO	BUILDWID	GRID200	75.94	63.94	50.00	79.01	87.90	94.11
SO	BUILDWID	GRID200	0.00	0.00	0.00	95.14	97.60	97.10

SO	BUILDWID	GRID200	93.65	96.66	98.33	97.00	92.73	85.64
SO	BUILDWID	GRID200	75.94	63.94	50.00	79.01	87.90	94.11
SO	BUILDWID	GRID200	97.46	97.86	95.27	95.14	97.60	97.10
SO	BUILDLEN	GRID200	34.54	43.90	58.41	71.13	81.70	89.78
SO	BUILDLEN	GRID200	95.14	97.60	97.10	93.87	87.51	78.50
SO	BUILDLEN	GRID200	0.00	0.00	0.00	75.94	63.94	50.00
SO	BUILDLEN	GRID200	34.54	43.90	58.41	71.13	81.70	89.78
SO	BUILDLEN	GRID200	95.14	97.60	97.10	93.87	87.51	78.50
SO	BUILDLEN	GRID200	67.10	53.66	38.60	75.94	63.94	50.00
SO	XBADJ	GRID200	-47.55	-59.77	-72.81	-83.64	-91.93	-97.42
SO	XBADJ	GRID200	-99.96	-99.46	-95.93	21.33	25.50	28.90
SO	XBADJ	GRID200	0.00	0.00	0.00	-32.93	-18.01	-2.53
SO	XBADJ	GRID200	13.01	15.86	14.40	12.51	10.23	7.64
SO	XBADJ	GRID200	4.82	1.86	-1.17	-115.20	-113.02	-107.40
SO	XBADJ	GRID200	-98.52	-86.65	-72.15	-43.01	-45.94	-47.47
SO	YBADJ	GRID200	42.67	36.47	29.46	21.56	13.00	4.04
SO	YBADJ	GRID200	-5.04	-13.96	-22.47	-12.28	-0.27	11.75
SO	YBADJ	GRID200	0.00	0.00	0.00	-52.39	-50.66	-47.38
SO	YBADJ	GRID200	-42.67	-36.47	-29.46	-21.56	-12.99	-4.04
SO	YBADJ	GRID200	5.04	13.96	22.47	12.28	0.27	-11.75
SO	YBADJ	GRID200	-23.41	-34.36	-44.27	52.39	50.66	47.38
SO	BUILDHGT	GRID201	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID201	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID201	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID201	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID201	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID201	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDWID	GRID201	93.87	96.66	98.33	97.00	92.73	85.64
SO	BUILDWID	GRID201	75.94	63.94	50.00	79.01	87.90	94.11
SO	BUILDWID	GRID201	97.46	97.86	95.27	95.48	97.91	97.37
SO	BUILDWID	GRID201	93.87	96.66	98.33	97.00	92.73	85.64
SO	BUILDWID	GRID201	75.94	63.94	50.00	79.01	87.90	94.11
SO	BUILDWID	GRID201	97.46	97.86	95.27	95.48	97.91	97.37
SO	BUILDLEN	GRID201	79.01	43.90	58.41	71.13	81.70	89.78
SO	BUILDLEN	GRID201	95.14	97.60	97.10	93.87	87.51	78.50
SO	BUILDLEN	GRID201	67.10	53.66	38.60	39.39	54.39	67.73
SO	BUILDLEN	GRID201	79.01	43.90	58.41	71.13	81.70	89.78
SO	BUILDLEN	GRID201	95.14	97.60	97.10	93.87	87.51	78.50
SO	BUILDLEN	GRID201	67.10	53.66	38.60	39.39	54.39	67.73
SO	XBADJ	GRID201	-55.26	-66.61	-82.81	-96.50	-107.25	-114.74
SO	XBADJ	GRID201	-118.75	-119.15	-115.93	1.63	6.71	11.58
SO	XBADJ	GRID201	16.10	20.13	23.55	18.15	4.16	-9.95
SO	XBADJ	GRID201	-23.75	22.70	24.40	25.36	25.55	24.96
SO	XBADJ	GRID201	23.62	21.55	18.83	-95.50	-94.22	-90.08
SO	XBADJ	GRID201	-83.20	-73.80	-62.15	-57.54	-58.55	-57.78
SO	YBADJ	GRID201	-48.57	55.27	46.78	36.88	25.85	14.04
SO	YBADJ	GRID201	1.80	-10.49	-22.47	-15.75	-7.11	1.75
SO	YBADJ	GRID201	10.56	19.04	26.95	34.47	40.44	45.19
SO	YBADJ	GRID201	48.57	-55.27	-46.78	-36.88	-25.85	-14.04
SO	YBADJ	GRID201	-1.80	10.49	22.47	15.75	7.11	-1.75
SO	YBADJ	GRID201	-10.56	-19.04	-26.95	-34.47	-40.44	-45.19
SO	BUILDHGT	GRID202	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID202	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID202	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID202	14.60	14.60	14.60	14.60	14.60	0.00
SO	BUILDHGT	GRID202	0.00	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID202	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDWID	GRID202	93.87	87.51	78.50	97.00	92.73	85.64
SO	BUILDWID	GRID202	75.94	63.94	50.00	79.01	87.90	94.11
SO	BUILDWID	GRID202	97.46	97.86	95.27	95.48	97.91	97.37
SO	BUILDWID	GRID202	93.87	87.51	78.50	67.10	53.66	0.00
SO	BUILDWID	GRID202	0.00	54.39	67.73	79.01	87.90	94.11
SO	BUILDWID	GRID202	97.46	97.86	95.27	95.48	97.91	97.37
SO	BUILDLEN	GRID202	79.01	87.90	94.11	71.13	81.70	89.78
SO	BUILDLEN	GRID202	95.14	97.60	97.10	93.87	87.51	78.50
SO	BUILDLEN	GRID202	67.10	53.66	38.60	39.39	54.39	67.73
SO	BUILDLEN	GRID202	79.01	87.90	94.11	97.46	97.86	0.00
SO	BUILDLEN	GRID202	0.00	97.91	97.37	93.87	87.51	78.50
SO	BUILDLEN	GRID202	67.10	53.66	38.60	39.39	54.39	67.73
SO	XBADJ	GRID202	-58.73	-57.90	-55.31	-109.35	-122.57	-132.07
SO	XBADJ	GRID202	-137.55	-138.85	-135.93	-18.06	-12.09	-5.74
SO	XBADJ	GRID202	0.78	7.28	13.55	11.31	0.69	-9.95
SO	XBADJ	GRID202	-20.28	-30.00	-38.81	-46.43	-52.65	0.00

SO	XBADJ	GRID202	0.00	-69.70	-73.88	-75.80	-75.43	-72.76
SO	XBADJ	GRID202	-67.88	-60.94	-52.15	-50.70	-55.08	-57.79
SO	YBADJ	GRID202	-28.87	-31.67	-33.51	52.20	38.71	24.04
SO	YBADJ	GRID202	8.64	-7.02	-22.47	-19.23	-13.95	-8.25
SO	YBADJ	GRID202	-2.30	3.72	9.63	15.67	20.75	25.19
SO	YBADJ	GRID202	28.87	31.67	33.51	34.33	34.11	0.00
SO	YBADJ	GRID202	0.00	27.89	23.92	19.23	13.95	8.25
SO	YBADJ	GRID202	2.30	-3.72	-9.63	-15.67	-20.75	-25.19
SO	BUILDHGT	GRID203	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID203	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID203	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID203	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID203	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID203	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDWID	GRID203	93.87	87.51	78.50	67.10	92.73	85.64
SO	BUILDWID	GRID203	75.94	63.94	50.00	79.01	87.90	94.11
SO	BUILDWID	GRID203	97.46	97.86	95.27	95.48	97.91	97.37
SO	BUILDWID	GRID203	93.87	87.51	78.50	67.10	53.66	38.60
SO	BUILDWID	GRID203	39.39	54.39	67.73	79.01	87.90	94.11
SO	BUILDWID	GRID203	97.46	97.86	95.27	95.48	97.91	97.37
SO	BUILDLEN	GRID203	79.01	87.90	94.11	97.46	81.70	89.78
SO	BUILDLEN	GRID203	95.14	97.60	97.10	93.87	87.51	78.50
SO	BUILDLEN	GRID203	67.10	53.66	38.60	39.39	54.39	67.73
SO	BUILDLEN	GRID203	79.01	87.90	94.11	97.46	97.86	95.27
SO	BUILDLEN	GRID203	95.48	97.91	97.37	93.87	87.51	78.50
SO	BUILDLEN	GRID203	67.10	53.66	38.60	39.39	54.39	67.73
SO	XBADJ	GRID203	-62.21	-64.74	-65.31	-63.89	-137.89	-149.39
SO	XBADJ	GRID203	-156.34	-158.55	-155.93	-37.76	-30.88	-23.06
SO	XBADJ	GRID203	-14.54	-5.58	3.55	4.47	-2.78	-9.95
SO	XBADJ	GRID203	-16.81	-23.16	-28.81	-33.58	-37.33	-39.95
SO	XBADJ	GRID203	-44.62	-50.01	-53.88	-56.11	-56.63	-55.44
SO	XBADJ	GRID203	-52.56	-48.09	-42.15	-43.86	-51.61	-57.79
SO	YBADJ	GRID203	-9.17	-12.88	-16.19	-19.01	51.56	34.04
SO	YBADJ	GRID203	15.48	-3.55	-22.47	-22.70	-20.79	-18.25
SO	YBADJ	GRID203	-15.15	-11.60	-7.69	-3.12	1.05	5.19
SO	YBADJ	GRID203	9.17	12.88	16.19	19.01	21.25	22.85
SO	YBADJ	GRID203	24.16	24.41	23.92	22.70	20.79	18.25
SO	YBADJ	GRID203	15.15	11.60	7.69	3.12	-1.05	-5.19
SO	BUILDHGT	GRID204	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID204	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID204	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID204	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID204	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID204	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDWID	GRID204	93.87	87.51	78.50	67.10	53.66	38.60
SO	BUILDWID	GRID204	39.39	54.39	67.73	79.01	87.90	94.11
SO	BUILDWID	GRID204	97.46	97.86	95.27	95.48	97.91	97.37
SO	BUILDWID	GRID204	93.87	87.51	78.50	67.10	53.66	38.60
SO	BUILDWID	GRID204	39.39	54.39	67.73	79.01	87.90	94.11
SO	BUILDWID	GRID204	97.46	97.86	95.27	95.48	97.91	97.37
SO	BUILDLEN	GRID204	79.01	87.90	94.11	97.46	97.86	95.27
SO	BUILDLEN	GRID204	95.48	97.91	97.37	93.87	87.51	78.50
SO	BUILDLEN	GRID204	67.10	53.66	38.60	39.39	54.39	67.73
SO	BUILDLEN	GRID204	79.01	87.90	94.11	97.46	97.86	95.27
SO	BUILDLEN	GRID204	95.48	97.91	97.37	93.87	87.51	78.50
SO	BUILDLEN	GRID204	67.10	53.66	38.60	39.39	54.39	67.73
SO	XBADJ	GRID204	-65.68	-71.58	-75.31	-76.74	-75.85	-72.65
SO	XBADJ	GRID204	-69.66	-67.60	-63.49	-57.46	-49.67	-40.38
SO	XBADJ	GRID204	-29.86	-18.43	-6.45	-2.37	-6.25	-9.95
SO	XBADJ	GRID204	-13.33	-16.32	-18.81	-20.72	-22.01	-22.63
SO	XBADJ	GRID204	-25.83	-30.31	-33.88	-36.41	-37.84	-38.12
SO	XBADJ	GRID204	-37.24	-35.23	-32.15	-37.02	-48.13	-57.79
SO	YBADJ	GRID204	10.52	5.92	1.13	-3.69	-8.40	-12.85
SO	YBADJ	GRID204	-17.32	-20.94	-23.92	-26.17	-27.63	-28.25
SO	YBADJ	GRID204	-28.01	-26.92	-25.01	-21.92	-18.65	-14.81
SO	YBADJ	GRID204	-10.52	-5.92	-1.13	3.69	8.40	12.85
SO	YBADJ	GRID204	17.32	20.94	23.92	26.17	27.63	28.25
SO	YBADJ	GRID204	28.01	26.92	25.01	21.92	18.65	14.81
SO	BUILDHGT	GRID205	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID205	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID205	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID205	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID205	14.60	14.60	14.60	14.60	14.60	14.60

SO BUILDHGT	GRID205	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDWID	GRID205	93.87	87.51	78.50	67.10	53.66	38.60
SO BUILDWID	GRID205	39.39	54.39	67.73	79.01	87.90	94.11
SO BUILDWID	GRID205	97.46	97.86	95.27	95.48	97.91	97.37
SO BUILDWID	GRID205	93.87	87.51	78.50	67.10	53.66	38.60
SO BUILDWID	GRID205	39.39	54.39	67.73	79.01	87.90	94.11
SO BUILDWID	GRID205	97.46	97.86	95.27	95.48	97.91	97.37
SO BUILDLEN	GRID205	79.01	87.90	94.11	97.46	97.86	95.27
SO BUILDLEN	GRID205	95.48	97.91	97.37	93.87	87.51	78.50
SO BUILDLEN	GRID205	67.10	53.66	38.60	39.39	54.39	67.73
SO BUILDLEN	GRID205	79.01	87.90	94.11	97.46	97.86	95.27
SO BUILDLEN	GRID205	95.48	97.91	97.37	93.87	87.51	78.50
SO BUILDLEN	GRID205	67.10	53.66	38.60	39.39	54.39	67.73
SO XBADJ	GRID205	-69.15	-78.42	-85.31	-89.60	-91.17	-89.97
SO XBADJ	GRID205	-88.45	-87.30	-83.49	-77.15	-68.47	-57.70
SO XBADJ	GRID205	-45.18	-31.29	-16.45	-9.21	-9.73	-9.95
SO XBADJ	GRID205	-9.86	-9.48	-8.81	-7.87	-6.69	-5.31
SO XBADJ	GRID205	-7.03	-10.61	-13.88	-16.71	-19.05	-20.80
SO XBADJ	GRID205	-21.92	-22.37	-22.15	-30.18	-44.66	-57.79
SO YBADJ	GRID205	30.22	24.71	18.45	11.63	4.46	-2.85
SO YBADJ	GRID205	-10.48	-17.47	-23.92	-29.65	-34.47	-38.25
SO YBADJ	GRID205	-40.87	-42.24	-42.33	-40.71	-38.34	-34.81
SO YBADJ	GRID205	-30.22	-24.71	-18.45	-11.63	-4.46	2.85
SO YBADJ	GRID205	10.48	17.47	23.92	29.65	34.47	38.25
SO YBADJ	GRID205	40.87	42.24	42.33	40.71	38.34	34.81
SO BUILDHGT	GRID206	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID206	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID206	14.60	0.00	0.00	0.00	0.00	14.60
SO BUILDHGT	GRID206	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID206	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID206	14.60	0.00	0.00	0.00	0.00	14.60
SO BUILDWID	GRID206	93.87	87.51	78.50	67.10	53.66	38.60
SO BUILDWID	GRID206	39.39	54.39	67.73	79.01	87.90	94.11
SO BUILDWID	GRID206	97.46	0.00	0.00	0.00	0.00	97.37
SO BUILDWID	GRID206	93.87	87.51	78.50	67.10	53.66	38.60
SO BUILDWID	GRID206	39.39	54.39	67.73	79.01	87.90	94.11
SO BUILDWID	GRID206	97.46	0.00	0.00	0.00	0.00	97.37
SO BUILDLEN	GRID206	79.01	87.90	94.11	97.46	97.86	95.27
SO BUILDLEN	GRID206	95.48	97.91	97.37	93.87	87.51	78.50
SO BUILDLEN	GRID206	67.10	0.00	0.00	0.00	0.00	67.73
SO BUILDLEN	GRID206	79.01	87.90	94.11	97.46	97.86	95.27
SO BUILDLEN	GRID206	95.48	97.91	97.37	93.87	87.51	78.50
SO BUILDLEN	GRID206	67.10	0.00	0.00	0.00	0.00	67.73
SO XBADJ	GRID206	-72.63	-85.26	-95.31	-102.45	-106.49	-107.29
SO XBADJ	GRID206	-107.25	-107.00	-103.49	-96.85	-87.26	-75.02
SO XBADJ	GRID206	-60.50	0.00	0.00	0.00	0.00	-9.94
SO XBADJ	GRID206	-6.39	-2.64	1.19	4.99	8.63	12.01
SO XBADJ	GRID206	11.76	9.08	6.12	2.98	-0.25	-3.48
SO XBADJ	GRID206	-6.60	0.00	0.00	0.00	0.00	-57.79
SO YBADJ	GRID206	49.92	43.50	35.77	26.95	17.31	7.15
SO YBADJ	GRID206	-3.64	-13.99	-23.92	-33.12	-41.31	-48.25
SO YBADJ	GRID206	-53.72	0.00	0.00	0.00	0.00	-54.81
SO YBADJ	GRID206	-49.92	-43.50	-35.77	-26.95	-17.31	-7.15
SO YBADJ	GRID206	3.64	13.99	23.92	33.12	41.31	48.25
SO YBADJ	GRID206	53.72	0.00	0.00	0.00	0.00	54.81
SO BUILDHGT	GRID207	0.00	0.00	0.00	0.00	14.60	14.60
SO BUILDHGT	GRID207	14.60	14.60	14.60	14.60	14.60	0.00
SO BUILDHGT	GRID207	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID207	0.00	0.00	0.00	0.00	14.60	0.00
SO BUILDHGT	GRID207	0.00	14.60	14.60	14.60	14.60	0.00
SO BUILDHGT	GRID207	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID207	0.00	0.00	0.00	0.00	53.66	38.60
SO BUILDWID	GRID207	39.39	54.39	67.73	79.01	87.90	0.00
SO BUILDWID	GRID207	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID207	0.00	0.00	0.00	0.00	53.66	0.00
SO BUILDWID	GRID207	0.00	54.39	67.73	79.01	87.90	0.00
SO BUILDWID	GRID207	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID207	0.00	0.00	0.00	0.00	97.86	95.27
SO BUILDLEN	GRID207	95.48	97.91	97.37	93.87	87.51	0.00
SO BUILDLEN	GRID207	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID207	0.00	0.00	0.00	0.00	97.86	0.00
SO BUILDLEN	GRID207	0.00	97.91	97.37	93.87	87.51	0.00
SO BUILDLEN	GRID207	0.00	0.00	0.00	0.00	0.00	0.00

SO XBADJ	GRID207	0.00	0.00	0.00	0.00	-121.81	-124.61
SO XBADJ	GRID207	-126.04	-126.69	-123.49	-116.55	-106.05	0.00
SO XBADJ	GRID207	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID207	0.00	0.00	0.00	0.00	23.95	0.00
SO XBADJ	GRID207	0.00	28.78	26.12	22.68	18.54	0.00
SO XBADJ	GRID207	0.00	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID207	0.00	0.00	0.00	0.00	30.17	17.15
SO YBADJ	GRID207	3.20	-10.52	-23.92	-36.59	-48.15	0.00
SO YBADJ	GRID207	0.00	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID207	0.00	0.00	0.00	0.00	-30.17	0.00
SO YBADJ	GRID207	0.00	10.52	23.92	36.59	48.15	0.00
SO YBADJ	GRID207	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID208	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID208	14.60	14.60	14.60	14.60	0.00	0.00
SO BUILDHGT	GRID208	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID208	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID208	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID208	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID208	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID208	39.39	54.39	67.73	79.01	0.00	0.00
SO BUILDWID	GRID208	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID208	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID208	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID208	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID208	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID208	95.48	97.91	97.37	93.87	0.00	0.00
SO BUILDLEN	GRID208	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID208	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID208	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID208	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID208	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID208	-144.83	-146.39	-143.49	-136.24	0.00	0.00
SO XBADJ	GRID208	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID208	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID208	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID208	0.00	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID208	0.00	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID208	10.04	-7.05	-23.92	-40.07	0.00	0.00
SO YBADJ	GRID208	0.00	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID208	0.00	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID208	0.00	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID208	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID209	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID209	14.60	14.60	14.60	14.60	0.00	0.00
SO BUILDHGT	GRID209	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID209	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID209	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID209	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID209	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID209	39.39	54.39	67.73	79.01	0.00	0.00
SO BUILDWID	GRID209	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID209	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID209	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID209	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID209	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID209	95.48	97.91	97.37	93.87	0.00	0.00
SO BUILDLEN	GRID209	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID209	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID209	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID209	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID209	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID209	-163.63	-166.08	-163.49	-155.94	0.00	0.00
SO XBADJ	GRID209	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID209	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID209	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID209	0.00	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID209	0.00	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID209	16.88	-3.58	-23.92	-43.54	0.00	0.00
SO YBADJ	GRID209	0.00	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID209	0.00	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID209	0.00	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID209	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID210	0.00	0.00	0.00	0.00	0.00	0.00

SO	BUILDHGT	GRID210	0.00	0.00	0.00	0.00	0.00	0.00
SO	BUILDHGT	GRID210	0.00	0.00	0.00	0.00	0.00	0.00
SO	BUILDHGT	GRID210	0.00	0.00	0.00	0.00	0.00	0.00
SO	BUILDHGT	GRID210	0.00	0.00	0.00	0.00	0.00	0.00
SO	BUILDHGT	GRID210	0.00	0.00	0.00	0.00	0.00	0.00
SO	BUILDWID	GRID210	0.00	0.00	0.00	0.00	0.00	0.00
SO	BUILDWID	GRID210	0.00	0.00	0.00	0.00	0.00	0.00
SO	BUILDWID	GRID210	0.00	0.00	0.00	0.00	0.00	0.00
SO	BUILDWID	GRID210	0.00	0.00	0.00	0.00	0.00	0.00
SO	BUILDWID	GRID210	0.00	0.00	0.00	0.00	0.00	0.00
SO	BUILDWID	GRID210	0.00	0.00	0.00	0.00	0.00	0.00
SO	BUILDLEN	GRID210	0.00	0.00	0.00	0.00	0.00	0.00
SO	BUILDLEN	GRID210	0.00	0.00	0.00	0.00	0.00	0.00
SO	BUILDLEN	GRID210	0.00	0.00	0.00	0.00	0.00	0.00
SO	BUILDLEN	GRID210	0.00	0.00	0.00	0.00	0.00	0.00
SO	BUILDLEN	GRID210	0.00	0.00	0.00	0.00	0.00	0.00
SO	BUILDLEN	GRID210	0.00	0.00	0.00	0.00	0.00	0.00
SO	XBADJ	GRID210	0.00	0.00	0.00	0.00	0.00	0.00
SO	XBADJ	GRID210	0.00	0.00	0.00	0.00	0.00	0.00
SO	XBADJ	GRID210	0.00	0.00	0.00	0.00	0.00	0.00
SO	XBADJ	GRID210	0.00	0.00	0.00	0.00	0.00	0.00
SO	XBADJ	GRID210	0.00	0.00	0.00	0.00	0.00	0.00
SO	XBADJ	GRID210	0.00	0.00	0.00	0.00	0.00	0.00
SO	YBADJ	GRID210	0.00	0.00	0.00	0.00	0.00	0.00
SO	YBADJ	GRID210	0.00	0.00	0.00	0.00	0.00	0.00
SO	YBADJ	GRID210	0.00	0.00	0.00	0.00	0.00	0.00
SO	YBADJ	GRID210	0.00	0.00	0.00	0.00	0.00	0.00
SO	YBADJ	GRID210	0.00	0.00	0.00	0.00	0.00	0.00
SO	YBADJ	GRID210	0.00	0.00	0.00	0.00	0.00	0.00
SO	BUILDHGT	GRID211	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID211	13.10	0.00	0.00	0.00	0.00	0.00
SO	BUILDHGT	GRID211	0.00	0.00	0.00	0.00	0.00	13.10
SO	BUILDHGT	GRID211	0.00	0.00	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID211	13.10	0.00	0.00	18.60	18.60	18.60
SO	BUILDHGT	GRID211	18.60	0.00	0.00	0.00	0.00	13.10
SO	BUILDWID	GRID211	84.92	104.40	120.70	133.33	141.91	146.18
SO	BUILDWID	GRID211	146.01	0.00	0.00	0.00	0.00	0.00
SO	BUILDWID	GRID211	0.00	0.00	0.00	0.00	0.00	85.73
SO	BUILDWID	GRID211	0.00	0.00	120.70	133.33	141.91	146.18
SO	BUILDWID	GRID211	146.01	0.00	0.00	73.38	83.41	90.90
SO	BUILDWID	GRID211	95.63	0.00	0.00	0.00	0.00	85.73
SO	BUILDLEN	GRID211	134.80	142.96	146.77	146.12	141.04	131.67
SO	BUILDLEN	GRID211	118.29	0.00	0.00	0.00	0.00	0.00
SO	BUILDLEN	GRID211	0.00	0.00	0.00	0.00	0.00	132.50
SO	BUILDLEN	GRID211	0.00	0.00	146.77	146.12	141.04	131.67
SO	BUILDLEN	GRID211	118.29	0.00	0.00	95.16	90.34	82.77
SO	BUILDLEN	GRID211	72.68	0.00	0.00	0.00	0.00	132.50
SO	XBADJ	GRID211	-162.07	-169.64	-172.06	-169.26	-161.31	-148.46
SO	XBADJ	GRID211	-131.10	0.00	0.00	0.00	0.00	0.00
SO	XBADJ	GRID211	0.00	0.00	0.00	0.00	0.00	21.94
SO	XBADJ	GRID211	0.00	0.00	25.29	23.13	20.27	16.79
SO	XBADJ	GRID211	12.81	0.00	0.00	-172.90	-173.42	-168.68
SO	XBADJ	GRID211	-158.81	0.00	0.00	0.00	0.00	-154.43
SO	YBADJ	GRID211	28.34	11.49	-5.70	-22.73	-39.06	-54.21
SO	YBADJ	GRID211	-67.71	0.00	0.00	0.00	0.00	0.00
SO	YBADJ	GRID211	0.00	0.00	0.00	0.00	0.00	-42.21
SO	YBADJ	GRID211	0.00	0.00	5.70	22.73	39.06	54.21
SO	YBADJ	GRID211	67.71	0.00	0.00	27.83	5.74	-16.52
SO	YBADJ	GRID211	-38.28	0.00	0.00	0.00	0.00	42.21
SO	BUILDHGT	GRID212	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID212	13.10	13.10	0.00	0.00	0.00	0.00
SO	BUILDHGT	GRID212	0.00	0.00	0.00	0.00	0.00	0.00
SO	BUILDHGT	GRID212	0.00	0.00	0.00	0.00	0.00	0.00
SO	BUILDHGT	GRID212	0.00	0.00	0.00	18.60	18.60	18.60
SO	BUILDHGT	GRID212	18.60	18.60	0.00	0.00	0.00	0.00
SO	BUILDWID	GRID212	84.92	104.40	120.70	133.33	141.91	146.18
SO	BUILDWID	GRID212	146.01	141.40	0.00	0.00	0.00	0.00
SO	BUILDWID	GRID212	0.00	0.00	0.00	0.00	0.00	0.00
SO	BUILDWID	GRID212	0.00	0.00	0.00	0.00	0.00	0.00
SO	BUILDWID	GRID212	0.00	0.00	0.00	73.38	83.41	90.90
SO	BUILDWID	GRID212	95.63	97.46	0.00	0.00	0.00	0.00
SO	BUILDLEN	GRID212	134.80	142.96	146.77	146.12	141.04	131.67
SO	BUILDLEN	GRID212	118.29	101.33	0.00	0.00	0.00	0.00

SO BUILDLEN	GRID212	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID212	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID212	0.00	0.00	0.00	95.16	90.34	82.77
SO BUILDLEN	GRID212	72.68	60.38	0.00	0.00	0.00	0.00
SO XBADJ	GRID212	-165.54	-176.48	-182.06	-182.11	-176.63	-165.78
SO XBADJ	GRID212	-149.89	-129.45	0.00	0.00	0.00	0.00
SO XBADJ	GRID212	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID212	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID212	0.00	0.00	0.00	-153.21	-154.63	-151.36
SO XBADJ	GRID212	-143.48	-131.25	0.00	0.00	0.00	0.00
SO YBADJ	GRID212	48.04	30.29	11.62	-7.41	-26.20	-44.21
SO YBADJ	GRID212	-60.86	-75.67	0.00	0.00	0.00	0.00
SO YBADJ	GRID212	0.00	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID212	0.00	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID212	0.00	0.00	0.00	31.30	12.58	-6.52
SO YBADJ	GRID212	-25.43	-43.56	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID213	0.00	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID213	13.10	13.10	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID213	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID213	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID213	0.00	0.00	0.00	18.60	18.60	18.60
SO BUILDHGT	GRID213	18.60	18.60	18.60	0.00	0.00	0.00
SO BUILDWID	GRID213	0.00	104.40	120.70	133.33	141.91	146.18
SO BUILDWID	GRID213	146.01	141.40	0.00	0.00	0.00	0.00
SO BUILDWID	GRID213	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID213	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID213	0.00	0.00	0.00	73.38	83.41	90.90
SO BUILDWID	GRID213	95.63	97.46	96.33	0.00	0.00	0.00
SO BUILDLEN	GRID213	0.00	142.96	146.77	146.12	141.04	131.67
SO BUILDLEN	GRID213	118.29	101.33	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID213	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID213	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID213	0.00	0.00	0.00	95.16	90.34	82.77
SO BUILDLEN	GRID213	72.68	60.38	46.25	0.00	0.00	0.00
SO XBADJ	GRID213	0.00	-183.32	-192.06	-194.97	-191.95	-183.10
SO XBADJ	GRID213	-168.69	-149.15	0.00	0.00	0.00	0.00
SO XBADJ	GRID213	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID213	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID213	0.00	0.00	0.00	-133.51	-135.84	-134.04
SO XBADJ	GRID213	-128.16	-118.40	-105.03	0.00	0.00	0.00
SO YBADJ	GRID213	0.00	49.08	28.94	7.92	-13.35	-34.21
SO YBADJ	GRID213	-54.02	-72.20	0.00	0.00	0.00	0.00
SO YBADJ	GRID213	0.00	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID213	0.00	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID213	0.00	0.00	0.00	34.78	19.42	3.48
SO YBADJ	GRID213	-12.57	-28.24	-43.05	0.00	0.00	0.00
SO BUILDHGT	GRID214	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID214	0.00	0.00	0.00	18.60	18.60	18.60
SO BUILDHGT	GRID214	0.00	0.00	0.00	0.00	18.60	0.00
SO BUILDHGT	GRID214	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID214	0.00	0.00	0.00	18.60	18.60	18.60
SO BUILDHGT	GRID214	18.60	18.60	18.60	18.60	18.60	0.00
SO BUILDWID	GRID214	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID214	0.00	0.00	0.00	73.38	83.41	90.90
SO BUILDWID	GRID214	0.00	0.00	0.00	0.00	96.09	0.00
SO BUILDWID	GRID214	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID214	0.00	0.00	0.00	73.38	83.41	90.90
SO BUILDWID	GRID214	95.63	97.46	96.33	92.66	96.09	0.00
SO BUILDLEN	GRID214	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID214	0.00	0.00	0.00	95.16	90.34	82.77
SO BUILDLEN	GRID214	0.00	0.00	0.00	0.00	47.00	0.00
SO BUILDLEN	GRID214	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID214	0.00	0.00	0.00	95.16	90.34	82.77
SO BUILDLEN	GRID214	72.68	60.38	46.25	31.46	47.00	0.00
SO XBADJ	GRID214	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID214	0.00	0.00	0.00	18.65	26.70	33.95
SO XBADJ	GRID214	0.00	0.00	0.00	0.00	34.91	0.00
SO XBADJ	GRID214	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID214	0.00	0.00	0.00	-113.81	-117.04	-116.72
SO XBADJ	GRID214	-112.84	-105.54	-95.03	-81.70	-81.91	0.00
SO YBADJ	GRID214	0.00	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID214	0.00	0.00	0.00	-38.25	-26.26	-13.48
SO YBADJ	GRID214	0.00	0.00	0.00	0.00	49.14	0.00

SO	YBADJ	GRID214	0.00	0.00	0.00	0.00	0.00	0.00
SO	YBADJ	GRID214	0.00	0.00	0.00	38.25	26.26	13.48
SO	YBADJ	GRID214	0.28	-12.92	-25.73	-37.96	-49.14	0.00
SO	BUILDHGT	GRID215	18.60	18.60	18.60	18.60	18.60	0.00
SO	BUILDHGT	GRID215	0.00	0.00	0.00	0.00	18.60	18.60
SO	BUILDHGT	GRID215	18.60	18.60	18.60	18.60	18.60	18.60
SO	BUILDHGT	GRID215	18.60	18.60	18.60	18.60	18.60	0.00
SO	BUILDHGT	GRID215	0.00	0.00	0.00	14.60	18.60	18.60
SO	BUILDHGT	GRID215	18.60	18.60	18.60	18.60	18.60	18.60
SO	BUILDWID	GRID215	95.16	90.34	82.77	72.68	60.38	0.00
SO	BUILDWID	GRID215	0.00	0.00	0.00	0.00	83.41	90.90
SO	BUILDWID	GRID215	95.63	97.46	96.33	92.66	96.09	97.10
SO	BUILDWID	GRID215	95.16	90.34	82.77	72.68	60.38	0.00
SO	BUILDWID	GRID215	0.00	0.00	0.00	34.54	83.41	90.90
SO	BUILDWID	GRID215	95.63	97.46	96.33	92.66	96.09	97.10
SO	BUILDLEN	GRID215	73.38	83.41	90.90	95.63	97.46	0.00
SO	BUILDLEN	GRID215	0.00	0.00	0.00	0.00	90.34	82.77
SO	BUILDLEN	GRID215	72.68	60.38	46.26	31.46	47.00	61.12
SO	BUILDLEN	GRID215	73.38	83.41	90.90	95.63	97.46	0.00
SO	BUILDLEN	GRID215	0.00	0.00	0.00	93.65	90.34	82.77
SO	BUILDLEN	GRID215	72.68	60.38	46.25	31.46	47.00	61.12
SO	XBADJ	GRID215	-85.36	-88.49	-88.93	-86.67	-81.77	0.00
SO	XBADJ	GRID215	0.00	0.00	0.00	0.00	-29.68	-18.01
SO	XBADJ	GRID215	-5.80	6.59	18.78	29.72	24.49	18.51
SO	XBADJ	GRID215	11.98	5.08	-1.97	-8.97	-15.69	0.00
SO	XBADJ	GRID215	0.00	0.00	0.00	-165.20	-60.66	-64.75
SO	XBADJ	GRID215	-66.88	-66.97	-65.03	-61.18	-71.49	-79.64
SO	YBADJ	GRID215	-7.14	-15.49	-23.37	-30.54	-36.78	0.00
SO	YBADJ	GRID215	0.00	0.00	0.00	0.00	-46.78	-43.48
SO	YBADJ	GRID215	-38.85	-33.04	-26.23	-18.42	-9.95	-1.42
SO	YBADJ	GRID215	7.14	15.49	23.37	30.54	36.78	0.00
SO	YBADJ	GRID215	0.00	0.00	0.00	22.20	46.78	43.48
SO	YBADJ	GRID215	38.85	33.04	26.23	18.42	9.95	1.42
SO	BUILDHGT	GRID216	18.60	18.60	18.60	18.60	18.60	18.60
SO	BUILDHGT	GRID216	0.00	0.00	0.00	0.00	0.00	18.60
SO	BUILDHGT	GRID216	18.60	18.60	18.60	18.60	18.60	18.60
SO	BUILDHGT	GRID216	18.60	18.60	18.60	18.60	18.60	18.60
SO	BUILDHGT	GRID216	0.00	0.00	0.00	0.00	14.60	18.60
SO	BUILDHGT	GRID216	18.60	18.60	18.60	18.60	18.60	18.60
SO	BUILDWID	GRID216	95.16	90.34	82.77	72.68	60.38	46.26
SO	BUILDWID	GRID216	0.00	0.00	0.00	0.00	0.00	90.90
SO	BUILDWID	GRID216	95.63	97.46	96.33	92.66	96.09	97.10
SO	BUILDWID	GRID216	95.16	90.34	82.77	72.68	60.38	46.25
SO	BUILDWID	GRID216	0.00	0.00	0.00	0.00	43.90	90.90
SO	BUILDWID	GRID216	95.63	97.46	96.33	92.66	96.09	97.10
SO	BUILDLEN	GRID216	73.38	83.41	90.90	95.63	97.46	96.33
SO	BUILDLEN	GRID216	0.00	0.00	0.00	0.00	0.00	82.77
SO	BUILDLEN	GRID216	72.68	60.38	46.26	31.46	47.00	61.12
SO	BUILDLEN	GRID216	73.38	83.41	90.90	95.63	97.46	96.33
SO	BUILDLEN	GRID216	0.00	0.00	0.00	0.00	96.66	82.77
SO	BUILDLEN	GRID216	72.68	60.38	46.25	31.46	47.00	61.12
SO	XBADJ	GRID216	-88.83	-95.33	-98.93	-99.52	-97.09	-91.71
SO	XBADJ	GRID216	0.00	0.00	0.00	0.00	0.00	-35.33
SO	XBADJ	GRID216	-21.12	-6.27	8.78	22.88	21.01	18.51
SO	XBADJ	GRID216	15.45	11.92	8.03	3.89	-0.37	-4.61
SO	XBADJ	GRID216	0.00	0.00	0.00	0.00	-150.26	-47.43
SO	XBADJ	GRID216	-51.56	-54.12	-55.03	-54.34	-68.02	-79.64
SO	YBADJ	GRID216	12.55	3.30	-6.05	-15.22	-23.93	-31.90
SO	YBADJ	GRID216	0.00	0.00	0.00	0.00	0.00	-53.48
SO	YBADJ	GRID216	-51.71	-48.36	-43.55	-37.22	-29.64	-21.42
SO	YBADJ	GRID216	-12.55	-3.30	6.05	15.22	23.93	31.90
SO	YBADJ	GRID216	0.00	0.00	0.00	0.00	8.73	53.48
SO	YBADJ	GRID216	51.71	48.36	43.55	37.22	29.64	21.42
SO	BUILDHGT	GRID217	18.60	18.60	18.60	18.60	18.60	18.60
SO	BUILDHGT	GRID217	0.00	0.00	0.00	0.00	0.00	0.00
SO	BUILDHGT	GRID217	0.00	0.00	0.00	14.60	18.60	18.60
SO	BUILDHGT	GRID217	18.60	18.60	18.60	18.60	18.60	18.60
SO	BUILDHGT	GRID217	0.00	0.00	0.00	0.00	14.60	14.60
SO	BUILDHGT	GRID217	14.60	14.60	14.60	14.60	18.60	18.60
SO	BUILDWID	GRID217	95.16	90.34	82.77	72.68	60.38	46.26
SO	BUILDWID	GRID217	0.00	0.00	0.00	0.00	0.00	0.00
SO	BUILDWID	GRID217	0.00	0.00	0.00	95.14	96.09	97.10
SO	BUILDWID	GRID217	95.16	90.34	82.77	72.68	60.38	46.25

SO	BUILDWID	GRID217	0.00	0.00	0.00	0.00	43.90	58.41
SO	BUILDWID	GRID217	71.13	81.70	89.78	95.14	96.09	97.10
SO	BUILDLEN	GRID217	73.38	83.41	90.90	95.63	97.46	96.33
SO	BUILDLEN	GRID217	0.00	0.00	0.00	0.00	0.00	0.00
SO	BUILDLEN	GRID217	0.00	0.00	0.00	75.94	47.00	61.12
SO	BUILDLEN	GRID217	73.38	83.41	90.90	95.63	97.46	96.33
SO	BUILDLEN	GRID217	0.00	0.00	0.00	0.00	96.66	98.33
SO	BUILDLEN	GRID217	97.00	92.73	85.64	75.94	47.00	61.12
SO	XBADJ	GRID217	-92.30	-102.17	-108.93	-112.38	-112.41	-109.03
SO	XBADJ	GRID217	0.00	0.00	0.00	0.00	0.00	0.00
SO	XBADJ	GRID217	0.00	0.00	0.00	26.90	17.54	18.51
SO	XBADJ	GRID217	18.93	18.76	18.03	16.74	14.95	12.71
SO	XBADJ	GRID217	0.00	0.00	0.00	0.00	-131.46	-133.62
SO	XBADJ	GRID217	-131.73	-125.82	-116.10	-102.85	-64.55	-79.64
SO	YBADJ	GRID217	32.25	22.10	11.27	0.10	-11.07	-21.90
SO	YBADJ	GRID217	0.00	0.00	0.00	0.00	0.00	0.00
SO	YBADJ	GRID217	0.00	0.00	0.00	53.53	-49.34	-41.42
SO	YBADJ	GRID217	-32.25	-22.10	-11.27	-0.10	11.07	21.90
SO	YBADJ	GRID217	0.00	0.00	0.00	0.00	15.57	0.93
SO	YBADJ	GRID217	-13.74	-27.99	-41.39	-53.53	49.34	41.42
SO	BUILDHGT	GRID218	18.60	18.60	18.60	18.60	18.60	18.60
SO	BUILDHGT	GRID218	18.60	0.00	0.00	0.00	14.60	14.60
SO	BUILDHGT	GRID218	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID218	18.60	18.60	18.60	18.60	18.60	18.60
SO	BUILDHGT	GRID218	18.60	0.00	0.00	0.00	14.60	14.60
SO	BUILDHGT	GRID218	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDWID	GRID218	95.16	90.34	82.77	72.68	60.38	46.26
SO	BUILDWID	GRID218	31.46	0.00	0.00	0.00	43.90	58.41
SO	BUILDWID	GRID218	71.13	81.70	89.78	95.14	97.60	97.10
SO	BUILDWID	GRID218	95.16	90.34	82.77	72.68	60.38	46.25
SO	BUILDWID	GRID218	31.46	0.00	0.00	0.00	43.90	58.41
SO	BUILDWID	GRID218	71.13	81.70	89.78	95.14	97.60	97.10
SO	BUILDLEN	GRID218	73.38	83.41	90.90	95.63	97.46	96.33
SO	BUILDLEN	GRID218	92.66	0.00	0.00	0.00	96.66	98.33
SO	BUILDLEN	GRID218	97.00	92.73	85.64	75.94	63.94	50.00
SO	BUILDLEN	GRID218	73.38	83.41	90.90	95.63	97.46	96.33
SO	BUILDLEN	GRID218	92.66	0.00	0.00	0.00	96.66	98.33
SO	BUILDLEN	GRID218	97.00	92.73	85.64	75.94	63.94	50.00
SO	XBADJ	GRID218	-95.78	-109.01	-118.93	-125.23	-127.73	-126.35
SO	XBADJ	GRID218	-121.14	0.00	0.00	0.00	16.01	17.98
SO	XBADJ	GRID218	19.40	20.24	20.46	20.06	19.05	17.46
SO	XBADJ	GRID218	22.40	25.60	28.03	29.60	30.27	30.03
SO	XBADJ	GRID218	28.48	0.00	0.00	0.00	-112.67	-116.30
SO	XBADJ	GRID218	-116.40	-112.97	-106.10	-96.01	-83.00	-67.46
SO	YBADJ	GRID218	51.95	40.89	28.59	15.42	1.79	-11.90
SO	YBADJ	GRID218	-24.93	0.00	0.00	0.00	-22.41	-10.93
SO	YBADJ	GRID218	0.88	12.67	24.07	34.74	44.35	52.62
SO	YBADJ	GRID218	-51.95	-40.89	-28.59	-15.42	-1.79	11.90
SO	YBADJ	GRID218	24.93	0.00	0.00	0.00	22.41	10.93
SO	YBADJ	GRID218	-0.88	-12.67	-24.07	-34.74	-44.35	-52.62
SO	BUILDHGT	GRID219	14.60	14.60	18.60	18.60	18.60	18.60
SO	BUILDHGT	GRID219	18.60	0.00	0.00	0.00	14.60	14.60
SO	BUILDHGT	GRID219	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID219	14.60	14.60	14.60	14.60	0.00	0.00
SO	BUILDHGT	GRID219	0.00	0.00	0.00	0.00	14.60	14.60
SO	BUILDHGT	GRID219	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDWID	GRID219	93.65	96.66	82.77	72.68	60.38	46.26
SO	BUILDWID	GRID219	31.46	0.00	0.00	0.00	43.90	58.41
SO	BUILDWID	GRID219	71.13	81.70	89.78	95.14	97.60	97.10
SO	BUILDWID	GRID219	93.65	96.66	98.33	97.00	0.00	0.00
SO	BUILDWID	GRID219	0.00	0.00	0.00	0.00	43.90	58.41
SO	BUILDWID	GRID219	71.13	81.70	89.78	95.14	97.60	97.10
SO	BUILDLEN	GRID219	34.54	43.90	90.90	95.63	97.46	96.33
SO	BUILDLEN	GRID219	92.66	0.00	0.00	0.00	96.66	98.33
SO	BUILDLEN	GRID219	97.00	92.73	85.64	75.94	63.94	50.00
SO	BUILDLEN	GRID219	34.54	43.90	58.41	71.13	0.00	0.00
SO	BUILDLEN	GRID219	0.00	0.00	0.00	0.00	96.66	98.33
SO	BUILDLEN	GRID219	97.00	92.73	85.64	75.94	63.94	50.00
SO	XBADJ	GRID219	-53.36	-51.20	-128.93	-138.09	-143.06	-143.68
SO	XBADJ	GRID219	-139.93	0.00	0.00	0.00	-2.79	0.66
SO	XBADJ	GRID219	4.08	7.39	10.46	13.22	15.58	17.47
SO	XBADJ	GRID219	18.82	7.29	-8.28	-23.59	0.00	0.00
SO	XBADJ	GRID219	0.00	0.00	0.00	0.00	-93.88	-98.98

SO	XBADJ	GRID219	-101.08	-100.11	-96.10	-89.17	-79.52	-67.46
SO	YBADJ	GRID219	-39.59	-45.54	45.91	30.74	14.64	-1.90
SO	YBADJ	GRID219	-18.09	0.00	0.00	0.00	-29.25	-20.93
SO	YBADJ	GRID219	-11.97	-2.65	6.75	15.94	24.65	32.62
SO	YBADJ	GRID219	39.59	45.54	49.82	52.58	0.00	0.00
SO	YBADJ	GRID219	0.00	0.00	0.00	0.00	29.25	20.93
SO	YBADJ	GRID219	11.97	2.65	-6.75	-15.94	-24.65	-32.62
SO	BUILDHGT	GRID220	14.60	14.60	14.60	14.60	18.60	18.60
SO	BUILDHGT	GRID220	18.60	18.60	0.00	0.00	0.00	14.60
SO	BUILDHGT	GRID220	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID220	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID220	14.60	0.00	0.00	0.00	0.00	14.60
SO	BUILDHGT	GRID220	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDWID	GRID220	93.65	96.66	98.33	97.00	60.38	46.26
SO	BUILDWID	GRID220	31.46	47.00	0.00	0.00	0.00	58.41
SO	BUILDWID	GRID220	71.13	81.70	89.78	95.14	97.60	97.10
SO	BUILDWID	GRID220	93.65	96.66	98.33	97.00	92.73	85.64
SO	BUILDWID	GRID220	75.94	0.00	0.00	0.00	0.00	58.41
SO	BUILDWID	GRID220	71.13	81.70	89.78	95.14	97.60	97.10
SO	BUILDLEN	GRID220	34.54	43.90	58.41	71.13	97.46	96.33
SO	BUILDLEN	GRID220	92.66	96.09	0.00	0.00	0.00	98.33
SO	BUILDLEN	GRID220	97.00	92.73	85.64	75.94	63.94	50.00
SO	BUILDLEN	GRID220	34.54	43.90	58.41	71.13	81.70	89.78
SO	BUILDLEN	GRID220	95.14	0.00	0.00	0.00	0.00	98.33
SO	BUILDLEN	GRID220	97.00	92.73	85.64	75.94	63.94	50.00
SO	XBADJ	GRID220	-56.83	-58.04	-60.13	-60.39	-158.38	-161.00
SO	XBADJ	GRID220	-158.72	-156.47	0.00	0.00	0.00	-16.66
SO	XBADJ	GRID220	-11.24	-5.47	0.46	6.38	12.11	17.47
SO	XBADJ	GRID220	22.29	14.14	1.72	-10.74	-22.88	-34.32
SO	XBADJ	GRID220	-44.72	0.00	0.00	0.00	0.00	-81.66
SO	XBADJ	GRID220	-85.76	-87.26	-86.10	-82.33	-76.05	-67.46
SO	YBADJ	GRID220	-19.89	-26.75	-32.50	-37.26	27.50	8.10
SO	YBADJ	GRID220	-11.24	-30.63	0.00	0.00	0.00	-30.93
SO	YBADJ	GRID220	-24.83	-17.97	-10.57	-2.85	4.96	12.62
SO	YBADJ	GRID220	19.89	26.75	32.50	37.26	40.89	43.28
SO	YBADJ	GRID220	44.35	0.00	0.00	0.00	0.00	30.93
SO	YBADJ	GRID220	24.83	17.97	10.57	2.85	-4.96	-12.62
SO	BUILDHGT	GRID221	14.60	14.60	14.60	14.60	14.60	18.60
SO	BUILDHGT	GRID221	18.60	18.60	0.00	0.00	0.00	0.00
SO	BUILDHGT	GRID221	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID221	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID221	14.60	0.00	0.00	0.00	0.00	0.00
SO	BUILDHGT	GRID221	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDWID	GRID221	93.65	96.66	98.33	97.00	92.73	46.26
SO	BUILDWID	GRID221	31.46	47.00	0.00	0.00	0.00	0.00
SO	BUILDWID	GRID221	71.13	81.70	89.78	95.14	97.60	97.10
SO	BUILDWID	GRID221	93.65	96.66	98.33	97.00	92.73	85.64
SO	BUILDWID	GRID221	75.94	0.00	0.00	0.00	0.00	0.00
SO	BUILDWID	GRID221	71.13	81.70	89.78	95.14	97.60	97.10
SO	BUILDLEN	GRID221	34.54	43.90	58.41	71.13	81.70	96.33
SO	BUILDLEN	GRID221	92.66	96.09	0.00	0.00	0.00	0.00
SO	BUILDLEN	GRID221	97.00	92.73	85.64	75.94	63.94	50.00
SO	BUILDLEN	GRID221	34.54	43.90	58.41	71.13	81.70	89.78
SO	BUILDLEN	GRID221	95.14	0.00	0.00	0.00	0.00	0.00
SO	BUILDLEN	GRID221	97.00	92.73	85.64	75.94	63.94	50.00
SO	XBADJ	GRID221	-60.30	-64.88	-70.13	-73.25	-74.14	-178.32
SO	XBADJ	GRID221	-177.52	-176.17	0.00	0.00	0.00	0.00
SO	XBADJ	GRID221	-26.56	-18.33	-9.54	-0.46	8.63	17.47
SO	XBADJ	GRID221	25.76	20.98	11.72	2.12	-7.56	-17.00
SO	XBADJ	GRID221	-25.92	0.00	0.00	0.00	0.00	0.00
SO	XBADJ	GRID221	-70.44	-74.40	-76.10	-75.49	-72.58	-67.46
SO	YBADJ	GRID221	-0.19	-7.96	-15.18	-21.94	-28.04	18.10
SO	YBADJ	GRID221	-4.40	-27.15	0.00	0.00	0.00	0.00
SO	YBADJ	GRID221	-37.68	-33.29	-27.89	-21.64	-14.74	-7.38
SO	YBADJ	GRID221	0.19	7.96	15.18	21.94	28.04	33.28
SO	YBADJ	GRID221	37.51	0.00	0.00	0.00	0.00	0.00
SO	YBADJ	GRID221	37.68	33.29	27.89	21.64	14.74	7.38
SO	BUILDHGT	GRID222	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID222	14.60	14.60	0.00	0.00	0.00	0.00
SO	BUILDHGT	GRID222	0.00	0.00	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID222	0.00	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID222	14.60	14.60	0.00	14.60	14.60	14.60
SO	BUILDHGT	GRID222	14.60	14.60	14.60	14.60	14.60	14.60

SO	BUILDWID	GRID222	93.65	96.66	98.33	97.00	92.73	85.64
SO	BUILDWID	GRID222	75.94	63.94	0.00	0.00	0.00	0.00
SO	BUILDWID	GRID222	0.00	0.00	89.78	95.14	97.60	97.10
SO	BUILDWID	GRID222	0.00	96.66	98.33	97.00	92.73	85.64
SO	BUILDWID	GRID222	75.94	63.94	0.00	79.01	87.90	94.11
SO	BUILDWID	GRID222	97.46	97.86	89.78	95.14	97.60	97.10
SO	BUILDLEN	GRID222	34.54	43.90	58.41	71.13	81.70	89.78
SO	BUILDLEN	GRID222	95.14	97.60	0.00	0.00	0.00	0.00
SO	BUILDLEN	GRID222	0.00	0.00	85.64	75.94	63.94	50.00
SO	BUILDLEN	GRID222	0.00	43.90	58.41	71.13	81.70	89.78
SO	BUILDLEN	GRID222	95.14	97.60	0.00	93.87	87.51	78.50
SO	BUILDLEN	GRID222	67.10	53.66	85.64	75.94	63.94	50.00
SO	XBADJ	GRID222	-63.78	-71.72	-80.13	-86.10	-89.46	-90.10
SO	XBADJ	GRID222	-88.01	-83.23	0.00	0.00	0.00	0.00
SO	XBADJ	GRID222	0.00	0.00	-19.54	-7.30	5.16	17.47
SO	XBADJ	GRID222	0.00	27.82	21.72	14.97	7.77	0.32
SO	XBADJ	GRID222	-7.13	-14.37	0.00	-138.36	-138.65	-134.72
SO	XBADJ	GRID222	-126.70	-114.83	-66.10	-68.64	-69.10	-67.46
SO	YBADJ	GRID222	19.50	10.84	2.14	-6.62	-15.18	-23.28
SO	YBADJ	GRID222	-30.67	-37.13	0.00	0.00	0.00	0.00
SO	YBADJ	GRID222	0.00	0.00	-45.21	-40.44	-34.43	-27.38
SO	YBADJ	GRID222	0.00	-10.84	-2.14	6.62	15.18	23.28
SO	YBADJ	GRID222	30.67	37.13	0.00	28.50	12.22	-4.43
SO	YBADJ	GRID222	-20.95	-36.83	45.21	40.44	34.43	27.38
SO	BUILDHGT	GRID223	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID223	14.60	14.60	0.00	14.60	0.00	0.00
SO	BUILDHGT	GRID223	0.00	0.00	0.00	0.00	14.60	14.60
SO	BUILDHGT	GRID223	0.00	0.00	0.00	14.60	14.60	14.60
SO	BUILDHGT	GRID223	14.60	14.60	0.00	14.60	14.60	14.60
SO	BUILDHGT	GRID223	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDWID	GRID223	93.65	96.66	98.33	97.00	92.73	85.64
SO	BUILDWID	GRID223	75.94	63.94	0.00	79.01	0.00	0.00
SO	BUILDWID	GRID223	0.00	0.00	0.00	0.00	97.60	97.10
SO	BUILDWID	GRID223	0.00	0.00	0.00	97.00	92.73	85.64
SO	BUILDWID	GRID223	75.94	63.94	0.00	79.01	87.90	94.11
SO	BUILDWID	GRID223	97.46	97.86	95.27	95.48	97.60	97.10
SO	BUILDLEN	GRID223	34.54	43.90	58.41	71.13	81.70	89.78
SO	BUILDLEN	GRID223	95.14	97.60	0.00	93.87	0.00	0.00
SO	BUILDLEN	GRID223	0.00	0.00	0.00	0.00	63.94	50.00
SO	BUILDLEN	GRID223	0.00	0.00	0.00	71.13	81.70	89.78
SO	BUILDLEN	GRID223	95.14	97.60	0.00	93.87	87.51	78.50
SO	BUILDLEN	GRID223	67.10	53.66	38.60	39.39	63.94	50.00
SO	XBADJ	GRID223	-67.25	-78.56	-90.13	-98.96	-104.78	-107.42
SO	XBADJ	GRID223	-106.80	-102.93	0.00	24.80	0.00	0.00
SO	XBADJ	GRID223	0.00	0.00	0.00	0.00	1.69	17.47
SO	XBADJ	GRID223	0.00	0.00	0.00	27.83	23.09	17.64
SO	XBADJ	GRID223	11.66	5.33	0.00	-118.67	-119.86	-117.40
SO	XBADJ	GRID223	-111.38	-101.97	-89.47	-83.18	-65.63	-67.47
SO	YBADJ	GRID223	39.20	29.63	19.46	8.70	-2.33	-13.28
SO	YBADJ	GRID223	-23.83	-33.66	0.00	-31.98	0.00	0.00
SO	YBADJ	GRID223	0.00	0.00	0.00	0.00	-54.13	-47.38
SO	YBADJ	GRID223	0.00	0.00	0.00	-8.70	2.33	13.28
SO	YBADJ	GRID223	23.83	33.66	0.00	31.98	19.06	5.57
SO	YBADJ	GRID223	-8.09	-21.51	-34.27	-46.42	54.13	47.38
SO	BUILDHGT	GRID224	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID224	14.60	14.60	0.00	14.60	14.60	14.60
SO	BUILDHGT	GRID224	14.60	0.00	0.00	0.00	14.60	14.60
SO	BUILDHGT	GRID224	14.60	0.00	0.00	0.00	0.00	0.00
SO	BUILDHGT	GRID224	0.00	14.60	0.00	14.60	14.60	14.60
SO	BUILDHGT	GRID224	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDWID	GRID224	93.87	96.66	98.33	97.00	92.73	85.64
SO	BUILDWID	GRID224	75.94	63.94	0.00	79.01	87.90	94.11
SO	BUILDWID	GRID224	97.46	0.00	0.00	0.00	97.91	97.37
SO	BUILDWID	GRID224	93.87	0.00	0.00	0.00	0.00	0.00
SO	BUILDWID	GRID224	0.00	63.94	0.00	79.01	87.90	94.11
SO	BUILDWID	GRID224	97.46	97.86	95.27	95.48	97.91	97.37
SO	BUILDLEN	GRID224	79.01	43.90	58.41	71.13	81.70	89.78
SO	BUILDLEN	GRID224	95.14	97.60	0.00	93.87	87.51	78.50
SO	BUILDLEN	GRID224	67.10	0.00	0.00	0.00	54.39	67.73
SO	BUILDLEN	GRID224	79.01	0.00	0.00	0.00	0.00	0.00
SO	BUILDLEN	GRID224	0.00	97.60	0.00	93.87	87.51	78.50
SO	BUILDLEN	GRID224	67.10	53.66	38.60	39.39	54.39	67.73
SO	XBADJ	GRID224	-74.96	-85.40	-100.13	-111.82	-120.11	-124.74

SO XBADJ	GRID224	-125.59	-122.63	0.00	5.10	13.55	21.58
SO XBADJ	GRID224	28.96	0.00	0.00	0.00	23.86	10.05
SO XBADJ	GRID224	-4.06	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID224	0.00	25.03	0.00	-98.97	-101.06	-100.08
SO XBADJ	GRID224	-96.06	-89.12	-79.47	-76.33	-78.25	-77.78
SO YBADJ	GRID224	-52.04	48.43	36.78	24.02	10.53	-3.28
SO YBADJ	GRID224	-16.99	-30.19	0.00	-35.45	-25.90	-15.57
SO YBADJ	GRID224	-4.76	0.00	0.00	0.00	36.97	45.19
SO YBADJ	GRID224	52.04	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID224	0.00	30.19	0.00	35.45	25.90	15.57
SO YBADJ	GRID224	4.76	-6.19	-16.95	-27.63	-36.97	-45.19
SO BUILDHGT	GRID225	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID225	14.60	14.60	0.00	14.60	14.60	14.60
SO BUILDHGT	GRID225	14.60	14.60	0.00	0.00	14.60	14.60
SO BUILDHGT	GRID225	14.60	14.60	14.60	0.00	0.00	0.00
SO BUILDHGT	GRID225	0.00	0.00	0.00	14.60	14.60	14.60
SO BUILDHGT	GRID225	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDWID	GRID225	93.87	87.51	98.33	97.00	92.73	85.64
SO BUILDWID	GRID225	75.94	63.94	0.00	79.01	87.90	94.11
SO BUILDWID	GRID225	97.46	97.86	0.00	0.00	97.91	97.37
SO BUILDWID	GRID225	93.87	87.51	78.50	0.00	0.00	0.00
SO BUILDWID	GRID225	0.00	0.00	0.00	79.01	87.90	94.11
SO BUILDWID	GRID225	97.46	97.86	95.27	95.48	97.91	97.37
SO BUILDLEN	GRID225	79.01	87.90	58.41	71.13	81.70	89.78
SO BUILDLEN	GRID225	95.14	97.60	0.00	93.87	87.51	78.50
SO BUILDLEN	GRID225	67.10	53.66	0.00	0.00	54.39	67.73
SO BUILDLEN	GRID225	79.01	87.90	94.11	0.00	0.00	0.00
SO BUILDLEN	GRID225	0.00	0.00	0.00	93.87	87.51	78.50
SO BUILDLEN	GRID225	67.10	53.66	38.60	39.39	54.39	67.73
SO XBADJ	GRID225	-78.43	-76.69	-110.13	-124.67	-135.43	-142.07
SO XBADJ	GRID225	-144.39	-142.32	0.00	-14.59	-5.24	4.26
SO XBADJ	GRID225	13.64	22.60	0.00	0.00	20.39	10.05
SO XBADJ	GRID225	-0.58	-11.20	-21.48	0.00	0.00	0.00
SO XBADJ	GRID225	0.00	0.00	0.00	-79.28	-82.27	-82.76
SO XBADJ	GRID225	-80.74	-76.26	-69.47	-69.49	-74.78	-77.79
SO YBADJ	GRID225	-32.34	-38.51	54.10	39.34	23.39	6.72
SO YBADJ	GRID225	-10.15	-26.71	0.00	-38.92	-32.74	-25.57
SO YBADJ	GRID225	-17.62	-9.13	0.00	0.00	17.27	25.19
SO YBADJ	GRID225	32.34	38.51	43.51	0.00	0.00	0.00
SO YBADJ	GRID225	0.00	0.00	0.00	38.92	32.74	25.57
SO YBADJ	GRID225	17.62	9.13	0.37	-8.83	-17.27	-25.19
SO BUILDHGT	GRID226	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID226	14.60	14.60	0.00	14.60	14.60	14.60
SO BUILDHGT	GRID226	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID226	14.60	14.60	14.60	14.60	0.00	0.00
SO BUILDHGT	GRID226	0.00	0.00	0.00	14.60	14.60	14.60
SO BUILDHGT	GRID226	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDWID	GRID226	93.87	87.51	78.50	97.00	92.73	85.64
SO BUILDWID	GRID226	75.94	63.94	0.00	79.01	87.90	94.11
SO BUILDWID	GRID226	97.46	97.86	95.27	95.48	97.91	97.37
SO BUILDWID	GRID226	93.87	87.51	78.50	67.10	0.00	0.00
SO BUILDWID	GRID226	0.00	0.00	0.00	79.01	87.90	94.11
SO BUILDWID	GRID226	97.46	97.86	95.27	95.48	97.91	97.37
SO BUILDLEN	GRID226	79.01	87.90	94.11	71.13	81.70	89.78
SO BUILDLEN	GRID226	95.14	97.60	0.00	93.87	87.51	78.50
SO BUILDLEN	GRID226	67.10	53.66	38.60	39.39	54.39	67.73
SO BUILDLEN	GRID226	79.01	87.90	94.11	97.46	0.00	0.00
SO BUILDLEN	GRID226	0.00	0.00	0.00	93.87	87.51	78.50
SO BUILDLEN	GRID226	67.10	53.66	38.60	39.39	54.39	67.73
SO XBADJ	GRID226	-81.90	-83.53	-82.63	-137.53	-150.75	-159.39
SO XBADJ	GRID226	-163.18	-162.02	0.00	-34.29	-24.04	-13.06
SO XBADJ	GRID226	-1.68	9.74	20.87	23.26	16.92	10.05
SO XBADJ	GRID226	2.89	-4.36	-11.48	-18.26	0.00	0.00
SO XBADJ	GRID226	0.00	0.00	0.00	-59.58	-63.47	-65.44
SO XBADJ	GRID226	-65.42	-63.41	-59.47	-62.65	-71.30	-77.79
SO YBADJ	GRID226	-12.65	-19.72	-26.19	54.66	36.24	16.72
SO YBADJ	GRID226	-3.31	-23.24	0.00	-42.40	-39.58	-35.57
SO YBADJ	GRID226	-30.48	-24.45	-17.69	-9.96	-2.42	5.19
SO YBADJ	GRID226	12.65	19.72	26.19	31.87	0.00	0.00
SO YBADJ	GRID226	0.00	0.00	0.00	42.40	39.58	35.57
SO YBADJ	GRID226	30.48	24.45	17.69	9.96	2.42	-5.19
SO BUILDHGT	GRID227	14.60	14.60	14.60	14.60	14.60	0.00
SO BUILDHGT	GRID227	0.00	0.00	0.00	14.60	14.60	14.60

SO BUILDHGT	GRID227	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID227	14.60	14.60	14.60	14.60	14.60	0.00
SO BUILDHGT	GRID227	0.00	0.00	0.00	14.60	14.60	14.60
SO BUILDHGT	GRID227	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDWID	GRID227	93.87	87.51	78.50	67.10	53.66	0.00
SO BUILDWID	GRID227	0.00	0.00	0.00	79.01	87.90	94.11
SO BUILDWID	GRID227	97.46	97.86	95.27	95.48	97.91	97.37
SO BUILDWID	GRID227	93.87	87.51	78.50	67.10	53.66	0.00
SO BUILDWID	GRID227	0.00	0.00	0.00	79.01	87.90	94.11
SO BUILDWID	GRID227	97.46	97.86	95.27	95.48	97.91	97.37
SO BUILDLEN	GRID227	79.01	87.90	94.11	97.46	97.86	0.00
SO BUILDLEN	GRID227	0.00	0.00	0.00	93.87	87.51	78.50
SO BUILDLEN	GRID227	67.10	53.66	38.60	39.39	54.39	67.73
SO BUILDLEN	GRID227	79.01	87.90	94.11	97.46	97.86	0.00
SO BUILDLEN	GRID227	0.00	0.00	0.00	93.87	87.51	78.50
SO BUILDLEN	GRID227	67.10	53.66	38.60	39.39	54.39	67.73
SO XBADJ	GRID227	-85.38	-90.37	-92.63	-92.06	-88.70	0.00
SO XBADJ	GRID227	0.00	0.00	0.00	-53.98	-42.83	-30.38
SO XBADJ	GRID227	-17.00	-3.11	10.87	16.42	13.44	10.05
SO XBADJ	GRID227	6.36	2.48	-1.48	-5.40	-9.15	0.00
SO XBADJ	GRID227	0.00	0.00	0.00	-39.88	-44.68	-48.12
SO XBADJ	GRID227	-50.10	-50.55	-49.47	-55.81	-67.83	-77.79
SO YBADJ	GRID227	7.05	-0.92	-8.87	-16.55	-23.72	0.00
SO YBADJ	GRID227	0.00	0.00	0.00	-45.87	-46.43	-45.57
SO YBADJ	GRID227	-43.33	-39.78	-35.01	-28.76	-22.12	-14.81
SO YBADJ	GRID227	-7.05	0.92	8.87	16.55	23.72	0.00
SO YBADJ	GRID227	0.00	0.00	0.00	45.87	46.43	45.57
SO YBADJ	GRID227	43.33	39.78	35.01	28.76	22.12	14.81
SO BUILDHGT	GRID228	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID228	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID228	0.00	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID228	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID228	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID228	0.00	14.60	14.60	14.60	14.60	14.60
SO BUILDWID	GRID228	93.87	87.51	78.50	67.10	53.66	38.60
SO BUILDWID	GRID228	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID228	0.00	97.86	95.27	95.48	97.91	97.37
SO BUILDWID	GRID228	93.87	87.51	78.50	67.10	53.66	38.60
SO BUILDWID	GRID228	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID228	0.00	97.86	95.27	95.48	97.91	97.37
SO BUILDLEN	GRID228	79.01	87.90	94.11	97.46	97.86	95.27
SO BUILDLEN	GRID228	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID228	0.00	53.66	38.60	39.39	54.39	67.73
SO BUILDLEN	GRID228	79.01	87.90	94.11	97.46	97.86	95.27
SO BUILDLEN	GRID228	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID228	0.00	53.66	38.60	39.39	54.39	67.73
SO XBADJ	GRID228	-88.85	-97.21	-102.63	-104.92	-104.02	-99.97
SO XBADJ	GRID228	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID228	0.00	-15.97	0.87	9.58	9.97	10.05
SO XBADJ	GRID228	9.84	9.32	8.52	7.45	6.17	4.69
SO XBADJ	GRID228	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID228	0.00	-37.70	-39.47	-48.97	-64.36	-77.79
SO YBADJ	GRID228	26.75	17.87	8.45	-1.22	-10.86	-20.17
SO YBADJ	GRID228	0.00	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID228	0.00	-55.10	-52.33	-47.55	-41.82	-34.81
SO YBADJ	GRID228	-26.75	-17.87	-8.45	1.23	10.86	20.17
SO YBADJ	GRID228	0.00	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID228	0.00	55.10	52.33	47.55	41.82	34.81
SO BUILDHGT	GRID229	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID229	14.60	14.60	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID229	0.00	0.00	0.00	0.00	0.00	14.60
SO BUILDHGT	GRID229	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID229	14.60	14.60	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID229	0.00	0.00	0.00	0.00	0.00	14.60
SO BUILDWID	GRID229	93.87	87.51	78.50	67.10	53.66	38.60
SO BUILDWID	GRID229	39.39	54.39	0.00	0.00	0.00	0.00
SO BUILDWID	GRID229	0.00	0.00	0.00	0.00	0.00	97.37
SO BUILDWID	GRID229	93.87	87.51	78.50	67.10	53.66	38.60
SO BUILDWID	GRID229	39.39	54.39	0.00	0.00	0.00	0.00
SO BUILDWID	GRID229	0.00	0.00	0.00	0.00	0.00	97.37
SO BUILDLEN	GRID229	79.01	87.90	94.11	97.46	97.86	95.27
SO BUILDLEN	GRID229	95.48	97.91	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID229	0.00	0.00	0.00	0.00	0.00	67.73

SO BUILDLEN	GRID229	79.01	87.90	94.11	97.46	97.86	95.27
SO BUILDLEN	GRID229	95.48	97.91	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID229	0.00	0.00	0.00	0.00	0.00	67.73
SO XBADJ	GRID229	-92.32	-104.06	-112.63	-117.77	-119.34	-117.29
SO XBADJ	GRID229	-114.09	-110.47	0.00	0.00	0.00	0.00
SO XBADJ	GRID229	0.00	0.00	0.00	0.00	0.00	10.06
SO XBADJ	GRID229	13.31	16.16	18.52	20.31	21.49	22.01
SO XBADJ	GRID229	18.60	12.55	0.00	0.00	0.00	0.00
SO XBADJ	GRID229	0.00	0.00	0.00	0.00	0.00	-77.79
SO YBADJ	GRID229	46.44	36.66	25.77	14.10	1.99	-10.17
SO YBADJ	GRID229	-22.44	-33.69	0.00	0.00	0.00	0.00
SO YBADJ	GRID229	0.00	0.00	0.00	0.00	0.00	-54.81
SO YBADJ	GRID229	-46.44	-36.66	-25.77	-14.10	-1.99	10.17
SO YBADJ	GRID229	22.44	33.69	0.00	0.00	0.00	0.00
SO YBADJ	GRID229	0.00	0.00	0.00	0.00	0.00	54.81
SO BUILDHGT	GRID230	0.00	0.00	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID230	14.60	14.60	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID230	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID230	0.00	0.00	14.60	0.00	0.00	0.00
SO BUILDHGT	GRID230	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID230	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID230	0.00	0.00	78.50	67.10	53.66	38.60
SO BUILDWID	GRID230	39.39	54.39	0.00	0.00	0.00	0.00
SO BUILDWID	GRID230	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID230	0.00	0.00	78.50	0.00	0.00	0.00
SO BUILDWID	GRID230	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID230	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID230	0.00	0.00	94.11	97.46	97.86	95.27
SO BUILDLEN	GRID230	95.48	97.91	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID230	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID230	0.00	0.00	94.11	0.00	0.00	0.00
SO BUILDLEN	GRID230	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID230	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID230	0.00	0.00	-122.63	-130.63	-134.67	-134.61
SO XBADJ	GRID230	-132.88	-130.16	0.00	0.00	0.00	0.00
SO XBADJ	GRID230	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID230	0.00	0.00	28.52	0.00	0.00	0.00
SO XBADJ	GRID230	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID230	0.00	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID230	0.00	0.00	43.09	29.42	14.85	-0.17
SO YBADJ	GRID230	-15.60	-30.22	0.00	0.00	0.00	0.00
SO YBADJ	GRID230	0.00	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID230	0.00	0.00	-43.09	0.00	0.00	0.00
SO YBADJ	GRID230	0.00	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID230	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID231	0.00	0.00	0.00	0.00	14.60	14.60
SO BUILDHGT	GRID231	14.60	14.60	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID231	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID231	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID231	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID231	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID231	0.00	0.00	0.00	0.00	53.66	38.60
SO BUILDWID	GRID231	39.39	54.39	0.00	0.00	0.00	0.00
SO BUILDWID	GRID231	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID231	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID231	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID231	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID231	0.00	0.00	0.00	0.00	97.86	95.27
SO BUILDLEN	GRID231	95.48	97.91	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID231	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID231	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID231	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID231	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID231	0.00	0.00	0.00	0.00	-149.99	-151.93
SO XBADJ	GRID231	-151.67	-149.86	0.00	0.00	0.00	0.00
SO XBADJ	GRID231	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID231	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID231	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID231	0.00	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID231	0.00	0.00	0.00	0.00	27.70	9.83
SO YBADJ	GRID231	-8.76	-26.74	0.00	0.00	0.00	0.00
SO YBADJ	GRID231	0.00	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID231	0.00	0.00	0.00	0.00	0.00	0.00

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SO YBADJ     GRID231        0.00      0.00      0.00      0.00      0.00      0.00
SO YBADJ     GRID231        0.00      0.00      0.00      0.00      0.00      0.00
SO BUILDHGT  GRID232        0.00      0.00      0.00      0.00      0.00      0.00
SO BUILDHGT  GRID232        0.00      0.00      0.00      0.00      0.00      0.00
SO BUILDHGT  GRID232        0.00      0.00      0.00      0.00      0.00      0.00
SO BUILDHGT  GRID232        0.00      0.00      0.00      0.00      0.00      0.00
SO BUILDHGT  GRID232        0.00      0.00      0.00      0.00      0.00      0.00
SO BUILDHGT  GRID232        0.00      0.00      0.00      0.00      0.00      0.00
SO BUILDWID  GRID232        0.00      0.00      0.00      0.00      0.00      0.00
SO BUILDWID  GRID232        0.00      0.00      0.00      0.00      0.00      0.00
SO BUILDWID  GRID232        0.00      0.00      0.00      0.00      0.00      0.00
SO BUILDWID  GRID232        0.00      0.00      0.00      0.00      0.00      0.00
SO BUILDWID  GRID232        0.00      0.00      0.00      0.00      0.00      0.00
SO BUILDWID  GRID232        0.00      0.00      0.00      0.00      0.00      0.00
SO BUILDLEN  GRID232        0.00      0.00      0.00      0.00      0.00      0.00
SO BUILDLEN  GRID232        0.00      0.00      0.00      0.00      0.00      0.00
SO BUILDLEN  GRID232        0.00      0.00      0.00      0.00      0.00      0.00
SO BUILDLEN  GRID232        0.00      0.00      0.00      0.00      0.00      0.00
SO BUILDLEN  GRID232        0.00      0.00      0.00      0.00      0.00      0.00
SO BUILDLEN  GRID232        0.00      0.00      0.00      0.00      0.00      0.00
SO XBADJ     GRID232        0.00      0.00      0.00      0.00      0.00      0.00
SO XBADJ     GRID232        0.00      0.00      0.00      0.00      0.00      0.00
SO XBADJ     GRID232        0.00      0.00      0.00      0.00      0.00      0.00
SO XBADJ     GRID232        0.00      0.00      0.00      0.00      0.00      0.00
SO XBADJ     GRID232        0.00      0.00      0.00      0.00      0.00      0.00
SO XBADJ     GRID232        0.00      0.00      0.00      0.00      0.00      0.00
SO YBADJ     GRID232        0.00      0.00      0.00      0.00      0.00      0.00
SO YBADJ     GRID232        0.00      0.00      0.00      0.00      0.00      0.00
SO YBADJ     GRID232        0.00      0.00      0.00      0.00      0.00      0.00
SO YBADJ     GRID232        0.00      0.00      0.00      0.00      0.00      0.00
SO YBADJ     GRID232        0.00      0.00      0.00      0.00      0.00      0.00
SO YBADJ     GRID232        0.00      0.00      0.00      0.00      0.00      0.00
SO EMISFACT  EG1       HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  EG1       HROFDY  0  0  0  0  0  0  0
SO EMISFACT  EG2       HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  EG2       HROFDY  0  0  0  0  0  0  0
SO EMISFACT  EG3       HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  EG3       HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID1     HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID1     HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID2     HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID2     HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID3     HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID3     HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID4     HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID4     HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID5     HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID5     HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID6     HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID6     HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID7     HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID7     HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID8     HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID8     HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID9     HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID9     HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID10    HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID10    HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID11    HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID11    HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID12    HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID12    HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID13    HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID13    HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID14    HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID14    HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID15    HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID15    HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID16    HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID16    HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID17    HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID17    HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID18    HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
```

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SO EMISFACT  GRID18    HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID19    HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID19    HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID20    HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID20    HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID21    HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID21    HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID22    HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID22    HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID23    HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID23    HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID24    HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID24    HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID25    HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID25    HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID26    HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID26    HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID27    HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID27    HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID28    HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID28    HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID29    HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID29    HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID30    HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID30    HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID31    HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID31    HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID32    HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID32    HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID33    HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID33    HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID34    HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID34    HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID35    HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID35    HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID36    HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID36    HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID37    HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID37    HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID38    HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID38    HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID39    HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID39    HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID40    HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID40    HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID41    HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID41    HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID42    HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID42    HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID43    HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID43    HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID44    HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID44    HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID45    HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID45    HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID46    HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID46    HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID47    HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID47    HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID48    HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID48    HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID49    HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID49    HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID50    HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID50    HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID51    HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID51    HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID52    HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID52    HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID53    HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID53    HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID54    HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID54    HROFDY  0  0  0  0  0  0  0
```

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SO EMISFACT  GRID55    HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID55    HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID56    HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID56    HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID57    HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID57    HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID58    HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID58    HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID59    HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID59    HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID60    HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID60    HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID61    HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID61    HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID62    HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID62    HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID63    HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID63    HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID64    HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID64    HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID65    HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID65    HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID66    HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID66    HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID67    HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID67    HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID68    HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID68    HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID69    HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID69    HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID70    HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID70    HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID71    HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID71    HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID72    HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID72    HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID73    HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID73    HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID74    HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID74    HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID75    HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID75    HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID76    HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID76    HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID77    HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID77    HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID78    HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID78    HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID79    HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID79    HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID80    HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID80    HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID81    HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID81    HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID82    HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID82    HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID83    HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID83    HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID84    HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID84    HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID85    HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID85    HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID86    HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID86    HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID87    HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID87    HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID88    HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID88    HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID89    HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID89    HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID90    HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID90    HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID91    HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
```

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SO EMISFACT  GRID91    HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID92    HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID92    HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID93    HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID93    HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID94    HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID94    HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID95    HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID95    HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID96    HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID96    HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID97    HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID97    HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID98    HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID98    HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID99    HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID99    HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID100   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID100   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID101   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID101   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID102   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID102   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID103   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID103   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID104   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID104   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID105   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID105   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID106   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID106   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID107   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID107   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID108   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID108   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID109   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID109   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID110   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID110   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID111   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID111   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID112   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID112   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID113   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID113   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID114   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID114   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID115   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID115   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID116   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID116   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID117   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID117   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID118   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID118   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID119   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID119   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID120   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID120   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID121   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID121   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID122   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID122   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID123   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID123   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID124   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID124   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID125   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID125   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID126   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID126   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID127   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID127   HROFDY  0  0  0  0  0  0  0
```

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SO EMISFACT  GRID128   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID128   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID129   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID129   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID130   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID130   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID131   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID131   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID132   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID132   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID133   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID133   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID134   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID134   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID135   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID135   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID136   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID136   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID137   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID137   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID138   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID138   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID139   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID139   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID140   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID140   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID141   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID141   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID142   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID142   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID143   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID143   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID144   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID144   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID145   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID145   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID146   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID146   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID147   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID147   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID148   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID148   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID149   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID149   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID150   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID150   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID151   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID151   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID152   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID152   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID153   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID153   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID154   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID154   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID155   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID155   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID156   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID156   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID157   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID157   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID158   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID158   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID159   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID159   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID160   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID160   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID161   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID161   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID162   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID162   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID163   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID163   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID164   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
```

```
SO EMISFACT  GRID164   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID165   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID165   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID166   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID166   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID167   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID167   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID168   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID168   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID169   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID169   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID170   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID170   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID171   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID171   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID172   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID172   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID173   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID173   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID174   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID174   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID175   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID175   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID176   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID176   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID177   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID177   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID178   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID178   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID179   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID179   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID180   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID180   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID181   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID181   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID182   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID182   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID183   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID183   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID184   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID184   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID185   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID185   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID186   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID186   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID187   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID187   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID188   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID188   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID189   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID189   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID190   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID190   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID191   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID191   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID192   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID192   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID193   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID193   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID194   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID194   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID195   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID195   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID196   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID196   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID197   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID197   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID198   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID198   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID199   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID199   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID200   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID200   HROFDY  0  0  0  0  0  0  0
```

```
SO EMISFACT  GRID201   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID201   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID202   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID202   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID203   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID203   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID204   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID204   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID205   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID205   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID206   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID206   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID207   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID207   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID208   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID208   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID209   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID209   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID210   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID210   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID211   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID211   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID212   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID212   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID213   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID213   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID214   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID214   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID215   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID215   HROFDY  0  0  0  0  0  0  0
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SO EMISFACT  GRID216   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID217   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID217   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID218   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID218   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID219   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID219   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID220   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID220   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID221   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID221   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID222   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID222   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID223   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID223   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID224   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID224   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID225   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID225   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID226   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID226   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID227   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID227   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID228   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID228   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID229   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
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SO EMISFACT  GRID231   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
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SO EMISFACT  GRID232   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID232   HROFDY  0  0  0  0  0  0  0
SO SRCGROUP  EG1  EG1
SO SRCGROUP  EG2  EG2
SO SRCGROUP  EG3  EG3
SO SRCGROUP  GRID1  GRID1
SO SRCGROUP  GRID2  GRID2
SO SRCGROUP  GRID3  GRID3
SO SRCGROUP  GRID4  GRID4
SO SRCGROUP  GRID5  GRID5
SO SRCGROUP  GRID6  GRID6
```

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SO SRCGROUP  GRID7  GRID7
SO SRCGROUP  GRID8  GRID8
SO SRCGROUP  GRID9  GRID9
SO SRCGROUP  GRID10  GRID10
SO SRCGROUP  GRID11  GRID11
SO SRCGROUP  GRID12  GRID12
SO SRCGROUP  GRID13  GRID13
SO SRCGROUP  GRID14  GRID14
SO SRCGROUP  GRID15  GRID15
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SO SRCGROUP  GRID17  GRID17
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SO SRCGROUP  GRID23  GRID23
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SO SRCGROUP  GRID27  GRID27
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SO SRCGROUP  GRID29  GRID29
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SO SRCGROUP  GRID31  GRID31
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SO SRCGROUP  GRID68  GRID68
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SO SRCGROUP  GRID72  GRID72
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SO SRCGROUP  GRID74  GRID74
SO SRCGROUP  GRID75  GRID75
SO SRCGROUP  GRID76  GRID76
SO SRCGROUP  GRID77  GRID77
SO SRCGROUP  GRID78  GRID78
SO SRCGROUP  GRID79  GRID79
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SO SRCGROUP  GRID80  GRID80
SO SRCGROUP  GRID81  GRID81
SO SRCGROUP  GRID82  GRID82
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SO SRCGROUP  GRID121  GRID121
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SO SRCGROUP  GRID123  GRID123
SO SRCGROUP  GRID124  GRID124
SO SRCGROUP  GRID125  GRID125
SO SRCGROUP  GRID126  GRID126
SO SRCGROUP  GRID127  GRID127
SO SRCGROUP  GRID128  GRID128
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SO SRCGROUP  GRID138  GRID138
SO SRCGROUP  GRID139  GRID139
SO SRCGROUP  GRID140  GRID140
SO SRCGROUP  GRID141  GRID141
SO SRCGROUP  GRID142  GRID142
SO SRCGROUP  GRID143  GRID143
SO SRCGROUP  GRID144  GRID144
SO SRCGROUP  GRID145  GRID145
SO SRCGROUP  GRID146  GRID146
SO SRCGROUP  GRID147  GRID147
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** RCPDESCR  Beechwood School
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** RCPDESCR  Family Connection and Belle Haven Elementary School
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** RCPDESCR  San Francisco 49ers Academy
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** RCPDESCR  Footsteps Preschool
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** RCPDESCR  Laurel School
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** RCPDESCR  German American Interantional School
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** RCPDESCR  Barbara A Mouton Multicenter
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** RCPDESCR  Ronald McNair Middle School
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** RCPDESCR  Martin Luther King Park
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** RCPDESCR  Menlo Atherton High School
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** RCPDESCR  Discovery Montessori
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** RCPDESCR  Applebee Pre-School
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** RCPDESCR  Fio's Home Day Care
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** RCPDESCR  Lytton Gardens Senior Community
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** RCPDESCR  Canyon House and Crescent Villa
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** RCPDESCR  Holbrook Palmer park
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** RCPDESCR  Cogswell Plaza
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** RCPDESCR  Arbor Free Clinic / VA Medical Center
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** RCPDESCR  Edith's Day Care
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** RCPDESCR  Aspire Public School
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** RCPDESCR  Lavengamalic Christian Academy and University
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** RCPDESCR  Eastside College Preparatory
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** RCPDESCR  East Palo Alto Head start
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** RCPDESCR  Creative Montessori Learning Center
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** RCPDESCR  Ravenswood Elementary School
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** RCPDESCR  Play and Learn Daycare Preschool
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** RCPDESCR  Garfield Early Learning Center
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** RCPDESCR  Boys and Girls Club
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** RCPDESCR  Mid Peninsula High School
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** RCPDESCR  Mid Peninsula High School
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** RCPDESCR  Costano Elementary
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** RCPDESCR  Costano Elementary
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** RCPDESCR  El Palo Alto Park
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** RCPDESCR  El Palo Alto Park
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** RCPDESCR  Holbrook Palmer park
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** RCPDESCR  Aspire Public School
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** RCPDESCR  Property Boundary - East
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** RCPDESCR  Grid
RE DISCCART  574823.9  4149275.4  0  0  1.8
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ME PROFFILE  SH_05.PFL
** PROFFILE  "U:\Facebook\Modeling\Construction and Operational Model\Met Data\SH_05.PFL"
ME SURFDATA  99999  2005
ME UAIRDATA  23230  2005
ME PROFBASE  36.96
ME FINISHED

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** FALSENORTH  0

** POSTFMT  UNFORM

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** AERMAPEXE  AERMAP_EPA_11103.EXE
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** BREEZE AERMOD
** Trinity Consultants
** VERSION  7.3

CO STARTING
CO TITLEONE  Facebook Construction and Operational
CO MODELOPT  DFAULT  CONC
CO RUNORNOT  RUN
CO AVERTIME  1  PERIOD
CO POLLUTID  OTHER
CO FLAGPOLE  4.8
CO FINISHED

SO STARTING
SO ELEVUNIT  METERS
SO LOCATION  EG1       POINT     574611.4946  4148509.025  2.36
** SRCDESCR  Generator - West Construction
SO LOCATION  EG2       POINT     574803.556  4148630.31  2.36
** SRCDESCR  Generator - West Construction
SO LOCATION  EG3       POINT     574919.3357  4148613.033  2.20
** SRCDESCR  Generator - West Construction
SO LOCATION  GRID1     POINT     574538.8844  4148495.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID2     POINT     574558.8844  4148495.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID3     POINT     574578.8844  4148495.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID4     POINT     574598.8844  4148495.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID5     POINT     574618.8844  4148495.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID6     POINT     574638.8844  4148495.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID7     POINT     574658.8844  4148495.425  2.50
** SRCDESCR  Generator Grid
SO LOCATION  GRID8     POINT     574678.8844  4148495.425  2.67
** SRCDESCR  Generator Grid
SO LOCATION  GRID9     POINT     574698.8844  4148495.425  2.67
** SRCDESCR  Generator Grid
SO LOCATION  GRID10    POINT     574718.8844  4148495.425  2.67
** SRCDESCR  Generator Grid
SO LOCATION  GRID11    POINT     574738.8844  4148495.425  2.67
** SRCDESCR  Generator Grid
SO LOCATION  GRID12    POINT     574518.8844  4148515.425  2.31
** SRCDESCR  Generator Grid
SO LOCATION  GRID13    POINT     574538.8844  4148515.425  2.34
** SRCDESCR  Generator Grid
SO LOCATION  GRID14    POINT     574558.8844  4148515.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID15    POINT     574578.8844  4148515.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID16    POINT     574598.8844  4148515.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID17    POINT     574618.8844  4148515.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID18    POINT     574638.8844  4148515.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID19    POINT     574658.8844  4148515.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID20    POINT     574678.8844  4148515.425  2.57
** SRCDESCR  Generator Grid
SO LOCATION  GRID21    POINT     574698.8844  4148515.425  2.67
** SRCDESCR  Generator Grid
SO LOCATION  GRID22    POINT     574718.8844  4148515.425  2.67
** SRCDESCR  Generator Grid
SO LOCATION  GRID23    POINT     574738.8844  4148515.425  2.67
** SRCDESCR  Generator Grid
SO LOCATION  GRID24    POINT     574758.8844  4148515.425  2.66
** SRCDESCR  Generator Grid
SO LOCATION  GRID25    POINT     574778.8844  4148515.425  2.52
** SRCDESCR  Generator Grid
SO LOCATION  GRID26    POINT     574798.8844  4148515.425  2.36
** SRCDESCR  Generator Grid
```

```
SO LOCATION  GRID27    POINT     574818.8844  4148515.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID28    POINT     574838.8844  4148515.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID29    POINT     574858.8844  4148515.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID30    POINT     574878.8844  4148515.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID31    POINT     574898.8844  4148515.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID32    POINT     574918.8844  4148515.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID33    POINT     574938.8844  4148515.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID34    POINT     574518.8844  4148535.425  2.06
** SRCDESCR  Generator Grid
SO LOCATION  GRID35    POINT     574538.8844  4148535.425  2.10
** SRCDESCR  Generator Grid
SO LOCATION  GRID36    POINT     574558.8844  4148535.425  2.24
** SRCDESCR  Generator Grid
SO LOCATION  GRID37    POINT     574578.8844  4148535.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID38    POINT     574598.8844  4148535.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID39    POINT     574618.8844  4148535.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID40    POINT     574638.8844  4148535.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID41    POINT     574658.8844  4148535.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID42    POINT     574678.8844  4148535.425  2.39
** SRCDESCR  Generator Grid
SO LOCATION  GRID43    POINT     574698.8844  4148535.425  2.55
** SRCDESCR  Generator Grid
SO LOCATION  GRID44    POINT     574718.8844  4148535.425  2.65
** SRCDESCR  Generator Grid
SO LOCATION  GRID45    POINT     574738.8844  4148535.425  2.65
** SRCDESCR  Generator Grid
SO LOCATION  GRID46    POINT     574758.8844  4148535.425  2.37
** SRCDESCR  Generator Grid
SO LOCATION  GRID47    POINT     574778.8844  4148535.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID48    POINT     574798.8844  4148535.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID49    POINT     574818.8844  4148535.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID50    POINT     574838.8844  4148535.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID51    POINT     574858.8844  4148535.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID52    POINT     574878.8844  4148535.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID53    POINT     574898.8844  4148535.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID54    POINT     574918.8844  4148535.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID55    POINT     574938.8844  4148535.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID56    POINT     574958.8844  4148535.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID57    POINT     574978.8844  4148535.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID58    POINT     574998.8844  4148535.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID59    POINT     575018.8844  4148535.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID60    POINT     575038.8844  4148535.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID61    POINT     575058.8844  4148535.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID62    POINT     575078.8844  4148535.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID63    POINT     574518.8844  4148555.425  2.06
```

```
** SRCDESCR  Generator Grid
SO LOCATION  GRID64    POINT     574538.8844  4148555.425  2.06
** SRCDESCR  Generator Grid
SO LOCATION  GRID65    POINT     574558.8844  4148555.425  2.06
** SRCDESCR  Generator Grid
SO LOCATION  GRID66    POINT     574578.8844  4148555.425  2.26
** SRCDESCR  Generator Grid
SO LOCATION  GRID67    POINT     574598.8844  4148555.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID68    POINT     574618.8844  4148555.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID69    POINT     574638.8844  4148555.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID70    POINT     574658.8844  4148555.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID71    POINT     574678.8844  4148555.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID72    POINT     574698.8844  4148555.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID73    POINT     574718.8844  4148555.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID74    POINT     574738.8844  4148555.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID75    POINT     574758.8844  4148555.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID76    POINT     574778.8844  4148555.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID77    POINT     574798.8844  4148555.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID78    POINT     574818.8844  4148555.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID79    POINT     574838.8844  4148555.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID80    POINT     574858.8844  4148555.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID81    POINT     574878.8844  4148555.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID82    POINT     574898.8844  4148555.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID83    POINT     574918.8844  4148555.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID84    POINT     574938.8844  4148555.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID85    POINT     574958.8844  4148555.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID86    POINT     574978.8844  4148555.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID87    POINT     574998.8844  4148555.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID88    POINT     575018.8844  4148555.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID89    POINT     575038.8844  4148555.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID90    POINT     575058.8844  4148555.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID91    POINT     575078.8844  4148555.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID92    POINT     574518.8844  4148575.425  2.06
** SRCDESCR  Generator Grid
SO LOCATION  GRID93    POINT     574538.8844  4148575.425  2.06
** SRCDESCR  Generator Grid
SO LOCATION  GRID94    POINT     574558.8844  4148575.425  2.06
** SRCDESCR  Generator Grid
SO LOCATION  GRID95    POINT     574578.8844  4148575.425  2.08
** SRCDESCR  Generator Grid
SO LOCATION  GRID96    POINT     574598.8844  4148575.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID97    POINT     574618.8844  4148575.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID98    POINT     574638.8844  4148575.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID99    POINT     574658.8844  4148575.425  2.36
** SRCDESCR  Generator Grid
```

```
SO LOCATION  GRID100   POINT     574678.8844  4148575.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID101   POINT     574698.8844  4148575.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID102   POINT     574718.8844  4148575.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID103   POINT     574738.8844  4148575.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID104   POINT     574758.8844  4148575.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID105   POINT     574778.8844  4148575.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID106   POINT     574798.8844  4148575.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID107   POINT     574818.8844  4148575.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID108   POINT     574838.8844  4148575.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID109   POINT     574858.8844  4148575.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID110   POINT     574878.8844  4148575.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID111   POINT     574898.8844  4148575.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID112   POINT     574918.8844  4148575.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID113   POINT     574938.8844  4148575.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID114   POINT     574958.8844  4148575.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID115   POINT     574978.8844  4148575.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID116   POINT     574998.8844  4148575.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID117   POINT     575018.8844  4148575.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID118   POINT     575038.8844  4148575.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID119   POINT     575058.8844  4148575.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID120   POINT     575078.8844  4148575.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID121   POINT     574518.8844  4148595.425  2.05
** SRCDESCR  Generator Grid
SO LOCATION  GRID122   POINT     574538.8844  4148595.425  2.06
** SRCDESCR  Generator Grid
SO LOCATION  GRID123   POINT     574558.8844  4148595.425  2.06
** SRCDESCR  Generator Grid
SO LOCATION  GRID124   POINT     574578.8844  4148595.425  2.06
** SRCDESCR  Generator Grid
SO LOCATION  GRID125   POINT     574598.8844  4148595.425  2.25
** SRCDESCR  Generator Grid
SO LOCATION  GRID126   POINT     574618.8844  4148595.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID127   POINT     574638.8844  4148595.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID128   POINT     574658.8844  4148595.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID129   POINT     574678.8844  4148595.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID130   POINT     574698.8844  4148595.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID131   POINT     574718.8844  4148595.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID132   POINT     574738.8844  4148595.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID133   POINT     574758.8844  4148595.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID134   POINT     574778.8844  4148595.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID135   POINT     574798.8844  4148595.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID136   POINT     574818.8844  4148595.425  2.36
```

```
** SRCDESCR  Generator Grid
SO LOCATION  GRID137   POINT     574838.8844  4148595.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID138   POINT     574858.8844  4148595.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID139   POINT     574878.8844  4148595.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID140   POINT     574898.8844  4148595.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID141   POINT     574918.8844  4148595.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID142   POINT     574938.8844  4148595.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID143   POINT     574958.8844  4148595.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID144   POINT     574978.8844  4148595.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID145   POINT     574998.8844  4148595.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID146   POINT     575018.8844  4148595.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID147   POINT     575038.8844  4148595.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID148   POINT     575058.8844  4148595.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID149   POINT     575078.8844  4148595.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID150   POINT     575098.8844  4148595.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID151   POINT     574518.8844  4148615.425  1.77
** SRCDESCR  Generator Grid
SO LOCATION  GRID152   POINT     574538.8844  4148615.425  2.06
** SRCDESCR  Generator Grid
SO LOCATION  GRID153   POINT     574558.8844  4148615.425  2.06
** SRCDESCR  Generator Grid
SO LOCATION  GRID154   POINT     574578.8844  4148615.425  2.06
** SRCDESCR  Generator Grid
SO LOCATION  GRID155   POINT     574598.8844  4148615.425  2.06
** SRCDESCR  Generator Grid
SO LOCATION  GRID156   POINT     574618.8844  4148615.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID157   POINT     574638.8844  4148615.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID158   POINT     574658.8844  4148615.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID159   POINT     574678.8844  4148615.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID160   POINT     574698.8844  4148615.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID161   POINT     574718.8844  4148615.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID162   POINT     574738.8844  4148615.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID163   POINT     574758.8844  4148615.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID164   POINT     574778.8844  4148615.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID165   POINT     574798.8844  4148615.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID166   POINT     574818.8844  4148615.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID167   POINT     574838.8844  4148615.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID168   POINT     574858.8844  4148615.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID169   POINT     574878.8844  4148615.425  2.35
** SRCDESCR  Generator Grid
SO LOCATION  GRID170   POINT     574898.8844  4148615.425  2.34
** SRCDESCR  Generator Grid
SO LOCATION  GRID171   POINT     574918.8844  4148615.425  2.14
** SRCDESCR  Generator Grid
SO LOCATION  GRID172   POINT     574938.8844  4148615.425  2.15
** SRCDESCR  Generator Grid
```

```
SO LOCATION  GRID173   POINT     574958.8844  4148615.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID174   POINT     574978.8844  4148615.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID175   POINT     574998.8844  4148615.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID176   POINT     575018.8844  4148615.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID177   POINT     575038.8844  4148615.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID178   POINT     575058.8844  4148615.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID179   POINT     575078.8844  4148615.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID180   POINT     575098.8844  4148615.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID181   POINT     574518.8844  4148635.425  1.75
** SRCDESCR  Generator Grid
SO LOCATION  GRID182   POINT     574538.8844  4148635.425  1.93
** SRCDESCR  Generator Grid
SO LOCATION  GRID183   POINT     574558.8844  4148635.425  2.06
** SRCDESCR  Generator Grid
SO LOCATION  GRID184   POINT     574578.8844  4148635.425  2.06
** SRCDESCR  Generator Grid
SO LOCATION  GRID185   POINT     574598.8844  4148635.425  2.06
** SRCDESCR  Generator Grid
SO LOCATION  GRID186   POINT     574618.8844  4148635.425  2.23
** SRCDESCR  Generator Grid
SO LOCATION  GRID187   POINT     574638.8844  4148635.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID188   POINT     574658.8844  4148635.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID189   POINT     574678.8844  4148635.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID190   POINT     574698.8844  4148635.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID191   POINT     574718.8844  4148635.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID192   POINT     574738.8844  4148635.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID193   POINT     574758.8844  4148635.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID194   POINT     574778.8844  4148635.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID195   POINT     574798.8844  4148635.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID196   POINT     574818.8844  4148635.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID197   POINT     574838.8844  4148635.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID198   POINT     574858.8844  4148635.425  2.35
** SRCDESCR  Generator Grid
SO LOCATION  GRID199   POINT     574878.8844  4148635.425  2.09
** SRCDESCR  Generator Grid
SO LOCATION  GRID200   POINT     574898.8844  4148635.425  2.06
** SRCDESCR  Generator Grid
SO LOCATION  GRID201   POINT     574918.8844  4148635.425  2.06
** SRCDESCR  Generator Grid
SO LOCATION  GRID202   POINT     574938.8844  4148635.425  2.06
** SRCDESCR  Generator Grid
SO LOCATION  GRID203   POINT     574958.8844  4148635.425  2.27
** SRCDESCR  Generator Grid
SO LOCATION  GRID204   POINT     574978.8844  4148635.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID205   POINT     574998.8844  4148635.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID206   POINT     575018.8844  4148635.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID207   POINT     575038.8844  4148635.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID208   POINT     575058.8844  4148635.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID209   POINT     575078.8844  4148635.425  2.36
```

```
** SRCDESCR  Generator Grid
SO LOCATION  GRID210   POINT     575098.8844  4148635.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID211   POINT     574618.8844  4148655.425  2.06
** SRCDESCR  Generator Grid
SO LOCATION  GRID212   POINT     574638.8844  4148655.425  2.11
** SRCDESCR  Generator Grid
SO LOCATION  GRID213   POINT     574658.8844  4148655.425  2.35
** SRCDESCR  Generator Grid
SO LOCATION  GRID214   POINT     574678.8844  4148655.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID215   POINT     574738.8844  4148655.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID216   POINT     574758.8844  4148655.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID217   POINT     574778.8844  4148655.425  2.36
** SRCDESCR  Generator Grid
SO LOCATION  GRID218   POINT     574798.8844  4148655.425  2.34
** SRCDESCR  Generator Grid
SO LOCATION  GRID219   POINT     574818.8844  4148655.425  2.21
** SRCDESCR  Generator Grid
SO LOCATION  GRID220   POINT     574838.8844  4148655.425  2.15
** SRCDESCR  Generator Grid
SO LOCATION  GRID221   POINT     574858.8844  4148655.425  2.09
** SRCDESCR  Generator Grid
SO LOCATION  GRID222   POINT     574878.8844  4148655.425  2.06
** SRCDESCR  Generator Grid
SO LOCATION  GRID223   POINT     574898.8844  4148655.425  2.06
** SRCDESCR  Generator Grid
SO LOCATION  GRID224   POINT     574918.8844  4148655.425  2.06
** SRCDESCR  Generator Grid
SO LOCATION  GRID225   POINT     574938.8844  4148655.425  2.06
** SRCDESCR  Generator Grid
SO LOCATION  GRID226   POINT     574958.8844  4148655.425  2.11
** SRCDESCR  Generator Grid
SO LOCATION  GRID227   POINT     574978.8844  4148655.425  2.16
** SRCDESCR  Generator Grid
SO LOCATION  GRID228   POINT     574998.8844  4148655.425  2.16
** SRCDESCR  Generator Grid
SO LOCATION  GRID229   POINT     575018.8844  4148655.425  2.16
** SRCDESCR  Generator Grid
SO LOCATION  GRID230   POINT     575038.8844  4148655.425  2.31
** SRCDESCR  Generator Grid
SO LOCATION  GRID231   POINT     575058.8844  4148655.425  2.23
** SRCDESCR  Generator Grid
SO LOCATION  GRID232   POINT     575078.8844  4148655.425  2.24
** SRCDESCR  Generator Grid
SO SRCPARAM  EG1       1  1.915650407  763.7055556  161.4510315  0.149898374
SO SRCPARAM  EG2       1  1.915650407  763.7055556  161.4510315  0.149898374
SO SRCPARAM  EG3       1  1.915650407  763.7055556  161.4510315  0.149898374
SO SRCPARAM  GRID1     1  1.915650407  763.7055556  161.4510315  0.149898374
SO SRCPARAM  GRID2     1  1.915650407  763.7055556  161.4510315  0.149898374
SO SRCPARAM  GRID3     1  1.915650407  763.7055556  161.4510315  0.149898374
SO SRCPARAM  GRID4     1  1.915650407  763.7055556  161.4510315  0.149898374
SO SRCPARAM  GRID5     1  1.915650407  763.7055556  161.4510315  0.149898374
SO SRCPARAM  GRID6     1  1.915650407  763.7055556  161.4510315  0.149898374
SO SRCPARAM  GRID7     1  1.915650407  763.7055556  161.4510315  0.149898374
SO SRCPARAM  GRID8     1  1.915650407  763.7055556  161.4510315  0.149898374
SO SRCPARAM  GRID9     1  1.915650407  763.7055556  161.4510315  0.149898374
SO SRCPARAM  GRID10    1  1.915650407  763.7055556  161.4510315  0.149898374
SO SRCPARAM  GRID11    1  1.915650407  763.7055556  161.4510315  0.149898374
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SO SRCPARAM  GRID14    1  1.915650407  763.7055556  161.4510315  0.149898374
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SO SRCPARAM  GRID23    1  1.915650407  763.7055556  161.4510315  0.149898374
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SO SRCPARAM  GRID191   1  1.915650407  763.7055556  161.4510315  0.149898374
SO SRCPARAM  GRID192   1  1.915650407  763.7055556  161.4510315  0.149898374
SO SRCPARAM  GRID193   1  1.915650407  763.7055556  161.4510315  0.149898374
SO SRCPARAM  GRID194   1  1.915650407  763.7055556  161.4510315  0.149898374
SO SRCPARAM  GRID195   1  1.915650407  763.7055556  161.4510315  0.149898374
SO SRCPARAM  GRID196   1  1.915650407  763.7055556  161.4510315  0.149898374
SO SRCPARAM  GRID197   1  1.915650407  763.7055556  161.4510315  0.149898374
SO SRCPARAM  GRID198   1  1.915650407  763.7055556  161.4510315  0.149898374
SO SRCPARAM  GRID199   1  1.915650407  763.7055556  161.4510315  0.149898374
SO SRCPARAM  GRID200   1  1.915650407  763.7055556  161.4510315  0.149898374
SO SRCPARAM  GRID201   1  1.915650407  763.7055556  161.4510315  0.149898374
SO SRCPARAM  GRID202   1  1.915650407  763.7055556  161.4510315  0.149898374
SO SRCPARAM  GRID203   1  1.915650407  763.7055556  161.4510315  0.149898374
SO SRCPARAM  GRID204   1  1.915650407  763.7055556  161.4510315  0.149898374
SO SRCPARAM  GRID205   1  1.915650407  763.7055556  161.4510315  0.149898374
SO SRCPARAM  GRID206   1  1.915650407  763.7055556  161.4510315  0.149898374
SO SRCPARAM  GRID207   1  1.915650407  763.7055556  161.4510315  0.149898374
SO SRCPARAM  GRID208   1  1.915650407  763.7055556  161.4510315  0.149898374
SO SRCPARAM  GRID209   1  1.915650407  763.7055556  161.4510315  0.149898374
SO SRCPARAM  GRID210   1  1.915650407  763.7055556  161.4510315  0.149898374
SO SRCPARAM  GRID211   1  1.915650407  763.7055556  161.4510315  0.149898374
SO SRCPARAM  GRID212   1  1.915650407  763.7055556  161.4510315  0.149898374
SO SRCPARAM  GRID213   1  1.915650407  763.7055556  161.4510315  0.149898374
SO SRCPARAM  GRID214   1  1.915650407  763.7055556  161.4510315  0.149898374
SO SRCPARAM  GRID215   1  1.915650407  763.7055556  161.4510315  0.149898374
SO SRCPARAM  GRID216   1  1.915650407  763.7055556  161.4510315  0.149898374
SO SRCPARAM  GRID217   1  1.915650407  763.7055556  161.4510315  0.149898374
SO SRCPARAM  GRID218   1  1.915650407  763.7055556  161.4510315  0.149898374
SO SRCPARAM  GRID219   1  1.915650407  763.7055556  161.4510315  0.149898374
SO SRCPARAM  GRID220   1  1.915650407  763.7055556  161.4510315  0.149898374
SO SRCPARAM  GRID221   1  1.915650407  763.7055556  161.4510315  0.149898374
SO SRCPARAM  GRID222   1  1.915650407  763.7055556  161.4510315  0.149898374
SO SRCPARAM  GRID223   1  1.915650407  763.7055556  161.4510315  0.149898374
SO SRCPARAM  GRID224   1  1.915650407  763.7055556  161.4510315  0.149898374
SO SRCPARAM  GRID225   1  1.915650407  763.7055556  161.4510315  0.149898374
SO SRCPARAM  GRID226   1  1.915650407  763.7055556  161.4510315  0.149898374
SO SRCPARAM  GRID227   1  1.915650407  763.7055556  161.4510315  0.149898374
SO SRCPARAM  GRID228   1  1.915650407  763.7055556  161.4510315  0.149898374
SO SRCPARAM  GRID229   1  1.915650407  763.7055556  161.4510315  0.149898374
SO SRCPARAM  GRID230   1  1.915650407  763.7055556  161.4510315  0.149898374
SO SRCPARAM  GRID231   1  1.915650407  763.7055556  161.4510315  0.149898374
SO SRCPARAM  GRID232   1  1.915650407  763.7055556  161.4510315  0.149898374
SO BUILDHGT  EG1          13.10     13.10     13.10     13.10     13.10     13.10
SO BUILDHGT  EG1          13.10     13.10     13.10     13.10     13.10     13.10
SO BUILDHGT  EG1          13.10     13.10     13.10     13.10     13.10     13.10
SO BUILDHGT  EG1          13.10     13.10     13.10     13.10     13.10     13.10
SO BUILDHGT  EG1          13.10     13.10     13.10     13.10     13.10     13.10
SO BUILDHGT  EG1          13.10     13.10     13.10     13.10     13.10     13.10
SO BUILDWID  EG1          84.92    104.40    120.70    133.33    141.91    146.18
SO BUILDWID  EG1         146.01    141.40    132.50    134.80    142.96    146.77
SO BUILDWID  EG1         146.12    141.04    131.67    118.29    101.33     85.73
SO BUILDWID  EG1          84.92    104.40    120.70    133.33    141.91    146.18
```

SO	BUILDWID	EG1	146.01	141.40	132.50	134.80	142.96	146.77
SO	BUILDWID	EG1	146.12	141.04	131.67	118.29	101.33	85.73
SO	BUILDLEN	EG1	134.80	142.96	146.77	146.12	141.04	131.67
SO	BUILDLEN	EG1	118.29	101.33	85.73	84.92	104.40	120.70
SO	BUILDLEN	EG1	133.33	141.91	146.18	146.01	141.40	132.50
SO	BUILDLEN	EG1	134.80	142.96	146.77	146.12	141.04	131.67
SO	BUILDLEN	EG1	118.29	101.33	85.73	84.92	104.40	120.70
SO	BUILDLEN	EG1	133.33	141.91	146.18	146.01	141.40	132.50
SO	XBADJ	EG1	-16.61	-29.54	-41.58	-52.36	-61.54	-68.86
SO	XBADJ	EG1	-74.08	-77.05	-77.68	-88.95	-106.82	-121.45
SO	XBADJ	EG1	-132.38	-139.30	-141.98	-140.34	-134.45	-124.46
SO	XBADJ	EG1	-118.20	-113.41	-105.19	-93.77	-79.49	-62.81
SO	XBADJ	EG1	-44.21	-24.27	-8.05	4.03	2.42	0.75
SO	XBADJ	EG1	-0.95	-2.62	-4.21	-5.67	-6.96	-8.04
SO	YBADJ	EG1	46.49	54.62	61.10	65.72	68.34	68.89
SO	YBADJ	EG1	67.34	63.75	58.21	50.79	41.94	31.80
SO	YBADJ	EG1	20.70	8.97	-3.03	-14.94	-26.39	-34.82
SO	YBADJ	EG1	-46.49	-54.62	-61.10	-65.72	-68.34	-68.89
SO	YBADJ	EG1	-67.34	-63.75	-58.21	-50.79	-41.94	-31.80
SO	YBADJ	EG1	-20.70	-8.97	3.03	14.94	26.39	34.82
SO	BUILDHGT	EG2	14.60	18.60	18.60	18.60	18.60	18.60
SO	BUILDHGT	EG2	18.60	18.60	18.60	18.60	18.60	18.60
SO	BUILDHGT	EG2	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	EG2	14.60	18.60	18.60	18.60	18.60	18.60
SO	BUILDHGT	EG2	18.60	18.60	18.60	18.60	18.60	18.60
SO	BUILDHGT	EG2	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDWID	EG2	93.65	90.34	82.77	72.68	60.38	46.26
SO	BUILDWID	EG2	31.46	47.00	61.12	73.38	83.41	90.90
SO	BUILDWID	EG2	71.13	81.70	89.78	95.14	97.60	97.10
SO	BUILDWID	EG2	93.65	90.34	82.77	72.68	60.38	46.25
SO	BUILDWID	EG2	31.46	47.00	61.12	73.38	83.41	90.90
SO	BUILDWID	EG2	71.13	81.70	89.78	95.14	97.60	97.10
SO	BUILDLEN	EG2	34.54	83.41	90.90	95.63	97.46	96.33
SO	BUILDLEN	EG2	92.66	96.09	97.10	95.16	90.34	82.77
SO	BUILDLEN	EG2	97.00	92.73	85.64	75.94	63.94	50.00
SO	BUILDLEN	EG2	34.54	83.41	90.90	95.63	97.46	96.33
SO	BUILDLEN	EG2	92.66	96.09	97.10	95.16	90.34	82.77
SO	BUILDLEN	EG2	97.00	92.73	85.64	75.94	63.94	50.00
SO	XBADJ	EG2	-25.96	-87.01	-99.51	-109.00	-115.17	-117.84
SO	XBADJ	EG2	-116.94	-117.32	-114.65	-108.49	-99.04	-86.58
SO	XBADJ	EG2	-0.32	-2.00	-3.62	-5.14	-6.49	-7.65
SO	XBADJ	EG2	-8.58	3.60	8.61	13.36	17.71	21.52
SO	XBADJ	EG2	24.28	21.23	17.55	13.33	8.70	3.81
SO	XBADJ	EG2	-96.68	-90.73	-82.01	-70.81	-57.45	-42.35
SO	YBADJ	EG2	-50.32	53.87	45.19	35.14	24.03	12.18
SO	YBADJ	EG2	0.27	-12.03	-23.96	-35.17	-45.30	-54.06
SO	YBADJ	EG2	17.12	25.23	32.58	38.94	44.11	47.94
SO	YBADJ	EG2	50.32	-53.87	-45.19	-35.14	-24.03	-12.18
SO	YBADJ	EG2	-0.27	12.03	23.96	35.17	45.30	54.06
SO	YBADJ	EG2	-17.12	-25.23	-32.58	-38.94	-44.11	-47.94
SO	BUILDHGT	EG3	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	EG3	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	EG3	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	EG3	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	EG3	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	EG3	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDWID	EG3	93.87	87.51	78.50	97.00	92.73	85.64
SO	BUILDWID	EG3	75.94	63.94	50.00	34.54	43.90	58.41
SO	BUILDWID	EG3	97.46	97.86	95.27	95.48	97.91	97.37
SO	BUILDWID	EG3	93.87	87.51	78.50	97.00	92.73	85.64
SO	BUILDWID	EG3	75.94	63.94	50.00	34.54	43.90	58.41
SO	BUILDWID	EG3	97.46	97.86	95.27	95.48	97.91	97.37
SO	BUILDLEN	EG3	79.01	87.90	94.11	71.13	81.70	89.78
SO	BUILDLEN	EG3	95.14	97.60	97.10	93.65	96.66	98.33
SO	BUILDLEN	EG3	67.10	53.66	38.60	39.39	54.39	67.73
SO	BUILDLEN	EG3	79.01	87.90	94.11	71.13	81.70	89.78
SO	BUILDLEN	EG3	95.14	97.60	97.10	93.65	96.66	98.33
SO	BUILDLEN	EG3	67.10	53.66	38.60	39.39	54.39	67.73
SO	XBADJ	EG3	-33.29	-30.17	-26.14	-79.63	-93.20	-103.94
SO	XBADJ	EG3	-111.52	-115.71	-116.39	-113.52	-111.68	-107.53
SO	XBADJ	EG3	1.36	2.69	3.94	-3.05	-17.97	-32.34
SO	XBADJ	EG3	-45.73	-57.73	-67.97	8.50	11.50	14.16
SO	XBADJ	EG3	16.38	18.11	19.29	19.88	15.02	9.21

SO	XBADJ	EG3	-68.46	-56.35	-42.53	-36.35	-36.42	-35.39
SO	YBADJ	EG3	-44.23	-42.38	-39.24	51.62	43.29	33.66
SO	YBADJ	EG3	23.00	11.64	-0.07	-11.78	-23.77	-34.44
SO	YBADJ	EG3	27.42	33.09	37.76	41.70	43.89	44.74
SO	YBADJ	EG3	44.23	42.38	39.24	-51.62	-43.29	-33.66
SO	YBADJ	EG3	-23.00	-11.64	0.07	11.78	23.77	34.44
SO	YBADJ	EG3	-27.42	-33.09	-37.76	-41.70	-43.89	-44.74
SO	BUILDHGT	GRID1	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID1	13.10	13.10	13.10	0.00	0.00	13.10
SO	BUILDHGT	GRID1	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID1	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID1	13.10	13.10	13.10	0.00	0.00	13.10
SO	BUILDHGT	GRID1	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDWID	GRID1	84.92	104.40	120.70	133.33	141.91	146.18
SO	BUILDWID	GRID1	146.01	141.40	132.50	0.00	0.00	146.77
SO	BUILDWID	GRID1	146.12	141.04	131.67	118.29	101.33	85.73
SO	BUILDWID	GRID1	84.92	104.40	120.70	133.33	141.91	146.18
SO	BUILDWID	GRID1	146.01	141.40	132.50	0.00	0.00	146.77
SO	BUILDWID	GRID1	146.12	141.04	131.67	118.29	101.33	85.73
SO	BUILDLEN	GRID1	134.80	142.96	146.77	146.12	141.04	131.67
SO	BUILDLEN	GRID1	118.29	101.33	85.73	0.00	0.00	120.70
SO	BUILDLEN	GRID1	133.33	141.91	146.18	146.01	141.40	132.50
SO	BUILDLEN	GRID1	134.80	142.96	146.77	146.12	141.04	131.67
SO	BUILDLEN	GRID1	118.29	101.33	85.73	0.00	0.00	120.70
SO	BUILDLEN	GRID1	133.33	141.91	146.18	146.01	141.40	132.50
SO	XBADJ	GRID1	9.40	8.07	6.50	4.73	2.82	0.82
SO	XBADJ	GRID1	-1.20	-3.19	-5.07	0.00	0.00	-65.36
SO	XBADJ	GRID1	-85.50	-103.04	-117.45	-128.29	-135.23	-138.07
SO	XBADJ	GRID1	-144.20	-151.03	-153.27	-150.86	-143.86	-132.49
SO	XBADJ	GRID1	-117.09	-98.14	-80.66	0.00	0.00	-55.33
SO	XBADJ	GRID1	-47.83	-38.87	-28.73	-17.72	-6.17	5.57
SO	YBADJ	GRID1	-22.66	-8.96	5.02	18.84	32.08	44.36
SO	YBADJ	GRID1	55.28	64.53	71.82	0.00	0.00	79.89
SO	YBADJ	GRID1	77.79	73.34	66.66	57.95	47.48	37.79
SO	YBADJ	GRID1	22.66	8.96	-5.02	-18.84	-32.08	-44.36
SO	YBADJ	GRID1	-55.28	-64.53	-71.82	0.00	0.00	-79.89
SO	YBADJ	GRID1	-77.79	-73.34	-66.66	-57.95	-47.48	-37.79
SO	BUILDHGT	GRID2	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID2	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID2	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID2	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID2	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID2	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDWID	GRID2	84.92	104.40	120.70	133.33	141.91	146.18
SO	BUILDWID	GRID2	146.01	141.40	132.50	134.80	142.96	146.77
SO	BUILDWID	GRID2	146.12	141.04	131.67	118.29	101.33	85.73
SO	BUILDWID	GRID2	84.92	104.40	120.70	133.33	141.91	146.18
SO	BUILDWID	GRID2	146.01	141.40	132.50	134.80	142.96	146.77
SO	BUILDWID	GRID2	146.12	141.04	131.67	118.29	101.33	85.73
SO	BUILDLEN	GRID2	134.80	142.96	146.77	146.12	141.04	131.67
SO	BUILDLEN	GRID2	118.29	101.33	85.73	84.92	104.40	120.70
SO	BUILDLEN	GRID2	133.33	141.91	146.18	146.01	141.40	132.50
SO	BUILDLEN	GRID2	134.80	142.96	146.77	146.12	141.04	131.67
SO	BUILDLEN	GRID2	118.29	101.33	85.73	84.92	104.40	120.70
SO	BUILDLEN	GRID2	133.33	141.91	146.18	146.01	141.40	132.50
SO	XBADJ	GRID2	5.92	1.23	-3.50	-8.12	-12.50	-16.50
SO	XBADJ	GRID2	-19.99	-22.88	-25.07	-39.50	-62.03	-82.68
SO	XBADJ	GRID2	-100.82	-115.90	-127.45	-135.13	-138.70	-138.07
SO	XBADJ	GRID2	-140.72	-144.19	-143.27	-138.00	-128.54	-115.17
SO	XBADJ	GRID2	-98.30	-78.44	-60.66	-45.42	-42.36	-38.01
SO	XBADJ	GRID2	-32.51	-26.02	-18.73	-10.88	-2.70	5.57
SO	YBADJ	GRID2	-2.96	9.84	22.34	34.16	44.94	54.36
SO	YBADJ	GRID2	62.12	68.00	71.82	73.32	72.71	69.89
SO	YBADJ	GRID2	64.94	58.02	49.34	39.15	27.78	17.79
SO	YBADJ	GRID2	2.96	-9.84	-22.34	-34.16	-44.94	-54.36
SO	YBADJ	GRID2	-62.12	-68.00	-71.82	-73.32	-72.71	-69.89
SO	YBADJ	GRID2	-64.94	-58.02	-49.34	-39.15	-27.78	-17.79
SO	BUILDHGT	GRID3	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID3	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID3	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID3	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID3	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID3	13.10	13.10	13.10	13.10	13.10	13.10

SO	BUILDWID	GRID3	84.92	104.40	120.70	133.33	141.91	146.18
SO	BUILDWID	GRID3	146.01	141.40	132.50	134.80	142.96	146.77
SO	BUILDWID	GRID3	146.12	141.04	131.67	118.29	101.33	85.73
SO	BUILDWID	GRID3	84.92	104.40	120.70	133.33	141.91	146.18
SO	BUILDWID	GRID3	146.01	141.40	132.50	134.80	142.96	146.77
SO	BUILDWID	GRID3	146.12	141.04	131.67	118.29	101.33	85.73
SO	BUILDLEN	GRID3	134.80	142.96	146.77	146.12	141.04	131.67
SO	BUILDLEN	GRID3	118.29	101.33	85.73	84.92	104.40	120.70
SO	BUILDLEN	GRID3	133.33	141.91	146.18	146.01	141.40	132.50
SO	BUILDLEN	GRID3	134.80	142.96	146.77	146.12	141.04	131.67
SO	BUILDLEN	GRID3	118.29	101.33	85.73	84.92	104.40	120.70
SO	BUILDLEN	GRID3	133.33	141.91	146.18	146.01	141.40	132.50
SO	XBADJ	GRID3	2.45	-5.61	-13.50	-20.98	-27.82	-33.82
SO	XBADJ	GRID3	-38.79	-42.58	-45.07	-59.20	-80.83	-100.01
SO	XBADJ	GRID3	-116.14	-128.75	-137.45	-141.97	-142.18	-138.06
SO	XBADJ	GRID3	-137.25	-137.35	-133.27	-125.14	-113.22	-97.85
SO	XBADJ	GRID3	-79.51	-58.75	-40.66	-25.73	-23.57	-20.69
SO	XBADJ	GRID3	-17.19	-13.16	-8.73	-4.04	0.77	5.57
SO	YBADJ	GRID3	16.73	28.63	39.66	49.48	57.80	64.36
SO	YBADJ	GRID3	68.96	71.48	71.82	69.85	65.87	59.89
SO	YBADJ	GRID3	52.08	42.70	32.01	20.36	8.09	-2.21
SO	YBADJ	GRID3	-16.73	-28.63	-39.66	-49.48	-57.80	-64.36
SO	YBADJ	GRID3	-68.96	-71.48	-71.82	-69.85	-65.87	-59.89
SO	YBADJ	GRID3	-52.08	-42.70	-32.01	-20.36	-8.09	2.21
SO	BUILDHGT	GRID4	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID4	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID4	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID4	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID4	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID4	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDWID	GRID4	84.92	104.40	120.70	133.33	141.91	146.18
SO	BUILDWID	GRID4	146.01	141.40	132.50	134.80	142.96	146.77
SO	BUILDWID	GRID4	146.12	141.04	131.67	118.29	101.33	85.73
SO	BUILDWID	GRID4	84.92	104.40	120.70	133.33	141.91	146.18
SO	BUILDWID	GRID4	146.01	141.40	132.50	134.80	142.96	146.77
SO	BUILDWID	GRID4	146.12	141.04	131.67	118.29	101.33	85.73
SO	BUILDLEN	GRID4	134.80	142.96	146.77	146.12	141.04	131.67
SO	BUILDLEN	GRID4	118.29	101.33	85.73	84.92	104.40	120.70
SO	BUILDLEN	GRID4	133.33	141.91	146.18	146.01	141.40	132.50
SO	BUILDLEN	GRID4	134.80	142.96	146.77	146.12	141.04	131.67
SO	BUILDLEN	GRID4	118.29	101.33	85.73	84.92	104.40	120.70
SO	BUILDLEN	GRID4	133.33	141.91	146.18	146.01	141.40	132.50
SO	XBADJ	GRID4	-1.02	-12.45	-23.50	-33.84	-43.14	-51.14
SO	XBADJ	GRID4	-57.58	-62.27	-65.07	-78.89	-99.62	-117.33
SO	XBADJ	GRID4	-131.46	-141.61	-147.45	-148.81	-145.65	-138.06
SO	XBADJ	GRID4	-133.78	-130.51	-123.27	-112.29	-97.90	-80.53
SO	XBADJ	GRID4	-60.71	-39.05	-20.66	-6.03	-4.77	-3.37
SO	XBADJ	GRID4	-1.87	-0.30	1.27	2.80	4.25	5.57
SO	YBADJ	GRID4	36.43	47.42	56.98	64.80	70.65	74.36
SO	YBADJ	GRID4	75.81	74.95	71.81	66.38	59.03	49.89
SO	YBADJ	GRID4	39.23	27.38	14.69	1.57	-11.61	-22.21
SO	YBADJ	GRID4	-36.43	-47.42	-56.98	-64.80	-70.65	-74.36
SO	YBADJ	GRID4	-75.81	-74.95	-71.81	-66.38	-59.03	-49.89
SO	YBADJ	GRID4	-39.23	-27.38	-14.69	-1.57	11.61	22.21
SO	BUILDHGT	GRID5	0.00	0.00	0.00	0.00	0.00	0.00
SO	BUILDHGT	GRID5	0.00	0.00	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID5	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID5	0.00	0.00	0.00	0.00	0.00	0.00
SO	BUILDHGT	GRID5	0.00	0.00	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID5	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDWID	GRID5	0.00	0.00	0.00	0.00	0.00	0.00
SO	BUILDWID	GRID5	0.00	0.00	132.50	134.80	142.96	146.77
SO	BUILDWID	GRID5	146.12	141.04	131.67	118.29	101.33	85.73
SO	BUILDWID	GRID5	0.00	0.00	0.00	0.00	0.00	0.00
SO	BUILDWID	GRID5	0.00	0.00	132.50	134.80	142.96	146.77
SO	BUILDWID	GRID5	146.12	141.04	131.67	118.29	101.33	85.73
SO	BUILDLEN	GRID5	0.00	0.00	0.00	0.00	0.00	0.00
SO	BUILDLEN	GRID5	0.00	0.00	85.73	84.92	104.40	120.70
SO	BUILDLEN	GRID5	133.33	141.91	146.18	146.01	141.40	132.50
SO	BUILDLEN	GRID5	0.00	0.00	0.00	0.00	0.00	0.00
SO	BUILDLEN	GRID5	0.00	0.00	85.73	84.92	104.40	120.70
SO	BUILDLEN	GRID5	133.33	141.91	146.18	146.01	141.40	132.50
SO	XBADJ	GRID5	0.00	0.00	0.00	0.00	0.00	0.00

SO	XBADJ	GRID5	0.00	0.00	-85.07	-98.59	-118.42	-134.65
SO	XBADJ	GRID5	-146.79	-154.46	-157.45	-155.65	-149.12	-138.06
SO	XBADJ	GRID5	0.00	0.00	0.00	0.00	0.00	0.00
SO	XBADJ	GRID5	0.00	0.00	-0.66	13.66	14.02	13.95
SO	XBADJ	GRID5	13.45	12.55	11.27	9.64	7.72	5.57
SO	YBADJ	GRID5	0.00	0.00	0.00	0.00	0.00	0.00
SO	YBADJ	GRID5	0.00	0.00	71.81	62.90	52.19	39.89
SO	YBADJ	GRID5	26.37	12.06	-2.63	-17.23	-31.31	-42.21
SO	YBADJ	GRID5	0.00	0.00	0.00	0.00	0.00	0.00
SO	YBADJ	GRID5	0.00	0.00	-71.81	-62.90	-52.19	-39.89
SO	YBADJ	GRID5	-26.37	-12.06	2.63	17.23	31.31	42.21
SO	BUILDHGT	GRID6	0.00	0.00	0.00	0.00	0.00	0.00
SO	BUILDHGT	GRID6	0.00	0.00	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID6	13.10	13.10	13.10	13.10	13.10	0.00
SO	BUILDHGT	GRID6	0.00	0.00	0.00	0.00	0.00	0.00
SO	BUILDHGT	GRID6	0.00	0.00	13.10	0.00	0.00	0.00
SO	BUILDHGT	GRID6	0.00	13.10	13.10	13.10	13.10	0.00
SO	BUILDWID	GRID6	0.00	0.00	0.00	0.00	0.00	0.00
SO	BUILDWID	GRID6	0.00	0.00	132.50	134.80	142.96	146.77
SO	BUILDWID	GRID6	146.12	141.04	131.67	118.29	101.33	0.00
SO	BUILDWID	GRID6	0.00	0.00	0.00	0.00	0.00	0.00
SO	BUILDWID	GRID6	0.00	0.00	132.50	0.00	0.00	0.00
SO	BUILDWID	GRID6	0.00	141.04	131.67	118.29	101.33	0.00
SO	BUILDLEN	GRID6	0.00	0.00	0.00	0.00	0.00	0.00
SO	BUILDLEN	GRID6	0.00	0.00	85.73	84.92	104.40	120.70
SO	BUILDLEN	GRID6	133.33	141.91	146.18	146.01	141.40	0.00
SO	BUILDLEN	GRID6	0.00	0.00	0.00	0.00	0.00	0.00
SO	BUILDLEN	GRID6	0.00	0.00	85.73	0.00	0.00	0.00
SO	BUILDLEN	GRID6	0.00	141.91	146.18	146.01	141.40	0.00
SO	XBADJ	GRID6	0.00	0.00	0.00	0.00	0.00	0.00
SO	XBADJ	GRID6	0.00	0.00	-105.07	-118.28	-137.21	-151.97
SO	XBADJ	GRID6	-162.11	-167.32	-167.45	-162.49	-152.60	0.00
SO	XBADJ	GRID6	0.00	0.00	0.00	0.00	0.00	0.00
SO	XBADJ	GRID6	0.00	0.00	19.34	0.00	0.00	0.00
SO	XBADJ	GRID6	0.00	25.41	21.27	16.48	11.19	0.00
SO	YBADJ	GRID6	0.00	0.00	0.00	0.00	0.00	0.00
SO	YBADJ	GRID6	0.00	0.00	71.81	59.43	45.35	29.89
SO	YBADJ	GRID6	13.52	-3.27	-19.95	-36.02	-51.00	0.00
SO	YBADJ	GRID6	0.00	0.00	0.00	0.00	0.00	0.00
SO	YBADJ	GRID6	0.00	0.00	-71.81	0.00	0.00	0.00
SO	YBADJ	GRID6	0.00	3.27	19.95	36.02	51.00	0.00
SO	BUILDHGT	GRID7	0.00	0.00	0.00	0.00	0.00	0.00
SO	BUILDHGT	GRID7	0.00	0.00	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID7	13.10	13.10	13.10	13.10	0.00	0.00
SO	BUILDHGT	GRID7	0.00	18.60	18.60	18.60	18.60	13.00
SO	BUILDHGT	GRID7	13.00	13.00	0.00	0.00	0.00	0.00
SO	BUILDHGT	GRID7	0.00	0.00	0.00	13.10	0.00	0.00
SO	BUILDWID	GRID7	0.00	0.00	0.00	0.00	0.00	0.00
SO	BUILDWID	GRID7	0.00	0.00	132.50	134.80	142.96	146.77
SO	BUILDWID	GRID7	146.12	141.04	131.67	118.29	0.00	0.00
SO	BUILDWID	GRID7	0.00	90.34	82.77	72.68	60.38	65.86
SO	BUILDWID	GRID7	52.31	37.17	0.00	0.00	0.00	0.00
SO	BUILDWID	GRID7	0.00	0.00	0.00	118.29	0.00	0.00
SO	BUILDLEN	GRID7	0.00	0.00	0.00	0.00	0.00	0.00
SO	BUILDLEN	GRID7	0.00	0.00	85.73	84.92	104.40	120.70
SO	BUILDLEN	GRID7	133.33	141.91	146.18	146.01	0.00	0.00
SO	BUILDLEN	GRID7	0.00	83.41	90.90	95.63	97.46	97.73
SO	BUILDLEN	GRID7	97.82	94.94	0.00	0.00	0.00	0.00
SO	BUILDLEN	GRID7	0.00	0.00	0.00	146.01	0.00	0.00
SO	XBADJ	GRID7	0.00	0.00	0.00	0.00	0.00	0.00
SO	XBADJ	GRID7	0.00	0.00	-125.07	-137.98	-156.00	-169.29
SO	XBADJ	GRID7	-177.43	-180.18	-177.45	-169.33	0.00	0.00
SO	XBADJ	GRID7	0.00	-172.63	-180.54	-182.96	-179.82	-148.28
SO	XBADJ	GRID7	-148.71	-144.61	0.00	0.00	0.00	0.00
SO	XBADJ	GRID7	0.00	0.00	0.00	23.32	0.00	0.00
SO	YBADJ	GRID7	0.00	0.00	0.00	0.00	0.00	0.00
SO	YBADJ	GRID7	0.00	0.00	71.81	55.96	38.51	19.89
SO	YBADJ	GRID7	0.66	-18.59	-37.27	-54.82	0.00	0.00
SO	YBADJ	GRID7	0.00	35.94	12.65	-11.02	-34.36	10.76
SO	YBADJ	GRID7	-6.63	-23.81	0.00	0.00	0.00	0.00
SO	YBADJ	GRID7	0.00	0.00	0.00	54.82	0.00	0.00
SO	BUILDHGT	GRID8	0.00	0.00	0.00	0.00	0.00	0.00
SO	BUILDHGT	GRID8	0.00	0.00	0.00	0.00	0.00	0.00

SO BUILDHGT	GRID8	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID8	18.60	18.60	18.60	18.60	13.00	13.00
SO BUILDHGT	GRID8	13.00	13.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID8	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID8	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID8	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID8	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID8	95.16	90.34	82.77	72.68	77.41	65.86
SO BUILDWID	GRID8	52.31	53.11	0.00	0.00	0.00	0.00
SO BUILDWID	GRID8	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID8	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID8	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID8	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID8	73.38	83.41	90.90	95.63	94.67	97.73
SO BUILDLEN	GRID8	97.82	202.39	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID8	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID8	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID8	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID8	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID8	-156.01	-165.79	-170.54	-170.10	-128.03	-130.96
SO XBADJ	GRID8	-129.91	-232.37	0.00	0.00	0.00	0.00
SO XBADJ	GRID8	0.00	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID8	0.00	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID8	0.00	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID8	0.00	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID8	38.45	17.15	-4.67	-26.34	14.96	0.76
SO YBADJ	GRID8	-13.47	-19.32	0.00	0.00	0.00	0.00
SO YBADJ	GRID8	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID9	13.00	13.00	13.00	13.00	13.00	13.00
SO BUILDHGT	GRID9	13.00	13.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID9	0.00	0.00	0.00	0.00	18.60	18.60
SO BUILDHGT	GRID9	18.60	18.60	18.60	18.60	13.00	13.00
SO BUILDHGT	GRID9	13.00	13.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID9	0.00	0.00	0.00	0.00	0.00	13.00
SO BUILDWID	GRID9	97.70	96.91	93.17	86.61	77.41	65.86
SO BUILDWID	GRID9	52.31	53.11	0.00	0.00	0.00	0.00
SO BUILDWID	GRID9	0.00	0.00	0.00	0.00	96.09	97.10
SO BUILDWID	GRID9	95.16	90.34	82.77	72.68	77.41	65.86
SO BUILDWID	GRID9	52.31	53.11	0.00	0.00	0.00	0.00
SO BUILDWID	GRID9	0.00	0.00	0.00	0.00	0.00	95.52
SO BUILDLEN	GRID9	55.87	69.03	80.10	88.73	94.67	97.73
SO BUILDLEN	GRID9	97.82	202.39	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID9	0.00	0.00	0.00	0.00	47.00	61.12
SO BUILDLEN	GRID9	73.38	83.41	90.90	95.63	94.67	97.73
SO BUILDLEN	GRID9	97.82	202.39	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID9	0.00	0.00	0.00	0.00	0.00	41.01
SO XBADJ	GRID9	20.68	20.96	20.60	19.62	18.04	15.91
SO XBADJ	GRID9	13.30	10.28	0.00	0.00	0.00	0.00
SO XBADJ	GRID9	0.00	0.00	0.00	0.00	-126.14	-141.49
SO XBADJ	GRID9	-152.54	-158.95	-160.54	-157.25	-112.71	-113.64
SO XBADJ	GRID9	-111.12	-212.67	0.00	0.00	0.00	0.00
SO XBADJ	GRID9	0.00	0.00	0.00	0.00	0.00	19.78
SO YBADJ	GRID9	-43.50	-34.41	-24.27	-13.39	-2.11	9.24
SO YBADJ	GRID9	20.31	22.79	0.00	0.00	0.00	0.00
SO YBADJ	GRID9	0.00	0.00	0.00	0.00	57.23	38.58
SO YBADJ	GRID9	18.75	-1.64	-21.99	-41.66	2.11	-9.24
SO YBADJ	GRID9	-20.31	-22.79	0.00	0.00	0.00	0.00
SO YBADJ	GRID9	0.00	0.00	0.00	0.00	0.00	-51.28
SO BUILDHGT	GRID10	13.00	13.00	13.00	13.00	13.00	13.00
SO BUILDHGT	GRID10	13.00	13.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID10	0.00	13.00	13.00	18.60	18.60	18.60
SO BUILDHGT	GRID10	18.60	18.60	18.60	13.00	13.00	13.00
SO BUILDHGT	GRID10	13.00	13.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID10	0.00	13.00	13.00	13.00	13.00	13.00
SO BUILDWID	GRID10	97.70	96.91	93.17	86.61	77.41	65.86
SO BUILDWID	GRID10	52.31	53.11	0.00	0.00	0.00	0.00
SO BUILDWID	GRID10	0.00	94.67	97.73	92.66	96.09	97.10
SO BUILDWID	GRID10	95.16	90.34	82.77	86.61	77.41	65.86
SO BUILDWID	GRID10	52.31	53.11	0.00	0.00	0.00	0.00
SO BUILDWID	GRID10	0.00	94.67	97.73	97.82	94.94	95.52
SO BUILDLEN	GRID10	55.87	69.03	80.10	88.73	94.67	97.73
SO BUILDLEN	GRID10	97.82	202.39	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID10	0.00	77.41	65.86	31.46	47.00	61.12

SO	BUILDLEN	GRID10	73.38	83.41	90.90	88.73	94.67	97.73
SO	BUILDLEN	GRID10	97.82	202.39	0.00	0.00	0.00	0.00
SO	BUILDLEN	GRID10	0.00	77.41	65.86	52.31	37.17	41.01
SO	XBADJ	GRID10	17.21	14.12	10.60	6.76	2.72	-1.41
SO	XBADJ	GRID10	-5.49	-9.41	0.00	0.00	0.00	0.00
SO	XBADJ	GRID10	0.00	-49.45	-52.17	-113.79	-129.61	-141.49
SO	XBADJ	GRID10	-149.06	-152.11	-150.54	-95.50	-97.39	-96.32
SO	XBADJ	GRID10	-92.32	-192.98	0.00	0.00	0.00	0.00
SO	XBADJ	GRID10	0.00	-27.96	-13.69	0.99	15.65	19.77
SO	YBADJ	GRID10	-23.81	-15.61	-6.95	1.93	10.75	19.24
SO	YBADJ	GRID10	27.15	26.26	0.00	0.00	0.00	0.00
SO	YBADJ	GRID10	0.00	50.05	47.45	55.09	37.53	18.58
SO	YBADJ	GRID10	-0.95	-20.44	-39.31	-1.93	-10.75	-19.24
SO	YBADJ	GRID10	-27.15	-26.26	0.00	0.00	0.00	0.00
SO	YBADJ	GRID10	0.00	-50.05	-47.45	-43.42	-38.06	-31.28
SO	BUILDHGT	GRID11	13.00	13.00	13.00	13.00	13.00	13.00
SO	BUILDHGT	GRID11	13.00	13.00	0.00	0.00	0.00	13.00
SO	BUILDHGT	GRID11	13.00	13.00	18.60	18.60	18.60	18.60
SO	BUILDHGT	GRID11	18.60	18.60	13.00	13.00	13.00	13.00
SO	BUILDHGT	GRID11	13.00	13.00	0.00	0.00	0.00	13.00
SO	BUILDHGT	GRID11	13.00	13.00	13.00	13.00	13.00	13.00
SO	BUILDWID	GRID11	97.70	96.91	93.17	86.61	77.41	65.86
SO	BUILDWID	GRID11	86.09	53.11	0.00	0.00	0.00	80.10
SO	BUILDWID	GRID11	88.73	94.67	96.33	92.66	96.09	97.10
SO	BUILDWID	GRID11	95.16	90.34	93.17	86.61	77.41	65.86
SO	BUILDWID	GRID11	86.09	53.11	0.00	0.00	0.00	80.10
SO	BUILDWID	GRID11	88.73	94.67	97.73	97.82	94.94	95.52
SO	BUILDLEN	GRID11	55.87	69.03	80.10	88.73	94.67	97.73
SO	BUILDLEN	GRID11	200.72	202.39	0.00	0.00	0.00	93.17
SO	BUILDLEN	GRID11	86.61	77.41	46.26	31.46	47.00	61.12
SO	BUILDLEN	GRID11	73.38	83.41	80.10	88.73	94.67	97.73
SO	BUILDLEN	GRID11	200.72	202.39	0.00	0.00	0.00	93.17
SO	BUILDLEN	GRID11	86.61	77.41	65.86	52.31	37.17	41.01
SO	XBADJ	GRID11	13.74	7.28	0.60	-6.09	-12.60	-18.73
SO	XBADJ	GRID11	-24.29	-29.11	0.00	0.00	0.00	-56.96
SO	XBADJ	GRID11	-60.55	-62.31	-119.79	-120.63	-133.08	-141.49
SO	XBADJ	GRID11	-145.59	-145.27	-80.70	-82.64	-82.07	-79.00
SO	XBADJ	GRID11	-176.43	-173.28	0.00	0.00	0.00	-36.21
SO	XBADJ	GRID11	-26.05	-15.10	-3.69	7.84	19.12	19.77
SO	YBADJ	GRID11	-4.11	3.18	10.37	17.25	23.60	29.24
SO	YBADJ	GRID11	17.10	29.73	0.00	0.00	0.00	40.65
SO	YBADJ	GRID11	38.27	34.73	53.77	36.30	17.84	-1.42
SO	YBADJ	GRID11	-20.64	-39.23	-10.37	-17.25	-23.60	-29.24
SO	YBADJ	GRID11	-17.10	-29.73	0.00	0.00	0.00	-40.65
SO	YBADJ	GRID11	-38.27	-34.73	-30.13	-24.62	-18.36	-11.28
SO	BUILDHGT	GRID12	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID12	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID12	13.10	13.10	0.00	0.00	0.00	0.00
SO	BUILDHGT	GRID12	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID12	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID12	13.10	13.10	0.00	0.00	0.00	0.00
SO	BUILDWID	GRID12	84.92	104.40	120.70	133.33	141.91	146.18
SO	BUILDWID	GRID12	146.01	141.40	132.50	134.80	142.96	146.77
SO	BUILDWID	GRID12	146.12	141.04	0.00	0.00	0.00	0.00
SO	BUILDWID	GRID12	84.92	104.40	120.70	133.33	141.91	146.18
SO	BUILDWID	GRID12	146.01	141.40	132.50	134.80	142.96	146.77
SO	BUILDWID	GRID12	146.12	141.04	0.00	0.00	0.00	0.00
SO	BUILDLEN	GRID12	134.80	142.96	146.77	146.12	141.04	131.67
SO	BUILDLEN	GRID12	118.29	101.33	85.73	84.92	104.40	120.70
SO	BUILDLEN	GRID12	133.33	141.91	0.00	0.00	0.00	0.00
SO	BUILDLEN	GRID12	134.80	142.96	146.77	146.12	141.04	131.67
SO	BUILDLEN	GRID12	118.29	101.33	85.73	84.92	104.40	120.70
SO	BUILDLEN	GRID12	133.33	141.91	0.00	0.00	0.00	0.00
SO	XBADJ	GRID12	-6.83	-3.88	-0.82	2.27	5.29	8.14
SO	XBADJ	GRID12	10.75	13.04	14.93	3.37	-17.61	-38.04
SO	XBADJ	GRID12	-57.33	-74.86	0.00	0.00	0.00	0.00
SO	XBADJ	GRID12	-127.97	-139.08	-145.95	-148.39	-146.32	-139.81
SO	XBADJ	GRID12	-129.05	-114.36	-100.66	-88.29	-86.79	-82.65
SO	XBADJ	GRID12	-76.01	-67.05	0.00	0.00	0.00	0.00
SO	YBADJ	GRID12	-45.83	-34.59	-22.30	-9.34	3.91	17.04
SO	YBADJ	GRID12	29.65	41.36	51.82	60.57	67.60	72.56
SO	YBADJ	GRID12	75.33	75.80	0.00	0.00	0.00	0.00
SO	YBADJ	GRID12	45.83	34.59	22.30	9.34	-3.91	-17.04

SO YBADJ	GRID12	-29.65	-41.36	-51.82	-60.57	-67.60	-72.56
SO YBADJ	GRID12	-75.33	-75.80	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID13	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID13	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID13	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID13	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID13	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID13	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDWID	GRID13	84.92	104.40	120.70	133.33	141.91	146.18
SO BUILDWID	GRID13	146.01	141.40	132.50	134.80	142.96	146.77
SO BUILDWID	GRID13	146.12	141.04	131.67	118.29	101.33	85.73
SO BUILDWID	GRID13	84.92	104.40	120.70	133.33	141.91	146.18
SO BUILDWID	GRID13	146.01	141.40	132.50	134.80	142.96	146.77
SO BUILDWID	GRID13	146.12	141.04	131.67	118.29	101.33	85.73
SO BUILDLEN	GRID13	134.80	142.96	146.77	146.12	141.04	131.67
SO BUILDLEN	GRID13	118.29	101.33	85.73	84.92	104.40	120.70
SO BUILDLEN	GRID13	133.33	141.91	146.18	146.01	141.40	132.50
SO BUILDLEN	GRID13	134.80	142.96	146.77	146.12	141.04	131.67
SO BUILDLEN	GRID13	118.29	101.33	85.73	84.92	104.40	120.70
SO BUILDLEN	GRID13	133.33	141.91	146.18	146.01	141.40	132.50
SO XBADJ	GRID13	-10.30	-10.72	-10.82	-10.59	-10.04	-9.18
SO XBADJ	GRID13	-8.04	-6.66	-5.07	-16.33	-36.40	-55.36
SO XBADJ	GRID13	-72.65	-87.72	-100.13	-109.50	-115.54	-118.07
SO XBADJ	GRID13	-124.50	-132.24	-135.95	-135.54	-131.00	-122.49
SO XBADJ	GRID13	-110.25	-94.67	-80.66	-68.59	-68.00	-65.33
SO XBADJ	GRID13	-60.68	-54.19	-46.05	-36.52	-25.87	-14.43
SO YBADJ	GRID13	-26.13	-15.80	-4.98	5.98	16.76	27.04
SO YBADJ	GRID13	36.49	44.83	51.82	57.10	60.76	62.56
SO YBADJ	GRID13	62.47	60.48	56.66	51.11	44.00	37.79
SO YBADJ	GRID13	26.13	15.80	4.98	-5.98	-16.76	-27.04
SO YBADJ	GRID13	-36.49	-44.83	-51.82	-57.10	-60.76	-62.56
SO YBADJ	GRID13	-62.47	-60.48	-56.66	-51.11	-44.00	-37.79
SO BUILDHGT	GRID14	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID14	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID14	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID14	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID14	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID14	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDWID	GRID14	84.92	104.40	120.70	133.33	141.91	146.18
SO BUILDWID	GRID14	146.01	141.40	132.50	134.80	142.96	146.77
SO BUILDWID	GRID14	146.12	141.04	131.67	118.29	101.33	85.73
SO BUILDWID	GRID14	84.92	104.40	120.70	133.33	141.91	146.18
SO BUILDWID	GRID14	146.01	141.40	132.50	134.80	142.96	146.77
SO BUILDWID	GRID14	146.12	141.04	131.67	118.29	101.33	85.73
SO BUILDLEN	GRID14	134.80	142.96	146.77	146.12	141.04	131.67
SO BUILDLEN	GRID14	118.29	101.33	85.73	84.92	104.40	120.70
SO BUILDLEN	GRID14	133.33	141.91	146.18	146.01	141.40	132.50
SO BUILDLEN	GRID14	134.80	142.96	146.77	146.12	141.04	131.67
SO BUILDLEN	GRID14	118.29	101.33	85.73	84.92	104.40	120.70
SO BUILDLEN	GRID14	133.33	141.91	146.18	146.01	141.40	132.50
SO XBADJ	GRID14	-13.77	-17.56	-20.82	-23.44	-25.36	-26.50
SO XBADJ	GRID14	-26.83	-26.35	-25.07	-36.03	-55.19	-72.68
SO XBADJ	GRID14	-87.97	-100.58	-110.13	-116.34	-119.01	-118.06
SO XBADJ	GRID14	-121.03	-125.39	-125.95	-122.68	-115.68	-105.17
SO XBADJ	GRID14	-91.46	-74.97	-60.66	-48.90	-49.20	-48.01
SO XBADJ	GRID14	-45.36	-41.34	-36.05	-29.68	-22.40	-14.43
SO YBADJ	GRID14	-6.43	3.00	12.34	21.30	29.62	37.04
SO YBADJ	GRID14	43.33	48.31	51.82	53.63	53.92	52.56
SO YBADJ	GRID14	49.62	45.16	39.34	32.31	24.31	17.79
SO YBADJ	GRID14	6.43	-3.00	-12.34	-21.30	-29.62	-37.04
SO YBADJ	GRID14	-43.33	-48.31	-51.82	-53.63	-53.92	-52.56
SO YBADJ	GRID14	-49.62	-45.16	-39.34	-32.31	-24.31	-17.79
SO BUILDHGT	GRID15	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID15	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID15	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID15	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID15	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID15	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDWID	GRID15	84.92	104.40	120.70	133.33	141.91	146.18
SO BUILDWID	GRID15	146.01	141.40	132.50	134.80	142.96	146.77
SO BUILDWID	GRID15	146.12	141.04	131.67	118.29	101.33	85.73
SO BUILDWID	GRID15	84.92	104.40	120.70	133.33	141.91	146.18
SO BUILDWID	GRID15	146.01	141.40	132.50	134.80	142.96	146.77

SO BUILDWID	GRID15	146.12	141.04	131.67	118.29	101.33	85.73
SO BUILDLEN	GRID15	134.80	142.96	146.77	146.12	141.04	131.67
SO BUILDLEN	GRID15	118.29	101.33	85.73	84.92	104.40	120.70
SO BUILDLEN	GRID15	133.33	141.91	146.18	146.01	141.40	132.50
SO BUILDLEN	GRID15	134.80	142.96	146.77	146.12	141.04	131.67
SO BUILDLEN	GRID15	118.29	101.33	85.73	84.92	104.40	120.70
SO BUILDLEN	GRID15	133.33	141.91	146.18	146.01	141.40	132.50
SO XBADJ	GRID15	-17.25	-24.40	-30.82	-36.30	-40.68	-43.82
SO XBADJ	GRID15	-45.63	-46.05	-45.07	-55.72	-73.99	-90.01
SO XBADJ	GRID15	-103.29	-113.43	-120.13	-123.18	-122.48	-118.06
SO XBADJ	GRID15	-117.56	-118.55	-115.95	-109.82	-100.36	-87.85
SO XBADJ	GRID15	-72.67	-55.28	-40.66	-29.20	-30.41	-30.69
SO XBADJ	GRID15	-30.04	-28.48	-26.05	-22.84	-18.92	-14.43
SO YBADJ	GRID15	13.26	21.79	29.66	36.62	42.48	47.04
SO YBADJ	GRID15	50.17	51.78	51.82	50.15	47.07	42.56
SO YBADJ	GRID15	36.76	29.84	22.01	13.52	4.61	-2.21
SO YBADJ	GRID15	-13.26	-21.79	-29.66	-36.62	-42.48	-47.04
SO YBADJ	GRID15	-50.17	-51.78	-51.82	-50.15	-47.07	-42.56
SO YBADJ	GRID15	-36.76	-29.84	-22.01	-13.52	-4.61	2.21
SO BUILDHGT	GRID16	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID16	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID16	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID16	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID16	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID16	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDWID	GRID16	84.92	104.40	120.70	133.33	141.91	146.18
SO BUILDWID	GRID16	146.01	141.40	132.50	134.80	142.96	146.77
SO BUILDWID	GRID16	146.12	141.04	131.67	118.29	101.33	85.73
SO BUILDWID	GRID16	84.92	104.40	120.70	133.33	141.91	146.18
SO BUILDWID	GRID16	146.01	141.40	132.50	134.80	142.96	146.77
SO BUILDWID	GRID16	146.12	141.04	131.67	118.29	101.33	85.73
SO BUILDLEN	GRID16	134.80	142.96	146.77	146.12	141.04	131.67
SO BUILDLEN	GRID16	118.29	101.33	85.73	84.92	104.40	120.70
SO BUILDLEN	GRID16	133.33	141.91	146.18	146.01	141.40	132.50
SO BUILDLEN	GRID16	134.80	142.96	146.77	146.12	141.04	131.67
SO BUILDLEN	GRID16	118.29	101.33	85.73	84.92	104.40	120.70
SO BUILDLEN	GRID16	133.33	141.91	146.18	146.01	141.40	132.50
SO XBADJ	GRID16	-20.72	-31.24	-40.82	-49.16	-56.00	-61.14
SO XBADJ	GRID16	-64.42	-65.75	-65.07	-75.42	-92.78	-107.33
SO XBADJ	GRID16	-118.61	-126.29	-130.13	-130.02	-125.95	-118.06
SO XBADJ	GRID16	-114.08	-111.71	-105.95	-96.97	-85.04	-70.53
SO XBADJ	GRID16	-53.87	-35.58	-20.66	-9.50	-11.61	-13.37
SO XBADJ	GRID16	-14.72	-15.63	-16.05	-15.99	-15.45	-14.43
SO YBADJ	GRID16	32.96	40.58	46.98	51.94	55.33	57.04
SO YBADJ	GRID16	57.01	55.25	51.82	46.68	40.23	32.56
SO YBADJ	GRID16	23.91	14.52	4.69	-5.27	-15.08	-22.21
SO YBADJ	GRID16	-32.96	-40.58	-46.98	-51.94	-55.33	-57.04
SO YBADJ	GRID16	-57.01	-55.25	-51.81	-46.68	-40.23	-32.56
SO YBADJ	GRID16	-23.91	-14.52	-4.69	5.28	15.08	22.21
SO BUILDHGT	GRID17	0.00	0.00	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID17	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID17	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID17	0.00	0.00	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID17	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID17	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDWID	GRID17	0.00	0.00	120.70	133.33	141.91	146.18
SO BUILDWID	GRID17	146.01	141.40	132.50	134.80	142.96	146.77
SO BUILDWID	GRID17	146.12	141.04	131.67	118.29	101.33	85.73
SO BUILDWID	GRID17	0.00	0.00	120.70	133.33	141.91	146.18
SO BUILDWID	GRID17	146.01	141.40	132.50	134.80	142.96	146.77
SO BUILDWID	GRID17	146.12	141.04	131.67	118.29	101.33	85.73
SO BUILDLEN	GRID17	0.00	0.00	146.77	146.12	141.04	131.67
SO BUILDLEN	GRID17	118.29	101.33	85.73	84.92	104.40	120.70
SO BUILDLEN	GRID17	133.33	141.91	146.18	146.01	141.40	132.50
SO BUILDLEN	GRID17	0.00	0.00	146.77	146.12	141.04	131.67
SO BUILDLEN	GRID17	118.29	101.33	85.73	84.92	104.40	120.70
SO BUILDLEN	GRID17	133.33	141.91	146.18	146.01	141.40	132.50
SO XBADJ	GRID17	0.00	0.00	-50.82	-62.01	-71.32	-78.46
SO XBADJ	GRID17	-83.22	-85.44	-85.07	-95.12	-111.58	-124.65
SO XBADJ	GRID17	-133.93	-139.14	-140.13	-136.86	-129.43	-118.06
SO XBADJ	GRID17	0.00	0.00	-95.95	-84.11	-69.72	-53.21
SO XBADJ	GRID17	-35.08	-15.88	-0.66	10.19	7.18	3.95
SO XBADJ	GRID17	0.60	-2.77	-6.05	-9.15	-11.98	-14.43

SO	YBADJ	GRID17	0.00	0.00	64.30	67.26	68.19	67.04
SO	YBADJ	GRID17	63.85	58.73	51.81	43.21	33.39	22.56
SO	YBADJ	GRID17	11.05	-0.80	-12.63	-24.07	-34.78	-42.21
SO	YBADJ	GRID17	0.00	0.00	-64.30	-67.26	-68.19	-67.04
SO	YBADJ	GRID17	-63.85	-58.73	-51.81	-43.21	-33.39	-22.56
SO	YBADJ	GRID17	-11.05	0.80	12.63	24.07	34.78	42.21
SO	BUILDHGT	GRID18	0.00	0.00	0.00	0.00	0.00	13.10
SO	BUILDHGT	GRID18	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID18	13.10	13.10	13.10	13.10	13.10	0.00
SO	BUILDHGT	GRID18	0.00	0.00	18.60	18.60	18.60	18.60
SO	BUILDHGT	GRID18	13.10	13.10	13.10	0.00	13.10	13.10
SO	BUILDHGT	GRID18	13.10	13.10	13.10	13.10	13.10	0.00
SO	BUILDWID	GRID18	0.00	0.00	0.00	0.00	0.00	146.18
SO	BUILDWID	GRID18	146.01	141.40	132.50	134.80	142.96	146.77
SO	BUILDWID	GRID18	146.12	141.04	131.67	118.29	101.33	0.00
SO	BUILDWID	GRID18	0.00	0.00	82.77	72.68	60.38	46.25
SO	BUILDWID	GRID18	146.01	141.40	132.50	0.00	142.96	146.77
SO	BUILDWID	GRID18	146.12	141.04	131.67	118.29	101.33	0.00
SO	BUILDLEN	GRID18	0.00	0.00	0.00	0.00	0.00	131.67
SO	BUILDLEN	GRID18	118.29	101.33	85.73	84.92	104.40	120.70
SO	BUILDLEN	GRID18	133.33	141.91	146.18	146.01	141.40	0.00
SO	BUILDLEN	GRID18	0.00	0.00	90.90	95.63	97.46	96.33
SO	BUILDLEN	GRID18	118.29	101.33	85.73	0.00	104.40	120.70
SO	BUILDLEN	GRID18	133.33	141.91	146.18	146.01	141.40	0.00
SO	XBADJ	GRID18	0.00	0.00	0.00	0.00	0.00	-95.78
SO	XBADJ	GRID18	-102.01	-105.14	-105.07	-114.81	-130.37	-141.97
SO	XBADJ	GRID18	-149.25	-152.00	-150.13	-143.70	-132.90	0.00
SO	XBADJ	GRID18	0.00	0.00	-173.22	-180.49	-182.28	-178.54
SO	XBADJ	GRID18	-16.28	3.81	19.34	0.00	25.97	21.27
SO	XBADJ	GRID18	15.92	10.09	3.95	-2.31	-8.50	0.00
SO	YBADJ	GRID18	0.00	0.00	0.00	0.00	0.00	77.04
SO	YBADJ	GRID18	70.69	62.20	51.81	39.74	26.55	12.56
SO	YBADJ	GRID18	-1.81	-16.12	-29.95	-42.86	-54.48	0.00
SO	YBADJ	GRID18	0.00	0.00	39.97	17.15	-6.19	-29.34
SO	YBADJ	GRID18	-70.69	-62.20	-51.81	0.00	-26.55	-12.56
SO	YBADJ	GRID18	1.81	16.12	29.95	42.86	54.48	0.00
SO	BUILDHGT	GRID19	0.00	0.00	0.00	0.00	0.00	0.00
SO	BUILDHGT	GRID19	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID19	13.10	13.10	13.10	13.10	0.00	0.00
SO	BUILDHGT	GRID19	0.00	18.60	18.60	18.60	18.60	13.00
SO	BUILDHGT	GRID19	13.00	13.00	13.00	0.00	0.00	0.00
SO	BUILDHGT	GRID19	0.00	13.10	13.10	13.10	0.00	0.00
SO	BUILDWID	GRID19	0.00	0.00	0.00	0.00	0.00	0.00
SO	BUILDWID	GRID19	146.01	141.40	132.50	134.80	142.96	146.77
SO	BUILDWID	GRID19	146.12	141.04	131.67	118.29	0.00	0.00
SO	BUILDWID	GRID19	0.00	90.34	82.77	72.68	60.38	65.86
SO	BUILDWID	GRID19	52.31	37.17	41.01	0.00	0.00	0.00
SO	BUILDWID	GRID19	0.00	141.04	131.67	118.29	0.00	0.00
SO	BUILDLEN	GRID19	0.00	0.00	0.00	0.00	0.00	0.00
SO	BUILDLEN	GRID19	118.29	101.33	85.73	84.92	104.40	120.70
SO	BUILDLEN	GRID19	133.33	141.91	146.18	146.01	0.00	0.00
SO	BUILDLEN	GRID19	0.00	83.41	90.90	95.63	97.46	97.73
SO	BUILDLEN	GRID19	97.82	94.94	95.52	0.00	0.00	0.00
SO	BUILDLEN	GRID19	0.00	141.91	146.18	146.01	0.00	0.00
SO	XBADJ	GRID19	0.00	0.00	0.00	0.00	0.00	0.00
SO	XBADJ	GRID19	-120.80	-124.84	-125.07	-134.51	-149.16	-159.29
SO	XBADJ	GRID19	-164.57	-164.85	-160.13	-150.54	0.00	0.00
SO	XBADJ	GRID19	0.00	-153.84	-163.22	-167.64	-166.96	-138.28
SO	XBADJ	GRID19	-141.87	-141.14	-139.04	0.00	0.00	0.00
SO	XBADJ	GRID19	0.00	22.94	13.95	4.53	0.00	0.00
SO	YBADJ	GRID19	0.00	0.00	0.00	0.00	0.00	0.00
SO	YBADJ	GRID19	77.53	65.67	51.81	36.26	19.71	2.56
SO	YBADJ	GRID19	-14.66	-31.44	-47.27	-61.66	0.00	0.00
SO	YBADJ	GRID19	0.00	42.78	22.65	1.83	-19.04	28.08
SO	YBADJ	GRID19	12.17	-4.12	-20.28	0.00	0.00	0.00
SO	YBADJ	GRID19	0.00	31.44	47.27	61.66	0.00	0.00
SO	BUILDHGT	GRID20	0.00	0.00	13.00	13.00	13.00	13.00
SO	BUILDHGT	GRID20	13.00	0.00	13.00	13.00	0.00	0.00
SO	BUILDHGT	GRID20	0.00	0.00	0.00	0.00	0.00	0.00
SO	BUILDHGT	GRID20	18.60	18.60	18.60	18.60	18.60	13.00
SO	BUILDHGT	GRID20	13.00	13.00	13.00	13.00	0.00	0.00
SO	BUILDHGT	GRID20	0.00	0.00	0.00	0.00	0.00	0.00
SO	BUILDWID	GRID20	0.00	0.00	93.17	86.61	77.41	65.86

SO BUILDWID	GRID20	52.31	0.00	41.01	55.87	0.00	0.00
SO BUILDWID	GRID20	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID20	95.16	90.34	82.77	72.68	60.38	65.86
SO BUILDWID	GRID20	52.31	37.17	41.01	55.87	0.00	0.00
SO BUILDWID	GRID20	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID20	0.00	0.00	80.10	88.73	94.67	97.73
SO BUILDLEN	GRID20	97.82	0.00	95.52	97.70	0.00	0.00
SO BUILDLEN	GRID20	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID20	73.38	83.41	90.90	95.63	97.46	97.73
SO BUILDLEN	GRID20	97.82	94.94	95.52	97.70	0.00	0.00
SO BUILDLEN	GRID20	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID20	0.00	0.00	13.28	17.15	20.50	23.23
SO XBADJ	GRID20	25.25	0.00	23.52	17.82	0.00	0.00
SO XBADJ	GRID20	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID20	-136.31	-147.00	-153.22	-154.78	-151.64	-120.96
SO XBADJ	GRID20	-123.07	-121.44	-119.04	-115.52	0.00	0.00
SO XBADJ	GRID20	0.00	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID20	0.00	0.00	-51.59	-41.57	-30.28	-18.08
SO YBADJ	GRID20	-5.33	0.00	20.28	32.39	0.00	0.00
SO YBADJ	GRID20	0.00	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID20	41.92	23.99	5.33	-13.49	-31.90	18.08
SO YBADJ	GRID20	5.33	-7.59	-20.28	-32.39	0.00	0.00
SO YBADJ	GRID20	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID21	13.00	13.00	13.00	13.00	13.00	13.00
SO BUILDHGT	GRID21	13.00	13.00	13.00	13.00	13.00	13.00
SO BUILDHGT	GRID21	13.00	13.00	13.00	13.00	18.60	18.60
SO BUILDHGT	GRID21	18.60	18.60	18.60	18.60	13.00	13.00
SO BUILDHGT	GRID21	13.00	13.00	13.00	13.00	13.00	13.00
SO BUILDHGT	GRID21	13.00	13.00	13.00	13.00	0.00	13.00
SO BUILDWID	GRID21	97.70	96.91	93.17	86.61	77.41	65.86
SO BUILDWID	GRID21	52.31	37.17	41.01	55.87	69.03	80.10
SO BUILDWID	GRID21	88.73	94.67	97.73	97.82	96.09	97.10
SO BUILDWID	GRID21	95.16	90.34	82.77	72.68	77.41	65.86
SO BUILDWID	GRID21	52.31	37.17	41.01	55.87	69.03	80.10
SO BUILDWID	GRID21	88.73	94.67	97.73	97.82	0.00	95.52
SO BUILDLEN	GRID21	55.87	69.03	80.10	88.73	94.67	97.73
SO BUILDLEN	GRID21	97.82	94.94	95.52	97.70	96.91	93.17
SO BUILDLEN	GRID21	86.61	77.41	65.86	52.31	47.00	61.12
SO BUILDLEN	GRID21	73.38	83.41	90.90	95.63	94.67	97.73
SO BUILDLEN	GRID21	97.82	94.94	95.52	97.70	96.91	93.17
SO BUILDLEN	GRID21	86.61	77.41	65.86	52.31	0.00	41.01
SO XBADJ	GRID21	0.99	2.17	3.28	4.30	5.18	5.91
SO XBADJ	GRID21	6.46	6.81	3.52	-1.87	-7.21	-12.32
SO XBADJ	GRID21	-17.06	-21.28	-24.85	-27.67	-106.44	-121.49
SO XBADJ	GRID21	-132.84	-140.16	-143.22	-141.92	-99.85	-103.64
SO XBADJ	GRID21	-104.28	-101.75	-99.04	-95.82	-89.70	-80.85
SO XBADJ	GRID21	-69.55	-56.13	-41.01	-24.64	0.00	-0.22
SO YBADJ	GRID21	-46.98	-41.25	-34.27	-26.25	-17.43	-8.08
SO YBADJ	GRID21	1.51	11.06	20.28	28.92	36.68	43.33
SO YBADJ	GRID21	48.67	52.52	54.78	55.37	53.76	38.58
SO YBADJ	GRID21	22.22	5.20	-11.99	-28.81	17.43	8.08
SO YBADJ	GRID21	-1.52	-11.06	-20.28	-28.92	-36.68	-43.33
SO YBADJ	GRID21	-48.67	-52.52	-54.78	-55.37	0.00	-51.28
SO BUILDHGT	GRID22	13.00	13.00	13.00	18.60	13.00	13.00
SO BUILDHGT	GRID22	13.00	13.00	13.00	13.00	13.00	13.00
SO BUILDHGT	GRID22	13.00	13.00	13.00	18.60	18.60	18.60
SO BUILDHGT	GRID22	18.60	18.60	18.60	18.60	13.00	13.00
SO BUILDHGT	GRID22	13.00	13.00	13.00	13.00	13.00	13.00
SO BUILDHGT	GRID22	13.00	13.00	13.00	13.00	13.00	13.00
SO BUILDWID	GRID22	97.70	96.91	93.17	72.68	77.41	65.86
SO BUILDWID	GRID22	52.31	37.17	41.01	55.87	69.03	80.10
SO BUILDWID	GRID22	88.73	94.67	97.73	92.66	96.09	97.10
SO BUILDWID	GRID22	95.16	90.34	82.77	72.68	77.41	65.86
SO BUILDWID	GRID22	52.31	37.17	41.01	55.87	69.03	80.10
SO BUILDWID	GRID22	88.73	94.67	97.73	97.82	94.94	95.52
SO BUILDLEN	GRID22	55.87	69.03	80.10	95.63	94.67	97.73
SO BUILDLEN	GRID22	97.82	94.94	95.52	97.70	96.91	93.17
SO BUILDLEN	GRID22	86.61	77.41	65.86	31.46	47.00	61.12
SO BUILDLEN	GRID22	73.38	83.41	90.90	95.63	94.67	97.73
SO BUILDLEN	GRID22	97.82	94.94	95.52	97.70	96.91	93.17
SO BUILDLEN	GRID22	86.61	77.41	65.86	52.31	37.17	41.01
SO XBADJ	GRID22	-2.49	-4.67	-6.72	33.44	-10.14	-11.41
SO XBADJ	GRID22	-12.33	-12.89	-16.48	-21.57	-26.00	-29.64

SO XBADJ	GRID22	-32.38	-34.13	-34.85	-95.00	-109.91	-121.49
SO XBADJ	GRID22	-129.37	-133.32	-133.22	-129.07	-84.53	-86.32
SO XBADJ	GRID22	-85.48	-82.05	-79.04	-76.13	-70.91	-63.53
SO XBADJ	GRID22	-54.23	-43.28	-31.01	-17.80	-4.05	-0.23
SO YBADJ	GRID22	-27.28	-22.45	-16.95	44.13	-4.57	1.92
SO YBADJ	GRID22	8.36	14.54	20.28	25.45	29.84	33.33
SO YBADJ	GRID22	35.81	37.20	37.45	48.25	34.06	18.58
SO YBADJ	GRID22	2.53	-13.60	-29.31	-44.13	4.57	-1.92
SO YBADJ	GRID22	-8.36	-14.54	-20.28	-25.45	-29.84	-33.33
SO YBADJ	GRID22	-35.81	-37.20	-37.45	-36.57	-34.58	-31.28
SO BUILDHGT	GRID23	13.00	13.00	18.60	13.00	13.00	13.00
SO BUILDHGT	GRID23	13.00	13.00	13.00	13.00	13.00	13.00
SO BUILDHGT	GRID23	13.00	18.60	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID23	18.60	18.60	18.60	13.00	13.00	13.00
SO BUILDHGT	GRID23	13.00	13.00	13.00	13.00	13.00	13.00
SO BUILDHGT	GRID23	13.00	13.00	13.00	13.00	13.00	13.00
SO BUILDWID	GRID23	97.70	96.91	82.77	86.61	77.41	65.86
SO BUILDWID	GRID23	52.31	37.17	41.01	55.87	69.03	80.10
SO BUILDWID	GRID23	88.73	97.46	96.33	92.66	96.09	97.10
SO BUILDWID	GRID23	95.16	90.34	82.77	86.61	77.41	65.86
SO BUILDWID	GRID23	52.31	37.17	41.01	55.87	69.03	80.10
SO BUILDWID	GRID23	88.73	94.67	97.73	97.82	94.94	95.52
SO BUILDLEN	GRID23	55.87	69.03	90.90	88.73	94.67	97.73
SO BUILDLEN	GRID23	97.82	94.94	95.52	97.70	96.91	93.17
SO BUILDLEN	GRID23	86.61	60.38	46.26	31.46	47.00	61.12
SO BUILDLEN	GRID23	73.38	83.41	90.90	88.73	94.67	97.73
SO BUILDLEN	GRID23	97.82	94.94	95.52	97.70	96.91	93.17
SO BUILDLEN	GRID23	86.61	77.41	65.86	52.31	37.17	41.01
SO XBADJ	GRID23	-5.96	-11.51	32.32	-21.41	-25.46	-28.73
SO XBADJ	GRID23	-31.13	-32.58	-36.48	-41.27	-44.79	-46.96
SO XBADJ	GRID23	-47.70	-100.66	-102.47	-101.84	-113.39	-121.49
SO XBADJ	GRID23	-125.89	-126.48	-123.22	-67.32	-69.21	-69.00
SO XBADJ	GRID23	-66.69	-62.36	-59.04	-56.43	-52.11	-46.21
SO XBADJ	GRID23	-38.91	-30.42	-21.01	-10.96	-0.58	-0.23
SO YBADJ	GRID23	-7.58	-3.66	46.63	4.39	8.28	11.92
SO YBADJ	GRID23	15.20	18.01	20.28	21.98	23.00	23.33
SO YBADJ	GRID23	22.95	56.95	43.77	29.46	14.36	-1.42
SO YBADJ	GRID23	-17.17	-32.39	-46.63	-4.39	-8.28	-11.92
SO YBADJ	GRID23	-15.20	-18.01	-20.28	-21.98	-23.00	-23.33
SO YBADJ	GRID23	-22.95	-21.88	-20.13	-17.78	-14.89	-11.28
SO BUILDHGT	GRID24	13.00	18.60	13.00	13.00	13.00	13.00
SO BUILDHGT	GRID24	13.00	13.00	13.00	13.00	13.00	13.00
SO BUILDHGT	GRID24	18.60	18.60	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID24	18.60	18.60	13.00	13.00	13.00	13.00
SO BUILDHGT	GRID24	13.00	13.00	13.00	13.00	13.00	13.00
SO BUILDHGT	GRID24	13.00	13.00	13.00	13.00	13.00	13.00
SO BUILDWID	GRID24	97.70	90.34	93.17	86.61	77.41	65.86
SO BUILDWID	GRID24	52.31	37.17	41.01	55.87	69.03	80.10
SO BUILDWID	GRID24	95.63	97.46	96.33	92.66	96.09	97.10
SO BUILDWID	GRID24	95.16	90.34	93.17	86.61	77.41	65.86
SO BUILDWID	GRID24	52.31	37.17	41.01	55.87	69.03	80.10
SO BUILDWID	GRID24	88.73	94.67	97.73	97.82	94.94	95.52
SO BUILDLEN	GRID24	55.87	83.41	80.10	88.73	94.67	97.73
SO BUILDLEN	GRID24	97.82	94.94	95.52	97.70	96.91	93.17
SO BUILDLEN	GRID24	72.68	60.38	46.26	31.46	47.00	61.12
SO BUILDLEN	GRID24	73.38	83.41	80.10	88.73	94.67	97.73
SO BUILDLEN	GRID24	97.82	94.94	95.52	97.70	96.91	93.17
SO BUILDLEN	GRID24	86.61	77.41	65.86	52.31	37.17	41.01
SO XBADJ	GRID24	-9.43	36.23	-26.72	-34.27	-40.78	-46.05
SO XBADJ	GRID24	-49.92	-52.28	-56.48	-60.96	-63.59	-64.28
SO XBADJ	GRID24	-111.11	-113.51	-112.47	-108.68	-116.86	-121.49
SO XBADJ	GRID24	-122.42	-119.64	-53.38	-54.46	-53.89	-51.68
SO XBADJ	GRID24	-47.90	-42.66	-39.04	-36.74	-33.32	-28.89
SO XBADJ	GRID24	-23.59	-17.57	-11.01	-4.12	2.90	-0.23
SO YBADJ	GRID24	12.11	51.18	17.69	19.72	21.14	21.92
SO YBADJ	GRID24	22.04	21.48	20.28	18.50	16.16	13.33
SO YBADJ	GRID24	55.54	41.63	26.45	10.67	-5.33	-21.42
SO YBADJ	GRID24	-36.86	-51.18	-17.69	-19.72	-21.14	-21.92
SO YBADJ	GRID24	-22.04	-21.48	-20.28	-18.50	-16.16	-13.33
SO YBADJ	GRID24	-10.10	-6.56	-2.81	1.01	4.81	8.72
SO BUILDHGT	GRID25	13.00	13.00	13.00	13.00	13.00	13.00
SO BUILDHGT	GRID25	13.00	13.00	13.00	13.00	13.00	13.00
SO BUILDHGT	GRID25	18.60	18.60	18.60	18.60	18.60	18.60

SO BUILDHGT	GRID25	18.60	13.00	13.00	13.00	13.00	13.00
SO BUILDHGT	GRID25	13.00	13.00	13.00	13.00	13.00	13.00
SO BUILDHGT	GRID25	13.00	13.00	13.00	13.00	13.00	13.00
SO BUILDWID	GRID25	97.70	96.91	93.17	86.61	77.41	65.86
SO BUILDWID	GRID25	52.31	37.17	41.01	55.87	69.03	80.10
SO BUILDWID	GRID25	95.63	97.46	96.33	92.66	96.09	97.10
SO BUILDWID	GRID25	95.16	96.91	93.17	86.61	77.41	65.86
SO BUILDWID	GRID25	52.31	37.17	41.01	55.87	69.03	80.10
SO BUILDWID	GRID25	88.73	94.67	97.73	97.82	94.94	95.52
SO BUILDLEN	GRID25	55.87	69.03	80.10	88.73	94.67	97.73
SO BUILDLEN	GRID25	97.82	94.94	95.52	97.70	96.91	93.17
SO BUILDLEN	GRID25	72.68	60.38	46.26	31.46	47.00	61.12
SO BUILDLEN	GRID25	73.38	69.03	80.10	88.73	94.67	97.73
SO BUILDLEN	GRID25	97.82	94.94	95.52	97.70	96.91	93.17
SO BUILDLEN	GRID25	86.61	77.41	65.86	52.31	37.17	41.01
SO XBADJ	GRID25	-12.91	-25.19	-36.72	-47.12	-56.10	-63.37
SO XBADJ	GRID25	-68.72	-71.97	-76.48	-80.66	-82.38	-81.60
SO XBADJ	GRID25	-126.43	-126.37	-122.47	-115.52	-120.33	-121.49
SO XBADJ	GRID25	-118.95	-43.84	-43.38	-41.61	-38.57	-34.36
SO XBADJ	GRID25	-29.10	-22.96	-19.04	-17.04	-14.53	-11.57
SO XBADJ	GRID25	-8.27	-4.71	-1.01	2.72	6.37	-0.23
SO YBADJ	GRID25	31.81	33.93	35.01	35.04	34.00	31.92
SO YBADJ	GRID25	28.88	24.95	20.28	15.03	9.32	3.33
SO YBADJ	GRID25	42.68	26.31	9.13	-8.13	-25.03	-41.42
SO YBADJ	GRID25	-56.56	-33.93	-35.01	-35.04	-34.00	-31.92
SO YBADJ	GRID25	-28.88	-24.95	-20.28	-15.03	-9.32	-3.33
SO YBADJ	GRID25	2.76	8.77	14.51	19.81	24.51	28.72
SO BUILDHGT	GRID26	13.00	13.00	13.00	13.00	13.00	13.00
SO BUILDHGT	GRID26	13.00	13.00	13.00	13.00	13.00	18.60
SO BUILDHGT	GRID26	18.60	18.60	18.60	18.60	18.60	13.00
SO BUILDHGT	GRID26	13.00	13.00	13.00	13.00	13.00	13.00
SO BUILDHGT	GRID26	13.00	13.00	13.00	13.00	13.00	13.00
SO BUILDHGT	GRID26	13.00	13.00	13.00	13.00	13.00	13.00
SO BUILDWID	GRID26	97.70	96.91	93.17	165.74	143.27	116.45
SO BUILDWID	GRID26	86.09	53.11	41.01	55.87	69.03	90.90
SO BUILDWID	GRID26	95.63	97.46	96.33	92.66	96.09	95.52
SO BUILDWID	GRID26	97.70	96.91	93.17	165.74	143.27	116.45
SO BUILDWID	GRID26	86.09	53.11	41.01	55.87	69.03	80.10
SO BUILDWID	GRID26	88.73	94.67	97.73	97.82	94.94	95.52
SO BUILDLEN	GRID26	55.87	69.03	80.10	160.25	179.32	192.96
SO BUILDLEN	GRID26	200.72	202.39	95.52	97.70	96.91	82.77
SO BUILDLEN	GRID26	72.68	60.38	46.26	31.46	47.00	41.01
SO BUILDLEN	GRID26	55.87	69.03	80.10	160.25	179.32	192.96
SO BUILDLEN	GRID26	200.72	202.39	95.52	97.70	96.91	93.17
SO BUILDLEN	GRID26	86.61	77.41	65.86	52.31	37.17	41.01
SO XBADJ	GRID26	-16.38	-32.03	-46.72	-59.98	-71.42	-80.69
SO XBADJ	GRID26	-87.51	-91.67	-96.48	-100.35	-101.17	-139.97
SO XBADJ	GRID26	-141.75	-139.22	-132.47	-122.36	-123.80	-40.79
SO XBADJ	GRID26	-39.49	-37.00	-33.38	-100.27	-107.90	-112.26
SO XBADJ	GRID26	-113.21	-110.72	0.96	2.66	4.27	5.75
SO XBADJ	GRID26	7.05	8.15	8.99	9.56	9.84	-0.23
SO YBADJ	GRID26	51.50	52.72	52.33	10.79	13.92	16.63
SO YBADJ	GRID26	18.83	20.46	20.28	11.56	2.48	47.77
SO YBADJ	GRID26	29.83	10.99	-8.19	-26.92	-44.73	-48.72
SO YBADJ	GRID26	-51.50	-52.72	-52.33	-10.79	-13.92	-16.63
SO YBADJ	GRID26	-18.83	-20.46	-20.28	-11.56	-2.48	6.67
SO YBADJ	GRID26	15.61	24.09	31.83	38.60	44.20	48.72
SO BUILDHGT	GRID27	13.00	13.00	13.00	13.00	13.00	13.00
SO BUILDHGT	GRID27	13.00	13.00	13.00	13.00	13.00	13.00
SO BUILDHGT	GRID27	13.00	13.00	13.00	13.00	13.00	13.00
SO BUILDHGT	GRID27	13.00	13.00	13.00	13.00	13.00	13.00
SO BUILDHGT	GRID27	13.00	13.00	13.00	13.00	13.00	13.00
SO BUILDHGT	GRID27	13.00	13.00	13.00	13.00	13.00	13.00
SO BUILDWID	GRID27	200.99	195.04	183.18	165.74	143.27	116.45
SO BUILDWID	GRID27	86.09	53.11	41.01	55.87	69.03	80.10
SO BUILDWID	GRID27	88.73	94.67	97.73	200.72	202.39	201.35
SO BUILDWID	GRID27	200.99	195.04	183.18	165.74	143.27	116.45
SO BUILDWID	GRID27	86.09	53.11	41.01	55.87	69.03	80.10
SO BUILDWID	GRID27	88.73	94.67	97.73	200.72	202.39	201.35
SO BUILDLEN	GRID27	76.83	108.21	136.30	160.25	179.32	192.96
SO BUILDLEN	GRID27	200.72	202.39	95.52	97.70	96.91	93.17
SO BUILDLEN	GRID27	86.61	77.41	65.86	86.09	53.11	47.36
SO BUILDLEN	GRID27	76.83	108.21	136.30	160.25	179.32	192.96

SO BUILDLEN	GRID27	200.72	202.39	95.52	97.70	96.91	93.17
SO BUILDLEN	GRID27	86.61	77.41	65.86	86.09	53.11	47.36
SO XBADJ	GRID27	-19.85	-38.87	-56.72	-72.84	-86.74	-98.01
SO XBADJ	GRID27	-106.30	-111.37	-116.48	-120.05	-119.97	-116.24
SO XBADJ	GRID27	-108.98	-98.41	-84.85	-68.71	-50.49	-47.13
SO XBADJ	GRID27	-56.98	-69.33	-79.58	-87.41	-92.58	-94.94
SO XBADJ	GRID27	-94.42	-91.02	20.96	22.35	23.06	23.07
SO XBADJ	GRID27	22.38	21.00	18.99	-17.38	-2.63	-0.23
SO YBADJ	GRID27	19.56	22.45	24.65	26.11	26.78	26.63
SO YBADJ	GRID27	25.67	23.93	20.28	8.08	-4.36	-16.67
SO YBADJ	GRID27	-28.47	-39.41	-49.15	-5.94	-10.17	-15.81
SO YBADJ	GRID27	-19.56	-22.45	-24.65	-26.11	-26.78	-26.63
SO YBADJ	GRID27	-25.67	-23.93	-20.28	-8.08	4.36	16.67
SO YBADJ	GRID27	28.47	39.41	49.15	5.94	10.17	15.81
SO BUILDHGT	GRID28	13.00	13.00	13.00	13.00	13.00	13.00
SO BUILDHGT	GRID28	13.00	13.00	13.00	13.00	13.00	13.00
SO BUILDHGT	GRID28	13.00	13.00	13.00	13.00	13.00	13.00
SO BUILDHGT	GRID28	13.00	13.00	13.00	13.00	13.00	13.00
SO BUILDHGT	GRID28	13.00	13.00	13.00	13.00	13.00	13.00
SO BUILDHGT	GRID28	13.00	13.00	13.00	13.00	13.00	13.00
SO BUILDWID	GRID28	200.99	195.04	183.18	165.74	143.27	116.45
SO BUILDWID	GRID28	86.09	53.11	41.01	55.87	69.03	80.10
SO BUILDWID	GRID28	88.73	179.32	192.96	200.72	202.39	201.35
SO BUILDWID	GRID28	200.99	195.04	183.18	165.74	143.27	116.45
SO BUILDWID	GRID28	86.09	53.11	47.36	76.83	108.21	136.30
SO BUILDWID	GRID28	160.25	179.32	192.96	200.72	202.39	201.35
SO BUILDLEN	GRID28	76.83	108.21	136.30	160.25	179.32	192.96
SO BUILDLEN	GRID28	200.72	202.39	95.52	97.70	96.91	93.17
SO BUILDLEN	GRID28	86.61	143.27	116.45	86.09	53.11	47.36
SO BUILDLEN	GRID28	76.83	108.21	136.30	160.25	179.32	192.96
SO BUILDLEN	GRID28	200.72	202.39	201.35	200.99	195.04	183.18
SO BUILDLEN	GRID28	165.74	143.27	116.45	86.09	53.11	47.36
SO XBADJ	GRID28	-23.32	-45.72	-66.72	-85.69	-102.06	-115.33
SO XBADJ	GRID28	-125.10	-131.06	-136.48	-139.75	-138.76	-133.56
SO XBADJ	GRID28	-124.30	-111.27	-94.85	-75.55	-53.96	-47.13
SO XBADJ	GRID28	-53.51	-62.49	-69.58	-74.55	-77.26	-77.62
SO XBADJ	GRID28	-75.62	-71.33	-64.87	-61.24	-56.28	-49.61
SO XBADJ	GRID28	-41.44	-32.00	-21.60	-10.54	0.85	-0.23
SO YBADJ	GRID28	39.25	41.24	41.97	41.43	39.63	36.63
SO YBADJ	GRID28	32.51	27.40	20.28	4.61	-11.20	-26.67
SO YBADJ	GRID28	-41.33	-12.40	-18.85	-24.74	-29.87	-35.81
SO YBADJ	GRID28	-39.25	-41.24	-41.97	-41.43	-39.63	-36.63
SO YBADJ	GRID28	-32.51	-27.40	-23.45	-15.09	-8.39	-1.43
SO YBADJ	GRID28	5.57	12.40	18.85	24.74	29.87	35.81
SO BUILDHGT	GRID29	13.00	13.00	13.00	13.00	13.00	13.00
SO BUILDHGT	GRID29	13.00	13.00	13.00	13.00	13.00	13.00
SO BUILDHGT	GRID29	13.00	13.00	13.00	13.00	13.00	13.00
SO BUILDHGT	GRID29	13.00	13.00	13.00	13.00	13.00	13.00
SO BUILDHGT	GRID29	13.00	13.00	13.00	13.00	13.00	13.00
SO BUILDHGT	GRID29	13.00	13.00	13.00	13.00	13.00	13.00
SO BUILDWID	GRID29	200.99	195.04	183.18	165.74	143.27	116.45
SO BUILDWID	GRID29	86.09	53.11	41.01	55.87	69.03	80.10
SO BUILDWID	GRID29	160.25	179.32	192.96	200.72	202.39	201.35
SO BUILDWID	GRID29	200.99	195.04	183.18	165.74	143.27	116.45
SO BUILDWID	GRID29	86.09	53.11	47.36	76.83	108.21	136.30
SO BUILDWID	GRID29	160.25	179.32	192.96	200.72	202.39	201.35
SO BUILDLEN	GRID29	76.83	108.21	136.30	160.25	179.32	192.96
SO BUILDLEN	GRID29	200.72	202.39	95.52	97.70	96.91	93.17
SO BUILDLEN	GRID29	165.74	143.27	116.45	86.09	53.11	47.36
SO BUILDLEN	GRID29	76.83	108.21	136.30	160.25	179.32	192.96
SO BUILDLEN	GRID29	200.72	202.39	201.35	200.99	195.04	183.18
SO BUILDLEN	GRID29	165.74	143.27	116.45	86.09	53.11	47.36
SO XBADJ	GRID29	-26.80	-52.56	-76.72	-98.55	-117.38	-132.65
SO XBADJ	GRID29	-143.89	-150.76	-156.48	-159.44	-157.56	-150.88
SO XBADJ	GRID29	-139.62	-124.12	-104.85	-82.39	-57.43	-47.13
SO XBADJ	GRID29	-50.03	-55.65	-59.58	-61.70	-61.94	-60.30
SO XBADJ	GRID29	-56.83	-51.63	-44.87	-41.54	-37.49	-32.29
SO XBADJ	GRID29	-26.12	-19.15	-11.60	-3.69	4.32	-0.23
SO YBADJ	GRID29	58.95	60.03	59.29	56.75	52.49	46.63
SO YBADJ	GRID29	39.35	30.88	20.28	1.14	-18.04	-36.67
SO YBADJ	GRID29	-18.42	-27.72	-36.18	-43.53	-49.56	-55.81
SO YBADJ	GRID29	-58.95	-60.03	-59.29	-56.75	-52.49	-46.63
SO YBADJ	GRID29	-39.35	-30.88	-23.45	-11.62	-1.55	8.57

SO	YBADJ	GRID29	18.42	27.72	36.18	43.53	49.56	55.81
SO	BUILDHGT	GRID30	13.00	13.00	13.00	13.00	13.00	13.00
SO	BUILDHGT	GRID30	13.00	0.00	13.00	13.00	13.00	13.00
SO	BUILDHGT	GRID30	13.00	13.00	13.00	13.00	13.00	13.00
SO	BUILDHGT	GRID30	13.00	13.00	13.00	13.00	13.00	13.00
SO	BUILDHGT	GRID30	13.00	0.00	13.00	13.00	13.00	13.00
SO	BUILDHGT	GRID30	13.00	13.00	13.00	13.00	13.00	13.00
SO	BUILDWID	GRID30	200.99	195.04	183.18	165.74	143.27	116.45
SO	BUILDWID	GRID30	86.09	0.00	47.36	76.83	108.21	136.30
SO	BUILDWID	GRID30	160.25	179.32	192.96	200.72	202.39	201.35
SO	BUILDWID	GRID30	200.99	195.04	183.18	165.74	143.27	116.45
SO	BUILDWID	GRID30	86.09	0.00	47.36	76.83	108.21	136.30
SO	BUILDWID	GRID30	160.25	179.32	192.96	200.72	202.39	201.35
SO	BUILDLEN	GRID30	76.83	108.21	136.30	160.25	179.32	192.96
SO	BUILDLEN	GRID30	200.72	0.00	201.35	200.99	195.04	183.18
SO	BUILDLEN	GRID30	165.74	143.27	116.45	86.09	53.11	47.36
SO	BUILDLEN	GRID30	76.83	108.21	136.30	160.25	179.32	192.96
SO	BUILDLEN	GRID30	200.72	0.00	201.35	200.99	195.04	183.18
SO	BUILDLEN	GRID30	165.74	143.27	116.45	86.09	53.11	47.36
SO	XBADJ	GRID30	-30.27	-59.40	-86.72	-111.40	-132.70	-149.97
SO	XBADJ	GRID30	-162.69	0.00	-176.48	-179.14	-176.35	-168.20
SO	XBADJ	GRID30	-154.94	-136.98	-114.85	-89.23	-60.90	-47.13
SO	XBADJ	GRID30	-46.56	-48.81	-49.58	-48.84	-46.62	-42.98
SO	XBADJ	GRID30	-38.04	0.00	-24.87	-21.85	-18.69	-14.97
SO	XBADJ	GRID30	-10.80	-6.29	-1.60	3.15	7.79	-0.23
SO	YBADJ	GRID30	78.65	78.83	76.61	72.07	65.34	56.63
SO	YBADJ	GRID30	46.19	0.00	23.45	8.15	-5.29	-18.57
SO	YBADJ	GRID30	-31.28	-43.04	-53.50	-62.32	-69.26	-75.81
SO	YBADJ	GRID30	-78.65	-78.83	-76.61	-72.07	-65.34	-56.63
SO	YBADJ	GRID30	-46.19	0.00	-23.45	-8.15	5.29	18.57
SO	YBADJ	GRID30	31.28	43.04	53.50	62.32	69.26	75.81
SO	BUILDHGT	GRID31	13.00	13.00	13.00	13.00	0.00	0.00
SO	BUILDHGT	GRID31	0.00	0.00	13.00	13.00	13.00	13.00
SO	BUILDHGT	GRID31	13.00	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID31	14.60	14.60	14.60	14.60	14.60	0.00
SO	BUILDHGT	GRID31	0.00	0.00	13.00	13.00	13.00	13.00
SO	BUILDHGT	GRID31	13.00	13.00	13.00	13.00	13.00	13.00
SO	BUILDWID	GRID31	200.99	195.04	183.18	165.74	0.00	0.00
SO	BUILDWID	GRID31	0.00	0.00	47.36	76.83	108.21	136.30
SO	BUILDWID	GRID31	160.25	81.70	89.78	95.14	97.60	97.10
SO	BUILDWID	GRID31	93.87	87.51	78.50	67.10	53.66	0.00
SO	BUILDWID	GRID31	0.00	0.00	47.36	76.83	108.21	136.30
SO	BUILDWID	GRID31	160.25	179.32	192.96	200.72	202.39	201.35
SO	BUILDLEN	GRID31	76.83	108.21	136.30	160.25	0.00	0.00
SO	BUILDLEN	GRID31	0.00	0.00	201.35	200.99	195.04	183.18
SO	BUILDLEN	GRID31	165.74	92.73	85.64	75.94	63.94	50.00
SO	BUILDLEN	GRID31	79.01	87.90	94.11	97.46	97.86	0.00
SO	BUILDLEN	GRID31	0.00	0.00	201.35	200.99	195.04	183.18
SO	BUILDLEN	GRID31	165.74	143.27	116.45	86.09	53.11	47.36
SO	XBADJ	GRID31	-33.74	-66.24	-96.72	-124.26	0.00	0.00
SO	XBADJ	GRID31	0.00	0.00	-196.48	-198.83	-195.14	-185.52
SO	XBADJ	GRID31	-170.27	-151.28	-150.78	-145.70	-136.18	-122.53
SO	XBADJ	GRID31	-145.40	-156.44	-162.73	-164.07	-160.43	0.00
SO	XBADJ	GRID31	0.00	0.00	-4.87	-2.15	0.10	2.35
SO	XBADJ	GRID31	4.52	6.56	8.40	9.99	11.27	-0.23
SO	YBADJ	GRID31	98.34	97.62	93.94	87.39	0.00	0.00
SO	YBADJ	GRID31	0.00	0.00	23.45	4.67	-12.13	-28.57
SO	YBADJ	GRID31	-44.14	26.06	7.47	-11.35	-29.82	-47.38
SO	YBADJ	GRID31	47.42	28.22	8.15	-12.16	-32.10	0.00
SO	YBADJ	GRID31	0.00	0.00	-23.45	-4.67	12.13	28.57
SO	YBADJ	GRID31	44.14	58.36	70.82	81.12	88.96	95.81
SO	BUILDHGT	GRID32	0.00	0.00	0.00	0.00	0.00	0.00
SO	BUILDHGT	GRID32	0.00	0.00	13.00	13.00	13.00	13.00
SO	BUILDHGT	GRID32	13.00	13.00	13.00	13.00	0.00	14.60
SO	BUILDHGT	GRID32	14.60	14.60	14.60	14.60	0.00	0.00
SO	BUILDHGT	GRID32	0.00	0.00	13.00	13.00	13.00	13.00
SO	BUILDHGT	GRID32	13.00	13.00	13.00	13.00	0.00	0.00
SO	BUILDWID	GRID32	0.00	0.00	0.00	0.00	0.00	0.00
SO	BUILDWID	GRID32	0.00	0.00	47.36	76.83	108.21	136.30
SO	BUILDWID	GRID32	160.25	179.32	192.96	200.72	0.00	97.37
SO	BUILDWID	GRID32	93.87	87.51	78.50	67.10	0.00	0.00
SO	BUILDWID	GRID32	0.00	0.00	47.36	76.83	108.21	136.30
SO	BUILDWID	GRID32	160.25	179.32	192.96	200.72	0.00	0.00

SO BUILDLEN	GRID32	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID32	0.00	0.00	201.35	200.99	195.04	183.18
SO BUILDLEN	GRID32	165.74	143.27	116.45	86.09	0.00	67.73
SO BUILDLEN	GRID32	79.01	87.90	94.11	97.46	0.00	0.00
SO BUILDLEN	GRID32	0.00	0.00	201.35	200.99	195.04	183.18
SO BUILDLEN	GRID32	165.74	143.27	116.45	86.09	0.00	0.00
SO XBADJ	GRID32	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID32	0.00	0.00	-216.48	-218.53	-213.94	-202.84
SO XBADJ	GRID32	-185.59	-162.69	-134.85	-102.91	0.00	-129.95
SO XBADJ	GRID32	-141.93	-149.60	-152.73	-151.21	0.00	0.00
SO XBADJ	GRID32	0.00	0.00	15.13	17.55	18.89	19.67
SO XBADJ	GRID32	19.84	19.42	18.40	16.83	0.00	0.00
SO YBADJ	GRID32	0.00	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID32	0.00	0.00	23.45	1.20	-18.97	-38.57
SO YBADJ	GRID32	-56.99	-73.68	-88.14	-99.91	0.00	45.19
SO YBADJ	GRID32	27.73	9.42	-9.17	-27.48	0.00	0.00
SO YBADJ	GRID32	0.00	0.00	-23.45	-1.20	18.97	38.57
SO YBADJ	GRID32	56.99	73.68	88.14	99.91	0.00	0.00
SO BUILDHGT	GRID33	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID33	0.00	0.00	13.00	13.00	13.00	13.00
SO BUILDHGT	GRID33	13.00	13.00	0.00	0.00	14.60	14.60
SO BUILDHGT	GRID33	14.60	14.60	14.60	0.00	0.00	0.00
SO BUILDHGT	GRID33	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID33	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID33	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID33	0.00	0.00	47.36	76.83	108.21	136.30
SO BUILDWID	GRID33	160.25	179.32	0.00	0.00	97.91	97.37
SO BUILDWID	GRID33	93.87	87.51	78.50	0.00	0.00	0.00
SO BUILDWID	GRID33	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID33	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID33	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID33	0.00	0.00	201.35	200.99	195.04	183.18
SO BUILDLEN	GRID33	165.74	143.27	0.00	0.00	54.39	67.73
SO BUILDLEN	GRID33	79.01	87.90	94.11	0.00	0.00	0.00
SO BUILDLEN	GRID33	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID33	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID33	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID33	0.00	0.00	-236.48	-238.23	-232.73	-220.16
SO XBADJ	GRID33	-200.91	-175.55	0.00	0.00	-117.49	-129.95
SO XBADJ	GRID33	-138.46	-142.76	-142.73	0.00	0.00	0.00
SO XBADJ	GRID33	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID33	0.00	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID33	0.00	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID33	0.00	0.00	23.45	-2.27	-25.81	-48.57
SO YBADJ	GRID33	-69.85	-89.00	0.00	0.00	41.58	25.19
SO YBADJ	GRID33	8.03	-9.37	-26.49	0.00	0.00	0.00
SO YBADJ	GRID33	0.00	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID33	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID34	0.00	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID34	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID34	13.10	13.10	13.10	13.10	0.00	0.00
SO BUILDHGT	GRID34	0.00	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID34	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID34	13.10	13.10	13.10	13.10	0.00	0.00
SO BUILDWID	GRID34	0.00	104.40	120.70	133.33	141.91	146.18
SO BUILDWID	GRID34	146.01	141.40	132.50	134.80	142.96	146.77
SO BUILDWID	GRID34	146.12	141.04	131.67	118.29	0.00	0.00
SO BUILDWID	GRID34	0.00	104.40	120.70	133.33	141.91	146.18
SO BUILDWID	GRID34	146.01	141.40	132.50	134.80	142.96	146.77
SO BUILDWID	GRID34	146.12	141.04	131.67	118.29	0.00	0.00
SO BUILDLEN	GRID34	0.00	142.96	146.77	146.12	141.04	131.67
SO BUILDLEN	GRID34	118.29	101.33	85.73	84.92	104.40	120.70
SO BUILDLEN	GRID34	133.33	141.91	146.18	146.01	0.00	0.00
SO BUILDLEN	GRID34	0.00	142.96	146.77	146.12	141.04	131.67
SO BUILDLEN	GRID34	118.29	101.33	85.73	84.92	104.40	120.70
SO BUILDLEN	GRID34	133.33	141.91	146.18	146.01	0.00	0.00
SO XBADJ	GRID34	0.00	-22.68	-18.14	-13.05	-7.57	-1.86
SO XBADJ	GRID34	3.91	9.56	14.93	6.84	-10.77	-28.04
SO XBADJ	GRID34	-44.47	-59.54	-72.81	-83.86	0.00	0.00
SO XBADJ	GRID34	0.00	-120.28	-128.63	-133.07	-133.47	-129.81
SO XBADJ	GRID34	-122.21	-110.89	-100.66	-91.76	-93.63	-92.65
SO XBADJ	GRID34	-88.86	-82.37	-73.37	-62.15	0.00	0.00
SO YBADJ	GRID34	0.00	-41.43	-32.30	-22.20	-11.41	-0.28

SO YBADJ	GRID34	10.86	21.66	31.82	40.88	48.80	55.24
SO YBADJ	GRID34	60.01	62.95	63.98	63.06	0.00	0.00
SO YBADJ	GRID34	0.00	41.43	32.30	22.20	11.41	0.28
SO YBADJ	GRID34	-10.86	-21.66	-31.82	-40.88	-48.80	-55.24
SO YBADJ	GRID34	-60.01	-62.95	-63.98	-63.06	0.00	0.00
SO BUILDHGT	GRID35	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID35	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID35	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID35	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID35	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID35	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDWID	GRID35	84.92	104.40	120.70	133.33	141.91	146.18
SO BUILDWID	GRID35	146.01	141.40	132.50	134.80	142.96	146.77
SO BUILDWID	GRID35	146.12	141.04	131.67	118.29	101.33	85.73
SO BUILDWID	GRID35	84.92	104.40	120.70	133.33	141.91	146.18
SO BUILDWID	GRID35	146.01	141.40	132.50	134.80	142.96	146.77
SO BUILDWID	GRID35	146.12	141.04	131.67	118.29	101.33	85.73
SO BUILDLEN	GRID35	134.80	142.96	146.77	146.12	141.04	131.67
SO BUILDLEN	GRID35	118.29	101.33	85.73	84.92	104.40	120.70
SO BUILDLEN	GRID35	133.33	141.91	146.18	146.01	141.40	132.50
SO BUILDLEN	GRID35	134.80	142.96	146.77	146.12	141.04	131.67
SO BUILDLEN	GRID35	118.29	101.33	85.73	84.92	104.40	120.70
SO BUILDLEN	GRID35	133.33	141.91	146.18	146.01	141.40	132.50
SO XBADJ	GRID35	-30.00	-29.52	-28.14	-25.91	-22.89	-19.18
SO XBADJ	GRID35	-14.88	-10.13	-5.07	-12.86	-29.56	-45.36
SO XBADJ	GRID35	-59.79	-72.40	-82.81	-90.70	-95.84	-98.07
SO XBADJ	GRID35	-104.81	-113.44	-118.63	-120.21	-118.15	-112.49
SO XBADJ	GRID35	-103.41	-91.19	-80.66	-72.07	-74.84	-75.33
SO XBADJ	GRID35	-73.54	-69.51	-63.37	-55.31	-45.56	-34.43
SO YBADJ	GRID35	-29.60	-22.64	-14.98	-6.87	1.44	9.72
SO YBADJ	GRID35	17.70	25.14	31.82	37.40	41.96	45.24
SO YBADJ	GRID35	47.15	47.63	46.66	44.27	40.53	37.79
SO YBADJ	GRID35	29.60	22.64	14.98	6.87	-1.44	-9.72
SO YBADJ	GRID35	-17.70	-25.14	-31.82	-37.40	-41.96	-45.24
SO YBADJ	GRID35	-47.15	-47.63	-46.66	-44.27	-40.53	-37.79
SO BUILDHGT	GRID36	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID36	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID36	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID36	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID36	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID36	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDWID	GRID36	84.92	104.40	120.70	133.33	141.91	146.18
SO BUILDWID	GRID36	146.01	141.40	132.50	134.80	142.96	146.77
SO BUILDWID	GRID36	146.12	141.04	131.67	118.29	101.33	85.73
SO BUILDWID	GRID36	84.92	104.40	120.70	133.33	141.91	146.18
SO BUILDWID	GRID36	146.01	141.40	132.50	134.80	142.96	146.77
SO BUILDWID	GRID36	146.12	141.04	131.67	118.29	101.33	85.73
SO BUILDLEN	GRID36	134.80	142.96	146.77	146.12	141.04	131.67
SO BUILDLEN	GRID36	118.29	101.33	85.73	84.92	104.40	120.70
SO BUILDLEN	GRID36	133.33	141.91	146.18	146.01	141.40	132.50
SO BUILDLEN	GRID36	134.80	142.96	146.77	146.12	141.04	131.67
SO BUILDLEN	GRID36	118.29	101.33	85.73	84.92	104.40	120.70
SO BUILDLEN	GRID36	133.33	141.91	146.18	146.01	141.40	132.50
SO XBADJ	GRID36	-33.47	-36.36	-38.14	-38.77	-38.21	-36.50
SO XBADJ	GRID36	-33.67	-29.83	-25.07	-32.55	-48.35	-62.68
SO XBADJ	GRID36	-75.11	-85.26	-92.81	-97.54	-99.31	-98.06
SO XBADJ	GRID36	-101.33	-106.60	-108.63	-107.36	-102.83	-95.17
SO XBADJ	GRID36	-84.62	-71.50	-60.66	-52.37	-56.04	-58.01
SO XBADJ	GRID36	-58.22	-56.66	-53.37	-48.47	-42.09	-34.43
SO YBADJ	GRID36	-9.91	-3.84	2.34	8.45	14.30	19.72
SO YBADJ	GRID36	24.54	28.61	31.82	33.93	35.12	35.24
SO YBADJ	GRID36	34.30	32.31	29.34	25.47	20.84	17.79
SO YBADJ	GRID36	9.91	3.84	-2.34	-8.45	-14.30	-19.72
SO YBADJ	GRID36	-24.54	-28.61	-31.82	-33.93	-35.12	-35.24
SO YBADJ	GRID36	-34.30	-32.31	-29.34	-25.47	-20.84	-17.79
SO BUILDHGT	GRID37	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID37	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID37	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID37	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID37	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID37	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDWID	GRID37	84.92	104.40	120.70	133.33	141.91	146.18
SO BUILDWID	GRID37	146.01	141.40	132.50	134.80	142.96	146.77

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SO BUILDWID  GRID37      146.12    141.04    131.67    118.29    101.33     85.73
SO BUILDWID  GRID37       84.92    104.40    120.70    133.33    141.91    146.18
SO BUILDWID  GRID37      146.01    141.40    132.50    134.80    142.96    146.77
SO BUILDWID  GRID37      146.12    141.04    131.67    118.29    101.33     85.73
SO BUILDLEN  GRID37      134.80    142.96    146.77    146.12    141.04    131.67
SO BUILDLEN  GRID37      118.29    101.33     85.73     84.92    104.40    120.70
SO BUILDLEN  GRID37      133.33    141.91    146.18    146.01    141.40    132.50
SO BUILDLEN  GRID37      134.80    142.96    146.77    146.12    141.04    131.67
SO BUILDLEN  GRID37      118.29    101.33     85.73     84.92    104.40    120.70
SO BUILDLEN  GRID37      133.33    141.91    146.18    146.01    141.40    132.50
SO XBADJ     GRID37      -36.94    -43.20    -48.14    -51.62    -53.53    -53.82
SO XBADJ     GRID37      -52.47    -49.52    -45.07    -52.25    -67.15    -80.01
SO XBADJ     GRID37      -90.43    -98.11   -102.81   -104.38   -102.79    -98.06
SO XBADJ     GRID37      -97.86    -99.76    -98.63    -94.50    -87.50    -77.85
SO XBADJ     GRID37      -65.82    -51.80    -40.66    -32.67    -37.25    -40.69
SO XBADJ     GRID37      -42.90    -43.80    -43.37    -41.63    -38.62    -34.43
SO YBADJ     GRID37        9.79     14.95     19.66     23.77     27.15     29.72
SO YBADJ     GRID37       31.38     32.08     31.82     30.46     28.28     25.24
SO YBADJ     GRID37       21.44     16.99     12.01      6.68      1.14     -2.21
SO YBADJ     GRID37       -9.79    -14.95    -19.66    -23.77    -27.15    -29.72
SO YBADJ     GRID37      -31.38    -32.08    -31.82    -30.46    -28.28    -25.24
SO YBADJ     GRID37      -21.44    -16.99    -12.01     -6.68     -1.14      2.21
SO BUILDHGT  GRID38       13.10     13.10     13.10     13.10     13.10     13.10
SO BUILDHGT  GRID38       13.10     13.10     13.10     13.10     13.10     13.10
SO BUILDHGT  GRID38       13.10     13.10     13.10     13.10     13.10     13.10
SO BUILDHGT  GRID38       13.10     13.10     13.10     13.10     13.10     13.10
SO BUILDHGT  GRID38       13.10     13.10     13.10     13.10     13.10     13.10
SO BUILDHGT  GRID38       13.10     13.10     13.10     13.10     13.10     13.10
SO BUILDWID  GRID38       84.92    104.40    120.70    133.33    141.91    146.18
SO BUILDWID  GRID38      146.01    141.40    132.50    134.80    142.96    146.77
SO BUILDWID  GRID38      146.12    141.04    131.67    118.29    101.33     85.73
SO BUILDWID  GRID38       84.92    104.40    120.70    133.33    141.91    146.18
SO BUILDWID  GRID38      146.01    141.40    132.50    134.80    142.96    146.77
SO BUILDWID  GRID38      146.12    141.04    131.67    118.29    101.33     85.73
SO BUILDLEN  GRID38      134.80    142.96    146.77    146.12    141.04    131.67
SO BUILDLEN  GRID38      118.29    101.33     85.73     84.92    104.40    120.70
SO BUILDLEN  GRID38      133.33    141.91    146.18    146.01    141.40    132.50
SO BUILDLEN  GRID38      134.80    142.96    146.77    146.12    141.04    131.67
SO BUILDLEN  GRID38      118.29    101.33     85.73     84.92    104.40    120.70
SO BUILDLEN  GRID38      133.33    141.91    146.18    146.01    141.40    132.50
SO XBADJ     GRID38      -40.42    -50.04    -58.14    -64.48    -68.85    -71.14
SO XBADJ     GRID38      -71.26    -69.22    -65.07    -71.95    -85.94    -97.33
SO XBADJ     GRID38     -105.75   -110.97   -112.81   -111.22   -106.26    -98.06
SO XBADJ     GRID38      -94.39    -92.92    -88.63    -81.65    -72.18    -60.53
SO XBADJ     GRID38      -47.03    -32.11    -20.66    -12.98    -18.45    -23.37
SO XBADJ     GRID38      -27.58    -30.95    -33.37    -34.79    -35.15    -34.43
SO YBADJ     GRID38       29.48     33.74     36.98     39.09     40.01     39.72
SO YBADJ     GRID38       38.22     35.56     31.82     26.99     21.44     15.24
SO YBADJ     GRID38        8.59      1.66     -5.31    -12.12    -18.56    -22.21
SO YBADJ     GRID38      -29.48    -33.74    -36.98    -39.09    -40.01    -39.72
SO YBADJ     GRID38      -38.22    -35.56    -31.81    -26.99    -21.44    -15.24
SO YBADJ     GRID38       -8.59     -1.66      5.31     12.12     18.56     22.21
SO BUILDHGT  GRID39        0.00     13.10     13.10     13.10     13.10     13.10
SO BUILDHGT  GRID39       13.10     13.10     13.10     13.10     13.10     13.10
SO BUILDHGT  GRID39       13.10     13.10     13.10     13.10     13.10     13.10
SO BUILDHGT  GRID39        0.00     13.10     13.10     18.60     18.60     18.60
SO BUILDHGT  GRID39       13.10     13.10     13.10     13.10     13.10     13.10
SO BUILDHGT  GRID39       13.10     13.10     13.10     13.10     13.10     13.10
SO BUILDWID  GRID39        0.00    104.40    120.70    133.33    141.91    146.18
SO BUILDWID  GRID39      146.01    141.40    132.50    134.80    142.96    146.77
SO BUILDWID  GRID39      146.12    141.04    131.67    118.29    101.33     85.73
SO BUILDWID  GRID39        0.00    104.40    120.70     72.68     60.38     46.25
SO BUILDWID  GRID39      146.01    141.40    132.50    134.80    142.96    146.77
SO BUILDWID  GRID39      146.12    141.04    131.67    118.29    101.33     85.73
SO BUILDLEN  GRID39        0.00    142.96    146.77    146.12    141.04    131.67
SO BUILDLEN  GRID39      118.29    101.33     85.73     84.92    104.40    120.70
SO BUILDLEN  GRID39      133.33    141.91    146.18    146.01    141.40    132.50
SO BUILDLEN  GRID39        0.00    142.96    146.77     95.63     97.46     96.33
SO BUILDLEN  GRID39      118.29    101.33     85.73     84.92    104.40    120.70
SO BUILDLEN  GRID39      133.33    141.91    146.18    146.01    141.40    132.50
SO XBADJ     GRID39        0.00    -56.88    -68.14    -77.33    -84.17    -88.46
SO XBADJ     GRID39      -90.06    -88.92    -85.07    -91.64   -104.74   -114.65
SO XBADJ     GRID39     -121.07   -123.82   -122.81   -118.06   -109.73    -98.06
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SO XBADJ	GRID39	0.00	-86.08	-78.63	-178.03	-184.75	-185.86
SO XBADJ	GRID39	-28.24	-12.41	-0.66	6.72	0.34	-6.05
SO XBADJ	GRID39	-12.26	-18.09	-23.37	-27.95	-31.67	-34.43
SO YBADJ	GRID39	0.00	52.54	54.30	54.41	52.87	49.72
SO YBADJ	GRID39	45.06	39.03	31.81	23.51	14.60	5.24
SO YBADJ	GRID39	-4.27	-13.66	-22.63	-30.91	-38.25	-42.21
SO YBADJ	GRID39	0.00	-52.54	-54.30	45.33	21.99	-2.02
SO YBADJ	GRID39	-45.06	-39.03	-31.81	-23.51	-14.60	-5.24
SO YBADJ	GRID39	4.27	13.66	22.63	30.91	38.25	42.21
SO BUILDHGT	GRID40	0.00	0.00	0.00	13.10	13.10	13.10
SO BUILDHGT	GRID40	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID40	13.10	13.10	13.10	13.10	0.00	0.00
SO BUILDHGT	GRID40	0.00	0.00	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID40	13.10	13.00	13.00	13.00	13.00	13.10
SO BUILDHGT	GRID40	13.10	13.10	13.10	13.10	0.00	0.00
SO BUILDWID	GRID40	0.00	0.00	0.00	133.33	141.91	146.18
SO BUILDWID	GRID40	146.01	141.40	132.50	134.80	142.96	146.77
SO BUILDWID	GRID40	146.12	141.04	131.67	118.29	0.00	0.00
SO BUILDWID	GRID40	0.00	0.00	82.77	72.68	60.38	46.25
SO BUILDWID	GRID40	146.01	37.17	41.01	55.87	69.03	146.77
SO BUILDWID	GRID40	146.12	141.04	131.67	118.29	0.00	0.00
SO BUILDLEN	GRID40	0.00	0.00	0.00	146.12	141.04	131.67
SO BUILDLEN	GRID40	118.29	101.33	85.73	84.92	104.40	120.70
SO BUILDLEN	GRID40	133.33	141.91	146.18	146.01	0.00	0.00
SO BUILDLEN	GRID40	0.00	0.00	90.90	95.63	97.46	96.33
SO BUILDLEN	GRID40	118.29	94.94	95.52	97.70	96.91	120.70
SO BUILDLEN	GRID40	133.33	141.91	146.18	146.01	0.00	0.00
SO XBADJ	GRID40	0.00	0.00	0.00	-90.19	-99.50	-105.78
SO XBADJ	GRID40	-108.85	-108.61	-105.07	-111.34	-123.53	-131.97
SO XBADJ	GRID40	-136.39	-136.68	-132.81	-124.90	0.00	0.00
SO XBADJ	GRID40	0.00	0.00	-155.90	-165.17	-169.43	-168.54
SO XBADJ	GRID40	-9.44	-157.36	-159.04	-158.39	-152.92	11.27
SO XBADJ	GRID40	3.06	-5.23	-13.37	-21.11	0.00	0.00
SO YBADJ	GRID40	0.00	0.00	0.00	69.73	65.72	59.72
SO YBADJ	GRID40	51.90	42.50	31.81	20.04	7.76	-4.76
SO YBADJ	GRID40	-17.13	-28.98	-39.95	-49.70	0.00	0.00
SO YBADJ	GRID40	0.00	0.00	49.97	30.01	9.13	-12.02
SO YBADJ	GRID40	-51.90	19.05	-0.28	-19.64	-38.41	4.76
SO YBADJ	GRID40	17.13	28.98	39.95	49.70	0.00	0.00
SO BUILDHGT	GRID41	0.00	0.00	0.00	0.00	0.00	13.10
SO BUILDHGT	GRID41	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID41	13.10	13.10	13.10	0.00	0.00	0.00
SO BUILDHGT	GRID41	0.00	18.60	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID41	13.00	13.00	13.00	13.00	13.00	13.00
SO BUILDHGT	GRID41	13.10	13.10	13.10	0.00	0.00	0.00
SO BUILDWID	GRID41	0.00	0.00	0.00	0.00	0.00	146.18
SO BUILDWID	GRID41	146.01	141.40	132.50	134.80	142.96	146.77
SO BUILDWID	GRID41	146.12	141.04	131.67	0.00	0.00	0.00
SO BUILDWID	GRID41	0.00	90.34	82.77	72.68	60.38	46.25
SO BUILDWID	GRID41	52.31	37.17	41.01	55.87	69.03	80.10
SO BUILDWID	GRID41	146.12	141.04	131.67	0.00	0.00	0.00
SO BUILDLEN	GRID41	0.00	0.00	0.00	0.00	0.00	131.67
SO BUILDLEN	GRID41	118.29	101.33	85.73	84.92	104.40	120.70
SO BUILDLEN	GRID41	133.33	141.91	146.18	0.00	0.00	0.00
SO BUILDLEN	GRID41	0.00	83.41	90.90	95.63	97.46	96.33
SO BUILDLEN	GRID41	97.82	94.94	95.52	97.70	96.91	93.17
SO BUILDLEN	GRID41	133.33	141.91	146.18	0.00	0.00	0.00
SO XBADJ	GRID41	0.00	0.00	0.00	0.00	0.00	-123.10
SO XBADJ	GRID41	-127.64	-128.31	-125.07	-131.03	-142.32	-149.29
SO XBADJ	GRID41	-151.72	-149.53	-142.81	0.00	0.00	0.00
SO XBADJ	GRID41	0.00	-135.04	-145.90	-152.32	-154.11	-151.21
SO XBADJ	GRID41	-135.03	-137.67	-139.04	-138.69	-134.13	-125.50
SO XBADJ	GRID41	18.39	7.62	-3.37	0.00	0.00	0.00
SO YBADJ	GRID41	0.00	0.00	0.00	0.00	0.00	69.72
SO YBADJ	GRID41	58.74	45.98	31.81	16.57	0.92	-14.76
SO YBADJ	GRID41	-29.98	-44.30	-57.27	0.00	0.00	0.00
SO YBADJ	GRID41	0.00	49.63	32.65	14.69	-3.72	-22.02
SO YBADJ	GRID41	30.96	15.58	-0.28	-16.17	-31.57	-46.01
SO YBADJ	GRID41	29.98	44.30	57.27	0.00	0.00	0.00
SO BUILDHGT	GRID42	0.00	0.00	0.00	0.00	0.00	13.00
SO BUILDHGT	GRID42	13.00	13.00	13.00	13.00	13.00	13.00
SO BUILDHGT	GRID42	13.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID42	18.60	18.60	18.60	18.60	18.60	18.60

SO BUILDHGT	GRID42	13.00	13.00	13.00	13.00	13.00	13.00
SO BUILDHGT	GRID42	13.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID42	0.00	0.00	0.00	0.00	0.00	65.86
SO BUILDWID	GRID42	52.31	37.17	41.01	55.87	69.03	80.10
SO BUILDWID	GRID42	88.73	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID42	95.16	90.34	82.77	72.68	60.38	46.25
SO BUILDWID	GRID42	52.31	37.17	41.01	55.87	69.03	80.10
SO BUILDWID	GRID42	88.73	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID42	0.00	0.00	0.00	0.00	0.00	97.73
SO BUILDLEN	GRID42	97.82	94.94	95.52	97.70	96.91	93.17
SO BUILDLEN	GRID42	86.61	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID42	73.38	83.41	90.90	95.63	97.46	96.33
SO BUILDLEN	GRID42	97.82	94.94	95.52	97.70	96.91	93.17
SO BUILDLEN	GRID42	86.61	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID42	0.00	0.00	0.00	0.00	0.00	13.23
SO XBADJ	GRID42	18.41	23.03	23.52	21.30	18.43	15.00
SO XBADJ	GRID42	11.12	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID42	-116.62	-128.20	-135.90	-139.46	-138.79	-133.89
SO XBADJ	GRID42	-116.23	-117.97	-119.04	-118.99	-115.34	-108.18
SO XBADJ	GRID42	-97.73	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID42	0.00	0.00	0.00	0.00	0.00	-35.40
SO YBADJ	GRID42	-24.12	-12.11	0.28	12.70	24.73	36.01
SO YBADJ	GRID42	46.20	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID42	45.39	30.83	15.33	-0.63	-16.58	-32.02
SO YBADJ	GRID42	24.12	12.11	-0.28	-12.70	-24.73	-36.01
SO YBADJ	GRID42	-46.20	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID43	13.00	13.00	18.60	18.60	18.60	13.00
SO BUILDHGT	GRID43	13.00	13.00	13.00	13.00	13.00	13.00
SO BUILDHGT	GRID43	13.00	13.00	13.00	13.00	18.60	18.60
SO BUILDHGT	GRID43	18.60	18.60	18.60	18.60	18.60	13.00
SO BUILDHGT	GRID43	13.00	13.00	13.00	13.00	13.00	13.00
SO BUILDHGT	GRID43	13.00	13.00	13.00	13.00	13.00	13.00
SO BUILDWID	GRID43	97.70	96.91	82.77	72.68	60.38	65.86
SO BUILDWID	GRID43	52.31	37.17	41.01	55.87	69.03	80.10
SO BUILDWID	GRID43	88.73	94.67	97.73	97.82	96.09	97.10
SO BUILDWID	GRID43	95.16	90.34	82.77	72.68	60.38	65.86
SO BUILDWID	GRID43	52.31	37.17	41.01	55.87	69.03	80.10
SO BUILDWID	GRID43	88.73	94.67	97.73	97.82	94.94	95.52
SO BUILDLEN	GRID43	55.87	69.03	90.90	95.63	97.46	97.73
SO BUILDLEN	GRID43	97.82	94.94	95.52	97.70	96.91	93.17
SO BUILDLEN	GRID43	86.61	77.41	65.86	52.31	47.00	61.12
SO BUILDLEN	GRID43	73.38	83.41	90.90	95.63	97.46	97.73
SO BUILDLEN	GRID43	97.82	94.94	95.52	97.70	96.91	93.17
SO BUILDLEN	GRID43	86.61	77.41	65.86	52.31	37.17	41.01
SO XBADJ	GRID43	-18.71	-16.63	34.99	30.97	26.00	-4.09
SO XBADJ	GRID43	-0.38	3.34	3.52	1.60	-0.36	-2.32
SO XBADJ	GRID43	-4.20	-5.96	-7.53	-8.88	-86.74	-101.49
SO XBADJ	GRID43	-113.14	-121.36	-125.90	-126.60	-123.46	-93.64
SO XBADJ	GRID43	-97.44	-98.27	-99.04	-99.30	-96.54	-90.85
SO XBADJ	GRID43	-82.41	-71.45	-58.33	-43.43	-27.22	-20.22
SO YBADJ	GRID43	-50.45	-48.09	1.99	15.95	29.43	-25.40
SO YBADJ	GRID43	-17.28	-8.63	0.28	9.23	17.89	26.01
SO YBADJ	GRID43	33.34	39.66	44.78	48.53	50.28	38.58
SO YBADJ	GRID43	25.70	12.04	-1.99	-15.95	-29.43	25.40
SO YBADJ	GRID43	17.28	8.63	-0.28	-9.23	-17.89	-26.01
SO YBADJ	GRID43	-33.34	-39.66	-44.78	-48.53	-50.81	-51.28
SO BUILDHGT	GRID44	18.60	18.60	18.60	18.60	13.00	13.00
SO BUILDHGT	GRID44	13.00	13.00	13.00	13.00	13.00	13.00
SO BUILDHGT	GRID44	13.00	13.00	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID44	18.60	18.60	18.60	18.60	13.00	13.00
SO BUILDHGT	GRID44	13.00	13.00	13.00	13.00	13.00	13.00
SO BUILDHGT	GRID44	13.00	13.00	18.60	13.00	13.00	13.00
SO BUILDWID	GRID44	95.16	90.34	82.77	72.68	77.41	65.86
SO BUILDWID	GRID44	52.31	37.17	41.01	55.87	69.03	80.10
SO BUILDWID	GRID44	88.73	94.67	96.33	92.66	96.09	97.10
SO BUILDWID	GRID44	95.16	90.34	82.77	72.68	77.41	65.86
SO BUILDWID	GRID44	52.31	37.17	41.01	55.87	69.03	80.10
SO BUILDWID	GRID44	88.73	94.67	96.33	97.82	94.94	95.52
SO BUILDLEN	GRID44	73.38	83.41	90.90	95.63	94.67	97.73
SO BUILDLEN	GRID44	97.82	94.94	95.52	97.70	96.91	93.17
SO BUILDLEN	GRID44	86.61	77.41	46.26	31.46	47.00	61.12
SO BUILDLEN	GRID44	73.38	83.41	90.90	95.63	94.67	97.73
SO BUILDLEN	GRID44	97.82	94.94	95.52	97.70	96.91	93.17

SO BUILDLEN	GRID44	86.61	77.41	46.25	52.31	37.17	41.01
SO XBADJ	GRID44	36.29	31.12	24.99	18.11	-22.99	-21.41
SO XBADJ	GRID44	-19.18	-16.36	-16.48	-18.10	-19.16	-19.64
SO XBADJ	GRID44	-19.52	-18.81	-75.15	-76.21	-90.22	-101.49
SO XBADJ	GRID44	-109.67	-114.52	-115.90	-113.75	-71.68	-76.32
SO XBADJ	GRID44	-78.64	-78.58	-79.04	-79.60	-77.75	-73.53
SO XBADJ	GRID44	-67.09	-58.60	28.89	-36.59	-23.74	-20.23
SO YBADJ	GRID44	-6.00	6.76	19.31	31.27	-19.89	-15.40
SO YBADJ	GRID44	-10.44	-5.16	0.28	5.75	11.05	16.01
SO YBADJ	GRID44	20.49	24.34	51.09	41.41	30.59	18.58
SO YBADJ	GRID44	6.00	-6.76	-19.31	-31.27	19.89	15.40
SO YBADJ	GRID44	10.44	5.16	-0.28	-5.75	-11.05	-16.01
SO YBADJ	GRID44	-20.49	-24.34	-51.09	-29.73	-31.11	-31.28
SO BUILDHGT	GRID45	18.60	18.60	18.60	13.00	13.00	13.00
SO BUILDHGT	GRID45	13.00	13.00	13.00	13.00	13.00	13.00
SO BUILDHGT	GRID45	18.60	18.60	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID45	18.60	18.60	18.60	13.00	13.00	13.00
SO BUILDHGT	GRID45	13.00	13.00	13.00	13.00	13.00	13.00
SO BUILDHGT	GRID45	18.60	18.60	13.00	13.00	13.00	13.00
SO BUILDWID	GRID45	95.16	90.34	82.77	86.61	77.41	65.86
SO BUILDWID	GRID45	52.31	37.17	41.01	55.87	69.03	80.10
SO BUILDWID	GRID45	95.63	97.46	96.33	92.66	96.09	97.10
SO BUILDWID	GRID45	95.16	90.34	82.77	86.61	77.41	65.86
SO BUILDWID	GRID45	52.31	37.17	41.01	55.87	69.03	80.10
SO BUILDWID	GRID45	95.63	97.46	97.73	97.82	94.94	95.52
SO BUILDLEN	GRID45	73.38	83.41	90.90	88.73	94.67	97.73
SO BUILDLEN	GRID45	97.82	94.94	95.52	97.70	96.91	93.17
SO BUILDLEN	GRID45	72.68	60.38	46.26	31.46	47.00	61.12
SO BUILDLEN	GRID45	73.38	83.41	90.90	88.73	94.67	97.73
SO BUILDLEN	GRID45	97.82	94.94	95.52	97.70	96.91	93.17
SO BUILDLEN	GRID45	72.68	60.38	65.86	52.31	37.17	41.01
SO XBADJ	GRID45	32.82	24.28	14.99	-36.73	-38.31	-38.73
SO XBADJ	GRID45	-37.97	-36.05	-36.48	-37.79	-37.95	-36.96
SO XBADJ	GRID45	-82.93	-85.34	-85.15	-83.05	-93.69	-101.49
SO XBADJ	GRID45	-106.20	-107.68	-105.90	-52.00	-56.36	-59.00
SO XBADJ	GRID45	-59.85	-58.88	-59.04	-59.91	-58.96	-56.21
SO XBADJ	GRID45	10.25	24.95	-38.33	-29.75	-20.27	-20.23
SO YBADJ	GRID45	13.70	25.55	36.63	-8.46	-7.04	-5.40
SO YBADJ	GRID45	-3.60	-1.69	0.28	2.28	4.21	6.01
SO YBADJ	GRID45	53.08	44.09	33.77	22.62	10.89	-1.42
SO YBADJ	GRID45	-13.70	-25.55	-36.63	8.46	7.04	5.40
SO YBADJ	GRID45	3.60	1.69	-0.28	-2.28	-4.21	-6.01
SO YBADJ	GRID45	-53.08	-44.09	-10.13	-10.94	-11.41	-11.28
SO BUILDHGT	GRID46	18.60	18.60	13.00	13.00	13.00	13.00
SO BUILDHGT	GRID46	13.00	13.00	13.00	13.00	13.00	18.60
SO BUILDHGT	GRID46	18.60	18.60	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID46	18.60	18.60	13.00	13.00	13.00	13.00
SO BUILDHGT	GRID46	13.00	13.00	13.00	13.00	13.00	18.60
SO BUILDHGT	GRID46	18.60	13.00	13.00	13.00	13.00	13.00
SO BUILDWID	GRID46	95.16	90.34	93.17	86.61	77.41	65.86
SO BUILDWID	GRID46	52.31	37.17	41.01	55.87	69.03	90.90
SO BUILDWID	GRID46	95.63	97.46	96.33	92.66	96.09	97.10
SO BUILDWID	GRID46	95.16	90.34	93.17	86.61	77.41	65.86
SO BUILDWID	GRID46	52.31	37.17	41.01	55.87	69.03	90.90
SO BUILDWID	GRID46	95.63	94.67	97.73	97.82	94.94	95.52
SO BUILDLEN	GRID46	73.38	83.41	80.10	88.73	94.67	97.73
SO BUILDLEN	GRID46	97.82	94.94	95.52	97.70	96.91	82.77
SO BUILDLEN	GRID46	72.68	60.38	46.26	31.46	47.00	61.12
SO BUILDLEN	GRID46	73.38	83.41	80.10	88.73	94.67	97.73
SO BUILDLEN	GRID46	97.82	94.94	95.52	97.70	96.91	82.77
SO BUILDLEN	GRID46	72.68	77.41	65.86	52.31	37.17	41.01
SO XBADJ	GRID46	29.35	17.44	-44.04	-49.59	-53.63	-56.05
SO XBADJ	GRID46	-56.76	-55.75	-56.48	-57.49	-56.75	-95.33
SO XBADJ	GRID46	-98.25	-98.19	-95.15	-89.89	-97.16	-101.49
SO XBADJ	GRID46	-102.72	-100.84	-36.06	-39.14	-41.03	-41.68
SO XBADJ	GRID46	-41.06	-39.19	-39.04	-40.21	-40.16	12.57
SO XBADJ	GRID46	25.58	-32.89	-28.33	-22.91	-16.80	-20.23
SO YBADJ	GRID46	33.39	44.34	7.69	6.86	5.82	4.60
SO YBADJ	GRID46	3.24	1.79	0.28	-1.19	-2.63	50.45
SO YBADJ	GRID46	40.22	28.77	16.45	3.82	-8.81	-21.42
SO YBADJ	GRID46	-33.39	-44.34	-7.69	-6.86	-5.82	-4.60
SO YBADJ	GRID46	-3.24	-1.79	-0.28	1.19	2.63	-50.45
SO YBADJ	GRID46	-40.22	6.30	7.19	7.85	8.28	8.72

SO BUILDHGT	GRID47	18.60	13.00	13.00	13.00	13.00	13.00
SO BUILDHGT	GRID47	13.00	13.00	13.00	13.00	13.00	18.60
SO BUILDHGT	GRID47	18.60	18.60	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID47	18.60	13.00	13.00	13.00	13.00	13.00
SO BUILDHGT	GRID47	13.00	13.00	13.00	13.00	13.00	18.60
SO BUILDHGT	GRID47	13.00	13.00	13.00	13.00	13.00	13.00
SO BUILDWID	GRID47	95.16	96.91	93.17	86.61	77.41	65.86
SO BUILDWID	GRID47	52.31	37.17	41.01	55.87	69.03	90.90
SO BUILDWID	GRID47	95.63	97.46	96.33	92.66	96.09	97.10
SO BUILDWID	GRID47	95.16	96.91	93.17	86.61	77.41	65.86
SO BUILDWID	GRID47	52.31	37.17	41.01	55.87	69.03	90.90
SO BUILDWID	GRID47	88.73	94.67	97.73	97.82	94.94	95.52
SO BUILDLEN	GRID47	73.38	69.03	80.10	88.73	94.67	97.73
SO BUILDLEN	GRID47	97.82	94.94	95.52	97.70	96.91	82.77
SO BUILDLEN	GRID47	72.68	60.38	46.26	31.46	47.00	61.12
SO BUILDLEN	GRID47	73.38	69.03	80.10	88.73	94.67	97.73
SO BUILDLEN	GRID47	97.82	94.94	95.52	97.70	96.91	82.77
SO BUILDLEN	GRID47	86.61	77.41	65.86	52.31	37.17	41.01
SO XBADJ	GRID47	25.87	-43.99	-54.04	-62.45	-68.96	-73.37
SO XBADJ	GRID47	-75.56	-75.45	-76.48	-77.18	-75.54	-112.65
SO XBADJ	GRID47	-113.58	-111.05	-105.15	-96.73	-100.64	-101.49
SO XBADJ	GRID47	-99.25	-25.05	-26.06	-26.29	-25.71	-24.36
SO XBADJ	GRID47	-22.26	-19.49	-19.04	-20.51	-21.37	29.89
SO XBADJ	GRID47	-21.12	-20.03	-18.33	-16.07	-13.33	-20.23
SO YBADJ	GRID47	53.09	27.09	25.01	22.18	18.67	14.60
SO YBADJ	GRID47	10.08	5.26	0.28	-4.67	-9.47	40.45
SO YBADJ	GRID47	27.36	13.45	-0.87	-14.97	-28.50	-41.42
SO YBADJ	GRID47	-53.09	-27.09	-25.01	-22.18	-18.67	-14.60
SO YBADJ	GRID47	-10.08	-5.26	-0.28	4.67	9.47	-40.45
SO YBADJ	GRID47	18.08	21.62	24.51	26.65	27.98	28.72
SO BUILDHGT	GRID48	13.00	13.00	13.00	13.00	13.00	13.00
SO BUILDHGT	GRID48	13.00	13.00	13.00	13.00	18.60	18.60
SO BUILDHGT	GRID48	18.60	18.60	18.60	18.60	18.60	14.60
SO BUILDHGT	GRID48	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID48	13.00	13.00	13.00	13.00	18.60	13.00
SO BUILDHGT	GRID48	13.00	13.00	13.00	13.00	13.00	13.00
SO BUILDWID	GRID48	97.70	96.91	93.17	86.61	77.41	65.86
SO BUILDWID	GRID48	52.31	37.17	41.01	55.87	83.41	90.90
SO BUILDWID	GRID48	95.63	97.46	96.33	92.66	96.09	97.10
SO BUILDWID	GRID48	93.65	96.66	98.33	97.00	92.73	85.64
SO BUILDWID	GRID48	52.31	37.17	41.01	55.87	83.41	80.10
SO BUILDWID	GRID48	88.73	94.67	97.73	97.82	94.94	95.52
SO BUILDLEN	GRID48	55.87	69.03	80.10	88.73	94.67	97.73
SO BUILDLEN	GRID48	97.82	94.94	95.52	97.70	90.34	82.77
SO BUILDLEN	GRID48	72.68	60.38	46.26	31.46	47.00	50.00
SO BUILDLEN	GRID48	34.54	43.90	58.41	71.13	81.70	89.78
SO BUILDLEN	GRID48	97.82	94.94	95.52	97.70	90.34	93.17
SO BUILDLEN	GRID48	86.61	77.41	65.86	52.31	37.17	41.01
SO XBADJ	GRID48	-36.07	-50.83	-64.04	-75.30	-84.28	-90.69
SO XBADJ	GRID48	-94.35	-95.14	-96.48	-96.88	-127.10	-129.97
SO XBADJ	GRID48	-128.90	-123.90	-115.15	-103.57	-104.11	-102.54
SO XBADJ	GRID48	-102.83	-112.31	-122.20	-128.38	-130.65	-128.96
SO XBADJ	GRID48	-3.47	0.21	0.96	-0.82	36.76	-4.25
SO XBADJ	GRID48	-5.80	-7.17	-8.33	-9.23	-9.85	-20.23
SO YBADJ	GRID48	48.03	45.88	42.33	37.50	31.53	24.60
SO YBADJ	GRID48	16.92	8.73	0.28	-8.14	45.46	30.45
SO YBADJ	GRID48	14.51	-1.87	-18.19	-33.76	-48.20	52.62
SO YBADJ	GRID48	38.44	23.30	7.14	-9.23	-25.32	-40.64
SO YBADJ	GRID48	-16.92	-8.73	-0.28	8.14	-45.46	23.99
SO YBADJ	GRID48	30.93	36.94	41.83	45.44	47.67	48.72
SO BUILDHGT	GRID49	13.00	13.00	13.00	13.00	13.00	13.00
SO BUILDHGT	GRID49	13.00	13.00	13.00	13.00	18.60	18.60
SO BUILDHGT	GRID49	18.60	18.60	18.60	18.60	14.60	14.60
SO BUILDHGT	GRID49	14.60	14.60	14.60	14.60	14.60	13.00
SO BUILDHGT	GRID49	13.00	13.00	13.00	13.00	13.00	13.00
SO BUILDHGT	GRID49	13.00	13.00	13.00	13.00	13.00	13.00
SO BUILDWID	GRID49	200.99	195.04	183.18	165.74	77.41	65.86
SO BUILDWID	GRID49	52.31	37.17	41.01	55.87	83.41	90.90
SO BUILDWID	GRID49	95.63	97.46	96.33	92.66	97.60	97.10
SO BUILDWID	GRID49	93.65	96.66	98.33	97.00	92.73	65.86
SO BUILDWID	GRID49	52.31	37.17	41.01	55.87	69.03	80.10
SO BUILDWID	GRID49	88.73	94.67	192.96	200.72	202.39	201.35
SO BUILDLEN	GRID49	76.83	108.21	136.30	160.25	94.67	97.73

SO BUILDLEN	GRID49	97.82	94.94	95.52	97.70	90.34	82.77
SO BUILDLEN	GRID49	72.68	60.38	46.26	31.46	63.94	50.00
SO BUILDLEN	GRID49	34.54	43.90	58.41	71.13	81.70	97.73
SO BUILDLEN	GRID49	97.82	94.94	95.52	97.70	96.91	93.17
SO BUILDLEN	GRID49	86.61	77.41	116.45	86.09	53.11	47.36
SO XBADJ	GRID49	-39.55	-57.67	-74.04	-88.16	-99.60	-108.01
SO XBADJ	GRID49	-113.14	-114.84	-116.48	-116.58	-145.89	-147.29
SO XBADJ	GRID49	-144.22	-136.76	-125.15	-110.41	-102.60	-102.53
SO XBADJ	GRID49	-99.36	-105.47	-112.20	-115.52	-115.33	10.28
SO XBADJ	GRID49	15.33	19.90	20.96	18.88	16.22	13.07
SO XBADJ	GRID49	9.52	5.68	-48.92	-36.17	-22.32	-20.23
SO YBADJ	GRID49	16.08	15.61	14.65	13.26	44.39	34.60
SO YBADJ	GRID49	23.76	12.20	0.28	-11.61	38.62	20.45
SO YBADJ	GRID49	1.65	-17.19	-35.51	-52.56	45.49	32.62
SO YBADJ	GRID49	18.75	4.50	-10.18	-24.55	-38.18	-34.60
SO YBADJ	GRID49	-23.76	-12.20	-0.28	11.61	23.15	33.99
SO YBADJ	GRID49	43.79	52.26	11.53	12.78	13.64	15.81
SO BUILDHGT	GRID50	13.00	13.00	13.00	13.00	14.60	13.00
SO BUILDHGT	GRID50	13.00	13.00	13.00	13.00	18.60	18.60
SO BUILDHGT	GRID50	18.60	18.60	18.60	14.60	14.60	14.60
SO BUILDHGT	GRID50	14.60	14.60	14.60	14.60	14.60	13.00
SO BUILDHGT	GRID50	13.00	13.00	13.00	13.00	13.00	13.00
SO BUILDHGT	GRID50	13.00	13.00	14.60	13.00	13.00	13.00
SO BUILDWID	GRID50	200.99	195.04	183.18	165.74	92.73	116.45
SO BUILDWID	GRID50	52.31	37.17	41.01	55.87	83.41	90.90
SO BUILDWID	GRID50	95.63	97.46	96.33	95.14	97.60	97.10
SO BUILDWID	GRID50	93.65	96.66	98.33	97.00	92.73	116.45
SO BUILDWID	GRID50	86.09	53.11	47.36	76.83	108.21	136.30
SO BUILDWID	GRID50	160.25	179.32	89.78	200.72	202.39	201.35
SO BUILDLEN	GRID50	76.83	108.21	136.30	160.25	81.70	192.96
SO BUILDLEN	GRID50	97.82	94.94	95.52	97.70	90.34	82.77
SO BUILDLEN	GRID50	72.68	60.38	46.26	75.94	63.94	50.00
SO BUILDLEN	GRID50	34.54	43.90	58.41	71.13	81.70	192.96
SO BUILDLEN	GRID50	200.72	202.39	201.35	200.99	195.04	183.18
SO BUILDLEN	GRID50	165.74	143.27	85.64	86.09	53.11	47.36
SO XBADJ	GRID50	-43.02	-64.51	-84.04	-101.01	18.31	-125.33
SO XBADJ	GRID50	-131.94	-134.54	-136.48	-136.27	-164.69	-164.61
SO XBADJ	GRID50	-159.54	-149.61	-135.15	-106.38	-106.07	-102.53
SO XBADJ	GRID50	-95.89	-98.63	-102.20	-102.66	-100.01	-67.62
SO XBADJ	GRID50	-68.78	-67.86	-64.87	-64.71	-63.12	-59.61
SO XBADJ	GRID50	-54.29	-47.33	17.82	-29.33	-18.85	-20.23
SO YBADJ	GRID50	35.78	34.40	31.97	28.58	51.03	19.31
SO YBADJ	GRID50	30.60	15.68	0.28	-15.09	31.78	10.45
SO YBADJ	GRID50	-11.20	-32.51	-52.83	38.19	25.80	12.62
SO YBADJ	GRID50	-0.95	-14.29	-27.50	-39.87	-51.03	-19.31
SO YBADJ	GRID50	-13.71	-7.71	-3.45	4.60	10.40	15.89
SO YBADJ	GRID50	20.89	25.26	-49.43	31.58	33.34	35.81
SO BUILDHGT	GRID51	13.00	13.00	13.00	14.60	13.00	13.00
SO BUILDHGT	GRID51	13.00	13.00	13.00	13.00	13.00	13.00
SO BUILDHGT	GRID51	13.00	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID51	14.60	14.60	14.60	14.60	13.00	13.00
SO BUILDHGT	GRID51	13.00	13.00	13.00	13.00	13.00	13.00
SO BUILDHGT	GRID51	13.00	14.60	14.60	13.00	13.00	13.00
SO BUILDWID	GRID51	200.99	195.04	183.18	97.00	143.27	116.45
SO BUILDWID	GRID51	86.09	37.17	41.01	55.87	69.03	136.30
SO BUILDWID	GRID51	160.25	81.70	89.78	95.14	97.60	97.10
SO BUILDWID	GRID51	93.65	96.66	98.33	97.00	143.27	116.45
SO BUILDWID	GRID51	86.09	53.11	47.36	76.83	108.21	136.30
SO BUILDWID	GRID51	160.25	81.70	89.78	200.72	202.39	201.35
SO BUILDLEN	GRID51	76.83	108.21	136.30	71.13	179.32	192.96
SO BUILDLEN	GRID51	200.72	94.94	95.52	97.70	96.91	183.18
SO BUILDLEN	GRID51	165.74	92.73	85.64	75.94	63.94	50.00
SO BUILDLEN	GRID51	34.54	43.90	58.41	71.13	179.32	192.96
SO BUILDLEN	GRID51	200.72	202.39	201.35	200.99	195.04	183.18
SO BUILDLEN	GRID51	165.74	92.73	85.64	86.09	53.11	47.36
SO XBADJ	GRID51	-46.49	-71.35	-94.04	18.68	-130.24	-142.65
SO XBADJ	GRID51	-150.73	-154.23	-156.48	-155.97	-150.72	-140.88
SO XBADJ	GRID51	-126.77	-110.25	-113.46	-113.22	-109.54	-102.53
SO XBADJ	GRID51	-92.41	-91.79	-92.20	-89.81	-49.09	-50.30
SO XBADJ	GRID51	-49.99	-48.16	-44.87	-45.02	-44.33	-42.29
SO XBADJ	GRID51	-38.97	17.52	27.82	-22.49	-15.38	-20.23
SO YBADJ	GRID51	55.48	53.19	49.29	55.19	37.17	29.31
SO YBADJ	GRID51	20.56	19.15	0.28	-18.56	-36.83	-25.89

SO	YBADJ	GRID51	-33.75	43.84	32.11	19.40	6.10	-7.38
SO	YBADJ	GRID51	-20.64	-33.09	-44.82	-55.19	-37.17	-29.31
SO	YBADJ	GRID51	-20.56	-11.18	-3.45	8.08	17.25	25.89
SO	YBADJ	GRID51	33.75	-43.84	-32.11	50.37	53.04	55.81
SO	BUILDHGT	GRID52	13.00	13.00	13.00	13.00	13.00	13.00
SO	BUILDHGT	GRID52	13.00	13.00	13.00	13.00	13.00	13.00
SO	BUILDHGT	GRID52	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID52	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID52	13.00	13.00	13.00	13.00	13.00	13.00
SO	BUILDHGT	GRID52	14.60	13.00	13.00	13.00	13.00	13.00
SO	BUILDWID	GRID52	200.99	195.04	183.18	165.74	143.27	116.45
SO	BUILDWID	GRID52	86.09	53.11	47.36	76.83	108.21	136.30
SO	BUILDWID	GRID52	71.13	81.70	89.78	95.14	97.60	97.10
SO	BUILDWID	GRID52	93.65	96.66	78.50	67.10	53.66	38.60
SO	BUILDWID	GRID52	86.09	53.11	47.36	76.83	108.21	136.30
SO	BUILDWID	GRID52	71.13	179.32	192.96	200.72	202.39	201.35
SO	BUILDLEN	GRID52	76.83	108.21	136.30	160.25	179.32	192.96
SO	BUILDLEN	GRID52	200.72	202.39	201.35	200.99	195.04	183.18
SO	BUILDLEN	GRID52	97.00	92.73	85.64	75.94	63.94	50.00
SO	BUILDLEN	GRID52	34.54	43.90	94.11	97.46	97.86	95.27
SO	BUILDLEN	GRID52	200.72	202.39	201.35	200.99	195.04	183.18
SO	BUILDLEN	GRID52	97.00	143.27	116.45	86.09	53.11	47.36
SO	XBADJ	GRID52	-49.97	-78.19	-104.04	-126.72	-145.56	-159.97
SO	XBADJ	GRID52	-169.53	-173.93	-176.48	-175.67	-169.51	-158.20
SO	XBADJ	GRID52	-119.01	-123.11	-123.46	-120.06	-113.02	-102.53
SO	XBADJ	GRID52	-88.94	-84.95	-155.41	-161.61	-162.89	-159.23
SO	XBADJ	GRID52	-31.20	-28.46	-24.87	-25.32	-25.53	-24.97
SO	XBADJ	GRID52	22.01	-21.61	-18.92	-15.65	-11.90	-20.23
SO	YBADJ	GRID52	75.17	71.99	66.61	59.22	50.02	39.31
SO	YBADJ	GRID52	27.40	14.65	3.45	-11.55	-24.09	-35.89
SO	YBADJ	GRID52	41.39	28.52	14.79	0.60	-13.60	-27.38
SO	YBADJ	GRID52	-40.34	-51.88	35.47	16.02	-3.93	-23.75
SO	YBADJ	GRID52	-27.40	-14.65	-3.45	11.55	24.09	35.89
SO	YBADJ	GRID52	-41.39	55.90	63.50	69.16	72.73	75.81
SO	BUILDHGT	GRID53	13.00	13.00	13.00	13.00	13.00	13.00
SO	BUILDHGT	GRID53	13.00	13.00	13.00	13.00	13.00	13.00
SO	BUILDHGT	GRID53	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID53	14.60	14.60	14.60	14.60	14.60	13.00
SO	BUILDHGT	GRID53	13.00	13.00	13.00	13.00	13.00	13.00
SO	BUILDHGT	GRID53	13.00	13.00	13.00	13.00	13.00	13.00
SO	BUILDWID	GRID53	200.99	195.04	183.18	165.74	143.27	116.45
SO	BUILDWID	GRID53	86.09	53.11	47.36	76.83	108.21	136.30
SO	BUILDWID	GRID53	71.13	81.70	89.78	95.14	97.60	97.10
SO	BUILDWID	GRID53	93.87	87.51	78.50	67.10	53.66	116.45
SO	BUILDWID	GRID53	86.09	53.11	47.36	76.83	108.21	136.30
SO	BUILDWID	GRID53	160.25	179.32	192.96	200.72	202.39	201.35
SO	BUILDLEN	GRID53	76.83	108.21	136.30	160.25	179.32	192.96
SO	BUILDLEN	GRID53	200.72	202.39	201.35	200.99	195.04	183.18
SO	BUILDLEN	GRID53	97.00	92.73	85.64	75.94	63.94	50.00
SO	BUILDLEN	GRID53	79.01	87.90	94.11	97.46	97.86	192.96
SO	BUILDLEN	GRID53	200.72	202.39	201.35	200.99	195.04	183.18
SO	BUILDLEN	GRID53	165.74	143.27	116.45	86.09	53.11	47.36
SO	XBADJ	GRID53	-53.44	-85.03	-114.04	-139.58	-160.88	-177.29
SO	XBADJ	GRID53	-188.32	-193.62	-196.48	-195.36	-188.30	-175.52
SO	XBADJ	GRID53	-134.33	-135.96	-133.46	-126.90	-116.49	-102.53
SO	XBADJ	GRID53	-125.71	-137.65	-145.41	-148.75	-147.57	-15.66
SO	XBADJ	GRID53	-12.40	-8.77	-4.87	-5.62	-6.74	-7.65
SO	XBADJ	GRID53	-8.33	-8.76	-8.92	-8.81	-8.43	-20.23
SO	YBADJ	GRID53	94.87	90.78	83.94	74.54	62.88	49.31
SO	YBADJ	GRID53	34.24	18.13	3.45	-15.02	-30.93	-45.89
SO	YBADJ	GRID53	28.53	13.20	-2.53	-18.19	-33.29	-47.38
SO	YBADJ	GRID53	50.90	35.06	18.15	0.69	-16.78	-49.31
SO	YBADJ	GRID53	-34.24	-18.13	-3.45	15.02	30.93	45.89
SO	YBADJ	GRID53	59.46	71.22	80.82	87.96	92.43	95.81
SO	BUILDHGT	GRID54	0.00	0.00	0.00	0.00	13.00	13.00
SO	BUILDHGT	GRID54	13.00	13.00	13.00	13.00	13.00	14.60
SO	BUILDHGT	GRID54	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID54	14.60	14.60	14.60	14.60	14.60	13.00
SO	BUILDHGT	GRID54	13.00	13.00	13.00	13.00	13.00	13.00
SO	BUILDHGT	GRID54	13.00	13.00	13.00	13.00	0.00	0.00
SO	BUILDWID	GRID54	0.00	0.00	0.00	0.00	143.27	116.45
SO	BUILDWID	GRID54	86.09	53.11	47.36	76.83	108.21	58.41
SO	BUILDWID	GRID54	71.13	81.70	89.78	95.14	97.60	97.37

SO	BUILDWID	GRID54	93.87	87.51	78.50	67.10	53.66	116.45
SO	BUILDWID	GRID54	86.09	53.11	47.36	76.83	108.21	136.30
SO	BUILDWID	GRID54	160.25	179.32	192.96	200.72	0.00	0.00
SO	BUILDLEN	GRID54	0.00	0.00	0.00	0.00	179.32	192.96
SO	BUILDLEN	GRID54	200.72	202.39	201.35	200.99	195.04	98.33
SO	BUILDLEN	GRID54	97.00	92.73	85.64	75.94	63.94	67.73
SO	BUILDLEN	GRID54	79.01	87.90	94.11	97.46	97.86	192.96
SO	BUILDLEN	GRID54	200.72	202.39	201.35	200.99	195.04	183.18
SO	BUILDLEN	GRID54	165.74	143.27	116.45	86.09	0.00	0.00
SO	XBADJ	GRID54	0.00	0.00	0.00	0.00	-176.20	-194.61
SO	XBADJ	GRID54	-207.11	-213.32	-216.48	-215.06	-207.10	-145.95
SO	XBADJ	GRID54	-149.66	-148.82	-143.46	-133.74	-119.96	-109.95
SO	XBADJ	GRID54	-122.23	-130.81	-135.41	-135.89	-132.25	1.66
SO	XBADJ	GRID54	6.39	10.93	15.13	14.07	12.05	9.67
SO	XBADJ	GRID54	6.99	4.10	1.08	-1.97	0.00	0.00
SO	YBADJ	GRID54	0.00	0.00	0.00	0.00	75.73	59.31
SO	YBADJ	GRID54	41.08	21.60	3.45	-18.50	-37.77	33.00
SO	YBADJ	GRID54	15.68	-2.12	-19.85	-36.98	-52.99	45.19
SO	YBADJ	GRID54	31.20	16.26	0.83	-14.63	-29.64	-59.31
SO	YBADJ	GRID54	-41.08	-21.60	-3.45	18.50	37.77	55.89
SO	YBADJ	GRID54	72.31	86.54	98.14	106.75	0.00	0.00
SO	BUILDHGT	GRID55	0.00	0.00	0.00	14.60	0.00	0.00
SO	BUILDHGT	GRID55	13.00	13.00	13.00	13.00	13.00	14.60
SO	BUILDHGT	GRID55	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID55	14.60	14.60	14.60	14.60	11.00	11.00
SO	BUILDHGT	GRID55	13.00	0.00	0.00	0.00	0.00	0.00
SO	BUILDHGT	GRID55	13.00	0.00	0.00	0.00	0.00	0.00
SO	BUILDWID	GRID55	0.00	0.00	0.00	67.10	0.00	0.00
SO	BUILDWID	GRID55	86.09	53.11	47.36	76.83	108.21	58.41
SO	BUILDWID	GRID55	71.13	81.70	89.78	95.48	97.91	97.37
SO	BUILDWID	GRID55	93.87	87.51	78.50	67.10	35.20	29.95
SO	BUILDWID	GRID55	86.09	0.00	0.00	0.00	0.00	0.00
SO	BUILDWID	GRID55	160.25	0.00	0.00	0.00	0.00	0.00
SO	BUILDLEN	GRID55	0.00	0.00	0.00	97.46	0.00	0.00
SO	BUILDLEN	GRID55	200.72	202.39	201.35	200.99	195.04	98.33
SO	BUILDLEN	GRID55	97.00	92.73	85.64	39.39	54.39	67.73
SO	BUILDLEN	GRID55	79.01	87.90	94.11	97.46	44.93	43.63
SO	BUILDLEN	GRID55	200.72	0.00	0.00	0.00	0.00	0.00
SO	BUILDLEN	GRID55	165.74	0.00	0.00	0.00	0.00	0.00
SO	XBADJ	GRID55	0.00	0.00	0.00	25.57	0.00	0.00
SO	XBADJ	GRID55	-225.91	-233.02	-236.48	-234.75	-225.89	-163.27
SO	XBADJ	GRID55	-164.98	-161.67	-153.46	-82.66	-97.79	-109.95
SO	XBADJ	GRID55	-118.76	-123.97	-125.41	-123.04	-89.63	-90.32
SO	XBADJ	GRID55	25.18	0.00	0.00	0.00	0.00	0.00
SO	XBADJ	GRID55	22.31	0.00	0.00	0.00	0.00	0.00
SO	YBADJ	GRID55	0.00	0.00	0.00	29.95	0.00	0.00
SO	YBADJ	GRID55	47.92	25.07	3.45	-21.97	-44.61	23.00
SO	YBADJ	GRID55	2.82	-17.44	-37.17	49.87	38.11	25.19
SO	YBADJ	GRID55	11.50	-2.53	-16.49	-29.95	18.09	7.24
SO	YBADJ	GRID55	-47.92	0.00	0.00	0.00	0.00	0.00
SO	YBADJ	GRID55	85.17	0.00	0.00	0.00	0.00	0.00
SO	BUILDHGT	GRID56	0.00	0.00	14.60	0.00	0.00	0.00
SO	BUILDHGT	GRID56	0.00	13.00	13.00	13.00	13.00	0.00
SO	BUILDHGT	GRID56	0.00	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID56	14.60	14.60	14.60	11.00	11.00	11.00
SO	BUILDHGT	GRID56	11.00	0.00	0.00	0.00	0.00	0.00
SO	BUILDHGT	GRID56	0.00	14.60	0.00	0.00	0.00	0.00
SO	BUILDWID	GRID56	0.00	0.00	78.50	0.00	0.00	0.00
SO	BUILDWID	GRID56	0.00	53.11	47.36	76.83	108.21	0.00
SO	BUILDWID	GRID56	0.00	97.86	95.27	95.48	97.91	97.37
SO	BUILDWID	GRID56	93.87	87.51	78.50	39.37	35.20	29.95
SO	BUILDWID	GRID56	27.63	0.00	0.00	0.00	0.00	0.00
SO	BUILDWID	GRID56	0.00	97.86	0.00	0.00	0.00	0.00
SO	BUILDLEN	GRID56	0.00	0.00	94.11	0.00	0.00	0.00
SO	BUILDLEN	GRID56	0.00	202.39	201.35	200.99	195.04	0.00
SO	BUILDLEN	GRID56	0.00	53.66	38.60	39.39	54.39	67.73
SO	BUILDLEN	GRID56	79.01	87.90	94.11	44.90	44.93	43.63
SO	BUILDLEN	GRID56	43.63	0.00	0.00	0.00	0.00	0.00
SO	BUILDLEN	GRID56	0.00	53.66	0.00	0.00	0.00	0.00
SO	XBADJ	GRID56	0.00	0.00	21.30	0.00	0.00	0.00
SO	XBADJ	GRID56	0.00	-252.71	-256.48	-254.45	-244.68	0.00
SO	XBADJ	GRID56	0.00	-82.18	-83.05	-89.50	-101.26	-109.95
SO	XBADJ	GRID56	-115.29	-117.13	-115.41	-73.36	-74.31	-73.00

SO XBADJ	GRID56	-69.47	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID56	0.00	28.52	0.00	0.00	0.00	0.00
SO YBADJ	GRID56	0.00	0.00	33.81	0.00	0.00	0.00
SO YBADJ	GRID56	0.00	28.54	3.45	-25.44	-51.45	0.00
SO YBADJ	GRID56	0.00	52.68	42.31	31.08	18.41	5.19
SO YBADJ	GRID56	-8.19	-21.32	-33.81	13.06	5.23	-2.76
SO YBADJ	GRID56	-12.58	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID56	0.00	-52.68	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID57	11.00	14.60	11.00	11.00	11.00	11.00
SO BUILDHGT	GRID57	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID57	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID57	14.60	14.60	11.00	11.00	11.00	11.00
SO BUILDHGT	GRID57	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID57	14.60	0.00	0.00	0.00	11.00	11.00
SO BUILDWID	GRID57	44.40	87.51	42.35	39.37	35.20	29.95
SO BUILDWID	GRID57	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID57	97.46	97.86	95.27	95.48	97.91	97.37
SO BUILDWID	GRID57	93.87	87.51	42.35	39.37	35.20	29.95
SO BUILDWID	GRID57	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID57	97.46	0.00	0.00	0.00	42.30	43.40
SO BUILDLEN	GRID57	36.83	87.90	43.50	44.90	44.93	43.63
SO BUILDLEN	GRID57	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID57	67.10	53.66	38.60	39.39	54.39	67.73
SO BUILDLEN	GRID57	79.01	87.90	43.50	44.90	44.93	43.63
SO BUILDLEN	GRID57	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID57	67.10	0.00	0.00	0.00	28.27	31.75
SO XBADJ	GRID57	17.30	22.39	16.69	15.61	14.06	12.05
SO XBADJ	GRID57	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID57	-94.14	-95.04	-93.05	-96.34	-104.73	-109.95
SO XBADJ	GRID57	-111.81	-110.29	-60.19	-60.51	-58.99	-55.68
SO XBADJ	GRID57	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID57	27.04	0.00	0.00	0.00	13.26	16.82
SO YBADJ	GRID57	-13.60	40.12	-3.18	2.26	7.62	12.76
SO YBADJ	GRID57	0.00	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID57	48.59	37.36	24.99	12.29	-1.28	-14.81
SO YBADJ	GRID57	-27.89	-40.12	3.18	-2.26	-7.62	-12.76
SO YBADJ	GRID57	0.00	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID57	-48.59	0.00	0.00	0.00	-22.99	-18.27
SO BUILDHGT	GRID58	11.00	11.00	11.00	11.00	11.00	0.00
SO BUILDHGT	GRID58	0.00	0.00	0.00	0.00	0.00	14.60
SO BUILDHGT	GRID58	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID58	14.60	11.00	11.00	11.00	11.00	0.00
SO BUILDHGT	GRID58	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID58	11.00	11.00	11.00	11.00	11.00	11.00
SO BUILDWID	GRID58	44.40	44.04	42.35	39.37	35.20	0.00
SO BUILDWID	GRID58	0.00	0.00	0.00	0.00	0.00	94.11
SO BUILDWID	GRID58	97.46	97.86	95.27	95.48	97.91	97.37
SO BUILDWID	GRID58	93.87	44.04	42.35	39.37	35.20	0.00
SO BUILDWID	GRID58	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID58	44.90	44.93	43.63	43.63	42.30	43.40
SO BUILDLEN	GRID58	36.83	40.78	43.50	44.90	44.93	0.00
SO BUILDLEN	GRID58	0.00	0.00	0.00	0.00	0.00	78.50
SO BUILDLEN	GRID58	67.10	53.66	38.60	39.39	54.39	67.73
SO BUILDLEN	GRID58	79.01	40.78	43.50	44.90	44.93	0.00
SO BUILDLEN	GRID58	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID58	39.37	35.20	29.95	27.63	28.27	31.75
SO XBADJ	GRID58	13.82	10.41	6.69	2.75	-1.26	0.00
SO XBADJ	GRID58	0.00	0.00	0.00	0.00	0.00	-107.70
SO XBADJ	GRID58	-109.46	-107.89	-103.05	-103.18	-108.21	-109.95
SO XBADJ	GRID58	-108.34	-51.20	-50.19	-47.65	-43.67	0.00
SO XBADJ	GRID58	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID58	-2.11	2.88	7.78	12.45	16.74	16.81
SO YBADJ	GRID58	6.10	10.28	14.14	17.58	20.48	0.00
SO YBADJ	GRID58	0.00	0.00	0.00	0.00	0.00	48.35
SO YBADJ	GRID58	35.74	22.04	7.67	-6.51	-20.98	-34.81
SO YBADJ	GRID58	-47.58	-10.28	-14.14	-17.58	-20.48	0.00
SO YBADJ	GRID58	0.00	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID58	-25.20	-21.20	-16.54	-10.07	-3.29	1.73
SO BUILDHGT	GRID59	11.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID59	0.00	0.00	0.00	0.00	11.00	11.00
SO BUILDHGT	GRID59	11.00	11.00	11.00	11.00	11.00	11.00
SO BUILDHGT	GRID59	11.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID59	0.00	0.00	0.00	0.00	11.00	11.00

SO BUILDHGT	GRID59	11.00	11.00	11.00	11.00	11.00	11.00
SO BUILDWID	GRID59	44.40	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID59	0.00	0.00	0.00	0.00	40.78	43.50
SO BUILDWID	GRID59	44.90	44.93	43.63	43.63	42.30	43.40
SO BUILDWID	GRID59	44.40	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID59	0.00	0.00	0.00	0.00	40.78	43.50
SO BUILDWID	GRID59	44.90	44.93	43.63	43.63	42.30	43.40
SO BUILDLEN	GRID59	36.83	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID59	0.00	0.00	0.00	0.00	44.04	42.35
SO BUILDLEN	GRID59	39.37	35.20	29.95	27.63	28.27	31.75
SO BUILDLEN	GRID59	36.83	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID59	0.00	0.00	0.00	0.00	44.04	42.35
SO BUILDLEN	GRID59	39.37	35.20	29.95	27.63	28.27	31.75
SO XBADJ	GRID59	10.35	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID59	0.00	0.00	0.00	0.00	-51.09	-52.64
SO XBADJ	GRID59	-52.59	-50.93	-47.74	-46.92	-48.48	-48.57
SO XBADJ	GRID59	-47.18	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID59	0.00	0.00	0.00	0.00	7.05	10.29
SO XBADJ	GRID59	13.21	15.74	17.78	19.29	20.21	16.81
SO YBADJ	GRID59	25.79	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID59	0.00	0.00	0.00	0.00	23.96	18.44
SO YBADJ	GRID59	12.35	5.88	-0.78	-8.72	-16.41	-21.73
SO YBADJ	GRID59	-25.79	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID59	0.00	0.00	0.00	0.00	-23.96	-18.44
SO YBADJ	GRID59	-12.35	-5.88	0.78	8.72	16.41	21.73
SO BUILDHGT	GRID60	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID60	0.00	0.00	0.00	0.00	11.00	11.00
SO BUILDHGT	GRID60	11.00	11.00	11.00	0.00	0.00	0.00
SO BUILDHGT	GRID60	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID60	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID60	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID60	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID60	0.00	0.00	0.00	0.00	40.78	43.50
SO BUILDWID	GRID60	44.90	44.93	43.63	0.00	0.00	0.00
SO BUILDWID	GRID60	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID60	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID60	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID60	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID60	0.00	0.00	0.00	0.00	44.04	42.35
SO BUILDLEN	GRID60	39.37	35.20	29.95	0.00	0.00	0.00
SO BUILDLEN	GRID60	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID60	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID60	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID60	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID60	0.00	0.00	0.00	0.00	-69.88	-69.96
SO XBADJ	GRID60	-67.91	-63.79	-57.74	0.00	0.00	0.00
SO XBADJ	GRID60	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID60	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID60	0.00	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID60	0.00	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID60	0.00	0.00	0.00	0.00	17.12	8.44
SO YBADJ	GRID60	-0.51	-9.44	-18.10	0.00	0.00	0.00
SO YBADJ	GRID60	0.00	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID60	0.00	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID60	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID61	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID61	0.00	0.00	0.00	11.00	11.00	11.00
SO BUILDHGT	GRID61	11.00	11.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID61	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID61	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID61	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID61	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID61	0.00	0.00	0.00	36.83	40.78	43.50
SO BUILDWID	GRID61	44.90	44.93	0.00	0.00	0.00	0.00
SO BUILDWID	GRID61	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID61	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID61	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID61	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID61	0.00	0.00	0.00	44.40	44.04	42.35
SO BUILDLEN	GRID61	39.37	35.20	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID61	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID61	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID61	0.00	0.00	0.00	0.00	0.00	0.00

SO XBADJ	GRID61	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID61	0.00	0.00	0.00	-87.38	-88.68	-87.28
SO XBADJ	GRID61	-83.23	-76.65	0.00	0.00	0.00	0.00
SO XBADJ	GRID61	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID61	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID61	0.00	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID61	0.00	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID61	0.00	0.00	0.00	21.82	10.28	-1.56
SO YBADJ	GRID61	-13.36	-24.76	0.00	0.00	0.00	0.00
SO YBADJ	GRID61	0.00	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID61	0.00	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID61	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID62	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID62	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID62	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID62	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID62	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID62	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID62	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID62	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID62	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID62	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID62	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID62	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID62	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID62	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID62	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID62	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID62	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID62	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID62	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID62	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID62	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID62	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID62	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID62	0.00	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID62	0.00	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID62	0.00	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID62	0.00	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID62	0.00	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID62	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID63	0.00	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID63	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID63	13.10	13.10	13.10	13.10	13.10	0.00
SO BUILDHGT	GRID63	0.00	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID63	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID63	13.10	13.10	13.10	13.10	13.10	0.00
SO BUILDWID	GRID63	0.00	104.40	120.70	133.33	141.91	146.18
SO BUILDWID	GRID63	146.01	141.40	132.50	134.80	142.96	146.77
SO BUILDWID	GRID63	146.12	141.04	131.67	118.29	101.33	0.00
SO BUILDWID	GRID63	0.00	104.40	120.70	133.33	141.91	146.18
SO BUILDWID	GRID63	146.01	141.40	132.50	134.80	142.96	146.77
SO BUILDWID	GRID63	146.12	141.04	131.67	118.29	101.33	0.00
SO BUILDLEN	GRID63	0.00	142.96	146.77	146.12	141.04	131.67
SO BUILDLEN	GRID63	118.29	101.33	85.73	84.92	104.40	120.70
SO BUILDLEN	GRID63	133.33	141.91	146.18	146.01	141.40	0.00
SO BUILDLEN	GRID63	0.00	142.96	146.77	146.12	141.04	131.67
SO BUILDLEN	GRID63	118.29	101.33	85.73	84.92	104.40	120.70
SO BUILDLEN	GRID63	133.33	141.91	146.18	146.01	141.40	0.00
SO XBADJ	GRID63	0.00	-41.47	-35.46	-28.37	-20.43	-11.86
SO XBADJ	GRID63	-2.93	6.09	14.93	10.31	-3.93	-18.04
SO XBADJ	GRID63	-31.61	-44.22	-55.49	-65.07	-72.67	0.00
SO XBADJ	GRID63	0.00	-101.49	-111.31	-117.75	-120.61	-119.81
SO XBADJ	GRID63	-115.37	-107.42	-100.66	-95.23	-100.47	-102.65
SO XBADJ	GRID63	-101.72	-97.69	-90.69	-80.94	-68.73	0.00
SO YBADJ	GRID63	0.00	-48.27	-42.30	-35.05	-26.73	-17.60
SO YBADJ	GRID63	-7.94	1.97	11.82	21.18	30.01	37.92
SO YBADJ	GRID63	44.69	50.09	53.98	56.22	56.75	0.00
SO YBADJ	GRID63	0.00	48.27	42.30	35.05	26.73	17.60
SO YBADJ	GRID63	7.94	-1.97	-11.82	-21.18	-30.01	-37.92
SO YBADJ	GRID63	-44.69	-50.09	-53.98	-56.22	-56.75	0.00
SO BUILDHGT	GRID64	13.10	13.10	13.10	13.10	13.10	13.10

SO BUILDHGT	GRID64	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID64	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID64	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID64	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID64	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDWID	GRID64	84.92	104.40	120.70	133.33	141.91	146.18
SO BUILDWID	GRID64	146.01	141.40	132.50	134.80	142.96	146.77
SO BUILDWID	GRID64	146.12	141.04	131.67	118.29	101.33	85.73
SO BUILDWID	GRID64	84.92	104.40	120.70	133.33	141.91	146.18
SO BUILDWID	GRID64	146.01	141.40	132.50	134.80	142.96	146.77
SO BUILDWID	GRID64	146.12	141.04	131.67	118.29	101.33	85.73
SO BUILDLEN	GRID64	134.80	142.96	146.77	146.12	141.04	131.67
SO BUILDLEN	GRID64	118.29	101.33	85.73	84.92	104.40	120.70
SO BUILDLEN	GRID64	133.33	141.91	146.18	146.01	141.40	132.50
SO BUILDLEN	GRID64	134.80	142.96	146.77	146.12	141.04	131.67
SO BUILDLEN	GRID64	118.29	101.33	85.73	84.92	104.40	120.70
SO BUILDLEN	GRID64	133.33	141.91	146.18	146.01	141.40	132.50
SO XBADJ	GRID64	-49.69	-48.31	-45.46	-41.23	-35.75	-29.18
SO XBADJ	GRID64	-21.72	-13.60	-5.07	-9.38	-22.72	-35.36
SO XBADJ	GRID64	-46.93	-57.08	-65.49	-71.91	-76.14	-78.07
SO XBADJ	GRID64	-85.11	-94.65	-101.31	-104.89	-105.29	-102.49
SO XBADJ	GRID64	-96.57	-87.72	-80.66	-75.54	-81.68	-85.33
SO XBADJ	GRID64	-86.40	-84.83	-80.69	-74.10	-65.26	-54.43
SO YBADJ	GRID64	-33.08	-29.48	-24.98	-19.73	-13.88	-7.60
SO YBADJ	GRID64	-1.10	5.44	11.82	17.71	23.17	27.92
SO YBADJ	GRID64	31.83	34.77	36.66	37.43	37.06	37.79
SO YBADJ	GRID64	33.08	29.48	24.98	19.73	13.88	7.60
SO YBADJ	GRID64	1.10	-5.44	-11.82	-17.71	-23.17	-27.92
SO YBADJ	GRID64	-31.83	-34.77	-36.66	-37.43	-37.06	-37.79
SO BUILDHGT	GRID65	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID65	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID65	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID65	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID65	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID65	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDWID	GRID65	84.92	104.40	120.70	133.33	141.91	146.18
SO BUILDWID	GRID65	146.01	141.40	132.50	134.80	142.96	146.77
SO BUILDWID	GRID65	146.12	141.04	131.67	118.29	101.33	85.73
SO BUILDWID	GRID65	84.92	104.40	120.70	133.33	141.91	146.18
SO BUILDWID	GRID65	146.01	141.40	132.50	134.80	142.96	146.77
SO BUILDWID	GRID65	146.12	141.04	131.67	118.29	101.33	85.73
SO BUILDLEN	GRID65	134.80	142.96	146.77	146.12	141.04	131.67
SO BUILDLEN	GRID65	118.29	101.33	85.73	84.92	104.40	120.70
SO BUILDLEN	GRID65	133.33	141.91	146.18	146.01	141.40	132.50
SO BUILDLEN	GRID65	134.80	142.96	146.77	146.12	141.04	131.67
SO BUILDLEN	GRID65	118.29	101.33	85.73	84.92	104.40	120.70
SO BUILDLEN	GRID65	133.33	141.91	146.18	146.01	141.40	132.50
SO XBADJ	GRID65	-53.17	-55.15	-55.46	-54.09	-51.07	-46.50
SO XBADJ	GRID65	-40.51	-33.30	-25.07	-29.08	-41.51	-52.68
SO XBADJ	GRID65	-62.26	-69.93	-75.49	-78.75	-79.62	-78.06
SO XBADJ	GRID65	-81.64	-87.81	-91.31	-92.04	-89.97	-85.17
SO XBADJ	GRID65	-77.78	-68.03	-60.66	-55.84	-62.88	-68.01
SO XBADJ	GRID65	-71.08	-71.98	-70.69	-67.26	-61.79	-54.43
SO YBADJ	GRID65	-13.38	-10.68	-7.66	-4.41	-1.02	2.40
SO YBADJ	GRID65	5.74	8.91	11.82	14.24	16.33	17.92
SO YBADJ	GRID65	18.98	19.45	19.34	18.63	17.36	17.79
SO YBADJ	GRID65	13.38	10.68	7.66	4.41	1.02	-2.40
SO YBADJ	GRID65	-5.74	-8.91	-11.82	-14.24	-16.33	-17.92
SO YBADJ	GRID65	-18.98	-19.45	-19.34	-18.63	-17.36	-17.79
SO BUILDHGT	GRID66	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID66	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID66	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID66	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID66	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID66	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDWID	GRID66	84.92	104.40	120.70	133.33	141.91	146.18
SO BUILDWID	GRID66	146.01	141.40	132.50	134.80	142.96	146.77
SO BUILDWID	GRID66	146.12	141.04	131.67	118.29	101.33	85.73
SO BUILDWID	GRID66	84.92	104.40	120.70	133.33	141.91	146.18
SO BUILDWID	GRID66	146.01	141.40	132.50	134.80	142.96	146.77
SO BUILDWID	GRID66	146.12	141.04	131.67	118.29	101.33	85.73
SO BUILDLEN	GRID66	134.80	142.96	146.77	146.12	141.04	131.67
SO BUILDLEN	GRID66	118.29	101.33	85.73	84.92	104.40	120.70

SO BUILDLEN	GRID66	133.33	141.91	146.18	146.01	141.40	132.50
SO BUILDLEN	GRID66	134.80	142.96	146.77	146.12	141.04	131.67
SO BUILDLEN	GRID66	118.29	101.33	85.73	84.92	104.40	120.70
SO BUILDLEN	GRID66	133.33	141.91	146.18	146.01	141.40	132.50
SO XBADJ	GRID66	-56.64	-61.99	-65.46	-66.94	-66.39	-63.82
SO XBADJ	GRID66	-59.31	-53.00	-45.07	-48.78	-60.31	-70.01
SO XBADJ	GRID66	-77.58	-82.79	-85.49	-85.59	-83.09	-78.06
SO XBADJ	GRID66	-78.16	-80.97	-81.31	-79.18	-74.65	-67.85
SO XBADJ	GRID66	-58.98	-48.33	-40.66	-36.15	-44.09	-50.69
SO XBADJ	GRID66	-55.75	-59.12	-60.69	-60.42	-58.31	-54.43
SO YBADJ	GRID66	6.32	8.11	9.66	10.91	11.83	12.40
SO YBADJ	GRID66	12.58	12.39	11.82	10.76	9.49	7.92
SO YBADJ	GRID66	6.12	4.13	2.01	-0.16	-2.33	-2.21
SO YBADJ	GRID66	-6.32	-8.11	-9.66	-10.91	-11.83	-12.40
SO YBADJ	GRID66	-12.58	-12.39	-11.82	-10.76	-9.49	-7.92
SO YBADJ	GRID66	-6.12	-4.13	-2.01	0.16	2.33	2.21
SO BUILDHGT	GRID67	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID67	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID67	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID67	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID67	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID67	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDWID	GRID67	84.92	104.40	120.70	133.33	141.91	146.18
SO BUILDWID	GRID67	146.01	141.40	132.50	134.80	142.96	146.77
SO BUILDWID	GRID67	146.12	141.04	131.67	118.29	101.33	85.73
SO BUILDWID	GRID67	84.92	104.40	120.70	133.33	141.91	146.18
SO BUILDWID	GRID67	146.01	141.40	132.50	134.80	142.96	146.77
SO BUILDWID	GRID67	146.12	141.04	131.67	118.29	101.33	85.73
SO BUILDLEN	GRID67	134.80	142.96	146.77	146.12	141.04	131.67
SO BUILDLEN	GRID67	118.29	101.33	85.73	84.92	104.40	120.70
SO BUILDLEN	GRID67	133.33	141.91	146.18	146.01	141.40	132.50
SO BUILDLEN	GRID67	134.80	142.96	146.77	146.12	141.04	131.67
SO BUILDLEN	GRID67	118.29	101.33	85.73	84.92	104.40	120.70
SO BUILDLEN	GRID67	133.33	141.91	146.18	146.01	141.40	132.50
SO XBADJ	GRID67	-60.11	-68.83	-75.46	-79.80	-81.71	-81.14
SO XBADJ	GRID67	-78.10	-72.69	-65.07	-68.47	-79.10	-87.33
SO XBADJ	GRID67	-92.90	-95.65	-95.49	-92.43	-86.56	-78.06
SO XBADJ	GRID67	-74.69	-74.13	-71.31	-66.33	-59.33	-50.53
SO XBADJ	GRID67	-40.19	-28.63	-20.66	-16.45	-25.29	-33.37
SO XBADJ	GRID67	-40.43	-46.27	-50.69	-53.58	-54.84	-54.43
SO YBADJ	GRID67	26.01	26.90	26.98	26.23	24.69	22.40
SO YBADJ	GRID67	19.42	15.86	11.82	7.29	2.65	-2.08
SO YBADJ	GRID67	-6.74	-11.19	-15.31	-18.96	-22.03	-22.21
SO YBADJ	GRID67	-26.01	-26.90	-26.98	-26.23	-24.69	-22.40
SO YBADJ	GRID67	-19.42	-15.86	-11.81	-7.29	-2.65	2.08
SO YBADJ	GRID67	6.74	11.19	15.31	18.96	22.03	22.21
SO BUILDHGT	GRID68	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID68	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID68	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID68	13.10	13.10	13.10	13.10	18.60	18.60
SO BUILDHGT	GRID68	18.60	18.60	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID68	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDWID	GRID68	84.92	104.40	120.70	133.33	141.91	146.18
SO BUILDWID	GRID68	146.01	141.40	132.50	134.80	142.96	146.77
SO BUILDWID	GRID68	146.12	141.04	131.67	118.29	101.33	85.73
SO BUILDWID	GRID68	84.92	104.40	120.70	133.33	60.38	46.25
SO BUILDWID	GRID68	31.46	47.00	132.50	134.80	142.96	146.77
SO BUILDWID	GRID68	146.12	141.04	131.67	118.29	101.33	85.73
SO BUILDLEN	GRID68	134.80	142.96	146.77	146.12	141.04	131.67
SO BUILDLEN	GRID68	118.29	101.33	85.73	84.92	104.40	120.70
SO BUILDLEN	GRID68	133.33	141.91	146.18	146.01	141.40	132.50
SO BUILDLEN	GRID68	134.80	142.96	146.77	146.12	97.46	96.33
SO BUILDLEN	GRID68	92.66	96.09	85.73	84.92	104.40	120.70
SO BUILDLEN	GRID68	133.33	141.91	146.18	146.01	141.40	132.50
SO XBADJ	GRID68	-63.59	-75.67	-85.46	-92.65	-97.03	-98.46
SO XBADJ	GRID68	-96.90	-92.39	-85.07	-88.17	-97.90	-104.65
SO XBADJ	GRID68	-108.22	-108.50	-105.49	-99.27	-90.04	-78.06
SO XBADJ	GRID68	-71.22	-67.29	-61.31	-53.47	-171.89	-175.86
SO XBADJ	GRID68	-174.87	-173.64	-0.66	3.25	-6.50	-16.05
SO XBADJ	GRID68	-25.11	-33.41	-40.69	-46.74	-51.37	-54.43
SO YBADJ	GRID68	45.71	45.70	44.30	41.55	37.55	32.40
SO YBADJ	GRID68	26.26	19.33	11.81	3.82	-4.19	-12.08
SO YBADJ	GRID68	-19.59	-26.51	-32.63	-37.75	-41.73	-42.21

SO	YBADJ	GRID68	-45.71	-45.70	-44.30	-41.55	37.31	15.30
SO	YBADJ	GRID68	-7.48	-29.65	-11.81	-3.82	4.19	12.08
SO	YBADJ	GRID68	19.59	26.51	32.63	37.75	41.73	42.21
SO	BUILDHGT	GRID69	0.00	0.00	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID69	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID69	13.10	13.10	13.10	13.10	0.00	0.00
SO	BUILDHGT	GRID69	0.00	0.00	13.10	18.60	18.60	18.60
SO	BUILDHGT	GRID69	18.60	13.10	13.00	13.00	13.00	13.00
SO	BUILDHGT	GRID69	13.10	13.10	13.10	13.10	0.00	0.00
SO	BUILDWID	GRID69	0.00	0.00	120.70	133.33	141.91	146.18
SO	BUILDWID	GRID69	146.01	141.40	132.50	134.80	142.96	146.77
SO	BUILDWID	GRID69	146.12	141.04	131.67	118.29	0.00	0.00
SO	BUILDWID	GRID69	0.00	0.00	120.70	72.68	60.38	46.25
SO	BUILDWID	GRID69	31.46	141.40	41.01	55.87	69.03	80.10
SO	BUILDWID	GRID69	146.12	141.04	131.67	118.29	0.00	0.00
SO	BUILDLEN	GRID69	0.00	0.00	146.77	146.12	141.04	131.67
SO	BUILDLEN	GRID69	118.29	101.33	85.73	84.92	104.40	120.70
SO	BUILDLEN	GRID69	133.33	141.91	146.18	146.01	0.00	0.00
SO	BUILDLEN	GRID69	0.00	0.00	146.77	95.63	97.46	96.33
SO	BUILDLEN	GRID69	92.66	101.33	95.52	97.70	96.91	93.17
SO	BUILDLEN	GRID69	133.33	141.91	146.18	146.01	0.00	0.00
SO	XBADJ	GRID69	0.00	0.00	-95.46	-105.51	-112.35	-115.78
SO	XBADJ	GRID69	-115.69	-112.08	-105.07	-107.87	-116.69	-121.97
SO	XBADJ	GRID69	-123.54	-121.36	-115.49	-106.11	0.00	0.00
SO	XBADJ	GRID69	0.00	0.00	-51.31	-149.85	-156.57	-158.54
SO	XBADJ	GRID69	-156.08	10.76	-159.04	-161.86	-159.77	-152.82
SO	XBADJ	GRID69	-9.79	-20.56	-30.69	-39.90	0.00	0.00
SO	YBADJ	GRID69	0.00	0.00	61.62	56.87	50.40	42.40
SO	YBADJ	GRID69	33.10	22.81	11.81	0.34	-11.03	-22.08
SO	YBADJ	GRID69	-32.45	-41.83	-49.95	-56.54	0.00	0.00
SO	YBADJ	GRID69	0.00	0.00	-61.62	42.87	24.46	5.30
SO	YBADJ	GRID69	-14.32	-22.81	19.72	0.05	-19.62	-38.69
SO	YBADJ	GRID69	32.45	41.83	49.95	56.54	0.00	0.00
SO	BUILDHGT	GRID70	0.00	0.00	0.00	13.10	13.10	13.10
SO	BUILDHGT	GRID70	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID70	13.10	13.10	13.10	0.00	0.00	0.00
SO	BUILDHGT	GRID70	0.00	0.00	18.60	18.60	18.60	18.60
SO	BUILDHGT	GRID70	18.60	0.00	13.00	13.00	13.00	13.00
SO	BUILDHGT	GRID70	13.00	13.10	13.10	0.00	0.00	0.00
SO	BUILDWID	GRID70	0.00	0.00	0.00	133.33	141.91	146.18
SO	BUILDWID	GRID70	146.01	141.40	132.50	134.80	142.96	146.77
SO	BUILDWID	GRID70	146.12	141.04	131.67	0.00	0.00	0.00
SO	BUILDWID	GRID70	0.00	0.00	82.77	72.68	60.38	46.25
SO	BUILDWID	GRID70	31.46	0.00	41.01	55.87	69.03	80.10
SO	BUILDWID	GRID70	88.73	141.04	131.67	0.00	0.00	0.00
SO	BUILDLEN	GRID70	0.00	0.00	0.00	146.12	141.04	131.67
SO	BUILDLEN	GRID70	118.29	101.33	85.73	84.92	104.40	120.70
SO	BUILDLEN	GRID70	133.33	141.91	146.18	0.00	0.00	0.00
SO	BUILDLEN	GRID70	0.00	0.00	90.90	95.63	97.46	96.33
SO	BUILDLEN	GRID70	92.66	0.00	95.52	97.70	96.91	93.17
SO	BUILDLEN	GRID70	86.61	141.91	146.18	0.00	0.00	0.00
SO	XBADJ	GRID70	0.00	0.00	0.00	-118.37	-127.67	-133.10
SO	XBADJ	GRID70	-134.48	-131.78	-125.07	-127.56	-135.48	-139.29
SO	XBADJ	GRID70	-138.86	-134.21	-125.49	0.00	0.00	0.00
SO	XBADJ	GRID70	0.00	0.00	-128.58	-136.99	-141.25	-141.21
SO	XBADJ	GRID70	-137.28	0.00	-139.04	-142.16	-140.97	-135.50
SO	XBADJ	GRID70	-125.90	-7.70	-20.69	0.00	0.00	0.00
SO	YBADJ	GRID70	0.00	0.00	0.00	72.19	63.26	52.40
SO	YBADJ	GRID70	39.94	26.28	11.81	-3.13	-17.87	-32.08
SO	YBADJ	GRID70	-45.30	-57.15	-67.27	0.00	0.00	0.00
SO	YBADJ	GRID70	0.00	0.00	42.65	27.55	11.60	-4.70
SO	YBADJ	GRID70	-21.16	0.00	19.72	3.52	-12.78	-28.69
SO	YBADJ	GRID70	-43.73	57.15	67.27	0.00	0.00	0.00
SO	BUILDHGT	GRID71	18.60	18.60	18.60	18.60	18.60	18.60
SO	BUILDHGT	GRID71	0.00	0.00	13.00	13.00	13.00	13.00
SO	BUILDHGT	GRID71	13.00	13.00	13.00	0.00	0.00	4.90
SO	BUILDHGT	GRID71	18.60	18.60	18.60	18.60	18.60	18.60
SO	BUILDHGT	GRID71	0.00	0.00	13.00	13.00	13.00	13.00
SO	BUILDHGT	GRID71	13.00	13.00	13.00	0.00	0.00	0.00
SO	BUILDWID	GRID71	95.16	90.34	82.77	72.68	60.38	46.26
SO	BUILDWID	GRID71	0.00	0.00	41.01	55.87	69.03	80.10
SO	BUILDWID	GRID71	88.73	94.67	97.73	0.00	0.00	60.32
SO	BUILDWID	GRID71	95.16	90.34	82.77	72.68	60.38	46.25

SO BUILDWID	GRID71	0.00	0.00	41.01	55.87	69.03	80.10
SO BUILDWID	GRID71	88.73	94.67	97.73	0.00	0.00	0.00
SO BUILDLEN	GRID71	73.38	83.41	90.90	95.63	97.46	96.33
SO BUILDLEN	GRID71	0.00	0.00	95.52	97.70	96.91	93.17
SO BUILDLEN	GRID71	86.61	77.41	65.86	0.00	0.00	53.44
SO BUILDLEN	GRID71	73.38	83.41	90.90	95.63	97.46	96.33
SO BUILDLEN	GRID71	0.00	0.00	95.52	97.70	96.91	93.17
SO BUILDLEN	GRID71	86.61	77.41	65.86	0.00	0.00	0.00
SO XBADJ	GRID71	23.54	26.00	27.67	28.50	28.47	27.57
SO XBADJ	GRID71	0.00	0.00	23.52	24.77	25.27	25.00
SO XBADJ	GRID71	23.98	22.22	19.79	0.00	0.00	-67.46
SO XBADJ	GRID71	-96.92	-109.41	-118.58	-124.14	-125.93	-123.89
SO XBADJ	GRID71	0.00	0.00	-119.04	-122.47	-122.18	-118.18
SO XBADJ	GRID71	-110.58	-99.63	-85.65	0.00	0.00	0.00
SO YBADJ	GRID71	-48.87	-37.67	-25.33	-12.22	1.26	14.70
SO YBADJ	GRID71	0.00	0.00	-19.72	-7.00	5.94	18.69
SO YBADJ	GRID71	30.88	42.13	52.10	0.00	0.00	31.46
SO YBADJ	GRID71	48.87	37.67	25.33	12.22	-1.26	-14.70
SO YBADJ	GRID71	0.00	0.00	19.72	7.00	-5.94	-18.69
SO YBADJ	GRID71	-30.88	-42.13	-52.10	0.00	0.00	0.00
SO BUILDHGT	GRID72	18.60	18.60	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID72	0.00	0.00	13.00	13.00	13.00	13.00
SO BUILDHGT	GRID72	13.00	13.00	13.00	18.60	18.60	18.60
SO BUILDHGT	GRID72	18.60	18.60	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID72	0.00	0.00	13.00	13.00	13.00	13.00
SO BUILDHGT	GRID72	13.00	13.00	13.00	18.60	18.60	18.60
SO BUILDWID	GRID72	95.16	90.34	82.77	72.68	60.38	46.26
SO BUILDWID	GRID72	0.00	0.00	41.01	55.87	69.03	80.10
SO BUILDWID	GRID72	88.73	94.67	97.73	92.66	96.09	97.10
SO BUILDWID	GRID72	95.16	90.34	82.77	72.68	60.38	46.25
SO BUILDWID	GRID72	0.00	0.00	41.01	55.87	69.03	80.10
SO BUILDWID	GRID72	88.73	94.67	97.73	92.66	96.09	97.10
SO BUILDLEN	GRID72	73.38	83.41	90.90	95.63	97.46	96.33
SO BUILDLEN	GRID72	0.00	0.00	95.52	97.70	96.91	93.17
SO BUILDLEN	GRID72	86.61	77.41	65.86	31.46	47.00	61.12
SO BUILDLEN	GRID72	73.38	83.41	90.90	95.63	97.46	96.33
SO BUILDLEN	GRID72	0.00	0.00	95.52	97.70	96.91	93.17
SO BUILDLEN	GRID72	86.61	77.41	65.86	31.46	47.00	61.12
SO XBADJ	GRID72	20.07	19.16	17.67	15.65	13.15	10.25
SO XBADJ	GRID72	0.00	0.00	3.52	5.07	6.48	7.68
SO XBADJ	GRID72	8.65	9.36	9.79	-50.57	-67.05	-81.49
SO XBADJ	GRID72	-93.45	-102.57	-108.58	-111.28	-110.61	-106.57
SO XBADJ	GRID72	0.00	0.00	-99.04	-102.77	-103.38	-100.85
SO XBADJ	GRID72	-95.26	-86.77	-75.65	19.11	20.04	20.37
SO YBADJ	GRID72	-29.17	-18.88	-8.01	3.10	14.11	24.70
SO YBADJ	GRID72	0.00	0.00	-19.72	-10.47	-0.90	8.69
SO YBADJ	GRID72	18.02	26.81	34.78	53.37	46.81	38.58
SO YBADJ	GRID72	29.17	18.88	8.01	-3.10	-14.11	-24.70
SO YBADJ	GRID72	0.00	0.00	19.72	10.47	0.90	-8.69
SO YBADJ	GRID72	-18.02	-26.81	-34.78	-53.37	-46.81	-38.58
SO BUILDHGT	GRID73	18.60	18.60	18.60	18.60	18.60	13.00
SO BUILDHGT	GRID73	13.00	13.00	13.00	13.00	13.00	18.60
SO BUILDHGT	GRID73	18.60	18.60	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID73	18.60	18.60	18.60	18.60	18.60	13.00
SO BUILDHGT	GRID73	13.00	13.00	13.00	13.00	13.00	18.60
SO BUILDHGT	GRID73	18.60	18.60	18.60	18.60	18.60	18.60
SO BUILDWID	GRID73	95.16	90.34	82.77	72.68	60.38	65.86
SO BUILDWID	GRID73	52.31	37.17	41.01	55.87	69.03	90.90
SO BUILDWID	GRID73	95.63	97.46	96.33	92.66	96.09	97.10
SO BUILDWID	GRID73	95.16	90.34	82.77	72.68	60.38	65.86
SO BUILDWID	GRID73	52.31	37.17	41.01	55.87	69.03	90.90
SO BUILDWID	GRID73	95.63	97.46	96.33	92.66	96.09	97.10
SO BUILDLEN	GRID73	73.38	83.41	90.90	95.63	97.46	97.73
SO BUILDLEN	GRID73	97.82	94.94	95.52	97.70	96.91	82.77
SO BUILDLEN	GRID73	72.68	60.38	46.26	31.46	47.00	61.12
SO BUILDLEN	GRID73	73.38	83.41	90.90	95.63	97.46	97.73
SO BUILDLEN	GRID73	97.82	94.94	95.52	97.70	96.91	82.77
SO BUILDLEN	GRID73	72.68	60.38	46.25	31.46	47.00	61.12
SO XBADJ	GRID73	16.60	12.32	7.67	2.79	-2.17	-31.41
SO XBADJ	GRID73	-26.02	-19.83	-16.48	-14.62	-12.32	-50.69
SO XBADJ	GRID73	-54.76	-57.16	-57.83	-57.41	-70.52	-81.49
SO XBADJ	GRID73	-89.97	-95.73	-98.58	-98.43	-95.29	-66.32
SO XBADJ	GRID73	-71.80	-75.11	-79.04	-83.07	-84.59	-32.07

SO XBADJ	GRID73	-17.92	-3.23	11.57	25.95	23.52	20.36
SO YBADJ	GRID73	-9.47	-0.08	9.31	18.42	26.97	-32.72
SO YBADJ	GRID73	-29.23	-24.86	-19.72	-13.94	-7.74	53.13
SO YBADJ	GRID73	50.61	46.56	41.09	34.57	27.11	18.58
SO YBADJ	GRID73	9.47	0.08	-9.31	-18.42	-26.97	32.72
SO YBADJ	GRID73	29.23	24.86	19.72	13.94	7.74	-53.13
SO YBADJ	GRID73	-50.61	-46.56	-41.09	-34.57	-27.11	-18.58
SO BUILDHGT	GRID74	18.60	18.60	18.60	18.60	13.00	13.00
SO BUILDHGT	GRID74	13.00	13.00	13.00	13.00	18.60	18.60
SO BUILDHGT	GRID74	18.60	18.60	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID74	18.60	18.60	18.60	18.60	13.00	13.00
SO BUILDHGT	GRID74	13.00	13.00	13.00	13.00	18.60	18.60
SO BUILDHGT	GRID74	18.60	18.60	18.60	18.60	18.60	18.60
SO BUILDWID	GRID74	95.16	90.34	82.77	72.68	77.41	65.86
SO BUILDWID	GRID74	52.31	37.17	41.01	55.87	83.41	90.90
SO BUILDWID	GRID74	95.63	97.46	96.33	92.66	96.09	97.10
SO BUILDWID	GRID74	95.16	90.34	82.77	72.68	77.41	65.86
SO BUILDWID	GRID74	52.31	37.17	41.01	55.87	83.41	90.90
SO BUILDWID	GRID74	95.63	97.46	96.33	92.66	96.09	97.10
SO BUILDLEN	GRID74	73.38	83.41	90.90	95.63	94.67	97.73
SO BUILDLEN	GRID74	97.82	94.94	95.52	97.70	90.34	82.77
SO BUILDLEN	GRID74	72.68	60.38	46.26	31.46	47.00	61.12
SO BUILDLEN	GRID74	73.38	83.41	90.90	95.63	94.67	97.73
SO BUILDLEN	GRID74	97.82	94.94	95.52	97.70	90.34	82.77
SO BUILDLEN	GRID74	72.68	60.38	46.25	31.46	47.00	61.12
SO XBADJ	GRID74	13.12	5.48	-2.33	-10.06	-51.17	-48.73
SO XBADJ	GRID74	-44.81	-39.53	-36.48	-34.32	-63.88	-68.01
SO XBADJ	GRID74	-70.08	-70.02	-67.83	-64.25	-73.99	-81.49
SO XBADJ	GRID74	-86.50	-88.89	-88.58	-85.57	-43.50	-49.00
SO XBADJ	GRID74	-53.01	-55.41	-59.04	-63.38	-26.46	-14.75
SO XBADJ	GRID74	-2.60	9.63	21.57	32.79	26.99	20.36
SO YBADJ	GRID74	10.22	18.71	26.63	33.74	-22.36	-22.72
SO YBADJ	GRID74	-22.39	-21.38	-19.72	-17.42	47.19	43.13
SO YBADJ	GRID74	37.75	31.24	23.77	15.78	7.42	-1.42
SO YBADJ	GRID74	-10.22	-18.71	-26.63	-33.74	22.36	22.72
SO YBADJ	GRID74	22.39	21.38	19.72	17.42	-47.19	-43.13
SO YBADJ	GRID74	-37.75	-31.24	-23.77	-15.78	-7.42	1.42
SO BUILDHGT	GRID75	18.60	18.60	18.60	13.00	13.00	13.00
SO BUILDHGT	GRID75	13.00	13.00	13.00	13.00	18.60	18.60
SO BUILDHGT	GRID75	18.60	18.60	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID75	18.60	18.60	18.60	14.60	14.60	14.60
SO BUILDHGT	GRID75	14.60	13.00	13.00	13.00	18.60	18.60
SO BUILDHGT	GRID75	18.60	18.60	18.60	13.00	18.60	18.60
SO BUILDWID	GRID75	95.16	90.34	82.77	86.61	77.41	65.86
SO BUILDWID	GRID75	52.31	37.17	41.01	55.87	83.41	90.90
SO BUILDWID	GRID75	95.63	97.46	96.33	92.66	96.09	97.10
SO BUILDWID	GRID75	95.16	90.34	82.77	97.00	92.73	85.64
SO BUILDWID	GRID75	75.94	37.17	41.01	55.87	83.41	90.90
SO BUILDWID	GRID75	95.63	97.46	96.33	97.82	96.09	97.10
SO BUILDLEN	GRID75	73.38	83.41	90.90	88.73	94.67	97.73
SO BUILDLEN	GRID75	97.82	94.94	95.52	97.70	90.34	82.77
SO BUILDLEN	GRID75	72.68	60.38	46.26	31.46	47.00	61.12
SO BUILDLEN	GRID75	73.38	83.41	90.90	71.13	81.70	89.78
SO BUILDLEN	GRID75	95.14	94.94	95.52	97.70	90.34	82.77
SO BUILDLEN	GRID75	72.68	60.38	46.25	52.31	47.00	61.12
SO XBADJ	GRID75	9.65	-1.36	-12.33	-64.91	-66.49	-66.05
SO XBADJ	GRID75	-63.60	-59.22	-56.48	-54.02	-82.67	-85.33
SO XBADJ	GRID75	-85.40	-82.87	-77.83	-71.09	-77.47	-81.49
SO XBADJ	GRID75	-83.03	-82.05	-78.58	-138.77	-148.44	-153.60
SO XBADJ	GRID75	-154.10	-35.71	-39.04	-43.68	-7.67	2.57
SO XBADJ	GRID75	12.72	22.49	31.57	-41.71	30.46	20.36
SO YBADJ	GRID75	29.92	37.50	43.95	-6.00	-9.50	-12.72
SO YBADJ	GRID75	-15.55	-17.91	-19.72	-20.89	40.34	33.13
SO YBADJ	GRID75	24.90	15.92	6.45	-3.02	-12.28	-21.42
SO YBADJ	GRID75	-29.92	-37.50	-43.95	34.27	15.71	-3.32
SO YBADJ	GRID75	-22.25	17.91	19.72	20.89	-40.34	-33.13
SO YBADJ	GRID75	-24.90	-15.92	-6.45	14.69	12.28	21.42
SO BUILDHGT	GRID76	18.60	13.00	13.00	13.00	13.00	13.00
SO BUILDHGT	GRID76	13.00	13.00	13.00	18.60	18.60	18.60
SO BUILDHGT	GRID76	18.60	18.60	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID76	18.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID76	14.60	13.00	13.00	18.60	18.60	18.60
SO BUILDHGT	GRID76	18.60	18.60	13.00	13.00	18.60	18.60

SO	BUILDWID	GRID76	95.16	96.91	93.17	86.61	77.41	65.86
SO	BUILDWID	GRID76	52.31	37.17	41.01	73.38	83.41	90.90
SO	BUILDWID	GRID76	95.63	97.46	96.33	92.66	96.09	97.10
SO	BUILDWID	GRID76	95.16	96.66	98.33	97.00	92.73	85.64
SO	BUILDWID	GRID76	75.94	37.17	41.01	73.38	83.41	90.90
SO	BUILDWID	GRID76	95.63	97.46	97.73	97.82	96.09	97.10
SO	BUILDLEN	GRID76	73.38	69.03	80.10	88.73	94.67	97.73
SO	BUILDLEN	GRID76	97.82	94.94	95.52	95.16	90.34	82.77
SO	BUILDLEN	GRID76	72.68	60.38	46.26	31.46	47.00	61.12
SO	BUILDLEN	GRID76	73.38	43.90	58.41	71.13	81.70	89.78
SO	BUILDLEN	GRID76	95.14	94.94	95.52	95.16	90.34	82.77
SO	BUILDLEN	GRID76	72.68	60.38	65.86	52.31	47.00	61.12
SO	XBADJ	GRID76	6.18	-62.78	-71.36	-77.77	-81.81	-83.37
SO	XBADJ	GRID76	-82.40	-78.92	-76.48	-97.20	-101.47	-102.65
SO	XBADJ	GRID76	-100.72	-95.73	-87.83	-77.93	-80.94	-81.49
SO	XBADJ	GRID76	-79.56	-100.36	-114.88	-125.91	-133.12	-136.28
SO	XBADJ	GRID76	-135.30	-16.02	-19.04	2.03	11.13	19.89
SO	XBADJ	GRID76	28.04	35.34	-35.65	-34.87	33.93	20.36
SO	YBADJ	GRID76	49.61	20.25	15.01	9.33	3.35	-2.72
SO	YBADJ	GRID76	-8.71	-14.44	-19.72	42.87	33.50	23.13
SO	YBADJ	GRID76	12.04	0.60	-10.87	-21.81	-31.98	-41.42
SO	YBADJ	GRID76	-49.61	48.93	34.46	18.95	2.86	-13.32
SO	YBADJ	GRID76	-29.09	14.44	19.72	-42.87	-33.50	-23.13
SO	YBADJ	GRID76	-12.04	-0.59	34.51	33.49	31.98	41.42
SO	BUILDHGT	GRID77	13.00	13.00	13.00	13.00	13.00	14.60
SO	BUILDHGT	GRID77	14.60	13.00	13.00	18.60	18.60	18.60
SO	BUILDHGT	GRID77	18.60	18.60	18.60	18.60	18.60	14.60
SO	BUILDHGT	GRID77	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID77	14.60	13.00	13.00	18.60	18.60	13.00
SO	BUILDHGT	GRID77	13.00	13.00	13.00	13.00	13.00	13.00
SO	BUILDWID	GRID77	97.70	96.91	93.17	86.61	77.41	85.64
SO	BUILDWID	GRID77	75.94	37.17	41.01	73.38	83.41	90.90
SO	BUILDWID	GRID77	95.63	97.46	96.33	92.66	96.09	97.10
SO	BUILDWID	GRID77	93.65	96.66	98.33	97.00	92.73	85.64
SO	BUILDWID	GRID77	75.94	37.17	41.01	73.38	83.41	80.10
SO	BUILDWID	GRID77	88.73	94.67	97.73	97.82	94.94	95.52
SO	BUILDLEN	GRID77	55.87	69.03	80.10	88.73	94.67	89.78
SO	BUILDLEN	GRID77	95.14	94.94	95.52	95.16	90.34	82.77
SO	BUILDLEN	GRID77	72.68	60.38	46.26	31.46	47.00	50.00
SO	BUILDLEN	GRID77	34.54	43.90	58.41	71.13	81.70	89.78
SO	BUILDLEN	GRID77	95.14	94.94	95.52	95.16	90.34	93.17
SO	BUILDLEN	GRID77	86.61	77.41	65.86	52.31	37.17	41.01
SO	XBADJ	GRID77	-55.77	-69.62	-81.36	-90.62	-97.13	29.18
SO	XBADJ	GRID77	21.37	-98.62	-96.48	-116.89	-120.26	-119.97
SO	XBADJ	GRID77	-116.04	-108.58	-97.83	-84.77	-84.41	-82.54
SO	XBADJ	GRID77	-83.13	-93.51	-104.88	-113.06	-117.80	-118.96
SO	XBADJ	GRID77	-116.51	3.68	0.96	21.73	29.92	-14.25
SO	XBADJ	GRID77	-18.66	-22.50	-25.65	-28.03	-29.55	-40.23
SO	YBADJ	GRID77	44.56	39.04	32.33	24.65	16.21	23.32
SO	YBADJ	GRID77	35.93	-10.96	-19.72	39.39	26.66	13.13
SO	YBADJ	GRID77	-0.81	-14.73	-28.19	-40.60	-51.67	52.62
SO	YBADJ	GRID77	41.92	30.14	17.14	3.63	-10.00	-23.32
SO	YBADJ	GRID77	-35.93	10.96	19.72	-39.39	-26.66	41.31
SO	YBADJ	GRID77	46.26	49.80	51.83	52.28	51.15	48.72
SO	BUILDHGT	GRID78	13.00	13.00	13.00	14.60	14.60	14.60
SO	BUILDHGT	GRID78	14.60	13.00	13.00	18.60	18.60	18.60
SO	BUILDHGT	GRID78	18.60	18.60	18.60	14.60	14.60	14.60
SO	BUILDHGT	GRID78	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID78	14.60	13.00	13.00	13.00	13.00	13.00
SO	BUILDHGT	GRID78	13.00	13.00	13.00	14.60	14.60	13.00
SO	BUILDWID	GRID78	200.99	195.04	93.17	97.00	92.73	85.64
SO	BUILDWID	GRID78	75.94	37.17	41.01	73.38	83.41	90.90
SO	BUILDWID	GRID78	95.63	97.46	96.33	95.14	97.60	97.10
SO	BUILDWID	GRID78	93.65	96.66	98.33	97.00	92.73	85.64
SO	BUILDWID	GRID78	75.94	37.17	41.01	55.87	108.21	136.30
SO	BUILDWID	GRID78	160.25	179.32	192.96	95.14	97.60	201.35
SO	BUILDLEN	GRID78	76.83	108.21	80.10	71.13	81.70	89.78
SO	BUILDLEN	GRID78	95.14	94.94	95.52	95.16	90.34	82.77
SO	BUILDLEN	GRID78	72.68	60.38	46.26	75.94	63.94	50.00
SO	BUILDLEN	GRID78	34.54	43.90	58.41	71.13	81.70	89.78
SO	BUILDLEN	GRID78	95.14	94.94	95.52	97.70	195.04	183.18
SO	BUILDLEN	GRID78	165.74	143.27	116.45	75.94	63.94	47.36
SO	XBADJ	GRID78	-59.24	-76.46	-91.36	29.07	20.78	11.86

SO XBADJ	GRID78	2.58	-118.31	-116.48	-136.59	-139.05	-137.29
SO XBADJ	GRID78	-131.36	-121.44	-107.83	-80.75	-82.90	-82.53
SO XBADJ	GRID78	-79.66	-86.67	-94.88	-100.20	-102.48	-101.64
SO XBADJ	GRID78	-97.71	23.38	20.96	15.41	-88.76	-86.93
SO XBADJ	GRID78	-82.47	-75.50	-66.24	4.80	18.96	-40.23
SO YBADJ	GRID78	12.61	8.77	49.65	11.70	22.86	33.32
SO YBADJ	GRID78	42.77	-7.49	-19.72	35.92	19.82	3.13
SO YBADJ	GRID78	-13.67	-30.05	-45.51	50.15	42.02	32.62
SO YBADJ	GRID78	22.22	11.34	-0.18	-11.70	-22.86	-33.32
SO YBADJ	GRID78	-42.77	7.49	19.72	31.31	22.36	23.21
SO YBADJ	GRID78	23.35	22.79	21.53	-50.15	-42.02	15.81
SO BUILDHGT	GRID79	13.00	13.00	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID79	13.00	13.00	13.00	18.60	18.60	18.60
SO BUILDHGT	GRID79	18.60	18.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID79	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID79	13.00	13.00	13.00	13.00	13.00	13.00
SO BUILDHGT	GRID79	13.00	14.60	14.60	14.60	14.60	13.00
SO BUILDWID	GRID79	200.99	195.04	98.33	97.00	92.73	85.64
SO BUILDWID	GRID79	52.31	37.17	41.01	73.38	83.41	90.90
SO BUILDWID	GRID79	95.63	97.46	89.78	95.14	97.60	97.10
SO BUILDWID	GRID79	93.65	96.66	98.33	97.00	92.73	85.64
SO BUILDWID	GRID79	86.09	53.11	47.36	76.83	108.21	136.30
SO BUILDWID	GRID79	160.25	81.70	89.78	95.14	97.60	201.35
SO BUILDLEN	GRID79	76.83	108.21	58.41	71.13	81.70	89.78
SO BUILDLEN	GRID79	97.82	94.94	95.52	95.16	90.34	82.77
SO BUILDLEN	GRID79	72.68	60.38	85.64	75.94	63.94	50.00
SO BUILDLEN	GRID79	34.54	43.90	58.41	71.13	81.70	89.78
SO BUILDLEN	GRID79	200.72	202.39	201.35	200.99	195.04	183.18
SO BUILDLEN	GRID79	165.74	92.73	85.64	75.94	63.94	47.36
SO XBADJ	GRID79	-62.72	-83.30	26.47	16.21	5.46	-5.46
SO XBADJ	GRID79	-138.78	-138.01	-136.48	-156.29	-157.85	-154.61
SO XBADJ	GRID79	-146.68	-134.29	-86.14	-87.59	-86.37	-82.53
SO XBADJ	GRID79	-76.19	-79.83	-84.88	-87.34	-87.16	-84.32
SO XBADJ	GRID79	-61.94	-64.38	-64.87	-68.18	-69.96	-69.61
SO XBADJ	GRID79	-67.15	-10.65	0.50	11.64	22.43	-40.23
SO YBADJ	GRID79	32.31	27.56	17.50	27.02	35.71	43.32
SO YBADJ	GRID79	11.81	-4.02	-19.72	32.45	12.98	-6.87
SO YBADJ	GRID79	-26.52	-45.37	39.43	31.35	22.32	12.62
SO YBADJ	GRID79	2.53	-7.45	-17.50	-27.02	-35.71	-43.32
SO YBADJ	GRID79	5.08	11.99	16.55	24.30	29.20	33.21
SO YBADJ	GRID79	36.21	-46.31	-39.43	-31.35	-22.32	35.81
SO BUILDHGT	GRID80	13.00	14.60	14.60	14.60	14.60	13.00
SO BUILDHGT	GRID80	13.00	13.00	13.00	18.60	18.60	18.60
SO BUILDHGT	GRID80	18.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID80	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID80	14.60	13.00	13.00	13.00	13.00	13.00
SO BUILDHGT	GRID80	14.60	14.60	14.60	14.60	14.60	13.00
SO BUILDWID	GRID80	200.99	96.66	98.33	97.00	92.73	65.86
SO BUILDWID	GRID80	52.31	37.17	41.01	73.38	83.41	90.90
SO BUILDWID	GRID80	95.63	81.70	89.78	95.14	97.60	97.10
SO BUILDWID	GRID80	93.65	96.66	98.33	97.00	92.73	38.60
SO BUILDWID	GRID80	39.39	53.11	47.36	76.83	108.21	136.30
SO BUILDWID	GRID80	71.13	81.70	89.78	95.14	97.60	201.35
SO BUILDLEN	GRID80	76.83	43.90	58.41	71.13	81.70	97.73
SO BUILDLEN	GRID80	97.82	94.94	95.52	95.16	90.34	82.77
SO BUILDLEN	GRID80	72.68	92.73	85.64	75.94	63.94	50.00
SO BUILDLEN	GRID80	34.54	43.90	58.41	71.13	81.70	95.27
SO BUILDLEN	GRID80	95.48	202.39	201.35	200.99	195.04	183.18
SO BUILDLEN	GRID80	97.00	92.73	85.64	75.94	63.94	47.36
SO XBADJ	GRID80	-66.19	29.09	16.47	3.36	-9.86	-152.65
SO XBADJ	GRID80	-157.57	-157.70	-156.48	-175.98	-176.64	-171.93
SO XBADJ	GRID80	-162.00	-94.93	-96.14	-94.43	-89.85	-82.53
SO XBADJ	GRID80	-72.72	-72.99	-74.88	-74.49	-71.83	-166.55
SO XBADJ	GRID80	-165.95	-44.69	-44.87	-48.49	-51.17	-52.29
SO XBADJ	GRID80	-6.16	2.20	10.50	18.48	25.90	-40.23
SO YBADJ	GRID80	52.00	26.25	34.82	42.34	48.57	37.28
SO YBADJ	GRID80	18.65	-0.55	-19.72	28.97	6.14	-16.87
SO YBADJ	GRID80	-39.38	30.99	22.11	12.56	2.63	-7.38
SO YBADJ	GRID80	-17.17	-26.25	-34.82	-42.34	-48.57	3.57
SO YBADJ	GRID80	-16.81	8.52	16.55	27.77	36.04	43.21
SO YBADJ	GRID80	-38.92	-30.99	-22.11	-12.56	-2.63	55.81
SO BUILDHGT	GRID81	13.00	14.60	14.60	13.00	13.00	13.00
SO BUILDHGT	GRID81	13.00	13.00	13.00	13.00	13.00	14.60

SO BUILDHGT	GRID81	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID81	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID81	14.60	13.00	13.00	13.00	13.00	14.60
SO BUILDHGT	GRID81	14.60	14.60	14.60	14.60	13.00	13.00
SO BUILDWID	GRID81	200.99	96.66	98.33	165.74	143.27	116.45
SO BUILDWID	GRID81	86.09	53.11	47.36	76.83	108.21	58.41
SO BUILDWID	GRID81	71.13	81.70	89.78	95.14	97.60	97.10
SO BUILDWID	GRID81	93.65	96.66	98.33	67.10	53.66	38.60
SO BUILDWID	GRID81	39.39	53.11	47.36	76.83	108.21	58.41
SO BUILDWID	GRID81	71.13	81.70	89.78	95.14	202.39	201.35
SO BUILDLEN	GRID81	76.83	43.90	58.41	160.25	179.32	192.96
SO BUILDLEN	GRID81	200.72	202.39	201.35	200.99	195.04	98.33
SO BUILDLEN	GRID81	97.00	92.73	85.64	75.94	63.94	50.00
SO BUILDLEN	GRID81	34.54	43.90	58.41	97.46	97.86	95.27
SO BUILDLEN	GRID81	95.48	202.39	201.35	200.99	195.04	98.33
SO BUILDLEN	GRID81	97.00	92.73	85.64	75.94	53.11	47.36
SO XBADJ	GRID81	-69.66	22.25	6.47	-142.04	-158.42	-169.97
SO XBADJ	GRID81	-176.37	-177.40	-176.48	-172.19	-162.67	-101.30
SO XBADJ	GRID81	-106.16	-107.79	-106.14	-101.27	-93.32	-82.53
SO XBADJ	GRID81	-69.24	-66.15	-64.88	-146.28	-150.04	-149.23
SO XBADJ	GRID81	-147.16	-24.99	-24.87	-28.79	-32.37	2.98
SO XBADJ	GRID81	9.16	15.06	20.50	25.32	-31.60	-40.23
SO YBADJ	GRID81	71.70	45.04	52.14	46.36	34.70	21.99
SO YBADJ	GRID81	8.60	-5.04	-16.55	-31.25	-42.88	35.68
SO YBADJ	GRID81	26.07	15.66	4.79	-6.24	-17.07	-27.38
SO YBADJ	GRID81	-36.87	-45.04	-52.14	28.87	11.39	-6.43
SO YBADJ	GRID81	-23.65	5.04	16.55	31.25	42.88	-35.68
SO YBADJ	GRID81	-26.07	-15.66	-4.79	6.24	76.20	75.81
SO BUILDHGT	GRID82	13.00	13.00	13.00	13.00	13.00	13.00
SO BUILDHGT	GRID82	13.00	13.00	13.00	13.00	13.00	14.60
SO BUILDHGT	GRID82	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID82	13.00	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID82	13.00	13.00	13.00	13.00	13.00	14.60
SO BUILDHGT	GRID82	14.60	14.60	13.00	13.00	13.00	13.00
SO BUILDWID	GRID82	200.99	195.04	183.18	165.74	143.27	116.45
SO BUILDWID	GRID82	86.09	53.11	47.36	76.83	108.21	58.41
SO BUILDWID	GRID82	71.13	81.70	89.78	95.14	97.60	97.10
SO BUILDWID	GRID82	200.99	87.51	78.50	67.10	53.66	38.60
SO BUILDWID	GRID82	86.09	53.11	47.36	76.83	108.21	58.41
SO BUILDWID	GRID82	71.13	81.70	192.96	200.72	202.39	201.35
SO BUILDLEN	GRID82	76.83	108.21	136.30	160.25	179.32	192.96
SO BUILDLEN	GRID82	200.72	202.39	201.35	200.99	195.04	98.33
SO BUILDLEN	GRID82	97.00	92.73	85.64	75.94	63.94	50.00
SO BUILDLEN	GRID82	76.83	87.90	94.11	97.46	97.86	95.27
SO BUILDLEN	GRID82	200.72	202.39	201.35	200.99	195.04	98.33
SO BUILDLEN	GRID82	97.00	92.73	116.45	86.09	53.11	47.36
SO XBADJ	GRID82	-73.14	-103.82	-131.36	-154.90	-173.74	-187.29
SO XBADJ	GRID82	-195.16	-197.10	-196.48	-191.89	-181.46	-118.62
SO XBADJ	GRID82	-121.48	-120.64	-116.14	-108.11	-96.79	-82.53
SO XBADJ	GRID82	-3.70	-118.85	-128.09	-133.43	-134.72	-131.91
SO XBADJ	GRID82	-5.56	-5.29	-4.87	-9.10	-13.58	20.30
SO XBADJ	GRID82	24.48	27.92	-26.24	-27.60	-28.13	-40.23
SO YBADJ	GRID82	91.40	83.94	73.94	61.68	47.56	31.99
SO YBADJ	GRID82	15.44	-1.57	-16.55	-34.72	-49.72	25.68
SO YBADJ	GRID82	13.21	0.34	-12.53	-25.03	-36.77	-47.38
SO YBADJ	GRID82	-91.40	41.90	28.15	13.55	-1.46	-16.43
SO YBADJ	GRID82	-15.44	1.57	16.55	34.72	49.72	-25.68
SO YBADJ	GRID82	-13.21	-0.34	90.82	94.80	95.90	95.81
SO BUILDHGT	GRID83	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID83	13.00	13.00	13.00	13.00	13.00	14.60
SO BUILDHGT	GRID83	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID83	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID83	13.00	13.00	13.00	13.00	13.00	13.00
SO BUILDHGT	GRID83	0.00	0.00	0.00	0.00	14.60	14.60
SO BUILDWID	GRID83	93.87	87.51	78.50	67.10	53.66	38.60
SO BUILDWID	GRID83	86.09	53.11	47.36	76.83	108.21	58.41
SO BUILDWID	GRID83	71.13	81.70	89.78	95.14	97.91	97.37
SO BUILDWID	GRID83	93.87	87.51	78.50	67.10	53.66	38.60
SO BUILDWID	GRID83	86.09	53.11	47.36	76.83	108.21	136.30
SO BUILDWID	GRID83	0.00	0.00	0.00	0.00	97.91	97.37
SO BUILDLEN	GRID83	79.01	87.90	94.11	97.46	97.86	95.27
SO BUILDLEN	GRID83	200.72	202.39	201.35	200.99	195.04	98.33
SO BUILDLEN	GRID83	97.00	92.73	85.64	75.94	54.39	67.73

SO BUILDLEN	GRID83	79.01	87.90	94.11	97.46	97.86	95.27
SO BUILDLEN	GRID83	200.72	202.39	201.35	200.99	195.04	183.18
SO BUILDLEN	GRID83	0.00	0.00	0.00	0.00	54.39	67.73
SO XBADJ	GRID83	23.52	24.12	23.98	23.11	21.54	19.31
SO XBADJ	GRID83	-213.95	-216.79	-216.48	-211.58	-200.26	-135.95
SO XBADJ	GRID83	-136.80	-133.50	-126.14	-114.95	-74.62	-89.95
SO XBADJ	GRID83	-102.54	-112.01	-118.09	-120.57	-119.39	-114.59
SO XBADJ	GRID83	13.23	14.40	15.13	10.60	5.21	-0.33
SO XBADJ	GRID83	0.00	0.00	0.00	0.00	20.23	22.22
SO YBADJ	GRID83	-34.67	-23.10	-10.83	1.77	14.32	26.43
SO YBADJ	GRID83	22.28	1.90	-16.55	-38.19	-56.56	15.68
SO YBADJ	GRID83	0.35	-14.98	-29.85	-43.82	54.33	45.19
SO YBADJ	GRID83	34.67	23.10	10.83	-1.77	-14.32	-26.43
SO YBADJ	GRID83	-22.28	-1.90	16.55	38.19	56.56	73.21
SO YBADJ	GRID83	0.00	0.00	0.00	0.00	-54.33	-45.19
SO BUILDHGT	GRID84	14.60	14.60	14.60	14.60	14.60	13.00
SO BUILDHGT	GRID84	13.00	13.00	13.00	13.00	14.60	14.60
SO BUILDHGT	GRID84	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID84	14.60	14.60	14.60	14.60	14.60	0.00
SO BUILDHGT	GRID84	11.00	11.00	11.00	11.00	0.00	0.00
SO BUILDHGT	GRID84	0.00	14.60	14.60	14.60	14.60	14.60
SO BUILDWID	GRID84	93.87	87.51	78.50	67.10	53.66	116.45
SO BUILDWID	GRID84	86.09	53.11	47.36	76.83	43.90	58.41
SO BUILDWID	GRID84	71.13	81.70	89.78	95.48	97.91	97.37
SO BUILDWID	GRID84	93.87	87.51	78.50	67.10	53.66	0.00
SO BUILDWID	GRID84	27.63	28.27	31.75	36.83	0.00	0.00
SO BUILDWID	GRID84	0.00	97.86	95.27	95.48	97.91	97.37
SO BUILDLEN	GRID84	79.01	87.90	94.11	97.46	97.86	192.96
SO BUILDLEN	GRID84	200.72	202.39	201.35	200.99	96.66	98.33
SO BUILDLEN	GRID84	97.00	92.73	85.64	39.39	54.39	67.73
SO BUILDLEN	GRID84	79.01	87.90	94.11	97.46	97.86	0.00
SO BUILDLEN	GRID84	43.63	42.30	43.40	44.40	0.00	0.00
SO BUILDLEN	GRID84	0.00	53.66	38.60	39.39	54.39	67.73
SO XBADJ	GRID84	20.05	17.28	13.98	10.25	6.22	-221.93
SO XBADJ	GRID84	-232.75	-236.49	-236.48	-231.28	-149.75	-153.27
SO XBADJ	GRID84	-152.12	-146.35	-136.14	-63.87	-78.09	-89.95
SO XBADJ	GRID84	-99.06	-105.17	-108.09	-107.72	-104.07	0.00
SO XBADJ	GRID84	-81.43	-80.06	-79.97	-78.66	0.00	0.00
SO XBADJ	GRID84	0.00	0.34	17.13	24.47	23.71	22.21
SO YBADJ	GRID84	-14.98	-4.31	6.49	17.09	27.17	51.99
SO YBADJ	GRID84	29.12	5.38	-16.55	-41.67	23.68	5.68
SO YBADJ	GRID84	-12.50	-30.30	-47.17	43.03	34.64	25.19
SO YBADJ	GRID84	14.98	4.31	-6.49	-17.09	-27.17	0.00
SO YBADJ	GRID84	13.05	-0.76	-12.69	-22.96	0.00	0.00
SO YBADJ	GRID84	0.00	-55.15	-49.63	-43.03	-34.64	-25.19
SO BUILDHGT	GRID85	14.60	14.60	14.60	14.60	11.00	13.00
SO BUILDHGT	GRID85	13.00	13.00	13.00	11.00	14.60	14.60
SO BUILDHGT	GRID85	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID85	14.60	14.60	14.60	14.60	11.00	11.00
SO BUILDHGT	GRID85	11.00	11.00	11.00	11.00	11.00	14.60
SO BUILDHGT	GRID85	14.60	14.60	14.60	0.00	14.60	14.60
SO BUILDWID	GRID85	93.87	87.51	78.50	67.10	35.20	116.45
SO BUILDWID	GRID85	86.09	53.11	47.36	36.83	43.90	58.41
SO BUILDWID	GRID85	71.13	81.70	95.27	95.48	97.91	97.37
SO BUILDWID	GRID85	93.87	87.51	78.50	67.10	35.20	29.95
SO BUILDWID	GRID85	27.63	28.27	31.75	36.83	40.78	94.11
SO BUILDWID	GRID85	97.46	97.86	95.27	0.00	97.91	97.37
SO BUILDLEN	GRID85	79.01	87.90	94.11	97.46	44.93	192.96
SO BUILDLEN	GRID85	200.72	202.39	201.35	44.40	96.66	98.33
SO BUILDLEN	GRID85	97.00	92.73	38.60	39.39	54.39	67.73
SO BUILDLEN	GRID85	79.01	87.90	94.11	97.46	44.93	43.63
SO BUILDLEN	GRID85	43.63	42.30	43.40	44.40	44.04	78.50
SO BUILDLEN	GRID85	67.10	53.66	38.60	0.00	54.39	67.73
SO XBADJ	GRID85	16.58	10.44	3.98	-2.60	16.53	-239.26
SO XBADJ	GRID85	-251.54	-256.19	-256.48	14.57	-168.55	-170.59
SO XBADJ	GRID85	-167.44	-159.21	-65.73	-70.71	-81.57	-89.95
SO XBADJ	GRID85	-95.59	-98.33	-98.09	-94.86	-61.46	-63.00
SO XBADJ	GRID85	-62.63	-60.36	-59.97	-58.97	-56.17	-15.44
SO XBADJ	GRID85	-1.14	13.20	27.13	0.00	27.18	22.21
SO YBADJ	GRID85	4.72	14.48	23.81	32.41	-20.55	61.99
SO YBADJ	GRID85	35.96	8.85	-16.55	19.49	16.84	-4.32
SO YBADJ	GRID85	-25.36	-45.62	32.31	24.24	14.94	5.19
SO YBADJ	GRID85	-4.72	-14.48	-23.81	-32.41	20.55	14.56

SO YBADJ	GRID85	6.21	-4.23	-12.69	-19.49	-25.69	-51.03
SO YBADJ	GRID85	-46.13	-39.82	-32.31	0.00	-14.94	-5.19
SO BUILDHGT	GRID86	14.60	14.60	14.60	11.00	11.00	11.00
SO BUILDHGT	GRID86	11.00	11.00	11.00	11.00	14.60	14.60
SO BUILDHGT	GRID86	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID86	14.60	14.60	14.60	11.00	11.00	11.00
SO BUILDHGT	GRID86	11.00	11.00	11.00	11.00	14.60	14.60
SO BUILDHGT	GRID86	14.60	14.60	11.00	11.00	11.00	14.60
SO BUILDWID	GRID86	93.87	87.51	78.50	39.37	35.20	29.95
SO BUILDWID	GRID86	27.63	28.27	31.75	36.83	87.90	94.11
SO BUILDWID	GRID86	97.46	97.86	95.27	95.48	97.91	97.37
SO BUILDWID	GRID86	93.87	87.51	78.50	39.37	35.20	29.95
SO BUILDWID	GRID86	27.63	28.27	31.75	36.83	87.90	94.11
SO BUILDWID	GRID86	97.46	97.86	43.63	43.63	42.30	97.37
SO BUILDLEN	GRID86	79.01	87.90	94.11	44.90	44.93	43.63
SO BUILDLEN	GRID86	43.63	42.30	43.40	44.40	87.51	78.50
SO BUILDLEN	GRID86	67.10	53.66	38.60	39.39	54.39	67.73
SO BUILDLEN	GRID86	79.01	87.90	94.11	44.90	44.93	43.63
SO BUILDLEN	GRID86	43.63	42.30	43.40	44.40	87.51	78.50
SO BUILDLEN	GRID86	67.10	53.66	29.95	27.63	28.27	67.73
SO XBADJ	GRID86	13.10	3.59	-6.02	0.29	1.21	2.05
SO XBADJ	GRID86	0.21	-1.64	-3.43	-5.13	-77.03	-80.38
SO XBADJ	GRID86	-81.28	-79.72	-75.73	-77.55	-85.04	-89.95
SO XBADJ	GRID86	-92.12	-91.49	-88.09	-45.19	-46.13	-45.68
SO XBADJ	GRID86	-43.84	-40.67	-39.97	-39.27	-10.48	1.88
SO XBADJ	GRID86	14.18	26.05	-19.54	-13.19	-6.43	22.21
SO YBADJ	GRID86	24.41	33.28	41.13	-10.60	-7.70	-4.56
SO YBADJ	GRID86	0.63	7.70	12.69	16.01	47.54	41.03
SO YBADJ	GRID86	33.27	24.50	14.99	5.45	-4.75	-14.81
SO YBADJ	GRID86	-24.41	-33.28	-41.13	10.60	7.70	4.56
SO YBADJ	GRID86	-0.63	-7.70	-12.69	-16.01	-47.54	-41.03
SO YBADJ	GRID86	-33.27	-24.50	-23.86	-22.02	-19.51	14.81
SO BUILDHGT	GRID87	14.60	11.00	11.00	11.00	11.00	11.00
SO BUILDHGT	GRID87	11.00	11.00	11.00	11.00	14.60	14.60
SO BUILDHGT	GRID87	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID87	14.60	11.00	11.00	11.00	11.00	11.00
SO BUILDHGT	GRID87	11.00	11.00	11.00	11.00	14.60	14.60
SO BUILDHGT	GRID87	11.00	11.00	11.00	11.00	11.00	14.60
SO BUILDWID	GRID87	93.87	44.04	42.35	39.37	35.20	29.95
SO BUILDWID	GRID87	27.63	28.27	31.75	36.83	87.90	94.11
SO BUILDWID	GRID87	97.46	97.86	95.27	95.48	97.91	97.37
SO BUILDWID	GRID87	93.87	44.04	42.35	39.37	35.20	29.95
SO BUILDWID	GRID87	27.63	28.27	31.75	36.83	87.90	94.11
SO BUILDWID	GRID87	44.90	44.93	43.63	43.63	42.30	97.37
SO BUILDLEN	GRID87	79.01	40.78	43.50	44.90	44.93	43.63
SO BUILDLEN	GRID87	43.63	42.30	43.40	44.40	87.51	78.50
SO BUILDLEN	GRID87	67.10	53.66	38.60	39.39	54.39	67.73
SO BUILDLEN	GRID87	79.01	40.78	43.50	44.90	44.93	43.63
SO BUILDLEN	GRID87	43.63	42.30	43.40	44.40	87.51	78.50
SO BUILDLEN	GRID87	39.37	35.20	29.95	27.63	28.27	67.73
SO XBADJ	GRID87	9.63	-8.38	-10.64	-12.57	-14.12	-15.27
SO XBADJ	GRID87	-18.59	-21.33	-23.43	-24.82	-95.83	-97.70
SO XBADJ	GRID87	-96.60	-92.57	-85.73	-84.39	-88.51	-89.95
SO XBADJ	GRID87	-88.65	-32.40	-32.87	-32.33	-30.81	-28.36
SO XBADJ	GRID87	-25.05	-20.97	-19.97	-19.57	8.32	19.20
SO XBADJ	GRID87	-14.96	-12.44	-9.54	-6.34	-2.96	22.21
SO YBADJ	GRID87	44.11	3.44	4.14	4.72	5.16	5.44
SO YBADJ	GRID87	7.47	11.17	12.69	12.54	40.70	31.03
SO YBADJ	GRID87	20.42	9.18	-2.33	-13.35	-24.45	-34.81
SO YBADJ	GRID87	-44.11	-3.44	-4.14	-4.72	-5.16	-5.44
SO YBADJ	GRID87	-7.47	-11.17	-12.69	-12.54	-40.70	-31.03
SO YBADJ	GRID87	-9.88	-8.35	-6.54	-3.23	0.18	34.81
SO BUILDHGT	GRID88	11.00	11.00	11.00	11.00	11.00	11.00
SO BUILDHGT	GRID88	11.00	11.00	11.00	14.60	14.60	14.60
SO BUILDHGT	GRID88	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID88	11.00	11.00	11.00	11.00	11.00	11.00
SO BUILDHGT	GRID88	11.00	11.00	11.00	14.60	14.60	11.00
SO BUILDHGT	GRID88	11.00	11.00	11.00	11.00	11.00	14.60
SO BUILDWID	GRID88	44.40	44.04	42.35	39.37	35.20	29.95
SO BUILDWID	GRID88	27.63	28.27	31.75	79.01	87.90	94.11
SO BUILDWID	GRID88	97.46	97.86	95.27	95.48	97.91	97.37
SO BUILDWID	GRID88	44.40	44.04	42.35	39.37	35.20	29.95
SO BUILDWID	GRID88	27.63	28.27	31.75	79.01	87.90	43.50

SO BUILDWID	GRID88	44.90	44.93	43.63	43.63	42.30	97.37
SO BUILDLEN	GRID88	36.83	40.78	43.50	44.90	44.93	43.63
SO BUILDLEN	GRID88	43.63	42.30	43.40	93.87	87.51	78.50
SO BUILDLEN	GRID88	67.10	53.66	38.60	39.39	54.39	67.73
SO BUILDLEN	GRID88	36.83	40.78	43.50	44.90	44.93	43.63
SO BUILDLEN	GRID88	43.63	42.30	43.40	93.87	87.51	42.35
SO BUILDLEN	GRID88	39.37	35.20	29.95	27.63	28.27	67.73
SO XBADJ	GRID88	-9.35	-15.22	-20.64	-25.42	-29.44	-32.59
SO XBADJ	GRID88	-37.38	-41.03	-43.43	-110.74	-114.62	-115.02
SO XBADJ	GRID88	-111.93	-105.43	-95.73	-91.23	-91.98	-89.94
SO XBADJ	GRID88	-27.48	-25.56	-22.87	-19.48	-15.49	-11.04
SO XBADJ	GRID88	-6.25	-1.27	0.03	16.87	27.11	0.29
SO XBADJ	GRID88	0.36	0.42	0.46	0.50	0.51	22.21
SO YBADJ	GRID88	22.32	22.23	21.46	20.04	18.02	15.44
SO YBADJ	GRID88	14.31	14.65	12.69	45.67	33.86	21.03
SO YBADJ	GRID88	7.56	-6.14	-19.65	-32.14	-44.15	-54.81
SO YBADJ	GRID88	-22.32	-22.23	-21.46	-20.04	-18.02	-15.44
SO YBADJ	GRID88	-14.31	-14.65	-12.69	-45.67	-33.86	-1.12
SO YBADJ	GRID88	2.97	6.97	10.78	15.56	19.88	54.81
SO BUILDHGT	GRID89	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID89	0.00	11.00	11.00	14.60	14.60	14.60
SO BUILDHGT	GRID89	14.60	14.60	14.60	14.60	0.00	0.00
SO BUILDHGT	GRID89	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID89	0.00	11.00	11.00	11.00	11.00	11.00
SO BUILDHGT	GRID89	11.00	11.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID89	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID89	0.00	28.27	31.75	79.01	87.90	94.11
SO BUILDWID	GRID89	97.46	97.86	95.27	95.48	0.00	0.00
SO BUILDWID	GRID89	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID89	0.00	28.27	31.75	36.83	40.78	43.50
SO BUILDWID	GRID89	44.90	44.93	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID89	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID89	0.00	42.30	43.40	93.87	87.51	78.50
SO BUILDLEN	GRID89	67.10	53.66	38.60	39.39	0.00	0.00
SO BUILDLEN	GRID89	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID89	0.00	42.30	43.40	44.40	44.04	42.35
SO BUILDLEN	GRID89	39.37	35.20	0.00	0.00	0.00	0.00
SO XBADJ	GRID89	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID89	0.00	-60.73	-63.43	-130.44	-133.42	-132.34
SO XBADJ	GRID89	-127.25	-118.28	-105.73	-98.07	0.00	0.00
SO XBADJ	GRID89	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID89	0.00	18.42	20.03	19.82	19.00	17.61
SO XBADJ	GRID89	15.68	13.27	0.00	0.00	0.00	0.00
SO YBADJ	GRID89	0.00	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID89	0.00	18.12	12.69	42.19	27.02	11.03
SO YBADJ	GRID89	-5.29	-21.46	-36.97	-50.94	0.00	0.00
SO YBADJ	GRID89	0.00	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID89	0.00	-18.12	-12.69	-5.59	1.67	8.88
SO YBADJ	GRID89	15.83	22.29	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID90	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID90	0.00	0.00	11.00	11.00	11.00	11.00
SO BUILDHGT	GRID90	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID90	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID90	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID90	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID90	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID90	0.00	0.00	31.75	36.83	40.78	43.50
SO BUILDWID	GRID90	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID90	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID90	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID90	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID90	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID90	0.00	0.00	43.40	44.40	44.04	42.35
SO BUILDLEN	GRID90	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID90	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID90	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID90	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID90	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID90	0.00	0.00	-83.43	-83.91	-81.84	-77.28
SO XBADJ	GRID90	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID90	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID90	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID90	0.00	0.00	0.00	0.00	0.00	0.00

SO	YBADJ	GRID90	0.00	0.00	0.00	0.00	0.00	0.00
SO	YBADJ	GRID90	0.00	0.00	12.69	2.12	-8.51	-18.88
SO	YBADJ	GRID90	0.00	0.00	0.00	0.00	0.00	0.00
SO	YBADJ	GRID90	0.00	0.00	0.00	0.00	0.00	0.00
SO	YBADJ	GRID90	0.00	0.00	0.00	0.00	0.00	0.00
SO	YBADJ	GRID90	0.00	0.00	0.00	0.00	0.00	0.00
SO	BUILDHGT	GRID91	0.00	0.00	0.00	0.00	0.00	0.00
SO	BUILDHGT	GRID91	0.00	0.00	0.00	0.00	0.00	0.00
SO	BUILDHGT	GRID91	0.00	0.00	0.00	0.00	0.00	0.00
SO	BUILDHGT	GRID91	0.00	0.00	0.00	0.00	0.00	0.00
SO	BUILDHGT	GRID91	0.00	0.00	0.00	0.00	0.00	0.00
SO	BUILDHGT	GRID91	0.00	0.00	0.00	0.00	0.00	0.00
SO	BUILDWID	GRID91	0.00	0.00	0.00	0.00	0.00	0.00
SO	BUILDWID	GRID91	0.00	0.00	0.00	0.00	0.00	0.00
SO	BUILDWID	GRID91	0.00	0.00	0.00	0.00	0.00	0.00
SO	BUILDWID	GRID91	0.00	0.00	0.00	0.00	0.00	0.00
SO	BUILDWID	GRID91	0.00	0.00	0.00	0.00	0.00	0.00
SO	BUILDWID	GRID91	0.00	0.00	0.00	0.00	0.00	0.00
SO	BUILDLEN	GRID91	0.00	0.00	0.00	0.00	0.00	0.00
SO	BUILDLEN	GRID91	0.00	0.00	0.00	0.00	0.00	0.00
SO	BUILDLEN	GRID91	0.00	0.00	0.00	0.00	0.00	0.00
SO	BUILDLEN	GRID91	0.00	0.00	0.00	0.00	0.00	0.00
SO	BUILDLEN	GRID91	0.00	0.00	0.00	0.00	0.00	0.00
SO	BUILDLEN	GRID91	0.00	0.00	0.00	0.00	0.00	0.00
SO	XBADJ	GRID91	0.00	0.00	0.00	0.00	0.00	0.00
SO	XBADJ	GRID91	0.00	0.00	0.00	0.00	0.00	0.00
SO	XBADJ	GRID91	0.00	0.00	0.00	0.00	0.00	0.00
SO	XBADJ	GRID91	0.00	0.00	0.00	0.00	0.00	0.00
SO	XBADJ	GRID91	0.00	0.00	0.00	0.00	0.00	0.00
SO	XBADJ	GRID91	0.00	0.00	0.00	0.00	0.00	0.00
SO	YBADJ	GRID91	0.00	0.00	0.00	0.00	0.00	0.00
SO	YBADJ	GRID91	0.00	0.00	0.00	0.00	0.00	0.00
SO	YBADJ	GRID91	0.00	0.00	0.00	0.00	0.00	0.00
SO	YBADJ	GRID91	0.00	0.00	0.00	0.00	0.00	0.00
SO	YBADJ	GRID91	0.00	0.00	0.00	0.00	0.00	0.00
SO	YBADJ	GRID91	0.00	0.00	0.00	0.00	0.00	0.00
SO	BUILDHGT	GRID92	0.00	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID92	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID92	13.10	13.10	13.10	13.10	13.10	0.00
SO	BUILDHGT	GRID92	0.00	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID92	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID92	13.10	13.10	13.10	13.10	13.10	0.00
SO	BUILDWID	GRID92	0.00	104.40	120.70	133.33	141.91	146.18
SO	BUILDWID	GRID92	146.01	141.40	132.50	134.80	142.96	146.77
SO	BUILDWID	GRID92	146.12	141.04	131.67	118.29	101.33	0.00
SO	BUILDWID	GRID92	0.00	104.40	120.70	133.33	141.91	146.18
SO	BUILDWID	GRID92	146.01	141.40	132.50	134.80	142.96	146.77
SO	BUILDWID	GRID92	146.12	141.04	131.67	118.29	101.33	0.00
SO	BUILDLEN	GRID92	0.00	142.96	146.77	146.12	141.04	131.67
SO	BUILDLEN	GRID92	118.29	101.33	85.73	84.92	104.40	120.70
SO	BUILDLEN	GRID92	133.33	141.91	146.18	146.01	141.40	0.00
SO	BUILDLEN	GRID92	0.00	142.96	146.77	146.12	141.04	131.67
SO	BUILDLEN	GRID92	118.29	101.33	85.73	84.92	104.40	120.70
SO	BUILDLEN	GRID92	133.33	141.91	146.18	146.01	141.40	0.00
SO	XBADJ	GRID92	0.00	-60.26	-52.78	-43.70	-33.28	-21.86
SO	XBADJ	GRID92	-9.77	2.62	14.93	13.78	2.91	-8.04
SO	XBADJ	GRID92	-18.76	-28.90	-38.17	-46.27	-52.97	0.00
SO	XBADJ	GRID92	0.00	-82.69	-93.99	-102.43	-107.76	-109.81
SO	XBADJ	GRID92	-108.53	-103.94	-100.66	-98.71	-107.31	-112.65
SO	XBADJ	GRID92	-114.57	-113.01	-108.02	-99.74	-88.43	0.00
SO	YBADJ	GRID92	0.00	-55.11	-52.30	-47.91	-42.05	-34.92
SO	YBADJ	GRID92	-26.73	-17.73	-8.18	1.48	11.21	20.60
SO	YBADJ	GRID92	29.37	37.24	43.98	49.38	53.28	0.00
SO	YBADJ	GRID92	0.00	55.11	52.30	47.91	42.05	34.92
SO	YBADJ	GRID92	26.73	17.73	8.18	-1.48	-11.21	-20.60
SO	YBADJ	GRID92	-29.37	-37.24	-43.98	-49.38	-53.28	0.00
SO	BUILDHGT	GRID93	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID93	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID93	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID93	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID93	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID93	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDWID	GRID93	84.92	104.40	120.70	133.33	141.91	146.18

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SO BUILDWID  GRID93       146.01    141.40    132.50    134.80    142.96    146.77
SO BUILDWID  GRID93       146.12    141.04    131.67    118.29    101.33     85.73
SO BUILDWID  GRID93        84.92    104.40    120.70    133.33    141.91    146.18
SO BUILDWID  GRID93       146.01    141.40    132.50    134.80    142.96    146.77
SO BUILDWID  GRID93       146.12    141.04    131.67    118.29    101.33     85.73
SO BUILDLEN  GRID93       134.80    142.96    146.77    146.12    141.04    131.67
SO BUILDLEN  GRID93       118.29    101.33     85.73     84.92    104.40    120.70
SO BUILDLEN  GRID93       133.33    141.91    146.18    146.01    141.40    132.50
SO BUILDLEN  GRID93       134.80    142.96    146.77    146.12    141.04    131.67
SO BUILDLEN  GRID93       118.29    101.33     85.73     84.92    104.40    120.70
SO BUILDLEN  GRID93       133.33    141.91    146.18    146.01    141.40    132.50
SO XBADJ     GRID93       -69.39    -67.11    -62.78    -56.55    -48.60    -39.18
SO XBADJ     GRID93       -28.56    -17.08     -5.07     -5.91    -15.88    -25.36
SO XBADJ     GRID93       -34.08    -41.76    -48.17    -53.11    -56.45    -58.06
SO XBADJ     GRID93       -65.41    -75.85    -83.99    -89.57    -92.43    -92.49
SO XBADJ     GRID93       -89.73    -84.25    -80.66    -79.01    -88.52    -95.33
SO XBADJ     GRID93       -99.25   -100.16    -98.02    -92.90    -84.96    -74.43
SO YBADJ     GRID93       -36.55    -36.32    -34.98    -32.59    -29.20    -24.92
SO YBADJ     GRID93       -19.89    -14.25     -8.18     -1.99      4.37     10.60
SO YBADJ     GRID93        16.51     21.92     26.66     30.59     33.59     37.79
SO YBADJ     GRID93        36.55     36.32     34.98     32.59     29.20     24.92
SO YBADJ     GRID93        19.89     14.25      8.18      1.99     -4.37    -10.60
SO YBADJ     GRID93       -16.51    -21.92    -26.66    -30.59    -33.59    -37.79
SO BUILDHGT  GRID94        13.10     13.10     13.10     13.10     13.10     13.10
SO BUILDHGT  GRID94        13.10     13.10     13.10     13.10     13.10     13.10
SO BUILDHGT  GRID94        13.10     13.10     13.10     13.10     13.10     13.10
SO BUILDHGT  GRID94        13.10     13.10     13.10     13.10     13.10     13.10
SO BUILDHGT  GRID94        13.10     13.10     13.10     13.10     13.10     13.10
SO BUILDHGT  GRID94        13.10     13.10     13.10     13.10     13.10     13.10
SO BUILDWID  GRID94        84.92    104.40    120.70    133.33    141.91    146.18
SO BUILDWID  GRID94       146.01    141.40    132.50    134.80    142.96    146.77
SO BUILDWID  GRID94       146.12    141.04    131.67    118.29    101.33     85.73
SO BUILDWID  GRID94        84.92    104.40    120.70    133.33    141.91    146.18
SO BUILDWID  GRID94       146.01    141.40    132.50    134.80    142.96    146.77
SO BUILDWID  GRID94       146.12    141.04    131.67    118.29    101.33     85.73
SO BUILDLEN  GRID94       134.80    142.96    146.77    146.12    141.04    131.67
SO BUILDLEN  GRID94       118.29    101.33     85.73     84.92    104.40    120.70
SO BUILDLEN  GRID94       133.33    141.91    146.18    146.01    141.40    132.50
SO BUILDLEN  GRID94       134.80    142.96    146.77    146.12    141.04    131.67
SO BUILDLEN  GRID94       118.29    101.33     85.73     84.92    104.40    120.70
SO BUILDLEN  GRID94       133.33    141.91    146.18    146.01    141.40    132.50
SO XBADJ     GRID94       -72.86    -73.95    -72.78    -69.41    -63.92    -56.50
SO XBADJ     GRID94       -47.35    -36.77    -25.07    -25.61    -34.67    -42.68
SO XBADJ     GRID94       -49.40    -54.61    -58.17    -59.95    -59.92    -58.06
SO XBADJ     GRID94       -61.94    -69.01    -73.99    -76.72    -77.11    -75.17
SO XBADJ     GRID94       -70.94    -64.55    -60.66    -59.32    -69.72    -78.01
SO XBADJ     GRID94       -83.93    -87.30    -88.02    -86.06    -81.48    -74.43
SO YBADJ     GRID94       -16.85    -17.52    -17.66    -17.27    -16.34    -14.92
SO YBADJ     GRID94       -13.05    -10.78     -8.18     -5.46     -2.47      0.60
SO YBADJ     GRID94         3.65      6.60      9.34     11.79     13.89     17.79
SO YBADJ     GRID94        16.85     17.52     17.66     17.27     16.34     14.92
SO YBADJ     GRID94        13.05     10.78      8.18      5.46      2.47     -0.60
SO YBADJ     GRID94        -3.65     -6.60     -9.34    -11.79    -13.89    -17.79
SO BUILDHGT  GRID95        13.10     13.10     13.10     13.10     13.10     13.10
SO BUILDHGT  GRID95        13.10     13.10     13.10     13.10     13.10     13.10
SO BUILDHGT  GRID95        13.10     13.10     13.10     13.10     13.10     13.10
SO BUILDHGT  GRID95        13.10     13.10     13.10     13.10     13.10     13.10
SO BUILDHGT  GRID95        13.10     13.10     13.10     13.10     13.10     13.10
SO BUILDHGT  GRID95        13.10     13.10     13.10     13.10     13.10     13.10
SO BUILDWID  GRID95        84.92    104.40    120.70    133.33    141.91    146.18
SO BUILDWID  GRID95       146.01    141.40    132.50    134.80    142.96    146.77
SO BUILDWID  GRID95       146.12    141.04    131.67    118.29    101.33     85.73
SO BUILDWID  GRID95        84.92    104.40    120.70    133.33    141.91    146.18
SO BUILDWID  GRID95       146.01    141.40    132.50    134.80    142.96    146.77
SO BUILDWID  GRID95       146.12    141.04    131.67    118.29    101.33     85.73
SO BUILDLEN  GRID95       134.80    142.96    146.77    146.12    141.04    131.67
SO BUILDLEN  GRID95       118.29    101.33     85.73     84.92    104.40    120.70
SO BUILDLEN  GRID95       133.33    141.91    146.18    146.01    141.40    132.50
SO BUILDLEN  GRID95       134.80    142.96    146.77    146.12    141.04    131.67
SO BUILDLEN  GRID95       118.29    101.33     85.73     84.92    104.40    120.70
SO BUILDLEN  GRID95       133.33    141.91    146.18    146.01    141.40    132.50
SO XBADJ     GRID95       -76.34    -80.79    -82.78    -82.26    -79.24    -73.82
SO XBADJ     GRID95       -66.15    -56.47    -45.07    -45.30    -53.47    -60.01
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SO XBADJ	GRID95	-64.72	-67.47	-68.17	-66.80	-63.39	-58.06
SO XBADJ	GRID95	-58.47	-62.17	-63.99	-63.86	-61.79	-57.85
SO XBADJ	GRID95	-52.14	-44.86	-40.66	-39.62	-50.93	-60.69
SO XBADJ	GRID95	-68.61	-74.44	-78.02	-79.22	-78.01	-74.43
SO YBADJ	GRID95	2.84	1.27	-0.34	-1.94	-3.49	-4.92
SO YBADJ	GRID95	-6.21	-7.31	-8.19	-8.93	-9.31	-9.40
SO YBADJ	GRID95	-9.20	-8.73	-7.99	-7.00	-5.81	-2.21
SO YBADJ	GRID95	-2.84	-1.27	0.34	1.94	3.49	4.92
SO YBADJ	GRID95	6.21	7.31	8.19	8.93	9.31	9.40
SO YBADJ	GRID95	9.20	8.73	7.99	7.00	5.81	2.21
SO BUILDHGT	GRID96	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID96	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID96	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID96	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID96	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID96	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDWID	GRID96	84.92	104.40	120.70	133.33	141.91	146.18
SO BUILDWID	GRID96	146.01	141.40	132.50	134.80	142.96	146.77
SO BUILDWID	GRID96	146.12	141.04	131.67	118.29	101.33	85.73
SO BUILDWID	GRID96	84.92	104.40	120.70	133.33	141.91	146.18
SO BUILDWID	GRID96	146.01	141.40	132.50	134.80	142.96	146.77
SO BUILDWID	GRID96	146.12	141.04	131.67	118.29	101.33	85.73
SO BUILDLEN	GRID96	134.80	142.96	146.77	146.12	141.04	131.67
SO BUILDLEN	GRID96	118.29	101.33	85.73	84.92	104.40	120.70
SO BUILDLEN	GRID96	133.33	141.91	146.18	146.01	141.40	132.50
SO BUILDLEN	GRID96	134.80	142.96	146.77	146.12	141.04	131.67
SO BUILDLEN	GRID96	118.29	101.33	85.73	84.92	104.40	120.70
SO BUILDLEN	GRID96	133.33	141.91	146.18	146.01	141.40	132.50
SO XBADJ	GRID96	-79.81	-87.63	-92.78	-95.12	-94.57	-91.14
SO XBADJ	GRID96	-84.94	-76.17	-65.07	-65.00	-72.26	-77.33
SO XBADJ	GRID96	-80.04	-80.33	-78.17	-73.64	-66.87	-58.06
SO XBADJ	GRID96	-54.99	-55.33	-53.99	-51.01	-46.47	-40.53
SO XBADJ	GRID96	-33.35	-25.16	-20.66	-19.92	-32.14	-43.37
SO XBADJ	GRID96	-53.29	-61.59	-68.02	-72.38	-74.54	-74.43
SO YBADJ	GRID96	22.54	20.06	16.98	13.38	9.37	5.08
SO YBADJ	GRID96	0.63	-3.84	-8.19	-12.41	-16.15	-19.40
SO YBADJ	GRID96	-22.06	-24.05	-25.31	-25.80	-25.50	-22.21
SO YBADJ	GRID96	-22.54	-20.06	-16.98	-13.38	-9.37	-5.08
SO YBADJ	GRID96	-0.63	3.84	8.19	12.41	16.15	19.40
SO YBADJ	GRID96	22.06	24.05	25.31	25.80	25.50	22.21
SO BUILDHGT	GRID97	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID97	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID97	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID97	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID97	18.60	18.60	18.60	13.10	13.10	13.10
SO BUILDHGT	GRID97	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDWID	GRID97	84.92	104.40	120.70	133.33	141.91	146.18
SO BUILDWID	GRID97	146.01	141.40	132.50	134.80	142.96	146.77
SO BUILDWID	GRID97	146.12	141.04	131.67	118.29	101.33	85.73
SO BUILDWID	GRID97	84.92	104.40	120.70	133.33	141.91	146.18
SO BUILDWID	GRID97	31.46	47.00	61.12	134.80	142.96	146.77
SO BUILDWID	GRID97	146.12	141.04	131.67	118.29	101.33	85.73
SO BUILDLEN	GRID97	134.80	142.96	146.77	146.12	141.04	131.67
SO BUILDLEN	GRID97	118.29	101.33	85.73	84.92	104.40	120.70
SO BUILDLEN	GRID97	133.33	141.91	146.18	146.01	141.40	132.50
SO BUILDLEN	GRID97	134.80	142.96	146.77	146.12	141.04	131.67
SO BUILDLEN	GRID97	92.66	96.09	97.10	84.92	104.40	120.70
SO BUILDLEN	GRID97	133.33	141.91	146.18	146.01	141.40	132.50
SO XBADJ	GRID97	-83.28	-94.47	-102.78	-107.97	-109.89	-108.46
SO XBADJ	GRID97	-103.74	-95.86	-85.07	-84.70	-91.05	-94.65
SO XBADJ	GRID97	-95.36	-93.18	-88.17	-80.48	-70.34	-58.06
SO XBADJ	GRID97	-51.52	-48.49	-43.99	-38.15	-31.15	-23.21
SO XBADJ	GRID97	-168.03	-170.16	-167.13	-0.23	-13.34	-26.05
SO XBADJ	GRID97	-37.97	-48.73	-58.02	-65.54	-71.07	-74.44
SO YBADJ	GRID97	42.23	38.86	34.30	28.70	22.22	15.08
SO YBADJ	GRID97	7.47	-0.36	-8.19	-15.88	-22.99	-29.40
SO YBADJ	GRID97	-34.91	-39.37	-42.63	-44.59	-45.20	-42.21
SO YBADJ	GRID97	-42.23	-38.86	-34.30	-28.70	-22.22	-15.08
SO YBADJ	GRID97	11.31	-9.96	-30.93	15.88	22.99	29.40
SO YBADJ	GRID97	34.91	39.37	42.63	44.59	45.20	42.21
SO BUILDHGT	GRID98	0.00	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID98	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID98	13.10	13.10	13.10	13.10	0.00	0.00

SO BUILDHGT	GRID98	0.00	13.10	13.10	13.10	13.10	18.60
SO BUILDHGT	GRID98	18.60	18.60	18.60	13.10	13.10	13.10
SO BUILDHGT	GRID98	13.10	13.10	13.10	13.10	0.00	0.00
SO BUILDWID	GRID98	0.00	104.40	120.70	133.33	141.91	146.18
SO BUILDWID	GRID98	146.01	141.40	132.50	134.80	142.96	146.77
SO BUILDWID	GRID98	146.12	141.04	131.67	118.29	0.00	0.00
SO BUILDWID	GRID98	0.00	104.40	120.70	133.33	141.91	46.25
SO BUILDWID	GRID98	31.46	47.00	61.12	134.80	142.96	146.77
SO BUILDWID	GRID98	146.12	141.04	131.67	118.29	0.00	0.00
SO BUILDLEN	GRID98	0.00	142.96	146.77	146.12	141.04	131.67
SO BUILDLEN	GRID98	118.29	101.33	85.73	84.92	104.40	120.70
SO BUILDLEN	GRID98	133.33	141.91	146.18	146.01	0.00	0.00
SO BUILDLEN	GRID98	0.00	142.96	146.77	146.12	141.04	96.33
SO BUILDLEN	GRID98	92.66	96.09	97.10	84.92	104.40	120.70
SO BUILDLEN	GRID98	133.33	141.91	146.18	146.01	0.00	0.00
SO XBADJ	GRID98	0.00	-101.31	-112.78	-120.83	-125.21	-125.78
SO XBADJ	GRID98	-122.53	-115.56	-105.07	-104.39	-109.85	-111.97
SO XBADJ	GRID98	-110.68	-106.04	-98.17	-87.32	0.00	0.00
SO XBADJ	GRID98	0.00	-41.65	-33.99	-25.29	-15.83	-148.54
SO XBADJ	GRID98	-149.24	-150.47	-147.13	19.47	5.45	-8.73
SO XBADJ	GRID98	-22.65	-35.88	-48.02	-58.70	0.00	0.00
SO YBADJ	GRID98	0.00	57.65	51.62	44.02	35.08	25.08
SO YBADJ	GRID98	14.31	3.11	-8.19	-19.35	-29.83	-39.40
SO YBADJ	GRID98	-47.77	-54.69	-59.95	-63.38	0.00	0.00
SO YBADJ	GRID98	0.00	-57.65	-51.62	-44.02	-35.08	22.62
SO YBADJ	GRID98	4.47	-13.43	-30.93	19.35	29.83	39.40
SO YBADJ	GRID98	47.77	54.69	59.95	63.38	0.00	0.00
SO BUILDHGT	GRID99	0.00	0.00	0.00	18.60	18.60	18.60
SO BUILDHGT	GRID99	13.10	18.60	18.60	18.60	13.10	13.10
SO BUILDHGT	GRID99	13.10	13.10	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID99	0.00	0.00	0.00	18.60	18.60	18.60
SO BUILDHGT	GRID99	18.60	18.60	18.60	18.60	13.00	13.00
SO BUILDHGT	GRID99	13.00	13.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID99	0.00	0.00	0.00	72.68	60.38	46.26
SO BUILDWID	GRID99	146.01	47.00	61.12	73.38	142.96	146.77
SO BUILDWID	GRID99	146.12	141.04	0.00	0.00	0.00	0.00
SO BUILDWID	GRID99	0.00	0.00	0.00	72.68	60.38	46.25
SO BUILDWID	GRID99	31.46	47.00	61.12	73.38	69.03	80.10
SO BUILDWID	GRID99	88.73	94.67	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID99	0.00	0.00	0.00	95.63	97.46	96.33
SO BUILDLEN	GRID99	118.29	96.09	97.10	95.16	104.40	120.70
SO BUILDLEN	GRID99	133.33	141.91	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID99	0.00	0.00	0.00	95.63	97.46	96.33
SO BUILDLEN	GRID99	92.66	96.09	97.10	95.16	96.91	93.17
SO BUILDLEN	GRID99	86.61	77.41	0.00	0.00	0.00	0.00
SO XBADJ	GRID99	0.00	0.00	0.00	26.04	30.93	34.89
SO XBADJ	GRID99	-141.32	34.69	30.03	24.45	-128.64	-129.29
SO XBADJ	GRID99	-126.00	-118.89	0.00	0.00	0.00	0.00
SO XBADJ	GRID99	0.00	0.00	0.00	-121.67	-128.39	-131.21
SO XBADJ	GRID99	-130.44	-130.77	-127.13	-119.62	-147.81	-145.50
SO XBADJ	GRID99	-138.76	-127.81	0.00	0.00	0.00	0.00
SO YBADJ	GRID99	0.00	0.00	0.00	-40.40	-26.92	-12.62
SO YBADJ	GRID99	21.15	16.90	30.93	44.01	-36.67	-49.40
SO YBADJ	GRID99	-60.62	-70.01	0.00	0.00	0.00	0.00
SO YBADJ	GRID99	0.00	0.00	0.00	40.40	26.92	12.62
SO YBADJ	GRID99	-2.37	-16.90	-30.93	-44.01	6.02	-11.37
SO YBADJ	GRID99	-28.41	-44.59	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID100	18.60	18.60	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID100	18.60	18.60	18.60	18.60	18.60	13.10
SO BUILDHGT	GRID100	13.10	0.00	0.00	0.00	0.00	4.90
SO BUILDHGT	GRID100	18.60	18.60	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID100	18.60	18.60	18.60	18.60	18.60	13.00
SO BUILDHGT	GRID100	13.00	13.00	13.00	13.00	0.00	4.90
SO BUILDWID	GRID100	95.16	90.34	82.77	72.68	60.38	46.26
SO BUILDWID	GRID100	31.46	47.00	61.12	73.38	83.41	146.77
SO BUILDWID	GRID100	146.12	0.00	0.00	0.00	0.00	60.32
SO BUILDWID	GRID100	95.16	90.34	82.77	72.68	60.38	46.25
SO BUILDWID	GRID100	31.46	47.00	61.12	73.38	83.41	80.10
SO BUILDWID	GRID100	88.73	94.67	97.73	97.82	0.00	60.32
SO BUILDLEN	GRID100	73.38	83.41	90.90	95.63	97.46	96.33
SO BUILDLEN	GRID100	92.66	96.09	97.10	95.16	90.34	120.70
SO BUILDLEN	GRID100	133.33	0.00	0.00	0.00	0.00	53.44
SO BUILDLEN	GRID100	73.38	83.41	90.90	95.63	97.46	96.33

SO BUILDLEN	GRID100	92.66	96.09	97.10	95.16	90.34	93.17
SO BUILDLEN	GRID100	86.61	77.41	65.86	52.31	0.00	53.44
SO XBADJ	GRID100	3.85	7.21	10.35	13.18	15.61	17.57
SO XBADJ	GRID100	18.99	14.99	10.03	4.76	-0.66	-146.61
SO XBADJ	GRID100	-141.33	0.00	0.00	0.00	0.00	-47.46
SO XBADJ	GRID100	-77.22	-90.62	-101.26	-108.82	-113.07	-113.89
SO XBADJ	GRID100	-111.65	-111.07	-107.13	-99.92	-89.68	-128.18
SO XBADJ	GRID100	-123.44	-114.95	-102.97	-87.86	0.00	-5.98
SO YBADJ	GRID100	-52.34	-44.51	-35.33	-25.08	-14.07	-2.62
SO YBADJ	GRID100	9.21	20.38	30.93	40.53	48.91	-59.40
SO YBADJ	GRID100	-73.48	0.00	0.00	0.00	0.00	31.46
SO YBADJ	GRID100	52.34	44.51	35.33	25.08	14.07	2.62
SO YBADJ	GRID100	-9.21	-20.38	-30.93	-40.53	-48.91	-1.37
SO YBADJ	GRID100	-15.56	-29.27	-42.10	-53.64	0.00	-31.46
SO BUILDHGT	GRID101	18.60	18.60	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID101	18.60	18.60	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID101	18.60	18.60	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID101	18.60	18.60	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID101	18.60	18.60	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID101	18.60	18.60	18.60	18.60	18.60	18.60
SO BUILDWID	GRID101	95.16	90.34	82.77	72.68	60.38	46.26
SO BUILDWID	GRID101	31.46	47.00	61.12	73.38	83.41	90.90
SO BUILDWID	GRID101	95.63	97.46	96.33	92.66	96.09	97.10
SO BUILDWID	GRID101	95.16	90.34	82.77	72.68	60.38	46.25
SO BUILDWID	GRID101	31.46	47.00	61.12	73.38	83.41	90.90
SO BUILDWID	GRID101	95.63	97.46	96.33	92.66	96.09	97.10
SO BUILDLEN	GRID101	73.38	83.41	90.90	95.63	97.46	96.33
SO BUILDLEN	GRID101	92.66	96.09	97.10	95.16	90.34	82.77
SO BUILDLEN	GRID101	72.68	60.38	46.26	31.46	47.00	61.12
SO BUILDLEN	GRID101	73.38	83.41	90.90	95.63	97.46	96.33
SO BUILDLEN	GRID101	92.66	96.09	97.10	95.16	90.34	82.77
SO BUILDLEN	GRID101	72.68	60.38	46.25	31.46	47.00	61.12
SO XBADJ	GRID101	0.37	0.37	0.35	0.33	0.29	0.25
SO XBADJ	GRID101	0.20	-4.71	-9.97	-14.94	-19.45	-23.37
SO XBADJ	GRID101	-26.58	-28.98	-30.50	-31.78	-47.35	-61.49
SO XBADJ	GRID101	-73.75	-83.78	-91.26	-95.96	-97.75	-96.57
SO XBADJ	GRID101	-92.86	-91.38	-87.13	-80.23	-70.89	-59.40
SO XBADJ	GRID101	-46.10	-31.40	-15.75	0.32	0.35	0.36
SO YBADJ	GRID101	-32.64	-25.72	-18.01	-9.76	-1.21	7.38
SO YBADJ	GRID101	16.05	23.85	30.93	37.06	42.07	45.80
SO YBADJ	GRID101	48.15	49.02	48.41	46.53	43.34	38.58
SO YBADJ	GRID101	32.64	25.72	18.01	9.76	1.21	-7.38
SO YBADJ	GRID101	-16.05	-23.85	-30.93	-37.06	-42.07	-45.80
SO YBADJ	GRID101	-48.15	-49.02	-48.41	-46.53	-43.34	-38.58
SO BUILDHGT	GRID102	18.60	18.60	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID102	18.60	18.60	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID102	18.60	18.60	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID102	18.60	18.60	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID102	18.60	18.60	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID102	18.60	18.60	18.60	18.60	18.60	18.60
SO BUILDWID	GRID102	95.16	90.34	82.77	72.68	60.38	46.26
SO BUILDWID	GRID102	31.46	47.00	61.12	73.38	83.41	90.90
SO BUILDWID	GRID102	95.63	97.46	96.33	92.66	96.09	97.10
SO BUILDWID	GRID102	95.16	90.34	82.77	72.68	60.38	46.25
SO BUILDWID	GRID102	31.46	47.00	61.12	73.38	83.41	90.90
SO BUILDWID	GRID102	95.63	97.46	96.33	92.66	96.09	97.10
SO BUILDLEN	GRID102	73.38	83.41	90.90	95.63	97.46	96.33
SO BUILDLEN	GRID102	92.66	96.09	97.10	95.16	90.34	82.77
SO BUILDLEN	GRID102	72.68	60.38	46.26	31.46	47.00	61.12
SO BUILDLEN	GRID102	73.38	83.41	90.90	95.63	97.46	96.33
SO BUILDLEN	GRID102	92.66	96.09	97.10	95.16	90.34	82.77
SO BUILDLEN	GRID102	72.68	60.38	46.25	31.46	47.00	61.12
SO XBADJ	GRID102	-3.10	-6.47	-9.65	-12.53	-15.03	-17.07
SO XBADJ	GRID102	-18.60	-24.40	-29.97	-34.64	-38.24	-40.69
SO XBADJ	GRID102	-41.90	-41.84	-40.50	-38.62	-50.82	-61.49
SO XBADJ	GRID102	-70.28	-76.94	-81.26	-83.11	-82.43	-79.25
SO XBADJ	GRID102	-74.06	-71.68	-67.13	-60.53	-52.09	-42.07
SO XBADJ	GRID102	-30.78	-18.55	-5.75	7.16	3.82	0.36
SO YBADJ	GRID102	-12.95	-6.92	-0.69	5.56	11.65	17.38
SO YBADJ	GRID102	22.89	27.32	30.93	33.59	35.23	35.80
SO YBADJ	GRID102	35.29	33.70	31.09	27.73	23.64	18.58
SO YBADJ	GRID102	12.95	6.92	0.69	-5.56	-11.65	-17.38
SO YBADJ	GRID102	-22.89	-27.32	-30.93	-33.59	-35.23	-35.80

SO YBADJ	GRID102	-35.29	-33.70	-31.09	-27.73	-23.64	-18.58
SO BUILDHGT	GRID103	18.60	18.60	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID103	0.00	18.60	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID103	18.60	18.60	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID103	18.60	18.60	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID103	14.60	18.60	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID103	18.60	18.60	18.60	18.60	18.60	18.60
SO BUILDWID	GRID103	95.16	90.34	82.77	72.68	60.38	46.26
SO BUILDWID	GRID103	0.00	47.00	61.12	73.38	83.41	90.90
SO BUILDWID	GRID103	95.63	97.46	96.33	92.66	96.09	97.10
SO BUILDWID	GRID103	95.16	90.34	82.77	72.68	60.38	46.25
SO BUILDWID	GRID103	75.94	47.00	61.12	73.38	83.41	90.90
SO BUILDWID	GRID103	95.63	97.46	96.33	92.66	96.09	97.10
SO BUILDLEN	GRID103	73.38	83.41	90.90	95.63	97.46	96.33
SO BUILDLEN	GRID103	0.00	96.09	97.10	95.16	90.34	82.77
SO BUILDLEN	GRID103	72.68	60.38	46.26	31.46	47.00	61.12
SO BUILDLEN	GRID103	73.38	83.41	90.90	95.63	97.46	96.33
SO BUILDLEN	GRID103	95.14	96.09	97.10	95.16	90.34	82.77
SO BUILDLEN	GRID103	72.68	60.38	46.25	31.46	47.00	61.12
SO XBADJ	GRID103	-6.57	-13.31	-19.65	-25.38	-30.35	-34.39
SO XBADJ	GRID103	0.00	-44.10	-49.97	-54.33	-57.04	-58.01
SO XBADJ	GRID103	-57.22	-54.69	-50.50	-45.46	-54.30	-61.49
SO XBADJ	GRID103	-66.80	-70.10	-71.26	-70.25	-67.11	-61.93
SO XBADJ	GRID103	-166.05	-51.99	-47.13	-40.83	-33.30	-24.75
SO XBADJ	GRID103	-15.46	-5.69	4.25	14.00	7.29	0.36
SO YBADJ	GRID103	6.75	11.87	16.63	20.88	24.50	27.38
SO YBADJ	GRID103	0.00	30.79	30.93	30.12	28.39	25.80
SO YBADJ	GRID103	22.43	18.38	13.77	8.94	3.94	-1.42
SO YBADJ	GRID103	-6.75	-11.87	-16.63	-20.88	-24.50	-27.38
SO YBADJ	GRID103	3.38	-30.79	-30.92	-30.12	-28.39	-25.80
SO YBADJ	GRID103	-22.43	-18.38	-13.77	-8.94	-3.94	1.42
SO BUILDHGT	GRID104	18.60	18.60	18.60	18.60	18.60	13.00
SO BUILDHGT	GRID104	0.00	0.00	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID104	18.60	18.60	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID104	18.60	18.60	18.60	18.60	18.60	14.60
SO BUILDHGT	GRID104	14.60	14.60	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID104	18.60	18.60	18.60	18.60	18.60	18.60
SO BUILDWID	GRID104	95.16	90.34	82.77	72.68	60.38	65.86
SO BUILDWID	GRID104	0.00	0.00	61.12	73.38	83.41	90.90
SO BUILDWID	GRID104	95.63	97.46	96.33	92.66	96.09	97.10
SO BUILDWID	GRID104	95.16	90.34	82.77	72.68	60.38	85.64
SO BUILDWID	GRID104	75.94	63.94	61.12	73.38	83.41	90.90
SO BUILDWID	GRID104	95.63	97.46	96.33	92.66	96.09	97.10
SO BUILDLEN	GRID104	73.38	83.41	90.90	95.63	97.46	97.73
SO BUILDLEN	GRID104	0.00	0.00	97.10	95.16	90.34	82.77
SO BUILDLEN	GRID104	72.68	60.38	46.26	31.46	47.00	61.12
SO BUILDLEN	GRID104	73.38	83.41	90.90	95.63	97.46	89.78
SO BUILDLEN	GRID104	95.14	97.60	97.10	95.16	90.34	82.77
SO BUILDLEN	GRID104	72.68	60.38	46.25	31.46	47.00	61.12
SO XBADJ	GRID104	-10.05	-20.15	-29.65	-38.24	-45.67	-76.05
SO XBADJ	GRID104	0.00	0.00	-69.97	-74.03	-75.83	-75.33
SO XBADJ	GRID104	-72.54	-67.55	-60.50	-52.30	-57.77	-61.49
SO XBADJ	GRID104	-63.33	-63.25	-61.26	-57.39	-51.79	-143.60
SO XBADJ	GRID104	-147.25	-146.43	-27.13	-21.14	-14.51	-7.43
SO XBADJ	GRID104	-0.14	7.17	14.25	20.84	10.77	0.36
SO YBADJ	GRID104	26.45	30.66	33.95	36.20	37.36	-30.04
SO YBADJ	GRID104	0.00	0.00	30.92	26.64	21.55	15.80
SO YBADJ	GRID104	9.58	3.06	-3.55	-9.86	-15.75	-21.42
SO YBADJ	GRID104	-26.45	-30.66	-33.95	-36.20	-37.36	14.00
SO YBADJ	GRID104	-3.46	-20.81	-30.92	-26.64	-21.55	-15.80
SO YBADJ	GRID104	-9.58	-3.06	3.55	9.86	15.75	21.42
SO BUILDHGT	GRID105	18.60	18.60	13.00	13.00	13.00	13.00
SO BUILDHGT	GRID105	13.00	14.60	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID105	18.60	18.60	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID105	18.60	18.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID105	14.60	14.60	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID105	18.60	18.60	18.60	18.60	18.60	18.60
SO BUILDWID	GRID105	95.16	90.34	93.17	86.61	77.41	65.86
SO BUILDWID	GRID105	52.31	63.94	61.12	73.38	83.41	90.90
SO BUILDWID	GRID105	95.63	97.46	96.33	92.66	96.09	97.10
SO BUILDWID	GRID105	95.16	90.34	98.33	97.00	92.73	85.64
SO BUILDWID	GRID105	75.94	63.94	61.12	73.38	83.41	90.90
SO BUILDWID	GRID105	95.63	97.46	96.33	92.66	96.09	97.10

SO BUILDLEN	GRID105	73.38	83.41	80.10	88.73	94.67	97.73
SO BUILDLEN	GRID105	97.82	97.60	97.10	95.16	90.34	82.77
SO BUILDLEN	GRID105	72.68	60.38	46.26	31.46	47.00	61.12
SO BUILDLEN	GRID105	73.38	83.41	58.41	71.13	81.70	89.78
SO BUILDLEN	GRID105	95.14	97.60	97.10	95.16	90.34	82.77
SO BUILDLEN	GRID105	72.68	60.38	46.25	31.46	47.00	61.12
SO XBADJ	GRID105	-13.52	-26.99	-88.68	-93.09	-94.67	-93.37
SO XBADJ	GRID105	-89.24	29.14	-89.97	-93.72	-94.63	-92.65
SO XBADJ	GRID105	-87.86	-80.41	-70.50	-59.14	-61.24	-61.48
SO XBADJ	GRID105	-59.86	-56.41	-97.56	-110.59	-120.26	-126.28
SO XBADJ	GRID105	-128.46	-126.74	-7.13	-1.44	4.29	9.89
SO XBADJ	GRID105	15.18	20.02	24.25	27.68	14.24	0.36
SO YBADJ	GRID105	46.14	49.46	5.01	-3.53	-11.97	-20.04
SO YBADJ	GRID105	-27.50	24.29	30.92	23.17	14.71	5.80
SO YBADJ	GRID105	-3.28	-12.26	-20.87	-28.65	-35.45	-41.42
SO YBADJ	GRID105	-46.14	-49.46	44.46	31.80	18.18	4.00
SO YBADJ	GRID105	-10.30	-24.29	-30.92	-23.17	-14.71	-5.80
SO YBADJ	GRID105	3.28	12.26	20.87	28.65	35.45	41.42
SO BUILDHGT	GRID106	14.60	13.00	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID106	14.60	14.60	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID106	18.60	18.60	18.60	18.60	18.60	14.60
SO BUILDHGT	GRID106	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID106	14.60	14.60	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID106	18.60	18.60	18.60	18.60	18.60	14.60
SO BUILDWID	GRID106	93.65	96.91	98.33	97.00	92.73	85.64
SO BUILDWID	GRID106	75.94	63.94	61.12	73.38	83.41	90.90
SO BUILDWID	GRID106	95.63	97.46	96.33	92.66	96.09	97.10
SO BUILDWID	GRID106	93.65	96.66	98.33	97.00	92.73	85.64
SO BUILDWID	GRID106	75.94	63.94	61.12	73.38	83.41	90.90
SO BUILDWID	GRID106	95.63	97.46	96.33	92.66	96.09	97.10
SO BUILDLEN	GRID106	34.54	69.03	58.41	71.13	81.70	89.78
SO BUILDLEN	GRID106	95.14	97.60	97.10	95.16	90.34	82.77
SO BUILDLEN	GRID106	72.68	60.38	46.26	31.46	47.00	50.00
SO BUILDLEN	GRID106	34.54	43.90	58.41	71.13	81.70	89.78
SO BUILDLEN	GRID106	95.14	97.60	97.10	95.16	90.34	82.77
SO BUILDLEN	GRID106	72.68	60.38	46.25	31.46	47.00	50.00
SO XBADJ	GRID106	28.90	-88.42	29.15	26.60	23.24	19.18
SO XBADJ	GRID106	14.53	9.44	-109.97	-113.42	-113.42	-109.97
SO XBADJ	GRID106	-103.18	-93.26	-80.50	-65.98	-64.72	-62.53
SO XBADJ	GRID106	-63.44	-74.72	-87.56	-97.73	-104.94	-108.96
SO XBADJ	GRID106	-109.67	-107.04	12.87	18.26	23.08	27.21
SO XBADJ	GRID106	30.51	32.88	34.25	34.52	17.71	12.54
SO YBADJ	GRID106	-45.39	32.20	-27.14	-16.48	-5.32	6.00
SO YBADJ	GRID106	17.14	27.76	30.92	19.70	7.87	-4.20
SO YBADJ	GRID106	-16.13	-27.58	-38.19	-47.44	-55.14	52.62
SO YBADJ	GRID106	45.39	36.98	27.14	16.48	5.32	-6.00
SO YBADJ	GRID106	-17.14	-27.76	-30.92	-19.70	-7.87	4.20
SO YBADJ	GRID106	16.13	27.58	38.19	47.44	55.14	-52.62
SO BUILDHGT	GRID107	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID107	14.60	14.60	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID107	18.60	18.60	18.60	14.60	14.60	14.60
SO BUILDHGT	GRID107	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID107	14.60	14.60	18.60	13.00	13.00	13.00
SO BUILDHGT	GRID107	13.00	13.00	14.60	14.60	14.60	14.60
SO BUILDWID	GRID107	93.65	96.66	98.33	97.00	92.73	85.64
SO BUILDWID	GRID107	75.94	63.94	61.12	73.38	83.41	90.90
SO BUILDWID	GRID107	95.63	97.46	96.33	95.14	97.60	97.10
SO BUILDWID	GRID107	93.65	96.66	98.33	97.00	92.73	85.64
SO BUILDWID	GRID107	75.94	63.94	61.12	76.83	108.21	136.30
SO BUILDWID	GRID107	160.25	179.32	89.78	95.14	97.60	97.10
SO BUILDLEN	GRID107	34.54	43.90	58.41	71.13	81.70	89.78
SO BUILDLEN	GRID107	95.14	97.60	97.10	95.16	90.34	82.77
SO BUILDLEN	GRID107	72.68	60.38	46.26	75.94	63.94	50.00
SO BUILDLEN	GRID107	34.54	43.90	58.41	71.13	81.70	89.78
SO BUILDLEN	GRID107	95.14	97.60	97.10	200.99	195.04	183.18
SO BUILDLEN	GRID107	165.74	143.27	85.64	75.94	63.94	50.00
SO XBADJ	GRID107	25.43	23.98	19.15	13.75	7.92	1.86
SO XBADJ	GRID107	-4.26	-10.25	-129.97	-133.12	-132.21	-127.29
SO XBADJ	GRID107	-118.51	-106.12	-90.50	-61.95	-63.20	-62.53
SO XBADJ	GRID107	-59.97	-67.88	-77.56	-84.88	-89.62	-91.64
SO XBADJ	GRID107	-90.87	-87.35	32.87	-91.35	-95.60	-96.93
SO XBADJ	GRID107	-95.33	-90.82	-26.82	-13.99	-0.74	12.54
SO YBADJ	GRID107	-25.69	-18.18	-9.82	-1.16	7.53	16.00

SO YBADJ	GRID107	23.98	31.23	30.92	16.22	1.03	-14.20
SO YBADJ	GRID107	-28.99	-42.90	-55.51	43.31	38.55	32.62
SO YBADJ	GRID107	25.69	18.18	9.82	1.16	-7.53	-16.00
SO YBADJ	GRID107	-23.98	-31.23	-30.92	40.52	41.15	40.53
SO YBADJ	GRID107	38.68	35.65	-46.75	-43.31	-38.55	-32.62
SO BUILDHGT	GRID108	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID108	14.60	14.60	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID108	18.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID108	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID108	14.60	14.60	0.00	13.00	13.00	13.00
SO BUILDHGT	GRID108	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDWID	GRID108	93.65	96.66	98.33	97.00	92.73	85.64
SO BUILDWID	GRID108	75.94	63.94	61.12	73.38	83.41	90.90
SO BUILDWID	GRID108	95.63	81.70	89.78	95.14	97.60	97.10
SO BUILDWID	GRID108	93.65	96.66	98.33	97.00	92.73	85.64
SO BUILDWID	GRID108	75.94	63.94	0.00	76.83	108.21	136.30
SO BUILDWID	GRID108	71.13	81.70	89.78	95.14	97.60	97.10
SO BUILDLEN	GRID108	34.54	43.90	58.41	71.13	81.70	89.78
SO BUILDLEN	GRID108	95.14	97.60	97.10	95.16	90.34	82.77
SO BUILDLEN	GRID108	72.68	92.73	85.64	75.94	63.94	50.00
SO BUILDLEN	GRID108	34.54	43.90	58.41	71.13	81.70	89.78
SO BUILDLEN	GRID108	95.14	97.60	0.00	200.99	195.04	183.18
SO BUILDLEN	GRID108	97.00	92.73	85.64	75.94	63.94	50.00
SO XBADJ	GRID108	21.96	17.14	9.15	0.89	-7.40	-15.46
SO XBADJ	GRID108	-23.06	-29.95	-149.97	-152.81	-151.01	-144.61
SO XBADJ	GRID108	-133.83	-66.75	-68.82	-68.79	-66.68	-62.53
SO XBADJ	GRID108	-56.49	-61.04	-67.56	-72.02	-74.30	-74.32
SO XBADJ	GRID108	-72.08	-67.65	0.00	-71.66	-76.80	-79.61
SO XBADJ	GRID108	-34.34	-25.97	-16.82	-7.15	2.73	12.54
SO YBADJ	GRID108	-6.00	0.61	7.50	14.16	20.39	26.00
SO YBADJ	GRID108	30.82	34.71	30.92	12.75	-5.81	-24.20
SO YBADJ	GRID108	-41.85	33.45	29.43	24.51	18.85	12.62
SO YBADJ	GRID108	6.00	-0.61	-7.50	-14.16	-20.39	-26.00
SO YBADJ	GRID108	-30.82	-34.71	0.00	44.00	47.99	50.53
SO YBADJ	GRID108	-36.46	-33.45	-29.43	-24.51	-18.85	-12.62
SO BUILDHGT	GRID109	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID109	14.60	14.60	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID109	18.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID109	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID109	14.60	14.60	14.60	0.00	13.00	14.60
SO BUILDHGT	GRID109	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDWID	GRID109	93.65	96.66	98.33	97.00	92.73	85.64
SO BUILDWID	GRID109	75.94	63.94	61.12	73.38	83.41	90.90
SO BUILDWID	GRID109	95.63	81.70	89.78	95.14	97.60	97.10
SO BUILDWID	GRID109	93.65	96.66	98.33	97.00	92.73	85.64
SO BUILDWID	GRID109	75.94	63.94	67.73	0.00	108.21	58.41
SO BUILDWID	GRID109	71.13	81.70	89.78	95.14	97.60	97.10
SO BUILDLEN	GRID109	34.54	43.90	58.41	71.13	81.70	89.78
SO BUILDLEN	GRID109	95.14	97.60	97.10	95.16	90.34	82.77
SO BUILDLEN	GRID109	72.68	92.73	85.64	75.94	63.94	50.00
SO BUILDLEN	GRID109	34.54	43.90	58.41	71.13	81.70	89.78
SO BUILDLEN	GRID109	95.14	97.60	97.37	0.00	195.04	98.33
SO BUILDLEN	GRID109	97.00	92.73	85.64	75.94	63.94	50.00
SO XBADJ	GRID109	18.48	10.30	-0.85	-11.97	-22.72	-32.78
SO XBADJ	GRID109	-41.85	-49.65	-169.97	-172.51	-169.80	-161.93
SO XBADJ	GRID109	-149.15	-79.61	-78.82	-75.63	-70.15	-62.53
SO XBADJ	GRID109	-53.02	-54.20	-57.56	-59.17	-58.98	-57.00
SO XBADJ	GRID109	-53.29	-47.95	-153.88	0.00	-58.01	-24.34
SO XBADJ	GRID109	-19.02	-13.12	-6.82	-0.31	6.21	12.54
SO YBADJ	GRID109	13.70	19.41	24.82	29.48	33.25	36.00
SO YBADJ	GRID109	37.66	38.18	30.92	9.28	-12.65	-34.20
SO YBADJ	GRID109	-54.70	18.13	12.11	5.72	-0.85	-7.38
SO YBADJ	GRID109	-13.70	-19.41	-24.82	-29.48	-33.25	-36.00
SO YBADJ	GRID109	-37.66	-38.18	-36.08	0.00	54.83	-28.36
SO YBADJ	GRID109	-23.60	-18.13	-12.11	-5.72	0.85	7.38
SO BUILDHGT	GRID110	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID110	14.60	13.00	0.00	0.00	14.60	14.60
SO BUILDHGT	GRID110	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID110	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID110	14.60	14.60	14.60	0.00	14.60	14.60
SO BUILDHGT	GRID110	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDWID	GRID110	93.65	96.66	98.33	97.00	92.73	85.64
SO BUILDWID	GRID110	75.94	53.11	0.00	0.00	43.90	58.41

SO	BUILDWID	GRID110	71.13	81.70	89.78	95.14	97.60	97.10
SO	BUILDWID	GRID110	93.65	96.66	98.33	97.00	92.73	85.64
SO	BUILDWID	GRID110	75.94	54.39	67.73	0.00	43.90	58.41
SO	BUILDWID	GRID110	71.13	81.70	89.78	95.14	97.60	97.10
SO	BUILDLEN	GRID110	34.54	43.90	58.41	71.13	81.70	89.78
SO	BUILDLEN	GRID110	95.14	202.39	0.00	0.00	96.66	98.33
SO	BUILDLEN	GRID110	97.00	92.73	85.64	75.94	63.94	50.00
SO	BUILDLEN	GRID110	34.54	43.90	58.41	71.13	81.70	89.78
SO	BUILDLEN	GRID110	95.14	97.91	97.37	0.00	96.66	98.33
SO	BUILDLEN	GRID110	97.00	92.73	85.64	75.94	63.94	50.00
SO	XBADJ	GRID110	15.01	3.46	-10.85	-24.82	-38.04	-50.10
SO	XBADJ	GRID110	-60.64	-180.87	0.00	0.00	-86.53	-91.30
SO	XBADJ	GRID110	-93.30	-92.47	-88.82	-82.47	-73.62	-62.53
SO	XBADJ	GRID110	-49.55	-47.36	-47.56	-46.31	-43.66	-39.68
SO	XBADJ	GRID110	-34.49	-139.21	-133.88	0.00	-10.13	-7.02
SO	XBADJ	GRID110	-3.70	-0.26	3.18	6.53	9.68	12.54
SO	YBADJ	GRID110	33.39	38.20	42.14	44.80	46.10	46.00
SO	YBADJ	GRID110	44.50	-24.74	0.00	0.00	25.41	18.36
SO	YBADJ	GRID110	10.75	2.81	-5.21	-13.08	-20.54	-27.38
SO	YBADJ	GRID110	-33.39	-38.20	-42.14	-44.80	-46.10	-46.00
SO	YBADJ	GRID110	-44.50	-20.78	-36.08	0.00	-25.41	-18.36
SO	YBADJ	GRID110	-10.75	-2.81	5.21	13.08	20.54	27.38
SO	BUILDHGT	GRID111	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID111	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID111	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID111	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID111	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID111	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDWID	GRID111	93.65	87.51	78.50	67.10	53.66	38.60
SO	BUILDWID	GRID111	39.39	54.39	67.73	79.01	43.90	58.41
SO	BUILDWID	GRID111	71.13	81.70	89.78	95.14	97.60	97.10
SO	BUILDWID	GRID111	93.65	87.51	78.50	67.10	53.66	38.60
SO	BUILDWID	GRID111	39.39	54.39	67.73	79.01	43.90	58.41
SO	BUILDWID	GRID111	71.13	81.70	89.78	95.14	97.60	97.10
SO	BUILDLEN	GRID111	34.54	87.90	94.11	97.46	97.86	95.27
SO	BUILDLEN	GRID111	95.48	97.91	97.37	93.87	96.66	98.33
SO	BUILDLEN	GRID111	97.00	92.73	85.64	75.94	63.94	50.00
SO	BUILDLEN	GRID111	34.54	87.90	94.11	97.46	97.86	95.27
SO	BUILDLEN	GRID111	95.48	97.91	97.37	93.87	96.66	98.33
SO	BUILDLEN	GRID111	97.00	92.73	85.64	75.94	63.94	50.00
SO	XBADJ	GRID111	11.54	12.16	16.66	20.64	24.00	26.63
SO	XBADJ	GRID111	26.04	21.60	16.51	10.91	-105.33	-108.62
SO	XBADJ	GRID111	-108.62	-105.32	-98.82	-89.31	-77.10	-62.53
SO	XBADJ	GRID111	-46.07	-100.06	-110.77	-118.11	-121.86	-121.91
SO	XBADJ	GRID111	-121.52	-119.51	-113.88	-104.78	8.66	10.30
SO	XBADJ	GRID111	11.62	12.59	13.18	13.37	13.15	12.53
SO	YBADJ	GRID111	53.09	-48.74	-38.15	-26.41	-13.86	-0.89
SO	YBADJ	GRID111	11.70	24.26	36.08	46.81	18.57	8.36
SO	YBADJ	GRID111	-2.11	-12.51	-22.53	-31.87	-40.24	-47.38
SO	YBADJ	GRID111	-53.09	48.74	38.15	26.41	13.86	0.89
SO	YBADJ	GRID111	-11.70	-24.26	-36.08	-46.81	-18.57	-8.36
SO	YBADJ	GRID111	2.11	12.51	22.53	31.87	40.24	47.38
SO	BUILDHGT	GRID112	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID112	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID112	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID112	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID112	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID112	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDWID	GRID112	93.87	87.51	78.50	67.10	53.66	38.60
SO	BUILDWID	GRID112	39.39	54.39	67.73	79.01	43.90	58.41
SO	BUILDWID	GRID112	71.13	81.70	89.78	95.14	97.91	97.37
SO	BUILDWID	GRID112	93.87	87.51	78.50	67.10	53.66	38.60
SO	BUILDWID	GRID112	39.39	54.39	67.73	79.01	43.90	58.41
SO	BUILDWID	GRID112	71.13	81.70	89.78	95.14	97.91	97.37
SO	BUILDLEN	GRID112	79.01	87.90	94.11	97.46	97.86	95.27
SO	BUILDLEN	GRID112	95.48	97.91	97.37	93.87	96.66	98.33
SO	BUILDLEN	GRID112	97.00	92.73	85.64	75.94	54.39	67.73
SO	BUILDLEN	GRID112	79.01	87.90	94.11	97.46	97.86	95.27
SO	BUILDLEN	GRID112	95.48	97.91	97.37	93.87	96.66	98.33
SO	BUILDLEN	GRID112	97.00	92.73	85.64	75.94	54.39	67.73
SO	XBADJ	GRID112	3.83	5.32	6.66	7.79	8.68	9.31
SO	XBADJ	GRID112	7.25	1.90	-3.49	-8.79	-124.12	-125.95
SO	XBADJ	GRID112	-123.94	-118.18	-108.82	-96.15	-54.92	-69.95

SO	XBADJ	GRID112	-82.84	-93.22	-100.77	-105.25	-106.54	-104.59
SO	XBADJ	GRID112	-102.73	-99.82	-93.88	-85.08	27.45	27.62
SO	XBADJ	GRID112	26.94	25.45	23.18	20.21	0.54	2.22
SO	YBADJ	GRID112	-38.15	-29.94	-20.83	-11.09	-1.00	9.11
SO	YBADJ	GRID112	18.54	27.73	36.08	43.33	11.73	-1.64
SO	YBADJ	GRID112	-14.97	-27.83	-39.85	-50.66	50.86	45.19
SO	YBADJ	GRID112	38.15	29.94	20.83	11.09	1.00	-9.11
SO	YBADJ	GRID112	-18.54	-27.73	-36.08	-43.33	-11.73	1.64
SO	YBADJ	GRID112	14.97	27.83	39.85	50.66	-50.86	-45.19
SO	BUILDHGT	GRID113	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID113	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID113	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID113	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID113	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID113	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDWID	GRID113	93.87	87.51	78.50	67.10	53.66	38.60
SO	BUILDWID	GRID113	39.39	54.39	67.73	34.54	43.90	58.41
SO	BUILDWID	GRID113	71.13	81.70	95.27	95.48	97.91	97.37
SO	BUILDWID	GRID113	93.87	87.51	78.50	67.10	53.66	38.60
SO	BUILDWID	GRID113	39.39	54.39	67.73	79.01	87.90	94.11
SO	BUILDWID	GRID113	97.46	97.86	95.27	95.48	97.91	97.37
SO	BUILDLEN	GRID113	79.01	87.90	94.11	97.46	97.86	95.27
SO	BUILDLEN	GRID113	95.48	97.91	97.37	93.65	96.66	98.33
SO	BUILDLEN	GRID113	97.00	92.73	38.60	39.39	54.39	67.73
SO	BUILDLEN	GRID113	79.01	87.90	94.11	97.46	97.86	95.27
SO	BUILDLEN	GRID113	95.48	97.91	97.37	93.87	87.51	78.50
SO	BUILDLEN	GRID113	67.10	53.66	38.60	39.39	54.39	67.73
SO	XBADJ	GRID113	0.35	-1.52	-3.34	-5.07	-6.64	-8.01
SO	XBADJ	GRID113	-11.55	-17.79	-23.49	-139.31	-142.91	-143.27
SO	XBADJ	GRID113	-139.26	-131.03	-38.41	-45.07	-58.40	-69.95
SO	XBADJ	GRID113	-79.37	-86.38	-90.77	-92.40	-91.22	-87.27
SO	XBADJ	GRID113	-83.93	-80.12	-73.88	-65.38	-54.91	-42.76
SO	XBADJ	GRID113	-29.32	-14.98	-0.19	5.68	4.01	2.21
SO	YBADJ	GRID113	-18.45	-11.15	-3.51	4.24	11.85	19.11
SO	YBADJ	GRID113	25.38	31.20	36.08	21.86	4.89	-11.64
SO	YBADJ	GRID113	-27.82	-43.15	39.63	36.19	31.17	25.19
SO	YBADJ	GRID113	18.45	11.15	3.51	-4.24	-11.85	-19.11
SO	YBADJ	GRID113	-25.38	-31.20	-36.08	-39.86	-42.43	-43.71
SO	YBADJ	GRID113	-43.66	-42.29	-39.63	-36.19	-31.17	-25.19
SO	BUILDHGT	GRID114	14.60	14.60	14.60	14.60	14.60	13.00
SO	BUILDHGT	GRID114	13.00	13.00	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID114	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID114	14.60	14.60	14.60	14.60	14.60	0.00
SO	BUILDHGT	GRID114	0.00	11.00	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID114	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDWID	GRID114	93.87	87.51	78.50	67.10	53.66	116.45
SO	BUILDWID	GRID114	86.09	53.11	67.73	34.54	43.90	58.41
SO	BUILDWID	GRID114	71.13	97.86	95.27	95.48	97.91	97.37
SO	BUILDWID	GRID114	93.87	87.51	78.50	67.10	53.66	0.00
SO	BUILDWID	GRID114	0.00	28.27	67.73	79.01	87.90	94.11
SO	BUILDWID	GRID114	97.46	97.86	95.27	95.48	97.91	97.37
SO	BUILDLEN	GRID114	79.01	87.90	94.11	97.46	97.86	192.96
SO	BUILDLEN	GRID114	200.72	202.39	97.37	93.65	96.66	98.33
SO	BUILDLEN	GRID114	97.00	53.66	38.60	39.39	54.39	67.73
SO	BUILDLEN	GRID114	79.01	87.90	94.11	97.46	97.86	0.00
SO	BUILDLEN	GRID114	0.00	42.30	97.37	93.87	87.51	78.50
SO	BUILDLEN	GRID114	67.10	53.66	38.60	39.39	54.39	67.73
SO	XBADJ	GRID114	-3.12	-8.36	-13.34	-17.92	-21.96	-249.26
SO	XBADJ	GRID114	-258.38	-259.66	-43.49	-159.00	-161.71	-160.59
SO	XBADJ	GRID114	-154.59	-51.54	-48.41	-51.91	-61.87	-69.95
SO	XBADJ	GRID114	-75.90	-79.54	-80.77	-79.54	-75.90	0.00
SO	XBADJ	GRID114	0.00	-56.89	-53.88	-45.69	-36.11	-25.44
SO	XBADJ	GRID114	-13.99	-2.12	9.81	12.52	7.48	2.21
SO	YBADJ	GRID114	1.25	7.64	13.81	19.56	24.71	44.66
SO	YBADJ	GRID114	17.17	-10.85	36.08	18.39	-1.95	-21.64
SO	YBADJ	GRID114	-40.68	26.97	22.31	17.40	11.47	5.19
SO	YBADJ	GRID114	-1.25	-7.64	-13.81	-19.56	-24.71	0.00
SO	YBADJ	GRID114	0.00	15.47	-36.08	-36.39	-35.59	-33.71
SO	YBADJ	GRID114	-30.81	-26.97	-22.31	-17.40	-11.47	-5.19
SO	BUILDHGT	GRID115	14.60	14.60	14.60	14.60	11.00	0.00
SO	BUILDHGT	GRID115	11.00	11.00	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID115	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID115	14.60	14.60	14.60	14.60	11.00	0.00

SO BUILDHGT	GRID115	11.00	11.00	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID115	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDWID	GRID115	93.87	87.51	78.50	67.10	35.20	0.00
SO BUILDWID	GRID115	27.63	28.27	67.73	79.01	87.90	94.11
SO BUILDWID	GRID115	97.46	97.86	95.27	95.48	97.91	97.37
SO BUILDWID	GRID115	93.87	87.51	78.50	67.10	35.20	0.00
SO BUILDWID	GRID115	27.63	28.27	67.73	79.01	87.90	94.11
SO BUILDWID	GRID115	97.46	97.86	95.27	95.48	97.91	97.37
SO BUILDLEN	GRID115	79.01	87.90	94.11	97.46	44.93	0.00
SO BUILDLEN	GRID115	43.63	42.30	97.37	93.87	87.51	78.50
SO BUILDLEN	GRID115	67.10	53.66	38.60	39.39	54.39	67.73
SO BUILDLEN	GRID115	79.01	87.90	94.11	97.46	44.93	0.00
SO BUILDLEN	GRID115	43.63	42.30	97.37	93.87	87.51	78.50
SO BUILDLEN	GRID115	67.10	53.66	38.60	39.39	54.39	67.73
SO XBADJ	GRID115	-6.59	-15.20	-23.34	-30.78	-11.65	0.00
SO XBADJ	GRID115	-6.63	-5.11	-63.49	-67.88	-70.19	-70.38
SO XBADJ	GRID115	-68.43	-64.40	-58.41	-58.75	-65.34	-69.95
SO XBADJ	GRID115	-72.42	-72.70	-70.77	-66.68	-33.28	0.00
SO XBADJ	GRID115	-37.00	-37.19	-33.88	-25.99	-17.32	-8.12
SO XBADJ	GRID115	1.33	10.73	19.81	19.36	10.95	2.21
SO YBADJ	GRID115	20.94	26.44	31.13	34.88	-23.02	0.00
SO YBADJ	GRID115	-18.17	-11.99	36.08	32.92	28.75	23.71
SO YBADJ	GRID115	17.95	11.65	4.99	-1.39	-8.23	-14.81
SO YBADJ	GRID115	-20.94	-26.44	-31.13	-34.88	23.02	0.00
SO YBADJ	GRID115	18.17	11.99	-36.08	-32.92	-28.75	-23.71
SO YBADJ	GRID115	-17.95	-11.65	-4.99	1.39	8.23	14.81
SO BUILDHGT	GRID116	14.60	14.60	11.00	11.00	11.00	11.00
SO BUILDHGT	GRID116	11.00	11.00	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID116	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID116	14.60	14.60	11.00	11.00	11.00	11.00
SO BUILDHGT	GRID116	11.00	11.00	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID116	14.60	14.60	11.00	14.60	14.60	14.60
SO BUILDWID	GRID116	93.87	87.51	42.35	39.37	35.20	29.95
SO BUILDWID	GRID116	27.63	28.27	67.73	79.01	87.90	94.11
SO BUILDWID	GRID116	97.46	97.86	95.27	95.48	97.91	97.37
SO BUILDWID	GRID116	93.87	87.51	42.35	39.37	35.20	29.95
SO BUILDWID	GRID116	27.63	28.27	67.73	79.01	87.90	94.11
SO BUILDWID	GRID116	97.46	97.86	43.63	95.48	97.91	97.37
SO BUILDLEN	GRID116	79.01	87.90	43.50	44.90	44.93	43.63
SO BUILDLEN	GRID116	43.63	42.30	97.37	93.87	87.51	78.50
SO BUILDLEN	GRID116	67.10	53.66	38.60	39.39	54.39	67.73
SO BUILDLEN	GRID116	79.01	87.90	43.50	44.90	44.93	43.63
SO BUILDLEN	GRID116	43.63	42.30	97.37	93.87	87.51	78.50
SO BUILDLEN	GRID116	67.10	53.66	29.95	39.39	54.39	67.73
SO XBADJ	GRID116	-10.07	-22.04	-27.96	-27.89	-26.97	-25.27
SO XBADJ	GRID116	-25.43	-24.81	-83.49	-87.57	-88.99	-87.70
SO XBADJ	GRID116	-83.75	-77.25	-68.41	-65.59	-68.82	-69.94
SO XBADJ	GRID116	-68.95	-65.86	-15.55	-17.01	-17.96	-18.36
SO XBADJ	GRID116	-18.20	-17.50	-13.88	-6.30	1.47	9.20
SO XBADJ	GRID116	16.65	23.59	-26.86	26.20	14.43	2.21
SO YBADJ	GRID116	40.64	45.23	-5.86	-8.13	-10.16	-11.88
SO YBADJ	GRID116	-11.32	-8.52	36.08	29.44	21.91	13.71
SO YBADJ	GRID116	5.10	-3.67	-12.33	-20.19	-27.92	-34.81
SO YBADJ	GRID116	-40.64	-45.23	5.86	8.13	10.16	11.88
SO YBADJ	GRID116	11.32	8.52	-36.08	-29.44	-21.91	-13.71
SO YBADJ	GRID116	-5.10	3.67	3.46	20.19	27.92	34.81
SO BUILDHGT	GRID117	11.00	11.00	11.00	11.00	11.00	11.00
SO BUILDHGT	GRID117	11.00	11.00	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID117	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID117	11.00	11.00	11.00	11.00	11.00	11.00
SO BUILDHGT	GRID117	11.00	11.00	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID117	11.00	11.00	11.00	11.00	14.60	14.60
SO BUILDWID	GRID117	44.40	44.04	42.35	39.37	35.20	29.95
SO BUILDWID	GRID117	27.63	28.27	67.73	79.01	87.90	94.11
SO BUILDWID	GRID117	97.46	97.86	95.27	95.48	97.91	97.37
SO BUILDWID	GRID117	44.40	44.04	42.35	39.37	35.20	29.95
SO BUILDWID	GRID117	27.63	28.27	67.73	79.01	87.90	94.11
SO BUILDWID	GRID117	44.90	44.93	43.63	43.63	97.91	97.37
SO BUILDLEN	GRID117	36.83	40.78	43.50	44.90	44.93	43.63
SO BUILDLEN	GRID117	43.63	42.30	97.37	93.87	87.51	78.50
SO BUILDLEN	GRID117	67.10	53.66	38.60	39.39	54.39	67.73
SO BUILDLEN	GRID117	36.83	40.78	43.50	44.90	44.93	43.63
SO BUILDLEN	GRID117	43.63	42.30	97.37	93.87	87.51	78.50

SO BUILDLEN	GRID117	39.37	35.20	29.95	27.63	54.39	67.73
SO XBADJ	GRID117	-29.04	-34.02	-37.96	-40.74	-42.29	-42.59
SO XBADJ	GRID117	-44.22	-44.50	-103.49	-107.27	-107.78	-105.02
SO XBADJ	GRID117	-99.07	-90.11	-78.41	-72.44	-72.29	-69.94
SO XBADJ	GRID117	-7.78	-6.77	-5.55	-4.15	-2.64	-1.04
SO XBADJ	GRID117	0.59	2.20	6.12	13.40	20.27	26.52
SO XBADJ	GRID117	-12.50	-14.90	-16.86	-18.30	17.90	2.21
SO YBADJ	GRID117	18.85	15.39	11.46	7.19	2.69	-1.88
SO YBADJ	GRID117	-4.48	-5.05	36.08	25.97	15.07	3.71
SO YBADJ	GRID117	-7.76	-18.99	-29.65	-38.98	-47.62	-54.81
SO YBADJ	GRID117	-18.85	-15.39	-11.46	-7.19	-2.69	1.88
SO YBADJ	GRID117	4.48	5.05	-36.08	-25.97	-15.07	-3.71
SO YBADJ	GRID117	18.29	19.83	20.78	22.40	47.62	54.81
SO BUILDHGT	GRID118	0.00	0.00	0.00	11.00	11.00	11.00
SO BUILDHGT	GRID118	11.00	11.00	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID118	14.60	14.60	14.60	0.00	0.00	0.00
SO BUILDHGT	GRID118	0.00	0.00	0.00	11.00	11.00	11.00
SO BUILDHGT	GRID118	11.00	11.00	14.60	11.00	11.00	11.00
SO BUILDHGT	GRID118	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID118	0.00	0.00	0.00	39.37	35.20	29.95
SO BUILDWID	GRID118	27.63	28.27	67.73	79.01	87.90	94.11
SO BUILDWID	GRID118	97.46	97.86	95.27	0.00	0.00	0.00
SO BUILDWID	GRID118	0.00	0.00	0.00	39.37	35.20	29.95
SO BUILDWID	GRID118	27.63	28.27	67.73	36.83	40.78	43.50
SO BUILDWID	GRID118	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID118	0.00	0.00	0.00	44.90	44.93	43.63
SO BUILDLEN	GRID118	43.63	42.30	97.37	93.87	87.51	78.50
SO BUILDLEN	GRID118	67.10	53.66	38.60	0.00	0.00	0.00
SO BUILDLEN	GRID118	0.00	0.00	0.00	44.90	44.93	43.63
SO BUILDLEN	GRID118	43.63	42.30	97.37	44.40	44.04	42.35
SO BUILDLEN	GRID118	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID118	0.00	0.00	0.00	-53.60	-57.61	-59.91
SO XBADJ	GRID118	-63.01	-64.20	-123.49	-126.96	-126.58	-122.34
SO XBADJ	GRID118	-114.39	-102.96	-88.41	0.00	0.00	0.00
SO XBADJ	GRID118	0.00	0.00	0.00	8.70	12.68	16.28
SO XBADJ	GRID118	19.38	21.90	26.12	16.35	12.16	7.61
SO XBADJ	GRID118	0.00	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID118	0.00	0.00	0.00	22.51	15.55	8.12
SO YBADJ	GRID118	2.36	-1.58	36.08	22.50	8.23	-6.29
SO YBADJ	GRID118	-20.61	-34.31	-46.97	0.00	0.00	0.00
SO YBADJ	GRID118	0.00	0.00	0.00	-22.51	-15.55	-8.12
SO YBADJ	GRID118	-2.36	1.58	-36.08	14.10	20.46	26.21
SO YBADJ	GRID118	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID119	0.00	0.00	0.00	0.00	0.00	11.00
SO BUILDHGT	GRID119	11.00	11.00	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID119	14.60	14.60	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID119	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID119	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID119	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID119	0.00	0.00	0.00	0.00	0.00	29.95
SO BUILDWID	GRID119	27.63	28.27	67.73	79.01	87.90	94.11
SO BUILDWID	GRID119	97.46	97.86	0.00	0.00	0.00	0.00
SO BUILDWID	GRID119	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID119	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID119	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID119	0.00	0.00	0.00	0.00	0.00	43.63
SO BUILDLEN	GRID119	43.63	42.30	97.37	93.87	87.51	78.50
SO BUILDLEN	GRID119	67.10	53.66	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID119	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID119	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID119	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID119	0.00	0.00	0.00	0.00	0.00	-77.23
SO XBADJ	GRID119	-81.81	-83.90	-143.49	-146.66	-145.37	-139.66
SO XBADJ	GRID119	-129.71	-115.82	0.00	0.00	0.00	0.00
SO XBADJ	GRID119	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID119	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID119	0.00	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID119	0.00	0.00	0.00	0.00	0.00	18.12
SO YBADJ	GRID119	9.20	1.90	36.08	19.02	1.39	-16.29
SO YBADJ	GRID119	-33.47	-49.64	0.00	0.00	0.00	0.00
SO YBADJ	GRID119	0.00	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID119	0.00	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID119	0.00	0.00	0.00	0.00	0.00	0.00

SO BUILDHGT	GRID120	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID120	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID120	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID120	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID120	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID120	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID120	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID120	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID120	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID120	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID120	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID120	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID120	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID120	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID120	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID120	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID120	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID120	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID120	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID120	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID120	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID120	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID120	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID120	0.00	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID120	0.00	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID120	0.00	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID120	0.00	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID120	0.00	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID120	0.00	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID120	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID121	0.00	0.00	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID121	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID121	13.10	13.10	13.10	13.10	13.10	0.00
SO BUILDHGT	GRID121	0.00	0.00	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID121	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID121	13.10	13.10	13.10	13.10	13.10	0.00
SO BUILDWID	GRID121	0.00	0.00	120.70	133.33	141.91	146.18
SO BUILDWID	GRID121	146.01	141.40	132.50	134.80	142.96	146.77
SO BUILDWID	GRID121	146.12	141.04	131.67	118.29	101.33	0.00
SO BUILDWID	GRID121	0.00	0.00	120.70	133.33	141.91	146.18
SO BUILDWID	GRID121	146.01	141.40	132.50	134.80	142.96	146.77
SO BUILDWID	GRID121	146.12	141.04	131.67	118.29	101.33	0.00
SO BUILDLEN	GRID121	0.00	0.00	146.77	146.12	141.04	131.67
SO BUILDLEN	GRID121	118.29	101.33	85.73	84.92	104.40	120.70
SO BUILDLEN	GRID121	133.33	141.91	146.18	146.01	141.40	0.00
SO BUILDLEN	GRID121	0.00	0.00	146.77	146.12	141.04	131.67
SO BUILDLEN	GRID121	118.29	101.33	85.73	84.92	104.40	120.70
SO BUILDLEN	GRID121	133.33	141.91	146.18	146.01	141.40	0.00
SO XBADJ	GRID121	0.00	0.00	-70.10	-59.02	-46.14	-31.86
SO XBADJ	GRID121	-16.61	-0.85	14.93	17.26	9.76	1.96
SO XBADJ	GRID121	-5.90	-13.58	-20.85	-27.48	-33.28	0.00
SO XBADJ	GRID121	0.00	0.00	-76.67	-87.11	-94.90	-99.81
SO XBADJ	GRID121	-101.69	-100.47	-100.66	-102.18	-114.15	-122.65
SO XBADJ	GRID121	-127.43	-128.33	-125.34	-118.53	-108.13	0.00
SO YBADJ	GRID121	0.00	0.00	-62.30	-60.76	-57.38	-52.24
SO YBADJ	GRID121	-45.53	-37.42	-28.18	-18.21	-7.58	3.28
SO YBADJ	GRID121	14.05	24.38	33.98	42.54	49.81	0.00
SO YBADJ	GRID121	0.00	0.00	62.30	60.76	57.38	52.24
SO YBADJ	GRID121	45.53	37.42	28.18	18.21	7.58	-3.28
SO YBADJ	GRID121	-14.05	-24.38	-33.98	-42.54	-49.81	0.00
SO BUILDHGT	GRID122	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID122	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID122	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID122	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID122	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID122	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDWID	GRID122	84.92	104.40	120.70	133.33	141.91	146.18
SO BUILDWID	GRID122	146.01	141.40	132.50	134.80	142.96	146.77
SO BUILDWID	GRID122	146.12	141.04	131.67	118.29	101.33	85.73
SO BUILDWID	GRID122	84.92	104.40	120.70	133.33	141.91	146.18
SO BUILDWID	GRID122	146.01	141.40	132.50	134.80	142.96	146.77
SO BUILDWID	GRID122	146.12	141.04	131.67	118.29	101.33	85.73
SO BUILDLEN	GRID122	134.80	142.96	146.77	146.12	141.04	131.67

SO	BUILDLEN	GRID122	118.29	101.33	85.73	84.92	104.40	120.70
SO	BUILDLEN	GRID122	133.33	141.91	146.18	146.01	141.40	132.50
SO	BUILDLEN	GRID122	134.80	142.96	146.77	146.12	141.04	131.67
SO	BUILDLEN	GRID122	118.29	101.33	85.73	84.92	104.40	120.70
SO	BUILDLEN	GRID122	133.33	141.91	146.18	146.01	141.40	132.50
SO	XBADJ	GRID122	-89.09	-85.90	-80.10	-71.87	-61.46	-49.18
SO	XBADJ	GRID122	-35.40	-20.55	-5.07	-2.44	-9.04	-15.36
SO	XBADJ	GRID122	-21.22	-26.44	-30.85	-34.32	-36.75	-38.06
SO	XBADJ	GRID122	-45.72	-57.06	-66.67	-74.25	-79.58	-82.49
SO	XBADJ	GRID122	-82.89	-80.78	-80.66	-82.48	-95.36	-105.33
SO	XBADJ	GRID122	-112.11	-115.48	-115.34	-111.69	-104.65	-94.43
SO	YBADJ	GRID122	-40.02	-43.16	-44.98	-45.44	-44.52	-42.24
SO	YBADJ	GRID122	-38.69	-33.95	-28.18	-21.68	-14.42	-6.72
SO	YBADJ	GRID122	1.19	9.06	16.66	23.74	30.11	37.79
SO	YBADJ	GRID122	40.02	43.16	44.98	45.44	44.52	42.24
SO	YBADJ	GRID122	38.69	33.95	28.18	21.68	14.42	6.72
SO	YBADJ	GRID122	-1.19	-9.06	-16.66	-23.75	-30.11	-37.79
SO	BUILDHGT	GRID123	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID123	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID123	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID123	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID123	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID123	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDWID	GRID123	84.92	104.40	120.70	133.33	141.91	146.18
SO	BUILDWID	GRID123	146.01	141.40	132.50	134.80	142.96	146.77
SO	BUILDWID	GRID123	146.12	141.04	131.67	118.29	101.33	85.73
SO	BUILDWID	GRID123	84.92	104.40	120.70	133.33	141.91	146.18
SO	BUILDWID	GRID123	146.01	141.40	132.50	134.80	142.96	146.77
SO	BUILDWID	GRID123	146.12	141.04	131.67	118.29	101.33	85.73
SO	BUILDLEN	GRID123	134.80	142.96	146.77	146.12	141.04	131.67
SO	BUILDLEN	GRID123	118.29	101.33	85.73	84.92	104.40	120.70
SO	BUILDLEN	GRID123	133.33	141.91	146.18	146.01	141.40	132.50
SO	BUILDLEN	GRID123	134.80	142.96	146.77	146.12	141.04	131.67
SO	BUILDLEN	GRID123	118.29	101.33	85.73	84.92	104.40	120.70
SO	BUILDLEN	GRID123	133.33	141.91	146.18	146.01	141.40	132.50
SO	XBADJ	GRID123	-92.56	-92.74	-90.10	-84.73	-76.78	-66.50
SO	XBADJ	GRID123	-54.20	-40.25	-25.07	-22.13	-27.83	-32.68
SO	XBADJ	GRID123	-36.54	-39.29	-40.85	-41.16	-40.22	-38.06
SO	XBADJ	GRID123	-42.24	-50.22	-56.67	-61.40	-64.26	-65.17
SO	XBADJ	GRID123	-64.10	-61.08	-60.66	-62.79	-76.56	-88.01
SO	XBADJ	GRID123	-96.79	-102.62	-105.34	-104.85	-101.18	-94.43
SO	YBADJ	GRID123	-20.33	-24.37	-27.66	-30.12	-31.66	-32.24
SO	YBADJ	GRID123	-31.84	-30.48	-28.18	-25.16	-21.26	-16.72
SO	YBADJ	GRID123	-11.67	-6.26	-0.66	4.95	10.42	17.79
SO	YBADJ	GRID123	20.33	24.37	27.66	30.12	31.66	32.24
SO	YBADJ	GRID123	31.84	30.48	28.18	25.16	21.26	16.72
SO	YBADJ	GRID123	11.67	6.26	0.66	-4.95	-10.42	-17.79
SO	BUILDHGT	GRID124	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID124	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID124	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID124	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID124	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID124	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDWID	GRID124	84.92	104.40	120.70	133.33	141.91	146.18
SO	BUILDWID	GRID124	146.01	141.40	132.50	134.80	142.96	146.77
SO	BUILDWID	GRID124	146.12	141.04	131.67	118.29	101.33	85.73
SO	BUILDWID	GRID124	84.92	104.40	120.70	133.33	141.91	146.18
SO	BUILDWID	GRID124	146.01	141.40	132.50	134.80	142.96	146.77
SO	BUILDWID	GRID124	146.12	141.04	131.67	118.29	101.33	85.73
SO	BUILDLEN	GRID124	134.80	142.96	146.77	146.12	141.04	131.67
SO	BUILDLEN	GRID124	118.29	101.33	85.73	84.92	104.40	120.70
SO	BUILDLEN	GRID124	133.33	141.91	146.18	146.01	141.40	132.50
SO	BUILDLEN	GRID124	134.80	142.96	146.77	146.12	141.04	131.67
SO	BUILDLEN	GRID124	118.29	101.33	85.73	84.92	104.40	120.70
SO	BUILDLEN	GRID124	133.33	141.91	146.18	146.01	141.40	132.50
SO	XBADJ	GRID124	-96.03	-99.58	-100.10	-97.58	-92.10	-83.82
SO	XBADJ	GRID124	-72.99	-59.94	-45.07	-41.83	-46.63	-50.01
SO	XBADJ	GRID124	-51.86	-52.15	-50.85	-48.00	-43.70	-38.06
SO	XBADJ	GRID124	-38.77	-43.38	-46.67	-48.54	-48.94	-47.85
SO	XBADJ	GRID124	-45.30	-41.38	-40.66	-43.09	-57.77	-70.69
SO	XBADJ	GRID124	-81.47	-89.76	-95.34	-98.01	-97.71	-94.43
SO	YBADJ	GRID124	-0.63	-5.57	-10.34	-14.80	-18.81	-22.24
SO	YBADJ	GRID124	-25.00	-27.01	-28.19	-28.63	-28.10	-26.72

SO	YBADJ	GRID124	-24.52	-21.58	-17.99	-13.84	-9.28	-2.21
SO	YBADJ	GRID124	0.63	5.57	10.34	14.80	18.81	22.24
SO	YBADJ	GRID124	25.00	27.01	28.19	28.63	28.10	26.72
SO	YBADJ	GRID124	24.52	21.58	17.99	13.84	9.28	2.21
SO	BUILDHGT	GRID125	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID125	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID125	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID125	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID125	13.10	18.60	18.60	18.60	13.10	13.10
SO	BUILDHGT	GRID125	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDWID	GRID125	84.92	104.40	120.70	133.33	141.91	146.18
SO	BUILDWID	GRID125	146.01	141.40	132.50	134.80	142.96	146.77
SO	BUILDWID	GRID125	146.12	141.04	131.67	118.29	101.33	85.73
SO	BUILDWID	GRID125	84.92	104.40	120.70	133.33	141.91	146.18
SO	BUILDWID	GRID125	146.01	47.00	61.12	73.38	142.96	146.77
SO	BUILDWID	GRID125	146.12	141.04	131.67	118.29	101.33	85.73
SO	BUILDLEN	GRID125	134.80	142.96	146.77	146.12	141.04	131.67
SO	BUILDLEN	GRID125	118.29	101.33	85.73	84.92	104.40	120.70
SO	BUILDLEN	GRID125	133.33	141.91	146.18	146.01	141.40	132.50
SO	BUILDLEN	GRID125	134.80	142.96	146.77	146.12	141.04	131.67
SO	BUILDLEN	GRID125	118.29	96.09	97.10	95.16	104.40	120.70
SO	BUILDLEN	GRID125	133.33	141.91	146.18	146.01	141.40	132.50
SO	XBADJ	GRID125	-99.50	-106.42	-110.10	-110.44	-107.42	-101.14
SO	XBADJ	GRID125	-91.78	-79.64	-65.07	-61.53	-65.42	-67.33
SO	XBADJ	GRID125	-67.19	-65.00	-60.85	-54.84	-47.17	-38.06
SO	XBADJ	GRID125	-35.30	-36.54	-36.67	-35.68	-33.62	-30.53
SO	XBADJ	GRID125	-26.51	-186.39	-187.13	-182.18	-38.98	-53.37
SO	XBADJ	GRID125	-66.14	-76.91	-85.34	-91.17	-94.23	-94.43
SO	YBADJ	GRID125	19.07	13.22	6.98	0.52	-5.95	-12.24
SO	YBADJ	GRID125	-18.16	-23.53	-28.19	-32.10	-34.94	-36.72
SO	YBADJ	GRID125	-37.38	-36.90	-35.31	-32.64	-28.98	-22.21
SO	YBADJ	GRID125	-19.07	-13.22	-6.98	-0.52	5.95	12.24
SO	YBADJ	GRID125	18.16	13.21	-10.93	-34.73	34.94	36.72
SO	YBADJ	GRID125	37.38	36.90	35.31	32.64	28.98	22.21
SO	BUILDHGT	GRID126	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID126	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID126	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID126	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID126	13.10	18.60	18.60	18.60	18.60	13.10
SO	BUILDHGT	GRID126	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDWID	GRID126	84.92	104.40	120.70	133.33	141.91	146.18
SO	BUILDWID	GRID126	146.01	141.40	132.50	134.80	142.96	146.77
SO	BUILDWID	GRID126	146.12	141.04	131.67	118.29	101.33	85.73
SO	BUILDWID	GRID126	84.92	104.40	120.70	133.33	141.91	146.18
SO	BUILDWID	GRID126	146.01	47.00	61.12	73.38	83.41	146.77
SO	BUILDWID	GRID126	146.12	141.04	131.67	118.29	101.33	85.73
SO	BUILDLEN	GRID126	134.80	142.96	146.77	146.12	141.04	131.67
SO	BUILDLEN	GRID126	118.29	101.33	85.73	84.92	104.40	120.70
SO	BUILDLEN	GRID126	133.33	141.91	146.18	146.01	141.40	132.50
SO	BUILDLEN	GRID126	134.80	142.96	146.77	146.12	141.04	131.67
SO	BUILDLEN	GRID126	118.29	96.09	97.10	95.16	90.34	120.70
SO	BUILDLEN	GRID126	133.33	141.91	146.18	146.01	141.40	132.50
SO	XBADJ	GRID126	-102.98	-113.26	-120.10	-123.30	-122.74	-118.46
SO	XBADJ	GRID126	-110.58	-99.33	-85.07	-81.22	-84.21	-84.65
SO	XBADJ	GRID126	-82.51	-77.86	-70.85	-61.68	-50.64	-38.06
SO	XBADJ	GRID126	-31.82	-29.70	-26.67	-22.83	-18.30	-13.21
SO	XBADJ	GRID126	-7.72	-166.69	-167.13	-162.48	-152.90	-36.05
SO	XBADJ	GRID126	-50.82	-64.05	-75.34	-84.33	-90.76	-94.44
SO	YBADJ	GRID126	38.76	32.02	24.30	15.84	6.90	-2.24
SO	YBADJ	GRID126	-11.32	-20.06	-28.19	-35.58	-41.78	-46.72
SO	YBADJ	GRID126	-50.23	-52.22	-52.63	-51.43	-48.67	-42.21
SO	YBADJ	GRID126	-38.76	-32.02	-24.30	-15.84	-6.90	2.24
SO	YBADJ	GRID126	11.32	9.74	-10.93	-31.26	-50.64	46.72
SO	YBADJ	GRID126	50.23	52.22	52.63	51.43	48.67	42.21
SO	BUILDHGT	GRID127	0.00	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID127	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID127	13.10	13.10	13.10	0.00	0.00	0.00
SO	BUILDHGT	GRID127	0.00	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID127	18.60	18.60	18.60	18.60	18.60	13.10
SO	BUILDHGT	GRID127	13.10	13.10	13.10	0.00	0.00	0.00
SO	BUILDWID	GRID127	0.00	104.40	120.70	133.33	141.91	146.18
SO	BUILDWID	GRID127	146.01	141.40	132.50	134.80	142.96	146.77
SO	BUILDWID	GRID127	146.12	141.04	131.67	0.00	0.00	0.00

SO BUILDWID	GRID127	0.00	104.40	120.70	133.33	141.91	146.18
SO BUILDWID	GRID127	31.46	47.00	61.12	73.38	83.41	146.77
SO BUILDWID	GRID127	146.12	141.04	131.67	0.00	0.00	0.00
SO BUILDLEN	GRID127	0.00	142.96	146.77	146.12	141.04	131.67
SO BUILDLEN	GRID127	118.29	101.33	85.73	84.92	104.40	120.70
SO BUILDLEN	GRID127	133.33	141.91	146.18	0.00	0.00	0.00
SO BUILDLEN	GRID127	0.00	142.96	146.77	146.12	141.04	131.67
SO BUILDLEN	GRID127	92.66	96.09	97.10	95.16	90.34	120.70
SO BUILDLEN	GRID127	133.33	141.91	146.18	0.00	0.00	0.00
SO XBADJ	GRID127	0.00	-120.10	-130.10	-136.15	-138.06	-135.78
SO XBADJ	GRID127	-129.37	-119.03	-105.07	-100.92	-103.01	-101.97
SO XBADJ	GRID127	-97.83	-90.72	-80.85	0.00	0.00	0.00
SO XBADJ	GRID127	0.00	-22.86	-16.67	-9.97	-2.97	4.11
SO XBADJ	GRID127	-142.40	-146.99	-147.13	-142.79	-134.11	-18.73
SO XBADJ	GRID127	-35.50	-51.20	-65.34	0.00	0.00	0.00
SO YBADJ	GRID127	0.00	50.81	41.62	31.16	19.76	7.76
SO YBADJ	GRID127	-4.48	-16.59	-28.19	-39.05	-48.62	-56.72
SO YBADJ	GRID127	-63.09	-67.54	-69.95	0.00	0.00	0.00
SO YBADJ	GRID127	0.00	-50.81	-41.62	-31.16	-19.76	-7.76
SO YBADJ	GRID127	23.27	6.27	-10.93	-27.78	-43.80	56.72
SO YBADJ	GRID127	63.09	67.54	69.95	0.00	0.00	0.00
SO BUILDHGT	GRID128	0.00	0.00	13.10	13.10	13.10	18.60
SO BUILDHGT	GRID128	18.60	18.60	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID128	13.10	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID128	0.00	0.00	13.10	13.10	13.10	18.60
SO BUILDHGT	GRID128	18.60	18.60	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID128	13.10	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID128	0.00	0.00	120.70	133.33	141.91	46.26
SO BUILDWID	GRID128	31.46	47.00	61.12	73.38	83.41	90.90
SO BUILDWID	GRID128	146.12	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID128	0.00	0.00	120.70	133.33	141.91	46.25
SO BUILDWID	GRID128	31.46	47.00	61.12	73.38	83.41	90.90
SO BUILDWID	GRID128	146.12	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID128	0.00	0.00	146.77	146.12	141.04	96.33
SO BUILDLEN	GRID128	92.66	96.09	97.10	95.16	90.34	82.77
SO BUILDLEN	GRID128	133.33	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID128	0.00	0.00	146.77	146.12	141.04	96.33
SO BUILDLEN	GRID128	92.66	96.09	97.10	95.16	90.34	82.77
SO BUILDLEN	GRID128	133.33	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID128	0.00	0.00	-140.10	-149.01	-153.38	24.89
SO XBADJ	GRID128	30.94	31.21	30.03	27.93	24.98	21.27
SO XBADJ	GRID128	-113.15	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID128	0.00	0.00	-6.67	2.88	12.35	-121.21
SO XBADJ	GRID128	-123.60	-127.30	-127.13	-123.09	-115.32	-104.04
SO XBADJ	GRID128	-20.18	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID128	0.00	0.00	58.94	46.48	32.61	-29.94
SO YBADJ	GRID128	-16.43	-2.79	10.93	24.31	36.96	48.48
SO YBADJ	GRID128	-75.94	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID128	0.00	0.00	-58.94	-46.48	-32.61	29.94
SO YBADJ	GRID128	16.43	2.79	-10.93	-24.31	-36.96	-48.48
SO YBADJ	GRID128	75.94	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID129	18.60	18.60	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID129	18.60	18.60	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID129	18.60	18.60	18.60	0.00	0.00	4.90
SO BUILDHGT	GRID129	18.60	18.60	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID129	18.60	18.60	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID129	18.60	18.60	18.60	13.00	0.00	4.90
SO BUILDWID	GRID129	95.16	90.34	82.77	72.68	60.38	46.26
SO BUILDWID	GRID129	31.46	47.00	61.12	73.38	83.41	90.90
SO BUILDWID	GRID129	95.63	97.46	96.33	0.00	0.00	60.32
SO BUILDWID	GRID129	95.16	90.34	82.77	72.68	60.38	46.25
SO BUILDWID	GRID129	31.46	47.00	61.12	73.38	83.41	90.90
SO BUILDWID	GRID129	95.63	97.46	96.33	97.82	0.00	60.32
SO BUILDLEN	GRID129	73.38	83.41	90.90	95.63	97.46	96.33
SO BUILDLEN	GRID129	92.66	96.09	97.10	95.16	90.34	82.77
SO BUILDLEN	GRID129	72.68	60.38	46.26	0.00	0.00	53.44
SO BUILDLEN	GRID129	73.38	83.41	90.90	95.63	97.46	96.33
SO BUILDLEN	GRID129	92.66	96.09	97.10	95.16	90.34	82.77
SO BUILDLEN	GRID129	72.68	60.38	46.25	52.31	0.00	53.44
SO XBADJ	GRID129	-15.85	-11.58	-6.97	-2.14	2.76	7.57
SO XBADJ	GRID129	12.15	11.52	10.03	8.23	6.18	3.95
SO XBADJ	GRID129	1.60	-0.81	-3.18	0.00	0.00	-27.46
SO XBADJ	GRID129	-57.53	-71.82	-83.93	-93.50	-100.22	-103.89

SO XBADJ	GRID129	-104.81	-107.60	-107.13	-103.39	-96.52	-86.72
SO XBADJ	GRID129	-74.28	-59.58	-43.07	-106.66	0.00	-25.98
SO YBADJ	GRID129	-55.81	-51.35	-45.33	-37.94	-29.39	-19.94
SO YBADJ	GRID129	-9.59	0.68	10.93	20.84	30.12	38.48
SO YBADJ	GRID129	45.68	51.49	55.73	0.00	0.00	31.46
SO YBADJ	GRID129	55.81	51.35	45.33	37.94	29.39	19.94
SO YBADJ	GRID129	9.59	-0.68	-10.93	-20.84	-30.12	-38.48
SO YBADJ	GRID129	-45.68	-51.49	-55.73	-46.80	0.00	-31.46
SO BUILDHGT	GRID130	18.60	18.60	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID130	18.60	18.60	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID130	18.60	18.60	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID130	18.60	18.60	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID130	18.60	18.60	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID130	18.60	18.60	18.60	18.60	18.60	18.60
SO BUILDWID	GRID130	95.16	90.34	82.77	72.68	60.38	46.26
SO BUILDWID	GRID130	31.46	47.00	61.12	73.38	83.41	90.90
SO BUILDWID	GRID130	95.63	97.46	96.33	92.66	96.09	97.10
SO BUILDWID	GRID130	95.16	90.34	82.77	72.68	60.38	46.25
SO BUILDWID	GRID130	31.46	47.00	61.12	73.38	83.41	90.90
SO BUILDWID	GRID130	95.63	97.46	96.33	92.66	96.09	97.10
SO BUILDLEN	GRID130	73.38	83.41	90.90	95.63	97.46	96.33
SO BUILDLEN	GRID130	92.66	96.09	97.10	95.16	90.34	82.77
SO BUILDLEN	GRID130	72.68	60.38	46.26	31.46	47.00	61.12
SO BUILDLEN	GRID130	73.38	83.41	90.90	95.63	97.46	96.33
SO BUILDLEN	GRID130	92.66	96.09	97.10	95.16	90.34	82.77
SO BUILDLEN	GRID130	72.68	60.38	46.25	31.46	47.00	61.12
SO XBADJ	GRID130	-19.32	-18.43	-16.97	-14.99	-12.56	-9.75
SO XBADJ	GRID130	-6.64	-8.18	-9.97	-11.47	-12.61	-13.37
SO XBADJ	GRID130	-13.72	-13.66	-13.18	-12.98	-27.65	-41.49
SO XBADJ	GRID130	-54.05	-64.98	-73.93	-80.64	-84.90	-86.57
SO XBADJ	GRID130	-86.01	-87.91	-87.13	-83.70	-77.73	-69.40
SO XBADJ	GRID130	-58.95	-46.72	-33.07	-18.48	-19.35	-19.64
SO YBADJ	GRID130	-36.12	-32.56	-28.01	-22.61	-16.53	-9.94
SO YBADJ	GRID130	-2.75	4.15	10.93	17.37	23.28	28.48
SO YBADJ	GRID130	32.82	36.17	38.41	39.69	39.86	38.58
SO YBADJ	GRID130	36.12	32.56	28.01	22.61	16.53	9.94
SO YBADJ	GRID130	2.75	-4.15	-10.93	-17.37	-23.28	-28.48
SO YBADJ	GRID130	-32.82	-36.17	-38.41	-39.69	-39.86	-38.58
SO BUILDHGT	GRID131	18.60	18.60	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID131	18.60	18.60	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID131	18.60	18.60	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID131	18.60	18.60	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID131	18.60	18.60	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID131	18.60	18.60	18.60	18.60	18.60	18.60
SO BUILDWID	GRID131	95.16	90.34	82.77	72.68	60.38	46.26
SO BUILDWID	GRID131	31.46	47.00	61.12	73.38	83.41	90.90
SO BUILDWID	GRID131	95.63	97.46	96.33	92.66	96.09	97.10
SO BUILDWID	GRID131	95.16	90.34	82.77	72.68	60.38	46.25
SO BUILDWID	GRID131	31.46	47.00	61.12	73.38	83.41	90.90
SO BUILDWID	GRID131	95.63	97.46	96.33	92.66	96.09	97.10
SO BUILDLEN	GRID131	73.38	83.41	90.90	95.63	97.46	96.33
SO BUILDLEN	GRID131	92.66	96.09	97.10	95.16	90.34	82.77
SO BUILDLEN	GRID131	72.68	60.38	46.26	31.46	47.00	61.12
SO BUILDLEN	GRID131	73.38	83.41	90.90	95.63	97.46	96.33
SO BUILDLEN	GRID131	92.66	96.09	97.10	95.16	90.34	82.77
SO BUILDLEN	GRID131	72.68	60.38	46.25	31.46	47.00	61.12
SO XBADJ	GRID131	-22.80	-25.27	-26.97	-27.85	-27.88	-27.07
SO XBADJ	GRID131	-25.44	-27.88	-29.97	-31.16	-31.40	-30.69
SO XBADJ	GRID131	-29.05	-26.52	-23.18	-19.82	-31.13	-41.49
SO XBADJ	GRID131	-50.58	-58.14	-63.93	-67.79	-69.58	-69.25
SO XBADJ	GRID131	-67.22	-68.21	-67.13	-64.00	-58.93	-52.07
SO XBADJ	GRID131	-43.63	-33.87	-23.07	-11.64	-15.88	-19.64
SO YBADJ	GRID131	-16.42	-13.76	-10.69	-7.29	-3.67	0.06
SO YBADJ	GRID131	4.09	7.63	10.93	13.89	16.44	18.48
SO YBADJ	GRID131	19.97	20.85	21.09	20.89	20.17	18.58
SO YBADJ	GRID131	16.42	13.76	10.69	7.29	3.67	-0.06
SO YBADJ	GRID131	-4.09	-7.63	-10.93	-13.89	-16.44	-18.48
SO YBADJ	GRID131	-19.97	-20.85	-21.09	-20.89	-20.17	-18.58
SO BUILDHGT	GRID132	18.60	18.60	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID132	18.60	18.60	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID132	18.60	18.60	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID132	18.60	18.60	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID132	18.60	18.60	18.60	18.60	18.60	18.60

SO BUILDHGT	GRID132	18.60	18.60	18.60	18.60	18.60	18.60
SO BUILDWID	GRID132	95.16	90.34	82.77	72.68	60.38	46.26
SO BUILDWID	GRID132	31.46	47.00	61.12	73.38	83.41	90.90
SO BUILDWID	GRID132	95.63	97.46	96.33	92.66	96.09	97.10
SO BUILDWID	GRID132	95.16	90.34	82.77	72.68	60.38	46.25
SO BUILDWID	GRID132	31.46	47.00	61.12	73.38	83.41	90.90
SO BUILDWID	GRID132	95.63	97.46	96.33	92.66	96.09	97.10
SO BUILDLEN	GRID132	73.38	83.41	90.90	95.63	97.46	96.33
SO BUILDLEN	GRID132	92.66	96.09	97.10	95.16	90.34	82.77
SO BUILDLEN	GRID132	72.68	60.38	46.26	31.46	47.00	61.12
SO BUILDLEN	GRID132	73.38	83.41	90.90	95.63	97.46	96.33
SO BUILDLEN	GRID132	92.66	96.09	97.10	95.16	90.34	82.77
SO BUILDLEN	GRID132	72.68	60.38	46.25	31.46	47.00	61.12
SO XBADJ	GRID132	-26.27	-32.11	-36.97	-40.70	-43.21	-44.39
SO XBADJ	GRID132	-44.23	-47.57	-49.97	-50.86	-50.20	-48.01
SO XBADJ	GRID132	-44.37	-39.37	-33.18	-26.67	-34.60	-41.49
SO XBADJ	GRID132	-47.11	-51.30	-53.93	-54.93	-54.26	-51.93
SO XBADJ	GRID132	-48.43	-48.51	-47.13	-44.31	-40.14	-34.75
SO XBADJ	GRID132	-28.31	-21.01	-13.07	-4.80	-12.40	-19.64
SO YBADJ	GRID132	3.28	5.03	6.63	8.03	9.18	10.06
SO YBADJ	GRID132	10.93	11.10	10.93	10.42	9.60	8.48
SO YBADJ	GRID132	7.11	5.53	3.77	2.10	0.47	-1.42
SO YBADJ	GRID132	-3.28	-5.03	-6.63	-8.03	-9.18	-10.06
SO YBADJ	GRID132	-10.93	-11.10	-10.92	-10.42	-9.60	-8.48
SO YBADJ	GRID132	-7.11	-5.53	-3.77	-2.10	-0.47	1.42
SO BUILDHGT	GRID133	18.60	18.60	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID133	18.60	18.60	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID133	18.60	18.60	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID133	18.60	18.60	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID133	18.60	18.60	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID133	18.60	18.60	18.60	18.60	18.60	18.60
SO BUILDWID	GRID133	95.16	90.34	82.77	72.68	60.38	46.26
SO BUILDWID	GRID133	31.46	47.00	61.12	73.38	83.41	90.90
SO BUILDWID	GRID133	95.63	97.46	96.33	92.66	96.09	97.10
SO BUILDWID	GRID133	95.16	90.34	82.77	72.68	60.38	46.25
SO BUILDWID	GRID133	31.46	47.00	61.12	73.38	83.41	90.90
SO BUILDWID	GRID133	95.63	97.46	96.33	92.66	96.09	97.10
SO BUILDLEN	GRID133	73.38	83.41	90.90	95.63	97.46	96.33
SO BUILDLEN	GRID133	92.66	96.09	97.10	95.16	90.34	82.77
SO BUILDLEN	GRID133	72.68	60.38	46.26	31.46	47.00	61.12
SO BUILDLEN	GRID133	73.38	83.41	90.90	95.63	97.46	96.33
SO BUILDLEN	GRID133	92.66	96.09	97.10	95.16	90.34	82.77
SO BUILDLEN	GRID133	72.68	60.38	46.25	31.46	47.00	61.12
SO XBADJ	GRID133	-29.74	-38.95	-46.97	-53.56	-58.53	-61.71
SO XBADJ	GRID133	-63.03	-67.27	-69.97	-70.55	-68.99	-65.33
SO XBADJ	GRID133	-59.69	-52.23	-43.18	-33.51	-38.07	-41.49
SO XBADJ	GRID133	-43.64	-44.46	-43.93	-42.07	-38.93	-34.61
SO XBADJ	GRID133	-29.63	-28.82	-27.13	-24.61	-21.35	-17.43
SO XBADJ	GRID133	-12.99	-8.16	-3.07	2.04	-8.93	-19.64
SO YBADJ	GRID133	22.97	23.82	23.95	23.35	22.04	20.06
SO YBADJ	GRID133	17.77	14.57	10.92	6.95	2.76	-1.52
SO YBADJ	GRID133	-5.74	-9.80	-13.55	-16.70	-19.23	-21.42
SO YBADJ	GRID133	-22.97	-23.82	-23.95	-23.35	-22.04	-20.06
SO YBADJ	GRID133	-17.77	-14.57	-10.92	-6.95	-2.76	1.52
SO YBADJ	GRID133	5.74	9.80	13.55	16.70	19.23	21.42
SO BUILDHGT	GRID134	18.60	18.60	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID134	18.60	18.60	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID134	18.60	18.60	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID134	18.60	18.60	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID134	18.60	18.60	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID134	18.60	18.60	18.60	18.60	18.60	18.60
SO BUILDWID	GRID134	95.16	90.34	82.77	72.68	60.38	46.26
SO BUILDWID	GRID134	31.46	47.00	61.12	73.38	83.41	90.90
SO BUILDWID	GRID134	95.63	97.46	96.33	92.66	96.09	97.10
SO BUILDWID	GRID134	95.16	90.34	82.77	72.68	60.38	46.25
SO BUILDWID	GRID134	31.46	47.00	61.12	73.38	83.41	90.90
SO BUILDWID	GRID134	95.63	97.46	96.33	92.66	96.09	97.10
SO BUILDLEN	GRID134	73.38	83.41	90.90	95.63	97.46	96.33
SO BUILDLEN	GRID134	92.66	96.09	97.10	95.16	90.34	82.77
SO BUILDLEN	GRID134	72.68	60.38	46.26	31.46	47.00	61.12
SO BUILDLEN	GRID134	73.38	83.41	90.90	95.63	97.46	96.33
SO BUILDLEN	GRID134	92.66	96.09	97.10	95.16	90.34	82.77
SO BUILDLEN	GRID134	72.68	60.38	46.25	31.46	47.00	61.12

SO XBADJ	GRID134	-33.22	-45.79	-56.97	-66.42	-73.85	-79.03
SO XBADJ	GRID134	-81.82	-86.96	-89.97	-90.25	-87.79	-82.65
SO XBADJ	GRID134	-75.01	-65.09	-53.18	-40.35	-41.55	-41.48
SO XBADJ	GRID134	-40.16	-37.62	-33.93	-29.22	-23.61	-17.29
SO XBADJ	GRID134	-10.84	-9.12	-7.13	-4.91	-2.55	-0.11
SO XBADJ	GRID134	2.33	4.70	6.93	8.88	-5.46	-19.64
SO YBADJ	GRID134	42.67	42.62	41.27	38.67	34.89	30.06
SO YBADJ	GRID134	24.62	18.04	10.92	3.47	-4.08	-11.52
SO YBADJ	GRID134	-18.60	-25.12	-30.87	-35.49	-38.92	-41.42
SO YBADJ	GRID134	-42.67	-42.62	-41.27	-38.67	-34.89	-30.06
SO YBADJ	GRID134	-24.62	-18.04	-10.92	-3.47	4.08	11.52
SO YBADJ	GRID134	18.60	25.12	30.87	35.49	38.92	41.42
SO BUILDHGT	GRID135	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID135	14.60	18.60	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID135	18.60	18.60	18.60	18.60	14.60	14.60
SO BUILDHGT	GRID135	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID135	14.60	18.60	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID135	18.60	18.60	18.60	18.60	14.60	14.60
SO BUILDWID	GRID135	93.65	96.66	98.33	97.00	92.73	85.64
SO BUILDWID	GRID135	75.94	47.00	61.12	73.38	83.41	90.90
SO BUILDWID	GRID135	95.63	97.46	96.33	92.66	97.60	97.10
SO BUILDWID	GRID135	93.65	96.66	98.33	97.00	92.73	85.64
SO BUILDWID	GRID135	75.94	47.00	61.12	73.38	83.41	90.90
SO BUILDWID	GRID135	95.63	97.46	96.33	92.66	97.60	97.10
SO BUILDLEN	GRID135	34.54	43.90	58.41	71.13	81.70	89.78
SO BUILDLEN	GRID135	95.14	96.09	97.10	95.16	90.34	82.77
SO BUILDLEN	GRID135	72.68	60.38	46.26	31.46	63.94	50.00
SO BUILDLEN	GRID135	34.54	43.90	58.41	71.13	81.70	89.78
SO BUILDLEN	GRID135	95.14	96.09	97.10	95.16	90.34	82.77
SO BUILDLEN	GRID135	72.68	60.38	46.25	31.46	63.94	50.00
SO XBADJ	GRID135	9.20	12.02	11.83	11.28	10.39	9.18
SO XBADJ	GRID135	7.69	-106.66	-109.97	-109.95	-106.58	-99.97
SO XBADJ	GRID135	-90.33	-77.94	-63.18	-47.19	-40.03	-42.53
SO XBADJ	GRID135	-43.74	-55.93	-70.24	-82.41	-92.09	-98.96
SO XBADJ	GRID135	-102.83	10.58	12.87	14.78	16.24	17.21
SO XBADJ	GRID135	17.65	17.56	16.93	15.73	-23.91	-7.46
SO YBADJ	GRID135	-48.86	-43.82	-37.14	-29.34	-20.64	-11.32
SO YBADJ	GRID135	-1.65	21.52	10.92	0.00	-10.92	-21.52
SO YBADJ	GRID135	-31.45	-40.44	-48.19	-54.28	54.77	52.62
SO YBADJ	GRID135	48.86	43.82	37.14	29.34	20.64	11.32
SO YBADJ	GRID135	1.65	-21.52	-10.92	0.00	10.92	21.52
SO YBADJ	GRID135	31.45	40.44	48.19	54.28	-54.77	-52.62
SO BUILDHGT	GRID136	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID136	14.60	18.60	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID136	18.60	18.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID136	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID136	14.60	18.60	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID136	18.60	18.60	14.60	14.60	14.60	14.60
SO BUILDWID	GRID136	93.65	96.66	98.33	97.00	92.73	85.64
SO BUILDWID	GRID136	75.94	47.00	61.12	73.38	83.41	90.90
SO BUILDWID	GRID136	95.63	97.46	89.78	95.14	97.60	97.10
SO BUILDWID	GRID136	93.65	96.66	98.33	97.00	92.73	85.64
SO BUILDWID	GRID136	75.94	47.00	61.12	73.38	83.41	90.90
SO BUILDWID	GRID136	95.63	97.46	89.78	95.14	97.60	97.10
SO BUILDLEN	GRID136	34.54	43.90	58.41	71.13	81.70	89.78
SO BUILDLEN	GRID136	95.14	96.09	97.10	95.16	90.34	82.77
SO BUILDLEN	GRID136	72.68	60.38	85.64	75.94	63.94	50.00
SO BUILDLEN	GRID136	34.54	43.90	58.41	71.13	81.70	89.78
SO BUILDLEN	GRID136	95.14	96.09	97.10	95.16	90.34	82.77
SO BUILDLEN	GRID136	72.68	60.38	85.64	75.94	63.94	50.00
SO XBADJ	GRID136	5.73	5.18	1.83	-1.57	-4.93	-8.14
SO XBADJ	GRID136	-11.10	-126.36	-129.97	-129.64	-125.37	-117.29
SO XBADJ	GRID136	-105.65	-90.80	-41.50	-43.16	-43.51	-42.53
SO XBADJ	GRID136	-40.27	-49.09	-60.24	-69.56	-76.76	-81.64
SO XBADJ	GRID136	-84.03	30.27	32.87	34.48	35.04	34.53
SO XBADJ	GRID136	32.97	30.41	-44.14	-32.78	-20.44	-7.46
SO YBADJ	GRID136	-29.17	-25.02	-19.82	-14.02	-7.79	-1.32
SO YBADJ	GRID136	5.19	24.99	10.92	-3.47	-17.76	-31.52
SO YBADJ	GRID136	-44.31	-55.76	36.75	36.46	35.07	32.62
SO YBADJ	GRID136	29.17	25.02	19.82	14.02	7.79	1.32
SO YBADJ	GRID136	-5.19	-24.99	-10.92	3.47	17.76	31.52
SO YBADJ	GRID136	44.31	55.76	-36.75	-36.46	-35.07	-32.62
SO BUILDHGT	GRID137	14.60	14.60	14.60	14.60	14.60	14.60

SO BUILDHGT	GRID137	14.60	18.60	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID137	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID137	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID137	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID137	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDWID	GRID137	93.65	96.66	98.33	97.00	92.73	85.64
SO BUILDWID	GRID137	75.94	47.00	61.12	73.38	83.41	90.90
SO BUILDWID	GRID137	71.13	81.70	89.78	95.14	97.60	97.10
SO BUILDWID	GRID137	93.65	96.66	98.33	97.00	92.73	85.64
SO BUILDWID	GRID137	75.94	63.94	50.00	34.54	43.90	58.41
SO BUILDWID	GRID137	71.13	81.70	89.78	95.14	97.60	97.10
SO BUILDLEN	GRID137	34.54	43.90	58.41	71.13	81.70	89.78
SO BUILDLEN	GRID137	95.14	96.09	97.10	95.16	90.34	82.77
SO BUILDLEN	GRID137	97.00	92.73	85.64	75.94	63.94	50.00
SO BUILDLEN	GRID137	34.54	43.90	58.41	71.13	81.70	89.78
SO BUILDLEN	GRID137	95.14	97.60	97.10	93.65	96.66	98.33
SO BUILDLEN	GRID137	97.00	92.73	85.64	75.94	63.94	50.00
SO XBADJ	GRID137	2.26	-1.66	-8.17	-14.43	-20.25	-25.46
SO XBADJ	GRID137	-29.90	-146.05	-149.97	-149.34	-144.17	-134.61
SO XBADJ	GRID137	-49.80	-51.43	-51.50	-50.00	-46.98	-42.53
SO XBADJ	GRID137	-36.80	-42.25	-50.24	-56.70	-61.44	-64.32
SO XBADJ	GRID137	-65.24	-64.18	-61.17	-56.30	-54.56	-51.66
SO XBADJ	GRID137	-47.20	-41.29	-34.14	-25.94	-16.96	-7.46
SO YBADJ	GRID137	-9.47	-6.23	-2.50	1.30	5.07	8.68
SO YBADJ	GRID137	12.03	28.46	10.92	-6.95	-24.60	-41.52
SO YBADJ	GRID137	21.14	20.59	19.43	17.67	15.38	12.62
SO YBADJ	GRID137	9.47	6.23	2.50	-1.30	-5.07	-8.68
SO YBADJ	GRID137	-12.03	-15.01	-17.54	-19.53	-20.29	-21.03
SO YBADJ	GRID137	-21.14	-20.59	-19.43	-17.67	-15.38	-12.62
SO BUILDHGT	GRID138	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID138	14.60	18.60	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID138	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID138	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID138	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID138	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDWID	GRID138	93.65	96.66	98.33	97.00	92.73	85.64
SO BUILDWID	GRID138	75.94	47.00	61.12	73.38	83.41	90.90
SO BUILDWID	GRID138	71.13	81.70	89.78	95.14	97.60	97.10
SO BUILDWID	GRID138	93.65	96.66	98.33	97.00	92.73	85.64
SO BUILDWID	GRID138	75.94	63.94	50.00	34.54	43.90	58.41
SO BUILDWID	GRID138	71.13	81.70	89.78	95.14	97.60	97.10
SO BUILDLEN	GRID138	34.54	43.90	58.41	71.13	81.70	89.78
SO BUILDLEN	GRID138	95.14	96.09	97.10	95.16	90.34	82.77
SO BUILDLEN	GRID138	97.00	92.73	85.64	75.94	63.94	50.00
SO BUILDLEN	GRID138	34.54	43.90	58.41	71.13	81.70	89.78
SO BUILDLEN	GRID138	95.14	97.60	97.10	93.65	96.66	98.33
SO BUILDLEN	GRID138	97.00	92.73	85.64	75.94	63.94	50.00
SO XBADJ	GRID138	-1.21	-8.50	-18.17	-27.29	-35.58	-42.78
SO XBADJ	GRID138	-48.69	-165.75	-169.97	-169.04	-162.96	-151.93
SO XBADJ	GRID138	-65.13	-64.29	-61.50	-56.84	-50.45	-42.53
SO XBADJ	GRID138	-33.32	-35.41	-40.24	-43.85	-46.12	-47.00
SO XBADJ	GRID138	-46.45	-44.48	-41.17	-36.60	-35.77	-34.34
SO XBADJ	GRID138	-31.87	-28.44	-24.14	-19.10	-13.49	-7.46
SO YBADJ	GRID138	10.23	12.57	14.82	16.63	17.93	18.68
SO YBADJ	GRID138	18.87	31.94	10.92	-10.42	-31.44	-51.52
SO YBADJ	GRID138	8.28	5.27	2.11	-1.12	-4.32	-7.38
SO YBADJ	GRID138	-10.23	-12.57	-14.82	-16.63	-17.93	-18.68
SO YBADJ	GRID138	-18.87	-18.48	-17.53	-16.05	-13.45	-11.03
SO YBADJ	GRID138	-8.28	-5.27	-2.11	1.12	4.32	7.38
SO BUILDHGT	GRID139	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID139	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID139	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID139	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID139	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID139	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDWID	GRID139	93.65	96.66	98.33	97.00	92.73	85.64
SO BUILDWID	GRID139	75.94	63.94	50.00	34.54	43.90	58.41
SO BUILDWID	GRID139	71.13	81.70	89.78	95.14	97.60	97.10
SO BUILDWID	GRID139	93.65	96.66	98.33	97.00	92.73	85.64
SO BUILDWID	GRID139	75.94	63.94	50.00	34.54	43.90	58.41
SO BUILDWID	GRID139	71.13	81.70	89.78	95.14	97.60	97.10
SO BUILDLEN	GRID139	34.54	43.90	58.41	71.13	81.70	89.78
SO BUILDLEN	GRID139	95.14	97.60	97.10	93.65	96.66	98.33

SO BUILDLEN	GRID139	97.00	92.73	85.64	75.94	63.94	50.00
SO BUILDLEN	GRID139	34.54	43.90	58.41	71.13	81.70	89.78
SO BUILDLEN	GRID139	95.14	97.60	97.10	93.65	96.66	98.33
SO BUILDLEN	GRID139	97.00	92.73	85.64	75.94	63.94	50.00
SO XBADJ	GRID139	-4.69	-15.34	-28.17	-40.14	-50.90	-60.10
SO XBADJ	GRID139	-67.49	-72.82	-75.93	-76.75	-79.69	-81.30
SO XBADJ	GRID139	-80.45	-77.14	-71.50	-63.68	-53.93	-42.53
SO XBADJ	GRID139	-29.85	-28.57	-30.24	-30.99	-30.80	-29.68
SO XBADJ	GRID139	-27.65	-24.78	-21.17	-16.90	-16.97	-17.02
SO XBADJ	GRID139	-16.55	-15.58	-14.14	-12.26	-10.02	-7.46
SO YBADJ	GRID139	29.92	31.36	32.14	31.95	30.78	28.68
SO YBADJ	GRID139	25.71	21.96	17.53	12.58	6.61	1.03
SO YBADJ	GRID139	-4.58	-10.05	-15.21	-19.92	-24.02	-27.38
SO YBADJ	GRID139	-29.92	-31.36	-32.14	-31.95	-30.78	-28.68
SO YBADJ	GRID139	-25.71	-21.96	-17.53	-12.58	-6.61	-1.03
SO YBADJ	GRID139	4.58	10.05	15.21	19.92	24.02	27.38
SO BUILDHGT	GRID140	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID140	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID140	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID140	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID140	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID140	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDWID	GRID140	93.65	96.66	98.33	97.00	92.73	85.64
SO BUILDWID	GRID140	75.94	63.94	50.00	34.54	43.90	58.41
SO BUILDWID	GRID140	71.13	81.70	89.78	95.14	97.60	97.10
SO BUILDWID	GRID140	93.65	96.66	98.33	97.00	92.73	85.64
SO BUILDWID	GRID140	75.94	63.94	50.00	34.54	43.90	58.41
SO BUILDWID	GRID140	71.13	81.70	89.78	95.14	97.60	97.10
SO BUILDLEN	GRID140	34.54	43.90	58.41	71.13	81.70	89.78
SO BUILDLEN	GRID140	95.14	97.60	97.10	93.65	96.66	98.33
SO BUILDLEN	GRID140	97.00	92.73	85.64	75.94	63.94	50.00
SO BUILDLEN	GRID140	34.54	43.90	58.41	71.13	81.70	89.78
SO BUILDLEN	GRID140	95.14	97.60	97.10	93.65	96.66	98.33
SO BUILDLEN	GRID140	97.00	92.73	85.64	75.94	63.94	50.00
SO XBADJ	GRID140	-8.16	-22.18	-38.17	-53.00	-66.22	-77.42
SO XBADJ	GRID140	-86.28	-92.51	-95.93	-96.44	-98.49	-98.62
SO XBADJ	GRID140	-95.77	-90.00	-81.50	-70.52	-57.40	-42.53
SO XBADJ	GRID140	-26.38	-21.72	-20.24	-18.13	-15.48	-12.36
SO XBADJ	GRID140	-8.86	-5.09	-1.17	2.79	1.82	0.30
SO XBADJ	GRID140	-1.23	-2.73	-4.14	-5.42	-6.54	-7.47
SO YBADJ	GRID140	49.62	50.15	49.46	47.27	43.64	38.68
SO YBADJ	GRID140	32.55	25.43	17.53	9.11	-0.23	-8.97
SO YBADJ	GRID140	-17.43	-25.37	-32.53	-38.71	-43.71	-47.38
SO YBADJ	GRID140	-49.62	-50.15	-49.46	-47.27	-43.64	-38.68
SO YBADJ	GRID140	-32.55	-25.43	-17.53	-9.11	0.23	8.97
SO YBADJ	GRID140	17.43	25.37	32.53	38.71	43.71	47.38
SO BUILDHGT	GRID141	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID141	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID141	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID141	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID141	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID141	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDWID	GRID141	93.87	87.51	78.50	67.10	53.66	85.64
SO BUILDWID	GRID141	75.94	63.94	50.00	34.54	43.90	58.41
SO BUILDWID	GRID141	71.13	81.70	89.78	95.48	97.91	97.37
SO BUILDWID	GRID141	93.87	87.51	78.50	67.10	53.66	85.64
SO BUILDWID	GRID141	75.94	63.94	50.00	34.54	43.90	58.41
SO BUILDWID	GRID141	71.13	81.70	89.78	95.48	97.91	97.37
SO BUILDLEN	GRID141	79.01	87.90	94.11	97.46	97.86	89.78
SO BUILDLEN	GRID141	95.14	97.60	97.10	93.65	96.66	98.33
SO BUILDLEN	GRID141	97.00	92.73	85.64	39.39	54.39	67.73
SO BUILDLEN	GRID141	79.01	87.90	94.11	97.46	97.86	89.78
SO BUILDLEN	GRID141	95.14	97.60	97.10	93.65	96.66	98.33
SO BUILDLEN	GRID141	97.00	92.73	85.64	39.39	54.39	67.73
SO XBADJ	GRID141	-15.87	-13.47	-10.66	-7.53	-4.17	-94.74
SO XBADJ	GRID141	-105.07	-112.21	-115.93	-116.14	-117.28	-115.95
SO XBADJ	GRID141	-111.09	-102.86	-91.50	-19.44	-35.23	-49.95
SO XBADJ	GRID141	-63.15	-74.43	-83.45	-89.93	-93.68	4.96
SO XBADJ	GRID141	9.94	14.61	18.83	22.49	20.61	17.62
SO XBADJ	GRID141	14.09	10.13	5.86	-19.95	-19.16	-17.78
SO YBADJ	GRID141	-41.62	-36.78	-30.83	-23.94	-16.32	48.68
SO YBADJ	GRID141	39.39	28.90	17.53	5.64	-7.07	-18.97
SO YBADJ	GRID141	-30.29	-40.69	-49.85	48.15	47.39	45.19

SO	YBADJ	GRID141	41.62	36.78	30.83	23.94	16.32	-48.68
SO	YBADJ	GRID141	-39.39	-28.90	-17.53	-5.64	7.07	18.97
SO	YBADJ	GRID141	30.29	40.69	49.85	-48.15	-47.39	-45.19
SO	BUILDHGT	GRID142	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID142	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID142	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID142	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID142	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID142	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDWID	GRID142	93.87	87.51	78.50	67.10	53.66	38.60
SO	BUILDWID	GRID142	39.39	63.94	50.00	34.54	43.90	58.41
SO	BUILDWID	GRID142	97.46	97.86	95.27	95.48	97.91	97.37
SO	BUILDWID	GRID142	93.87	87.51	78.50	67.10	53.66	38.60
SO	BUILDWID	GRID142	39.39	54.39	67.73	79.01	87.90	94.11
SO	BUILDWID	GRID142	97.46	97.86	95.27	95.48	97.91	97.37
SO	BUILDLEN	GRID142	79.01	87.90	94.11	97.46	97.86	95.27
SO	BUILDLEN	GRID142	95.48	97.60	97.10	93.65	96.66	98.33
SO	BUILDLEN	GRID142	67.10	53.66	38.60	39.39	54.39	67.73
SO	BUILDLEN	GRID142	79.01	87.90	94.11	97.46	97.86	95.27
SO	BUILDLEN	GRID142	95.48	97.91	97.37	93.87	87.51	78.50
SO	BUILDLEN	GRID142	67.10	53.66	38.60	39.39	54.39	67.73
SO	XBADJ	GRID142	-19.34	-20.31	-20.66	-20.39	-19.49	-18.01
SO	XBADJ	GRID142	-18.39	-131.90	-135.93	-135.83	-136.07	-133.27
SO	XBADJ	GRID142	-24.93	-23.36	-21.09	-26.28	-38.70	-49.95
SO	XBADJ	GRID142	-59.67	-67.59	-73.45	-77.08	-78.36	-77.27
SO	XBADJ	GRID142	-77.09	-76.65	-73.88	-68.86	-61.75	-52.76
SO	XBADJ	GRID142	-42.17	-30.30	-17.51	-13.11	-15.69	-17.79
SO	YBADJ	GRID142	-21.92	-17.99	-13.51	-8.62	-3.47	1.79
SO	YBADJ	GRID142	6.58	32.37	17.53	2.16	-13.91	-28.97
SO	YBADJ	GRID142	28.34	29.43	29.63	29.35	27.69	25.19
SO	YBADJ	GRID142	21.92	17.99	13.51	8.62	3.47	-1.79
SO	YBADJ	GRID142	-6.58	-11.51	-16.08	-20.16	-23.64	-26.39
SO	YBADJ	GRID142	-28.34	-29.43	-29.63	-29.35	-27.69	-25.19
SO	BUILDHGT	GRID143	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID143	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID143	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID143	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID143	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID143	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDWID	GRID143	93.87	87.51	78.50	67.10	53.66	38.60
SO	BUILDWID	GRID143	39.39	63.94	50.00	34.54	43.90	94.11
SO	BUILDWID	GRID143	97.46	97.86	95.27	95.48	97.91	97.37
SO	BUILDWID	GRID143	93.87	87.51	78.50	67.10	53.66	38.60
SO	BUILDWID	GRID143	39.39	54.39	67.73	79.01	87.90	94.11
SO	BUILDWID	GRID143	97.46	97.86	95.27	95.48	97.91	97.37
SO	BUILDLEN	GRID143	79.01	87.90	94.11	97.46	97.86	95.27
SO	BUILDLEN	GRID143	95.48	97.60	97.10	93.65	96.66	78.50
SO	BUILDLEN	GRID143	67.10	53.66	38.60	39.39	54.39	67.73
SO	BUILDLEN	GRID143	79.01	87.90	94.11	97.46	97.86	95.27
SO	BUILDLEN	GRID143	95.48	97.91	97.37	93.87	87.51	78.50
SO	BUILDLEN	GRID143	67.10	53.66	38.60	39.39	54.39	67.73
SO	XBADJ	GRID143	-22.82	-27.15	-30.66	-33.24	-34.82	-35.33
SO	XBADJ	GRID143	-37.18	-151.60	-155.93	-155.53	-154.87	-43.06
SO	XBADJ	GRID143	-40.25	-36.22	-31.09	-33.12	-42.17	-49.95
SO	XBADJ	GRID143	-56.20	-60.75	-63.45	-64.22	-63.04	-59.95
SO	XBADJ	GRID143	-58.30	-56.95	-53.88	-49.16	-42.95	-35.44
SO	XBADJ	GRID143	-26.85	-17.44	-7.51	-6.27	-12.21	-17.79
SO	YBADJ	GRID143	-2.23	0.80	3.81	6.70	9.39	11.79
SO	YBADJ	GRID143	13.42	35.85	17.53	-1.31	-20.75	16.39
SO	YBADJ	GRID143	15.49	14.11	12.31	10.56	8.00	5.19
SO	YBADJ	GRID143	2.23	-0.80	-3.81	-6.70	-9.39	-11.79
SO	YBADJ	GRID143	-13.42	-14.98	-16.08	-16.69	-16.80	-16.39
SO	YBADJ	GRID143	-15.49	-14.11	-12.31	-10.56	-8.00	-5.19
SO	BUILDHGT	GRID144	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID144	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID144	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID144	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID144	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID144	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDWID	GRID144	93.87	87.51	78.50	67.10	53.66	38.60
SO	BUILDWID	GRID144	39.39	54.39	67.73	79.01	87.90	94.11
SO	BUILDWID	GRID144	97.46	97.86	95.27	95.48	97.91	97.37
SO	BUILDWID	GRID144	93.87	87.51	78.50	67.10	53.66	38.60

SO BUILDWID	GRID144	39.39	54.39	67.73	79.01	87.90	94.11
SO BUILDWID	GRID144	97.46	97.86	95.27	95.48	97.91	97.37
SO BUILDLEN	GRID144	79.01	87.90	94.11	97.46	97.86	95.27
SO BUILDLEN	GRID144	95.48	97.91	97.37	93.87	87.51	78.50
SO BUILDLEN	GRID144	67.10	53.66	38.60	39.39	54.39	67.73
SO BUILDLEN	GRID144	79.01	87.90	94.11	97.46	97.86	95.27
SO BUILDLEN	GRID144	95.48	97.91	97.37	93.87	87.51	78.50
SO BUILDLEN	GRID144	67.10	53.66	38.60	39.39	54.39	67.73
SO XBADJ	GRID144	-26.29	-33.99	-40.66	-46.10	-50.14	-52.65
SO XBADJ	GRID144	-55.98	-60.66	-63.49	-64.40	-63.35	-60.38
SO XBADJ	GRID144	-55.57	-49.08	-41.09	-39.96	-45.65	-49.95
SO XBADJ	GRID144	-52.73	-53.91	-53.45	-51.36	-47.72	-42.63
SO XBADJ	GRID144	-39.51	-37.26	-33.88	-29.47	-24.16	-18.12
SO XBADJ	GRID144	-11.53	-4.59	2.49	0.57	-8.74	-17.79
SO YBADJ	GRID144	17.47	19.60	21.13	22.02	22.24	21.79
SO YBADJ	GRID144	20.26	18.45	16.08	13.22	9.96	6.39
SO YBADJ	GRID144	2.63	-1.21	-5.01	-8.24	-11.70	-14.81
SO YBADJ	GRID144	-17.47	-19.60	-21.13	-22.02	-22.24	-21.79
SO YBADJ	GRID144	-20.26	-18.45	-16.08	-13.22	-9.96	-6.39
SO YBADJ	GRID144	-2.63	1.21	5.01	8.24	11.70	14.81
SO BUILDHGT	GRID145	14.60	14.60	14.60	14.60	0.00	0.00
SO BUILDHGT	GRID145	0.00	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID145	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID145	14.60	14.60	14.60	14.60	0.00	0.00
SO BUILDHGT	GRID145	0.00	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID145	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDWID	GRID145	93.87	87.51	78.50	67.10	0.00	0.00
SO BUILDWID	GRID145	0.00	54.39	67.73	79.01	87.90	94.11
SO BUILDWID	GRID145	97.46	97.86	95.27	95.48	97.91	97.37
SO BUILDWID	GRID145	93.87	87.51	78.50	67.10	0.00	0.00
SO BUILDWID	GRID145	0.00	54.39	67.73	79.01	87.90	94.11
SO BUILDWID	GRID145	97.46	97.86	95.27	95.48	97.91	97.37
SO BUILDLEN	GRID145	79.01	87.90	94.11	97.46	0.00	0.00
SO BUILDLEN	GRID145	0.00	97.91	97.37	93.87	87.51	78.50
SO BUILDLEN	GRID145	67.10	53.66	38.60	39.39	54.39	67.73
SO BUILDLEN	GRID145	79.01	87.90	94.11	97.46	0.00	0.00
SO BUILDLEN	GRID145	0.00	97.91	97.37	93.87	87.51	78.50
SO BUILDLEN	GRID145	67.10	53.66	38.60	39.39	54.39	67.73
SO XBADJ	GRID145	-29.76	-40.83	-50.66	-58.96	0.00	0.00
SO XBADJ	GRID145	0.00	-80.35	-83.49	-84.10	-82.15	-77.70
SO XBADJ	GRID145	-70.89	-61.93	-51.09	-46.80	-49.12	-49.94
SO XBADJ	GRID145	-49.25	-47.06	-43.45	-38.51	0.00	0.00
SO XBADJ	GRID145	0.00	-17.56	-13.88	-9.77	-5.37	-0.80
SO XBADJ	GRID145	3.79	8.27	12.49	7.41	-5.27	-17.79
SO YBADJ	GRID145	37.16	38.39	38.45	37.34	0.00	0.00
SO YBADJ	GRID145	0.00	21.93	16.08	9.75	3.12	-3.61
SO YBADJ	GRID145	-10.22	-16.53	-22.33	-27.03	-31.40	-34.81
SO YBADJ	GRID145	-37.16	-38.39	-38.45	-37.34	0.00	0.00
SO YBADJ	GRID145	0.00	-21.93	-16.08	-9.75	-3.12	3.61
SO YBADJ	GRID145	10.22	16.53	22.33	27.03	31.40	34.81
SO BUILDHGT	GRID146	11.00	11.00	11.00	11.00	11.00	11.00
SO BUILDHGT	GRID146	0.00	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID146	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID146	11.00	11.00	11.00	11.00	11.00	11.00
SO BUILDHGT	GRID146	0.00	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID146	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDWID	GRID146	44.40	44.04	42.35	39.37	35.20	29.95
SO BUILDWID	GRID146	0.00	54.39	67.73	79.01	87.90	94.11
SO BUILDWID	GRID146	97.46	97.86	95.27	95.48	97.91	97.37
SO BUILDWID	GRID146	44.40	44.04	42.35	39.37	35.20	29.95
SO BUILDWID	GRID146	0.00	54.39	67.73	79.01	87.90	94.11
SO BUILDWID	GRID146	97.46	97.86	95.27	95.48	97.91	97.37
SO BUILDLEN	GRID146	36.83	40.78	43.50	44.90	44.93	43.63
SO BUILDLEN	GRID146	0.00	97.91	97.37	93.87	87.51	78.50
SO BUILDLEN	GRID146	67.10	53.66	38.60	39.39	54.39	67.73
SO BUILDLEN	GRID146	36.83	40.78	43.50	44.90	44.93	43.63
SO BUILDLEN	GRID146	0.00	97.91	97.37	93.87	87.51	78.50
SO BUILDLEN	GRID146	67.10	53.66	38.60	39.39	54.39	67.73
SO XBADJ	GRID146	-48.74	-52.81	-55.28	-56.06	-55.15	-52.59
SO XBADJ	GRID146	0.00	-100.05	-103.49	-103.79	-100.94	-95.02
SO XBADJ	GRID146	-86.21	-74.79	-61.09	-53.64	-52.59	-49.94
SO XBADJ	GRID146	11.91	12.03	11.78	11.17	10.22	8.96
SO XBADJ	GRID146	0.00	2.14	6.12	9.93	13.43	16.52

SO XBADJ	GRID146	19.11	21.12	22.49	14.25	-1.80	-17.79
SO YBADJ	GRID146	15.38	8.55	1.46	-5.67	-12.63	-19.20
SO YBADJ	GRID146	0.00	25.40	16.08	6.27	-3.72	-13.61
SO YBADJ	GRID146	-23.08	-31.85	-39.65	-45.82	-51.09	-54.81
SO YBADJ	GRID146	-15.38	-8.55	-1.46	5.67	12.63	19.20
SO YBADJ	GRID146	0.00	-25.40	-16.08	-6.27	3.72	13.61
SO YBADJ	GRID146	23.08	31.85	39.65	45.82	51.09	54.81
SO BUILDHGT	GRID147	0.00	11.00	11.00	11.00	11.00	11.00
SO BUILDHGT	GRID147	11.00	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID147	14.60	14.60	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID147	0.00	11.00	11.00	0.00	0.00	0.00
SO BUILDHGT	GRID147	0.00	14.60	14.60	0.00	0.00	0.00
SO BUILDHGT	GRID147	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID147	0.00	44.04	42.35	39.37	35.20	29.95
SO BUILDWID	GRID147	27.63	54.39	67.73	79.01	87.90	94.11
SO BUILDWID	GRID147	97.46	97.86	0.00	0.00	0.00	0.00
SO BUILDWID	GRID147	0.00	44.04	42.35	0.00	0.00	0.00
SO BUILDWID	GRID147	0.00	54.39	67.73	0.00	0.00	0.00
SO BUILDWID	GRID147	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID147	0.00	40.78	43.50	44.90	44.93	43.63
SO BUILDLEN	GRID147	43.63	97.91	97.37	93.87	87.51	78.50
SO BUILDLEN	GRID147	67.10	53.66	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID147	0.00	40.78	43.50	0.00	0.00	0.00
SO BUILDLEN	GRID147	0.00	97.91	97.37	0.00	0.00	0.00
SO BUILDLEN	GRID147	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID147	0.00	-59.65	-65.28	-68.92	-70.47	-69.91
SO XBADJ	GRID147	-69.85	-119.75	-123.49	-123.49	-119.74	-112.34
SO XBADJ	GRID147	-101.53	-87.64	0.00	0.00	0.00	0.00
SO XBADJ	GRID147	0.00	18.87	21.78	0.00	0.00	0.00
SO XBADJ	GRID147	0.00	21.83	26.12	0.00	0.00	0.00
SO XBADJ	GRID147	0.00	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID147	0.00	27.34	18.78	9.65	0.23	-9.20
SO YBADJ	GRID147	-16.44	28.87	16.08	2.80	-10.57	-23.61
SO YBADJ	GRID147	-35.94	-47.17	0.00	0.00	0.00	0.00
SO YBADJ	GRID147	0.00	-27.34	-18.78	0.00	0.00	0.00
SO YBADJ	GRID147	0.00	-28.87	-16.08	0.00	0.00	0.00
SO YBADJ	GRID147	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID148	0.00	0.00	0.00	11.00	11.00	11.00
SO BUILDHGT	GRID148	11.00	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID148	14.60	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID148	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID148	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID148	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID148	0.00	0.00	0.00	39.37	35.20	29.95
SO BUILDWID	GRID148	27.63	54.39	67.73	79.01	87.90	94.11
SO BUILDWID	GRID148	97.46	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID148	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID148	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID148	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID148	0.00	0.00	0.00	44.90	44.93	43.63
SO BUILDLEN	GRID148	43.63	97.91	97.37	93.87	87.51	78.50
SO BUILDLEN	GRID148	67.10	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID148	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID148	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID148	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID148	0.00	0.00	0.00	-81.78	-85.79	-87.23
SO XBADJ	GRID148	-88.65	-139.44	-143.49	-143.19	-138.53	-129.66
SO XBADJ	GRID148	-116.86	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID148	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID148	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID148	0.00	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID148	0.00	0.00	0.00	24.97	13.09	0.80
SO YBADJ	GRID148	-9.60	32.34	16.08	-0.67	-17.41	-33.61
SO YBADJ	GRID148	-48.79	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID148	0.00	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID148	0.00	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID148	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID149	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID149	0.00	0.00	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID149	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID149	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID149	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID149	0.00	0.00	0.00	0.00	0.00	0.00

SO BUILDWID	GRID149	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID149	0.00	0.00	67.73	79.01	87.90	94.11
SO BUILDWID	GRID149	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID149	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID149	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID149	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID149	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID149	0.00	0.00	97.37	93.87	87.51	78.50
SO BUILDLEN	GRID149	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID149	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID149	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID149	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID149	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID149	0.00	0.00	-163.49	-162.88	-157.32	-146.98
SO XBADJ	GRID149	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID149	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID149	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID149	0.00	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID149	0.00	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID149	0.00	0.00	16.08	-4.15	-24.25	-43.61
SO YBADJ	GRID149	0.00	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID149	0.00	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID149	0.00	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID149	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID150	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID150	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID150	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID150	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID150	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID150	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID150	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID150	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID150	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID150	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID150	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID150	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID150	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID150	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID150	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID150	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID150	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID150	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID150	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID150	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID150	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID150	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID150	0.00	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID150	0.00	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID150	0.00	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID150	0.00	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID150	0.00	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID150	0.00	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID150	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID151	0.00	0.00	0.00	0.00	13.10	13.10
SO BUILDHGT	GRID151	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID151	13.10	13.10	13.10	13.10	13.10	0.00
SO BUILDHGT	GRID151	0.00	0.00	0.00	0.00	13.10	13.10
SO BUILDHGT	GRID151	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID151	13.10	13.10	13.10	13.10	13.10	0.00
SO BUILDWID	GRID151	0.00	0.00	0.00	0.00	141.91	146.18
SO BUILDWID	GRID151	146.01	141.40	132.50	134.80	142.96	146.77
SO BUILDWID	GRID151	146.12	141.04	131.67	118.29	101.33	0.00
SO BUILDWID	GRID151	0.00	0.00	0.00	0.00	141.91	146.18
SO BUILDWID	GRID151	146.01	141.40	132.50	134.80	142.96	146.77
SO BUILDWID	GRID151	146.12	141.04	131.67	118.29	101.33	0.00
SO BUILDLEN	GRID151	0.00	0.00	0.00	0.00	141.04	131.67
SO BUILDLEN	GRID151	118.29	101.33	85.73	84.92	104.40	120.70
SO BUILDLEN	GRID151	133.33	141.91	146.18	146.01	141.40	0.00
SO BUILDLEN	GRID151	0.00	0.00	0.00	0.00	141.04	131.67
SO BUILDLEN	GRID151	118.29	101.33	85.73	84.92	104.40	120.70
SO BUILDLEN	GRID151	133.33	141.91	146.18	146.01	141.40	0.00
SO XBADJ	GRID151	0.00	0.00	0.00	0.00	-58.99	-41.86

SO XBADJ	GRID151	-23.45	-4.33	14.93	20.73	16.60	11.96
SO XBADJ	GRID151	6.95	1.74	-3.53	-8.69	-13.58	0.00
SO XBADJ	GRID151	0.00	0.00	0.00	0.00	-82.04	-89.81
SO XBADJ	GRID151	-94.84	-97.00	-100.66	-105.65	-120.99	-132.65
SO XBADJ	GRID151	-140.28	-143.65	-142.66	-137.33	-127.82	0.00
SO YBADJ	GRID151	0.00	0.00	0.00	0.00	-72.70	-69.56
SO YBADJ	GRID151	-64.32	-57.12	-48.18	-37.91	-26.37	-14.04
SO YBADJ	GRID151	-1.28	11.53	23.98	35.70	46.34	0.00
SO YBADJ	GRID151	0.00	0.00	0.00	0.00	72.70	69.56
SO YBADJ	GRID151	64.32	57.12	48.18	37.91	26.37	14.04
SO YBADJ	GRID151	1.28	-11.53	-23.98	-35.70	-46.34	0.00
SO BUILDHGT	GRID152	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID152	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID152	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID152	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID152	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID152	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDWID	GRID152	84.92	104.40	120.70	133.33	141.91	146.18
SO BUILDWID	GRID152	146.01	141.40	132.50	134.80	142.96	146.77
SO BUILDWID	GRID152	146.12	141.04	131.67	118.29	101.33	85.73
SO BUILDWID	GRID152	84.92	104.40	120.70	133.33	141.91	146.18
SO BUILDWID	GRID152	146.01	141.40	132.50	134.80	142.96	146.77
SO BUILDWID	GRID152	146.12	141.04	131.67	118.29	101.33	85.73
SO BUILDLEN	GRID152	134.80	142.96	146.77	146.12	141.04	131.67
SO BUILDLEN	GRID152	118.29	101.33	85.73	84.92	104.40	120.70
SO BUILDLEN	GRID152	133.33	141.91	146.18	146.01	141.40	132.50
SO BUILDLEN	GRID152	134.80	142.96	146.77	146.12	141.04	131.67
SO BUILDLEN	GRID152	118.29	101.33	85.73	84.92	104.40	120.70
SO BUILDLEN	GRID152	133.33	141.91	146.18	146.01	141.40	132.50
SO XBADJ	GRID152	-108.78	-104.69	-97.42	-87.19	-74.31	-59.18
SO XBADJ	GRID152	-42.24	-24.02	-5.07	1.03	-2.20	-5.36
SO XBADJ	GRID152	-8.37	-11.12	-13.53	-15.53	-17.06	-18.07
SO XBADJ	GRID152	-26.02	-38.27	-49.35	-58.93	-66.72	-72.49
SO XBADJ	GRID152	-76.05	-77.30	-80.66	-85.96	-102.20	-115.33
SO XBADJ	GRID152	-124.96	-130.80	-132.66	-130.49	-124.35	-114.43
SO YBADJ	GRID152	-43.50	-50.00	-54.98	-58.30	-59.84	-59.56
SO YBADJ	GRID152	-57.48	-53.65	-48.18	-41.38	-33.21	-24.04
SO YBADJ	GRID152	-14.13	-3.80	6.66	16.90	26.64	37.79
SO YBADJ	GRID152	43.50	50.00	54.98	58.30	59.84	59.56
SO YBADJ	GRID152	57.48	53.65	48.18	41.38	33.21	24.04
SO YBADJ	GRID152	14.13	3.80	-6.66	-16.90	-26.64	-37.79
SO BUILDHGT	GRID153	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID153	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID153	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID153	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID153	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID153	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDWID	GRID153	84.92	104.40	120.70	133.33	141.91	146.18
SO BUILDWID	GRID153	146.01	141.40	132.50	134.80	142.96	146.77
SO BUILDWID	GRID153	146.12	141.04	131.67	118.29	101.33	85.73
SO BUILDWID	GRID153	84.92	104.40	120.70	133.33	141.91	146.18
SO BUILDWID	GRID153	146.01	141.40	132.50	134.80	142.96	146.77
SO BUILDWID	GRID153	146.12	141.04	131.67	118.29	101.33	85.73
SO BUILDLEN	GRID153	134.80	142.96	146.77	146.12	141.04	131.67
SO BUILDLEN	GRID153	118.29	101.33	85.73	84.92	104.40	120.70
SO BUILDLEN	GRID153	133.33	141.91	146.18	146.01	141.40	132.50
SO BUILDLEN	GRID153	134.80	142.96	146.77	146.12	141.04	131.67
SO BUILDLEN	GRID153	118.29	101.33	85.73	84.92	104.40	120.70
SO BUILDLEN	GRID153	133.33	141.91	146.18	146.01	141.40	132.50
SO XBADJ	GRID153	-112.25	-111.53	-107.42	-100.05	-89.64	-76.50
SO XBADJ	GRID153	-61.04	-43.72	-25.07	-18.66	-20.99	-22.68
SO XBADJ	GRID153	-23.69	-23.97	-23.53	-22.37	-20.53	-18.06
SO XBADJ	GRID153	-22.55	-31.43	-39.35	-46.08	-51.40	-55.17
SO XBADJ	GRID153	-57.26	-57.61	-60.66	-66.26	-83.40	-98.01
SO XBADJ	GRID153	-109.64	-117.94	-122.66	-123.64	-120.88	-114.43
SO YBADJ	GRID153	-23.80	-31.21	-37.66	-42.98	-46.98	-49.56
SO YBADJ	GRID153	-50.64	-50.17	-48.18	-44.85	-40.05	-34.04
SO YBADJ	GRID153	-26.99	-19.12	-10.66	-1.89	6.94	17.79
SO YBADJ	GRID153	23.80	31.21	37.66	42.98	46.98	49.56
SO YBADJ	GRID153	50.64	50.17	48.18	44.85	40.05	34.04
SO YBADJ	GRID153	26.99	19.12	10.66	1.89	-6.94	-17.79
SO BUILDHGT	GRID154	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID154	13.10	13.10	13.10	13.10	13.10	13.10

SO BUILDHGT	GRID154	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID154	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID154	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID154	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDWID	GRID154	84.92	104.40	120.70	133.33	141.91	146.18
SO BUILDWID	GRID154	146.01	141.40	132.50	134.80	142.96	146.77
SO BUILDWID	GRID154	146.12	141.04	131.67	118.29	101.33	85.73
SO BUILDWID	GRID154	84.92	104.40	120.70	133.33	141.91	146.18
SO BUILDWID	GRID154	146.01	141.40	132.50	134.80	142.96	146.77
SO BUILDWID	GRID154	146.12	141.04	131.67	118.29	101.33	85.73
SO BUILDLEN	GRID154	134.80	142.96	146.77	146.12	141.04	131.67
SO BUILDLEN	GRID154	118.29	101.33	85.73	84.92	104.40	120.70
SO BUILDLEN	GRID154	133.33	141.91	146.18	146.01	141.40	132.50
SO BUILDLEN	GRID154	134.80	142.96	146.77	146.12	141.04	131.67
SO BUILDLEN	GRID154	118.29	101.33	85.73	84.92	104.40	120.70
SO BUILDLEN	GRID154	133.33	141.91	146.18	146.01	141.40	132.50
SO XBADJ	GRID154	-115.73	-118.37	-117.42	-112.90	-104.96	-93.82
SO XBADJ	GRID154	-79.83	-63.42	-45.07	-38.36	-39.79	-40.01
SO XBADJ	GRID154	-39.01	-36.83	-33.53	-29.21	-24.00	-18.06
SO XBADJ	GRID154	-19.07	-24.58	-29.35	-33.22	-36.08	-37.85
SO XBADJ	GRID154	-38.46	-37.91	-40.66	-46.57	-64.61	-80.69
SO XBADJ	GRID154	-94.32	-105.09	-112.66	-116.80	-117.40	-114.43
SO YBADJ	GRID154	-4.10	-12.41	-20.34	-27.66	-34.13	-39.56
SO YBADJ	GRID154	-43.80	-46.70	-48.18	-48.33	-46.89	-44.04
SO YBADJ	GRID154	-39.84	-34.44	-27.99	-20.68	-12.75	-2.21
SO YBADJ	GRID154	4.10	12.41	20.34	27.66	34.13	39.56
SO YBADJ	GRID154	43.80	46.70	48.19	48.33	46.89	44.04
SO YBADJ	GRID154	39.84	34.44	27.99	20.68	12.75	2.21
SO BUILDHGT	GRID155	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID155	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID155	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID155	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID155	13.10	13.10	18.60	18.60	18.60	13.10
SO BUILDHGT	GRID155	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDWID	GRID155	84.92	104.40	120.70	133.33	141.91	146.18
SO BUILDWID	GRID155	146.01	141.40	132.50	134.80	142.96	146.77
SO BUILDWID	GRID155	146.12	141.04	131.67	118.29	101.33	85.73
SO BUILDWID	GRID155	84.92	104.40	120.70	133.33	141.91	146.18
SO BUILDWID	GRID155	146.01	141.40	61.12	73.38	83.41	146.77
SO BUILDWID	GRID155	146.12	141.04	131.67	118.29	101.33	85.73
SO BUILDLEN	GRID155	134.80	142.96	146.77	146.12	141.04	131.67
SO BUILDLEN	GRID155	118.29	101.33	85.73	84.92	104.40	120.70
SO BUILDLEN	GRID155	133.33	141.91	146.18	146.01	141.40	132.50
SO BUILDLEN	GRID155	134.80	142.96	146.77	146.12	141.04	131.67
SO BUILDLEN	GRID155	118.29	101.33	97.10	95.16	90.34	120.70
SO BUILDLEN	GRID155	133.33	141.91	146.18	146.01	141.40	132.50
SO XBADJ	GRID155	-119.20	-125.21	-127.42	-125.76	-120.28	-111.14
SO XBADJ	GRID155	-98.62	-83.11	-65.07	-58.05	-58.58	-57.33
SO XBADJ	GRID155	-54.33	-49.68	-43.53	-36.05	-27.47	-18.06
SO XBADJ	GRID155	-15.60	-17.74	-19.35	-20.36	-20.76	-20.53
SO XBADJ	GRID155	-19.67	-18.21	-187.13	-185.65	-178.54	-63.37
SO XBADJ	GRID155	-79.00	-92.23	-102.66	-109.96	-113.93	-114.43
SO YBADJ	GRID155	15.59	6.38	-3.02	-12.34	-21.27	-29.56
SO YBADJ	GRID155	-36.96	-43.23	-48.19	-51.80	-53.73	-54.04
SO YBADJ	GRID155	-52.70	-49.76	-45.31	-39.48	-32.45	-22.21
SO YBADJ	GRID155	-15.59	-6.38	3.02	12.34	21.27	29.56
SO YBADJ	GRID155	36.96	43.23	9.07	-15.03	-38.69	54.04
SO YBADJ	GRID155	52.70	49.76	45.31	39.48	32.45	22.21
SO BUILDHGT	GRID156	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID156	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID156	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID156	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID156	13.10	18.60	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID156	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDWID	GRID156	84.92	104.40	120.70	133.33	141.91	146.18
SO BUILDWID	GRID156	146.01	141.40	132.50	134.80	142.96	146.77
SO BUILDWID	GRID156	146.12	141.04	131.67	118.29	101.33	85.73
SO BUILDWID	GRID156	84.92	104.40	120.70	133.33	141.91	146.18
SO BUILDWID	GRID156	146.01	47.00	61.12	73.38	83.41	90.90
SO BUILDWID	GRID156	146.12	141.04	131.67	118.29	101.33	85.73
SO BUILDLEN	GRID156	134.80	142.96	146.77	146.12	141.04	131.67
SO BUILDLEN	GRID156	118.29	101.33	85.73	84.92	104.40	120.70
SO BUILDLEN	GRID156	133.33	141.91	146.18	146.01	141.40	132.50

SO BUILDLEN	GRID156	134.80	142.96	146.77	146.12	141.04	131.67
SO BUILDLEN	GRID156	118.29	96.09	97.10	95.16	90.34	82.77
SO BUILDLEN	GRID156	133.33	141.91	146.18	146.01	141.40	132.50
SO XBADJ	GRID156	-122.67	-132.05	-137.42	-138.62	-135.60	-128.46
SO XBADJ	GRID156	-117.42	-102.81	-85.07	-77.75	-77.37	-74.65
SO XBADJ	GRID156	-69.65	-62.54	-53.53	-42.89	-30.95	-18.06
SO XBADJ	GRID156	-12.13	-10.90	-9.35	-7.51	-5.44	-3.21
SO XBADJ	GRID156	-0.88	-163.22	-167.13	-165.96	-159.74	-148.68
SO XBADJ	GRID156	-63.68	-79.37	-92.66	-103.12	-110.46	-114.44
SO YBADJ	GRID156	35.29	25.18	14.30	2.99	-8.42	-19.56
SO YBADJ	GRID156	-30.12	-39.76	-48.19	-55.27	-60.58	-64.04
SO YBADJ	GRID156	-65.55	-65.08	-62.63	-58.27	-52.14	-42.21
SO YBADJ	GRID156	-35.29	-25.18	-14.30	-2.99	8.42	19.56
SO YBADJ	GRID156	30.12	29.44	9.07	-11.56	-31.85	-51.16
SO YBADJ	GRID156	65.55	65.08	62.63	58.27	52.14	42.21
SO BUILDHGT	GRID157	0.00	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID157	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID157	13.10	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID157	0.00	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID157	13.10	18.60	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID157	18.60	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID157	0.00	104.40	120.70	133.33	141.91	146.18
SO BUILDWID	GRID157	146.01	141.40	132.50	134.80	142.96	146.77
SO BUILDWID	GRID157	146.12	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID157	0.00	104.40	120.70	133.33	141.91	146.18
SO BUILDWID	GRID157	146.01	47.00	61.12	73.38	83.41	90.90
SO BUILDWID	GRID157	95.63	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID157	0.00	142.96	146.77	146.12	141.04	131.67
SO BUILDLEN	GRID157	118.29	101.33	85.73	84.92	104.40	120.70
SO BUILDLEN	GRID157	133.33	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID157	0.00	142.96	146.77	146.12	141.04	131.67
SO BUILDLEN	GRID157	118.29	96.09	97.10	95.16	90.34	82.77
SO BUILDLEN	GRID157	72.68	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID157	0.00	-138.89	-147.42	-151.47	-150.92	-145.78
SO XBADJ	GRID157	-136.21	-122.50	-105.07	-97.45	-96.17	-91.97
SO XBADJ	GRID157	-84.97	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID157	0.00	-4.06	0.65	5.35	9.88	14.11
SO XBADJ	GRID157	17.92	-143.52	-147.13	-146.26	-140.95	-131.36
SO XBADJ	GRID157	-117.77	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID157	0.00	43.97	31.62	18.31	4.44	-9.56
SO YBADJ	GRID157	-23.28	-36.28	-48.19	-58.75	-67.42	-74.04
SO YBADJ	GRID157	-78.41	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID157	0.00	-43.97	-31.62	-18.31	-4.44	9.56
SO YBADJ	GRID157	23.28	25.96	9.07	-8.09	-25.01	-41.16
SO YBADJ	GRID157	-56.07	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID158	0.00	0.00	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID158	13.10	18.60	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID158	18.60	18.60	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID158	0.00	0.00	13.10	13.10	13.10	0.00
SO BUILDHGT	GRID158	0.00	18.60	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID158	18.60	18.60	0.00	0.00	0.00	0.00
SO BUILDWID	GRID158	0.00	0.00	120.70	133.33	141.91	146.18
SO BUILDWID	GRID158	146.01	47.00	61.12	73.38	83.41	90.90
SO BUILDWID	GRID158	95.63	97.46	0.00	0.00	0.00	0.00
SO BUILDWID	GRID158	0.00	0.00	120.70	133.33	141.91	0.00
SO BUILDWID	GRID158	0.00	47.00	61.12	73.38	83.41	90.90
SO BUILDWID	GRID158	95.63	97.46	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID158	0.00	0.00	146.77	146.12	141.04	131.67
SO BUILDLEN	GRID158	118.29	96.09	97.10	95.16	90.34	82.77
SO BUILDLEN	GRID158	72.68	60.38	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID158	0.00	0.00	146.77	146.12	141.04	0.00
SO BUILDLEN	GRID158	0.00	96.09	97.10	95.16	90.34	82.77
SO BUILDLEN	GRID158	72.68	60.38	0.00	0.00	0.00	0.00
SO XBADJ	GRID158	0.00	0.00	-157.42	-164.33	-166.24	-163.10
SO XBADJ	GRID158	-155.00	27.74	30.03	31.40	31.82	31.27
SO XBADJ	GRID158	29.77	27.37	0.00	0.00	0.00	0.00
SO XBADJ	GRID158	0.00	0.00	10.65	18.20	25.20	0.00
SO XBADJ	GRID158	0.00	-123.83	-127.13	-126.56	-122.16	-114.04
SO XBADJ	GRID158	-102.45	-87.75	0.00	0.00	0.00	0.00
SO YBADJ	GRID158	0.00	0.00	48.94	33.63	17.29	0.44
SO YBADJ	GRID158	-16.44	-22.49	-9.07	4.62	18.17	31.16
SO YBADJ	GRID158	43.21	53.95	0.00	0.00	0.00	0.00
SO YBADJ	GRID158	0.00	0.00	-48.94	-33.63	-17.29	0.00

SO	YBADJ	GRID158	0.00	22.49	9.07	-4.62	-18.17	-31.16
SO	YBADJ	GRID158	-43.21	-53.95	0.00	0.00	0.00	0.00
SO	BUILDHGT	GRID159	4.90	0.00	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID159	13.10	18.60	18.60	18.60	18.60	18.60
SO	BUILDHGT	GRID159	18.60	18.60	18.60	18.60	18.60	4.90
SO	BUILDHGT	GRID159	4.90	0.00	13.10	0.00	0.00	0.00
SO	BUILDHGT	GRID159	0.00	18.60	18.60	18.60	18.60	18.60
SO	BUILDHGT	GRID159	18.60	18.60	18.60	18.60	18.60	4.90
SO	BUILDWID	GRID159	63.95	0.00	120.70	133.33	141.91	146.18
SO	BUILDWID	GRID159	146.01	47.00	61.12	73.38	83.41	90.90
SO	BUILDWID	GRID159	95.63	97.46	96.33	92.66	96.09	60.32
SO	BUILDWID	GRID159	63.95	0.00	120.70	0.00	0.00	0.00
SO	BUILDWID	GRID159	0.00	47.00	61.12	73.38	83.41	90.90
SO	BUILDWID	GRID159	95.63	97.46	96.33	92.66	96.09	60.32
SO	BUILDLEN	GRID159	54.97	0.00	146.77	146.12	141.04	131.67
SO	BUILDLEN	GRID159	118.29	96.09	97.10	95.16	90.34	82.77
SO	BUILDLEN	GRID159	72.68	60.38	46.26	31.46	47.00	53.44
SO	BUILDLEN	GRID159	54.97	0.00	146.77	0.00	0.00	0.00
SO	BUILDLEN	GRID159	0.00	96.09	97.10	95.16	90.34	82.77
SO	BUILDLEN	GRID159	72.68	60.38	46.25	31.46	47.00	53.44
SO	XBADJ	GRID159	-42.31	0.00	-167.42	-177.18	-181.56	-180.42
SO	XBADJ	GRID159	-173.80	8.04	10.03	11.70	13.02	13.95
SO	XBADJ	GRID159	14.45	14.51	14.14	12.65	-4.49	-7.46
SO	XBADJ	GRID159	-12.67	0.00	20.65	0.00	0.00	0.00
SO	XBADJ	GRID159	0.00	-104.13	-107.13	-106.87	-103.36	-96.72
SO	XBADJ	GRID159	-87.13	-74.90	-60.39	-44.11	-42.52	-45.98
SO	YBADJ	GRID159	-33.89	0.00	66.26	48.95	30.15	10.44
SO	YBADJ	GRID159	-9.60	-19.02	-9.07	1.14	11.33	21.16
SO	YBADJ	GRID159	30.36	38.63	45.73	51.64	56.09	31.46
SO	YBADJ	GRID159	33.89	0.00	-66.26	0.00	0.00	0.00
SO	YBADJ	GRID159	0.00	19.02	9.07	-1.14	-11.33	-21.16
SO	YBADJ	GRID159	-30.36	-38.63	-45.73	-51.64	-56.09	-31.46
SO	BUILDHGT	GRID160	18.60	18.60	18.60	18.60	18.60	18.60
SO	BUILDHGT	GRID160	18.60	18.60	18.60	18.60	18.60	18.60
SO	BUILDHGT	GRID160	18.60	18.60	18.60	18.60	18.60	18.60
SO	BUILDHGT	GRID160	18.60	18.60	18.60	18.60	18.60	18.60
SO	BUILDHGT	GRID160	18.60	18.60	18.60	18.60	18.60	18.60
SO	BUILDHGT	GRID160	18.60	18.60	18.60	18.60	18.60	18.60
SO	BUILDWID	GRID160	95.16	90.34	82.77	72.68	60.38	46.26
SO	BUILDWID	GRID160	31.46	47.00	61.12	73.38	83.41	90.90
SO	BUILDWID	GRID160	95.63	97.46	96.33	92.66	96.09	97.10
SO	BUILDWID	GRID160	95.16	90.34	82.77	72.68	60.38	46.25
SO	BUILDWID	GRID160	31.46	47.00	61.12	73.38	83.41	90.90
SO	BUILDWID	GRID160	95.63	97.46	96.33	92.66	96.09	97.10
SO	BUILDLEN	GRID160	73.38	83.41	90.90	95.63	97.46	96.33
SO	BUILDLEN	GRID160	92.66	96.09	97.10	95.16	90.34	82.77
SO	BUILDLEN	GRID160	72.68	60.38	46.26	31.46	47.00	61.12
SO	BUILDLEN	GRID160	73.38	83.41	90.90	95.63	97.46	96.33
SO	BUILDLEN	GRID160	92.66	96.09	97.10	95.16	90.34	82.77
SO	BUILDLEN	GRID160	72.68	60.38	46.25	31.46	47.00	61.12
SO	XBADJ	GRID160	-39.02	-37.22	-34.29	-30.31	-25.42	-19.75
SO	XBADJ	GRID160	-13.48	-11.65	-9.97	-7.99	-5.77	-3.37
SO	XBADJ	GRID160	-0.87	1.66	4.14	5.81	-7.96	-21.49
SO	XBADJ	GRID160	-34.36	-46.19	-56.61	-65.32	-72.04	-76.57
SO	XBADJ	GRID160	-79.17	-84.43	-87.13	-87.17	-84.57	-79.40
SO	XBADJ	GRID160	-71.81	-62.04	-50.39	-37.27	-39.05	-39.63
SO	YBADJ	GRID160	-39.59	-39.40	-38.01	-35.47	-31.85	-27.26
SO	YBADJ	GRID160	-21.54	-15.54	-9.07	-2.33	4.48	11.16
SO	YBADJ	GRID160	17.50	23.31	28.41	32.84	36.39	38.58
SO	YBADJ	GRID160	39.59	39.40	38.01	35.47	31.85	27.26
SO	YBADJ	GRID160	21.54	15.54	9.07	2.33	-4.48	-11.16
SO	YBADJ	GRID160	-17.50	-23.31	-28.41	-32.84	-36.39	-38.58
SO	BUILDHGT	GRID161	18.60	18.60	18.60	18.60	18.60	18.60
SO	BUILDHGT	GRID161	18.60	18.60	18.60	18.60	18.60	18.60
SO	BUILDHGT	GRID161	18.60	18.60	18.60	18.60	18.60	18.60
SO	BUILDHGT	GRID161	18.60	18.60	18.60	18.60	18.60	18.60
SO	BUILDHGT	GRID161	18.60	18.60	18.60	18.60	18.60	18.60
SO	BUILDHGT	GRID161	18.60	18.60	18.60	18.60	18.60	18.60
SO	BUILDWID	GRID161	95.16	90.34	82.77	72.68	60.38	46.26
SO	BUILDWID	GRID161	31.46	47.00	61.12	73.38	83.41	90.90
SO	BUILDWID	GRID161	95.63	97.46	96.33	92.66	96.09	97.10
SO	BUILDWID	GRID161	95.16	90.34	82.77	72.68	60.38	46.25
SO	BUILDWID	GRID161	31.46	47.00	61.12	73.38	83.41	90.90

SO	BUILDWID	GRID161	95.63	97.46	96.33	92.66	96.09	97.10
SO	BUILDLEN	GRID161	73.38	83.41	90.90	95.63	97.46	96.33
SO	BUILDLEN	GRID161	92.66	96.09	97.10	95.16	90.34	82.77
SO	BUILDLEN	GRID161	72.68	60.38	46.26	31.46	47.00	61.12
SO	BUILDLEN	GRID161	73.38	83.41	90.90	95.63	97.46	96.33
SO	BUILDLEN	GRID161	92.66	96.09	97.10	95.16	90.34	82.77
SO	BUILDLEN	GRID161	72.68	60.38	46.25	31.46	47.00	61.12
SO	XBADJ	GRID161	-42.49	-44.06	-44.29	-43.17	-40.74	-37.07
SO	XBADJ	GRID161	-32.28	-31.35	-29.97	-27.69	-24.56	-20.69
SO	XBADJ	GRID161	-16.19	-11.20	-5.86	-1.03	-11.43	-21.49
SO	XBADJ	GRID161	-30.89	-39.35	-46.61	-52.46	-56.72	-59.25
SO	XBADJ	GRID161	-60.38	-64.74	-67.13	-67.48	-65.77	-62.07
SO	XBADJ	GRID161	-56.49	-49.19	-40.39	-30.43	-35.57	-39.64
SO	YBADJ	GRID161	-19.89	-20.61	-20.69	-20.15	-19.00	-17.26
SO	YBADJ	GRID161	-14.70	-12.07	-9.07	-5.80	-2.36	1.16
SO	YBADJ	GRID161	4.65	7.99	11.09	14.05	16.69	18.58
SO	YBADJ	GRID161	19.89	20.61	20.69	20.15	19.00	17.26
SO	YBADJ	GRID161	14.70	12.07	9.07	5.80	2.36	-1.16
SO	YBADJ	GRID161	-4.65	-7.99	-11.09	-14.05	-16.69	-18.58
SO	BUILDHGT	GRID162	18.60	18.60	18.60	18.60	18.60	18.60
SO	BUILDHGT	GRID162	18.60	18.60	18.60	18.60	18.60	18.60
SO	BUILDHGT	GRID162	18.60	18.60	18.60	18.60	18.60	18.60
SO	BUILDHGT	GRID162	18.60	18.60	18.60	18.60	18.60	18.60
SO	BUILDHGT	GRID162	18.60	18.60	18.60	18.60	18.60	18.60
SO	BUILDHGT	GRID162	18.60	18.60	18.60	18.60	18.60	18.60
SO	BUILDWID	GRID162	95.16	90.34	82.77	72.68	60.38	46.26
SO	BUILDWID	GRID162	31.46	47.00	61.12	73.38	83.41	90.90
SO	BUILDWID	GRID162	95.63	97.46	96.33	92.66	96.09	97.10
SO	BUILDWID	GRID162	95.16	90.34	82.77	72.68	60.38	46.25
SO	BUILDWID	GRID162	31.46	47.00	61.12	73.38	83.41	90.90
SO	BUILDWID	GRID162	95.63	97.46	96.33	92.66	96.09	97.10
SO	BUILDLEN	GRID162	73.38	83.41	90.90	95.63	97.46	96.33
SO	BUILDLEN	GRID162	92.66	96.09	97.10	95.16	90.34	82.77
SO	BUILDLEN	GRID162	72.68	60.38	46.26	31.46	47.00	61.12
SO	BUILDLEN	GRID162	73.38	83.41	90.90	95.63	97.46	96.33
SO	BUILDLEN	GRID162	92.66	96.09	97.10	95.16	90.34	82.77
SO	BUILDLEN	GRID162	72.68	60.38	46.25	31.46	47.00	61.12
SO	XBADJ	GRID162	-45.97	-50.90	-54.29	-56.03	-56.06	-54.39
SO	XBADJ	GRID162	-51.07	-51.04	-49.97	-47.39	-43.36	-38.01
SO	XBADJ	GRID162	-31.51	-24.05	-15.86	-7.87	-14.90	-21.49
SO	XBADJ	GRID162	-27.41	-32.51	-36.61	-39.61	-41.40	-41.93
SO	XBADJ	GRID162	-41.59	-45.04	-47.13	-47.78	-46.98	-44.75
SO	XBADJ	GRID162	-41.17	-36.33	-30.39	-23.59	-32.10	-39.64
SO	YBADJ	GRID162	-0.20	-1.81	-3.37	-4.83	-6.14	-7.26
SO	YBADJ	GRID162	-7.86	-8.60	-9.07	-9.28	-9.20	-8.84
SO	YBADJ	GRID162	-8.21	-7.33	-6.23	-4.74	-3.00	-1.42
SO	YBADJ	GRID162	0.20	1.81	3.37	4.83	6.14	7.26
SO	YBADJ	GRID162	7.86	8.60	9.08	9.28	9.20	8.84
SO	YBADJ	GRID162	8.21	7.33	6.23	4.74	3.00	1.42
SO	BUILDHGT	GRID163	18.60	18.60	18.60	18.60	18.60	18.60
SO	BUILDHGT	GRID163	18.60	18.60	18.60	18.60	18.60	18.60
SO	BUILDHGT	GRID163	18.60	18.60	18.60	18.60	18.60	18.60
SO	BUILDHGT	GRID163	18.60	18.60	18.60	18.60	18.60	18.60
SO	BUILDHGT	GRID163	18.60	18.60	18.60	18.60	18.60	18.60
SO	BUILDHGT	GRID163	18.60	18.60	18.60	18.60	18.60	18.60
SO	BUILDWID	GRID163	95.16	90.34	82.77	72.68	60.38	46.26
SO	BUILDWID	GRID163	31.46	47.00	61.12	73.38	83.41	90.90
SO	BUILDWID	GRID163	95.63	97.46	96.33	92.66	96.09	97.10
SO	BUILDWID	GRID163	95.16	90.34	82.77	72.68	60.38	46.25
SO	BUILDWID	GRID163	31.46	47.00	61.12	73.38	83.41	90.90
SO	BUILDWID	GRID163	95.63	97.46	96.33	92.66	96.09	97.10
SO	BUILDLEN	GRID163	73.38	83.41	90.90	95.63	97.46	96.33
SO	BUILDLEN	GRID163	92.66	96.09	97.10	95.16	90.34	82.77
SO	BUILDLEN	GRID163	72.68	60.38	46.26	31.46	47.00	61.12
SO	BUILDLEN	GRID163	73.38	83.41	90.90	95.63	97.46	96.33
SO	BUILDLEN	GRID163	92.66	96.09	97.10	95.16	90.34	82.77
SO	BUILDLEN	GRID163	72.68	60.38	46.25	31.46	47.00	61.12
SO	XBADJ	GRID163	-49.44	-57.74	-64.29	-68.88	-71.38	-71.71
SO	XBADJ	GRID163	-69.87	-70.74	-69.97	-67.08	-62.15	-55.33
SO	XBADJ	GRID163	-46.83	-36.91	-25.86	-14.71	-18.38	-21.49
SO	XBADJ	GRID163	-23.94	-25.67	-26.61	-26.75	-26.08	-24.61
SO	XBADJ	GRID163	-22.79	-25.34	-27.13	-28.08	-28.19	-27.43
SO	XBADJ	GRID163	-25.85	-23.48	-20.39	-16.75	-28.63	-39.64

SO YBADJ	GRID163	19.50	16.98	13.95	10.49	6.72	2.74
SO YBADJ	GRID163	-1.02	-5.12	-9.08	-12.75	-16.04	-18.84
SO YBADJ	GRID163	-21.06	-22.65	-23.55	-23.54	-22.70	-21.42
SO YBADJ	GRID163	-19.50	-16.98	-13.95	-10.49	-6.72	-2.74
SO YBADJ	GRID163	1.02	5.12	9.08	12.75	16.04	18.84
SO YBADJ	GRID163	21.06	22.65	23.55	23.54	22.70	21.42
SO BUILDHGT	GRID164	18.60	18.60	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID164	18.60	18.60	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID164	18.60	18.60	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID164	18.60	18.60	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID164	18.60	18.60	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID164	18.60	18.60	18.60	18.60	18.60	18.60
SO BUILDWID	GRID164	95.16	90.34	82.77	72.68	60.38	46.26
SO BUILDWID	GRID164	31.46	47.00	61.12	73.38	83.41	90.90
SO BUILDWID	GRID164	95.63	97.46	96.33	92.66	96.09	97.10
SO BUILDWID	GRID164	95.16	90.34	82.77	72.68	60.38	46.25
SO BUILDWID	GRID164	31.46	47.00	61.12	73.38	83.41	90.90
SO BUILDWID	GRID164	95.63	97.46	96.33	92.66	96.09	97.10
SO BUILDLEN	GRID164	73.38	83.41	90.90	95.63	97.46	96.33
SO BUILDLEN	GRID164	92.66	96.09	97.10	95.16	90.34	82.77
SO BUILDLEN	GRID164	72.68	60.38	46.26	31.46	47.00	61.12
SO BUILDLEN	GRID164	73.38	83.41	90.90	95.63	97.46	96.33
SO BUILDLEN	GRID164	92.66	96.09	97.10	95.16	90.34	82.77
SO BUILDLEN	GRID164	72.68	60.38	46.25	31.46	47.00	61.12
SO XBADJ	GRID164	-52.91	-64.58	-74.29	-81.74	-86.70	-89.03
SO XBADJ	GRID164	-88.66	-90.44	-89.97	-86.78	-80.95	-72.65
SO XBADJ	GRID164	-62.15	-49.76	-35.86	-21.55	-21.85	-21.49
SO XBADJ	GRID164	-20.47	-18.83	-16.61	-13.90	-10.76	-7.29
SO XBADJ	GRID164	-4.00	-5.65	-7.13	-8.39	-9.39	-10.11
SO XBADJ	GRID164	-10.53	-10.62	-10.39	-9.91	-25.15	-39.64
SO YBADJ	GRID164	39.20	35.78	31.27	25.81	19.57	12.74
SO YBADJ	GRID164	5.82	-1.65	-9.08	-16.22	-22.88	-28.84
SO YBADJ	GRID164	-33.92	-37.97	-40.87	-42.33	-42.39	-41.42
SO YBADJ	GRID164	-39.20	-35.78	-31.27	-25.81	-19.57	-12.74
SO YBADJ	GRID164	-5.82	1.65	9.08	16.22	22.88	28.84
SO YBADJ	GRID164	33.92	37.97	40.87	42.33	42.39	41.42
SO BUILDHGT	GRID165	14.60	14.60	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID165	18.60	18.60	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID165	18.60	18.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID165	14.60	14.60	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID165	18.60	18.60	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID165	18.60	18.60	14.60	14.60	14.60	14.60
SO BUILDWID	GRID165	93.65	96.66	82.77	72.68	60.38	46.26
SO BUILDWID	GRID165	31.46	47.00	61.12	73.38	83.41	90.90
SO BUILDWID	GRID165	95.63	97.46	89.78	95.14	97.60	97.10
SO BUILDWID	GRID165	93.65	96.66	82.77	72.68	60.38	46.25
SO BUILDWID	GRID165	31.46	47.00	61.12	73.38	83.41	90.90
SO BUILDWID	GRID165	95.63	97.46	89.78	95.14	97.60	97.10
SO BUILDLEN	GRID165	34.54	43.90	90.90	95.63	97.46	96.33
SO BUILDLEN	GRID165	92.66	96.09	97.10	95.16	90.34	82.77
SO BUILDLEN	GRID165	72.68	60.38	85.64	75.94	63.94	50.00
SO BUILDLEN	GRID165	34.54	43.90	90.90	95.63	97.46	96.33
SO BUILDLEN	GRID165	92.66	96.09	97.10	95.16	90.34	82.77
SO BUILDLEN	GRID165	72.68	60.38	85.64	75.94	63.94	50.00
SO XBADJ	GRID165	-10.49	-6.77	-84.29	-94.59	-102.02	-106.35
SO XBADJ	GRID165	-107.45	-110.13	-109.97	-106.47	-99.74	-89.97
SO XBADJ	GRID165	-77.47	-62.62	-14.18	-17.52	-20.34	-22.54
SO XBADJ	GRID165	-24.05	-37.13	-6.61	-1.04	4.56	10.03
SO XBADJ	GRID165	14.79	14.05	12.87	11.31	9.40	7.21
SO XBADJ	GRID165	4.79	2.24	-71.46	-58.42	-43.60	-27.46
SO YBADJ	GRID165	-52.34	-50.66	48.59	41.13	32.43	22.74
SO YBADJ	GRID165	12.66	1.82	-9.08	-19.70	-29.72	-38.84
SO YBADJ	GRID165	-46.78	-53.29	44.07	48.42	51.30	52.62
SO YBADJ	GRID165	52.34	50.66	-48.59	-41.13	-32.43	-22.74
SO YBADJ	GRID165	-12.66	-1.82	9.08	19.70	29.72	38.84
SO YBADJ	GRID165	46.78	53.29	-44.07	-48.42	-51.30	-52.62
SO BUILDHGT	GRID166	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID166	18.60	18.60	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID166	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID166	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID166	18.60	18.60	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID166	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDWID	GRID166	93.65	96.66	98.33	97.00	92.73	85.64

SO	BUILDWID	GRID166	31.46	47.00	61.12	73.38	83.41	90.90
SO	BUILDWID	GRID166	71.13	81.70	89.78	95.14	97.60	97.10
SO	BUILDWID	GRID166	93.65	96.66	98.33	97.00	92.73	85.64
SO	BUILDWID	GRID166	31.46	47.00	61.12	73.38	83.41	90.90
SO	BUILDWID	GRID166	71.13	81.70	89.78	95.14	97.60	97.10
SO	BUILDLEN	GRID166	34.54	43.90	58.41	71.13	81.70	89.78
SO	BUILDLEN	GRID166	92.66	96.09	97.10	95.16	90.34	82.77
SO	BUILDLEN	GRID166	97.00	92.73	85.64	75.94	63.94	50.00
SO	BUILDLEN	GRID166	34.54	43.90	58.41	71.13	81.70	89.78
SO	BUILDLEN	GRID166	92.66	96.09	97.10	95.16	90.34	82.77
SO	BUILDLEN	GRID166	97.00	92.73	85.64	75.94	63.94	50.00
SO	XBADJ	GRID166	-13.96	-13.61	-15.49	-16.90	-17.79	-18.14
SO	XBADJ	GRID166	-126.25	-129.83	-129.97	-126.17	-118.53	-107.29
SO	XBADJ	GRID166	-21.63	-23.26	-24.18	-24.37	-23.81	-22.53
SO	XBADJ	GRID166	-20.57	-30.29	-42.92	-54.24	-63.91	-71.64
SO	XBADJ	GRID166	33.59	33.74	32.87	31.01	28.20	24.53
SO	XBADJ	GRID166	-75.37	-69.47	-61.46	-51.58	-40.13	-27.46
SO	YBADJ	GRID166	-32.64	-31.86	-29.82	-26.87	-23.11	-18.64
SO	YBADJ	GRID166	19.50	5.29	-9.08	-23.17	-36.56	-48.84
SO	YBADJ	GRID166	18.67	23.06	26.75	29.62	31.60	32.62
SO	YBADJ	GRID166	32.64	31.86	29.82	26.87	23.11	18.64
SO	YBADJ	GRID166	-19.50	-5.29	9.08	23.17	36.56	48.84
SO	YBADJ	GRID166	-18.67	-23.06	-26.75	-29.62	-31.60	-32.62
SO	BUILDHGT	GRID167	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID167	14.60	18.60	18.60	18.60	18.60	14.60
SO	BUILDHGT	GRID167	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID167	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID167	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID167	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDWID	GRID167	93.65	96.66	98.33	97.00	92.73	85.64
SO	BUILDWID	GRID167	75.94	47.00	61.12	73.38	83.41	58.41
SO	BUILDWID	GRID167	71.13	81.70	89.78	95.14	97.60	97.10
SO	BUILDWID	GRID167	93.65	96.66	98.33	97.00	92.73	85.64
SO	BUILDWID	GRID167	75.94	63.94	50.00	34.54	43.90	58.41
SO	BUILDWID	GRID167	71.13	81.70	89.78	95.14	97.60	97.10
SO	BUILDLEN	GRID167	34.54	43.90	58.41	71.13	81.70	89.78
SO	BUILDLEN	GRID167	95.14	96.09	97.10	95.16	90.34	98.33
SO	BUILDLEN	GRID167	97.00	92.73	85.64	75.94	63.94	50.00
SO	BUILDLEN	GRID167	34.54	43.90	58.41	71.13	81.70	89.78
SO	BUILDLEN	GRID167	95.14	97.60	97.10	93.65	96.66	98.33
SO	BUILDLEN	GRID167	97.00	92.73	85.64	75.94	63.94	50.00
SO	XBADJ	GRID167	-17.44	-20.45	-25.49	-29.75	-33.11	-35.46
SO	XBADJ	GRID167	-36.74	-149.53	-149.97	-145.87	-137.33	-36.66
SO	XBADJ	GRID167	-36.95	-36.11	-34.18	-31.21	-27.28	-22.53
SO	XBADJ	GRID167	-17.10	-23.45	-32.92	-41.38	-48.59	-54.32
SO	XBADJ	GRID167	-58.40	-60.70	-61.17	-59.77	-61.40	-61.66
SO	XBADJ	GRID167	-60.05	-56.61	-51.46	-44.74	-36.66	-27.46
SO	YBADJ	GRID167	-12.94	-13.07	-12.50	-11.55	-10.25	-8.64
SO	YBADJ	GRID167	-6.77	8.77	-9.08	-26.64	-43.40	3.71
SO	YBADJ	GRID167	5.81	7.74	9.43	10.83	11.90	12.62
SO	YBADJ	GRID167	12.94	13.07	12.50	11.55	10.25	8.64
SO	YBADJ	GRID167	6.77	4.69	2.46	0.17	-1.50	-3.71
SO	YBADJ	GRID167	-5.81	-7.74	-9.43	-10.83	-11.90	-12.62
SO	BUILDHGT	GRID168	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID168	14.60	18.60	18.60	18.60	18.60	14.60
SO	BUILDHGT	GRID168	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID168	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID168	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID168	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDWID	GRID168	93.65	96.66	98.33	97.00	92.73	85.64
SO	BUILDWID	GRID168	75.94	47.00	61.12	73.38	83.41	58.41
SO	BUILDWID	GRID168	71.13	81.70	89.78	95.14	97.60	97.10
SO	BUILDWID	GRID168	93.65	96.66	98.33	97.00	92.73	85.64
SO	BUILDWID	GRID168	75.94	63.94	50.00	34.54	43.90	58.41
SO	BUILDWID	GRID168	71.13	81.70	89.78	95.14	97.60	97.10
SO	BUILDLEN	GRID168	34.54	43.90	58.41	71.13	81.70	89.78
SO	BUILDLEN	GRID168	95.14	96.09	97.10	95.16	90.34	98.33
SO	BUILDLEN	GRID168	97.00	92.73	85.64	75.94	63.94	50.00
SO	BUILDLEN	GRID168	34.54	43.90	58.41	71.13	81.70	89.78
SO	BUILDLEN	GRID168	95.14	97.60	97.10	93.65	96.66	98.33
SO	BUILDLEN	GRID168	97.00	92.73	85.64	75.94	63.94	50.00
SO	XBADJ	GRID168	-20.91	-27.29	-35.49	-42.61	-48.43	-52.78
SO	XBADJ	GRID168	-55.53	-169.22	-169.97	-165.56	-156.12	-53.98

SO XBADJ	GRID168	-52.27	-48.97	-44.18	-38.05	-30.76	-22.53
SO XBADJ	GRID168	-13.63	-16.61	-22.92	-28.53	-33.27	-37.00
SO XBADJ	GRID168	-39.60	-41.01	-41.17	-40.07	-42.61	-44.34
SO XBADJ	GRID168	-44.73	-43.76	-41.46	-37.90	-33.19	-27.46
SO YBADJ	GRID168	6.75	5.72	4.82	3.77	2.60	1.36
SO YBADJ	GRID168	0.07	12.24	-9.08	-30.11	-50.24	-6.29
SO YBADJ	GRID168	-7.04	-7.58	-7.89	-7.96	-7.79	-7.38
SO YBADJ	GRID168	-6.75	-5.72	-4.82	-3.77	-2.60	-1.36
SO YBADJ	GRID168	-0.07	1.21	2.47	3.64	5.34	6.29
SO YBADJ	GRID168	7.04	7.58	7.89	7.96	7.79	7.38
SO BUILDHGT	GRID169	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID169	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID169	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID169	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID169	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID169	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDWID	GRID169	93.65	96.66	98.33	97.00	92.73	85.64
SO BUILDWID	GRID169	75.94	63.94	50.00	34.54	43.90	58.41
SO BUILDWID	GRID169	71.13	81.70	89.78	95.14	97.60	97.10
SO BUILDWID	GRID169	93.65	96.66	98.33	97.00	92.73	85.64
SO BUILDWID	GRID169	75.94	63.94	50.00	34.54	43.90	58.41
SO BUILDWID	GRID169	71.13	81.70	89.78	95.14	97.60	97.10
SO BUILDLEN	GRID169	34.54	43.90	58.41	71.13	81.70	89.78
SO BUILDLEN	GRID169	95.14	97.60	97.10	93.65	96.66	98.33
SO BUILDLEN	GRID169	97.00	92.73	85.64	75.94	63.94	50.00
SO BUILDLEN	GRID169	34.54	43.90	58.41	71.13	81.70	89.78
SO BUILDLEN	GRID169	95.14	97.60	97.10	93.65	96.66	98.33
SO BUILDLEN	GRID169	97.00	92.73	85.64	75.94	63.94	50.00
SO XBADJ	GRID169	-24.38	-34.13	-45.49	-55.46	-63.75	-70.10
SO XBADJ	GRID169	-74.33	-76.29	-75.93	-73.27	-72.85	-71.30
SO XBADJ	GRID169	-67.59	-61.82	-54.18	-44.89	-34.23	-22.53
SO XBADJ	GRID169	-10.15	-9.77	-12.92	-15.67	-17.95	-19.68
SO XBADJ	GRID169	-20.81	-21.31	-21.17	-20.38	-23.81	-27.02
SO XBADJ	GRID169	-29.41	-30.90	-31.46	-31.06	-29.71	-27.46
SO YBADJ	GRID169	26.45	24.52	22.14	19.09	15.46	11.36
SO YBADJ	GRID169	6.91	2.26	-2.47	-7.11	-12.18	-16.29
SO YBADJ	GRID169	-19.90	-22.90	-25.21	-26.76	-27.49	-27.38
SO YBADJ	GRID169	-26.45	-24.52	-22.14	-19.09	-15.46	-11.36
SO YBADJ	GRID169	-6.91	-2.26	2.47	7.11	12.18	16.29
SO YBADJ	GRID169	19.90	22.90	25.21	26.76	27.49	27.38
SO BUILDHGT	GRID170	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID170	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID170	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID170	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID170	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID170	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDWID	GRID170	93.65	96.66	98.33	97.00	92.73	85.64
SO BUILDWID	GRID170	75.94	63.94	50.00	34.54	43.90	58.41
SO BUILDWID	GRID170	71.13	81.70	89.78	95.14	97.60	97.10
SO BUILDWID	GRID170	93.65	96.66	98.33	97.00	92.73	85.64
SO BUILDWID	GRID170	75.94	63.94	50.00	34.54	43.90	58.41
SO BUILDWID	GRID170	71.13	81.70	89.78	95.14	97.60	97.10
SO BUILDLEN	GRID170	34.54	43.90	58.41	71.13	81.70	89.78
SO BUILDLEN	GRID170	95.14	97.60	97.10	93.65	96.66	98.33
SO BUILDLEN	GRID170	97.00	92.73	85.64	75.94	63.94	50.00
SO BUILDLEN	GRID170	34.54	43.90	58.41	71.13	81.70	89.78
SO BUILDLEN	GRID170	95.14	97.60	97.10	93.65	96.66	98.33
SO BUILDLEN	GRID170	97.00	92.73	85.64	75.94	63.94	50.00
SO XBADJ	GRID170	-27.86	-40.97	-55.49	-68.32	-79.07	-87.42
SO XBADJ	GRID170	-93.12	-95.99	-95.93	-92.97	-91.64	-88.62
SO XBADJ	GRID170	-82.91	-74.68	-64.18	-51.73	-37.70	-22.53
SO XBADJ	GRID170	-6.68	-2.93	-2.92	-2.81	-2.63	-2.36
SO XBADJ	GRID170	-2.02	-1.62	-1.17	-0.68	-5.02	-9.70
SO XBADJ	GRID170	-14.09	-18.05	-21.46	-24.22	-26.24	-27.47
SO YBADJ	GRID170	46.14	43.31	39.46	34.41	28.32	21.36
SO YBADJ	GRID170	13.75	5.73	-2.47	-10.59	-19.02	-26.29
SO YBADJ	GRID170	-32.75	-38.22	-42.53	-45.55	-47.18	-47.38
SO YBADJ	GRID170	-46.14	-43.31	-39.46	-34.41	-28.32	-21.36
SO YBADJ	GRID170	-13.75	-5.73	2.47	10.59	19.02	26.29
SO YBADJ	GRID170	32.75	38.22	42.53	45.55	47.18	47.38
SO BUILDHGT	GRID171	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID171	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID171	14.60	14.60	14.60	14.60	14.60	14.60

SO BUILDHGT	GRID171	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID171	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID171	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDWID	GRID171	93.87	87.51	78.50	97.00	92.73	85.64
SO BUILDWID	GRID171	75.94	63.94	50.00	34.54	43.90	58.41
SO BUILDWID	GRID171	97.46	97.86	95.27	95.48	97.91	97.37
SO BUILDWID	GRID171	93.87	87.51	78.50	97.00	92.73	85.64
SO BUILDWID	GRID171	75.94	63.94	50.00	34.54	43.90	58.41
SO BUILDWID	GRID171	97.46	97.86	95.27	95.48	97.91	97.37
SO BUILDLEN	GRID171	79.01	87.90	94.11	71.13	81.70	89.78
SO BUILDLEN	GRID171	95.14	97.60	97.10	93.65	96.66	98.33
SO BUILDLEN	GRID171	67.10	53.66	38.60	39.39	54.39	67.73
SO BUILDLEN	GRID171	79.01	87.90	94.11	71.13	81.70	89.78
SO BUILDLEN	GRID171	95.14	97.60	97.10	93.65	96.66	98.33
SO BUILDLEN	GRID171	67.10	53.66	38.60	39.39	54.39	67.73
SO XBADJ	GRID171	-35.57	-32.27	-27.98	-81.17	-94.39	-104.74
SO XBADJ	GRID171	-111.91	-115.68	-115.93	-112.66	-110.44	-105.95
SO XBADJ	GRID171	3.25	4.81	6.23	-0.65	-15.53	-29.95
SO XBADJ	GRID171	-43.45	-55.63	-66.13	10.04	12.70	14.96
SO XBADJ	GRID171	16.78	18.08	18.83	19.02	13.77	7.62
SO XBADJ	GRID171	-70.35	-58.48	-44.83	-38.75	-38.86	-37.78
SO YBADJ	GRID171	-45.09	-43.62	-40.83	49.73	41.17	31.36
SO YBADJ	GRID171	20.60	9.21	-2.47	-14.06	-25.86	-36.29
SO YBADJ	GRID171	25.88	31.90	36.95	41.31	43.92	45.19
SO YBADJ	GRID171	45.09	43.62	40.83	-49.73	-41.17	-31.36
SO YBADJ	GRID171	-20.60	-9.20	2.47	14.06	25.86	36.29
SO YBADJ	GRID171	-25.88	-31.90	-36.95	-41.31	-43.92	-45.19
SO BUILDHGT	GRID172	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID172	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID172	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID172	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID172	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID172	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDWID	GRID172	93.87	87.51	78.50	67.10	53.66	85.64
SO BUILDWID	GRID172	75.94	63.94	50.00	34.54	87.90	94.11
SO BUILDWID	GRID172	97.46	97.86	95.27	95.48	97.91	97.37
SO BUILDWID	GRID172	93.87	87.51	78.50	67.10	53.66	38.60
SO BUILDWID	GRID172	39.39	54.39	67.73	79.01	87.90	94.11
SO BUILDWID	GRID172	97.46	97.86	95.27	95.48	97.91	97.37
SO BUILDLEN	GRID172	79.01	87.90	94.11	97.46	97.86	89.78
SO BUILDLEN	GRID172	95.14	97.60	97.10	93.65	87.51	78.50
SO BUILDLEN	GRID172	67.10	53.66	38.60	39.39	54.39	67.73
SO BUILDLEN	GRID172	79.01	87.90	94.11	97.46	97.86	95.27
SO BUILDLEN	GRID172	95.48	97.91	97.37	93.87	87.51	78.50
SO BUILDLEN	GRID172	67.10	53.66	38.60	39.39	54.39	67.73
SO XBADJ	GRID172	-39.04	-39.11	-37.98	-35.71	-32.35	-122.07
SO XBADJ	GRID172	-130.71	-135.38	-135.93	-132.36	-18.93	-15.74
SO XBADJ	GRID172	-12.07	-8.04	-3.77	-7.49	-19.00	-29.95
SO XBADJ	GRID172	-39.98	-48.79	-56.13	-61.75	-65.51	-67.27
SO XBADJ	GRID172	-70.25	-73.18	-73.88	-72.33	-68.59	-62.76
SO XBADJ	GRID172	-55.03	-45.62	-34.83	-31.91	-35.38	-37.79
SO YBADJ	GRID172	-25.40	-24.83	-23.51	-21.48	-18.79	41.36
SO YBADJ	GRID172	27.44	12.68	-2.47	-17.53	4.84	9.07
SO YBADJ	GRID172	13.02	16.58	19.63	22.51	24.22	25.19
SO YBADJ	GRID172	25.40	24.83	23.51	21.48	18.79	15.53
SO YBADJ	GRID172	12.21	8.19	3.92	-0.47	-4.84	-9.07
SO YBADJ	GRID172	-13.02	-16.58	-19.63	-22.51	-24.22	-25.19
SO BUILDHGT	GRID173	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID173	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID173	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID173	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID173	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID173	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDWID	GRID173	93.87	87.51	78.50	67.10	53.66	38.60
SO BUILDWID	GRID173	75.94	63.94	50.00	34.54	87.90	94.11
SO BUILDWID	GRID173	97.46	97.86	95.27	95.48	97.91	97.37
SO BUILDWID	GRID173	93.87	87.51	78.50	67.10	53.66	38.60
SO BUILDWID	GRID173	39.39	54.39	67.73	79.01	87.90	94.11
SO BUILDWID	GRID173	97.46	97.86	95.27	95.48	97.91	97.37
SO BUILDLEN	GRID173	79.01	87.90	94.11	97.46	97.86	95.27
SO BUILDLEN	GRID173	95.14	97.60	97.10	93.65	87.51	78.50
SO BUILDLEN	GRID173	67.10	53.66	38.60	39.39	54.39	67.73
SO BUILDLEN	GRID173	79.01	87.90	94.11	97.46	97.86	95.27

SO BUILDLEN	GRID173	95.48	97.91	97.37	93.87	87.51	78.50
SO BUILDLEN	GRID173	67.10	53.66	38.60	39.39	54.39	67.73
SO XBADJ	GRID173	-42.51	-45.95	-47.98	-48.57	-47.67	-45.33
SO XBADJ	GRID173	-149.50	-155.07	-155.93	-152.06	-37.72	-33.06
SO XBADJ	GRID173	-27.40	-20.90	-13.77	-14.33	-22.48	-29.95
SO XBADJ	GRID173	-36.50	-41.95	-46.13	-48.90	-50.19	-49.95
SO XBADJ	GRID173	-51.46	-53.48	-53.88	-52.63	-49.79	-45.44
SO XBADJ	GRID173	-39.71	-32.77	-24.83	-25.07	-31.91	-37.79
SO YBADJ	GRID173	-5.70	-6.04	-6.19	-6.16	-5.93	-5.53
SO YBADJ	GRID173	34.28	16.15	-2.47	-21.01	-2.00	-0.93
SO YBADJ	GRID173	0.17	1.26	2.31	3.72	4.52	5.19
SO YBADJ	GRID173	5.70	6.04	6.19	6.16	5.93	5.53
SO YBADJ	GRID173	5.37	4.72	3.92	3.00	2.00	0.93
SO YBADJ	GRID173	-0.17	-1.26	-2.31	-3.72	-4.52	-5.19
SO BUILDHGT	GRID174	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID174	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID174	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID174	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID174	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID174	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDWID	GRID174	93.87	87.51	78.50	67.10	53.66	38.60
SO BUILDWID	GRID174	39.39	54.39	67.73	79.01	87.90	94.11
SO BUILDWID	GRID174	97.46	97.86	95.27	95.48	97.91	97.37
SO BUILDWID	GRID174	93.87	87.51	78.50	67.10	53.66	38.60
SO BUILDWID	GRID174	39.39	54.39	67.73	79.01	87.90	94.11
SO BUILDWID	GRID174	97.46	97.86	95.27	95.48	97.91	97.37
SO BUILDLEN	GRID174	79.01	87.90	94.11	97.46	97.86	95.27
SO BUILDLEN	GRID174	95.48	97.91	97.37	93.87	87.51	78.50
SO BUILDLEN	GRID174	67.10	53.66	38.60	39.39	54.39	67.73
SO BUILDLEN	GRID174	79.01	87.90	94.11	97.46	97.86	95.27
SO BUILDLEN	GRID174	95.48	97.91	97.37	93.87	87.51	78.50
SO BUILDLEN	GRID174	67.10	53.66	38.60	39.39	54.39	67.73
SO XBADJ	GRID174	-45.98	-52.79	-57.98	-61.42	-62.99	-62.65
SO XBADJ	GRID174	-62.82	-64.13	-63.49	-60.93	-56.51	-50.38
SO XBADJ	GRID174	-42.72	-33.75	-23.77	-21.17	-25.95	-29.95
SO XBADJ	GRID174	-33.03	-35.11	-36.13	-36.04	-34.86	-32.63
SO XBADJ	GRID174	-32.67	-33.78	-33.88	-32.94	-31.00	-28.12
SO XBADJ	GRID174	-24.39	-19.91	-14.83	-18.23	-28.44	-37.79
SO YBADJ	GRID174	14.00	12.76	11.13	9.17	6.92	4.47
SO YBADJ	GRID174	1.47	-1.24	-3.92	-6.48	-8.84	-10.93
SO YBADJ	GRID174	-12.69	-14.06	-15.01	-15.08	-15.17	-14.81
SO YBADJ	GRID174	-14.00	-12.76	-11.13	-9.17	-6.92	-4.47
SO YBADJ	GRID174	-1.47	1.24	3.92	6.48	8.84	10.93
SO YBADJ	GRID174	12.69	14.06	15.01	15.08	15.17	14.81
SO BUILDHGT	GRID175	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID175	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID175	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID175	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID175	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID175	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDWID	GRID175	93.87	87.51	78.50	67.10	53.66	38.60
SO BUILDWID	GRID175	39.39	54.39	67.73	79.01	87.90	94.11
SO BUILDWID	GRID175	97.46	97.86	95.27	95.48	97.91	97.37
SO BUILDWID	GRID175	93.87	87.51	78.50	67.10	53.66	38.60
SO BUILDWID	GRID175	39.39	54.39	67.73	79.01	87.90	94.11
SO BUILDWID	GRID175	97.46	97.86	95.27	95.48	97.91	97.37
SO BUILDLEN	GRID175	79.01	87.90	94.11	97.46	97.86	95.27
SO BUILDLEN	GRID175	95.48	97.91	97.37	93.87	87.51	78.50
SO BUILDLEN	GRID175	67.10	53.66	38.60	39.39	54.39	67.73
SO BUILDLEN	GRID175	79.01	87.90	94.11	97.46	97.86	95.27
SO BUILDLEN	GRID175	95.48	97.91	97.37	93.87	87.51	78.50
SO BUILDLEN	GRID175	67.10	53.66	38.60	39.39	54.39	67.73
SO XBADJ	GRID175	-49.46	-59.63	-67.98	-74.28	-78.31	-79.97
SO XBADJ	GRID175	-81.61	-83.83	-83.49	-80.63	-75.31	-67.70
SO XBADJ	GRID175	-58.04	-46.61	-33.77	-28.01	-29.42	-29.94
SO XBADJ	GRID175	-29.56	-28.27	-26.13	-23.19	-19.54	-15.31
SO XBADJ	GRID175	-13.87	-14.09	-13.88	-13.24	-12.21	-10.80
SO XBADJ	GRID175	-9.06	-7.05	-4.83	-11.39	-24.96	-37.79
SO YBADJ	GRID175	33.69	31.55	28.45	24.49	19.78	14.47
SO YBADJ	GRID175	8.31	2.23	-3.92	-9.95	-15.68	-20.93
SO YBADJ	GRID175	-25.55	-29.38	-32.33	-33.87	-34.87	-34.81
SO YBADJ	GRID175	-33.69	-31.55	-28.45	-24.49	-19.78	-14.47
SO YBADJ	GRID175	-8.31	-2.23	3.92	9.95	15.68	20.93

SO YBADJ	GRID175	25.55	29.38	32.33	33.87	34.87	34.81
SO BUILDHGT	GRID176	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID176	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID176	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID176	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID176	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID176	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDWID	GRID176	93.87	87.51	78.50	67.10	53.66	38.60
SO BUILDWID	GRID176	39.39	54.39	67.73	79.01	87.90	94.11
SO BUILDWID	GRID176	97.46	97.86	95.27	95.48	97.91	97.37
SO BUILDWID	GRID176	93.87	87.51	78.50	67.10	53.66	38.60
SO BUILDWID	GRID176	39.39	54.39	67.73	79.01	87.90	94.11
SO BUILDWID	GRID176	97.46	97.86	95.27	95.48	97.91	97.37
SO BUILDLEN	GRID176	79.01	87.90	94.11	97.46	97.86	95.27
SO BUILDLEN	GRID176	95.48	97.91	97.37	93.87	87.51	78.50
SO BUILDLEN	GRID176	67.10	53.66	38.60	39.39	54.39	67.73
SO BUILDLEN	GRID176	79.01	87.90	94.11	97.46	97.86	95.27
SO BUILDLEN	GRID176	95.48	97.91	97.37	93.87	87.51	78.50
SO BUILDLEN	GRID176	67.10	53.66	38.60	39.39	54.39	67.73
SO XBADJ	GRID176	-52.93	-66.47	-77.98	-87.13	-93.63	-97.29
SO XBADJ	GRID176	-100.40	-103.52	-103.49	-100.32	-94.10	-85.02
SO XBADJ	GRID176	-73.36	-59.47	-43.77	-34.85	-32.90	-29.94
SO XBADJ	GRID176	-26.08	-21.43	-16.13	-10.33	-4.22	2.01
SO XBADJ	GRID176	4.92	5.61	6.12	6.45	6.59	6.52
SO XBADJ	GRID176	6.26	5.80	5.17	-4.55	-21.49	-37.79
SO YBADJ	GRID176	53.39	50.34	45.77	39.81	32.63	24.47
SO YBADJ	GRID176	15.15	5.70	-3.92	-13.42	-22.52	-30.93
SO YBADJ	GRID176	-38.40	-44.71	-49.65	-52.66	-54.57	-54.81
SO YBADJ	GRID176	-53.39	-50.34	-45.77	-39.81	-32.63	-24.47
SO YBADJ	GRID176	-15.15	-5.70	3.92	13.42	22.52	30.93
SO YBADJ	GRID176	38.40	44.71	49.65	52.66	54.57	54.81
SO BUILDHGT	GRID177	0.00	11.00	11.00	11.00	11.00	0.00
SO BUILDHGT	GRID177	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID177	14.60	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID177	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID177	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID177	14.60	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID177	0.00	44.04	42.35	39.37	35.20	0.00
SO BUILDWID	GRID177	39.39	54.39	67.73	79.01	87.90	94.11
SO BUILDWID	GRID177	97.46	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID177	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID177	39.39	54.39	67.73	79.01	87.90	94.11
SO BUILDWID	GRID177	97.46	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID177	0.00	40.78	43.50	44.90	44.93	0.00
SO BUILDLEN	GRID177	95.48	97.91	97.37	93.87	87.51	78.50
SO BUILDLEN	GRID177	67.10	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID177	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID177	95.48	97.91	97.37	93.87	87.51	78.50
SO BUILDLEN	GRID177	67.10	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID177	0.00	-78.44	-82.60	-84.24	-83.32	0.00
SO XBADJ	GRID177	-119.20	-123.22	-123.49	-120.02	-112.90	-102.34
SO XBADJ	GRID177	-88.68	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID177	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID177	23.72	25.30	26.12	26.15	25.38	23.84
SO XBADJ	GRID177	21.58	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID177	0.00	20.50	8.78	-3.20	-15.09	0.00
SO YBADJ	GRID177	21.99	9.18	-3.92	-16.90	-29.36	-40.93
SO YBADJ	GRID177	-51.26	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID177	0.00	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID177	-21.99	-9.18	3.92	16.90	29.36	40.93
SO YBADJ	GRID177	51.26	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID178	0.00	0.00	11.00	11.00	11.00	11.00
SO BUILDHGT	GRID178	0.00	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID178	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID178	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID178	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID178	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID178	0.00	0.00	42.35	39.37	35.20	29.95
SO BUILDWID	GRID178	0.00	54.39	67.73	79.01	87.90	94.11
SO BUILDWID	GRID178	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID178	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID178	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID178	0.00	0.00	0.00	0.00	0.00	0.00

SO BUILDLEN	GRID178	0.00	0.00	43.50	44.90	44.93	43.63
SO BUILDLEN	GRID178	0.00	97.91	97.37	93.87	87.51	78.50
SO BUILDLEN	GRID178	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID178	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID178	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID178	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID178	0.00	0.00	-92.60	-97.10	-98.65	-97.23
SO XBADJ	GRID178	0.00	-142.91	-143.49	-139.71	-131.69	-119.66
SO XBADJ	GRID178	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID178	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID178	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID178	0.00	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID178	0.00	0.00	26.10	12.12	-2.24	-16.52
SO YBADJ	GRID178	0.00	12.65	-3.92	-20.37	-36.20	-50.93
SO YBADJ	GRID178	0.00	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID178	0.00	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID178	0.00	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID178	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID179	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID179	0.00	14.60	14.60	14.60	14.60	0.00
SO BUILDHGT	GRID179	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID179	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID179	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID179	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID179	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID179	0.00	54.39	67.73	79.01	87.90	0.00
SO BUILDWID	GRID179	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID179	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID179	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID179	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID179	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID179	0.00	97.91	97.37	93.87	87.51	0.00
SO BUILDLEN	GRID179	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID179	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID179	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID179	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID179	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID179	0.00	-162.61	-163.49	-159.41	-150.48	0.00
SO XBADJ	GRID179	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID179	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID179	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID179	0.00	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID179	0.00	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID179	0.00	16.12	-3.92	-23.84	-43.04	0.00
SO YBADJ	GRID179	0.00	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID179	0.00	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID179	0.00	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID179	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID180	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID180	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID180	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID180	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID180	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID180	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID180	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID180	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID180	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID180	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID180	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID180	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID180	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID180	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID180	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID180	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID180	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID180	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID180	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID180	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID180	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID180	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID180	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID180	0.00	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID180	0.00	0.00	0.00	0.00	0.00	0.00

SO	YBADJ	GRID180	0.00	0.00	0.00	0.00	0.00	0.00
SO	YBADJ	GRID180	0.00	0.00	0.00	0.00	0.00	0.00
SO	YBADJ	GRID180	0.00	0.00	0.00	0.00	0.00	0.00
SO	YBADJ	GRID180	0.00	0.00	0.00	0.00	0.00	0.00
SO	YBADJ	GRID180	0.00	0.00	0.00	0.00	0.00	0.00
SO	BUILDHGT	GRID181	0.00	0.00	0.00	0.00	0.00	0.00
SO	BUILDHGT	GRID181	0.00	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID181	13.10	13.10	13.10	13.10	13.10	0.00
SO	BUILDHGT	GRID181	0.00	0.00	0.00	0.00	0.00	0.00
SO	BUILDHGT	GRID181	0.00	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID181	13.10	13.10	13.10	13.10	13.10	0.00
SO	BUILDWID	GRID181	0.00	0.00	0.00	0.00	0.00	0.00
SO	BUILDWID	GRID181	0.00	141.40	132.50	134.80	142.96	146.77
SO	BUILDWID	GRID181	146.12	141.04	131.67	118.29	101.33	0.00
SO	BUILDWID	GRID181	0.00	0.00	0.00	0.00	0.00	0.00
SO	BUILDWID	GRID181	0.00	141.40	132.50	134.80	142.96	146.77
SO	BUILDWID	GRID181	146.12	141.04	131.67	118.29	101.33	0.00
SO	BUILDLEN	GRID181	0.00	0.00	0.00	0.00	0.00	0.00
SO	BUILDLEN	GRID181	0.00	101.33	85.73	84.92	104.40	120.70
SO	BUILDLEN	GRID181	133.33	141.91	146.18	146.01	141.40	0.00
SO	BUILDLEN	GRID181	0.00	0.00	0.00	0.00	0.00	0.00
SO	BUILDLEN	GRID181	0.00	101.33	85.73	84.92	104.40	120.70
SO	BUILDLEN	GRID181	133.33	141.91	146.18	146.01	141.40	0.00
SO	XBADJ	GRID181	0.00	0.00	0.00	0.00	0.00	0.00
SO	XBADJ	GRID181	0.00	-7.80	14.93	24.20	23.44	21.96
SO	XBADJ	GRID181	19.81	17.06	13.79	10.11	6.11	0.00
SO	XBADJ	GRID181	0.00	0.00	0.00	0.00	0.00	0.00
SO	XBADJ	GRID181	0.00	-93.53	-100.66	-109.13	-127.83	-142.65
SO	XBADJ	GRID181	-153.14	-158.97	-159.98	-156.12	-147.52	0.00
SO	YBADJ	GRID181	0.00	0.00	0.00	0.00	0.00	0.00
SO	YBADJ	GRID181	0.00	-76.82	-68.18	-57.60	-45.17	-31.36
SO	YBADJ	GRID181	-16.60	-1.33	13.98	28.86	42.86	0.00
SO	YBADJ	GRID181	0.00	0.00	0.00	0.00	0.00	0.00
SO	YBADJ	GRID181	0.00	76.82	68.18	57.60	45.17	31.36
SO	YBADJ	GRID181	16.60	1.33	-13.98	-28.86	-42.86	0.00
SO	BUILDHGT	GRID182	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID182	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID182	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID182	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID182	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID182	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDWID	GRID182	84.92	104.40	120.70	133.33	141.91	146.18
SO	BUILDWID	GRID182	146.01	141.40	132.50	134.80	142.96	146.77
SO	BUILDWID	GRID182	146.12	141.04	131.67	118.29	101.33	85.73
SO	BUILDWID	GRID182	84.92	104.40	120.70	133.33	141.91	146.18
SO	BUILDWID	GRID182	146.01	141.40	132.50	134.80	142.96	146.77
SO	BUILDWID	GRID182	146.12	141.04	131.67	118.29	101.33	85.73
SO	BUILDLEN	GRID182	134.80	142.96	146.77	146.12	141.04	131.67
SO	BUILDLEN	GRID182	118.29	101.33	85.73	84.92	104.40	120.70
SO	BUILDLEN	GRID182	133.33	141.91	146.18	146.01	141.40	132.50
SO	BUILDLEN	GRID182	134.80	142.96	146.77	146.12	141.04	131.67
SO	BUILDLEN	GRID182	118.29	101.33	85.73	84.92	104.40	120.70
SO	BUILDLEN	GRID182	133.33	141.91	146.18	146.01	141.40	132.50
SO	XBADJ	GRID182	-128.48	-123.49	-114.74	-102.51	-87.17	-69.18
SO	XBADJ	GRID182	-49.08	-27.50	-5.07	4.51	4.64	4.64
SO	XBADJ	GRID182	4.49	4.20	3.79	3.27	2.64	1.93
SO	XBADJ	GRID182	-6.32	-19.47	-32.03	-43.61	-53.87	-62.49
SO	XBADJ	GRID182	-69.21	-73.83	-80.66	-89.43	-109.04	-125.33
SO	XBADJ	GRID182	-137.82	-146.12	-149.98	-149.28	-144.05	-134.43
SO	YBADJ	GRID182	-46.97	-56.84	-64.98	-71.15	-75.16	-76.89
SO	YBADJ	GRID182	-76.27	-73.34	-68.18	-61.08	-52.01	-41.36
SO	YBADJ	GRID182	-29.45	-16.65	-3.34	10.06	23.17	37.79
SO	YBADJ	GRID182	46.97	56.84	64.98	71.15	75.16	76.89
SO	YBADJ	GRID182	76.27	73.34	68.18	61.08	52.01	41.36
SO	YBADJ	GRID182	29.45	16.65	3.34	-10.06	-23.17	-37.79
SO	BUILDHGT	GRID183	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID183	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID183	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID183	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID183	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID183	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDWID	GRID183	84.92	104.40	120.70	133.33	141.91	146.18
SO	BUILDWID	GRID183	146.01	141.40	132.50	134.80	142.96	146.77

SO BUILDWID	GRID183	146.12	141.04	131.67	118.29	101.33	85.73
SO BUILDWID	GRID183	84.92	104.40	120.70	133.33	141.91	146.18
SO BUILDWID	GRID183	146.01	141.40	132.50	134.80	142.96	146.77
SO BUILDWID	GRID183	146.12	141.04	131.67	118.29	101.33	85.73
SO BUILDLEN	GRID183	134.80	142.96	146.77	146.12	141.04	131.67
SO BUILDLEN	GRID183	118.29	101.33	85.73	84.92	104.40	120.70
SO BUILDLEN	GRID183	133.33	141.91	146.18	146.01	141.40	132.50
SO BUILDLEN	GRID183	134.80	142.96	146.77	146.12	141.04	131.67
SO BUILDLEN	GRID183	118.29	101.33	85.73	84.92	104.40	120.70
SO BUILDLEN	GRID183	133.33	141.91	146.18	146.01	141.40	132.50
SO XBADJ	GRID183	-131.95	-130.33	-124.74	-115.37	-102.49	-86.50
SO XBADJ	GRID183	-67.88	-47.19	-25.07	-15.19	-14.15	-12.68
SO XBADJ	GRID183	-10.83	-8.65	-6.21	-3.57	-0.83	1.94
SO XBADJ	GRID183	-2.85	-12.63	-22.03	-30.75	-38.55	-45.17
SO XBADJ	GRID183	-50.42	-54.13	-60.66	-69.73	-90.24	-108.01
SO XBADJ	GRID183	-122.50	-133.26	-139.98	-142.44	-140.57	-134.43
SO YBADJ	GRID183	-27.27	-38.05	-47.66	-55.83	-62.31	-66.89
SO YBADJ	GRID183	-69.43	-69.87	-68.18	-64.55	-58.85	-51.36
SO YBADJ	GRID183	-42.31	-31.97	-20.66	-8.73	3.47	17.79
SO YBADJ	GRID183	27.27	38.05	47.66	55.83	62.31	66.89
SO YBADJ	GRID183	69.43	69.87	68.18	64.55	58.85	51.36
SO YBADJ	GRID183	42.31	31.97	20.66	8.73	-3.47	-17.79
SO BUILDHGT	GRID184	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID184	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID184	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID184	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID184	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID184	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDWID	GRID184	84.92	104.40	120.70	133.33	141.91	146.18
SO BUILDWID	GRID184	146.01	141.40	132.50	134.80	142.96	146.77
SO BUILDWID	GRID184	146.12	141.04	131.67	118.29	101.33	85.73
SO BUILDWID	GRID184	84.92	104.40	120.70	133.33	141.91	146.18
SO BUILDWID	GRID184	146.01	141.40	132.50	134.80	142.96	146.77
SO BUILDWID	GRID184	146.12	141.04	131.67	118.29	101.33	85.73
SO BUILDLEN	GRID184	134.80	142.96	146.77	146.12	141.04	131.67
SO BUILDLEN	GRID184	118.29	101.33	85.73	84.92	104.40	120.70
SO BUILDLEN	GRID184	133.33	141.91	146.18	146.01	141.40	132.50
SO BUILDLEN	GRID184	134.80	142.96	146.77	146.12	141.04	131.67
SO BUILDLEN	GRID184	118.29	101.33	85.73	84.92	104.40	120.70
SO BUILDLEN	GRID184	133.33	141.91	146.18	146.01	141.40	132.50
SO XBADJ	GRID184	-135.42	-137.17	-134.74	-128.23	-117.81	-103.82
SO XBADJ	GRID184	-86.67	-66.89	-45.07	-34.89	-32.95	-30.01
SO XBADJ	GRID184	-26.15	-21.51	-16.21	-10.41	-4.30	1.94
SO XBADJ	GRID184	0.62	-5.79	-12.03	-17.90	-23.23	-27.85
SO XBADJ	GRID184	-31.62	-34.44	-40.66	-50.04	-71.45	-90.69
SO XBADJ	GRID184	-107.18	-120.41	-129.98	-135.60	-137.10	-134.43
SO YBADJ	GRID184	-7.58	-19.25	-30.34	-40.51	-49.45	-56.89
SO YBADJ	GRID184	-62.59	-66.40	-68.18	-68.02	-65.69	-61.36
SO YBADJ	GRID184	-55.16	-47.29	-37.99	-27.52	-16.23	-2.21
SO YBADJ	GRID184	7.58	19.25	30.34	40.51	49.45	56.89
SO YBADJ	GRID184	62.59	66.40	68.19	68.02	65.69	61.36
SO YBADJ	GRID184	55.16	47.29	37.99	27.52	16.23	2.21
SO BUILDHGT	GRID185	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID185	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID185	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID185	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID185	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID185	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDWID	GRID185	84.92	104.40	120.70	133.33	141.91	146.18
SO BUILDWID	GRID185	146.01	141.40	132.50	134.80	142.96	146.77
SO BUILDWID	GRID185	146.12	141.04	131.67	118.29	101.33	85.73
SO BUILDWID	GRID185	84.92	104.40	120.70	133.33	141.91	146.18
SO BUILDWID	GRID185	146.01	141.40	132.50	134.80	142.96	146.77
SO BUILDWID	GRID185	146.12	141.04	131.67	118.29	101.33	85.73
SO BUILDLEN	GRID185	134.80	142.96	146.77	146.12	141.04	131.67
SO BUILDLEN	GRID185	118.29	101.33	85.73	84.92	104.40	120.70
SO BUILDLEN	GRID185	133.33	141.91	146.18	146.01	141.40	132.50
SO BUILDLEN	GRID185	134.80	142.96	146.77	146.12	141.04	131.67
SO BUILDLEN	GRID185	118.29	101.33	85.73	84.92	104.40	120.70
SO BUILDLEN	GRID185	133.33	141.91	146.18	146.01	141.40	132.50
SO XBADJ	GRID185	-138.90	-144.01	-144.74	-141.08	-133.13	-121.14
SO XBADJ	GRID185	-105.46	-86.58	-65.07	-54.58	-51.74	-47.33
SO XBADJ	GRID185	-41.47	-34.36	-26.21	-17.25	-7.78	1.94

SO	XBADJ	GRID185	4.09	1.05	-2.03	-5.04	-7.91	-10.53
SO	XBADJ	GRID185	-12.83	-14.74	-20.66	-30.34	-52.66	-73.37
SO	XBADJ	GRID185	-91.86	-107.55	-119.98	-128.76	-133.63	-134.43
SO	YBADJ	GRID185	12.12	-0.46	-13.02	-25.19	-36.59	-46.89
SO	YBADJ	GRID185	-55.75	-62.92	-68.18	-71.50	-72.53	-71.36
SO	YBADJ	GRID185	-68.02	-62.61	-55.31	-46.32	-35.92	-22.21
SO	YBADJ	GRID185	-12.12	0.46	13.02	25.19	36.59	46.89
SO	YBADJ	GRID185	55.75	62.92	68.19	71.50	72.53	71.36
SO	YBADJ	GRID185	68.02	62.61	55.31	46.32	35.92	22.21
SO	BUILDHGT	GRID186	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID186	13.10	13.10	13.10	0.00	0.00	0.00
SO	BUILDHGT	GRID186	0.00	0.00	0.00	13.10	13.10	13.10
SO	BUILDHGT	GRID186	13.10	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID186	13.10	13.10	18.60	18.60	18.60	18.60
SO	BUILDHGT	GRID186	18.60	0.00	0.00	13.10	13.10	13.10
SO	BUILDWID	GRID186	84.92	104.40	120.70	133.33	141.91	146.18
SO	BUILDWID	GRID186	146.01	141.40	132.50	0.00	0.00	0.00
SO	BUILDWID	GRID186	0.00	0.00	0.00	118.29	101.33	85.73
SO	BUILDWID	GRID186	84.92	104.40	120.70	133.33	141.91	146.18
SO	BUILDWID	GRID186	146.01	141.40	61.12	73.38	83.41	90.90
SO	BUILDWID	GRID186	95.63	0.00	0.00	118.29	101.33	85.73
SO	BUILDLEN	GRID186	134.80	142.96	146.77	146.12	141.04	131.67
SO	BUILDLEN	GRID186	118.29	101.33	85.73	0.00	0.00	0.00
SO	BUILDLEN	GRID186	0.00	0.00	0.00	146.01	141.40	132.50
SO	BUILDLEN	GRID186	134.80	142.96	146.77	146.12	141.04	131.67
SO	BUILDLEN	GRID186	118.29	101.33	97.10	95.16	90.34	82.77
SO	BUILDLEN	GRID186	72.68	0.00	0.00	146.01	141.40	132.50
SO	XBADJ	GRID186	-142.37	-150.85	-154.74	-153.94	-148.45	-138.46
SO	XBADJ	GRID186	-124.26	-106.28	-85.07	0.00	0.00	0.00
SO	XBADJ	GRID186	0.00	0.00	0.00	-24.09	-11.25	1.94
SO	XBADJ	GRID186	7.57	7.89	7.97	7.81	7.42	6.79
SO	XBADJ	GRID186	5.96	4.95	-167.13	-169.43	-166.58	-158.68
SO	XBADJ	GRID186	-145.95	0.00	0.00	-121.92	-130.15	-134.43
SO	YBADJ	GRID186	31.82	18.34	4.30	-9.87	-23.74	-36.89
SO	YBADJ	GRID186	-48.91	-59.45	-68.19	0.00	0.00	0.00
SO	YBADJ	GRID186	0.00	0.00	0.00	-65.11	-55.62	-42.21
SO	YBADJ	GRID186	-31.82	-18.34	-4.30	9.87	23.74	36.89
SO	YBADJ	GRID186	48.91	59.45	29.07	8.13	-13.05	-33.84
SO	YBADJ	GRID186	-53.61	0.00	0.00	65.11	55.62	42.21
SO	BUILDHGT	GRID187	0.00	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID187	13.10	13.10	13.10	0.00	0.00	0.00
SO	BUILDHGT	GRID187	0.00	0.00	0.00	0.00	0.00	0.00
SO	BUILDHGT	GRID187	0.00	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID187	13.10	13.10	18.60	18.60	18.60	18.60
SO	BUILDHGT	GRID187	18.60	18.60	0.00	0.00	0.00	0.00
SO	BUILDWID	GRID187	0.00	104.40	120.70	133.33	141.91	146.18
SO	BUILDWID	GRID187	146.01	141.40	132.50	0.00	0.00	0.00
SO	BUILDWID	GRID187	0.00	0.00	0.00	0.00	0.00	0.00
SO	BUILDWID	GRID187	0.00	104.40	120.70	133.33	141.91	146.18
SO	BUILDWID	GRID187	146.01	141.40	61.12	73.38	83.41	90.90
SO	BUILDWID	GRID187	95.63	97.46	0.00	0.00	0.00	0.00
SO	BUILDLEN	GRID187	0.00	142.96	146.77	146.12	141.04	131.67
SO	BUILDLEN	GRID187	118.29	101.33	85.73	0.00	0.00	0.00
SO	BUILDLEN	GRID187	0.00	0.00	0.00	0.00	0.00	0.00
SO	BUILDLEN	GRID187	0.00	142.96	146.77	146.12	141.04	131.67
SO	BUILDLEN	GRID187	118.29	101.33	97.10	95.16	90.34	82.77
SO	BUILDLEN	GRID187	72.68	60.38	0.00	0.00	0.00	0.00
SO	XBADJ	GRID187	0.00	-157.69	-164.74	-166.79	-163.77	-155.78
SO	XBADJ	GRID187	-143.05	-125.98	-105.07	0.00	0.00	0.00
SO	XBADJ	GRID187	0.00	0.00	0.00	0.00	0.00	0.00
SO	XBADJ	GRID187	0.00	14.73	17.97	20.67	22.74	24.11
SO	XBADJ	GRID187	24.76	24.65	-147.13	-149.73	-147.79	-141.36
SO	XBADJ	GRID187	-130.63	-115.93	0.00	0.00	0.00	0.00
SO	YBADJ	GRID187	0.00	37.13	21.62	5.45	-10.88	-26.89
SO	YBADJ	GRID187	-42.07	-55.98	-68.19	0.00	0.00	0.00
SO	YBADJ	GRID187	0.00	0.00	0.00	0.00	0.00	0.00
SO	YBADJ	GRID187	0.00	-37.13	-21.62	-5.45	10.88	26.89
SO	YBADJ	GRID187	42.07	55.98	29.07	11.61	-6.21	-23.84
SO	YBADJ	GRID187	-40.75	-56.42	0.00	0.00	0.00	0.00
SO	BUILDHGT	GRID188	0.00	13.10	13.10	13.10	13.10	13.10
SO	BUILDHGT	GRID188	13.10	13.10	18.60	18.60	0.00	0.00
SO	BUILDHGT	GRID188	0.00	0.00	0.00	0.00	0.00	0.00
SO	BUILDHGT	GRID188	0.00	13.10	0.00	0.00	0.00	0.00

SO BUILDHGT	GRID188	0.00	0.00	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID188	18.60	18.60	18.60	0.00	0.00	0.00
SO BUILDWID	GRID188	0.00	104.40	120.70	133.33	141.91	146.18
SO BUILDWID	GRID188	146.01	141.40	61.12	73.38	0.00	0.00
SO BUILDWID	GRID188	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID188	0.00	104.40	0.00	0.00	0.00	0.00
SO BUILDWID	GRID188	0.00	0.00	61.12	73.38	83.41	90.90
SO BUILDWID	GRID188	95.63	97.46	96.33	0.00	0.00	0.00
SO BUILDLEN	GRID188	0.00	142.96	146.77	146.12	141.04	131.67
SO BUILDLEN	GRID188	118.29	101.33	97.10	95.16	0.00	0.00
SO BUILDLEN	GRID188	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID188	0.00	142.96	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID188	0.00	0.00	97.10	95.16	90.34	82.77
SO BUILDLEN	GRID188	72.68	60.38	46.25	0.00	0.00	0.00
SO XBADJ	GRID188	0.00	-164.53	-174.74	-179.65	-179.10	-173.10
SO XBADJ	GRID188	-161.85	-145.67	30.03	34.87	0.00	0.00
SO XBADJ	GRID188	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID188	0.00	21.57	0.00	0.00	0.00	0.00
SO XBADJ	GRID188	0.00	0.00	-127.13	-130.04	-129.00	-124.04
SO XBADJ	GRID188	-115.31	-103.08	-87.71	0.00	0.00	0.00
SO YBADJ	GRID188	0.00	55.92	38.94	20.77	1.97	-16.89
SO YBADJ	GRID188	-35.23	-52.51	-29.07	-15.08	0.00	0.00
SO YBADJ	GRID188	0.00	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID188	0.00	-55.92	0.00	0.00	0.00	0.00
SO YBADJ	GRID188	0.00	0.00	29.07	15.08	0.63	-13.84
SO YBADJ	GRID188	-27.89	-41.10	-53.05	0.00	0.00	0.00
SO BUILDHGT	GRID189	0.00	0.00	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID189	13.10	13.10	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID189	18.60	18.60	18.60	18.60	18.60	4.90
SO BUILDHGT	GRID189	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID189	0.00	0.00	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID189	18.60	18.60	18.60	18.60	18.60	4.90
SO BUILDWID	GRID189	0.00	0.00	120.70	133.33	141.91	146.18
SO BUILDWID	GRID189	146.01	141.40	61.12	73.38	83.41	90.90
SO BUILDWID	GRID189	95.63	97.46	96.33	92.66	96.09	105.83
SO BUILDWID	GRID189	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID189	0.00	0.00	61.12	73.38	83.41	90.90
SO BUILDWID	GRID189	95.63	97.46	96.33	92.66	96.09	60.32
SO BUILDLEN	GRID189	0.00	0.00	146.77	146.12	141.04	131.67
SO BUILDLEN	GRID189	118.29	101.33	97.10	95.16	90.34	82.77
SO BUILDLEN	GRID189	72.68	60.38	46.26	31.46	47.00	67.47
SO BUILDLEN	GRID189	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID189	0.00	0.00	97.10	95.16	90.34	82.77
SO BUILDLEN	GRID189	72.68	60.38	46.25	31.46	47.00	53.44
SO XBADJ	GRID189	0.00	0.00	-184.74	-192.50	-194.42	-190.42
SO XBADJ	GRID189	-180.64	-165.37	10.03	15.18	19.86	23.95
SO XBADJ	GRID189	27.31	29.84	31.46	31.44	15.21	-1.49
SO XBADJ	GRID189	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID189	0.00	0.00	-107.13	-110.34	-110.20	-106.72
SO XBADJ	GRID189	-99.99	-90.22	-77.71	-62.90	-62.22	-65.98
SO YBADJ	GRID189	0.00	0.00	56.26	36.09	14.83	-6.89
SO YBADJ	GRID189	-28.39	-49.03	-29.07	-18.55	-7.47	3.84
SO YBADJ	GRID189	15.04	25.78	35.73	44.80	52.61	54.21
SO YBADJ	GRID189	0.00	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID189	0.00	0.00	29.07	18.55	7.47	-3.84
SO YBADJ	GRID189	-15.04	-25.78	-35.73	-44.80	-52.61	-31.46
SO BUILDHGT	GRID190	18.60	18.60	18.60	4.90	0.00	0.00
SO BUILDHGT	GRID190	0.00	0.00	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID190	18.60	18.60	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID190	18.60	18.60	18.60	4.90	0.00	0.00
SO BUILDHGT	GRID190	0.00	0.00	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID190	18.60	18.60	18.60	18.60	18.60	18.60
SO BUILDWID	GRID190	95.16	90.34	82.77	63.04	0.00	0.00
SO BUILDWID	GRID190	0.00	0.00	61.12	73.38	83.41	90.90
SO BUILDWID	GRID190	95.63	97.46	96.33	92.66	96.09	97.10
SO BUILDWID	GRID190	95.16	90.34	82.77	63.04	0.00	0.00
SO BUILDWID	GRID190	0.00	0.00	61.12	73.38	83.41	90.90
SO BUILDWID	GRID190	95.63	97.46	96.33	92.66	96.09	97.10
SO BUILDLEN	GRID190	73.38	83.41	90.90	49.62	0.00	0.00
SO BUILDLEN	GRID190	0.00	0.00	97.10	95.16	90.34	82.77
SO BUILDLEN	GRID190	72.68	60.38	46.26	31.46	47.00	61.12
SO BUILDLEN	GRID190	73.38	83.41	90.90	49.62	0.00	0.00
SO BUILDLEN	GRID190	0.00	0.00	97.10	95.16	90.34	82.77

SO BUILDLEN	GRID190	72.68	60.38	46.25	31.46	47.00	61.12
SO XBADJ	GRID190	-58.72	-56.01	-51.61	-52.37	0.00	0.00
SO XBADJ	GRID190	0.00	0.00	-9.97	-4.52	1.07	6.63
SO XBADJ	GRID190	11.99	16.98	21.46	24.60	11.74	-1.49
SO XBADJ	GRID190	-14.66	-27.39	-39.29	2.75	0.00	0.00
SO XBADJ	GRID190	0.00	0.00	-87.13	-90.64	-91.41	-89.40
SO XBADJ	GRID190	-84.67	-77.36	-67.71	-56.06	-58.74	-59.63
SO YBADJ	GRID190	-43.06	-46.24	-48.01	-32.40	0.00	0.00
SO YBADJ	GRID190	0.00	0.00	-29.07	-22.03	-14.31	-6.16
SO YBADJ	GRID190	2.18	10.46	18.41	26.00	32.92	38.58
SO YBADJ	GRID190	43.06	46.24	48.01	32.40	0.00	0.00
SO YBADJ	GRID190	0.00	0.00	29.07	22.03	14.31	6.16
SO YBADJ	GRID190	-2.18	-10.46	-18.41	-26.00	-32.92	-38.58
SO BUILDHGT	GRID191	18.60	18.60	18.60	18.60	18.60	4.90
SO BUILDHGT	GRID191	0.00	18.60	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID191	18.60	18.60	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID191	18.60	18.60	18.60	18.60	18.60	4.90
SO BUILDHGT	GRID191	0.00	18.60	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID191	18.60	18.60	18.60	18.60	18.60	18.60
SO BUILDWID	GRID191	95.16	90.34	82.77	72.68	60.38	52.84
SO BUILDWID	GRID191	0.00	47.00	61.12	73.38	83.41	90.90
SO BUILDWID	GRID191	95.63	97.46	96.33	92.66	96.09	97.10
SO BUILDWID	GRID191	95.16	90.34	82.77	72.68	60.38	52.84
SO BUILDWID	GRID191	0.00	47.00	61.12	73.38	83.41	90.90
SO BUILDWID	GRID191	95.63	97.46	96.33	92.66	96.09	97.10
SO BUILDLEN	GRID191	73.38	83.41	90.90	95.63	97.46	47.71
SO BUILDLEN	GRID191	0.00	96.09	97.10	95.16	90.34	82.77
SO BUILDLEN	GRID191	72.68	60.38	46.26	31.46	47.00	61.12
SO BUILDLEN	GRID191	73.38	83.41	90.90	95.63	97.46	47.71
SO BUILDLEN	GRID191	0.00	96.09	97.10	95.16	90.34	82.77
SO BUILDLEN	GRID191	72.68	60.38	46.25	31.46	47.00	61.12
SO XBADJ	GRID191	-62.19	-62.85	-61.61	-58.49	-53.60	-52.77
SO XBADJ	GRID191	0.00	-34.82	-29.97	-24.22	-17.72	-10.69
SO XBADJ	GRID191	-3.33	4.12	11.46	17.76	8.26	-1.49
SO XBADJ	GRID191	-11.19	-20.55	-29.29	-37.14	-43.87	5.06
SO XBADJ	GRID191	0.00	-61.26	-67.13	-70.95	-72.61	-72.07
SO XBADJ	GRID191	-69.35	-64.51	-57.71	-49.22	-55.27	-59.64
SO YBADJ	GRID191	-23.37	-27.45	-30.69	-33.01	-34.32	-27.55
SO YBADJ	GRID191	0.00	-31.77	-29.07	-25.50	-21.15	-16.16
SO YBADJ	GRID191	-10.67	-4.87	1.09	7.21	13.22	18.58
SO YBADJ	GRID191	23.37	27.45	30.69	33.01	34.32	27.55
SO YBADJ	GRID191	0.00	31.77	29.07	25.50	21.15	16.16
SO YBADJ	GRID191	10.67	4.87	-1.09	-7.21	-13.22	-18.58
SO BUILDHGT	GRID192	18.60	18.60	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID192	4.90	18.60	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID192	18.60	18.60	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID192	18.60	18.60	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID192	4.90	18.60	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID192	18.60	18.60	18.60	18.60	18.60	18.60
SO BUILDWID	GRID192	95.16	90.34	82.77	72.68	60.38	46.26
SO BUILDWID	GRID192	45.64	47.00	61.12	73.38	83.41	90.90
SO BUILDWID	GRID192	95.63	97.46	96.33	92.66	96.09	97.10
SO BUILDWID	GRID192	95.16	90.34	82.77	72.68	60.38	46.25
SO BUILDWID	GRID192	45.64	47.00	61.12	73.38	83.41	90.90
SO BUILDWID	GRID192	95.63	97.46	96.33	92.66	96.09	97.10
SO BUILDLEN	GRID192	73.38	83.41	90.90	95.63	97.46	96.33
SO BUILDLEN	GRID192	98.00	96.09	97.10	95.16	90.34	82.77
SO BUILDLEN	GRID192	72.68	60.38	46.26	31.46	47.00	61.12
SO BUILDLEN	GRID192	73.38	83.41	90.90	95.63	97.46	96.33
SO BUILDLEN	GRID192	98.00	96.09	97.10	95.16	90.34	82.77
SO BUILDLEN	GRID192	72.68	60.38	46.25	31.46	47.00	61.12
SO XBADJ	GRID192	-65.66	-69.69	-71.61	-71.35	-68.92	-64.39
SO XBADJ	GRID192	-63.25	-54.52	-49.97	-43.91	-36.52	-28.01
SO XBADJ	GRID192	-18.66	-8.73	1.46	10.92	4.79	-1.49
SO XBADJ	GRID192	-7.72	-13.71	-19.29	-24.29	-28.54	-31.93
SO XBADJ	GRID192	-34.75	-41.57	-47.13	-51.25	-53.82	-54.75
SO XBADJ	GRID192	-54.02	-51.65	-47.71	-42.38	-51.80	-59.64
SO YBADJ	GRID192	-3.67	-8.65	-13.37	-17.68	-21.46	-24.58
SO YBADJ	GRID192	-24.57	-28.29	-29.07	-28.97	-27.99	-26.16
SO YBADJ	GRID192	-23.53	-20.19	-16.23	-11.58	-6.48	-1.42
SO YBADJ	GRID192	3.67	8.65	13.37	17.68	21.46	24.58
SO YBADJ	GRID192	24.57	28.29	29.08	28.97	27.99	26.16
SO YBADJ	GRID192	23.53	20.19	16.23	11.58	6.48	1.42

SO BUILDHGT	GRID193	18.60	18.60	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID193	18.60	18.60	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID193	18.60	18.60	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID193	18.60	18.60	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID193	18.60	18.60	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID193	18.60	18.60	18.60	18.60	18.60	18.60
SO BUILDWID	GRID193	95.16	90.34	82.77	72.68	60.38	46.26
SO BUILDWID	GRID193	31.46	47.00	61.12	73.38	83.41	90.90
SO BUILDWID	GRID193	95.63	97.46	96.33	92.66	96.09	97.10
SO BUILDWID	GRID193	95.16	90.34	82.77	72.68	60.38	46.25
SO BUILDWID	GRID193	31.46	47.00	61.12	73.38	83.41	90.90
SO BUILDWID	GRID193	95.63	97.46	96.33	92.66	96.09	97.10
SO BUILDLEN	GRID193	73.38	83.41	90.90	95.63	97.46	96.33
SO BUILDLEN	GRID193	92.66	96.09	97.10	95.16	90.34	82.77
SO BUILDLEN	GRID193	72.68	60.38	46.26	31.46	47.00	61.12
SO BUILDLEN	GRID193	73.38	83.41	90.90	95.63	97.46	96.33
SO BUILDLEN	GRID193	92.66	96.09	97.10	95.16	90.34	82.77
SO BUILDLEN	GRID193	72.68	60.38	46.25	31.46	47.00	61.12
SO XBADJ	GRID193	-69.13	-76.53	-81.61	-84.20	-84.24	-81.71
SO XBADJ	GRID193	-76.71	-74.21	-69.97	-63.61	-55.31	-45.33
SO XBADJ	GRID193	-33.98	-21.59	-8.54	4.08	1.32	-1.49
SO XBADJ	GRID193	-4.24	-6.87	-9.29	-11.43	-13.22	-14.61
SO XBADJ	GRID193	-15.95	-21.87	-27.13	-31.56	-35.03	-37.43
SO XBADJ	GRID193	-38.70	-38.80	-37.71	-35.54	-48.32	-59.64
SO YBADJ	GRID193	16.03	10.14	3.95	-2.36	-8.60	-14.58
SO YBADJ	GRID193	-19.81	-24.82	-29.08	-32.45	-34.83	-36.16
SO YBADJ	GRID193	-36.38	-35.51	-33.55	-30.38	-26.17	-21.42
SO YBADJ	GRID193	-16.03	-10.14	-3.95	2.36	8.60	14.58
SO YBADJ	GRID193	19.81	24.82	29.08	32.45	34.83	36.16
SO YBADJ	GRID193	36.38	35.51	33.55	30.38	26.17	21.42
SO BUILDHGT	GRID194	18.60	18.60	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID194	18.60	18.60	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID194	18.60	18.60	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID194	18.60	18.60	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID194	18.60	18.60	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID194	18.60	18.60	18.60	18.60	18.60	18.60
SO BUILDWID	GRID194	95.16	90.34	82.77	72.68	60.38	46.26
SO BUILDWID	GRID194	31.46	47.00	61.12	73.38	83.41	90.90
SO BUILDWID	GRID194	95.63	97.46	96.33	92.66	96.09	97.10
SO BUILDWID	GRID194	95.16	90.34	82.77	72.68	60.38	46.25
SO BUILDWID	GRID194	31.46	47.00	61.12	73.38	83.41	90.90
SO BUILDWID	GRID194	95.63	97.46	96.33	92.66	96.09	97.10
SO BUILDLEN	GRID194	73.38	83.41	90.90	95.63	97.46	96.33
SO BUILDLEN	GRID194	92.66	96.09	97.10	95.16	90.34	82.77
SO BUILDLEN	GRID194	72.68	60.38	46.26	31.46	47.00	61.12
SO BUILDLEN	GRID194	73.38	83.41	90.90	95.63	97.46	96.33
SO BUILDLEN	GRID194	92.66	96.09	97.10	95.16	90.34	82.77
SO BUILDLEN	GRID194	72.68	60.38	46.25	31.46	47.00	61.12
SO XBADJ	GRID194	-72.61	-83.37	-91.61	-97.06	-99.56	-99.03
SO XBADJ	GRID194	-95.50	-93.91	-89.97	-83.31	-74.10	-62.65
SO XBADJ	GRID194	-49.30	-34.44	-18.54	-2.76	-2.15	-1.48
SO XBADJ	GRID194	-0.77	-0.03	0.71	1.42	2.10	2.71
SO XBADJ	GRID194	2.84	-2.18	-7.13	-11.86	-16.23	-20.11
SO XBADJ	GRID194	-23.38	-25.94	-27.71	-28.70	-44.85	-59.64
SO YBADJ	GRID194	35.72	28.94	21.27	12.96	4.25	-4.58
SO YBADJ	GRID194	-12.97	-21.35	-29.08	-35.92	-41.67	-46.16
SO YBADJ	GRID194	-49.24	-50.83	-50.87	-49.17	-45.87	-41.42
SO YBADJ	GRID194	-35.72	-28.94	-21.27	-12.96	-4.25	4.58
SO YBADJ	GRID194	12.97	21.35	29.08	35.92	41.67	46.16
SO YBADJ	GRID194	49.24	50.83	50.87	49.17	45.87	41.42
SO BUILDHGT	GRID195	18.60	18.60	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID195	18.60	18.60	18.60	18.60	18.60	14.60
SO BUILDHGT	GRID195	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID195	18.60	18.60	18.60	18.60	18.60	18.60
SO BUILDHGT	GRID195	18.60	18.60	18.60	18.60	18.60	14.60
SO BUILDHGT	GRID195	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDWID	GRID195	95.16	90.34	82.77	72.68	60.38	46.26
SO BUILDWID	GRID195	31.46	47.00	61.12	73.38	83.41	58.41
SO BUILDWID	GRID195	71.13	81.70	89.78	95.14	97.60	97.10
SO BUILDWID	GRID195	95.16	90.34	82.77	72.68	60.38	46.25
SO BUILDWID	GRID195	31.46	47.00	61.12	73.38	83.41	58.41
SO BUILDWID	GRID195	71.13	81.70	89.78	95.14	97.60	97.10
SO BUILDLEN	GRID195	73.38	83.41	90.90	95.63	97.46	96.33

SO	BUILDLEN	GRID195	92.66	96.09	97.10	95.16	90.34	98.33
SO	BUILDLEN	GRID195	97.00	92.73	85.64	75.94	63.94	50.00
SO	BUILDLEN	GRID195	73.38	83.41	90.90	95.63	97.46	96.33
SO	BUILDLEN	GRID195	92.66	96.09	97.10	95.16	90.34	98.33
SO	BUILDLEN	GRID195	97.00	92.73	85.64	75.94	63.94	50.00
SO	XBADJ	GRID195	-76.08	-90.21	-101.61	-109.91	-114.88	-116.35
SO	XBADJ	GRID195	-114.29	-113.61	-109.97	-103.00	-92.90	7.98
SO	XBADJ	GRID195	6.55	4.92	3.14	1.27	-0.64	-2.54
SO	XBADJ	GRID195	2.70	6.81	10.71	14.28	17.42	20.03
SO	XBADJ	GRID195	21.64	17.52	12.87	7.84	2.56	-106.30
SO	XBADJ	GRID195	-103.55	-97.65	-88.78	-77.21	-63.30	-47.46
SO	YBADJ	GRID195	55.42	47.73	38.59	28.28	17.11	5.42
SO	YBADJ	GRID195	-6.13	-17.88	-29.08	-39.39	-48.51	6.39
SO	YBADJ	GRID195	16.21	25.52	34.07	41.58	47.82	52.62
SO	YBADJ	GRID195	-55.42	-47.73	-38.59	-28.28	-17.11	-5.42
SO	YBADJ	GRID195	6.13	17.88	29.08	39.39	48.51	-6.39
SO	YBADJ	GRID195	-16.21	-25.53	-34.07	-41.58	-47.82	-52.62
SO	BUILDHGT	GRID196	14.60	14.60	14.60	18.60	18.60	18.60
SO	BUILDHGT	GRID196	18.60	18.60	18.60	18.60	14.60	14.60
SO	BUILDHGT	GRID196	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID196	14.60	14.60	14.60	18.60	18.60	14.60
SO	BUILDHGT	GRID196	14.60	14.60	18.60	18.60	14.60	14.60
SO	BUILDHGT	GRID196	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDWID	GRID196	93.65	96.66	98.33	72.68	60.38	46.26
SO	BUILDWID	GRID196	31.46	47.00	61.12	73.38	43.90	58.41
SO	BUILDWID	GRID196	71.13	81.70	89.78	95.14	97.60	97.10
SO	BUILDWID	GRID196	93.65	96.66	98.33	72.68	60.38	85.64
SO	BUILDWID	GRID196	75.94	63.94	61.12	73.38	43.90	58.41
SO	BUILDWID	GRID196	71.13	81.70	89.78	95.14	97.60	97.10
SO	BUILDLEN	GRID196	34.54	43.90	58.41	95.63	97.46	96.33
SO	BUILDLEN	GRID196	92.66	96.09	97.10	95.16	96.66	98.33
SO	BUILDLEN	GRID196	97.00	92.73	85.64	75.94	63.94	50.00
SO	BUILDLEN	GRID196	34.54	43.90	58.41	95.63	97.46	89.78
SO	BUILDLEN	GRID196	95.14	97.60	97.10	95.16	96.66	98.33
SO	BUILDLEN	GRID196	97.00	92.73	85.64	75.94	63.94	50.00
SO	XBADJ	GRID196	-33.66	-32.40	-32.81	-122.77	-130.20	-133.68
SO	XBADJ	GRID196	-133.09	-133.30	-129.97	-122.70	-9.63	-9.34
SO	XBADJ	GRID196	-8.77	-7.94	-6.86	-5.57	-4.12	-2.53
SO	XBADJ	GRID196	-0.88	-11.50	-25.60	27.14	32.74	-61.64
SO	XBADJ	GRID196	-70.35	-76.93	32.87	27.53	-87.04	-88.98
SO	XBADJ	GRID196	-88.23	-84.79	-78.78	-70.37	-59.83	-47.46
SO	YBADJ	GRID196	-36.11	-38.70	-39.82	43.60	29.96	15.42
SO	YBADJ	GRID196	0.71	-14.40	-29.08	-42.86	-10.45	-3.61
SO	YBADJ	GRID196	3.35	10.20	16.75	22.78	28.13	32.62
SO	YBADJ	GRID196	36.11	38.70	39.82	-43.60	-29.96	35.96
SO	YBADJ	GRID196	32.40	27.86	29.08	42.86	10.45	3.61
SO	YBADJ	GRID196	-3.35	-10.20	-16.75	-22.78	-28.13	-32.62
SO	BUILDHGT	GRID197	14.60	14.60	14.60	14.60	14.60	18.60
SO	BUILDHGT	GRID197	18.60	18.60	18.60	14.60	14.60	14.60
SO	BUILDHGT	GRID197	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID197	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID197	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID197	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDWID	GRID197	93.65	96.66	98.33	97.00	92.73	46.26
SO	BUILDWID	GRID197	31.46	47.00	61.12	34.54	43.90	58.41
SO	BUILDWID	GRID197	71.13	81.70	89.78	95.14	97.60	97.10
SO	BUILDWID	GRID197	93.65	96.66	98.33	97.00	92.73	85.64
SO	BUILDWID	GRID197	75.94	63.94	50.00	34.54	43.90	58.41
SO	BUILDWID	GRID197	71.13	81.70	89.78	95.14	97.60	97.10
SO	BUILDLEN	GRID197	34.54	43.90	58.41	71.13	81.70	96.33
SO	BUILDLEN	GRID197	92.66	96.09	97.10	93.65	96.66	98.33
SO	BUILDLEN	GRID197	97.00	92.73	85.64	75.94	63.94	50.00
SO	BUILDLEN	GRID197	34.54	43.90	58.41	71.13	81.70	89.78
SO	BUILDLEN	GRID197	95.14	97.60	97.10	93.65	96.66	98.33
SO	BUILDLEN	GRID197	97.00	92.73	85.64	75.94	63.94	50.00
SO	XBADJ	GRID197	-37.13	-39.25	-42.81	-45.07	-45.97	-151.00
SO	XBADJ	GRID197	-151.88	-153.00	-149.97	-30.41	-28.42	-26.66
SO	XBADJ	GRID197	-24.09	-20.79	-16.86	-12.41	-7.59	-2.53
SO	XBADJ	GRID197	2.60	-4.66	-15.60	-26.06	-35.73	-44.32
SO	XBADJ	GRID197	-51.56	-57.23	-61.17	-63.24	-68.24	-71.66
SO	XBADJ	GRID197	-72.91	-71.94	-68.78	-63.53	-56.35	-47.46
SO	YBADJ	GRID197	-16.42	-19.91	-22.50	-24.41	-25.57	25.42
SO	YBADJ	GRID197	7.55	-10.93	-29.08	-19.86	-17.29	-13.61

SO	YBADJ	GRID197	-9.51	-5.12	-0.57	3.99	8.43	12.62
SO	YBADJ	GRID197	16.42	19.91	22.50	24.41	25.57	25.96
SO	YBADJ	GRID197	25.56	24.38	22.46	19.86	17.29	13.61
SO	YBADJ	GRID197	9.51	5.12	0.57	-3.99	-8.43	-12.62
SO	BUILDHGT	GRID198	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID198	18.60	18.60	18.60	14.60	14.60	14.60
SO	BUILDHGT	GRID198	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID198	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID198	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID198	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDWID	GRID198	93.65	96.66	98.33	97.00	92.73	85.64
SO	BUILDWID	GRID198	31.46	47.00	61.12	34.54	43.90	58.41
SO	BUILDWID	GRID198	71.13	81.70	89.78	95.14	97.60	97.10
SO	BUILDWID	GRID198	93.65	96.66	98.33	97.00	92.73	85.64
SO	BUILDWID	GRID198	75.94	63.94	50.00	34.54	43.90	58.41
SO	BUILDWID	GRID198	71.13	81.70	89.78	95.14	97.60	97.10
SO	BUILDLEN	GRID198	34.54	43.90	58.41	71.13	81.70	89.78
SO	BUILDLEN	GRID198	92.66	96.09	97.10	93.65	96.66	98.33
SO	BUILDLEN	GRID198	97.00	92.73	85.64	75.94	63.94	50.00
SO	BUILDLEN	GRID198	34.54	43.90	58.41	71.13	81.70	89.78
SO	BUILDLEN	GRID198	95.14	97.60	97.10	93.65	96.66	98.33
SO	BUILDLEN	GRID198	97.00	92.73	85.64	75.94	63.94	50.00
SO	XBADJ	GRID198	-40.61	-46.09	-52.81	-57.93	-61.29	-62.78
SO	XBADJ	GRID198	-170.68	-172.69	-169.97	-50.10	-47.22	-43.98
SO	XBADJ	GRID198	-39.41	-33.65	-26.86	-19.25	-11.06	-2.53
SO	XBADJ	GRID198	6.07	2.18	-5.60	-13.20	-20.41	-27.00
SO	XBADJ	GRID198	-32.76	-37.54	-41.17	-43.55	-49.45	-54.34
SO	XBADJ	GRID198	-57.59	-59.08	-58.78	-56.69	-52.88	-47.46
SO	YBADJ	GRID198	3.28	-1.12	-5.18	-9.09	-12.72	-15.96
SO	YBADJ	GRID198	14.39	-7.46	-29.08	-23.34	-24.13	-23.61
SO	YBADJ	GRID198	-22.36	-20.44	-17.89	-14.80	-11.27	-7.38
SO	YBADJ	GRID198	-3.28	1.12	5.18	9.09	12.72	15.96
SO	YBADJ	GRID198	18.72	20.91	22.47	23.34	24.13	23.61
SO	YBADJ	GRID198	22.36	20.44	17.89	14.80	11.27	7.38
SO	BUILDHGT	GRID199	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID199	14.60	14.60	14.60	0.00	0.00	14.60
SO	BUILDHGT	GRID199	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID199	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID199	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID199	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDWID	GRID199	93.65	96.66	98.33	97.00	92.73	85.64
SO	BUILDWID	GRID199	75.94	63.94	50.00	0.00	0.00	58.41
SO	BUILDWID	GRID199	71.13	81.70	89.78	95.14	97.60	97.10
SO	BUILDWID	GRID199	93.65	96.66	98.33	97.00	92.73	85.64
SO	BUILDWID	GRID199	75.94	63.94	50.00	79.01	87.90	58.41
SO	BUILDWID	GRID199	71.13	81.70	89.78	95.14	97.60	97.10
SO	BUILDLEN	GRID199	34.54	43.90	58.41	71.13	81.70	89.78
SO	BUILDLEN	GRID199	95.14	97.60	97.10	0.00	0.00	98.33
SO	BUILDLEN	GRID199	97.00	92.73	85.64	75.94	63.94	50.00
SO	BUILDLEN	GRID199	34.54	43.90	58.41	71.13	81.70	89.78
SO	BUILDLEN	GRID199	95.14	97.60	97.10	93.87	87.51	98.33
SO	BUILDLEN	GRID199	97.00	92.73	85.64	75.94	63.94	50.00
SO	XBADJ	GRID199	-44.08	-52.93	-62.81	-70.78	-76.61	-80.10
SO	XBADJ	GRID199	-81.17	-79.76	-75.93	0.00	0.00	-61.30
SO	XBADJ	GRID199	-54.74	-46.50	-36.86	-26.09	-14.53	-2.53
SO	XBADJ	GRID199	9.54	9.02	4.40	-0.35	-5.09	-9.68
SO	XBADJ	GRID199	-13.97	-17.84	-21.17	-134.89	-131.81	-37.02
SO	XBADJ	GRID199	-42.27	-46.22	-48.78	-49.85	-49.41	-47.46
SO	YBADJ	GRID199	22.98	17.68	12.14	6.23	0.14	-5.96
SO	YBADJ	GRID199	-11.88	-17.44	-22.47	0.00	0.00	-33.61
SO	YBADJ	GRID199	-35.22	-35.76	-35.21	-33.60	-30.96	-27.38
SO	YBADJ	GRID199	-22.98	-17.68	-12.14	-6.23	-0.14	5.96
SO	YBADJ	GRID199	11.88	17.44	22.47	8.81	-6.57	33.61
SO	YBADJ	GRID199	35.22	35.76	35.21	33.60	30.96	27.38
SO	BUILDHGT	GRID200	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID200	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID200	0.00	0.00	0.00	14.60	14.60	14.60
SO	BUILDHGT	GRID200	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID200	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID200	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDWID	GRID200	93.65	96.66	98.33	97.00	92.73	85.64
SO	BUILDWID	GRID200	75.94	63.94	50.00	79.01	87.90	94.11
SO	BUILDWID	GRID200	0.00	0.00	0.00	95.14	97.60	97.10

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SO BUILDWID  GRID200      93.65     96.66     98.33     97.00     92.73     85.64
SO BUILDWID  GRID200      75.94     63.94     50.00     79.01     87.90     94.11
SO BUILDWID  GRID200      97.46     97.86     95.27     95.14     97.60     97.10
SO BUILDLEN  GRID200      34.54     43.90     58.41     71.13     81.70     89.78
SO BUILDLEN  GRID200      95.14     97.60     97.10     93.87     87.51     78.50
SO BUILDLEN  GRID200       0.00      0.00      0.00     75.94     63.94     50.00
SO BUILDLEN  GRID200      34.54     43.90     58.41     71.13     81.70     89.78
SO BUILDLEN  GRID200      95.14     97.60     97.10     93.87     87.51     78.50
SO BUILDLEN  GRID200      67.10     53.66     38.60     75.94     63.94     50.00
SO XBADJ     GRID200     -47.55    -59.77    -72.81    -83.64    -91.93    -97.42
SO XBADJ     GRID200     -99.96    -99.46    -95.93     21.33     25.50     28.90
SO XBADJ     GRID200       0.00      0.00      0.00    -32.93    -18.01     -2.53
SO XBADJ     GRID200      13.01     15.86     14.40     12.51     10.23      7.64
SO XBADJ     GRID200       4.82      1.86     -1.17   -115.20   -113.02   -107.40
SO XBADJ     GRID200     -98.52    -86.65    -72.15    -43.01    -45.94    -47.47
SO YBADJ     GRID200      42.67     36.47     29.46     21.56     13.00      4.04
SO YBADJ     GRID200      -5.04    -13.96    -22.47    -12.28     -0.27     11.75
SO YBADJ     GRID200       0.00      0.00      0.00    -52.39    -50.66    -47.38
SO YBADJ     GRID200     -42.67    -36.47    -29.46    -21.56    -12.99     -4.04
SO YBADJ     GRID200       5.04     13.96     22.47     12.28      0.27    -11.75
SO YBADJ     GRID200     -23.41    -34.36    -44.27     52.39     50.66     47.38
SO BUILDHGT  GRID201      14.60     14.60     14.60     14.60     14.60     14.60
SO BUILDHGT  GRID201      14.60     14.60     14.60     14.60     14.60     14.60
SO BUILDHGT  GRID201      14.60     14.60     14.60     14.60     14.60     14.60
SO BUILDHGT  GRID201      14.60     14.60     14.60     14.60     14.60     14.60
SO BUILDHGT  GRID201      14.60     14.60     14.60     14.60     14.60     14.60
SO BUILDHGT  GRID201      14.60     14.60     14.60     14.60     14.60     14.60
SO BUILDWID  GRID201      93.87     96.66     98.33     97.00     92.73     85.64
SO BUILDWID  GRID201      75.94     63.94     50.00     79.01     87.90     94.11
SO BUILDWID  GRID201      97.46     97.86     95.27     95.48     97.91     97.37
SO BUILDWID  GRID201      93.87     96.66     98.33     97.00     92.73     85.64
SO BUILDWID  GRID201      75.94     63.94     50.00     79.01     87.90     94.11
SO BUILDWID  GRID201      97.46     97.86     95.27     95.48     97.91     97.37
SO BUILDLEN  GRID201      79.01     43.90     58.41     71.13     81.70     89.78
SO BUILDLEN  GRID201      95.14     97.60     97.10     93.87     87.51     78.50
SO BUILDLEN  GRID201      67.10     53.66     38.60     39.39     54.39     67.73
SO BUILDLEN  GRID201      79.01     43.90     58.41     71.13     81.70     89.78
SO BUILDLEN  GRID201      95.14     97.60     97.10     93.87     87.51     78.50
SO BUILDLEN  GRID201      67.10     53.66     38.60     39.39     54.39     67.73
SO XBADJ     GRID201     -55.26    -66.61    -82.81    -96.50   -107.25   -114.74
SO XBADJ     GRID201    -118.75   -119.15   -115.93      1.63      6.71     11.58
SO XBADJ     GRID201      16.10     20.13     23.55     18.15      4.16     -9.95
SO XBADJ     GRID201     -23.75     22.70     24.40     25.36     25.55     24.96
SO XBADJ     GRID201      23.62     21.55     18.83    -95.50    -94.22    -90.08
SO XBADJ     GRID201     -83.20    -73.80    -62.15    -57.54    -58.55    -57.78
SO YBADJ     GRID201     -48.57     55.27     46.78     36.88     25.85     14.04
SO YBADJ     GRID201       1.80    -10.49    -22.47    -15.75     -7.11      1.75
SO YBADJ     GRID201      10.56     19.04     26.95     34.47     40.44     45.19
SO YBADJ     GRID201      48.57    -55.27    -46.78    -36.88    -25.85    -14.04
SO YBADJ     GRID201      -1.80     10.49     22.47     15.75      7.11     -1.75
SO YBADJ     GRID201     -10.56    -19.04    -26.95    -34.47    -40.44    -45.19
SO BUILDHGT  GRID202      14.60     14.60     14.60     14.60     14.60     14.60
SO BUILDHGT  GRID202      14.60     14.60     14.60     14.60     14.60     14.60
SO BUILDHGT  GRID202      14.60     14.60     14.60     14.60     14.60     14.60
SO BUILDHGT  GRID202      14.60     14.60     14.60     14.60     14.60      0.00
SO BUILDHGT  GRID202       0.00     14.60     14.60     14.60     14.60     14.60
SO BUILDHGT  GRID202      14.60     14.60     14.60     14.60     14.60     14.60
SO BUILDWID  GRID202      93.87     87.51     78.50     97.00     92.73     85.64
SO BUILDWID  GRID202      75.94     63.94     50.00     79.01     87.90     94.11
SO BUILDWID  GRID202      97.46     97.86     95.27     95.48     97.91     97.37
SO BUILDWID  GRID202      93.87     87.51     78.50     67.10     53.66      0.00
SO BUILDWID  GRID202       0.00     54.39     67.73     79.01     87.90     94.11
SO BUILDWID  GRID202      97.46     97.86     95.27     95.48     97.91     97.37
SO BUILDLEN  GRID202      79.01     87.90     94.11     71.13     81.70     89.78
SO BUILDLEN  GRID202      95.14     97.60     97.10     93.87     87.51     78.50
SO BUILDLEN  GRID202      67.10     53.66     38.60     39.39     54.39     67.73
SO BUILDLEN  GRID202      79.01     87.90     94.11     97.46     97.86      0.00
SO BUILDLEN  GRID202       0.00     97.91     97.37     93.87     87.51     78.50
SO BUILDLEN  GRID202      67.10     53.66     38.60     39.39     54.39     67.73
SO XBADJ     GRID202     -58.73    -57.90    -55.31   -109.35   -122.57   -132.07
SO XBADJ     GRID202    -137.55   -138.85   -135.93    -18.06    -12.09     -5.74
SO XBADJ     GRID202       0.78      7.28     13.55     11.31      0.69     -9.95
SO XBADJ     GRID202     -20.28    -30.00    -38.81    -46.43    -52.65      0.00
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SO XBADJ	GRID202	0.00	-69.70	-73.88	-75.80	-75.43	-72.76
SO XBADJ	GRID202	-67.88	-60.94	-52.15	-50.70	-55.08	-57.79
SO YBADJ	GRID202	-28.87	-31.67	-33.51	52.20	38.71	24.04
SO YBADJ	GRID202	8.64	-7.02	-22.47	-19.23	-13.95	-8.25
SO YBADJ	GRID202	-2.30	3.72	9.63	15.67	20.75	25.19
SO YBADJ	GRID202	28.87	31.67	33.51	34.33	34.11	0.00
SO YBADJ	GRID202	0.00	27.89	23.92	19.23	13.95	8.25
SO YBADJ	GRID202	2.30	-3.72	-9.63	-15.67	-20.75	-25.19
SO BUILDHGT	GRID203	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID203	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID203	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID203	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID203	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID203	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDWID	GRID203	93.87	87.51	78.50	67.10	92.73	85.64
SO BUILDWID	GRID203	75.94	63.94	50.00	79.01	87.90	94.11
SO BUILDWID	GRID203	97.46	97.86	95.27	95.48	97.91	97.37
SO BUILDWID	GRID203	93.87	87.51	78.50	67.10	53.66	38.60
SO BUILDWID	GRID203	39.39	54.39	67.73	79.01	87.90	94.11
SO BUILDWID	GRID203	97.46	97.86	95.27	95.48	97.91	97.37
SO BUILDLEN	GRID203	79.01	87.90	94.11	97.46	81.70	89.78
SO BUILDLEN	GRID203	95.14	97.60	97.10	93.87	87.51	78.50
SO BUILDLEN	GRID203	67.10	53.66	38.60	39.39	54.39	67.73
SO BUILDLEN	GRID203	79.01	87.90	94.11	97.46	97.86	95.27
SO BUILDLEN	GRID203	95.48	97.91	97.37	93.87	87.51	78.50
SO BUILDLEN	GRID203	67.10	53.66	38.60	39.39	54.39	67.73
SO XBADJ	GRID203	-62.21	-64.74	-65.31	-63.89	-137.89	-149.39
SO XBADJ	GRID203	-156.34	-158.55	-155.93	-37.76	-30.88	-23.06
SO XBADJ	GRID203	-14.54	-5.58	3.55	4.47	-2.78	-9.95
SO XBADJ	GRID203	-16.81	-23.16	-28.81	-33.58	-37.33	-39.95
SO XBADJ	GRID203	-44.62	-50.01	-53.88	-56.11	-56.63	-55.44
SO XBADJ	GRID203	-52.56	-48.09	-42.15	-43.86	-51.61	-57.79
SO YBADJ	GRID203	-9.17	-12.88	-16.19	-19.01	51.56	34.04
SO YBADJ	GRID203	15.48	-3.55	-22.47	-22.70	-20.79	-18.25
SO YBADJ	GRID203	-15.15	-11.60	-7.69	-3.12	1.05	5.19
SO YBADJ	GRID203	9.17	12.88	16.19	19.01	21.25	22.85
SO YBADJ	GRID203	24.16	24.41	23.92	22.70	20.79	18.25
SO YBADJ	GRID203	15.15	11.60	7.69	3.12	-1.05	-5.19
SO BUILDHGT	GRID204	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID204	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID204	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID204	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID204	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID204	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDWID	GRID204	93.87	87.51	78.50	67.10	53.66	38.60
SO BUILDWID	GRID204	39.39	54.39	67.73	79.01	87.90	94.11
SO BUILDWID	GRID204	97.46	97.86	95.27	95.48	97.91	97.37
SO BUILDWID	GRID204	93.87	87.51	78.50	67.10	53.66	38.60
SO BUILDWID	GRID204	39.39	54.39	67.73	79.01	87.90	94.11
SO BUILDWID	GRID204	97.46	97.86	95.27	95.48	97.91	97.37
SO BUILDLEN	GRID204	79.01	87.90	94.11	97.46	97.86	95.27
SO BUILDLEN	GRID204	95.48	97.91	97.37	93.87	87.51	78.50
SO BUILDLEN	GRID204	67.10	53.66	38.60	39.39	54.39	67.73
SO BUILDLEN	GRID204	79.01	87.90	94.11	97.46	97.86	95.27
SO BUILDLEN	GRID204	95.48	97.91	97.37	93.87	87.51	78.50
SO BUILDLEN	GRID204	67.10	53.66	38.60	39.39	54.39	67.73
SO XBADJ	GRID204	-65.68	-71.58	-75.31	-76.74	-75.85	-72.65
SO XBADJ	GRID204	-69.66	-67.60	-63.49	-57.46	-49.67	-40.38
SO XBADJ	GRID204	-29.86	-18.43	-6.45	-2.37	-6.25	-9.95
SO XBADJ	GRID204	-13.33	-16.32	-18.81	-20.72	-22.01	-22.63
SO XBADJ	GRID204	-25.83	-30.31	-33.88	-36.41	-37.84	-38.12
SO XBADJ	GRID204	-37.24	-35.23	-32.15	-37.02	-48.13	-57.79
SO YBADJ	GRID204	10.52	5.92	1.13	-3.69	-8.40	-12.85
SO YBADJ	GRID204	-17.32	-20.94	-23.92	-26.17	-27.63	-28.25
SO YBADJ	GRID204	-28.01	-26.92	-25.01	-21.92	-18.65	-14.81
SO YBADJ	GRID204	-10.52	-5.92	-1.13	3.69	8.40	12.85
SO YBADJ	GRID204	17.32	20.94	23.92	26.17	27.63	28.25
SO YBADJ	GRID204	28.01	26.92	25.01	21.92	18.65	14.81
SO BUILDHGT	GRID205	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID205	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID205	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID205	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID205	14.60	14.60	14.60	14.60	14.60	14.60

SO BUILDHGT	GRID205	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDWID	GRID205	93.87	87.51	78.50	67.10	53.66	38.60
SO BUILDWID	GRID205	39.39	54.39	67.73	79.01	87.90	94.11
SO BUILDWID	GRID205	97.46	97.86	95.27	95.48	97.91	97.37
SO BUILDWID	GRID205	93.87	87.51	78.50	67.10	53.66	38.60
SO BUILDWID	GRID205	39.39	54.39	67.73	79.01	87.90	94.11
SO BUILDWID	GRID205	97.46	97.86	95.27	95.48	97.91	97.37
SO BUILDLEN	GRID205	79.01	87.90	94.11	97.46	97.86	95.27
SO BUILDLEN	GRID205	95.48	97.91	97.37	93.87	87.51	78.50
SO BUILDLEN	GRID205	67.10	53.66	38.60	39.39	54.39	67.73
SO BUILDLEN	GRID205	79.01	87.90	94.11	97.46	97.86	95.27
SO BUILDLEN	GRID205	95.48	97.91	97.37	93.87	87.51	78.50
SO BUILDLEN	GRID205	67.10	53.66	38.60	39.39	54.39	67.73
SO XBADJ	GRID205	-69.15	-78.42	-85.31	-89.60	-91.17	-89.97
SO XBADJ	GRID205	-88.45	-87.30	-83.49	-77.15	-68.47	-57.70
SO XBADJ	GRID205	-45.18	-31.29	-16.45	-9.21	-9.73	-9.95
SO XBADJ	GRID205	-9.86	-9.48	-8.81	-7.87	-6.69	-5.31
SO XBADJ	GRID205	-7.03	-10.61	-13.88	-16.71	-19.05	-20.80
SO XBADJ	GRID205	-21.92	-22.37	-22.15	-30.18	-44.66	-57.79
SO YBADJ	GRID205	30.22	24.71	18.45	11.63	4.46	-2.85
SO YBADJ	GRID205	-10.48	-17.47	-23.92	-29.65	-34.47	-38.25
SO YBADJ	GRID205	-40.87	-42.24	-42.33	-40.71	-38.34	-34.81
SO YBADJ	GRID205	-30.22	-24.71	-18.45	-11.63	-4.46	2.85
SO YBADJ	GRID205	10.48	17.47	23.92	29.65	34.47	38.25
SO YBADJ	GRID205	40.87	42.24	42.33	40.71	38.34	34.81
SO BUILDHGT	GRID206	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID206	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID206	14.60	0.00	0.00	0.00	0.00	14.60
SO BUILDHGT	GRID206	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID206	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID206	14.60	0.00	0.00	0.00	0.00	14.60
SO BUILDWID	GRID206	93.87	87.51	78.50	67.10	53.66	38.60
SO BUILDWID	GRID206	39.39	54.39	67.73	79.01	87.90	94.11
SO BUILDWID	GRID206	97.46	0.00	0.00	0.00	0.00	97.37
SO BUILDWID	GRID206	93.87	87.51	78.50	67.10	53.66	38.60
SO BUILDWID	GRID206	39.39	54.39	67.73	79.01	87.90	94.11
SO BUILDWID	GRID206	97.46	0.00	0.00	0.00	0.00	97.37
SO BUILDLEN	GRID206	79.01	87.90	94.11	97.46	97.86	95.27
SO BUILDLEN	GRID206	95.48	97.91	97.37	93.87	87.51	78.50
SO BUILDLEN	GRID206	67.10	0.00	0.00	0.00	0.00	67.73
SO BUILDLEN	GRID206	79.01	87.90	94.11	97.46	97.86	95.27
SO BUILDLEN	GRID206	95.48	97.91	97.37	93.87	87.51	78.50
SO BUILDLEN	GRID206	67.10	0.00	0.00	0.00	0.00	67.73
SO XBADJ	GRID206	-72.63	-85.26	-95.31	-102.45	-106.49	-107.29
SO XBADJ	GRID206	-107.25	-107.00	-103.49	-96.85	-87.26	-75.02
SO XBADJ	GRID206	-60.50	0.00	0.00	0.00	0.00	-9.94
SO XBADJ	GRID206	-6.39	-2.64	1.19	4.99	8.63	12.01
SO XBADJ	GRID206	11.76	9.08	6.12	2.98	-0.25	-3.48
SO XBADJ	GRID206	-6.60	0.00	0.00	0.00	0.00	-57.79
SO YBADJ	GRID206	49.92	43.50	35.77	26.95	17.31	7.15
SO YBADJ	GRID206	-3.64	-13.99	-23.92	-33.12	-41.31	-48.25
SO YBADJ	GRID206	-53.72	0.00	0.00	0.00	0.00	-54.81
SO YBADJ	GRID206	-49.92	-43.50	-35.77	-26.95	-17.31	-7.15
SO YBADJ	GRID206	3.64	13.99	23.92	33.12	41.31	48.25
SO YBADJ	GRID206	53.72	0.00	0.00	0.00	0.00	54.81
SO BUILDHGT	GRID207	0.00	0.00	0.00	0.00	14.60	14.60
SO BUILDHGT	GRID207	14.60	14.60	14.60	14.60	14.60	0.00
SO BUILDHGT	GRID207	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID207	0.00	0.00	0.00	0.00	14.60	0.00
SO BUILDHGT	GRID207	0.00	14.60	14.60	14.60	14.60	0.00
SO BUILDHGT	GRID207	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID207	0.00	0.00	0.00	0.00	53.66	38.60
SO BUILDWID	GRID207	39.39	54.39	67.73	79.01	87.90	0.00
SO BUILDWID	GRID207	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID207	0.00	0.00	0.00	0.00	53.66	0.00
SO BUILDWID	GRID207	0.00	54.39	67.73	79.01	87.90	0.00
SO BUILDWID	GRID207	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID207	0.00	0.00	0.00	0.00	97.86	95.27
SO BUILDLEN	GRID207	95.48	97.91	97.37	93.87	87.51	0.00
SO BUILDLEN	GRID207	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID207	0.00	0.00	0.00	0.00	97.86	0.00
SO BUILDLEN	GRID207	0.00	97.91	97.37	93.87	87.51	0.00
SO BUILDLEN	GRID207	0.00	0.00	0.00	0.00	0.00	0.00

SO XBADJ	GRID207	0.00	0.00	0.00	0.00	-121.81	-124.61
SO XBADJ	GRID207	-126.04	-126.69	-123.49	-116.55	-106.05	0.00
SO XBADJ	GRID207	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID207	0.00	0.00	0.00	0.00	23.95	0.00
SO XBADJ	GRID207	0.00	28.78	26.12	22.68	18.54	0.00
SO XBADJ	GRID207	0.00	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID207	0.00	0.00	0.00	0.00	30.17	17.15
SO YBADJ	GRID207	3.20	-10.52	-23.92	-36.59	-48.15	0.00
SO YBADJ	GRID207	0.00	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID207	0.00	0.00	0.00	0.00	-30.17	0.00
SO YBADJ	GRID207	0.00	10.52	23.92	36.59	48.15	0.00
SO YBADJ	GRID207	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID208	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID208	14.60	14.60	14.60	14.60	0.00	0.00
SO BUILDHGT	GRID208	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID208	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID208	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID208	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID208	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID208	39.39	54.39	67.73	79.01	0.00	0.00
SO BUILDWID	GRID208	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID208	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID208	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID208	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID208	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID208	95.48	97.91	97.37	93.87	0.00	0.00
SO BUILDLEN	GRID208	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID208	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID208	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID208	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID208	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID208	-144.83	-146.39	-143.49	-136.24	0.00	0.00
SO XBADJ	GRID208	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID208	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID208	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID208	0.00	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID208	0.00	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID208	10.04	-7.05	-23.92	-40.07	0.00	0.00
SO YBADJ	GRID208	0.00	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID208	0.00	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID208	0.00	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID208	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID209	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID209	14.60	14.60	14.60	14.60	0.00	0.00
SO BUILDHGT	GRID209	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID209	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID209	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID209	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID209	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID209	39.39	54.39	67.73	79.01	0.00	0.00
SO BUILDWID	GRID209	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID209	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID209	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID209	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID209	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID209	95.48	97.91	97.37	93.87	0.00	0.00
SO BUILDLEN	GRID209	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID209	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID209	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID209	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID209	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID209	-163.63	-166.08	-163.49	-155.94	0.00	0.00
SO XBADJ	GRID209	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID209	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID209	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID209	0.00	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID209	0.00	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID209	16.88	-3.58	-23.92	-43.54	0.00	0.00
SO YBADJ	GRID209	0.00	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID209	0.00	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID209	0.00	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID209	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID210	0.00	0.00	0.00	0.00	0.00	0.00

SO BUILDHGT	GRID210	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID210	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID210	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID210	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID210	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID210	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID210	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID210	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID210	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID210	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID210	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID210	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID210	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID210	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID210	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID210	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID210	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID210	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID210	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID210	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID210	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID210	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID210	0.00	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID210	0.00	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID210	0.00	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID210	0.00	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID210	0.00	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID210	0.00	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID210	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID211	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID211	13.10	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID211	0.00	0.00	0.00	0.00	0.00	13.10
SO BUILDHGT	GRID211	0.00	0.00	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID211	13.10	0.00	0.00	18.60	18.60	18.60
SO BUILDHGT	GRID211	18.60	0.00	0.00	0.00	0.00	13.10
SO BUILDWID	GRID211	84.92	104.40	120.70	133.33	141.91	146.18
SO BUILDWID	GRID211	146.01	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID211	0.00	0.00	0.00	0.00	0.00	85.73
SO BUILDWID	GRID211	0.00	0.00	120.70	133.33	141.91	146.18
SO BUILDWID	GRID211	146.01	0.00	0.00	73.38	83.41	90.90
SO BUILDWID	GRID211	95.63	0.00	0.00	0.00	0.00	85.73
SO BUILDLEN	GRID211	134.80	142.96	146.77	146.12	141.04	131.67
SO BUILDLEN	GRID211	118.29	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID211	0.00	0.00	0.00	0.00	0.00	132.50
SO BUILDLEN	GRID211	0.00	0.00	146.77	146.12	141.04	131.67
SO BUILDLEN	GRID211	118.29	0.00	0.00	95.16	90.34	82.77
SO BUILDLEN	GRID211	72.68	0.00	0.00	0.00	0.00	132.50
SO XBADJ	GRID211	-162.07	-169.64	-172.06	-169.26	-161.31	-148.46
SO XBADJ	GRID211	-131.10	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID211	0.00	0.00	0.00	0.00	0.00	21.94
SO XBADJ	GRID211	0.00	0.00	25.29	23.13	20.27	16.79
SO XBADJ	GRID211	12.81	0.00	0.00	-172.90	-173.42	-168.68
SO XBADJ	GRID211	-158.81	0.00	0.00	0.00	0.00	-154.43
SO YBADJ	GRID211	28.34	11.49	-5.70	-22.73	-39.06	-54.21
SO YBADJ	GRID211	-67.71	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID211	0.00	0.00	0.00	0.00	0.00	-42.21
SO YBADJ	GRID211	0.00	0.00	5.70	22.73	39.06	54.21
SO YBADJ	GRID211	67.71	0.00	0.00	27.83	5.74	-16.52
SO YBADJ	GRID211	-38.28	0.00	0.00	0.00	0.00	42.21
SO BUILDHGT	GRID212	13.10	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID212	13.10	13.10	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID212	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID212	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID212	0.00	0.00	0.00	18.60	18.60	18.60
SO BUILDHGT	GRID212	18.60	18.60	0.00	0.00	0.00	0.00
SO BUILDWID	GRID212	84.92	104.40	120.70	133.33	141.91	146.18
SO BUILDWID	GRID212	146.01	141.40	0.00	0.00	0.00	0.00
SO BUILDWID	GRID212	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID212	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID212	0.00	0.00	0.00	73.38	83.41	90.90
SO BUILDWID	GRID212	95.63	97.46	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID212	134.80	142.96	146.77	146.12	141.04	131.67
SO BUILDLEN	GRID212	118.29	101.33	0.00	0.00	0.00	0.00

SO BUILDLEN	GRID212	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID212	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID212	0.00	0.00	0.00	95.16	90.34	82.77
SO BUILDLEN	GRID212	72.68	60.38	0.00	0.00	0.00	0.00
SO XBADJ	GRID212	-165.54	-176.48	-182.06	-182.11	-176.63	-165.78
SO XBADJ	GRID212	-149.89	-129.45	0.00	0.00	0.00	0.00
SO XBADJ	GRID212	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID212	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID212	0.00	0.00	0.00	-153.21	-154.63	-151.36
SO XBADJ	GRID212	-143.48	-131.25	0.00	0.00	0.00	0.00
SO YBADJ	GRID212	48.04	30.29	11.62	-7.41	-26.20	-44.21
SO YBADJ	GRID212	-60.86	-75.67	0.00	0.00	0.00	0.00
SO YBADJ	GRID212	0.00	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID212	0.00	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID212	0.00	0.00	0.00	31.30	12.58	-6.52
SO YBADJ	GRID212	-25.43	-43.56	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID213	0.00	13.10	13.10	13.10	13.10	13.10
SO BUILDHGT	GRID213	13.10	13.10	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID213	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID213	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID213	0.00	0.00	0.00	18.60	18.60	18.60
SO BUILDHGT	GRID213	18.60	18.60	18.60	0.00	0.00	0.00
SO BUILDWID	GRID213	0.00	104.40	120.70	133.33	141.91	146.18
SO BUILDWID	GRID213	146.01	141.40	0.00	0.00	0.00	0.00
SO BUILDWID	GRID213	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID213	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID213	0.00	0.00	0.00	73.38	83.41	90.90
SO BUILDWID	GRID213	95.63	97.46	96.33	0.00	0.00	0.00
SO BUILDLEN	GRID213	0.00	142.96	146.77	146.12	141.04	131.67
SO BUILDLEN	GRID213	118.29	101.33	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID213	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID213	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID213	0.00	0.00	0.00	95.16	90.34	82.77
SO BUILDLEN	GRID213	72.68	60.38	46.25	0.00	0.00	0.00
SO XBADJ	GRID213	0.00	-183.32	-192.06	-194.97	-191.95	-183.10
SO XBADJ	GRID213	-168.69	-149.15	0.00	0.00	0.00	0.00
SO XBADJ	GRID213	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID213	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID213	0.00	0.00	0.00	-133.51	-135.84	-134.04
SO XBADJ	GRID213	-128.16	-118.40	-105.03	0.00	0.00	0.00
SO YBADJ	GRID213	0.00	49.08	28.94	7.92	-13.35	-34.21
SO YBADJ	GRID213	-54.02	-72.20	0.00	0.00	0.00	0.00
SO YBADJ	GRID213	0.00	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID213	0.00	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID213	0.00	0.00	0.00	34.78	19.42	3.48
SO YBADJ	GRID213	-12.57	-28.24	-43.05	0.00	0.00	0.00
SO BUILDHGT	GRID214	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID214	0.00	0.00	0.00	18.60	18.60	18.60
SO BUILDHGT	GRID214	0.00	0.00	0.00	0.00	18.60	0.00
SO BUILDHGT	GRID214	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID214	0.00	0.00	0.00	18.60	18.60	18.60
SO BUILDHGT	GRID214	18.60	18.60	18.60	18.60	18.60	0.00
SO BUILDWID	GRID214	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID214	0.00	0.00	0.00	73.38	83.41	90.90
SO BUILDWID	GRID214	0.00	0.00	0.00	0.00	96.09	0.00
SO BUILDWID	GRID214	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID214	0.00	0.00	0.00	73.38	83.41	90.90
SO BUILDWID	GRID214	95.63	97.46	96.33	92.66	96.09	0.00
SO BUILDLEN	GRID214	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID214	0.00	0.00	0.00	95.16	90.34	82.77
SO BUILDLEN	GRID214	0.00	0.00	0.00	0.00	47.00	0.00
SO BUILDLEN	GRID214	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID214	0.00	0.00	0.00	95.16	90.34	82.77
SO BUILDLEN	GRID214	72.68	60.38	46.25	31.46	47.00	0.00
SO XBADJ	GRID214	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID214	0.00	0.00	0.00	18.65	26.70	33.95
SO XBADJ	GRID214	0.00	0.00	0.00	0.00	34.91	0.00
SO XBADJ	GRID214	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID214	0.00	0.00	0.00	-113.81	-117.04	-116.72
SO XBADJ	GRID214	-112.84	-105.54	-95.03	-81.70	-81.91	0.00
SO YBADJ	GRID214	0.00	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID214	0.00	0.00	0.00	-38.25	-26.26	-13.48
SO YBADJ	GRID214	0.00	0.00	0.00	0.00	49.14	0.00

SO	YBADJ	GRID214	0.00	0.00	0.00	0.00	0.00	0.00
SO	YBADJ	GRID214	0.00	0.00	0.00	38.25	26.26	13.48
SO	YBADJ	GRID214	0.28	-12.92	-25.73	-37.96	-49.14	0.00
SO	BUILDHGT	GRID215	18.60	18.60	18.60	18.60	18.60	0.00
SO	BUILDHGT	GRID215	0.00	0.00	0.00	0.00	18.60	18.60
SO	BUILDHGT	GRID215	18.60	18.60	18.60	18.60	18.60	18.60
SO	BUILDHGT	GRID215	18.60	18.60	18.60	18.60	18.60	0.00
SO	BUILDHGT	GRID215	0.00	0.00	0.00	14.60	18.60	18.60
SO	BUILDHGT	GRID215	18.60	18.60	18.60	18.60	18.60	18.60
SO	BUILDWID	GRID215	95.16	90.34	82.77	72.68	60.38	0.00
SO	BUILDWID	GRID215	0.00	0.00	0.00	0.00	83.41	90.90
SO	BUILDWID	GRID215	95.63	97.46	96.33	92.66	96.09	97.10
SO	BUILDWID	GRID215	95.16	90.34	82.77	72.68	60.38	0.00
SO	BUILDWID	GRID215	0.00	0.00	0.00	34.54	83.41	90.90
SO	BUILDWID	GRID215	95.63	97.46	96.33	92.66	96.09	97.10
SO	BUILDLEN	GRID215	73.38	83.41	90.90	95.63	97.46	0.00
SO	BUILDLEN	GRID215	0.00	0.00	0.00	0.00	90.34	82.77
SO	BUILDLEN	GRID215	72.68	60.38	46.26	31.46	47.00	61.12
SO	BUILDLEN	GRID215	73.38	83.41	90.90	95.63	97.46	0.00
SO	BUILDLEN	GRID215	0.00	0.00	0.00	93.65	90.34	82.77
SO	BUILDLEN	GRID215	72.68	60.38	46.25	31.46	47.00	61.12
SO	XBADJ	GRID215	-85.36	-88.49	-88.93	-86.67	-81.77	0.00
SO	XBADJ	GRID215	0.00	0.00	0.00	0.00	-29.68	-18.01
SO	XBADJ	GRID215	-5.80	6.59	18.78	29.72	24.49	18.51
SO	XBADJ	GRID215	11.98	5.08	-1.97	-8.97	-15.69	0.00
SO	XBADJ	GRID215	0.00	0.00	0.00	-165.20	-60.66	-64.75
SO	XBADJ	GRID215	-66.88	-66.97	-65.03	-61.18	-71.49	-79.64
SO	YBADJ	GRID215	-7.14	-15.49	-23.37	-30.54	-36.78	0.00
SO	YBADJ	GRID215	0.00	0.00	0.00	0.00	-46.78	-43.48
SO	YBADJ	GRID215	-38.85	-33.04	-26.23	-18.42	-9.95	-1.42
SO	YBADJ	GRID215	7.14	15.49	23.37	30.54	36.78	0.00
SO	YBADJ	GRID215	0.00	0.00	0.00	22.20	46.78	43.48
SO	YBADJ	GRID215	38.85	33.04	26.23	18.42	9.95	1.42
SO	BUILDHGT	GRID216	18.60	18.60	18.60	18.60	18.60	18.60
SO	BUILDHGT	GRID216	0.00	0.00	0.00	0.00	0.00	18.60
SO	BUILDHGT	GRID216	18.60	18.60	18.60	18.60	18.60	18.60
SO	BUILDHGT	GRID216	18.60	18.60	18.60	18.60	18.60	18.60
SO	BUILDHGT	GRID216	0.00	0.00	0.00	0.00	14.60	18.60
SO	BUILDHGT	GRID216	18.60	18.60	18.60	18.60	18.60	18.60
SO	BUILDWID	GRID216	95.16	90.34	82.77	72.68	60.38	46.26
SO	BUILDWID	GRID216	0.00	0.00	0.00	0.00	0.00	90.90
SO	BUILDWID	GRID216	95.63	97.46	96.33	92.66	96.09	97.10
SO	BUILDWID	GRID216	95.16	90.34	82.77	72.68	60.38	46.25
SO	BUILDWID	GRID216	0.00	0.00	0.00	0.00	43.90	90.90
SO	BUILDWID	GRID216	95.63	97.46	96.33	92.66	96.09	97.10
SO	BUILDLEN	GRID216	73.38	83.41	90.90	95.63	97.46	96.33
SO	BUILDLEN	GRID216	0.00	0.00	0.00	0.00	0.00	82.77
SO	BUILDLEN	GRID216	72.68	60.38	46.26	31.46	47.00	61.12
SO	BUILDLEN	GRID216	73.38	83.41	90.90	95.63	97.46	96.33
SO	BUILDLEN	GRID216	0.00	0.00	0.00	0.00	96.66	82.77
SO	BUILDLEN	GRID216	72.68	60.38	46.25	31.46	47.00	61.12
SO	XBADJ	GRID216	-88.83	-95.33	-98.93	-99.52	-97.09	-91.71
SO	XBADJ	GRID216	0.00	0.00	0.00	0.00	0.00	-35.33
SO	XBADJ	GRID216	-21.12	-6.27	8.78	22.88	21.01	18.51
SO	XBADJ	GRID216	15.45	11.92	8.03	3.89	-0.37	-4.61
SO	XBADJ	GRID216	0.00	0.00	0.00	0.00	-150.26	-47.43
SO	XBADJ	GRID216	-51.56	-54.12	-55.03	-54.34	-68.02	-79.64
SO	YBADJ	GRID216	12.55	3.30	-6.05	-15.22	-23.93	-31.90
SO	YBADJ	GRID216	0.00	0.00	0.00	0.00	0.00	-53.48
SO	YBADJ	GRID216	-51.71	-48.36	-43.55	-37.22	-29.64	-21.42
SO	YBADJ	GRID216	-12.55	-3.30	6.05	15.22	23.93	31.90
SO	YBADJ	GRID216	0.00	0.00	0.00	0.00	8.73	53.48
SO	YBADJ	GRID216	51.71	48.36	43.55	37.22	29.64	21.42
SO	BUILDHGT	GRID217	18.60	18.60	18.60	18.60	18.60	18.60
SO	BUILDHGT	GRID217	0.00	0.00	0.00	0.00	0.00	0.00
SO	BUILDHGT	GRID217	0.00	0.00	0.00	14.60	18.60	18.60
SO	BUILDHGT	GRID217	18.60	18.60	18.60	18.60	18.60	18.60
SO	BUILDHGT	GRID217	0.00	0.00	0.00	0.00	14.60	14.60
SO	BUILDHGT	GRID217	14.60	14.60	14.60	14.60	18.60	18.60
SO	BUILDWID	GRID217	95.16	90.34	82.77	72.68	60.38	46.26
SO	BUILDWID	GRID217	0.00	0.00	0.00	0.00	0.00	0.00
SO	BUILDWID	GRID217	0.00	0.00	0.00	95.14	96.09	97.10
SO	BUILDWID	GRID217	95.16	90.34	82.77	72.68	60.38	46.25

SO	BUILDWID	GRID217	0.00	0.00	0.00	0.00	43.90	58.41
SO	BUILDWID	GRID217	71.13	81.70	89.78	95.14	96.09	97.10
SO	BUILDLEN	GRID217	73.38	83.41	90.90	95.63	97.46	96.33
SO	BUILDLEN	GRID217	0.00	0.00	0.00	0.00	0.00	0.00
SO	BUILDLEN	GRID217	0.00	0.00	0.00	75.94	47.00	61.12
SO	BUILDLEN	GRID217	73.38	83.41	90.90	95.63	97.46	96.33
SO	BUILDLEN	GRID217	0.00	0.00	0.00	0.00	96.66	98.33
SO	BUILDLEN	GRID217	97.00	92.73	85.64	75.94	47.00	61.12
SO	XBADJ	GRID217	-92.30	-102.17	-108.93	-112.38	-112.41	-109.03
SO	XBADJ	GRID217	0.00	0.00	0.00	0.00	0.00	0.00
SO	XBADJ	GRID217	0.00	0.00	0.00	26.90	17.54	18.51
SO	XBADJ	GRID217	18.93	18.76	18.03	16.74	14.95	12.71
SO	XBADJ	GRID217	0.00	0.00	0.00	0.00	-131.46	-133.62
SO	XBADJ	GRID217	-131.73	-125.82	-116.10	-102.85	-64.55	-79.64
SO	YBADJ	GRID217	32.25	22.10	11.27	0.10	-11.07	-21.90
SO	YBADJ	GRID217	0.00	0.00	0.00	0.00	0.00	0.00
SO	YBADJ	GRID217	0.00	0.00	0.00	53.53	-49.34	-41.42
SO	YBADJ	GRID217	-32.25	-22.10	-11.27	-0.10	11.07	21.90
SO	YBADJ	GRID217	0.00	0.00	0.00	0.00	15.57	0.93
SO	YBADJ	GRID217	-13.74	-27.99	-41.39	-53.53	49.34	41.42
SO	BUILDHGT	GRID218	18.60	18.60	18.60	18.60	18.60	18.60
SO	BUILDHGT	GRID218	18.60	0.00	0.00	0.00	14.60	14.60
SO	BUILDHGT	GRID218	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID218	18.60	18.60	18.60	18.60	18.60	18.60
SO	BUILDHGT	GRID218	18.60	0.00	0.00	0.00	14.60	14.60
SO	BUILDHGT	GRID218	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDWID	GRID218	95.16	90.34	82.77	72.68	60.38	46.26
SO	BUILDWID	GRID218	31.46	0.00	0.00	0.00	43.90	58.41
SO	BUILDWID	GRID218	71.13	81.70	89.78	95.14	97.60	97.10
SO	BUILDWID	GRID218	95.16	90.34	82.77	72.68	60.38	46.25
SO	BUILDWID	GRID218	31.46	0.00	0.00	0.00	43.90	58.41
SO	BUILDWID	GRID218	71.13	81.70	89.78	95.14	97.60	97.10
SO	BUILDLEN	GRID218	73.38	83.41	90.90	95.63	97.46	96.33
SO	BUILDLEN	GRID218	92.66	0.00	0.00	0.00	96.66	98.33
SO	BUILDLEN	GRID218	97.00	92.73	85.64	75.94	63.94	50.00
SO	BUILDLEN	GRID218	73.38	83.41	90.90	95.63	97.46	96.33
SO	BUILDLEN	GRID218	92.66	0.00	0.00	0.00	96.66	98.33
SO	BUILDLEN	GRID218	97.00	92.73	85.64	75.94	63.94	50.00
SO	XBADJ	GRID218	-95.78	-109.01	-118.93	-125.23	-127.73	-126.35
SO	XBADJ	GRID218	-121.14	0.00	0.00	0.00	16.01	17.98
SO	XBADJ	GRID218	19.40	20.24	20.46	20.06	19.05	17.46
SO	XBADJ	GRID218	22.40	25.60	28.03	29.60	30.27	30.03
SO	XBADJ	GRID218	28.48	0.00	0.00	0.00	-112.67	-116.30
SO	XBADJ	GRID218	-116.40	-112.97	-106.10	-96.01	-83.00	-67.46
SO	YBADJ	GRID218	51.95	40.89	28.59	15.42	1.79	-11.90
SO	YBADJ	GRID218	-24.93	0.00	0.00	0.00	-22.41	-10.93
SO	YBADJ	GRID218	0.88	12.67	24.07	34.74	44.35	52.62
SO	YBADJ	GRID218	-51.95	-40.89	-28.59	-15.42	-1.79	11.90
SO	YBADJ	GRID218	24.93	0.00	0.00	0.00	22.41	10.93
SO	YBADJ	GRID218	-0.88	-12.67	-24.07	-34.74	-44.35	-52.62
SO	BUILDHGT	GRID219	14.60	14.60	18.60	18.60	18.60	18.60
SO	BUILDHGT	GRID219	18.60	0.00	0.00	0.00	14.60	14.60
SO	BUILDHGT	GRID219	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID219	14.60	14.60	14.60	14.60	0.00	0.00
SO	BUILDHGT	GRID219	0.00	0.00	0.00	0.00	14.60	14.60
SO	BUILDHGT	GRID219	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDWID	GRID219	93.65	96.66	82.77	72.68	60.38	46.26
SO	BUILDWID	GRID219	31.46	0.00	0.00	0.00	43.90	58.41
SO	BUILDWID	GRID219	71.13	81.70	89.78	95.14	97.60	97.10
SO	BUILDWID	GRID219	93.65	96.66	98.33	97.00	0.00	0.00
SO	BUILDWID	GRID219	0.00	0.00	0.00	0.00	43.90	58.41
SO	BUILDWID	GRID219	71.13	81.70	89.78	95.14	97.60	97.10
SO	BUILDLEN	GRID219	34.54	43.90	90.90	95.63	97.46	96.33
SO	BUILDLEN	GRID219	92.66	0.00	0.00	0.00	96.66	98.33
SO	BUILDLEN	GRID219	97.00	92.73	85.64	75.94	63.94	50.00
SO	BUILDLEN	GRID219	34.54	43.90	58.41	71.13	0.00	0.00
SO	BUILDLEN	GRID219	0.00	0.00	0.00	0.00	96.66	98.33
SO	BUILDLEN	GRID219	97.00	92.73	85.64	75.94	63.94	50.00
SO	XBADJ	GRID219	-53.36	-51.20	-128.93	-138.09	-143.06	-143.68
SO	XBADJ	GRID219	-139.93	0.00	0.00	0.00	-2.79	0.66
SO	XBADJ	GRID219	4.08	7.39	10.46	13.22	15.58	17.47
SO	XBADJ	GRID219	18.82	7.29	-8.28	-23.59	0.00	0.00
SO	XBADJ	GRID219	0.00	0.00	0.00	0.00	-93.88	-98.98

SO XBADJ	GRID219	-101.08	-100.11	-96.10	-89.17	-79.52	-67.46
SO YBADJ	GRID219	-39.59	-45.54	45.91	30.74	14.64	-1.90
SO YBADJ	GRID219	-18.09	0.00	0.00	0.00	-29.25	-20.93
SO YBADJ	GRID219	-11.97	-2.65	6.75	15.94	24.65	32.62
SO YBADJ	GRID219	39.59	45.54	49.82	52.58	0.00	0.00
SO YBADJ	GRID219	0.00	0.00	0.00	0.00	29.25	20.93
SO YBADJ	GRID219	11.97	2.65	-6.75	-15.94	-24.65	-32.62
SO BUILDHGT	GRID220	14.60	14.60	14.60	14.60	18.60	18.60
SO BUILDHGT	GRID220	18.60	18.60	0.00	0.00	0.00	14.60
SO BUILDHGT	GRID220	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID220	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID220	14.60	0.00	0.00	0.00	0.00	14.60
SO BUILDHGT	GRID220	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDWID	GRID220	93.65	96.66	98.33	97.00	60.38	46.26
SO BUILDWID	GRID220	31.46	47.00	0.00	0.00	0.00	58.41
SO BUILDWID	GRID220	71.13	81.70	89.78	95.14	97.60	97.10
SO BUILDWID	GRID220	93.65	96.66	98.33	97.00	92.73	85.64
SO BUILDWID	GRID220	75.94	0.00	0.00	0.00	0.00	58.41
SO BUILDWID	GRID220	71.13	81.70	89.78	95.14	97.60	97.10
SO BUILDLEN	GRID220	34.54	43.90	58.41	71.13	97.46	96.33
SO BUILDLEN	GRID220	92.66	96.09	0.00	0.00	0.00	98.33
SO BUILDLEN	GRID220	97.00	92.73	85.64	75.94	63.94	50.00
SO BUILDLEN	GRID220	34.54	43.90	58.41	71.13	81.70	89.78
SO BUILDLEN	GRID220	95.14	0.00	0.00	0.00	0.00	98.33
SO BUILDLEN	GRID220	97.00	92.73	85.64	75.94	63.94	50.00
SO XBADJ	GRID220	-56.83	-58.04	-60.13	-60.39	-158.38	-161.00
SO XBADJ	GRID220	-158.72	-156.47	0.00	0.00	0.00	-16.66
SO XBADJ	GRID220	-11.24	-5.47	0.46	6.38	12.11	17.47
SO XBADJ	GRID220	22.29	14.14	1.72	-10.74	-22.88	-34.32
SO XBADJ	GRID220	-44.72	0.00	0.00	0.00	0.00	-81.66
SO XBADJ	GRID220	-85.76	-87.26	-86.10	-82.33	-76.05	-67.46
SO YBADJ	GRID220	-19.89	-26.75	-32.50	-37.26	27.50	8.10
SO YBADJ	GRID220	-11.24	-30.63	0.00	0.00	0.00	-30.93
SO YBADJ	GRID220	-24.83	-17.97	-10.57	-2.85	4.96	12.62
SO YBADJ	GRID220	19.89	26.75	32.50	37.26	40.89	43.28
SO YBADJ	GRID220	44.35	0.00	0.00	0.00	0.00	30.93
SO YBADJ	GRID220	24.83	17.97	10.57	2.85	-4.96	-12.62
SO BUILDHGT	GRID221	14.60	14.60	14.60	14.60	14.60	18.60
SO BUILDHGT	GRID221	18.60	18.60	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID221	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID221	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID221	14.60	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID221	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDWID	GRID221	93.65	96.66	98.33	97.00	92.73	46.26
SO BUILDWID	GRID221	31.46	47.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID221	71.13	81.70	89.78	95.14	97.60	97.10
SO BUILDWID	GRID221	93.65	96.66	98.33	97.00	92.73	85.64
SO BUILDWID	GRID221	75.94	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID221	71.13	81.70	89.78	95.14	97.60	97.10
SO BUILDLEN	GRID221	34.54	43.90	58.41	71.13	81.70	96.33
SO BUILDLEN	GRID221	92.66	96.09	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID221	97.00	92.73	85.64	75.94	63.94	50.00
SO BUILDLEN	GRID221	34.54	43.90	58.41	71.13	81.70	89.78
SO BUILDLEN	GRID221	95.14	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID221	97.00	92.73	85.64	75.94	63.94	50.00
SO XBADJ	GRID221	-60.30	-64.88	-70.13	-73.25	-74.14	-178.32
SO XBADJ	GRID221	-177.52	-176.17	0.00	0.00	0.00	0.00
SO XBADJ	GRID221	-26.56	-18.33	-9.54	-0.46	8.63	17.47
SO XBADJ	GRID221	25.76	20.98	11.72	2.12	-7.56	-17.00
SO XBADJ	GRID221	-25.92	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID221	-70.44	-74.40	-76.10	-75.49	-72.58	-67.46
SO YBADJ	GRID221	-0.19	-7.96	-15.18	-21.94	-28.04	18.10
SO YBADJ	GRID221	-4.40	-27.15	0.00	0.00	0.00	0.00
SO YBADJ	GRID221	-37.68	-33.29	-27.89	-21.64	-14.74	-7.38
SO YBADJ	GRID221	0.19	7.96	15.18	21.94	28.04	33.28
SO YBADJ	GRID221	37.51	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID221	37.68	33.29	27.89	21.64	14.74	7.38
SO BUILDHGT	GRID222	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID222	14.60	14.60	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID222	0.00	0.00	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID222	0.00	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID222	14.60	14.60	0.00	14.60	14.60	14.60
SO BUILDHGT	GRID222	14.60	14.60	14.60	14.60	14.60	14.60

SO	BUILDWID	GRID222	93.65	96.66	98.33	97.00	92.73	85.64
SO	BUILDWID	GRID222	75.94	63.94	0.00	0.00	0.00	0.00
SO	BUILDWID	GRID222	0.00	0.00	89.78	95.14	97.60	97.10
SO	BUILDWID	GRID222	0.00	96.66	98.33	97.00	92.73	85.64
SO	BUILDWID	GRID222	75.94	63.94	0.00	79.01	87.90	94.11
SO	BUILDWID	GRID222	97.46	97.86	89.78	95.14	97.60	97.10
SO	BUILDLEN	GRID222	34.54	43.90	58.41	71.13	81.70	89.78
SO	BUILDLEN	GRID222	95.14	97.60	0.00	0.00	0.00	0.00
SO	BUILDLEN	GRID222	0.00	0.00	85.64	75.94	63.94	50.00
SO	BUILDLEN	GRID222	0.00	43.90	58.41	71.13	81.70	89.78
SO	BUILDLEN	GRID222	95.14	97.60	0.00	93.87	87.51	78.50
SO	BUILDLEN	GRID222	67.10	53.66	85.64	75.94	63.94	50.00
SO	XBADJ	GRID222	-63.78	-71.72	-80.13	-86.10	-89.46	-90.10
SO	XBADJ	GRID222	-88.01	-83.23	0.00	0.00	0.00	0.00
SO	XBADJ	GRID222	0.00	0.00	-19.54	-7.30	5.16	17.47
SO	XBADJ	GRID222	0.00	27.82	21.72	14.97	7.77	0.32
SO	XBADJ	GRID222	-7.13	-14.37	0.00	-138.36	-138.65	-134.72
SO	XBADJ	GRID222	-126.70	-114.83	-66.10	-68.64	-69.10	-67.46
SO	YBADJ	GRID222	19.50	10.84	2.14	-6.62	-15.18	-23.28
SO	YBADJ	GRID222	-30.67	-37.13	0.00	0.00	0.00	0.00
SO	YBADJ	GRID222	0.00	0.00	-45.21	-40.44	-34.43	-27.38
SO	YBADJ	GRID222	0.00	-10.84	-2.14	6.62	15.18	23.28
SO	YBADJ	GRID222	30.67	37.13	0.00	28.50	12.22	-4.43
SO	YBADJ	GRID222	-20.95	-36.83	45.21	40.44	34.43	27.38
SO	BUILDHGT	GRID223	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID223	14.60	14.60	0.00	14.60	0.00	0.00
SO	BUILDHGT	GRID223	0.00	0.00	0.00	0.00	14.60	14.60
SO	BUILDHGT	GRID223	0.00	0.00	0.00	14.60	14.60	14.60
SO	BUILDHGT	GRID223	14.60	14.60	0.00	14.60	14.60	14.60
SO	BUILDHGT	GRID223	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDWID	GRID223	93.65	96.66	98.33	97.00	92.73	85.64
SO	BUILDWID	GRID223	75.94	63.94	0.00	79.01	0.00	0.00
SO	BUILDWID	GRID223	0.00	0.00	0.00	0.00	97.60	97.10
SO	BUILDWID	GRID223	0.00	0.00	0.00	97.00	92.73	85.64
SO	BUILDWID	GRID223	75.94	63.94	0.00	79.01	87.90	94.11
SO	BUILDWID	GRID223	97.46	97.86	95.27	95.48	97.60	97.10
SO	BUILDLEN	GRID223	34.54	43.90	58.41	71.13	81.70	89.78
SO	BUILDLEN	GRID223	95.14	97.60	0.00	93.87	0.00	0.00
SO	BUILDLEN	GRID223	0.00	0.00	0.00	0.00	63.94	50.00
SO	BUILDLEN	GRID223	0.00	0.00	0.00	71.13	81.70	89.78
SO	BUILDLEN	GRID223	95.14	97.60	0.00	93.87	87.51	78.50
SO	BUILDLEN	GRID223	67.10	53.66	38.60	39.39	63.94	50.00
SO	XBADJ	GRID223	-67.25	-78.56	-90.13	-98.96	-104.78	-107.42
SO	XBADJ	GRID223	-106.80	-102.93	0.00	24.80	0.00	0.00
SO	XBADJ	GRID223	0.00	0.00	0.00	0.00	1.69	17.47
SO	XBADJ	GRID223	0.00	0.00	0.00	27.83	23.09	17.64
SO	XBADJ	GRID223	11.66	5.33	0.00	-118.67	-119.86	-117.40
SO	XBADJ	GRID223	-111.38	-101.97	-89.47	-83.18	-65.63	-67.47
SO	YBADJ	GRID223	39.20	29.63	19.46	8.70	-2.33	-13.28
SO	YBADJ	GRID223	-23.83	-33.66	0.00	-31.98	0.00	0.00
SO	YBADJ	GRID223	0.00	0.00	0.00	0.00	-54.13	-47.38
SO	YBADJ	GRID223	0.00	0.00	0.00	-8.70	2.33	13.28
SO	YBADJ	GRID223	23.83	33.66	0.00	31.98	19.06	5.57
SO	YBADJ	GRID223	-8.09	-21.51	-34.27	-46.42	54.13	47.38
SO	BUILDHGT	GRID224	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID224	14.60	14.60	0.00	14.60	14.60	14.60
SO	BUILDHGT	GRID224	14.60	0.00	0.00	0.00	14.60	14.60
SO	BUILDHGT	GRID224	14.60	0.00	0.00	0.00	0.00	0.00
SO	BUILDHGT	GRID224	0.00	14.60	0.00	14.60	14.60	14.60
SO	BUILDHGT	GRID224	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDWID	GRID224	93.87	96.66	98.33	97.00	92.73	85.64
SO	BUILDWID	GRID224	75.94	63.94	0.00	79.01	87.90	94.11
SO	BUILDWID	GRID224	97.46	0.00	0.00	0.00	97.91	97.37
SO	BUILDWID	GRID224	93.87	0.00	0.00	0.00	0.00	0.00
SO	BUILDWID	GRID224	0.00	63.94	0.00	79.01	87.90	94.11
SO	BUILDWID	GRID224	97.46	97.86	95.27	95.48	97.91	97.37
SO	BUILDLEN	GRID224	79.01	43.90	58.41	71.13	81.70	89.78
SO	BUILDLEN	GRID224	95.14	97.60	0.00	93.87	87.51	78.50
SO	BUILDLEN	GRID224	67.10	0.00	0.00	0.00	54.39	67.73
SO	BUILDLEN	GRID224	79.01	0.00	0.00	0.00	0.00	0.00
SO	BUILDLEN	GRID224	0.00	97.60	0.00	93.87	87.51	78.50
SO	BUILDLEN	GRID224	67.10	53.66	38.60	39.39	54.39	67.73
SO	XBADJ	GRID224	-74.96	-85.40	-100.13	-111.82	-120.11	-124.74

SO	XBADJ	GRID224	-125.59	-122.63	0.00	5.10	13.55	21.58
SO	XBADJ	GRID224	28.96	0.00	0.00	0.00	23.86	10.05
SO	XBADJ	GRID224	-4.06	0.00	0.00	0.00	0.00	0.00
SO	XBADJ	GRID224	0.00	25.03	0.00	-98.97	-101.06	-100.08
SO	XBADJ	GRID224	-96.06	-89.12	-79.47	-76.33	-78.25	-77.78
SO	YBADJ	GRID224	-52.04	48.43	36.78	24.02	10.53	-3.28
SO	YBADJ	GRID224	-16.99	-30.19	0.00	-35.45	-25.90	-15.57
SO	YBADJ	GRID224	-4.76	0.00	0.00	0.00	36.97	45.19
SO	YBADJ	GRID224	52.04	0.00	0.00	0.00	0.00	0.00
SO	YBADJ	GRID224	0.00	30.19	0.00	35.45	25.90	15.57
SO	YBADJ	GRID224	4.76	-6.19	-16.95	-27.63	-36.97	-45.19
SO	BUILDHGT	GRID225	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID225	14.60	14.60	0.00	14.60	14.60	14.60
SO	BUILDHGT	GRID225	14.60	14.60	0.00	0.00	14.60	14.60
SO	BUILDHGT	GRID225	14.60	14.60	14.60	0.00	0.00	0.00
SO	BUILDHGT	GRID225	0.00	0.00	0.00	14.60	14.60	14.60
SO	BUILDHGT	GRID225	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDWID	GRID225	93.87	87.51	98.33	97.00	92.73	85.64
SO	BUILDWID	GRID225	75.94	63.94	0.00	79.01	87.90	94.11
SO	BUILDWID	GRID225	97.46	97.86	0.00	0.00	97.91	97.37
SO	BUILDWID	GRID225	93.87	87.51	78.50	0.00	0.00	0.00
SO	BUILDWID	GRID225	0.00	0.00	0.00	79.01	87.90	94.11
SO	BUILDWID	GRID225	97.46	97.86	95.27	95.48	97.91	97.37
SO	BUILDLEN	GRID225	79.01	87.90	58.41	71.13	81.70	89.78
SO	BUILDLEN	GRID225	95.14	97.60	0.00	93.87	87.51	78.50
SO	BUILDLEN	GRID225	67.10	53.66	0.00	0.00	54.39	67.73
SO	BUILDLEN	GRID225	79.01	87.90	94.11	0.00	0.00	0.00
SO	BUILDLEN	GRID225	0.00	0.00	0.00	93.87	87.51	78.50
SO	BUILDLEN	GRID225	67.10	53.66	38.60	39.39	54.39	67.73
SO	XBADJ	GRID225	-78.43	-76.69	-110.13	-124.67	-135.43	-142.07
SO	XBADJ	GRID225	-144.39	-142.32	0.00	-14.59	-5.24	4.26
SO	XBADJ	GRID225	13.64	22.60	0.00	0.00	20.39	10.05
SO	XBADJ	GRID225	-0.58	-11.20	-21.48	0.00	0.00	0.00
SO	XBADJ	GRID225	0.00	0.00	0.00	-79.28	-82.27	-82.76
SO	XBADJ	GRID225	-80.74	-76.26	-69.47	-69.49	-74.78	-77.79
SO	YBADJ	GRID225	-32.34	-38.51	54.10	39.34	23.39	6.72
SO	YBADJ	GRID225	-10.15	-26.71	0.00	-38.92	-32.74	-25.57
SO	YBADJ	GRID225	-17.62	-9.13	0.00	0.00	17.27	25.19
SO	YBADJ	GRID225	32.34	38.51	43.51	0.00	0.00	0.00
SO	YBADJ	GRID225	0.00	0.00	0.00	38.92	32.74	25.57
SO	YBADJ	GRID225	17.62	9.13	0.37	-8.83	-17.27	-25.19
SO	BUILDHGT	GRID226	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID226	14.60	14.60	0.00	14.60	14.60	14.60
SO	BUILDHGT	GRID226	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDHGT	GRID226	14.60	14.60	14.60	14.60	0.00	0.00
SO	BUILDHGT	GRID226	0.00	0.00	0.00	14.60	14.60	14.60
SO	BUILDHGT	GRID226	14.60	14.60	14.60	14.60	14.60	14.60
SO	BUILDWID	GRID226	93.87	87.51	78.50	97.00	92.73	85.64
SO	BUILDWID	GRID226	75.94	63.94	0.00	79.01	87.90	94.11
SO	BUILDWID	GRID226	97.46	97.86	95.27	95.48	97.91	97.37
SO	BUILDWID	GRID226	93.87	87.51	78.50	67.10	0.00	0.00
SO	BUILDWID	GRID226	0.00	0.00	0.00	79.01	87.90	94.11
SO	BUILDWID	GRID226	97.46	97.86	95.27	95.48	97.91	97.37
SO	BUILDLEN	GRID226	79.01	87.90	94.11	71.13	81.70	89.78
SO	BUILDLEN	GRID226	95.14	97.60	0.00	93.87	87.51	78.50
SO	BUILDLEN	GRID226	67.10	53.66	38.60	39.39	54.39	67.73
SO	BUILDLEN	GRID226	79.01	87.90	94.11	97.46	0.00	0.00
SO	BUILDLEN	GRID226	0.00	0.00	0.00	93.87	87.51	78.50
SO	BUILDLEN	GRID226	67.10	53.66	38.60	39.39	54.39	67.73
SO	XBADJ	GRID226	-81.90	-83.53	-82.63	-137.53	-150.75	-159.39
SO	XBADJ	GRID226	-163.18	-162.02	0.00	-34.29	-24.04	-13.06
SO	XBADJ	GRID226	-1.68	9.74	20.87	23.26	16.92	10.05
SO	XBADJ	GRID226	2.89	-4.36	-11.48	-18.26	0.00	0.00
SO	XBADJ	GRID226	0.00	0.00	0.00	-59.58	-63.47	-65.44
SO	XBADJ	GRID226	-65.42	-63.41	-59.47	-62.65	-71.30	-77.79
SO	YBADJ	GRID226	-12.65	-19.72	-26.19	54.66	36.24	16.72
SO	YBADJ	GRID226	-3.31	-23.24	0.00	-42.40	-39.58	-35.57
SO	YBADJ	GRID226	-30.48	-24.45	-17.69	-9.96	-2.42	5.19
SO	YBADJ	GRID226	12.65	19.72	26.19	31.87	0.00	0.00
SO	YBADJ	GRID226	0.00	0.00	0.00	42.40	39.58	35.57
SO	YBADJ	GRID226	30.48	24.45	17.69	9.96	2.42	-5.19
SO	BUILDHGT	GRID227	14.60	14.60	14.60	14.60	14.60	0.00
SO	BUILDHGT	GRID227	0.00	0.00	0.00	14.60	14.60	14.60

SO BUILDHGT	GRID227	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID227	14.60	14.60	14.60	14.60	14.60	0.00
SO BUILDHGT	GRID227	0.00	0.00	0.00	14.60	14.60	14.60
SO BUILDHGT	GRID227	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDWID	GRID227	93.87	87.51	78.50	67.10	53.66	0.00
SO BUILDWID	GRID227	0.00	0.00	0.00	79.01	87.90	94.11
SO BUILDWID	GRID227	97.46	97.86	95.27	95.48	97.91	97.37
SO BUILDWID	GRID227	93.87	87.51	78.50	67.10	53.66	0.00
SO BUILDWID	GRID227	0.00	0.00	0.00	79.01	87.90	94.11
SO BUILDWID	GRID227	97.46	97.86	95.27	95.48	97.91	97.37
SO BUILDLEN	GRID227	79.01	87.90	94.11	97.46	97.86	0.00
SO BUILDLEN	GRID227	0.00	0.00	0.00	93.87	87.51	78.50
SO BUILDLEN	GRID227	67.10	53.66	38.60	39.39	54.39	67.73
SO BUILDLEN	GRID227	79.01	87.90	94.11	97.46	97.86	0.00
SO BUILDLEN	GRID227	0.00	0.00	0.00	93.87	87.51	78.50
SO BUILDLEN	GRID227	67.10	53.66	38.60	39.39	54.39	67.73
SO XBADJ	GRID227	-85.38	-90.37	-92.63	-92.06	-88.70	0.00
SO XBADJ	GRID227	0.00	0.00	0.00	-53.98	-42.83	-30.38
SO XBADJ	GRID227	-17.00	-3.11	10.87	16.42	13.44	10.05
SO XBADJ	GRID227	6.36	2.48	-1.48	-5.40	-9.15	0.00
SO XBADJ	GRID227	0.00	0.00	0.00	-39.88	-44.68	-48.12
SO XBADJ	GRID227	-50.10	-50.55	-49.47	-55.81	-67.83	-77.79
SO YBADJ	GRID227	7.05	-0.92	-8.87	-16.55	-23.72	0.00
SO YBADJ	GRID227	0.00	0.00	0.00	-45.87	-46.43	-45.57
SO YBADJ	GRID227	-43.33	-39.78	-35.01	-28.76	-22.12	-14.81
SO YBADJ	GRID227	-7.05	0.92	8.87	16.55	23.72	0.00
SO YBADJ	GRID227	0.00	0.00	0.00	45.87	46.43	45.57
SO YBADJ	GRID227	43.33	39.78	35.01	28.76	22.12	14.81
SO BUILDHGT	GRID228	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID228	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID228	0.00	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID228	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID228	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID228	0.00	14.60	14.60	14.60	14.60	14.60
SO BUILDWID	GRID228	93.87	87.51	78.50	67.10	53.66	38.60
SO BUILDWID	GRID228	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID228	0.00	97.86	95.27	95.48	97.91	97.37
SO BUILDWID	GRID228	93.87	87.51	78.50	67.10	53.66	38.60
SO BUILDWID	GRID228	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID228	0.00	97.86	95.27	95.48	97.91	97.37
SO BUILDLEN	GRID228	79.01	87.90	94.11	97.46	97.86	95.27
SO BUILDLEN	GRID228	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID228	0.00	53.66	38.60	39.39	54.39	67.73
SO BUILDLEN	GRID228	79.01	87.90	94.11	97.46	97.86	95.27
SO BUILDLEN	GRID228	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID228	0.00	53.66	38.60	39.39	54.39	67.73
SO XBADJ	GRID228	-88.85	-97.21	-102.63	-104.92	-104.02	-99.97
SO XBADJ	GRID228	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID228	0.00	-15.97	0.87	9.58	9.97	10.05
SO XBADJ	GRID228	9.84	9.32	8.52	7.45	6.17	4.69
SO XBADJ	GRID228	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID228	0.00	-37.70	-39.47	-48.97	-64.36	-77.79
SO YBADJ	GRID228	26.75	17.87	8.45	-1.22	-10.86	-20.17
SO YBADJ	GRID228	0.00	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID228	0.00	-55.10	-52.33	-47.55	-41.82	-34.81
SO YBADJ	GRID228	-26.75	-17.87	-8.45	1.23	10.86	20.17
SO YBADJ	GRID228	0.00	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID228	0.00	55.10	52.33	47.55	41.82	34.81
SO BUILDHGT	GRID229	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID229	14.60	14.60	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID229	0.00	0.00	0.00	0.00	0.00	14.60
SO BUILDHGT	GRID229	14.60	14.60	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID229	14.60	14.60	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID229	0.00	0.00	0.00	0.00	0.00	14.60
SO BUILDWID	GRID229	93.87	87.51	78.50	67.10	53.66	38.60
SO BUILDWID	GRID229	39.39	54.39	0.00	0.00	0.00	0.00
SO BUILDWID	GRID229	0.00	0.00	0.00	0.00	0.00	97.37
SO BUILDWID	GRID229	93.87	87.51	78.50	67.10	53.66	38.60
SO BUILDWID	GRID229	39.39	54.39	0.00	0.00	0.00	0.00
SO BUILDWID	GRID229	0.00	0.00	0.00	0.00	0.00	97.37
SO BUILDLEN	GRID229	79.01	87.90	94.11	97.46	97.86	95.27
SO BUILDLEN	GRID229	95.48	97.91	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID229	0.00	0.00	0.00	0.00	0.00	67.73

SO BUILDLEN	GRID229	79.01	87.90	94.11	97.46	97.86	95.27
SO BUILDLEN	GRID229	95.48	97.91	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID229	0.00	0.00	0.00	0.00	0.00	67.73
SO XBADJ	GRID229	-92.32	-104.06	-112.63	-117.77	-119.34	-117.29
SO XBADJ	GRID229	-114.09	-110.47	0.00	0.00	0.00	0.00
SO XBADJ	GRID229	0.00	0.00	0.00	0.00	0.00	10.06
SO XBADJ	GRID229	13.31	16.16	18.52	20.31	21.49	22.01
SO XBADJ	GRID229	18.60	12.55	0.00	0.00	0.00	0.00
SO XBADJ	GRID229	0.00	0.00	0.00	0.00	0.00	-77.79
SO YBADJ	GRID229	46.44	36.66	25.77	14.10	1.99	-10.17
SO YBADJ	GRID229	-22.44	-33.69	0.00	0.00	0.00	0.00
SO YBADJ	GRID229	0.00	0.00	0.00	0.00	0.00	-54.81
SO YBADJ	GRID229	-46.44	-36.66	-25.77	-14.10	-1.99	10.17
SO YBADJ	GRID229	22.44	33.69	0.00	0.00	0.00	0.00
SO YBADJ	GRID229	0.00	0.00	0.00	0.00	0.00	54.81
SO BUILDHGT	GRID230	0.00	0.00	14.60	14.60	14.60	14.60
SO BUILDHGT	GRID230	14.60	14.60	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID230	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID230	0.00	0.00	14.60	0.00	0.00	0.00
SO BUILDHGT	GRID230	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID230	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID230	0.00	0.00	78.50	67.10	53.66	38.60
SO BUILDWID	GRID230	39.39	54.39	0.00	0.00	0.00	0.00
SO BUILDWID	GRID230	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID230	0.00	0.00	78.50	0.00	0.00	0.00
SO BUILDWID	GRID230	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID230	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID230	0.00	0.00	94.11	97.46	97.86	95.27
SO BUILDLEN	GRID230	95.48	97.91	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID230	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID230	0.00	0.00	94.11	0.00	0.00	0.00
SO BUILDLEN	GRID230	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID230	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID230	0.00	0.00	-122.63	-130.63	-134.67	-134.61
SO XBADJ	GRID230	-132.88	-130.16	0.00	0.00	0.00	0.00
SO XBADJ	GRID230	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID230	0.00	0.00	28.52	0.00	0.00	0.00
SO XBADJ	GRID230	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID230	0.00	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID230	0.00	0.00	43.09	29.42	14.85	-0.17
SO YBADJ	GRID230	-15.60	-30.22	0.00	0.00	0.00	0.00
SO YBADJ	GRID230	0.00	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID230	0.00	0.00	-43.09	0.00	0.00	0.00
SO YBADJ	GRID230	0.00	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID230	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID231	0.00	0.00	0.00	0.00	14.60	14.60
SO BUILDHGT	GRID231	14.60	14.60	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID231	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID231	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID231	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDHGT	GRID231	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID231	0.00	0.00	0.00	0.00	53.66	38.60
SO BUILDWID	GRID231	39.39	54.39	0.00	0.00	0.00	0.00
SO BUILDWID	GRID231	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID231	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID231	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDWID	GRID231	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID231	0.00	0.00	0.00	0.00	97.86	95.27
SO BUILDLEN	GRID231	95.48	97.91	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID231	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID231	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID231	0.00	0.00	0.00	0.00	0.00	0.00
SO BUILDLEN	GRID231	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID231	0.00	0.00	0.00	0.00	-149.99	-151.93
SO XBADJ	GRID231	-151.67	-149.86	0.00	0.00	0.00	0.00
SO XBADJ	GRID231	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID231	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID231	0.00	0.00	0.00	0.00	0.00	0.00
SO XBADJ	GRID231	0.00	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID231	0.00	0.00	0.00	0.00	27.70	9.83
SO YBADJ	GRID231	-8.76	-26.74	0.00	0.00	0.00	0.00
SO YBADJ	GRID231	0.00	0.00	0.00	0.00	0.00	0.00
SO YBADJ	GRID231	0.00	0.00	0.00	0.00	0.00	0.00

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SO YBADJ     GRID231        0.00      0.00      0.00      0.00      0.00      0.00
SO YBADJ     GRID231        0.00      0.00      0.00      0.00      0.00      0.00
SO BUILDHGT  GRID232        0.00      0.00      0.00      0.00      0.00      0.00
SO BUILDHGT  GRID232        0.00      0.00      0.00      0.00      0.00      0.00
SO BUILDHGT  GRID232        0.00      0.00      0.00      0.00      0.00      0.00
SO BUILDHGT  GRID232        0.00      0.00      0.00      0.00      0.00      0.00
SO BUILDHGT  GRID232        0.00      0.00      0.00      0.00      0.00      0.00
SO BUILDHGT  GRID232        0.00      0.00      0.00      0.00      0.00      0.00
SO BUILDWID  GRID232        0.00      0.00      0.00      0.00      0.00      0.00
SO BUILDWID  GRID232        0.00      0.00      0.00      0.00      0.00      0.00
SO BUILDWID  GRID232        0.00      0.00      0.00      0.00      0.00      0.00
SO BUILDWID  GRID232        0.00      0.00      0.00      0.00      0.00      0.00
SO BUILDWID  GRID232        0.00      0.00      0.00      0.00      0.00      0.00
SO BUILDWID  GRID232        0.00      0.00      0.00      0.00      0.00      0.00
SO BUILDLEN  GRID232        0.00      0.00      0.00      0.00      0.00      0.00
SO BUILDLEN  GRID232        0.00      0.00      0.00      0.00      0.00      0.00
SO BUILDLEN  GRID232        0.00      0.00      0.00      0.00      0.00      0.00
SO BUILDLEN  GRID232        0.00      0.00      0.00      0.00      0.00      0.00
SO BUILDLEN  GRID232        0.00      0.00      0.00      0.00      0.00      0.00
SO BUILDLEN  GRID232        0.00      0.00      0.00      0.00      0.00      0.00
SO XBADJ     GRID232        0.00      0.00      0.00      0.00      0.00      0.00
SO XBADJ     GRID232        0.00      0.00      0.00      0.00      0.00      0.00
SO XBADJ     GRID232        0.00      0.00      0.00      0.00      0.00      0.00
SO XBADJ     GRID232        0.00      0.00      0.00      0.00      0.00      0.00
SO XBADJ     GRID232        0.00      0.00      0.00      0.00      0.00      0.00
SO XBADJ     GRID232        0.00      0.00      0.00      0.00      0.00      0.00
SO YBADJ     GRID232        0.00      0.00      0.00      0.00      0.00      0.00
SO YBADJ     GRID232        0.00      0.00      0.00      0.00      0.00      0.00
SO YBADJ     GRID232        0.00      0.00      0.00      0.00      0.00      0.00
SO YBADJ     GRID232        0.00      0.00      0.00      0.00      0.00      0.00
SO YBADJ     GRID232        0.00      0.00      0.00      0.00      0.00      0.00
SO YBADJ     GRID232        0.00      0.00      0.00      0.00      0.00      0.00
SO EMISFACT  EG1       HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  EG1       HROFDY  0  0  0  0  0  0  0
SO EMISFACT  EG2       HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  EG2       HROFDY  0  0  0  0  0  0  0
SO EMISFACT  EG3       HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  EG3       HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID1     HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID1     HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID2     HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID2     HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID3     HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID3     HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID4     HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID4     HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID5     HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID5     HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID6     HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID6     HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID7     HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID7     HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID8     HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID8     HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID9     HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID9     HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID10    HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID10    HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID11    HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID11    HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID12    HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID12    HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID13    HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID13    HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID14    HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID14    HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID15    HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID15    HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID16    HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID16    HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID17    HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID17    HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID18    HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
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SO EMISFACT  GRID18    HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID19    HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID19    HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID20    HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID20    HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID21    HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID21    HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID22    HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID22    HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID23    HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID23    HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID24    HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID24    HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID25    HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID25    HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID26    HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID26    HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID27    HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID27    HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID28    HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID28    HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID29    HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID29    HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID30    HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID30    HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID31    HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID31    HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID32    HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID32    HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID33    HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID33    HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID34    HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID34    HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID35    HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID35    HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID36    HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID36    HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID37    HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID37    HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID38    HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID38    HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID39    HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID39    HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID40    HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID40    HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID41    HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID41    HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID42    HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID42    HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID43    HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID43    HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID44    HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID44    HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID45    HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID45    HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID46    HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID46    HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID47    HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID47    HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID48    HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID48    HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID49    HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID49    HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID50    HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID50    HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID51    HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID51    HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID52    HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID52    HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID53    HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID53    HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID54    HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID54    HROFDY  0  0  0  0  0  0  0
```

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SO EMISFACT  GRID55    HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID55    HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID56    HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID56    HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID57    HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID57    HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID58    HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID58    HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID59    HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID59    HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID60    HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID60    HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID61    HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID61    HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID62    HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID62    HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID63    HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID63    HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID64    HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID64    HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID65    HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID65    HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID66    HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID66    HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID67    HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID67    HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID68    HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID68    HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID69    HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID69    HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID70    HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID70    HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID71    HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID71    HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID72    HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID72    HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID73    HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID73    HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID74    HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID74    HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID75    HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID75    HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID76    HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID76    HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID77    HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID77    HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID78    HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID78    HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID79    HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID79    HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID80    HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID80    HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID81    HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID81    HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID82    HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID82    HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID83    HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID83    HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID84    HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID84    HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID85    HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID85    HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID86    HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID86    HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID87    HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID87    HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID88    HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID88    HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID89    HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID89    HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID90    HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID90    HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID91    HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
```

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SO EMISFACT  GRID91    HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID92    HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID92    HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID93    HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID93    HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID94    HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID94    HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID95    HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID95    HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID96    HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID96    HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID97    HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID97    HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID98    HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID98    HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID99    HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID99    HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID100   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID100   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID101   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID101   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID102   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID102   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID103   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID103   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID104   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID104   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID105   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID105   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID106   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID106   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID107   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID107   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID108   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID108   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID109   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID109   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID110   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID110   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID111   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID111   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID112   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID112   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID113   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID113   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID114   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID114   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID115   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID115   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID116   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID116   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID117   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID117   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID118   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID118   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID119   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID119   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID120   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID120   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID121   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID121   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID122   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID122   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID123   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID123   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID124   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID124   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID125   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID125   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID126   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID126   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID127   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID127   HROFDY  0  0  0  0  0  0  0
```

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SO EMISFACT  GRID128   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID128   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID129   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID129   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID130   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID130   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID131   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID131   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID132   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID132   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID133   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID133   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID134   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID134   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID135   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID135   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID136   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID136   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID137   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID137   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID138   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID138   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID139   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID139   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID140   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID140   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID141   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID141   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID142   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID142   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID143   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID143   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID144   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID144   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID145   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID145   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID146   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID146   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID147   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID147   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID148   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID148   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID149   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID149   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID150   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID150   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID151   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID151   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID152   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID152   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID153   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID153   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID154   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID154   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID155   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID155   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID156   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID156   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID157   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID157   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID158   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID158   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID159   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID159   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID160   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID160   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID161   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID161   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID162   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID162   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID163   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID163   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID164   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
```

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SO EMISFACT  GRID164   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID165   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID165   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID166   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID166   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID167   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID167   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID168   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID168   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID169   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID169   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID170   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID170   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID171   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID171   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID172   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID172   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID173   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID173   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID174   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID174   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID175   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID175   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID176   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID176   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID177   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID177   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID178   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID178   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID179   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID179   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID180   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID180   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID181   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID181   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID182   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID182   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID183   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID183   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID184   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID184   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID185   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID185   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID186   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID186   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID187   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID187   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID188   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID188   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID189   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID189   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID190   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID190   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID191   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID191   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID192   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID192   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID193   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID193   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID194   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID194   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID195   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID195   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID196   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID196   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID197   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID197   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID198   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID198   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID199   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID199   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID200   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID200   HROFDY  0  0  0  0  0  0  0
```

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SO EMISFACT  GRID201   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID201   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID202   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID202   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID203   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID203   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID204   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID204   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID205   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID205   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID206   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID206   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID207   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID207   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID208   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID208   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID209   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID209   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID210   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID210   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID211   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID211   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID212   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID212   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID213   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID213   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID214   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID214   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID215   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID215   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID216   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID216   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID217   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID217   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID218   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID218   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID219   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID219   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID220   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID220   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID221   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID221   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID222   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID222   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID223   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID223   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID224   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID224   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID225   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID225   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID226   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID226   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID227   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID227   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID228   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID228   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID229   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID229   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID230   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID230   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID231   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID231   HROFDY  0  0  0  0  0  0  0
SO EMISFACT  GRID232   HROFDY  0  0  0  0  0  0  1  0  0  0  0  0  0  0  0  0  0
SO EMISFACT  GRID232   HROFDY  0  0  0  0  0  0  0
SO SRCGROUP  EG1  EG1
SO SRCGROUP  EG2  EG2
SO SRCGROUP  EG3  EG3
SO SRCGROUP  GRID1  GRID1
SO SRCGROUP  GRID2  GRID2
SO SRCGROUP  GRID3  GRID3
SO SRCGROUP  GRID4  GRID4
SO SRCGROUP  GRID5  GRID5
SO SRCGROUP  GRID6  GRID6
```

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SO SRCGROUP  GRID7  GRID7
SO SRCGROUP  GRID8  GRID8
SO SRCGROUP  GRID9  GRID9
SO SRCGROUP  GRID10  GRID10
SO SRCGROUP  GRID11  GRID11
SO SRCGROUP  GRID12  GRID12
SO SRCGROUP  GRID13  GRID13
SO SRCGROUP  GRID14  GRID14
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** RCPDESCR  Hope House
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** RCPDESCR  James Flood Magnet School
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** RCPDESCR  Beechwood School
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** RCPDESCR  Ravenswood Family Heatlh Center
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** RCPDESCR  Family Connection and Belle Haven Elementary School
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** RCPDESCR  Laurel School
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** RCPDESCR  Roberts School
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** RCPDESCR  Menlo Park Surgical Hospital
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** RCPDESCR  Willow Oaks Park
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** RCPDESCR  German American Interantional School
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** RCPDESCR  Barbara A Mouton Multicenter
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** RCPDESCR  Ronald McNair Middle School
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** RCPDESCR  Menlo Atherton High School
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** RCPDESCR  Discovery Montessori
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** RCPDESCR  Hopkins Creekside Park
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** RCPDESCR  Applebee Pre-School
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** RCPDESCR  Arbor Free Clinic / VA Medical Center
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** RCPDESCR  Edith's Day Care
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** RCPDESCR  Garfield Early Learning Center
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** RCPDESCR  Taft Community School and Taft Elementary School
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** RCPDESCR  East Palo Alto Charter School
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** RCPDESCR  Laurel School
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** RCPDESCR  Ronald McNair Middle School
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** RCPDESCR  Ronald McNair Middle School
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** RCPDESCR  Martin Luther King Park
RE DISCCART  573202.4  4146628.8  14.86  14.86  4.8
** RCPDESCR  Menlo Atherton High School
RE DISCCART  572760.6  4146399.2  16.62  16.62  4.8
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** RCPDESCR  Aspire Public School
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RE DISCCART  574773.9  4147975.4  3.58  3.58  4.8
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ME PROFFILE  SH_05.PFL
** PROFFILE  "U:\Facebook\Modeling\Construction and Operational Model\Met Data\SH_05.PFL"
ME SURFDATA  99999  2005
ME UAIRDATA  23230  2005
ME PROFBASE  36.96
ME FINISHED

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OU PLOTFILE  1  GRID2  FIRST  GRID2`1`FIRST.plt  10004
OU PLOTFILE  1  GRID3  FIRST  GRID3`1`FIRST.plt  10005
OU PLOTFILE  1  GRID4  FIRST  GRID4`1`FIRST.plt  10006
OU PLOTFILE  1  GRID5  FIRST  GRID5`1`FIRST.plt  10007
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** BUILDING CRN  575285.00  4149042.47
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** HEMISPHERE  N
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** AZIMUTH  0
** SCALEFACT  0
** FALSEEAST  0
** FALSENORTH  0

** POSTFMT  UNFORM

** AERMODEXE  AERMOD_EPA_11103.EXE
** AERMAPEXE  AERMAP_EPA_11103.EXE
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APPENDIX 3.6.M – AERMET PARAMETERS

Appendix 3.6.M
AERMET Parameters
Menlo Park Facebook Campus Project
Campus
Menlo Park, California

Sector	Start Degrees	End Degrees
1	28.7	91
2	91	135.4
3	135.4	191.7
4	191.7	247.4
5	247.4	304.1
6	304.1	28.7

Month	Sector	Albedo	Bowen Ratio	Surface Roughness
1	1	0.1604	0.5296	0.2579
2	1	0.1603	0.5729	0.2359
3	1	0.1603	0.5729	0.2359
4	1	0.1604	0.4545	0.2733
5	1	0.1604	0.4545	0.2733
6	1	0.1604	0.4545	0.2733
7	1	0.1604	2.0087	0.266
8	1	0.1604	2.0087	0.266
9	1	0.1604	2.0087	0.266
10	1	0.1604	2.0087	0.266
11	1	0.1604	0.5296	0.2579
12	1	0.1604	0.5296	0.2579
1	2	0.1604	0.5296	0.1349
2	2	0.1603	0.5729	0.1239
3	2	0.1603	0.5729	0.1239
4	2	0.1604	0.4545	0.1494
5	2	0.1604	0.4545	0.1494
6	2	0.1604	0.4545	0.1494
7	2	0.1604	2.0087	0.1425
8	2	0.1604	2.0087	0.1425
9	2	0.1604	2.0087	0.1425
10	2	0.1604	2.0087	0.1425
11	2	0.1604	0.5296	0.1349
12	2	0.1604	0.5296	0.1349
1	3	0.1604	0.5296	0.0527
2	3	0.1603	0.5729	0.0432
3	3	0.1603	0.5729	0.0432
4	3	0.1604	0.4545	0.0613
5	3	0.1604	0.4545	0.0613
6	3	0.1604	0.4545	0.0613
7	3	0.1604	2.0087	0.0572
8	3	0.1604	2.0087	0.0572
9	3	0.1604	2.0087	0.0572
10	3	0.1604	2.0087	0.0572
11	3	0.1604	0.5296	0.0527
12	3	0.1604	0.5296	0.0527
1	4	0.1604	0.5296	0.0569
2	4	0.1603	0.5729	0.051
3	4	0.1603	0.5729	0.051
4	4	0.1604	0.4545	0.067
5	4	0.1604	0.4545	0.067
6	4	0.1604	0.4545	0.067
7	4	0.1604	2.0087	0.0621
8	4	0.1604	2.0087	0.0621
9	4	0.1604	2.0087	0.0621
10	4	0.1604	2.0087	0.0621
11	4	0.1604	0.5296	0.0569
12	4	0.1604	0.5296	0.0569
1	5	0.1604	0.5296	0.2131
2	5	0.1603	0.5729	0.2081
3	5	0.1603	0.5729	0.2081
4	5	0.1604	0.4545	0.2306
5	5	0.1604	0.4545	0.2306
6	5	0.1604	0.4545	0.2306
7	5	0.1604	2.0087	0.2223
8	5	0.1604	2.0087	0.2223
9	5	0.1604	2.0087	0.2223
10	5	0.1604	2.0087	0.2223
11	5	0.1604	0.5296	0.2131
12	5	0.1604	0.5296	0.2131
1	6	0.1604	0.5296	0.1531
2	6	0.1603	0.5729	0.1459
3	6	0.1603	0.5729	0.1459
4	6	0.1604	0.4545	0.1689
5	6	0.1604	0.4545	0.1689
6	6	0.1604	0.4545	0.1689
7	6	0.1604	2.0087	0.1614
8	6	0.1604	2.0087	0.1614
9	6	0.1604	2.0087	0.1614
10	6	0.1604	2.0087	0.1614
11	6	0.1604	0.5296	0.1531
12	6	0.1604	0.5296	0.1531

APPENDIX 3.6.N – SUMMARY OF PROJECT TRAFFIC VOLUMES

Appendix 3.6.N
Summary of Project Traffic Volumes
Menlo Park Facebook Campus Project
Menlo Park, California

Roadway Segment	Modeled Traffic Volume[1]			Percent Gasoline Vehicles[2]	Percent Diesel Vehicles[2]
	East Campus	West Campus	Urban Buses		
	vpd				
Marsh Road between Bayfront Expressway and Highway 101	2,582	5,759	67	96.8%	2.8%
Marsh Road between Highway 101 and Middlefield Road	1,348	1,888	8	98.7%	0.9%
Willow Road between Bayfront Expressway and Highway 101	5,230	9,186	92	97.6%	2.0%
Willow Road between Highway 101 and Middlefield Road	948	1,869	42	95.1%	4.5%
University Avenue between Bayfront Expressway and O'Brien Drive	668	1,094	0	99.3%	0.3%
University Avenue between O'Brien Drive and Highway 101	668	1,094	0	99.3%	0.3%
University Avenue between Highway 101 and Middlefield Road	300	490	0	99.3%	0.3%
Middlefield Road between Marsh Road and Willow Road	450	990	0	99.3%	0.3%
Middlefield Road between Willow Road and University Avenue	400	590	0	99.3%	0.3%
Bayfront Expressway between Marsh Road and Willow Road	2,582	5,759	67	96.8%	2.8%
Bayfront Expressway from Willow Road to beyond University Avenue	3,111	4,489	17	98.8%	0.8%
O'Brien Drive	0	0	0	NA	NA
Highway 101 between Marsh Road and Willow Road	262	738	0	99.3%	0.3%
Highway 101 between Willow Road and University Avenue	3,322	5,436	50	97.8%	1.8%

Notes:
1. Modeled traffic volume consistent with traffic study by DKS Associates. Urban bus counts consistent with traffic study by Fehr and Peers. The scaling factor was calculated assuming full occupancy of the east campus in 2013 and a linear phase in of the west campus employees between 2015 and 2018. Project traffic after 2018 was assumed to be constant (at the sum of the east and west campus traffic volumes) for the rest of the 70 year lifetime.
2. Percent gasoline and diesel vehicles calculated using EMFAC default fleet mix of all passenger vehicles (LDA, LDT, MDV, and Motorcycles) and the urban buses along the road. This percent is constant across hours.

Abbreviations:
vpd - vehicles per day

Sources:
Fehr and Peers. 2011. Transportation Demand Management Program. August.
Nicole Hervol Nagaya, Fehr and Peers. electronic communication with ENVIRON September 20, 2011.
Paul Stanis, DKS Associates. electronic communication with ENVIRON September 23, 2011.

APPENDIX 3.6.O – SUMMARY OF BACKGROUND TRAFFIC VOLUMES

Appendix 3.6.O
Summary of Project Traffic Volumes
Menlo Park Facebook Campus Project
Menlo Park, California

Roadway Segment	Modeled Traffic Volume[1]		
	Background Traffic	Traffic from Other Planned Projects	
	2013	2015	2025
	vpd		
Marsh Road between Bayfront Expressway and Highway 101	28,600	3,533	3533
Marsh Road between Highway 101 and Middlefield Road	34,736	2,451	4615
Willow Road between Bayfront Expressway and Highway 101	39,000	2,791	5468
Willow Road between Highway 101 and Middlefield Road	33,400	1,685	6525
University Avenue between Bayfront Expressway and O'Brien Drive	24,503	414	1560
University Avenue between O'Brien Drive and Highway 101	30,020	336	1484
University Avenue between Highway 101 and Middlefield Road	21,841	440	3398
Middlefield Road between Marsh Road and Willow Road	20,470	693	5532
Middlefield Road between Willow Road and University Avenue	19,749	1,552	1552
Bayfront Expressway between Marsh Road and Willow Road	28,600	3,533	3533
Bayfront Expressway from Willow Road to beyond University Avenue	53,040	3,862	6062
O'Brien Drive	6,344	76	76
Highway 101 between Marsh Road and Willow Road	184,080	4,861	7025
Highway 101 between Willow Road and University Avenue	198,640	6,120	6120

Notes:
1. Modeled background traffic volume obtained from the traffic study by DKS Associates and City of Menlo Park traffic counts. When the values did not match, the more conservative value was used. Background traffic was assumed to increase by 1% each year. Traffic volumes from other planned projects was assumed to be the near term volume in 2013 and scaled linearly to the long term volume until 2025. Other project traffic was assumed to remain constant for the rest of the 70 year lifetime.

Abbreviations:
vpd - vehicles per day

Source:
Paul Stanis, DKS Associates. electronic communication with ENVIRON September 23, 2011.

APPENDIX 3.6.P – DIURNAL PROFILE OF TRAFFIC

Appendix 3.6.P
Diurnal Profile of Traffic
Menlo Park Facebook Campus Project
Menlo Park, California

Hour of Day	Percent of Project Traffic[1]	Percent Background Traffic[2]
1	0.2%	1.1%
2	0.1%	0.41%
3	0.1%	0.37%
4	0.1%	0.18%
5	0.15%	0.46%
6	0.5%	0.85%
7	0.85%	3.7%
8	5.2%	7.8%
9	12.1%	7.1%
10	8.8%	4.4%
11	6.9%	4.7%
12	6.2%	5.9%
13	6.3%	6.2%
14	5.0%	6.0%
15	4.9%	7.1%
16	4.4%	7.2%
17	5.5%	7.4%
18	11%	8.2%
19	10%	5.7%
20	6.5%	4.3%
21	2.6%	3.3%
22	1.4%	3.3%
23	1.0%	2.5%
24	0.2%	1.9%

Notes:
1. Diurnal profile of project traffic consistent with Fehr and Peers traffic study.
2. Diurnal profile of background traffic consistent with default EMFAC VMT data for the county of San Mateo.

Source:
Nicole Hervol Nagaya, Fehr and Peers. electronic communication with ENVIRON August 10, 2011.

APPENDIX 3.6.Q – DIURNAL PROFILE OF VEHICLE FUELS - BACKGROUND TRAFFIC

Appendix 3.6.Q
Diurnal Profile of Vehicle Fuels - Background Traffic
Menlo Park Facebook Campus Project
Menlo Park, California

Hour	Willow Road between Highway 101 and Middlefield Avenue		All Other Roadway Segments	
	Percent Gasoline Vehicles	Percent Diesel Vehicles	Percent Gasoline Vehicles	Percent Diesel Vehicles
1	98.5%	1.1%	90.7%	9.0%
2	97.5%	2.1%	79.8%	19.9%
3	98.4%	1.2%	83.0%	16.7%
4	97.9%	1.8%	83.6%	16.1%
5	98.6%	1.1%	93.0%	6.7%
6	98.4%	1.2%	93.0%	6.6%
7	98.7%	0.90%	96.2%	3.5%
8	99.0%	0.63%	98.3%	1.34%
9	98.9%	0.74%	96.9%	2.7%
10	98.7%	0.96%	94.6%	5.0%
11	98.8%	0.85%	95.9%	3.7%
12	98.8%	0.82%	96.1%	3.5%
13	98.8%	0.80%	96.5%	3.1%
14	98.8%	0.81%	96.6%	3.0%
15	98.9%	0.75%	97.2%	2.4%
16	98.9%	0.73%	97.8%	1.8%
17	98.8%	0.81%	97.1%	2.5%
18	98.9%	0.67%	98.2%	1.5%
19	99.0%	0.63%	98.3%	1.3%
20	99.0%	0.61%	98.8%	0.86%
21	98.9%	0.72%	97.0%	2.6%
22	98.7%	0.86%	95.6%	4.0%
23	98.8%	0.86%	95.9%	3.7%
24	98.9%	0.68%	98.3%	1.3%

Notes:
1. Diurnal profile of vehicle fuels for background traffic consistent with default EMFAC VMT data for the county of San Mateo. Because Willow Road between Highway 101 and Middlefield Avenue has a truck restriction, the percentages shown here do not include heavy duty trucks.

Abbreviations:
EMFAC - EMission FACtor Model
VMT - vehicle miles traveled

APPENDIX 3.6.R – SUMMARY OF EMISSION FACTORS FOR ROADWAY ANALYSIS - PROJECT TRAFFIC

Appendix 3.6.R
Summary of Emission Factors for Roadway Analysis - Project Traffic
Menlo Park Facebook Campus Project
Menlo Park, California

Hour of Day	Normalized Emission Factors[1,2]					
	Exhaust $PM_{2.5}$	Non-Exhaust $PM_{2.5}$	DPM	Exhaust Diesel TOG	Exhaust Gasoline TOG	Evaporative Gasoline TOG
	g/VMT					
1	0.974	1	0.998	0.999	0.994	0.688
2	0.974	1	0.998	0.999	0.996	0.879
3	0.974	1	0.998	0.999	0.997	0.637
4	0.974	1	0.998	0.999	0.998	1
5	0.974	1	0.998	0.999	1	0.666
6	0.974	1	0.998	0.999	1	0.736
7	1	1	1	1	0.967	0.630
8	1	1	1	1	0.962	0.789
9	1	1	1	1	0.955	0.799
10	0.974	1	0.998	0.999	0.975	0.817
11	0.974	1	0.998	0.999	0.969	0.832
12	0.974	1	0.998	0.999	0.966	0.876
13	0.974	1	0.998	0.999	0.965	0.960
14	0.974	1	0.998	0.999	0.965	0.855
15	0.974	1	0.998	0.999	0.964	0.835
16	1	1	1	1	0.939	0.848
17	1	1	1	1	0.939	0.858
18	1	1	1	1	0.941	0.821
19	0.974	1	0.998	0.999	0.975	0.842
20	0.974	1	0.998	0.999	0.981	0.834
21	0.974	1	0.998	0.999	0.985	0.784
22	0.974	1	0.998	0.999	0.987	0.710
23	0.974	1	0.998	0.999	0.990	0.691
24	0.974	1	0.998	0.999	0.992	0.731

Notes:
1. Emission factors were calculated using EMFAC2007 in “Burden Mode” for San Mateo County, California. Burden Mode generates emission factors in terms of tons of pollutant emitted per day, which takes into account distributions of temperatures, relative humidifies, and speeds, characteristic of the area. Emissions in units outputted by the model were converted to units of grams of pollutant emitted per VMT or trip using the daily VMT or trips. Project traffic was assumed to include only passenger cars (LDA, LDT, MDV, motorcycles) and shuttle buses Emissions by hour were normalized to the maximum factor. This normalized factor is included in the scaling factors shown in Appendix 3.6.T.
2. Running emission factors were weighted by the hourly VMT distribution for all vehicle classes. ENVIRON assumed 100% PM_{10} emissions from diesel-fueled vehicles to be DPM. Non-exhaust $PM_{2.5}$ emission factors include brake-wear and tire-wear emissions. Speciation of TOG from gasoline can be found in BAAQMD's "Recommended Methods for Screening and Modeling Local Risks and Hazards."

Abbreviations:
EMFAC - EMission FACtor Model
DPM - diesel particulate matter
g - gram
$PM_{2.5}$ - fine particulate matter
TOG - total organic gases
VMT - vehicle miles traveled

Source:
Bay Area Air Quality Management District (BAAQMD). 2011. Recommended Methods for Screening and Modeling Local Risks and Hazards. May.

APPENDIX 3.6.S – SUMMARY OF EMISSION FACTORS FOR ROADWAY ANALYSIS - BACKGROUND TRAFFIC

Appendix 3.6.S
Summary of Emission Factors for Roadway Analysis - Background Traffic
Menlo Park Facebook Campus Project
Menlo Park, California

Hour of Day	Emission Factor[1,2]											
	Willow Road between Highway 101 and Middlefield Avenue[3]						All Other Roadway Segments					
	Exhaust $PM_{2.5}$	Non-Exhaust $PM_{2.5}$	DPM	Exhaust Diesel TOG	Exhaust Gasoline TOG	Evaporative Gasoline TOG	Exhaust $PM_{2.5}$	Non-Exhaust $PM_{2.5}$	DPM	Exhaust Diesel TOG	Exhaust Gasoline TOG	Evaporative Gasoline TOG
	g/VMT											
1	0.86	0.999	0.64	0.49	0.97	0.69	0.47	0.85	0.54	0.42	0.87	0.67
2	0.96	1	0.72	0.55	0.98	0.88	0.61	0.86	0.42	0.37	0.89	0.90
3	0.91	0.999	0.93	0.92	0.99	0.65	0.46	0.89	0.33	0.47	1	0.79
4	1	0.998	1	1.00	1	1	1	1	1	1.00	0.91	1
5	0.89	0.998	0.89	0.88	0.98	0.67	0.44	0.86	0.63	0.72	0.89	0.67
6	0.88	1	0.73	0.62	0.99	0.73	0.49	0.86	0.79	0.61	0.97	0.74
7	0.90	0.999	0.88	0.57	0.94	0.63	0.41	0.83	0.91	0.69	0.85	0.59
8	0.86	0.998	0.78	0.59	0.93	0.79	0.31	0.83	0.82	0.76	0.84	0.74
9	0.87	0.999	0.78	0.55	0.94	0.80	0.35	0.83	0.74	0.57	0.92	0.78
10	0.86	0.999	0.76	0.55	0.97	0.82	0.45	0.84	0.86	0.59	0.98	0.96
11	0.85	0.999	0.76	0.60	0.95	0.84	0.40	0.83	0.84	0.64	0.91	0.93
12	0.85	0.999	0.74	0.58	0.95	0.88	0.39	0.83	0.84	0.61	0.92	0.93
13	0.85	0.998	0.73	0.59	0.94	0.96	0.37	0.83	0.82	0.58	0.87	0.96
14	0.85	0.999	0.74	0.60	0.94	0.86	0.37	0.83	0.81	0.59	0.89	0.86
15	0.84	0.998	0.72	0.59	0.94	0.84	0.35	0.83	0.81	0.57	0.88	0.84
16	0.88	0.998	0.84	0.63	0.92	0.85	0.33	0.83	0.80	0.60	0.86	0.85
17	0.89	0.998	0.84	0.61	0.92	0.86	0.36	0.83	0.84	0.57	0.86	0.85
18	0.87	0.999	0.82	0.63	0.92	0.82	0.31	0.83	0.68	0.61	0.87	0.79
19	0.83	0.998	0.70	0.65	0.95	0.84	0.28	0.83	0.57	0.61	0.86	0.80
20	0.82	0.998	0.70	0.66	0.95	0.84	0.28	0.82	0.61	0.69	0.87	0.80
21	0.83	0.998	0.67	0.59	0.96	0.78	0.32	0.83	0.58	0.49	0.86	0.74
22	0.84	0.998	0.64	0.51	0.96	0.71	0.36	0.83	0.58	0.40	0.86	0.67
23	0.84	0.998	0.67	0.57	0.96	0.69	0.34	0.83	0.53	0.40	0.86	0.66
24	0.84	0.998	0.75	0.72	0.96	0.73	0.29	0.83	0.62	0.71	0.87	0.70

Notes:
1. Emission factors were calculated using EMFAC2007 in “Burden Mode” for San Mateo County, California. Burden Mode generates emission factors in terms of tons of pollutant emitted per day, which takes into account distributions of temperatures, relative humidifies, and speeds, characteristic of the area. Emissions in units outputted by the model were converted to units of grams of pollutant emitted per VMT or trip using the daily VMT or trips. Emissions by hour were normalized to the maximum factor. This normalized factor is included in the scaling factors shown in Appendix 3.6.T.
2. Running emission factors were weighted by the hourly VMT distribution for all vehicle classes. ENVIRON assumed 100% PM_{10} emissions from diesel-fueled vehicles to be DPM. Non-exhaust $PM_{2.5}$ emission factors include brake-wear and tire-wear emissions. Speciation of TOG from gasoline can be found in BAAQMD's "Recommended Methods for Screening and Modeling Local Risks and Hazards."

Abbreviations:
EMFAC - EMission FACtor Model
DPM - diesel particulate matter
g - gram
$PM_{2.5}$ - fine particulate matter
TOG - total organic gases
VMT - vehicle miles traveled

Source:
Bay Area Air Quality Management District (BAAQMD). 2011. Recommended Methods for Screening and Modeling Local Risks and Hazards. May.

APPENDIX 3.6.T – ROADWAY MODELING SCALING FACTORS

Appendix 3.6.T
Roadway Modeling Scaling Factors[1]
Menlo Park Facebook Campus Project
Menlo Park, California

Scenario	Roadway Segment	Project Traffic						Background Traffic					
		Exhaust $PM_{2.5}$	Non-Exhaust $PM_{2.5}$	DPM	Exhaust Diesel TOG	Exhaust Gasoline TOG	Evaporative Gasoline TOG	Exhaust $PM_{2.5}$	Non-Exhaust $PM_{2.5}$	DPM	Exhaust Diesel TOG	Exhaust Gasoline TOG	Evaporative Gasoline TOG
		g/VMT											
Cancer	Marsh Road between Bayfront Expressway and Highway 101	0.08	0.028	0.75	1.9	0.23	0.34	0.12	0.021	0.40	0.83	0.15	0.21
	Marsh Road between Highway 101 and Middlefield Road	0.026	0.010	0.23	0.57	0.09	0.13	0.12	0.021	0.39	0.82	0.15	0.21
	Willow Road between Bayfront Expressway and Highway 101	0.033	0.012	0.33	0.84	0.10	0.15	0.12	0.021	0.39	0.82	0.15	0.21
	Willow Road between Highway 101 and Middlefield Road	0.04	0.015	0.41	1.04	0.12	0.17	0.12	0.021	0.40	0.84	0.15	0.21
	University Avenue between Bayfront Expressway and O'Brien Drive	0.038	0.014	0.32	0.86	0.10	0.14	0.11	0.020	0.37	0.78	0.14	0.19
	University Avenue between O'Brien Drive and Highway 101	0.038	0.014	0.32	0.86	0.10	0.14	0.11	0.020	0.37	0.77	0.14	0.19
	University Avenue between Highway 101 and Middlefield Road	0.038	0.014	0.32	0.86	0.10	0.14	0.12	0.021	0.39	0.82	0.15	0.20
	Middlefield Road between Marsh Road and Willow Road	0.05	0.018	0.40	1.09	0.12	0.18	0.13	0.022	0.41	0.86	0.16	0.22
	Middlefield Road between Willow Road and University Avenue	0.035	0.013	0.29	0.79	0.09	0.13	0.11	0.020	0.38	0.80	0.15	0.20
	Bayfront Expressway between Marsh Road and Willow Road	0.08	0.028	0.75	1.9	0.23	0.34	0.12	0.021	0.40	0.83	0.15	0.21
	Bayfront Expressway between Willow Road and University Avenue	0.05	0.017	0.38	0.94	0.15	0.22	0.12	0.021	0.39	0.82	0.15	0.20
	O'Brien Drive	NA	NA	NA	NA	NA	NA	0.11	0.019	0.36	0.76	0.14	0.19
	Highway 101 between Marsh Road and Willow Road	0.09	0.035	0.75	2.1	0.23	0.34	0.11	0.020	0.37	0.77	0.14	0.19
	Highway 101 between Willow Road and University Avenue	0.05	0.017	0.45	1.14	0.14	0.21	0.11	0.019	0.37	0.77	0.14	0.19
2015	Marsh Road between Bayfront Expressway and Highway 101	0.024	0.009	0.32	0.83	0.11	0.14	0.058	0.010	0.28	0.58	0.12	0.14
	Marsh Road between Highway 101 and Middlefield Road	0.011	0.0042	0.14	0.36	0.061	0.079	0.056	0.0099	0.27	0.56	0.11	0.14
	Willow Road between Bayfront Expressway and Highway 101	0.013	0.0047	0.17	0.44	0.062	0.080	0.056	0.0099	0.27	0.56	0.11	0.14
	Willow Road between Highway 101 and Middlefield Road	0.016	0.0058	0.19	0.49	0.064	0.082	0.055	0.0098	0.27	0.56	0.11	0.14
	University Avenue between Bayfront Expressway and O'Brien Drive	0.014	0.0052	0.18	0.45	0.061	0.078	0.053	0.0094	0.25	0.53	0.11	0.13
	University Avenue between O'Brien Drive and Highway 101	0.014	0.0052	0.18	0.45	0.061	0.078	0.053	0.0093	0.25	0.53	0.11	0.13
	University Avenue between Highway 101 and Middlefield Road	0.014	0.0052	0.18	0.45	0.061	0.078	0.054	0.0095	0.26	0.54	0.11	0.13
	Middlefield Road between Marsh Road and Willow Road	0.014	0.0052	0.18	0.45	0.061	0.078	0.055	0.0098	0.27	0.56	0.11	0.14
	Middlefield Road between Willow Road and University Avenue	0.014	0.0052	0.18	0.45	0.061	0.078	0.056	0.0099	0.27	0.56	0.11	0.14
	Bayfront Expressway between Marsh Road and Willow Road	0.024	0.009	0.32	0.83	0.11	0.14	0.058	0.0103	0.28	0.58	0.12	0.14
	Bayfront Expressway between Willow Road and University Avenue	0.019	0.0071	0.24	0.58	0.10	0.13	0.056	0.0099	0.27	0.56	0.11	0.14
	O'Brien Drive	NA	NA	NA	NA	NA	NA	0.052	0.0093	0.25	0.53	0.11	0.13
	Highway 101 between Marsh Road and Willow Road	0.021	0.0079	0.27	0.70	0.09	0.12	0.053	0.0094	0.25	0.54	0.11	0.13
	Highway 101 between Willow Road and University Avenue	0.018	0.0067	0.25	0.63	0.09	0.12	0.053	0.0094	0.25	0.54	0.11	0.13
2018	Marsh Road between Bayfront Expressway and Highway 101	0.05	0.019	0.63	1.6	0.20	0.29	0.061	0.011	0.25	0.53	0.098	0.13
	Marsh Road between Highway 101 and Middlefield Road	0.016	0.0061	0.18	0.44	0.069	0.10	0.059	0.010	0.24	0.52	0.096	0.13
	Willow Road between Bayfront Expressway and Highway 101	0.022	0.0080	0.27	0.68	0.09	0.13	0.059	0.011	0.24	0.52	0.096	0.13
	Willow Road between Highway 101 and Middlefield Road	0.027	0.010	0.34	0.86	0.10	0.14	0.060	0.011	0.25	0.53	0.097	0.13
	University Avenue between Bayfront Expressway and O'Brien Drive	0.024	0.009	0.27	0.71	0.080	0.12	0.056	0.0099	0.23	0.49	0.091	0.12
	University Avenue between O'Brien Drive and Highway 101	0.024	0.009	0.27	0.71	0.080	0.12	0.056	0.0099	0.23	0.49	0.090	0.12
	University Avenue between Highway 101 and Middlefield Road	0.024	0.009	0.27	0.72	0.080	0.12	0.058	0.010	0.24	0.51	0.094	0.13
	Middlefield Road between Marsh Road and Willow Road	0.032	0.012	0.37	0.96	0.11	0.16	0.061	0.011	0.25	0.54	0.099	0.13
	Middlefield Road between Willow Road and University Avenue	0.022	0.0080	0.25	0.64	0.072	0.11	0.058	0.010	0.24	0.51	0.094	0.13
	Bayfront Expressway between Marsh Road and Willow Road	0.05	0.019	0.63	1.6	0.20	0.29	0.061	0.011	0.25	0.53	0.098	0.13
	Bayfront Expressway between Willow Road and University Avenue	0.029	0.011	0.30	0.72	0.12	0.18	0.059	0.010	0.24	0.52	0.095	0.13
	O'Brien Drive	NA	NA	NA	NA	NA	NA	0.055	0.0097	0.22	0.48	0.089	0.12
	Highway 101 between Marsh Road and Willow Road	0.06	0.024	0.73	1.9	0.21	0.31	0.056	0.0099	0.23	0.49	0.090	0.12
	Highway 101 between Willow Road and University Avenue	0.029	0.011	0.36	0.91	0.12	0.17	0.056	0.0099	0.23	0.49	0.090	0.12
2025	Marsh Road between Bayfront Expressway and Highway 101	0.05	0.019	0.59	1.5	0.15	0.24	0.064	0.011	0.21	0.45	0.075	0.12
	Marsh Road between Highway 101 and Middlefield Road	0.017	0.0062	0.16	0.40	0.051	0.083	0.064	0.011	0.21	0.46	0.075	0.12
	Willow Road between Bayfront Expressway and Highway 101	0.022	0.0081	0.25	0.63	0.064	0.11	0.064	0.011	0.21	0.46	0.076	0.12
	Willow Road between Highway 101 and Middlefield Road	0.027	0.010	0.32	0.80	0.073	0.12	0.067	0.012	0.22	0.48	0.079	0.12
	University Avenue between Bayfront Expressway and O'Brien Drive	0.025	0.009	0.23	0.62	0.059	0.10	0.061	0.011	0.20	0.43	0.071	0.11
	University Avenue between O'Brien Drive and Highway 101	0.025	0.009	0.23	0.62	0.059	0.10	0.060	0.011	0.20	0.43	0.070	0.11
	University Avenue between Highway 101 and Middlefield Road	0.025	0.009	0.23	0.62	0.059	0.10	0.065	0.012	0.21	0.46	0.077	0.12
	Middlefield Road between Marsh Road and Willow Road	0.033	0.012	0.31	0.83	0.080	0.13	0.071	0.013	0.23	0.51	0.084	0.13
	Middlefield Road between Willow Road and University Avenue	0.022	0.008	0.21	0.55	0.053	0.087	0.061	0.011	0.20	0.44	0.072	0.11
	Bayfront Expressway between Marsh Road and Willow Road	0.05	0.019	0.59	1.5	0.15	0.24	0.064	0.011	0.21	0.45	0.075	0.12
	Bayfront Expressway between Willow Road and University Avenue	0.029	0.011	0.27	0.67	0.09	0.15	0.064	0.011	0.21	0.45	0.075	0.12
	O'Brien Drive	NA	NA	NA	NA	NA	NA	0.058	0.010	0.19	0.41	0.068	0.11
	Highway 101 between Marsh Road and Willow Road	0.07	0.024	0.61	1.6	0.16	0.26	0.059	0.010	0.19	0.42	0.070	0.11
	Highway 101 between Willow Road and University Avenue	0.030	0.011	0.34	0.84	0.09	0.14	0.059	0.010	0.19	0.42	0.069	0.11

Notes:
1. Scaling factor by pollutant for cancer risks calculated using traffic increase with time as described in the traffic volume appendices, emission factors with time, and the Age Sensitivity factor between 2013 and 2083, consistent with BAAQMD guidance. Scaling factor for each year calculated busing the traffic volume and the emission factor of that year.

APPENDIX 3.6.U – SPECIATION PROFILE FOR TOG DIESEL ONROAD

Appendix 3.6.U
Speciation Profile for TOG Diesel OnRoad
Menlo Park Facebook Campus Project
Menlo Park, California

Chemical	CAS Number	Fraction of TOG[1]
Acetaldehyde	75070	0.15942
Acrolein	107028	0.01297
Benzene	71432	0.01045
Formaldehyde	50000	0.08505

Notes:
1. All fractions are from USEPA Speciation Profile 4674 for Medium Duty Trucks.

Abbreviations:
TOG - total organic gas
USEPA - United States Environmental Protection Agency

APPENDIX 3.6.V – EMISSIONS FOR HRA MODELING OF STATIONARY SOURCES WITHIN THE ZONE OF INFLUENCE

Appendix 3.6.V
Emissions for HRA Modeling of Stationary Sources within the Zone of Influence
Menlo Park Facebook Campus Project
Menlo Park, California

Toxic Air Contaminant	California Department of Transportation		IPT SRI Cogeneration Inc		
			Diesel Generators	Boilers	Combined
	lb/day	g/s	lb/day		g/s
Benzene	--	--	--	0.057	3.0E-04
Diesel Particulate Matter	0.33	0.042	0.0073	0	9.2E-04
Formaldehyde	--	--	--	12	0.062
Particulates	--	--	--	17	0.091
Toluene	--	--	--	4.3E-04	2.3E-06

Notes:
1. Daily emissions obtained from BAAQMD Inquiry, provided in Appendix 3.6.K. Emissions shown here are only emissions of TACs that are to be used in HRA modeling for Cancer Risk and Chronic HI. Emission rates in units of grams per second were calculated by spreading emissions over 1 hour for diesel generators and spreading emissions over the whole day for boilers, consistent with how the sources were modeled.

Abbreviations:
BAAQMD - Bay Area Air Quality Management District
g - grams
HI - Hazard Index
HRA - health risk assessment
lb - pound
s - seconds
TAC - toxic air contaminate

APPENDIX 3.6.W – GENERATOR MODELING PARAMETERS FROM STI TECHNICAL MEMORANDUM

Sonoma Technology, Inc.
Air Quality Research and Innovative Solutions

Technical Memorandum

April 1, 2011 STI-910044-TM

To: Phil Martien and Virginia Lau, Bay Area Air Quality Management District

From: John Stilley and Stephen Reid

Re: Default modeling parameters for stationary sources

Background

The Bay Area Air Quality Management District (BAAQMD, or District) has recently updated its California Environmental Quality Act (CEQA) guidelines, which provide methodologies for evaluating air quality impacts of development projects and other local plans. In addition, some communities within the District are developing Community Risk Reduction Plans (CRRPs) as a proactive step toward reducing exposures to toxic air contaminants (TACs) and fine particulate matter ($PM_{2.5}$) and as a means of streamlining environmental compliance under CEQA.

To support upcoming CEQA evaluations and the development of CRRPs, Sonoma Technology, Inc. (STI) is working with the District to develop emissions inventories and dispersion model parameters for a defined set of significant emissions sources in the Bay Area. To date, STI has compiled information for stationary diesel engines and gasoline dispensing facilities (GDFs) based on data available from permit files, health risk assessments (HRAs), and owner surveys. Because modeling parameters (e.g., stack height, stack diameter, exit temperature, and exit velocity) are not available for all sources of interest, STI has analyzed the available data to derive default parameters that can be used in lieu of facility-specific values. This document outlines the approaches used to develop default modeling parameters and presents recommendations for default values.

Stationary Diesel Engines

During work performed to date, STI has assembled a database of information on stationary sources of interest that includes records for 1,757 diesel engines. For each of these engines, we have entered stack parameter data available from CEIDARS,[1] health risk assessments, and other sources of information. Recently, STI analyzed available stack parameter data for diesel engines to evaluate:

[1] CEIDARS = the California Emission Inventory Development and Reporting System.

- Data completeness (i.e., the number of engines with values available for various stack parameters);
- Average and median values for various parameters, as well as the total range of values;
- The correlation between parameter values and other variables, such as engine size and emissions levels; and
- The comparability of modeling parameter values observed in the Bay Area data with default values recommended for diesel engines by The U.S. Environmental Protection Agency.[2]

Based on this analysis, we found that data completeness was excellent for stack height and diameter, with over 99% of diesel engines having values for those parameters. However, only about 60% of engines had gas flow rate and velocity values, and only 21% of engines had gas exit temperature values (see **Table 1**). In addition, stack parameters for stationary diesel engines spanned a wide range of values, though in some cases the majority of values were clustered in a fairly narrow range. For example, 83% of stacks were less than 30 feet in height, and 73% of exit gas temperatures were between 700 and 1000° F (see **Figure 1**).

Table 1. Statistics on stack parameters for stationary diesel engines.

Parameter	Stack Height (ft)	Stack Diameter (ft)	Exit Temp (F)	Flow Rate (cfm)	Exit Velocity (ft/min)
Count	1741	1749	373	1048	1081
Data Completeness	99.1%	99.5%	21.2%	59.6%	61.5%
Average	24.8	0.79	815	4,514	8,937
Median	12.0	0.60	872	2,592	8,923
Maximum	600.0	65.80	1,150	23,755	42,315
Minimum	0.0	0.10	59	3	0

[2] EPA default stack parameters are incorporated into the Sparse Matrix Operator Kernel Emissions (SMOKE) modeling system (http://www.smoke-model.org/version2.7/html/).

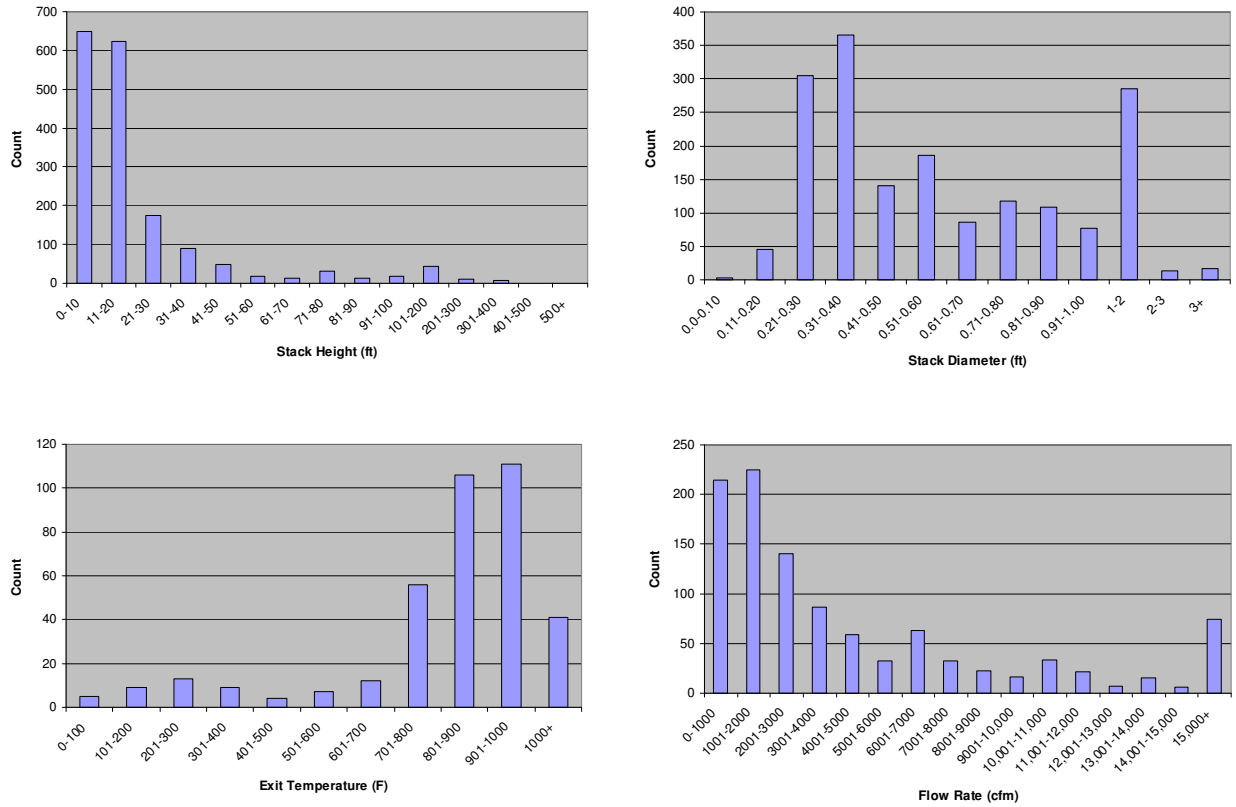

Figure 1. Histograms for stationary diesel engine stack parameters.

In general, stack parameters for stationary diesel engines were poorly correlated with variables such as engine size. STI generated scatter plots of stack parameter values against engine size (hp) and particulate matter (PM) emissions and calculated R-squared values to determine how much variance in stack parameter values was explained by engine size and emissions levels. Engine size accounted for about 37% of the variation in exit flow rates; for all other stack parameters, engine size and emissions levels accounted for less than 5% of variance in stack parameter values. (**Table 2** shows R-squared values for various correlations, and **Figure 2** shows a sample scatter plot.) In addition, STI evaluated the correlation of different stack parameter values within the District data and found that these values were also poorly correlated. For example, **Figure 3** shows a scatter plot of stack height vs. stack diameter, and the R-squared value for these data is only 0.0324.

Table 2. R-squared values for stack parameters and correlating variables.

Parameter	R-squared values	
	Engine size (hp)	PM emissions (tpy)
Stack height	0.0443	0.0012
Stack diameter	0.0193	0.0004
Exit temperature	0.0024	0.0013
Flow rate	0.3691	0.0384

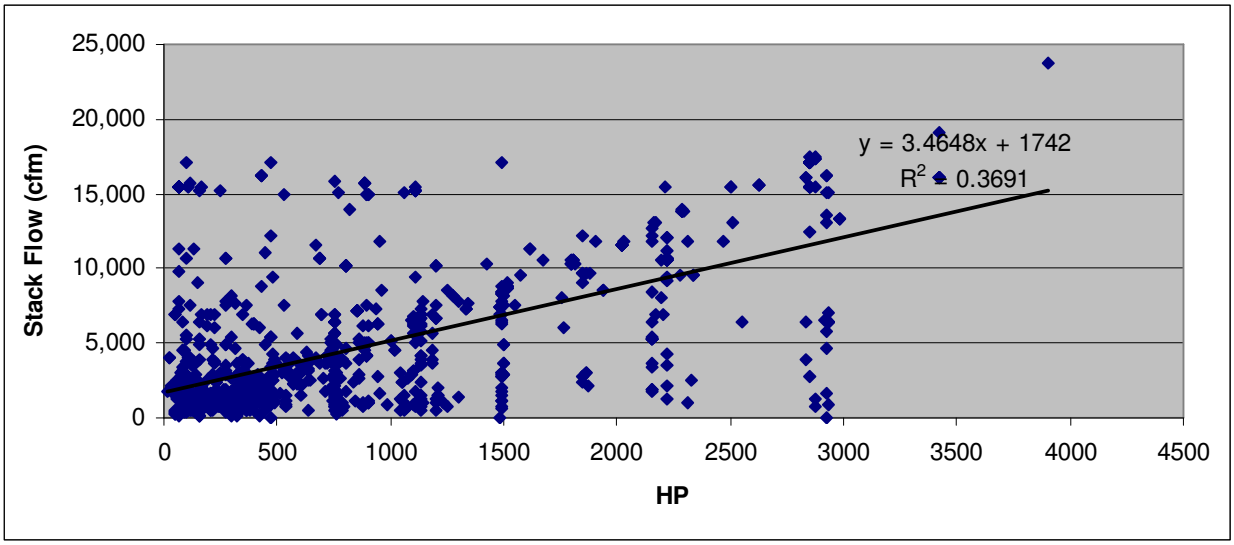

Figure 2. Scatter plot of engine size (hp) vs. stack flow rate.

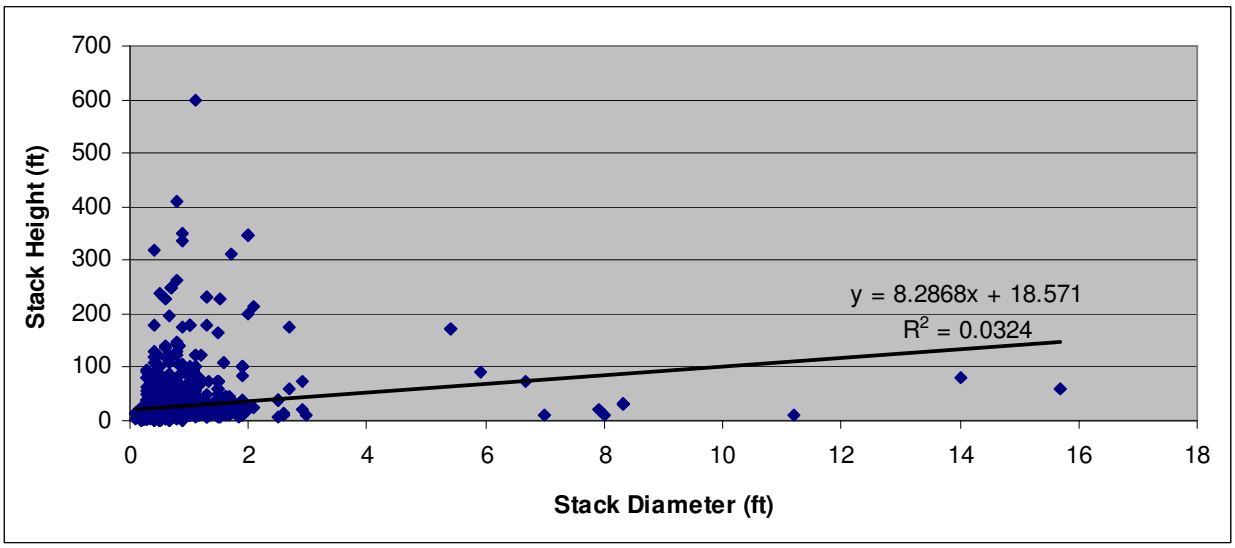

Figure 3. Scatter plot of stack diameter vs. stack height.

Given this poor correlation among different stack parameters and between stack parameter values and other variables, we recommend that the District use the median stack parameters shown in Table 1 as default values for stationary diesel engines. **Table 3** provides a comparison of these median parameters to EPA default values for the three most common SCC codes assigned to stationary diesel engines in the District's CEIDARS data. This table shows that District median values for stack height, stack diameter, and flow rate are significantly lower than EPA defaults, while District median values for gas exit temperature and exit velocity are higher than EPA defaults.

Table 3. Comparison of average District stack parameters and EPA default values.

SCC Code	Description	Stack height (ft)	Stack diameter (ft)	Exit temp (F)	Exit velocity (ft/min)	Flow rate (cfm)
--	District median values	12	0.6	872	8,923	2,592
20100102	Diesel engine - electrical generation	40	3.4	645	5,039	46,079
20200102	Diesel engine - industrial	29	1.5	461	3,785	6,772
20300101	Diesel engine - commercial	29	1.3	647	4,693	6,348

Gasoline Dispensing Facilities

Unlike stationary diesel engines, which are treated as discrete point sources with specific stack parameters in dispersion models, GDFs are modeled as volume sources. To characterize volume sources, model users must provide a release height divided by 2.15 and an initial lateral dimension that represents the length of a side divided by 4.30. To derive the recommended modeling parameters for GDFs, we relied on information obtained from District surveys of GDF owners and assessments of typical GDF layouts performed using Google Earth.

First, a dozen GDFs were viewed with Google Earth to determine a standard layout and distribution of gasoline dispensers[3] as an approximate method for determining the volume model parameters described above. Gasoline dispensers were found to be arranged in rows and columns with a fairly regular distribution of widths and lengths that would allow adequate space for cars to refuel. Typically, dispensers were aligned in columns with 13 feet between dispensers, and columns of dispensers were spaced 30 feet apart. Using these approximate average values for GDFs, a relation was found between the areas (ft^2) of gas station pumping regions versus the number of dispensers. However, the modeling parameters above use a single length for a volume source, presuming a square footprint. Taking the square root of this area and dividing by 4.30 yields the initial lateral dimension for different number of dispenser as shown in **Figure 4**.

[3] The term “dispenser” refers to a single dispensing unit that may have multiple nozzles.

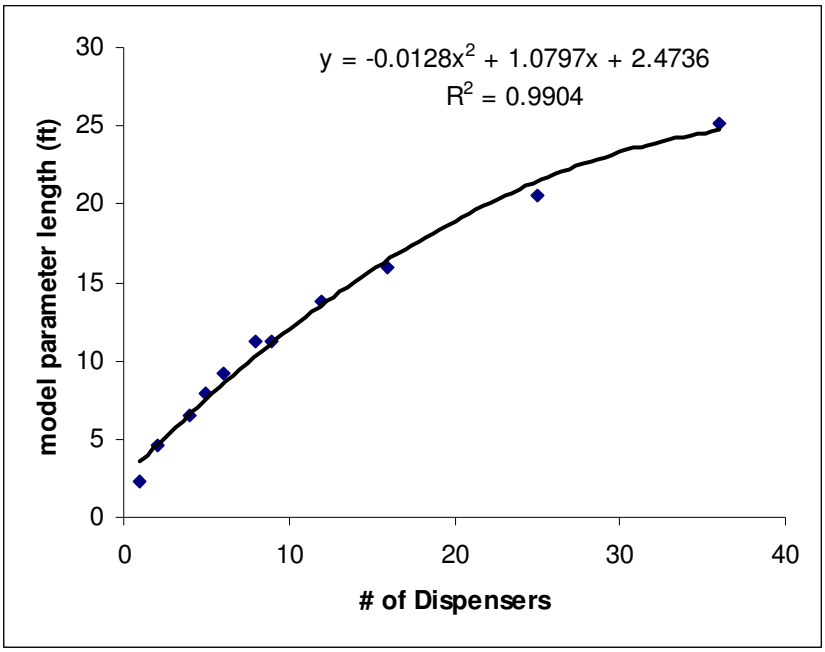

Figure 4. Scatter plot of GDF size (ft^2) vs. number of dispensers

Thus, calculating the initial lateral dimension parameter from the number of dispensers can be performed using the fit equation below (where L is the initial lateral dimension and n is the number of gasoline dispensers):

$$L = -0.0129\ n^2 + 1.0845n + 2.3943$$

Applying this equation to common dispenser numbers derived from District survey data yields the sample initial lateral dimension values shown in **Table 4**.

Table 4. Initial lateral dimension values for GDFs with different numbers of gasoline dispensers.

n	1	2	4	5	6	8	9	12	16	25	36
L (feet)	2.30	4.59	6.49	7.49	9.19	11.25	11.25	13.78	15.91	20.54	25.16

To derive the release height parameter for GDFs, we relied on District survey data, which included a wealth of data on gasoline dispenser heights. The release height parameter for GDFs was taken to be the average height of the GDF dispensers from 431 District surveys, or 7.318 feet (with a standard deviation of 1.072 feet). Thus, after dividing by the model factor (2.15), the recommended release height parameter for GDF volume sources becomes:

$$H = 3.40 \text{ feet}$$

The above analysis provides a direct and easy-to-implement solution for calculating the initial lateral dimension and release height parameters of GDF volume sources given the number of gas station dispensers. However, if the number of dispensers is not known for a given facility, the average number of dispensers from the District surveys should be used.

Rounding to the nearest whole number, the average GDF in the District GDF data has 5 dispensers. Therefore, if the number of dispensers is not known, the model parameters can be set to the average values:

$$L = 7.49 \text{ feet}$$

$$H = 3.40 \text{ feet}$$

In closing, it should be noted that these default modeling parameters for GDFs are set forth as a simplified approach for CEQA analyses. For permit modeling, the District uses a more refined approach that splits GDF emissions into spillage, nozzle losses, and vent losses and models each dispenser as a separate volume source.

APPENDIX 3.6.X – CUMULATIVE PROJECTS SCREENING

Appendix X
Cumulative Projects Screening
Menlo Park Facebook Campus Project
Menlo Park, California

ID[1]	Address[1]	Type[1]	# of Units or Square Feet[1]	Unit[1]	Screening Quantity[2]		Unit	Fraction of Significance[3]		Distance from Construction MEISR[4]	Minimum Offset Distance for Each Land Use[5]	Minimum Offset Distance by Project	Physical Distance further than Screening Distance?
					Operational	Construction		Operational	Construction	m			
Office/Retail/Commercial/Etc													
1	1283 Willow Road (Police/City Service Center)	Office	3,800	sf	61	277	ksf	0.06	0.01	450	100	200	YES
	1284 Willow Road (Police/City Service Center)	Retail	5,096		99	277		0.05	0.02		100		
2	1300 El Camino Real	Commercial	110,065		346	277		0.32	0.40	3,700	200	200	YES
3	1906 El Camino	Medical Office	9,825		117	277		0.08	0.04	4,100	100	100	YES
4	1706 El Camino	Medical Office	10,166		117	277		0.09	0.04	4,000	100	100	YES
5	100-155 Constitution Drive 100-190 Independence Drive (Menlo Gateway)	Office/Health Club/Restaurant/ Hotel (includes 230 Rooms)	744,304		323	277		2.3	2.7	1,800	300	300	YES
6	2550 Sand Hill Road	Office	23,011		323	277		0.07	0.08	7,700	100	100	YES
7	100 Middlefield	Office	8,936		323	277		0.03	0.03	2,800	100	100	YES
8	2484 Sand Hill Road (Quadrus Bldg. 9)	Office	8,970		323	277		0.03	0.03	7,700	100	100	YES
9	Civic Center	Fitness	26,900		128	277		0.21	0.10	3,200	100	100	YES
Residential													
10	110 Linfield Drive (Taylor Morrison)	Residential	22	du	325	114	du	0.07	0.19	2,900	125	125	YES
11	297 Terminal Ave	Residential	21		325	114		0.06	0.18	700	125	125	YES
12	2122 Santa Cruz Avenue (Royal Oaks Subdivision)	Residential	7		325	114		0.02	0.06	6,600	100	100	YES
13	389 El Camino	Residential	22		325	114		0.07	0.19	3,700	125	125	YES
Mixed Use													
14	1460 El Camino Real	Office	14,784	sf	323	277	ksf	0.05	0.05	3,800	100	225	YES
		Residential	16	du	325	114	du	0.05	0.14		125		
15	580 Oak Grove (Derry)	Commercial	3,635	sf	346	277	ksf	0.01	0.01	3,700	100	400	YES
		Residential	108	du	325	114	du	0.33	0.95		300		

Notes:
1. Projects and characteristics consistent with Table 3.1-1 of Chapter 3.1 of this EIR.
2. Screening Quantity consistent with BAAQMD CEQA Guidelines Table 3-1 for each land use.
3. Fraction of Significance represents the fraction of the screening quantity that the project comprises. A value less than one shows that the project size is below the screening quantity.
4. Approximate Distance from Construction MEISR is the approximate distance between the project as shown in Figure 3.1-1 of Chapter 3.1 of this EIR.
5. Minimum Offset Distance for Each Land Use consistent with BAAQMD Screening Tables for Air Toxics Evaluation during Construction. Values shown here show the distance for each land use for each project.
6. To be conservative, the distances for each land use for mixed use projects were added together.
7. If the project is further from the construction MEISR identified from Project construction modeling, the impact should be less than significant.

Abbreviations:
BAAQMD - Bay Area Air Quality Management District
CEQA - California Environmental Quality Act
du - dwelling unit
ksf - 1,000 square feet
m - meters
MEISR - maximally exposed individual sensitive receptor
sf - square feet

Sources:
BAAQMD. 2010. Screening Tables for Air Toxics Evaluation during Construction. Version 1.0. May.
BAAQMD. 2011. CEQA Air Quality Guidelines. May.

Appendix X
Cumulative Projects Screening
Menlo Park Facebook Campus Project
Menlo Park, California

ID[1]	Address[1]	Type[1]	# of Units or Square Feet[1]	Unit[1]	Screening Quantity[2]		Unit	Fraction of Significance[3]		Distance from Construction MEISR[4]	Minimum Offset Distance for Each Land Use[5]	Minimum Offset Distance by Project	Physical Distance further than Screening Distance?
					Operational	Construction		Operational	Construction	m			
Office/Retail/Commercial/Etc													
1	1283 Willow Road (Police/City Service Center)	Office	3,800	sf	61	277	ksf	0.06	0.01	450	100	200	YES
	1284 Willow Road (Police/City Service Center)	Retail	5,096		99	277		0.05	0.02		100		
2	1300 El Camino Real	Commercial	110,065		346	277		0.32	0.40	3,700	200	200	YES
3	1906 El Camino	Medical Office	9,825		117	277		0.08	0.04	4,100	100	100	YES
4	1706 El Camino	Medical Office	10,166		117	277		0.09	0.04	4,000	100	100	YES
5	100-155 Constitution Drive 100-190 Independence Drive (Menlo Gateway)	Office/Health Club/Restaurant/ Hotel (includes 230 Rooms)	744,304		323	277		2.3	2.7	1,800	300	300	YES
6	2550 Sand Hill Road	Office	23,011		323	277		0.07	0.08	7,700	100	100	YES
7	100 Middlefield	Office	8,936		323	277		0.03	0.03	2,800	100	100	YES
8	2484 Sand Hill Road (Quadrus Bldg. 9)	Office	8,970		323	277		0.03	0.03	7,700	100	100	YES
9	Civic Center	Fitness	26,900		128	277		0.21	0.10	3,200	100	100	YES
Residential													
10	110 Linfield Drive (Taylor Morrison)	Residential	22	du	325	114	du	0.07	0.19	2,900	125	125	YES
11	297 Terminal Ave	Residential	21		325	114		0.06	0.18	700	125	125	YES
12	2122 Santa Cruz Avenue (Royal Oaks Subdivision)	Residential	7		325	114		0.02	0.06	6,600	100	100	YES
13	389 El Camino	Residential	22		325	114		0.07	0.19	3,700	125	125	YES
Mixed Use													
14	1460 El Camino Real	Office	14,784	sf	323	277	ksf	0.05	0.05	3,800	100	225	YES
		Residential	16	du	325	114	du	0.05	0.14		125		
15	580 Oak Grove (Derry)	Commercial	3,635	sf	346	277	ksf	0.01	0.01	3,700	100	400	YES
		Residential	108	du	325	114	du	0.33	0.95		300		

Notes:
1. Projects and characteristics consistent with Table 3.1-1 of Chapter 3.1 of this EIR.
2. Screening Quantity consistent with BAAQMD CEQA Guidelines Table 3-1 for each land use.
3. Fraction of Significance represents the fraction of the screening quantity that the project comprises. A value less than one shows that the project size is below the screening quantity.
4. Approximate Distance from Construction MEISR is the approximate distance between the project as shown in Figure 3.1-1 of Chapter 3.1 of this EIR.
5. Minimum Offset Distance for Each Land Use consistent with BAAQMD Screening Tables for Air Toxics Evaluation during Construction. Values shown here show the distance for each land use for each project.
6. To be conservative, the distances for each land use for mixed use projects were added together.
7. If the project is further from the construction MEISR identified from Project construction modeling, the impact should be less than significant.

Abbreviations:
BAAQMD - Bay Area Air Quality Management District
CEQA - California Environmental Quality Act
du - dwelling unit
ksf - 1,000 square feet
m - meters
MEISR - maximally exposed individual sensitive receptor
sf - square feet

Sources:
BAAQMD. 2010. Screening Tables for Air Toxics Evaluation during Construction. Version 1.0. May.
BAAQMD. 2011. CEQA Air Quality Guidelines. May.

APPENDIX 3.7

GREENHOUSE GAS EMISSIONS TECHNICAL DATA

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APPENDIX 3.7.A – REPORT TABLES

Table 1
Land Uses
Menlo Park Facebook Campus Project
Menlo Park, California

Scenario[1]	Land Use Category	Land Use Subtype[2]	Building Size[2]
			sf
Baseline	Commercial	General Office Building	1,035,840
East Campus	Commercial	General Office Building	925,730
	Recreational	High Turnover (Sit Down Restaurant)	98,310
	Recreational	Health Club	11,800
West Campus	Commercial	General Office Building	361,850
	Parking	Parking Structure	489,000
	Recreational	Health Club	6,200
	Commercial	Miscellaneous[3]	51,800
	Recreational	High Turnover (Sit Down Restaurant)	20,000

Notes:
1. Baseline represents the scenario that is considered existing condition on the East Campus as described in the text.
2. Land uses and building sizes provided by City of Menlo Park. Building size and land use used to calculate emissions for sources, such as energy use, consumer products, and architectural coating.
3. Miscellaneous land use includes public amenities, transit stations and non-office space.

Abbreviations:
CalEEMod - CALifornia Emissions Estimator MODel
sf - square feet
yr - year

Table 2
Construction Schedule
Menlo Park Facebook Campus Project
West Campus
Menlo Park, California

Construction Phase[1]	Number of Work Days[1,2]
Demolition I	34
Demolition II	45
Grading I	15
Grading II	21
Grading III	31
OTHER I	64
OTHER II	54
Building Construction I	66
Building Construction II	88
Building Construction III	90
Building Construction IV	152
Building Construction V	196
Paving	44
Site Preparation	130
Coating	20

Notes:
1. Based on information received from the Project Sponsor.
2. Assumed the phases for each work area occur with 5 days of operations per week.

Table 3
Equipment List
Menlo Park Facebook Campus Project
West Campus
Menlo Park, California

Construction Phase	Equipment Type[1]	Quantity	Daily Use (Hours)	Horsepower[2]	Load Factor[3]
Demolition I	Excavators	6	8	157	0.57
Demolition II	Other Construction Equipment	1	8	950	0.62
Grading I	Scrapers	3	8	356	0.72
Grading II	Graders	3	8	162	0.55
Grading III	Rollers	3	8	84	0.56
OTHER I	Tractors/Loaders/Backhoes	8	8	75	0.55
OTHER II	Other Construction Equipment	2	8	127	0.62
Building Construction I	Tractors/Loaders/Backhoes	8	8	75	0.55
Building Construction II	Cranes	2	8	208	0.43
Building Construction III	Cranes	2	8	208	0.43
Building Construction IV	Forklifts	5	8	149	0.3
Building Construction V	Forklifts	2	8	149	0.3
Paving	Paving Equipment	2	8	82	0.53
Site Preparation	Rubber Tired Loaders	2	8	87	0.54
Coating	Air Compressors	1	6	78	0.48

Notes:
1. Equipment list is based on information received from Project Sponsor.
2. Default CalEEMod values for were used for construction equipment horsepower.
3. The load factor shown here is the OFFROAD 2007 default and does not include any adjustment to account for errors in the load factor as acknowledged by CARB. To avoid over estimating emissions, a reduction to this load factor is applied later in Table 6.

Abbreviations:
CalEEMod - CALifornia Emissions Estimator MODel
CARB - California Air Resources Board
OFFROAD2007 - CARB off-road emissions estimator model

Table 4
Demolition and Grading Volumes
Menlo Park Facebook Campus Project
West Campus
Menlo Park, California

Construction Phase	Demolition Mass[1]	Grading Volume[1]
	metric tons	yd^3
Demolition I	3,600	--
Demolition II	14,000	--
Grading II	--	85,000

Notes:
1. Demolition mass and grading volume obtained from Project Sponsor.

Abbreviations:
yd - yards

Table 5
Operational CalEEMod Inputs
Menlo Park Facebook Campus Project
West Campus
Menlo Park, California

CalEEMod Input Parameter		Baseline	East Campus	West Campus	Units
Project Location		San Mateo County			NA
Climate Zone[1]		5			
Operational Year		2010	2015	2015	
CO_2 Intensity Factor[2]		568.79			lb/MWh
Weekday Vehicle Trips[3]		5,394	15,000	6,350	trips/day
Weekend Vehicle Trips[4]		539.4	1,500	635	
Nonresidential Commercial Work Trip Length[5]		13.97			miles/trip
Percent Primary Trip[6]		100			%
Percent Nonresidential Commercial Work Trips[6]		100			%
Road Silt Loading[7]		0			g/m^2
Electricity Use[8]	General Office Building	59.23	18.58	13.73	$kWh/ft^2/yr$
	Health Club		8.39	6.73	
	High Turnover (Sit Down Restaurant)		30.25	26.47	
	Miscellaneous			6.73	
	Parking Structure			1.05	
Natural Gas Use[8]	General Office Building	32	18	6.4	$kBTU/ft^2/yr$
	Health Club		27.2	23.7	
	High Turnover (Sit Down Restaurant)		171.2	168.7	
	Miscellaneous			23.7	
	Parking Structure			0	
Indoor Water Use[9]		15,268,680	33,533,280	14,226,240	gallons/yr
Outdoor Water Use[9]		4,891,000	4,234,000	7,081,000	
Percent Aerobic Water Treatment[9]		100			%
Solid Waste[10]		1,035	1,846	784	ton/yr

Notes:
1. Climate Zone consistent with CalEEMod Zip Code Lookup Table.
2. Intensity Factor provided by the City of Menlo Park
3. Weekday trip rates provided by DKS Associates.
4. Weekend vehicle trip rates were assumed to be 10% of weekday trip rates.
5. Trip Length calculated using VMT information provided by DKS Associates and dividing by the trip rates provided by DKS Associates.
6. Percent Primary Trip and Percent Nonresidential Commercial Work Trips updated to 100%. If primary trips are not set to 100%, CalEEMod assumes 1/4 of the trip length for diverted trips and a trip length of 0.1 miles for passby trips. Acutal VMT is provided by DKS Associates, which takes into account these trip assumptions. Therefore, the traffic emissions would be reduced unrealistically if the trip type was not all primary trips.
7. Fugitive dust from vehicular travel estimated outside of CalEEMod to be consistent with USEPA's most recent AP-42 version.
8. Energy use consistent with KEMA Energy Demand Memo.
9. Water use consistent with data from the City.
10. Solid Waste consistent with data from the City.

Abbreviations:
CO_2 - carbon dioxide
ft^2 - square feet
g - grams
kBTU - British Thermal Units (x1,000)
kWh - kilo watt hour
lb - pound
m^2 - square meters
MWh - mega watt hour
USEPA - United States Environmental Protection Agency
VMT - vehicle miles traveled
yr - year

Sources:
BKF. 2011. Facebook at Menlo Park Water Demand Summary. August 17.
KEMA. 2011. "Facebook Menlo Park Campus Energy Demands." Memorandum between Erik Dyrr, KEMA and City of Menlo Park. August 2.
Justin Murphy, City of Menlo Park, electronic communication with ENVIRON. Trash Analysis August 31, 2011.
Paul Stanis, DKS Associates. electronic communication with the City of Menlo Park October 28, 2011.
SCAQMD. 2011. CalEEMod User's Guide. Online: http://caleemod.com/.
USEPA. 2011. Compilation of Air Pollutant Emission Factors. Chapter 13.2.1 Paved Roads. January.

Table 6
Construction Equipment Annual GHG Emissions
Menlo Park Facebook Campus Project
West Campus
Menlo Park, California

Construction Phase	Emissions[1]
	CO_2e
	MT
Demolition I	56
Demolition II	108
Grading I	35
Grading II	19
Grading III	13
OTHER I	64
OTHER II	26
Building Construction I	66
Building Construction II	48
Building Construction III	49
Building Construction IV	104
Building Construction V	53
Paving	12
Site Preparation	37
Coating	1.7
Total	**693**

Notes:
1. Emissions as estimated by CalEEMod. CO_2e includes CO_2, CH_4, and N_2O emissions, weighted by their respective global warming potentials.
2. Emissions have been reduced by 33% from the CalEEMod output to account for the overestimate in emissions due to the load factor as recommended by CARB.

Abbreviations:
CARB - California Air Resources Board
CH_4 - methane
CO_2 - carbon dioxide
CO_2e- carbon dioxide equivalents
GHG - greenhouse gas
MT - metric tons
N_2O - nitrous oxide
yr - year

Table 7
Construction Vehicles Annual GHG Emissions
Menlo Park Facebook Campus Project
West Campus
Menlo Park, California

Construction Phase	CO_2e Emissions[1]			
	Hauling	Vendor	Worker	Total
	MT			
Demolition I	22	0.75	3.4	**26**
Demolition II	44	1.0	2.7	**48**
Grading I	0.99	0.34	1.1	**2.4**
Grading II	0	0.47	1.5	**2.0**
Grading III	215	0.69	2.3	**218**
OTHER I	0	1.4	2.8	**4.3**
OTHER II	11	1.2	2.6	**15**
Building Construction I	33	1.5	9.7	**44**
Building Construction II	102	2.0	15	**119**
Building Construction III	12	2.0	11	**25**
Building Construction IV	126	3.4	130	**259**
Building Construction V	163	4.4	47	**215**
Paving	12	0	2.2	**14**
Site Preparation	17	2.9	5.0	**25**
Coating	0	0	2.7	**2.7**
Total	**757**	**22**	**239**	**1,018**

Notes:
1. Emissions as estimated by CalEEMod. CO_2e includes CO_2, CH_4, and N_2O emissions, weighted by their respective global warming potentials.

Abbreviations:
CH_4 - methane
CO_2 - carbon dioxide
CO_2e- carbon dioxide equivalent
GHG - greenhouse gas
MT - metric tons
N_2O - nitrous oxide
yr - year

Table 8
Summary of Construction GHG Emissions
Menlo Park Facebook Campus Project
West Campus
Menlo Park, California

Construction Phase	CO_2e Emissions[1]		
	Equipment	Vehicles	Total
	MT		
Demolition I	56	26	**82**
Demolition II	108	48	**156**
Grading I	35	2	**38**
Grading II	19	2	**21**
Grading III	13	218	**231**
OTHER I	64	4	**69**
OTHER II	26	15	**40**
Building Construction I	66	44	**110**
Building Construction II	48	119	**167**
Building Construction III	49	25	**74**
Building Construction IV	104	259	**363**
Building Construction V	53	215	**268**
Paving	12	14	**25**
Site Preparation	37	25	**63**
Coating	1.7	2.7	**4.4**
Total	**693**	**1,018**	**1,711**

Notes:
1. Emissions shown here are the sums of the emissions shown in Table 6 and 7. CO_2e includes CO_2, CH_4, and N_2O emissions, weighted by their respective global warming potentials.

Abbreviations:
CH_4 - methane
CO_2 - carbon dioxide
CO_2e- carbon dioxide equivalents
GHG - greenhouse gas
MT - metric tons
N_2O - nitrous oxide

Table 9
GHG Emissions Associated with Electricity and Natural Gas Use
Menlo Park Facebook Campus Project
Menlo Park, California

Land Use Subtype	Energy Use[1,2]			Natural Gas Use[1,2]			CO_2e Emissions from Energy Use[2,3]								
							Associated with Electricity Use			Associated with Natural Gas Use			Total		
	Baseline	East Campus	West Campus	Baseline	East Campus	West Campus	Baseline	East Campus	West Campus	Baseline	East Campus	West Campus	Baseline	East Campus	West Campus
	kWh/yr			kBTU/yr			MT/yr						MT/yr		
General Office Building	61,352,800	17,200,000	4,968,200	33,146,900	16,663,100	2,315,840	15,941	4,469	1,291	1,780	895	124	17,720	5,364	1,415
Health Club		98,994	41,726		320,933	146,940		26	11		17	8		43	19
High Turnover (Sit Down Restaurant)		2,973,970	529,400		16,831,200	3,374,000		773	138		904	181		1,676	319
Miscellaneous[4]			348,614			1,227,660			91			66			156
Parking Structure			513,450			0			133			0			133
Total:	**61,352,800**	**20,272,964**	**6,401,390**	**33,146,900**	**33,815,233**	**7,064,440**	**15,941**	**5,267**	**1,663**	**1,780**	**1,815**	**379**	**17,720**	**7,083**	**2,043**

Notes:
1. Energy usage for each land use and scenario is consistent with energy use estimated by KEMA in their August 2, 2011 memorandum.
2. Grey areas mean the land use is not included in this scenario.
3. Emissions as estimated by CalEEMod. Emissions from electricity assume a carbon intensity of 568.79 lb/MWh, consistent with values used by the City of Menlo Park to represent Pacific Gas Electric Company carbon intensity. CO_2e includes CO_2, CH_4, and N_2O emissions, weighted by their respective global warming potentials. Emissions from natural gas assume a gas emission factor of 117 lbs of CO_2 released per million BTU of natural gas burned.
4. Miscellaneous land use includes public amenities, transit stations, and non-office space.

Abbreviations:
CalEEMod - CALifornia Emissions Estimator MODel
CH_4 - methane
CO_2 - carbon dioxide
CO_2e - carbon dioxide equivalents
GHG - greenhouse gases
kBTU - 1,000 British thermal units
kWh - kilowatt hours
MT - metric tons
N_2O - nitrous oxide
yr - year

Sources:
KEMA. 2011. "Facebook Menlo Park Campus Energy Demands." Memorandum between Erik Dyrr, KEMA and City of Menlo Park. August 2.
SCAQMD. 2011. CalEEMod User's Guide. Online: http://caleemod.com/. Accessed March 30, 2011.

Table 10
GHG Emissions Associated with Water Use
Menlo Park Facebook Campus Project
Menlo Park, California

Parameter	Units	Baseline	East Campus	West Campus
Indoor Water Use[1]	gallons/yr	**15,268,700**	**33,533,300**	**14,226,200**
Outdoor Water Use[1]	gallons/yr	**4,891,000**	**4,234,000**	**7,081,000**
Electricity Intensity for Indoor Water Use[2]	kWh/million gallons	**5,411**		
Electricity Intensity for Outdoor Water Use[3]		**3,500**		
CO_2e Emissions Associated with Water Use[4]	MT/yr	**30**	**59**	**30**

Notes:
1. Water use for each scenario is consistent with the total amount estimated in the water supply assessment, which is shown in Appendix 3.7.F.
2. Electricity Intensity for indoor water use consistent with CalEEMod default intensities to supply, treat, and distribute water, and treat wastewater for Northern California. Carbon intensity from electricity is 568.79 lb/MWh. GHG emissions also occur during treatment of water.
3. Electricity Intensity for indoor water use consistent with CalEEMod default intensities to supply, treat, and distribute water for Northern California. Carbon intensity from electricity is 568.79 lb/MWh.
4. Emissions as estimated by CalEEMod. Emissions associated with water include emissions that result from the energy used to supply, distribute, and treat water and wastewater assuming CalEEMod default value for Northern California. The wastewater treatment plant was assumed to be an aerobic system. Electricity carbon intensity used was 568.79 pounds per megawatt hour. CO_2e includes CO_2, CH_4, and N_2O emissions, weighted by their respective global warming potentials.

Abbreviations:
CalEEMod - CALifornia Emissions Estimator MODel
CH_4 - methane
CO_2 - carbon dioxide
CO_2e - carbon dioxide equivalents
GHG - greenhouse gases
MT - metric tons
N_2O - nitrous oxide
yr - year

Sources:
BKF. 2011. Facebook at Menlo Park Water Demand Summary. August 17.
SCAQMD. 2011. CalEEMod User's Guide. Online: http://caleemod.com/. Accessed March 30, 2011.

Table 11
GHG Emissions Associated with Waste
Menlo Park Facebook Campus Project
Menlo Park, California

Land Use Subtype	Units	Baseline	East Campus	West Campus
Waste Disposed	tons/yr	1,035	1,846	784
CO_2e Emissions Associated with Waste[2]	MT/yr	**471**	**840**	**357**

Notes:
1. Waste disposed for each scenario is consistent with data provided in the solid waste analysis. This is different than the amount of waste generated that may be partially diverted from a landfill, such as by recycling or composting.
2. Emissions as estimated by CalEEMod. Emissions associated with waste are the offsite emissions from waste that is disposed in a landfill. CO_2e includes CO_2, CH_4, and N_2O emissions, weighted by their respective global warming potentials.

Abbreviations:
CalEEMod - CALifornia Emissions Estimator MODel
CH_4 - methane
CO_2 - carbon dioxide
CO_2e - carbon dioxide equivalents
GHG - greenhouse gases
MT - metric tons
N_2O - nitrous oxide
yr - year

Sources:
SCAQMD. 2011. CalEEMod User's Guide. Online: http://caleemod.com/. Accessed March 30, 2011.
Justin Murphy, City of Menlo Park, electronic communication with ENVIRON. Trash Analysis August 31, 2011.

Table 12
GHG Emissions Associated with Traffic
Menlo Park Facebook Campus Project
Menlo Park, California

Land Use Subtype	Units	Baseline	East Campus	West Campus
Weekday Vehicle Trips[1]	trips/day	5,394	15,000	6,350
Weekend Vehicle Trips[1]		539	1,500	635
Trip Length[1]	miles/trip	13.97		
Traffic[2]	VMT/yr	20,375,770	56,662,320	23,987,049
CO_2e Emissions Associated with Traffic[3]	MT/yr	9,192	23,008	9,740

Notes:
1. Trip rates and distances consistent with traffic study by DKS Associates. CalEEMod default trip type percentages updated to be 100% primary trips in order to calculate the correct VMT. Trip distance used in CalEEMod is the quotient of total daily VMT and the daily trips. Weekend trips were assumed to be 10% of the weekday trip rates provided.
2. Annual traffic as estimated by CalEEMod.
3. Emissions estimated using CalEEMod. Emissions associated with transportation include running, idling, and startup emissions based on vehicle emission factors for 2015 in San Mateo County for East and West Campus. The emission factors for the baseline are for 2010. CO_2e includes CO_2, CH_4, and N_2O emissions, weighted by their respective global warming potentials.

Abbreviations:
CalEEMod - CALifornia Emissions Estimator MODel
CH_4 - methane
CO_2 - carbon dioxide
CO_2e - carbon dioxide equivalents
GHG - greenhouse gases
MT - metric tons
N_2O - nitrous oxide
SCAQMD - South Coast Air Quality Management District
VMT - vehicle miles traveled
yr - year

Sources:
SCAQMD. 2011. CalEEMod User's Guide. Online: http://caleemod.com/. Accessed March 30, 2011.
Paul Stanis, DKS Associates. electronic communication with the City of Menlo Park October 28, 2011.

Table 13
GHG Emissions Associated with Emergency Generator Testing
Menlo Park Facebook Campus Project
Menlo Park, California

Campus	Equipment Description[1]	Number of Units[1]	Rating	Operating Time[2]	Emission Factors[3]	Annual CO_2 Emissions
			hp	hours/yr	g/bhp-hr	MT/yr
West	2205 HP Emergency Generator	3	2,205	6	568	23
East	1135 HP Emergency Generator	1	1,135	20	568	13
	120 HP Emergency Generator	4	120	20	568	5
	102 HP Emergency Generator	3	102	20	568	3
	750 HP Emergency Generator	1	750	20	568	9

Notes:
1. Generator used in this analysis is consistent with data provided by the Project Sponsor.
2. Operating time represents the time the generators are expected to be used each year for testing: 30 minutes once a month for west campus generators based on the information provided by the Client. The operating time for the east campus generators is based on the permit conditions.
3. Default CO_2 emission factor from the OFFROAD2007 Model.

Abbreviations:
ARB: Air Resources Board
bhp: brake horsepower
CO_2: carbon dioxide
CO_2e: carbon dioxide equivalents
g: gram
GHG: greenhouse gases
hp: horsepower
hr: hour
kW: kilowatt
MT: metric tonnes
USEPA: United States Environmental Protection Agency
yr: year

Sources:
California ARB and USEPA. Off-Road Compression-Ignition (Diesel) Engine Standards. Online: http://www.arb.ca.gov/msprog/ordiesel/documents/Off-Road_Diesel_Stds.xls. Accessed March 28, 2011.

Table 14
Summary of GHG Emissions
Menlo Park Facebook Campus Project
Menlo Park, California

Category	Units	Baseline	East Campus	East Campus Incremental	West Campus	Total Project Increment
Area Emissions[1,2]	MT CO_2e/yr	0	0	0	0	0
Energy Use Emissions[1,2]		17,720	7,083	-10,638	2,043	-8,595
Water Use Emissions[1,2]		30	59	29	30	59
Waste Disposed Emissions[1,2]		471	840	369	357	726
Traffic Emissions[1,2]		9,192	23,008	13,817	9,740	23,557
Total Emissions		27,413	30,990	3,577	12,169	15,747
Service Population[3]	SP	3,600	6,600	3,000	2,800	5,800
Emissions per Service Population	MT CO_2e/SP/yr	--	--	1.2	4.35	2.7
Construction Amortized[4]	MT CO_2e/yr	NA	NA	NA	57	57
Emissions per Service Population with Amortized	MT CO_2e/SP/yr	--	--	1.2	4.4	2.7
BAAQMD Efficiency Metric Significance Threshold[5]	MT CO_2e/SP/yr	**4.6**				
Emergency Generators[6]	MT CO_2e/yr	30	30	0	23	23
BAAQMD Stationary Source Significance Threshold[5]	MT CO_2e/yr	**10,000**				

Notes:
1. All operational categories for which CalEEMod calculates emissions. Area source GHG emissions are less than 0.01 MT.
2. Emissions as described in previous tables. CO_2e includes CO_2, CH_4, and N_2O emissions, weighted by their respective global warming potentials.
3. Service population includes residents and workers associated with a project. Service population for each scenario consistent with traffic study.
4. One-time emissions were amortized over a 30 year period.
5. BAAQMD Significance Thresholds obtained from their "Adopted Air Quality CEQA Thresholds of Significance" dated June 2, 2010.
6. Emissions associated with the testing of the emergency generators onsite.

Abbreviations:
CalEEMod - CALifornia Emissions Estimator MODel
CH_4 - methane
CO_2 - carbon dioxide
CO_2e - carbon dioxide equivalents
GHG - greenhouse gases
MT - metric tons
N_2O - nitrous oxide
yr - year

Sources:
BAAQMD. 2010. Adopted Air Quality CEQA Thresholds of Significance. June 2. Available online at: http://www.baaqmd.gov/~/media/Files/Planning%20and%20Research/CEQA/Adopted%20Thresholds%20Table_December%202010.ashx?la=en
BAAQMD. 2011. BAAQMD CEQA Guidelines. May. Available online at: http://www.baaqmd.gov/~/media/Files/Planning%20and%20Research/CEQA/BAAQMD%20CEQA%20Guidelines%20May%202011.ashx?la=en

APPENDIX 3.7.B – ENERGY DEMAND EVALUATION BY KEMA

Purpose

Background

Results

Table 1
Total Estimated Energy

East Campus
West Campus

Table 2
Energy Reduction per Person

East Campus
West Campus
Total Campus

Methodology

Table 3
CEUS Energy Intensity Data for Climate Zone 5

Electricity Energy Intensity	Large Office	Food Service	Misc
End Use	**Energy Intensity (kWh/sf/yr)**		
Total Building	**15.25**	**31.41**	**8.98**

Gas Energy Intensity

End Use	Energy Intensity (kBtu/sf/yr)			Energy Intensity (Therms/sf/yr)		
Total Building	**23.28**	**171.08**	**27.24**	**0.23**	**1.71**	**0.27**

Occupant Density Adjustment

Energy Code Adjustment

Project Energy Efficiency Design Features

-
-
-
-

-
-
-
-
-
-
-

East Campus Energy Intensity

Table 4
East Campus CEUS Energy Intensity and Adjustments- Large Office Category

Electricity Energy Intensity

End Use	CEUS Energy Intensity (kWh/sf/Year)	High Density Occupancy Adjustment	Energy Intensity w/ Density Adjustment	Project Design Features	Energy Intensity
Total Building			**19.43**		**18.58**

Natural Gas Energy Intensity

End Use	CEUS Energy Intensity (Therms/sf/Year)	High Density Occupancy Adjustment	Energy Intensity w/ Density Adjustment	Project Design Features	Energy Intensity
Total Building			**0.1804**		**0.1804**

Table 5
East Campus CEUS Energy Intensity and Adjustments- Food Service Category

Electricity Energy Intensity

End Use	CEUS Energy Intensity (kWh/sf/Year)	High Density Occupancy Adjustment	Energy Intensity w/ Density Adjustment	Project Design Features	Energy Intensity
Total Building			**31.41**		**30.25**

Natural Gas Energy Intensity

End Use	CEUS Energy Intensity (Therms/sf/Year)	High Density Occupancy Adjustment	Energy Intensity w/ Density Adjustment	Project Design Features	Energy Intensity
Total Building			**1.7108**		**1.7108**

Table 6
East Campus CEUS Energy Intensity and Adjustments- Miscellaneous Category

Electricity Energy Intensity

End Use	CEUS Energy Intensity (kWh/sf/Year)	High Density Occupancy Adjustment	Energy Intensity w/ Density Adjustment	Project Design Features	Energy Intensity
Total Building			**8.98**		**8.39**

Natural Gas Energy Intensity

End Use	CEUS Energy Intensity (Therms/sf/Year)	High Density Occupancy Adjustment	Energy Intensity w/ Density Adjustment	Project Design Features	Energy Intensity
Total Building			**0.2724**		**0.2724**

East Campus Projected Energy Use

Table 7
East Campus Projected Energy Use

	(kWh/sf/yr)	*(kWh/yr)*	*(Therms/sf/yr)*	*(Therms/yr)*

East Campus Baseline Energy Use

Table 8
East Campus Historical Energy Use

	(kWh/yr)	*(Therms/yr)*

West Campus Energy Intensity

Table 9
West Campus CEUS Energy Intensity and Adjustments- Large Office Category

Electricity Energy Intensity

End Use	CEUS Energy Intensity (kWh/sf/Year)	High Density Occupancy Adjustment	2005 T24 Adjustment	2008 T24 Adjustment	Energy Intensity w/ Adjustments	Project Design Features	Energy Intensity
Total Building					18.50		13.73

Natural Gas Energy Intensity

End Use	CEUS Energy Intensity (Therms/sf/Year)	High Density Occupancy Adjustment	2005 T24 Adjustment	2008 T24 Adjustment	Energy Intensity w/ Adjustments	Project Design Features	Energy Intensity
Total Building					0.072		0.064

Table 10
West Campus CEUS Energy Intensity and Adjustments- Food Service Category

Electricity Energy Intensity

End Use	CEUS Energy Intensity (kWh/sf/Year)	High Density Occupancy Adjustment	2005 T24 Adjustment	2008 T24 Adjustment	Energy Intensity w/ Adjustments	Project Design Features	Energy Intensity
						25% 40% 40% 20% 10% 30%	
Total Building					**29.89**		**26.47**

Natural Gas Energy Intensity

End Use	CEUS Energy Intensity (Therms/sf/Year)	High Density Occupancy Adjustment	2005 T24 Adjustment	2008 T24 Adjustment	Energy Intensity w/ Adjustments	Project Design Features	Energy Intensity
Total Building					**1.700**		**1.686**

Table 11
West Campus CEUS Energy Intensity and Adjustments- Miscellaneous Category

Electricity Energy Intensity

End Use	CEUS Energy Intensity (kWh/sf/Year)	High Density Occupancy Adjustment	2005 T24 Adjustment	2008 T24 Adjustment	Energy Intensity w/ Adjustments	Project Design Features	Energy Intensity
Total Building					8.19		6.73

Natural Gas Energy Intensity

End Use	CEUS Energy Intensity (Therms/sf/Year)	High Density Occupancy Adjustment	2005 T24 Adjustment	2008 T24 Adjustment	Energy Intensity w/ Adjustments	Project Design Features	Energy Intensity
Total Building					0.257		0.237

West Campus Projected Energy Use

Table 12
West Campus Projected Energy Use

	(kWh/sf/yr)	*(kWh/yr)*	*(Therms/sf/yr)*	*(Therms/yr)*

APPENDIX A
Energy Model Input Data

	East Campus	West Campus
Building Description		
Building Floor Area (sf)	57,200 (1/2 of MPK10)	90,000
Climate Zone	3	3
Number of Stories	2	3
Vertical Glazing % of Wall		
North	30%	40%
East	30%	40%
South	30%	40%
West	30%	40%
Fenestrations		
Windows / Glazing Type	T24-1998 Minimum Compliant Glass + tint	T24-2008 Minimum Compliant Glass
U-Value	1.28	0.47
Solar Heat Gain Coefficient (SHGC) Non-North	0.67	0.47
Solar Heat Gain Coefficient (SHGC) North	0.67	0.31
Frame Type	Aluminum w/o thermal break	Aluminum w/o thermal break
Envelope Constructions		
Exterior Wall Construction	Metal 2x4 framing w/ stucco	Metal 2x6 Frame
Insulation- Wall	R-11 in cavity, 1.5 inches polystyrene (R-6) on exterior per architectural drawings	R -19 batt insulation
Roof Construction	Concrete deck with built-up roof	Metal Frame w/ Built-up Roof
Insulation- Roof	1.5 inches polystyrene (R-6) on exterior per architectural drawings	R -19 batt insulation in cavity + R-6 rigid exterior sheet
Floor Construction	Concrete slab on grade	Concrete slab on grade
Occupancy		
Number of people	Standard= 280 sf/per Proposed= 150 sf/per	Standard= 280 sf/per Proposed= 150 sf/per
Internal Gains		
Lighting Power Density (W/sf)	1.2 w/sf per T24-1998	0.90 w/sf for office space per T24-2008
Lighting Controls	none	Daylighting and Occupancy controls in spaces mandatory by code
Office / Misc Equipment (W/sf)	Standard= 1.4 w/sf Proposed= 2.6 w/sf	Standard= 1.4 w/sf Proposed= 2.6 w/sf
Daylighting Controls	No	Yes
HVAC Systems		
Cooling Type	Central VAV with Gas fired reheat	Central VAV with Gas fired reheat
Cooling System	Air-cooled screw chillers	Packaged air-cooled chillers
Cooling Efficiency	T24-2005 Table 112-D 3.10 COP (most mechanical equipment was upgraded around 2004-05)	T24-2008 Table 112-D 2.80 COP
Heating System	Hot Water Boiler	Hot Water Boiler
Heating Efficiency	0.80 Thermal Eff	0.80 Thermal Eff
Fan System	VAV	VAV

	East Campus	West Campus
Fan Efficiency	Standard	Standard
Air-side Economizer	Diff Temperature	Diff Temperature
Minimum Outdoor Air	15 cfm/pp or 0.15 cfm/sf	15 cfm/pp or 0.15 cfm/sf
Heating Setpoints (ºF)	72	72
Cooling Setpoint (ºF)	75	75
Hot Water pumps	Constant speed	Variable Speed Drives
Heating Supply Reset (Y/N)	No	Yes
Cooling Supply Reset (Y/N)	No	Yes

APPENDIX B
Energy Model Output Data- East Campus

Annual Electric Energy by Enduse (pg 1 of 4)

	Ambient Lights	Task Lights	Misc Equip	Space Heating	Space Cooling	Heat Reject	Pumps & Aux	Vent Fans	Dom Ht Wtr	Exterior Usage	Total
Annual Energy USE (kWh)											
0 Base Design	261,884	0	253,141	0	140,714	7,559	33,435	31,120	0	0	727,852
Alt10+Occ + Plug Adj	261,884	0	438,776	0	173,100	9,749	36,817	43,811	0	0	964,137

Incremental SAVINGS (MWh) **(values are relative to previous measure (% savings are relative to base case use), negative entries indicate increased use)**

Alt10+Occ + Plug Adj	0.00 (0%)	--	-185.64 (-73%)	--	-32.39 (-23%)	-2.19 (-29%)	-3.38 (-10%)	-12.69 (-41%)	--	--	-236.28 (-32%)

Cumulative SAVINGS (MWh) **(values (and % savings) are relative to the Base Case, negative entries indicate increased use)**

Alt10+Occ + Plug Adj	0.00 (0%)	--	-185.64 (-73%)	--	-32.39 (-23%)	-2.19 (-29%)	-3.38 (-10%)	-12.69 (-41%)	--	--	-236.28 (-32%)

Annual Electric Coincident Peak Demand by Enduse (pg 2 of 4)

	Ambient Lights	Task Lights	Misc Equip	Space Heating	Space Cooling	Heat Reject	Pumps & Aux	Vent Fans	Dom Ht Wtr	Exterior Usage	Total
Annual Energy Coincident Demand (kW)											
0 Base Design	42.2	0.0	77.2	0.0	110.9	9.8	5.6	9.7	0.0	0.0	255.3
Alt10+Occ + Plug Adj	42.2	0.0	133.8	0.0	136.3	10.8	6.1	17.8	0.0	0.0	347.1
Incremental SAVINGS (kW)	**(values are relative to previous measure (% savings are relative to base case demand), negative entries indicate increased demand)**										
Alt10+Occ + Plug Adj	0.00 (0%)	--	-56.63 (-73%)	--	-25.42 (-23%)	-1.02 (-10%)	-0.56 (-10%)	-8.12 (-84%)	--	--	-91.75 (-36%)
Cumulative SAVINGS (kW)	**(values (and % savings) are relative to the Base Case, negative entries indicate increased demand)**										
Alt10+Occ + Plug Adj	0.00 (0%)	--	-56.63 (-73%)	--	-25.42 (-23%)	-1.02 (-10%)	-0.56 (-10%)	-8.12 (-84%)	--	--	-91.75 (-36%)

Annual Electric Non-Coincident Peak Demand by Enduse (pg 3 of 4)

	Ambient Lights	Task Lights	Misc Equip	Space Heating	Space Cooling	Heat Reject	Pumps & Aux	Vent Fans	Dom Ht Wtr	Exterior Usage	Total
Annual Energy Non-Coincident Demand (kW)											
0 Base Design	61.8	0.0	77.2	0.0	110.9	9.8	5.6	21.0	0.0	0.0	255.3
Alt10+Occ + Plug Adj	61.8	0.0	133.8	0.0	136.3	10.8	6.1	26.0	0.0	0.0	347.1

Incremental SAVINGS (kW) **(values are relative to previous measure (% savings are relative to base case demand), negative entries indicate increased demand)**

Alt10+Occ + Plug Adj	0.00 (0%)	--	-56.63 (-73%)	--	-25.42 (-23%)	-1.02 (-10%)	-0.56 (-10%)	-4.98 (-24%)	--	--	-91.75 (-36%)

Cumulative SAVINGS (kW) **(values (and % savings) are relative to the Base Case, negative entries indicate increased demand)**

Alt10+Occ + Plug Adj	0.00 (0%)	--	-56.63 (-73%)	--	-25.42 (-23%)	-1.02 (-10%)	-0.56 (-10%)	-4.98 (-24%)	--	--	-91.75 (-36%)

Annual Fuel Energy by Enduse (pg 4 of 4)

	Misc Equip	Space Heating	Space Cooling	Heat Reject	Pumps & Aux	Vent Fans	Ht Pump Supp	Dom Ht Wtr	Exterior Usage	Total
Annual Energy USE (MBtu)										
0 Base Design	0.0	498.3	0.0	0.0	0.0	0.0	0.0	52.2	0.0	550.6
Alt10+Occ + Plug Adj	0.0	337.5	0.0	0.0	0.0	0.0	0.0	91.0	0.0	428.5

Incremental SAVINGS (MBtu) **(values are relative to previous measure (% savings are relative to base case use), negative entries indicate increased use)**

Alt10+Occ + Plug Adj	--	160.83 (32%)	--	--	--	--	--	-38.79 (-74%)	--	122.05 (22%)

Cumulative SAVINGS (MBtu) **(values (and % savings) are relative to the Base Case, negative entries indicate increased use)**

Alt10+Occ + Plug Adj	--	160.83 (32%)	--	--	--	--	--	-38.79 (-74%)	--	122.05 (22%)

APPENDIX C
Energy Model Output Data- West Campus

Annual Electric Energy by Enduse (pg 1 of 4)

	Ambient Lights	Task Lights	Misc Equip	Space Heating	Space Cooling	Heat Reject	Pumps & Aux	Vent Fans	Dom Ht Wtr	Exterior Usage	Total
Annual Energy USE (kWh)											
0 Base Design	257,155	0	397,136	0	153,947	0	2,764	42,475	0	0	853,475
1 0+Occ+plug load Adj	257,155	0	687,232	0	208,517	0	1,338	73,810	0	0	1,228,049
Incremental SAVINGS (MWh) (values are relative to previous measure (% savings are relative to base case use), negative entries indicate increased use)											
1 0+Occ+plug load Adj	0.00 (0%)	--	-290.10 (-73%)	--	-54.57 (-35%)	--	1.43 (52%)	-31.33 (-74%)	--	--	-374.57 (-44%)
Cumulative SAVINGS (MWh) (values (and % savings) are relative to the Base Case, negative entries indicate increased use)											
1 0+Occ+plug load Adj	0.00 (0%)	--	-290.10 (-73%)	--	-54.57 (-35%)	--	1.43 (52%)	-31.33 (-74%)	--	--	-374.57 (-44%)

Annual Electric Coincident Peak Demand by Enduse (pg 2 of 4)

		Ambient Lights	Task Lights	Misc Equip	Space Heating	Space Cooling	Heat Reject	Pumps & Aux	Vent Fans	Dom Ht Wtr	Exterior Usage	Total
Annual Energy Coincident Demand (kW)												
0	Base Design	71.4	0.0	94.9	0.0	149.0	0.0	0.0	28.9	0.0	0.0	344.1
1	0+Occ+plug load Adj	71.4	0.0	164.2	0.0	182.6	0.0	0.0	50.3	0.0	0.0	468.4

Incremental SAVINGS (kW) **(values are relative to previous measure (% savings are relative to base case demand), negative entries indicate increased demand)**

1	0+Occ+plug load Adj	0.00 (0%)	--	-69.30 (-73%)	--	-33.58 (-23%)	--	--	-21.47 (-74%)	--	--	-124.35 (-36%)

Cumulative SAVINGS (kW) **(values (and % savings) are relative to the Base Case, negative entries indicate increased demand)**

1	0+Occ+plug load Adj	0.00 (0%)	--	-69.30 (-73%)	--	-33.58 (-23%)	--	--	-21.47 (-74%)	--	--	-124.35 (-36%)

Annual Electric Non-Coincident Peak Demand by Enduse (pg 3 of 4)

		Ambient Lights	Task Lights	Misc Equip	Space Heating	Space Cooling	Heat Reject	Pumps & Aux	Vent Fans	Dom Ht Wtr	Exterior Usage	Total
Annual Energy Non-Coincident Demand (kW)												
0	Base Design	71.4	0.0	94.9	0.0	149.0	0.0	2.2	32.5	0.0	0.0	344.1
1	0+Occ+plug load Adj	71.4	0.0	164.2	0.0	182.6	0.0	2.2	56.2	0.0	0.0	468.4

Incremental SAVINGS (kW) **(values are relative to previous measure (% savings are relative to base case demand), negative entries indicate increased demand)**

1	0+Occ+plug load Adj	0.00 (0%)	--	-69.30 (-73%)	--	-33.58 (-23%)	--	0.00 (0%)	-23.71 (-73%)	--	--	-124.35 (-36%)

Cumulative SAVINGS (kW) **(values (and % savings) are relative to the Base Case, negative entries indicate increased demand)**

1	0+Occ+plug load Adj	0.00 (0%)	--	-69.30 (-73%)	--	-33.58 (-23%)	--	0.00 (0%)	-23.71 (-73%)	--	--	-124.35 (-36%)

Annual Fuel Energy by Enduse (pg 4 of 4)

	Misc Equip	Space Heating	Space Cooling	Heat Reject	Pumps & Aux	Vent Fans	Ht Pump Supp	Dom Ht Wtr	Exterior Usage	Total
Annual Energy USE (MBtu)										
0 Base Design	0.0	69.6	0.0	0.0	0.0	0.0	0.0	249.1	0.0	318.6
1 0+Occ+plug load Adj	0.0	12.0	0.0	0.0	0.0	0.0	0.0	444.2	0.0	456.2
Incremental SAVINGS (MBtu) (values are relative to previous measure (% savings are relative to base case use), negative entries indicate increased use)										
1 0+Occ+plug load Adj	--	57.55 (83%)	--	--	--	--	--	-195.11 (-78%)	--	-137.56 (-43%)
Cumulative SAVINGS (MBtu) (values (and % savings) are relative to the Base Case, negative entries indicate increased use)										
1 0+Occ+plug load Adj	--	57.55 (83%)	--	--	--	--	--	-195.11 (-78%)	--	-137.56 (-43%)

APPENDIX D
Density Adjustments Based on Model Results

West Campus

End Use		

Adjustments

End Use

East Campus

End Use		

Adjustments

End Use

APPENDIX 3.7.C – TRAFFIC DATA FROM DKS ASSOCIATES

	Existing	East Site Baseline	East Campus Full	West Campus Full
Employees	1400	3600	6600	2800
Daily trips	2946	7192	15000	6350
		5394		
	25% reduction of total baseline trips = (7192*0.75)			

	Home-Based Work Trips	Non-Home Based Work Trips	Total
Percent*	60%	40%	100%
Average Distance (mi)^	15.56	11.58	--
Existing to Palo Alto VMT	29639	13646	43285
Existing Total Trips	1768	1178	2946
Existing to Menlo Park VMT	27506	13646	41152
Baseline Total Trips	3236	2158	5394
Baseline VMT	50362	24985	75347
East Campus Full Trips	9000	6000	15000
East Campus Full VMT	140051	69480	209531
West Campus Trips	3810	2540	6350
West Campus VMT	59288	29413	88702
East Campus Increment VMT	89689	44495	134184
West Campus Increment VMT	59288	29413	88702
Total Increment VMT	148977	73908	222886

Legend:
VMT = Vehicle Miles Traveled
Source:
*California Household Survey, Caltrans, 2002, San Mateo County Origins and Destinations Only
^ Home-Based Work Trips calculated from Facebook Employee Data, DKS Associates, 2011
Non-Home-Based Work Trips average distance taken from California Household Survey, Caltrans, 2002, San Mateo county Origins and Destinations Only

Existing % Distribution for Facebook Employee Residences

City	Engineers	Other	Total
San Rafael	0.0%	0.1%	0.1%
Belvedere	0.0%	0.4%	0.3%
San Francisco	20.4%	31.6%	27.4%
Daly City	0.0%	0.3%	0.2%
San Bruno	0.0%	0.1%	0.1%
Pacifica	0.0%	0.3%	0.2%
Millbrae	0.0%	0.3%	0.2%
Burlingame	0.5%	0.7%	0.6%
Hillsborough	0.0%	0.3%	0.2%
San Mateo	1.6%	2.3%	2.1%
Foster City	0.0%	0.3%	0.2%
El Cerrito	0.0%	0.4%	0.3%
Albany	0.0%	0.1%	0.1%
Berkeley	0.5%	0.3%	0.3%
Oakland	0.2%	0.7%	0.5%
Alameda	0.0%	0.4%	0.3%
Walnut Creek	0.2%	0.4%	0.3%
Danville	0.0%	0.4%	0.3%
San Ramon	0.5%	0.1%	0.3%
Pleasanton	0.2%	1.1%	0.8%
Castro Valley	0.0%	0.4%	0.3%
Union City	0.9%	0.3%	0.5%
Fremont	1.6%	2.7%	2.3%
Newark	0.2%	0.0%	0.1%
Belmont	0.2%	1.0%	0.7%
San Carlos	0.5%	1.2%	0.9%
Half Moon Bay	0.0%	0.1%	0.1%
Redwood City	1.4%	1.2%	1.3%
Woodside	0.2%	0.5%	0.4%
Portola Valley	0.0%	0.3%	0.2%
Atherton	0.2%	0.7%	0.5%
Menlo Park	3.0%	3.2%	3.1%
East Palo Alto	0.0%	0.1%	0.1%
Palo Alto	27.3%	16.2%	20.4%
Stanford	1.4%	0.3%	0.7%
Los Altos Hills	0.0%	0.1%	0.1%
Los Altos	1.8%	2.1%	2.0%
Mountain View	12.8%	6.5%	8.8%
Mipitas	0.5%	1.0%	0.8%
Sunnyvale	8.7%	4.0%	5.8%
Cupertino	1.8%	1.4%	1.5%
Santa Clara	2.5%	2.5%	2.5%
San Jose	8.9%	9.9%	9.5%
Campbell	0.2%	0.7%	0.5%
Saratoga	0.5%	0.8%	0.7%
Monte Sereno	0.2%	0.0%	0.1%
Los Gatos	0.9%	1.6%	1.4%
Morgan Hill	0.0%	0.5%	0.3%
Total	100.0%	100.0%	100.0%

% Trip Distrib in Zone	Zone from CSA Traffix Model	Future Zone % Trip Distrib from CSA Traffix Model	Future % Trip Distrib
0%	US 101 N	15%	0%
1%			0%
87%			13%
1%			0%
0%			0%
1%			0%
1%			0%
2%			0%
1%			0%
7%			1%
1%			0%
4%	SR 84	15%	1%
1%			0%
5%			1%
8%			1%
4%			1%
5%			1%
4%			1%
4%			1%
12%			2%
4%			1%
8%			1%
37%			6%
1%			0%
18%	ECR N, Middlefield N	17%	3%
24%			4%
33%	Sand Hill W	1%	0%
33%	ECR N, Middlefield N	17%	6%
11%			2%
67%	Sand Hill W	1%	1%
13%	ECR N, Middlefield N	17%	2%
100%	Dtwn, Willow, Belle	9%	9%
0%	Middlefield S	5%	0%
100%			5%
100%	ECR S	1%	1%
0%	US 101 S	37%	0%
6%			2%
26%			10%
2%			1%
17%			6%
5%			2%
7%			3%
28%			10%
2%			1%
2%			1%
0%			0%
4%			1%
1%			0%
		Total--->	100%

Home-Based Work Trip Length Calculation

Trip Length to Palo Alto (mi.)	Weighted Average (mi.)	Trip Length to Menlo Park (mi.)	Weighted Average (mi.)
53.9	0.02	52.4	0.02
52.4	0.06	47.2	0.06
35.3	4.63	31.1	4.08
33.6	0.03	28.4	0.02
24.3	0.01	20.1	0.01
36.1	0.03	30.9	0.03
21.9	0.02	17.6	0.01
20.6	0.06	16.4	0.05
22.6	0.02	17.3	0.01
17.6	0.17	13.4	0.13
16.2	0.01	12.0	0.01
49.6	0.31	41.0	0.25
46.9	0.10	38.3	0.08
46.3	0.38	35.6	0.29
36.7	0.45	30.2	0.37
34.2	0.21	27.6	0.17
55.4	0.46	45.9	0.38
47.7	0.29	40.0	0.25
44.6	0.27	37.0	0.23
35.4	0.65	28.7	0.53
28.0	0.17	21.5	0.13
18.1	0.22	11.6	0.14
19.7	1.09	13.2	0.73
15.2	0.03	8.7	0.02
13.5	0.41	9.3	0.28
12.6	0.52	8.3	0.34
24.6	0.08	24.1	0.08
7.3	0.41	6.9	0.39
9.3	0.18	9.6	0.18
8.1	0.05	14.6	0.10
4.6	0.10	5.0	0.11
3.6	0.32	3.6	0.32
5.5	0.00	1.8	0.00
2.7	0.13	3.5	0.17
1.4	0.01	5.2	0.05
3.8	0.00	9.4	0.01
4.4	0.09	8.4	0.18
5.2	0.50	10.7	1.03
16.5	0.14	16.7	0.14
8.6	0.54	11.7	0.73
12.4	0.21	14.4	0.24
16.0	0.43	16.2	0.44
21.1	2.19	18.8	1.95
18.6	0.10	22.3	0.13
16.4	0.12	18.7	0.14
22.2	0.02	24.5	0.02
21.4	0.32	23.7	0.35
40.2	0.15	40.1	0.15
1112.3	**16.8**	**993.6**	**15.6**

Home-Based Work Trip VMT Calculation

Existing to Palo Alto VMT	Existing/ Future to Menlo Park VMT	East Site Baseline VMT	East Campus Full VMT	West Campus VMT
39	38	70	194	82
114	103	188	524	222
8180	7207	13195	36694	15534
49	41	76	210	89
18	15	27	74	31
52	45	82	229	97
32	26	47	130	55
105	83	153	425	180
33	25	46	128	54
307	234	428	1189	504
24	17	32	89	38
540	447	818	2275	963
170	139	255	708	300
673	517	947	2633	1115
800	658	1205	3351	1419
373	301	551	1531	648
805	667	1221	3395	1437
520	436	798	2219	939
486	403	738	2053	869
1157	938	1718	4777	2022
305	234	429	1193	505
394	253	463	1287	545
1932	1294	2370	6591	2790
55	32	58	161	68
721	497	910	2530	1071
926	610	1116	3104	1314
145	142	260	723	306
731	691	1265	3519	1490
311	321	587	1632	691
95	172	315	876	371
184	200	367	1020	432
573	573	1049	2916	1234
2	1	1	3	1
238	308	564	1568	664
25	92	168	468	198
6	16	28	79	33
167	319	584	1625	688
885	1820	3333	9268	3923
245	248	454	1264	535
952	1295	2370	6592	2791
369	428	784	2180	923
766	776	1421	3951	1672
3868	3446	6310	17548	7429
184	221	405	1125	476
217	247	452	1258	533
37	40	74	206	87
565	626	1147	3189	1350
266	265	485	1349	571
29639	**27506**	**50362**	**140051**	**59288**

No.	Segment	Existing ADT	Near Term I ADT	Near Term Proj I ADT	Near Term II ADT	Near Term Proj II ADT	Long Term I ADT	Long Term Proj I ADT	Long Term Proj II ADT
1	Marsh Rd (Bay Rd and Railroad Tracks)	27,428	30,976	32,324	33,147	33,687	35,883	37,231	37,771
2	Willow Rd (Ivy Dr and Hamilton Ave)	26,304	30,147	35,377	36,166	40,122	35,455	40,685	44,641
3	Willow Rd (Durham St and Chester St)	32,745	35,454	36,402	37,384	38,305	43,568	44,516	45,437
4	Willow Rd (Nash Ave and Blackburn Ave)	26,032	28,758	29,606	30,387	31,245	36,201	37,049	37,907
5	University Ave (Railroad Tracks and Purdue Ave)	24,023	25,398	26,066	26,787	27,213	28,946	29,614	30,040
6	University Ave (Bell St and Runnymede St)	29,431	30,944	31,612	32,495	32,921	35,035	35,703	36,129
7	University Ave (Maple St and Palm St)	21,413	22,710	23,010	23,652	23,842	27,809	28,109	28,299
8	Middlefield Rd (Linfield Dr and Survey Ln)	20,069	21,565	22,015	22,617	23,157	28,411	28,861	29,401
9	Middlefield Rd (Hawthorne Ave and Everet Ave)	19,362	21,688	22,088	22,669	22,859	23,625	24,025	24,215
10	O'Brien Dr (Adams Dr and Casey Ct)	2,611	2,791	2,791	2,870	2,870	3,053	3,053	3,053

Segment	Direction	Capacity	Existing ADT	Near Term I: Volume Added for Near Term I	Near Term I: Near Term I ADT	Near Term I: % Change from Existing	Near Term Plus Project I: Net Volume Added for Proj I	Near Term Plus Project I: Near Term Proj I ADT	Near Term Plus Project I: % Change from NT I	Impact?	Near Term II: Volume Added for Near Term II	Near Term II: Near Term II ADT	Near Term II: % Change from Existing	Near Term Plus Project II: Net Volume Added for Proj II	Near Term Plus Project II: Near Term Proj II ADT	Near Term Plus Project II: % Change from NT II		Long Term Conditions I: Volume Added for Long Term I	Long Term Conditions I: Long Term I ADT	Long Term Conditions I: % Change from Existing	Long Term Plus Project Conditions I: Net Volume Added for Proj I	Long Term Plus Project Conditions I: Long Term Proj I ADT	Long Term Plus Project Conditions I: % Change from LT I		Long Term Plus Project Conditions II: Proj Volume Added for Long Term II	Long Term Plus Project Conditions II: Long Term Proj II ADT	Long Term Plus Project Conditions II: % Change from LT II	
SR 84 (US 101 to Willow Road)	NB	6,900		1,738	1,738	#DIV/0!	1,235	2,973	71.1%	y	1,738	1,738	#DIV/0!	3,394	5,132	195.3%	y	1,738	1,738	#DIV/0!	1,235	2,973	71.1%	y	3,394	5,132	195.3%	y
SR 84 (Willow Road to University Avenue)	NB	6,900		1,693	1,693	#DIV/0!	1,083	2,776	64.0%	exempt	1,693	1,693	#DIV/0!	1,772	3,465	104.7%	exempt	3,031	3,031	#DIV/0!	1,083	4,114	35.7%	exempt	1,772	4,803	58.5%	exempt
SR 84 (University Avenue to County Line	SB	6,900		1,525	1,525	#DIV/0!	748	2,273	49.0%	y	1,525	1,525	#DIV/0!	1,224	2,749	80.3%	y	2,863	2,863	#DIV/0!	748	3,611	26.1%	y	1,224	4,087	42.8%	y
SR 109/University (US 101 to Bayfront Expressway)	EB	2,200	13,373	703	14,076	5.3%	334	14,410	2.4%	y	1,104	14,477	8.3%	547	15,024	3.8%	y	2,614	15,987	19.5%	334	16,321	2.1%	y	547	16,534	3.4%	y
SR 114/Willow Rd (US 101 to Bayfront Expressway)	EB	2,200	14,003	1,865	15,868	13.3%	2,210	18,078	13.9%	exempt	2,285	16,288	16.3%	3,458	19,746	21.2%	exempt	4,603	18,606	32.9%	2,210	20,816	11.9%	exempt	3,458	22,064	18.6%	exempt
US 101 (North of Marsh Road)	NB	9,200		1,071	1,071	#DIV/0!	748	1,819	69.8%	exempt	1,071	1,071	#DIV/0!	1,224	2,295	114.3%	exempt	3,235	3,235	#DIV/0!	748	3,983	23.1%	exempt	1,224	4,459	37.8%	exempt
US 101 (Marsh Road to Willow Road)	SB	9,200		2,402	2,402	#DIV/0!	75	2,477	3.1%	exempt	2,402	2,402	#DIV/0!	75	2,477	3.1%	exempt	3,484	3,484	#DIV/0!	75	3,559	2.2%	exempt	75	3,559	2.2%	exempt
US 101 (Willow Road to University Avenue)	NB	9,200		3,060	3,060	#DIV/0!	1,661	4,721	54.3%	y	3,060	3,060	#DIV/0!	2,718	5,778	88.8%	y	3,060	3,060	#DIV/0!	1,661	4,721	54.3%	y	2,718	5,778	88.8%	y
US 101 (South of University Avenue)	SB	9,200		3,297	3,297	#DIV/0!	1,846	5,143	56.0%	y	3,297	3,297	#DIV/0!	3,020	6,317	91.6%	y	4,203	4,203	#DIV/0!	1,846	6,049	43.9%	y	3,020	7,223	71.9%	y

Segment	Direction	Near Term and East Campus 3600 Empl Approved/Planned Projects	East Site 3600 to 6600 Empl Full	West Site Full	Long Term Background Approved/Planned Projects
SR 84 (US 101 to Willow Road)	NB	1738	1,235	2159	1738
SR 84 (Willow Road to University Avenue)	NB	1693	1,083	689	3031
SR 84 (University Avenue to County Line	SB	1525	748	476	2863
SR 109/University (US 101 to Bayfront Expressway)	EB	168	334	213	742
SR 114/Willow Rd (US 101 to Bayfront Expressway)	EB	1305	2,210	1248	2643
US 101 (North of Marsh Road)	NB	1071	748	476	3235
US 101 (Marsh Road to Willow Road)	SB	2402	75	0	3484
US 101 (Willow Road to University Avenue)	NB	3060	1,661	1057	3060
US 101 (South of University Avenue)	SB	3297	1,846	1174	4203

Existing	Near Term I	Near Term II	Long Term	% Per Year
2011	2015	2018	2025	1.00%

Segment	Direction	Near Term and East Campus 3600 Empl Approved/Planned Projects	East Site 3600 to 6600 Empl Full	West Site Full	Long Term Background Approved/Planned Projects	Intersections			
SR 84 (US 101 to Willow Road)	Two-way	3533	2582	3177	3533	689	NT, ST, ER		
SR 84 (Willow Road to University Avenue)	Two-way	3862	3111	1378	6062	426	SR, ET, WT		
SR 84 (University Avenue to County Line	Two-way	3126	1830	952	6538	18	NL, NT, ST, ER		
SR 109/University (US 101 to Bayfront Expressway)	Two-way	336	668	426	1484	22	ET, WT		
SR 114/Willow Rd (US 101 to Bayfront Expressway)	Two-way	2733	4532	3512	5409	12	SR, ET, ER		
US 101 (North of Marsh Road)	Two-way	2141	1497	952	6469	250	NT, EL, WR	249	ST, SR
US 101 (Marsh Road to Willow Road)	Two-way	4861	262	476	7025	251	NT, SL, ST, SR, EL, WR		
US 101 (Willow Road to University Avenue)	Two-way	6120	3322	2114	6120	251	NL, NT, NR, ST, ER, WL		
US 101 (South of University Avenue)	Two-way	6594	3692	2348	8405	688	NT, NR, ST, ER		

Segment	Direction	Capacity	3600 to 6600 Employee East Campus Increment (Used LT Proj I): Volume AM	PM	% contribution AM	PM	Highest Peak		3600 to 6600 Employee East and West Campus Increment (Used LT Proj II): Volume AM	PM	% contribution AM	PM	Highest Peak		West Campus Increment: Volume AM	PM	% contribution AM	PM	Highest Peak		Intersections	
SR 84 (US 101 to Willow Road)	NB	6,900	219	477	3.2%	6.9%	477	6.9%	756	467	11.0%	6.8%	756	11.0%	537	-10	7.8%	-0.1%	537	7.8%	689	NL, NT
SR 84 (Willow Road to University Avenue)	NB	6,900	594	132	8.6%	1.9%	594	8.6%	599	64	8.7%	0.9%	599	8.7%	5	-68	0.1%	-1.0%	5	0.1%	426	WT, WR
SR 84 (University Avenue to County Line	SB	6,900	75	455	1.1%	6.6%	455	6.6%	31	360	0.4%	5.2%	360	5.2%	-44	-95	-0.6%	-1.4%	-44	-0.6%	18	ST
SR 109/University (US 101 to Bayfront Expressway)	EB	2,200	119	28	5.4%	1.3%	119	5.4%	185	20	8.4%	0.9%	185	8.4%	66	-8	3.0%	-0.4%	66	3.0%	22	ET
SR 114/Willow Rd (US 101 to Bayfront Expressway)	EB	2,200	775	159	35.2%	7.2%	775	35.2%	1169	127	53.1%	5.8%	1169	53.1%	394	-32	17.9%	-1.5%	394	17.9%	12	ET
US 101 (North of Marsh Road)	NB	9,200	54	399	0.6%	4.3%	399	4.3%	31	360	0.3%	3.9%	360	3.9%	-23	-39	-0.3%	-0.4%	-23	-0.3%	250	NT, WR, EL
US 101 (Marsh Road to Willow Road)	SB	9,200	140	374	1.5%	4.1%	374	4.1%	25	3	0.3%	0.0%	25	0.3%	-115	-371	-1.3%	-4.0%	-115	-1.3%	251	SL, ST, SR
US 101 (Willow Road to University Avenue)	NB	9,200	925	220	10.1%	2.4%	925	10.1%	919	99	10.0%	1.1%	919	10.0%	-6	-121	-0.1%	-1.3%	-6	-0.1%	251	NL, NT, NR
US 101 (South of University Avenue)	SB	9,200	152	970	1.7%	10.5%	970	10.5%	69	889	0.8%	9.7%	889	9.7%	-83	-81	-0.9%	-0.9%	-81	-0.9%	688	ST, ER

APPENDIX 3.7.D – CONSTRUCTION EQUIPMENT INFORMATION

Facebook West Campus Menlo Park, CA

Phase Type (Select a drop down list item in Column A; if "Other", please specify in Column B)		Phase Start Date	Phase End Date	Operating Hours Per Day[1]	Work Days Per Week	Equipment Type (Select a drop down list item in Column G; if "Other" please specify in Column H)		Number of Equipment	Horsepower (if known)	Load Factor (if known)	Fuel Type (if not diesel)	Daily Construction Trips[2]		
												Workers[3]	Vendors	Haul Trucks
	Core													
	Interiors													

*Please insert rows as necessary

Construction Details

APPENDIX 3.7.E – CALEEMOD™ OUTPUTS

Facebook Menlo Park Campus-Baseline

Facebook Menlo Park Campus-Baseline

San Mateo County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
General Office Building	1035.84	1000sqft
User Defined Commercial	1	User Defined Unit
Health Club	0	1000sqft
High Turnover (Sit Down Restaurant)	0	1000sqft

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Utility Company**	Pacific Gas & Electric Company
Climate Zone	5	**Precipitation Freq (Days)**	70		

1.3 User Entered Comments

Project Characteristics - Carbon Intensity Adjusted for RPS based on guidance from the City

Land Use - Sqft based on values used in Energy Demand Memo by KEMA. User defined land use does not represent an actual land use but is used to facilitate the evaluation of emissions from the total project instead of by land use.

Construction Phase - Construction not considered for baseline

Off-road Equipment - Construction not considered for baseline

Off-road Equipment - Construction not considered for baseline

Trips and VMT - Construction not considered for baseline

Demolition -

Grading -

Vehicle Trips - Based on Traffic VMT provided by DKS 110411. Weekday trip rates provided directly by DKS. Weekend trip rates assumed to be 10% of weekday rates. Trip length found by dividing hte daily VMT by the number of trips.

Energy Use - Baseline Energy Use from 2008 consistent with Energy Demand Memo by KEMA

Water And Wastewater - Water Demand Baseline

Solid Waste - Based on trash analysis by the City

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2011					0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total					**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2011						0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total						**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	5.24	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Energy	0.18	1.62	1.36	0.01		0.00	0.12		0.00	0.12	0.00	17,597.79	17,597.79	0.84	0.34	17,720.40
Mobile	6.78	12.54	72.60	0.10	0.41	0.38	0.78	0.41	0.38	0.78	0.00	9,180.91	9,180.91	0.52	0.00	9,191.86
Waste						0.00	0.00		0.00	0.00	210.10	0.00	210.10	12.42	0.00	470.84
Water						0.00	0.00		0.00	0.00	0.00	25.73	25.73	0.00	0.01	29.50
Total	**12.20**	**14.16**	**73.96**	**0.11**	**0.41**	**0.38**	**0.90**	**0.41**	**0.38**	**0.90**	**210.10**	**26,804.43**	**27,014.53**	**13.78**	**0.35**	**27,412.60**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	5.24	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Energy	0.18	1.62	1.36	0.01		0.00	0.12		0.00	0.12	0.00	17,597.79	17,597.79	0.84	0.34	17,720.40
Mobile	6.78	12.54	72.60	0.10	0.41	0.38	0.78	0.41	0.38	0.78	0.00	9,180.91	9,180.91	0.52	0.00	9,191.86
Waste						0.00	0.00		0.00	0.00	210.10	0.00	210.10	12.42	0.00	470.84
Water						0.00	0.00		0.00	0.00	0.00	25.73	25.73	0.00	0.01	29.50
Total	**12.20**	**14.16**	**73.96**	**0.11**	**0.41**	**0.38**	**0.90**	**0.41**	**0.38**	**0.90**	**210.10**	**26,804.43**	**27,014.53**	**13.78**	**0.35**	**27,412.60**

3.0 Construction Detail

3.1 Mitigation Measures Construction

3.2 No Construction - 2011

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling					0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor					0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker					0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total					**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling						0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor						0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker						0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total						**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

4.0 Mobile Detail

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	6.78	12.54	72.60	0.10	0.41	0.38	0.78	0.41	0.38	0.78	0.00	9,180.91	9,180.91	0.52	0.00	9,191.86
Unmitigated	6.78	12.54	72.60	0.10	0.41	0.38	0.78	0.41	0.38	0.78	0.00	9,180.91	9,180.91	0.52	0.00	9,191.86
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Office Building	0.00	0.00	0.00		
Health Club	0.00	0.00	0.00		
High Turnover (Sit Down Restaurant)	0.00	0.00	0.00		
User Defined Commercial	5,394.00	539.40	539.40	20,375,770	20,375,770
Total	5,394.00	539.40	539.40	20,375,770	20,375,770

4.3 Trip Type Information

	Miles			Trip %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW
General Office Building	0.00	0.00	0.00	100.00	0.00	0.00
Health Club	0.00	0.00	0.00	16.90	64.10	19.00
High Turnover (Sit Down Restaurant)	0.00	0.00	0.00	8.50	72.50	19.00
User Defined Commercial	13.97	0.00	0.00	100.00	0.00	0.00

5.0 Energy Detail

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.00	0.00		0.00	0.00	0.00	15,828.95	15,828.95	0.81	0.31	15,940.80
Electricity Unmitigated						0.00	0.00		0.00	0.00	0.00	15,828.95	15,828.95	0.81	0.31	15,940.80
NaturalGas Mitigated	0.18	1.62	1.36	0.01		0.00	0.12		0.00	0.12	0.00	1,768.84	1,768.84	0.03	0.03	1,779.61
NaturalGas Unmitigated	0.18	1.62	1.36	0.01		0.00	0.12		0.00	0.12	0.00	1,768.84	1,768.84	0.03	0.03	1,779.61
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	tons/yr										MT/yr					
General Office Building	3.31469e+007	0.18	1.62	1.36	0.01		0.00	0.12		0.00	0.12	0.00	1,768.84	1,768.84	0.03	0.03	1,779.61
Health Club	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
High Turnover (Sit Down Restaurant)	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
User Defined Commercial	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total		**0.18**	**1.62**	**1.36**	**0.01**		**0.00**	**0.12**		**0.00**	**0.12**	**0.00**	**1,768.84**	**1,768.84**	**0.03**	**0.03**	**1,779.61**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	tons/yr										MT/yr					
General Office Building	3.31469e+007	0.18	1.62	1.36	0.01		0.00	0.12		0.00	0.12	0.00	1,768.84	1,768.84	0.03	0.03	1,779.61
Health Club	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
High Turnover (Sit Down Restaurant)	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
User Defined Commercial	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total		**0.18**	**1.62**	**1.36**	**0.01**		**0.00**	**0.12**		**0.00**	**0.12**	**0.00**	**1,768.84**	**1,768.84**	**0.03**	**0.03**	**1,779.61**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	kWh	tons/yr				MT/yr			
General Office Building	6.13528e+007					15,828.95	0.81	0.31	15,940.80
Health Club	0					0.00	0.00	0.00	0.00
High Turnover (Sit Down Restaurant)	0					0.00	0.00	0.00	0.00
User Defined Commercial	0					0.00	0.00	0.00	0.00
Total						**15,828.95**	**0.81**	**0.31**	**15,940.80**

Mitigated

	Electricity Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	kWh	tons/yr				MT/yr			
General Office Building	6.13528e+007					15,828.95	0.81	0.31	15,940.80
Health Club	0					0.00	0.00	0.00	0.00
High Turnover (Sit Down Restaurant)	0					0.00	0.00	0.00	0.00
User Defined Commercial	0					0.00	0.00	0.00	0.00
Total						**15,828.95**	**0.81**	**0.31**	**15,940.80**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	5.24	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Unmitigated	5.24	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	1.20					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	4.05					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**5.25**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	1.20					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	4.05					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**5.25**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

7.0 Water Detail

7.1 Mitigation Measures Water

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr				MT/yr			
Mitigated					25.73	0.00	0.01	29.50
Unmitigated					25.73	0.00	0.01	29.50
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	tons/yr				MT/yr			
General Office Building	15.2687 / 4.891					25.73	0.00	0.01	29.50
Health Club	0 / 0					0.00	0.00	0.00	0.00
High Turnover (Sit Down Restaurant)	0 / 0					0.00	0.00	0.00	0.00
User Defined Commercial	0 / 0					0.00	0.00	0.00	0.00
Total						**25.73**	**0.00**	**0.01**	**29.50**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	tons/yr				MT/yr			
General Office Building	15.2687 / 4.891					25.73	0.00	0.01	29.50
Health Club	0 / 0					0.00	0.00	0.00	0.00
High Turnover (Sit Down Restaurant)	0 / 0					0.00	0.00	0.00	0.00
User Defined Commercial	0 / 0					0.00	0.00	0.00	0.00
Total						**25.73**	**0.00**	**0.01**	**29.50**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
	tons/yr				MT/yr			
Mitigated					210.10	12.42	0.00	470.84
Unmitigated					210.10	12.42	0.00	470.84
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	tons	tons/yr				MT/yr			
General Office Building	0					0.00	0.00	0.00	0.00
Health Club	0					0.00	0.00	0.00	0.00
High Turnover (Sit Down Restaurant)	0					0.00	0.00	0.00	0.00
User Defined Commercial	1035					210.10	12.42	0.00	470.84
Total						**210.10**	**12.42**	**0.00**	**470.84**

8.2 Waste by Land Use

Mitigated

	Waste Disposed	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	tons	tons/yr				MT/yr			
General Office Building	0					0.00	0.00	0.00	0.00
Health Club	0					0.00	0.00	0.00	0.00
High Turnover (Sit Down Restaurant)	0					0.00	0.00	0.00	0.00
User Defined Commercial	1035					210.10	12.42	0.00	470.84
Total						**210.10**	**12.42**	**0.00**	**470.84**

9.0 Vegetation

Facebook Menlo Park Campus-Construction

Facebook West Campus - Construction

San Mateo County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
User Defined Commercial	1	User Defined Unit
Parking Structure	1558	Space

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Utility Company**	Pacific Gas & Electric Company
Climate Zone	5	**Precipitation Freq (Days)**	70		

1.3 User Entered Comments

Project Characteristics -

Land Use - User Defined Commerical is a "dummy" land use as all inputs are site specific.

Construction Phase - Phase dates entered as client specified

Off-road Equipment -

Off-road Equipment - Unit amount changed and hours/day changed to 8

Off-road Equipment - Unit amount changed to 2 and hours/day to 8

Off-road Equipment - Unit amount changed to 2 and hours/day to 8

Off-road Equipment - Unit amount changed to 5 and hours/day to 8

Off-road Equipment - Hours per day changed to 8

Off-road Equipment - Switched unit amounts to 6 and hours/day to 8

Off-road Equipment - Unit amount changed to 1 and hours/day changed to 8

Off-road Equipment - Unit amount changed to 3 and hours/day changed to 8

Off-road Equipment - unit amount changed to 3 and hours/day changed to 8

Off-road Equipment - Hours/day changed to 8 and unit amount changed to 1

Off-road Equipment - Unit amount changed to 8

Off-road Equipment - Unit amount changed to 2 and hours/day to 8

Off-road Equipment - Unit amount changed to 2 and hours/day to 8

Off-road Equipment - Changed unit amount to 2

Trips and VMT - 1,438 is the number of trips estimated using a 16 cubic yard truck to haul 23,000 cubic yards of concrete

Demolition - Amounts specified in construction memo

Grading - 85,000 is the amount specified on the construction memo

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2012	0.34	3.27	1.79	0.00	0.95	0.12	1.07	0.03	0.12	0.15	0.00	317.52	317.52	0.03	0.00	318.06
2013	1.40	10.17	9.59	0.01	12.43	0.50	12.92	0.04	0.50	0.54	0.00	1,346.77	1,346.77	0.10	0.00	1,348.86
2014	5.45	2.36	2.77	0.00	7.80	0.12	7.92	0.01	0.12	0.13	0.00	384.64	384.64	0.03	0.00	385.17
Total	**7.19**	**15.80**	**14.15**	**0.01**	**21.18**	**0.74**	**21.91**	**0.08**	**0.74**	**0.82**	**0.00**	**2,048.93**	**2,048.93**	**0.16**	**0.00**	**2,052.09**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2012	0.34	3.27	1.79	0.00	0.19	0.12	0.31	0.03	0.12	0.15	0.00	317.52	317.52	0.03	0.00	318.06
2013	1.40	10.17	9.59	0.01	0.12	0.50	0.62	0.04	0.50	0.54	0.00	1,346.77	1,346.77	0.10	0.00	1,348.86
2014	5.45	2.36	2.77	0.00	0.05	0.12	0.16	0.01	0.12	0.13	0.00	384.64	384.64	0.03	0.00	385.17
Total	**7.19**	**15.80**	**14.15**	**0.01**	**0.36**	**0.74**	**1.09**	**0.08**	**0.74**	**0.82**	**0.00**	**2,048.93**	**2,048.93**	**0.16**	**0.00**	**2,052.09**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	2.23	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Energy	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Mobile	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Waste						0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Water						0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**2.23**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	2.23	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Energy	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Mobile	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Waste						0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Water						0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**2.23**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

3.1 Mitigation Measures Construction

3.2 Demolition - 2012

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.04	0.00	0.04	0.01	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.10	0.78	0.54	0.00		0.05	0.05		0.05	0.05	0.00	82.90	82.90	0.01	0.00	83.08
Total	**0.10**	**0.78**	**0.54**	**0.00**	**0.04**	**0.05**	**0.09**	**0.01**	**0.05**	**0.06**	**0.00**	**82.90**	**82.90**	**0.01**	**0.00**	**83.08**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.02	0.18	0.22	0.00	0.21	0.01	0.21	0.00	0.01	0.01	0.00	22.04	22.04	0.00	0.00	22.07
Vendor	0.00	0.01	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.75	0.75	0.00	0.00	0.75
Worker	0.00	0.00	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.39	3.39	0.00	0.00	3.39
Total	**0.02**	**0.19**	**0.25**	**0.00**	**0.21**	**0.01**	**0.21**	**0.00**	**0.01**	**0.01**	**0.00**	**26.18**	**26.18**	**0.00**	**0.00**	**26.21**

3.2 Demolition - 2012

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.04	0.00	0.04	0.01	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.10	0.78	0.54	0.00		0.05	0.05		0.05	0.05	0.00	82.90	82.90	0.01	0.00	83.08
Total	**0.10**	**0.78**	**0.54**	**0.00**	**0.04**	**0.05**	**0.09**	**0.01**	**0.05**	**0.06**	**0.00**	**82.90**	**82.90**	**0.01**	**0.00**	**83.08**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.02	0.18	0.22	0.00	0.00	0.01	0.01	0.00	0.01	0.01	0.00	22.04	22.04	0.00	0.00	22.07
Vendor	0.00	0.01	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.75	0.75	0.00	0.00	0.75
Worker	0.00	0.00	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.39	3.39	0.00	0.00	3.39
Total	**0.02**	**0.19**	**0.25**	**0.00**	**0.00**	**0.01**	**0.01**	**0.00**	**0.01**	**0.01**	**0.00**	**26.18**	**26.18**	**0.00**	**0.00**	**26.21**

3.3 Demolition II - 2012

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.15	0.00	0.15	0.02	0.00	0.02	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.16	1.94	0.55	0.00		0.06	0.06		0.06	0.06	0.00	160.98	160.98	0.01	0.00	161.26
Total	**0.16**	**1.94**	**0.55**	**0.00**	**0.15**	**0.06**	**0.21**	**0.02**	**0.06**	**0.08**	**0.00**	**160.98**	**160.98**	**0.01**	**0.00**	**161.26**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.04	0.35	0.43	0.00	0.55	0.01	0.56	0.00	0.01	0.01	0.00	43.76	43.76	0.00	0.00	43.81
Vendor	0.00	0.01	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
Worker	0.00	0.00	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.69	2.69	0.00	0.00	2.70
Total	**0.04**	**0.36**	**0.46**	**0.00**	**0.55**	**0.01**	**0.56**	**0.00**	**0.01**	**0.01**	**0.00**	**47.45**	**47.45**	**0.00**	**0.00**	**47.51**

3.3 Demolition II - 2012

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.15	0.00	0.15	0.02	0.00	0.02	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.16	1.94	0.55	0.00		0.06	0.06		0.06	0.06	0.00	160.98	160.98	0.01	0.00	161.26
Total	**0.16**	**1.94**	**0.55**	**0.00**	**0.15**	**0.06**	**0.21**	**0.02**	**0.06**	**0.08**	**0.00**	**160.98**	**160.98**	**0.01**	**0.00**	**161.26**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.04	0.35	0.43	0.00	0.00	0.01	0.01	0.00	0.01	0.01	0.00	43.76	43.76	0.00	0.00	43.81
Vendor	0.00	0.01	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
Worker	0.00	0.00	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.69	2.69	0.00	0.00	2.70
Total	**0.04**	**0.36**	**0.46**	**0.00**	**0.00**	**0.01**	**0.01**	**0.00**	**0.01**	**0.01**	**0.00**	**47.45**	**47.45**	**0.00**	**0.00**	**47.51**

3.4 Grading III - 2013

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.01	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.04	0.23	0.15	0.00		0.02	0.02		0.02	0.02	0.00	19.87	19.87	0.00	0.00	19.93
Total	**0.04**	**0.23**	**0.15**	**0.00**	**0.01**	**0.02**	**0.03**	**0.00**	**0.02**	**0.02**	**0.00**	**19.87**	**19.87**	**0.00**	**0.00**	**19.93**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.19	1.55	1.88	0.00	1.82	0.04	1.86	0.01	0.04	0.05	0.00	214.78	214.78	0.01	0.00	214.99
Vendor	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.69	0.69	0.00	0.00	0.69
Worker	0.00	0.00	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.27	2.27	0.00	0.00	2.28
Total	**0.19**	**1.55**	**1.91**	**0.00**	**1.82**	**0.04**	**1.86**	**0.01**	**0.04**	**0.05**	**0.00**	**217.74**	**217.74**	**0.01**	**0.00**	**217.96**

3.4 Grading III - 2013

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.01	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.04	0.23	0.15	0.00		0.02	0.02		0.02	0.02	0.00	19.87	19.87	0.00	0.00	19.93
Total	**0.04**	**0.23**	**0.15**	**0.00**	**0.01**	**0.02**	**0.03**	**0.00**	**0.02**	**0.02**	**0.00**	**19.87**	**19.87**	**0.00**	**0.00**	**19.93**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.19	1.55	1.88	0.00	0.01	0.04	0.05	0.01	0.04	0.05	0.00	214.78	214.78	0.01	0.00	214.99
Vendor	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.69	0.69	0.00	0.00	0.69
Worker	0.00	0.00	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.27	2.27	0.00	0.00	2.28
Total	**0.19**	**1.55**	**1.91**	**0.00**	**0.01**	**0.04**	**0.05**	**0.01**	**0.04**	**0.05**	**0.00**	**217.74**	**217.74**	**0.01**	**0.00**	**217.96**

3.5 Grading - 2013

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.03	0.00	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.06	0.51	0.22	0.00		0.02	0.02		0.02	0.02	0.00	52.38	52.38	0.00	0.00	52.47
Total	**0.06**	**0.51**	**0.22**	**0.00**	**0.03**	**0.02**	**0.05**	**0.00**	**0.02**	**0.02**	**0.00**	**52.38**	**52.38**	**0.00**	**0.00**	**52.47**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.01	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.99	0.99	0.00	0.00	0.99
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.34	0.34	0.00	0.00	0.34
Worker	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.10	1.10	0.00	0.00	1.10
Total	**0.00**	**0.01**	**0.02**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**2.43**	**2.43**	**0.00**	**0.00**	**2.43**

3.5 Grading - 2013

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.03	0.00	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.06	0.51	0.22	0.00		0.02	0.02		0.02	0.02	0.00	52.38	52.38	0.00	0.00	52.47
Total	**0.06**	**0.51**	**0.22**	**0.00**	**0.03**	**0.02**	**0.05**	**0.00**	**0.02**	**0.02**	**0.00**	**52.38**	**52.38**	**0.00**	**0.00**	**52.47**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.01	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.99	0.99	0.00	0.00	0.99
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.34	0.34	0.00	0.00	0.34
Worker	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.10	1.10	0.00	0.00	1.10
Total	**0.00**	**0.01**	**0.02**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**2.43**	**2.43**	**0.00**	**0.00**	**2.43**

3.6 Grading II - 2013

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.02	0.00	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.04	0.28	0.18	0.00		0.02	0.02		0.02	0.02	0.00	28.27	28.27	0.00	0.00	28.33
Total	**0.04**	**0.28**	**0.18**	**0.00**	**0.02**	**0.02**	**0.04**	**0.00**	**0.02**	**0.02**	**0.00**	**28.27**	**28.27**	**0.00**	**0.00**	**28.33**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.47	0.47	0.00	0.00	0.47
Worker	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.54	1.54	0.00	0.00	1.54
Total	**0.00**	**0.00**	**0.01**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**2.01**	**2.01**	**0.00**	**0.00**	**2.01**

3.6 Grading II - 2013

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.02	0.00	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.04	0.28	0.18	0.00		0.02	0.02		0.02	0.02	0.00	28.27	28.27	0.00	0.00	28.33
Total	**0.04**	**0.28**	**0.18**	**0.00**	**0.02**	**0.02**	**0.04**	**0.00**	**0.02**	**0.02**	**0.00**	**28.27**	**28.27**	**0.00**	**0.00**	**28.33**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.47	0.47	0.00	0.00	0.47
Worker	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.54	1.54	0.00	0.00	1.54
Total	**0.00**	**0.00**	**0.01**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**2.01**	**2.01**	**0.00**	**0.00**	**2.01**

3.7 OTHER - 2013

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.14	0.93	0.72	0.00		0.08	0.08		0.08	0.08	0.00	95.91	95.91	0.01	0.00	96.15
Total	**0.14**	**0.93**	**0.72**	**0.00**		**0.08**	**0.08**		**0.08**	**0.08**	**0.00**	**95.91**	**95.91**	**0.01**	**0.00**	**96.15**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.01	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.43	1.43	0.00	0.00	1.43
Worker	0.00	0.00	0.02	0.00	0.01	0.00	0.01	0.00	0.00	0.00	0.00	2.82	2.82	0.00	0.00	2.82
Total	**0.00**	**0.01**	**0.03**	**0.00**	**0.01**	**0.00**	**0.01**	**0.00**	**0.00**	**0.00**	**0.00**	**4.25**	**4.25**	**0.00**	**0.00**	**4.25**

3.7 OTHER - 2013

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.14	0.93	0.72	0.00		0.08	0.08		0.08	0.08	0.00	95.91	95.91	0.01	0.00	96.15
Total	**0.14**	**0.93**	**0.72**	**0.00**		**0.08**	**0.08**		**0.08**	**0.08**	**0.00**	**95.91**	**95.91**	**0.01**	**0.00**	**96.15**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.01	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.43	1.43	0.00	0.00	1.43
Worker	0.00	0.00	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.82	2.82	0.00	0.00	2.82
Total	**0.00**	**0.01**	**0.03**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**4.25**	**4.25**	**0.00**	**0.00**	**4.25**

3.8 OTHER II - 2013

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.04	0.32	0.23	0.00		0.02	0.02		0.02	0.02	0.00	38.62	38.62	0.00	0.00	38.68
Total	**0.04**	**0.32**	**0.23**	**0.00**		**0.02**	**0.02**		**0.02**	**0.02**	**0.00**	**38.62**	**38.62**	**0.00**	**0.00**	**38.68**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.01	0.08	0.09	0.00	0.16	0.00	0.16	0.00	0.00	0.00	0.00	10.69	10.69	0.00	0.00	10.70
Vendor	0.00	0.01	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.21	1.21	0.00	0.00	1.21
Worker	0.00	0.00	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.64	2.64	0.00	0.00	2.64
Total	**0.01**	**0.09**	**0.12**	**0.00**	**0.16**	**0.00**	**0.16**	**0.00**	**0.00**	**0.00**	**0.00**	**14.54**	**14.54**	**0.00**	**0.00**	**14.55**

3.8 OTHER II - 2013

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.04	0.32	0.23	0.00		0.02	0.02		0.02	0.02	0.00	38.62	38.62	0.00	0.00	38.68
Total	**0.04**	**0.32**	**0.23**	**0.00**		**0.02**	**0.02**		**0.02**	**0.02**	**0.00**	**38.62**	**38.62**	**0.00**	**0.00**	**38.68**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.01	0.08	0.09	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	10.69	10.69	0.00	0.00	10.70
Vendor	0.00	0.01	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.21	1.21	0.00	0.00	1.21
Worker	0.00	0.00	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.64	2.64	0.00	0.00	2.64
Total	**0.01**	**0.09**	**0.12**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**14.54**	**14.54**	**0.00**	**0.00**	**14.55**

3.9 Building Construction - 2013

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.15	0.96	0.74	0.00		0.08	0.08		0.08	0.08	0.00	98.90	98.90	0.01	0.00	99.15
Total	**0.15**	**0.96**	**0.74**	**0.00**		**0.08**	**0.08**		**0.08**	**0.08**	**0.00**	**98.90**	**98.90**	**0.01**	**0.00**	**99.15**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.03	0.24	0.29	0.00	0.59	0.01	0.59	0.00	0.01	0.01	0.00	32.66	32.66	0.00	0.00	32.69
Vendor	0.00	0.01	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.48	1.48	0.00	0.00	1.48
Worker	0.01	0.01	0.06	0.00	0.01	0.00	0.01	0.00	0.00	0.00	0.00	9.68	9.68	0.00	0.00	9.70
Total	**0.04**	**0.26**	**0.36**	**0.00**	**0.60**	**0.01**	**0.60**	**0.00**	**0.01**	**0.01**	**0.00**	**43.82**	**43.82**	**0.00**	**0.00**	**43.87**

3.9 Building Construction - 2013

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.15	0.96	0.74	0.00		0.08	0.08		0.08	0.08	0.00	98.90	98.90	0.01	0.00	99.15
Total	**0.15**	**0.96**	**0.74**	**0.00**		**0.08**	**0.08**		**0.08**	**0.08**	**0.00**	**98.90**	**98.90**	**0.01**	**0.00**	**99.15**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.03	0.24	0.29	0.00	0.00	0.01	0.01	0.00	0.01	0.01	0.00	32.66	32.66	0.00	0.00	32.69
Vendor	0.00	0.01	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.48	1.48	0.00	0.00	1.48
Worker	0.01	0.01	0.06	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	9.68	9.68	0.00	0.00	9.70
Total	**0.04**	**0.26**	**0.36**	**0.00**	**0.00**	**0.01**	**0.01**	**0.00**	**0.01**	**0.01**	**0.00**	**43.82**	**43.82**	**0.00**	**0.00**	**43.87**

3.10 Building Construction II - 2013

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.07	0.70	0.21	0.00		0.02	0.02		0.02	0.02	0.00	71.48	71.48	0.01	0.00	71.61
Total	**0.07**	**0.70**	**0.21**	**0.00**		**0.02**	**0.02**		**0.02**	**0.02**	**0.00**	**71.48**	**71.48**	**0.01**	**0.00**	**71.61**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.09	0.73	0.89	0.00	2.43	0.02	2.45	0.00	0.02	0.03	0.00	101.62	101.62	0.00	0.00	101.71
Vendor	0.00	0.01	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.97	1.97	0.00	0.00	1.97
Worker	0.01	0.01	0.10	0.00	0.02	0.00	0.02	0.00	0.00	0.00	0.00	15.07	15.07	0.00	0.00	15.08
Total	**0.10**	**0.75**	**1.01**	**0.00**	**2.45**	**0.02**	**2.47**	**0.00**	**0.02**	**0.03**	**0.00**	**118.66**	**118.66**	**0.00**	**0.00**	**118.76**

3.10 Building Construction II - 2013

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.07	0.70	0.21	0.00		0.02	0.02		0.02	0.02	0.00	71.48	71.48	0.01	0.00	71.61
Total	**0.07**	**0.70**	**0.21**	**0.00**		**0.02**	**0.02**		**0.02**	**0.02**	**0.00**	**71.48**	**71.48**	**0.01**	**0.00**	**71.61**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.09	0.73	0.89	0.00	0.00	0.02	0.03	0.00	0.02	0.03	0.00	101.62	101.62	0.00	0.00	101.71
Vendor	0.00	0.01	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.97	1.97	0.00	0.00	1.97
Worker	0.01	0.01	0.10	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	15.07	15.07	0.00	0.00	15.08
Total	**0.10**	**0.75**	**1.01**	**0.00**	**0.00**	**0.02**	**0.03**	**0.00**	**0.02**	**0.03**	**0.00**	**118.66**	**118.66**	**0.00**	**0.00**	**118.76**

3.11 Building Construction III - 2013

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.07	0.71	0.21	0.00		0.03	0.03		0.03	0.03	0.00	73.11	73.11	0.01	0.00	73.23
Total	**0.07**	**0.71**	**0.21**	**0.00**		**0.03**	**0.03**		**0.03**	**0.03**	**0.00**	**73.11**	**73.11**	**0.01**	**0.00**	**73.23**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.01	0.09	0.10	0.00	0.29	0.00	0.29	0.00	0.00	0.00	0.00	11.88	11.88	0.00	0.00	11.89
Vendor	0.00	0.01	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.01	2.01	0.00	0.00	2.02
Worker	0.01	0.01	0.07	0.00	0.01	0.00	0.01	0.00	0.00	0.00	0.00	11.01	11.01	0.00	0.00	11.02
Total	**0.02**	**0.11**	**0.19**	**0.00**	**0.30**	**0.00**	**0.30**	**0.00**	**0.00**	**0.00**	**0.00**	**24.90**	**24.90**	**0.00**	**0.00**	**24.93**

3.11 Building Construction III - 2013

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.07	0.71	0.21	0.00		0.03	0.03		0.03	0.03	0.00	73.11	73.11	0.01	0.00	73.23
Total	**0.07**	**0.71**	**0.21**	**0.00**		**0.03**	**0.03**		**0.03**	**0.03**	**0.00**	**73.11**	**73.11**	**0.01**	**0.00**	**73.23**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.01	0.09	0.10	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	11.88	11.88	0.00	0.00	11.89
Vendor	0.00	0.01	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.01	2.01	0.00	0.00	2.02
Worker	0.01	0.01	0.07	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	11.01	11.01	0.00	0.00	11.02
Total	**0.02**	**0.11**	**0.19**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**24.90**	**24.90**	**0.00**	**0.00**	**24.93**

3.12 Building Construction IV - 2013

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.12	0.92	0.72	0.00		0.05	0.05		0.05	0.05	0.00	110.63	110.63	0.01	0.00	110.83
Total	**0.12**	**0.92**	**0.72**	**0.00**		**0.05**	**0.05**		**0.05**	**0.05**	**0.00**	**110.63**	**110.63**	**0.01**	**0.00**	**110.83**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.08	0.65	0.79	0.00	3.71	0.02	3.73	0.00	0.02	0.02	0.00	89.90	89.90	0.00	0.00	89.99
Vendor	0.00	0.02	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.44	2.44	0.00	0.00	2.44
Worker	0.06	0.06	0.62	0.00	0.11	0.00	0.12	0.01	0.00	0.01	0.00	93.30	93.30	0.01	0.00	93.42
Total	**0.14**	**0.73**	**1.43**	**0.00**	**3.82**	**0.02**	**3.85**	**0.01**	**0.02**	**0.03**	**0.00**	**185.64**	**185.64**	**0.01**	**0.00**	**185.85**

3.12 Building Construction IV - 2013

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.12	0.92	0.72	0.00		0.05	0.05		0.05	0.05	0.00	110.63	110.63	0.01	0.00	110.83
Total	**0.12**	**0.92**	**0.72**	**0.00**		**0.05**	**0.05**		**0.05**	**0.05**	**0.00**	**110.63**	**110.63**	**0.01**	**0.00**	**110.83**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.08	0.65	0.79	0.00	0.00	0.02	0.02	0.00	0.02	0.02	0.00	89.90	89.90	0.00	0.00	89.99
Vendor	0.00	0.02	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.44	2.44	0.00	0.00	2.44
Worker	0.06	0.06	0.62	0.00	0.01	0.00	0.01	0.01	0.00	0.01	0.00	93.30	93.30	0.01	0.00	93.42
Total	**0.14**	**0.73**	**1.43**	**0.00**	**0.01**	**0.02**	**0.03**	**0.01**	**0.02**	**0.03**	**0.00**	**185.64**	**185.64**	**0.01**	**0.00**	**185.85**

3.12 Building Construction IV - 2014

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.04	0.33	0.28	0.00		0.02	0.02		0.02	0.02	0.00	43.64	43.64	0.00	0.00	43.72
Total	**0.04**	**0.33**	**0.28**	**0.00**		**0.02**	**0.02**		**0.02**	**0.02**	**0.00**	**43.64**	**43.64**	**0.00**	**0.00**	**43.72**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.03	0.23	0.29	0.00	1.46	0.01	1.47	0.00	0.01	0.01	0.00	35.95	35.95	0.00	0.00	35.99
Vendor	0.00	0.01	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.97	0.97	0.00	0.00	0.97
Worker	0.02	0.02	0.22	0.00	0.04	0.00	0.05	0.00	0.00	0.00	0.00	36.12	36.12	0.00	0.00	36.16
Total	**0.05**	**0.26**	**0.52**	**0.00**	**1.50**	**0.01**	**1.52**	**0.00**	**0.01**	**0.01**	**0.00**	**73.04**	**73.04**	**0.00**	**0.00**	**73.12**

3.12 Building Construction IV - 2014

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.04	0.33	0.28	0.00		0.02	0.02		0.02	0.02	0.00	43.64	43.64	0.00	0.00	43.72
Total	**0.04**	**0.33**	**0.28**	**0.00**		**0.02**	**0.02**		**0.02**	**0.02**	**0.00**	**43.64**	**43.64**	**0.00**	**0.00**	**43.72**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.03	0.23	0.29	0.00	0.00	0.01	0.01	0.00	0.01	0.01	0.00	35.95	35.95	0.00	0.00	35.99
Vendor	0.00	0.01	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.97	0.97	0.00	0.00	0.97
Worker	0.02	0.02	0.22	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	36.12	36.12	0.00	0.00	36.16
Total	**0.05**	**0.26**	**0.52**	**0.00**	**0.00**	**0.01**	**0.01**	**0.00**	**0.01**	**0.01**	**0.00**	**73.04**	**73.04**	**0.00**	**0.00**	**73.12**

3.13 Paving - 2013

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.04	0.23	0.14	0.00		0.02	0.02		0.02	0.02	0.00	17.37	17.37	0.00	0.00	17.43
Paving	0.00					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**0.04**	**0.23**	**0.14**	**0.00**		**0.02**	**0.02**		**0.02**	**0.02**	**0.00**	**17.37**	**17.37**	**0.00**	**0.00**	**17.43**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.01	0.08	0.10	0.00	0.14	0.00	0.14	0.00	0.00	0.00	0.00	11.61	11.61	0.00	0.00	11.62
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.15	2.15	0.00	0.00	2.15
Total	**0.01**	**0.08**	**0.11**	**0.00**	**0.14**	**0.00**	**0.14**	**0.00**	**0.00**	**0.00**	**0.00**	**13.76**	**13.76**	**0.00**	**0.00**	**13.77**

3.13 Paving - 2013

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.04	0.23	0.14	0.00		0.02	0.02		0.02	0.02	0.00	17.37	17.37	0.00	0.00	17.43
Paving	0.00					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**0.04**	**0.23**	**0.14**	**0.00**		**0.02**	**0.02**		**0.02**	**0.02**	**0.00**	**17.37**	**17.37**	**0.00**	**0.00**	**17.43**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.01	0.08	0.10	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	11.61	11.61	0.00	0.00	11.62
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.15	2.15	0.00	0.00	2.15
Total	**0.01**	**0.08**	**0.11**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**13.76**	**13.76**	**0.00**	**0.00**	**13.77**

3.14 Building Construction V - 2013

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.03	0.22	0.17	0.00		0.01	0.01		0.01	0.01	0.00	26.79	26.79	0.00	0.00	26.84
Total	**0.03**	**0.22**	**0.17**	**0.00**		**0.01**	**0.01**		**0.01**	**0.01**	**0.00**	**26.79**	**26.79**	**0.00**	**0.00**	**26.84**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.05	0.39	0.48	0.00	2.90	0.01	2.91	0.00	0.01	0.01	0.00	54.44	54.44	0.00	0.00	54.49
Vendor	0.00	0.01	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.48	1.48	0.00	0.00	1.48
Worker	0.01	0.01	0.11	0.00	0.02	0.00	0.02	0.00	0.00	0.00	0.00	16.14	16.14	0.00	0.00	16.16
Total	**0.06**	**0.41**	**0.60**	**0.00**	**2.92**	**0.01**	**2.93**	**0.00**	**0.01**	**0.01**	**0.00**	**72.06**	**72.06**	**0.00**	**0.00**	**72.13**

3.14 Building Construction V - 2013

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.03	0.22	0.17	0.00		0.01	0.01		0.01	0.01	0.00	26.79	26.79	0.00	0.00	26.84
Total	**0.03**	**0.22**	**0.17**	**0.00**		**0.01**	**0.01**		**0.01**	**0.01**	**0.00**	**26.79**	**26.79**	**0.00**	**0.00**	**26.84**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.05	0.39	0.48	0.00	0.00	0.01	0.01	0.00	0.01	0.01	0.00	54.44	54.44	0.00	0.00	54.49
Vendor	0.00	0.01	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.48	1.48	0.00	0.00	1.48
Worker	0.01	0.01	0.11	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	16.14	16.14	0.00	0.00	16.16
Total	**0.06**	**0.41**	**0.60**	**0.00**	**0.00**	**0.01**	**0.01**	**0.00**	**0.01**	**0.01**	**0.00**	**72.06**	**72.06**	**0.00**	**0.00**	**72.13**

3.14 Building Construction V - 2014

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.05	0.40	0.34	0.00		0.02	0.02		0.02	0.02	0.00	52.78	52.78	0.00	0.00	52.87
Total	**0.05**	**0.40**	**0.34**	**0.00**		**0.02**	**0.02**		**0.02**	**0.02**	**0.00**	**52.78**	**52.78**	**0.00**	**0.00**	**52.87**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.09	0.71	0.87	0.00	5.71	0.02	5.73	0.00	0.02	0.02	0.00	108.70	108.70	0.00	0.00	108.79
Vendor	0.00	0.02	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.93	2.93	0.00	0.00	2.93
Worker	0.02	0.02	0.19	0.00	0.04	0.00	0.04	0.00	0.00	0.00	0.00	31.20	31.20	0.00	0.00	31.23
Total	**0.11**	**0.75**	**1.08**	**0.00**	**5.75**	**0.02**	**5.77**	**0.00**	**0.02**	**0.02**	**0.00**	**142.83**	**142.83**	**0.00**	**0.00**	**142.95**

3.14 Building Construction V - 2014

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.05	0.40	0.34	0.00		0.02	0.02		0.02	0.02	0.00	52.78	52.78	0.00	0.00	52.87
Total	**0.05**	**0.40**	**0.34**	**0.00**		**0.02**	**0.02**		**0.02**	**0.02**	**0.00**	**52.78**	**52.78**	**0.00**	**0.00**	**52.87**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.09	0.71	0.87	0.00	0.00	0.02	0.02	0.00	0.02	0.02	0.00	108.70	108.70	0.00	0.00	108.79
Vendor	0.00	0.02	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.93	2.93	0.00	0.00	2.93
Worker	0.02	0.02	0.19	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	31.20	31.20	0.00	0.00	31.23
Total	**0.11**	**0.75**	**1.08**	**0.00**	**0.00**	**0.02**	**0.02**	**0.00**	**0.02**	**0.02**	**0.00**	**142.83**	**142.83**	**0.00**	**0.00**	**142.95**

3.15 Site Preparation - 2013

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.03	0.00	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.02	0.11	0.07	0.00		0.01	0.01		0.01	0.01	0.00	9.39	9.39	0.00	0.00	9.42
Total	**0.02**	**0.11**	**0.07**	**0.00**	**0.03**	**0.01**	**0.04**	**0.00**	**0.01**	**0.01**	**0.00**	**9.39**	**9.39**	**0.00**	**0.00**	**9.42**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.02	0.03	0.00	0.10	0.00	0.10	0.00	0.00	0.00	0.00	2.90	2.90	0.00	0.00	2.91
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.49	0.49	0.00	0.00	0.49
Worker	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.86	0.86	0.00	0.00	0.86
Total	**0.00**	**0.02**	**0.04**	**0.00**	**0.10**	**0.00**	**0.10**	**0.00**	**0.00**	**0.00**	**0.00**	**4.25**	**4.25**	**0.00**	**0.00**	**4.26**

3.15 Site Preparation - 2013

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.03	0.00	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.02	0.11	0.07	0.00		0.01	0.01		0.01	0.01	0.00	9.39	9.39	0.00	0.00	9.42
Total	**0.02**	**0.11**	**0.07**	**0.00**	**0.03**	**0.01**	**0.04**	**0.00**	**0.01**	**0.01**	**0.00**	**9.39**	**9.39**	**0.00**	**0.00**	**9.42**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.02	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.90	2.90	0.00	0.00	2.91
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.49	0.49	0.00	0.00	0.49
Worker	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.86	0.86	0.00	0.00	0.86
Total	**0.00**	**0.02**	**0.04**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**4.25**	**4.25**	**0.00**	**0.00**	**4.26**

3.15 Site Preparation - 2014

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.03	0.00	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.08	0.49	0.36	0.00		0.04	0.04		0.04	0.04	0.00	46.08	46.08	0.01	0.00	46.21
Total	**0.08**	**0.49**	**0.36**	**0.00**	**0.03**	**0.04**	**0.07**	**0.00**	**0.04**	**0.04**	**0.00**	**46.08**	**46.08**	**0.01**	**0.00**	**46.21**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.01	0.09	0.12	0.00	0.50	0.00	0.51	0.00	0.00	0.00	0.00	14.45	14.45	0.00	0.00	14.46
Vendor	0.00	0.01	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.44	2.44	0.00	0.00	2.44
Worker	0.00	0.00	0.03	0.00	0.01	0.00	0.01	0.00	0.00	0.00	0.00	4.15	4.15	0.00	0.00	4.15
Total	**0.01**	**0.10**	**0.17**	**0.00**	**0.51**	**0.00**	**0.52**	**0.00**	**0.00**	**0.00**	**0.00**	**21.04**	**21.04**	**0.00**	**0.00**	**21.05**

3.15 Site Preparation - 2014

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.03	0.00	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.08	0.49	0.36	0.00		0.04	0.04		0.04	0.04	0.00	46.08	46.08	0.01	0.00	46.21
Total	**0.08**	**0.49**	**0.36**	**0.00**	**0.03**	**0.04**	**0.07**	**0.00**	**0.04**	**0.04**	**0.00**	**46.08**	**46.08**	**0.01**	**0.00**	**46.21**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.01	0.09	0.12	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	14.45	14.45	0.00	0.00	14.46
Vendor	0.00	0.01	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.44	2.44	0.00	0.00	2.44
Worker	0.00	0.00	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	4.15	4.15	0.00	0.00	4.15
Total	**0.01**	**0.10**	**0.17**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**21.04**	**21.04**	**0.00**	**0.00**	**21.05**

3.16 Architectural coating - 2014

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	5.09					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.00	0.03	0.02	0.00		0.00	0.00		0.00	0.00	0.00	2.55	2.55	0.00	0.00	2.56
Total	**5.09**	**0.03**	**0.02**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**2.55**	**2.55**	**0.00**	**0.00**	**2.56**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.69	2.69	0.00	0.00	2.69
Total	**0.00**	**0.00**	**0.02**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**2.69**	**2.69**	**0.00**	**0.00**	**2.69**

3.16 Architectural coating - 2014

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	5.09					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.00	0.03	0.02	0.00		0.00	0.00		0.00	0.00	0.00	2.55	2.55	0.00	0.00	2.56
Total	**5.09**	**0.03**	**0.02**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**2.55**	**2.55**	**0.00**	**0.00**	**2.56**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.69	2.69	0.00	0.00	2.69
Total	**0.00**	**0.00**	**0.02**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**2.69**	**2.69**	**0.00**	**0.00**	**2.69**

4.0 Mobile Detail

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Unmitigated	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Parking Structure	0.00	0.00	0.00		
User Defined Commercial	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

	Miles			Trip %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW
Parking Structure	9.50	7.30	7.30	0.00	0.00	0.00
User Defined Commercial	9.50	7.30	7.30	0.00	0.00	0.00

5.0 Energy Detail

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Electricity Unmitigated						0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
NaturalGas Mitigated	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
NaturalGas Unmitigated	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	tons/yr										MT/yr					
Parking Structure	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
User Defined Commercial	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total		**0.00**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	tons/yr										MT/yr					
Parking Structure	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
User Defined Commercial	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total		**0.00**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	kWh	tons/yr				MT/yr			
Parking Structure	0					0.00	0.00	0.00	0.00
User Defined Commercial	0					0.00	0.00	0.00	0.00
Total						**0.00**	**0.00**	**0.00**	**0.00**

Mitigated

	Electricity Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	kWh	tons/yr				MT/yr			
Parking Structure	0					0.00	0.00	0.00	0.00
User Defined Commercial	0					0.00	0.00	0.00	0.00
Total						**0.00**	**0.00**	**0.00**	**0.00**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	2.23	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Unmitigated	2.23	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.51					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	1.72					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**2.23**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.51					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	1.72					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**2.23**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

7.0 Water Detail

7.1 Mitigation Measures Water

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr				MT/yr			
Mitigated					0.00	0.00	0.00	0.00
Unmitigated					0.00	0.00	0.00	0.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	tons/yr				MT/yr			
Parking Structure	0 / 0					0.00	0.00	0.00	0.00
User Defined Commercial	0 / 0					0.00	0.00	0.00	0.00
Total						**0.00**	**0.00**	**0.00**	**0.00**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	tons/yr				MT/yr			
Parking Structure	0 / 0					0.00	0.00	0.00	0.00
User Defined Commercial	0 / 0					0.00	0.00	0.00	0.00
Total						**0.00**	**0.00**	**0.00**	**0.00**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
	tons/yr				MT/yr			
Mitigated					0.00	0.00	0.00	0.00
Unmitigated					0.00	0.00	0.00	0.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	tons	tons/yr				MT/yr			
Parking Structure	0					0.00	0.00	0.00	0.00
User Defined Commercial	0					0.00	0.00	0.00	0.00
Total						**0.00**	**0.00**	**0.00**	**0.00**

Mitigated

	Waste Disposed	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	tons	tons/yr				MT/yr			
Parking Structure	0					0.00	0.00	0.00	0.00
User Defined Commercial	0					0.00	0.00	0.00	0.00
Total						**0.00**	**0.00**	**0.00**	**0.00**

9.0 Vegetation

Facebook Menlo Park Campus-Proposed East Campus

Facebook Menlo Park Campus-Proposed East Campus

San Mateo County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
General Office Building	925.73	1000sqft
User Defined Commercial	1	User Defined Unit
Health Club	11.8	1000sqft
High Turnover (Sit Down Restaurant)	98.31	1000sqft

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Utility Company**	Pacific Gas & Electric Company
Climate Zone	5	**Precipitation Freq (Days)**	70		

1.3 User Entered Comments

Project Characteristics - Carbon Intensity adjusted for RPS based on guidance from the City

Land Use - Sqft provided by City of Menlo Park. User defined land use does not represent an actual land use but is used to facilitate the evaluation of emissions from the total project instead of by land use.

Construction Phase - Construction not considered for East Campus

Off-road Equipment - Construction not considered for East Campus

Off-road Equipment -

Trips and VMT - Construction not considered for East Campus

Demolition -

Grading -

Vehicle Trips - Based on Traffic VMT provided by DKS 102811. Weekday trip rates provided directly by DKS. Weekend trip rates assumed to be 10% of weekday rates. Trip length found by dividing the daily VMT by the number of trips.

Energy Use - Baseline Energy Use from 2008 consistent with Energy Demand Memo by KEMA

Water And Wastewater - Water Demand East

Solid Waste - Based on trash analysis by the City

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2011					0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total					**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2011						0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total						**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	5.24	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Energy	0.18	1.66	1.39	0.01		0.00	0.13		0.00	0.13	0.00	7,034.92	7,034.92	0.30	0.13	7,082.86
Mobile	13.08	22.75	132.34	0.27	1.13	1.10	2.23	1.13	1.10	2.23	0.00	22,988.30	22,988.30	0.96	0.00	23,008.45
Waste						0.00	0.00		0.00	0.00	374.72	0.00	374.72	22.15	0.00	839.77
Water						0.00	0.00		0.00	0.00	0.00	50.64	50.64	0.00	0.03	58.86
Total	**18.50**	**24.41**	**133.73**	**0.28**	**1.13**	**1.10**	**2.36**	**1.13**	**1.10**	**2.36**	**374.72**	**30,073.86**	**30,448.58**	**23.41**	**0.16**	**30,989.94**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	5.24	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Energy	0.18	1.66	1.39	0.01		0.00	0.13		0.00	0.13	0.00	7,034.92	7,034.92	0.30	0.13	7,082.86
Mobile	13.08	22.75	132.34	0.27	1.13	1.10	2.23	1.13	1.10	2.23	0.00	22,988.30	22,988.30	0.96	0.00	23,008.45
Waste						0.00	0.00		0.00	0.00	374.72	0.00	374.72	22.15	0.00	839.77
Water						0.00	0.00		0.00	0.00	0.00	50.64	50.64	0.00	0.03	58.86
Total	**18.50**	**24.41**	**133.73**	**0.28**	**1.13**	**1.10**	**2.36**	**1.13**	**1.10**	**2.36**	**374.72**	**30,073.86**	**30,448.58**	**23.41**	**0.16**	**30,989.94**

3.0 Construction Detail

3.1 Mitigation Measures Construction

3.2 No Construction - 2011

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling					0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor					0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker					0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total					**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling						0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor						0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker						0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total						**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

4.0 Mobile Detail

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	13.08	22.75	132.34	0.27	1.13	1.10	2.23	1.13	1.10	2.23	0.00	22,988.30	22,988.30	0.96	0.00	23,008.45
Unmitigated	13.08	22.75	132.34	0.27	1.13	1.10	2.23	1.13	1.10	2.23	0.00	22,988.30	22,988.30	0.96	0.00	23,008.45
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Office Building	0.00	0.00	0.00		
Health Club	0.00	0.00	0.00		
High Turnover (Sit Down Restaurant)	0.00	0.00	0.00		
User Defined Commercial	15,000.00	1,500.00	1500.00	56,662,320	56,662,320
Total	15,000.00	1,500.00	1,500.00	56,662,320	56,662,320

4.3 Trip Type Information

	Miles			Trip %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW
General Office Building	0.00	0.00	0.00	100.00	0.00	0.00
Health Club	0.00	0.00	0.00	16.90	64.10	19.00
High Turnover (Sit Down Restaurant)	0.00	0.00	0.00	8.50	72.50	19.00
User Defined Commercial	13.97	0.00	0.00	100.00	0.00	0.00

5.0 Energy Detail

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.00	0.00		0.00	0.00	0.00	5,230.41	5,230.41	0.27	0.10	5,267.36
Electricity Unmitigated						0.00	0.00		0.00	0.00	0.00	5,230.41	5,230.41	0.27	0.10	5,267.36
NaturalGas Mitigated	0.18	1.66	1.39	0.01		0.00	0.13		0.00	0.13	0.00	1,804.51	1,804.51	0.03	0.03	1,815.49
NaturalGas Unmitigated	0.18	1.66	1.39	0.01		0.00	0.13		0.00	0.13	0.00	1,804.51	1,804.51	0.03	0.03	1,815.49
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	tons/yr										MT/yr					
General Office Building	1.66631e+007	0.09	0.82	0.69	0.00		0.00	0.06		0.00	0.06	0.00	889.21	889.21	0.02	0.02	894.62
Health Club	320933	0.00	0.02	0.01	0.00		0.00	0.00		0.00	0.00	0.00	17.13	17.13	0.00	0.00	17.23
High Turnover (Sit Down Restaurant)	1.68312e+007	0.09	0.83	0.69	0.00		0.00	0.06		0.00	0.06	0.00	898.18	898.18	0.02	0.02	903.64
User Defined Commercial	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total		**0.18**	**1.67**	**1.39**	**0.00**		**0.00**	**0.12**		**0.00**	**0.12**	**0.00**	**1,804.52**	**1,804.52**	**0.04**	**0.04**	**1,815.49**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	tons/yr										MT/yr					
General Office Building	1.66631e+007	0.09	0.82	0.69	0.00		0.00	0.06		0.00	0.06	0.00	889.21	889.21	0.02	0.02	894.62
Health Club	320933	0.00	0.02	0.01	0.00		0.00	0.00		0.00	0.00	0.00	17.13	17.13	0.00	0.00	17.23
High Turnover (Sit Down Restaurant)	1.68312e+007	0.09	0.83	0.69	0.00		0.00	0.06		0.00	0.06	0.00	898.18	898.18	0.02	0.02	903.64
User Defined Commercial	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total		**0.18**	**1.67**	**1.39**	**0.00**		**0.00**	**0.12**		**0.00**	**0.12**	**0.00**	**1,804.52**	**1,804.52**	**0.04**	**0.04**	**1,815.49**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	kWh	tons/yr				MT/yr			
General Office Building	1.72e+007					4,437.59	0.23	0.09	4,468.94
Health Club	98993.6					25.54	0.00	0.00	25.72
High Turnover (Sit Down Restaurant)	2.97397e+006					767.28	0.04	0.01	772.70
User Defined Commercial	0					0.00	0.00	0.00	0.00
Total						**5,230.41**	**0.27**	**0.10**	**5,267.36**

Mitigated

	Electricity Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	kWh	tons/yr				MT/yr			
General Office Building	1.72e+007					4,437.59	0.23	0.09	4,468.94
Health Club	98993.6					25.54	0.00	0.00	25.72
High Turnover (Sit Down Restaurant)	2.97397e+006					767.28	0.04	0.01	772.70
User Defined Commercial	0					0.00	0.00	0.00	0.00
Total						**5,230.41**	**0.27**	**0.10**	**5,267.36**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	5.24	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Unmitigated	5.24	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	1.20					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	4.05					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**5.25**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	1.20					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	4.05					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**5.25**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

7.0 Water Detail

7.1 Mitigation Measures Water

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr				MT/yr			
Mitigated					50.64	0.00	0.03	58.86
Unmitigated					50.64	0.00	0.03	58.86
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	tons/yr				MT/yr			
General Office Building	33.5333 / 4.234					50.64	0.00	0.03	58.86
Health Club	0 / 0					0.00	0.00	0.00	0.00
High Turnover (Sit Down Restaurant)	0 / 0					0.00	0.00	0.00	0.00
User Defined Commercial	0 / 0					0.00	0.00	0.00	0.00
Total						**50.64**	**0.00**	**0.03**	**58.86**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	tons/yr				MT/yr			
General Office Building	33.5333 / 4.234					50.64	0.00	0.03	58.86
Health Club	0 / 0					0.00	0.00	0.00	0.00
High Turnover (Sit Down Restaurant)	0 / 0					0.00	0.00	0.00	0.00
User Defined Commercial	0 / 0					0.00	0.00	0.00	0.00
Total						**50.64**	**0.00**	**0.03**	**58.86**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
	tons/yr				MT/yr			
Mitigated					374.72	22.15	0.00	839.77
Unmitigated					374.72	22.15	0.00	839.77
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	tons	tons/yr				MT/yr			
General Office Building	0					0.00	0.00	0.00	0.00
Health Club	0					0.00	0.00	0.00	0.00
High Turnover (Sit Down Restaurant)	0					0.00	0.00	0.00	0.00
User Defined Commercial	1846					374.72	22.15	0.00	839.77
Total						**374.72**	**22.15**	**0.00**	**839.77**

8.2 Waste by Land Use

Mitigated

	Waste Disposed	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	tons	tons/yr				MT/yr			
General Office Building	0					0.00	0.00	0.00	0.00
Health Club	0					0.00	0.00	0.00	0.00
High Turnover (Sit Down Restaurant)	0					0.00	0.00	0.00	0.00
User Defined Commercial	1846					374.72	22.15	0.00	839.77
Total						**374.72**	**22.15**	**0.00**	**839.77**

9.0 Vegetation

Facebook Menlo Park Campus-Proposed West Campus

Facebook Menlo Park Campus-Proposed West Campus

San Mateo County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
General Office Building	361.85	1000sqft
Office Park	51.8	1000sqft
User Defined Commercial	1	User Defined Unit
Parking Structure	489	1000sqft
Health Club	6.2	1000sqft
High Turnover (Sit Down Restaurant)	20	1000sqft

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Utility Company**	Pacific Gas & Electric Company
Climate Zone	5	**Precipitation Freq (Days)**	70		

1.3 User Entered Comments

Project Characteristics - Carbon Intensity adjusted for RPS based on guidance from the City

Land Use - Sqft provided by City of Menlo Park. Office Park represents "Miscellaneous" category minus health club. User defined land use does not represent an actual land use but is used to facilitate the evaluation of emissions.

Construction Phase - Construction emissions calculated in another CalEEMod model

Off-road Equipment - Construction emissions calculated in another CalEEMod model

Off-road Equipment -

Trips and VMT - Construction emissions calculated in another CalEEMod model

Demolition -

Grading -

Vehicle Trips - Based on Traffic VMT provided by DKS 102811. Weekday trip rates provided directly by DKS. Weekend trip rates assumed to be 10% of weekday rates. Trip length found by dividing the daily VMT by the number of trips.

Energy Use - Baseline Energy Use from 2008 consistent with Energy Demand Memo by KEMA

Water And Wastewater - Water Demand West

Solid Waste - Based on trash analysis by the City

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2011					0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total					**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2011						0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total						**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	4.70	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Energy	0.04	0.35	0.29	0.00		0.00	0.03		0.00	0.03	0.00	2,028.54	2,028.54	0.09	0.04	2,042.50
Mobile	5.54	9.63	56.02	0.11	0.48	0.47	0.95	0.48	0.47	0.95	0.00	9,731.71	9,731.71	0.41	0.00	9,740.25
Waste						0.00	0.00		0.00	0.00	159.14	0.00	159.14	9.41	0.00	356.65
Water						0.00	0.00		0.00	0.00	0.00	26.25	26.25	0.00	0.01	29.78
Total	**10.28**	**9.98**	**56.31**	**0.11**	**0.48**	**0.47**	**0.98**	**0.48**	**0.47**	**0.98**	**159.14**	**11,786.50**	**11,945.64**	**9.91**	**0.05**	**12,169.18**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	4.70	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Energy	0.04	0.35	0.29	0.00		0.00	0.03		0.00	0.03	0.00	2,028.54	2,028.54	0.09	0.04	2,042.50
Mobile	5.54	9.63	56.02	0.11	0.48	0.47	0.95	0.48	0.47	0.95	0.00	9,731.71	9,731.71	0.41	0.00	9,740.25
Waste						0.00	0.00		0.00	0.00	159.14	0.00	159.14	9.41	0.00	356.65
Water						0.00	0.00		0.00	0.00	0.00	26.25	26.25	0.00	0.01	29.78
Total	**10.28**	**9.98**	**56.31**	**0.11**	**0.48**	**0.47**	**0.98**	**0.48**	**0.47**	**0.98**	**159.14**	**11,786.50**	**11,945.64**	**9.91**	**0.05**	**12,169.18**

3.0 Construction Detail

3.1 Mitigation Measures Construction

3.2 No Construction - 2011

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling					0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor					0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker					0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total					**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling						0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor						0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker						0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total						**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

4.0 Mobile Detail

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	5.54	9.63	56.02	0.11	0.48	0.47	0.95	0.48	0.47	0.95	0.00	9,731.71	9,731.71	0.41	0.00	9,740.25
Unmitigated	5.54	9.63	56.02	0.11	0.48	0.47	0.95	0.48	0.47	0.95	0.00	9,731.71	9,731.71	0.41	0.00	9,740.25
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Office Building	0.00	0.00	0.00		
Health Club	0.00	0.00	0.00		
High Turnover (Sit Down Restaurant)	0.00	0.00	0.00		
Office Park	0.00	0.00	0.00		
Parking Structure	0.00	0.00	0.00		
User Defined Commercial	6,350.00	635.00	635.00	23,987,049	23,987,049
Total	6,350.00	635.00	635.00	23,987,049	23,987,049

4.3 Trip Type Information

	Miles			Trip %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW
General Office Building	0.00	0.00	0.00	100.00	0.00	0.00
Health Club	0.00	0.00	0.00	16.90	64.10	19.00
High Turnover (Sit Down Restaurant)	0.00	0.00	0.00	8.50	72.50	19.00
Office Park	0.00	0.00	0.00	100.00	0.00	0.00
Parking Structure	0.00	0.00	0.00	0.00	0.00	0.00
User Defined Commercial	13.97	0.00	0.00	100.00	0.00	0.00

5.0 Energy Detail

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.00	0.00		0.00	0.00	0.00	1,651.55	1,651.55	0.08	0.03	1,663.22
Electricity Unmitigated						0.00	0.00		0.00	0.00	0.00	1,651.55	1,651.55	0.08	0.03	1,663.22
NaturalGas Mitigated	0.04	0.35	0.29	0.00		0.00	0.03		0.00	0.03	0.00	376.99	376.99	0.01	0.01	379.28
NaturalGas Unmitigated	0.04	0.35	0.29	0.00		0.00	0.03		0.00	0.03	0.00	376.99	376.99	0.01	0.01	379.28
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	tons/yr										MT/yr					
General Office Building	2.31584e+006	0.01	0.11	0.10	0.00		0.00	0.01		0.00	0.01	0.00	123.58	123.58	0.00	0.00	124.33
Health Club	146940	0.00	0.01	0.01	0.00		0.00	0.00		0.00	0.00	0.00	7.84	7.84	0.00	0.00	7.89
High Turnover (Sit Down Restaurant)	3.374e+006	0.02	0.17	0.14	0.00		0.00	0.01		0.00	0.01	0.00	180.05	180.05	0.00	0.00	181.15
Office Park	1.22766e+006	0.01	0.06	0.05	0.00		0.00	0.00		0.00	0.00	0.00	65.51	65.51	0.00	0.00	65.91
Parking Structure	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
User Defined Commercial	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total		**0.04**	**0.35**	**0.30**	**0.00**		**0.00**	**0.02**		**0.00**	**0.02**	**0.00**	**376.98**	**376.98**	**0.00**	**0.00**	**379.28**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	tons/yr										MT/yr					
General Office Building	2.31584e+006	0.01	0.11	0.10	0.00		0.00	0.01		0.00	0.01	0.00	123.58	123.58	0.00	0.00	124.33
Health Club	146940	0.00	0.01	0.01	0.00		0.00	0.00		0.00	0.00	0.00	7.84	7.84	0.00	0.00	7.89
High Turnover (Sit Down Restaurant)	3.374e+006	0.02	0.17	0.14	0.00		0.00	0.01		0.00	0.01	0.00	180.05	180.05	0.00	0.00	181.15
Office Park	1.22766e+006	0.01	0.06	0.05	0.00		0.00	0.00		0.00	0.00	0.00	65.51	65.51	0.00	0.00	65.91
Parking Structure	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
User Defined Commercial	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total		**0.04**	**0.35**	**0.30**	**0.00**		**0.00**	**0.02**		**0.00**	**0.02**	**0.00**	**376.98**	**376.98**	**0.00**	**0.00**	**379.28**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	kWh	tons/yr				MT/yr			
General Office Building	4.9682e+006					1,281.79	0.07	0.02	1,290.85
Health Club	41726					10.77	0.00	0.00	10.84
High Turnover (Sit Down Restaurant)	529400					136.58	0.01	0.00	137.55
Office Park	348614					89.94	0.00	0.00	90.58
Parking Structure	513450					132.47	0.01	0.00	133.41
User Defined Commercial	0					0.00	0.00	0.00	0.00
Total						**1,651.55**	**0.09**	**0.02**	**1,663.23**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	kWh	tons/yr				MT/yr			
General Office Building	4.9682e+006					1,281.79	0.07	0.02	1,290.85
Health Club	41726					10.77	0.00	0.00	10.84
High Turnover (Sit Down Restaurant)	529400					136.58	0.01	0.00	137.55
Office Park	348614					89.94	0.00	0.00	90.58
Parking Structure	513450					132.47	0.01	0.00	133.41
User Defined Commercial	0					0.00	0.00	0.00	0.00
Total						**1,651.55**	**0.09**	**0.02**	**1,663.23**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	4.70	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Unmitigated	4.70	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	1.08					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	3.63					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**4.71**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	1.08					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	3.63					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**4.71**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

7.0 Water Detail

7.1 Mitigation Measures Water

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr				MT/yr			
Mitigated					26.25	0.00	0.01	29.78
Unmitigated					26.25	0.00	0.01	29.78
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	tons/yr				MT/yr			
General Office Building	14.2262 / 7.081					26.25	0.00	0.01	29.78
Health Club	0 / 0					0.00	0.00	0.00	0.00
High Turnover (Sit Down Restaurant)	0 / 0					0.00	0.00	0.00	0.00
Office Park	0 / 0					0.00	0.00	0.00	0.00
Parking Structure	0 / 0					0.00	0.00	0.00	0.00
User Defined Commercial	0 / 0					0.00	0.00	0.00	0.00
Total						**26.25**	**0.00**	**0.01**	**29.78**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	tons/yr				MT/yr			
General Office Building	14.2262 / 7.081					26.25	0.00	0.01	29.78
Health Club	0 / 0					0.00	0.00	0.00	0.00
High Turnover (Sit Down Restaurant)	0 / 0					0.00	0.00	0.00	0.00
Office Park	0 / 0					0.00	0.00	0.00	0.00
Parking Structure	0 / 0					0.00	0.00	0.00	0.00
User Defined Commercial	0 / 0					0.00	0.00	0.00	0.00
Total						**26.25**	**0.00**	**0.01**	**29.78**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
	tons/yr				MT/yr			
Mitigated					159.14	9.41	0.00	356.65
Unmitigated					159.14	9.41	0.00	356.65
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	tons	tons/yr				MT/yr			
General Office Building	0					0.00	0.00	0.00	0.00
Health Club	0					0.00	0.00	0.00	0.00
High Turnover (Sit Down Restaurant)	0					0.00	0.00	0.00	0.00
Office Park	0					0.00	0.00	0.00	0.00
Parking Structure	0					0.00	0.00	0.00	0.00
User Defined Commercial	784					159.14	9.41	0.00	356.65
Total						**159.14**	**9.41**	**0.00**	**356.65**

8.2 Waste by Land Use

Mitigated

	Waste Disposed	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	tons	tons/yr				MT/yr			
General Office Building	0					0.00	0.00	0.00	0.00
Health Club	0					0.00	0.00	0.00	0.00
High Turnover (Sit Down Restaurant)	0					0.00	0.00	0.00	0.00
Office Park	0					0.00	0.00	0.00	0.00
Parking Structure	0					0.00	0.00	0.00	0.00
User Defined Commercial	784					159.14	9.41	0.00	356.65
Total						**159.14**	**9.41**	**0.00**	**356.65**

9.0 Vegetation

APPENDIX 3.7.F – WATER DEMAND SUMMARY

Facebook @ Menlo Park

Water Demand Summary

August 17, 2011

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1. PURPOSE

Provide a summary of existing and proposed water demands for the Facebook Menlo Park Campus.

2. BACKGROUND

Facebook plans to move its operations from its existing facilities in the City of Palo Alto to the project site in the City of Menlo Park. Facebook proposes to occupy the East Campus as part of the first phase of the project and plans to expand to a newly developed West Campus in the second phase of the project.

3. METHODOLOGY

The water demand values used for the 2010 California Green Buildings Standards Code baseline water demand calculations were used as the basis for developing existing water demands for the project. Where the green building code did not have demands for certain uses, we included demands from other sources to develop total existing water demand. Where unit water demands are different than those identified in the green building code, they are noted below the water demand table. The existing condition east campus employee population used for this analysis was based on the 3,600 employee limit identified in the original entitlements for that campus. The existing west campus employee population was based on office space density of 200 square feet per employee identified in Table A, Occupant Load Factor from the 2010 California Plumbing Code.

The water demands values used for the 2010 California Green Buildings Standards Code baseline water demand calculations were used to develop proposed indoor water demand for the project. The proposed baseline demand was then reduced by 20 percent as required by the Code. Where the green building code did not have demands for certain uses, we included demands from other sources. Because Facebook generally has employees on their campus longer than a typical 8 hour day, we increased the number of bathroom visits by one from the green building code guidelines. Where unit water demands are different than those identified in the green building code, they are noted below the water demand table. The proposed east and west campus populations used for this analysis are 6,600 and 2,800 employees and are based on the entitlements currently being processed with the City of Menlo Park.

The City of Menlo Park Water Budget Calculation Form was used to calculate site irrigation demands based on assumptions of irrigated area and types of planting. In its existing conditions the East Campus has approximately 261,300 square feet of irrigated landscape area. Of this approximately 65,300 square feet are in the courtyard. Improvements to the court yard will change the courtyard landscape area to approximately 31,000 square feet. For a reduction in landscape area on the East Campus of 34,300 square feet. The West Campus includes significant impervious or gravel area. We estimate that, in its existing conditions there is approximately 192,000 square feet of irrigated landscape area. The redevelopment plan for the West Campus includes as much as 50 percent landscape and 472,000 square feet of irrigated landscape area was used for irrigation demands. Plants are assumed to be moderate water use plant using a plant factor of 0.5 as defined in the City referenced document. This is a conservative estimate since it does not account for the use of low water use plants throughout the site.

Also included as an appendix are worksheets WS-1 and WS-2 from the 2010 California Green Building Standards Code that will be used to document the required 20 percent reduction in water use based on their standard calculating criteria. These are not used for the estimate of overall water demands because worksheets WS-1 and WS-2 do not address all project water uses.

4. EXISTING CONDITION

EAST CAMPUS

The existing 57 acre East Campus is north and east of the Willow Road/Bayfront Expressway intersection. It is currently developed with 9 buildings totaling approximately 1,036,000 square feet and was entitled for 3,600 occupants. Based on the calculations presented in Table 1, the existing condition water demand for the campus when it was occupied by Sun Microsystems is estimated to be 41,832 gallons per day for building uses and an additional 13,400 gallons per day for irrigation demands for a total water demand of 55,232 gallons per day. The total calculated water demand was compared to the actual site water meter readings for the years 2002 to 2008. During those years total water use ranged from 48,095 gallons per day to 62,430 gallons per day with an average of 59,113 gallons per day. These water demand calculations are generally consistent with actual water meter readings for the site.

WEST CAMPUS

The existing 22 acre West Campus is south and west of the Willow Road/Bayfront Expressway intersection. It is currently developed with 2 buildings totaling approximately 127,200 square feet of office space. At full occupancy we estimate these buildings supported 509 occupants based on 200 square foot per person. Based on the calculations presented in Table 2, the existing condition water demand for the West Campus is estimated to be 5,419 gallons per day for building uses and an additional 9,800 gallons per day for irrigation demands for a total water demand of 15,219 gallons per day. The West Campus water demands were calculated using the same methodology as the East Campus water demands. There are no site specific water meter readings to use as a comparison.

It is our understanding that the City has decided that the baseline water use for the West Campus should be zero and should not include the water demand from the existing buildings. However, the City will give credit towards future capacity fees due for the project build-out based on the existing domestic demand and existing water meters on site.

TABLE 1: EAST CAMPUS EXISTING DOMESTIC WATER DEMAND

Site Area	57	Acres
Occupants	3,600	
Building Area	1,036,000	sf

Use	Daily Uses	Flow Rate	Unit	Dur-ation	Unit	Occupants	Water Use (gpd)
Building Water Demand							
Water Closet (male)	1	1.6	gpf	1	flush	1,800	2,880
Water Closet (female)	3	1.6	gpf	1	flush	1,800	8,640
Urinal (male)	2	1	gpf	1	flush	1,800	3,600
Lavatory	3	2.2	gpm	15	sec	3,600	5,940
Kitchen Sink (break room)	1	2.2	gpm	15	sec	3,600	1,980
Dishwasher (break room)	0.02	6	gal	1	run	3,600	432
Showers	1	2.5	gpm	480	sec	360	7,200
Food Service	0.55	2	gal	1	meal	3,600	3,960
Health Club	1	20	gal	1	visit	360	7,200
Total Building Water Demand							41,832
Landscape Irrigation							13,400
Total Water Demand							**55,232**

[1] Assumes 50 percent male and 50 percent female employees. Males use the water closet 1 time per day and the urinal 2 times per day. Females use the water closet 3 times per day. Both use the lavatory sink 3 times per day. Water closets are assumed to be 1.6 gallons per flush models. Urinals are assumed to be 1.0 gallons per flush models. Because of the age of the campus buildings lavatory flow rate is assumed to be 2.2 gallons per minute. This is consistent with the demand factor used for kitchen faucets in the green building code. Anaverage run time of 15 seconds per visit is used for lavatories.

[2] Other fixtures for local, smaller employee kitchen breakroom areas and shower facilities are also included. We have assumed breakroom kitchen sinks with 2.2 gallons per minute faucets and an average of 1 use per employee for 15 seconds each day for washing of coffee cups and miscellaneous items. This is less than the 4 minutes identified in the green building code since it is a minor usage. Kitchen dishwashing is included with food service. We have assumed 1 kitchen breakroom dishwasher run per 50 employees per day using 6 gallons per run. We have assumed showers with 2.5 gallon per minute heads and 1 shower per 10 employees for a 480 second duration.

[3] Based on information provided by Facebook on the Oracle Campus we have assumed employees average 0.55 meals per day on campus with a water demand of 2 gallons per meal including meal preparation and dish washing.

[4] We have assumed 1 in 10 employees visit the health club facility each day and uses 20 gallons per visit.

[5] We have assumed no significant additional building uses such as cooling tower make up water.

[6] Site irrigation demands developed using City of Menlo Park Water Budget Calculation Form.

TABLE 2: WEST CAMPUS EXISTING DOMESTIC WATER DEMAND

Site Area	22	Acres
Occupants	636	
Building Area	127,200	sf

Use	Daily Uses	Flow Rate	Unit	Dur-ation	Unit	Occupants	Water Use (gpd)
Building Water Demand							
Water Closet (male)	1	1.6	gpf	1	flush	318	509
Water Closet (female)	3	1.6	gpf	1	flush	318	1,526
Urinal (male)	2	1	gpf	1	flush	318	636
Lavatory	3	2.2	gpm	15	sec	636	1,049
Kitchen Sink (break room)	1	2.2	gpm	15	sec	636	350
Dishwasher (break room)	0.02	6	gal	1	run	636	76
Showers	1	2.5	gpm	480	sec	64	1,272
Food Service	0	2	gal	1	meal	636	0
Health Club	0	20	gal	1	visit	64	0
Total Building Water Demand							5,419
Landscape Irrigation							9,800
Total Water Demand							**15,219**

[1] Assumes 50 percent male and 50 percent female employees. Males use the water closet 1 time per day and the urinal 2 times per day. Females use the water closet 3 times per day. Both use the lavatory sink 3 times per day. Water closets are assumed to be 1.6 gallons per flush models. Urinals are assumed to be 1.0 gallons per flush models. Because of the age of the campus, lavatory flow rate is assumed to be 2.2 gallons per minute. This is consistent with the demand factor used for kitchen faucets in the green building code. An average run time of 15 seconds per visit is used for lavatories.

[2] Other fixtures for local, smaller employee kitchen breakroom areas and shower facilities are also included. We have assumed breakroom kitchen sinks with 2.2 gallons per minute faucets and an average of 1 use per employee for 15 seconds each day for washing of coffee cups and miscellaneous items. This is less than the 4 minutes identified in the green building code since it is a moinr usage. Kitchen dishwashing is included with food service.. We have assumed 1 kitchen breakroom dishwasher run per 50 employees per day using 6 gallons per run. We have assumed showers with 2.5 gallon per minute heads and 1 shower per 10 employees for a 480 second duration.

[3] We have assumed that the existing buildings do not include food service.

[4] We have assumed that the existing buildings do not have health club facilities.

[5] We have assumed no significant additional building uses such as cooling tower make up water.

[6] Site irrigation demands developed using City of Menlo Park Water Budget Calculation Form.

[7] Based on full occupancy at 200 square feet per employee in 2003.

5. PROPOSED CONDITION

EAST CAMPUS

At full occupancy, the East Campus will have 6,600 occupants and will include food service and health club facilities. Based on the calculations presented in Table 3, the proposed project water demand is estimated to be 91,872 gallons per day for building uses and 11,600 gallons per day for irrigation demands for a total water demand of 103,472 gallons per day. The proposed water demand was calculated using the same methodology that was used to calculate the existing demand with the additions of the building code mandated 20 percent water demand reduction for indoor water uses and additional bathroom uses based on a longer than average work day for the campus.

The difference in water demand for the East Campus is summarized in Table 5.

WEST CAMPUS

As part of the project, Facebook plans to replace the existing building with new facilities totaling approximately 440,000 square feet to accommodate 2,800 occupants. The campus amenity package will include food service and health club facilities. Based on the calculations presented in Table 4, the proposed project water demand on the West Campus is estimated to be 38,976 gallons per day for building uses and 19,400 gallons per day for irrigation demands for a total water demand of 58,376 gallons per day. The proposed water demand was calculated using the same methodology that was used to calculate the existing demand with the addition of the building code mandated 20 percent water demand reduction for indoor water uses and additional bathroom uses based on a longer than average work day for the campus.

The difference in water demand for the East Campus is summarized in Table 6.

TABLE 3: EAST CAMPUS PROPOSED DOMESTIC WATER DEMAND

Site Area	57	Acres
Occupants	6,600	
Building Area	1,036,000	sf

Use	Daily Uses	Flow Rate	Unit	Dur-ation	Unit	Occupants	Water Use (gpd)
Baseline Indoor Water Demand (2010 California Green Buildings Standards Code Worksheet WS-1)							
Water Closet (male)	1	1.6	gpf	1	flush	3,300	5,280
Water Closet (female)	4	1.6	gpf	1	flush	3,300	21,120
Urinal (male)	3	1	gpf	1	flush	3,300	9,900
Lavatory	4	2.2	gpm	15	sec	6,600	14,520
Kitchen Sink (break room)	1	2.2	gpm	15	sec	6,600	3,630
Showers	1	2.5	gpm	480	sec	660	13,200
Total Baseline Indoor Water Demand (Worksheet WS-1)							67,650
Total Baseline Indoor Water Demand with 20% Required Reduction							54,120
Other Indoor Water Demands							
Dishwasher (break room)	0.02	6	gal	1	run	6,600	792
Food Service	1.8	2	gal	1	meal	6,600	23,760
Health Club	1	20	gal	1	visit	660	13,200
Total Other Indoor Water Demand							37,752
Total Building Water Demand							91,872
Landscape Irrigation							11,600
Total Water Demand							**103,472**

[1] Assumes 50 percent male and 50 percent female employees. Males use the water closet 1 time per day and the urinal 3 times per day. Females use the water closet 4 times per day. Both use the lavatory sink 4 times per day. Water closets are assumed to be 1.6 gallons per flush models. Urinals are assumed to be 1.0 gallons per flush models. Because of limitations on available faucet aerators, obtaining the lavatory faucet flow rates identified in the green building code may not be feasible. To be conservative, this analysis uses a lavatory flow rate of2.2 gallons per minute with an average run time of 15 seconds.

[2] Other fixtures assumes local, smaller employee kitchen breakroom areas and shower facilities. We have assumed kitchen breakroom sinks with 2.2 gallons per minute faucets and an average of 1 use per employee for 15 seconds each day for washing coffee cups and miscellaneous items. This is less then the 4 minutes identified in the green building code since it is a minor usage. Kitchen dishwashing is included with food service. We have assumed 1 kitchen breakroom dishwasher run per 50 employees per day using 6 gallons per run. We have assumed showers with 2.5 gallon per minute heads and 1 shower per 10 employees for a 480 second duration.

[3] Based on information provided by Facebook on their existing Palo Alto Campus we have assumed employees average 1.8 meals per day on campus with a water demand of 2 gallons per meal including meal preparation and dish washing.

[4] We have assumed 1 in 10 employees visit the health club facility each day and uses 20 gallons per visit.

[5] We have assumed no significant additional building uses such as cooling tower make up water.

[6] Site irrigation demands developed using City of Menlo Park Water Budget Calculation Form.

TABLE 4: WEST CAMPUS PROPOSED DOMESTIC WATER DEMAND

Site Area	22	Acres
Occupants	2,800	
Building Area	439,800	sf

Use	Daily Uses	Flow Rate	Unit	Dur-ation	Unit	Occupants	Water Use (gpd)
Baseline Indoor Water Demand (2010 California Green Buildings Standards Code Worksheet WS-1)							
Water Closet (male)	1	1.6	gpf	1	flush	1,400	2,240
Water Closet (female)	4	1.6	gpf	1	flush	1,400	8,960
Urinal (male)	3	1	gpf	1	flush	1,400	4,200
Lavatory	4	2.2	gpm	15	sec	2,800	6,160
Kitchen Sink (break room)	1	2.2	gpm	15	sec	2,800	1,540
Showers	1	2.5	gpm	480	sec	280	5,600
Total Baseline Indoor Water Demand (Worksheet WS-1)							28,700
Total Baseline Indoor Water Demand with 20% Required Reduction							22,960
Other Indoor Water Demand							
Dishwasher (break room)	0.02	6	gal	1	run	2,800	336
Food Service	1.8	2	gal	1	meal	2,800	10,080
Health Club	1	20	gal	1	visit	280	5,600
Total Other Indoor Water Demand							16,016
Total Building Water Demand							38,976
Landscape Irrigation							19,400
Total Water Demand							**58,376**

[1] Assumes 50 percent male and 50 percent female employees. Males use the water closet 1 time per day and the urinal 3 times per day. Females use the water closet 4 times per day. Both use the lavatory sink 4 times per day. Water closets are assumed to be 1.6 gallons per flush models. Urinals are assumed to be 1.0 gallons per flush models. Because of limitations on available faucet aerators, obtaining the lavatory faucet flow rates identified in the green building code may not be feasible. To be conservative, this analysis uses a lavatory flow rate of 2.2 gallons per minute with an average run time of 15 seconds.

[2] Other fixtures assumes local, smaller employee kitchen breakroom areas and shower facilities. We have assumed kitchen breakroom sinks with 2.2 gallons per minute faucets and an average of 1 use per employee for 15 seconds each day for washing of coffee cups and miscellaneous items. This is less than the 4 minutes identified in the green building code since it is a minor usage. Kitchen dishwashing is included with food service. We have assumed 1 kitchen breakroom dishwasher run per 50 employees per day using 6 gallons per run. We have assumed showers with 2.5 gallon per minute heads and 1 shower per 10 employees for a 480 second duration.

[3] Based on information provided by Facebook on their existing Palo Alto Campus we have assumed employees average 1.8 meals per day on campus with a water demand of 2 gallons per meal including meal preparation and dish washing.

[4] We have assumed 1 in 10 employees visit the health club facility each day and uses 20 gallons per visit.

[5] We have assumed no significant additional building uses such as cooling tower make up water.

[6] Site irrigation demands developed using City of Menlo Park Water Budget Calculation Form.

6. CONCLUSION

It is anticipated that East Campus water demands will increase by 13,494 gallons per day and West Campus water demands will increase by 23,391 gallons per day for a total increase in water demand of 36,885 gallons per day.

TABLE 5: EAST CAMPUS WATER DEMAND SUMMARY

	Existing Demand		Proposed Demand		Difference	
	gpd	Ac-ft/yr	gpd	Ac-ft/yr	gpd	Ac-ft/yr
Building	41,832	46.86	91,872	102.92	50,040	56.06
Irrigation	13,400	15.01	11,600	12.99	-1,800	-2.12
Total	55,232	61.87	103,472	115.91	48,240	54.04

These demand numbers for the existing East Campus result in unit water demands of 0.05 gallons per day per square foot (gpd/sf) and 15.2 gallons per employee. The unit demands for the proposed condition are 0.07 gpd/sf and 11.8 gallons per employee. These unit water demands are generally consistent with accepted, planning level demands.

TABLE 6: WEST CAMPUS WATER DEMAND SUMMARY

	Existing Demand		Proposed Demand		Difference	
	gpd	Ac-ft/yr	gpd	Ac-ft/yr	gpd	Ac-ft/yr
Building	5,419	6.07	38,976	43.66	33,557	37.59
Irrigation	9,800	10.98	19,400	21.73	9,600	10.75
Total	15,219	17.05	58,376	65.39	43,157	48.34

It is our understanding that the City has decided that the baseline water use for the West Campus should be zero and should not include the water demand from the existing buildings. However, the City will give credit towards future capacity fees due for the project build-out based on the existing domestic demand and existing water meters on site.

These demand numbers for the existing West Campus result in unit water demands of 0.04 gallons per day per square foot (gpd/sf) and 9.43 gallons per employee. The unit demands for the proposed condition are 0.07 gpd/sf and 10.01 gallons per employee. These unit water demands are generally consistent with accepted, planning level demands.

APPENDIX A:

CHAPTER 5, 2010 CALIFORNIA GREEN BUILDING STANDARD CODE

CALIFORNIA GREEN BUILDING STANDARDS CODE – MATRIX ADOPTION TABLE
CHAPTER 5 – NONRESIDENTIAL MANDATORY MEASURES
DIVISION 5.3 – WATER EFFICIENCY AND CONSERVATION

Adopting agency			HCD			DSA		OSHPD											
	BSC	SFM	1	2	1-AC	AC	SS	1	2	3	4	CSA	DPH	AGR	DWR	CEC	CA	SL	SLC
Adopt entire CA chapter	X																		
Adopt entire chapter as amended (amended sections listed below)																			
Adopt only those sections that are listed below							X												
Chapter/Section																			
5.301.1							X												
5.302.1 Definitions							X												
5.303.2							X												
Table 5.303.2.2							X												
Table 5.303.2.3							X												
5.303.4, Item 1 only							X												
5.303.6							X												
Table 5.303.6							X												

CHAPTER 5
NONRESIDENTIAL MANDATORY MEASURES

Division 5.3 – WATER EFFICIENCY AND CONSERVATION

SECTION 5.301
GENERAL

5.301.1 Scope. The provisions of this chapter shall establish the means of conserving water used indoors, outdoors and in wastewater conveyance.

SECTION 5.302
DEFINITIONS

5.302.1 Definitions. The following words and terms shall, for the purposes of this chapter and as used elsewhere in this code, have the meanings shown herein.

GRAYWATER. Untreated household waste which has not come into contact with toilet waste. Graywater includes used water from bathtubs, showers, bathroom wash basins and water from clothes washing machines and laundry tubs. It shall not include waste water from kitchen sinks, dishwashers or laundry water from soiled diapers.

MODEL WATER EFFICIENT LANDSCAPE ORDINANCE. The California ordinance regulating landscape design, installation and maintenance practices that will ensure commercial, multifamily and other developer installed landscapes greater than 2500 square feet meet an irrigation water budget developed based on landscaped area and climatological parameters.

POTABLE WATER. Water that is drinkable and meets the U.S. Environmental Protection Agency (EPA) Drinking Water Standards. See definition in the *California Plumbing Code*, Part 5.

RECYCLED WATER. Water which, as a result of treatment of waste, is suitable for a direct beneficial use or a controlled use that would not otherwise occur [*Water Code* Section 13050 (n)]. Simply put, recycled water is water treated to remove waste matter attaining a quality that is suitable to use the water again.

SUBMETER. A meter installed subordinate to a site meter. Usually used to measure water intended for one purpose, such as landscape irrigation. For the purposes of this section, a dedicated meter may be considered a submeter.

WATER BUDGET. Estimated total landscape irrigation water use shall not exceed the maximum applied water allowance calculated in accordance with the Department of Water Resources Model Efficient Landscape Ordinance (MLO).

SECTION 5.303
INDOOR WATER USE

5.303.1 Meters. Separate meters or metering devices shall be installed for the uses described in Sections 503.1.1 and 503.1.2.

5.303.1.1 Buildings in excess of 50,000 square feet. Separate submeters shall be installed as follows:

1. For each individual leased, rented or other tenant space within the building projected to consume more than 100 gal/day.
2. For spaces used for laundry or cleaners, restaurant or food service, medical or dental office, laboratory, or beauty salon or barber shop projected to consume more than 100 gal/day.

5.303.1.2 Excess consumption. Any building within a project or space within a building that is projected to consume more than 1,000 gal/day.

5.303.2 Twenty percent savings. A schedule of plumbing fixtures and fixture fittings that will reduce the overall use of potable water within the building by 20 percent shall be provided. The reduction shall be based on the maximum allowable water use per plumbing fixture and fittings as required by the *California Building Standards Code*. The 20 percent reduction in potable water use shall be demonstrated by one of the following methods:

1. Each plumbing fixture and fitting shall meet the 20 percent reduced flow rate specified in Table 5.303.2.3, or
2. A calculation demonstrating a 20 percent reduction in the building "water use baseline" as established in Table 5.303.2.2 shall be provided.

5.303.2.1 Multiple showerheads serving one shower. When single shower fixtures are served by more than one showerhead, the combined flow rate of all the showerheads shall not exceed the maximum flow rates specified in the 20 percent reduction column contained in Table 5.303.2.3 or the shower shall be designed to only allow one showerhead to be in operation at a time.

Exception: The maximum flow rate for shower heads when using the calculation method specified in Section 5.303.2, Item 2 is 2.5 gpm @ 80 psi.

5.303.4 Wastewater reduction. Each building shall reduce by 20 percent wastewater by one of the following methods:

1. [DSA-SS] The installation of water-conserving fixtures (water closets, urinals) meeting the criteria established in sections 5.303.2 or 5.303.3 or
2. Utilizing nonpotable water systems [captured rainwater, graywater, and municipally treated wastewater (recycled water) complying with the current edition of the California Plumbing Code or other methods described in Section A5.304].

5.303.6 Plumbing fixtures and fittings. Plumbing fixtures (water closets and urinals) and fittings (faucets and showerheads) shall meet the standards referenced in Table 5.503.6.

TABLE 5.303.2.2
INDOOR WATER USE BASELINE[4]

FIXTURE TYPE	FLOW RATE[2]	DURATION	DAILY USES	OCCUPANTS[3]
Showerheads	2.5 gpm @ 80 psi	8 min.	1	X
Lavatory faucets nonresidential	0.5 gpm @ 60 psi	.25 min.	3	X
Kitchen faucets	2.2 gpm @ 60 psi	4 min.	1	X
Replacement aerators	2.2 gpm @ 60 psi			X
Wash fountains	2.2 [rim space (in.)/20 gpm @ 60 psi]			X
Metering faucets	0.25 gallons/cycle	.25 min.	3	X
Metering faucets for wash fountains	.25 [rim space (in.)/20 gpm @ 60 psi]	.25 min.		X
Gravity tank type water closets	1.6 gallons/flush	1 flush	1 male[1] 3 female	X
Flushometer tank water closets	1.6 gallons/flush	1 flush	1 male[1] 3 female	X
Flushometer valve water closets	1.6 gallons/flush	1 flush	1 male[1] 3 female	X
Electromechanical hydraulic water closets	1.6 gallons/flush	1 flush	1 male[1] 3 female	X
Urinals	1.0 gallons/flush	1 flush	2 male	X

Fixture "Water Use" = Flow rate × Duration × Occupants × Daily uses

1. The daily use number shall be increased to three if urinals are not installed in the room.
2. The flow rate is from the CEC Appliance Efficiency Standards, Title 20, *California Code of Regulations*; where a conflict occurs, the CEC standards shall apply.
3. Refer to Table A, Chapter 4, *California Plumbing Code*, for occupant load factors.
4. Use Worksheet WS-1 to calculate base line water use.

TABLE 5.303.2.3
FIXTURE FLOW RATES

FIXTURE TYPE	FLOW RATE	MAXIMUM FLOW RATE AT 20 percent REDUCTION
Showerheads	2.5 gpm @ 80 psi	2 gpm @ 80 psi
Lavatory faucets—nonresidential	0.5 gpm @ 60 psi	0.4 gpm @ 60 psi
Kitchen faucets	2.2 gpm @ 60 psi	1.8 gpm @ 60 psi
Wash fountains	2.2 [rim space (in.)/20 gpm @ 60 psi]	1.8 [rim space (in.)/20 gpm @ 60 psi]
Metering faucets	0.25 gallons/cycle	0.2 gallons/cycle
Metering faucets for wash fountains	.25 [rim space (in.)/20 gpm @ 60 psi]	.20 [rim space (in.)/20 gpm @ 60 psi]
Gravity tank type water closets	1.6 gallons/flush	1.28 gallons/flush[1]
Flushometer tank water closets	1.6 gallons/flush	1.28 gallons/flush[1]
Flushometer valve water closets	1.6 gallons/flush	1.28 gallons/flush[1]
Electromechanical hydraulic water closets	1.6 gallons/flush	1.28 gallons/flush[1]
Urinals	1.0 gallons/flush	.5 gallons/flush

1. Includes single and dual flush water closets with an effective flush of 1.28 gallons or less:
   Single flush toilets—The effective flush volume shall not exceed 1.28 gallons (4.8 liters). The effective flush volume is the average flush volume when tested in accordance with ASME A 112.19.233.2.
   Dual flush toilets—The effective flush volume shall not exceed 1.28 gallons (4.8 liters). The effective flush volume is defined as the composite, average flush volume of two reduced flushes and one full flush. Flush volumes will be tested in accordance with ASME A 112.19.2 and ASME A 112.19.14.

TABLE 5.303.6
STANDARDS FOR PLUMBING FIXTURES AND FIXTURE FITTINGS

REQUIRED STANDARDS	
Water closets (toilets) – flushometer valve type single flush, maximum flush volume	ASME A 112.19.2/ CSA B45.1 – 1.28 gal (4.8 L)
Water closets (toilets) – flushometer valve type dual flush, maximum flush volume	ASME A 112.19.14 and USEPA WaterSense Tank-Type High-Efficiency Toilet Specification – 1.28 gal (4.8 L)
Water closets (toilets) – tank-type	U.S. EPA WaterSense Tank-Type High-Efficiency Toilet Specification
Urinals, maximum flush volume	ASME A 112.19.2/ CSA B45.1 – 0.5 gal (1.9 L)
Urinals, nonwater urinals	ASME A 112.19.19 (vitreous china) ANSI Z124.9-2004 or IAPMO Z124.9 (plastic)
Public lavatory faucets: Maximum flow rate – 0.5 gpm (1.9 L/min)	ASME A 112.18.1/CSA B125.1
Public metering self-closing faucets: Maximum water use – 0.25 gal (1.0 L) per metering cycle	ASME A 112.18.1/CSA B125.1
Residential bathroom lavatory sink faucets: Maximum flow rate – 1.5 gpm (5.7 L/min)[1]	ASME A 112.18.1/CSA B125.1

SECTION 5.304
OUTDOOR WATER USE

5.304.1 Water budget. A water budget shall be developed for landscape irrigation use that conforms to the local water efficient landscape ordinance or to the California Department of Water Resources Model Water Efficient Landscape Ordinance where no local ordinance is applicable.

Note: Prescriptive measures to assist in compliance with the water budget are listed in Sections 492.5 through 492.8, 492.10 and 492.11 of the ordinance, which may be found at: http://www.owue.water.ca.gov/landscape/ord/ord.cfm.

5.304.2 Outdoor potable water use. For new water service for landscaped areas between 1,000 square feet and 5,000 square feet (the level at which *Water Code* §535 applies), separate meters or submeters shall be installed for indoor and outdoor potable water use.

5.304.3 Irrigation design. In new nonresidential construction with between 1,000 and 2,500 square feet of landscaped area (the level at which the MLO applies), install irrigation controllers and sensors which include the following criteria, and meet manufacturer's recommendations.

5.304.3.1 Irrigation controllers. Automatic irrigation system controllers installed at the time of final inspection shall comply with the following:

1. Controllers shall be weather- or soil moisture-based controllers that automatically adjust irrigation in

response to changes in plants' needs as weather conditions change.

2. Weather-based controllers without integral rain sensors or communication systems that account for local rainfall shall have a separate wired or wireless rain sensor which connects or communicates with the controller(s). Soil moisture-based controllers are not required to have rain sensor input.

Note: More information regarding irrigation controller function and specifications is available from the Irrigation Association.

SECTION 5.305
WATER REUSE SYSTEMS
(Reserved)

APPENDIX A5

NONRESIDENTIAL VOLUNTARY MEASURES

Division A5.3 – WATER EFFICIENCY AND CONSERVATION

SECTION A5.301
GENERAL

A5.301.1 Scope. The provisions of this chapter shall establish the means of conserving water used indoors, outdoors and in wastewater conveyance.

SECTION A5.302
DEFINITIONS

A5.302.1 Definitions. The following words and terms shall, for the purposes of this chapter and as used elsewhere in this code, have the meanings shown herein.

HYDROZONE. A portion of the landscaped area having plants with similar water needs.

LANDSCAPE (PLANT) COEFFICIENT [*KL*]. The product of the species factor multiplied by the density factor and the microclimate factor. ($Kl = Ks \times Kd \times Kmc$) The landscape coefficient is used in the landscape water budget calculation. (UCCE, 2000)

MODEL WATER EFFICIENT LANDSCAPE ORDINANCE. The California ordinance regulating landscape design, installation and maintenance practices that will ensure commercial, multifamily and other developer installed landscapes greater than 2500 square feet meet an irrigation water budget developed based on landscaped area and climatological parameters.

PLANTS.

Adaptive plants. Adaptive plants are plants that grow well in a given habitat with minimal attention in the form of winter protection, pest protection, irrigation and fertilization once established.

Note: Adaptive plants are considered low in maintenance and are not invasive plants.

Invasive plants. Invasive plants are both indigenous and nonindigenous species with growth habits that are characteristically aggressive.

Note: Invasive plants typically have a high reproductive capacity and tendency to overrun the ecosystems they inhabit.

Native plants. Native plants are plants that have adapted to a given area and are not invasive.

POTABLE WATER. Water that is drinkable and meets the U.S. Environmental Protection Agency (EPA) Drinking Water Standards. See definition in the *California Plumbing Code*, Part 5.

RECYCLED WATER. Water which, as a result of treatment of waste, is suitable for a direct beneficial use or a controlled use that would not otherwise occur (*Water Code* Section 13050 (n)). Simply put, recycled water is water treated to remove waste matter attaining a quality that is suitable to use the water again.

REFERENCE EVAPOTRANSPIRATION (ET_o). The estimated rate of evapotranspiration from a standardized surface of well watered, actively growing cool season turfgrass clipped to 12 cm with sufficient density to fully shade the soil. The water needs of a landscape planting can be calculated by multiplying the Landscape Coefficient (*Kl*) and Reference Evapotranspiration (*ETo*)

SUBMETER. A meter installed subordinate to a site meter. Usually used to measure water intended for one purpose, such as landscape irrigation, also known as a Dedicated Meter.

SECTION A5.303
INDOOR WATER USE

A5.303.2.3.1 Tier 1 – 30 percent savings [DSA-SS] 30 percent savings. A schedule of plumbing fixtures and fixture fittings that will reduce the overall use of potable water within the building by 30 percent shall be provided. The reduction shall be based on the maximum allowable water use per plumbing fixture and fittings as required by the *California Building Standards Code*. The 30 percent reduction in potable water use shall be demonstrated by one of the following methods:

1. Each plumbing fixture and fitting shall meet the 30 percent reduced flow rate specified in Table A5.303.2.3.1 or
2. A calculation demonstrating a 30 percent reduction in the building "water use baseline" as established in Table A5.303.2.2 shall be provided.

A5.303.2.3.2 Tier 2 – 35 percent savings. A schedule of plumbing fixtures and fixture fittings that will reduce the overall use of potable water within the building by 35 percent shall be provided. A calculation demonstrating a 35 percent reduction in the building "water use baseline" as established in Table A5.303.2.2 shall be provided.

A5.303.2.3.3 40 percent savings. A schedule of plumbing fixtures and fixture fittings that will reduce the overall use of potable water within the building by 40 percent shall be provided. A calculation demonstrating a 40 percent reduction in the building "water use baseline" as established in Table A5.303.2.2 shall be provided.

TABLE A5.303.2.2
WATER USE BASELINE[4]

FIXTURE TYPE	FLOW RATE[2]	DURATION	DAILY USES	OCCUPANTS[3]
Showerheads	2.5 gpm @ 80 psi	8 min.	1	X
Lavatory faucets residential	2.2 gpm @ 60 psi	.25 min.	3	X
Kitchen faucets	2.6 gpm @ 60 psi	4 min.	1	X
Replacement aerators	2.6 gpm @ 60 psi			X
Wash fountains	2.2 [rim space (in.)/20 gpm @ 60 psi]			X
Metering faucets	0.25 gallons/cycle	.25 min.	3	X
Metering faucets for wash fountains	.25 [rim space (in.)/20 gpm @ 60 psi]	.25 min.	1 male[1] 3 female	X
Gravity tank type water closets	1.6 gallons/flush	1 flush	1 male[1] 3 female	X
Flushometer tank water closets	1.6 gallons/flush	1 flush	1 male[1] 3 female	X
Flushometer valve water closets	1.6 gallons/flush	1 flush	1 male[1] 3 female	X
Electromechanical hydraulic water closets	1.6 gallons/flush	1 flush	1 male[1] 3 female	X
Urinals	1.6 gallons/flush	1 flush	2 male	X

1. The daily use number shall be increased to three if urinals are not installed in the room.
2. The flow rate is from the CEC Appliance Efficiency Standards, Title 20, *California Code of Regulations*; where a conflict occurs, the CEC standards shall apply.
3. Refer to Table A, Chapter 4, 2007 *California Plumbing Code*, for occupant load factors.
4. Use worksheet WS-1 to calculate base line water use.

TABLE A5.303.2.3.1
FIXTURE FLOW RATES

FIXTURE TYPE	FLOW-RATE[2]	MAXIMUM FLOW RATE AT 30 percent REDUCTION
Showerheads	2.5 gpm @ 80 psi	1.8 gpm @ 80 psi
Lavatory faucets nonresidential	0.5 gpm @ 60 psi	0.35 gpm @ 60 psi
Kitchen faucets	2.2 gpm @ 60 psi	1.6 gpm @ 60 psi
Wash fountains	2.2 [rim space(in.)/20 gpm @ 60 psi]	1.6 [rim space(in.)/20 gpm @ 60 psi]
Metering faucets	0.25 gallons/cycle	0.18 gallons/cycle
Metering faucets for wash fountains	.25 [rim space(in.)/20 gpm @ 60 psi]	.18 [rim space(in.)/20 gpm @ 60 psi]
Gravity tank type water closets	1.6 gallons/flush	1.12 gallons/flush[1]
Flushometer tank water closets	1.6 gallons/flush	1.12 gallons/flush[1]
Flushometer valve water closets	1.6 gallons/flush	1.12 gallons/flush[1]
Electromechanical hydraulic water closets	1.6 gallons/flush	1.12 gallons/flush[1]
Urinals	1.0 gallons/flush	.5 gallons/flush

1. Includes water closets with an effective flush rate of 1.12 gallons or less when tested per ASME A 112.19.2 and ASME A 112.19.14.
2. See Table 5.503.2.3 for additional notes and references.

A5.303.3 Appliances.

1. Clothes washers shall have a maximum Water Factor (WF) that will reduce the use of water by 10 percent below the California Energy Commissions' WF standards for commercial clothes washers located in Title 20 of the *California Code of Regulations.*
2. Dishwashers shall meet the following water use standards:
   a. Residential—5.8 gallons per cycle
   b. Commercial—refer to Table A5.303.3
3. Ice makers shall be air cooled.
4. Food steamers shall be connectionless or boilerless.
5. [BSC] The use and installation of water softeners that discharge to the community sewer system shall be limited or prohibited by local agencies if certain conditions are met.

TABLE A5.303.3
COMMERCIAL DISHWASHER WATER USE

TYPE	HIGH-TEMPERATURE—MAXIMUM GALLONS PER RACK	CHEMICAL—MAXIMUM GALLONS PER RACK
Conveyer	0.70	0.62
Door	0.95	1.16 [BSC] 2.26 [DSA-SS]
Undercounter	0.90	0.98

A5.303.5 Dual plumbing. New buildings and facilities shall be dual plumbed for potable and recycled water systems for toilet flushing when recycled water is available as determined by the enforcement authority.

SECTION A5.304
OUTDOOR WATER USE

A5.304.1.1 Water budget. A water budget shall be developed for landscape irrigation use that conforms to the local water efficient landscape ordinance or to the California Department of Water Resources Model Water Efficient Landscape Ordinance where no local ordinance is applicable.

Note: Prescriptive measures to assist in compliance with the water budget are listed in Sections 492.5 through 492.8, 492.10 and 492.11 of the ordinance, which may be found at: http://www.owue.water.ca.gov/landscape/ord/ord.cfm.

A5.304.2.1 Outdoor potable water use. For new water service not subject to the provisions of *Water Code* Section 535, separate meters or submeters shall be installed for indoor and outdoor potable water use for landscaped areas between 500 square feet and 1000 square feet (the level at which Section 5.304.2 applies).

A5.304.4 Potable water reduction. Provide water efficient landscape irrigation design that reduces the use of potable water beyond the initial requirements for plant installation and establishment in accordance with Section A5.304.4.1 or A5.304.4.2. Calculations for the reduction shall be based on the water budget developed pursuant to Section 5.304.1.

A5.304.4.1 Tier 1. Reduce the use of potable water to a quantity that does not exceed 60 percent of ETo times the landscape area.

A5.304.4.2 Tier 2. Reduce the use of potable water to a quantity that does not exceed 55 percent of ETo times the landscape area.

Note: Methods used to accomplish the requirements of this section must be designed to the requirements of the *California Building Standards Code* and shall include, but not be limited to, the following:

1. Plant coefficient
2. Irrigation efficiency and distribution uniformity
3. Use of captured rainwater
4. Use of recycled water
5. Water treated for irrigation purposes and conveyed by a water district or public entity
6. Use of graywater

A5.304.4.3 Verification of compliance. A calculation demonstrating the applicable potable water use reduction required by this section shall be provided.

A5.304.4.4 Potable water reduction. Provide water efficient landscape irrigation design that reduces the use of potable water beyond the initial requirements for plant installation and establishment by 50 percent. Calculations for the reduction shall be based on the water budget developed pursuant to section A5.304.1.1.

Methods used to accomplish the requirements of this section must be designed to the requirements of the *California Building Standards Code* and shall include, but not be limited to, the following:

1. Plant coefficient
2. Irrigation efficiency and distribution uniformity
3. Use of captured rainwater
4. Use of recycled water
5. Water treated for irrigation purposes and conveyed by a water district or public entity

A5.304.5 Potable water elimination. Provide a water efficient landscape irrigation design that eliminates the use of potable water beyond the initial requirements for plant installation and establishment. Methods used to accomplish the requirements of this section must be designed to the requirements of the *California Building Standards Code* and shall include, but not be limited to, the following:

1. Plant coefficient
2. Irrigation efficiency and distribution uniformity
3. Use of captured rainwater
4. Use of recycled water
5. Water treated for irrigation purposes and conveyed by a water district or public entity
6. Use of graywater

A5.304.6 Restoration of areas disturbed by construction. Restore all landscape areas disturbed during construction by planting with local adaptive and/or noninvasive vegetation.

A5.304.7 Previously developed sites. On previously developed or graded sites, restore or protect at least 50 percent of the site area with adaptive and/or noninvasive vegetation. Projects complying with Section A5.204.5.2 may apply vegetated roof surface to this calculation if the roof plants meet the definition of adaptive and noninvasive.

Exception: Area of the building footprint is excluded from the calculation.

A5.304.8 Graywater irrigation system. Install a graywater collection system for onsite subsurface irrigation using graywater collected from bathtubs, showers, bathroom wash basins and laundry water. See Appendix G, 2010 *California Plumbing Code*.

SECTION A5.305
WATER REUSE
(Reserved)

APPENDIX B:

TABLE A, CHAPTER 4, 2010 CALIFORNIA PLUMBING CODE

II

TABLE A.
OCCUPANT LOAD FACTOR:
[BSC, DSA-SS & DSA-SS/CC]

OCCUPANCY*, **	OCCUPANT LOAD FACTOR (square feet) (CBC 2001, Table A-29A)
Group A	
1. Auditoriums, convention halls, dance floors, lodge rooms, stadiums, and casinos (where no fixed seating is provided) (use ½ "one-half" the number of fixed seating)	15
2. Conference rooms, dining rooms, drinking establishments, exhibit rooms, gymnasiums, lounges, stages, and similar uses, including restaurants classified as Group B occupancies	30
3. Worship places; principal assembly area, educational and activity unit (where no fixed seating is provided) (use ½ "one-half" the number of fixed seating)	30
Group B Office or public buildings (area accessible to the public)	200
Group E Schools for day care, elementary, secondary	50
Educational Facilities Other than Group E Colleges, universities, adult centers, etc.	50
Group F Workshops, foundries and similar establishments	2,000
Group H Hazardous materials fabrication and storage	2,000
Group I Hospital general use area, health care facilities	200
Group M Retail or wholesale stores	200
Group R Congregate residence, Group R-1	200
Group S Warehouse	5,000

* Any uses not specifically listed shall be based on similar uses listed in this table.

** For building or space with mixed occupancies, use appropriate occupancy group for each area (for example, a school may have an "A" occupancy for the gymnasium, a "B" occupancy for the office, an "E" occupancy for the classrooms, etc.).
Accessory areas may be excluded (for example: hallway, restroom, stair enclosure).

APPENDIX C:

WORKSHEETS WS-1 AND WS-1

2010 CALIFORNIA GREEN BUILDING STANDARDS CODE

CHAPTER 8

COMPLIANCE FORMS AND WORKSHEETS

WORKSHEET (WS-1)
BASELINE WATER USE

BASELINE WATER USE CALCULATION TABLE									
FIXTURE TYPE	FLOW RATE (gpm)[2]		DURATION		DAILY USES		OCCUPANTS[3, 4]		GALLONS PER DAY
Showerheads	2.5	×	5 min.	×	1	×		=	
Showerheads residential	2.5	×	8 min.	×	1	×		=	
Lavatory faucets residential	2.2	×	.25 min.	×	3	×		=	
Kitchen faucets	2.2	×	4 min.	×	1	×		=	
Replacement aerators	2.2	×		×		×		=	
Wash fountains	2.2	×		×		×		=	
Metering faucets	0.25	×	.25 min.	×	3	×		=	
Metering faucets for wash fountains	2.2	×	.25 min.	×		×		=	
Gravity tank type water closets	1.6	×	1 flush	×	1 male[1] 3 female	×		=	
Flushometer tank water closets	1.6	×	1 flush	×	1 male[1] 3 female	×		=	
Flushometer valve water closets	1.6	×	1 flush	×	1 male[1] 3 female	×		=	
Electromechanical hydraulic water closets	1.6	×	1 flush	×	1 male[1] 3 female	×		=	
Urinals	1.0	×	1 flush	×	2 male	×		=	
Total daily baseline water use (BWU)								=	
_____ (BWU) × .80 = _____ Allowable water use									

1. The daily use number shall be increased to three if urinals are not installed in the room.
2. The flow rate is from the CEC Appliance Efficiency Standards, Title 20 *California Code of Regulations*; where a conflict occurs, the CEC standards shall apply.
3. For low-rise residential occupancies, the number of occupants shall be based on two persons for the first bedroom, plus one additional person for each additional bedroom.
4. For nonresidential occupancies, refer to Table A, Chapter 4, 2010 *California Plumbing Code*, for occupant load factors.

WORKSHEET (WS-2)
20 PERCENT REDUCTION WATER USE

20 PERCENT REDUCTION WATER USE CALCULATION TABLE									
FIXTURE TYPE	FLOW RATE (gpm)[2]		DURATION		DAILY USES		OCCUPANTS[3, 4]		GALLONS PER DAY
Showerheads		×	5 min.	×	1	×		=	
Showerheads residential		×	8 min.	×	1	×		=	
Lavatory faucets residential		×	.25 min.	×	3	×		=	
Kitchen faucets		×	4 min.	×	1	×		=	
Replacement aerators		×		×		×		=	
Wash fountains		×		×		×		=	
Metering faucets		×	.25 min.	×	3	×		=	
Metering faucets for wash fountains		×	.25 min.	×		×		=	
Gravity tank type water closets		×	1 flush	×	1 male[1] 3 female	×		=	
HET[5] High-efficiency toilet	1.28	×	1 flush	×	1 male[1] 3 female	×		=	
Flushometer tank water closets		×	1 flush	×	1 male[1] 3 female	×		=	
Flushometer valve water closets		×	1 flush	×	1 male[1] 3 female	×		=	
Electromechanical hydraulic water closets		×	1 flush	×	1 male[1] 3 female	×		=	
Urinals		×	1 flush	×	2 male	×		=	
Urinals Nonwater supplied	0.0	×	1 flush	×	2 male	×		=	
Proposed water use								=	
_____ (BWU from WS-1) × .80 = _____ Allowable water use									

1. The daily use number shall be increased to three if urinals are not installed in the room.
2. The flow rate is from the CEC Appliance Efficiency Standards, Title 20 *California Code of Regulations*; where a conflict occurs, the CEC standards shall apply.
3. For low-rise residential occupancies, the number of occupants shall be based on two persons for the first bedroom, plus one additional person for each additional bedroom.
4. For nonresidential occupancies, refer to Table A, Chapter 4, 2010 *California Plumbing Code*, for occupant load factors.
5. Includes single and dual flush water closets with an effective flush of 1.28 gallons or less.

   Single flush toilets - The effective flush volume shall not exceed 1.28 gallons (4.8 liters). The effective flush volume is the average flush volume when tested in accordance with ASME A 112.19.233.2.

   Dual flush toilets - The effective flush volume shall not exceed 1.28 gallons (4.8 liters). The effective flush volume is defined as the composite, average flush volume of two reduced flushes and one full flush. Flush volumes will be tested in accordance with ASME A 112.19.2 and ASME A 112.19.14.

WORKSHEET (WS-3)
30–35 OR 40 PERCENT REDUCTION WATER USE

30, 35 OR 40 PERCENT REDUCTION WATER USE CALCULATION TABLE									
FIXTURE TYPE	FLOW RATE (gpm)[2]		DURATION		DAILY USES		OCCUPANTS[3, 4]		GALLONS PER DAY
Showerheads		×	5 min.	×	1	×		=	
Showerheads residential		×	8 min.	×	1	×		=	
Lavatory faucets residential		×	.25 min.	×	3	×		=	
Kitchen faucets		×	4 min.	×	1	×		=	
Replacement aerators		×		×		×		=	
Wash fountains		×		×		×		=	
Metering faucets		×	.25 min.	×	3	×		=	
Metering faucets for wash fountains		×	.25 min.	×		×		=	
Gravity tank type water closets		×	1 flush	×	1 male[1] 3 female	×		=	
HET[5] High-efficiency toilet	1.12	×	1 flush	×	1 male[1] 3 female	×		=	
Flushometer tank water closets		×	1 flush	×	1 male[1] 3 female	×		=	
Flushometer valve water closets		×	1 flush	×	1 male[1] 3 female	×		=	
Electromechanical hydraulic water closets		×	1 flush	×	1 male[1] 3 female	×		=	
Urinals		×	1 flush	×	2 male	×		=	
Urinals Nonwater supplied	0.0	×	1 flush	×	2 male	×		=	
Proposed water use								=	
30% Reduction_____ (BWU from WS-1) × .70 = _____ Allowable water use 35% Reduction_____ (BWU from WS-1) × .65 = _____ Allowable water use 40% Reduction_____ (BWU from WS-1) × .60 = _____ Allowable water use									

1. The daily use number shall be increased to three if urinals are not installed in the room.
2. The flow rate is from the CEC Appliance Efficiency Standards, Title 20 *California Code of Regulations*; where a conflict occurs, the CEC standards shall apply.
3. For low-rise residential occupancies, the number of occupants shall be based on two persons for the first bedroom, plus one additional person for each additional bedroom.
4. For nonresidential occupancies, refer to Table A, Chapter 4, 2010 *California Plumbing Code*, for occupant load factors.
5. Includes single and dual flush water closets with an effective flush of 1.28 gallons or less.

   Single flush toilets - The effective flush volume shall not exceed 1.28 gallons (4.8 liters). The effective flush volume is the average flush volume when tested in accordance with ASME A 112.19.233.2.

   Dual flush toilets - The effective flush volume shall not exceed 1.28 gallons (4.8 liters). The effective flush volume is defined as the composite, average flush volume of two reduced flushes and one full flush. Flush volumes will be tested in accordance with ASME A 112.19.2 and ASME A 112.19.14.

APPENDIX D:

CITY OF MENLO PARK FIRE HYDRANT FLOW TEST

HYDRANT FLOW TEST

CITY OF MENLO PARK

Test Hydrant

Test Date 08/16/2010 Time of Test 2:45 PM

System ID No: 10014620 Hydrant Number B67

Address 1399 S Carlton ~~X Belle Haven~~ - Menlo Menlo Park

Hydrant Location Corner Carlton and Hamilton

Hyd. Valve Loc. 16 Feet North in Street Map Page H6

Static Pressure 104 Residual Press 92

Test Code PASS_FLOW Needs Maint? No

Test Performed by Eric Dorliac Test Company

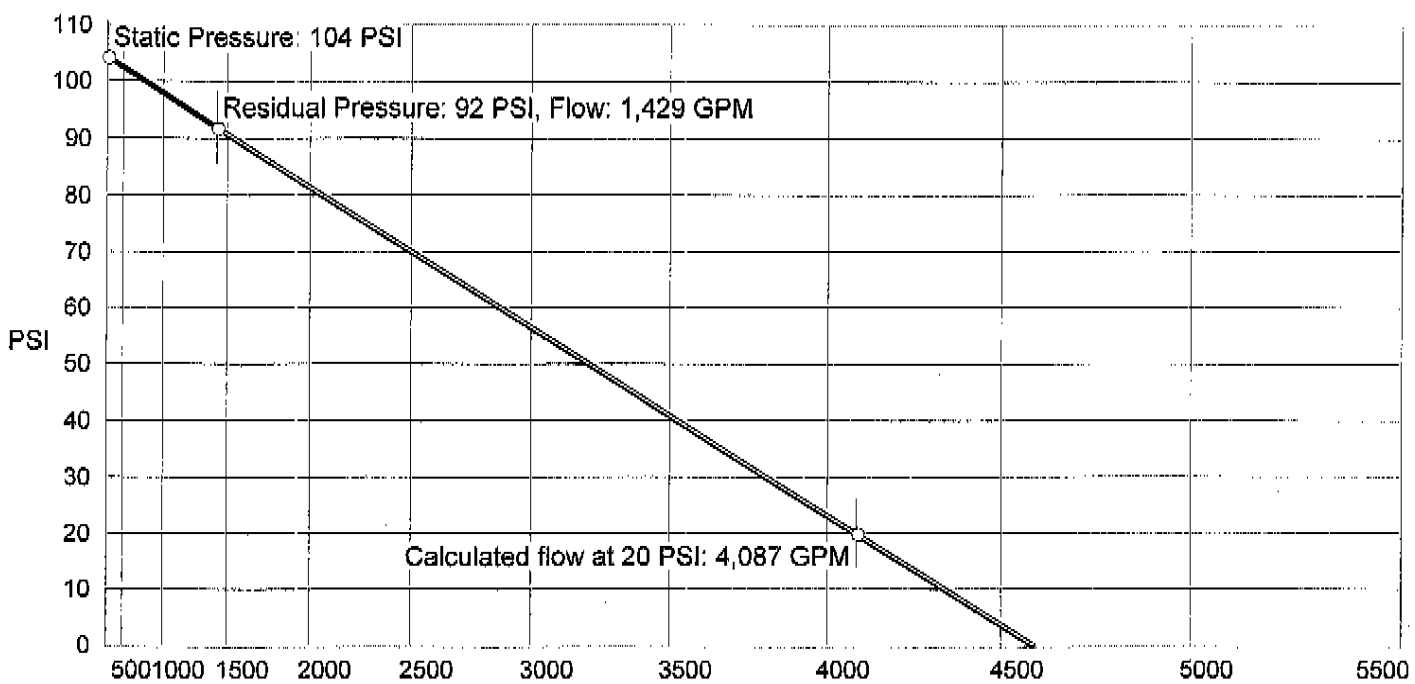
Flow Hydrant(s)

Hydrant #	Diameter	Coeffecient	Pitot PSI	Flush Time (Min)	Flow (GPM)	Water Used (Gal)
B 67	2.50	0.90	72.50	5.00	1,429	7,145
				Totals:	1,429	7,145
Pressure Zone:				Flow at 20 PSI	4,087	

Test Comments

Flushing Information

Time to Clear	**0**	**Temperature**	**0**
Initial Color		**pH Level**	**0**
Initial CL2	**0**	**Initial Turbidity**	**0**
Final CL2	**0**	**Final Turbidity**	**0**



APPENDIX E:

CITY OF MENLO PARK WATER BUDGET CALCULATION FORM

WATER BUDGET CALCULATION FORM

Professional Seal

Property Address : Facebook East Campus Existing Condition

Authorized Professional Name/Company : BKF Engineers

License or Certification No :

TOTAL AND SPECIAL LANDSCPED AREA

Enter Total Landscaped Area (LA)	261,360	square feet
Enter Special Landscaped Area (SLA)	0	square feet

Signature of Certified/Licensed Professional Date

HYDROZONE TABLE

Hydrozone	Plant Water Use Type	Irrigation Type	Plant Factor*	Hydrozone Area (sq ft)	Irrigation Efficiency (min avg 0.70)	Plant Water Requirement (gal/yr) 42.8*0.62*PF*HA	Zone Water Requirement (gal/yr) 42.8*0.62*PF*HA/IE
1	Mixed	Sprinkler	0.50	196,020	0.71	2,600,793	3,663,089
2	Mixed	Sprinkler	0.50	65,340	0.71	866,931	1,221,030
3						0	0
4						0	0
5						0	0
6						0	0
7						0	0
8						0	0
9						0	0
10						0	0
11						0	0
12						0	0
13						0	0
14						0	0
15						0	0
16						0	0
17						0	0
18						0	0
19						0	0
20						0	0
	SLA		1.00	0			
			Total	261,360		3,467,724	4,884,119

* Use WUCOLS to determine PF: www.water.ca.gov/wateruseefficiency/docs/wucols00.pdf.
Note that surface areas of a water feature will be counted as high water using plant at PF 1.

MAWU and ETWU

Max Allowable Water Use (MAWA)	4,854,814	gallons/yr
Estimated Total Water Use (ETWU)	4,884,119	gallons/yr
Average Irrigation Efficiency	0.71	gallons/yr
Project Meets Water Efficient Requirements		No
Project Meets Irrigation Efficiency Requirements		Yes

CITY STAFF REVIEW
❑ YES, ETWU < MAWA ❑ NO, ETWU > MAWA Initials _____

WATER BUDGET CALCULATION FORM

Professional Seal

Property Address : Facebook East Campus Proposed Condition

Authorized Professional Name/Company : BKF Engineers

License or Certification No :

Signature of Certified/Licensed Professional Date

TOTAL AND SPECIAL LANDSCPED AREA

Enter Total Landscaped Area (LA)	261,360	square feet
Enter Special Landscaped Area (SLA)	0	square feet

HYDROZONE TABLE

Hydrozone	Plant Water Use Type	Irrigation Type	Plant Factor*	Hydrozone Area (sq ft)	Irrigation Efficiency (min avg 0.70)	Plant Water Requirement (gal/yr) 42.8*0.62*PF*HA	Zone Water Requirement (gal/yr) 42.8*0.62*PF*HA/IE
1	Mixed	Sprinkler	0.50	196,020	0.71	2,600,793	3,663,089
2	Mixed	Sub-Surface	0.50	31,000	0.71	411,308	579,307
3						0	0
4						0	0
5						0	0
6						0	0
7						0	0
8						0	0
9						0	0
10						0	0
11						0	0
12						0	0
13						0	0
14						0	0
15						0	0
16						0	0
17						0	0
18						0	0
19						0	0
20						0	0
	SLA		1.00	0			
			Total	227,020		3,012,101	4,242,396

* Use WUCOLS to determine PF: www.water.ca.gov/wateruseefficiency/docs/wucols00.pdf.
Note that surface areas of a water feature will be counted as high water using plant at PF 1.

MAWU and ETWU

Max Allowable Water Use (MAWA)	4,854,814	gallons/yr
Estimated Total Water Use (ETWU)	4,242,396	gallons/yr
Average Irrigation Efficiency	0.71	gallons/yr
Project Meets Water Efficient Requirements		Yes
Project Meets Irrigation Efficiency Requirements		Yes

CITY STAFF REVIEW
❑ YES, ETWU < MAWA ❑ NO, ETWU > MAWA Initials _____

WATER BUDGET CALCULATION FORM

Professional Seal

Property Address : Facebook West Campus Existing Condition

Authorized Professional Name/Company : BKF Engineers

License or Certification No :

Signature of Certified/Licensed Professional Date

TOTAL AND SPECIAL LANDSCPED AREA

Enter Total Landscaped Area (LA)	192,000	square feet
Enter Special Landscaped Area (SLA)	0	square feet

HYDROZONE TABLE

Hydrozone	Plant Water Use Type	Irrigation Type	Plant Factor*	Hydrozone Area (sq ft)	Irrigation Efficiency (min avg 0.70)	Plant Water Requirement (gal/yr) 42.8*0.62*PF*HA	Zone Water Requirement (gal/yr) 42.8*0.62*PF*HA/IE
1	Mixed	Sprinkler	0.50	192,000	0.71	2,547,456	3,587,966
2						0	0
3						0	0
4						0	0
5						0	0
6						0	0
7						0	0
8						0	0
9						0	0
10						0	0
11						0	0
12						0	0
13						0	0
14						0	0
15						0	0
16						0	0
17						0	0
18						0	0
19						0	0
20						0	0
	SLA		1.00	0			
			Total	192,000		2,547,456	3,587,966

* Use WUCOLS to determine PF: www.water.ca.gov/wateruseefficiency/docs/wucols00.pdf.
Note that surface areas of a water feature will be counted as high water using plant at PF 1.

MAWU and ETWU

Max Allowable Water Use (MAWA)	3,566,438	gallons/yr
Estimated Total Water Use (ETWU)	3,587,966	gallons/yr
Average Irrigation Efficiency	0.71	gallons/yr
Project Meets Water Efficient Requirements		No
Project Meets Irrigation Efficiency Requirements		Yes

CITY STAFF REVIEW

❑ YES, ETWU < MAWA
❑ NO, ETWU > MAWA
Initials _____

WATER BUDGET CALCULATION FORM

Professional Seal

Property Address : Facebook West Campus Proposed Condition

Authorized Professional Name/Company : BKF Engineers

License or Certification No :

Signature of Certified/Licensed Professional Date

TOTAL AND SPECIAL LANDSCPED AREA

Enter Total Landscaped Area (LA)	472,000	square feet
Enter Special Landscaped Area (SLA)	0	square feet

HYDROZONE TABLE

Hydrozone	Plant Water Use Type	Irrigation Type	Plant Factor*	Hydrozone Area (sq ft)	Irrigation Efficiency (min avg 0.70)	Plant Water Requirement (gal/yr) 42.8*0.62*PF*HA	Zone Water Requirement (gal/yr) 42.8*0.62*PF*HA/IE
1	Mixed	Sprinkler	0.50	236,000	0.71	3,131,248	4,410,208
2	Mixed	Sub-Surface	0.30	236,000	0.71	1,878,749	2,646,125
3						0	0
4						0	0
5						0	0
6						0	0
7						0	0
8						0	0
9						0	0
10						0	0
11						0	0
12						0	0
13						0	0
14						0	0
15						0	0
16						0	0
17						0	0
18						0	0
19						0	0
20						0	0
	SLA		1.00	0			
			Total	472,000		5,009,997	7,056,334

* Use WUCOLS to determine PF: www.water.ca.gov/wateruseefficiency/docs/wucols00.pdf.
Note that surface areas of a water feature will be counted as high water using plant at PF 1.

MAWU and ETWU

Max Allowable Water Use (MAWA)	8,767,494	gallons/yr
Estimated Total Water Use (ETWU)	7,056,334	gallons/yr
Average Irrigation Efficiency	0.71	gallons/yr
Project Meets Water Efficient Requirements		Yes
Project Meets Irrigation Efficiency Requirements		Yes

CITY STAFF REVIEW

❑ YES, ETWU < MAWA
❑ NO, ETWU > MAWA
Initials _____

Construction Details

APPENDIX 3.7.G – GENERATOR INFORMATION AND PERMITS

NOTE : THE EXISTING LOT LINE WILL BE ELIMINATED THROUGH A LOT MERGER OR OTHER INSTRUMENT.

FACEBOOK @ MENLO PARK WEST CAMPUS

312 & 313 CONSTITUTION DRIVE, MENLO PARK, CALIFORNIA

BKF Engineers Surveyors Planners · Luce Forward · Fehr & Peers · KEMA · Gensler · CMG

WA.2 Proposed Site Plan

0' 75' 150' 300'

Full Size Scale is 1" = 75'

11" X 17" Size Scale is 1" = 150'

JULY 14, 2011

MPK GENERATORS

GENERATORS	BLDG 10 60 KW	BLDG 12 60 KW	BLDG 14 60 KW	BLDG 16 100KW	BLDG 17 100KW	BLDG 18 75 KW	BLDG 15 75 KW	BLDG 11-1 500 KW	BLDG 11-2 768 KW
Stack Height	3 "	3 "	3 "	n/a no stack	n/a	n/a	n/a	4"	33 "
Stack Diameter	4 "	4 "	4"	3"	3 "	3 "	3"	6 ½"	8"
Exit Gas volumetric	1046cfm	1046cfm	1046cfm	663cfm	663cfm	522cfm	522cfm	4305cfm	8405cfm
Exit Gas Temp	926 DEG F	926 DEG F	926 DEG F	975 DEG F	975 DEG F	972 DEG F	972 DEG F	1050 DEG F	975 DEG F
Horse power	102hp	102hp	102hp	120hp	120hp	120hp	120hp	750hp	1135hp
Engine Make model	Cummins 4BT3.9-G2	Cummins 4BT3.9-G2	Cummins 4BT3.9-G2	CAT 95A033 63-S	CAT 95A033 63-S	CAT 95A033 63-S	CAT 95A033 63-S	Cummins KTTA19-G2	Cummins 750 DFHA
HOURS OF OPERATION	20 HOURS PER YEAR	20 HOURS PER YEAR	20 HOURS PER YEAR	20 HOURS PER YEAR	20 HOURS PER YEAR	20 HOURS PER YEAR	20 HOURS PER YEAR	20 HOURS PER YEAR	20 HOURS PER YEAR
Emission Test (Grams per HP-Hour)	PM. N/A ORG.N/A NOX.6.99 SO2. .62 CO. 1.26	PM. N/A ORG.N/A NOX.6.99 SO2. .62 CO. 1.26	PM. N/A ORG.N/A NOX.6.99 SO2. .62 CO. 1.26	PM.02 ORG.02 NOX.35 SO2 NA CO .08	PM.02 ORG.02 NOX.35 S02 NA CO .08	PM.02 ORG.02 NOX.03 S02 NA CO .06	PM.02 ORG.02 NOX.03 SO2 NA CO .06	PM0.15 ORG.NA NOX10.20 SO2 0.58 CO 1.10	PM0.09 ORG NA NOX8.23 SO2 0.58 CO 0.12
Any exhaust modifications	NO	NO	NO	NO	NO	NO	NO	NO	NO

Building 14
Gen 60kw

Building 16
Gen 100kw

Building
18
Gen
75kw

Building
17
gen
100kw

Building
12
Gen
60kw

Building
10
gen
60kw

Building 11 Gen 1 -500kw
Gen 2- 768kw

Building 15 Gen 60kw

ENVIRONMENTAL HEALTH
SAN MATEO COUNTY

Protecting Our Health and Environment

PERMIT 11- 0904

CERTIFIED UNIFIED PROGRAM AGENCY

THIS PERMIT IS ISSUED FOR THE FOLLOWING:

2150	PR0046902	ABOVE GROUND TANK/SPCC
2162	PR0024924	STORES HAZ MAT <1,199GAL,9,999LB,4,799CF
2220	PR0029378	GENERATES & RECYCLES WASTE OIL/SOLVENT

FACILITY:
ORACLE AMERICA INC
1601 WILLOW RD 12-16
MENLO PARK, CA 94025

OWNER:
ORACLE AMERICA INC
500 ORACLE PKWY
REDWOOD SHORES CA 94065

FA0023962

DATE ISSUED: 6/1/2011

EXPIRATION DATE: 6/1/2016

Dean D. Peterson. P.E.. REHS
DIRECTOR, ENVIRONMENTAL HEALTH

THIS PERMIT IS NONTRANSFERABLE AND MUST BE POSTED ON-SITE IN A CONSPICUOUS PLACE

B4026

BAY AREA AIR QUALITY MANAGEMENT DISTRICT
939 ELLIS STREET
SAN FRANCISCO, CALIFORNIA 94109
(415) 771-6000

PERMIT TO OPERATE

Plant# 14026 Page: 1 Expires: APR 1, 2012

This document does not permit the holder to violate any District regulation or other law.

Sarah Annarino
Sun Microsystems Inc
19 Network Cir, M/S UMPK19 101
Menlo Park, CA 94025

Location: 1601 Willow Road
Menlo Park, CA 94025

S#	DESCRIPTION	[Schedule]	PAID
1	Standby Diesel engine, 120 hp, Caterpillar S/N 42J04161 Diesel Engine, Olympian model 95A03363-S, emerge	[B], 731 days]	354
	Emissions at: P1 Stack		
2	Standby Diesel engine, 120 hp, Caterpillar S/N 18R01130 Diesel Engine, Olympian model 95A03363-S, emerge	[B], 731 days]	354
	Emissions at: P2 Stack		
3	Standby Diesel engine, 120 hp, Caterpillar, 360 cu in Diesel Engine, Olympian model 95A03363-S, emerge	[B], 731 days]	354
	Emissions at: P3 Stack		
4	Standby Diesel engine, 120 hp, Caterpillar, 360 cu in Diesel Engine, Olympian model 95A03363-S, emerge	[B], 731 days]	354
	Emissions at: P4 Stack		
5	Standby Diesel engine, 102 hp, Cummins S/N 44924099, 239 cu in Diesel Engine, Cummins model 4BT3.9-G2, emergenc	[B], 731 days]	354
	Emissions at: P5 Stack		
6	Standby Diesel engine, 102 hp, Cummins S/N 44924100, 239 cu in Diesel Engine, Cummins model 4BT3.9-G2, emergenc	[B], 731 days]	354
	Emissions at: P6 Stack		
7	Standby Diesel engine, 750 hp, Cummins S/N 37151756 Diesel Engine, Cummins model KTTA19-G2, emergenc	[B], 731 days]	356
	Emissions at: P7 Stack		

The operating parameters described above are based on information supplied by permit holder and may differ from the limits set forth in the attached conditions of the Permit to Operate. The limits of operation in the permit conditions are not to be exceeded. Exceeding these limits is considered a violation of District regulations subject to enforcement action.

B4026

BAY AREA AIR QUALITY MANAGEMENT DISTRICT
939 ELLIS STREET
SAN FRANCISCO, CALIFORNIA 94109
415 771-6000

PERMIT TO OPERATE

Plant# 14026 Page: 2 Expires: APR 1, 2012

This document does not permit the holder to violate any District regulation or other law

S#	DESCRIPTION [Schedule]	PAID
8	Standby Diesel engine, 102 hp, Cummins S/N 4424098, 239 cu in Diesel Engine, Cummins model 4BT39-62, emergency[B], 731 days] Emissions at: P8 Stack	354
9	Standby Diesel engine, 1135 hp, Cummins S/N 37198693 Cummins 750 DFHA 60 Hz Diesel Generator Set [B], 731 days] Emissions at: P9 Stack	385

9 Permit Sources, 0 Exempt Sources

*** See attached Permit Conditions ***

The operating parameters described above are based on information supplied by permit holder and may differ from the limits set forth in the attached conditions of the Permit to Operate. The limits of operation in the permit conditions are not to be exceeded. Exceeding these limits is considered a violation of District regulations subject to enforcement action.

BAY AREA AIR QUALITY
MANAGEMENT DISTRICT
939 ELLIS STREET
SAN FRANCISCO, CALIFORNIA 94109
(415) 771-6000

PERMIT
TO OPERATE

Plant# 14026 Page: 3 Expires: APR 1, 2012

This document does not permit the holder to violate any District regulation or other la

*** PERMIT CONDITIONS ***

==========

Source# 1	subject	to	Condition	ID# 22820
Source# 2	"	"	"	ID# 22820
Source# 3	"	"	"	ID# 22820
Source# 4	"	"	"	ID# 22820
Source# 5	"	"	"	ID# 22820
Source# 6	"	"	"	ID# 22820
Source# 7	"	"	"	ID# 22820
Source# 8	"	"	"	ID# 22820
Source# 9	"	"	"	ID# 22820

BAY AREA AIR QUALITY MANAGEMENT DISTRICT
939 ELLIS STREET
SAN FRANCISCO CALIFORNIA 94109
(415) 771-6000

PERMIT TO OPERATE

This document does not permit the holder to violate any District regulation or other law.

*** PERMIT CONDITIONS ***

==========

COND# 22820 *applies to S#'s 1, 2, 3, 4, 5, 6, 7, 8, 9*

1. The owner/operator shall not exceed 20 hours per year per engine for reliability-related testing.
   [Basis: "Stationary Diesel Engine ATCM" section 93115, title 17, CA Code of Regulations, subsection 93115.6 (b)(3)(A)(1)(a)]
2. The owner/operator shall operate each emergency standby engine only for the following purposes: to mitigate emergency conditions, for emission testing to demonstrate compliance with a District, State or Federal emission limit, or for reliability-related activities (maintenance and other testing, but excluding emission testing). Operating while mitigating emergency conditions or while emission testing to show compliance with District, State or Federal emission limits is not limited.
   [Basis: "Stationary Diesel Engine ATCM" section 93115, title 17, CA Code of Regulations, subsection 93115.6 (b)(3)(A)(1)(a)]
3. The owner/operator shall operate each emergency standby engine only when a non-resettable totalizing meter (with a minimum display capability of 9,999 hours) that measures the hours of operation for the engine is installed, operated and properly maintained.
   [Basis: "Stationary Diesel Engine ATCM" section 93115, title 17, CA Code of Regulations, subsection 93115.10 (e)(1)]
4. Records: The owner/operator shall maintain the following monthly records in a District-approved log for at least 36 months from the date of entry (60 months if the facility has been issued a Title V Major Facility Review Permit or a Synthetic Minor Operating Permit). Log entries shall be retained on-site, either at a central location or at the engine's location, and made immediately available to the District staff upon request.
   a. Hours of operation for reliability-related activities (maintenance and testing).
   b. Hours of operation for emission testing to show compliance with emission limits.
   c. Hours of operation (emergency).
   d. For each emergency, the nature of the emergency condition.
   e. Fuel usage for each engine(s).

BAY AREA AIR QUALITY MANAGEMENT DISTRICT
939 ELLIS STREET
SAN FRANCISCO, CALIFORNIA 94109
415 771-6000

PERMIT TO OPERATE

This document does not permit the holder to violate any District regulation or other

*** PERMIT CONDITIONS ***

==========

[Basis: "Stationary Diesel Engine ATCM" section 93115, title 17, CA Code of Regulations, subsection 93115.10 (g) (or, Regulation 2-6-501)]

5. At School and Near-School Operation:
If the emergency standby engine is located on school grounds or within 500 feet of any school grounds, the following requirements shall apply:
The owner/operator shall not operate each stationary emergency standby diesel-fueled engine for non-emergency use, including maintenance and testing, during the following periods:
   a. Whenever there is a school sponsored activity (ifthe engine is located on school grounds)
   b. Between 7:30 a.m. and 3:30 p.m. on days when school is in session.

"School" or "School Grounds" means any public or private school used for the purposes of the education of more than 12 children in kindergarten or any of grades 1 to 12, inclusive, but does not include any private school in which education is primarily conducted in a private home(s). "School" or "School Grounds" includes any building or structure, playground, athletic field, or other areas of school property but does not include unimproved school property.
[Basis: "Stationary Diesel Engine ATCM" section 93115, title 17, CA Code of Regulations, subsection 9.115.6 (b)(2)]

~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~ END OF CONDITIONS ~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~

S#	Source Description	Annual Average lbs/day PART	ORG	NOx	SO2	C
1	Diesel Engine, Olympian model 95A03363-S,	-	-	.03	-	-
2	Diesel Engine, Olympian model 95A03363-S,	.02	.02	.3	-	.0
3	Diesel Engine, Olympian model 95A03363-S,	.02	.02	.35	-	.0
4	Diesel Engine, Olympian model 95A03363-S,	-	-	.03	-	-
5	Diesel Engine, Cummins model 4BT3.9-G2, em	-	-	.03	-	-
6	Diesel Engine, Cummins model 4BT3.9-G2, em	-	-	.06	-	.0
7	Diesel Engine, Cummins model KTTA19-G2, em	-	-	.05	-	.0
8	Diesel Engine, Cummins model 4BT39-62, eme	-	-	.06	-	.0
9	Cummins 750 DFHA 60 Hz Diesel Generator Se	-	-	.07	-	.0
	T O T A L S	.07	.07	.99		.2

** PLANT TOTALS FOR EACH EMITTED TOXIC POLLUTANT **

Pollutant Name	Emissions lbs/day
Diesel Engine Exhaust Particulate Matter	.07

3.7.H CO_2E INTENSITY FACTORS

Appendix H
CO_2e Intensity Factors
Menlo Park Facebook Campus Project
Menlo Park, California

Source	CO_2e Intensity Factors	Units of Intensity Factors

Notes:

Appendix:

APPENDIX 3.8

NOISE TECHNICAL DATA

Facebook EIR - Conversion of Intersection Data to Segment Totals

Intersection Totals - Total includes only the intersection movements that would continue on the selected segment

Int #	Existing	Baseline	NT NP 1	NT Proj I	NT NP II	NT Proj II	LT NP I	LT Proj I	LT Proj II
Marsh Road/Scott Drive	1139	1215	1320	1463	1498	1498	1444	1587	1587
Marsh Road/Bohannon Drive	1371	1381	1473	1491	1533	1549	1642	1659	1676
Willow Road/O'Brien Drive	1008	1262	1320	1801	1830	2349	1435	1915	2434
Willow Road/Newbridge Street	1529	1562	1653	1711	1758	1801	1846	1904	1947
Willow Road/Durham Street	882	935	1028	1129	1155	1335	1139	1240	1420
Willow Road/Coleman Avenue	1182	1189	1282	1294	1329	1335	1468	1480	1486
University Avenue/O'Brien Drive	553	591	613	684	701	753	673	744	797
University Avenue/Kavanaugh Drive	1610	1615	1679	1687	1736	1743	1856	1864	1871
Bayfront Expressway/Chrysler Drive	2311	2326	2507	2534	2603	2611	2742	2769	2777
Bayfront Expressway/Chilco Street	973	1091	1169	1391	1420	1420	1268	1490	1490

Segment Totals

Segment	Existing	Baseline	NT NP 1	NT Proj I	NT NP II	NT Proj II	LT NP I	LT Proj I	LT Proj II
Bayfront Expressway - Chrysler Dr to Chilco St	3284	3417	3676	3925	4023	4031	4010	4259	4267
Marsh Road - Scott Dr to Bohannon Dr.	2510	2596	2793	2954	3031	3047	3086	3246	3263
Willow Road - O'Brien Dr. to Newbridge St.	2537	2824	2973	3512	3588	4150	3281	3819	4381
Willow Road - Durham St. to Coleman Ave	2064	2124	2310	2423	2484	2670	2607	2720	2906
University Avenue - O'Brien Dr. to Kavanaugh Dr.	2163	2206	2292	2371	2437	2496	2529	2608	2668

Segment Totals - Multiply by 10 for CNEL

Segment	Existing	Baseline	NT NP 1	NT Proj I	NT NP II	NT Proj II	LT NP I	LT Proj I	LT Proj II
Bayfront Expressway - Chrysler Dr to Chilco St	32840	34170	36760	39250	40230	40310	40100	42590	42670
Marsh Road - Scott Dr to Bohannon Dr.	25100	25960	27930	29540	30310	30470	30860	32460	32630

Willow Road - O'Brien Dr. to Newbridge St.	25370	28240	29730	35120	35880	41500	32810	38190	43810
Willow Road - Durham St. to Coleman Ave	20640	21240	23100	24230	24840	26700	26070	27200	29060
University Avenue - O'Brien Dr. to Kavanaugh Dr.	21630	22060	22920	23710	24370	24960	25290	26080	26680

TRAFFIC NOISE LEVELS AND NOISE CONTOURS

Project Number:
Project Name: Facebook

Background Information

Model Description: FHWA Highway Noise Prediction Model (FHWA-RD-77-108) with California Vehicle Noise (CALVENO) Emission Levels.
Source of Traffic Volumes: DKS Associates, 2011
Community Noise Descriptor: L_{dn}: CNEL: X

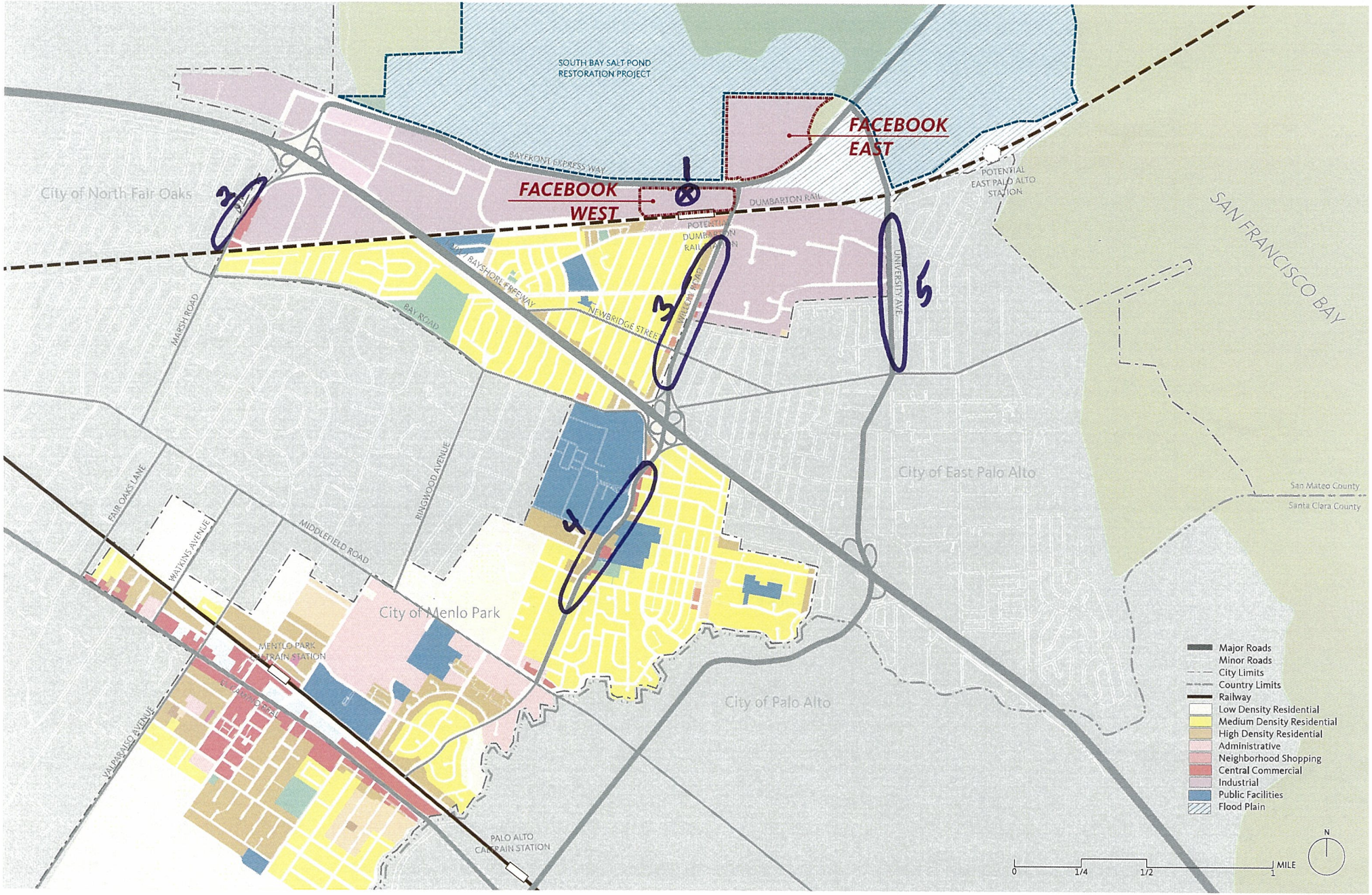
"-" = contour is located within the roadway right-of-way.
Distance is from the centerline of the roadway segment to the receptor location.

Assumed 24-Hour Traffic Distribution:	Day	Evening	Night
Total ADT Volumes	77.70%	12.70%	9.60%
Medium-Duty Trucks	87.43%	5.05%	7.52%
Heavy-Duty Trucks	89.10%	2.84%	8.06%

Analysis Condition		Median	ADT	Design Speed	Alpha	Vehicle Mix* Medium	Vehicle Mix* Heavy	CNEL at Sensitive Receptor	Distance from Centerline of Roadway: Distance to Contour 70 CNEL	65 CNEL	60 CNEL	55 CNEL
Roadway, Segment	Lanes	Width	Volume	(mph)	Factor	Trucks	Trucks					
Bayfront Expressway - Chrysler Dr to Chilco St (Project Site)												
Existing	6	20	32,840	50	0.5	6.5%	3.0%	**73.2**	123	265	572	1,231
Baseline	6	20	34,420	50	0.5	6.5%	3.0%	**73.4**	127	274	590	1,270
Near Term No Project I	6	20	37,020	50	0.5	6.5%	3.0%	**73.7**	133	287	619	1,334
Near Term Project I	6	20	39,980	50	0.5	6.5%	3.0%	**74.1**	140	302	652	1,404
Near Term No Project II	6	20	40,960	50	0.5	6.5%	3.0%	**74.2**	143	307	662	1,427
Near Term Project II	6	20	41,270	50	0.5	6.5%	3.0%	**74.2**	143	309	666	1,434
Long Term No Project I	6	20	40,350	50	0.5	6.5%	3.0%	**74.1**	141	304	656	1,413
Long Term Project I	6	20	43,320	50	0.5	6.5%	3.0%	**74.4**	148	319	687	1,481
Long Term Project II	6	20	43,360	50	0.5	6.5%	3.0%	**74.4**	148	319	688	1,482
Marsh Road - Scott Dr to Bohannon Dr. (Residences along Marsh Road)												
Existing	4	15	25,100	35	0.5	8.0%	79.0%	**81.9**	313	673	1,451	3,126
Baseline	4	15	25,960	35	0.5	8.0%	79.0%	**82.1**	320	689	1,484	3,197
Near Term No Project I	4	15	29,120	35	0.5	8.0%	79.0%	**82.6**	345	744	1,602	3,451
Near Term Project I	4	15	30,740	35	0.5	8.0%	79.0%	**82.8**	358	771	1,661	3,578
Near Term No Project II	4	15	31,510	35	0.5	8.0%	79.0%	**82.9**	364	784	1,688	3,637
Near Term Project II	4	15	31,670	35	0.5	8.0%	79.0%	**82.9**	365	786	1,694	3,650
Long Term No Project I	4	15	32,060	35	0.5	8.0%	79.0%	**83.0**	368	793	1,708	3,680
Long Term Project I	4	15	33,660	35	0.5	8.0%	79.0%	**83.2**	380	819	1,764	3,801
Long Term Project II	4	15	33,830	35	0.5	8.0%	79.0%	**83.2**	381	822	1,770	3,814
Willow Road - O'Brien Dr. to Newbridge St. (Residences along Willow Road)												
Existing	5	15	25,370	40	0.5	49.0%	24.0%	**77.3**	232	499	1,075	2,316
Baseline	5	15	28,300	40	0.5	49.0%	24.0%	**77.8**	249	537	1,156	2,491
Near Term No Project I	5	15	29,790	40	0.5	49.0%	24.0%	**78.0**	258	555	1,196	2,578
Near Term Project I	5	15	35,300	40	0.5	49.0%	24.0%	**78.8**	289	622	1,340	2,887
Near Term No Project II	5	15	36,060	40	0.5	49.0%	24.0%	**78.9**	293	631	1,359	2,928
Near Term Project II	5	15	42,020	40	0.5	49.0%	24.0%	**79.5**	324	698	1,505	3,242
Long Term No Project I	5	15	32,880	40	0.5	49.0%	24.0%	**78.5**	275	593	1,278	2,753
Long Term Project I	5	15	38,770	40	0.5	49.0%	24.0%	**79.2**	307	662	1,426	3,073
Long Term Project II	5	15	44,340	40	0.5	49.0%	24.0%	**79.8**	336	724	1,560	3,360
Willow Road - Durham St. to Coleman Ave (Willow Oaks Elementary School)												
Existing	2	10	20,640	35	0.5	24.0%	12.5%	**72.3**	106	228	492	1,060
Baseline	2	10	21,240	35	0.5	24.0%	12.5%	**72.4**	108	233	502	1,081
Near Term No Project I	2	10	23,100	35	0.5	24.0%	12.5%	**72.7**	114	246	530	1,143
Near Term Project I	2	10	24,230	35	0.5	24.0%	12.5%	**73.0**	118	254	548	1,180
Near Term No Project II	2	10	24,840	35	0.5	24.0%	12.5%	**73.1**	120	258	557	1,200
Near Term Project II	2	10	26,700	35	0.5	24.0%	12.5%	**73.4**	126	271	584	1,259
Long Term No Project I	2	10	26,070	35	0.5	24.0%	12.5%	**73.3**	124	267	575	1,239
Long Term Project I	2	10	27,200	35	0.5	24.0%	12.5%	**73.5**	127	275	592	1,274
Long Term Project II	2	10	29,060	35	0.5	24.0%	12.5%	**73.7**	133	287	618	1,332
Univeristy Avenue - O'Brien Dr. to Kavanaugh Dr. (Residences Along Univeristy)												
Existing	4	10	21,630	35	0.5	21.0%	9.5%	**75.0**	107	231	499	1,075
Baseline	4	10	22,060	35	0.5	21.0%	9.5%	**75.1**	109	235	505	1,089
Near Term No Project I	4	10	22,920	35	0.5	21.0%	9.5%	**75.2**	112	241	518	1,117
Near Term Project I	4	10	23,710	35	0.5	21.0%	9.5%	**75.4**	114	246	530	1,142
Near Term No Project II	4	10	24,370	35	0.5	21.0%	9.5%	**75.5**	116	251	540	1,163
Near Term Project II	4	10	24,960	35	0.5	21.0%	9.5%	**75.6**	118	255	549	1,182
Long Term No Project I	4	10	25,290	35	0.5	21.0%	9.5%	**75.7**	119	257	554	1,193
Long Term Project I	4	10	26,080	35	0.5	21.0%	9.5%	**75.8**	122	262	565	1,217
Long Term Project II	4	10	26,680	35	0.5	21.0%	9.5%	**75.9**	124	266	574	1,236

***Vehicle mix adjusted to calibrate model to reflect existing measured noise level at 50 feet. Does not reflect actual traffic counts.**

Facebook


SOUTH BAY SALT POND RESTORATION PROJECT
FACEBOOK EAST
FACEBOOK WEST
BAYFRONT EXPRESSWAY
DUMBARTON RAIL
POTENTIAL DUMBARTON RAIL STATION
POTENTIAL EAST PALO ALTO STATION
City of North Fair Oaks
SAN FRANCISCO BAY
BAYSHORE FREEWAY
NEWBRIDGE STREET
WILLOW ROAD
UNIVERSITY AVE
BAY ROAD
MARSH ROAD
FAIR OAKS LANE
MATHINE AVENUE
MIDDLEFIELD ROAD
RINGWOOD AVENUE
City of East Palo Alto
San Mateo County
Santa Clara County
City of Menlo Park
MENLO PARK CALTRAIN STATION
EL CAMINO REAL
VALPARAISO AVENUE
City of Palo Alto
PALO ALTO CALTRAIN STATION
Major Roads
Minor Roads
City Limits
Country Limits
Railway
Low Density Residential
Medium Density Residential
High Density Residential
Administrative
Neighborhood Shopping
Central Commercial
Industrial
Public Facilities
Flood Plain
0
1/4
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1
MILE
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2
3
4
5

SOUND MEASUREMENT DATASHEET: SHORT-TERM (AMBIENT): L1-10-50-90-95-99

Location # 1

Project: Facebook	**Date:** 26 July 11	**Eqpt:**	**Photos:** Yes
Temp: Hot Warm (Mild) Cool Cold	**Wind (mph):** (≤2.5) 2.5-5 5-10 ≥10	**(dir):** N E S W Δ	**Cloud Cover:** (Clear) Pt. Cld. Clouds Fog
Location Desc.: Bayshore & WEST CAMPUS	**Noise Source(s):** Traffic		
Rcp. Info:	**Ground Effects:**		
Barrier Effects:			

Meas. Int.:

Roadway: BAYSHORE
Segment:
Spd: *Post:* 45 *Trav.:*

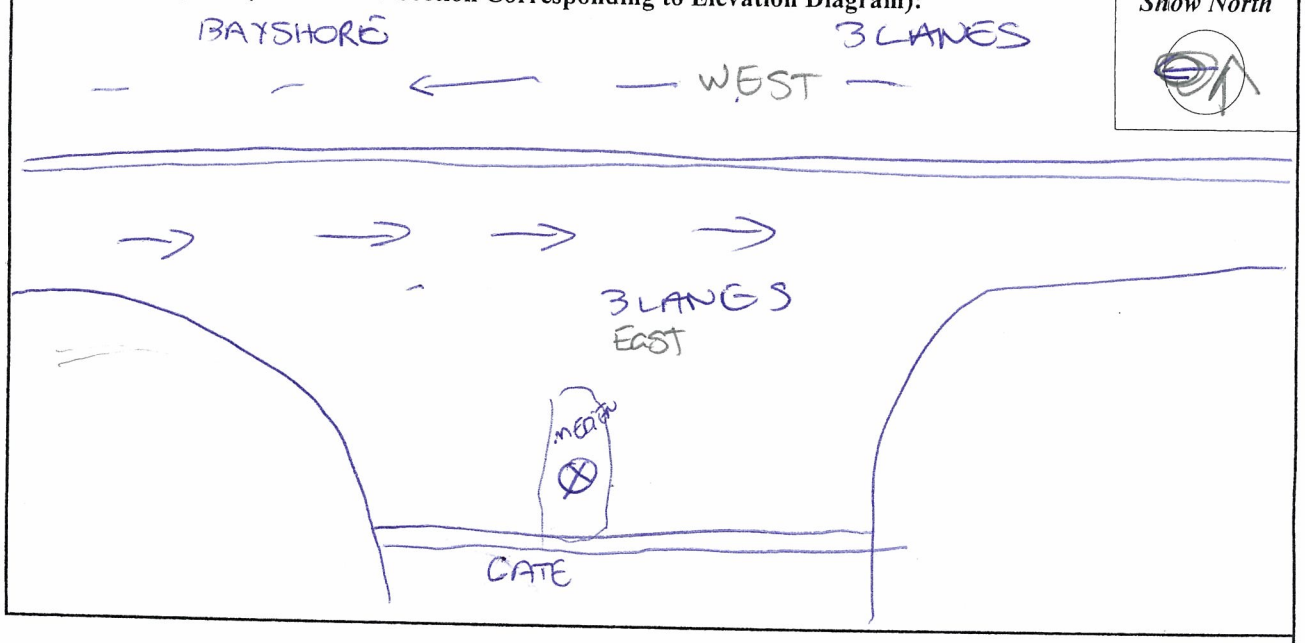
Volumes			
Auto	MT	HT	Dir.
457	10	2	NB/EB
179	6	5	SB/WB

Meas. Int.:

Roadway:
Segment:
Spd: *Post:* *Trav.:*

Volumes			
Auto	MT	HT	Dir.
			NB/EB
			SB/WB

Top-View Diagram (Show Cross-Section Corresponding to Elevation Diagram):



Show North

Elv. Diagram (vertical):

(ft) (ft)

General Comments:

Cal. Δ @Int1		Cal. √	Offset
Yes	No	Int #:	

Description	Int. #	Start (h:m(:s))	Duration ((h:)m:s)	SEL	Leq	Lmin	Lmax	L1	L10	L50	L90	L95	L99	Event/Anomaly Info: Description	Lmax	Begin	End
		8:29	15		78.1	93.8	63.0		80.4	74.1	67.1						

Data File:

SOUND MEASUREMENT DATASHEET: SHORT-TERM (AMBIENT): L1-10-50-90-95-99

Location # 2

Project: Facebook	Date: 26 July 11	Eqpt:	Photos: Yes
Temp: Hot Warm (Mild) Cool Cold	Wind (mph): (≤2.5) 2.5-5 5-10 ≥10 (dir): N E S W Δ	Cloud Cover: (Clear) Pt. Cld. Clouds Fog	
Location Desc.:	Noise Source(s): Traffic		
Rcp. Info:	Ground Effects:		
Barrier Effects:			

Meas. Int.:

Roadway: Marsh Rd

Segment: @ florence

Spd: *Post:* *Trav.:*

Volumes			
Auto	MT	HT	Dir.
178	07	05	(NB/EB)
193	08	04	(SB/WB)

Meas. Int.:

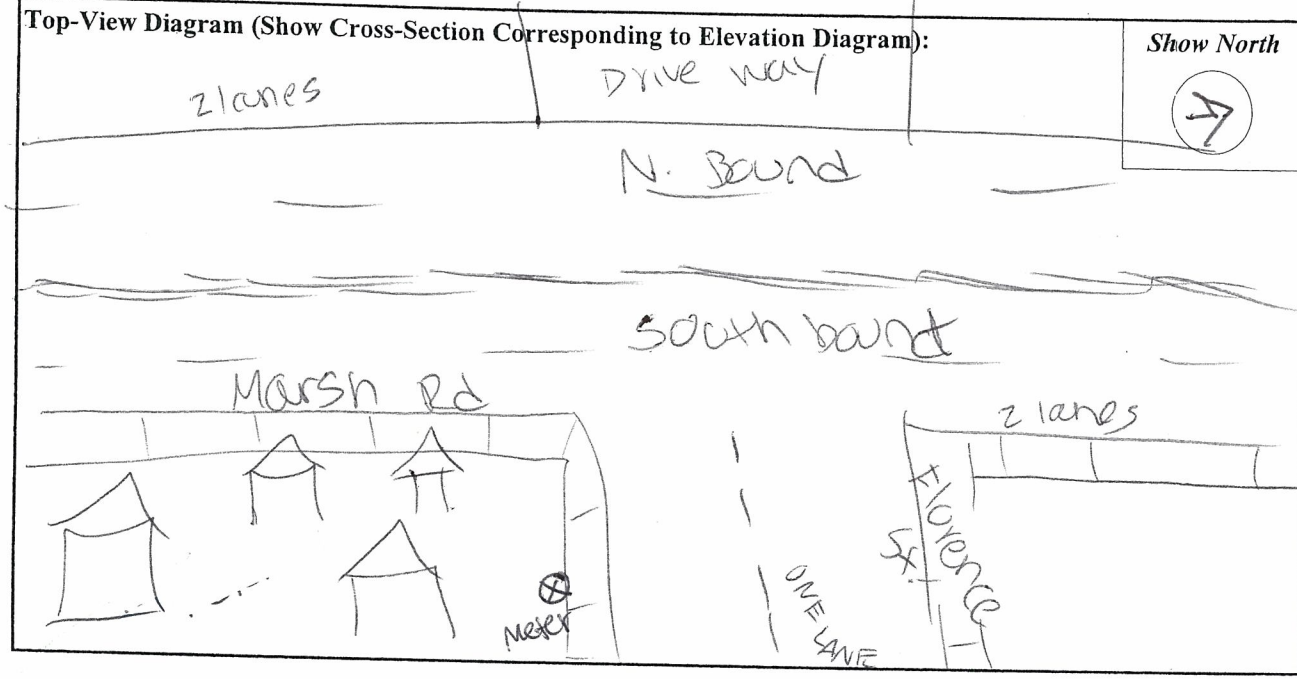
Roadway:

Segment:

Spd: *Post:* *Trav.:*

Volumes			
Auto	MT	HT	Dir.
			NB/EB
			SB/WB

Top-View Diagram (Show Cross-Section Corresponding to Elevation Diagram):



Show North

Elv. Diagram (vertical):

(ft) (ft)

General Comments:

Cal. Δ @Int1		Cal. √	Offset
Yes	No	Int #:	

Description	Int. #	Start (h:m(:s))	Duration ((h:)m:s)	SEL	Leq	Lmin	Lmax	L1	L10	L50	L90	L95	L99	Event/Anomaly Info: Description	Lmax	Begin	End
		9:10	15		79.6	65.1	99.4		82.9	75.8	71.1						

Data File:

SOUND MEASUREMENT DATASHEET: SHORT-TERM (AMBIENT): L1-10-50-90-95-99

Location # 3

Project: Facebook	**Date:** 26 Jul, 2011	**Eqpt:**	**Photos:**
Temp: Hot Warm (Mild) Cool Cold	**Wind (mph):** (≤2.5) 2.5-5 5-10 ≥10	**(dir):** N E S W Δ	**Cloud Cover:** (Clear) Pt. Cld. Clouds Fog
Location Desc.: Willow & ALBERNI ST.	**Noise Source(s):** Traffic		
Rcp. Info:	**Ground Effects:**		
Barrier Effects:			

Meas. Int.:

Roadway: willow Rd.

Segment:

Spd: *Post:* *Trav.:*

Volumes			
Auto	MT	HT	Dir.
161	9	7	(NB/EB)
286	30	5	(SB/WB)

Meas. Int.:

Roadway:

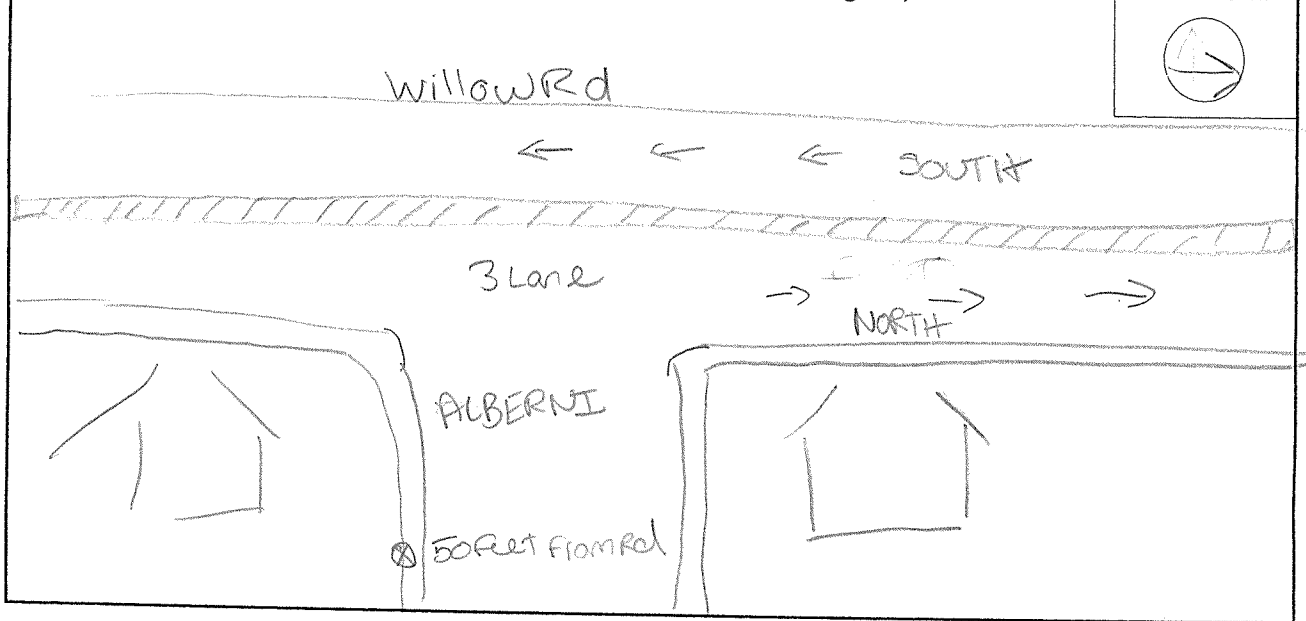
Segment:

Spd: *Post:* *Trav.:*

Volumes			
Auto	MT	HT	Dir.
			NB/EB
			SB/WB

Top-View Diagram (Show Cross-Section Corresponding to Elevation Diagram):

Show North



Elv. Diagram (vertical):

(ft) (ft)

General Comments:

Cal. Δ @Int1		Cal. √	Offset
Yes	No	Int #:	

Description	Int. #	Start (h:m(:s))	Duration ((h:)m:s)	SEL	Leq	Lmin	Lmax	L1	L10	L50	L90	L95	L99	Event/Anomaly Info Description	Lmax	Begin	End
		7:33	15m		75.2	62.7	89.5		78.1	72.1	67.2						

Data File:

SOUND MEASUREMENT DATASHEET: SHORT-TERM (AMBIENT): L1-10-50-90-95-99

Location # 4

Project: Facebook	**Date:** 7/26/1	**Eqpt:**	**Photos:** Yes
Temp: Hot Warm (Mild) Cool Cold	**Wind (mph):** (≤2.5) 2.5-5 5-10 ≥10 (dir): N E S W Δ		**Cloud Cover:** Clear Pt. Cld. Clouds Fog
Location Desc.: Willow Rd in front of school	**Noise Source(s):** (Note 10:02 bus stop) Traffic		
Rcp. Info:	**Ground Effects:**		
Barrier Effects:			

Meas. Int.:

Roadway: Willow
Segment: Btw S. Reefe St & S. Premeter Rd
Spd: *Post:* **Trav.:**

Volumes			
Auto	MT	HT	Dir.
			NB/EB
			SB/WB

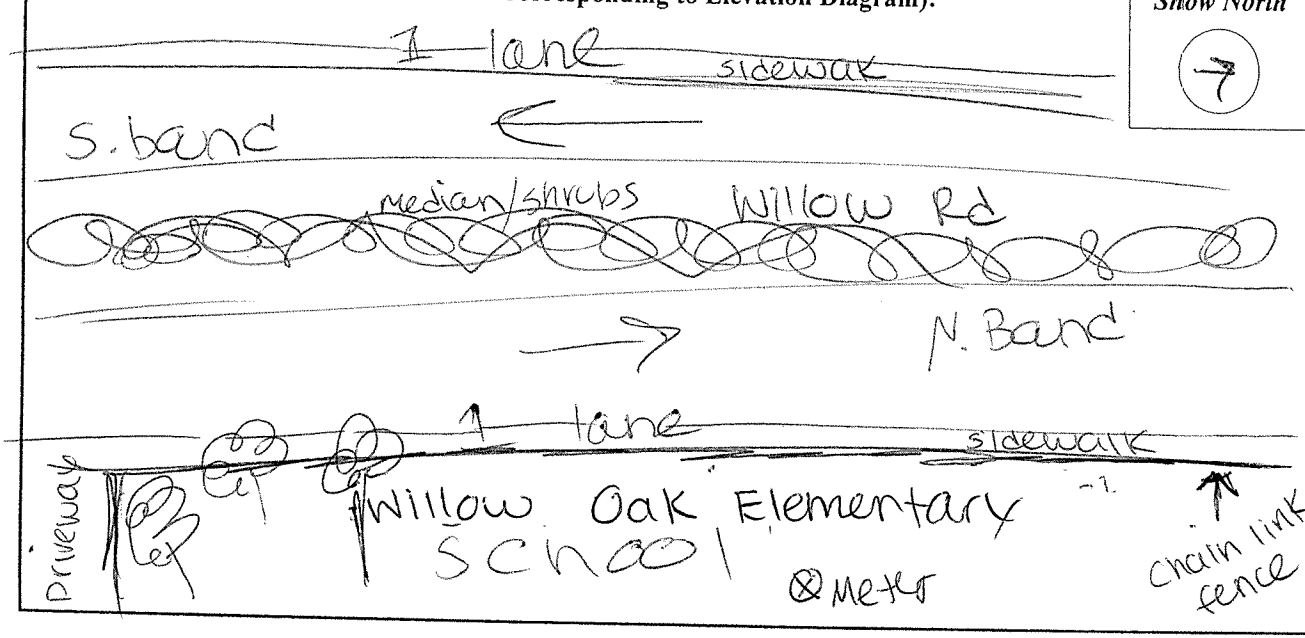
Meas. Int.:

Roadway: Willow Rd
Segment:
Spd: *Post:* **Trav.:**

Volumes			
Auto	MT	HT	Dir.
159	07	01	NB/EB
173	05	05	SB/WB

Top-View Diagram (Show Cross-Section Corresponding to Elevation Diagram):

Show North (7)



Elv. Diagram (vertical):

(ft) (ft)

General Comments:

Cal. Δ @Int1		Cal. √	Offset
Yes	No	Int #:	

Description	Int. #	Start (h:m(:s))	Duration ((h:)m:s)	SEL	Leq	Lmin	Lmax	L1	L10	L50	L90	L95	L99	Event/Anomaly Info Description	Lmax	Begin	End
		9:54	15 min		75	60.6	88.6		77.8	72.6	68.1						

Data File:

SOUND MEASUREMENT DATASHEET: SHORT-TERM (AMBIENT): L1-10-50-90-95-99

Location # 5

Project: Facebook	**Date:** 7/26/11	**Eqpt:**	**Photos:** yes
Temp: Hot Warm (Mild) Cool Cold	**Wind (mph):** (≤2.5) 2.5-5 5-10 ≥10 (dir): N E S W Δ	**Cloud Cover:** (Clear) Pt. Cld. Clouds Fog	
Location Desc.: University & Notre Dam	**Noise Source(s):** Traffic		
Rcp. Info:	**Ground Effects:**		
Barrier Effects:			

Meas. Int.:

Roadway: University
Segment:
Spd: *Post:* *Trav.:*

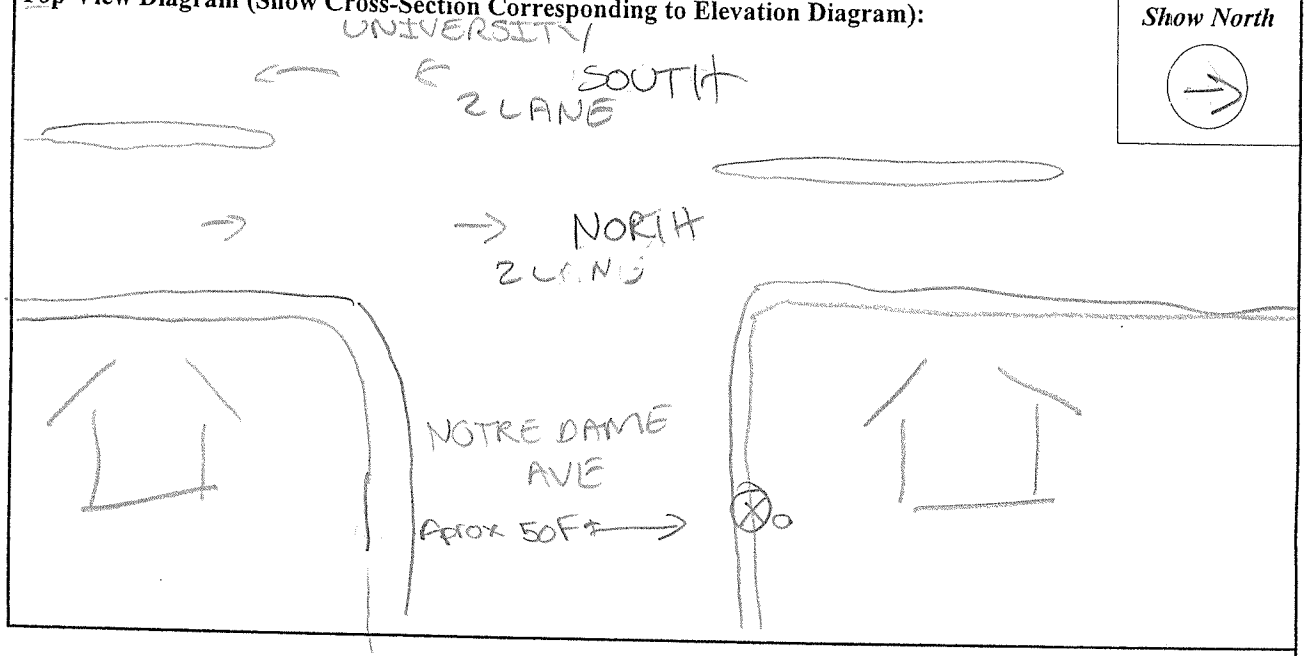
Volumes			
Auto	MT	HT	Dir.
156	5	2	(NB/EB)
308	5	(0)	(SB/WB)

Meas. Int.:

Roadway:
Segment:
Spd: *Post:* *Trav.:*

Volumes			
Auto	MT	HT	Dir.
			NB/EB
			SB/WB

Top-View Diagram (Show Cross-Section Corresponding to Elevation Diagram):



Show North

Elv. Diagram (vertical):

(ft) (ft)

General Comments:

Cal. Δ @Int1		Cal. √	Offset
Yes	No	Int #:	

Description	Int. #	Start (h:m(:s))	Duration ((h:)m:s)	SEL	Leq	Lmin	Lmax	L1	L10	L50	L90	L95	L99	Event/Anomaly Info Description	Lmax	Begin	End
		8:05	15m		75.3	64.9	88.4		78.9	72.2	67.8						

Data File:

NOISE MEASUREMENTS - FB

Location #	Street	Start time	Leq	Lmin	Lmax	L10	L50	L90
1	Bayfront Expressway @ West Campus	8:29:00 AM	78.1	93.8	63	80.4	74.1	67.1
2	March Rd. @ Florence St.	9:10:00 AM	79.6	65.1	94.4	82.9	75.8	71.1
3	Willow Rd. @ Alberni St.	7:33:00 AM	75.2	62.7	89.5	78.1	72.1	67.2
4	Willow Rd. Btw. O'Keefe St & S. Primeter Rd.	9:54:00 AM	75	60.6	88.6	77.8	72.6	68.1
5	University Ave. @ Notre Dame	8:05:00 AM	75.3	64.9	88.4	78.9	72.2	67.8

TRAFFIC NOISE LEVELS AND NOISE CONTOURS

Project Number:
Project Name: Facebook

Background Information

Model Description: FHWA Highway Noise Prediction Model (FHWA-RD-77-108) with California Vehicle Noise (CALVENO) Emission Levels.
Source of Traffic Volumes: DKS Associates, 2011
Community Noise Descriptor: L_{dn}: CNEL: X

"-" = contour is located within the roadway right-of-way.
Distance is from the centerline of the roadway segment to the receptor location.

Assumed 24-Hour Traffic Distribution:	Day	Evening	Night
Total ADT Volumes	77.70%	12.70%	9.60%
Medium-Duty Trucks	87.43%	5.05%	7.52%
Heavy-Duty Trucks	89.10%	2.84%	8.06%

Analysis Condition		Median	ADT	Design Speed	Alpha	Vehicle Mix* Medium	Vehicle Mix* Heavy	CNEL at Sensitive Receptor	Distance from Centerline of Roadway: Distance to Contour 70 CNEL	65 CNEL	60 CNEL	55 CNEL
Roadway, Segment	Lanes	Width	Volume	(mph)	Factor	Trucks	Trucks					
Bayfront Expressway - Chrysler Dr to Chilco St (Project Site)												
Existing	6	20	32,840	50	0.5	6.5%	3.0%	**73.2**	123	265	572	1,231
Baseline	6	20	34,420	50	0.5	6.5%	3.0%	**73.4**	127	274	590	1,270
Near Term No Project I	6	20	37,020	50	0.5	6.5%	3.0%	**73.7**	133	287	619	1,334
Near Term Project I	6	20	39,240	50	0.5	6.5%	3.0%	**74.0**	139	299	644	1,386
Near Term No Project II	6	20	40,960	50	0.5	6.5%	3.0%	**74.2**	143	307	662	1,427
Near Term Project II	6	20	40,530	50	0.5	6.5%	3.0%	**74.1**	142	305	658	1,417
Long Term No Project I	6	20	40,350	50	0.5	6.5%	3.0%	**74.1**	141	304	656	1,413
Long Term Project I	6	20	42,578	50	0.5	6.5%	3.0%	**74.4**	146	315	680	1,464
Long Term Project II	6	20	42,888	50	0.5	6.5%	3.0%	**74.4**	147	317	683	1,471
Marsh Road - Scott Dr to Bohannon Dr. (Residences along Marsh Road)												
Existing	4	15	25,100	35	0.5	8.0%	79.0%	**81.9**	313	673	1,451	3,126
Baseline	4	15	25,960	35	0.5	8.0%	79.0%	**82.1**	320	689	1,484	3,197
Near Term No Project I	4	15	29,120	35	0.5	8.0%	79.0%	**82.6**	345	744	1,602	3,451
Near Term Project I	4	15	30,335	35	0.5	8.0%	79.0%	**82.8**	355	764	1,646	3,547
Near Term No Project II	4	15	31,510	35	0.5	8.0%	79.0%	**82.9**	364	784	1,688	3,637
Near Term Project II	4	15	31,265	35	0.5	8.0%	79.0%	**82.9**	362	780	1,680	3,619
Long Term No Project I	4	15	32,060	35	0.5	8.0%	79.0%	**83.0**	368	793	1,708	3,680
Long Term Project I	4	15	33,260	35	0.5	8.0%	79.0%	**83.2**	377	812	1,750	3,771
Long Term Project II	4	15	33,430	35	0.5	8.0%	79.0%	**83.2**	378	815	1,756	3,784
Willow Road - O'Brien Dr. to Newbridge St. (Residences along Willow Road)												
Existing	5	15	25,370	40	0.5	49.0%	24.0%	**77.3**	232	499	1,075	2,316
Baseline	5	15	28,300	40	0.5	49.0%	24.0%	**77.8**	249	537	1,156	2,491
Near Term No Project I	5	15	29,790	40	0.5	49.0%	24.0%	**78.0**	258	555	1,196	2,578
Near Term Project I	5	15	33,923	40	0.5	49.0%	24.0%	**78.6**	281	606	1,305	2,811
Near Term No Project II	5	15	36,060	40	0.5	49.0%	24.0%	**78.9**	293	631	1,359	2,928
Near Term Project II	5	15	40,643	40	0.5	49.0%	24.0%	**79.4**	317	683	1,472	3,171
Long Term No Project I	5	15	32,880	40	0.5	49.0%	24.0%	**78.5**	275	593	1,278	2,753
Long Term Project I	5	15	37,298	40	0.5	49.0%	24.0%	**79.0**	299	645	1,390	2,994
Long Term Project II	5	15	42,868	40	0.5	49.0%	24.0%	**79.6**	329	708	1,525	3,286
Willow Road - Durham St. to Coleman Ave (Willow Oaks Elementary School)												
Existing	2	10	20,640	35	0.5	24.0%	12.5%	**72.3**	106	228	492	1,060
Baseline	2	10	21,240	35	0.5	24.0%	12.5%	**72.4**	108	233	502	1,081
Near Term No Project I	2	10	23,100	35	0.5	24.0%	12.5%	**72.7**	114	246	530	1,143
Near Term Project I	2	10	23,948	35	0.5	24.0%	12.5%	**72.9**	117	252	543	1,171
Near Term No Project II	2	10	24,840	35	0.5	24.0%	12.5%	**73.1**	120	258	557	1,200
Near Term Project II	2	10	26,418	35	0.5	24.0%	12.5%	**73.3**	125	269	580	1,250
Long Term No Project I	2	10	26,070	35	0.5	24.0%	12.5%	**73.3**	124	267	575	1,239
Long Term Project I	2	10	26,918	35	0.5	24.0%	12.5%	**73.4**	127	273	587	1,266
Long Term Project II	2	10	28,778	35	0.5	24.0%	12.5%	**73.7**	132	285	614	1,323
Univeristy Avenue - O'Brien Dr. to Kavanaugh Dr. (Residences Along Univeristy)												
Existing	4	10	21,630	35	0.5	21.0%	9.5%	**75.0**	107	231	499	1,075
Baseline	4	10	22,060	35	0.5	21.0%	9.5%	**75.1**	109	235	505	1,089
Near Term No Project I	4	10	22,920	35	0.5	21.0%	9.5%	**75.2**	112	241	518	1,117
Near Term Project I	4	10	23,513	35	0.5	21.0%	9.5%	**75.3**	114	245	527	1,136
Near Term No Project II	4	10	24,370	35	0.5	21.0%	9.5%	**75.5**	116	251	540	1,163
Near Term Project II	4	10	24,763	35	0.5	21.0%	9.5%	**75.6**	118	253	546	1,176
Long Term No Project I	4	10	25,290	35	0.5	21.0%	9.5%	**75.7**	119	257	554	1,193
Long Term Project I	4	10	25,883	35	0.5	21.0%	9.5%	**75.8**	121	261	562	1,211
Long Term Project II	4	10	26,483	35	0.5	21.0%	9.5%	**75.9**	123	265	571	1,230

***Vehicle mix adjusted to calibrate model to reflect existing measured noise level at 50 feet. Does not reflect actual traffic counts.**

APPENDIX 3.10

CALIFORNIA DEPARTMENT OF FISH AND GAME NATURAL DIVERSITY DATABASE QUERY

California Department of Fish and Game
Natural Diversity Database
Menlo Park Facebook Campus EIR
CNDDB Query for the Palo Alto, Woodside, Mountain View, La Honda, Mindego Hill, Cupertino, Redwood Point, and San Mateo 7.5 minute USGS quadrangle maps.

	Scientific Name/Common Name	Element Code	Federal Status	State Status	GRank	SRank	CDFG or CNPS
1	Acanthomintha duttonii San Mateo thorn-mint	PDLAM01040	Endangered	Endangered	G1	S1	1B.1
2	Accipiter cooperii Cooper's hawk	ABNKC12040			G5	S3	
3	Allium peninsulare var. franciscanum Franciscan onion	PMLIL021R1			G5T2	S2.2	1B.2
4	Ambystoma californiense California tiger salamander	AAAAA01180	Threatened	Threatened	G2G3	S2S3	SC
5	Amsinckia lunaris bent-flowered fiddleneck	PDBOR01070			G2?	S2	1B.2
6	Antrozous pallidus pallid bat	AMACC10010			G5	S3	SC
7	Arctostaphylos andersonii Anderson's manzanita	PDERI04030			G2	S2?	1B.2
8	Arctostaphylos regismontana Kings Mountain manzanita	PDERI041C0			G2	S2.2	1B.2
9	Ardea herodias great blue heron	ABNGA04010			G5	S4	
10	Asio flammeus short-eared owl	ABNSB13040			G5	S3	SC
11	Asio otus long-eared owl	ABNSB13010			G5	S3	SC
12	Astragalus pycnostachyus var. pycnostachyus coastal marsh milk-vetch	PDFAB0F7B2			G2T2	S2.2	1B.2
13	Astragalus tener var. tener alkali milk-vetch	PDFAB0F8R1			G2T2	S2	1B.2
14	Athene cunicularia burrowing owl	ABNSB10010			G4	S2	SC
15	Calicina minor Edgewood blind harvestman	ILARA13020			G1	S1	
16	California macrophylla round-leaved filaree	PDGER01070			G2	S2	1B.1
17	Centromadia parryi ssp. congdonii Congdon's tarplant	PDAST4R0P1			G4T2	S2	1B.2
18	Charadrius alexandrinus nivosus western snowy plover	ABNNB03031	Threatened		G4T3	S2	SC
19	Chloropyron maritimum ssp. palustre Point Reyes bird's-beak	PDSCR0J0C3			G4?T2	S2.2	1B.2
20	Chorizanthe cuspidata var. cuspidata San Francisco Bay spineflower	PDPGN04081			G2T2	S2.2	1B.2
21	Circus cyaneus northern harrier	ABNKC11010			G5	S3	SC
22	Cirsium fontinale var. fontinale fountain thistle	PDAST2E161	Endangered	Endangered	G2T1	S1.1	1B.1

	Scientific Name/Common Name	Element Code	Federal Status	State Status	GRank	SRank	CDFG or CNPS
23	Cirsium praeteriens lost thistle	PDAST2E2B0			GX	SX	1A
24	Clarkia concinna ssp. automixa Santa Clara red ribbons	PDONA050A1			G5?T3	S3.3	4.3
25	Collinsia multicolor San Francisco collinsia	PDSCR0H0B0			G2	S2.2	1B.2
26	Danaus plexippus monarch butterfly	IILEPP2010			G5	S3	
27	Dipodomys venustus venustus Santa Cruz kangaroo rat	AMAFD03042			G4T1	S1	
28	Dirca occidentalis western leatherwood	PDTHY03010			G2G3	S2S3	1B.2
29	Egretta thula snowy egret	ABNGA06030			G5	S4	
30	Elanus leucurus white-tailed kite	ABNKC06010			G5	S3	
31	Emys marmorata western pond turtle	ARAAD02030			G3G4	S3	SC
32	Eriogonum nudum var. decurrens Ben Lomond buckwheat	PDPGN08492			G5T2	S2.1	1B.1
33	Eriophyllum latilobum San Mateo woolly sunflower	PDAST3N060	Endangered	Endangered	G1	S1.1	1B.1
34	Eryngium aristulatum var. hooveri Hoover's button-celery	PDAPI0Z043			G5T2	S2.1	1B.1
35	Euphydryas editha bayensis Bay checkerspot butterfly	IILEPK4055	Threatened		G5T1	S1	
36	Falco peregrinus anatum American peregrine falcon	ABNKD06071	Delisted	unknown code...	G4T3	S2	
37	Fritillaria biflora var. ineziana Hillsborough chocolate lily	PMLIL0V031			G1QT1Q	S1.1	1B.1
38	Fritillaria liliacea fragrant fritillary	PMLIL0V0C0			G2	S2.2	1B.2
39	Geothlypis trichas sinuosa saltmarsh common yellowthroat	ABPBX1201A			G5T2	S2	SC
40	Hesperevax sparsiflora var. brevifolia short-leaved evax	PDASTE5011			G4T2T3	S2S3	1B.2
41	Hesperolinon congestum Marin western flax	PDLIN01060	Threatened	Threatened	G2	S2.1	1B.1
42	Hoita strobilina Loma Prieta hoita	PDFAB5Z030			G2	S2	1B.1
43	Hydrochara ricksecker i Ricksecker's water scavenger beetle	IICOL5V010			G1G2	S1S2	
44	Ischnura gemina San Francisco forktail damselfly	IIODO72010			G2	S2	
45	Lasiurus cinereus hoary bat	AMACC05030			G5	S4?	

	Scientific Name/Common Name	Element Code	Federal Status	State Status	GRank	SRank	CDFG or CNPS
46	Laterallus jamaicensis coturniculus California black rail	ABNME03041		Threatened	G4T1	S1	
47	Legenere limosa legenere	PDCAM0C010			G2	S2.2	1B.1
48	Lessingia arachnoidea Crystal Springs lessingia	PDAST5S0C0			G1	S1.2	1B.2
49	Malacothamnus arcuatus arcuate bush-mallow	PDMAL0Q0E0			G2Q	S2.2	1B.2
50	Malacothamnus davidsonii Davidson's bush-mallow	PDMAL0Q040			G1	S1.1	1B.2
51	Malacothamnus hallii Hall's bush-mallow	PDMAL0Q0F0			G2Q	S2	1B.2
52	Melospiza melodia pusillula Alameda song sparrow	ABPBXA301S			G5T2?	S2?	SC
53	Microcina edgewoodensis Edgewood Park micro-blind harvestman	ILARA47010			G1	S1	
54	Monardella villosa ssp. globosa robust monardella	PDLAM180P7			G5T2	S2.2	1B.2
55	Monolopia gracilens woodland woollythreads	PDAST6G010			G2G3	S2S3	1B.2
56	Myotis yumanensis Yuma myotis	AMACC01020			G5	S4?	
57	N. Central Coast Calif. Roach/Stickleback/Steelhead Stream	CARA2633CA			G?	SNR	
58	Neotoma fuscipes annectens San Francisco dusky-footed woodrat	AMAFF08082			G5T2T3	S2S3	SC
59	North Central Coast Steelhead/Sculpin	CARA2637CA			G?	SNR	
60	Northern Coastal Salt Marsh	CTT52110CA			G3	S3.2	
61	Nycticorax nycticorax black-crowned night heron	ABNGA11010			G5	S3	
62	Oncorhynchus mykiss irideus steelhead - central California coast DPS	AFCHA0209G	Threatened		G5T2Q	S2	
63	Pedicularis dudleyi Dudley's lousewort	PDSCR1K0D0		Rare	G2	S2.2	1B.2
64	Pentachaeta bellidiflora white-rayed pentachaeta	PDAST6X030	Endangered	Endangered	G1	S1.1	1B.1
65	Phalacrocorax auritus double-crested cormorant	ABNFD01020			G5	S3	
66	Piperia candida white-flowered rein orchid	PMORC1X050			G2	S2	1B.2
67	Plagiobothrys chorisianus var. chorisianus Choris' popcorn-flower	PDBOR0V061			G3T2Q	S2.2	1B.2
68	Rallus longirostris obsoletus California clapper rail	ABNME05016	Endangered	Endangered	G5T1	S1	

	Scientific Name/Common Name	Element Code	Federal Status	State Status	GRank	SRank	CDFG or CNPS
69	Rana boylii foothill yellow-legged frog	AAABH01050			G3	S2S3	SC
70	Rana draytonii California red-legged frog	AAABH01022	Threatened		G4T2T3	S2S3	SC
71	Reithrodontomys raviventris salt-marsh harvest mouse	AMAFF02040	Endangered	Endangered	G1G2	S1S2	
72	Serpentine Bunchgrass	CTT42130CA			G2	S2.2	
73	Silene verecunda ssp. verecunda San Francisco campion	PDCAR0U213			G5T2	S2.2	1B.2
74	Sorex vagrans halicoetes salt-marsh wandering shrew	AMABA01071			G5T1	S1	SC
75	Speyeria adiaste adiaste unsilvered fritillary	IILEPJ6143			G1G2T1	S1	
76	Speyeria zerene myrtleae Myrtle's silverspot	IILEPJ6089	Endangered		G5T1	S1	
77	Sternula antillarum browni California least tern	ABNNM08103	Endangered	Endangered	G4T2T3Q	S2S3	
78	Stuckenia filiformis slender-leaved pondweed	PMPOT03090			G5	S1S2	2.2
79	Suaeda californica California seablite	PDCHE0P020	Endangered		G1	S1.1	1B.1
80	Taxidea taxus American badger	AMAJF04010			G5	S4	SC
81	Thamnophis sirtalis tetrataenia San Francisco garter snake	ARADB3613B	Endangered	Endangered	G5T2	S2	
82	Trifolium hydrophilum saline clover	PDFAB400R5			G2?	S2.2?	1B.2
83	Triphysaria floribunda San Francisco owl's-clover	PDSCR2T010			G2	S2.2	1B.2
84	Tryonia imitator mimic tryonia (=California brackishwater snail)	IMGASJ7040			G2G3	S2S3	
85	Usnea longissima long-beard lichen	NLLEC5P420			G4	S4.2	
86	Valley Oak Woodland	CTT71130CA			G3	S2.1	

APPENDIX 3.12

WEST CAMPUS HYDROLOGY REPORT

Facebook @ Menlo Park

West Campus

Hydrology Report

November 21, 2011

LUCE FORWARD Gensler BKF CMG CONGER MOSS GUILLARD landscape architecture KEMA FEHR PEERS

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2. BACKGROUND

3. BASIS OF DESIGN

Design Storm Event:

Datum:

Computer Program:

Time of Concentration:

Runoff Coefficient:

Starting Water Level:

Rainfall Intensity:

$$I_{10-year} = \frac{5.76}{Tc^{0.533}}$$

$$I_{100-year} = \frac{8.38}{Tc^{0.526}}$$

Roughness Coefficient:

Freeboard:

Bend Losses:

Rim Elevations:

4. SYSTEM EVALUATION

EAST CAMPUS

EXISTING CONDITION

EXISTING CONDITION MODEL VERIFICATION

EXISTING CONDITION MODEL MODIFICATION

PROJECT SITE EXISTING CONDITION MODEL

PROJECT SITE PROPOSED CONDITION MODEL

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5. STORMWATER QUALITY

CONSTRUCTION PERIOD STORMWATER QUALITY

POST CONSTRUCTION STORMWATER QUALITY

6. FLOOD ZONE

7. CONCLUSION

FIGURES

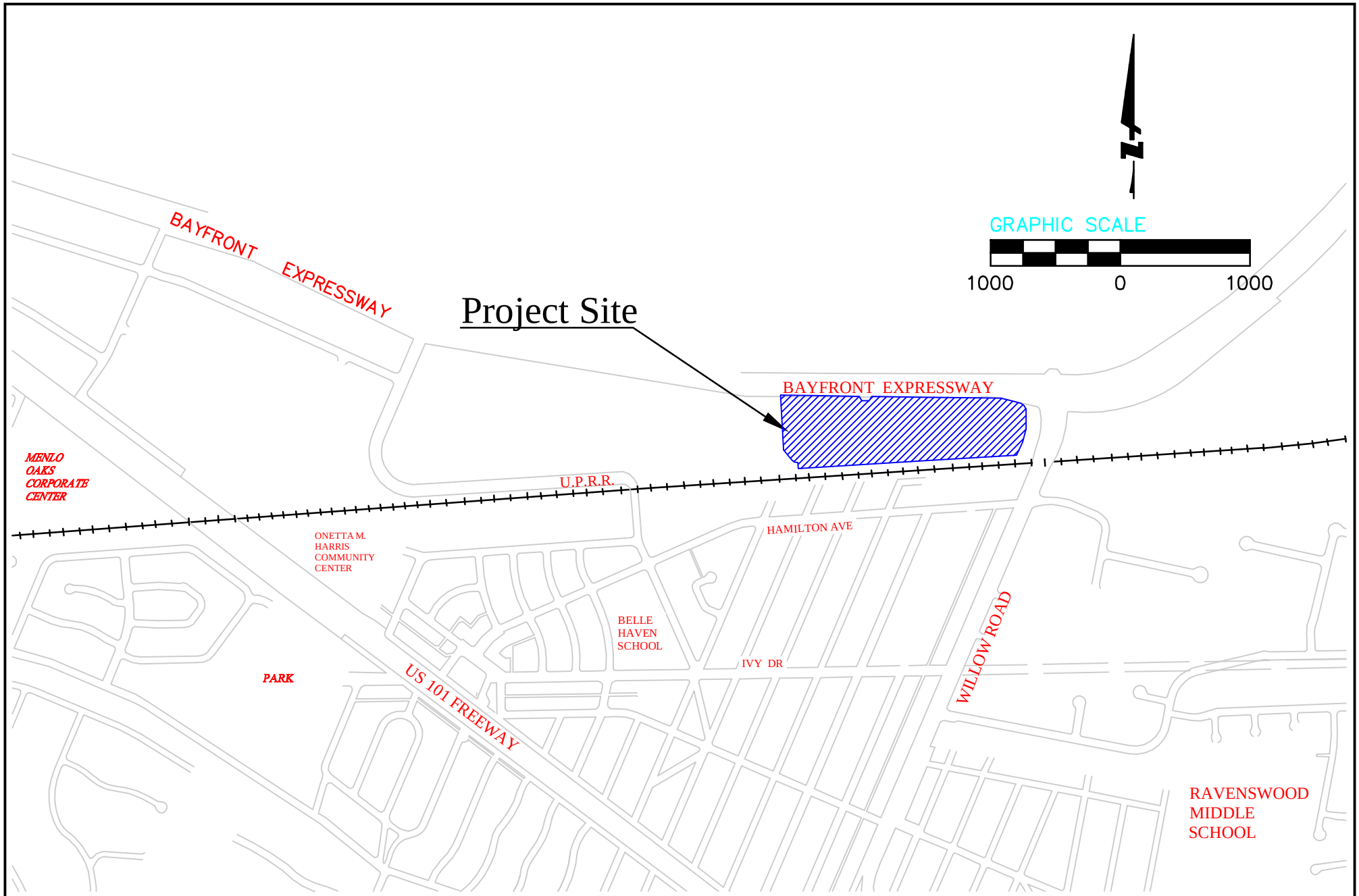


Figure 1
Menlo Park Vicinity Map
Facebook (West Campus) - Menlo Park , CA

BKF

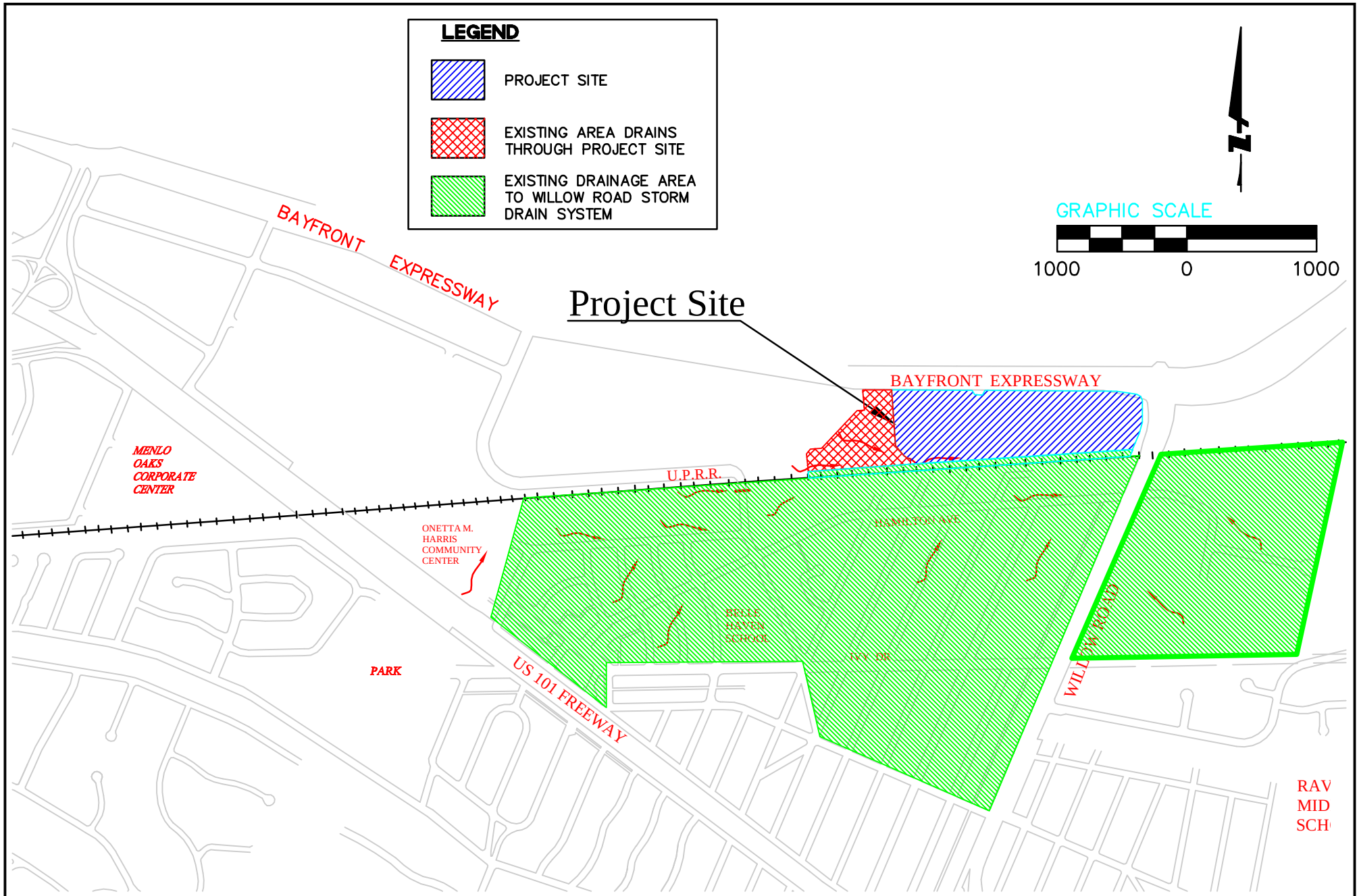


Figure 2
Facebook Drainage System Area
Facebook (West Campus) - Menlo Park , CA

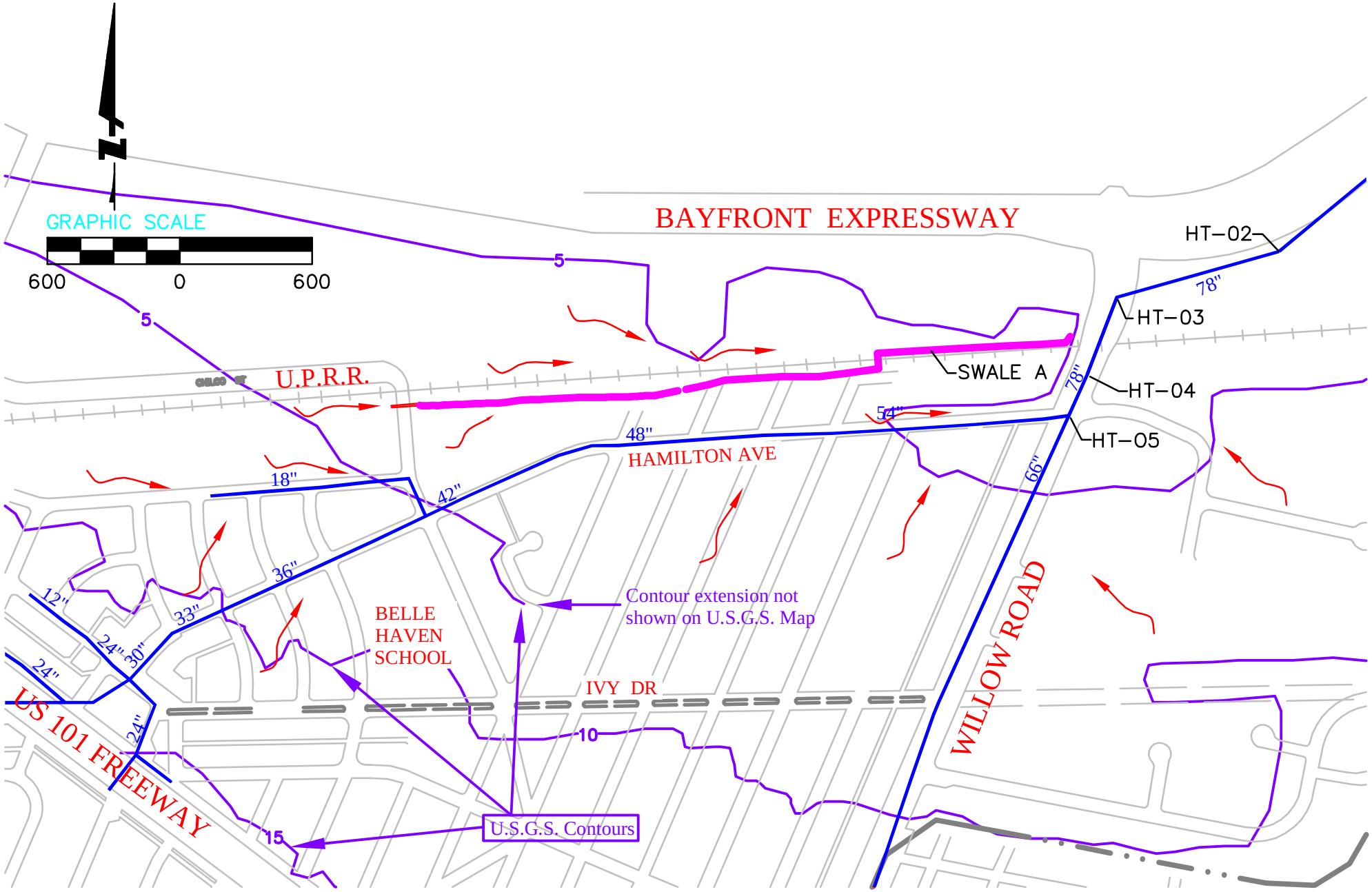


Figure 3

Hamilton Avenue - Willow Road Existing Drainage System

Facebook (West Campus) - Menlo Park , CA

BKF

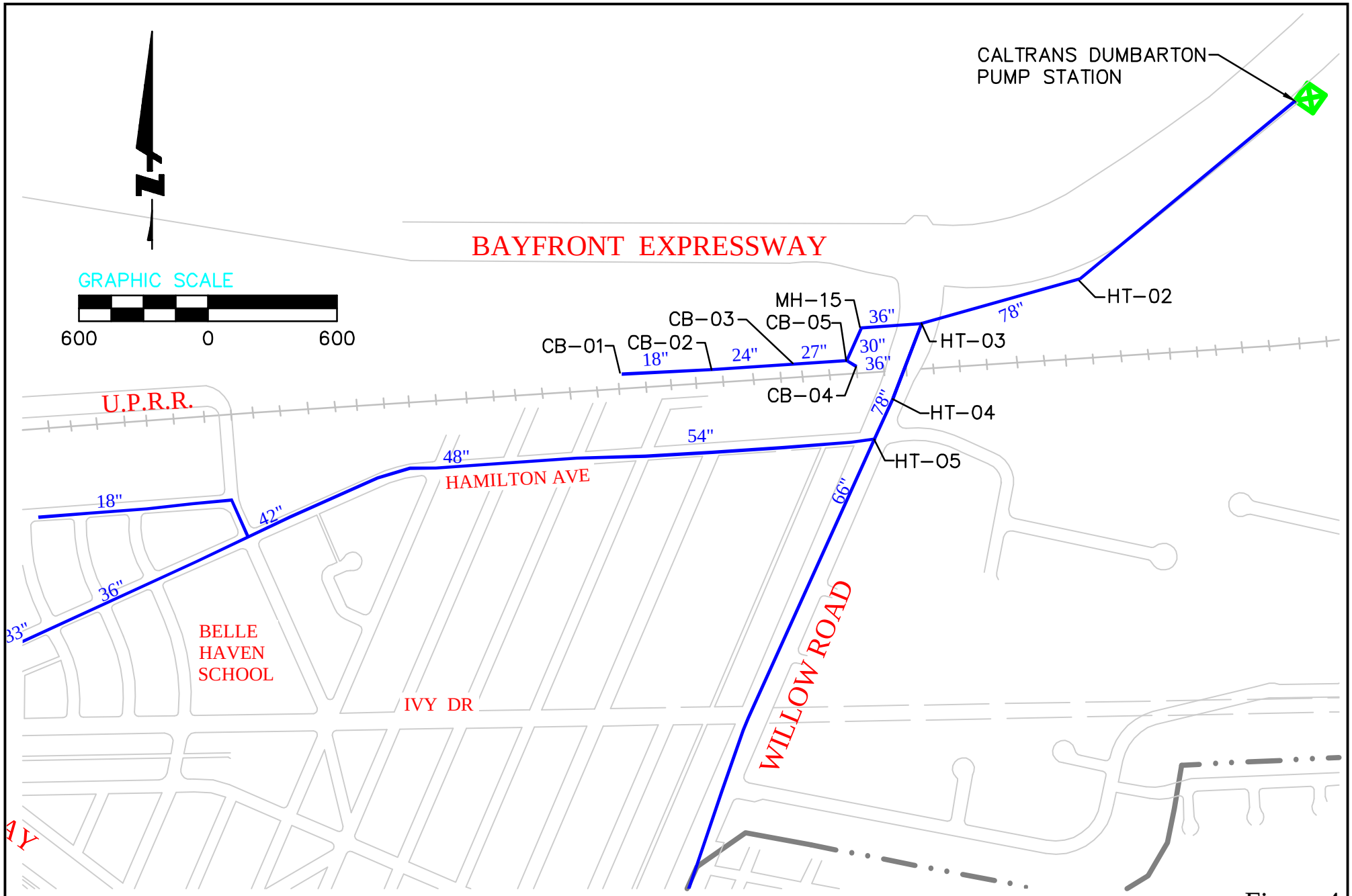
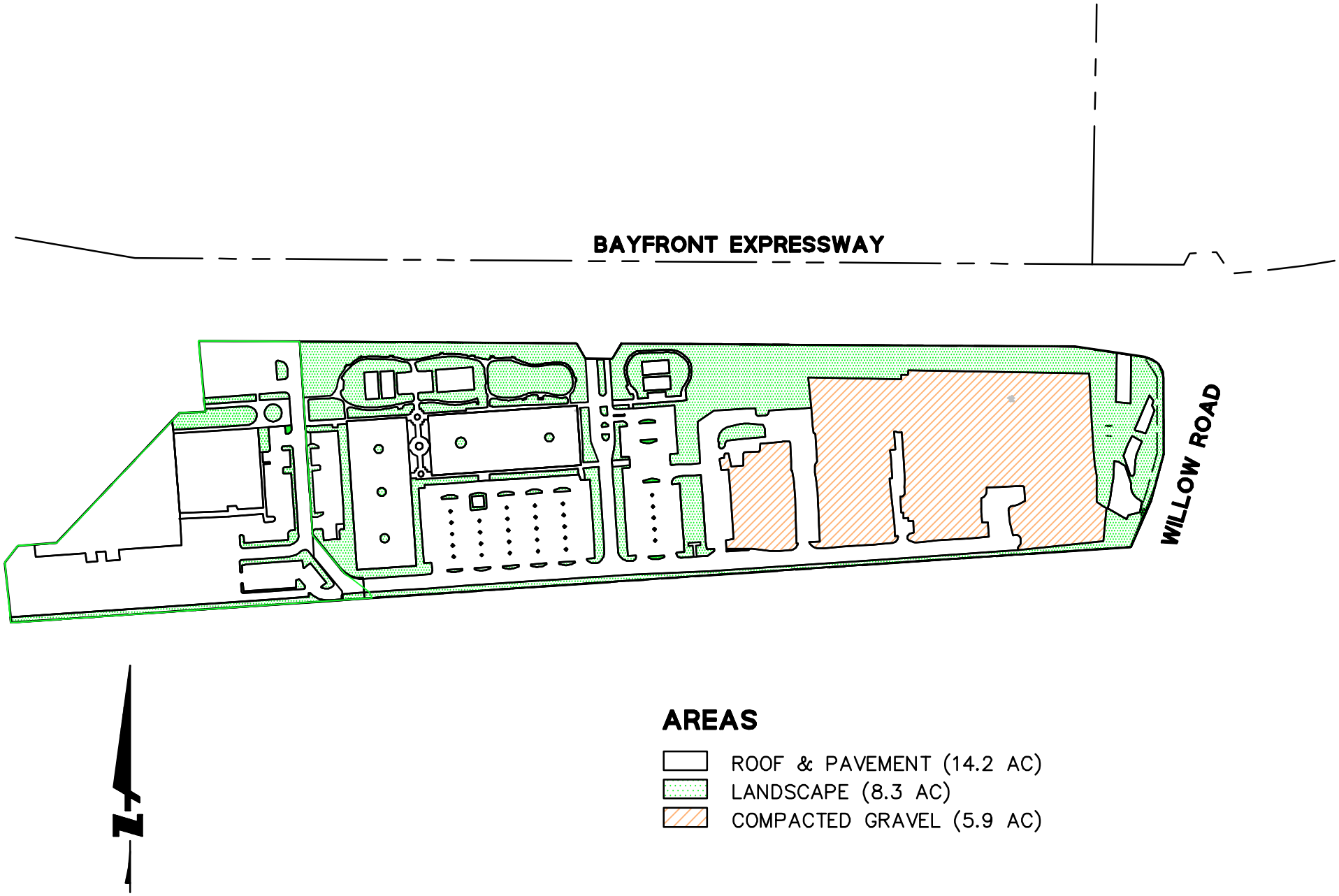


Figure 4
Project Storm Drain System
Facebook (West Campus) - Menlo Park , CA

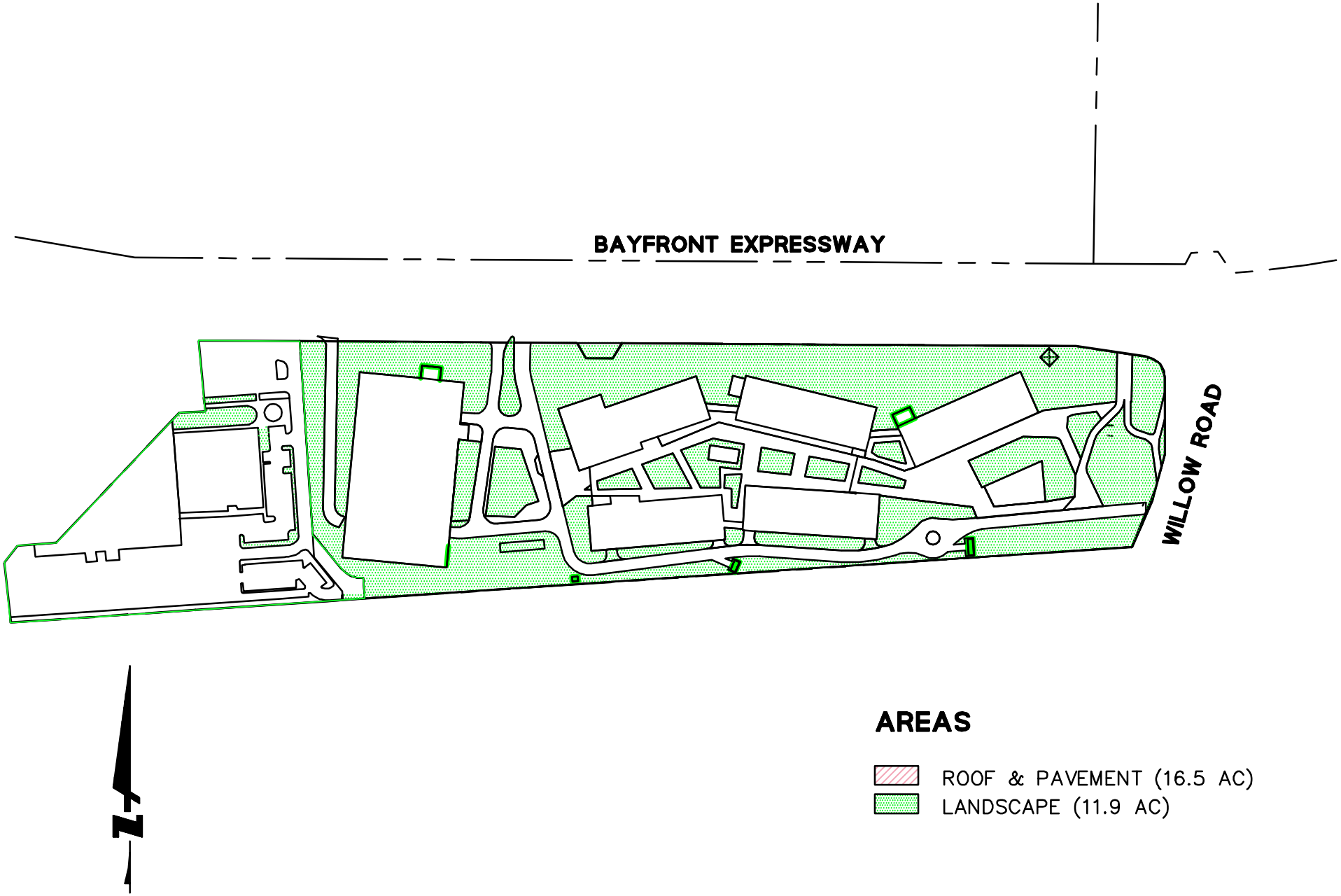


GRAPHIC SCALE

300 0 300

Figure 5
Existing Site Area Calculations
Facebook (West Campus) - Menlo Park , CA

BKF



GRAPHIC SCALE

300 0 300

Figure 6
Proposed Site Area Calculations
Facebook (West Campus) - Menlo Park , CA

BKF

HAMILTON PARK DEVELOPMENT MODEL TABLES

CLARUM HOMES, HAMILTON AVENUE, MENLO PARK STORM DRAINAGE PLAN

Table A-3
Proposed Hydrology: 10-Year Event

Node # (1)	Ground Elevation (ft)	Sump Elevation (ft)	Inlet Area (acres)	Inlet C	Inlet C*A (acres)	Lateral Area	Cumulative Area (acres)	Cumulative C*A (acres)	Inlet Tc (minutes)	System Tc (minutes)	Intensity (in/hr)	Additional Flows	Discharge (cfs)
HL-2406	16.27	12.91	23.50	**0.25**	5.88		23.50	5.9	10.6	10.6	1.60	0	9.5
HL-2405	15.42	12.28	0.00	0.00	0.00		23.50	5.9	0.0	11.2	1.56	0	9.2
HL-2404	14.49	11.59	0.00	0.00	0.00		23.50	5.9	0.0	11.8	1.51	0	9.0
HL-2403	14.13	6.50	0.00	0.00	0.00		23.50	5.9	0.0	12.0	1.50	0	8.9
HL-2402	13.07	5.79	24.10	0.40	9.64		47.60	15.5	11.9	13.4	1.41	0	22.1
HL-2401	12.50	5.41	0.00	0.00	0.00		47.60	15.5	0.0	14.3	1.37	0	21.4
HL-1505	6.98	1.41	9.60	0.40	3.84		9.60	3.8	8.0	8.0	1.84	0	7.1
HL-1504	5.98	0.41	1.10	0.40	0.44		10.70	4.3	7.0	9.0	1.73	0	7.5
HL-1503	4.89	-0.48	0.70	0.40	0.28		11.40	4.6	7.0	10.1	1.64	0	7.5
HL-1502	4.01	-1.36	10.40	0.40	4.16		21.80	8.7	10.0	10.9	1.57	0	13.8
HL-1501	4.24	-3.88	0.00	0.00	0.00		21.80	8.7	0.0	11.3	1.55	0	13.6
HT-25	12.10	5.05	6.60	0.90	5.94		6.60	21.5	10.0	15.2	1.33	0	28.7
HT-24	11.96	3.97	0.00	0.00	0.00	47.6	54.20	21.5	0.0	15.7	1.31	0	28.3
HT-23	11.64	3.74	1.90	0.40	0.76		56.10	22.2	7.2	15.8	1.30	0	29.1
HT-22	10.81	2.74	2.50	0.34	0.85		58.60	23.1	6.7	16.2	1.28	0	29.9
HT-21	11.24	2.34	5.00	0.40	2.00		63.60	25.1	7.6	16.4	1.28	0	32.3
HT-20	10.14	1.07	0.00	0.00	0.00		63.60	25.1	0.0	17.1	1.25	0	31.6
HT-19	9.29	0.09	4.00	0.40	1.60		67.60	26.7	7.8	17.8	1.23	0	32.9
HT-18	8.23	-1.13	4.60	0.40	1.84		72.20	28.5	10.0	18.6	1.20	0	34.4
HT-17	5.99	-2.27	5.00	0.40	2.00		77.20	30.5	10.0	19.5	1.17	0	36.0
HT-16	5.97	-2.50	1.60	0.40	0.64		78.80	31.2	10.0	20.3	1.15	0	36.0
HT-15	5.20	-7.53	9.80	0.32	3.14	21.8	110.40	43.0	10.0	21.2	1.12	0	48.6
HT-14	4.49	-8.29	5.70	0.40	2.28		116.10	45.3	10.0	21.9	1.10	0	50.3
HT-13	3.60	-9.10	20.90	0.38	7.94		137.00	53.2	14.0	23.4	1.07	0	57.2
HT-12	3.40	-10.35	4.50	0.40	1.80		141.50	55.0	10.0	23.8	1.06	0	58.6
HT-11	2.97	-10.72	0.00	0.00	0.00		141.50	55.0	0.0	24.1	1.05	0	58.2
HT-10	3.21	-11.39	0.00	0.00	0.00		141.50	55.0	0.0	25.4	1.02	0	56.7
HT-09	3.16	-12.00	12.70	0.40	5.08		154.20	60.1	10.9	26.8	0.99	0	60.3
HT-08	3.12	-12.10	14.80	0.41	6.07		169.00	66.2	11.9	28.2	0.97	0	64.6
HT-07	3.08	-12.32	22.20	0.42	9.32		191.20	75.5	10.9	29.5	0.95	0	72.1
HT-06	3.75	-15.06	29.20	0.51	14.89		220.40	90.4	10.7	30.7	0.93	0	84.6
HT-5A	.00	-15.80	0.00	0.00	0.00		191.20	0.0	0.0	0.0	0.00	0	0.0
HT-05	4.50	-16.10	0.00	0.00	0.00		220.40	90.4	0.0	32.0	0.91	183	266.0
HT-04	4.00	-17.00	0.00	0.00	0.00		220.40	90.4	0.0	32.6	0.90	184	266.0
HT-03	3.50	-17.50	7.10	0.90	6.39		227.50	96.8	12.7	33.2	0.89	193	279.6
HT-02	3.00	-18.00	0.00	0.00	0.00		227.50	96.8	0.0	34.1	0.88	213	298.5
H-out	2.50	-24.20	0.00	0.00	0.00		227.50	96.8	0.0	37.2	0.84	0	294.8

(1) Node Locations are shown on Figure 4
(2) Outfall is to Pump Station on Willow Road

CLARUM HOMES, HAMILTON AVENUE, MENLO PARK STORM DRAINAGE PLAN

Table A-4
Proposed Hydraulics: 10-Year Event

Pipe #	Upstream Node (1)	Downstream Node	Total Discharge (cfs)	Capacity @ Constructed Slope (cfs)	Pipe Size (inches)	Length (feet)	Constructed Slope (ft/ft)	Invert Elevation Upstream (feet)	Invert Elevation Downstream (feet)	Ground/Rim Elevation Upstream (feet)	Ground/Rim Elevation Downstream (feet)	HGL Elevation Upstream (feet)	HGL Elevation Downstream (feet)	Upstream Freeboard (feet)	Upstream Cover (feet)	Velocity (ft/s)
HL-P2406	HL-2406	HL-2405	9.5	6.3	18 inch	176	0.004	12.91	12.28	16.27	15.42	16.62	15.19	**ABOVE RIM**	1.9	0.0
HL-P2405	HL-2405	HL-2404	9.2	6.3	18 inch	192	0.004	12.28	11.59	15.42	14.49	15.10	13.62	0.3	1.6	0.0
HL-P2404	HL-2404	HL-2403	9.0	26.3	18 inch	81	0.063	11.59	6.50	14.49	14.13	13.32	12.73	1.2	1.4	0.0
HL-P2403	HL-2403	HL-2402	8.9	12.4	24 inch	236	0.003	6.50	5.79	14.13	13.07	12.68	12.31	1.5	5.6	0.0
HL-P2402	HL-2402	HL-2401	22.1	55.0	42 inch	127	0.003	5.79	5.41	13.07	12.50	12.25	12.18	0.8	3.8	0.0
HL-P2401	HL-2401	HT-25	21.4	55.1	42 inch	120	0.003	5.41	5.05	12.50	12.10	12.15	12.10	0.4	3.6	0.0
HL-P1505	HL-1505	HL-1504	7.1	6.7	18 inch	243	0.004	1.41	.41	6.98	5.98	7.10	5.98	**ABOVE RIM**	4.1	0.0
HL-P1504	HL-1504	HL-1503	7.5	6.1	18 inch	265	0.003	.41	-.48	5.98	4.89	6.23	4.89	**ABOVE RIM**	4.1	0.0
HL-P1503	HL-1503	HL-1502	7.5	6.7	18 inch	215	0.004	-.48	-1.36	4.89	4.01	5.12	4.01	**ABOVE RIM**	3.9	0.0
HL-P1502	HL-1502	HL-1501	13.8	12.6	18 inch	176	0.014	-1.36	-3.88	4.01	4.24	7.29	4.24	**ABOVE RIM**	3.9	0.0
HL-P1501	HL-1501	HT-15	13.6	14.3	18 inch	198	0.018	-3.88	-7.53	4.24	5.20	6.48	3.16	**ABOVE RIM**	6.6	0.0
HT-P24	HT-25	HT-24	28.7	14.9	24 inch	248	0.004	5.05	3.97	12.10	11.96	15.95	11.96	**ABOVE RIM**	5.1	0.0
HT-P23	HT-24	HT-23	28.3	13.1	24 inch	69	0.003	3.97	3.74	11.96	11.64	12.72	11.64	**ABOVE RIM**	6.0	0.0
HT-P22	HT-23	HT-22	29.1	14.8	24 inch	233	0.004	3.74	2.74	11.64	10.81	14.67	10.81	**ABOVE RIM**	5.9	0.0
HT-P21	HT-22	HT-21	29.9	14.7	24 inch	95	0.004	2.74	2.34	10.81	11.24	11.86	10.20	**ABOVE RIM**	6.1	0.0
HT-P20	HT-21	HT-20	32.3	27.5	30 inch	282	0.005	2.34	1.07	11.24	10.14	8.55	6.81	2.7	6.4	0.0
HT-P19	HT-20	HT-19	31.6	35.5	33 inch	217	0.005	1.07	.09	10.14	9.29	6.48	5.71	3.7	6.3	0.0
HT-P18	HT-19	HT-18	32.9	35.6	33 inch	270	0.005	.09	-1.13	9.29	8.23	5.60	4.55	3.7	6.5	0.0
HT-P17	HT-18	HT-17	34.4	44.9	36 inch	252	0.005	-1.13	-2.27	8.23	5.99	4.49	3.82	3.7	6.4	0.0
HT-P16	HT-17	HT-16	36.0	19.9	36 inch	258	0.001	-2.27	-2.50	5.99	5.97	3.76	3.01	2.2	5.3	0.0
HT-P15	HT-16	HT-15	36.0	91.9	36 inch	265	0.019	-2.50	-7.53	5.97	5.20	2.96	2.19	3.0	5.5	0.0
HT-P14	HT-15	HT-14	48.6	59.1	42 inch	220	0.003	-7.53	-8.29	5.20	4.49	2.04	1.53	3.2	9.2	0.0
HT-P13	HT-14	HT-13	50.3	42.8	42 inch	448	0.002	-8.29	-9.10	4.49	3.60	1.46	.34	3.0	9.3	0.0
HT-P12	HT-13	HT-12	57.2	89.5	42 inch	158	0.008	-9.10	-10.35	3.60	3.40	.18	-.33	3.4	9.2	0.0
HT-P11	HT-12	HT-11	58.6	56.8	42 inch	116	0.003	-10.35	-10.72	3.40	2.97	-.60	-.99	4.0	10.3	0.0
HT-P10	HT-11	HT-10	58.2	61.3	48 inch	368	0.002	-10.72	-11.39	2.97	3.21	-1.08	-1.69	4.1	9.7	0.0
HT-P09	HT-10	HT-09	56.7	90.3	54 inch	289	0.002	-11.39	-12.00	3.21	3.16	-1.71	-1.95	4.9	10.1	0.0
HT-P08	HT-09	HT-08	60.3	34.7	54 inch	321	0.000	-12.00	-12.10	3.16	3.12	-1.98	-2.28	5.1	10.7	0.0
HT-P07	HT-08	HT-07	64.6	52.4	54 inch	310	0.001	-12.10	-12.32	3.12	3.08	-2.31	-2.65	5.4	10.7	0.0
HT-P06	HT-07	HT-06	72.1	178.4	54 inch	333	0.008	-12.32	-15.06	3.08	3.75	-2.68	-3.13	5.8	10.9	0.0
HT-P5A	HT-5A	HT-05	0.0	247.1	78 inch	135	0.002	-15.80	-16.10	.00	4.50	-4.05	-4.05	4.1	9.3	0.0
HT-P05	HT-06	HT-05	84.6	97.0	54 inch	427	0.002	-15.06	-16.10	3.75	4.50	-3.18	-3.97	6.9	14.3	0.0
HT-P04	HT-05	HT-04	266.0	292.6	78 inch	289	0.003	-16.10	-17.00	4.50	4.00	-4.40	-5.15	8.9	14.1	0.0
HT-P03	HT-04	HT-03	266.0	216.6	78 inch	293	0.002	-17.00	-17.50	4.00	3.50	-5.36	-6.11	9.4	14.5	0.0
HT-P02	HT-03	HT-02	279.6	180.2	78 inch	423	0.001	-17.50	-18.00	3.50	3.00	-7.00	-8.21	10.5	14.5	0.0
HT-P01	HT-02	H-out	298.5	318.8	78 inch	1,677	0.004	-18.00	-24.20	3.00	2.50	-8.56	-14.00	11.6	14.5	0.0

(1) Node Locations are displayed on Figure 4

(2) Outfall: Low flows to pump station, high flows to detention pond.

CLARUM HOMES, HAMILTON AVENUE, MENLO PARK STORM DRAINAGE PLAN

Table A-7
Proposed Hydrology: 100-Year Event with Flow in Street

Node # (1)	Ground Elevation (ft)	Sump Elevation (ft)	Inlet Area (acres)	Inlet C	Inlet C*A (acres)	Lateral Area	Cumulative Area (acres)	Cumulative C*A (acres)	Inlet Tc (minutes)	System Tc (minutes)	Intensity (in/hr)	Additional Flows	Discharge (cfs)
HL-2406	16.27	12.91	23.50	0.31	7.29		23.50	7.3	10.6	10.6	2.23	0	16.4
HL-2405	15.42	12.28	0.00	0.00	0.00		23.50	7.3	0.0	10.9	2.20	0	16.2
HL-2404	14.49	11.59	0.00	0.00	0.00		23.50	7.3	0.0	11.3	2.17	0	15.9
HL-2403	14.13	6.50	0.00	0.00	0.00		23.50	7.3	0.0	11.4	2.15	0	15.8
HL-2402	13.07	5.79	24.10	0.50	12.05		47.60	19.3	11.9	12.2	2.08	0	40.6
HL-2401	12.50	5.41	0.00	0.00	0.00		47.60	19.3	0.0	12.9	2.03	0	39.5
HT-25	12.10	5.05	6.60	0.90	5.94		6.60	25.3	10.0	13.3	1.99	-34	16.6
HT-24	11.96	3.97	0.00	0.00	0.00		6.60	25.3	0.0	14.1	1.93	-34	15.2
HT-23	11.64	3.74	1.90	0.50	0.95	47.60	56.10	26.2	7.2	14.4	1.91	-34	16.6
HT-22	10.81	2.74	2.50	0.42	1.05		58.60	27.3	6.7	15.1	1.87	-34	17.3
HT-21	11.24	2.34	5.00	0.42	2.10		63.60	29.4	7.6	15.4	1.85	-34	20.7
HT-20	10.14	1.07	0.00	0.00	0.00		63.60	29.4	0.0	16.5	1.78	-34	18.8
HT-19	9.29	0.09	4.00	0.50	2.00		67.60	31.4	7.8	17.6	1.72	-34	20.5
HT-18	8.23	-1.13	4.60	0.50	2.30		72.20	33.7	10.0	18.9	1.66	-34	22.4
HT-17	5.99	-2.27	5.00	0.50	2.50		77.20	36.2	10.0	20.3	1.61	-34	24.6
HT-16	5.97	-2.50	1.60	0.50	0.80		78.80	37.0	10.0	21.5	1.56	-34	24.1
HT-15	5.20	-7.53	9.80	0.40	3.92		88.60	40.9	10.0	22.8	1.51	-34	28.3
HT-14	4.49	-8.29	5.70	0.50	2.85		94.30	43.8	10.0	24.0	1.47	-34	30.9
HT-13	3.60	-9.10	14.60	0.50	7.30		108.90	51.1	14.0	26.4	1.40	-34	38.3
HT-12	3.40	-10.35	4.50	0.50	2.25		113.40	53.3	10.0	27.0	1.39	-34	40.5
HT-11	2.97	-10.72	0.00	0.50	0.00		113.40	53.3	10.0	27.5	1.37	-34	39.9
HT-10	3.21	-11.39	0.00	0.50	0.00		113.40	53.3	10.0	29.4	1.33	-34	37.3
HT-09	3.16	-12.00	12.70	0.50	6.35		126.10	59.7	10.9	31.5	1.28	-34	43.1
HT-08	3.12	-12.10	14.80	0.52	7.70		140.90	67.3	11.9	33.4	1.24	-34	50.4
HT-07	3.08	-12.32	22.20	0.52	11.54		163.10	78.9	10.9	35.1	1.21	-34	62.5
HT-06	3.75	-15.06	29.20	0.58	16.94		192.30	95.8	10.7	36.5	1.19	-34	80.9
HT-05A	.00	-15.80	0.00	0.00	0.00		0.00	0.0	0.0	0.0	0.00	235	235.0
HT-05	4.50	-16.10	0.00	0.88	0.00		192.30	95.8	0.0	37.9	1.17	201	313.7
HT-04	4.00	-17.00	0.00	0.00	0.00		192.30	95.8	0.0	38.4	1.16	201	313.0
HT-03	3.50	-17.50	35.20	0.59	20.77		227.50	116.6	12.6	38.9	1.15	205	340.4
HT-02	3.00	-18.00	0.00	0.00	0.00		227.50	116.6	0.0	39.6	1.14	226	360.2
H-out	2.50	-24.20	0.00	0.00	0.00		227.50	116.6	0.0	42.2	1.11	0	356.0

(1) Node Locations are shown on Figure 4
(2) Outfall is to Pump Station on Willow Road

CLARUM HOMES, HAMILTON AVENUE, MENLO PARK STORM DRAINAGE PLAN

Table A-8
Proposed Hydraulics: 100-Year Event with Flow in Street

Pipe #	Upstream Node (1)	Downstream Node	Total Discharge (cfs)	Capacity @ Constructed Slope (cfs)	Pipe Size (inches)	Length (feet)	Constructed Slope (ft/ft)	Invert Elevation		Ground/Rim Elevation		HGL Elevation		Freeboard (feet)	Amount Above Rim (feet)	Amount Flowing in Street (cfs)	Upstream Cover (feet)	Velocity (ft/s)
								Upstream	Downstream	Upstream	Downstream	Upstream	Downstream					
HL-P2406	HL-2406	HL-2405	16.4	6.3	18 inch	176	0.004	12.91	12.28	16.27	15.42	19.72	15.42	**ABOVE RIM**	3.5		1.9	9.3
HL-P2405	HL-2405	HL-2404	16.2	6.3	18 inch	192	0.004	12.28	11.59	15.42	14.49	19.04	14.49	**ABOVE RIM**	3.6		1.6	9.2
HL-P2404	HL-2404	HL-2403	15.9	26.3	18 inch	81	0.063	11.59	6.50	14.49	14.13	15.99	14.13	**ABOVE RIM**	1.5		1.4	9.0
HL-P2403	HL-2403	HL-2402	15.8	12.4	24 inch	236	0.003	6.50	5.79	14.13	13.07	13.77	12.61	0.4	BELOW RIM		5.6	5.0
HL-P2402	HL-2402	HL-2401	40.6	78.6	48 inch	127	0.003	5.79	5.41	13.07	12.50	12.49	12.39	0.6	BELOW RIM		3.3	3.2
HL-P2401	HL-2401	HT-25	39.5	55.1	42 inch	120	0.003	5.41	5.05	12.50	12.10	12.28	12.10	0.2	BELOW RIM		3.6	4.1
HT-P24	HT-25	HT-24	16.6	14.9	24 inch	248	0.004	5.05	3.97	12.10	11.96	12.29	10.95	**ABOVE RIM**	0.2	-34	5.1	5.3
HT-P23	HT-24	HT-23	15.2	13.1	24 inch	69	0.003	3.97	3.74	11.96	11.64	10.67	10.36	1.3	BELOW RIM	-34	6.0	4.8
HT-P22	HT-23	HT-22	16.6	14.8	24 inch	233	0.004	3.74	2.74	11.64	10.81	9.76	8.51	1.9	BELOW RIM	-34	5.9	5.3
HT-P21	HT-22	HT-21	17.3	14.7	24 inch	95	0.004	2.74	2.34	10.81	11.24	7.79	7.23	3.0	BELOW RIM	-34	6.1	5.5
HT-P20	HT-21	HT-20	20.7	27.5	30 inch	282	0.005	2.34	1.07	11.24	10.14	6.82	6.10	4.4	BELOW RIM	-34	6.4	4.2
HT-P19	HT-20	HT-19	18.8	35.5	33 inch	217	0.005	1.07	.09	10.14	9.29	6.02	5.75	4.1	BELOW RIM	-34	6.3	3.2
HT-P18	HT-19	HT-18	20.5	35.6	33 inch	270	0.005	.09	-1.13	9.29	8.23	5.71	5.30	3.6	BELOW RIM	-34	6.5	3.5
HT-P17	HT-18	HT-17	22.4	44.9	36 inch	252	0.005	-1.13	-2.27	8.23	5.99	5.28	4.99	3.0	BELOW RIM	-34	6.4	3.2
HT-P16	HT-17	HT-16	24.6	19.9	36 inch	258	0.001	-2.27	-2.50	5.99	5.97	4.96	4.61	1.0	BELOW RIM	-34	5.3	3.5
HT-P15	HT-16	HT-15	24.1	91.9	36 inch	265	0.019	-2.50	-7.53	5.97	5.20	4.59	4.25	1.4	BELOW RIM	-34	5.5	3.4
HT-P14	HT-15	HT-14	28.3	59.1	42 inch	220	0.003	-7.53	-8.29	5.20	4.49	4.21	4.03	1.0	BELOW RIM	-34	9.2	3.0
HT-P13	HT-14	HT-13	30.9	42.8	42 inch	448	0.002	-8.29	-9.10	4.49	3.60	4.01	3.59	0.5	BELOW RIM	-34	9.3	3.2
HT-P12	HT-13	HT-12	38.3	89.5	42 inch	158	0.008	-9.10	-10.35	3.60	3.40	3.52	3.29	0.1	BELOW RIM	-34	9.2	4.0
HT-P11	HT-12	HT-11	40.5	56.8	42 inch	116	0.003	-10.35	-10.72	3.40	2.97	3.16	2.97	0.2	BELOW RIM	-34	10.3	4.2
HT-P10	HT-11	HT-10	39.9	61.3	48 inch	368	0.002	-10.72	-11.39	2.97	3.21	3.49	3.21	**ABOVE RIM**	0.5	-34	9.7	3.2
HT-P09	HT-10	HT-09	37.3	90.3	54 inch	289	0.002	-11.39	-12.00	3.21	3.16	3.26	3.16	**ABOVE RIM**	0.0	-34	10.1	2.4
HT-P08	HT-09	HT-08	43.1	34.7	54 inch	321	0.000	-12.00	-12.10	3.16	3.12	3.27	3.12	**ABOVE RIM**	0.1	-34	10.7	2.7
HT-P07	HT-08	HT-07	50.4	52.4	54 inch	310	0.001	-12.10	-12.32	3.12	3.08	3.28	3.08	**ABOVE RIM**	0.2	-34	10.7	3.2
HT-P06	HT-07	HT-06	62.5	178.4	54 inch	333	0.008	-12.32	-15.06	3.08	3.75	3.62	3.28	**ABOVE RIM**	0.5	-34	10.9	3.9
HT-P05	HT-06	HT-05	80.9	97.0	54 inch	427	0.002	-15.06	-16.10	3.75	4.50	3.24	2.51	0.5	BELOW RIM	0	14.3	5.1
HT-P05A	HT-05A	HT-05	235.0	152.4	78 inch	355	0.001	-15.80	-16.10	.00	4.50	2.00	1.29	**ABOVE RIM**	2.0		9.3	7.1
HT-P04	HT-05	HT-04	313.7	292.6	78 inch	289	0.003	-16.10	-17.00	4.50	4.00	.49	-.55	4.0	BELOW RIM		14.1	9.5
HT-P03	HT-04	HT-03	313.0	216.6	78 inch	293	0.002	-17.00	-17.50	4.00	3.50	-.90	-1.94	4.9	BELOW RIM		14.5	9.4
HT-P02	HT-03	HT-02	340.4	180.2	78 inch	423	0.001	-17.50	-18.00	3.50	3.00	-3.65	-5.44	7.2	BELOW RIM		14.5	10.3
HT-P01	HT-02	H-out	360.2	318.8	78 inch	1677	0.004	-18.00	-24.20	3.00	2.50	-6.08	-14.00	9.1	BELOW RIM		14.5	10.9

(1) Node Locations are displayed on Figure
(2) Outfall: Low flows to pump station, high flows to detention pond.

10 YEAR STORM TABLES

Table B-1
Existing Hydrology: 10 Year Event - Model Verification

Node	Elevation (Ground) (ft)	Sump Elevation (ft)	Inlet Drainage Area (acres)	Inlet C	Local CA (acres)	System CA (acres)	System Flow Time (min)	System Intensity (in/hr)	Flow (Additional) (ft^3/s)	Flow (ft^3/s)
HT-05	4.5	-16.1	0	0	0.00	90.4	32.0	0.91	183	265.8
HT-04	4.0	-17	0	0	0.00	90.4	32.6	0.90	184	265.9
HT-03	3.5	-17.5	7.1	0.9	6.39	96.8	33.2	0.89	193	279.9
HT-02	3.0	-18	0	0	0.00	96.8	34.0	0.88	213	298.7
H-OUT	2.5	-24.2	0	0	0	96.8	37.2	0.84	0	294.8

Table B-2
Existing Hydraulics:
10 Year Event - Model Verification

Label	Start Node	Stop Node	Flow (ft^3/s)	Capacity (Full Flow) (ft^3/s)	Diameter (in)	Length (Unified) (ft)	Slope (Calculated) (ft/ft)	Invert (Upstream) (ft)	Invert (Downstream) (ft)	Elevation Ground (Start) (ft)	Elevation Ground (Stop) (ft)	Hydraulic Grade Line (In) (ft)	Hydraulic Grade Line (Out) (ft)	Freeboard	Cover (Start) (ft)	Velocity (Average) (ft/s)
P-04	HT-05	HT-04	265.8	292.6	78	289	0.003	-16.10	-17.00	4.50	4.00	-4.69	-5.43	9.2	14.1	8.0
P-03	HT-04	HT-03	265.9	216.6	78	293	0.002	-17.00	-17.50	4.00	3.50	-5.56	-6.31	9.6	14.5	8.0
P-02	HT-03	HT-02	279.9	180.2	78	423	0.001	-17.50	-18.00	3.50	3.00	-7.06	-8.27	10.6	14.5	8.4
P-01	HT-02	OF-1	298.7	318.8	78	1,677	0.004	-18.00	-24.20	3.00	2.50	-8.55	-14.00	11.6	14.5	9.0

Table B-3
Existing Hydrology: 10 Year Event - Model Modification

Node	Elevation (Ground) (ft)	Sump Elevation (ft)	Inlet Drainage Area (acres)	Inlet C	Local CA (acres)	System CA (acres)	System Flow Time (min)	System Intensity (in/hr)	Flow (Additional) (ft^3/s)	Flow (ft^3/s)
HT-05	4.5	-16.1	0	0	0.00	90.4	32.0	0.91	183	265.8
HT-04	4.0	-17	0	0	0.00	90.4	32.6	0.90	183	264.9
HT-03	3.5	-17.5	7.1	0.9	6.39	96.8	33.2	0.89	213	299.9
HT-02	3.0	-18	0	0	0.00	96.8	34.0	0.88	213	298.8
H-OUT	2.5	-24.2	0	0	0	96.8	37.1	0.84	0	294.9

Table B-4
Existing Hydraulics:
10 Year Event - Model Modification

Label	Start Node	Stop Node	Flow (ft^3/s)	Capacity (Full Flow) (ft^3/s)	Diameter (in)	Length (Unified) (ft)	Slope (Calculated) (ft/ft)	Invert (Upstream) (ft)	Invert (Downstream) (ft)	Elevation Ground (Start) (ft)	Elevation Ground (Stop) (ft)	Hydraulic Grade Line (In) (ft)	Hydraulic Grade Line (Out) (ft)	Freeboard	Cover (Start) (ft)	Velocity (Average) (ft/s)
P-04	HT-05	HT-04	265.8	292.6	78	289	0.003	-16.10	-17.00	4.50	4.00	-4.39	-5.13	8.89	14.1	8.0
P-03	HT-04	HT-03	264.9	216.6	78	293	0.002	-17.00	-17.50	4.00	3.50	-5.26	-6.01	9.26	14.5	8.0
P-02	HT-03	HT-02	299.9	180.2	78	423	0.001	-17.50	-18.00	3.50	3.00	-6.88	-8.27	10.38	14.5	9.0
P-01	HT-02	OF-1	298.8	318.8	78	1,677	0.004	-18.00	-24.20	3.00	2.50	-8.55	-14.00	11.55	14.5	9.0

Table B-5
Project Site Existing Conditions Hydrology:
10 Year Event

Node	Elevation (Ground) (ft)	Sump Elevation (ft)	Inlet Drainage Area (acres)	Inlet C	Local CA (acres)	Cumulative CA (acres)	System Flow Time (min)	System Intensity (in/hr)	Flow (Additional) (ft^3/s)	Flow (ft^3/s)
CB-4	-3.89	-3.89	7.1	0.90	6.39	6.4	12.7	1.51	0	9.7
CB-1	2.03	-3.67	6.3	0.83	5.36	5.2	13.7	1.44	0	7.6
CB-2	1.34	-6.17	7.9	0.62	4.90	10.1	16.1	1.31	0	13.4
CB-3	1.94	-7.77	5.55	0.62	3.44	13.6	18.9	1.20	0	16.5
CB-5	2.49	-8.59	8.5	0.62	5.27	25.2	20.33	1.15	0	29.3
MH-15	3.28	-12.3	0	0.00	0.00	25.2	20.73	1.14	0	29.1
HT-05	4.5	-16.1	0	0.00	0.00	90.4	34.0	0.91	183	265.9
HT-04	4	-17	0	0.00	0.00	90.4	34.6	0.90	183	265.4
HT-03	3.5	-17.5	0	0.00	0.00	115.6	35.2	0.90	183	287.7
HT-02	3	-18	0	0.00	0.00	115.6	36.0	0.89	183	286.7
HT-OUT	2.50	-24.2	0	0.00	0.00	115.6	39.3	0.86	0	282.9

Table B-6
Project Site Existing Conditions Hydraulics:
10 Year Event

Label	Start Node	Stop Node	Flow (ft^3/s)	Capacity (Full Flow) (ft^3/s)	Diameter (in)	Length (Unified) (ft)	Slope (Calculated) (ft/ft)	Invert (Upstream) (ft)	Invert (Downstream) (ft)	Elevation Ground (Start) (ft)	Elevation Ground (Stop) (ft)	Hydraulic Grade Line (In) (ft)	Hydraulic Grade Line (Out) (ft)	Freeboard	Cover (Start) (ft)	Velocity (Average) (ft/s)
P-8	CB-4	CB-5	9.7	301.5	36	23	0.204	-3.89	-8.59	-3.89	2.49	-2.90	-5.34	-0.99	-3.0	19.5
P-5	CB-1	CB-2	7.6	6.7	18	616	0.004	-3.67	-6.17	2.03	1.34	1.35	-1.87	0.68	4.2	4.3
P-6	CB-2	CB-3	13.4	10.8	24	709	0.002	-6.17	-7.77	1.34	1.94	-1.87	-4.34	3.21	5.5	4.3
P-7	CB-3	CB-5	16.5	14.7	27	364	0.002	-7.77	-8.59	1.94	2.49	-4.34	-5.37	6.28	7.5	4.1
P-9	CB-5	MH-15	29.3	66.3	30	142	0.026	-8.59	-12.3	2.49	3.28	-5.57	-6.30	8.06	8.6	6.0
P-10	MH-15	HT-03	29.1	104.5	36	212	0.025	-12.3	-17.5	3.28	3.5	-6.57	-6.97	9.85	12.6	4.1
P-04	HT-05	HT-04	265.9	292.6	78	289	0.003	-16.1	-17	4.5	4	-5.13	-5.87	9.63	14.1	8.0
P-03	HT-04	HT-03	265.4	216.6	78	293	0.002	-17	-17.5	4	3.5	-6.00	-6.75	10.00	14.5	8.0
P-02	HT-03	HT-02	287.7	180.2	78	423	0.001	-17.5	-18	3.5	3	-7.45	-8.73	10.95	14.5	8.7
P-01	HT-02	OF-1	286.7	318.8	78	1677	0.004	-18	-24.2	3	2.5	-8.98	-14.00	11.98	14.5	8.6

Table B-7
Project Site Proposed Conditions Hydrology:
10 Year Event

Node	Elevation (Ground) (ft)	Sump Elevation (ft)	Inlet Drainage Area (acres)	Inlet C	Local CA (acres)	Cumulative CA (acres)	System Flow Time (min)	System Intensity (in/hr)	Flow (Additional) (ft^3/s)	Flow (ft^3/s)
CB-4	-3.89	-3.89	7.1	0.90	6.39	6.4	12.7	1.51	0	9.7
CB-1	2.03	-3.67	6.3	0.83	5.23	5.2	13.7	1.44	0	7.6
CB-2	1.34	-6.17	7.9	0.60	4.74	10.0	16.1	1.31	0	13.2
CB-3	1.94	-7.77	5.6	0.60	3.33	13.3	18.9	1.20	0	16.1
CB-5	2.49	-8.59	8.5	0.60	5.10	24.8	20.4	1.15	0	28.8
MH-15	3.28	-12.3	0	0.00	0.00	24.8	20.8	1.14	0	28.5
HT-05	4.5	-16.1	0	0.00	0.00	90.4	34.0	0.91	183	265.9
HT-04	4	-17	0	0.00	0.00	90.4	34.6	0.90	183	265.4
HT-03	3.5	-17.5	0	0.00	0.00	115.2	35.2	0.90	183	287.3
HT-02	3	-18	0	0.00	0.00	115.2	36.0	0.89	183	286.3
HT-OUT	2.50	-24.2	0	0.00	0.00	115.2	39.3	0.86	0	282.6

Table B-8
Project Site Proposed Condition Hydraulics:
10 Year Event

Label	Start Node	Stop Node	Flow (ft^3/s)	Capacity (Full Flow) (ft^3/s)	Diameter (in)	Length (Unified) (ft)	Slope (Calculated) (ft/ft)	Invert (Upstream) (ft)	Invert (Downstream) (ft)	Elevation Ground (Start) (ft)	Elevation Ground (Stop) (ft)	Hydraulic Grade Line (In) (ft)	Hydraulic Grade Line (Out) (ft)	Freeboard	Cover (Start) (ft)	Velocity (Average) (ft/s)
P-8	CB-4	CB-5	9.7	301.5	36	23	0.204	-3.89	-8.59	-3.89	2.49	-2.90	-5.43	-0.99	-3.0	19.5
P-5	CB-1	CB-2	7.6	6.7	18	616	0.004	-3.67	-6.17	2.03	1.34	1.15	-2.07	0.88	4.2	4.3
P-6	CB-2	CB-3	13.2	10.8	24	709	0.002	-6.17	-7.77	1.34	1.94	-2.07	-4.47	3.41	5.5	4.2
P-7	CB-3	CB-5	16.1	14.7	27	364	0.002	-7.77	-8.59	1.94	2.49	-4.47	-5.45	6.41	7.5	4.1
P-9	CB-5	MH-15	28.8	66.3	30	142	0.026	-8.59	-12.3	2.49	3.28	-5.65	-6.34	8.14	8.6	5.9
P-10	MH-15	HT-03	28.5	104.5	36	212	0.025	-12.3	-17.5	3.28	3.50	-6.60	-6.99	9.88	12.6	4.0
P-04	HT-05	HT-04	265.9	292.6	78	289	0.003	-16.1	-17	4.50	4.00	-5.15	-5.89	9.65	14.1	8.0
P-03	HT-04	HT-03	265.4	216.6	78	293	0.002	-17	-17.5	4.00	3.50	-6.02	-6.77	10.02	14.5	8.0
P-02	HT-03	HT-02	287.3	180.2	78	423	0.001	-17.5	-18	3.50	3.00	-7.47	-8.74	10.97	14.5	8.7
P-01	HT-02	OF-1	286.3	318.8	78	1677	0.004	-18	-24.2	3.00	2.50	-9.00	-14.00	12.00	14.5	8.6

100 YEAR STORM TABLES

Table C-1
Existing Hydrology: 100 Year Event - Model Verification

Node	Elevation (Ground) (ft)	Sump Elevation (ft)	Inlet Drainage Area (acres)	Inlet C	Local CA (acres)	System CA (acres)	System Flow Time (min)	System Intensity (in/hr)	Flow (Additional) (ft^3/s)	Flow (ft^3/s)
HT-05	4.5	-16.1	0	0	0	95.8	37.9	1.17	201	313.7
HT-04	4.0	-17	0	0	0	95.8	38.4	1.16	201	312.9
HT-03	3.5	-17.5	35.2	0.59	20.77	116.6	38.9	1.15	205	340.3
HT-02	3.0	-18	0	0	0	116.6	39.6	1.14	226	360.1
H-OUT	2.5	-24.2	0	0	0	116.6	42.2	1.11	0	355.8

Table C-2
Existing Hydraulics: 100 Year Event - Model Verification

Label	Start Node	Stop Node	Flow (ft^3/s)	Capacity (Full Flow) (ft^3/s)	Diameter (in)	Length (Unified) (ft)	Slope (Calculated) (ft/ft)	Invert (Upstream) (ft)	Invert (Downstream) (ft)	Elevation Ground (Start) (ft)	Elevation Ground (Stop) (ft)	Hydraulic Grade Line (In) (ft)	Hydraulic Grade Line (Out) (ft)	Freeboard	Cover (Start) (ft)	Velocity (Average) (ft/s)
P-04	HT-05	HT-04	313.7	292.6	78	289	0.003	-16.10	-17.00	4.50	4.00	-0.23	-1.26	4.73	14.1	9.5
P-03	HT-04	HT-03	312.9	216.6	78	293	0.002	-17.00	-17.50	4.00	3.50	-1.48	-2.53	5.48	14.5	9.4
P-02	HT-03	HT-02	340.3	180.2	78	423	0.001	-17.50	-18.00	3.50	3.00	-3.83	-5.61	7.33	14.5	10.3
P-01	HT-02	OF-1	360.1	318.8	78	1,677	0.004	-18.00	-24.20	3.00	2.50	-6.09	-14.00	9.09	14.5	10.9

Table C-3
Existing Hydrology: 100 Year Event - Model Modification

Node	Elevation (Ground) (ft)	Sump Elevation (ft)	Inlet Drainage Area (acres)	Inlet C	Local CA (acres)	Cumulative CA (acres)	System Flow Time (min)	System Intensity (in/hr)	Flow (Additional) (ft^3/s)	Flow (ft^3/s)
HT-05	4.5	-16.1	0	0	0	95.8	37.9	1.238	201	320.6
HT-04	4.0	-17.0	0	0	0	95.8	38.399	1.23	201	319.8
HT-03	3.5	-17.5	35.2	0.59	20.77	116.6	38.905	1.222	226	369.5
HT-02	3.0	-18.0	0	0	0	116.6	39.538	1.21	226	368.3
H-OUT	2.5	-24.2	0	0	0	116.6	42.1	1.17	0	363.8

Table C-4
Existing Hydraulics:
100 Year Event - Model Modification

Label	Start Node	Stop Node	Flow (ft^3/s)	Capacity (Full Flow) (ft^3/s)	Diameter (in)	Length (Unified) (ft)	Slope (Calculated) (ft/ft)	Invert (Upstream) (ft)	Invert (Downstream) (ft)	Elevation Ground (Start) (ft)	Elevation Ground (Stop) (ft)	Hydraulic Grade Line (In) (ft)	Hydraulic Grade Line (Out) (ft)	Freeboard	Cover (Start) (ft)	Velocity (Average) (ft/s)
P-04	HT-05	HT-04	320.6	292.6	78	289	0.003	-16.10	-17.00	4.50	4.00	0.88	-0.20	3.62	14.1	9.7
P-03	HT-04	HT-03	319.8	216.6	78	293	0.002	-17.00	-17.50	4.00	3.50	-0.44	-1.53	4.44	14.5	9.6
P-02	HT-03	HT-02	369.5	180.2	78	423	0.001	-17.50	-18.00	3.50	3.00	-3.11	-5.21	6.61	14.5	11.1
P-01	HT-02	OF-1	368.3	318.8	78	1,677	0.004	-18.00	-24.20	3.00	2.50	-5.72	-14.00	8.72	14.5	11.1

Table C-5
Project Site Existing Conditions Hydrology:
100 Year Event

Node	Elevation (Ground) (ft)	Sump Elevation (ft)	Inlet Drainage Area (acres)	Inlet C	Local CA (acres)	Cumulative CA (acres)	System Flow Time (min)	System Intensity (in/hr)	Flow (Additional) (ft^3/s)	Flow (ft^3/s)
CB-4	-3.89	-3.9	35.2	0.59	20.77	20.8	12.6	2.21	0	46.3
CB-1	2.03	-3.7	6.3	1.00	6.30	6.3	13.7	2.12	0	13.4
CB-2	1.34	-6.2	7.9	0.77	6.08	12.4	15.1	2.01	0	25.1
CB-3	1.94	-7.8	5.55	0.77	4.27	16.7	16.5	1.92	0	32.2
CB-5	2.49	-8.6	8.5	0.77	6.55	44.0	17.3	1.87	0	83.0
MH-15	3.28	-12.3	0	0.00	0.00	44.0	17.4	1.86	0	82.6
HT-05	4.5	-16.1	0	0.00	0.00	95.8	37.9	1.24	201	320.6
HT-04	4	-17.0	0	0.00	0.00	95.8	38.4	1.23	201	319.8
HT-03	3.5	-17.5	0	0.00	0.00	139.8	38.9	1.22	201	373.1
HT-02	3	-18.0	0	0.00	0.00	139.8	39.5	1.21	201	371.7
HT-OUT	2.50	-24.2	0	0.00	0.00	139.8	42.0	1.17	0	366.3

Table C-6
Project Site Existing Conditions Hydraulics:
100 Year Event

Label	Start Node	Stop Node	Flow (ft³/s)	Capacity (Full Flow) (ft³/s)	Diameter (in)	Length (Unified) (ft)	Slope (Calculated) (ft/ft)	Invert (Upstream) (ft)	Invert (Downstream) (ft)	Elevation Ground (Start) (ft)	Elevation Ground (Stop) (ft)	Hydraulic Grade Line (In) (ft)	Hydraulic Grade Line (Out) (ft)	Freeboard	Cover (Start) (ft)	Velocity (Average) (ft/s)
P-8	CB-4	CB-5	46.3	301.5	36	23	0.204	-3.89	-8.59	-3.89	2.49	2.60	2.49	-6.49	-3.0	6.6
P-5	CB-1	CB-2	13.4	6.7	18	616	0.004	-3.67	-6.17	2.03	1.34	11.41	1.34	-9.38	4.2	7.6
P-6	CB-2	CB-3	25.1	10.7	24	710	0.002	-6.17	-7.77	1.34	1.94	10.70	1.94	-9.36	5.5	8.0
P-7	CB-3	CB-5	32.2	14.7	27	363	0.002	-7.77	-8.59	1.94	2.49	6.41	2.49	-4.47	7.5	8.1
P-9	CB-5	MH-15	83.0	66.3	30	142	0.026	-8.59	-12.30	2.49	3.28	9.09	3.28	-6.60	8.6	16.9
P-10	MH-15	HT-03	82.6	104.5	36	212	0.025	-12.30	-17.50	3.28	3.50	1.35	-1.90	1.93	12.6	11.7
P-04	HT-05	HT-04	320.6	292.6	78	289	0.003	-16.10	-17.00	4.50	4.00	0.90	-0.18	3.60	14.1	9.7
P-03	HT-04	HT-03	319.8	216.6	78	293	0.002	-17.00	-17.50	4.00	3.50	-0.41	-1.50	4.41	14.5	9.6
P-02	HT-03	HT-02	373.1	180.2	78	423	0.001	-17.50	-18.00	3.50	3.00	-2.91	-5.05	6.41	14.5	11.2
P-01	HT-02	OF-1	371.7	318.8	78	1,677	0.004	-18.00	-24.20	3.00	2.50	-5.57	-14.00	8.57	14.5	11.2

Table C-5a
Project Site Existing Hydrology: 100 Year Event
System Flow Capacity

Node	Elevation (Ground) (ft)	Sump Elevation (ft)	Inlet Drainage Area (acres)	Inlet C	Local CA (acres)	Cumulative CA (acres)	System Flow Time (min)	System Intensity (in/hr)	Flow (Additional) (ft^3/s)	Flow (ft^3/s)
CB-4	-3.89	-3.9	35.2	0.59	20.8	20.8	12.6	2.21	0	46.3
CB-1	2.03	-3.7	0	0.00	0.00	0.0	0	3.594	3	3.0
CB-2	1.34	-6.2	0	0.00	0.00	0.0	6.048	3.252	4	4.0
CB-3	1.94	-7.8	0	0.00	0.00	0.0	15.341	1.993	5	5.0
CB-5	2.49	-8.6	0	0.00	0.00	20.8	20.152	1.727	44	43.6
MH-15	3.28	-12.3	0	0.00	0.00	20.8	20.419	1.715	209	43.4
HT-05	4.5	-16.1	0	0.00	0.00	95.8	37.9	1.238	201	320.6
HT-04	4	-17.0	0	0.00	0.00	95.8	38.399	1.23	201	319.8
HT-03	3.5	-17.5	0	0.00	0.00	116.6	38.905	1.222	209	352.0
HT-02	3	-18.0	0	0.00	0.00	116.6	39.57	1.211	209	350.8
HT-OUT	2.50	-24.2	0	0.00	0.00	116.6	42.2	1.17	209	346.0

Table C-6a
Project Site Existing Conditions Hydraulics:
System Flow Capacity

Label	Start Node	Stop Node	Flow (ft^3/s)	Capacity (Full Flow) (ft^3/s)	Diameter (in)	Length (Unified) (ft)	Slope (Calculated) (ft/ft)	Invert (Upstream) (ft)	Invert (Downstream) (ft)	Elevation Ground (Start) (ft)	Elevation Ground (Stop) (ft)	Hydraulic Grade Line (In) (ft)	Hydraulic Grade Line (Out) (ft)	Freeboard	Cover (Start) (ft)	Velocity (Average) (ft/s)
P-8	CB-4	CB-5	46.3	301.5	36	23	0.204	-3.89	-8.59	-3.89	2.49	1.44	1.33	-5.33	-3.0	6.6
P-5	CB-1	CB-2	3.0	6.7	18	616	0.004	-3.67	-6.17	2.03	1.34	1.71	1.21	0.32	4.2	1.7
P-6	CB-2	CB-3	4.0	10.7	24	710	0.002	-6.17	-7.77	1.34	1.94	1.20	0.98	0.14	5.5	1.3
P-7	CB-3	CB-5	5.0	14.7	27	363	0.002	-7.77	-8.59	1.94	2.49	0.98	0.88	0.96	7.5	1.3
P-9	CB-5	MH-15	43.6	66.3	30	142	0.026	-8.59	-12.3	2.49	3.28	0.64	-0.97	1.85	8.6	8.9
P-10	MH-15	HT-03	43.4	104.5	36	212	0.025	-12.3	-17.5	3.28	3.5	-2.39	-3.29	5.67	12.6	6.1
P-04	HT-05	HT-04	320.6	292.6	78	289	0.003	-16.1	-17	4.5	4	-0.51	-1.59	5.01	14.1	9.7
P-03	HT-04	HT-03	319.8	216.6	78	293	0.002	-17	-17.5	4	3.5	-1.81	-2.90	5.81	14.5	9.6
P-02	HT-03	HT-02	352.0	180.2	78	423	0.001	-17.5	-18	3.5	3	-4.14	-6.05	7.64	14.5	10.6
P-01	HT-02	OF-1	350.8	318.8	78	1677	0.004	-18	-24.2	3	2.5	-6.49	-14.00	9.49	14.5	10.6

Table C-7
Project Site Proposed Conditions Hydrology:
100 Year Event

Node	Elevation (Ground) (ft)	Sump Elevation (ft)	Inlet Drainage Area (acres)	Inlet C	Local CA (acres)	Cumulative CA (acres)	System Flow Time (min)	System Intensity (in/hr)	Flow (Additional) (ft^3/s)	Flow (ft^3/s)
CB-4	-3.89	-3.9	35.2	0.59	20.77	20.8	12.6	2.21	0	46.3
CB-1	2.03	-3.7	6.3	1.00	6.30	6.3	13.7	2.12	0	13.4
CB-2	1.34	-6.2	7.9	0.77	6.08	11.8	15.1	2.01	0	24.0
CB-3	1.94	-7.8	5.55	0.77	4.27	15.7	16.6	1.91	0	30.3
CB-5	2.49	-8.6	8.5	0.77	6.55	42.4	17.4	1.87	0	79.8
MH-15	3.28	-12.3	0	0.00	0.00	42.4	17.5	1.86	0	79.4
HT-05	4.5	-16.1	0	0.00	0.00	95.8	37.9	1.24	201	320.6
HT-04	4	-17.0	0	0.00	0.00	95.8	38.4	1.23	201	319.8
HT-03	3.5	-17.5	0	0.00	0.00	138.2	38.9	1.22	201	371.2
HT-02	3	-18.0	0	0.00	0.00	138.2	39.5	1.21	201	369.8
HT-OUT	2.50	-24.2	0	0.00	0.00	138.2	42.0	1.17	0	364.4

Table C-8
Project Site Proposed Conditions Hydraulics:
100 Year Event

Label	Start Node	Stop Node	Flow (ft^3/s)	Capacity (Full Flow) (ft^3/s)	Diameter (in)	Length (Unified) (ft)	Slope (Calculated) (ft/ft)	Invert (Upstream) (ft)	Invert (Downstream) (ft)	Elevation Ground (Start) (ft)	Elevation Ground (Stop) (ft)	Hydraulic Grade Line (In) (ft)	Hydraulic Grade Line (Out) (ft)	Freeboard	Cover (Start) (ft)	Velocity (Average) (ft/s)
P-8	CB-4	CB-5	46.27	301.5	36	23	0.204	-3.89	-8.59	-3.89	2.49	2.60	2.49	-6.49	-3.0	6.6
P-5	CB-1	CB-2	13.43	6.7	18	616	0.004	-3.67	-6.17	2.03	1.34	11.41	1.34	-9.38	4.2	7.6
P-6	CB-2	CB-3	24	10.7	24	710	0.002	-6.17	-7.77	1.34	1.94	9.93	1.94	-8.59	5.5	7.6
P-7	CB-3	CB-5	30.29	14.7	27	363	0.002	-7.77	-8.59	1.94	2.49	5.96	2.49	-4.02	7.5	7.6
P-9	CB-5	MH-15	79.79	66.3	30	142	0.026	-8.59	-12.3	2.49	3.28	8.65	3.28	-6.16	8.6	16.3
P-10	MH-15	HT-03	79.44	104.5	36	212	0.025	-12.3	-17.5	3.28	3.5	0.98	-2.03	2.30	12.6	11.2
P-04	HT-05	HT-04	320.59	292.6	78	289	0.003	-16.1	-17	4.5	4	0.77	-0.31	3.73	14.1	9.7
P-03	HT-04	HT-03	319.77	216.6	78	293	0.002	-17	-17.5	4	3.5	-0.54	-1.63	4.54	14.5	9.6
P-02	HT-03	HT-02	371.2	180.2	78	423	0.001	-17.5	-18	3.5	3	-3.02	-5.14	6.52	14.5	11.2
P-01	HT-02	OF-1	369.77	318.8	78	1,677	0.004	-18	-24.2	3	2.5	-5.66	-14.00	8.66	14.5	11.1

Table C-7a
Project Site Proposed Hydrology: 100 Year Event
System Flow Capacity

Node	Elevation (Ground) (ft)	Sump Elevation (ft)	Inlet Drainage Area (acres)	Inlet C	Local CA (acres)	Cumulative CA (acres)	System Flow Time (min)	System Intensity (in/hr)	Flow (Additional) (ft^3/s)	Flow (ft^3/s)
CB-4	-3.89	-3.9	35.2	0.59	20.8	20.8	12.6	2.21	0	46.3
CB-1	2.03	-3.7	0	0.00	0.00	0.0	0	3.594	3	3.0
CB-2	1.34	-6.2	0	0.00	0.00	0.0	6.048	3.252	4	4.0
CB-3	1.94	-7.8	0	0.00	0.00	0.0	15.341	1.993	5	5.0
CB-5	2.49	-8.6	0	0.00	0.00	20.8	20.152	1.727	44	43.6
MH-15	3.28	-12.3	0	0.00	0.00	20.8	20.419	1.715	209	43.4
HT-05	4.5	-16.1	0	0.00	0.00	95.8	37.9	1.238	201	320.6
HT-04	4	-17.0	0	0.00	0.00	95.8	38.399	1.23	201	319.8
HT-03	3.5	-17.5	0	0.00	0.00	116.6	38.905	1.222	209	352.0
HT-02	3	-18.0	0	0.00	0.00	116.6	39.57	1.211	209	350.8
HT-OUT	2.50	-24.2	0	0.00	0.00	116.6	42.2	1.17	209	346.0

Table C-8a
Project Site Proposed Conditions Hydraulics:
System Flow Capacity

Label	Start Node	Stop Node	Flow (ft^3/s)	Capacity (Full Flow) (ft^3/s)	Diameter (in)	Length (Unified) (ft)	Slope (Calculated) (ft/ft)	Invert (Upstream) (ft)	Invert (Downstream) (ft)	Elevation Ground (Start) (ft)	Elevation Ground (Stop) (ft)	Hydraulic Grade Line (In) (ft)	Hydraulic Grade Line (Out) (ft)	Freeboard	Cover (Start) (ft)	Velocity (Average) (ft/s)
P-8	CB-4	CB-5	46.3	301.5	36	23	0.204	-3.89	-8.59	-3.89	2.49	1.44	1.33	-5.33	-3.0	6.6
P-5	CB-1	CB-2	3.0	6.7	18	616	0.004	-3.67	-6.17	2.03	1.34	1.71	1.21	0.32	4.2	1.7
P-6	CB-2	CB-3	4.0	10.7	24	710	0.002	-6.17	-7.77	1.34	1.94	1.20	0.98	0.14	5.5	1.3
P-7	CB-3	CB-5	5.0	14.7	27	363	0.002	-7.77	-8.59	1.94	2.49	0.98	0.88	0.96	7.5	1.3
P-9	CB-5	MH-15	43.6	66.3	30	142	0.026	-8.59	-12.3	2.49	3.28	0.64	-0.97	1.85	8.6	8.9
P-10	MH-15	HT-03	43.4	104.5	36	212	0.025	-12.3	-17.5	3.28	3.5	-2.39	-3.29	5.67	12.6	6.1
P-04	HT-05	HT-04	320.6	292.6	78	289	0.003	-16.1	-17	4.5	4	-0.51	-1.59	5.01	14.1	9.7
P-03	HT-04	HT-03	319.8	216.6	78	293	0.002	-17	-17.5	4	3.5	-1.81	-2.90	5.81	14.5	9.6
P-02	HT-03	HT-02	352.0	180.2	78	423	0.001	-17.5	-18	3.5	3	-4.14	-6.05	7.64	14.5	10.6
P-01	HT-02	OF-1	350.8	318.8	78	1677	0.004	-18	-24.2	3	2.5	-6.49	-14.00	9.49	14.5	10.6

RUN OFF COEFFICIENT CALCULATIONS

Table D-1
Existing Condition 10 Year Event Run-Off Coefficient Calculation - TE Connectivity Site

Runoff Coefficient Table: 10-year			
	C_{runoff}	Area (acres)	Weight
Roof & Pavement	0.90	5.6	5.04
Landscape	0.30	0.7	0.21
	*Subtotal	6.3	5.25
	Total Site Composite Run-off Coefficient		0.83

*TE Connectivity Area Only

Table D-2
Existing Condition 10 Year Event Run-Off Coefficient Calculation - Project Site

Runoff Coefficient Table: 10-year			
	C_{runoff}	Area (acres)	Weight
Roof & Pavement	0.90	8.7	7.80
Compacted Gravel	0.60	5.9	3.52
Landscape	0.30	7.6	2.27
	Subtotal	22.1	13.59
Total Site Composite Run-off Coefficient			0.62

Table D-3
Proposed Condition 10 Year Event Run-Off Coefficient Calculation - Project Site

Runoff Coefficient Table: 10-year			
	C_{runoff}	Area (acres)	Weight
Roof & Pavement	0.90	10.9	9.84
Landscape	0.30	11.2	3.36
	Subtotal	22.1	13.19
	Total Site Composite Run-off Coefficient		0.60

Table D-4
Existing Condition 100 Year Event Run-Off Coefficient Calculation - TE Connectivity Site

Runoff Coefficient Table: 100-year			
	C_{runoff}	Area (acres)	Weight
Roof & Pavement	0.90	5.6	5.04
Landscape	0.30	0.7	0.21
	*Subtotal	6.3	5.25
Total Site Composite Run-off Coefficient			0.83
Adjusted Site Composite Run-off Coefficient			1

*TE Connectivity Area Only

$C_{100\text{-year}} = C_{10\text{-year}} * 1.25$

Table D-5
Existing Condition 100 Year Event Run-Off Coefficient Calculation - Project Site

Runoff Coefficient Table: 100-year			
	C_{runoff}	Area (acres)	Weight
Roof & Pavement	0.90	8.7	7.80
Compacted Gravel	0.60	5.9	3.52
Lawn	0.30	7.6	2.27
	*Subtotal	22.1	13.59
Total Site Composite Run-off Coefficient			0.62
Adjusted Site Composite Run-off Coefficient			0.77

*Total Site without TE Connectivity Area

$C_{100\text{-year}} = C_{10\text{-year}} * 1.25$

Table D-6
Proposed Condition 100 Year Event Run-Off Coefficient Calculation - Project Site

Runoff Coefficient Table: 100-year			
	C_{runoff}	Area (acres)	Weight
Roof & Pavement	0.90	10.9	9.88
Landscape	0.30	11.2	3.40
	*Subtotal	22.1	13.28
Total Site Composite Run-off Coefficient			0.60
Adjusted Composite Run-off Coefficient			0.75

*Project Area Only

$C_{100\text{-year}} = C_{10\text{-year}} * 1.25$

APPENDIX A:

HAMILTON PARK DEVELOPMENT STORM DRAIN REPORT

OFF-SITE STORM DRAINAGE SYSTEM
HAMILTON PARK DEVELOPMENT

For:

Clarum Homes

MEMLO PARK, CALIFORNIA

Prepared by: Brian Kangas Foulk
BKF Job No.: 20040093

October 8, 2004

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APPENDIX A

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APPENDIX B

Table B1	Runoff Coefficient Calculations
Table B2	Area Calculations
Table B3	Calculation of Peak Flow, 100-year Event, to Chilco Street
Table B4	Calculation of Gutter Flow
Table B5	Table 5 of Belle Haven Storm Drain System, November 14, 1995

I. INTRODUCTION

Clarum Homes proposes construction of the Hamilton Park development in Menlo Park. The project vicinity is shown on Figure 1. The proposed development will discharge storm water runoff to the existing Hamilton Avenue storm drain system. The following report documents the off-site flow capacity available in the Hamilton Avenue storm drain system to serve the proposed Hamilton Park development.

The proposed Hamilton Park development will discharge to an existing 42-inch storm drain line on Hamilton Avenue. Currently, the Hamilton Park site is undeveloped. The portion of the site fronting Hamilton Avenue drains to the Hamilton Avenue Storm Drainage System. The rear portion of the site drains to an un-named swale that conveys flows to the Willow Road storm drain system downstream of Hamilton Avenue (Swale A). Figures 2 and 3 show Swale A, along with on- and off-site areas that drain to Swale A. For the purpose of this report, Swale A is divided into two reaches, reaches A1 and A2.

The Hamilton Avenue Storm Drainage System is evaluated using information provided by the City of Menlo Park, supplemented with survey information collected by Kier and Wright. The analyses are for the 10-year storm event, with expected street water levels presented for a 100-year storm event.

II. SUMMARY

The Project site is in the northern portion of Menlo Park near the Southern Pacific Railroad lines. The drainage area to the Hamilton Avenue storm drain system is shown in Figure 2. The existing storm drainage facilities serving the project area are shown in Figures 3 and 4. Runoff from the project area is conveyed to a Caltrans pump station located adjacent to the Bayfront Expressway.

Local drainage facilities in the project area are sized for development of the project area. As a part of the project, an existing swale, Swale A on Figure 3, will be redirected to the Hamilton Avenue storm drain system. Swale A currently conveys 6.3 acres of off-site runoff and 3.5 acres of on-site runoff through the project site. Swale A discharges to the Belle-Haven storm drainage system at Willow Road at node HT-03, downstream of the project site. With proposed development, Reach A1 of Swale A will be directed to the Hamilton Avenue Storm Drain System in the vicinity of Inlet HT-13.

Currently, the peak flow rate in the Hamilton Avenue system at Inlet HT-13 is 53 cfs during the 10-year event and 69 cfs during the 100-year event. Downstream of the site, the Hamilton Avenue storm drain line has adequate flow capacity to convey the 10-year event with freeboard below the rims for both existing and proposed conditions. The Hamilton Avenue system discharges to the Belle-Haven storm drain system at the intersection of Willow Road and Hamilton Avenue at Inlet HT-05.

With proposed development of Hamilton Park and direction of flow from Reach A1 of Swale A to Hamilton Avenue, the peak flow to the downstream system will increase by 4 cfs and there will be an increase in water levels of up to 0.3 feet during the 10-year event. Currently, the

system downstream of the site has adequate freeboard, with the minimum freeboard of 3.3 feet occurring at the connection point, Inlet HT-13. For proposed conditions, the freeboard at this location is reduced to 3.0 feet. Table 1 presents added areas, flows, and changes in freeboard to the Hamilton Avenue storm drain system from Hamilton Park addition. Upstream of the project, the system will overtop at Inlet HT-21, located at Ivy Drive and Hamilton Avenue. This overtopping at HT-21 will occur regardless of the project.

100-year event - With the Hamilton Park project, development will be placed over the location of the existing Swale A. The project proposes a Relocated Swale A that will be concrete-lined, 5.5-feet wide and will slope at 0.1 percent. The proposed slope is consistent with the existing slope of Swale A through the project site.

The relocated Swale A will convey 24 cfs flow from Chilco Street to an existing 24-inch diameter culvert under a Church parking lot to the east of the site. In addition, the following drainage improvements are recommended: (1) install a flap gate on the Chilco Street storm drain line to prevent reverse flow from the Hamilton Avenue storm drain line, and (2) install a parallel 30-inch diameter storm drain line adjacent to the existing 24-inch storm drain line at the east end of the site.

III. BACKGROUND

The project is located in the City of Menlo Park. The project is within the Belle-Haven drainage area. The area was evaluated as a part of the Belle Haven Storm Drain System. Analyses are presented in the Belle-Haven Master Plan by Wilsey & Ham dated 1970. BKF was not able to find a full copy of this report, but did locate Tables that provided information on the downstream storm drainage system.

The Belle-Haven trunk line to the Dumbarton Pump Station was evaluated by California Department of Transportation (Caltrans) in 1978-79. Calculations show a 30-year event peak flow rate of 320 cfs to the storm drain system downstream of Willow Road at Hamilton Avenue. Based on our review, there are discrepancies in lengths of storm drain lines between the site and the discharge. BKF has revised these calculations to correspond to the location of the existing pump station. These calculations were revised to incorporate flows from the Sun Campus.

BKF Engineers evaluated the Belle Haven Storm Drain System in November 1995 as a part of the review of drainage improvements west of Highway 101.

Drainage within the City of Menlo Park was evaluated as a part of the *City-wide Storm Drainage City Study, City of Menlo Park*, by BKF Engineers dated May 2003 (2003 Drainage Study). The project area is excluded from this study. The methodology used in the 2003 Drainage Study is used for these analyses.

IV. BASIS OF DESIGN

The project area drainage facilities are evaluated using the Rational Method. The following summarizes key criteria.

Design Storm Event - The Hamilton Avenue system is evaluated using a 10-year event contained in the storm drain system and the 100-year storm event with flow through the streets.

Datum – The calculations are based on a datum from 1978 Caltrans calculations that show the rim elevation at Hamilton Avenue and Willow Road at elevation 4.5 (Caltrans Datum). All site topography is adjusted to this elevation. The Hamilton Park project datum is 1.68 feet higher than the Caltrans Datum. The Hamilton Park topography shows the storm drain manhole at the intersection of Hamilton Avenue and Chilco at elevation 6.88. The datum for the 1978 Caltrans calculations shows this location at elevation 5.20.

Computer Program - StormCAD by Haestad Methods is used to evaluate the performance of the existing system. This program is a Rational Method based program, with hydraulic analyses for both free-flow and pressure-flow conditions. The methodology used is consistent with the 2003 Drainage Study.

Time of Concentration – An initial time of concentration of 10 minutes is used for flow to the initial inlet, based on an inlet within about 500 feet of the upstream discharge point. Where the gutter flow distance is longer than 500 feet, a longer initial time of concentration is used. The initial time of concentration is calculated as:

Tc = 10 minutes + (Length to first inlet – 500 feet) / (2 feet per second * 60 seconds/minute)

The time of concentration is increased based on flow through the pipe system. There is an existing large diameter under Highway 101 that is over-sized. With the reported velocities in the line, the time of concentration to the downstream system is larger than would be reasonably expected. For modeling purposes, the diameter of this line is reduced to provide a flow velocity greater than two feet per second.

Runoff Coefficient - Runoff coefficients are developed using Caltrans guidelines presented in the Highway Design Manual. A runoff coefficient of 0.40 is used for residential development, 0.7 is used for commercial areas. Runoff coefficients for open space areas are presented in Table B1 and are developed based on slope, soil infiltration, vegetal cover and storage. Runoff coefficients are increased by a factor of 1.25 for the 100-year event.

Starting Water Level – A starting water level of elevation -14 is used at the pump station consistent with the Caltrans calculations. The starting water level at the pump station is based on a 30-year storm event in the Belle-Haven storm drain system. For the 100-year events, a tailwater of about elevation 2.5 is used at the intersection of Willow Road and

Hamilton Avenue. Elevation 2.5 is slightly below the lowest rim elevation of the Hamilton Avenue storm drain system. With a higher tailwater in the Belle-Haven system, reverse flow will occur from the Belle-Haven system to low points along the Hamilton Avenue system.

Rainfall Intensity - The rainfall-intensity is from Menlo Park precipitation intensity-duration-frequency value and published in California Department of Water Resources Bulletin 195. This bulletin was updated in November 1982 and again in August 1986. The precipitation curve for the intensity-duration-frequency values used is from the August 1986 update. The Intensity equation for the 10-year event is based on a best fit for the precipitation values presented for 15 and 30 minutes. The equation used is:

$I_{10\text{-year}} = 5.76 / \text{Time of Concentration}^{.533}$
$I_{100\text{-year}} = 7.45 / \text{Time of Concentration}^{.51}$

Roughness Coefficient – A Manning's roughness coefficient of 0.013 is used for all storm drain lines. For the purposes of this study, detailed offsite investigation was not conducted to verify pipe materials.

Freeboard – The existing system is evaluated based on the 10-year event contained within the storm drain system.

Bend Losses – Bend losses are calculated using the HEC-22 energy method which considers bend angles, change in flow rate and change in pipe size.

Flow above rim elevation – Where the analyses show that the water level is above the rim elevation, flows are removed from the system and allowed to travel as overland flow to the next downstream inlet with flow capacity. Flows are then returned to the system.

Downstream Flow Rates – Flow rates for the Belle-Haven system are from analyses by Caltrans dated August and October of 1978. The 10-year flow rate at Hamilton Avenue and Willow Road is 275 cfs. In February of 1980, the peak flow rate for the final segment of storm drain was increase to 299 cfs to account for additional flow from property that was then owned by Raychem. For the 100-year event, runoff is added to the downstream system to provide a water level of elevation 2.5 at the intersection of Willow Road and Hamilton Avenue. With additional flows in the Belle-Haven system, there will be reverse flow from the Belle-Haven system to the low point of the Hamilton Avenue system. At this time, it is anticipated that the Belle-Haven storm drain under Highway 101 will limit flow to the downstream to about the 25-year event peak flow rate, and the added flows are reasonable. The 100-year event flows through the Belle-Haven system were not evaluated as a part of this study.

Rim Elevations – Rim Elevations are based on a combination of site survey by Kier & Wright, storm drain invert survey by Kier & Wright, and rim elevations reported by Caltrans. Caltrans reports a starting water level at elevation 86 (elevation -14 on project datum) and a rim at the intersection of Willow Road and Hamilton Avenue (transition from 66-inch to 78-inch diameter line) at elevation 104.5 (elevation 4.5 on project

datum). Project survey by Kier & Wright are adjusted to conform to the Caltrans datum to be consistent with the starting water level.

V. SYSTEM EVALUATION

Upstream and Downstream Storm Drain System

The existing trunk line serving the project area was evaluated for the purpose of establishing the change in water level of the system with the proposed modification to the Hamilton Park drainage. Results are presented in Table 1 for the 10-year storm event for existing conditions and with the proposed project.

During a 10-year event, flows downstream of the site are contained within the storm drain system. Upstream of the site, flows are above the rim elevation at Inlet HT-21 at the intersection of Hamilton Avenue and Ivy Drive. Analyses of the existing storm drainage system are presented in Tables A1 and A2 in the Appendix for the 10-year storm events.

The lowest freeboard in the project vicinity is on Chilco, south of the Fire Station. The rim is shown on project drawings at elevation 4.98 (elevation 3.3 drainage datum). This line currently discharges to Reach A1 of Swale A.

There is an existing swale through the site, shown as Reach A1 of Swale A on Figure 3. The Reach A1 of Swale A drainage area is 10.8 acres. Reach A1 of Swale A discharge easterly to Reach A2 of Swale A through a 24-inch diameter culvert as shown on Figure 3.

Proposed Project

The proposed Hamilton Park project includes installation of proposed on-site storm drain lines that discharge to the Hamilton Avenue Storm Drain line. The on-site system will collect off-site runoff that currently flows into Reach A1 of Swale A. The proposed site runoff will be conveyed to Hamilton Avenue in the vicinity of Inlet HT-13. The water level at inlet HT-13 is elevation 1.5 Drainage Datum (elevation 3.2 Project Datum). At inlet HT-14, the water level is elevation 2.0 Drainage Datum (elevation 3.7 Project Datum). The on-site system should be sized to convey flows from the low point on Chilco Street (rim elevation 4.48 Project Datum) to the Hamilton Park storm drain.

With the proposed connection to Hamilton Avenue, there will be a 4 cfs increase in the peak flow rate of the Hamilton Avenue system during the 10-year event. See Table 1 for changes to the Hamilton Avenue Storm Drain System. The additional flow causes a 0.3 foot increase in the water level along the Hamilton Avenue storm drain line at the Hamilton Park connection point, Inlet HT-13. The increased water levels are contained in the storm drain system for the 10-year event.

Expected Street Water Levels During a 100-year Storm Event

Belle-Haven Storm Drain System

With no storage in low-lying areas, during the 100-year storm event, the Belle-Haven storm drain system on Willow Road is at capacity. During the 100-year storm event, overflow and reverse flow will occur within the Belle-Haven system. Inundation of low-lying areas may cause storage to occur that would decrease system flow, increasing the available flow capacity. A detailed study of unintentional off-site flood storage is outside the scope of this study. For this study, a 100-year water level of about elevation 2.5 is used for the Belle-Haven storm drain system. This is consistent with the low point of the Hamilton Avenue system, and reserve flow from the Belle-Haven system to the Hamilton Avenue system would occur with higher water levels in the Belle-Haven system.

Significant portions of the Hamilton Avenue drainage area are lower than the rim elevation at the intersection of Willow Road and Hamilton Avenue. When the Willow Road storm drain is at capacity, flow will back up into the Hamilton Avenue system. Reverse flow could occur. There is a low-lying area in the vicinity of Windermere Avenue, Hollyburne Avenue and Sevier Avenue that will pond to a level where ponded flows will overtop into Reach A2 of Swale A.

Surface Flows in Hamilton Avenue

Upstream of this low-lying area, the storm drainage system does not have flow capacity for a 100-year event. In the vicinity of Highway 101, the storm drain system has a flow deficiency of about 34 cfs at the peak of the 100-year storm event. The excess flow will be conveyed in the street. A portion of the excess flow is stored within the street, while the remaining flows downstream. With about 21 cfs conveyed in the street (10.5 cfs on each side of the street) about 13 cfs will go to filling the gutter flow. The total depth of flow is about 0.5 feet.

At the intersection of Hamilton Avenue and Chilco Street, a flow split will occur with a portion of the flow directed toward Chilco Street and the remainder staying on Hamilton Avenue. For purposes of this study, the flow in the two gutters on Hamilton Avenue is about the same (10.5 cfs per gutter). The flow in the gutter on the north side of Hamilton Avenue splits, with approximately equal water levels in each of the gutters on Chilco Street and on the north side of Hamilton Avenue. For this condition, about 6.7 cfs will flow to the north on Chilco Street and the remainder will flow easterly on Hamilton Avenue.

Runoff from Terminal Avenue Vicinity

A total of about 30 acres drain to Chilco Avenue from the vicinity of Terminal Avenue. During a 100-year event, the water level in the Hamilton Avenue storm drain at Chilco Street is higher than the ground elevation of Terminal Avenue at Chilco Street. During this peak period, the Terminal Avenue storm drain will have no outlet and all runoff must be conveyed as surface flow. The peak flow from this source to relocated Reach A1 of Swale A is 24.6 cfs.

Direct runoff from Railroad

A total of 2.5 acres will drain directly from the railroad to the site. This runoff from this area to relocated Swale A is about 1.6 cfs.

Require Measures at Site

Currently, runoff in excess of the flow capacity of the Hamilton Avenue storm drain line flows to Swale A. Reach A2 of Swale A discharges to an inlet near Willow Road and the Railroad tracks. The following drainage improvements are recommended:

> **Relocated Swale A –** Relocated Swale A will be a concrete-lined ditch along the property line adjacent to the railroad. Relocated Swale A will slope at 0.1 percent. This is consistent with the slope of the existing Swale A. The swale will be 5.5 feet wide.
>
> **Chilco Street Flap Gate –** A flap gate is proposed on Chilco Street to prevent reverse flow from the Hamilton Avenue storm drain from flowing to the Relocated Swale A.
>
> **Parallel Storm Drain –** The existing 24-inch diameter storm drain line at the east end of Swale A is undersized. For existing conditions, the culvert backs flow into Swale A. For proposed conditions, a parallel 30-inch diameter culvert or equivalent capacity open channel extension is proposed to convey flow to the railroad ditch downstream of the property.

Total Runoff to Relocated Swale A, 100-year Event

During a 100-year event, runoff from Hamilton Avenue surface flows, Terminal Avenue vicinity and the railroad property will flow into the Relocated Swale A. The total inflow is about 33 cfs. The Relocated Swale A will act as a detention basin that will attenuate the runoff by about 9 cfs. The peak flow through the Relocated Swale A is 24 cfs. Water levels along Relocated Swale A are presented in Table A-9. With the proposed Relocated Swale A, the 100-year event is fully contained on the Hamilton Park parcel, and no inundation of the adjacent railroad property is anticipated. At Chilco Street, the water level is elevation 4.8, (project datum) and is below the top of curb elevation of 4.98 (project datum).

VI. CONCLUSIONS

The proposed Hamilton Park project will increase water levels in the Hamilton Avenue Storm Drain system during the 10-year event by up to 0.3 feet. The peak increase in water level is at the proposed connection point, in the vicinity of Inlet HT-13. Where there is an increase in water level, there is adequate freeboard to contain the 10-year storm event.

During a 100-year event, the water level in the storm drain system serving the area north of Hamilton Avenue and east of Chilco Street will be at a lower elevation than the water level in the Hamilton Park system. Under existing conditions, reverse flow will occur from the Hamilton Avenue storm drain to Terminal Avenue, at which point the flow will bubble out of manholes

and gravity flow to Reach A1 of Swale A. The tailwater will prevent flow from occurring in the Terminal Avenue storm drain system, and runoff to Terminal Avenue will surface flow to Chilco Street, then to Reach A1 of Swale A.

For proposed conditions, a Relocated Swale A is proposed that will be concrete-lined, 5.5-feet wide and will convey from Chilco Street to the headwall for the existing 24-inch diameter culvert on the east side of the parcel. A parallel 30-inch diameter culvert is proposed to convey flows from the Relocated Swale A to Reach A2 of Swale A. As an alternative, an open channel can be used to convey flows parallel to the existing 24-inch diameter culvert to Reach A2 of Swale A.

A flap gate is recommended on the Chilco Street storm drain line to prevent reverse flow from occurring from the Hamilton Avenue storm drain line to the line to the low-lying area on Chilco Street.

VII. LIMITATIONS

These analyses are based on a drainage system layout data provided by the City of Menlo Park, Kier and Wright, and not verified by BKF. BKF used depth to invert elevations (“dips”) provided by Kier and Wright and rim elevations from 400-scale San Mateo County contour maps. Pipe materials are considered smooth walled unless field verified. Evaluation of unintentional storage that occurs during flooding conditions is not included in this report. Unintentional storage affects factors such as time of concentration and peak flow rates.

VIII. REFERENCES

California Department of Transportation Highway Design Manual

USGS, 2,000-scale Contours Map

San Mateo County 400-scale Contour Maps

Manual of Standards for Erosion & Sediment Control Measures, Association of Bay Area Governments

AE View for Aerial Map of Site

APPENDIX A

Table A1 Existing Hydrology, 10-year Event
Table A2 Existing Hydraulics, 10-year Event
Table A3 Proposed Hydrology, 10-year Event
Table A4 Proposed Hydraulics, 10-year Event
Table A5 Existing Hydrology, 100-year Event – with Flow in Streets
Table A6 Existing Hydraulics, 100-year Event – with Flow in Streets
Table A7 Proposed Hydrology, 100-year Event – with Flow in Streets
Table A8 Proposed Hydraulics, 100-year Event – with Flow in Streets
Table A9 Flow in Concrete Bypass Channel

APPENDIX B

Table B1 Runoff Coefficient Calculations
Table B2 Area Calculations
Table B3 Calculation of Peak Flow, 100-year Event, to Chilco Street
Table B4 Calculation of Gutter Flow
Table B5 Table 5 of Belle Haven Storm Drain System, November 14, 1995

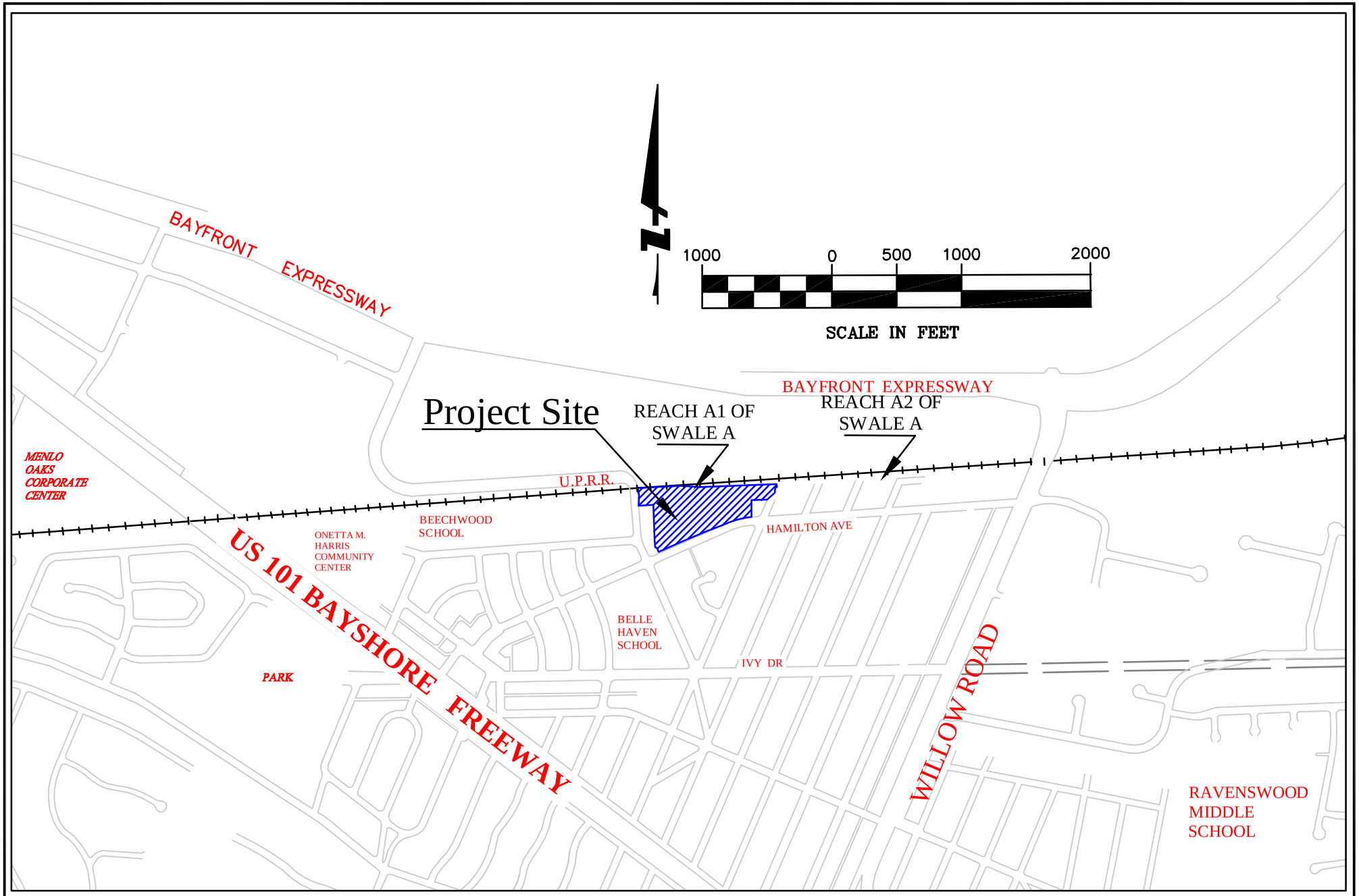

Figure 1
Menlo Park Vicinity Map
Clarum Homes - Menlo Park , CA

BkF

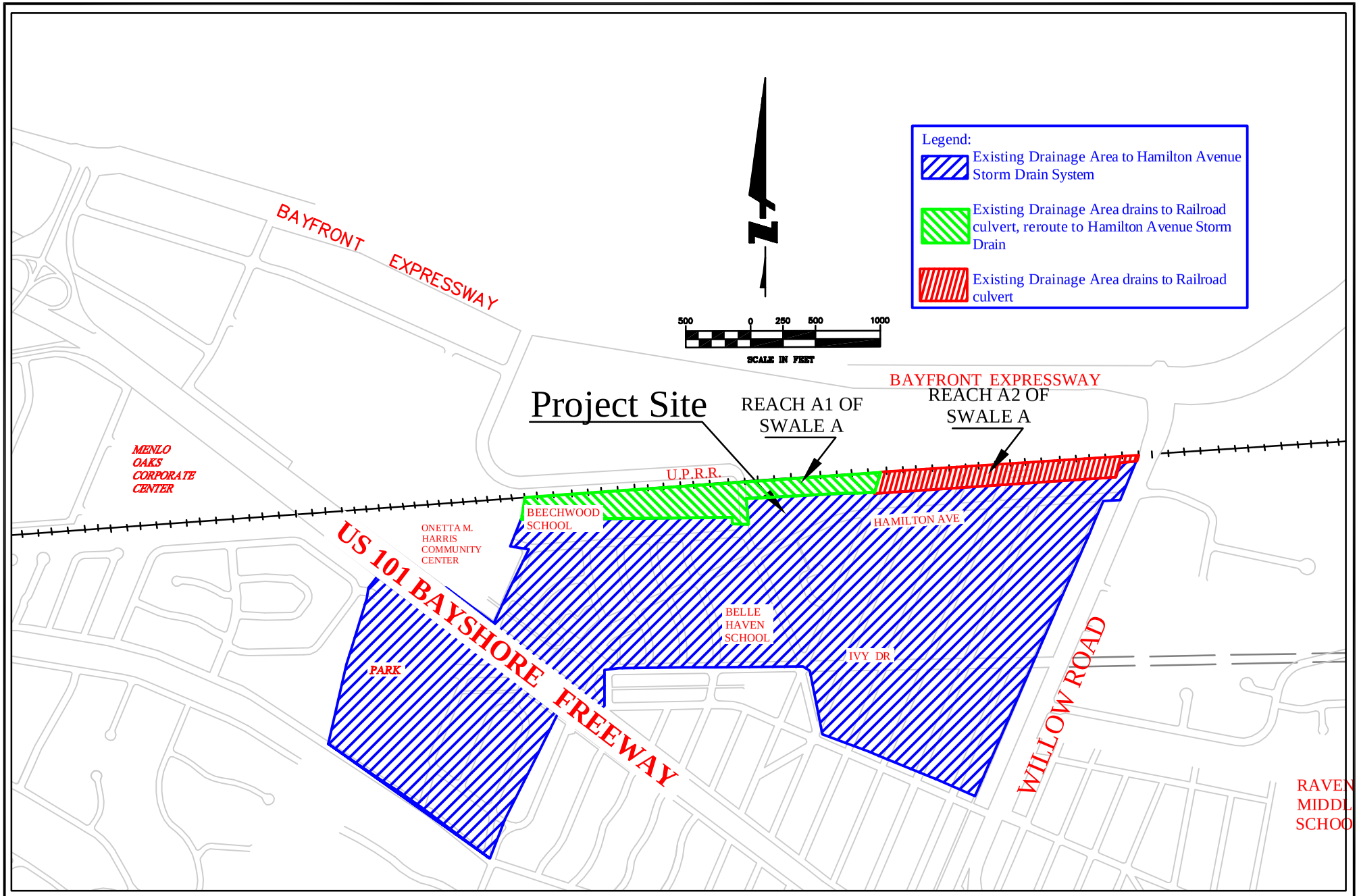

Figure 2
Hamilton Avenue Drainage System Area
Clarum Homes - Menlo Park , CA

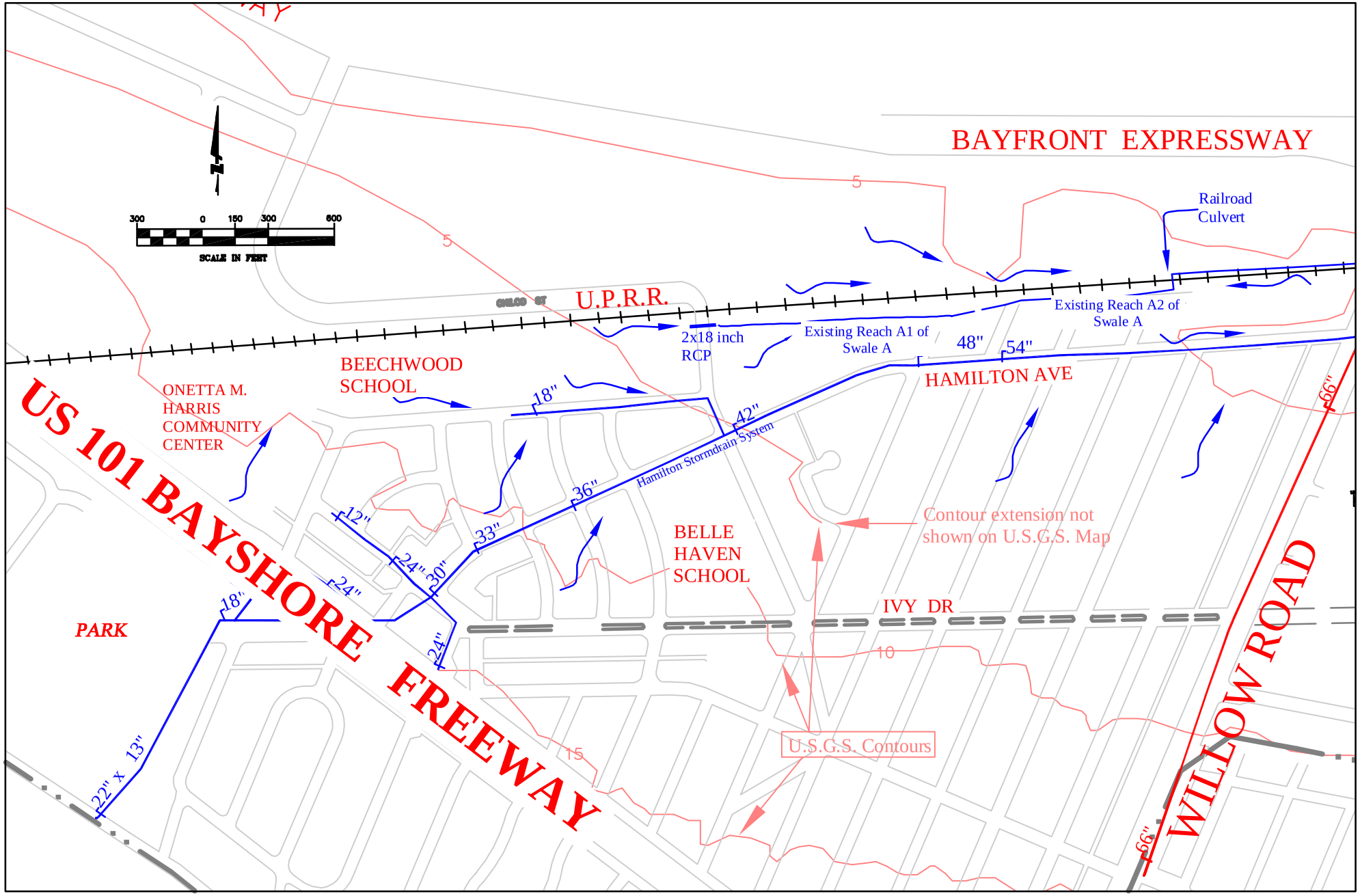

Figure 3
Existing Drainage Systems
Clarum Homes - Menlo Park , CA

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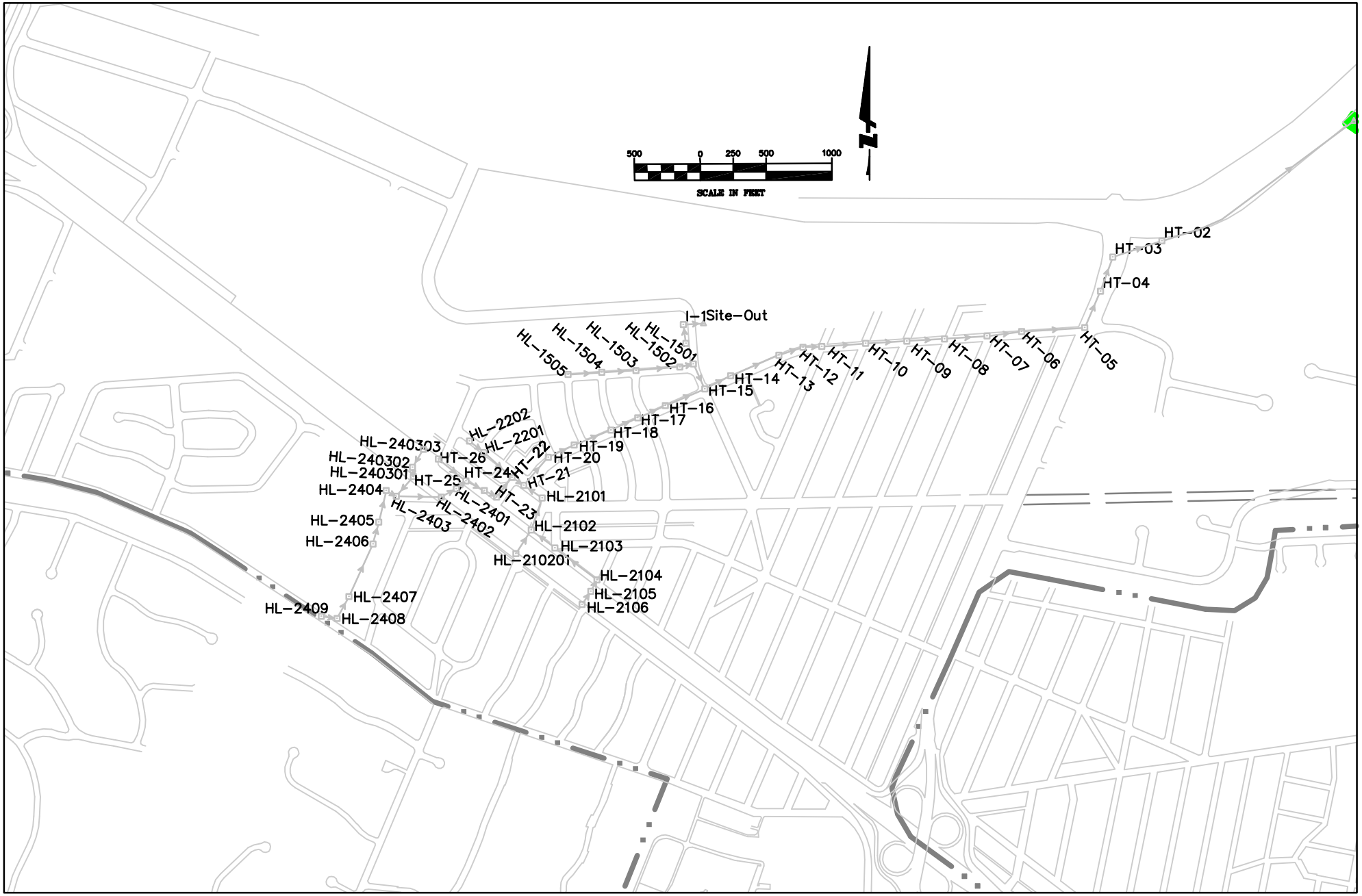


Figure 4
Inlet Numbers and Locations
Clarum Homes - Menlo Park , CA

BkF

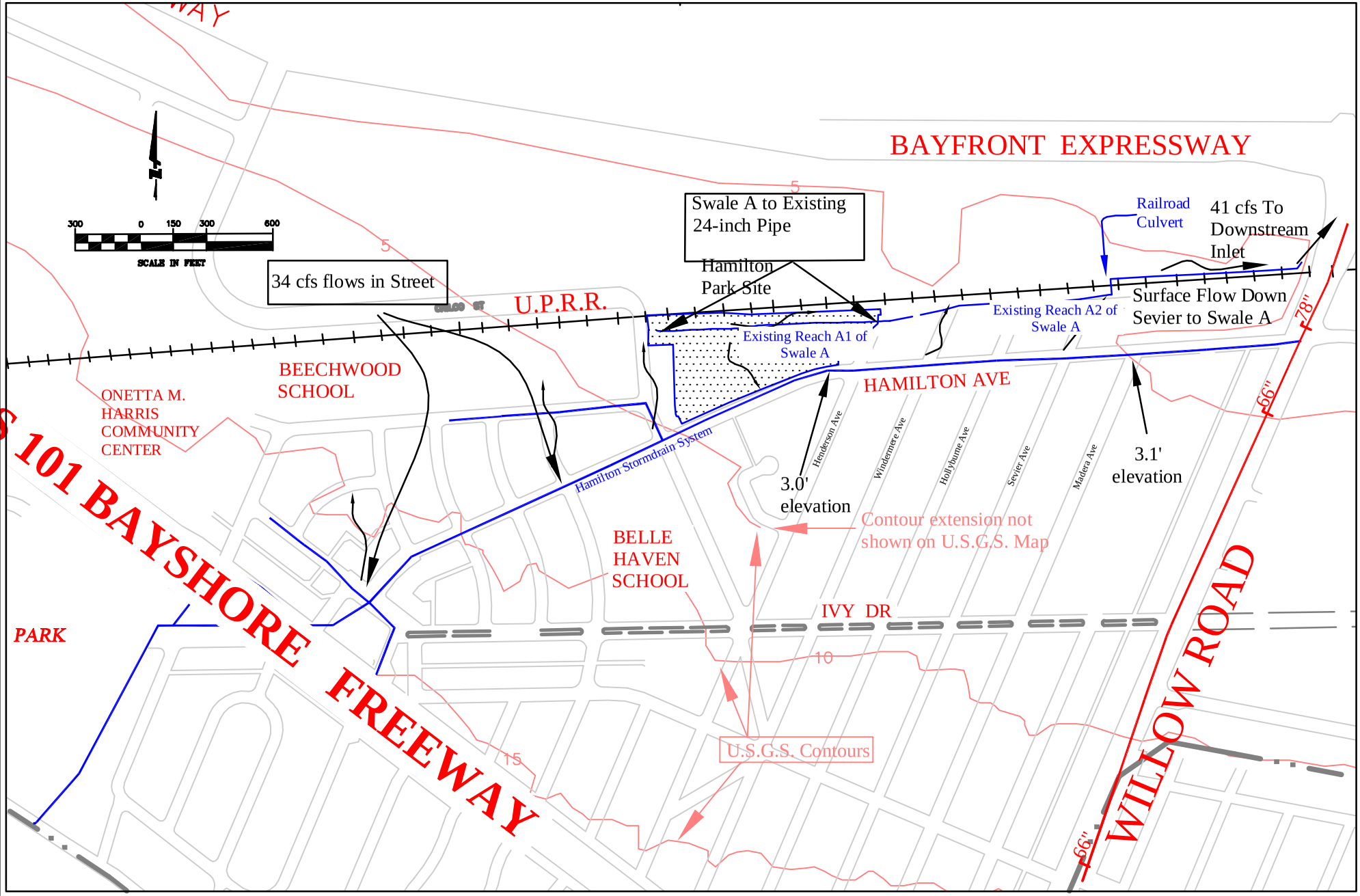


Figure 5
Existing 100-year Surface Flow Direction
Clarum Homes - Menlo Park , CA

BkF

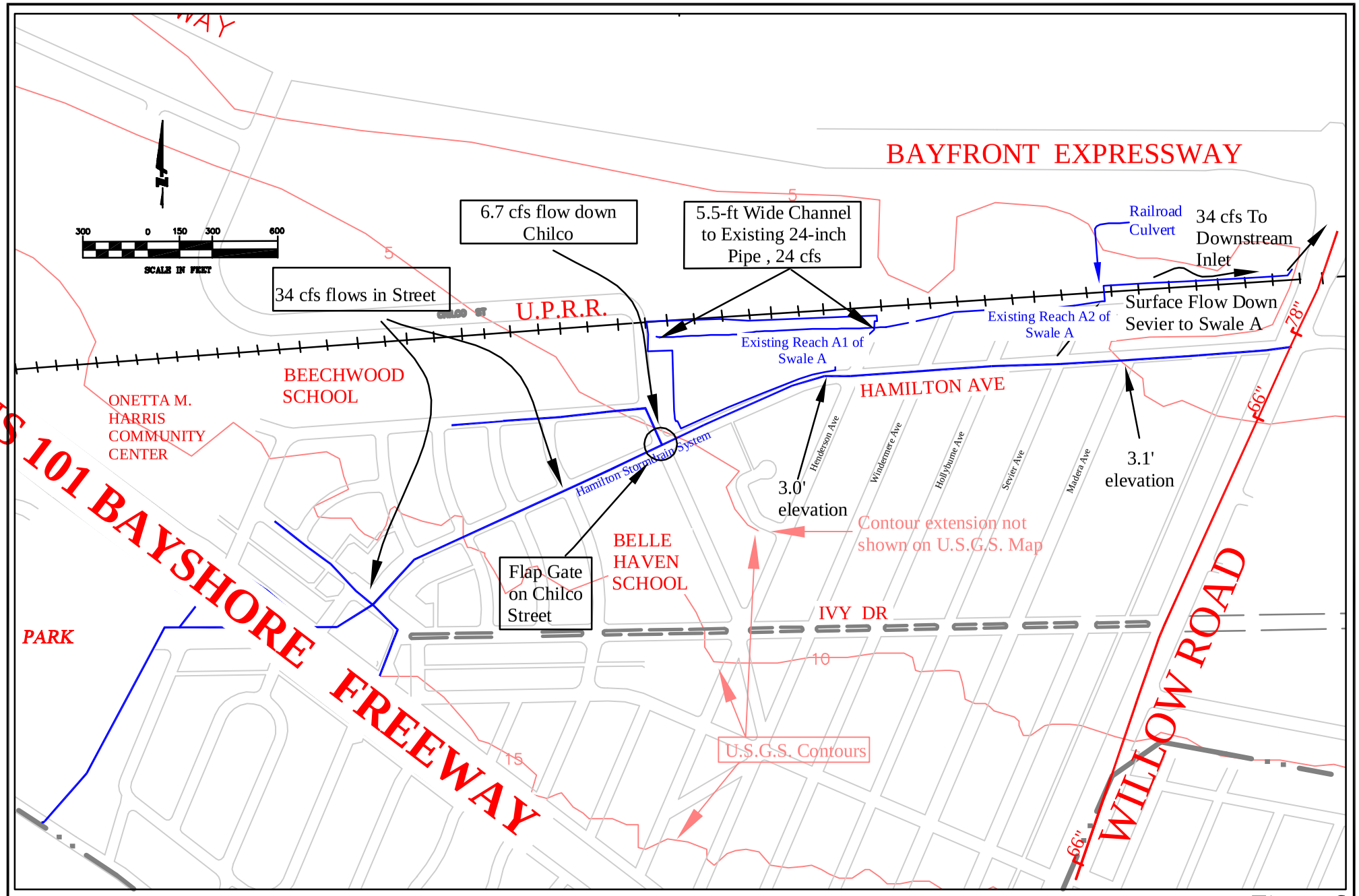


Figure 6
Propsoed 100-year Surface Flow Direction
Clarum Homes - Menlo Park , CA

BkF

Clarum Homes - Hamilton Avenue, Menlo Park

Table 1
Proposed Changes Due to Stream Addtion to Hamilton Storm Drain System, 10-year event

Area to Hamilton Avenue Storm Drain System at Inlet HT-13

Existing (acres)	Proposed (acres)	Change[(2)] (acres)
127	137	9.8

Flows to Hamilton Avenue Storm Drain System at Site

Existing (cfs)	Proposed (cfs)	Change (cfs)
53.3	57.2	4.0

Change to Water Surface Levels within the Hamilton Storm Drain System

Node Identification[1]	Pipe Size (inches)	Existing Freeboard (feet)	Proposed Freeboard (feet)	Change Freeboard (feet)	Existing Surface (feet)	Proposed Surface (feet)	Change Surface (feet)	Incremental Change In Flows Downstream of Addition (cfs)
HT-P21	24 inch	ABOVE RIM	**ABOVE RIM**		11.6	11.9	0.3	0.0
HT-P20	30 inch	3.0	2.7	0.3	8.3	8.6	0.3	0.0
HT-P19	33 inch	3.9	3.7	0.3	6.2	6.5	0.3	0.0
HT-P18	33 inch	4.0	3.7	0.3	5.3	5.6	0.3	0.0
HT-P17	36 inch	4.0	3.7	0.3	4.2	4.5	0.3	0.0
HT-P16	36 inch	2.5	2.2	0.3	3.5	3.8	0.3	0.0
HT-P15	36 inch	3.3	3.0	0.3	2.7	3.0	0.3	0.0
HT-P14	42 inch	3.4	3.2	0.3	1.8	2.0	0.3	0.2
HT-P13	42 inch	3.3	3.0	0.3	1.2	1.5	0.3	0.2
HT-P12	42 inch	3.7	3.4	0.2	-0.1	0.2	0.2	4.0
HT-P11	42 inch	4.1	4.0	0.1	-0.7	-0.6	0.1	4.0
HT-P10	48 inch	4.1	4.1	0.1	-1.2	-1.1	0.1	4.0
HT-P09	54 inch	4.9	4.9	0.0	-1.7	-1.7	0.0	4.0
HT-P08	54 inch	5.1	5.1	-0.1	-1.9	-2.0	-0.1	4.0
HT-P07	54 inch	5.3	5.4	-0.1	-2.2	-2.3	-0.1	4.0
HT-P06	54 inch	5.6	5.8	-0.1	-2.5	-2.7	-0.1	4.1
HT-P05	54 inch	6.7	6.9	-0.2	-3.0	-3.2	-0.2	4.2
HT-P04	78 inch	8.6	8.9	-0.3	-4.1	-4.4	-0.3	-3.2
HT-P03	78 inch	9.1	9.4	-0.3	-5.1	-5.4	-0.3	-2.5
HT-P02	78 inch	10.3	10.5	-0.2	-6.8	-7.0	-0.2	-3.6
HT-P01	78 inch	11.4	11.6	-0.2	-8.4	-8.6	-0.2	-4.0

See Table A-1 and A-2 for values
(1) Pipe HT-P12 was used as the connection point for existing Swale A with Hamilton Storm Drain System.
(2) The 19.6 acres added to total area drainage to Hamilton is shown on Figure 2 in green.
(3) In existing conditions all flows in swale A re-enter system at inlet HT-03
(4) In proposed conditions flows in swale A east of the project site remain conveyed by Inlet HT-03

CLARUM HOMES, HAMILTON AVENUE, MENLO PARK STORM DRAINAGE PLAN

Table A-1
Existing Hydrology: 10-Year Event

Node # (1)	Ground Elevation (ft)	Sump Elevation (ft)	Inlet Area (acres)	Inlet C	Inlet C*A (acres)	Lateral Area	Cumulative Area (acres)	Cumulative C*A (acres)	Inlet Tc (minutes)	System Tc (minutes)	Intensity (in/hr)	Additional Flows	Discharge (cfs)
HL-2406	16.27	12.91	23.50	0.25	5.88		23.50	5.9	10.6	10.6	1.60	0	9.5
HL-2405	15.42	12.28	0.00	0.00	0.00		23.50	5.9	0.0	11.2	1.56	0	9.2
HL-2404	14.49	11.59	0.00	0.00	0.00		23.50	5.9	0.0	11.8	1.51	0	9.0
HL-2403	14.13	6.50	0.00	0.00	0.00		23.50	5.9	0.0	12.0	1.50	0	8.9
HL-2402	13.07	5.79	24.10	0.40	9.64		47.60	15.5	11.9	13.4	1.42	0	22.1
HL-2401	12.50	5.41	0.00	0.00	0.00		47.60	15.5	0.0	14.3	1.37	0	21.4
HL-1505	6.98	1.41	9.60	0.40	3.84		9.60	3.8	8.0	8.0	1.84	0	7.1
HL-1504	5.98	0.41	1.10	0.40	0.44		10.70	4.3	7.0	9.0	1.73	0	7.5
HL-1503	4.89	-0.48	0.70	0.40	0.28		11.40	4.6	7.0	10.1	1.64	0	7.5
HL-1502	4.01	-1.36	10.40	0.40	4.16		21.80	8.7	10.0	10.9	1.57	0	13.8
HL-1501	4.24	-3.88	0.00	0.00	0.00		21.80	8.7	0.0	11.3	1.55	0	13.6
HT-25	12.10	5.05	6.60	0.90	5.94		6.60	21.5	10.0	15.2	1.33	0	28.7
HT-24	11.96	3.97	0.00	0.00	0.00	47.6	54.20	21.5	0.0	15.7	1.31	0	28.3
HT-23	11.64	3.74	1.90	0.40	0.76		56.10	22.2	7.2	15.8	1.30	0	29.1
HT-22	10.81	2.74	2.50	0.34	0.85		58.60	23.1	6.7	16.2	1.28	0	29.9
HT-21	11.24	2.34	5.00	0.40	2.00		63.60	25.1	7.6	16.4	1.28	0	32.3
HT-20	10.14	1.07	0.00	0.00	0.00		63.60	25.1	0.0	17.1	1.25	0	31.6
HT-19	9.29	0.09	4.00	0.40	1.60		67.60	26.7	7.8	17.8	1.23	0	32.9
HT-18	8.23	-1.13	4.60	0.40	1.84		72.20	28.5	10.0	18.6	1.20	0	34.4
HT-17	5.99	-2.27	5.00	0.40	2.00		77.20	30.5	10.0	19.5	1.17	0	36.0
HT-16	5.97	-2.50	1.60	0.40	0.64		78.80	31.2	10.0	20.3	1.15	0	36.0
HT-15	5.20	-7.53	9.80	0.30	2.94	21.8	110.40	42.8	10.0	21.2	1.12	0	48.4
HT-14	4.49	-8.29	5.70	0.40	2.28		116.10	45.1	10.0	21.9	1.10	0	50.1
HT-13	3.60	-9.10	11.10	0.40	4.44		127.20	49.5	14.0	23.4	1.07	0	53.3
HT-12	3.40	-10.35	4.50	0.40	1.80		131.70	51.3	10.0	23.8	1.06	0	54.6
HT-11	2.97	-10.72	0.00	0.00	0.00		131.70	51.3	0.0	24.2	1.05	0	54.2
HT-10	3.21	-11.39	0.00	0.00	0.00		131.70	51.3	0.0	25.6	1.02	0	52.7
HT-09	3.16	-12.00	12.70	0.40	5.08		144.40	56.4	10.0	27.1	0.99	0	56.3
HT-08	3.12	-12.10	14.80	0.41	6.07		159.20	62.5	11.9	28.6	0.96	0	60.6
HT-07	3.08	-12.32	22.20	0.42	9.32		181.40	71.8	10.9	29.9	0.94	0	68.0
HT-06	3.75	-15.06	29.20	0.51	14.89		210.60	86.7	10.7	31.2	0.92	0	80.4
HT-05A	.00	-15.80	0.00	0.00	0.00		0.00	0.0	0.0	0.0	0.00	0	0.0
HT-05	4.50	-16.10	0.00	0.00	0.00		210.60	86.7	0.0	32.6	0.90	**191**	269.2
HT-04	4.00	-17.00	0.00	0.00	0.00		210.60	86.7	0.0	33.2	0.89	191	268.5
HT-03	3.50	-17.50	26.70	0.47	12.55		237.30	99.2	12.7	33.8	0.88	195	283.2
HT-02	3.00	-18.00	0.00	0.00	0.00		237.30	99.2	0.0	34.6	0.87	215	302.6
H-out	2.50	-24.20	0.00	0.00	0.00		237.30	99.2	0.0	37.7	0.84	0	298.9

(1) Node Locations are shown on Figure 4
(2) Outfall is to Pump Station on Willow Road
(3) Existing project has existing warehouses and existing storm drain systems. Storm drains for warehouses empty into Hamilton Storm Drain System.

CLARUM HOMES, HAMILTON AVENUE, MENLO PARK STORM DRAINAGE PLAN

Table A-2
Existing Hydraulics: 10-Year Event

Pipe #	Upstream Node (1)	Downstream Node	Total Discharge (cfs)	Capacity @ Constructed Slope (cfs)	Pipe Size (inches)	Length (feet)	Constructed Slope (ft/ft)	Invert Elevation Upstream (feet)	Invert Elevation Downstream (feet)	Ground/Rim Elevation Upstream (feet)	Ground/Rim Elevation Downstream (feet)	HGL Elevation Upstream (feet)	HGL Elevation Downstream (feet)	Upstream Freeboard (feet)	Upstream Cover (feet)	Velocity (ft/s)
HL-P2406	HL-2406	HL-2405	9.5	6.3	18 inch	176	0.004	12.91	12.28	16.27	15.42	16.62	15.19	**ABOVE RIM**	1.9	0.0
HL-P2405	HL-2405	HL-2404	9.2	6.3	18 inch	192	0.004	12.28	11.59	15.42	14.49	15.10	13.62	0.3	1.6	0.0
HL-P2404	HL-2404	HL-2403	9.0	26.3	18 inch	81	0.063	11.59	6.50	14.49	14.13	13.32	12.73	1.2	1.4	0.0
HL-P2403	HL-2403	HL-2402	8.9	12.4	24 inch	236	0.003	6.50	5.79	14.13	13.07	12.68	12.31	1.5	5.6	0.0
HL-P2402	HL-2402	HL-2401	22.1	55.0	42 inch	127	0.003	5.79	5.41	13.07	12.50	12.25	12.18	0.8	3.8	0.0
HL-P2401	HL-2401	HT-25	21.4	55.1	42 inch	120	0.003	5.41	5.05	12.50	12.10	12.15	12.10	0.4	3.6	0.0
HL-P1505	HL-1505	HL-1504	7.1	6.7	18 inch	243	0.004	1.41	.41	6.98	5.98	7.10	5.98	**ABOVE RIM**	4.1	0.0
HL-P1504	HL-1504	HL-1503	7.5	6.1	18 inch	265	0.003	.41	-.48	5.98	4.89	6.23	4.89	**ABOVE RIM**	4.1	0.0
HL-P1503	HL-1503	HL-1502	7.5	6.7	18 inch	215	0.004	-.48	-1.36	4.89	4.01	5.12	4.01	**ABOVE RIM**	3.9	0.0
HL-P1502	HL-1502	HL-1501	13.8	12.6	18 inch	176	0.014	-1.36	-3.88	4.01	4.24	7.29	4.24	**ABOVE RIM**	3.9	0.0
HL-P1501	HL-1501	HT-15	13.6	14.3	18 inch	198	0.018	-3.88	-7.53	4.24	5.20	6.20	2.88	**ABOVE RIM**	6.6	0.0
HT-P24	HT-25	HT-24	28.7	14.9	24 inch	248	0.004	5.05	3.97	12.10	11.96	15.95	11.96	**ABOVE RIM**	5.1	0.0
HT-P23	HT-24	HT-23	28.3	13.1	24 inch	69	0.003	3.97	3.74	11.96	11.64	12.72	11.64	**ABOVE RIM**	6.0	0.0
HT-P22	HT-23	HT-22	29.1	14.8	24 inch	233	0.004	3.74	2.74	11.64	10.81	14.67	10.81	**ABOVE RIM**	5.9	0.0
HT-P21	HT-22	HT-21	29.9	14.7	24 inch	95	0.004	2.74	2.34	10.81	11.24	11.58	9.93	**ABOVE RIM**	6.1	0.0
HT-P20	HT-21	HT-20	32.3	27.5	30 inch	282	0.005	2.34	1.07	11.24	10.14	8.28	6.53	3.0	6.4	0.0
HT-P19	HT-20	HT-19	31.6	35.5	33 inch	217	0.005	1.07	.09	10.14	9.29	6.21	5.43	3.9	6.3	0.0
HT-P18	HT-19	HT-18	32.9	35.6	33 inch	270	0.005	.09	-1.13	9.29	8.23	5.32	4.28	4.0	6.5	0.0
HT-P17	HT-18	HT-17	34.4	44.9	36 inch	252	0.005	-1.13	-2.27	8.23	5.99	4.22	3.55	4.0	6.4	0.0
HT-P16	HT-17	HT-16	36.0	19.9	36 inch	258	0.001	-2.27	-2.50	5.99	5.97	3.48	2.73	2.5	5.3	0.0
HT-P15	HT-16	HT-15	36.0	91.9	36 inch	265	0.019	-2.50	-7.53	5.97	5.20	2.68	1.91	3.3	5.5	0.0
HT-P14	HT-15	HT-14	48.4	59.1	42 inch	220	0.003	-7.53	-8.29	5.20	4.49	1.77	1.26	3.4	9.2	0.0
HT-P13	HT-14	HT-13	50.1	42.8	42 inch	448	0.002	-8.29	-9.10	4.49	3.60	1.19	.08	3.3	9.3	0.0
HT-P12	HT-13	HT-12	53.3	89.5	42 inch	158	0.008	-9.10	-10.35	3.60	3.40	-.05	-.49	3.7	9.2	0.0
HT-P11	HT-12	HT-11	54.6	56.8	42 inch	116	0.003	-10.35	-10.72	3.40	2.97	-.73	-1.07	4.1	10.3	0.0
HT-P10	HT-11	HT-10	54.2	61.3	48 inch	368	0.002	-10.72	-11.39	2.97	3.21	-1.15	-1.67	4.1	9.7	0.0
HT-P09	HT-10	HT-09	52.7	90.3	54 inch	289	0.002	-11.39	-12.00	3.21	3.16	-1.69	-1.90	4.9	10.1	0.0
HT-P08	HT-09	HT-08	56.3	34.7	54 inch	321	0.000	-12.00	-12.10	3.16	3.12	-1.93	-2.19	5.1	10.7	0.0
HT-P07	HT-08	HT-07	60.6	52.4	54 inch	310	0.001	-12.10	-12.32	3.12	3.08	-2.22	-2.51	5.3	10.7	0.0
HT-P06	HT-07	HT-06	68.0	178.4	54 inch	333	0.008	-12.32	-15.06	3.08	3.75	-2.54	-2.94	5.6	10.9	0.0
HT-P5A	HT-05A	HT-05	0.0	247.1	78 inch	135	0.002	-15.80	-16.10	.00	4.50	-3.90	-3.90	3.9	9.3	0.0
HT-P05	HT-06	HT-05	80.4	97.0	54 inch	427	0.002	-15.06	-16.10	3.75	4.50	-2.98	-3.70	6.7	14.3	0.0
HT-P04	HT-05	HT-04	269.2	292.6	78 inch	289	0.003	-16.10	-17.00	4.50	4.00	-4.14	-4.90	8.6	14.1	0.0
HT-P03	HT-04	HT-03	268.5	216.6	78 inch	293	0.002	-17.00	-17.50	4.00	3.50	-5.11	-5.88	9.1	14.5	0.0
HT-P02	HT-03	HT-02	283.2	180.2	78 inch	423	0.001	-17.50	-18.00	3.50	3.00	-6.81	-8.05	10.3	14.5	0.0
HT-P01	HT-02	H-out	302.6	318.8	78 inch	1677	0.004	-18.00	-24.20	3.00	2.50	-8.41	-14.00	11.4	14.5	0.0

(1) Node Locations are displayed on Figure 4

(2) Outfall: Low flows to pump station, high flows to detention pond.

CLARUM HOMES, HAMILTON AVENUE, MENLO PARK STORM DRAINAGE PLAN

Table A-3
Proposed Hydrology: 10-Year Event

Node # (1)	Ground Elevation (ft)	Sump Elevation (ft)	Inlet Area (acres)	Inlet C	Inlet C*A (acres)	Lateral Area	Cumulative Area (acres)	Cumulative C*A (acres)	Inlet Tc (minutes)	System Tc (minutes)	Intensity (in/hr)	Additional Flows	Discharge (cfs)
HL-2406	16.27	12.91	23.50	**0.25**	5.88		23.50	5.9	10.6	10.6	1.60	0	9.5
HL-2405	15.42	12.28	0.00	0.00	0.00		23.50	5.9	0.0	11.2	1.56	0	9.2
HL-2404	14.49	11.59	0.00	0.00	0.00		23.50	5.9	0.0	11.8	1.51	0	9.0
HL-2403	14.13	6.50	0.00	0.00	0.00		23.50	5.9	0.0	12.0	1.50	0	8.9
HL-2402	13.07	5.79	24.10	0.40	9.64		47.60	15.5	11.9	13.4	1.41	0	22.1
HL-2401	12.50	5.41	0.00	0.00	0.00		47.60	15.5	0.0	14.3	1.37	0	21.4
HL-1505	6.98	1.41	9.60	0.40	3.84		9.60	3.8	8.0	8.0	1.84	0	7.1
HL-1504	5.98	0.41	1.10	0.40	0.44		10.70	4.3	7.0	9.0	1.73	0	7.5
HL-1503	4.89	-0.48	0.70	0.40	0.28		11.40	4.6	7.0	10.1	1.64	0	7.5
HL-1502	4.01	-1.36	10.40	0.40	4.16		21.80	8.7	10.0	10.9	1.57	0	13.8
HL-1501	4.24	-3.88	0.00	0.00	0.00		21.80	8.7	0.0	11.3	1.55	0	13.6
HT-25	12.10	5.05	6.60	0.90	5.94		6.60	21.5	10.0	15.2	1.33	0	28.7
HT-24	11.96	3.97	0.00	0.00	0.00	47.6	54.20	21.5	0.0	15.7	1.31	0	28.3
HT-23	11.64	3.74	1.90	0.40	0.76		56.10	22.2	7.2	15.8	1.30	0	29.1
HT-22	10.81	2.74	2.50	0.34	0.85		58.60	23.1	6.7	16.2	1.28	0	29.9
HT-21	11.24	2.34	5.00	0.40	2.00		63.60	25.1	7.6	16.4	1.28	0	32.3
HT-20	10.14	1.07	0.00	0.00	0.00		63.60	25.1	0.0	17.1	1.25	0	31.6
HT-19	9.29	0.09	4.00	0.40	1.60		67.60	26.7	7.8	17.8	1.23	0	32.9
HT-18	8.23	-1.13	4.60	0.40	1.84		72.20	28.5	10.0	18.6	1.20	0	34.4
HT-17	5.99	-2.27	5.00	0.40	2.00		77.20	30.5	10.0	19.5	1.17	0	36.0
HT-16	5.97	-2.50	1.60	0.40	0.64		78.80	31.2	10.0	20.3	1.15	0	36.0
HT-15	5.20	-7.53	9.80	0.32	3.14	21.8	110.40	43.0	10.0	21.2	1.12	0	48.6
HT-14	4.49	-8.29	5.70	0.40	2.28		116.10	45.3	10.0	21.9	1.10	0	50.3
HT-13	3.60	-9.10	20.90	0.38	7.94		137.00	53.2	14.0	23.4	1.07	0	57.2
HT-12	3.40	-10.35	4.50	0.40	1.80		141.50	55.0	10.0	23.8	1.06	0	58.6
HT-11	2.97	-10.72	0.00	0.00	0.00		141.50	55.0	0.0	24.1	1.05	0	58.2
HT-10	3.21	-11.39	0.00	0.00	0.00		141.50	55.0	0.0	25.4	1.02	0	56.7
HT-09	3.16	-12.00	12.70	0.40	5.08		154.20	60.1	10.9	26.8	0.99	0	60.3
HT-08	3.12	-12.10	14.80	0.41	6.07		169.00	66.2	11.9	28.2	0.97	0	64.6
HT-07	3.08	-12.32	22.20	0.42	9.32		191.20	75.5	10.9	29.5	0.95	0	72.1
HT-06	3.75	-15.06	29.20	0.51	14.89		220.40	90.4	10.7	30.7	0.93	0	84.6
HT-5A	.00	-15.80	0.00	0.00	0.00		191.20	0.0	0.0	0.0	0.00	0	0.0
HT-05	4.50	-16.10	0.00	0.00	0.00		220.40	90.4	0.0	32.0	0.91	183	266.0
HT-04	4.00	-17.00	0.00	0.00	0.00		220.40	90.4	0.0	32.6	0.90	184	266.0
HT-03	3.50	-17.50	7.10	0.90	6.39		227.50	96.8	12.7	33.2	0.89	193	279.6
HT-02	3.00	-18.00	0.00	0.00	0.00		227.50	96.8	0.0	34.1	0.88	213	298.5
H-out	2.50	-24.20	0.00	0.00	0.00		227.50	96.8	0.0	37.2	0.84	0	294.8

(1) Node Locations are shown on Figure 4
(2) Outfall is to Pump Station on Willow Road

CLARUM HOMES, HAMILTON AVENUE, MENLO PARK STORM DRAINAGE PLAN

Table A-4
Proposed Hydraulics: 10-Year Event

Pipe #	Upstream Node (1)	Downstream Node	Total Discharge (cfs)	Capacity @ Constructed Slope (cfs)	Pipe Size (inches)	Length (feet)	Constructed Slope (ft/ft)	Invert Elevation Upstream (feet)	Invert Elevation Downstream (feet)	Ground/Rim Elevation Upstream (feet)	Ground/Rim Elevation Downstream (feet)	HGL Elevation Upstream (feet)	HGL Elevation Downstream (feet)	Upstream Freeboard (feet)	Upstream Cover (feet)	Velocity (ft/s)
HL-P2406	HL-2406	HL-2405	9.5	6.3	18 inch	176	0.004	12.91	12.28	16.27	15.42	16.62	15.19	**ABOVE RIM**	1.9	0.0
HL-P2405	HL-2405	HL-2404	9.2	6.3	18 inch	192	0.004	12.28	11.59	15.42	14.49	15.10	13.62	0.3	1.6	0.0
HL-P2404	HL-2404	HL-2403	9.0	26.3	18 inch	81	0.063	11.59	6.50	14.49	14.13	13.32	12.73	1.2	1.4	0.0
HL-P2403	HL-2403	HL-2402	8.9	12.4	24 inch	236	0.003	6.50	5.79	14.13	13.07	12.68	12.31	1.5	5.6	0.0
HL-P2402	HL-2402	HL-2401	22.1	55.0	42 inch	127	0.003	5.79	5.41	13.07	12.50	12.25	12.18	0.8	3.8	0.0
HL-P2401	HL-2401	HT-25	21.4	55.1	42 inch	120	0.003	5.41	5.05	12.50	12.10	12.15	12.10	0.4	3.6	0.0
HL-P1505	HL-1505	HL-1504	7.1	6.7	18 inch	243	0.004	1.41	.41	6.98	5.98	7.10	5.98	**ABOVE RIM**	4.1	0.0
HL-P1504	HL-1504	HL-1503	7.5	6.1	18 inch	265	0.003	.41	-.48	5.98	4.89	6.23	4.89	**ABOVE RIM**	4.1	0.0
HL-P1503	HL-1503	HL-1502	7.5	6.7	18 inch	215	0.004	-.48	-1.36	4.89	4.01	5.12	4.01	**ABOVE RIM**	3.9	0.0
HL-P1502	HL-1502	HL-1501	13.8	12.6	18 inch	176	0.014	-1.36	-3.88	4.01	4.24	7.29	4.24	**ABOVE RIM**	3.9	0.0
HL-P1501	HL-1501	HT-15	13.6	14.3	18 inch	198	0.018	-3.88	-7.53	4.24	5.20	6.48	3.16	**ABOVE RIM**	6.6	0.0
HT-P24	HT-25	HT-24	28.7	14.9	24 inch	248	0.004	5.05	3.97	12.10	11.96	15.95	11.96	**ABOVE RIM**	5.1	0.0
HT-P23	HT-24	HT-23	28.3	13.1	24 inch	69	0.003	3.97	3.74	11.96	11.64	12.72	11.64	**ABOVE RIM**	6.0	0.0
HT-P22	HT-23	HT-22	29.1	14.8	24 inch	233	0.004	3.74	2.74	11.64	10.81	14.67	10.81	**ABOVE RIM**	5.9	0.0
HT-P21	HT-22	HT-21	29.9	14.7	24 inch	95	0.004	2.74	2.34	10.81	11.24	11.86	10.20	**ABOVE RIM**	6.1	0.0
HT-P20	HT-21	HT-20	32.3	27.5	30 inch	282	0.005	2.34	1.07	11.24	10.14	8.55	6.81	2.7	6.4	0.0
HT-P19	HT-20	HT-19	31.6	35.5	33 inch	217	0.005	1.07	.09	10.14	9.29	6.48	5.71	3.7	6.3	0.0
HT-P18	HT-19	HT-18	32.9	35.6	33 inch	270	0.005	.09	-1.13	9.29	8.23	5.60	4.55	3.7	6.5	0.0
HT-P17	HT-18	HT-17	34.4	44.9	36 inch	252	0.005	-1.13	-2.27	8.23	5.99	4.49	3.82	3.7	6.4	0.0
HT-P16	HT-17	HT-16	36.0	19.9	36 inch	258	0.001	-2.27	-2.50	5.99	5.97	3.76	3.01	2.2	5.3	0.0
HT-P15	HT-16	HT-15	36.0	91.9	36 inch	265	0.019	-2.50	-7.53	5.97	5.20	2.96	2.19	3.0	5.5	0.0
HT-P14	HT-15	HT-14	48.6	59.1	42 inch	220	0.003	-7.53	-8.29	5.20	4.49	2.04	1.53	3.2	9.2	0.0
HT-P13	HT-14	HT-13	50.3	42.8	42 inch	448	0.002	-8.29	-9.10	4.49	3.60	1.46	.34	3.0	9.3	0.0
HT-P12	HT-13	HT-12	57.2	89.5	42 inch	158	0.008	-9.10	-10.35	3.60	3.40	.18	-.33	3.4	9.2	0.0
HT-P11	HT-12	HT-11	58.6	56.8	42 inch	116	0.003	-10.35	-10.72	3.40	2.97	-.60	-.99	4.0	10.3	0.0
HT-P10	HT-11	HT-10	58.2	61.3	48 inch	368	0.002	-10.72	-11.39	2.97	3.21	-1.08	-1.69	4.1	9.7	0.0
HT-P09	HT-10	HT-09	56.7	90.3	54 inch	289	0.002	-11.39	-12.00	3.21	3.16	-1.71	-1.95	4.9	10.1	0.0
HT-P08	HT-09	HT-08	60.3	34.7	54 inch	321	0.000	-12.00	-12.10	3.16	3.12	-1.98	-2.28	5.1	10.7	0.0
HT-P07	HT-08	HT-07	64.6	52.4	54 inch	310	0.001	-12.10	-12.32	3.12	3.08	-2.31	-2.65	5.4	10.7	0.0
HT-P06	HT-07	HT-06	72.1	178.4	54 inch	333	0.008	-12.32	-15.06	3.08	3.75	-2.68	-3.13	5.8	10.9	0.0
HT-P5A	HT-5A	HT-05	0.0	247.1	78 inch	135	0.002	-15.80	-16.10	.00	4.50	-4.05	-4.05	4.1	9.3	0.0
HT-P05	HT-06	HT-05	84.6	97.0	54 inch	427	0.002	-15.06	-16.10	3.75	4.50	-3.18	-3.97	6.9	14.3	0.0
HT-P04	HT-05	HT-04	266.0	292.6	78 inch	289	0.003	-16.10	-17.00	4.50	4.00	-4.40	-5.15	8.9	14.1	0.0
HT-P03	HT-04	HT-03	266.0	216.6	78 inch	293	0.002	-17.00	-17.50	4.00	3.50	-5.36	-6.11	9.4	14.5	0.0
HT-P02	HT-03	HT-02	279.6	180.2	78 inch	423	0.001	-17.50	-18.00	3.50	3.00	-7.00	-8.21	10.5	14.5	0.0
HT-P01	HT-02	H-out	298.5	318.8	78 inch	1,677	0.004	-18.00	-24.20	3.00	2.50	-8.56	-14.00	11.6	14.5	0.0

(1) Node Locations are displayed on Figure 4

(2) Outfall: Low flows to pump station, high flows to detention pond.

CLARUM HOMES, HAMILTON AVENUE, MENLO PARK STORM DRAINAGE PLAN

Table A-5
Existing Hydrology: 100-Year Event with Flow in Street

Node # (1)	Ground Elevation (ft)	Sump Elevation (ft)	Inlet Area (acres)	Inlet C	Inlet C*A (acres)	Lateral Area	Cumulative Area (acres)	Cumulative C*A (acres)	Inlet Tc (minutes)	System Tc (minutes)	Intensity (in/hr)	Additional Flows	Discharge (cfs)
HL-2406	16.27	12.91	23.50	0.31	7.29		23.50	7.3	10.6	10.6	2.24	0	16.4
HL-2405	15.42	12.28	0.00	0.00	0.00		23.50	7.3	0.0	10.9	2.20	0	16.2
HL-2404	14.49	11.59	0.00	0.00	0.00		23.50	7.3	0.0	11.3	2.17	0	15.9
HL-2403	14.13	6.50	0.00	0.00	0.00		23.50	7.3	0.0	11.4	2.15	0	15.8
HL-2402	13.07	5.79	24.10	0.50	12.05		47.60	19.3	11.9	12.2	2.08	0	40.6
HL-2401	12.50	5.41	0.00	0.00	0.00		47.60	19.3	0.0	12.9	2.03	0	39.5
HT-25	12.10	5.05	6.60	0.90	5.94		6.60	25.3	10.0	13.3	1.99	-34	16.9
HT-24	11.96	3.97	0.00	0.00	0.00	47.60	54.20	25.3	0.0	14.1	1.93	-34	15.5
HT-23	11.64	3.74	1.90	0.50	0.95		56.10	26.2	7.2	14.3	1.92	-34	16.9
HT-22	10.81	2.74	2.50	0.42	1.05		58.60	27.3	6.7	15.1	1.87	-34	17.7
HT-21	11.24	2.34	5.00	0.42	2.10		63.60	29.4	7.6	15.3	1.85	-34	21.1
HT-20	10.14	1.07	0.00	0.00	0.00		63.60	29.4	0.0	16.4	1.79	-34	19.2
HT-19	9.29	0.09	4.00	0.50	2.00		67.60	31.4	7.8	17.6	1.73	-34	21.0
HT-18	8.23	-1.13	4.60	0.50	2.30		72.20	33.7	10.0	18.8	1.67	-34	22.9
HT-17	5.99	-2.27	5.00	0.50	2.50		77.20	36.2	10.0	20.1	1.61	-34	25.1
HT-16	5.97	-2.50	1.60	0.50	0.80		78.80	37.0	10.0	21.3	1.56	-34	24.6
HT-15	5.20	-7.53	9.80	0.40	3.92		88.60	40.9	10.0	22.6	1.52	-41	21.9
HT-14	4.49	-8.29	5.70	0.50	2.85		94.30	43.8	10.0	24.2	1.47	-41	24.0
HT-13	3.60	-9.10	11.10	0.50	5.55		105.40	49.3	14.0	27.2	1.38	-41	28.0
HT-12	3.40	-10.35	4.50	0.50	2.25		109.90	51.6	10.0	28.1	1.36	-41	29.9
HT-11	2.97	-10.72	0.00	0.50	0.00		109.90	51.6	0.0	28.8	1.34	-41	29.1
HT-10	3.21	-11.39	0.00	0.50	0.00		109.90	51.6	0.0	31.4	1.29	-41	26.0
HT-09	3.16	-12.00	12.70	0.50	6.35		122.60	57.9	10.9	34.3	1.23	-41	30.9
HT-08	3.12	-12.10	14.80	0.52	7.70		137.40	65.6	11.9	37.1	1.18	-41	37.3
HT-07	3.08	-12.32	22.20	0.52	11.54		159.60	77.1	10.9	39.3	1.15	-41	48.4
HT-06	3.75	-15.06	29.20	0.58	16.94		188.80	94.1	10.7	41.1	1.12	-41	65.5
HT-05A	.00	-15.80	0.00	0.00	0.00		0.00	0.0	0.0	0.0	0.00	244	243.7
HT-05	4.50	-16.10	0.00	0.88	0.00		188.80	94.1	0.0	42.8	1.10	203	307.0
HT-04	4.00	-17.00	0.00	0.00	0.00		188.80	94.1	0.0	43.4	1.09	203	306.3
HT-03	3.50	-17.50	38.70	0.59	22.83		227.50	116.9	12.7	43.9	1.08	207	334.9
HT-02	3.00	-18.00	0.00	0.00	0.00		227.50	116.9	0.0	44.6	1.07	228	354.3
H-out	2.50	-24.20	0.00	0.00	0.00		227.50	116.9	0.0	47.2	1.04	0	350.6

(1) Node Locations are shown on Figure 4
(2) Outfall is to Pump Station on Willow Road

CLARUM HOMES, HAMILTON AVENUE, MENLO PARK STORM DRAINAGE PLAN

Table A-6
Existing Hydraulics: 100-Year Event with Flow in Street

Pipe #	Upstream Node (1)	Downstream Node	Total Discharge (cfs)	Capacity @ Constructed Slope (cfs)	Pipe Size (inches)	Length (feet)	Constructed Slope (ft/ft)	Invert Elevation		Ground/Rim Elevation		HGL Elevation		Freeboard (feet)	Amount Above Rim (feet)	Amount Flowing in Street (cfs)	Upstream Cover (feet)	Velocity (ft/s)
								Upstream	Downstream	Upstream	Downstream	Upstream	Downstream					
HL-P2406	HL-2406	HL-2405	16.4	6.3	18 inch	176	0.004	12.91	12.28	16.27	15.42	19.72	15.42	**ABOVE RIM**	3.5		1.9	9.3
HL-P2405	HL-2405	HL-2404	16.2	6.3	18 inch	192	0.004	12.28	11.59	15.42	14.49	19.04	14.49	**ABOVE RIM**	3.6		1.6	9.2
HL-P2404	HL-2404	HL-2403	15.9	26.3	18 inch	81	0.063	11.59	6.50	14.49	14.13	15.99	14.13	**ABOVE RIM**	1.5		1.4	9.0
HL-P2403	HL-2403	HL-2402	15.8	12.4	24 inch	236	0.003	6.50	5.79	14.13	13.07	13.77	12.61	0.4	BELOW RIM		5.6	5.0
HL-P2402	HL-2402	HL-2401	40.6	78.6	48 inch	127	0.003	5.79	5.41	13.07	12.50	12.49	12.39	0.6	BELOW RIM		3.3	3.2
HL-P2401	HL-2401	HT-25	39.5	55.1	42 inch	120	0.003	5.41	5.05	12.50	12.10	12.28	12.10	0.2	BELOW RIM		3.6	4.1
HT-P24	HT-25	HT-24	16.9	14.9	24 inch	248	0.004	5.05	3.97	12.10	11.96	12.07	10.68	0.0	BELOW RIM	34	5.1	5.4
HT-P23	HT-24	HT-23	15.5	13.1	24 inch	69	0.003	3.97	3.74	11.96	11.64	10.39	10.06	1.6	BELOW RIM	34	6.0	4.9
HT-P22	HT-23	HT-22	16.9	14.8	24 inch	233	0.004	3.74	2.74	11.64	10.81	9.44	8.13	2.2	BELOW RIM	34	5.9	5.4
HT-P21	HT-22	HT-21	17.7	14.7	24 inch	95	0.004	2.74	2.34	10.81	11.24	7.38	6.80	3.4	BELOW RIM	34	6.1	5.6
HT-P20	HT-21	HT-20	21.1	27.5	30 inch	282	0.005	2.34	1.07	11.24	10.14	6.38	5.63	4.9	BELOW RIM	34	6.4	4.3
HT-P19	HT-20	HT-19	19.2	35.5	33 inch	217	0.005	1.07	.09	10.14	9.29	5.55	5.26	4.6	BELOW RIM	34	6.3	3.2
HT-P18	HT-19	HT-18	21.0	35.6	33 inch	270	0.005	.09	-1.13	9.29	8.23	5.22	4.80	4.1	BELOW RIM	34	6.5	3.5
HT-P17	HT-18	HT-17	22.9	44.9	36 inch	252	0.005	-1.13	-2.27	8.23	5.99	4.77	4.48	3.5	BELOW RIM	34	6.4	3.2
HT-P16	HT-17	HT-16	25.1	19.9	36 inch	258	0.001	-2.27	-2.50	5.99	5.97	4.45	4.08	1.5	BELOW RIM	34	5.3	3.6
HT-P15	HT-16	HT-15	24.6	91.9	36 inch	265	0.019	-2.50	-7.53	5.97	5.20	4.06	3.70	1.9	BELOW RIM	34	5.5	3.5
HT-P14	HT-15	HT-14	21.9	59.1	42 inch	220	0.003	-7.53	-8.29	5.20	4.49	3.68	3.57	1.5	BELOW RIM	41	9.2	2.3
HT-P13	HT-14	HT-13	24.0	42.8	42 inch	448	0.002	-8.29	-9.10	4.49	3.60	3.56	3.30	0.9	BELOW RIM	41	9.3	2.5
HT-P12	HT-13	HT-12	28.0	89.5	42 inch	158	0.008	-9.10	-10.35	3.60	3.40	3.27	3.14	0.3	BELOW RIM	41	9.2	2.9
HT-P11	HT-12	HT-11	29.9	56.8	42 inch	116	0.003	-10.35	-10.72	3.40	2.97	3.07	2.97	0.3	BELOW RIM	41	10.3	3.1
HT-P10	HT-11	HT-10	29.1	61.3	48 inch	368	0.002	-10.72	-11.39	2.97	3.21	2.96	2.81	0.0	BELOW RIM	41	9.7	2.3
HT-P09	HT-10	HT-09	26.0	90.3	54 inch	289	0.002	-11.39	-12.00	3.21	3.16	2.81	2.76	0.4	BELOW RIM	41	10.1	1.6
HT-P08	HT-09	HT-08	30.9	34.7	54 inch	321	0.000	-12.00	-12.10	3.16	3.12	2.75	2.67	0.4	BELOW RIM	41	10.7	1.9
HT-P07	HT-08	HT-07	37.3	52.4	54 inch	310	0.001	-12.10	-12.32	3.12	3.08	2.66	2.55	0.5	BELOW RIM	41	10.7	2.4
HT-P06	HT-07	HT-06	48.4	178.4	54 inch	333	0.008	-12.32	-15.06	3.08	3.75	2.53	2.33	0.6	BELOW RIM	41	10.9	3.0
HT-P05A	HT-05A	HT-05	243.7	247.1	78 inch	135	0.002	-15.80	-16.10	.00	4.50	1.00	.71	**ABOVE RIM**	1.0	0	9.3	7.3
HT-P05	HT-06	HT-05	65.5	97.0	54 inch	427	0.002	-15.06	-16.10	3.75	4.50	2.30	1.83	1.5	BELOW RIM		14.3	4.1
HT-P04	HT-05	HT-04	307.0	292.6	78 inch	289	0.003	-16.10	-17.00	4.50	4.00	.00	-.99	4.5	BELOW RIM		14.1	9.3
HT-P03	HT-04	HT-03	306.3	216.6	78 inch	293	0.002	-17.00	-17.50	4.00	3.50	-1.33	-2.33	5.3	BELOW RIM		14.5	9.2
HT-P02	HT-03	HT-02	334.9	180.2	78 inch	423	0.001	-17.50	-18.00	3.50	3.00	-3.99	-5.72	7.5	BELOW RIM		14.5	10.1
HT-P01	HT-02	H-out	354.3	318.8	78 inch	1677	0.004	-18.00	-24.20	3.00	2.50	-6.34	-14.00	9.3	BELOW RIM		14.5	10.7

(1) Node Locations are displayed on Figure 4
(2) Outfall: Low flows to pump station, high flows to detention pond.

CLARUM HOMES, HAMILTON AVENUE, MENLO PARK STORM DRAINAGE PLAN

Table A-7
Proposed Hydrology: 100-Year Event with Flow in Street

Node # (1)	Ground Elevation (ft)	Sump Elevation (ft)	Inlet Area (acres)	Inlet C	Inlet C*A (acres)	Lateral Area	Cumulative Area (acres)	Cumulative C*A (acres)	Inlet Tc (minutes)	System Tc (minutes)	Intensity (in/hr)	Additional Flows	Discharge (cfs)
HL-2406	16.27	12.91	23.50	0.31	7.29		23.50	7.3	10.6	10.6	2.23	0	16.4
HL-2405	15.42	12.28	0.00	0.00	0.00		23.50	7.3	0.0	10.9	2.20	0	16.2
HL-2404	14.49	11.59	0.00	0.00	0.00		23.50	7.3	0.0	11.3	2.17	0	15.9
HL-2403	14.13	6.50	0.00	0.00	0.00		23.50	7.3	0.0	11.4	2.15	0	15.8
HL-2402	13.07	5.79	24.10	0.50	12.05		47.60	19.3	11.9	12.2	2.08	0	40.6
HL-2401	12.50	5.41	0.00	0.00	0.00		47.60	19.3	0.0	12.9	2.03	0	39.5
HT-25	12.10	5.05	6.60	0.90	5.94		6.60	25.3	10.0	13.3	1.99	-34	16.6
HT-24	11.96	3.97	0.00	0.00	0.00		6.60	25.3	0.0	14.1	1.93	-34	15.2
HT-23	11.64	3.74	1.90	0.50	0.95	47.60	56.10	26.2	7.2	14.4	1.91	-34	16.6
HT-22	10.81	2.74	2.50	0.42	1.05		58.60	27.3	6.7	15.1	1.87	-34	17.3
HT-21	11.24	2.34	5.00	0.42	2.10		63.60	29.4	7.6	15.4	1.85	-34	20.7
HT-20	10.14	1.07	0.00	0.00	0.00		63.60	29.4	0.0	16.5	1.78	-34	18.8
HT-19	9.29	0.09	4.00	0.50	2.00		67.60	31.4	7.8	17.6	1.72	-34	20.5
HT-18	8.23	-1.13	4.60	0.50	2.30		72.20	33.7	10.0	18.9	1.66	-34	22.4
HT-17	5.99	-2.27	5.00	0.50	2.50		77.20	36.2	10.0	20.3	1.61	-34	24.6
HT-16	5.97	-2.50	1.60	0.50	0.80		78.80	37.0	10.0	21.5	1.56	-34	24.1
HT-15	5.20	-7.53	9.80	0.40	3.92		88.60	40.9	10.0	22.8	1.51	-34	28.3
HT-14	4.49	-8.29	5.70	0.50	2.85		94.30	43.8	10.0	24.0	1.47	-34	30.9
HT-13	3.60	-9.10	14.60	0.50	7.30		108.90	51.1	14.0	26.4	1.40	-34	38.3
HT-12	3.40	-10.35	4.50	0.50	2.25		113.40	53.3	10.0	27.0	1.39	-34	40.5
HT-11	2.97	-10.72	0.00	0.50	0.00		113.40	53.3	10.0	27.5	1.37	-34	39.9
HT-10	3.21	-11.39	0.00	0.50	0.00		113.40	53.3	10.0	29.4	1.33	-34	37.3
HT-09	3.16	-12.00	12.70	0.50	6.35		126.10	59.7	10.9	31.5	1.28	-34	43.1
HT-08	3.12	-12.10	14.80	0.52	7.70		140.90	67.3	11.9	33.4	1.24	-34	50.4
HT-07	3.08	-12.32	22.20	0.52	11.54		163.10	78.9	10.9	35.1	1.21	-34	62.5
HT-06	3.75	-15.06	29.20	0.58	16.94		192.30	95.8	10.7	36.5	1.19	-34	80.9
HT-05A	.00	-15.80	0.00	0.00	0.00		0.00	0.0	0.0	0.0	0.00	235	235.0
HT-05	4.50	-16.10	0.00	0.88	0.00		192.30	95.8	0.0	37.9	1.17	201	313.7
HT-04	4.00	-17.00	0.00	0.00	0.00		192.30	95.8	0.0	38.4	1.16	201	313.0
HT-03	3.50	-17.50	35.20	0.59	20.77		227.50	116.6	12.6	38.9	1.15	205	340.4
HT-02	3.00	-18.00	0.00	0.00	0.00		227.50	116.6	0.0	39.6	1.14	226	360.2
H-out	2.50	-24.20	0.00	0.00	0.00		227.50	116.6	0.0	42.2	1.11	0	356.0

(1) Node Locations are shown on Figure 4
(2) Outfall is to Pump Station on Willow Road

CLARUM HOMES, HAMILTON AVENUE, MENLO PARK STORM DRAINAGE PLAN

Table A-8
Proposed Hydraulics: 100-Year Event with Flow in Street

Pipe #	Upstream Node (1)	Downstream Node	Total Discharge (cfs)	Capacity @ Constructed Slope (cfs)	Pipe Size (inches)	Length (feet)	Constructed Slope (ft/ft)	Invert Elevation		Ground/Rim Elevation		HGL Elevation		Freeboard (feet)	Amount Above Rim (feet)	Amount Flowing in Street (cfs)	Upstream Cover (feet)	Velocity (ft/s)
								Upstream	Downstream	Upstream	Downstream	Upstream	Downstream					
HL-P2406	HL-2406	HL-2405	16.4	6.3	18 inch	176	0.004	12.91	12.28	16.27	15.42	19.72	15.42	**ABOVE RIM**	3.5		1.9	9.3
HL-P2405	HL-2405	HL-2404	16.2	6.3	18 inch	192	0.004	12.28	11.59	15.42	14.49	19.04	14.49	**ABOVE RIM**	3.6		1.6	9.2
HL-P2404	HL-2404	HL-2403	15.9	26.3	18 inch	81	0.063	11.59	6.50	14.49	14.13	15.99	14.13	**ABOVE RIM**	1.5		1.4	9.0
HL-P2403	HL-2403	HL-2402	15.8	12.4	24 inch	236	0.003	6.50	5.79	14.13	13.07	13.77	12.61	0.4	BELOW RIM		5.6	5.0
HL-P2402	HL-2402	HL-2401	40.6	78.6	48 inch	127	0.003	5.79	5.41	13.07	12.50	12.49	12.39	0.6	BELOW RIM		3.3	3.2
HL-P2401	HL-2401	HT-25	39.5	55.1	42 inch	120	0.003	5.41	5.05	12.50	12.10	12.28	12.10	0.2	BELOW RIM		3.6	4.1
HT-P24	HT-25	HT-24	16.6	14.9	24 inch	248	0.004	5.05	3.97	12.10	11.96	12.29	10.95	**ABOVE RIM**	0.2	-34	5.1	5.3
HT-P23	HT-24	HT-23	15.2	13.1	24 inch	69	0.003	3.97	3.74	11.96	11.64	10.67	10.36	1.3	BELOW RIM	-34	6.0	4.8
HT-P22	HT-23	HT-22	16.6	14.8	24 inch	233	0.004	3.74	2.74	11.64	10.81	9.76	8.51	1.9	BELOW RIM	-34	5.9	5.3
HT-P21	HT-22	HT-21	17.3	14.7	24 inch	95	0.004	2.74	2.34	10.81	11.24	7.79	7.23	3.0	BELOW RIM	-34	6.1	5.5
HT-P20	HT-21	HT-20	20.7	27.5	30 inch	282	0.005	2.34	1.07	11.24	10.14	6.82	6.10	4.4	BELOW RIM	-34	6.4	4.2
HT-P19	HT-20	HT-19	18.8	35.5	33 inch	217	0.005	1.07	.09	10.14	9.29	6.02	5.75	4.1	BELOW RIM	-34	6.3	3.2
HT-P18	HT-19	HT-18	20.5	35.6	33 inch	270	0.005	.09	-1.13	9.29	8.23	5.71	5.30	3.6	BELOW RIM	-34	6.5	3.5
HT-P17	HT-18	HT-17	22.4	44.9	36 inch	252	0.005	-1.13	-2.27	8.23	5.99	5.28	4.99	3.0	BELOW RIM	-34	6.4	3.2
HT-P16	HT-17	HT-16	24.6	19.9	36 inch	258	0.001	-2.27	-2.50	5.99	5.97	4.96	4.61	1.0	BELOW RIM	-34	5.3	3.5
HT-P15	HT-16	HT-15	24.1	91.9	36 inch	265	0.019	-2.50	-7.53	5.97	5.20	4.59	4.25	1.4	BELOW RIM	-34	5.5	3.4
HT-P14	HT-15	HT-14	28.3	59.1	42 inch	220	0.003	-7.53	-8.29	5.20	4.49	4.21	4.03	1.0	BELOW RIM	-34	9.2	3.0
HT-P13	HT-14	HT-13	30.9	42.8	42 inch	448	0.002	-8.29	-9.10	4.49	3.60	4.01	3.59	0.5	BELOW RIM	-34	9.3	3.2
HT-P12	HT-13	HT-12	38.3	89.5	42 inch	158	0.008	-9.10	-10.35	3.60	3.40	3.52	3.29	0.1	BELOW RIM	-34	9.2	4.0
HT-P11	HT-12	HT-11	40.5	56.8	42 inch	116	0.003	-10.35	-10.72	3.40	2.97	3.16	2.97	0.2	BELOW RIM	-34	10.3	4.2
HT-P10	HT-11	HT-10	39.9	61.3	48 inch	368	0.002	-10.72	-11.39	2.97	3.21	3.49	3.21	**ABOVE RIM**	0.5	-34	9.7	3.2
HT-P09	HT-10	HT-09	37.3	90.3	54 inch	289	0.002	-11.39	-12.00	3.21	3.16	3.26	3.16	**ABOVE RIM**	0.0	-34	10.1	2.4
HT-P08	HT-09	HT-08	43.1	34.7	54 inch	321	0.000	-12.00	-12.10	3.16	3.12	3.27	3.12	**ABOVE RIM**	0.1	-34	10.7	2.7
HT-P07	HT-08	HT-07	50.4	52.4	54 inch	310	0.001	-12.10	-12.32	3.12	3.08	3.28	3.08	**ABOVE RIM**	0.2	-34	10.7	3.2
HT-P06	HT-07	HT-06	62.5	178.4	54 inch	333	0.008	-12.32	-15.06	3.08	3.75	3.62	3.28	**ABOVE RIM**	0.5	-34	10.9	3.9
HT-P05	HT-06	HT-05	80.9	97.0	54 inch	427	0.002	-15.06	-16.10	3.75	4.50	3.24	2.51	0.5	BELOW RIM	0	14.3	5.1
HT-P05A	HT-05A	HT-05	235.0	152.4	78 inch	355	0.001	-15.80	-16.10	.00	4.50	2.00	1.29	**ABOVE RIM**	2.0		9.3	7.1
HT-P04	HT-05	HT-04	313.7	292.6	78 inch	289	0.003	-16.10	-17.00	4.50	4.00	.49	-.55	4.0	BELOW RIM		14.1	9.5
HT-P03	HT-04	HT-03	313.0	216.6	78 inch	293	0.002	-17.00	-17.50	4.00	3.50	-.90	-1.94	4.9	BELOW RIM		14.5	9.4
HT-P02	HT-03	HT-02	340.4	180.2	78 inch	423	0.001	-17.50	-18.00	3.50	3.00	-3.65	-5.44	7.2	BELOW RIM		14.5	10.3
HT-P01	HT-02	H-out	360.2	318.8	78 inch	1677	0.004	-18.00	-24.20	3.00	2.50	-6.08	-14.00	9.1	BELOW RIM		14.5	10.9

(1) Node Locations are displayed on Figure
(2) Outfall: Low flows to pump station, high flows to detention pond.

CLARUM HOMES, HAMILTON AVENUE, MENLO PARK STORM DRAINAGE PLAN

Table A-9
Flow in Concrete Bypass Channel

River Station	Flow Total (cfs)	Minimum Channel Elevation (feet)	Water Surface Elevation (feet)	Top of Wall at Railroad (feet)	Critial Water Surface (feet)	Energy Grade Elevation (feet)	Energy Grade Slope (feet/feet)	Channel Velocity (feet/sec)	Flow Area (square feet)	Top Width (feet)	Froude Channel Number
2350	24	3.5	4.8	5.0		5.0	0.0011	3.3	7.4	5.5	0.5
2250	24	3.4	4.7	6.2		4.9	0.0011	3.3	7.3	5.5	0.5
2150	24	3.2	4.6	5.3		4.8	0.0008	3.0	8.0	5.5	0.4
1950	24	3.0	4.5	4.6		4.6	0.0008	2.9	8.3	5.5	0.4
1750	24	2.8	4.3	4.5		4.4	0.0007	2.8	8.6	5.5	0.4
1550	24	2.6	4.2	4.4		4.3	0.0006	2.7	9.0	5.5	0.4
1450	24	2.5	4.1	4.1		4.2	0.0006	2.6	9.3	5.5	0.4
1350	24	2.4	4.1	4.2		4.2	0.0005	2.5	9.5	5.5	0.3
1250	24	2.3	4.0	4.3		4.1	0.0005	2.4	9.8	5.5	0.3
1227	24	2.2	4.0			4.1	0.0005	2.4	9.9	5.5	0.3
1210	24	2.2	4.0			4.1	0.0005	2.4	9.9	5.5	0.3
1200	24	2.2	4.0		3.1	4.1	0.0004	2.7	9.0	5.0	0.4
1156.5	Culvert										
1113	24	2.0	3.0		2.9	3.3	0.0020	4.8	5.0	5.0	0.9

CLARUM HOMES, HAMILTON AVENUE, MENLO PARK STORM DRAINAGE PLAN

Table B1
Runoff Coefficient Calculations

CLARUM HOMES, HAMILTON PARK, MENLO PARK STORM DRAINAGE PLAN

Table B2
Area Calculations

Drains to Station	existing (acres)	Land Type	Runoff Coefficient For Inlet	C* A
HT-03A	9.8	Residential	0.40	3.9
HT-13	6.2	Project Site	0.40	2.5
HT-03B	3.5	Residential	0.40	1.4
HT-09	1.1	Church	0.40	0.4
HT-08	1.1	Church	0.40	0.4
HT-08	0.5	Commercial	0.70	0.4
HT-07	0.6	Commercial	0.70	0.4
HT-06	4.1	Commercial	0.70	2.8
HT-06	5.2	Residential	0.40	2.1
HT-06	9.2	Residential	0.40	3.7
HT-07	4.9	Residential	0.40	2.0
HT-07	4.0	Residential	0.40	1.6
HT-07	4.5	Residential	0.40	1.8
HT-08	4.4	Residential	0.40	1.7
HT-08	4.4	Residential	0.40	1.8
HT-09	4.1	Residential	0.40	1.6
HT-09	4.2	Residential	0.40	1.7
HT-12	4.5	Residential	0.40	1.8
HT-13	4.9	Residential	0.40	2.0
HT-16	1.6	Residential	0.40	0.6
HL-1502	0.6	Residential	0.40	0.2
HL-1503	0.7	Residential	0.40	0.3
HL-1504	1.1	Residential	0.40	0.4
HL-1505	1.4	Residential	0.40	0.6
HL-1505	8.2	Residential	0.40	3.3
HT-22	1.8	Residential	0.40	0.7
HT-23	1.9	Residential	0.40	0.8
HT-21	2.5	Boys and Girls Club	0.40	1.0
HT-22	0.7	Park	0.18	0.1
HT-21	1.0	Residential	0.40	0.4
HT-21	1.5	Residential	0.40	0.6
HT-19	1.8	Residential	0.40	0.7
HT-18	1.4	Residential	0.40	0.6
HT-17	1.2	Residential	0.40	0.5
HT-19	2.3	Residential	0.40	0.9
HT-18	3.2	Residential	0.40	1.3
HT-17	3.8	Residential	0.40	1.5
HT-15	9.8	School	0.30	2.9
HT-14	5.7	Residential	0.40	2.3
HT-09	1.3		0.40	0.5
HT-09	1.9		0.40	0.7
HT-08	2.0		0.40	0.8
HT-08	2.4		0.40	0.9
HT-07	2.6		0.40	1.0
HT-07	2.6		0.40	1.1
HT-07	3.0		0.40	1.2
HT-06	3.2		0.40	1.3
HT-06	3.7		0.40	1.5
HT-06	3.8		0.40	1.5
HT-03A	2.3	School	0.30	0.7
HT-03A	2.4	Field	0.34	0.8
HT-03A	1.6	Field	0.34	0.6
HL-2402	24.1	Residential	0.40	9.6
HL-2406	23.5	Park	0.18	4.2
HT-25	6.6	US 101	0.90	5.9
HT-03B	7.1	area removed from A8	0.40	2.8
Total	228			

CLARUM HOMES, HAMILTON AVENUE, MENLO PARK STORM DRAINAGE PLAN

Table B3
Calculation of Peak Flow, 100-year Event, to Chilco Street

	Area	**Runoff Coefficient**		Tc		Peak Flow
	(acres)	10-yr	100-yr	(minutes)	(inches/hour)	(cfs)
Railroad to Site	2.5	0.3	0.38	19	1.66	1.6
Terminal and Railroad	29.8	0.4	0.50	19	1.66	24.8
Total	32.4					26.3

CLARUM HOMES, HAMILTON AVENUE, MENLO PARK STORM DRAINAGE PLAN

Table B4
Calculation of Gutter Flow

	Peak Runoff		Gutter Flow									Time of	Runoff
Location	each side (cfs)	n	T (feet)	Sx (ft/ft)	Length (feet)	S (ft/ft)	Depth (feet)	Area (sf)	Velocity (fps)	Time (minutes)	Storage (cf)	Concentration (minutes)	Stored (1) (cfs)
I-101 to Chilco	10.3	0.015	14.9	0.035	2500	0.003	0.52	3.9	2.7	15.7	19434	24	13.5
Flow Split (2)													
Hamilton	3.6	0.015	10.0	0.035		0.003	0.35	1.8	2.0	0.0			
Chilco -1	3.4	0.015	10.1	0.035		0.0025	0.35	1.8	1.9				
Chilco -2	3.4	0.015	10.1	0.035		0.0025	0.35	1.8	1.9				
Total on Chilco	6.7												
Chilco to Willow													
Total Flow to Hamilton (3)	22.9												
Hamilton	7.6	0.015	13.3	0.035	3040	0.003	0.47	3.1	2.5	20.6	18814	40	7.8
Peak Street Flow	15.2												

(1) Runoff volume is required to add to the flow depth in the street.

(2) Flow split occurs at Hamilton and Chilco - 3.6 cfs flows on Hamilton, 6.7 cfs flows to Chilco. The water level at Hamilton Avenue is 0.35 feet.

TABLE 5

BELLE-HAVEN STORM DRAIN SYSTEM
STREET STORM DRAIN DESIGN

LINE OR STREET	STRUCT. I.D.	INPUT TO STRUC (CFS)	DESIGN FLOW (CFS)	REPORTED GROUND ELEV. (FT.)	SURVEYED GROUND ELEV. (FT.)	ENTRANC INV. ELEV. (FT.)	EXIT INV. ELEV. (FT.)	PIPE LENGTH L (FT.)	PIPE DIAM. D (IN.)	PIPE SLOPE S (FT./FT.)	DEPTH OF FLOW IN PIPE (FT)	VEL IN PIPE (FPS)	EGL (FT)	HGL (FT)	FREE-BOARD (FT)	FALL IN PIPE (FT)	FRICT. LOSS (FT.)	VELOCITY MANHOLE LOSSES (FEET)	TOTAL ENERGY LOSS (FEET)	FRICTION SLOPE (FT/FT)
							132.00													
22		36.5	36.5					507	36	0.0040		5.2				2.0	1.5			
	21				141.02	129.97	129.97				4.4		135.0	134.4	6.6			0.1	0.9	0.0049
21		7.5	44.0					181	36	0.0040		6.2				0.7	0.8			
	20				140.90	129.25	129.25				4.3		134.1	133.5	7.4			0.1	0.2	0.0092
20		0.0	44.0					25	36	0.0040		6.2				0.1	0.1			
	19				141.06	129.15	129.15				4.1		133.9	133.3	7.8			0.1	0.6	0.0051
19		0.0	44.0					165	36	0.0040		6.2				0.7	0.7			
	18				140.17	128.49	128.49				3.7		133.1	132.2	7.9			0.1	0.5	0.0083
18		7.5	51.5					61	36	0.0039		7.3				0.2	0.4			
	17				141.00	128.25	128.25				3.5		132.5	131.7	9.3			0.2	2.7	0.0063
17		0.0	51.5					425	36	0.0040		7.3				1.7	2.5			
	16				138.30	126.55	125.55				3.0		129.8	129.5	8.8			0.1	0.7	0.0016
16		4.7	56.2					355	48	0.0040		4.5				1.4	0.5			
	15				137.12	124.13	124.13				4.0		128.4	128.1	9.0			0.0	0.3	0.0016
15		4.7	60.8					184	48	0.0040		4.8				0.7	0.3			
	14				136.28	123.39	123.39				4.0		127.8	127.4	8.9			0.0	0.8	0.0021
14		4.7	65.5					363	48	0.0040		5.2				1.5	0.8			
	13				133.10	121.94	120.44				3.8		126.2	125.8	7.3			0.0	0.1	0.0023
13		1.8	67.3					36	48	0.0016		5.4				0.1	0.1			
	12				133.04	120.38	120.38				5.3		126.1	125.7	7.4			0.0	1.0	0.0022
12		0.0	67.3					435	48	0.0015		5.4				0.6	1.0			
	11				132.01	119.73	119.73				5.0		125.2	124.7	7.3			0.0	1.2	0.0026
11		5.9	73.1					472	48	0.0037		5.8				1.8	1.2			
	10				130.38	117.98	117.98				5.4		123.9	123.4	7.0			0.0	1.6	0.0031
10		6.7	79.8					513	48	0.0030		6.4				1.5	1.6			
	9				127.14	116.44	116.44				5.3		122.3	121.7	5.4			0.0	0.4	0.0037
9		7.1	86.9					114	48	0.0020		6.9				0.2	0.4			
	8				126.92	116.21	116.21				5.0		121.9	121.2	5.7			0.0	0.4	0.0012
8		4.0	90.9					356	60	0.0090		4.6				3.2	0.4			
	7				125.85	113.00	113.00				7.5		120.9	120.5	5.3			0.0	0.2	0.0013
7		2.8	93.7					157	60	0.0020		4.8				0.3	0.2			
	6				123.75	112.69	112.69				7.6		120.7	120.3	3.4			0.0	0.6	0.0014
6		2.0	95.7					469	60	0.0020		4.9				0.9	0.6			
	5				122.60	111.75	111.75				7.9		120.0	119.7	2.9			0.0	0.5	0.0015
5		4.8	100.5					314	60	0.0025		5.1				0.8	0.5			
	4				121.87	110.97	110.97				8.2		119.6	119.2	2.7			0.0	0.6	0.0016
4		2.3	102.8					367	60	0.0025		5.2				0.9	0.6			
	3				120.55	110.05	110.05				8.5		119.0	118.6	2.0			0.0	0.5	0.0016
3		2.3	105.2					290	60	0.0025		5.4				0.7	0.5			
	2				119.50	109.33	109.33				8.7		118.5	118.1	1.4			0.0	1.2	0.0030
2		2.3	107.5					410	54	0.0097		6.8				4.0	1.2			
	1				117.47	105.37	105.37				11.2		117.3	116.6	0.9			0.0	0.6	0.0030
1		0.0	107.5					184	54	0.0020		6.8				0.4	0.5			
	CS1			116.4	115.68	105.00	105.00				11.0		116.7	116.0	0.4			0.0	1.4	0.0037
C1		11.5	119.0					380	54	0.0029		7.5				1.1	1.4			
	CS2			116.0		103.90	103.90				10.5		115.3	114.4	2.2			0.0	1.0	0.0037
C2		3.0	119.0					260	54	0.0023		7.5				0.6	1.0			
	CS3			117.4		103.30	103.30				10.2		114.4	113.5	3.9			0.0	1.5	0.0037
C3		1.0	120.0					400	54	0.0022		7.5				0.9	1.5			

TABLE 5 (cont.)

BELLE-HAVEN STORM DRAIN SYSTEM
STREET STORM DRAIN DESIGN

	CS4			115.7		102.40	102.40				9.6		112.9	112.0	3.7			0.0	3.1	0.0044
C4		10.0	130.0					700	54	0.0020		8.2				1.4	3.1			
	CS5			112.5		101.00	100.10				7.8		109.8	108.8	3.7			0.1	1.0	0.0034
C5		58.0	188.0					300	66	0.0033		7.9				1.0	0.9			
	CS6			113.8		99.10	99.10				6.7		108.8	107.8	6.0			0.0	1.6	0.0033
C6		3.0	191.0					500	66	0.0032		6.0				1.6	1.6			
	CS7			111.1		97.50	97.50				8.6		107.2	106.1	5.0			0.0	1.3	0.0032
C7		-2.0	189.0					400	66	0.0035		6.0				1.4	1.3			
	CS8			109.2		96.10	92.50				6.6		105.9	104.9	4.3			0.0	1.4	0.0040
C8		22.0	211.0					340	66	0.0032		6.9				1.1	1.3			
	CS9			108.5		91.40	88.14				11.9		104.5	103.3	5.2			0.0	2.9	0.0042
C9		5.0	216.0					700	66	0.0021		9.1				1.4	2.9			
	CS10			106.4		86.70	86.70				13.6		101.6	100.3	6.1			0.0	4.6	0.0065
C10		55.0	271.0					700	66	0.0034		11.4				2.4	4.6			
	CS11			104.5		84.30	84.30				10.4		97.0	94.7	9.8			0.0	3.8	0.0076
C11		20.0	291.0					500	66	0.0010		12.2				0.5	3.8			
	CS12			108.5		83.80	83.30				7.1		93.3	90.9	17.6			0.0	5.3	0.0031
C12		0.0	291.0					1720	78	0.0006		8.8				1.0	5.3			
	CS13			102.0		82.30	82.30				4.5		87.9	86.8	15.2			0.0	0.4	0.0041
C13		39.0	330.0					100	78	0.0230		9.9				2.3	0.4			
	CS14					80.00	79.80						87.5	86.0				0.0		

MANNING'S n : 0.0

Junction Loss Factors:

>48" 0.0

<42" 0.2

APPENDIX B:

FACEBOOK MENLO PARK, WEST CAMPUS FLOOD ZONE DESCRIPTION

255 Shoreline Drive, Suite 200
Redwood City, California 94065
(650) 482-6300 (Tel)
(650) 482-6399 (Fax)

MEMORANDUM

Date: November 22, 2011 **BKF No.:** 20100166

To: Justin Murphy, Menlo Park
Jennifer Ng, Menlo Park

Copies To:

From: Thomas Morse

Subject: Menlo Park Facebook Campus Project
West Campus Flood Zone Description

Goal

Review FEMA designated flood elevation for the Facebook West Campus site and determine if development of the project could potentially displace flood water onto adjacent areas currently not included in the 100 year flood zone or potentially increase the depth of flooding in the current flood zone. The goal is to ensure that development of the site will not adversely affect flooding on other properties or result in harm to the public.

Background

Facebook proposes redevelopment of the "West Campus," a 22 acre site at the southwest corner of the Willow Road/Bayfront Expressway intersection with 5 buildings and a parking structure totaling approximately 440,000 square feet of office space (Project). The site is currently included in the Special Flood Hazard Area (SFHA) AE7 as shown on the 1999 FEMA Flood Insurance Rate Map (FIRM) Community Panel Number 060321 0005 D. This flood designation is based on the 1979 Flood Insurance Study (FIS) that provides more detailed information and documents the Base Flood Elevation (BFE) at Willow Road as 7.5 (Datum: NGVD 1929). As stated in the FIS, this flood elevation is static and therefore, does not consider the effects of either wave height or run-up. This is appropriate for the area because of the extent of levee protected salt ponds and marsh between the Bay and the Project that attenuate waves from the Bay.

The City of Menlo Park Municipal Code Chapter 12.42, Flood Damage Prevention states:
"…proposed development [should] not adversely affect the carrying capacity of areas where base flood elevations have been determined but a floodway has not been designated. For purposes of this chapter, "adversely affects" means that the cumulative effect of the proposed development when combined with all other existing and anticipated development will increase the water surface elevation of the base flood more than one (1) foot at any point."

The City of Menlo Park further clarified that the definition of "adversely affect" is not limited to a particular source of flooding or whether the project will increase the depth or extent of the 100-

year flood zone. In addition, the City may consider changes in flood velocity, flow rates, duration of flooding, potential for erosion and sedimentation, degradation of water quality, or increased cost of public services when reviewing whether a project will have an adverse affect.

Review of the FIS also indicates that flooding in this area of Menlo Park is tidally induced from San Francisco Bay because of an incomplete system of levees built along the bayfront that include numerous low points and openings that allow tides to overtop or bypass the levees. Levees in the project vicinity are shown on Exhibit 1: Existing Levees. This system of levees is not recognized or certified by FEMA and the SFHA is mapped as if they do not exist. The flood elevation of 7.5 identified in the FIS is the maximum, 100-year still water elevation in the Bay and does not have an upstream, stormwater runoff hydrologic or hydraulic component. This is illustrated on the FIRMs by a large area of flooding that extends along a significant portion of the Peninsula shoreline with a consistent elevation.

Review of City storm drain block maps indicates direct connection to the Bay under Bayfront Expressway in several locations along the West Campus frontage. Field investigation by BKF could not find evidence of these connections. There are no culverts, inlets, headwalls, flap gates or other visible evidence that these connections exist. We believe that these facilities at one time served Bayfront Expressway when it was a two lane road and that they were removed with construction of the existing Bayfront Expressway. Drainage along this portion of Bayfront Expressway is collected in ditches on each side of the road and conveyed to the City storm drain system at the intersection of Bayfront Expressway and Chilco Street.

As part of the site development process, the Project Sponsor proposes to remove portions of the West Campus from the SFHA by placing fill. The development team will process a Letter of Map Revision – Fill (LOMR-F) for the site with the City and FEMA to document removal of the site from the SFHA. Until FEMA issues the LOMR-F, the City will continue its oversight of the potential for flood displacement on neighboring properties.

Analysis

To determine if placing fill on the project site would impact either the extent or depth of flooding, BKF first looked to understand the cause of flooding in the area. Based on review of the FIS, it is understood that flooding in this area is tidal and directly connected to the static elevation of the Bay. Calculations of the flood elevation are based only on the historic data for tide gauging stations in San Francisco Bay. FEMA determined the extent of flooding shown on the FIRM by applying this elevation to topographic maps. Because there are existing levees that are not recognized by FEMA, including the Bayfront Expressway and portions of Willow Road, the actual extent of flooding during a specific event may not include the entire SFHA. Predicting flood patterns and flood volumes in the SFHA is difficult since the flood patterns are dependent on the number and location of levee failures or overtoppings.

In general, flooding in the vicinity of the Project site occurs when a levee is breached or overtopped. When this happens, Bay water flows to the low points behind the levees and continues to pond behind the levee until the tide recedes. When the tide recedes, flood water flows back to the Bay down to the elevation of the remaining portion of the overtopped or breached levee. The remainder of the water impounded behind the levee makes its way to the

storm drain system. The storm drain in this area does not gravity discharge to the Bay, but rather is pumped to Ravenswood slough by the Caltrans pump station adjacent to the Bayfront Expressway. The remainder of the water that collects in localized low points evaporates or infiltrates.

The existing Project site is surrounded by several features that partially protect it from the 100-year tidal flooding event. These include the Bayfront Expressway, portions of Willlow Road and portions of the railroad right of way that have elevations above 7.5 (See Exhibit 2). These are all significant facilities with little chance of sudden failure. These facilities limit the approach of flood waters to the site. Tidally influenced flood water comes from either the east across a section of Willow Road adjacent to the railroad right of way or from the west across the TE Connectivity site. This means that tide waters impacting the SFHA flow only in the east/west direction. Therefore, tidal flood waters drain either east across Willow Road toward Ravenswood Slough, or west toward Marsh Road and Flood Slough. These protecting features impede the overland flow of potential flood waters in the north/south direction.

To determine if placing fill on the Project site would have an impoundment effect that may impact the extent or elevation of flooding on adjacent neighborhoods. We reviewed the site topography based on an aerial topographic survey prepared for the Project. This topography indicates that the Bayfront Expressway is higher than the BFE of 7.5 along the entire Project frontage. To illustrate this we have attached Exhibit 3: Proposed Areas above BFE 7.5 which shows the adjacent and Project areas that are above elevation 7.5 and above elevation 8.0 in the proposed condition. This illustrates that the constraints in the proposed condition are very similar to the constraints in the existing conditions. Tidal flood waters would flow generally east/west and the existing protecting features would impede the overland flow of flood waters in the north/south direction.

There is a culvert under the railroad tracks that could allow conveyance of tidal flood water from the southern neighbors to the swale adjacent to the Project. However, this water then continues east towards Willow Road and would eventually cross the road where the elevations are lower at the railroad tracks. Water does not continue north across the existing site because significant areas of the existing site along Bayfront Expressway are above elevation 7.5 and the entire length of Bayfront Expressway along the project frontage is above elevation 7.5.

The existing Bayfront Expressway undercross at Willow Road could provide hydraulic connectivity between the north and south sides of the Bayfront Expressway. On the north side of Bayfront Expressway the tunnel entrance is protected by the same existing levee that protects the East Campus. With maintenance of this levee, the undercrossing would not provide a source of flood water that would impact the adjacent neighborhoods.

Tidally influenced flooding does not have a retention/detention component that placing fill would impact. It is based on a specific static elevation that fills the available volume and is not based on a specific volume of water. Placing or removing earth on the site does not change the elevation of tidally influenced flooding and would only change the volume of water that enters and leaves the area. As the tide recedes back to the Bay through the levee low points, so do the flood waters. At this point the levees could act as a “bathtub” with water trapped behind the

levee in areas that are lower than the levee low points or breach point. The remainder of the flood water exits the area through the existing storm drain system that is connected to the Caltrans storm drain pump station at Bayfront Expressway.

The Project proposes to place approximately 72,500 cubic yards of fill on the site. To determine if this volume of fill would impact the volume of tidal flood water potentially trapped behind the levee as the tide recedes back to the Bay, we calculated the volume of earth below the 7.5 static tidal flood elevation for both the existing and proposed conditions. To make these calculations consistent, we chose a starting elevation of 5.0 and used AutoCAD's Earthwork module to calculate the volume of earth between elevation 5.0 and the 100 year tidal flood elevation of 7.5. The starting elevation of 5.0 was chosen because it is slightly below the lowest elevation on either the existing or proposed site. This provides a consistent starting point for comparing existing and proposed earth volumes.

In the existing condition there is approximately 18,400 cubic yards of earth between elevations 5.0 and 7.5 (see Exhibit 2). The proposed condition includes approximately 16,600 cubic yards of earth between elevations 5.0 and 7.5 (see Exhibit 3). Therefore, development of the site will remove approximately 1,800 cubic yards of earth below elevation 7.5. Site grading will remove existing earth in some roadway and landscape areas and place fill over a larger area that is only slightly below elevation 7.5.

Removal of 1,800 cubic yards (48,600 cubic feet) of earth from the SFHA could potentially allow that volume of additional tidally influenced flood water on to the site and into the SFHA. This additional volume could slightly increase the duration of tidally induced flooding in low laying areas of adjacent neighborhoods. Because the tidal flooding results from a specific water elevation in the Bay, the extent and depth of flooding would not change. To put this change in flooding duration in perspective, we calculated the volume of tidal flood water in the flood study area to be 11,600,000 cubic feet based on the area identified by the City of Menlo Park (Shown on Exhibit 4) and an assumed average water depth of 1 foot deep in this area. The proposed change in earthwork on the site could increase this detained volume and potential flood duration by approximately 0.4 percent. The actual volume of tidal flood water remaining after a flood event would be dependent on the elevation of the levee breach or overtopping.

Conclusion

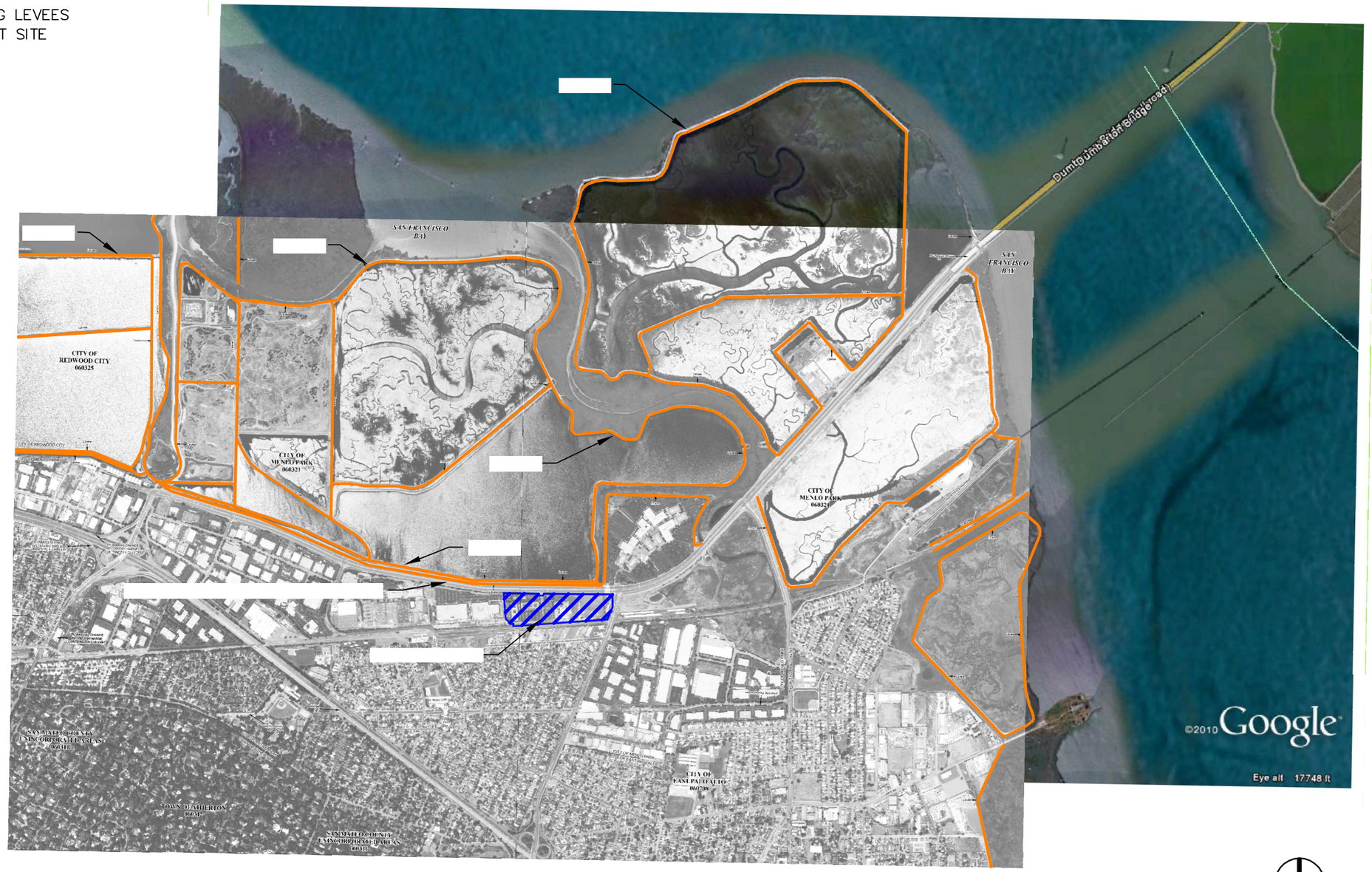
Because flooding in the Project vicinity is tidally influenced, earthwork to remove portions of the site from the SFHA will not displace flood water and will not increase the extent or depth of flooding in adjacent neighborhoods that could cause an adverse impact. Proposed grading on the site will increase available volume in the flood area by approximately 0.4 percent and could have a proportionate increase in the duration of flooding which would not be a significant impact on adjacent neighborhoods.

LEGEND

EXISTING LEVEES

PROJECT SITE

DATUM: NGVD 1929



REF. NORTH

0' 500' 1000' 2000'

FULL SIZE SCALE IS 1"=1000'
11"x17" SIZE SCALE IS 1"=2000'

MENLO PARK FACEBOOK CAMPUS
WEST CAMPUS

312 & 313 CONSTITUTION DR., MENLO PARK, CA

BKF ENGINEERS SURVEYORS PLANNERS

EXHIBIT 1: EXISTING LEVEES

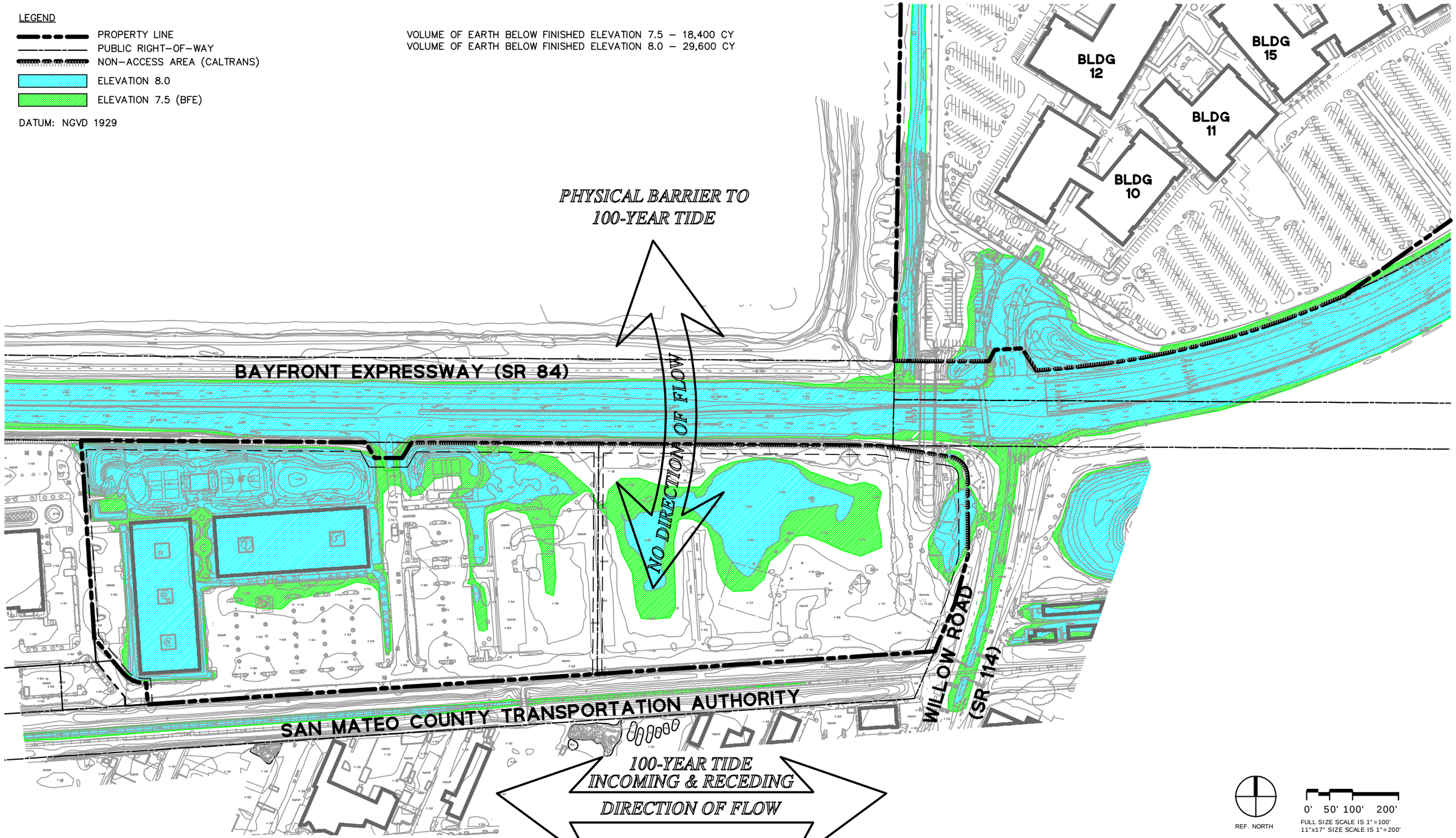
November 22, 2011

LEGEND

- PROPERTY LINE
- PUBLIC RIGHT-OF-WAY
- NON-ACCESS AREA (CALTRANS)
- ELEVATION 8.0
- ELEVATION 7.5 (BFE)

DATUM: NGVD 1929

VOLUME OF EARTH BELOW FINISHED ELEVATION 7.5 – 18,400 CY
VOLUME OF EARTH BELOW FINISHED ELEVATION 8.0 – 29,600 CY



MENLO PARK FACEBOOK CAMPUS
WEST CAMPUS

312 & 313 CONSTITUTION DR., MENLO PARK, CA

BKF ENGINEERS SURVEYORS PLANNERS

EXHIBIT 2: EXISTING AREAS ABOVE BFE 7.5

November 22, 2011

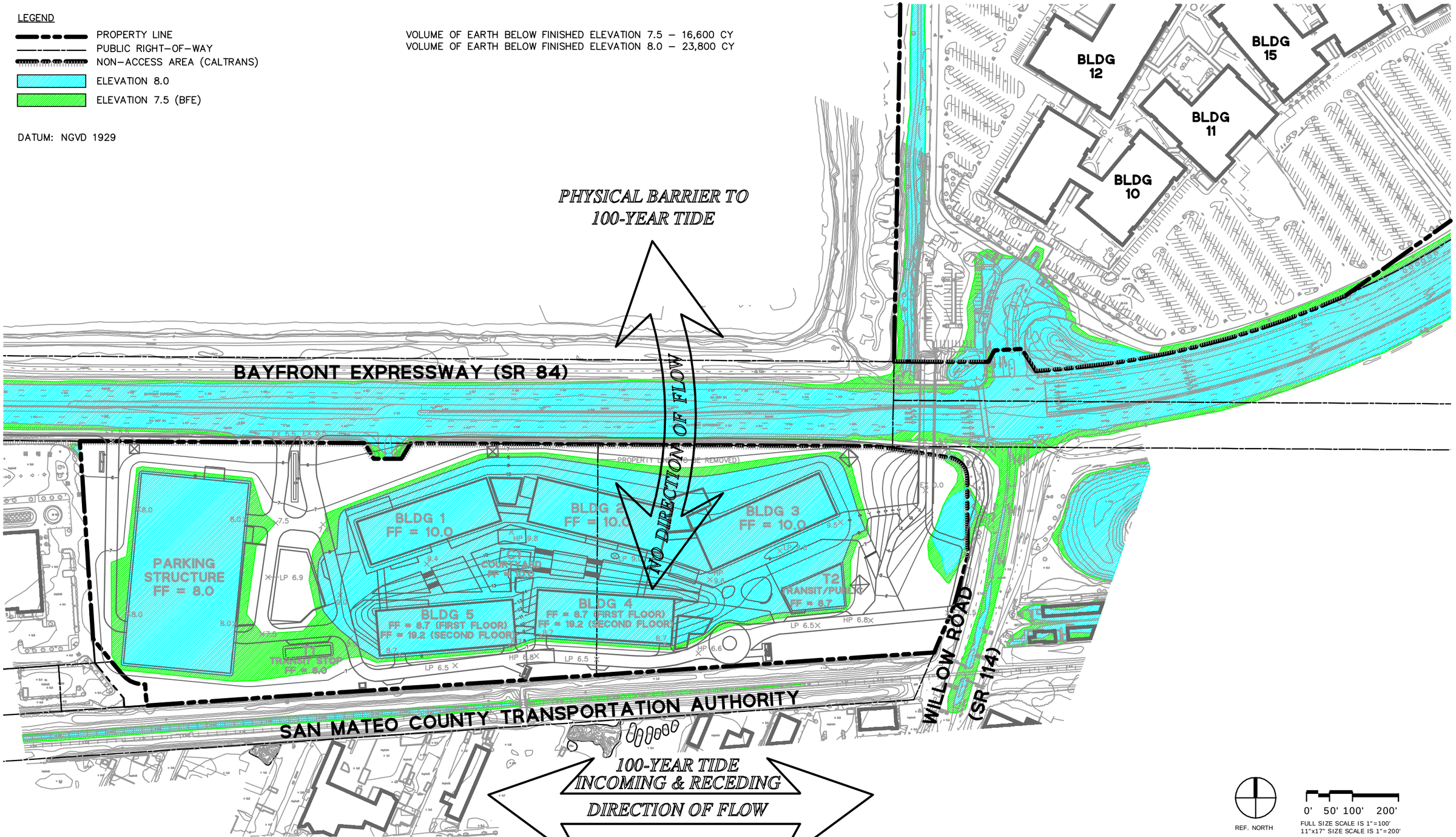
DRAWING NAME: K:\Eng10\10016\DWG\Exhibits\Areas Above BFE-7.5\01-EXISTING AREAS ABOVE BFE-7.5.dwg
PLOT DATE: 11-21-11 PLOTTED BY: yesl

LEGEND

- PROPERTY LINE
- PUBLIC RIGHT-OF-WAY
- NON-ACCESS AREA (CALTRANS)
- ELEVATION 8.0
- ELEVATION 7.5 (BFE)

DATUM: NGVD 1929

VOLUME OF EARTH BELOW FINISHED ELEVATION 7.5 – 16,600 CY
VOLUME OF EARTH BELOW FINISHED ELEVATION 8.0 – 23,800 CY



MENLO PARK FACEBOOK CAMPUS
WEST CAMPUS

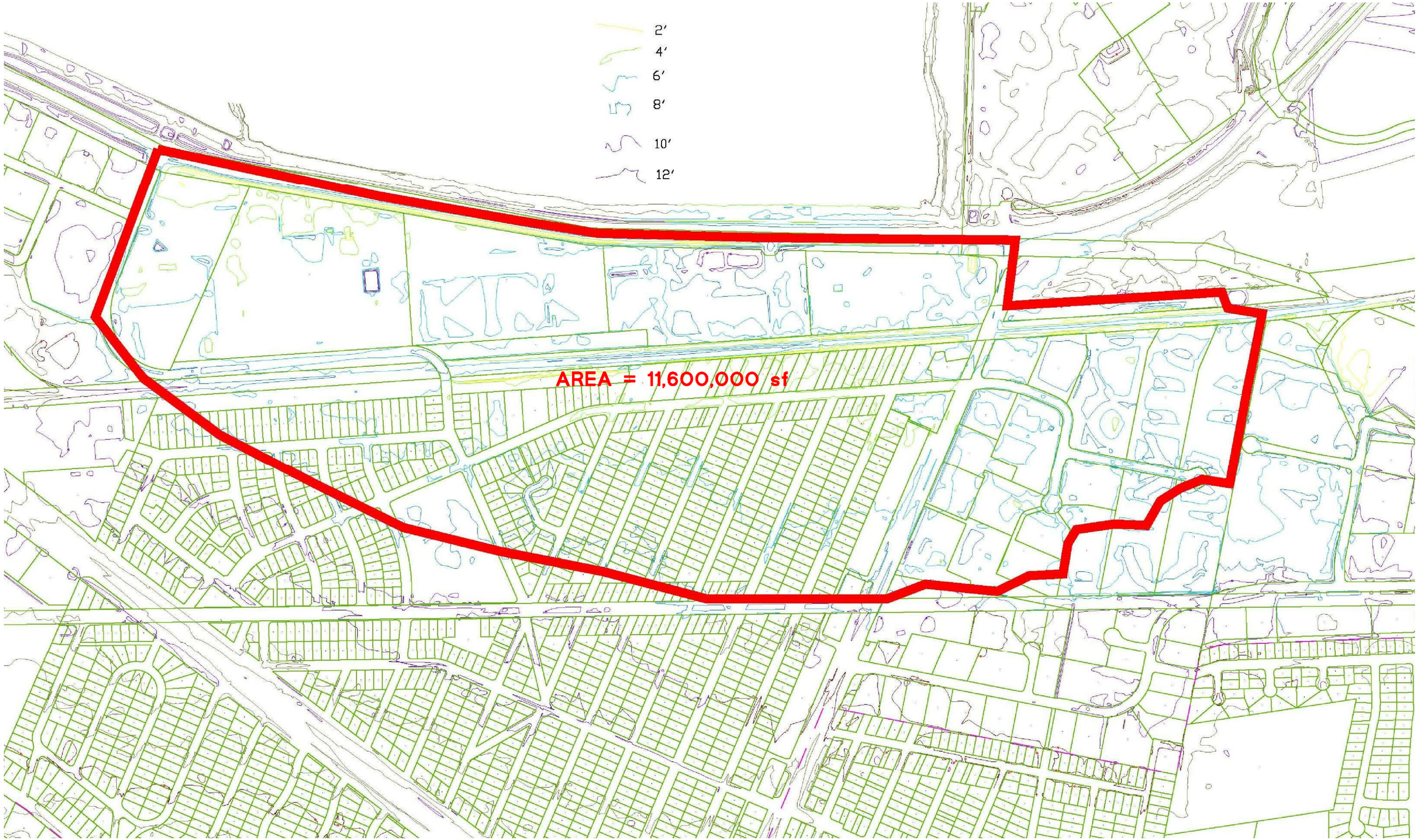
312 & 313 CONSTITUTION DR., MENLO PARK, CA

BKF ENGINEERS SURVEYORS PLANNERS

EXHIBIT 3: PROPOSED AREAS ABOVE BFE 7.5

November 22, 2011

DRAWING NAME: K:\Eng10\100166\DWG\Exhibits\Areas Above BFE-7.5\01A-PROPOSED AREAS ABOVE BFE-7.5.dwg
PLOT DATE: 11-21-11 PLOTTED BY: yeel



MENLO PARK FACEBOOK CAMPUS
WEST CAMPUS

312 & 313 CONSTITUTION DR., MENLO PARK, CA

BKF
Engineers
Surveyors
Planners

EXHIBIT 4: STUDY AREA FOR FLOODING ANALYSIS

November 22, 2011

DRAWING NAME: K:\Eng10\100168\DWG\Exhibits\Areas Above BFE-7.5\03-FEMA ANALYSIS.dwg
PLOT DATE: 11-21-11 PLOTTED BY: yael

APPENDIX 3.13

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3.13-B **West Campus Phase I Environmental Site Assessment**

3.13-A East Campus Phase I Environmental Site Assessment

CORNERSTONE
EARTH GROUP

Type of Services	**Phase I Environmental Site Assessment**
Location	**10 Network Circle** **Menlo Park, California**
Client	**Roark Properties LLC**
Client Address	**1601 S. California Avenue** **Palo Alto, California 94304**
Project Number	**254-6-1**
Date	**November 3, 2010**

Stason I. Foster

Prepared by **Stason I. Foster, P.E.**
Senior Project Engineer

Ron L. Helm, C.E.G., R.E.A. II
Principal Geologist

REGISTERED ENVIRONMENTAL ASSESSOR-II
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Expires 3/31/11
STATE OF CALIFORNIA

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Type of Services	**Phase I Environmental Site Assessment**
Location	**10 Network Circle** **Menlo Park, California**

SECTION 1: INTRODUCTION

This report presents the results of the Phase I Environmental Site Assessment (ESA) performed at 10 Network Circle in Menlo Park, California (Site) as shown on Figures 1 and 2. This work was performed for Roark Properties LLC in accordance with our October 1, 2010 Agreement (Agreement). Cornerstone Earth Group, Inc. (Cornerstone) understands that Roark Properties LLC intends to purchase the Site for commercial/office uses.

1.1 PURPOSE

The scope of work presented in the Agreement was prepared in general accordance with ASTM E 1527-05 titled, "Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process" (ASTM Standard). The ASTM Standard is in general compliance with the Environmental Protection Agency (EPA) rule titled, "Standards and Practices for All Appropriate Inquiries; Final Rule" (AAI Rule). The purpose of this Phase I ESA is to strive to identify, to the extent feasible pursuant to the scope of work presented in the Agreement, Recognized Environmental Conditions at the property.

As defined by ASTM E 1527-05, the term Recognized Environmental Condition means the presence or likely presence of hazardous substances or petroleum products on a property under conditions that indicate an existing release, past release, or a material threat of a release of hazardous substances or petroleum products into structures on the property or into the ground, ground water, or surface water on the property.

1.2 SCOPE OF WORK

As presented in our Agreement, the scope of work performed for this Phase I ESA included the following:

- A reconnaissance of the Site to note readily observable indications of significant hazardous materials releases to structures, soil or ground water.
- Drive-by observation of adjoining properties to note readily apparent hazardous materials activities that have or could significantly impact the Site.
- Acquisition and review of a regulatory agency database report of public records for the general area of the Site to evaluate potential impacts to the Site from reported contamination incidents at nearby facilities.

- Review of readily available information on file at selected governmental agencies to help evaluate past and current Site use and hazardous materials management practices.
- Review of readily available maps and aerial photographs to help evaluate past and current Site uses.
- Interviews with persons reportedly knowledgeable of existing and prior Site uses.
- Preparation of a written report summarizing our findings and recommendations.

The limitations for the Phase I ESA are presented in Section 10; the terms and conditions of our Agreement are presented in Appendix A.

1.3 ASSUMPTIONS

In preparing this Phase I ESA, Cornerstone assumed that all information received from interviewed parties is true and accurate. In addition, we assumed that all records obtained by other parties, such as regulatory agency databases, maps, related documents and environmental reports prepared by others are accurate and complete. We also assumed that the boundaries of the Site, based on information provided by Roark Properties LLC, are as shown on Figure 2. We have not independently verified the accuracy or completeness of any data received.

1.4 ENVIRONMENTAL PROFESSIONAL

This Phase I ESA was performed by Stason I. Foster, P.E., and Ron L. Helm, C.E.G., R.E.A. II, environmental professionals who meet the ASTM E 1527-05 qualifications.

SECTION 2: SITE DESCRIPTION

This section describes the Site as of the date of this Phase I ESA. The location of the Site is shown on Figures 1 and 2. Tables 1 through 3 summarize general characteristics of the Site and adjoining properties. The Site is described in more detail in Section 7, based on our on-Site observations.

2.1 LOCATION AND OWNERSHIP

Table 1 describes the physical location and ownership of the property, based on information provided by Roark Properties LLC. The Site is developed with nine commercial office buildings situated in a campus setting. The buildings are numbered 10 through 12 and 14 through 19. In addition to addresses associated with each numbered building, an address of 1601 Willow Road appears to have been associated with the Site.

Table 1. Location and Ownership

Assessor's Parcel No. (APN)	055-411-110, 120, 130 and 140
Reported Address and Building Size	10 Network Circle - 112,407 sq. ft. (2-story) 11 Network Circle - 46,262 sq. ft. (2-story) 12 Network Circle - 138,531 sq. ft. (3-story) 14 Network Circle - 137,612 sq. ft. (3-story) 15 Network Circle - 120,327 sq. ft. (2-story) 16 Network Circle - 171,751 sq. ft. (3-story) 17 Network Circle - 171,763 sq. ft. (3-story) 18 Network Circle - 112,384 sq. ft. (2-story) 19 Network Circle - 10,971 sq. ft. (1-story)
Construction Date	1993
Owner	Oracle, Inc.
Approximate Lot Size	60.3 acres*

* Site size reported by Oracle (see Appendix E)

2.2 CURRENT/PROPOSED USE OF THE PROPERTY

The current and proposed uses of the property are summarized in Table 2.

Table 2. Current and Proposed Uses

Current Use	Oracle (formerly Sun Microsystems) office space, computer hardware testing and fitness center
Proposed Use	Commercial office space

2.3 SITE SETTING AND ADJOINING SITE USE

Land use in the general Site vicinity appears to mainly be a mix of undeveloped salt evaporation ponds and commercial properties. Based on our Site vicinity reconnaissance, adjoining Site uses are summarized below in Table 3.

Table 3. Adjoining Site Uses

North	Salt evaporation ponds
South/Southeast	Highway 84, undeveloped land and public storage facility
West	Salt evaporation ponds

SECTION 3: USER PROVIDED INFORMATION

The ASTM standard defines the User as the party seeking to use a Phase I ESA to evaluate the presence of Recognized Environmental Conditions associated with a property. For the purpose of this Phase I ESA, the User is Roark Properties LLC.

3.1 CHAIN OF TITLE

A chain-of-title was not provided for our review.

3.2 ENVIRONMENTAL LIENS OR ACTIVITY AND USE LIMITATIONS

No information regarding environmental liens or activity and use limitations (AULs) was provided for our review.

3.3 SPECIALIZED KNOWLEDGE AND/OR COMMONLY KNOWN OR REASONABLY ASCERTAINABLE INFORMATION

The ASTM Standard requires that if the User is aware of any specialized knowledge and/or commonly known or reasonably ascertainable information within the local community about the Site that is material to Recognized Environmental Conditions, such as environmental liens, a significantly lower purchase price due to the property being affected by hazardous materials, or other conditions that are material to Recognized Environmental Conditions in connection with the Site, it is the User's responsibility to communicate such information to the environmental professional. Based on information provided by or discussions with Roark Properties LLC, we understand that Roark Properties LLC does not have such specialized knowledge and/or commonly known or reasonably ascertainable information regarding the Site.

3.4 REASON FOR PERFORMING PHASE I ENVIRONMENTAL SITE ASSESSMENT

We understand that Roark Properties LLC intends to purchase the Site for commercial use. We performed this Phase I ESA to support Roark Properties LLC in evaluation of Recognized Environmental Conditions at the Site. This Phase I ESA is intended to reduce, but not eliminate, uncertainty regarding the potential for Recognized Environmental Conditions at the Site.

SECTION 4: RECORDS REVIEW

4.1 DOCUMENTS PROVIDED BY ORACLE

To help evaluate the presence of Recognized Environmental Conditions at the Site, Cornerstone reviewed and relied upon the documents provided by Oracle listed in Table 4. Please note that Cornerstone cannot be liable for the accuracy of the information presented in these documents. Significant information presented in these documents is summarized below. Copies of the documents are attached in Appendix F.

Table 4. Documents Provided by Oracle

Date	Author	Title
May 1987	Raychem	Raychem East Campus Master Plan, Menlo Park, California
July 1990a	Wahler Associates	Preliminary Geotechnical Services, Proposed R&D Complex, Raychem Corporation East Campus Site
July 20, 1990b	Wahler Associates	Environmental Review of McLaren Engineering Report and Site Assessment on Raychem Corporation's East Campus Site, Menlo Park, California
October 25,1990c	Wahler Associates	Additional Site Investigation, Raychem East Campus Site, Menlo Park, California
March 20, 1992	Wahler Associates	Raychem East Campus Property Environmental Update Survey, Menlo Park, California
April 9, 1992a	Treadwell & Rollo, Inc.	Geotechnical Investigation, Sun Microsystems, Menlo Park, California
July 31, 1992b	Treadwell & Rollo, Inc.	Supplemental Geotechnical Investigation Surcharge Program, Sun Microsystems, Menlo Park, California
March 18, 1993a	Wahler Associates	Revised Environmental Assessment Update, Former Raychem East Campus Site, Menlo Park, California
June 9, 1993b	Wahler Associates	Groundwater Sampling and Chemical Analysis for Nickel, Former Raychem East Campus Property, Menlo Park, California
February 8, 1994	Wahler Associates	Status of Groundwater Monitoring Wells, Sun Menlo Park Campus, Willow Road and Bayfront Expressway, Menlo Park, California
March 24, 1995	Anderson Environmental Management	Progress Report, Monitoring and Agricultural Well Project, Sun Microsystems Menlo Park Campus
Issued: 9-1-06 Expires: 9-1-11	San Mateo County Environmental Health Department (SMCEHD)	Permit for above ground tanks, storage of hazardous materials (< 1,999 gal) and generation of hazardous waste (<1 ton per year).
September 10, 2007	Delta	Groundwater Monitoring Well Destruction Report, Sun Microsystems, Inc., 10-18 Network Circle, Menlo Park, California
2008	Oracle/Sun	Waste Characterization Spread Sheet
September 2009	Delta	Spill Prevention, Control and Countermeasure Plan for Sun Microsystems, Inc., 1601 Willow Road, Menlo Park, California
2010	Oracle/Sun	Monthly Waste Inventory
March 10, 2010	Sun Microsystems, Inc. (Sun)	Hazardous Materials Business Plan, Sun Microsystems, Inc., 1601 Willow Road, Menlo Park, California
Expires: 4-1-12	Bay Area Air Quality Management District	Permit to Operate (9 emergency generators)

Note: Please review the attached documents for a more complete assessment of the Site.

4.1.1 Reported Site History

Based on the information reviewed, the Site historically consisted of tidal marshland associated with San Francisco Bay (Raychem, 1987). The first levees reportedly were constructed around the Site before 1946 in connection with salt evaporation pond construction (Wahler, 1990a). The levees reportedly were raised in 1965 to an elevation of approximately 5 feet above mean sea level (msl). During 1968, the sloughs and ditches that traversed the Site reportedly were filled with recompacted bay mud and varying amounts of compacted fill.

The Site previously was owned by Raychem and was referred to as Raychem's East Campus. Raychem, founded in 1957, was a materials science company (now part of Tyco Electronics Corporation) that developed and supplied high-performance products for aerospace, automotive, construction, electronics, electrical power, process and telecommunication industries. Raychem also owned the approximately 82 acres to the southwest of the Site that extended from Chilco Drive on the west to Willow Road on the east – just to the south of the Bayshore Expressway (referred to as the Raychem's West Campus). As discussed in Section 4.2.1, the Raychem West Campus is an open case under Department of Toxic Substances (DTSC) oversight.

A prior Master Plan (Raychem, 1987) indicated that Raychem planned to develop the Site for commercial use. Since 1975, the Site reportedly was subjected to a complex program of preparation, raised building pad construction and surcharging, all in response to changing master plan building configurations and phasing schedule assumptions.

In 1980, the property line along the southern boundary of the Site was realigned to accommodate the CalTrans approach to the Dumbarton Bridge from Marsh Road. In 1982, a concrete utility tunnel, together with a vehicular and pedestrian underpass, was constructed under Route 84 between the Site and Raychem's West Campus located on the opposite side of Route 84. A signalized intersection at Willow Road was constructed in 1984.

The Site reportedly flooded in 1983 when a combination of heavy rains, winds and high tides caused bay waters to breach the levees (Raychem, 1987). In 1984, the perimeter levees reportedly were raised to an elevation of approximately 10 feet msl. Wahler (1990a) reported that subsequent settlement lowered the levee elevations to approximately 8½ feet at some locations.

In 1990, prior to construction of the current on-Site buildings, approximately 4 to 8 feet of imported fill were noted to be present on-Site (Wahler, 1990a). At the time of Wahler's Site Assessment (1990b), several improvements to the Site were noted in the preparation for future development, including construction of levees, importation of fill material and construction of several building pads.

Treadwell & Rollo (1992a) reported fill thicknesses of approximately 2 to 9 feet. Approximately 3 to 11 feet of native soft compressive clay (Bay Mud) reportedly underlies the fill. Ground water reportedly was encountered at the base of the fill (at approximately msl).

Plans for the current on-Site commercial office complex were developed during the early 1990s (Treadwell & Rollo, 1992b).

4.1.2 Prior Environmental Studies

Wahler (1990b) reviewed an April 20, 1990 report by McLaren Engineering (McLaren); the McLaren report was not made available for our review. Wahler reported that previous work at the Site by McLaren indicated no significant chemical use, handling, storage, or disposal on-Site. It was reported that minor chemical usage had occurred, associated with storage of vehicles and equipment on-Site during nearby construction activities. Wahler also noted, "a great deal of fill from unidentified sources has been placed on-site during Raychem's ownership of the site".

The McLaren Environmental Assessment (as summarized by Whaler 1993a), referred to the reported detonation of unstable laboratory chemicals. According to Mr. Jim Charley, the Environmental Program Manager at Raychem, the detonation activities consisted of four to five cardboard boxes of containers of organic peroxides. Dr. Charley reportedly stated that organic peroxides are almost completely consumed during detonation due to their high reactivity and any remaining material after detonation would likely oxidize leaving little to no residue.

In January 1990, McLaren collected and analyzed soil samples from four borings (MW-1, MW-2, MW-3 and SB-1) and four hand auger locations (HA-1 through HA-4). SB-1 was located in the vicinity of monitoring well MW-5. The hand auger samples were reportedly located in the vicinity of previously detonated unstable chemicals (Wahler, 1990b). Ground water samples also were collected from monitoring wells MW-1, MW-2 and MW-3. These samples were analyzed for volatile organic compounds (VOCs) and semi-VOCs, oil and grease, total petroleum hydrocarbons (TPH) and Title 22 metals. The specific laboratory results and datasheets from the McLaren study were not readily available for review; however, McLaren reportedly concluded that ground water quality did not appear impacted from on- or off-Site activities. Whaler (1990b) reported that the McLaren report noted that 'hydrocarbons and phenanthrene were identified in shallow soil samples of the fill at less than hazardous levels'; nickel reportedly was identified in all soil samples; the concentrations were reported by Whaler as 'relatively uniform and may represent native concentrations in fill'. However, Whaler also stated, 'McLaren's soil sample analyses also indicated somewhat elevated levels of nickel in shallow soil (fill) throughout the site'.

In May 1990, Wahler sampled ground water from MW-1 and collected soil in the vicinity of McLaren's boring SB-1 at approximately 1 to 1 ½ feet below the surface (SS-1). The laboratory analyses of these samples 'generally verified McLaren's findings with similar results.' No hydrocarbons or VOCs were reported in the ground water sample. Methylene chloride was detected in ground water (2.6 parts per billion [ppb]) but because the trip blank also contained a similar concentration of methylene chloride, Wahler indicated that its presence likely was due to laboratory contamination. TPH as diesel was reported in soil at a 23 parts per million (ppm). However, an elevated concentration of nickel was detected in SS-1. Total and soluble nickel were detected at 950 and 59 ppm, respectively. The Total Threshold Limit Concentration (TTLC) and Soluble Threshold Limit Concentration (STLC) for nickel are 2,000 and 20 ppm, respectively. The TTLC and STLC are the concentrations above which a solid waste is considered hazardous per Title 22 of the California Code of Regulations. Thus, the detected soluble nickel concentration exceeded the STLC.

In June 1990, Wahler advanced eight shallow soil borings (DH-1 through DH-8) and installed two additional ground water monitoring wells (MW-4 and MW-5). Ground water samples from these wells were analyzed for VOCs and nickel. No VOCs were detected. Nickel was detected in the ground water sampled from MW-4 (at 0.063 ppm). For comparison, the California

drinking water maximum contaminant level (MCL, commonly termed drinking water standard) for nickel is 0.1 parts per million (ppm, California Department of Public Health [2010]). The soil samples collected from well borings MW-4 and MW-5 and from eight additional borings (a total of 18 soil samples) were analyzed for nickel. Total nickel was detected at up to 590 ppm and soluble nickel was detected at up to 9 ppm. Soil samples collected from MW-4 and MW-5 also were analyzed for TPHd, which was detected at 1.9 and 5.0 ppm, respectively.

In September 1990, to further evaluate the extent of nickel in soil, Wahler (1990c) advanced four additional borings (B-1 to B-4) near former sample location SS-1, where nickel was detected at concentrations exceeding California's hazardous waste criteria. Two soil samples were analyzed from each boring. Nickel concentrations were detected between 41 and 82 ppm. Ground water monitoring wells MW-1, MW-4 and MW-5 also were re-sampled; no VOCs were reported in the ground water samples.

In March 1992, Wahler collected ground water samples from four of the on-Site wells; the samples were analyzed for VOCs and TPHd. Monitoring well MW-3 was not sampled due to an obstruction in the well. No VOCs were detected. TPHd was detected at 0.120 ppm in ground water from MW-2 (Wahler, 1992).

Selected wells were sampled again in September 1992 and May 1993 (Wahler, 1993a and 1993b). During the first sampling event, TPHd was detected in MW-2 at 0.250 ppm and nickel at 0.180 ppm was detected in an unfiltered ground water sample from MW-1. Wahler indicated that because the nickel sample was unfiltered, the result for nickel in MW-1 may be artificially high due to nickel adsorbed to soil particles in the well water. Analysis of ground water from MW-1 detected acetone at 0.022 ppm. Wahler noted that acetone has not been detected in on-Site ground water during prior sampling events and that it is a common laboratory contaminant. During the May 1993 sampling event, a filtered ground water sample was collected from MW-1 and analyzed for nickel, which was not detected above the detection limit of 0.050 ppm.

Two of the wells were destroyed in 1993 and the remaining three wells were destroyed in 2007; the well abandonment activities reportedly were performed in accordance with SMCEHD guidelines (Wahler, 1994 and Delta, 2007).

4.1.3 Reported Hazardous Materials Use/Storage by Sun Microsystems

Based on the provided Spill Prevention, Control and Countermeasure Plan (SPCCP) and Hazardous Materials Business Plan (HMBP), diesel fuel is stored on-Site within emergency generators (in double walled above ground tanks). The SPCCP listed six generators with a total diesel storage capacity of approximately 1,680 gallons. Note, however, that nine generators were listed on the current Bay Area Air Quality Management District (BAAQMD) operating permit (Figure 2).

The SPCCP also identified 17 elevators located throughout the on-Site buildings that contain a total of approximately 1,753 gallons of hydraulic fluid (between approximately 64 and 144 gallons per elevator). One 55-gallon drum of waste oil is also noted, along with approximately 300 gallons of kitchen grease. Transformer oil reportedly is present within the eight electrical transformers that are owned by Pacific Gas & Electric; these transformers reportedly are periodically inspected for leaks as part of normal facility maintenance activities. The HMBP indicated that lead-acid batteries are additionally used on-Site. The HMBP also stated that no underground storage tanks (USTs) are present. The provided waste inventory information

indicated that various wastes are generated including batteries, mercury-containing light bulbs, used generator oil, used refrigerants and refrigerant oils.

4.2 STANDARD ENVIRONMENTAL RECORD SOURCES

Cornerstone contracted with a firm specializing in the computerized search of environmental regulatory databases to evaluate the likelihood of contamination incidents at and near the Site. The databases and search distances were in general accordance with the requirements of ASTM E 1527-05. A list of the database sources reviewed, a description of the sources, and a radius map showing the location of reported facilities relative to the project Site are presented in Appendix B.

Based on the information presented in the agency database report, no off-Site facilities were reported that appear likely to significantly impact ground water beneath the Site. The potential for impact was based on our interpretation of the types of incidents, the location of the reported incidents in relation to the Site and the assumed ground water flow direction.

4.2.1 Sun Microsystems and SLIC Database

Sun Microsystems is listed on the Regional Water Quality Control Board (Water Board) spills, leaks, investigation and cleanup (SLIC) database. The case status is listed as "open-inactive." To obtain additional information regarding the SLIC case, Cornerstone obtained a copy of the documents contained in the Water Board file (see Appendix G). Based on our review, the SLIC case appears to have been opened after a DTSC non-emergency hazardous substance release report was submitted to the Water Board by Rust Environmental (consultant for Sun Microsystems) in 1994. The release report summarizes the results of sampling conducted at the Site to evaluate nickel concentrations in on-Site soil; these prior studies are described in Sections 4.1.2 and 4.3.1.

Other database listings for Sun Microsystems at the Site address of 1601 Willow Road indicate that the facility has obtained permits from San Mateo County related to above ground storage tanks (ASTs), storage of hazardous materials, and for generation of hazardous waste.

4.2.2 Raychem/Tyco, 300 Constitution Drive

Raychem at 300 Constitution Drive (Property) is identified on several databases; soil and ground water are noted to have been impacted on this Property, which is located across Bayfront Expressway (Route 84), southwest of the project Site. Prior to Raychem's ownership, the Property primarily was undeveloped marshland with an asphalt batch plant located in the central portion of the Property.

Raychem entered in a Corrective Action Consent Agreement (Consent Agreement) with DTSC in June 1996 to initiate the required RCRA Facility Investigation. Tyco entered into another Consent Agreement with DTSC in September 2000 and further amended it on December 31, 2001. As outlined in the Consent Agreement, Raychem/Tyco was required to perform the following:

- Interim Measures (IM)
- RCRA Facility Investigation (RFI)
- Corrective Measure Study (CSM)
- Remedy Selection
- Corrective Measures Implementation

From 1981 to 1998, over twenty environmental assessments and investigations were performed at the Property by various consultants. From 1999 through 2003, Tyco conducted several Property-wide investigations (RFI activities) to gather data regarding potential subsurface chemical impacts and subsurface stratigraphy. This work was conducted according to the RFI Work Plan approved in 1999.

The RFI identified localized areas of contaminated soils and concluded that most of the releases likely occurred in the 1970s and 1980s. Elevated concentrations of PCBs, VOCs and Semi-VOCs were encountered at a number of locations at the Property with the main area of contamination located at the former ChemPlant. The probable sources of contamination were attributed to leaks and spills from above-ground storage tanks and piping, below-ground sumps, releases from drum storage areas and waste management practices employed in the past by the facility.

Ground water investigations were conducted between 1999 and 2004 at the Property. The investigations indicated that ground water contamination appeared generally limited to the Property. In addition, natural attenuation of ground water contaminants appeared to be occurring; contaminant concentrations are anticipated to continue to decrease in ground water with time. Interim remedial measures conducted on-Site and natural attenuation processes have reduced the ground water contaminant plume in size and concentrations of VOCs.

Based on our review of readily available documents pertaining to the Raychem/Tyco Property, past chemical releases do not appear likely to have significantly impacted soil or ground water quality below the Oracle/Sun Microsystems Site.

4.3 ADDITIONAL ENVIRONMENTAL RECORD SOURCES

The following additional sources of readily ascertainable public information for the Site also were reviewed during this Phase I ESA.

4.3.1 City and County Agency File Review

Cornerstone requested available files pertaining to the Site addresses (10 through 19 Network Circle and 1601 Willow Road) at following public agencies; the Menlo Park Building Department (MPBD) and the San Mateo County Environmental Health Department (SMCEHD). Copies of selected documents are provided in Appendix G.

SMCEHD Files: The SMCEHD files contained copies of several of the documents listed in Table 4 along with Hazardous Materials Business Plans (HMBPs) indicating that the Site has been occupied by Sun Microsystems since 1994. The hazardous materials listed in HMBPs dated between 2008 and 2010 were generally consistent with those described in Section 4.1.3. Additional hazardous materials were listed on HMBPs dated between 1995 and 2007. These included methanol, acetone, isopropyl alcohol, paints, rubber cement solvent and thinner,

refrigerants, refrigerant and vacuum pump oils, and various other adhesives, laundry detergents and janitorial cleaning supplies. The materials were listed as being stored in relatively small quantities, typically consisting of containers with capacities of 1 to 5 gallons or smaller. SMCEHD inspection reports dated between 1994 and 2009 did not list any violations that would be indicative of significant hazardous materials spills.

A hand written note contained in the SMCEHD file indicated that nickel concentrations identified in on-Site soil in 1990 were re-investigated in 1994 and revealed concentrations below the STLC and TTLC. The note additionally stated that "the site does not need to be opened," presumably indicating that the detected nickel concentrations did not warrant opening a hazardous materials/spill incident case.

The referenced 1994 report, prepared by Rust Environmental (formerly Wahler Associates), was contained in the file; a copy of the report is attached in Appendix G. Rust (1994) summarized the prior work, as described above in Section 4.1.2, and also summarized another study conducted by Tetra Tech in September 1994.

Tetra Tech collected fourteen soil samples (ranging in depth from approximately 2 ½ feet to 3 ½ feet) and analyzed them for nickel. Two samples exceeded the STLC. Tetra Tech concluded, 'Based on the results of soil analyses for nickel, some of which exceeds the concentrations at which the State defines waste materials as hazardous waste, there is a potential for some site soils to be classified as hazardous waste'. Tetra Tech also sampled the ground water from two monitoring wells; one sample had a concentration of nickel 'slightly above' the MCL and the rest were below the MCL.

Rust additionally collected fifteen soil samples near two locations where nickel was identified by Tetra Tech in soil at concentrations exceeding the STLC. Rust also collected a ground water sample from well MW-5. Nickel concentrations detected in soil did not exceed the STLC. Nickel was not detected in the ground water sample. Rust concluded that 'concentrations of nickel in site soils is naturally occurring in the construction fill and aggregate brought to the site, (probably from within the Bay Watershed), as nickel concentrations are low, consistent with naturally occurring levels, and there is no known or suspected man-made source for the elemental nickel in the fill and aggregate'. The average total nickel concentration in all soil samples collected up to the date of the Rust report (60 samples) was indicated as 166.7 ppm. None of the total nickel concentrations exceeded the TTLC. Soluble nickel concentrations exceeding the STLC were detected in only three samples. Table 1 contained within the 1994 Rust report presents a summary of the previously detected nickel concentrations in soil and ground water at the Site (Appendix G).

MPBD Files: The MPBD files contained building plans, permits and other correspondence related to the initial construction of the current on-Site buildings and subsequent tenant improvements/alterations; occupancy of the buildings by Sun Microsystems was indicated. Due to the large number of documents at the MPBD (thousands of pages), a detailed review of each could not be reasonably performed within the scope of this investigation; thus, only a cursory review was conducted.

SECTION 5: PHYSICAL SETTING

We reviewed readily available geologic and hydrogeologic information to evaluate the likelihood that chemicals of concern released on a nearby property could pose a significant threat to the Site and/or its intended use.

5.1 RECENT USGS TOPOGRAPHIC MAP

A 1997 USGS 7.5 minute topographic map was reviewed to evaluate the physical setting of the Site. The Site's elevation is shown to be approximately msl. Note, however, that Treadwell & Rollo (1992b) indicated that the planned final grades associated with the current on-Site development were to be between approximately 6 and 9 feet above msl. The elevations reported by Treadwell & Rollo are likely to be more representative of current conditions. Topography in the vicinity of the Site slopes gently to the north, towards the San Francisco Bay.

5.2 HYDROGEOLOGY

Prior studies noted that ground water was encountered at an elevation of approximately msl. Variable ground water flow directions (predominantly in the north-northwesterly direction but also in the southerly direction) have been measured at the Site, possibly related to tidal influences (Wahler, 1993).

SECTION 6: HISTORICAL USE INFORMATION

The objective of the review of historical use information is to develop a history of the previous uses of the Site and surrounding area in order to help identify the likelihood of past uses having led to Recognized Environmental Conditions at the property. The ASTM standard requires the identification of all obvious uses of the property from the present back to the property's first developed use, or back to 1940, whichever is earlier, using reasonably ascertainable standard historical sources.

6.1 HISTORICAL SUMMARY OF SITE

The historical sources reviewed are summarized below. The results of our review of these sources are summarized in Table 5.

- **Historical Aerial Photographs:** We reviewed aerial photographs dated 1943, 1956, 1965, 1974, 1982, 1993, 1998 and 2005 obtained from Environmental Data Resources, Inc. (EDR) of Milford, Connecticut; copies of aerial photographs reviewed are presented in Appendix C.

- **Historical Topographic Maps:** We reviewed USGS 15-minute and 7.5-minute historic topographic maps dated 1899, 1902, 1943, 1947, 1948, 1953, 1961, 1968, 1973, 1991 and 1997; copies of historic topographic maps reviewed are presented in Appendix C.

- **Historical Fire Insurance Maps:** EDR reported that the Site was not within the coverage area of fire insurance maps.

- **Local Street Directories:** We reviewed city directories obtained from EDR that were dated from 1977 to 2008 to obtain information pertaining to past Site occupants; the city directory summary is presented in Appendix D.

Table 5. Summary of Historical Source Information for Site

Date	Source	Comment
1899, 1902 and 1943	Topographic maps	The Site is depicted as tidal marshlands associated with San Francisco Bay.
1943	Aerial photograph	The Site is shown as tidal marshlands associated with San Francisco Bay.
1947	Topographic map	The Site is depicted as tidal marshlands associated with San Francisco Bay.
1948 and 1953	Topographic map	The Site is depicted as tidal marshlands associated with San Francisco Bay. Levees appear to have been constructed along the north and western sides of the Site.
1956	Aerial photograph	The Site is shown as tidal marshlands associated with San Francisco Bay with levees on the north and west sides.
1961	Topographic map	The Site appears similar to that shown on the 1953 topographic map.
1965	Aerial photograph	The Site is shown as tidal marshlands associated with San Francisco Bay with levees on the north and west sides.
1968 and 1973	Topographic maps	The Site appears similar to that shown on the 1953 topographic map.
1974	Aerial photograph	Fill appears to have been placed on-Site. No structures are apparent.
1982	Aerial photograph	Additional fill placement and earthwork activities are apparent on-Site.
1991	Topographic map	No Site features are depicted.
1993	Aerial photograph	Construction of several of the current on-Site commercial buildings appears to be in progress.
1997	Topographic map	No Site features are depicted.
1998 and 2005	Aerial photographs	The Site appears to be developed with the current buildings.
2008	City Directory	Occupant listed as Sun Microsystems (1601 Willow Street)

6.2 HISTORICAL SUMMARY OF SITE VICINITY

Based on our review of the information described in Section 6.1, the general Site vicinity appears to have been undeveloped during the early 1900s. By the 1940s, an increase in development generally to the south of the Site is apparent (within the cities of East Palo Alto and Menlo Park). Further increases in both residential and commercial development on nearby property to the south of the Site are apparent on subsequent aerial photographs and topographic maps.

SECTION 7: SITE RECONNAISSANCE

We performed a Site reconnaissance to evaluate current Site conditions and to attempt to identify Site Recognized Environmental Conditions. The results of the reconnaissance are discussed below. Additional Site observations are summarized in Table 6 in Section 7.2. Photographs of the Site are presented in Section 7.2.1.

7.1 METHODOLOGY AND LIMITING CONDITIONS

To observe current Site conditions (readily observable environmental conditions indicative of a significant release of hazardous materials), Cornerstone staff Stason I. Foster, P.E. visited the Site on October 21, 2010 and was accompanied by Oracle staff (Mr. Doug Bartl, Senior Facilities Manager and Aurelio Andico, Operations Manager). Cornerstone staff only observed those areas that were reasonably accessible, safe, and did not require movement of equipment, materials or other objects. Due to the size of the campus, it was not feasible to view each room within the buildings; alternatively, an attempt was made to observe representative areas of the campus, with a focus on those areas where hazardous materials are used or stored.

7.2 OBSERVATIONS

At the time of our visit, the Site was developed with nine commercial buildings situated in a campus setting. The buildings were numbered 10 through 12 and 14 through 19. The Site was occupied by Sun Microsystems, which was acquired by Oracle in January, 2010. Mr. Bartl indicated that the campus had a capacity for approximately 3,500 employees and that only a few hundred currently occupied the buildings. The buildings were observed to be used primarily for office purposes. Typical office building features were observed including employee break rooms/common areas, restrooms, conference rooms and lobby areas. Several laboratories also were located throughout the buildings that were observed to be used for testing of computer system hardware. The laboratories resembled computer server rooms typical of most commercial office buildings, although on a larger scale. Two cafeterias with kitchens also were present, one in Building 11 and the other in Building 18. Building 19 was observed to be a fitness center for on-Site employees.

Two to three elevators were observed in each of the on-Site buildings, except for Building 19, and consisted of both passenger and freight elevators. Representative elevator equipment rooms were observed to contain hydraulic and mechanical equipment for the elevators. The observed equipment appeared to be in good conditions and no evidence of hydraulic fluid leaks was readily apparent. Mr. Andico indicated that the elevators are serviced by an outside vendor on a regular basis and that he was not aware of any prior issues that would be indicative of hydraulic fluid leaks.

Nine emergency generators were observed on-Site, each with an integral, double-walled, above ground diesel storage tank. The generators were observed to be located on concrete pads or pavement. No evidence of diesel fuel leaks was readily apparent. Mr. Bartl indicated that seven of the generators provided emergency power for life safety systems, while the remaining two provide emergency power to computer laboratories.

A loading dock was observed on the southeast side of Building 11. Smaller loading docks were observed between Buildings 10 and 12, between Buildings 14 and 16, and between Buildings 17 and 18. A hydraulic powered trash compactor was observed on concrete pavements at each of the loading docks. The hydraulic fluid reservoirs for the trash compactors appeared to be single-walled integral tanks with capacities of between 25 and 50 gallons. No evidence of hydraulic fluid leaks was readily apparent.

Typical janitorial cleaning supplies were observed in janitorial closets within the buildings. Additionally, isopropyl alcohol, water soluble and VOC-free soldering flux, and static control mat cleaner were observed in a hazardous materials storage cabinet in one of the hardware laboratories. These materials were observed to be stored in retail plastic containers with 1-

quart and 1-gallon capacities. Mr. Bartl indicated that the alcohols and soldering compounds are used in small quantities for occasional cleaning and soldering of electrical components within the hardware testing laboratories. Lead-acid batteries associated with uninterruptible power supply (UPS) systems also were observed in the laboratories. The batteries were located within secondarily contained cabinets. Laundry detergents used for washing towels were observed in a laundry room in Building 19 (the fitness center); several 5-gallon plastic containers were present. No evidence of hazardous materials spills or leaks within the buildings was readily apparent.

Other hazardous materials observed on-Site appeared to be associated mainly with facility maintenance activities and for operation of the roof-mounted building heating and cooling systems (chillers, natural gas powered boilers and air handling units). These materials were located within an exterior fenced area on the southeast side of Building 11. The observed materials included descalers, corrosion inhibitors, vacuum pump oil, refrigeration oil, waste oil, various refrigerants (R-22, R-134A, R-404A and R-410A), compressed gas cylinders (oxygen, nitrogen and acetylene), paints, paint thinner, and miscellaneous other lubricants, adhesives and cleaners. Metal and plastic cans of gasoline (approximately 20 gallons total) also were observed that reportedly are used for operation of landscaping equipment. The observed hazardous materials were stored mainly in metal and molded polyethylene hazardous materials cabinets/enclosures with integral secondary containment sumps. The refrigerant and compressed gas cylinders were stored on shelving and on underlying pavement and were secured by chains. Waste oil was contained in a 55-gallon drum, while the other materials were generally in plastic containers with capacities ranging from 1-quart to 5-gallons; several aerosol cans also were present. No evidence of hazardous materials spills or leaks was readily apparent.

Two below ground grease collection sumps were observed on-Site, associated with the two kitchen facilities. One sump was located on the western side of Building 18 and the other was located near the loading dock of Building 11. Mr. Andico indicated that the grease sumps are pumped out by a vendor on a periodic basis. A below ground sanitary sewer sump and lift pump system also was located near the loading dock of Building 11.

Pad-mounted electrical transformers owned by PG&E were observed at several exterior locations on-Site, mainly near the loading dock and generator locations. The transformers appeared to be in good condition and no transformer oil leaks were readily apparent.
Other exterior areas of the Site consisted of landscaped courtyard areas (centrally enclosed between the buildings) and asphalt paved vehicle drives and parking areas.

Table 6. Summary of Readily Observable Site Features

General Observation	Comments
Aboveground Storage Tanks	Diesel tanks associated with generators and hydraulic fluid tanks associated with trash compactors
Agricultural Wells	Not Observed
Air Emission Control Systems	Not Observed
Boilers	Roof-mounted; natural gas fueled boilers associated with building heating systems
Burning Areas	Not Observed
Chemical Mixing Areas	Not Observed
Chemical Storage Areas	Observed as described above
Clean Rooms	Not Observed
Drainage Ditches	Not Observed
Elevators	Observed as described above
Emergency Generators	Observed as described above
Equipment Maintenance Areas	Not Observed
Fill Placement	Reported to be present (see Section 4.0)
Ground Water Monitoring Wells	Not Observed; several monitoring wells were decommissioned
High Power Transmission Lines	Not Observed
Hoods and Ducting	Not Observed
Hydraulic Lifts	Not Observed
Incinerator	Not Observed
Petroleum Pipelines	Not Observed
Petroleum Wells	Not Observed
Ponds or Streams	Not Observed
Railroad Lines	Not Observed
Row Crops or Orchards	Not Observed
Stockpiles of Soil or Debris	Not Observed
Sumps or Clarifiers	Two grease collection sumps associated with kitchens
Transformers	Observed as described above; reportedly owned by PG&E
Underground Storage Tanks	Not Observed
Vehicle Maintenance Areas	Not Observed
Vehicle Wash Areas	Not Observed
Wastewater Neutralization Systems	Not Observed

The comment "Not Observed" does not warrant that these features are not present on-Site; it only indicates that these features were not readily observed during the Site visit.

7.2.1 Site Photographs

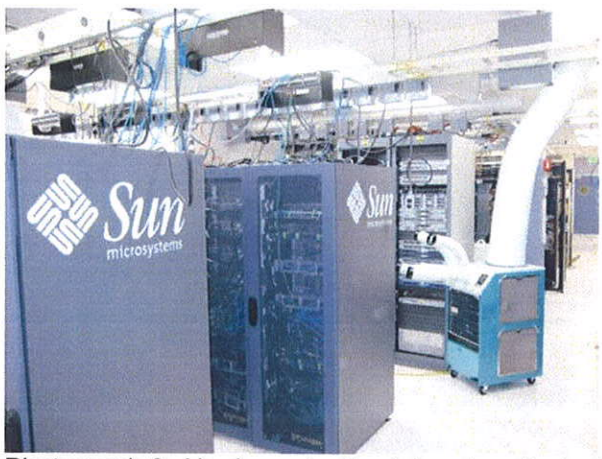
Photograph 1. Exterior of Building 10

Photograph 2. View of courtyard area.

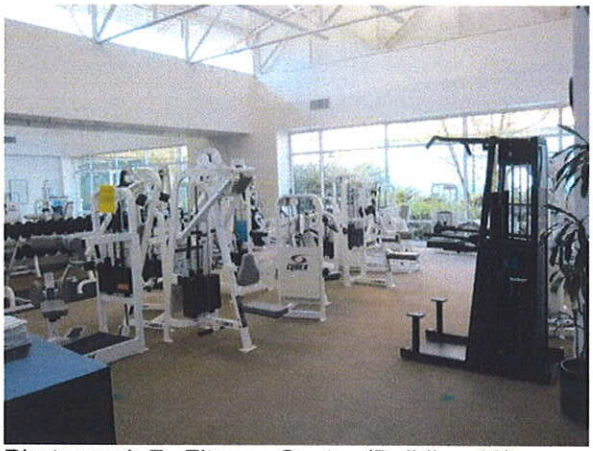
Photograph 3. Interior offices (typical)

Photograph 4. Conference room

Photograph 5. Kitchen/Cafeteria

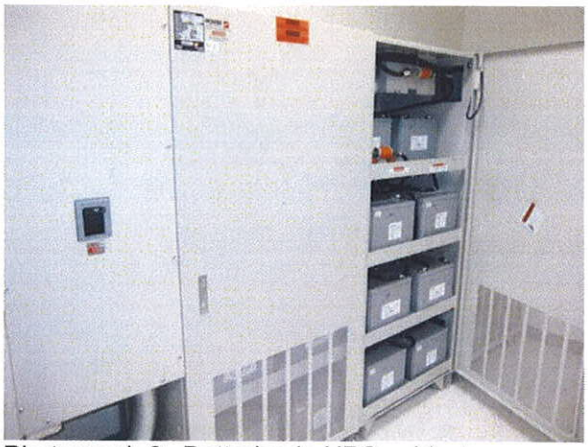


Photograph 6. Hardware testing laboratory (typical)



Photograph 7. Fitness Center (Building 19)

Photograph 8. Laundry room in Building 19.

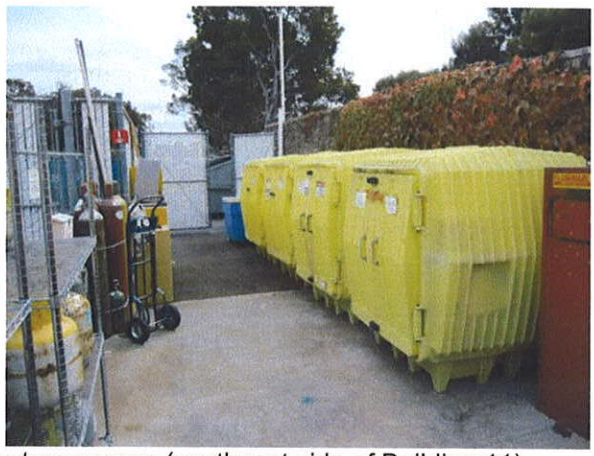


Photograph 9. Batteries in UPS cabinet

Photograph 10. Emergency generator (1 of 9)

Photograph 11. Trash compactor.

Photograph 12. Elevator hydraulic equipment



Photographs 13 and 14. Exterior hazardous materials storage area (southeast side of Building 11)

SECTION 8: INTERVIEWS

8.1 ENVIRONMENTAL QUESTIONNAIRE AND OWNER/OCCUPANT INTERVIEWS

To help obtain information on current and historical Site use and use/storage of hazardous materials on-Site, we provided an environmental questionnaire to the Site owner (Oracle). A copy of the completed questionnaire is attached in Appendix E. Interviews with Oracle staff (Mr. Doug Bartl, Senior Facilities Manager and Aurelio Andico, Operations Manager) also were conducted during our Site visit. Based on our review of the completed questionnaire and discussions with Oracle staff, the Site was purchased by Sun Microsystems in 1991. The on-Site buildings reportedly were constructed in 1993 and occupied by Sun Microsystems for office and hardware testing purposes. Oracle reportedly acquired Sun Microsystems in January 2010. Other information presented on the questionnaire appears consistent with the Site conditions observed during our visit and was described above in Section 7.2.

8.2 INTERVIEWS WITH PREVIOUS OWNERS AND OCCUPANTS

Contact information for previous Site owners and occupants was not provided to us. Therefore, interviews with previous Site owners and occupants could not be performed. We understand that the Site consisted of undeveloped land prior to construction of the current buildings.

SECTION 9: CONCLUSIONS (FINDINGS) AND RECOMMENDATIONS

Roark Properties LLC reportedly intends to purchase the Site for commercial use. Cornerstone performed this Phase I ESA to support Roark Properties LLC in evaluation of Recognized Environmental Conditions. Our conclusions and recommendations are summarized below.

9.1 HISTORICAL SITE USAGE

Based on the information obtained during this study, the Site historically consisted of tidal marshland associated with San Francisco Bay. The first levees appear to have been constructed around the Site during the mid-1940s; the levees reportedly were raised in 1965 and again in 1984. During 1968, the sloughs and ditches that traversed the Site reportedly were filled. Additional fill was placed on-Site during the 1970s and 1980s. The Site was previously owned by Raychem and referred to as Raychem's East Campus property. Building pads for a

planned Raychem development were constructed on-Site during the 1980s; Raychem's plan was later abandoned, and the Site was acquired by Sun Microsystems in 1991. The current on-Site buildings were constructed beginning in 1993 and have since been occupied by Sun Microsystems mainly for office and computer hardware testing purposes.

9.2 CHEMICAL STORAGE AND USE

As described in prior sections of this report, chemical use and storage at the Site consists mainly of diesel fuel contained in emergency generators; hydraulic fluid contained in elevators and trash compactors; lead-acid batteries associated with UPS systems; refrigerants and water treatment chemicals associated with the operation of the roof-mounted building heating and cooling systems; a variety of janitorial and facility maintenance products; and transformer oil within electrical transformers. Alcohols and soldering compounds also are used in small quantities for occasional cleaning and soldering of electrical components within the hardware testing laboratories. No evidence of hazardous materials spills or leaks was readily apparent at the time of our Site visit.

Facilities containing hazardous materials should be periodically inspected for leaks or other damage as part of normal Site maintenance activities. Appropriate procedures and control measures should be taken by vendors that service the elevators and transformers to minimize incidental spills or releases of oil. Spill equipment should be kept readily available near the emergency generators to absorb or contain releases, if any.

Based on the reported quantity of hazardous materials being stored on-Site, preparation of a Spill Prevention, Control and Countermeasure Plan (SPCCP) is required by Federal and State regulations. The SPCCP establishes instructions and guidelines for the prevention, control and mitigation of hazardous materials spills or releases from a facility with the objective of protecting the environment and health and safety of on-Site employees.

9.3 SOIL QUALITY

9.3.1 Reported Nickel Concentrations in Soil

As described in Sections 4.1.2 and 4.3.1, several studies of on-Site soil quality were completed between 1990 and 1994. Nickel was identified as being potentially elevated in on-Site fill material; thus, most of the soil sampling conducted focused on evaluation of nickel concentrations. The reports reviewed indicate that 60 samples were collected and analyzed for total nickel. The highest detected total nickel concentration was 1,200 ppm. The average total nickel concentration was reported as 166.7 ppm.

The reported nickel data were compared to the California Human Health Screening Levels (CHHSLs) (Cal/EPA, September 2010). The CHHSLs are used to screen sites for potential human health concerns where releases of hazardous chemicals to soils have occurred. Under most circumstances, the presence of a chemical in soil, soil gas or indoor air at concentrations below the corresponding CHHSLs can be assumed not to pose a significant health risk. Please note that the Water Board (2008) has also developed Environmental Screening Levels (ESLs). The ESLs are a compilation of screening levels for not only risk to human health but a number of other environmental concerns. In addition, naturally occurring background concentrations of metals, such as arsenic - amongst others, in soil may exceed their respective CHHSLs. Cal/EPA generally does not require cleanup of soil to below background concentrations. This

issue is frequently encountered with arsenic. Thus, nickel also was compared to regional background levels (Scott, 1991).

The CHHSLs for total nickel in soil on residential and commercial properties are 1,600 and 16,000 ppm, respectively. The total nickel concentrations detected in on-Site soil do not exceed the residential or commercial CHHSLs. Similarly, the total nickel concentrations do not exceed the TTLC, which for nickel is 2,000 ppm. The average concentration of nickel (166.7 ppm) did exceed the commercial and residential ESL (150 ppm) but not the direct exposure ESL (300 ppm). Scott (1991) reported natural background nickel concentrations in the southern Bay area from 6 to 145 ppm. Published analyses of nickel contents in bedrock units in the southern Bay area include several for serpentinite, partially serpentinized ultramafic igneous rock and associated rocks; these rocks have relatively high concentrations of nickel. Bailey and Everhart (1964) reported that serpentinite and associated altered and mineralized silica-carbonate rock in the New Almaden district contained 800 to 2,000 ppm of nickel.

The STLC for nickel is 20 ppm. If the total nickel concentrations in a sample exceeded 10 times the STLC (i.e., 200 ppm), then in most cases the samples also were analyzed for soluble nickel. A factor of 10 is commonly used to compensate for a 1:10 dilution factor used during the analyses for soluble analytes. Fifteen samples containing the greatest concentrations of total nickel were analyzed for soluble nickel, which was detected at up to 60 ppm and exceeded the STLC in 3 of the samples analyzed. Forty-two other samples presumably did not contain soluble nickel above the STLC based on the total nickel concentrations within those samples (i.e., the total nickel concentrations were less than 200 ppm).

The Site is identified as "open-inactive" case on the Water Board's SLIC database. Based on the reported nickel concentrations and the lack of action required by the Water Board, in our opinion, the nickel concentrations do not appear to pose a significant threat to human health. Furthermore, a hand written note contained in the SMCEHD file indicated that based on the nickel concentrations detected "the site does not need to be opened," presumably indicating that the detected nickel concentrations do not warrant opening a hazardous materials/spill incident case under SMCEHD oversight.

9.3.2 Other Analyte Concentrations in Soil

In addition to nickel, a few soil samples collected during prior studies also were analyzed for VOCs, semi-VOCs and petroleum hydrocarbons. TPHd was detected at concentrations of 1.9, 5.0 and 23 ppm. No CHHSL for TPHd has been established; however, the ESL for TPHd is 83 ppm. Thus, the TPHd concentrations detected do not appear to pose a significant threat to human health.

9.4 FILL

In 1990, prior to construction of the current on-Site buildings, approximately 4 to 8 feet of imported fill were noted to be present on-Site (Wahler, 1990a). At the time of Wahler's Site Assessment (1990b), several improvements to the Site that required the import of fill were noted for future development, including construction of levees and building pads. Treadwell & Rollo (1992a) reported fill thicknesses of approximately 2 to 9 feet.
As discussed above, the laboratory analyses previously performed on fill samples included several common contaminants (i.e., VOCs, semi-VOCs, TPH and metals). However, as the source of the fill is undocumented, there may be other contaminants present, such as organochlorine pesticides, or pockets of contamination not detected due to the limited testing

performed by others. Because the Site is now capped by the existing buildings and associated paved parking areas, risk to human health from residual chemicals, if any, would be significantly reduced. However, elevated residual chemical concentrations in soil can pose construction worker health and safety concerns and increase costs to dispose of excess soil. Thus, if renovation or demolition activities involving earthwork are planned, consideration should be given to performing soil sampling and analytical testing in specific work areas to further evaluate if residual chemicals are present.

9.5 GROUND WATER QUALITY

Five ground water monitoring wells were previously installed on-Site and periodically sampled. Ground water samples from selected wells were analyzed for VOCs, TPHg, TPHd, BTEX and nickel. No VOCs were detected except for methylene chloride (up to 0.0034 ppm) and acetone (0.022 ppm), which were noted to be common laboratory contaminants and appear unlikely to be associated with an on-Site chemical release. Similarly, TPHg and BTEX compounds were not detected. TPHd was sporadically detected during the well sampling events at concentrations up to 0.250 ppm.

Nickel also was sporadically detected in ground water (up to 0.180 ppm); the greatest detected concentration was in an unfiltered sample. For comparison, the California drinking water maximum contaminant level (MCL) for nickel is 0.1 ppm. Note that shallow ground water below the Site is not used as a drinking water source.

The nickel and TPHd concentrations detected in ground water do not appear to pose a significant threat to human health and are not likely to adversely impact the planned commercial use of the Site.

Two of the wells were destroyed in 1993 and the remaining three wells were destroyed in 2007; the well abandonment activities reportedly were performed in accordance with SMCEHD guidelines.

9.6 ASBESTOS CONTAINING MATERIALS (ACMS)

Because the buildings were constructed during the 1990s, most building materials are unlikely to contain significant quantities of asbestos. However, if demolition, renovation, or re-roofing of the buildings is planned, an asbestos survey may be required by local authorities or National Emissions Standards for Hazardous Air Pollutants (NESHAP) guidelines. NESHAP guidelines require the removal of potentially friable ACBMs prior to building demolition or renovation that may disturb the ACBM.

9.7 LEAD-BASED PAINT

The Consumer Product Safety Commission banned the use of lead as an additive in paint in 1978. Based on the age of the buildings, the potential for lead-based paint to be present appears low.

9.8 POTENTIAL ENVIRONMENTAL CONCERNS WITHIN THE SITE VICINITY

Based on the information obtained during this study, no hazardous material incidents have been reported in the Site vicinity that would be likely to significantly impact the Site. However, as is typical to many commercial areas, several facilities in the vicinity were reported as hazardous

materials users. If leaks or spills occur at these facilities, contamination could impact the Site, depending upon the location of the property, the magnitude of the release, and the effectiveness of cleanup efforts.

9.9 DATA GAPS

ASTM Standard Designation E 1527-05 requires the environmental professional to comment on significant data gaps that affect our ability to identify Recognized Environmental Conditions. A data gap is a lack of or inability to obtain information required by ASTM Standard Designation E 1527-05 despite good faith efforts by the environmental professional to gather such information. A data gap by itself is not inherently significant; it only becomes significant if it raises reasonable concerns. The following data gaps were identified:

- Contact information for the former owners of the Site was not provided to us; thus, interviews with former owners were not performed.

The Site history appears to have been established based on information obtained from other data sources; thus, the above data gap is not considered to be significant.

9.10 DATA FAILURES

As described by ASTM Standard Designation E 1527-05, a data failure occurs when all of the standard historical sources that are reasonably ascertainable and likely to be useful have been reviewed and yet the objectives have not been met. Data failures are not uncommon when attempting to identify the use of a Site at five year intervals back to the first use or to 1940 (whichever is earlier). ASTM Standard Designation E 1527-05 requires the environmental professional to comment on the significance of data failures and whether the data failure affects our ability to identify Recognized Environmental Conditions. A data failure by itself is not inherently significant; it only becomes significant if it raises reasonable concerns. No significant data failures were identified during this Phase I ESA.

9.11 RECOGNIZED ENVIRONMENTAL CONDITIONS

Cornerstone has performed a Phase I Environmental Site Assessment in general conformance with the scope and limitations of ASTM E 1527-05 of 10 Network Circle, Menlo Park, California. This assessment identified the following Recognized Environmental Conditions; however, please read the entire report for an overview of the Site.

- Nickel was identified as present in elevated concentrations in on-Site fill material obtained from undocumented sources. In addition, due to these elevated nickel concentrations, the Site is an "open-inactive" case on the Water Board's SLIC database.

SECTION 10: LIMITATIONS

Cornerstone performed this Phase I ESA to support Roark Properties LLC in evaluation of Recognized Environmental Conditions associated with the Site. Roark Properties LLC understands that no Phase I ESA can wholly eliminate uncertainty regarding the potential for Recognized Environmental Conditions to be present at the Site. This Phase I ESA is intended to reduce, but not eliminate, uncertainty regarding the potential for Recognized Environmental Conditions. Roark Properties LLC understands that the extent of information obtained is based on the reasonable limits of time and budgetary constraints.

Conclusions presented in this report are based on selected, readily available information and conditions readily observed at the time of the Site visit. Phase I ESAs are inherently limited because findings are developed based on information obtained from a non-intrusive Site evaluation. Cornerstone does not accept liability for deficiencies, errors, or misstatements that have resulted from inaccuracies in the publicly available information or from interviews of persons knowledgeable of Site use. In addition, publicly available information and field observations often cannot affirm the presence of Recognized Environmental Conditions; there is a possibility that such conditions exist. If a greater degree of confidence is desired, soil, ground water and/or soil vapor samples should be collected by Cornerstone and analyzed by a state-certified laboratory to establish a more reliable assessment of environmental conditions.

Cornerstone acquired an environmental database of selected publicly available information for the general area of the Site. Cornerstone cannot verify the accuracy or completeness of the database report, nor is Cornerstone obligated to identify mistakes or insufficiencies in the information provided (ASTM E 1527-05, Section 8.1.3). Due to inadequate address information, the environmental database may have mapped several facilities inaccurately or could not map the facilities. Releases from these facilities, if nearby, could impact the Site.

Roark Properties LLC may have provided Cornerstone environmental documents prepared by others. Roark Properties LLC understands that Cornerstone reviewed and relied on the information presented in these reports and cannot be responsible for their accuracy.

This report, an instrument of professional service, was prepared for the sole use of Roark Properties LLC and may not be reproduced or distributed without written authorization from Cornerstone. It is valid for 180 days. An electronic transmission of this report may also have been issued. While Cornerstone has taken precautions to produce a complete and secure electronic transmission, please check the electronic transmission against the hard copy version for conformity. Cornerstone makes no warranty, expressed or implied, except that our services have been performed in accordance with the environmental principles generally accepted at this time and location.

3.13-B West Campus Phase I Environmental Site Assessment

CORNERSTONE EARTH GROUP

Type of Services	Phase I Environmental Site Assessment
Location	312-314 Constitution Drive Menlo Park, California 94025-1111
Client	Giant Properties, LLC
Client Address	1601 South California Avenue Palo Alto, California 94304
Project Number	254-5-1
Date	November 19, 2010

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Type of Services	**Phase I Environmental Site Assessment**
Location	**312-314 Constitution Drive** **Menlo Park, California 94025-1111**

SECTION 1: INTRODUCTION

This report presents the results of the Phase I Environmental Site Assessment (ESA) performed at 312-314 Constitution Drive in Menlo Park, California (Site) as shown on Figures 1 and 2. This work was performed for Giant Properties, LLC in accordance with our October 8, 2010 Agreement (Agreement). Cornerstone Earth Group, Inc. (Cornerstone) understands that Giant Properties, LLC (Giant Properties) intends to purchase the Site for continued commercial (office) use and future commercial (office) redevelopment.

1.1 PURPOSE

The scope of work presented in the Agreement was prepared in general accordance with ASTM E 1527-05 titled, "Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process" (ASTM Standard). The ASTM Standard is in general compliance with the Environmental Protection Agency (EPA) rule titled, "Standards and Practices for All Appropriate Inquiries; Final Rule" (AAI Rule). The purpose of this Phase I ESA is to strive to identify, to the extent feasible pursuant to the scope of work presented in the Agreement, Recognized Environmental Conditions at the property.

As defined by ASTM E 1527-05, the term Recognized Environmental Condition means the presence or likely presence of hazardous substances or petroleum products on a property under conditions that indicate an existing release, past release, or a material threat of a release of hazardous substances or petroleum products into structures on the property or into the ground, ground water, or surface water on the property.

1.2 SCOPE OF WORK

As presented in our Agreement, the scope of work performed for this Phase I ESA included the following:

- A reconnaissance of the Site to note readily observable indications of significant hazardous materials releases to structures, soil or ground water.
- Drive-by observation of adjoining properties to note readily apparent hazardous materials activities that have or could significantly impact the Site.
- Acquisition and review of a regulatory agency database report of public records for the general area of the Site to evaluate potential impacts to the Site from reported

contamination incidents at nearby facilities.

- Review of readily available information on file at selected governmental agencies to help evaluate past and current Site use and hazardous materials management practices.
- Review of readily available maps and aerial photographs to help evaluate past and current Site uses.
- Preparation of a written report summarizing our findings and recommendations.

The limitations for the Phase I ESA are presented in Section 10.

1.3 ASSUMPTIONS

In preparing this Phase I ESA, Cornerstone assumed that all information received from the seller is true and accurate. In addition, we assumed that all records obtained by other parties, such as regulatory agency databases, maps, related documents and environmental reports prepared by others are accurate and complete. We also assumed that the boundaries of the Site, based on information provided by Giant Properties, are as shown on Figures 1 and 2. We have not independently verified the accuracy or completeness of any data received.

1.4 ENVIRONMENTAL PROFESSIONAL

This Phase I ESA was performed by Stason I. Foster, P.E., and Ron L. Helm, C.E.G., R.E.A. II, environmental professionals who meet the ASTM E 1527-05 qualifications.

SECTION 2: SITE DESCRIPTION

This section describes the Site as of the date of this Phase I ESA. The location of the Site is shown on Figures 1 and 2. Tables 1 through 3 summarize general characteristics of the Site and adjoining properties. The Site is described in more detail in Section 7, based on our on-Site observations.

2.1 LOCATION AND OWNERSHIP

Table 1 describes the physical location, and ownership of the property, based on information provided by Giant Properties. The approximately 22-acre Site consists of two parcels (western and eastern) with addresses of 312, 313 and 314 Constitution Drive. Buildings at 312 and 313 Constitution Drive are currently present on the western parcel. Former buildings on the eastern parcel had a reported address of 314 Constitution Drive.

Table 1. Location and Ownership

Assessor's Parcel No. (APN)* and Approximate Lot Size	055-260-130 (13.497 acres) 055-260-140 (8.497 acres)
Reported Address/Location	312-314 Constitution Drive, Menlo Park, California
Current Owner	Argonaut Holdings, Inc. Acquired from Tyco Electronics in March 2007
Approximate Building Size	312 Constitution Drive – 58,887 sq. ft. 313 Constitution Drive – 60,622 sq. ft.
Approximate Construction Date	312 Constitution Drive – 1983 313 Constitution Drive – 1988

* Parcel numbers also were listed as 055-260-210-4 and 055-260-220-3 in the preliminary title report discussed in Section 3.2.

2.2 CURRENT/PROPOSED USE OF THE PROPERTY

The current and proposed uses of the property are summarized in Table 2.

Table 2. Current and Proposed Uses

Current Use	Commercial – office use and vacant land
Proposed Use	Commercial – Office use

2.3 SITE SETTING AND ADJOINING SITE USE

Based on our Site vicinity reconnaissance, adjoining Site uses are summarized below in Table 3.

Table 3. Adjoining Site Uses

North	Salt Evaporation Ponds across Bayshore Expressway
South	Industrial/Commercial Properties and Vacant Land across Railroad Right-of-Way; Single Family Homes across Hamilton Avenue
East	Industrial/Commercial Property and Vacant Land
West	Industrial/Commercial Property (Tyco Electronics)

SECTION 3: USER PROVIDED INFORMATION

The ASTM standard defines the User as the party seeking to use a Phase I ESA to evaluate the presence of Recognized Environmental Conditions associated with a property. For the purpose of this Phase I ESA, the User is Giant Properties.

3.1 CHAIN OF TITLE

A chain-of-title was not provided for our review.

3.2 ENVIRONMENTAL LIENS OR ACTIVITY AND USE LIMITATIONS

A preliminary title insurance commitment report (title report) prepared by First American Title Insurance Company dated May 29, 2008 was provided to us by Giant Properties and Colliers International (real estate broker).

Based on the provided document, the Site is owned by Argonaut Holdings, Inc. (Argonaut Holdings) and was acquired in March 2007 from Tyco Electronics Corporation (Tyco).

The title report identifies several easements, agreements and covenants that are noted to be associated with the Site. A copy of a document titled "Covenant to Restrict Use of Property Environmental Restriction" recorded January 19, 2007 as Instrument No. 2007-009472 was provided for our review by the seller's agent, Colliers International, and also was identified during our review of Department of Toxic Substances Control (DTSC) files. This Covenant restricts certain uses of the Site due to the presence of impacted soil and ground water, which resulted from past chemical use, storage and handling by Raychem Corporation (Raychem). The 22-acre Site was formerly part of a larger approximately 82-acre Raychem facility. Raychem reportedly merged with Tyco in 1999. A copy of the Covenant is attached in Appendix A. The land use restrictions are further discussed below in Section 4.2.8.

Some of the other easements and agreements identified in the title report appear to be related to utilities; however, the purpose of others was not clearly indicated.

3.3 SPECIALIZED KNOWLEDGE AND/OR COMMONLY KNOWN OR REASONABLY ASCERTAINABLE INFORMATION

The ASTM Standard requires that if the User is aware of any specialized knowledge and/or commonly known or reasonably ascertainable information within the local community about the Site that is material to Recognized Environmental Conditions, such as environmental liens, a significantly lower purchase price due to the property being affected by hazardous materials, or other conditions that are material to Recognized Environmental Conditions in connection with the Site, it is the User's responsibility to communicate such information to the environmental professional. Based on information provided by or discussions with Giant Properties, we understand that Giant Properties is aware that the Site is subject to certain land use restrictions resulting from the presence of impacted soil and ground water.

3.4 REASON FOR PERFORMING PHASE I ENVIRONMENTAL SITE ASSESSMENT

We understand that Giant Properties intends to purchase the Site for continued commercial (office) use and potential future commercial (office) redevelopment. We performed this Phase I ESA to support Giant Properties in evaluation of Recognized Environmental Conditions at the Site. This Phase I ESA is intended to reduce, but not eliminate, uncertainty regarding the potential for Recognized Environmental Conditions at the Site.

SECTION 4: RECORDS REVIEW

4.1 STANDARD ENVIRONMENTAL RECORD SOURCES

Cornerstone contracted with a firm specializing in the computerized search of environmental regulatory databases to evaluate the likelihood of contamination incidents at and near the Site. The databases and search distances were in general accordance with the requirements of ASTM E 1527-05. A list of the database sources reviewed, a description of the sources, and a radius map showing the location of reported facilities relative to the project Site are presented in Appendix B.

Raychem at 300 Constitution Drive is identified on several databases; soil and ground water are noted to have been impacted. As previously mentioned, the 22-acre project Site was formerly

part of the larger approximately 82-acre Raychem facility. Information reviewed during this study indicates that addresses between 300 and 314 Constitution Drive have been associated with the former Raychem facility.

Based on the information presented in the agency database report, no other off-Site facilities were reported that appear likely to significantly impact ground water beneath the Site. The potential for impact was based on our interpretation of the types of incidents, the location of the reported incidents in relation to the Site and the assumed ground water flow direction.

4.2 DTSC FILE REVIEW

To obtain additional information regarding the reported hazardous material releases on the Raychem property, we reviewed documents available in the Envirostor database (http://www.envirostor.dtsc.ca.gov). The Envirostor database is maintained by the DTSC and contains information on investigation, cleanup, permitting, and corrective actions that are planned, being conducted or have been completed under DTSC's oversight. Our review focused on those documents pertaining to the on-Site portion of the former Raychem facility, which is comprised of the easternmost 22-acres of the former Raychem property and is known as "Expanded Area 6."

Because of the lengthy and complex Site history, a large volume of environmental documents pertaining to the Site has been generated over the past 20 to 30 years. A detailed review of each document was not feasible within the time and budget constraints of this Phase I ESA. A significant portion of the existing documents, but not all, were obtained during this study. A cursory review of the documents obtained was performed and, based on our professional judgment, those documents that appeared to be of greater relevance were selected for further evaluation. Our review focused on recent documents prepared for the Site (many of which summarized prior studies), along with agency correspondence documenting the completion of remedial actions, and documents describing on-going institutional controls and land use restrictions that are applicable to the Site. The documents summarily reviewed are listed below in Table 4; a summary of information contained in the documents is presented in the following sections. Copies of selected documents are attached in Appendix A; these documents should be reviewed in detail for a more complete understanding of the environmental setting of the Site.

Table 4. Documents Obtained from DTSC/Envirostor Database

Date	Author	Title
November 2010	EEC	Summary of Current Environmental Conditions, Menlo Park, 312, 313 and 314 Constitution Drive, Menlo Park, California
August 2, 2010	DTSC	Untitled – Approving the 2010 Annual Inspection Report
May 19, 2010	DTSC	Untitled – Approving the DRAFT Ground Water Monitoring Report of February 2010
March 24, 2010	GRA Associates, Inc.	Transmittal of DRAFT Report Ground Water Monitoring, February 2010 Tyco Electronics Corp, 3300 Constitution Drive, Menlo Park, CA
August 3, 2009	DTSC	Annual Groundwater Report, Tyco Electronics, 300 Constitution Drive, Menlo Park, CA
July 2, 2009	DTSC	Groundwater Monitoring Report, Tyco Electronics Corporation, 300 Constitution Drive, Menlo Park, CA

Table 4 (Continued). Documents Obtained from DTSC/Envirostor Database

Date	Author	Title
June 25, 2009	DTSC	Annual Inspection Report, Tyco Electronics Corp, 300 Constitution Drive, Menlo Park, CA
February 12, 2009	SCS Engineers	Annual Inspection Report – Covenant to Restrict Use of Property, Tyco Electronics Corporation Facility, 300 Constitution Drive, Menlo Park, CA
February 2008	GRA Associates, Inc.	Ground Water Monitoring of January 2008, Tyco Electronics Corp, 300 Constitution Drive, Menlo Park, CA
April 30, 2007	GRA Associates, Inc.	Transmittal of Report, Ground Water Monitoring, March 2007, Tyco Electronics Corporation, 300 Constitution Drive, Menlo Park, CA
April 18, 2007	DTSC	Approval of Reports, Tyco Electronics Corporation, 300 Constitution Drive, Menlo Park, CA
April 2007	GRA Associates, Inc.	Report, Ground Water Monitoring of February 2007, Raychem/Tyco Electronics, 300 Constitution Drive, Menlo Park, CA
March 2007	SCS Engineers	Completion Report, Demolotion of Buildings N and U, Electrical Substation, and Relocation of Portions of Electrical Substation, Tyco Electronics Corporation, 300 Constitution Drive, Menlo Park, CA
March 2007	SCS Engineers	Summary Report, Soil Sampling/Removal/Disposal, Post Demolition of Buildings/Structures, Eastern Portion (Expanded Area 6), Tyco Electronics Corporation, 300 Constitution Drive, Menlo Park, CA
February 7, 2007	SCS Engineers	Annual Inspection Report – Covenant to Restrict Use of Property, Tyco Electronics Corporation Facility, 300 Constitution Drive, Menlo Park, CA
January 29, 2007	SCS Engineers	Workplan, Soil Removal/Disposal Demolition of Buildings/Structures, Tyco Electronics Corporation, 300 Constitution Drive, Menlo Park, CA
December 6, 2008	DTSC	Notice of Determination-Confirmation of Filing-12/5/2006
November 30, 2006	DTSC	Notice of Decision for Corrective Action Final Remedy Selection
November 28, 2006	DTSC	Response to Comments, Corrective Action Final Remedy Selection, Tyco Electronics Corporation, 300 Constitution Drive, Menlo Park, CA
November 30, 2006	DTSC	Notice of Decision for Corrective Action Final Remedy Selection at Tyco Electronics Corporation, 300 Constitution Drive, Menlo Park, CA
November 2006	SCS Engineers	Corrective Measures Study and Implementation Plan, Tyco Electronics Corporation, 300 Constitution Drive, Menlo Park, CA
September 19, 2006	EEC	Phase II Environmental Site Assessment, Tyco Electronics, 312, 313, and 314 Constitution Drive, Menlo Park, California
July 10, 2006	DTSC	Technical Completeness Determination of Corrective Measures Study and Implementation Plan, Tyco Electronics Corporation, 300 Constitution Drive, Menlo Park, CA
July 2006	DTSC	Statement of Basis, Proposed Remedy Selection for Contaminated Soil and Groundwater at Tyco Electronics Corporation, 300 Constitution Drive, Menlo Park, CA
July 2006	DTSC	Proposed Remedies for Soil & Groundwater, Tyco Electronics Menlo Park Facility
June 13, 2006	USEPA	Retraction of April 13, 2006, 40 CFR 761.61(c) Risk-Based Cleanup and Disposal Approval for Tyco Electronics Corporation, 300 - 314 Constitution Drive, Menlo Park, CA

Table 4 (Continued). Documents Obtained from DTSC/Envirostor Database

Date	Author	Title
June 14, 2006	SCS Engineers	Operation, Maintenance and Monitoring Plan, Tyco Electronics Corporation, 300 Constitution Drive, Menlo Park, CA
July 2005	SCS Engineers	Baseline Human Health Risk Assessment Eastern Portion of Site (Expanded Area 6) Tyco Electronics (Former Raychem) Facility, 300 Constitution Drive, Menlo Park, CA
September 27, 2005	ECC	Phase I Environmental Site Assessment, Tyco Electronics, 312, 313, & 314 Constitution Drive, Menlo Park, California
April 26, 2005	DTSC	Closure Report, Soil Removal/Disposal, Off-Site Storm Water Swale Area, Railroad Right-of-Way South of Tyco Facility's East End, 300 Constitution Drive, Menlo Park, CA
December 15, 2004	SCS Engineers	Closure Report Soil Removal/Disposal Off-Site Storm Water Swale Area Railroad Right-of-Way South of Tyco Facility's East End, 300 Constitution Drive, Menlo Park, CA
October 5, 2004	DTSC	Approval of Final Workplan Soil Removal/Disposal Off-Site Storm Water Swale Area Railroad Right-of-Way South of Tyco Facility's East End, 300 Constitution Drive, Menlo Park, CA
October 4, 2004	DTSC	RCRA Facility Investigation Report Approval – Report Results of Soil Sampling, Railroad Right-of-Way, Near Willow Road, Menlo Park, CA
September 2004	GRA Associates, Inc.	Report, Results of Soil Sampling Railroad Right-of-Way, Near Willow Road, Menlo Park, CA
September 10, 2004	SCS Engineers	Final Workplan, Soil Removal/Disposal Off-Site Storm Water Swale Area Railroad Right-of-Way South of Tyco Facility's East End, 300 Constitution Drive, Menlo Park, CA
September 9, 2004	DTDC	Approval of the Conceptual Workplan Soil Removal/Disposal Off Site Storm Water Swale Area Railroad Right-of-Way South of Tyco Facility's East End, 300 Constitution Drive, Menlo Park, CA
June 4, 2004	DTSC	Conditional Approval of Soil Sampling Plan, Railroad Right-of-Way South of the Tyco Facility, Tyco Electronics Corporation, 300 Constitution Drive, Menlo Park, CA
September 2003	GRA Associates, Inc.	Report – Assessment of Off-Site Soils, Sediments, and Surface Water Volume I of II (Test, Figures and Tables) Raychem / Tyco Facility, 300 Constitution Drive, Menlo Park, CA
October 7, 2002	DTSC	Approval of RCRA Facility Investigation (RFI) Report – Soil, Expanded Area 6, Tyco Electronics Corporation (Formerly Raychem), 300 Constitution Drive, Menlo Park, CA
November 2002	GRA Associates, Inc.	RFI Ground Water Report Volume I (Text) Raychem / Tyco Electronics, 300 Constitution Drive, Menlo Park, CA
March 2002 (Revised and Updated from February 2001)	GRA Associates	RFI Report – Soil Investigation (Final) Volume I (Text) Raychem/Tyco Facility – Expanded Area 6 (Eastern Portion of Site) 300 Constitution Drive, Menlo Park, CA
January 4, 2002	SCS Engineers	Interim Remedial Measures Addendum #4 Implementation Summary Area 6 (Chem Plant) Tyco Electronics Corporation 300 Constitution Drive, Menlo Park, CA
February 19, 2001	SCS Engineers	Interim Measures Implementation and Buildings P & Y Demolition Report – Area 6 Volume 1 of 3
September, 1989	DTSC	Raychem Corporation, 300 Constitution Drive, Menlo Park, CA RCRA Facility Assessment

4.2.1 Site Description and History

Raychem, founded in 1957, was a materials science company (now part of Tyco Electronics Corporation [Tyco]) that developed and supplied high-performance products for aerospace, automotive, construction, electronics, electrical power, process and telecommunication industries.

Raychem purchased approximately 40 acres of land in 1965 and initiated construction of a manufacturing facility. By 1968, Raychem increased land ownership to approximately 82 acres; the term "Property" is used in this report to reference the 82 acre Raychem facility. Raychem gradually expanded the Property with buildings extending from Chilco Drive on the west to near Willow Road on the east. Tyco merged with Raychem in 1999.

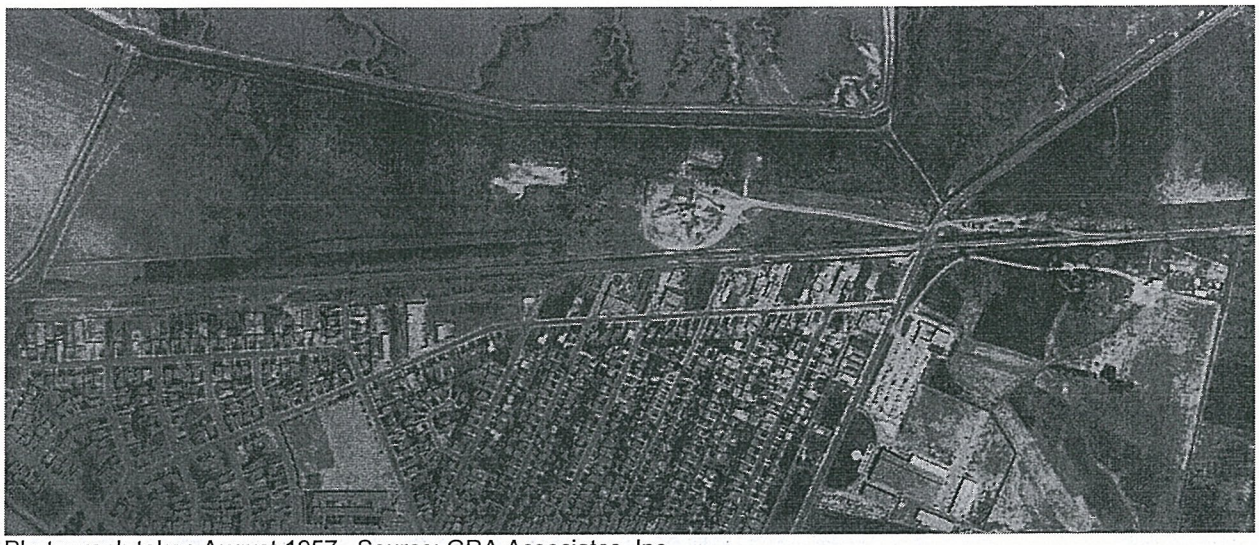
Prior to Raychem's ownership, the Property primarily was undeveloped marshland with an asphalt batch plant located in the central portion of the Property (in the general area of Buildings I and J). Based on documents reviewed by ECC (2005), the asphalt batch plant was dismantled between October 1969 and June 1971. An aerial photograph dated 1957 overlaid onto a Site plan shows the approximate location of Buildings I and J relative to the former asphalt plant (Figure 3).

The Site is located on the eastern portion of the Raychem Property (known as Expanded Area 6). The western area of the Property is known as Areas 1 through 5. Operations began in Area 6 in approximately 1968. The Areas 1 through 6 divisions were based on clustering buildings and grounds with similar manufacturing processes and uses. Area 6 (commonly referred to as the ChemPlant) previously included a Hazardous Waste Transfer Depot, an Omega Wastewater Treatment System, several solid waste management units (SWMUs), a process wastewater sump, a Therminol Heater/Dowtherm Boiler and five buildings (Buildings N, O, P, U and Y).

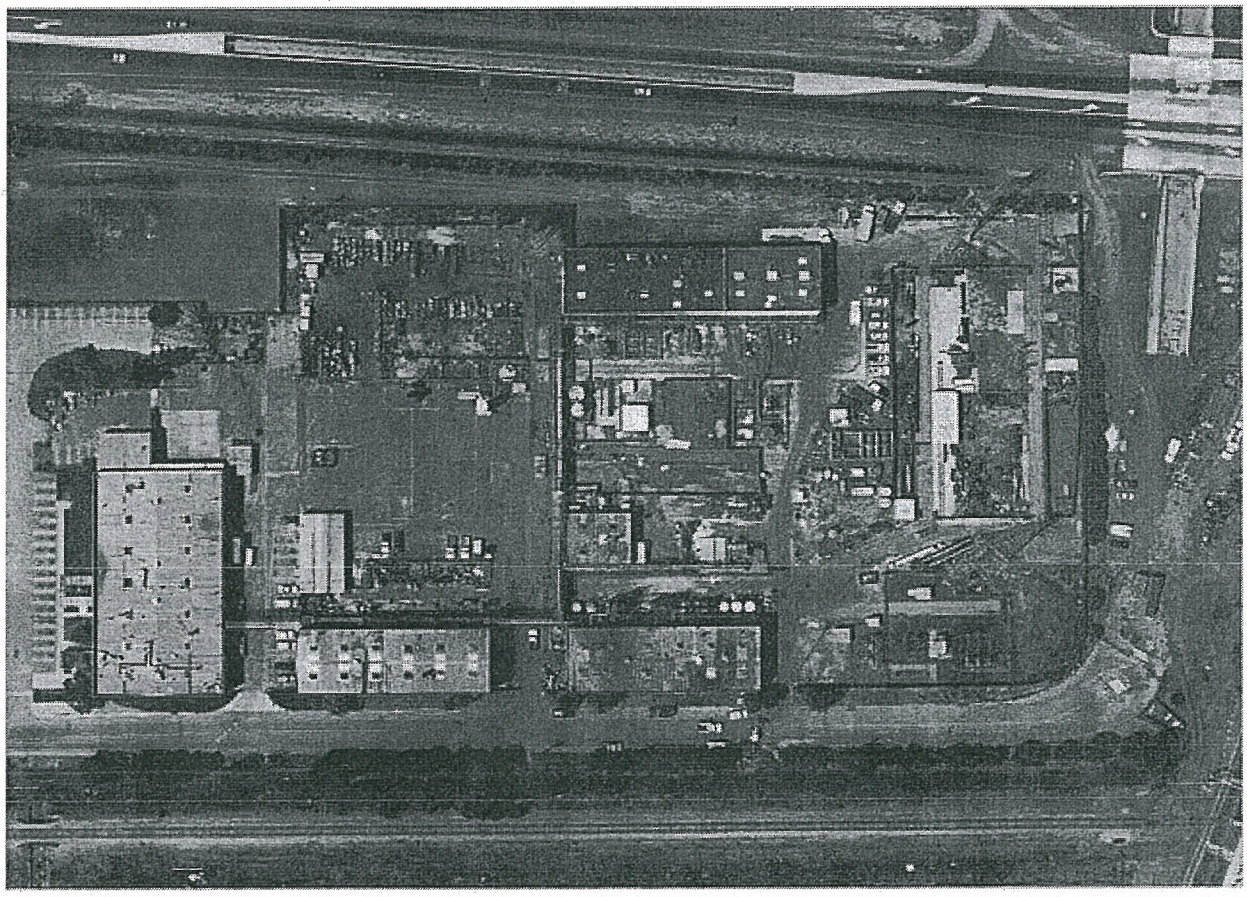
Buildings I and J were constructed on-Site during the 1980s; in the mid-2000s, these building were added to "Area 6" to form "Expanded Area 6" (Site). Buildings I and J reportedly were used as office buildings and not used for R&D or manufacturing purposes. According to ECC (2005), Buildings I and J were vacated after Tyco acquired Raychem. Tyco leased Building I to Interwave Communications Inc., who reportedly used the building for general office space from approximately 2000 to 2003. Building I reportedly has been vacant since 2003. Tyco leased Building J to Applicast, Inc., who reportedly used the Building for general office space from approximately 2000 to 2002. Building J reportedly has been vacant since 2002. Currently, only the two approximately 60,000 square foot office buildings (Buildings I and J) are located on-Site; the other buildings have been demolished to prepare the Site for potential sale and redevelopment.

Historic photographs taken in 1957, 1988 and 1990 that show the undeveloped marshland with the asphalt batch plant and the subsequent development of the eastern portion of the Site are shown on the following pages; other historic aerial photographs are described in Section 6 and presented in Appendix C.

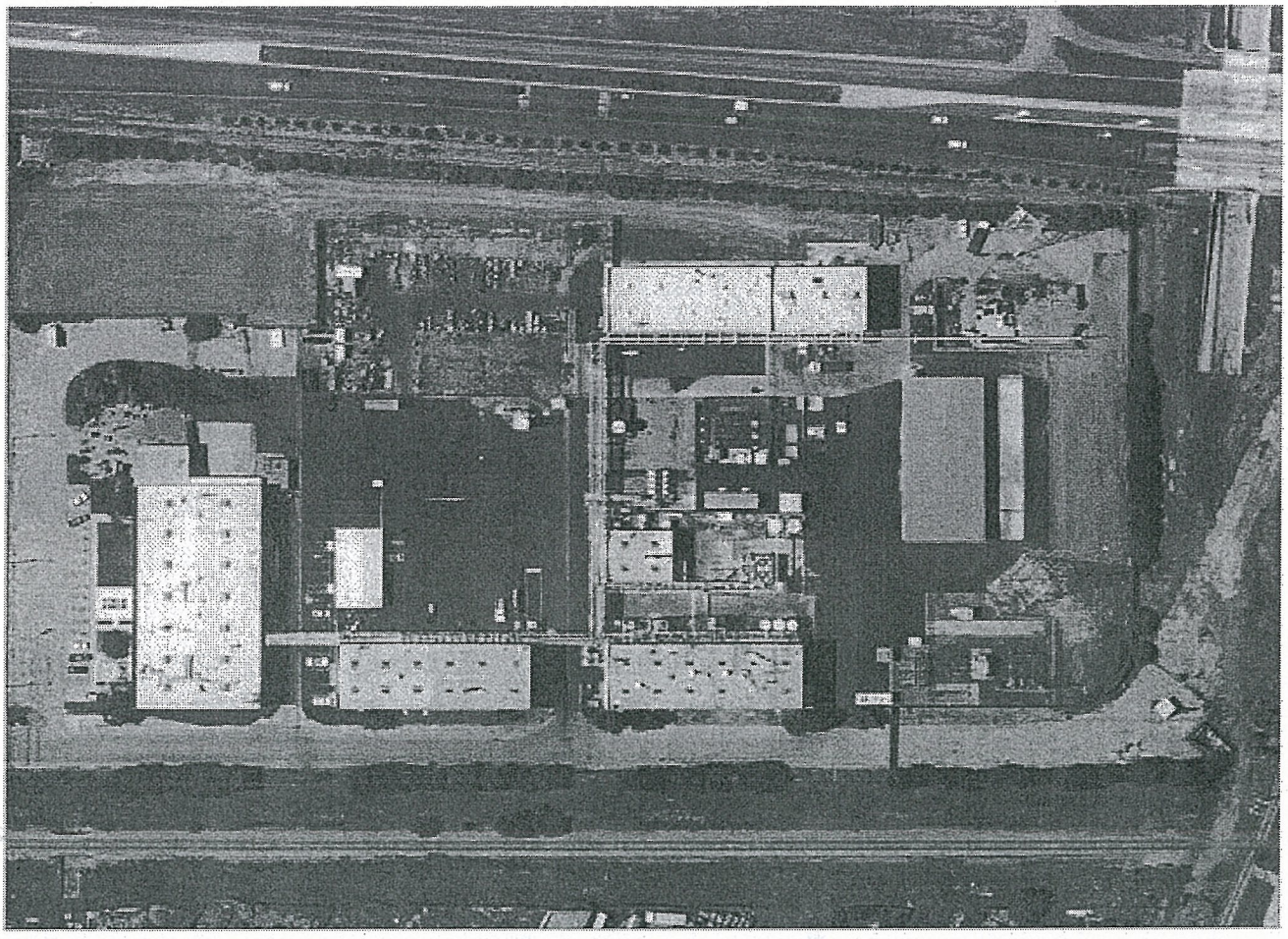
In 2007, Argonaut Holdings (a subsidiary of General Motors Corporation [GM]) purchased the Site with the intent of redeveloping the Site with a new auto center.



Photograph taken August 1957. Source: GRA Associates, Inc.



Photograph taken May 4, 1988. Source: Air Flight Service, Santa Clara, CA



Photograph taken May 23, 1990. Source: Air Flight Service, Santa Clara, CA

4.2.2 RCRA Facility Assessment

From 1983 to 1988, pursuant to a Resource Conservation and Recovery Act (RCRA) permit issued by the California Department of Health Services (DHS), Raychem was allowed to store and treat hazardous wastes resulting from on-Property manufacturing operations. DHS was the DTSC's predecessor agency. According to EEC (2005), Raychem had the capacity to store over 700 drums of hazardous and laboratory chemical waste and eight 595-gallon 'tanks' containing wastewater and potassium ferrocyanide. Raychem also treated spent xylenes in an 800-gallon distillation unit. In 1989, Raychem removed the three permitted hazardous waste management units form service and removed and disposed of the tanks and ancillary equipment. Raychem completed the aboveground work to close the three units in 1991 except for the removal of the Building P tank farm containment pad. This pad was removed in 1996. Closure activities were approved by the DTSC in January 1997.

In September 1989, the DHS completed a RCRA Facility Assessment (RFA) at the facility. During a RFA, an overseeing agency typically compiles existing information on environmental conditions at a given facility and as necessary, gathers additional facility specific information on Solid Waste Management Units (SWMUs), releases, potential releases, release pathways and receptors. Information gathered during the RFA usually forms the basis for initiating a full-scale investigation (RCRA Facility Investigation [RFI]). The Property was divided into a western

portion (Areas 1 to 5) and an eastern portion (Area 6) to facilitate reporting. The RFA identified 15 SWMUs; in 1999/2000 three more SWMUs were added.

Raychem entered into a Corrective Action Consent Agreement (Consent Agreement) with the DTSC in June 1996 to facilitate the required RFI. Tyco entered into another Consent Agreement with the DTSC in September 2000 and further amended it on December 31, 2001. As outlined in the Consent Agreement, Raychem/Tyco was required to perform the following:

- Interim Measures (IM)
- RCRA Facility Investigation (RFI)
- Corrective Measure Study (CMS)
- Remedy Selection
- Corrective Measures Implementation

In addition to the Consent Agreement requirements, sites impacted with PCBs, such as the Property, are regulated by various sections of the United States Environmental Protection Agency (USEPA) Toxic Substances Control Act (TSCA). Activities also were conducted to comply with the intent of San Mateo County facility closure guidelines, the California Health and Safety Code, and the Uniform Fire Code.

The lead environmental regulatory agency for the Property is the DTSC.

4.2.3 RCRA Facility Investigations

From 1981 to 1998, over twenty environmental assessments and investigations were performed at the Property by various consultants. From 1999 through 2003, Tyco conducted several Property-wide investigations (RFI activities) to gather data regarding potential subsurface chemical impacts and subsurface stratigraphy. This work was conducted according to the RFI Work Plan approved in 1999. The RFI was submitted to the DTSC, the California Regional Water Quality Control Board, San Francisco Bay Region (Water Board), and the San Mateo County Department of Health Services (County Health) in March 2002 and was titled, "RFI Report – Soil Investigation (Final), Raychem/Tyco Facility – Expanded Area 6 (Eastern Portion of Site)." Site information presented in this document was based on 268 direct-push borings, 58 environmental borings, 75 shallow soil samples, 32 ground water monitoring wells, and approximately 300 chemical tests of soil and ground water samples.

The RFI identified localized areas of contaminated soil and concluded that most of the releases likely occurred in the 1970s and 1980s. Elevated concentrations of contaminants of potential concern (COPC) including polychlorinated biphenyls (PCBs), volatile organic compounds (VOCs) and semi-VOCs were encountered at a number of locations at the Property with the main area of contamination located on-Site at the former ChemPlant. The probable sources of contamination are attributed to leaks and spills from above-ground storage tanks and piping, below-ground sumps, releases from drum storage areas and past waste management practices.

Three additional RFIs were issued and consisted of the following:

- RFI Report – Soil Investigation for the Raychem/Tyco Facility, Areas 1 through 5 (GRA, April June 2002).
- RFI Ground water Report, Raychem/Tyco Electronics (GRA, November 2002).
- Report – Assessment of Off-Site Soils, Sediments, and Surface Water (GRA, September 2003).

The September 2003 document referenced above provided off-Property environmental information (including chemical data for soils, sediment and surface water) for properties located adjacent to and downstream/down-gradient of the Raychem/Tyco Facility.

4.2.4 Chemicals of Potential Concern (COPC)

The RFI identified COPC in soil and ground water samples collected from the Property during these investigations. The identified COPC are presented in Table 5 and briefly discussed below.

Table 5. Chemicals of Potential Concern

Media	VOCs	Semi-VOCs	Metals	Others Chemicals
Soil	Acetone Benzene Chlorobenze Chloroethane Chloroform 4-Chlorotoluene 1,4-Dichlorobenzene 1,1-Dichloroethane 1,2-Dichloroethane 1,1-Dichloroethene cis-1,2 Dichloroethane (cDCA) trans-1,2 Dichloroethene (tDCE) Ethylbenzene Freon 113 Methylene Chloride Tetrachloroethene (PCE) Toluene 1,1,1-Trichloroethane (1,1,1-TCA) Trichloroethene (TCE) Vinyl Chloride Total Xylenes	Benzo (a) anthracene Benzo (b) fluoranthene Benzo (k) fluoranthene Benzo (a) pyrene Bis-2-ethylhexylphthalate Chrysene Fluoranthene Diethyl phthalate Indeno (1,2,3-cd) pyrene Naphthalene Phenol	Aluminum Antimony Boron Lead Titanium Zinc	TRPH PCBs Dioxins Dibenzofurans Cyanide
Ground Water	Benzene Chlorobenzene Chloroethane 1,4-Dichlorobenzene 1,1-Dichloroethane 1,1-Dichloroethene cDCE Freon 113 Methylene Chloride PCE 1,1,1-TCA TCE Vinyl Chloride			

Consistent with USEPA risk assessment guidance, chemicals considered to be carcinogens and chemicals detected in Site soils in greater than 5% of the total samples analyzed were identified as COPC. The COPC evaluated in the human health risk assessment (2005) included polychlorinated byphenyls (PCBs), volatile organic compounds (VOCs, including chlorobenzene, benzene, 1,4-dichlorobenzene, tetrachloroethylene [PCE] and vinyl chloride), semi-VOCs (including polycyclic aromatic hydrocarbons [PAHs], such as benzo(a)pyrene), dioxins (2,3,7,8-tetrachlorodibenzo-p-dioxin toxic equivalents [TEQ]), and inorganic constituents above typical background concentrations (such as antimony, boron, lead, titanium, zinc and cyanide). Although aluminum reportedly was present at the Site at concentrations consistent with background levels in California, DTSC reportedly requested that aluminum also be included as a COPC for the purposes of the human health risk assessment. Presented below is a brief summary of selected COPC.

4.2.4.1 Polychlorinated biphenyls (PCBs)

PCBs are a class of chlorinated aromatic hydrocarbon chemicals that were used as electrical insulating and heat-exchange fluids. Peak production in the Unites States occurred in the early 1970s and production was banned in the United States after 1979. These fluids typically have the following characteristics: a heavy oily appearance, high boiling point, high chemical stability, high flash point, low electrical conductivity, and low water solubility. PCBs are not very mobile.

4.2.4.2 Chlorobenzene

Chlorobenzene is a colorless, volatile, liquid with an almond-like odor. It has low solubility in water and is miscible with most organic solvents. It was used primarily as a solvent in polymer monomer development operations in Building O and was recovered after use in a distillation column at the northeast end of Building O on an outdoor concrete pad. There was also a storage tank for chlorobenzene in the area.

4.2.4.3 Total Recoverable Petroleum Hydrocarbons

Total Recoverable Petroleum Hydrocarbons (TRPH) is a term describing a large family of several hundred chemical compounds that originate from crude oil. Some form of petroleum hydrocarbon was used during the production of most, if not all, of the chemicals produced by Raychem.

4.2.4.4 Other Volatile Organic Compounds (VOCs) and Semi-VOCs

VOCs used at the Site include benzene, 1,1-dichloroethene (1,1-DCE) and PCE. Benzene is a volatile, clear, colorless, slightly soluble, highly flammable, aromatic liquid. It was used as a solvent in the production of polymer additives at Raychem. PCE is a nonflammable, volatile, colorless liquid solvent with an irritating either-like-odor. It was used as a carrier solvent for the production of temperature sensitive polymer marking compounds in a process located at the Raychm ChemPlant and earlier at the Pilot Plant. 1,1-DCE is a volatile, colorless liquid solvent with a mild, sweet smell. It can be used in the production of certain plastics, flame retardant coatings and adhesives. It is also a breakdown component of PCE.

Benzo(a)pyrene is a pale yellow, semi-VOC, crystalline powder with a faint aromatic odor. It is slightly water soluble, freely soluble in aromatic hydrocarbon solvents, and readily binds to soil.

Benzo(a)pyrene is not manufactured and has no industrial uses. It is formed during the combustion of organic matter.

4.2.5 EEC (2006) Soil and Ground Water Investigation

EEC (2006) performed a soil and ground water quality investigation at the Site's eastern parcel. Twenty borings (SB-1 to SB-20) were advanced. One soil sample was collected from each boring. Based on the laboratory analytical data, chromium (418 mg/Kg) and nickel (2,350 mg/Kg) concentrations appeared elevated in 1 of 4 samples (SB-4) analyzed for metals. Cornerstone compared the data to the California Human Health Screening Levels (CHHSLs) (Cal/EPA, September 2010). The CHHSLs are used to screen sites for potential human health concerns where releases of hazardous chemicals to soils have occurred. Under most circumstances, the presence of a chemical in soil, soil gas or indoor air at concentrations below the corresponding CHHSLs can be assumed not to pose a significant health risk. In addition, naturally occurring background concentrations of metals, such as arsenic - amongst others, in soil may exceed their respective CHHSLs. Cal/EPA generally does not require cleanup of soil to below background concentrations. Thus, Cornerstone also compared the metal concentrations to regional background levels (Scott, 1991).

The CHHSLs for total nickel in soil on residential and commercial properties are 1,600 and 16,000 mg/Kg, respectively. The nickel concentration detected in SB-4 exceeded the residential CHHSL but not the commercial CHHSLs. Nickel did exceed the Total Threshold Limit Concentration (TTLC, California's hazardous waste limit), which for nickel is 2,000 mg/Kg. Scott (1991) reported natural background nickel concentrations in the southern Bay area from 6 to 145 mg/Kg. Published analyses of nickel contents in bedrock units in the southern Bay area include several for serpentinite, partially serpentinized ultramafic igneous rock and associated rocks; these rocks have relatively high concentrations of nickel. Bailey and Everhart (1964) reported that serpentinite and associated altered and mineralized silica-carbonate rock in the New Almaden district contained 800 to 2,000 mg/Kg of nickel.

There is no CHHSL for total chromium (only for chromium III and chromium VI). U.S. EPA also has developed screening levels, called Regional Screening Levels (RSLs, 2009). Total chromium exceeded the residential RSL (280 mg/Kg) but not the commercial RSL (1,400 mg/Kg). Scott (1991) reported natural background total chromium concentrations in the southern Bay area up to 170 mg/Kg.

The source of these metal concentrations in soil is unclear; the elevated concentrations detected in one sample may be indicative of natural variations of background concentrations or associated with isolated releases from prior facility operations.

Chlorobenzene, a contaminant of concern, was detected in two ground water samples (0.081 mg/L and 0.68 mg/L).

Selenium (0.119 mg/L) was detected in one ground water sample; its Maximum Contaminant Level (MCL, commonly termed drinking water standard) is 0.05 mg/L. The report did not note whether the water sample was filtered prior to analysis and may not accurately reflect the concentration of selenium dissolved in ground water.

4.2.6 Interim Remedial Measures

Interim Remedial Measures (IRMs) are actions that can be initiated prior to implementation of the final corrective measure to attempt to control or to eliminate the release or potential release of hazardous wastes or hazardous materials at or from a facility. Voluntary soil removal/disposal activities were conducted by Tyco from May 2000 through March 2007 (Figure 4). The IRMs were divided into Phase 1, Phase 2, and Addendum Nos. 1 through 5. Work plans with removal action goals were submitted to and approved by DTSC. After each IRM, a completion report was submitted to DTSC summarizing the work performed.

Phase 1 consisted of the decommissioning and demolition of Buildings P and Y and several above ground storage tanks (e.g., xylene and toluene) and waste storage tanks formerly located in Area 6. Phase 1 activities were completed between April and August 2000.

Phase 2 consisted of the removal of approximately 2,780 cubic yards (cy) of chemically-impacted soil from four SWMUs in Area 6 and capping the former building areas and SWMUs with imported fill. These SWMUs are:

- SWMU No. 6a Chlorobenzene-impacted soil in the vicinity of the Hazardous Waste Storage Yard
- SWMU No. 16 PCB-impacted soil in the vicinity of the former Dowtherm Boiler/Therminol Heater
- SWMU No. 17 Chlorobenzene-impacted soil northeast of Builiding O
- SWMU No. 18 VOC-impacted soil beneath former Building P

Phase 2 IRM activities, including impacted soil excavation, soil disposal, soil import, backfilling and Site grading operations, were completed between August 2000 and January 2001. Subsequent IRM activities were performed as addendums to the original IRM Work Plan.

Addendum Nos. 1 and 2 applied to the backfill and capping of SWMU No. 16, respectively. The IRM for SWMU No. 16 consisted of the removal of approximately 1,600 cy of PCB-impacted soil in the vicinity of the former Dowthermal Boiler/Therminol Heater. Soil removal extended to a depth of approximately 9 feet, which reportedly represented the bottom of the upper Bay Mud. Excavation below this depth was deemed impractical. It was estimated that 80 to 90% of the PCBs in soil at SMWU No. 16 were removed by the IRM; approximately 300 kilograms (kg) of PCBs have been estimated by others to remain in the soil, most at a depth of greater than approximately 9 feet but probably not deeper than approximately 20 feet.

An engineered cap was placed over this area at a depth of approximately 4 ½ feet and consists of four discrete layers listed below in ascending order:

- Geosynthetic Granulated clay liner (GCL) component;
- High-density polyethylene liner component (40 mil thick);
- Geonet protective drainage cover; and
- Protective layers (approximately 4½ feet thick) of compacted, select soil material

The two greatest concentrations of PCBs remaining in soil are located beneath the engineered cap (2,100 mg/Kg at a depth of approximately 16 feet and 2,600 mg/Kg at a depth of approximately 12 feet).

During April to June 2005, an additional approximately 1 to 1½ feet of DTSC approved imported fill was placed over most of Area 6 to raise the ground surface elevation for flood protection for future Site development. As a result of this activity, the engineered cap is approximately 6 feet thick.

Addendum No. 3 (November to December 2000) addressed the removal activities of approximately 1,000 cy of soil at SWMU No. 18 (Building P). VOCs and semi-VOCs, such as benzene, benzo(a)pyrene, 1,1-DCE and PCE were reported.

Addendum No. 4 (November to December 2001) included the removal of soil at various chemically-impacted areas and storm drain inlets, demolition of Building O, and removal of a remaining power pole stub in Area 6. Approximately 835 cy of soil were removed from Area 6 for activities associated with Addendum No. 4.

Addendum No. 5 (October to February 2003) included the removal of impacted soil from the western portion of the Property (off-Site).

Concurrent with the removal of soil at the off-Site storm water swale area in the railroad right-of-way (located south of the Site's east end), soil removal activities were performed at three additional areas at the Site where PCB-impacted soil was reported (November 2004). These areas included three locations in Area 6 and one location adjacent to the off-Site storm water swale in Area 6.

TRPH impacted soil above the action level of 1,000 mg/Kg was encountered as a result of soil sampling after demolition of Buildings N and U, the associated office trailer, Pipe Rack Area, Landscape Maintenance Yard and the former Electrical Substation (February to March 2007). Approximately 246 cy of TRPH-impacted soil were removed.

Table 5 below summarizes the IRMs performed at the Site to date. The approximate limits of the excavations for the IRMs are presented on Figure 4. The approximate limits of PCBs remaining in soil above 1 mg/Kg are presented on Figure 5.

Table 6. Summary of IRM Activities

IRM No.	Area	Date	Approximate Excavation Area	Approx. Quantity of Soil Excavated	Greatest Concentration of COC Prior to IRM	Greatest Concentration of COC Reported After IRM
Phase 2	Northeast of Building O (SWMU No. 17)	Aug, to Sept. 2000	Depth: 6 ft Laterally: 30 ft	30 cy	Chlorobenzene (630 mg/Kg @ 4 ft)	Chlorobenzene (100 mg/Kg at 4 ½ ft)
Phase 2	Hazardous Waste Storage Yard, Three Areas (SWMU No. 6a)	Aug. to Dec. 2000	Depth: 9 ft Laterally: 90 ft	1,150 cy	Chlorobenzene (808 mg/Kg @ 3 ½ ft)	Chlorobenzene (17 mg/Kg@ 4 ft)
Phase 2	Dowtherm Boiler/Thermino I Heater (SWMU No. 16)	Aug. to Oct. 2000	Depth: 9 ft Laterally: 100 ft	1,600 cy	PCBs (20,000 mg/Kg @ 6 ft)	PCBs (2,100 mg/Kg @ 16 ft) (2,600 mg/Kg @ 12 ft) Present in saturated soil beneath engineered cap.
Addendum No.3	Building P (SWMU No. 18)	Nov. to Dec. 2000	Depth: 8 ft Laterally: 105 ft	1,000 cy	Benzene (7.4 mg/Kg @ 5.3 ft)	Benzene (3.9 mg/Kg @ 4 ½ ft) Active 4-inch gas line restricted further excavation
Addendum No. 4	Hazardous Waste Transfer Depot	Nov. 2001	Depth: 8 ft Laterally: 75 ft	400 cy	TRPH (1,010 mg/Kg @ 6 ft) PCBs (2.8 mg/Kg @ 1 ½ ft)	TRPH (576 mg/Kg @ 4 ft) PCBs (2.2 mg/Kg @ 4 ft)
Addendum No. 4	Forklift Cleaning Station	Nov. 2001	Depth: 8 ft Laterally: 20 ft	100 cy	PCBs (20 mg/Kg @ 0 ft)	PCBs (1.3 mg/Kg @ 4 ft)
Addendum No. 4	Building O (Three areas beneath and east of building)	Nov. 2001	Depth: 4 ½ ft Laterally: 18 ft	100 cy	PCBs (207 mg/Kg @ 3 ½ ft) Chlorobenzene (480 mg/Kg @ 6.3 ft)	PCBs (1.3 mg/Kg @ 3 ft) Chlorobenzene (2.8 mg/Kg @ ft)
Addendum No. 4	West of Building Y	Nov. 2001	Depth: 8 ft Laterally: 18 ft	150 cy	TRPH (2,670 mg/Kg @ 1.7 ft)	TRPH (758 mg/Kg @ 4 ft)
Addendum No. 4	Electrical Substation Vicinity (two areas)	Nov. 2001	Depth: 4 ft Laterally: 18 ft	70 cy	TRPH (1,540 mg/Kg @ 1.2 ft) Benzo(a)pyrene (0.54 mg/Kg @ 5 ft)	TRPH (133 mg/Kg @ 2 ½ ft) Benzo(a)pyrene (<0.41 mg/Kg @ 4 ft)
Addendum No. 4	Southwest of Office Trailer	Dec. 2001	Depth: 4 ft Laterally: 9 ft	15 cy	TRPH (2,770 mg/Kg @ 1 ½ ft) PCBs (3.8 mg/Kg @ 1 ½ ft)	TRPH (205 mg/Kg @ 4 ft) PCBs (1.5 mg/Kg @ 4 ft)

Table 6 continued. Summary of IRM Activities

IRM No.	Area	Date	Approximate Excavation Area	Approx. Quantity of Soil Excavated	Greatest Concentration of COC Prior to IRM	Greatest Concentration of COC Reported After IRM
Addendum No. 4	Storm Drain Inlets	Oct. 2001	Sediments Removed	< 1 cy	TRPH (1,600 mg/Kg @ 0 ft PCBs (120 mg/Kg @ 0 ft)	Sediments Removed
In Conjunction with Storm Swale Soil Removal	DP 351-0.5 DP 336-0.6 DP 318-2.1 Area 6	Oct. to Nov. 2004	Depth: 3 ft Laterally: 20 ft	25 cy	PCBs (40 mg/Kg @ ½ ft)	PCBs (8.4 mg/Kg @ 1 ft)
In Conjunction with Storm Swale Soil Removal	Near Middle Storm Water Outfall Area 6	Nov. 2004	Depth: 1 ½ ft Laterally: 16 ft	10 cy	PCBs (180 mg/Kg @ 1 ft)	PCBs (0.15 mg/Kg @ 1 ft)
Work Plan January 2007	Northwest Corner of Building N	Feb. to March 2007	Depth: 7 ½ ft Size: 640 ft^2	161 cy	TRPH (6,000 mg/Kg @ 5 ft)	TRPH (790 mg/Kg @ 4 ½ ft)
Work Plan January 2007	Eastern Area of Building N	Feb. to March 2007	Depth: 7 ft Size: 525 ft^2	135 cy	TRPH (13,000 mg/Kg @ 1 ft)	TRPH (200 mg/Kg @ 4 ft)
Work Plan January 2007	Beneath Landscape Maintenance Yard	Feb. to March 2007	Depth: 2 ½ Size: 525 ft^2	50 cy	TPHmo (6,000 mg/Kg @ 0.3 ft)	TRPH (180 mg/Kg @ 2 ½ ft)

Notes:
Phase I of the IRM (April to August 2000) consisted of the decommissioning of Buildings P and Y and several above ground xylene and waste storage tanks formerly located in Area 6.

4.2.6.1 Off-Site Areas

Based on previous sampling data of off-Site areas (SCS 2003 and SCS 2004), concentrations of total PCBs ranged from not detected to a maximum of 20 mg/Kg in the storm swales located off-Site in the San Mateo County Transit District railroad right-of-way, between the railroad tracks and the Tyco facility fence line. In October to November 2004, soil removal and disposal activities in the off-Site storm water swale were conducted to remediate areas impacted with elevated concentrations of total PCBs (SCS 2004). This area was approximately 700 feet long, 30 feet wide and approximately 2 feet deep. The storm water swale collected surface drainage from a portion of Menlo Park and from several small concrete lined V-ditches inside the Site (former ChemPlant) that run in a north-south direction, perpendicular to the swale.

Approximately 123 cy of PCB-impacted soil from three separate zones in the storm water swale were excavated to depths of approximately 1 to 2 feet. Confirmation sampling indicated that cleanup goals (total PCBs at 1 ppm) were achieved. Post excavation sampling reported total PCBs ranging from 0.09 to 0.8 ppm with a mean concentration of 0.381 ppm. All excavated areas were reportedly backfilled with 'clean' quarried material. DTSC approved the remedial activities in their letter dated April 26, 2005.

4.2.7 Ground Water

Ground water RFIs were conducted between 1999 and 2004. Constituents of concern noted by GRA in ground water generally include chlorobenzene, 1,1-DCE and PCBs. The investigations indicate that ground water contamination appears generally limited to the Property. In addition, natural attenuation of ground water contaminants has been reported by others as occurring; contaminant concentrations are anticipated by others to continue to decrease in ground water with time. IRMs conducted on-Site and natural attenuation processes have reduced the ground water contaminant plume in size and concentrations of VOCs. The ground water flow direction in the western portion of the Property is eastward, thus, contaminated ground water from the western portion of the Property is flowing toward and impacting the Site. Concentrations of total VOCs in ground water have been reported beneath Building I at approximately 100 µg/L. Locations of ground water monitoring wells and analytical data for selected COC are presented on Figures 6 through 11.

Ground water modeling conducted by HydroFocus (2003) evaluated selected COC concentrations to the year 2072. The estimated flow rate for chlorobenzene was estimated at approximately 24 feet per year for the Site; the ground water flow velocity for PCBs was estimated at 1 foot per year. The result of the ground water flow and contaminant transport modeling predicted declining concentrations of VOCs (chlorobenzene and 1,1-DCE) over time with minimal movement of PCBs in ground water.

4.2.8 Soil Action Levels for COC

Soil action levels are referenced in Section 6.1 of the "Operation, Maintenance and Monitoring Plan (OMMP) contained in Appendix G of the "Corrective Measures Study and Implementation Plan (CMS), dated November 2006. The action levels for the chemicals and metals (as listed pursuant to Section 6.3 of the OMMP) are the U.S. EPA Industrial Preliminary Remediation Goals (PRGs) for each substance. In 2009, EPA Region 9 replaced the PRGs with Regional Screening Levels (RSLs). In addition, there are substances for which Site-specific action levels have been established and used as the basis of the RCRA Remedial Actions at the Site; those substances are set forth in Table 6 below and also are compared to residential (unrestricted use) and commercial California Human Health Screening Levels (CHHSLs, CalEPA 2010).

Table 7. Site Specific Action Levels

COC	Action Level	Residential RSL[1]	Commercial RSL[1]	Residential CHHSL[2]	Commercial CHHSL[2]
Total PCBs	10 mg/Kg	0.14 to 3.9	0.54 to 21	0.089 mg/Kg	0.30 mg/Kg
TRPH	1,000 mg/Kg	NE	NE	83 to 370 mg/Kg[3]	83 to 2,500 mg/Kg[3]
Arsenic	31 mg/Kg (95% UCL)[4]	0.39 mg/Kg	1.6 mg/Kg	0.07 mg/Kg	0.24 mg/Kg
Chromium	2,400 mg/Kg (95% UCL)	280 mg/Kg	1,400 mg/Kg	100,000 mg/Kg[5]	100,000 mg/Kg[5]

Notes:
mg/Kg Milligrams per kilogram (ppm, part per million)
NE Not Established
1 "Regional Screening Levels (RSL) for Chemical Contaminants at Superfund Sites", USEPA, May 2010. RSLs for PCBs are dependent upon type; thus, a range is listed.
2 "Use of California Human Health Screening Levels (CHHSLs) in Evaluation of Contaminated Properties, CalEPA, September 2010.
3 Taken from "Screening For Environmental Concerns at Sites with Contaminated Soil and Groundwater", Table A, San Francisco Bay Regional Water Quality Control Board, May 2008
4 Typical arsenic concentrations range from 0.2 to 5.5 mg/Kg with maximum detections up to 20 mg/Kg as noted in "Background Metal Concentrations in Soil in Northern Santa Clara County, California", Christina M. Scott, December 1991
5 Listed CHHSL is for Chromium III

The OMMP requires that during underground construction activities, all soil surfaces should be kept moist by watering, and no visible dust should be generated. The following table presents the monitoring and action levels required by DTSC.

Table 8. Action Levels for Air Monitoring, Construction Worker

Parameter	Methodology	Action Level
Particulates (Real Time)	Dust monitoring every ½ hour within the Exclusion Zone	Level C – half face respirator for the first day or until the dust exposure (as measured by real-time instruments) is confirmed to be below 0.5 mg/m^3. For any time thereafter: <0.5 g/m^3 (Level D) 0.5 to 2 mg/m^3 (Level C – full face) >5 mg/m^3 (Level B or suspend activities)
VOCs	PID monitoring every ½ hour within the Exclusion Zone	< 5 ppm (Level D) 5 to 10 mg/Kg (Level C – half face) 10 to 100 mg/Kg (Level C – full face) >100 mg/Kg (Level B or suspend activities

Lastly, the OMMP requires, to the extent possible, that all excavated soils be returned back into the excavation area from which they were removed. Any excess soil is required to be stored in roll-off waste bins and characterized prior to disposal at an appropriate facility. Based on the documents reviewed, DTSC will not allow stockpiling of soil at the Site. The excavated soil must be stored inside waste bins and materials to be removed from the Site are required to be analyzed by a State certified laboratory for a select suite of chemical parameters.

4.2.9 Human Health Risk Assessment

Based on the findings of the RFIs and the results of the IRMs, a human health risk assessment (HHRA) was conducted in general accordance with a DTSC approved work plan. The objective of the HHRA was to evaluate the potential human health risks attributable to residual chemicals of potential concern present in the soil and ground water at the Site.

The HHRA, which was reviewed and approved by the DTSC, is presented in the report titled:

- Baseline Human Health Risk Assessment, Eastern Portion (Expanded Area 6), Tyco Electronics (Former Raychem) Facility, Menlo Park, California, dated July 2005 (SCS)

The HHRA assumed the presence of residual contaminants, primarily PCBs, and evaluated the risk estimates for the following potentially exposed populations: a) on-Site commercial/industrial worker; b) on-Site construction/utility worker; c) off-Site commercial/industrial worker; d) off-Site resident; and e) hypothetical future on-Site resident.

The three exposure scenarios included: a) unchanged configuration (as of 2005); b) future modified Site configuration with all existing surface cover (including pavements and buildings) removed and the underlying soil exposed; and 3) hypothetical future modified Site configuration (unrestricted land use).

To place the risk estimates in perspective, the EPA National Contingency Plan (40 CFR 300.430) states, "For known or suspected carcinogens, acceptable exposure levels are generally concentration levels that represent an upper bound lifetime cancer risk to an individual of between 10^{-4} to 10^{-6}." In California, 10^{-6} represents the lower end of the acceptable range of

risk recommended by U.S. EPA (10^{-4} to 10^{-6}). Remediation is generally not warranted at sites where the estimated cancer risk does not exceed 10^{-6}. Remediation is generally warranted at sites where the estimated cancer risk exceeds 10^{-4}. For sites where the risk lies between 10^{-4} and 10^{-6}, the need for active remediation is evaluated on a site-specific basis. In addition, the Office of Environmental Health Hazard Assessment (OEHHA) has developed Proposition 65 safe harbor levels – no significant risk levels (NSRLs) for carcinogens and maximum allowable dose levels for chemicals that cause reproductive toxicity. The NSRL is the daily intake level calculated to result in one excess case of cancer in an exposed population of 100,000 (10^{-5}), assuming lifetime (70-year) exposure at the level in question.

Assuming the Site remains commercial/industrial and the engineered cap remains in place, the estimated risks from potential direct exposure to soil and ground water at the Site ranged from approximately 10^{-9} to 10^{-5}. If the Site is redeveloped, the placement of 'clean' fill, building pads, foundations, hardscapes, landscapes and roadways will further reduce the exposure and potential risk. The HHRA noted that the Site would not pose a significant threat to human health if continued to be used as a commercial/industrial property. However, the HHRA did note that if the Site were to be developed for residential use, further action would be required to protect human health. A Land Use Covenant (LUC) was recommended to limit future Site use to commercial/industrial.

4.2.10 Land Use Covenant

Because hazardous wastes remain in the soil and ground water at the Site, DTSC determined that a Covenant and Agreement to restrict Site uses was necessary for the protection of human health and the environment. A Land Use Covenant (LUC) restricting the use of the Property was made between Tyco Electronics and the DTSC (January 2007) and is binding upon all owners of the land, their heirs, successors and assignees. The LUC must be incorporated by reference in each and all deeds and leases for any portion of the Property. DTSC determined that the LUC was necessary to protect present or future human health or safety or the environment as a result of the presence on the land of hazardous materials. DTSC has determined that the Property has been remediated to a level that is acceptable for commercial and industrial use but not for residential use.

The following uses of the Property are prohibited:

1) Residential
2) Hospitals
3) Public or private schools for persons under 21 years of age
4) Day care for children

Other prohibited activities include:

1) Raising agricultural products
2) Drinking water
3) Extraction of ground water
4) Any activity that may disturb the engineered capped; paving is permitted
5) Any activity that may interfere with the operation and maintenance of the ground water monitoring wells

In addition, activities that will disturb soil, such as excavation, grading, removal, trenching, filling, earth movement or mining shall only be permitted on the Property pursuant to a Soil Management Plan and a Health and Safety Plan as approved by DTSC.

4.2.11 Easement Agreement

In accordance with a Purchase and Sales Agreement (November 2006), an easement agreement was made by and between Tyco and Argonaut Holdings, Inc. on March 15, 2007. The purpose of this Agreement was to create certain easements and related rights for Tyco to facilitate ongoing environmental monitoring and mitigation activities at the Site, such as maintenance of ground water monitoring wells and continued ground water monitoring. Tyco also maintained the responsibility to decommission the monitoring wells within 90 days upon which Tyco's obligation to monitor the wells ceases. This Agreement was modified in December 2007 to facilitate the completion of Site remediation activities.

4.2.12 DTSC's Approval of Site Mitigation Measures

The DTSC approved the remedies for the on-Site soil and ground water contamination in the Negative Declaration dated November 30, 2006. DTSC approved the following remedies:

- Install five new ground water monitoring wells and abandon one monitoring well.
- Enter a Land Use Covenant (LUC) for the Property with special restrictions for the approximately 11,437 square foot engineered cap area and annual inspection of the Property to verify that the land use remains unchanged.
- Conduct periodic ground water monitoring. The newly installed wells will be sampled and analyzed for PCBs and VOCs annually for the first 5 years. Then, ground water will be sampled and analyzed for PCBs and VOCs at a frequency of every 5 years for 20 years from a network of 45 wells. Out of the 45 wells, 16 wells will be monitored for PCBs for an additional 30 years.

DTSC prepared an Initial Study pursuant to the requirements of the California Environmental Quality Act (CEQA) and implementing guidelines. Based upon the analysis, DTSC determined that the project will not have a significant effect upon the environment. DTSC determined that the project does not require any additional mitigation measures beyond those incorporated as part of the project.

4.3 ADDITIONAL ENVIRONMENTAL RECORD SOURCES

The following additional sources of readily ascertainable public information for the Site also were reviewed during this Phase I ESA.

4.3.1 City and County Agency File Review

Cornerstone requested available files pertaining to 312-314 Constitution Drive at the following public agencies; the Menlo Park Building Department (MPBD) and the San Mateo County Environmental Health Department (County Health). A summary of the information made available to us is presented below.

County Health Files: The County Health files contained copies of many of the documents listed in Table 4 (i.e., those available in the Envirostor database) along with Hazardous Materials Business Plans (HMBPs), chemical inventories, inspection reports, miscellaneous correspondence and permits related to past chemical use, storage and handling at the Raychem/Tyco facility. Most documents were dated between 1985 and 2010. Many of the inspection reports noted violations pertaining to the improper storage and handling of hazardous materials by Raychem/Tyco. Thousands of pages of documents were present, many of which pertained to off-Site areas of the Raychem property. Some of the SMCEHD files were available in an electronic format; those documents are presented in Appendix A.

In general, the files were poorly organized, making it difficult to distinguish which documents pertained to on-Site facilities. Due to the large number of documents, a detailed review of each could not be reasonably performed within the scope of this investigation; thus, only a cursory review was conducted. The information reviewed indicates that development of the Raychem facility was initiated in 1968 and Raychem began operations in 1969. Raychem and subsequently Tyco appeared to have been the primary Site occupants; however, other business names also were noted on several documents including Interwave (312 Constitution Drive), Agilera (313 Constitution Drive) and Dow Corning (314 Constitution Drive).

In 1985, two adjacent underground storage tanks (USTs) containing gasoline reportedly were removed from an off-Site location near (off-Site) the southwest corner of the Site. A third UST also was removed that was located south of Building E, approximately 800 feet west of the Site. Two ground water samples were collected and analyzed for TPHg. The locations of the samples were not identified. TPHg was detected in one of the ground water samples at 21 mg/L and was not detected in the other.

MPBD Files: The MPBD files contained building plans, permits and other correspondence related to the initial construction of the Raychem facility and subsequent tenant improvements/alterations. Due to the large number of documents at the MPBD (thousands of pages), a detailed review of each could not be reasonably performed within the scope of this investigation; thus, only a cursory review was conducted. The documents were dated between the 1960s and 2010. Raychem and Tyco appeared to have been the main occupants of the Site. Building plans dated during the mid-1970s indicate that on-Site Buildings P, O and Y were associated with a chemical plant. Office uses of on-Site Buildings I and J were noted. Applicast was noted to have leased building J from Tyco in 2002.

SECTION 5: PHYSICAL SETTING

We reviewed readily available geologic and hydrogeologic information to evaluate the likelihood that chemicals of concern released on a nearby property could pose a significant threat to the Site and/or its intended use.

5.1 RECENT USGS TOPOGRAPHIC MAP

A 1997 USGS 7.5 minute topographic map was reviewed to evaluate the physical setting of the Site. The Site's elevation is shown to be approximately 5 feet above mean sea level. Topography in the vicinity of the Site slopes gently to the north, towards the San Francisco Bay.

5.2 HYDROGEOLOGY

The Site is located near the southwestern portion of the San Francisco Bay. Regional geology is characterized by up to several feet of artificial fill (sandy gravels, clayey gravels and sandy clays) underlain by native materials (older alluvial fan deposits, basin deposits, estuarine and channel deposits) consisting of materials ranging from high plasticity clays to granular deposits of sands or gravels. Depth to bedrock is estimated at approximately 550 feet below the ground surface. The fill source for the eastern and central parts of the Raychem property reportedly was road cut for the I-280 highway, just to the north of Woodside Road (south of Farm Hill Boulevard exit).

The predominance of low permeability clayey estuarine deposits reportedly has restricted the subsurface migration of chemicals released at the Site.

Ground water beneath the Site is typically encountered at shallow depths, generally within 9 to 14 feet of the surface, and it rises (due to semi-confined conditions) to within a few feet (approximately 8 to 10 feet) of the surface. The upper water bearing zone is divided into an upper Alpha unit (up to depths of approximately 25 feet) and lower Alpha unit (approximately 25 to 37 feet). A Beta water bearing zone is present at an approximate depth of 37 to 43 feet and extends to approximately 100 feet. The Beta zone and the next (deeper) water bearing zone are separated by low permeability clays that reportedly are tens of feet thick and laterally extensive.

The Alpha and Beta water bearing zones are characterized by hyper-saline conditions (more saline than sea water) for most of the Site due to its close proximity to commercial saltwater evaporation ponds that border San Francisco Bay.

GRA Associates (GRA, January 2002), prepared a report on the beneficial uses of ground water. The staff at the Water Board reviewed and approved the report with a letter dated August 13, 2002. This letter stated, "staff finds that the quality of shallow groundwater underlying the Tyco site is such that it is not considered as a potential source of drinking water, based on the high Total Dissolved Solids (TDS) in the shallow aquifer zone."

Based on an April 2007 ground water monitoring report, the ground water flow direction at the Site was measured to the east. The easterly direction of the ground water gradient is believed to be a result of deflection of ground water flow due to 1) the heavier, hypersaline wedge of water located north of the Site; 2) the influence of a dewatering trench located in the area of the underpass near the northeast corner of the Site (and possibly the system of storm drain trenches located near Willow Road; and 3) flow through the natural subsurface drainage pathway to Ravenswood Slough.

SECTION 6: HISTORICAL USE INFORMATION

The objective of the review of historical use information is to develop a history of the previous uses of the Site and surrounding area in order to help identify the likelihood of past uses having led to Recognized Environmental Conditions at the property. The ASTM standard requires the identification of all obvious uses of the property from the present back to the property's first developed use, or back to 1940, whichever is earlier, using reasonably ascertainable standard historical sources.

6.1 HISTORICAL SUMMARY OF SITE

The historical sources reviewed are summarized below. The results of our review of these sources are summarized in Table 9.

- **Historical Aerial Photographs:** We reviewed aerial photographs dated 1943, 1956, 1965, 1974, 1982, 1993, 1998 and 2005 obtained from Environmental Data Resources, Inc. (EDR) of Milford, Connecticut; copies of aerial photographs reviewed are presented in Appendix C.

- **Historical Topographic Maps:** We reviewed USGS 15-minute and 7.5-minute historic topographic maps dated 1899, 1902, 1943, 1947, 1948, 1953, 1961, 1968, 1973, 1991 and 1997; copies of historic topographic maps reviewed are presented in Appendix C.

- **Historical Fire Insurance Maps:** EDR reported that the Site was not within the coverage area of fire insurance maps.

- **Local Street Directories:** We reviewed city directories obtained from EDR that were dated from 1977 to 2008 to obtain information pertaining to past Site occupants; the city directory summary is presented in Appendix D. Raychem was listed as an occupant of 300 Constitution Drive on city directories dated between 1977 and 2000.

Table 9. Summary of Historical Source Information for Site

Date	Source	Comment
1899, 1902 and 1943	Topographic maps	The Site is depicted as undeveloped land. The northern portion of the Site is depicted as tidal marshlands associated with San Francisco Bay.
1943	Aerial photograph	The Site is shown as tidal marshlands associated with San Francisco Bay.
1947	Topographic map	The Site is depicted as undeveloped land. The northern portion of the Site is depicted as tidal marshlands associated with San Francisco Bay.
1948	Topographic map	The Site is depicted as undeveloped land.
1953	Topographic map	A small structure is depicted on-Site, along with a circular access road.
1956	Aerial photograph	The Site appears to be occupied by the asphalt batch plant noted in Section 4.2.1.
1961	Topographic map	The Site appears similar to that shown on the 1953 topographic map.

Table 9 (Continued). Summary of Historical Source Information for Site

Date	Source	Comment
1965	Aerial photograph	The Site appears similar to that shown on the 1956 aerial photograph.
1968	Topographic map	What appear to be four small structures are depicted on-Site.
1973	Topographic map	What appear to be Raychem buildings N, O and P are depicted on-Site.
1974 and 1982	Aerial photographs	What appear to be several Raychem buildings and facilities are shown on the eastern (ChemPlant) portion of the Site.
1991	Topographic map	What appear to be several of the Raychem buildings are depicted on-Site, including the two current office buildings.
1993	Aerial photograph	In addition to the ChemPlant facilities on the eastern portion of the Site, the two current office buildings (Buildings I and J) are shown to be present.
1997	Topographic map	The Site appears similar to that shown on the 1991 topographic map.
1998	Aerial photograph	The Site appears similar to that shown on the 1993 aerial photograph.
2005	Aerial photograph	The Site appears similar to that shown on the 1998 aerial photograph, except that several of the ChemPlant facilities appear to have been removed.

6.2 HISTORICAL SUMMARY OF SITE VICINITY

Based on our review of the information described in Section 6.1, the general Site vicinity appears to have been undeveloped during the early 1900s. By the 1940s, a Southern Pacific railroad line was constructed adjacent to the south of the Site, and an increase in development generally to the south of the Site is apparent (within the cities of East Palo Alto and Menlo Park). Commercial structures appear to have been constructed on Raychem property to the west of the Site by 1968, with additional structures added during the 1970s and 1980s.

SECTION 7: SITE RECONNAISSANCE

We performed a Site reconnaissance to evaluate current Site conditions and to attempt to identify Site Recognized Environmental Conditions. The results of the reconnaissance are discussed below. Additional Site observations are summarized in Table 10 in Section 7.2. Photographs of the Site are presented in Section 7.2.3.

7.1 METHODOLOGY AND LIMITING CONDITIONS

To observe current Site conditions (readily observable environmental conditions indicative of a significant release of hazardous materials), Cornerstone staff Ron L. Helm, C.E.G., R.E.A. II, visited the Site on November 15, 2010, and was allowed access by Mr. John Kovaleski of Colliers International (real estate agent for the seller). Cornerstone staff only observed those areas that were reasonably accessible, safe, and did not require movement of equipment, materials or other objects.

7.2 OBSERVATIONS

The Site is comprised of approximately 22 acres of land (two parcels: east and west). Site access is provided through Constitution Drive and Bayfront Expressway. Reportedly, the property is zoned M2 (general industrial) with 0.45 FAR. The Site is currently unoccupied.

7.2.1 Western Parcel

The western parcel is improved with two, approximately 60,000 square foot, 2-story office buildings (referred to as Buildings I and J), a guard shack, landscaped areas, athletic courts, and asphalt-paved parking areas. Please note that not all rooms of the buildings were observed nor were all room unlocked to allow entrance.

Building I reportedly was constructed in approximately 1983. Building J appeared to be of newer construction than Building I and was reported constructed in 1988. The exterior of the buildings consist of concrete and glass panel walls. The main entrances of the buildings are located at the 'corner' of the 'L', where the buildings face each other. A number of employee entrances are located around the perimeter of the buildings. Fencing was observed around the perimeter of the Site. A gated entrance to Bayfront Expressway was provided. The buildings are not in use.

Parking areas are located to the east, west and southeast of the buildings. The parking areas are illuminated by pole mounted lights. The pavement areas generally appear to drain into catch basins located throughout the Site and eventually to a storm sewer system under City and State jurisdictions. The on-Site landscaping is mainly in the islands and perimeter greenbelt areas adjacent to the buildings and parking lots and along the north, east and west sides of the buildings. The landscaping consists of trees, shrubs, flower beds and grass areas. Sidewalks exist along the perimeters of the buildings and along some of the landscaped areas. A gated boundary fence erected between the Tyco buildings and Buildings I and J blocks any vehicle access to the west parking area. All buildings and their parking areas to the east of Buildings I and J have been demolished. The area north of the buildings contains athletic courts, as well as a 'fitness/exercise trail.'

Based on our observations, Building J appeared newer in construction and décor than Building I. Corridors were present through all office areas. These corridors consisted of carpeted or tiled floors, drywall, wood veneer paneling, or glass panel walls and drywall ceilings. There were several kitchenettes locate throughout each building, some of which contained garbage grinders and dishwashers.

Three staircases were located in each of the 2-story buildings. One elevator is located near the main entrance lobby of each building. The elevator equipment rooms were inaccessible during our Site visit. Additionally, a wheelchair lift was observed in the stage area of the Auditorium of Building J.

There were several rooms that were labeled as 'shop' or 'computer laboratory' areas; they typically had concrete block or drywalled walls, suspended 2 foot by 2 foot or 2 foot by 4 foot ceiling tiles and carpeted floors. Office areas typically had painted drywall, glass panel or wood veneer walls, suspended ceiling tiles and carpeted or tiled floors.

The two buildings are served by rooftop and penthouse equipment room mounted heating and cooling units. The air appears to travel from the rooftop units to VAV boxes, through the ducts, and to a number of ceiling mounted diffusers.

Electrical service appears to enter the buildings from two ground-mounted, privately-owned transformers located in a walled mechanical compound in the south parking lot. There were several smaller electrical 'closets' throughout the buildings. Several floor-mounted step-down transformers were observed in mechanical areas throughout the buildings. According to EEC (2005), no transformers with PCB content in fluids above regulatory limits remain at the facility. The office lighting is mostly comprised of recessed 2 foot by 4 foot fluorescent fixtures. Based on the age of the Site buildings, there is a low probability that light fixtures include PCB-containing capacitors in light ballasts.

Emergency power in the buildings is provided by two diesel generators. The generator for Building I is located in the walled electrical compound in the south parking lot. The generator for Building J is located on the building roof. Diesel fuel for the generators is stored within integral above ground tanks; no evidence of diesel fuel leaks was readily apparent.
Natural gas-fired hot water tanks, located in the central mechanical 'closet' of both buildings, appeared to provide the hot water.

No readily observable hazardous materials were noted.

7.2.2 Eastern Parcel

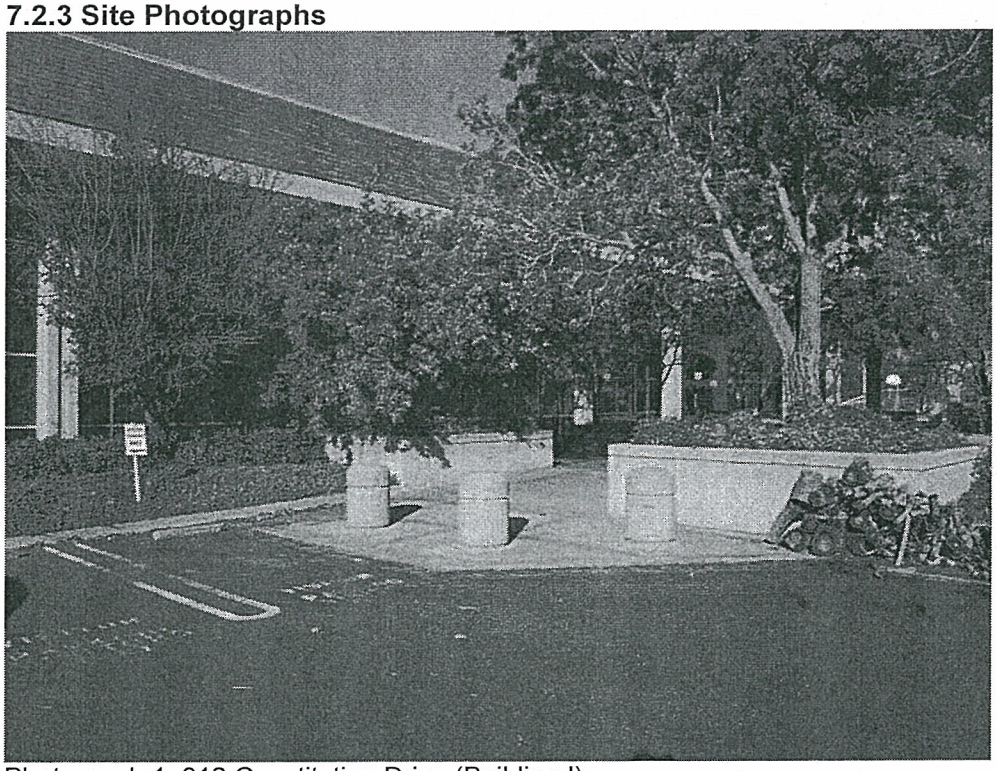
The eastern parcel is vacant land consisting of exposed fill, gravel, grass and asphalt-paved areas. A square-shaped area surrounded by a chain-link fence is located in the southeastern portion of the Site (location of the engineered land cap). In addition, four electrical transmission towers are located in the northern and eastern portions of the Site. A 55-gallon drum containing an oily fluid also was observed on-Site. A metal storage/shipping container also was present; the interior of the storage container was not readily accessible/observed.

Table 10. Summary of Readily Observable Site Features

General Observation	Comments
Aboveground Storage Tanks	Diesel ASTs integrated into backup generators.
Agricultural Wells	Not Observed
Air Emission Control Systems	Not Observed
Boilers	Not Observed
Burning Areas	Not Observed
Chemical Mixing Areas	Not Observed
Chemical Storage Areas	Not Observed
Clean Rooms	Not Observed
Drainage Ditches	Not Observed
Elevators	One elevator was observed in each building; additionally, a wheelchair lift was observed in the stage area of the Auditorium of Building J.
Emergency Generators	Emergency power is provided by backup diesel generators. The generator for Building I is located in the walled electrical compound in the south parking lot. The generator for Building J is located on the building roof.
Equipment Maintenance Areas	Not Observed
Fill Placement	Fill appears to have been placed on the eastern parcel.
Ground Water Monitoring Wells	Several monitoring wells were observed on the eastern parcel
High Power Transmission Lines	Not Observed
Hoods and Ducting	Not Observed
Hydraulic Lifts	A chair lift was observed at the auditorium of Building J.
Incinerator	Not Observed
Petroleum Pipelines	Not Observed
Petroleum Wells	Not Observed
Ponds or Streams	Not Observed
Railroad Lines	A Southern Pacific Railroad corridor was observed to the south of the Site.
Row Crops or Orchards	Not Observed
Stockpiles of Soil or Debris	Not Observed
Sumps or Clarifiers	Not Observed
Transformers	Electrical service enters the buildings from two ground-mounted, what appear to be privately owned transformers located in a walled mechanical compound in the south parking lot. Numerous floor-mounted step-down transformers were observed in mechanical areas throughout both buildings.
Underground Storage Tanks	Not Observed
Vehicle Maintenance Areas	Not Observed
Vehicle Wash Areas	Not Observed
Wastewater Neutralization Systems	Not Observed

The comment "Not Observed" does not warrant that these features are not present on-Site; it only indicates that these features were not readily observed during the Site visit.

7.2.3 Site Photographs



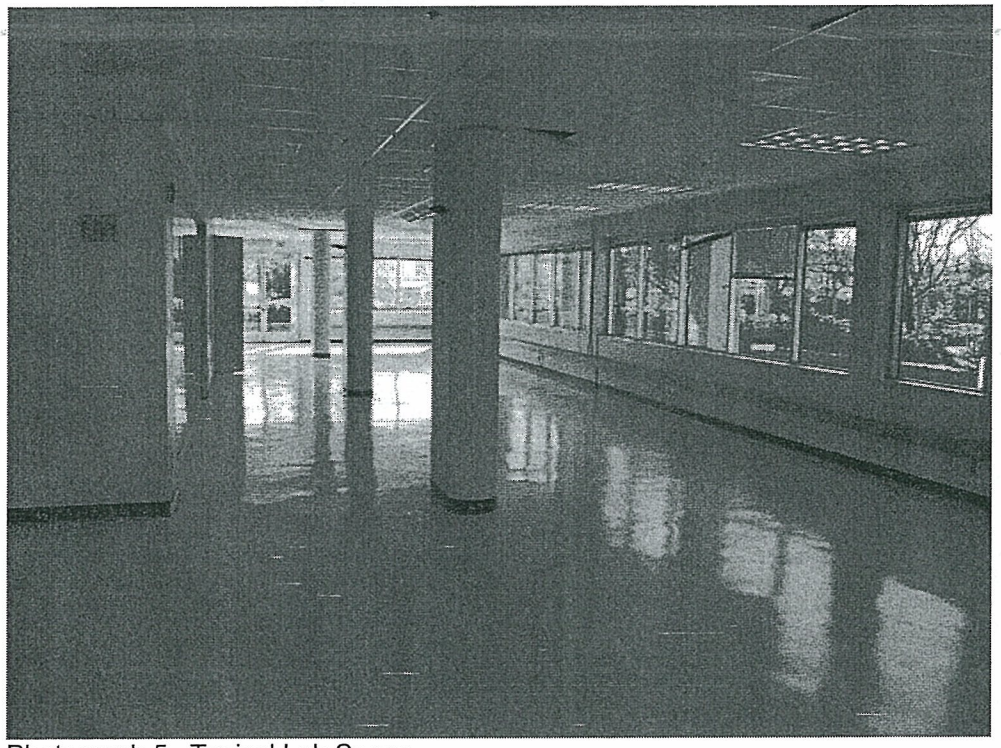
Photograph 1. 312 Constitution Drive (Building I).

Photograph 2. 313 Constitution Drive (Building J).

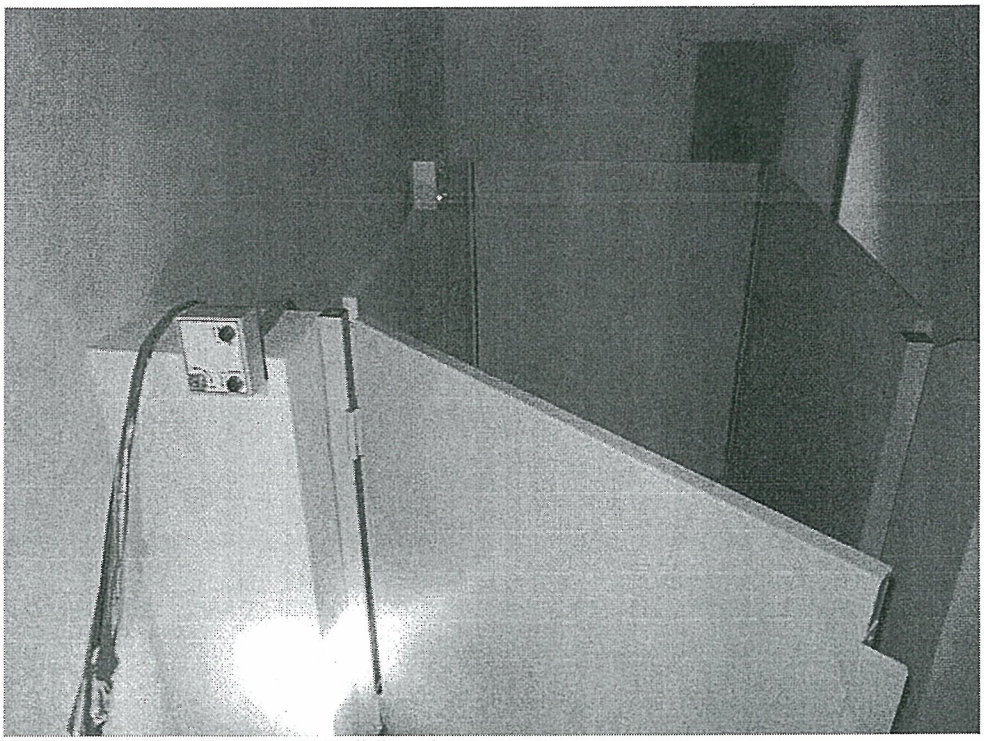
Photograph 3. Courtyard between Buildings I and J.

Photograph 4. Typical Atrium

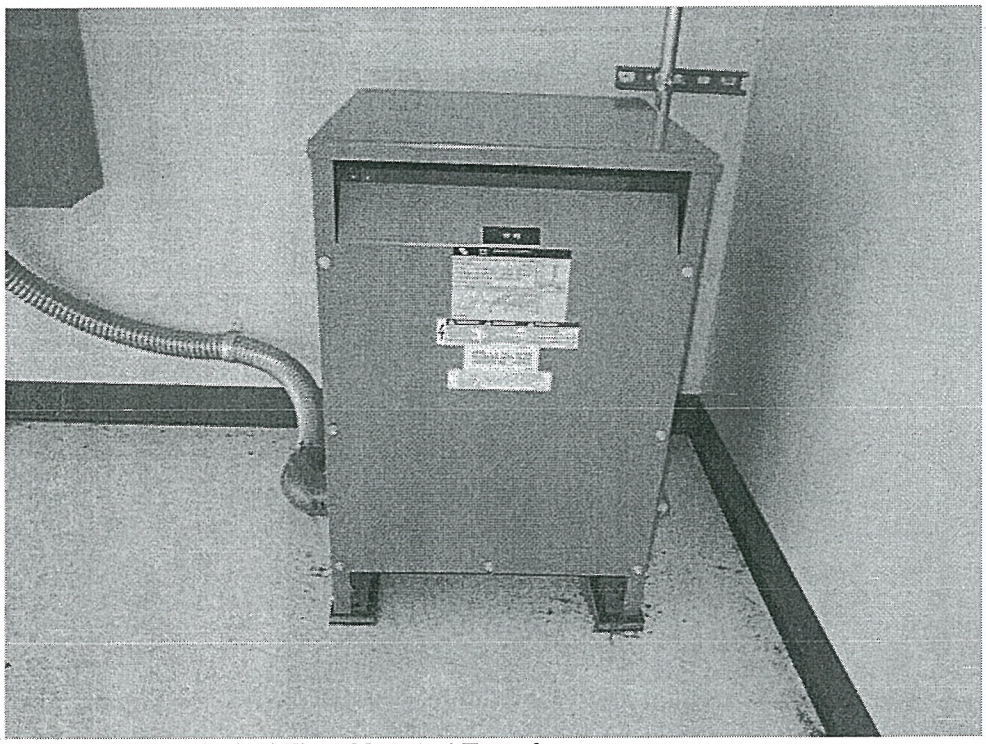
Photograph 5. Typical Elevator



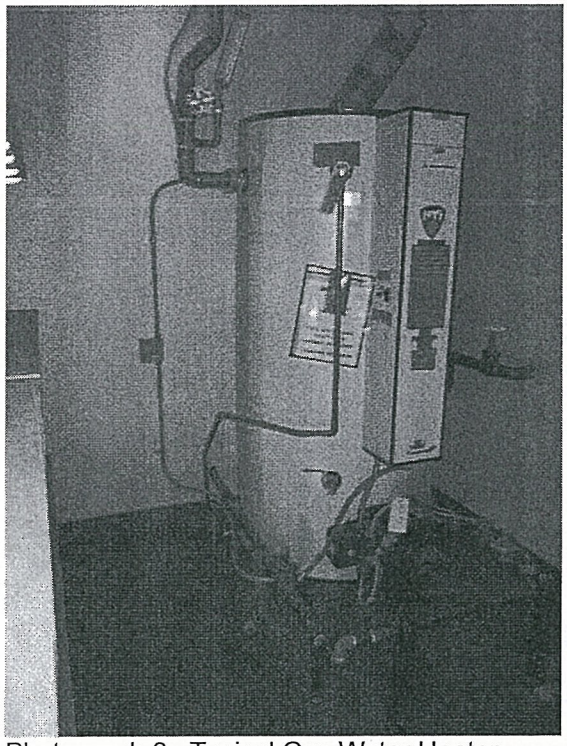
Photograph 5. Typical Lab Space



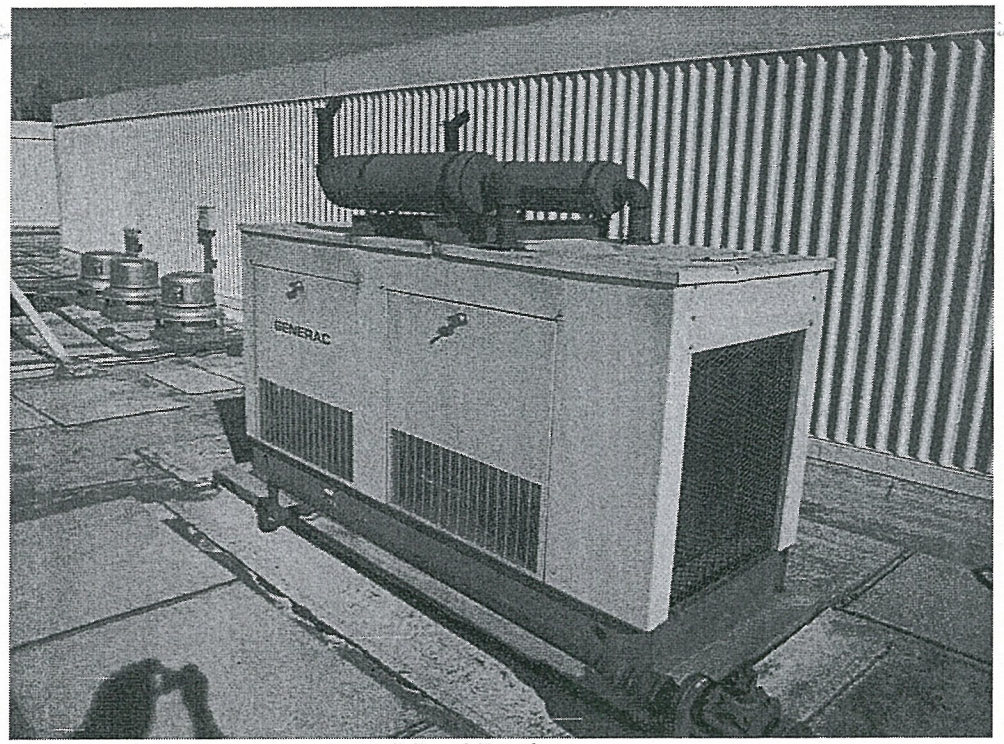
Photograph 6. Chair lift in Building J



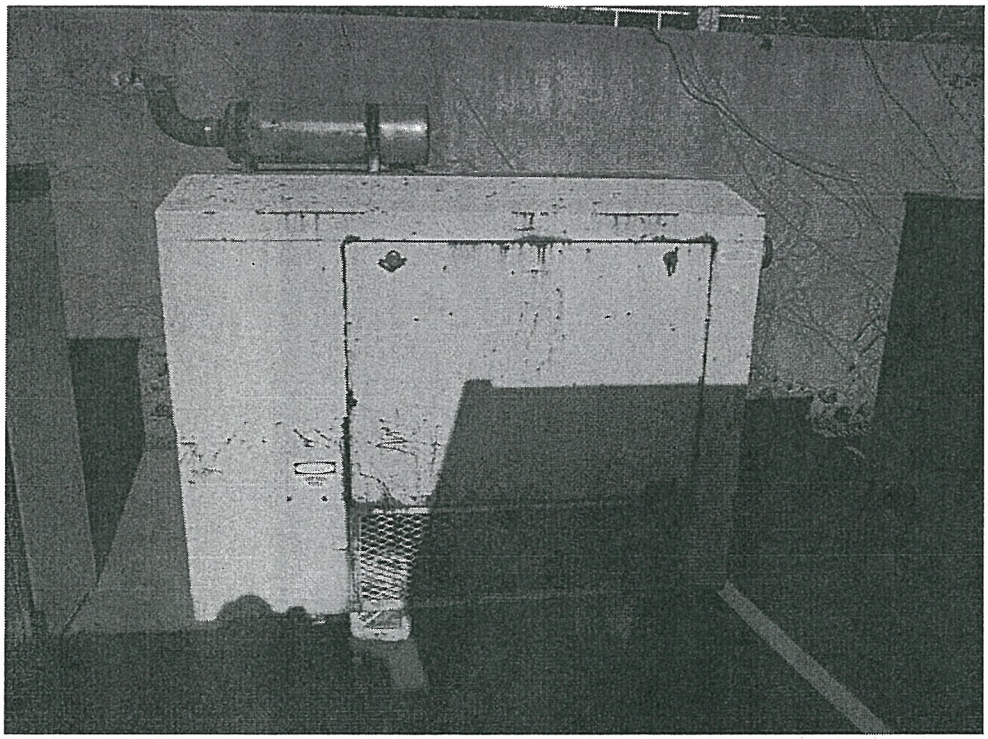
Photograph 7. Typical Floor Mounted Transformer



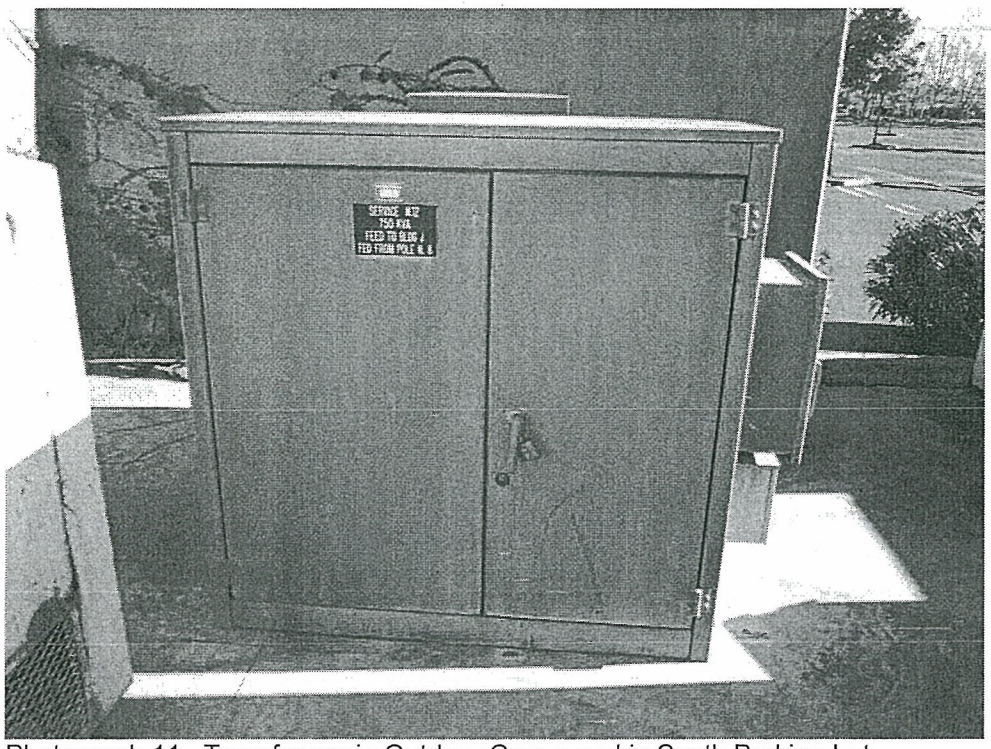
Photograph 8. Typical Gas Water Heater



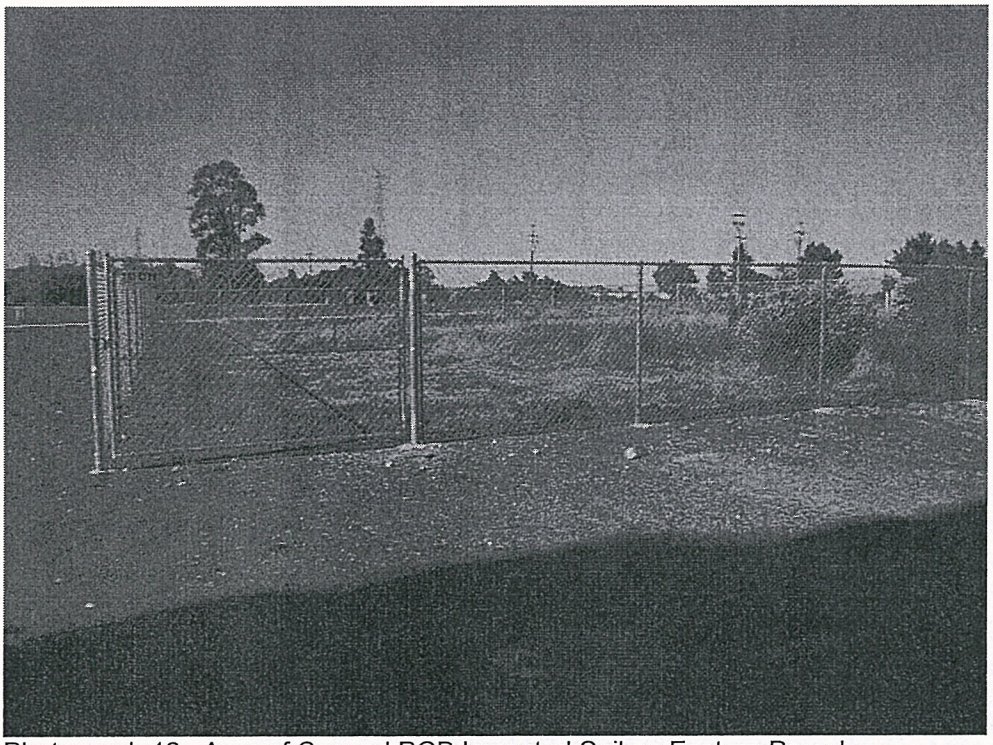
Photograph 9. Generator on Building I Rooftop



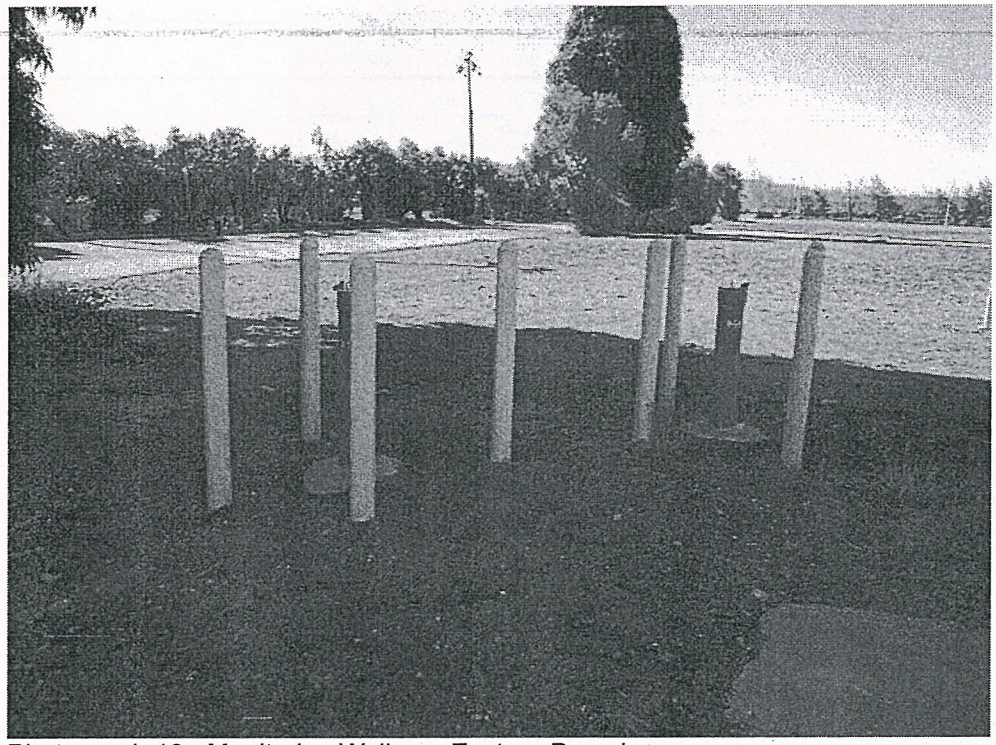
Photograph 10. Generator in Outdoor Compound in South Parking Lot



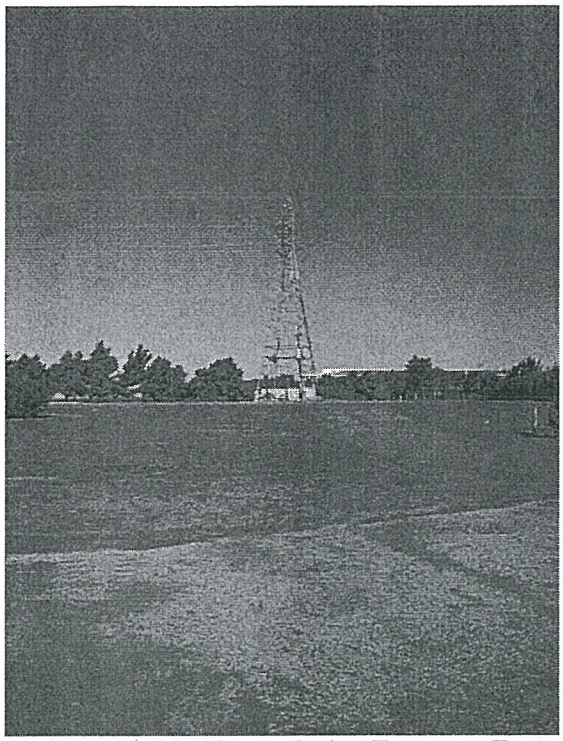
Photograph 11. Transformer in Outdoor Compound in South Parking Lot



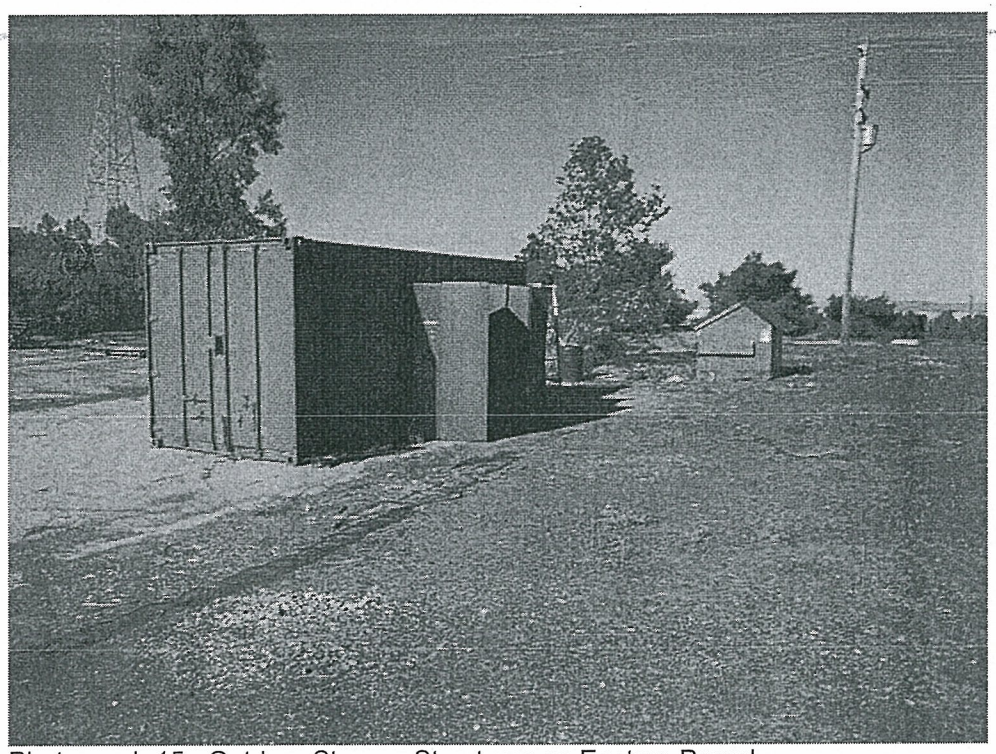
Photograph 12. Area of Capped PCB Impacted Soil on Eastern Parcel



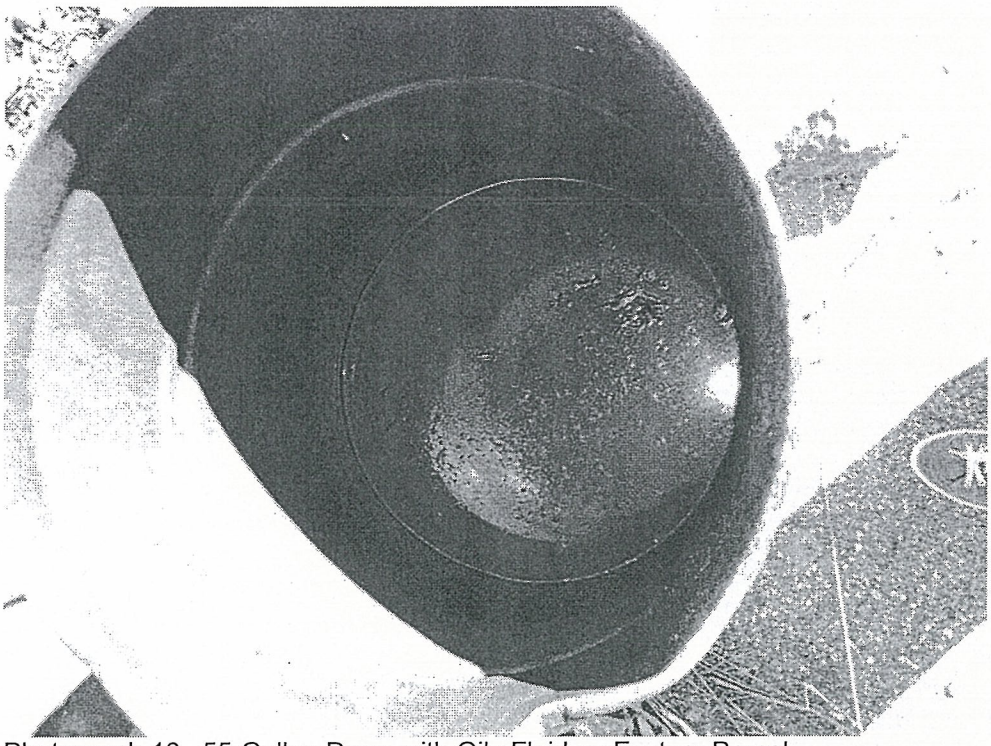
Photograph 13. Monitoring Wells on Eastern Parcel



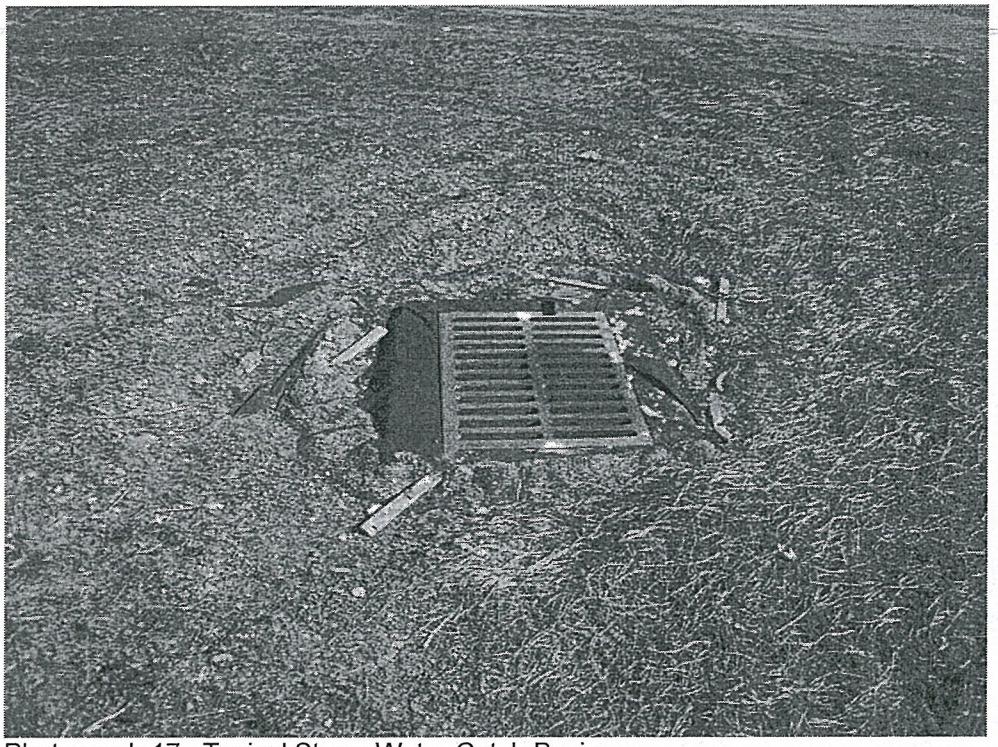
Photograph 14. Transmission Tower on Eastern Parcel



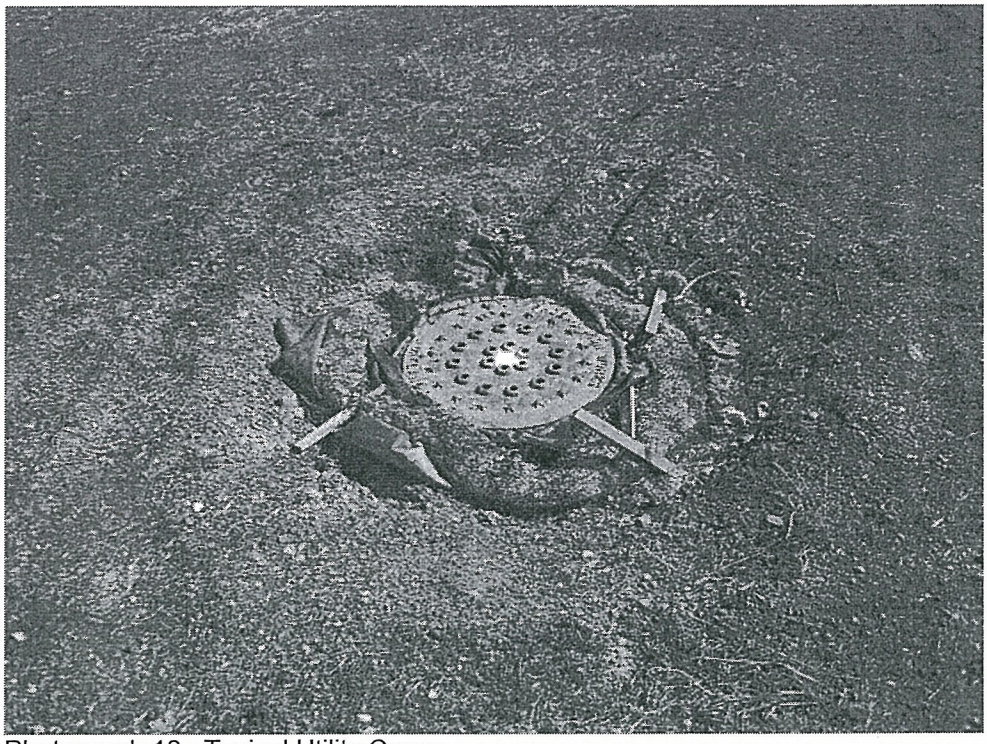
Photograph 15. Outdoor Storage Structures on Eastern Parcel



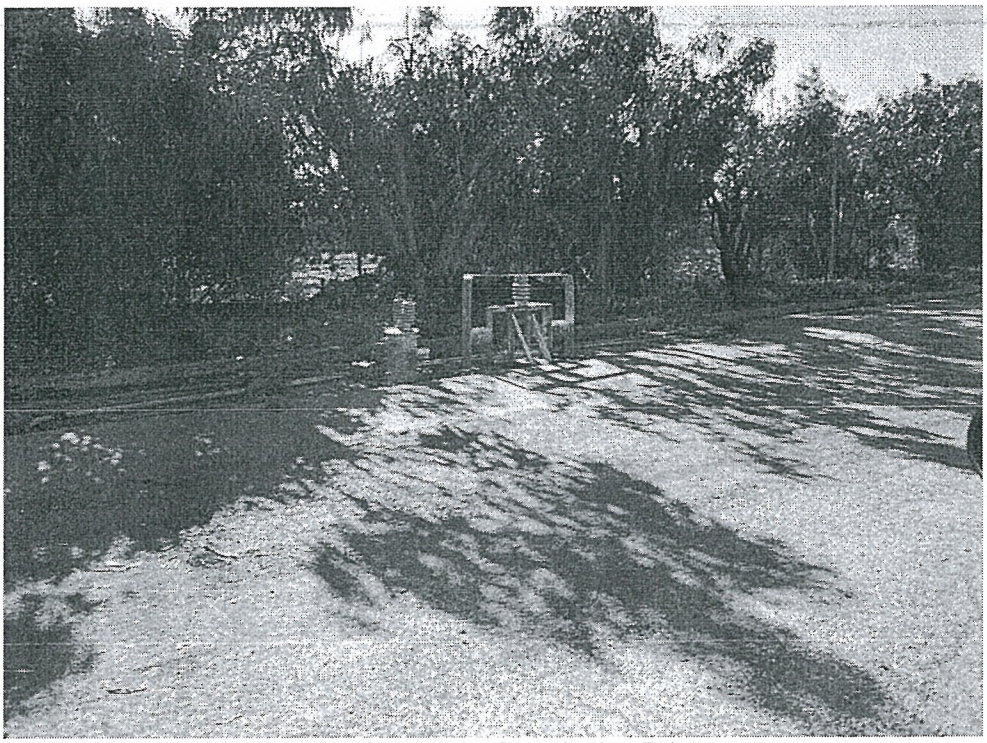
Photograph 16. 55-Gallon Drum with Oily Fluid on Eastern Parcel



Photograph 17. Typical Storm Water Catch Basin



Photograph 18. Typical Utility Cover



Photograph 19. Electrical Equipment on Constitution Drive

SECTION 8: INTERVIEWS

8.1 ENVIRONMENTAL QUESTIONNAIRE

To help obtain information on current and historical Site use and use/storage of hazardous materials on-Site, we provided an environmental questionnaire Mr. John Kovaleski of Colliers International (real estate agent for the seller). He reportedly forwarded the questionnaire to the Site owner for completion. The completed questionnaire was not returned to us as of the date of this report.

8.2 INTERVIEWS WITH PREVIOUS OWNERS AND OCCUPANTS

Contact information for previous Site owners and occupants was not provided to us. Therefore, interviews with previous Site owners and occupants could not be performed.

SECTION 9: CONCLUSIONS (FINDINGS) AND RECOMMENDATIONS

Giant Properties reportedly intends to purchase the Site for commercial (office) use. Cornerstone performed this Phase I ESA to support Giant Properties in evaluation of Recognized Environmental Conditions. Our conclusions and recommendations are summarized below.

9.1 HISTORICAL SITE USAGE

Based on information reviewed during this study, the Site historically consisted of marshland associated with San Francisco Bay. The Site was occupied by an asphalt batch plant from the early 1950s to the 1970s. Raychem acquired the Site in 1968; subsequently, buildings and facilities associated with Raychem's ChemPlant were constructed on the eastern portion of the Site. The chemical handling and storage facility on the eastern portion of the Site included a Hazardous Waste Transfer Depot, an Omega Wastewater Treatment System, several solid waste management units, a process wastewater sump, a Therminol Heater/Dowtherm Boiler and five buildings (Buildings N, O, P, U and Y). Tyco acquired Raychem in 1999 and currently operates the facility immediately to the west. Argonaut Holdings acquired the Site in 2007.

Buildings I and J reportely were constructed on-Site in 1983 and 1988, respectively, and reportedly were used for office purposes and not used from R&D or manufacturing purposes. These two buildings currently remain on-Site and are unoccupied. Buildings I and J were vacated after Tyco acquired Raychem. Tyco leased Building I to Interwave Communications Inc., who reportedly used the building for general office space from approximately 2000 to 2003. Building I reportedly has been vacant since 2003. Tyco leased Building J to Applicast, Inc., who reportedly used the Building for general office space from approximately 2000 to 2002. Building J reportedly has been vacant since 2002. Currently, only the two approximately 60,000 square foot office buildings (Buildings I and J) are located on-Site; the other buildings have been demolished to prepare the Site for potential sale and redevelopment.

9.2 DISCUSSION OF ENVIRONMENTAL SETTING

On the eastern portion of the Site, large quantities of hazardous materials were historically used, stored and handled during occupancy by Raychem and subsequently Tyco.

Past chemical releases resulted in impacts to on-Site soil and ground water. As discussed in Section 4.2, numerous soil and ground water quality investigations have been conducted on-Site and various remedial measures have been implemented. DTSC on November 30, 2006 approved remaining remedial measures to be implemented, which included installation of ground water monitoring wells and periodically conducting ground water monitoring, entering into a LUC, annual LUC inspections, and Tyco providing financial assurance ($994,000 letter of credit). The documents reviewed indicate that, except for the on-going obligations (i.e., periodic ground water monitoring and annual inspections, etc.), the required remedial measures have been completed.

The LUC restricts the use of the property to commercial and industrial purposes only, prohibits excavation and other earth-moving activities unless pre-approved by the DTSC, and specifically prohibits any activity that may disturb or adversely affect the integrity of the engineered cap located on-Site. The LUC runs with the land and binds all present and future owners in perpetuity.

An engineered cap covers residual concentrations of PCBs at concentrations unacceptable for human health or the environment at a depth of approximately 9½ to 21 feet. This soil has not been excavated reportedly due to the difficulty in dealing with flowing sands and flooding of the excavation, possibly remobilizing and redistributing the PCBs. Note that penetration of the low permeability clay layer could provide a preferential pathway for PCBs to migrate into the first water yielding zone. In addition, please note that DTSC may not allow for this material to be relocated on the Site.

Because the closure for this Site is risk-based, chemically impacted soil and ground water remain in localized areas of the Site. In our opinion, DTSC likely will not allow grading of soil impacted with chemicals exceeding the Site's unrestricted use criteria. Mixing of impacted soil with 'clean' soil likely will not be approved by DTSC. Such impacted soil likely will require consolidation in a specific area of the Site under DTSC oversight or off-Site disposal at a permitted facility.

In addition, other unknown pockets of impacted soil may be encountered during Site redevelopment activities. We recommend meeting with DTSC to determine who (Tyco or Giant Properties) would be responsible for appropriately handling this material. An Operation and Maintenance Plan has been prepared that provides guidance in the event suspect soil is encountered during on-Site earthwork activities. Note that construction workers who may be exposed to Site soil are required to wear a half-face respirator for the first day or until the dust exposure (as measured by real-time instruments) is confirmed to be below 0.5 mg/m^3. Depending upon dust concentrations, protection ranges from no respiratory protection to full face protection to suspension of work activities.

Also note that DTSC allows no stockpiling of soil at the Site or ground water extraction. Excavated soil must be stored inside waste bins and appropriately sampled to determine the degree of impact and to facilitate the selection of an appropriate permitted disposal facility. We recommend submitting the protocols for soil grading and ground water extraction (if construction dewatering is required during development) to the DTSC for their review and approval.

As depicted on several of the figures, ground water below portions of the Site (including beneath Building I) is impacted by VOCs from either on-Site sources or from chemical releases on Raychem/Tyco property to the west. As discussed in Section 4.3.1, two adjacent USTs containing gasoline were removed from an off-Site location near the southwest corner of the Site in 1985. Ground water sampling performed at the time of the UST removals suggests that TPHg (detected at 21 ppm) may also be present in ground water near the southwest corner of the Site.

Sub-slab soil vapor samples and indoor air samples are currently being collected from Buildings I and J for laboratory analyses. This work will help evaluate the potential for contaminants to migrate into indoor building spaces from underlying impacted soil and/or ground water.

9.3 REDEVELOPMENT CONSIDERATIONS

9.3.1 Construction of Deep Foundations

If development plans include the construction of deep foundations, the foundation design should incorporate measures to help reduce the potential for the downward migration of the contaminated ground water. These measures should be identified in a geotechnical investigation report and will require approval by the DTSC.

9.3.2 Corrosion

Because of the nature of the hazardous materials and their potential detrimental impacts on utility pipelines, a corrosion study should be performed by a licensed professional engineer to determine protective measures for utilities, which could include wrapping piping with corrosion resistant tape, applying an epoxy coating, using corrosion resistant piping materials (including gaskets, flanges and couplings) and/or installing a cathodic protection system.

9.3.3 Storm Water Pollution Prevention Plan

A storm water pollution prevention plan (SWPPP) is required to be prepared for the Site. Storm water pollution controls should be based on best management practices (BMPs), such as those described in "Information on Erosion and Sediment Control for Construction Projects: A Guidebook" (Water Board 1998) and "Erosion and Sediment Control Field Manual, Third Edition (Water Board 1999). Sediment and erosion control procedures may include, but are not limited to the following:

- Constructing temporary berms or erecting silt fences around exposed soil;
- Placing straw bale barriers or sediment traps around catch basins or other entrances to storm drains;
- Covering soil stockpiles with plastic sheeting or tarps during rainfall events; and
- Implementing other appropriate BMPs.

9.3.4 Excavation De-watering

Prior to excavation de-watering, approval for ground water extraction must be obtained from the DTSC. If excavation de-watering is required, the extracted water will be required to be sampled and analyzed prior to evaluating discharge alternatives. A sample of the ponded water will require laboratory analyses for the COPC; other analyses may be required, based on the intended use of the water. Impacted water may require treatment or disposal at a permitted facility.

9.3.5 Installation of a Vapor Intrusion Barrier

To provide a higher degree of confidence that the health of future occupants of the Site will be protected from the off-gassing of VOCs and/or odors, we recommend considering the installation of gas impermeable membranes and utility trench vapor cut-off barriers to effectively limit vapor/odor intrusion into the proposed structures.

We recommend a vapor barrier with a minimum of a 60 mil, spray-applied, seamless, solvent free membrane. Laboratory data from the manufacturer must be available that documents this material to be a highly effective barrier for the COPC. The membrane should be applied over a non-woven geotextile that will protect it from puncture from the subgrade. A geotextile constructed of polypropylene fibers also should be placed over the 60 mil membrane to help protect it from damage during installation of the overlying concrete slab. To document proper installation of the membrane system, coupon samples of the membrane should be taken at a minimum of every 1000 square feet to verify its thickness. In addition, a smoke test should be performed to verify its integrity.

Appropriate measures also should be implemented to reduce vapor (and ground water) migration through trench backfill and utility conduits. Such measures should include placement of low-permeability backfill "plugs" at intervals on-Site and where utilities extend off current parcel boundaries.

9.3.6 Monitoring Wells

Ground water monitoring wells are located on-Site. This system is used for ongoing ground water monitoring. The development plans must address this remediation network under approval from Tyco and the DTSC. Giant Properties must coordinate with Tyco and DTSC to allow the continued monitoring and possible remediation activities and any additional sampling and analyses that may be required to obtain Site closure. All requirements of the U.S. EPA and the DTSC must be followed.

9.4 OTHER CONSIDERATIONS

9.4.1 Other Activity and Use Limitations

As described in Section 3.2, the provided title report identifies several easements, agreements and covenants that are noted to be associated with the Site. The January 2007 LUC described in Section 4.2.8 appears likely to be the agreement that will have the greatest impact on future uses and development of the Site. Some of the other easements and agreements identified in the title report appear to be related to utilities. However, the purpose of others was not clearly indicated; these also could impact the planned use of the Site and should be reviewed by Giant Properties.

9.4.2 Future Obligations and Liabilities

Potential obligations and liabilities associated with possible changes in future regulatory requirements should also be considered prior to purchasing the Site. Note that the general trend is that cleanup requirements and contaminant concentrations that are considered to be acceptable often become more health-protective over time.

Consideration should be given to purchasing environmental insurance to help protect against the liabilities associated with the known or unknown hazardous materials adversely impacting the Site and the planned development, and for changing regulatory requirements.

9.5 TRANSFORMERS

Several indoor and outdoor transformers were observed. They appear to be privately owned. It was unclear if these transformers were a 'dry type' or 'liquid filled'. In liquid filled transformers, dielectric fluid is used to cool the windings and provide optimal performance. Mixtures of PCBs were typically used in transformer dielectric fluid because of their non-flammable nature and chemical stability. No leaks or spills were observed. EEC (2005) stated, "No transformers with PCB content in fluids at or above regulatory limits remain at the Facility". However, for a higher level of comfort, we recommend that Tyco provide further documentation regarding these transformers or have them inspected for fluid containing PCBs prior to the property transfer.

9.6 ASBESTOS CONTAINING MATERIALS (ACMS)

Due to the age of the on-Site structures, building materials may contain asbestos. If demolition, renovation, or re-roofing of the building is planned, an asbestos survey is required by local authorities and/or National Emissions Standards for Hazardous Air Pollutants (NESHAP) guidelines. NESHAP guidelines require the removal of potentially friable ACBMs prior to building demolition or renovation that may disturb the ACBM.

9.7 LEAD-BASED PAINT

The Consumer Product Safety Commission banned the use of lead as an additive in paint in 1978. Based on the age of the buildings, lead-based paint may be present. If demolition is planned, the removal of lead-based paint is not required if it is bonded to the building materials. However, if the lead-based paint is flaking, peeling, or blistering, it should be removed prior to demolition. In either case, applicable OSHA regulations must be followed; these include requirements for worker training, air monitoring and dust control, among others. Any debris or soil containing lead must be disposed appropriately.

9.8 FILL MATERIALS

Based on an historical aerial photograph review conducted by EEC (2010), an apparent former pond or low-lying wet area was noted north of the former location of the asphalt batch plant on-Site from at least 1956 until sometime prior to 1974. No information reportedly is available regarding the source or nature of materials used to fill this area and whether they were placed as loose material or compacted engineered fill. The potential presence of unsuitable fill should be considered prior to future redevelopment activities in this area.

From April to June 2005, an additional approximately 1 to 1 ½ feet of 'DTSC approved' fill was placed over most of Area 6. No information was reviewed regarding whether this material was placed as loose material or compacted engineered fill. The IRM excavations were reportedly backfilled with compacted engineered fill from sources likely approved by DTSC.

9.9 OTHER HAZARDOUS MATERIALS

Two emergency generators were observed on-Site, each with an integral above ground diesel storage tank. No evidence of significant diesel fuel leaks was readily apparent. The generators likely provide emergency power for life safety systems. Two elevators and a chair lift also were observed on-Site; the elevator pits were not accessible.

Due to the small volumes of hazardous materials currently used at this facility, in our opinion, there is a low potential that these areas would be a source of significant contamination. However, these areas should be periodically inspected for leaks or other damage as part of normal Site maintenance activities. Appropriate procedures and control measures should be taken by vendors that service the elevators, generators and chair lift to minimize incidental spills or releases of oil. Spill equipment should be kept readily available near the emergency generators to absorb or contain releases, if any.

In addition, an opened and partially full drum of what appeared to be an oily fluid was observed on the eastern parcel. This drum should be appropriately removed from the Site by the seller prior to the property transfer.

9.10 ELECTRIC TRANSMISSION LINES

High power electric transmission lines were observed on the eastern parcel. While electromagnetic fields (EMFs) occur naturally and are present in everything from visible light to radio waves to X-rays, attention has focused on whether exposure to EMFs associated with alternating-current electricity is hazardous.

Electric current traveling in transmission lines produces both electric and magnetic fields, and some studies have found an association between exposure to electric and magnetic fields and health problems. Other laboratory and epidemiological studies have found no threshold value, dose response or causative relationship that demonstrates significant adverse physical effect from EMFs.

In recent years, there has been considerable controversy regarding the potential health effects resulting from long-term exposure to electromagnetic fields (EMFs). There is no basis at this time to conclude that future employees on the Site would be exposed to significant EMF-related hazards. However, the presence of the lines may negatively impact public perception.

9.11 FORMER ASPHALT BATCH PLANT

From the 1950s to late 1960s/early 1970s, the general area occupied by Building I and Building J was occupied by an asphalt batch plant. Three borings were advanced in the general area of Building J (GRA 2002). Soil samples were collected at several depths to approximately 6 feet. PCBs, VOCs and Semi-VOCs were not reported in the samples analyzed by the laboratory. TRPH was detected in 4 of 4 samples collected from a depth of approximately 0.6 to 5.6 feet (ranging from 16.8 mg/Kg to 151 mg/Kg). The residential ESL for TRPH ranges from 83 mg/Kg to 370 mg/Kg; the commercial ESL ranges from 83 mg/Kg to 2,500 mg/Kg; no information was provided if a silica gel cleanup was performed to remove naturally occurring petroleum hydrocarbons. Dioxins were detected in the two borings advanced near Building J. The TCDD toxic equivalency for the sample collected closest to Building J (DP-291) did not exceed the residential CHHSL of 0.0000046 mg/Kg; a sample collected at a depth of approximately 0.6 feet from a boring located on a former access road (DP-292) revealed a TCDD toxic equivalency of 0.0000067 mg/Kg, which exceeds the residential CHHSL by not the commercial CHHSL. However, several dioxins were reported as non-detected by the laboratory but shown as present in the total dioxins column; it appears that GRA likely used a portion of the laboratory detection limits in their calculation of the total dioxin concentration, suggesting that the 0.0000067 mg/Kg concentration may be conservatively calculated. In addition, dioxins in small concentrations are ubiquitous in the environment and the reported concentrations may represent background conditions. Five samples were analyzed for total metals. Cadmium (2.5 and 3.39 mg/Kg – residential CHHSL of 1.7 mg/Kg and commercial CHHSL of 7.5 mg/Kg), nickel (365 and 458 mg/Kg – residential CHHSL at 1,600 mg/Kg) and total chromium (611 and 700 mg/Kg – residential RSL of 280 mg/Kg and commercial RSL of 1,400 mg/Kg) also appeared elevated but, in our opinion, these results could be representative of natural background conditions.

Please note that the historical presence of an asphalt batch plant and these results were presented to DTSC; we did not review any document indicating that DTSC required additional work in this area.

To further evaluate potential historic impacts from this batch plant, we recommend reviewing the boring logs from the geotechnical investigation for Buildings I and J, if this information is available, to evaluate if indications of petroleum hydrocarbon contamination were noted. For a higher level of comfort, we recommend collecting soil and ground water samples to further document current baseline conditions prior to the property transfer.

9.12 POTENTIAL ENVIRONMENTAL CONCERNS WITHIN THE SITE VICINITY

Based on the information obtained during this study, impacted ground water resulting from chemical releases on Raychem/Tyco Property to the west has migrated below the western portion of the project Site. No other hazardous material incidents have been reported in the Site vicinity that would be likely to significantly impact the Site. However, as is typical to many commercial areas, several facilities in the vicinity (including ongoing operations at the westerly adjacent Raychem/Tyco Property) were reported as hazardous materials users. If leaks or spills occur at these facilities, contamination could impact the Site, depending upon the location of the release, the magnitude of the release, and the effectiveness of cleanup efforts.

9.13 DATA GAPS

ASTM Standard Designation E 1527-05 requires the environmental professional to comment on significant data gaps that affect our ability to identify Recognized Environmental Conditions. A

data gap is a lack of or inability to obtain information required by ASTM Standard Designation E 1527-05 despite good faith efforts by the environmental professional to gather such information. A data gap by itself is not inherently significant; it only becomes significant if it raises reasonable concerns. The following data gaps were identified:

- Contact information for the former occupants and owners of the Site was not provided to us. We understand that this information is not reasonably obtainable.
- The environmental questionnaire was not returned for our review.
- Several areas of the Site were not readily accessible.

Based on the numerous Site documents made available to us, we do not consider the above data gabs to be significant.

9.14 DATA FAILURES

As described by ASTM Standard Designation E 1527-05, a data failure occurs when all of the standard historical sources that are reasonably ascertainable and likely to be useful have been reviewed and yet the objectives have not been met. Data failures are not uncommon when attempting to identify the use of a Site at five year intervals back to the first use or to 1940 (whichever is earlier). ASTM Standard Designation E 1527-05 requires the environmental professional to comment on the significance of data failures and whether the data failure affects our ability to identify Recognized Environmental Conditions. A data failure by itself is not inherently significant; it only becomes significant if it raises reasonable concerns. No significant data failures were identified during this Phase I ESA.

9.15 RECOGNIZED ENVIRONMENTAL CONDITIONS

Cornerstone has performed a Phase I Environmental Site Assessment in general conformance with the scope and limitations of ASTM E 1527-05 of 312-314 Constitution Drive, Menlo Park, California. This assessment identified the following Recognized Environmental Conditions; however, please read the entire report for an overview of the Site.

- Soil and ground water at the Site have been impacted by past commercial/industrial uses of the Site. Several remedial measures have been completed at the Site and the DTSC has approved the Site for future commercial use. A LUC has been established that restricts the use of the property to commercial and industrial purposes and outlines several requirements that pertain to development, and future operation and maintenance of the Site.

SECTION 10: LIMITATIONS

Cornerstone performed this Phase I ESA to support Giant Properties in evaluation of Recognized Environmental Conditions associated with the Site. Giant Properties understands that no Phase I ESA can wholly eliminate uncertainty regarding the potential for Recognized Environmental Conditions to be present at the Site. This Phase I ESA is intended to reduce, but not eliminate, uncertainty regarding the potential for Recognized Environmental Conditions. Giant Properties understands that the extent of information obtained is based on the reasonable limits of time and budgetary constraints.

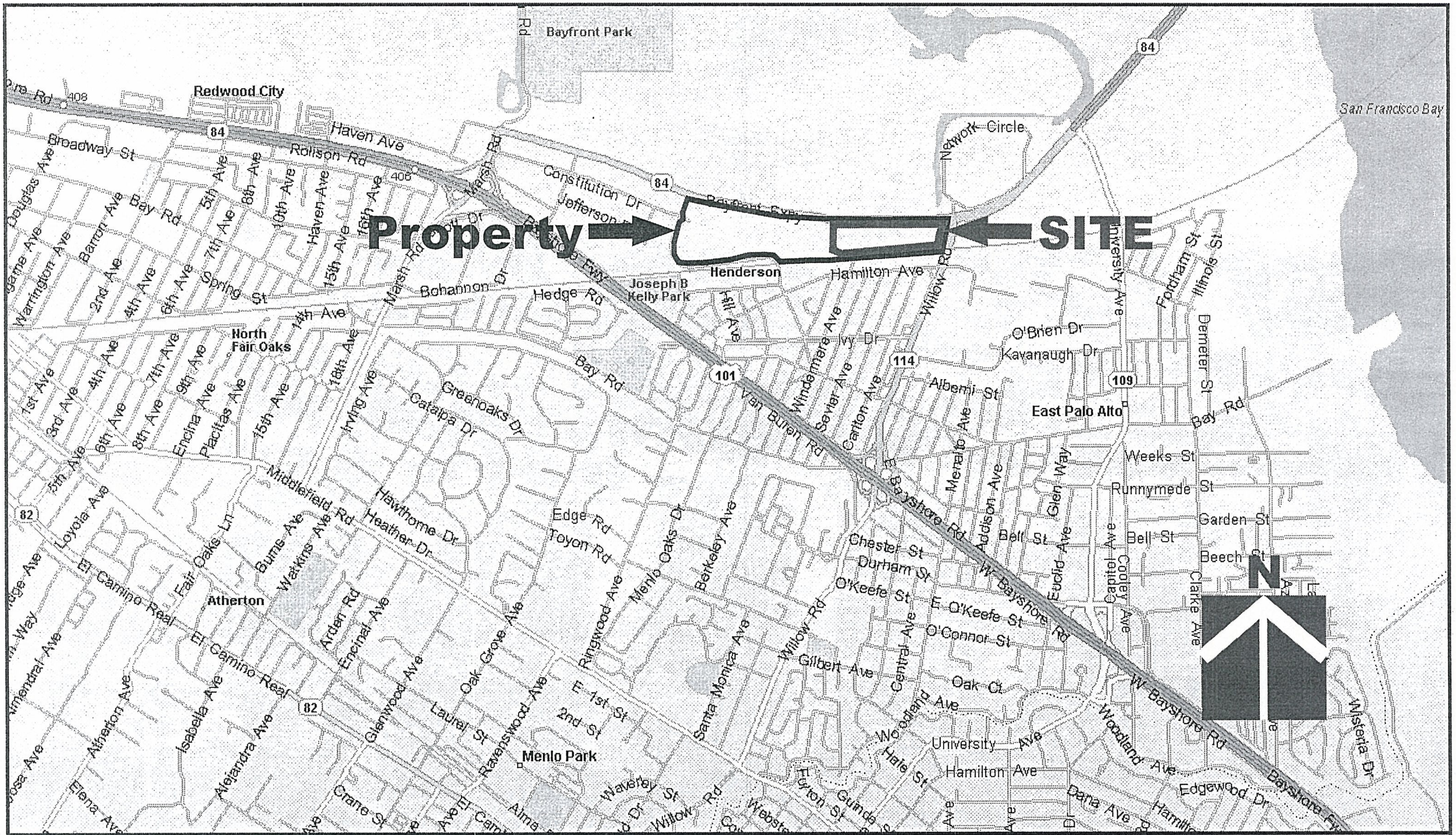
Conclusions presented in this report are based on selected, readily available information and conditions readily observed at the time of the Site visit. Phase I ESAs are inherently limited because findings are developed based on information obtained from a non-intrusive Site evaluation. Cornerstone does not accept liability for deficiencies, errors, or misstatements that have resulted from inaccuracies in the publicly available information or from interviews of persons knowledgeable of Site use. In addition, publicly available information and field observations often cannot affirm the presence of Recognized Environmental Conditions; there is a possibility that such conditions exist. If a greater degree of confidence is desired, soil, ground water and/or soil vapor samples should be collected by Cornerstone and analyzed by a state-certified laboratory to establish a more reliable assessment of environmental conditions.

Cornerstone acquired an environmental database of selected publicly available information for the general area of the Site. Cornerstone cannot verify the accuracy or completeness of the database report, nor is Cornerstone obligated to identify mistakes or insufficiencies in the information provided (ASTM E 1527-05, Section 8.1.3). Due to inadequate address information, the environmental database may have mapped several facilities inaccurately or could not map the facilities. Releases from these facilities, if nearby, could impact the Site.

Giant Properties may have provided Cornerstone environmental documents prepared by others. Giant Properties understands that Cornerstone reviewed and relied on the information presented in these reports and cannot be responsible for their accuracy.

This report, an instrument of professional service, was prepared for the sole use of Giant Properties and may not be reproduced or distributed without written authorization from Cornerstone. It is valid for 180 days. An electronic transmission of this report may also have been issued. While Cornerstone has taken precautions to produce a complete and secure electronic transmission, please check the electronic transmission against the hard copy version for conformity.

Cornerstone makes no warranty, expressed or implied, except that our services have been performed in accordance with the environmental principles generally accepted at this time and location.

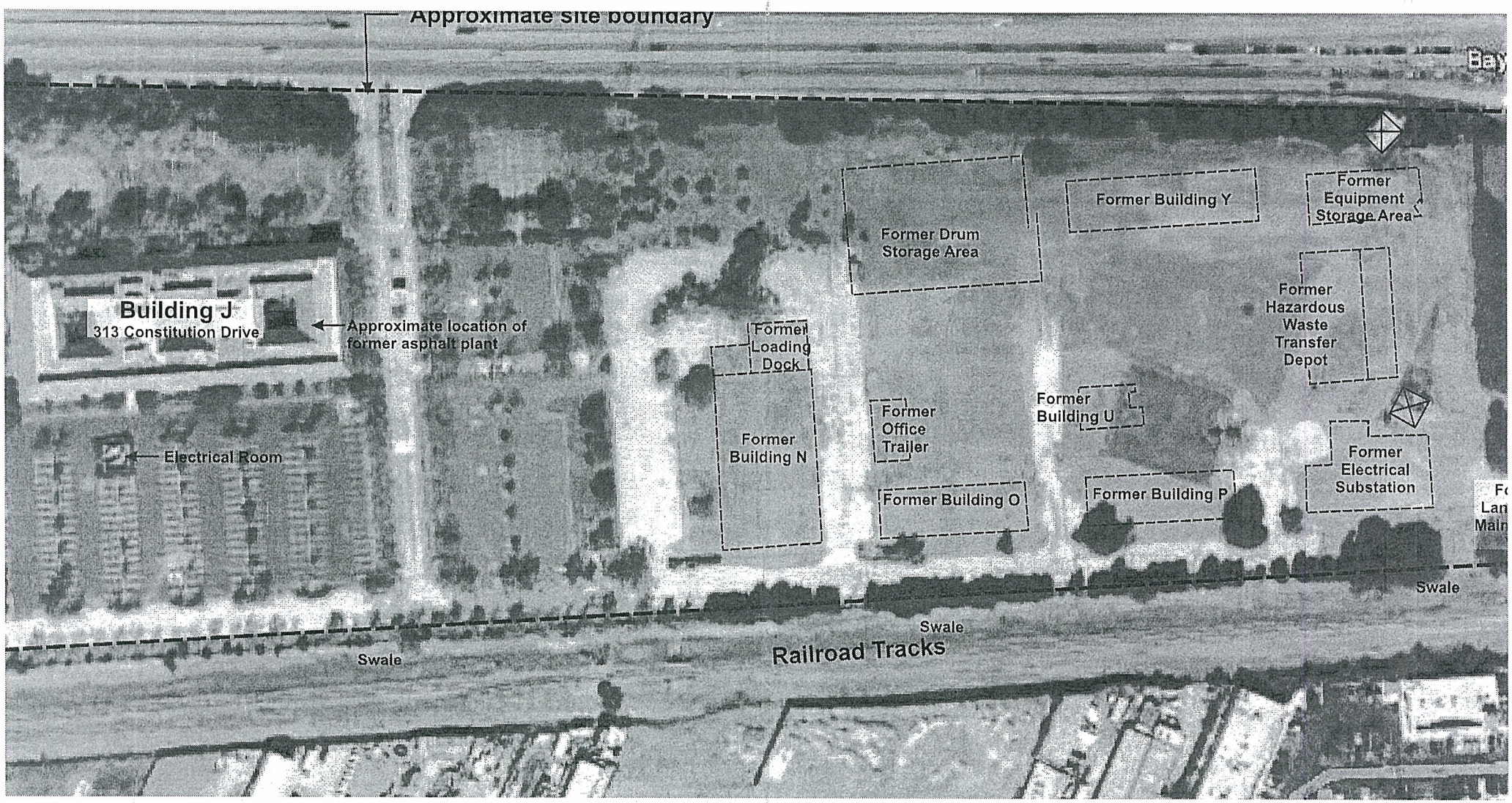


CORNERSTONE EARTH GROUP

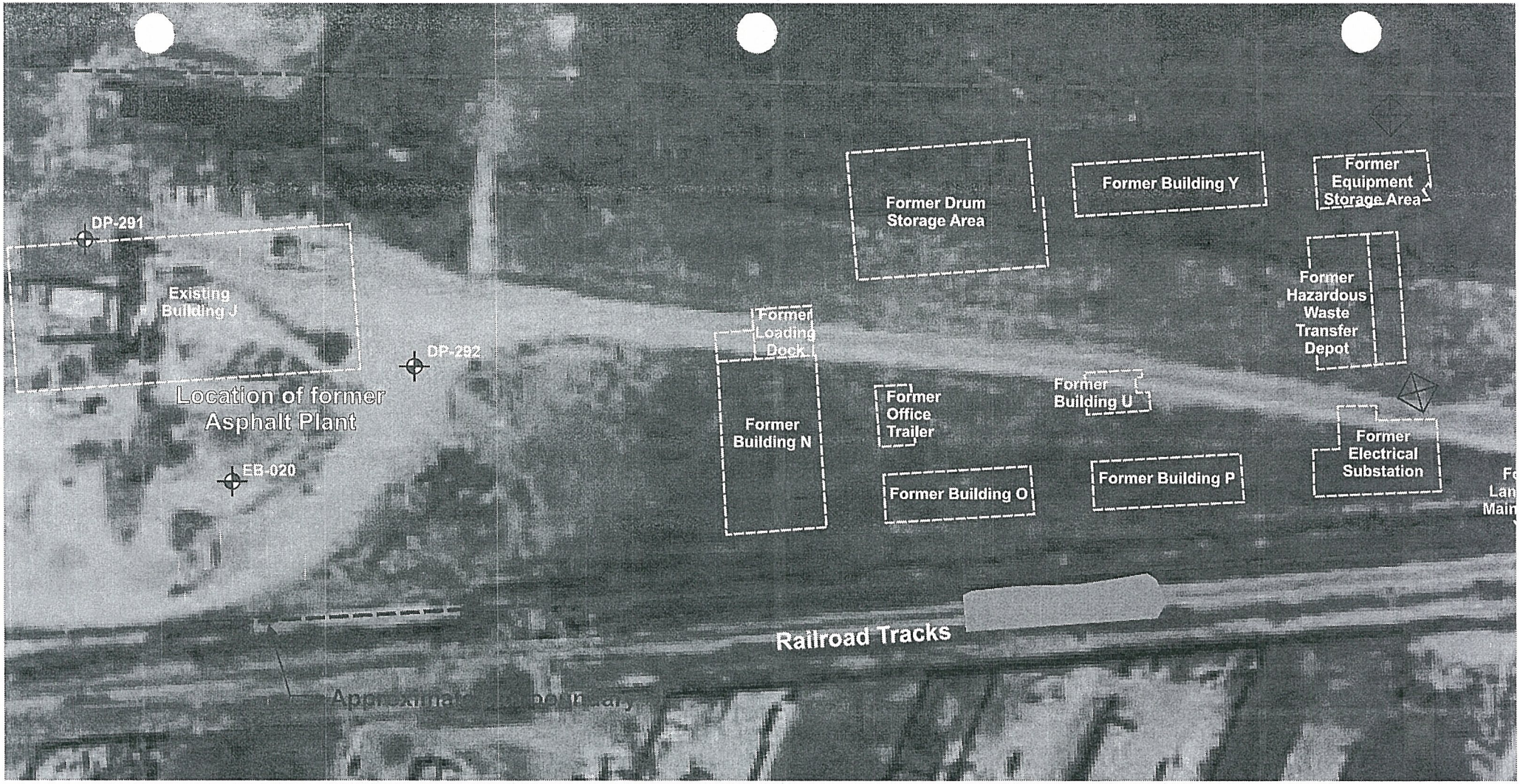
Vicinity Map

TYCO Electronics Facility
(Formerly Raychem)
Menlo Park, CA

Project Number	254-5-1
Figure Number	Figure 1
Date	November 2010
Drawn By	FLL



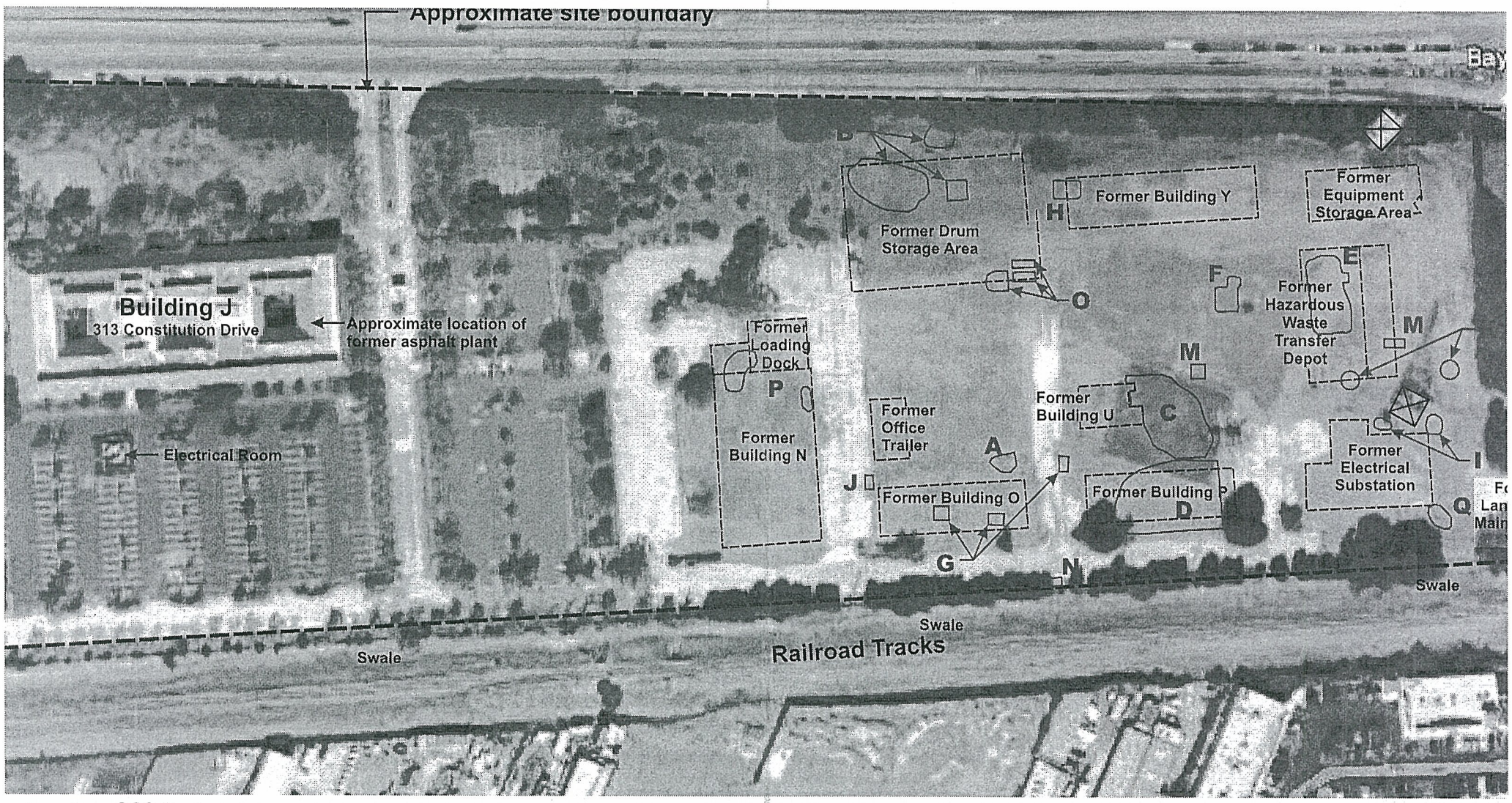
r building ereas from SCS Engineers.



GRA Associates. Building locations from SCS Engineers.

egend

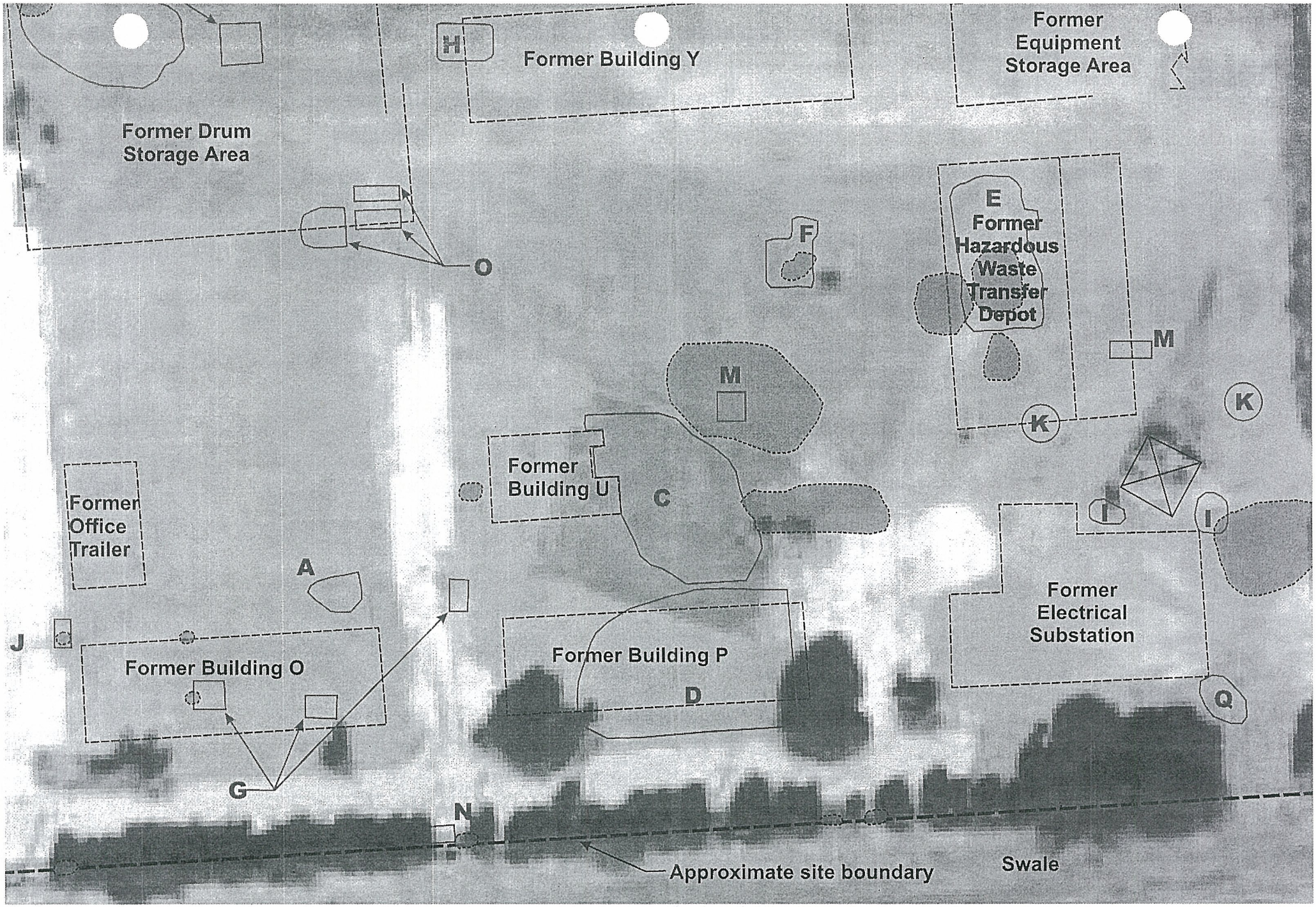
ate location of Environmental Borings (GRA 2002)



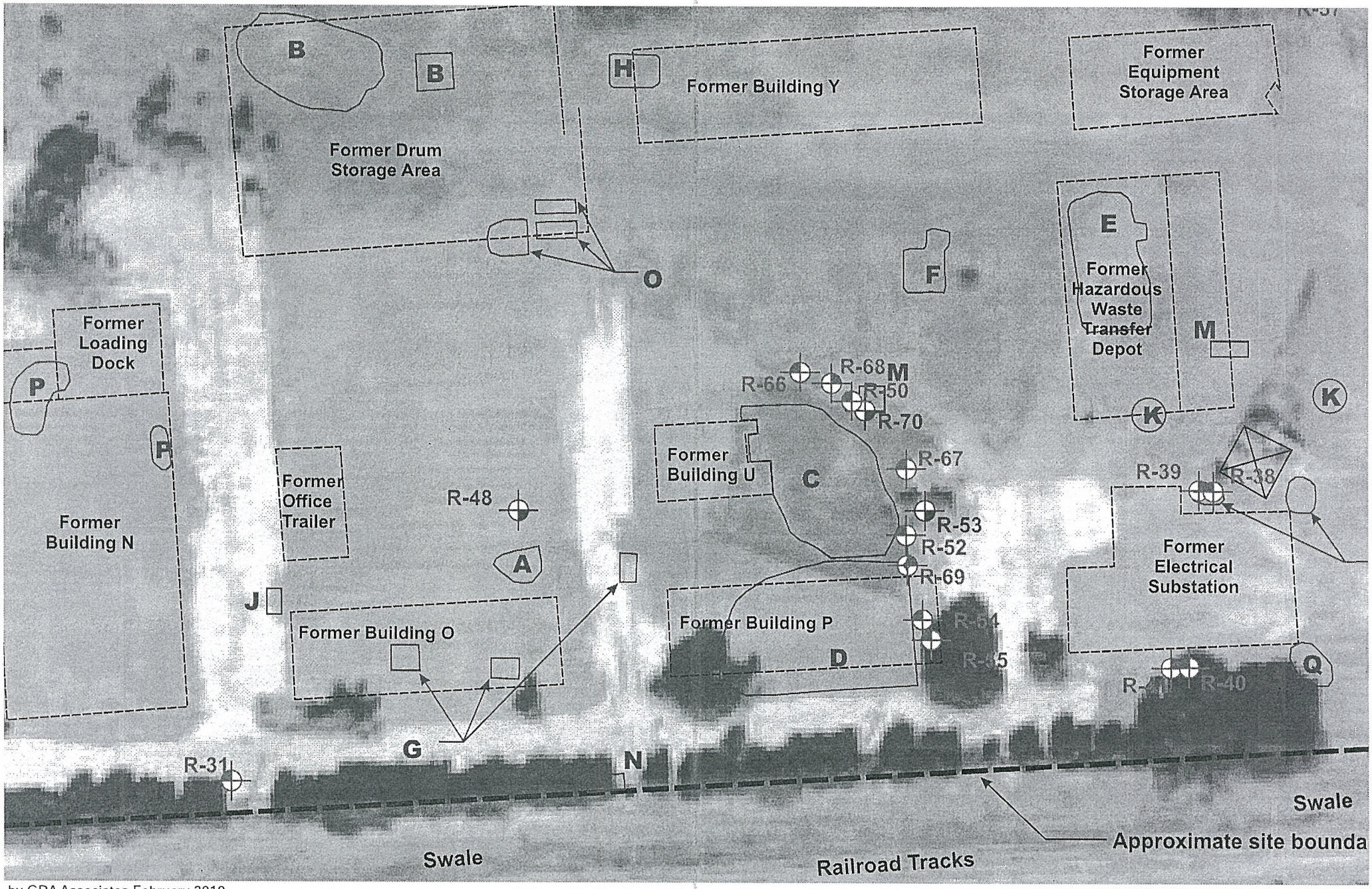
cations from SCS Engineers.

Table of Interim Remedial Measures(IRM) locations

ast of Building O (SWMU No 17)	J Southwest of office trailer
lous Waste Storage Yard, 3 Areas (SWMU No 6A)	K Storm drain inlets
erm Boiler / Therminol Heater (SWMU No 16),	M DP 351-0.5, DP 336-0.6 and DP318-2.1 at area 6
ered Multi media cap	N Near middle storm water outfall, area 6
g P (SWMU No 18)	O Geotechnical excavation areas
lous Waste ansformer depot	P ormer Building N



ıtrations from SCS Engineers, dated 2/6/06.



by GRA Associates February 2010.

Legend

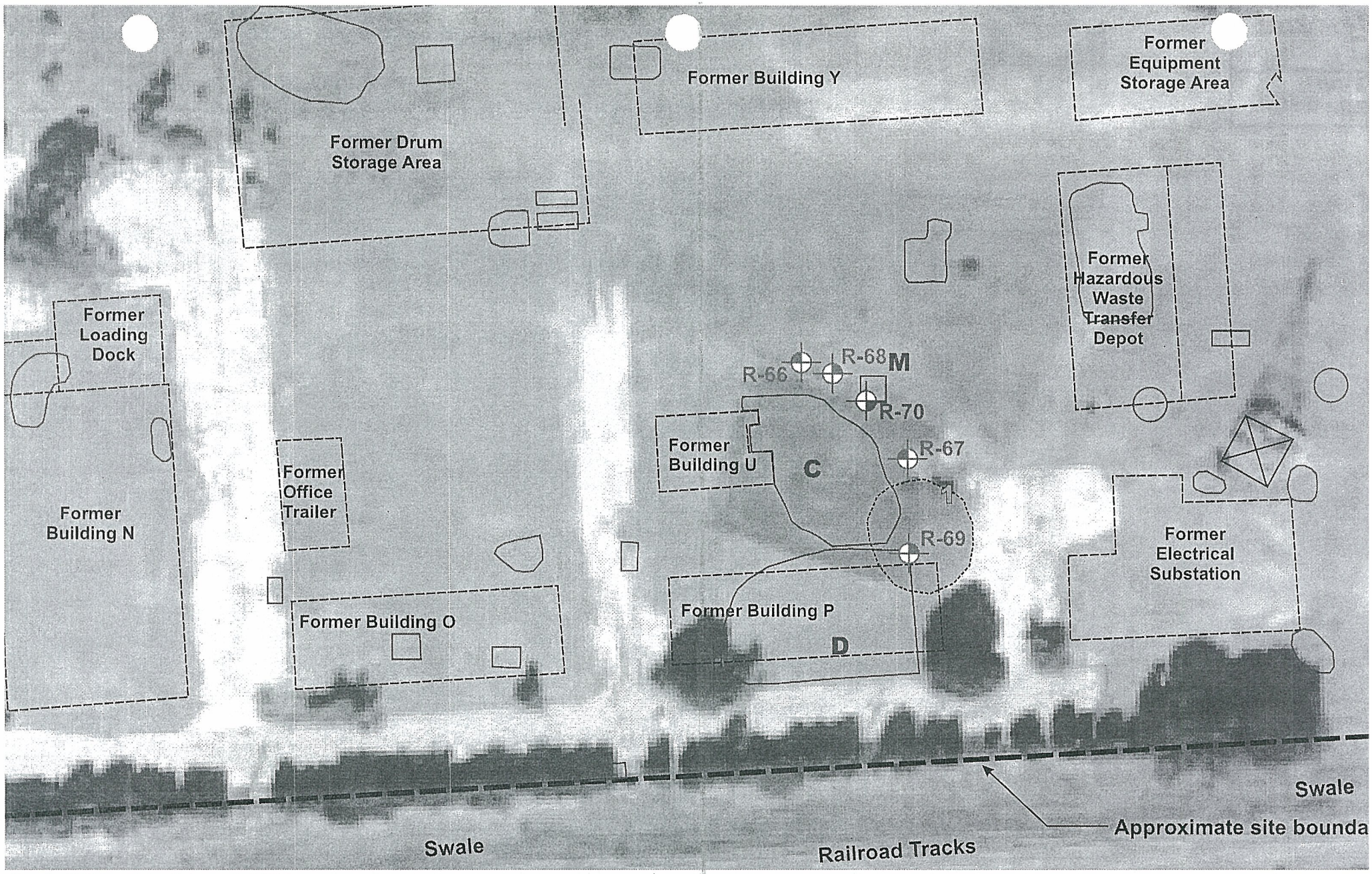
Approximate location of Monitoring Well screened in Upper Alpha (UA) Unit of Alpha Water-Bearing Zone

Approximate location of Monitoring Well screened in Lower Alpha (LA) Unit of Alpha Water-Bearing Zone

N

Existing Grou

TYC



ations by GRA Associates February 9, 2010.

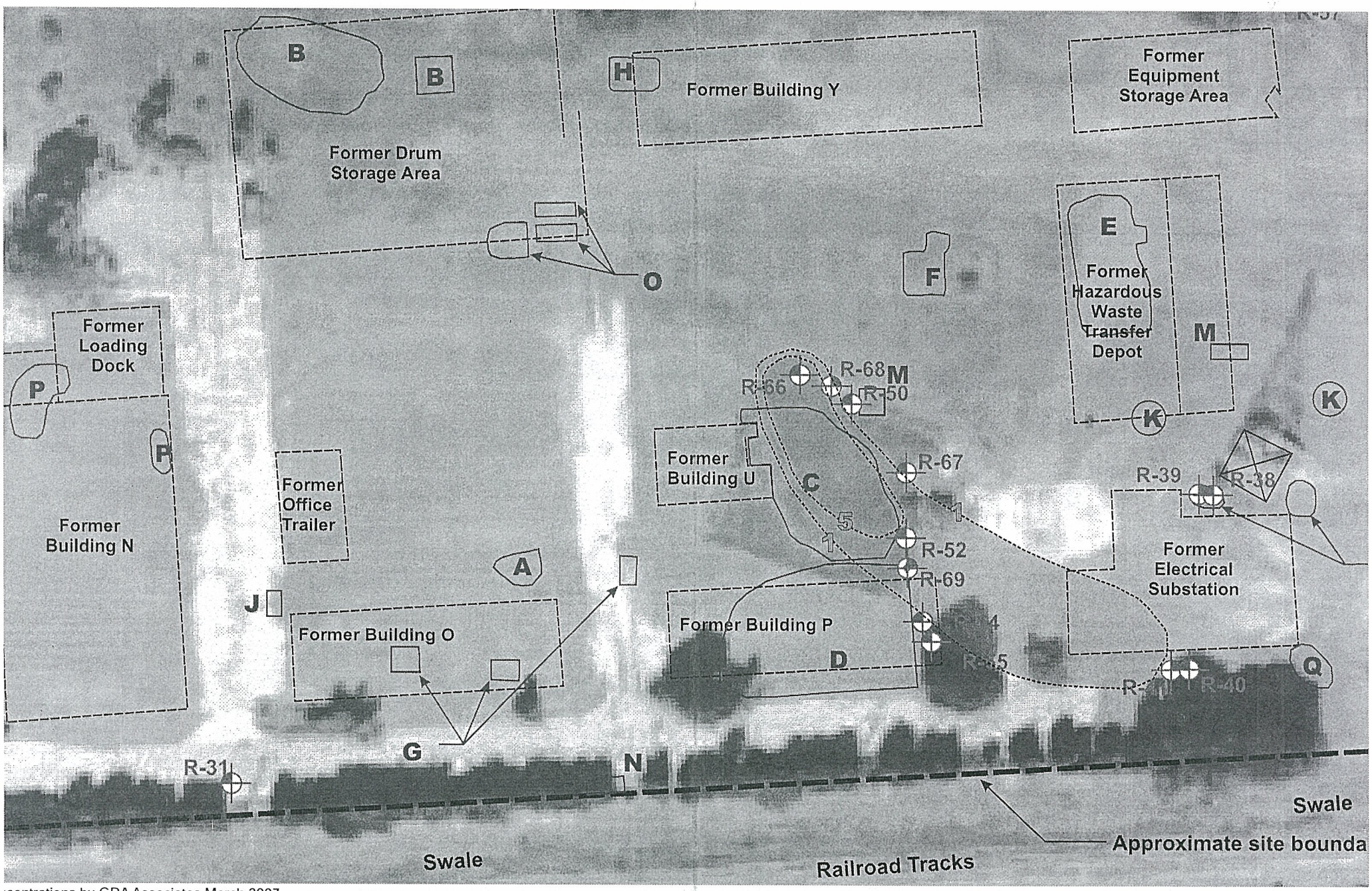
Legend

Approximate location of Monitoring Well screened in Upper Alpha (UA) Unit of Alpha Water-Bearing Zone

Approximate location of Monitoring Well screened in Lower Alpha (LA) Unit of Alpha Water-Bearing Zone

N

Total PCB
(
TY
(



ıcentrations by GRA Associates March 2007.

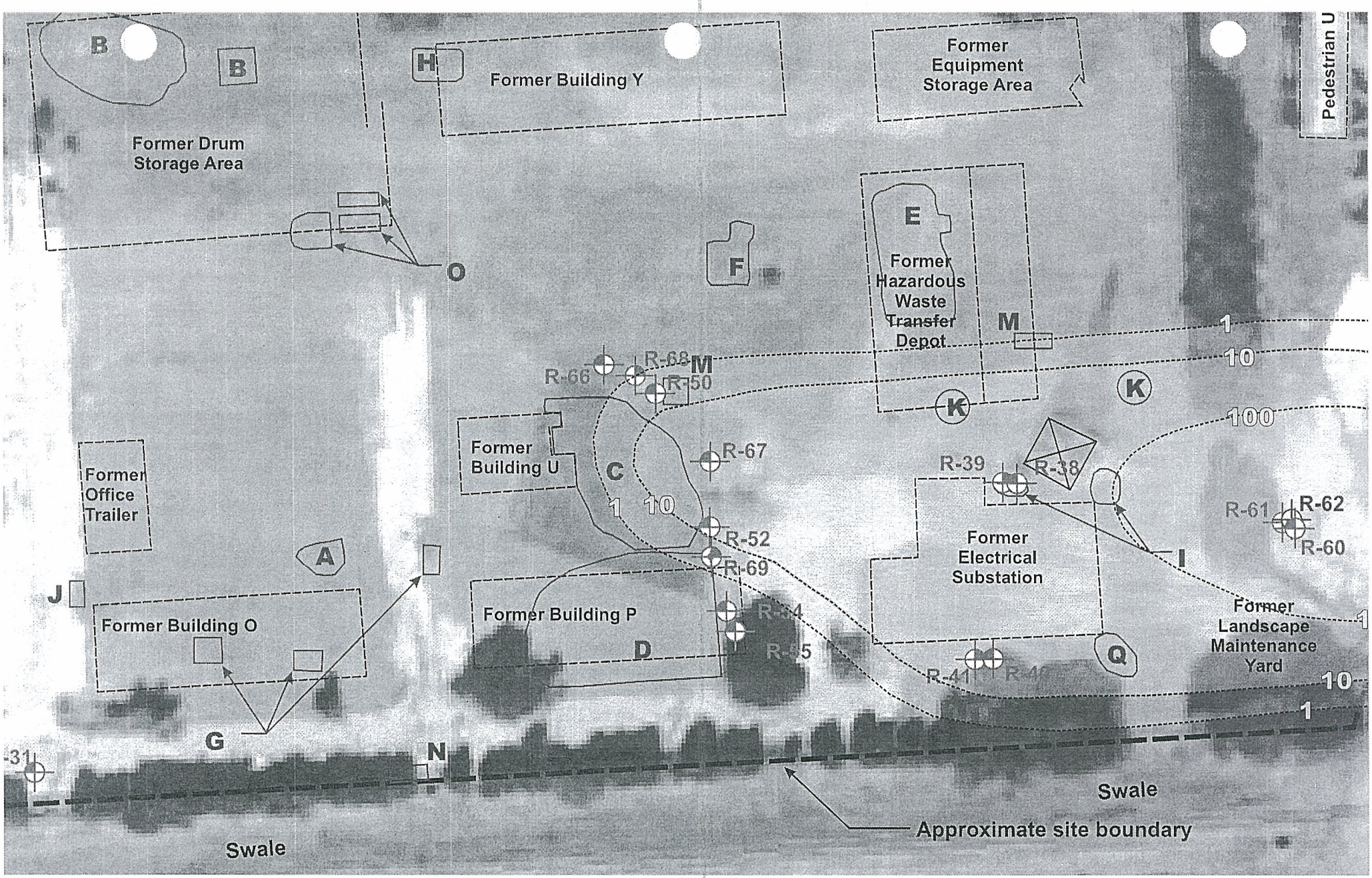
Legend

Approximate location of Monitoring Well screened in Upper Alpha (UA) Unit of Alpha Water-Bearing Zone

Approximate location of Monitoring Well screened in Lower Alpha (LA) Unit of Alpha Water-Bearing Zone

N

Total PCB
(Alph
TYC
(



e concentrations by GRA Associates, April 2007.

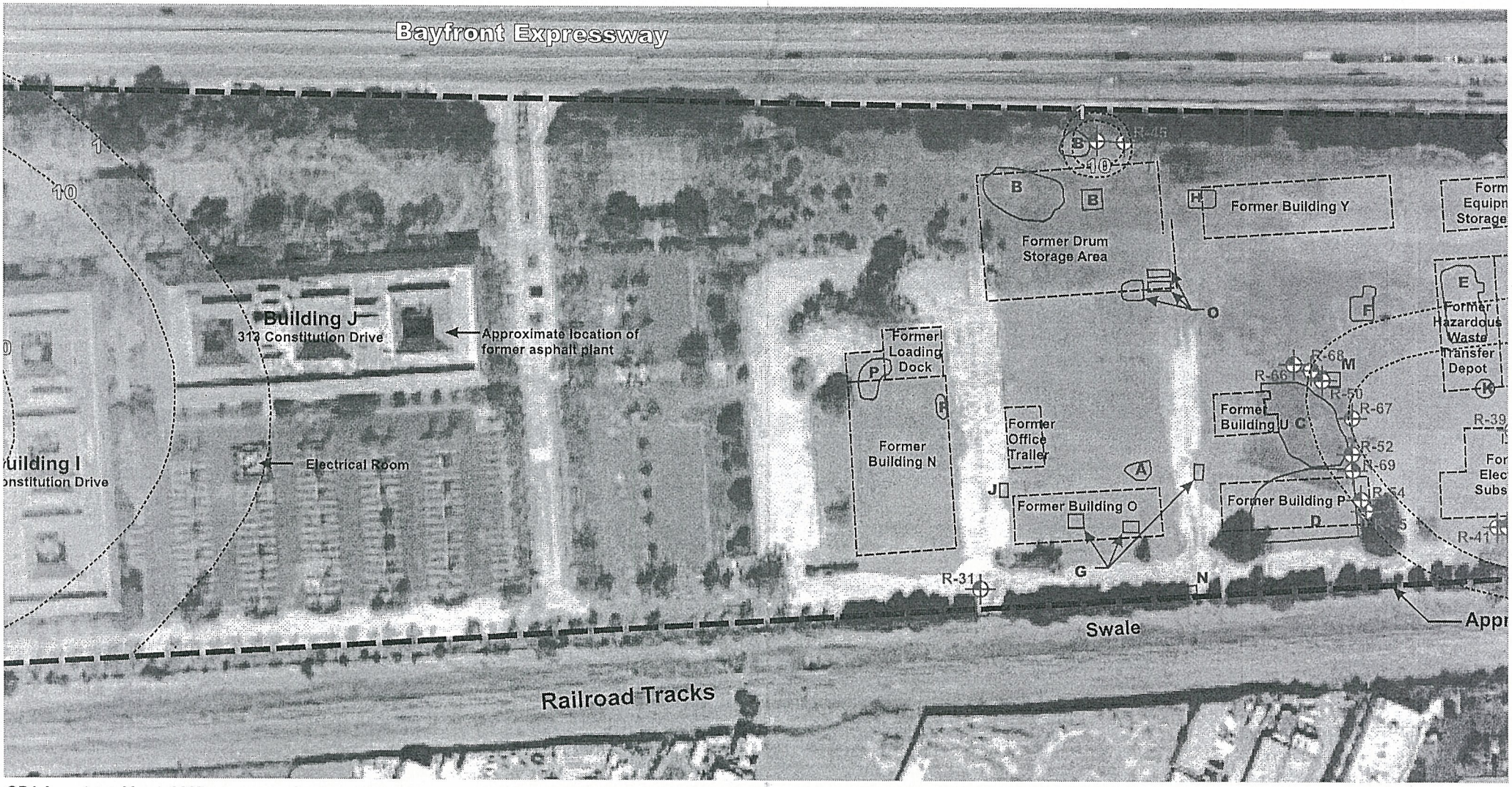
Legend

Approximate location of Monitoring Well screened in Upper Alpha (UA) Unit of Alpha Water-Bearing Zone

Approximate location of Monitoring Well screened in Lower Alpha (LA) Unit of Alpha Water-Bearing Zone

N

Chlorobenze
(Alph
TY
(



GRA Associates March 2007.

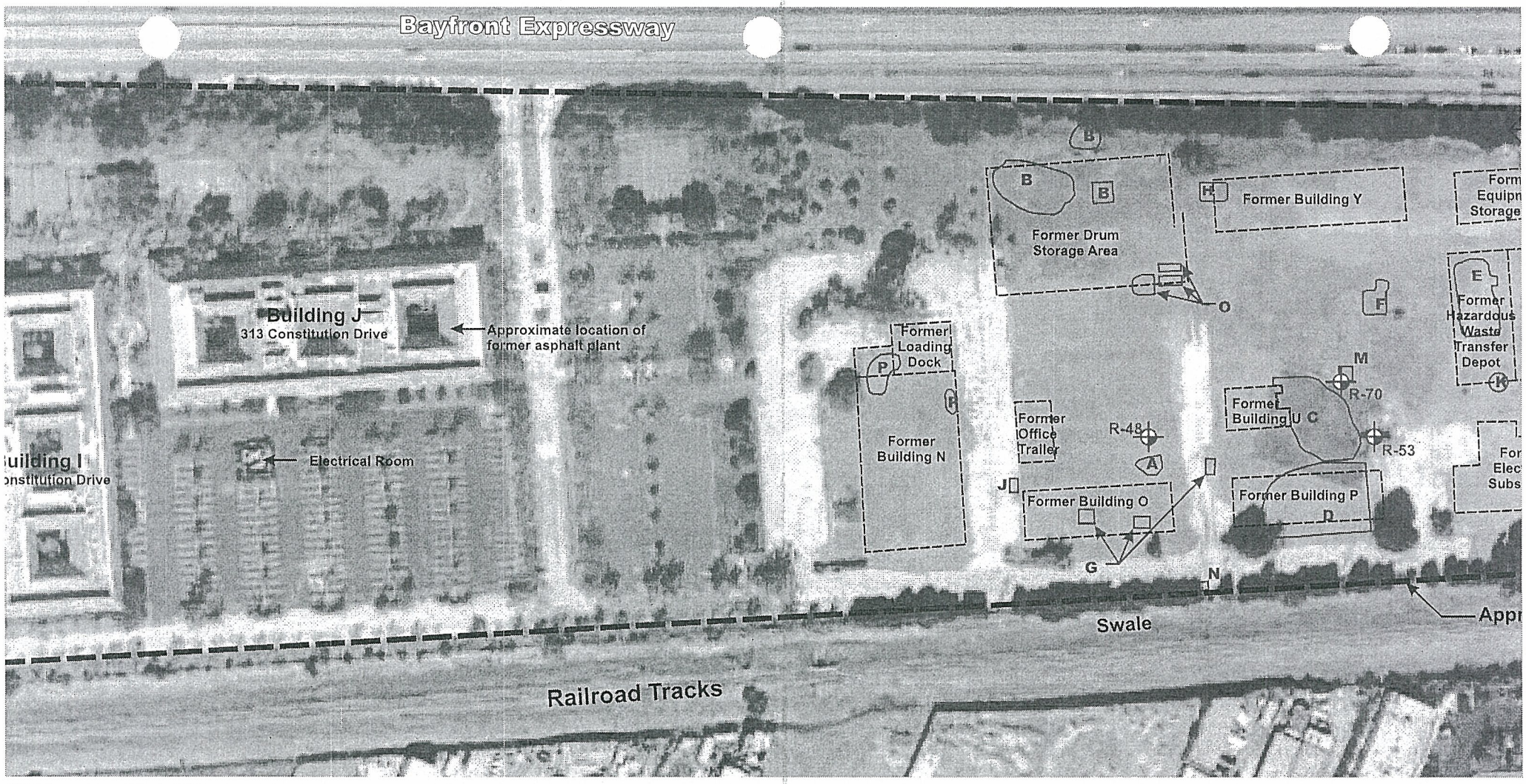
Legend

Approximate location of Monitoring Well screened in Upper Alpha (UA) Unit of Alpha Water-Bearing Zone

Approximate location of Monitoring Well screened in Lower Alpha (LA) Unit of Alpha Water-Bearing Zone

Approximate isoconcentrations of Total Volatile Organic Compounds in ground water, in micrograms per liter (µg/L)

N



GRA Associates March 2007.

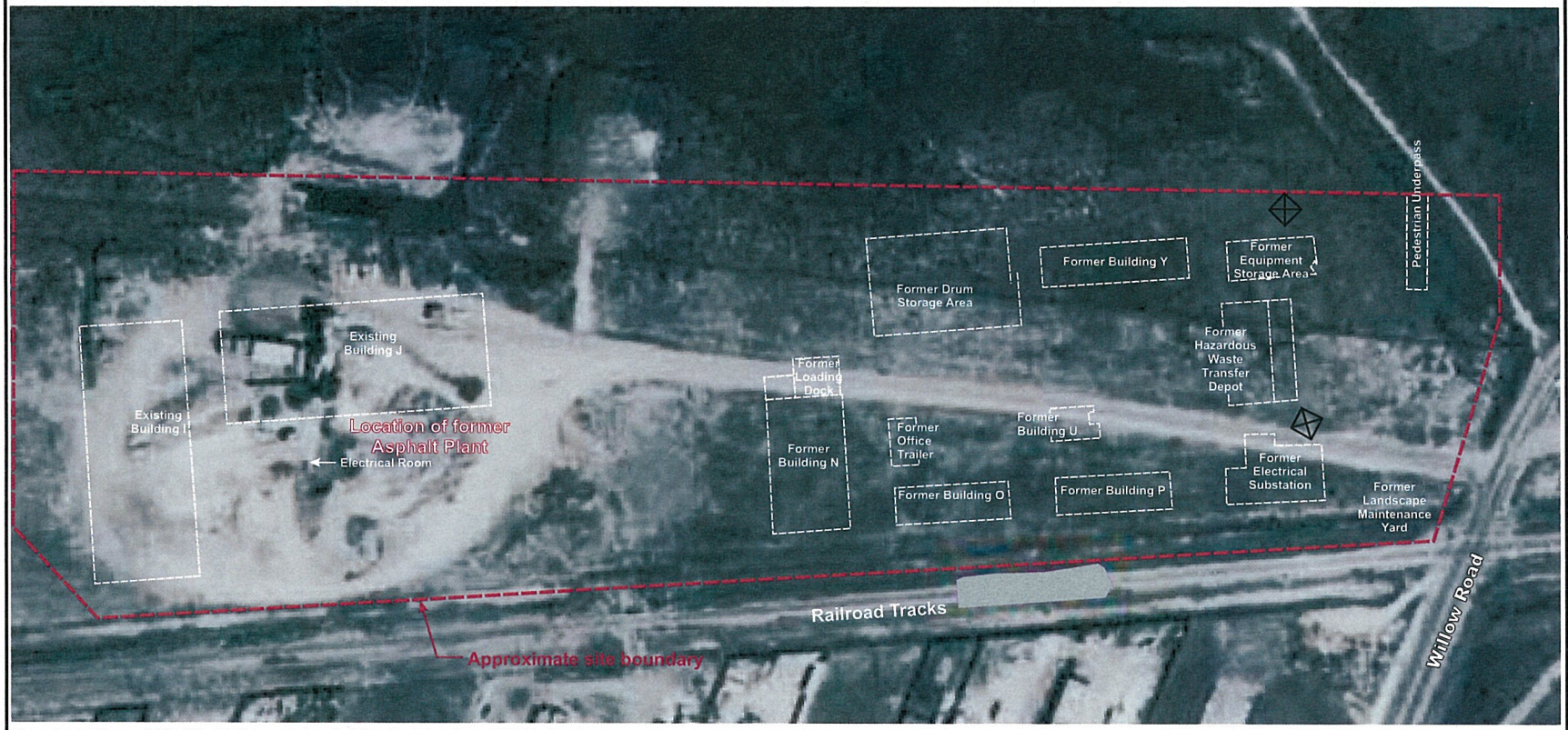
Legend

Approximate location of Monitoring Well screened in Upper Beta (UB) Unit of Beta Water-Bearing Zone

Approximate location of Monitoring Well screened in Lower Beta (LB) Unit of Beta Water-Bearing Zone

Approximate isoconcentrations of Total Volatile Organic Compounds in ground water, in micrograms per liter (µg/L)

N



Base Aerial (August 1957) by GRA Associates. Building locations from SCS Engineers.

N

0 140 280

APPROXIMATE SCALE (FEET)

Project Number 254-5-1

Figure Number Figure 3

Date November 2010

Drawn By FLL

Historic Asphalt Batch Plant (1957)

TYCO Electronics Facility
(Formerly Raychem)
Menlo Park, CA

CORNERSTONE EARTH GROUP

APPENDIX 3.14

HOUSING NEEDS ANALYSIS

Housing Needs Analysis
Menlo Park Facebook Campus Project

Prepared for:

City of Menlo Park

Prepared by:

Keyser Marston Associates, Inc.

November 2011

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SECTION I – PROJECT DESCRIPTION AND TOTAL EMPLOYMENT INCREASE

SECTION II – THE JOBS HOUSING ANALYSIS

SECTION III – MENLO PARK SHARE

SECTION IV – UNDERLYING CONCEPTS AND ASSUMPTIONS

SECTION V – IMPACT ON MENLO PARK REGIONAL HOUSING NEEDS ALLOCATION

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APPENDIX TABLES

EXECUTIVE SUMMARY

Jobs / Housing Analysis / Demand for Housing

Table 1 - Net Increase in Employees and Households

	East Campus	West Campus	Total

-
-
-
-
-

Table 2 - Total Net New Households / Housing Need

Income Category	Income Definition	East Campus	West Campus	Total	% of Total

Menlo Park Share of Total Needs

Table 3 - Menlo Park "Share" at 7.8% of Total Housing Need

Income Category	Income Definition	East Campus	West Campus	Total	% of Total

Regional Housing Needs Allocation

- **Menlo Park 2014 to 2022 RHNA allocation** *No Impact*

- **Menlo Park 2023 to 2031 RHNA Allocation** *Estimated impact of between zero and 225 units (See Table 4 below)*

- **Menlo Park RHNA Allocations beyond 2031** *Potential on-going impact.*

Table 4 – Estimated Impact to Menlo Park 2023 to 2031 RHNA Allocation
Illustrative Range based on Four Scenarios as to Allocation Methodology

	Estimated Impact to Menlo Park 2023 to 2031 RHNA based on			
	Method A. Working Draft Method for 2014-2022	Method B. 2007-2014 Method	Method C. 1999-2006 Method	Method D. 50% Weight to Existing Jobs[6]

Table 5 – Allocation by Income Tier – 2014 to 2022 RHNA (preliminary)

	Percent of Units

Limitations of Publicly Available Data Sets

INTRODUCTION

-
-

Methodology

Report Organization

-
-
-
-
-

Data Sources and Qualifications

SECTION I – PROJECT DESCRIPTION AND TOTAL EMPLOYMENT INCREASE

Project Description

Table 6 - Proposed Project Building Area (Square Feet)

	East Campus	West Campus	Total
	_____	_____	_____

Employment

Table 7 - Estimated Employment Levels and Net Increase Calculation

Estimated Employment	Total	Existing Employee Cap	Net Increase
	_____	___	_____

TABLE 8
SUMMARY OF PROJECT
FACEBOOK CAMPUS PROJECT - HOUSING NEEDS ANALYSIS
MENLO PARK, CA

	Building Area (Square Feet)	Employment		
		Total	Existing Employee Cap[2]	Net Increase
East Campus (Existing Buildings)				
West Campus (New Construction)				
Total Proposed Project				

Project Data Sheet and Project Description provided by Project Sponsor.

TABLE 9
FOOD SERVICE, ON-SITE AMENITIES / SERVICES, AND BUILDING SERVICES STAFFING ESTIMATE
FACEBOOK CAMPUS PROJECT - HOUSING NEEDS ANALYSIS
MENLO PARK, CA

	Gross Building Area (1)			Estimated Employment Density (2)	Estimated Employment		
	East Campus	West Campus	Total		East Campus	West Campus	Total
	Sq.Ft.	*Sq.Ft.*	*Sq.Ft.*	*Sq.Ft./Employee*			
Total Food Service, Amenities/Services, and Building Services					**309**	**134**	**443**

SECTION II – THE JOBS HOUSING ANALYSIS

Methodology

HCD Income Definitions

-
-
-
-
-

Analysis Step 1 – Estimate of Total New Employees

Step 2 – Adjustment from Employees to Employee Households

Step 3 – Occupational Distribution of Employees

Step 4 – Estimates of Employee Households Meeting the Lower Income Definitions

Step 5 – Estimate of Household Size Distribution

Step 6 – Estimate of Households that meet HCD Size and Income Criteria

Summary by Income Level

Table 10 - Number of New Households by Household Income Level

Income Level	East Campus	West Campus	Total Project
	___	___	___

TABLE 11
EMPLOYMENT, HOUSEHOLDS, AND OCCUPATION DISTRIBUTION PERCENTAGES (STEPS 1 - 3)
FACEBOOK CAMPUS PROJECT - HOUSING NEEDS ANALYSIS
MENLO PARK, CA

	East Campus					West Campus					
	Facebook Offices	Food Service	Services & Amenities	Building Services	Total East Campus	Facebook Offices	Food Service	Services & Amenities	Building Services	Total West Campus	Total
Totals											

TABLE 12
OCCUPATION DISTRIBUTION OF EMPLOYEE HOUSEHOLDS (STEP 3 CONTINUED)
FACEBOOK CAMPUS PROJECT - HOUSING NEEDS ANALYSIS
MENLO PARK, CA

	East Campus					West Campus					
	Facebook Offices	Food Service	Services & Amenities	Building Services	Total East Campus	Facebook Offices	Food Service	Services & Amenities	Building Services	Total West Campus	Total
Total Employee Households											

TABLE 13
VERY LOW INCOME EMPLOYEE HOUSEHOLDS BY OCCUPATION (STEPS 4, 5, AND 6)
FACEBOOK CAMPUS PROJECT - HOUSING NEEDS ANALYSIS
MENLO PARK, CA

	East Campus					West Campus					
	Facebook Offices	Food Service	Services & Amenities	Building Services	Total East Campus	Facebook Offices	Food Service	Services & Amenities	Building Services	Total West Campus	Total
Step 4, 5, & 6 - Very Low Income Employee Households[1] within Major Occupation Categories [2]											
Total Very Low Income Households[1]											

TABLE 14
ESTIMATED NUMBER OF EMPLOYEE HOUSEHOLDS BY INCOME TIER
FACEBOOK CAMPUS PROJECT - HOUSING NEEDS ANALYSIS
MENLO PARK, CA

	East Campus					West Campus					
	Facebook Offices	Food Service	Services & Amenities	Building Services	Total East Campus	Facebook Offices	Food Service	Services & Amenities	Building Services	Total West Campus	Total
Number of New Households											
Total Employee Households											
Percent of New Households											
Total Employee Households											

Existing Commute Relationships – Menlo Park

Commute Relationships for Facebook's Existing Palo Alto Location

Estimate of Menlo Park's Share of New Housing Demand

Table 15 - Menlo Park's Share at 7.8% of Total Housing Needs

		Income Level				
Net Increase	**Total**	**Very Low**	**Low**	**Moderate**	**Above Moderate**	**Upper**
East Campus						
West Campus						
Total						

Menlo Park Commute Shed

Other Menlo Park Impacts - Housing Market

TABLE 16
ANALYSIS RESULTS AFTER COMMUTE ADJUSTMENT
FACEBOOK CAMPUS PROJECT - HOUSING NEEDS ANALYSIS
MENLO PARK, CA

TOTAL NET NEW HOUSING NEED WITHIN COMMUTING DISTANCE (From Table 14)

	East Campus	West Campus	Total
Number of Households			
Total Employee Households			

AFTER 7.8% COMMUTE ADJUSTMENT (1)

	East Campus	West Campus	Total
Number of Households			
Total Employee Households			

TABLE 17
EXISTING COMMUTE PATTERNS FOR MENLO PARK WORKERS
FACEBOOK CAMPUS PROJECT - HOUSING NEEDS ANALYSIS
MENLO PARK, CA

Place of Residence:	Menlo Park Workers
Page 1 of 2	
San Mateo County	42.5%
Menlo Park	7.8%
Santa Clara County	29.3%

TABLE 17
EXISTING COMMUTE PATTERNS FOR MENLO PARK WORKERS
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MENLO PARK, CA

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Alameda County	12.2%
	8.8%

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FACEBOOK CAMPUS PROJECT - HOUSING NEEDS ANALYSIS
MENLO PARK, CA

2014 To 2022 Cycle

Estimated Menlo Park RHNA Allocation	**ABAG High Estimate[1]** *Units*	**ABAG Low Estimate[1]** *Units*
I. Sustainability Component of Allocation		
II. Fair Share Component of Allocation		
III. Total Menlo Park Allocation		

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MENLO PARK, CA

2014 To 2022 Cycle

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MENLO PARK, CA

Housing Units Allocated
2023 - 2031 RHNA CYCLE

	Estimated Distribution by Household Income Level [1]	Estimated Impact to Menlo Park RHNA Allocation for 2023-2031			
		Method A. Working Draft Method for 2014-2022	Method B. Method Used for 2007-2014	Method C. Method Used for 1999-2006	Method D. 50% Weight for Existing Jobs
		Table 24	*Tables 25 and 26*	*Tables 25 and 26*	*Tables 25 and 26*
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UPPER END ESTIMATE [3]					

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MENLO PARK, CA

If Apply Working Draft RHNA Method for 2014-2022 To Future 2023 - 2031 RHNA CYCLE

Incremental RHNA Allocation to Menlo Park From Project	Without Project [1]	With 5,800 Jobs from Project		
		Base Est.[2]	Upper End Est.[2]	
	Units	*Units*	*Units*	
I. Menlo Park "Sustainability Component" of RHNA				
II. Menlo Park "Fair Share Component" of RHNA				
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MENLO PARK, CA

2023 - 2031 RHNA CYCLE

Assume Sub-regional Allocation Process for San Mateo County

San Mateo County-Wide Housing Need to Allocate [1]	**20,000**

Incremental RHNA Allocation to Menlo Park From Project	Incremental Increase Within Menlo Park As a Result of Project	Method Used for 2007-2014	Method Used for 1999-2006	50% Weight for Existing Jobs

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MENLO PARK, CA

2023 - 2031 RHNA CYCLE

Assume Sub-regional Allocation Process for San Mateo County

San Mateo County-Wide Housing Need to Allocate [1]	**20,000**

Incremental RHNA Allocation to Menlo Park From Project	Incremental Increase Within Menlo Park As a Result of Project	Method Used for 2007-2014	Method Used for 1999-2006	50% Weight for Existing Jobs

TABLE 27

DEMOGRAPHIC INPUTS: FUTURE RHNA ALLOCATION

FACEBOOK CAMPUS PROJECT - HOUSING NEEDS ANALYSIS

MENLO PARK, CA

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Household Income Limit						

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MENLO PARK, CA

Major Occupations (4% or more)	2007* National Internet Publishing & Broadcasting Occupation Distribution
	7.4%
	27.2%
	6.1%
	14.8%
	12.3%
	19.9%
	1.7%
INDUSTRY TOTAL	

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FACEBOOK CAMPUS PROJECT - HOUSING NEEDS ANALYSIS
MENLO PARK, CA

Occupation [1]		2011 Avg. Compensation [2]	% of Total Occupation Group [3]	% of Total Internet Workers
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Management occupations				
	Weighted Mean Annual Wage	***$159,100***	**100.0%**	**10.6%**
Business and financial operations occupations				
	Weighted Mean Annual Wage	***$91,600***	**100.0%**	**7.4%**
Computer and mathematical occupations				
	Weighted Mean Annual Wage	***$105,800***	**100.0%**	**27.2%**
Life, physical, and social science occupations				
	Weighted Mean Annual Wage	***$103,300***	**100.0%**	**6.1%**

Occupation [1]	2011 Avg. Compensation [2]	% of Total Occupation Group [3]	% of Total Internet Workers
(Page 2 of 2)			
Arts, design, entertainment, sports, and media occupations			
Weighted Mean Annual Wage	***$68,700***	**100.0%**	**14.8%**
Sales and related occupations			
Weighted Mean Annual Wage	***$78,900***	**100.0%**	**12.3%**
Office and administrative support occupations			
Weighted Mean Annual Wage	***$47,700***	**100.0%**	**19.9%**
Weighted Average Annual Wage - All Occupations	***$90,000***		

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FACEBOOK CAMPUS PROJECT - HOUSING NEEDS ANALYSIS
MENLO PARK, CA

Major Occupations (2% or more)	2010 National Food Service Occupation Distribution
	78.2%
	3.1%
	5.3%
	Excluded from analysis (Facebook provides food service at no charge)
	3.7%
	3.1%
	3.2%
INDUSTRY TOTAL	

APPENDIX TABLE 5
AVERAGE ANNUAL COMPENSATION, 2011
FOOD SERVICE WORKER OCCUPATIONS
FACEBOOK CAMPUS PROJECT - HOUSING NEEDS ANALYSIS
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Occupation [1]	2011 Avg. Compensation [2]	% of Total Occupation Group [3]	% of Total Food Service Workers
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Management Occupations			
Weighted Mean Annual Wage	***$89,600***	**100.0%**	**3.4%**
Food Preparation and Serving Related Occupations			
Weighted Mean Annual Wage	***$26,500***	**100.0%**	**78.2%**
Building and Grounds Cleaning and Maintenance Occupations			
Weighted Mean Annual Wage	***$30,000***	**100.0%**	**3.1%**
Sales and Related Occupations [(4)]	*Assumes food service continues to be provided free of charge. Therefore, no sales staff.*		

Occupation [1]	2011 Avg. Compensation [2]	% of Total Occupation Group [3]	% of Total Food Service Workers
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Office and Administrative Support Occupations			
Weighted Mean Annual Wage	***$39,200***	**100.0%**	**3.7%**
Transportation and Material Moving Occupations			
Weighted Mean Annual Wage	***$35,500***	**100.0%**	**3.1%**
Weighted Average Annual Wage - All Occupations	***$30,000***		

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Major Occupations (4% or more)	2010 National Building Services Occupation Distribution[1]
	42.5%
	40.0%
	6.1%
	4.6%
	6.9%
INDUSTRY TOTAL	

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Occupation [1]	2011 Avg. Compensation [2]	% of Total Occupation Group [3]	% of Total Building Services Workers
Protective Service Occupations			
Weighted Mean Annual Wage	***$33,000***	**100.0%**	**42.5%**
Building and Grounds Cleaning and Maintenance Occupations			
Weighted Mean Annual Wage	***$32,000***	**100.0%**	**40.0%**
Office and Administrative Support Occupations			
Weighted Mean Annual Wage	***$42,700***	**100.0%**	**6.1%**
Installation, Maintenance, and Repair Occupations			
Weighted Mean Annual Wage	***$51,000***	**100.0%**	**4.6%**
Weighted Average Annual Wage - All Occupations	***$34,000***		

APPENDIX TABLE 8
AVERAGE ANNUAL COMPENSATION, 2011
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FACEBOOK CAMPUS PROJECT - HOUSING NEEDS ANALYSIS
MENLO PARK, CA

Representative Occupations [1]	Estimated Number [1]	2011 Avg. Compensation [2]	% of Category [3]	% of Total Workers
Fitness Center, Sport Courts, Group Exercise Rooms				
Weighted Mean Annual Wage	–	***$46,100***	**100.0%**	**42.9%**
Medical Facility				
Weighted Mean Annual Wage	–	***$83,100***		**23.8%**
Miscellaneous Services and Amenities				
Weighted Mean Annual Wage	–	***$33,700***		**33.3%**
Weighted Average Annual Wage - All Occupations		***$59,000***		

APPENDIX TABLE 9
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MENLO PARK, CA

2007 TO 2014 CYCLE
Menlo Park Part of Sub-Regional Allocation for San Mateo County

	ABAG *Projections 2007* [1]				
	San Mateo County-Wide	City of Menlo Park	City as % of County	RHNA Weight [2]	Sub-Regional Housing Needs Allocation of Units
Menlo Park Allocation Based On:					

ABAG Projections 2007

Projections 2007

APPENDIX TABLE 11
SUMMARY OF 1999-2006 REGIONAL HOUSING NEED ALLOCATION - UNITS
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Menlo Park Part of Regional Allocation by ABAG

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Menlo Park Allocation Based On:					

Projections 2000

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UTILITIES DATA

3.16-A Water Supply Assessment

Menlo Park Municipal Water District

Water Supply Assessment for the Menlo Park Facebook Campus Project

Winzler & Kelly
11/7/2011

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Key Acronyms and Abbreviations

ABAG	Association of Bay Area Governments
ACDD	Alameda Creek Diversion Dam
Act	Urban Water Management Planning Act
AFY	Acre-feet per year
BAWSCA	Bay Area Water Supply and Conservation Agency
BMP	Best Management Practice
CDD	City Distribution Division
CEQA	California Environmental Quality Act
CII	Commercial, Industrial and Institutional
City	City of Menlo Park
CUWCC	California Urban Water Conservation Council
DMM	Demand Management Measure
DPH	California Department of Public Health
ETo	Evapo-transpiration of common turf grass
gpcd	Gallons per capita per day
gpm	Gallons per minute
ISA	Interim Supply Allocation
ISG	Individual Supply Guarantee
ISL	Interim Supply Limitation
IWSAP	Interim Water Shortage Allocation Plan
LEED	Leadership in Energy and Environmental Design
MCL	Maximum contaminant level
MGD	Million gallons per day
MID	Modesto Irrigation District
MOU	Memorandum of Understanding
MPMWD	Menlo Park Municipal Water District
PEIR	Program Environmental Impact Report
psi	pounds per square inch
RWS	Regional Water System
SB 610	Senate Bill 610
SBx7-7	Water Conservation Act of 2009
SCVWD	Santa Clara Valley Water District
SFPUC	San Francisco Public Utilities Commission
TID	Turlock Irrigation District
UWMP	Urban Water Management Plan
WCIP	Water Conservation Implementation Plan
WQB	Water Quality Bureau
WS&TD	Water Supply and Treatment Division
WSA	Water Supply Assessment
WSAP	Water Shortage Allocation Plan
WSIP	Water Supply Improvement Program

1 Introduction

This Water Supply Assessment (WSA) has been prepared to assist the Menlo Park Municipal Water District (MPMWD) in satisfying the requirements of Water Code Section 10910 et. seq. - Water Supply Planning to Support Existing & Future Uses. MPMWD is the water supplier for a portion of the City of Menlo Park (City). The City is the lead agency under the California Environmental Quality Act (CEQA) for a proposed corporate campus development known as the Menlo Park Facebook Campus Project (Project). Under CEQA, (CEQA Guidelines Section 15155 et seq.) the City must consider water supply and demand as part of its review of the project.

1.1 Requirements for a WSA

The requirement to prepare a WSA was established in 2002 by Senate Bill (SB) 610, which emphasizes the interrelationships between land use and water supply planning, and requires the incorporation of water supply and demand analysis at the earliest possible stage in the planning process for sizeable land use projects. The stated intent of SB 610 is to strengthen the process by which local agencies determine the adequacy and sufficiency of current and future water supplies to meet current and future demands.

SB 610 amended the California Public Resources Code to incorporate Water Code findings within the CEQA process for certain types of projects. SB 610 added Sections 10910, 10911, 10912, 10913, and 10915 (Water Supply Planning to Support Existing and Planned Future Uses), which describe when a WSA needs to be prepared and the required elements of that WSA. The WSA is then used as an informational document to support the CEQA process. SB 610 also amended Water Code Section 10631 (the Urban Water Management Planning Act) to create a clear relationship between an agency's Urban Water Management Plan (UWMP) and subsequent WSAs and to allow the UWMP to serve as a foundational document for the analysis in the WSA.

Water Code Section 10910 et. seq. defines the "projects" that are subject to a WSA and the lead agency's responsibilities related to the WSA. A WSA is required for:

- A proposed residential development of more than 500 dwelling units;
- A proposed shopping center or business establishment employing more than 1,000 persons or having more than 500,000 square feet of floor space;
- A proposed commercial office building employing more than 1,000 persons or having more than 250,000 square feet of floor space;
- A proposed hotel or motel, or both, having more than 500 rooms;
- A proposed industrial, manufacturing, or processing plant, or industrial park planned to house more than 1,000 persons, occupying more than 40 acres of land, or having more than 650,000 square feet of floor area;
- A mixed-use development that includes one or more of the uses described above;
- A development that would demand an amount of water equivalent to or greater than the amount of water required by a 500-dwelling-unit project; and

- For lead agencies with fewer than 5,000 water service connections, any new development that will increase the number of water service connections in the service area by ten percent or more.

There are three primary areas to be addressed in a WSA:

- a description of all relevant water supply entitlements, water rights, and/or water contracts;
- a description of the available water supplies, in normal, dry and multiple dry years, and the infrastructure, either existing or proposed, to deliver the water; and
- an analysis of the demand placed on those supplies, by the project, and relevant existing and planned future uses in the area for at least a 20-year period.

The lead agency may incorporate the water suppliers' UWMP by reference, if the supplier included the proposed development's demands in the UWMP.

While water supply is clearly an important consideration in approval of a development, nothing in SB 610 prevents a lead agency from approving a proposed project even in the face of information concluding that there is not sufficient water supply for build-out of the project. However, where the description of existing supply water supply entitlements, water rights, and/or water contracts shows insufficient water supplies to serve the proposed project, as well as existing and planned uses over the 20-year planning horizon, additional information is required to describe how and where sufficient supplies may be obtained. Such information must include the estimated costs, financing methods, and regulatory approvals needed to obtain new supplies, as well as a projected time frame for obtaining them.

1.2 Summary of the Project

Facebook, Inc. (Project Sponsor) plans to move its operations from its existing facilities in the City of Palo Alto to a 57-acre East Campus and a 22-acre West Campus, located in the City adjacent to Highway 84 and north of US 101. The site is illustrated in Figure 1.1. The Project Sponsor would occupy the East Campus as part of the first phase of the Project and would expand to the West Campus in the second phase of the Project.

The East Campus will ultimately accommodate approximately 6,600 employees. The East Campus is currently developed with nine buildings, totaling approximately one million gross square feet. The Project Sponsor proposes to reuse the existing buildings with modifications to make the facilities functional for its operations and to improve the sustainability/energy and water-conserving features. The Project Sponsor estimates that it will have 3,600 employees on the East Campus by the end of 2013 and that it will be fully occupied with 6,600 employees by the end of 2015.

The West Campus phase proposes to demolish two existing buildings that are approximately 58,000 square feet each, and replace them with 440,000 square feet of new buildings, which will accommodate approximately 2,800 employees, in addition to the 6,600 employees at the East Campus. The Project Sponsor estimates that the West Campus would be operational by late 2014 and would reach maximum occupancy within two to three years thereafter.

Legend

Site Boundary

Menlo Park City Limits

0 0.15 0.3 Miles

1 inch = 0 miles

N

Sources: USDA: Aerial NAIP 2009 1 meter resolution; Humboldt County GIS: Parcels, Blueline Streams.

Figure 1.1
Project Site

Water Supply Assessment for
Menlo Park Facebook Campus Project

WINZLER & KELLY
www.w-and-k.com

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Cartography: RMR

\\Srosvr1.corp.w-and-k.com\Projects\03260 - City of Menlo Park\03260-11-002 Menlo Park Facebook WSA\08-GIS\Maps\Figures\Fig 1.1 Project Site.mxd - 10/24/2011 - 1:21:29 PM

In addition to office workspace, the Project includes food service facilities and a health club for employees. With 9,400 proposed employees on the site, the Project requires a WSA to meet the requirements of the Water Code.

1.3 Scope of Analysis

This WSA describes the relationship between projected demands on MPMWD's water supply and the availability of that supply under normal and dry year conditions. The WSA is a comprehensive document, which is prepared to assist the City, acting as the Lead Agency under CEQA, in evaluating the impacts of the Project on its water supply. The City must include the assessment in the environmental document for the Project.

The WSA includes a review of the MPMWD's water supplies and the projected demands from existing and proposed land uses, previously approved WSAs and as proposed by the Project. The water demands are then compared to the MPMWD's available water supply in normal, single dry and multiple dry years in order to determine the sufficiency of the supply.

This WSA:

- Provides information on the MPMWD's water supplies consistent with Water Code Sections 10620 et. seq. (the Urban Water Management Act) and 10910 et. seq. (Water Supply Planning to Support Existing and Planned Future Uses);
- Provides information on current water demands and projected water demands based on the City's General Plan, regional growth projections and the Project's potential demands;
- Compares water supplies and water demands for the normal, single dry and multiple dry years;

1.3.1 The 2010 Urban Water Management Plan

MPMWD adopted its 2010 UWMP on June 14, 2011. The UWMP, which is incorporated by reference, can be found at http://www.menlopark.org/departments/pwk/MP_2010_UWMP_Final.pdf. The UWMP conforms to the requirements of the Urban Water Management Planning Act and documents water supplies available during normal, single dry, and multiple dry water years during the period from 2010 through 2035, in 5-year increments. The 2010 UWMP includes:

- A description of the water service area including climate, current and projected population and other demographic factors that affect water management planning;
- A description and quantification of the existing and planned water sources;
- A description of the reliability and vulnerability of the water supply to seasonal or climatic shortages in the average water year, single dry water year and multiple dry water year;
- Contingency plans including demand management and conjunctive use potential;
- A description of current and projected water demands among all user classes in 5-year increments;

- A description of all water supply projects and water supply programs that may be undertaken by the MPMWD, its wholesale supplier the San Francisco Public Utilities Commission (SFPUC) and its regional representative the Bay Area Water Supply and Conservation Agency (BAWSCA); and
- A description of the MPMWD's demand management program.

In addition, in order to comply with the requirements of the Water Conservation Act of 2009 (SBx7-7), MPMWD's 2010 UWMP includes a "baseline" water use, which was calculated over the period between 1996 and 2005, and water use targets for 2015 and 2020. These targets, which are expressed as water use in gallons per capita per day (gpcd) will be used to validate that the MPMWD is complying with the SBx7-7 requirements to reduce water use by 20 percent from the baseline by 2020. The targets, which are discussed in detail in Chapter 4 of this WSA, effectively serve to cap future demands.

MPMWD's 2010 UWMP anticipated the Project in its demand projections and concluded that MPMWD has an adequate supply to meet its projected demands in normal and single dry years. There is the potential for water shortages of up to 4 percent in the second and third year of multiple dry years until 2015. The 2010 UWMP indicates that after 2015, the combination of required demand reductions and completion of SFPUC's WSIP resolves the potential for shortages until after 2030. Practically this resolution is expected to occur in 2018, when, in accordance with the Water Supply Agreement, SFPUC will make decisions regarding overall system demands and final water supply allocations. The 2010 UWMP documents that MPMWD has an established Water Shortage Contingency Plan, including legal authority to implement that plan, which provides methods to reduce water demands by as much as 50 percent in four stages. Should a multiple dry year scenario occur before 2018, MPMWD would implement the first stage of its Water Shortage Contingency Plan, which is designed to achieve up to 20 percent demand reductions.

1.4 Structure of this Report

This report is structured to facilitate the presentation of information required by the Water Code and to outline the analysis necessary to evaluate the sufficiency of water supply to meet planned growth.

- Chapter 1 provides an overview of the legal requirements for the WSA and describes the Project that is covered by this WSA.
- Chapter 2 describes the MPMWD's water service area.
- Chapter 3 describes the MPMWD's current wholesale water supply from SFPUC and other supply planning activities that are being undertaken by the MPMWD and its regional representative BAWSCA. The chapter includes discussions of the contractual supply arrangements and the reliability of the water supply in normal, single dry and multiple dry years.
- Chapter 4 describes current and future water demands based on the planned growth, including the Project, and accounting for the 2015 and 2020 water use targets which were adopted with the 2010 UWMP.
- Chapter 5 provides an overview of the overall supply sufficiency by comparing projected water demands to available supplies. In order to support the CEQA document for the Project, this

chapter includes a discussion of the projects and permits necessary to make the water supply available.

Table 1.1 provides an index of the requirements for WSAs and the location of each required discussion in this report.

Table 1.1

Index of SB 610 Requirements

Required Element	Location in Documents
Description of Service Area	Section 2.1
Population Projections in 5-year Increaments	Table 2.1
Description and Quantification of Water Supplies	Sections 3.1, 3.2 and 3.3
Description of Supply Reliability to Climate Conditions	Sections 3.1, 3.2 and 3.3
Description of Contingency Plans	*
Description of Demand Management Potential	Section 4.5
Projection of Water Demands in 5-year Increments	Table 4.7 and 4.8
Description of Projects & Programs Undertaken to Meet Demands	Section 3
Description of Demand Management Measures Employed	Section 4.1.4 and 4.5
Determination of Supply Sufficiency under Normal, Single & Multiple Dry Years	Tables 5.1, 5.2 and 5.3
Identification of Water Supply Entitlements & Rights and water received under rights	Section 3
Information related to capital outlay programs for financing delivery of water supply	Section 3 and 5.2
Information on permits needed and regulatory requirements associated with water supply	Section 3

* Contingency Planning discussion incorporates MPMWD's 2010 Urban Water Management Plan as allowed by Water Code Section 10910 et. seq.

2 Water Service Area

2.1 Service Area Description and Population

MPMWD provides retail water service in the City of Menlo Park, which is located approximately 30 miles south of San Francisco. MPMWD's service area, which is illustrated in Figure 2.1, includes four zones which serve approximately 40 percent of the City's population. As illustrated in Figure 2.1, the East Campus is located in the Business Park Zone and the West Campus is located in the Lower Zone. The 2010 UWMP (http://www.menlopark.org/departments/pwk/MP_2010_UWMP_Final.pdf) provides additional detail on each zone.

The service area is built-out and population growth is attributed primarily to redevelopment projects within the existing urban footprint. According to regional growth projections, prepared by the Association of Bay Area Governments, population is expected to increase only 10.4 percent over the 25-year period considered in MPMWD's 2010 UWMP. This is equivalent to an annual growth rate of 0.42 percent. Table 2.1 illustrates the projected growth pattern, which is described in more detail in the 2010 UWMP.

Table 2.1
Population – Current and Projected

	2010	2015	2020	2025	2030	2035	Data Source
Service Area Population [a]	14,198	14,438	14,774	15,086	15,406	15,675	Cenus Data for base population and regional growth projections applied

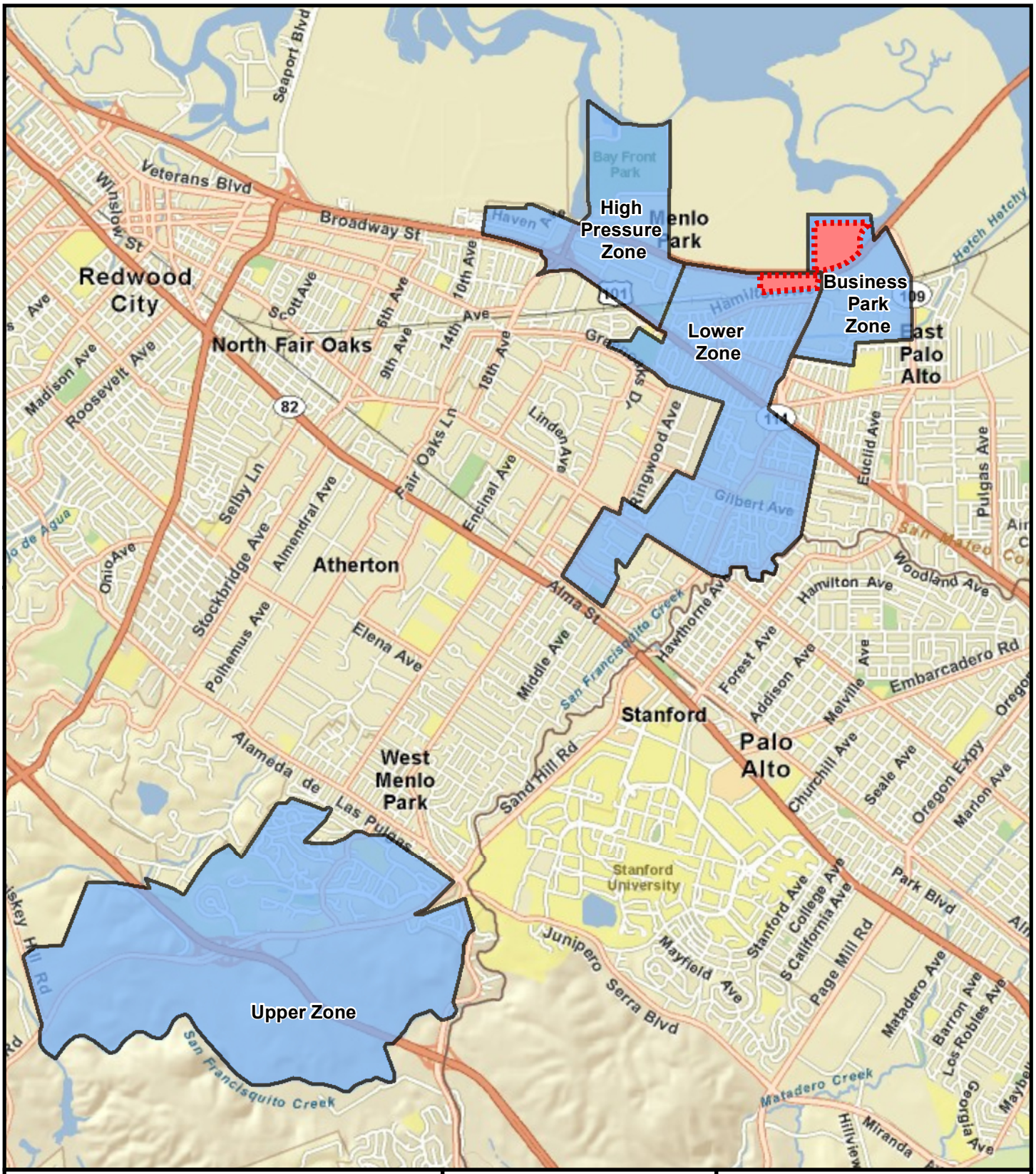
[a] Service area population includes only the population served by the distribution system. The City's total population is over 32,000.

In its 2010 UWMP, MPMWD included estimated demand projections, assuming very modest residential growth and strong growth in the Commercial-Industrial-Institutional (CII) sectors. The 2010 UWMP explicitly included estimates for several near term, largely commercial, development projects including:

- Menlo Gateway (the Bohannon Project) for which the City has an approved WSA;
- GM Site – Sun and Facebook Project, which is the subject of this WSA;
- Menlo Business Park, which is included within the general non-residential growth analysis; and
- A housing site on Hamilton Avenue, which is included within the general residential growth allowance.

2.2 Climate

MPMWD's service area has a Mediterranean climate including cool, wet winters and warm, dry summers. Rainfall in the area averages 15.28 inches per year and is generally confined to the wet season from late October to early May. The average amount of water needed for common turf to grow, known as evapo-transpiration (ETo) in the region is 47 inches per year. Because ETo exceed average rainfall, the 2010 UWMP noted that the local climate necessitates significant amounts of irrigation and described



Legend

- Project Site
- Service Zones

0 0.4 0.8 Miles

1 inch = 1 miles

N

Sources: ESRI, DeLorme, AND, Tele Atlas, First American

Figure 2.1
MPMWD Water System Boundaries and Zones

Water Supply Assessment for
Menlo Park Facebook Campus Project

WINZLER & KELLY
www.w-and-k.com

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Cartography: RMR

\\Srosvr1.corp.w-and-k.com\Projects\03260 - City of Menlo Park\03260-11-002 Menlo Park Facebook WSA\08-GIS\Maps\Figures\Water System Boundaries.mxd - 10/24/2011 - 1:22:33 PM

that MPMWD's demand management activities have a strong focus on the landscape sector in order to modify practices and behavior that contribute to irrigation demand.

Table 2.2 summarizes the climatic factors that can impact water demands within MPMWD's service area.

Table 2.2

Climate

	Standard average ETo*, in	Average rainfall, in	Average temperature, °F
January	1.48	3.23	48.1
February	1.88	2.88	51.3
March	3.35	2.22	53.7
April	4.74	0.99	56.6
May	5.36	0.37	60.7
June	6.25	0.08	65.0
July	6.74	0.02	66.5
August	5.99	0.05	66.6
September	4.52	0.18	65.5
October	3.43	0.71	60.6
November	1.82	1.86	53.5
December	1.48	2.69	48.1
Annual	**47.04**	**15.28**	**58.0**

* ETo, or evapotranspiration, is the loss of water from evaporation and transpiration from plants.

Rain and temperature values from Palo Alto CA NOAA Station #046646 over 1951 to 2004

Evapotranspriation values are from Union City CIMIS station # 171

3 Water Supply

As described in the 2010 UMWP, MPMWD's water supply currently comes from the City and County of San Francisco's Regional Water System (RWS) which is operated by SFPUC. MPMWD is one of 26 wholesale customers that are supplied by the RWS, which also supplies the City and County of San Francisco. The "Water Supply Agreement between the City and County of San Francisco and Wholesale Customers in Alameda County, San Mateo County and Santa Clara County" (July 2009, hereinafter "Agreement") governs this relationship. The most recent supply allocation document developed under the Agreement is included in Appendix A.

Through the Bay Area Water Supply and Conservation Agency (BAWSCA), MPMWD is coordinating on long-term water supply projects, independent of the SFPUC supply, which could benefit the entire region. MPMWD is also actively working to develop a groundwater supply that will add emergency reliability to its overall supply portfolio.

Table 3.1 provides a summary of the existing and planned water supply sources in both acre-feet per year (AFY) and million gallons per day (MGD). Each existing and potential wholesale source is discussed in more detail in the remainder of this section.

Table 3.1

Wholesale Supplies – Existing and Planned Sources of Water

Wholesale Sources	Contracted Volume		2015		2020		2025		2030		2035	
	MGD*	AFY*	MGD*	AFY*	MGD*	AFY*	MGD*	AFY*	MGD*	AFY*	MGD*	AFY*
San Francisco Public Utilities Commission deliveries to MPMWD**	4.465	4,993.0	4.465	4,993.0	4.465	4,993.0	4.465	4,993.0	4.465	4,993.0	4.465	4,993.0
BAWSCA Long Term Strategy	-	-	-	-	-	-	-	-		-		-
Groundwater Supplies***	-	-	-	-	-	-	-	-		-		-
Totals	4.465	4,993.0	4.465	4,993.0	4.465	4,993.0	4.465	4,993.0	4.465	4,993.0	4.465	4,993.0

* Quantity expressed in MGD is from the Agreement. Quanity expressed in AFY is from the 2010 UWMP. Due to rounding conventions, the quantity expressed in AFY is slightly lower

**From Appendix A to the "Agreement" between SFPUC and Wholesale Customers.

*** Groundwater will be developed as an "emergency supply" in accordance with California Department of Public Health requirements which means the supply can be used for 5 consectutive days and no more than 15 days total in a year.

3.1 San Francisco Public Utilities Commission Regional System

The SFPUC water supply is predominantly from the Sierra Nevada, delivered through the Hetch Hetchy aqueducts, but also includes treated water produced by the SFPUC from its local watersheds and facilities in Alameda and San Mateo Counties. The amount of imported water available to the SFPUC's retail and wholesale customers is constrained by hydrology, physical facilities, and the institutional parameters that allocate the water supply of the Tuolumne River. Due to these constraints, the SFPUC is very dependent on reservoir storage to firm-up its water supplies. The SFPUC serves its retail and wholesale water demands with an integrated operation of local Bay Area water production and

imported water from Hetch Hetchy. In practice, the local watershed facilities are operated to capture local runoff.

3.1.1 Water System Improvement Plan

In order to enhance the ability of the SFPUC water supply system to meet identified service goals for water quality, seismic reliability, delivery reliability, and water supply, the SFPUC has undertaken the Water System Improvement Program (WSIP), approved October 31, 2008. The WSIP will deliver capital improvements aimed at enhancing the SFPUC's ability to meet its water service mission of providing high quality water to customers in a reliable, affordable and environmentally sustainable manner. The WSIP includes a total delivery reliability goal of 265 MGD, of supply with no greater than 20 percent rationing in any one year of a drought. As highlighted in Table 3.1, MPMWD's contracted share of these total deliveries is 4.465 MGD.

In approving the WSIP, the SFPUC adopted a Phased WSIP Variant for water supply that was analyzed in its CEQA document. This Phased WSIP Variant established a mid-term water supply planning milestone in 2018 when the Commission would reevaluate water demands through 2030. At the same meeting, the Commission also imposed the Interim Supply Limitation (ISL), which limits the volume of water that the member agencies and San Francisco can collectively purchase from RWS to 265 MGD, until at least 2018. Although the Phased WSIP Variant included this mid-term water supply planning milestone, it also included full implementation of all proposed WSIP improvement projects to insure that the public health, seismic safety, and delivery reliability goals were achieved as soon as possible.

The SFPUC is diligently pursuing implementation of the WSIP. In information it provided to its wholesale customers as part of the 2010 UWMP preparation process, SFPUC estimated that as of July 1, 2010, the WSIP was 27 percent complete overall with the planning and design work over 90 percent complete.

3.1.2 2009 Water Supply Agreement

The business relationship between San Francisco and its wholesale customers is largely defined by the Agreement. The Agreement replaced the Settlement Agreement and Master Water Sales Contract that expired in June 2009. The Agreement addresses the rate-making methodology used by San Francisco in setting wholesale water rates for its wholesale customers, and water supply and water shortages for the RWS. The Agreement has a 25-year term and is supplemented by Individual Water Supply Contracts. MPMWD's Individual Supply Guarantee (ISG), as described in the Agreement and its contract, is 4.465 MGD (or approximately 4,993 AFY).

Although the Agreement and accompanying Water Supply Contract expires in 2034, the Supply Assurance (which quantifies San Francisco's obligation to supply water to its individual wholesale customers) survives its expiration and continues indefinitely. MPMWD's 2010 UWMP provides additional discussion on the supply contracts.

As described above, the approved WSIP includes an ISL, to limit sales from the San Francisco RWS watersheds to an annual average of 265 MGD through 2018. The Agreement provides for a 184 MGD "Supply Assurance" (expressed on an annual average basis) to SFPUC's wholesale customers and an 81

MGD "Supply Assurance" to San Francisco. These assurances are subject to reduction, to the extent and for the period made necessary by reason of water shortage, due to drought, emergencies, or by malfunctioning or rehabilitation of the RWS. Although the wholesale customers did not agree to the ISL, the Agreement provides a framework for administering the ISL, which is discussed below.

3.1.2.1 Interim Supply Allocations

The Interim Supply Allocations (ISAs) refer to each individual wholesale customer's share of the ISL. On December 14, 2010, the Commission established each agency's ISA through 2018. In general, the Commission based the allocations on the lesser of the projected fiscal year 2017-18 purchase projections or the ISGs. The ISA's are effective only until December 31, 2018, and do not affect the Supply Assurance or the ISGs. MPMWD's ISA is 4.1 MGD or approximately 4,590 AFY. As stated in the Agreement, the wholesale customers do not concede the legality of some of the Commission's actions, including establishment of the ISA, and expressly retain the right to challenge these provisions, if and when imposed, in a court of competent jurisdiction.

3.1.3 Water Shortage Allocation Plan

The Agreement includes a Water Shortage Allocation Plan (WSAP) that addresses shortages of up to 20 percent of system-wide use. The Tier One Shortage Plan allocates water from the RWS between San Francisco and the wholesale customers, during system-wide shortages of 20 percent or less. The WSAP also anticipated a Tier Two Shortage Plan, adopted by the wholesale customers, which would allocate the available water from the RWS among the wholesale customers.

3.1.3.1 Tier One Drought Allocations

The Tier One Shortage Plan replaced the prior Interim Water Shortage Allocation Plan, adopted in 2000, which also allocated water for shortages up to 20 percent. The Tier One Plan also allows for voluntary transfers of shortage allocations between the SFPUC and any wholesale customer and between wholesale customers themselves. In addition, water "banked" by a wholesale customer, through reductions in usage greater than required, may also be transferred. Table 3.2 illustrates the Tier One Plan Allocations.

Table 3.2
Tier One Shortage Plan Reductions

Level of System Wide Reduction in Water Use Required	Share Available	
	SFPUC Share	Wholesale Customers Share
5% or less	35.5%	64.5%
6% through 10%	36.0%	64.0%
11% through 15%	37.0%	63.0%
16% through 20%	37.5%	62.5%

The Tier One Plan will expire in 2034 at the end of the term of the Agreement, unless extended by SFPUC and the wholesale customers.

3.1.3.2 Tier Two Drought Allocations

The wholesale customers have negotiated and adopted the Tier Two Plan, the second component of the WSAP, which allocates the collective wholesale customer share among each of the 26 wholesale customers. This Tier Two allocation is based on a formula that takes multiple factors for each wholesale customer into account, including:

- The ISG;
- Seasonal use of all available water supplies; and
- Residential per capita use.

The water made available to the wholesale customers, collectively, will be allocated among them in proportion to each wholesale customer's Allocation Basis, expressed in MGD, which in turn is the weighted average of two components. The first component is the wholesale customer's ISG, as stated in the Agreement, and is fixed. The second component, the Base/Seasonal Component, is variable and is calculated using the monthly water use for three consecutive years prior to the onset of the drought for each of the wholesale customers for all available water supplies. The second component is accorded twice the weight of the first fixed component in calculating the Allocation Basis. Minor adjustments to the Allocation Basis are then made to ensure a minimum cutback level, a maximum cutback level, and a sufficient supply for certain wholesale customers.

The Allocation Basis is used in a fraction, as numerator, over the sum of all wholesale customers' Allocation Bases to determine each wholesale customer's Allocation Factor. The final shortage allocation for each wholesale customer is determined by multiplying the amount of water available to the wholesale customers collectively under the Tier One Plan, by the wholesale customer's Allocation Factor.

The Tier Two Plan requires that the Allocation Factors be calculated by BAWSCA each year in preparation for a potential water shortage emergency. As the wholesale customers change their water use characteristics (e.g., increases or decreases in SFPUC purchases and use of other water sources, changes in monthly water use patterns, or changes in residential per capita water use), the Allocation Factor for each wholesale customer will also change. However, for long-term planning purposes, each wholesale customer shall use as its Allocation Factor, the value identified in the Tier Two Plan when adopted. The Tier Two Plan will expire in 2018 unless extended by the wholesale customers.

3.1.4 Reliability of the Regional Water System

The SFPUC historically has met demand in its service area in all year types from its watersheds, including the Tuolumne River watershed, the Alameda Creek watershed and the San Mateo County watersheds. In general, 85 percent of the supply comes from the Tuolumne River through Hetch Hetchy Reservoir and the remaining 15 percent comes from the local watersheds through the San Antonio, Calaveras, Crystal

Springs, Pilarcitos and San Andreas Reservoirs. The adopted WSIP retains this mix of water supply for all year types.

The adopted WSIP includes the following water supply projects to meet dry-year demands, with no greater than 20 percent system-wide rationing in any one year:

- Restoration of Calaveras Reservoir capacity
- Restoration of Crystal Springs Reservoir capacity
- Westside Basin Groundwater Conjunctive Use
- Water Transfer with Modesto Irrigation District (MID) / Turlock Irrigation District (TID)

As described above, the SFPUC is actively implementing the WSIP, which is intended to improve reliability to meet demand within the RWS service area.

The SFPUC has provided a projection of water supply reliability. The "Projected System Supply Reliability Based on Historical Hydrologic Period" (letter from P. Kehoe dated February 22, 2010), presents the projected RWS supply reliability under a range of hydrologic conditions and takes into account the impacts of climate change as SFPUC currently understands them.[1] This letter is included in Appendix B.

The reliability projections assume that the wholesale customers purchase 184 MGD from the RWS through 2030 and that SFPUC implements the dry-year water supply projects included in the WSIP. The projections represent the wholesale share of available supply during historical water year types per the Tier One Water Shortage Allocation Plan (WSAP). The projections do not reflect any potential impact to RWS yield from the additional fishery flows required as part of Calaveras Dam Replacement Project and the Lower Crystal Springs Dam Improvements Project, which are described below.

SFPUC has translated these dry year projections into reductions to the total 184 MGD water supply available to its wholesale customers, including MPMWD. SFPUC's projections indicate that a 10 percent system-wide reduction in supply will occur in a single dry year and a 20 percent system-wide reduction will occur in multiple dry years. This is slightly higher than the mathematical relationship between predicted "average" and "dry years" and reflects some ability to manage dry conditions through system storage.

SFPUC's total projections are presented in Table 3.3 along with the calculated reductions that MPMWD could experience when wholesale supplies are reduced. Table 3.3 also illustrated MPMWD's estimates of its supply under normal, single dry and multiple dry water years. MPWMD anticipates that its Tier Two Allocation will likely be greater than the 10 percent and 20 percent nominal reductions in the RWS supply.

[1] See MPMWD UWMP for additional discussion.

Table 3.3

SFPUC Reliability – Historic Conditions

Water Supply Sources	Normal Water Year Supply		Single-Dry Water Year		Multiple-Dry Water Years					
					Year 1		Year 2		Year 3	
	MGD*	AFY*	MGD*	AFY*	MGD*	AFY*	MGD*	AFY*	MGD*	AFY*
SFPUC to all wholesale customers	184.000	206,120.5	152.600	170,945.6	152.600	170,945.6	132.500	148,429.2	132.500	148,429.2
Percent of Average/Normal Year		**100%**		**83%**		**83%**		**72%**		**72%**
MPMWD's allocation	4.465	4,993.0	3.703	4,140.9	3.703	4,140.9	3.215	3,595.5	3.215	3,595.5
Percent of Average/Normal Year		**100%**		**83%**		**83%**		**72%**		**72%**

* Quantity expressed in MGD is from the Agreement. Quanity expressed in AFY is from the 2010 UWMP. Due to rounding conventions, the quantity expressed in AFY is slightly lower

3.1.4.1 Impact of Recent SFPUC Actions on Dry Year Reliability of SFPUC Supplies

When it adopted the project specific approvals for the Calaveras Dam Replacement Project and the Lower Crystal Springs Dam Improvements Project, which are part of the WSIP, the SFPUC committed to providing fishery flows below Calaveras Dam and Lower Crystal Springs Dam, as well as bypass flows below Alameda Creek Diversion Dam (ACDD). Together, the fishery flow schedules represent a potential decrease in available average annual water supply of 7.4 MGD or 3.9 MGD on Alameda Creek and 3.5 MGD on San Mateo Creek. This could slightly increase the SFPUC's dry-year water supply needs and may result in a need for additional reductions in demand, increases in rationing, or a supplemental supply, each of which are described below. If these supply reductions do occur they would be temporary. Completion of the WSIP in 2018 will result in design reliability and no more than 20 percent shortfalls.

The potential shortfall related to the fishery flow schedule for the Lower Crystal Springs Dam Improvements Project could begin in 2013. The potential shortfall related to the fishery flow schedule for the Calaveras Dam Replacement Project could begin in 2015.

3.1.4.2 Reduction in Demand

The wholesale customer's current projections for purchase requests through 2018 remain at 265 MGD. However, in the last few years, SFPUC deliveries have been below this level, as illustrated in Table 3.4.

Table 3.4

Recent Delivery Trends in SFPUC Service Area (MGD)

	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010
Total Deliveries (mgd)	247.5	257.0	254.1	243.4	225.2

Reference: SFPUC FY09-10 J-Table Line 9 "Total System Usage" plus 0.7 mgd for Lawrence Livermore National Laboratory use and 0.4 mgd for Groveland. No groundwater use is included in this number. Unaccounted-for-Water is included.

If this trend continues, the SFPUC may not need 265 MGD from its watersheds to meet purchase requests through 2018. As a result, the need for supplemental supplies of 3.5 MGD starting in 2013 and

increasing to 7.4 MGD in 2015 to offset the water supply loss associated with flows to support fisheries may be less than anticipated.

3.1.4.3 Increase in Supply Rationing

The adopted WSIP provides for a dry year water supply program that, when implemented, would result in system-wide rationing of no more than 20 percent. The Programatic Environmental Impact Report (PEIR) for the WSIP identified the following drought shortages during the design drought; 3.5 out of 8.5 years at 10 percent rationing and 3 out of 8.5 years at 20 percent. If the SFPUC did not develop a supplemental water supply in dry years to offset the effects of the fishery flows on water supply, rationing would increase during dry years. If the SFPUC experiences a drought between 2013 and 2018, in which rationing would need to be imposed, rationing would increase by approximately 1 percent in shortage years. Basically reduced flows for fisheries could require supply rationing to increase from 20 percent to 21 percent if the maximum design drought occurs between the years 2013 and 2018. After 2018, completion of the WSIP would provide for the reliability goal of system-wide supply rationing of no more than 20 percent

3.1.4.4 Supplemental Supply

The SFPUC may be able to manage the water supply loss associated with the fishery flows through the following actions and considerations:

- Development of additional conservation and recycling
- Development of additional groundwater supply
- Water transfers from MID or TID
- Increase in Tuolumne River supply
- Revising the Upper Alameda Creek Filter Gallery Project capacity[2]
- Development of a desalination project

3.1.4.5 Meeting the Level of Service Goal for Delivery Reliability

The SFPUC has stated a commitment to meeting its contractual obligation to its wholesale customers of 184 MGD and its delivery reliability goal of 265 MGD with no greater than 20 percent rationing in any one year of a drought. The SFPUC's five member governing Commission (Commission), is working closely with its staff to develop strategies for meeting the service goal for delivery reliability. In Resolution No. 10-0175 adopted by the Commission on October 15, 2010, staff was directed staff to provide

[2] The adopted WSIP included the Alameda Creek Fishery Enhancement project, since renamed the Upper Alameda Creek Filter Gallery (UACFG) project, which had the stated purpose of recapturing downstream flows released under a 1997 California Department of Fish and Game MOU. Implementation of the UACFG project was intended to provide for no net loss of water supply as a result of the fishery flows bypassed from ACDD and/or released from Calaveras Dam. At the time the PEIR was prepared, the UACFG was described in the context of recapturing up to 6,300 AF per year. The UACFG will undergo a separate CEQA process in which all impacts associated with the project will be analyzed fully.

information by March 31, 2011, on how SFPUC has the capability to attain its water supply levels of service and contractual obligations. This directive was in response to concerns expressed by the Commission and the wholesale customers regarding the effect on water supply of the instream flow releases required as a result of the Lower Crystal Springs Dam Improvement Project and the Calaveras Dam Replacement Project. In summary, the SFPUC has a projected shortfall of available water supply to meet its Level of Service goals and contractual obligations. The SFPUC has stated that current decreased levels of demand keep this from being an immediate problem, but that in the near future, the SFPUC must resolve these issues. Various activities are underway by the SFPUC to resolve the shortfall problem.

On August 9, 2011, the Commission held a Strategic Planning Retreat and considered, among other things, future water demand and supply. On September 9, 2011, SFPUC staff provided a Memorandum to the Commission on its activities regarding water demands and supplies. This Memorandum, which is included as Appendix C, includes a summary of the Strategic Planning Retreat and indicates that a high priority has been placed on making up water supply shortfalls resulting from instream flow requirements. The Memorandum provides status and cost estimates for a range of potential water supply options including:

- Water transfers
- A regional desalination project
- A San Francisco desalination project
- Five separate recycled water projects
- Modifications to water rights arbitration awards between SFPUC and the Alameda County Water District; and
- The development of alternative water supplies, including rainwater, seepage water, gray water and black water in San Francisco.

The Memorandum also discussed the need for discussions between SFPUC, BAWSCA and the wholesale customers regarding payment for new water supplies in the future. The Memorandum indicates that replacement of water supply lost to instream flows should be an obligation of all customers, because the instream flow issue impacts regional assets. However, the Memorandum also allows that if future water supplies are developed for the benefit of increasing specific customers' supply assurances, then costs should be allocated to the beneficiaries.

The Memorandum concludes with a commitment by SFPUC staff to report back to the Commission by January 31, 2011 with additional information and a master schedule for when the various water supply options will be presented to the Commission for consideration.

3.2 Bay Area Water Supply and Conservation Agency

BAWSCA was created on May 27, 2003, to represent the interests of the 26 agencies that purchase water on a wholesale basis from the San Francisco RWS. MPMWD is a member of BAWSCA. BAWSCA is the only entity that has the authority to directly represent the needs of the wholesale customers that

depend on the RWS. BAWSCA also has the authority to coordinate water conservation, water supply and water recycling activities for its member agencies; acquire water and make it available to other agencies on a wholesale basis; finance projects, including improvements to the RWS; and build facilities jointly with other local public agencies or on its own to carry out the agency's purposes. There are two significant BAWSCA activities that impact MPMWD's water supply and demand projections, the Water Conservation Implementation Plan (WCIP) and the Long Term Reliable Water Supply Strategy.

3.2.1 Water Conservation Implementation Plan

In September 2009, BAWSCA completed the WCIP (http://bawsca.org/docs/WCIP_FINAL_Report.pdf). The WCIP includes 37 potential demand management activities, including 32 existing measures and five new measures that were defined and developed as part of the WCIP. It is an implementation plan for BAWSCA and its member agencies to attain the water use efficiency goals that BAWSCA's member agencies committed to in 2004 as part of the Program Environmental Impact Report (PEIR) for the WSIP. The WCIP also identifies how BAWSCA member agencies can use water conservation as a way to continue to provide reliable water supplies to their customers through 2018 given the SFPUC's 265 MGD ISL. The WCIP included development of a mathematical model for each BASWCA member agencies conservation program.

MPMWD has committed to participating in nine existing measures and to working with BAWSCA to develop the new measures, as part of the conservation commitments made during the PEIR for the WSIP. The fourteen measures listed below have been included in MPMWD's conservation model. In addition, MPMWD's model anticipates water use reductions because of the Plumbing Code, which requires more efficient fixtures, and implementation of the Cal Green building code.

Distribution of Residential Retrofit Kits
Implementation of Large Landscape Water Audits
Development of Water Budgets
Implementation of a Public Information Program
Participation in a Regional Clothes Washer Rebate Program
New Measure 1 High Efficiency Toilet Rebates
New Measure 2 Education/Training in External Water Use Efficiency
New Measure 5 High Efficiency Washer Rebates
Implementation of Xeriscape Education
Development of Landscaping Requirements
Participation on a Regional Low-flow Spray Rinse Nozzle Program
Implementation of City Building Water Reduction Goals
New Measure 6 New Development Indoor Regulations
New Measure 7 New Development Outdoor Regulations

In its 2010 UWMP, the MPMWD evaluated the WCIP plan in light of is SBx7-7 water conservation targets. This analysis confirmed that, by meeting its commitments to the WCIP program, MPMWD would also meet its water use targets.

3.2.2 Long Term Reliable Water Supply Strategy

BAWSCA is developing the Long-Term Reliable Water Supply Strategy (BAWSCA Strategy) to meet the projected water needs of its member agencies and their customers through 2035 and to increase their water supply reliability under normal and drought conditions. The BAWSCA Strategy is proceeding in three phases. Phase I was completed in 2010 and defined the magnitude of the water supply issue and the scope of work for the BAWSCA Strategy. Phase II of the BAWSCA Strategy is currently under development and will result in a refined estimate of when, where, and how much additional supply reliability and new water supplies are needed throughout the BAWSCA service area through 2035, as well as a detailed analysis of the water supply management projects, and the development of the BAWSCA Strategy implementation plan. Phase II will be completed by 2013. Phase III will include the implementation of specific water supply management projects. Depending on cost-effectiveness, as well as other considerations, the projects may be implemented by a single member agency, by a collection of the member agencies, or by BAWSCA in an appropriate timeframe to meet the identified needs. Project implementation may begin as early as 2013 and will continue throughout the BAWSCA Strategy planning horizon, in coordination with the timing and magnitude of the supply need.

The development and implementation of the BAWSCA Strategy will be coordinated with the BAWCSA member agencies and will be adaptively managed to ensure that the goals of the BAWSCA Strategy, i.e., increased normal and drought year reliability, are efficiently and cost-effectively being met.

3.3 Groundwater

MPMWD does not currently use groundwater, but is currently evaluating several well sites in order to supplement its emergency potable and fire water supply. As discussed in its 2010 UWMP, MPMWD has conducted a series of preliminary studies and is actively pursuing the development of a well-field that could produce up to 3,000 gallons per minute (GPM) (approximately 4.32 MGD). MPMWD plans to permit the supply as “emergency supply” under California Department of Public Health’s rules. Emergency supplies can be used for five (5) consecutive days and for less than 15 days per year. MPMWD anticipates this supply would help it address short term service interruptions, but would not provide long-term additional supply volume. The MPMWD’s 2010 UWMP provides additional detail on the geology of the groundwater basin and studies regarding safe yield of the basin.

4 Water Demands

In its 2010 UWMP, MPMWD developed demand projections that took into account both anticipated growth patterns and the per capita demand reduction requirements of SBx7-7. This section provides an overview of MPMWD's approved water demand baseline and targets. It presents detailed demand projections for the Project and the Menlo Gateway project, for which the City has recently approved a WSA.

The detailed demand projections are compared against the approved targets to confirm that MPMWD can supply the Project and comply with SBx7-7. The demands developed in this section are carried forward into the sufficiency analysis in Section 5.

4.1 MPMWD's Baseline and Water Demand Targets

SBx7-7 became effective on January 1, 2010. It requires each urban water supplier to develop a baseline per capita water use (baseline) and 2015 and 2020 water use targets, which generally reflect a 10 percent and 20 percent reduction from the baseline, respectively.[3] In its 2010 UWMP, MPMWD:

- Computed a baseline use of 262 gallons per capita per day (gpcd), based on water use in the period from 1996 until 2005;
- Adopted a 2015 interim target of 236 gpcd; and
- Adopted a 2020 target of 210 gpcd.

In order to meet its SBx7-7 water use targets, the 2010 UWMP outlined a series of strategies for reducing demand that are consistent with BAWSCA's WCIP.

4.1.1 2015 Water Deliveries

In order to meet its 2015 water use targets, MPMWD is focusing on achieving a 10 percent reduction in demand for its residential customer classes and a 2 percent savings in its landscape class. This focus is consistent with its current demand management efforts, which generally focus on the residential and landscape sectors. (See Section 3.2.1 for additional discussion.)

In its 2010 UWMP, MPMWD acknowledged that water use in its CII class was significantly below 2005 levels, likely reflecting the effects of economic recession. In its 2010 UWMP, MPMWD assumed CII demands would return to 2005 levels by 2015, reflecting planned development and economic growth.

In its 2010 UWMP, MPMWD calculated that meeting its 2015 water use target would require 0.25 MGD in demand reductions from 2005 levels. The 2010 UWMP used MPMWD's demand model to demonstrate that MPMWD is on track to achieve 0.36 MGD in savings, from 2005 levels, due to building code changes and its existing demand management program, illustrating that MPMWD will not only meet but exceed its 2015 target.

[3] There are four methods for calculating water use targets and the methods may yield different results. MPMWD's 2010 UWMP provides a detailed discussion of the baseline and target calculation.

4.1.2 2020 Water Deliveries

In order to meet its 2020 water use targets, MPMWD is focusing on achieving an additional 9 percent reduction in demand for its residential customer classes and an additional 10 percent savings in its landscape class. MPMWD also plans to achieve a 9 percent savings in its CII class between 2015 and 2020.

In its 2010 UWMP, MPMWD calculated that meeting its 2020 water use target would require 0.62 MGD in demand reductions from 2005 levels. As indicated above, MPMWD's demand model demonstrates that MPMWD is on track to achieve 0.36 MGD in saving from building code changes and its existing demand management program. MPMWD's 2010 UWMP indicated the need to identify three or four additional BASWCA programs to participate in between 2015 and 2020. Because the BAWSCA program includes 37 demand management measures, MPMWD has a range of proven strategies to work with. The UWMP also identified the need to increase spending by approximately 1 percent per year to meet the targets.

MPWMD will use BAWSCA's regional reporting process to track demand management progress on an annual basis.

4.1.3 Water Deliveries beyond 2020

Because the water use targets will have been met in 2020, the water delivery projections beyond 2020 increase linearly with planned growth. Table 4.1 illustrates MPMWD's demand projections as outlined in its 2010 UWMP.

Table 4.1

Current & Projected Water Deliveries in 2010 UWMP

	2010		2015		2020		2025		2030		2035	
Water Use Sectors	# of Accounts	Deliveries AFY	# of Accounts	Deliveries AFY	# of Accounts	Deliveries AFY	# of Accounts	Deliveries AFY	# of Accounts	Deliveries AFY	# of Accounts	Deliveries AFY
Single family	3,390	1,171.0	3,401	1,053.9	3,413	959.0	3,425	962.4	3,437	965.7	3,449	969.1
Multi-family	183	333.0	187	299.7	192	272.7	197	279.6	202	286.7	207	293.9
CII*	448	1,366.0	474	1,867.0	496	1,680.3	520	1,742.9	544	1,808.2	570	1,876.7
Landscape	121	436.0	121	428.0	126	400.0	126	400.0	126	400.0	126	400.0
Other	6	85.0	5	96.3	5	87.7		86.8		88.6		90.5
Total (AFY)	**4,148**	**3,391.0**	**4,188**	**3,744.9**	**4,232**	**3,399.7**	**4,268**	**3,471.7**	**4,309**	**3,549.2**	**4,352**	**3,630.2**
Total (MGD)		**3.0**		**3.3**		**3.0**		**3.1**		**3.2**		**3.2**

* Commercial, Industrial, Institutional/Govermental sectors

4.2 Project Specific Demands

The Project's water demands have been estimated based on data provided by the Project Sponsor. As part of its sustainability program, the Project Sponsor has proposed to include new, water conserving fixtures in the building retrofits on the East Campus and in the new construction at the West Campus. These fixtures will include dual flush toilet valves that include a reduced flush of 1.1 gallons and a full flush at 1.6 gallons, 0.13 gallon per flush high efficiency urinals and sensor activated 0.5 gallon per minute faucets.

In order to project total future water use for baseline demands, Cal Green's worksheet WS-1 was used. For demands not included in the Cal Green worksheet, the methodology presented by the U.S. Green Building Council in the Leadership in Energy and Environmental Design (LEED) for New Construction and Major Renovation Reference Guide, 2.2 was used to determine individual employee water use. The water conserving fixtures and other water demand reduction strategies, described in the Project's sustainability program, have been use to project demand. For outdoor water use, the City's Water Budget Calculation Form was used to project irrigation demands. These Water Budget Calculation Forms are included in Appendix C.

Tables 4.2 and 4.3 illustrate the project demand calculations for each campus based on the factors described above. The proposed water demand from the East Campus is estimated to be 115.9 AFY or 0.103 MGD and the proposed water demand from the West Campus is estimated to be 65.4 AFY or 0.053 MGD.

Table 4.2

East Campus Projected Water Demands

	Daily Uses	Flow Rate	Unit	Duration	Unit	Occupants	Water Use (GPD)
Baseline Indoor Demands (2010 California Green Buildings Standard Code WS-1)							
Conventional Water Closet (male)	1	1.6	gpf	1	flush	3,300	5,280
Conventional Water Closet (female)	4	2	gpf	1	flush	3,300	21,120
Conventional Urinal (male)	3	1	gpf	1	flush	3,300	9,900
Conventional Lavatory	4	2.2	gpm	0.25	min	6,600	14,520
Kitchen Sink (break room)	1	2.2	gpm	0.25	min	6,600	3,630
Showers	1	2.5	gpm	8.0	min	660	13,200
Total Baseline Indoor Water Demand (Worksheet WS-1)							67,650
Total Baseline Indoor Water Demands with 20% Required Reduction							54,120
Other Indoor Water Demands							
Dishwasher (break room)	0.02	6	gal	1.0	run	6,600	792
Food Service	1.8	2	gal	1	meal	6,600	23,760
Health Club	1	20	gal	1	visit	660	13,200
Total Other Indoor Water Demands							37,752
Total Building Water Demands							**91,872**
Landscape Irrigation							**11,600**
Total Water Demands (GPD)							**103,472**
Total Water Demands (MGD)							**0.103**
Total Water Demands (AFY)							**115.9**

Notes:

1 Assume 50 percent male and 50 percent female employees. Because of Facebook's typically longer work day it is assumed the males use the water closet 1 time per day and the urinal 3 times per day. Females use the water closet 4 times per day. Both use the lavatory sink 4 times per day. Water closets are assumed to be 1.6 gallons per flush models. Urinals are assumed to be 1.0 gallons per flush models. Because of limitation on available faucet aerators, obtaining the lavatory faucet flow rated identified in Cal Green may not be feasible. To be conservative, this analysis uses a lavatory flow rate of 2.2 gallons per minute with an average run time of 15 seconds.

2. Other fixture use assumes local, smaller employee kitchen break room areas and shower facilities. Kitchen break room sinks assumed to use 2.2 gallons per minute faucets and an average of 1 use per employee for 15 seconds each day for washing coffee cups and miscellaneous items. This is less than the 4 minutes identified in Cal Green because the use is minor. Kitchen dishwashing is included with food service. Assume 1 kitchen break room dishwasher run per 50 employees per day using 6 gallons per run. Assume showers with 2.5 gallons per minute heads and 1 shower per 10 employees with an 8-minute length (duration per AWWA end use study).

3. Based on data from Facebook's Palo Alto campus, employees average 1.8 meals per day on campus with a water demand of 2 gallons per meal including meal preparation and dishwashing.

4. Assume 1 in 10 employees visit the health club daily and uses 20 gallons per visit.

5. Assume no significant additional building uses such as cooling tower makeup water.

6. Site irrigation demands developed using City of Menlo Park Water Budget Calculation Form (Appendix D).

Table 4.3
West Campus Projected Water Demands

	Daily Uses	Flow Rate	Unit	Duration	Unit	Occupants	Water Use (GPD)
Baseline Indoor Demands (2010 California Green Buildings Standard Code WS-1)							
Conventional Water Closet (male)	1	1.6	gpf	1	flush	1,400	2,240
Conventional Water Closet (female)	4	1.6	gpf	1	flush	1,400	8,960
Conventional Urinal (male)	3	1	gpf	1	flush	1,400	4,200
Conventional Lavatory	4	2.2	gpm	0.25	min	2,800	6,160
Kitchen Sink (break room)	1	2.2	gpm	0.25	min	2,800	1,540
Showers	1	2.5	gpm	8.0	min	280	5,600
Total Baseline Indoor Water Demand (Worksheet WS-1)							28,700
Total Baseline Indoor Water Demands with 20% Required Reduction							22,960
Other Indoor Water Demands							
Dishwasher (break room)	0.02	6	gal	1.0	run	2,800	336
Food Service	1.8	2	gal	1	meal	2,800	10,080
Health Club	1	20	gal	1	visit	280	5,600
Total Other Indoor Water Demands							16,016
Total Building Water Demands							**38,976**
Landscape Irrigation							**19,400**
Total Water Demands (GPD)							**58,376**
Total Water Demands (MGD)							**0.058**
Total Water Demands (AFY)							**65.4**

Notes:

1 Assume 50 percent male and 50 percent female employees. Because of Facebook's typically longer work day it is assumed the males use the water closet 1 time per day and the urinal 3 times per day. Females use the water closet 4 times per day. Both use the lavatory sink 4 times per day. Water closets are assumed to be 1.6 gallons per flush models. Urinals are assumed to be 1.0 gallons per flush models. Because of limitation on available faucet aerators, obtaining the lavatory faucet flow rated identified in Cal Green may not be feasible. To be conservative, this analysis uses a lavatory flow rate of 2.2 gallons per minute with an average run time of 15 seconds.

2. Other fixture use assumes local, smaller employee kitchen break room areas and shower facilities. Kitchen break room sinks assumed to use 2.2 gallons per minute faucets and an average of 1 use per employee for 15 seconds each day for washing coffee cups and miscellaneous items. This is less than the 4 minutes identified in Cal Green because the use is minor. Kitchen dishwashing is included with food service. Assume 1 kitchen break room dishwasher run per 50 employees per day using 6 gallons per run. Assume showers with 2.5 gallons per minute heads and 1 shower per 10 employees with an 8-minute length (duration per AWWA end use study).

3. Based on data from Facebook's Palo Alto campus, employees average 1.8 meals per day on campus with a water demand of 2 gallons per meal including meal preparation and dishwashing.

4. Assume 1 in 10 employees visit the health club daily and uses 20 gallons per visit.

5. Assume no significant additional building uses such as cooling tower makeup water.

6. Site irrigation demands developed using City of Menlo Park Water Budget Calculation Form (Appendix D).

While the West Campus has been vacant for a number of years, the East Campus has been almost continuously occupied, most recently by Sun Microsystems and has placed demands on MPMWD's water system that were accounted for in the 2010 UWMP. In order to avoid "double counting" of demands, the existing demands associated with the East Campus site are subtracted from the Project demands, in order to arrive at a net new demand on the MPMWD's system. In order to arrive at an estimate of existing water demands associated with the East Campus, two methods are used. First, demands are estimated using the existing development patterns and number of employees supported. This calculation is illustrated in Table 4.4

Table 4.4

East Campus Estimated Existing Water Demands

	Daily Uses	Flow Rate	Unit	Duration	Unit	Occupants	Water Use (GPD)
Building Water Demands							
Water Closet (male)	1	1.6	gpf	1	flush	1,800	2,880
Water Closet (female)	3	1.6	gpf	1	flush	1,800	8,640
Urinal (male)	2	1	gpf	1	flush	1,800	3,600
Lavatory	3	2.2	gpm	0.25	min	3,600	5,940
Kitchen Sink (break room)	1	2.2	gpm	0.25	min	3,600	1,980
Dishwasher (break room)	0.02	6	gal	1.0	run	3,600	432
Showers	1	2.5	gpm	8.0	min	360	7,200
Food Service	0.6	2	gal	1	meal	3,600	3,960
Health Club	1	20	gal	1	visit	360	7,200
Total Building Water Demands							**41,832**
Landscape Irrigation							**13,400**
Total Water Demands (GPD)							**55,232**
Total Water Demands (MGD)							**0.055**
Total Water Demands (AFY)							**61.9**

Notes:

1 Assumes 3,600 employees (per existing entitlements) - 50 percent male and 50 percent female employees. Males use the water closet 1 time per day and the urinal 2 times per day. Females use the water closet 3 times per day. Both use the lavatory sink 3 times per day. Water closets are assumed to be 1.6 gallons per flush models. Urinals are assumed to be 1.0 gallons per flush models. Because of the age of the campus, lavatory flow rate is assumed to be 2.2 gallons per minute, with an average run time of 15 seconds.

2. Other fixture use assumes local, smaller employee kitchen break room areas and shower facilities. Kitchen break room sinks assumed to use 2.2 gallons per minute faucets and an average of 1 use per employee for 15 seconds each day for washing coffee cups and miscellaneous items. This is less than the 4 minutes identified in the green building code because the use is minor. Assume 1 kitchen break room dishwasher run per 50 employees per day using 6 gallons per run. Kitchen dishwashing is included with food service. Assume showers with 2.5 gallons per minute heads and 1 shower per 10 employees with an 8-minute length (duration per AWWA end use study).

3. Based on information provided by Facebook on the Oracle Campus, assume employees average 0.55 meals per day on campus with a water demand of 2 gallons per meal including meal preparation and dishwashing.

4. Assume 1 in 10 employees vitis the health club and use 20 gallons per visit.

5. Assume not significant additional building uses such as cooling tower makeup water.

6. Site irrigation demands developed using City of Menlo Park Water Budget Calculation Form (Appendix D).

Second, the average water use associated with the East Campus water accounts from 2002 to 2008 was developed based on meter readings. During this period of time, use ranged from 48,095 gallons per day to 62,430 gallons per day, and the average use was 59,113 gallons per day (0.059 MGD) or about 66.2 AFY. In order to be conservative, the smaller value of 61.9 AFY (0.055 MGD) is subtracted from the East Campus Demands.

Table 4.5 summarizes the adjusted water demand projections for each campus over the 20 year planning period, assuming the East Campus is fully occupied by 2015 and the West Campus is one-half occupied by 2015 and fully occupied before 2020.

Table 4.5

Menlo Park Facebook Campus Total Projected Water Demands

Water Distributed	2015		2020		2025		2030		2035	
	MGD	AFY	MGD	AFY	MGD	AFY	MGD	AFY	MGD	AFY
East Campus										
Total Projected Demand	0.103	115.9	0.103	115.9	0.103	115.9	0.103	115.9	0.103	115.9
Allowance for Existing Demand	0.055	61.9	0.055	61.9	0.055	61.9	0.055	61.9	0.055	61.9
"Net" New East Campus	**0.048**	**54.0**	**0.048**	**54.0**	**0.048**	**54.0**	**0.048**	**54.0**	**0.048**	**54.0**
West Campus	**0.029**	**32.7**	**0.058**	**65.4**	**0.058**	**65.4**	**0.058**	**65.4**	**0.058**	**65.4**
Total	**0.077**	**86.7**	**0.107**	**119.4**	**0.107**	**119.4**	**0.107**	**119.4**	**0.107**	**119.4**

4.3 Menlo Gateway Water Demands

The City has already approved a WSA for the Menlo Gateway Project[4]. That WSA included a "first phase" demand projection 46 AFY (0.041 MGD) associated with a specific development proposal and a "build out" demand projection of 153 AFY (0.137 MGD). The "build out" demand projection assumed the Menlo Gateway site is developed to its full allowable potential. Table 4.6 presents the projected water uses to year 2035 associated with both Phase 1 and Maximum Allowable Development at the Menlo Gateway Project site.

Table 4.6

Demands Approved with the Menlo Gateway WSA

Planned Water Use (Over Existing)	2015		2020		2025		2030		2035	
	MGD	AFY	MGD	AFY	MGD	AFY	MGD	AFY	MGD	AFY
Phase 1 - Menlo Gateway Project	0.041	46.0	0.041	46.0	0.041	46.0	0.041	46.0	0.041	46.0
Additional Water Demand for Maximum Allowable Development	0.096	107.0	0.096	107.0	0.096	107.0	0.096	107.0	0.096	107.0
Total	**0.137**	**153.0**	**0.137**	**153.0**	**0.137**	**153.0**	**0.137**	**153.0**	**0.137**	**153.0**

As discussed above, the City's 2010 UWMP accounted for an increase in the CII demand sector between 2010 and 2015 because of the approved WSA for the Menlo Gateway Project and anticipating additional growth, including the Project.

[4] Water Supply Assessment for the Menlo Gateway Project (PBS&J, 2009)

4.4 Comparison to the 2010 UWMP

In its 2010 UWMP, MPMWD projected that demands in the CII sector would increase from 1,366.0 AFY (1.219 MGD) in 2010 to 1,876.7 AFY (1.675 MGD) in 2035, an increase of 510.7 AFY or 0.456 MGD.

As illustrated in Table 4.5, the Project will result in an increase of 119.4 AFY (0.107 MGD) and the Menlo Gateway Project will add a demand of 153 AFY (0.137 MGD). Together these two projects add a total of 272.4 AFY (0.224 MGD), which is well within the CII sector's projected growth as described in the 2010 UWMP.

Table 4.7 presents the 2010 UMWP water demand projections with additional detail provided to illustrate the Project demands. Table 4.8 presents the 2010 UWMP water demand projections with additional detail provided to illustrate both the Project and the Menlo Gateway project demands. Both Tables illustrate that the MPMWD's 2010 UWMP anticipated the Project and the Menlo Gateway Project in its projections, allowing the sufficiency analysis from the 2010 UWMP to support this WSA.

Table 4.7

Current & Projected Water Deliveries from 2010 UWMP with Menlo Park Facebook Campus

	2010		2015		2020		2025		2030		2035	
Water Use Sectors	**MGD**	**AFY**	**MGD**	**AFY**	**MGD**	**AFY**	**MGD**	**AFY**	**MGD**	**AFY**	**MGD**	**AFY**
Single family	**1.045**	**1,171.0**	**0.941**	**1,053.9**	**0.856**	**959.0**	**0.859**	**962.4**	**0.862**	**965.7**	**0.865**	**969.1**
Multi-family	**0.297**	**333.0**	**0.268**	**299.7**	**0.243**	**272.7**	**0.250**	**279.6**	**0.256**	**286.7**	**0.262**	**293.9**
Total CII	**1.219**	**1,366.0**	**1.667**	**1,867.0**	**1.500**	**1,680.3**	**1.556**	**1,742.9**	**1.614**	**1,808.2**	**1.675**	**1,876.7**
Existing (2010)	1.219	1,366.0	1.219	1,366.0	1.219	1,366.0	1.219	1,366.0	1.219	1,366.0	1.219	1,366.0
Project	-	-	0.077	86.7	0.107	119.4	0.107	119.4	0.107	119.4	0.107	119.4
Available for Remaining Development	-	-	0.370	414.3	0.174	194.9	0.230	257.5	0.288	322.8	0.349	391.3
Landscape	**0.389**	**436.0**	**0.382**	**428.0**	**0.357**	**400.0**	**0.357**	**400.0**	**0.357**	**400.0**	**0.357**	**400.0**
Other	**0.076**	**85.0**	**0.086**	**96.3**	**0.078**	**87.7**	**0.077**	**86.8**	**0.079**	**88.6**	**0.081**	**90.5**
Total	**3.027**	**3,391.0**	**3.343**	**3,744.9**	**3.035**	**3,399.7**	**3.099**	**3,471.7**	**3.168**	**3,549.2**	**3.241**	**3,630.2**

Source: MPMWD 2010 UMWP Table 3.12

Table 4.8

Current & Projected Water Deliveries from 2010 UWMP with Menlo Park Facebook Campus and Menlo Gateway

	2010		2015		2020		2025		2030		2035	
Water Use Sectors	**MGD**	**AFY**	**MGD**	**AFY**	**MGD**	**AFY**	**MGD**	**AFY**	**MGD**	**AFY**	**MGD**	**AFY**
Single family	**1.045**	**1,171.0**	**0.941**	**1,053.9**	**0.856**	**959.0**	**0.859**	**962.4**	**0.862**	**965.7**	**0.865**	**969.1**
Multi-family	**0.297**	**333.0**	**0.268**	**299.7**	**0.243**	**272.7**	**0.250**	**279.6**	**0.256**	**286.7**	**0.262**	**293.9**
Total CII	**1.219**	**1,366.0**	**1.667**	**1,867.0**	**1.500**	**1,680.3**	**1.556**	**1,742.9**	**1.614**	**1,808.2**	**1.675**	**1,876.7**
Existing (2010)	1.219	1,366.0	1.219	1,366.0	1.219	1,366.0	1.219	1,366.0	1.219	1,366.0	1.219	1,366.0
Project	-	-	0.077	86.7	0.107	119.4	0.107	119.4	0.107	119.4	0.107	119.4
Menlo Gateway	-	-	0.137	153.0	0.137	153.0	0.137	153.0	0.137	153.0	0.137	153.0
Available for Remaining Development	-	-	0.233	261.3	0.037	41.9	0.093	104.5	0.152	169.8	0.213	238.3
Landscape	**0.389**	**436.0**	**0.382**	**428.0**	**0.357**	**400.0**	**0.357**	**400.0**	**0.357**	**400.0**	**0.357**	**400.0**
Other	**0.076**	**85.0**	**0.086**	**96.3**	**0.078**	**87.7**	**0.077**	**86.8**	**0.079**	**88.6**	**0.081**	**90.5**
Total	**3.027**	**3,391.0**	**3.343**	**3,744.9**	**3.035**	**3,399.7**	**3.099**	**3,471.7**	**3.168**	**3,549.2**	**3.241**	**3,630.2**

4.5 Demand Management

MPMWD is a member of the BAWSCA and through that agency participates in a well developed regional water conservation program that focuses on a wide range of innovative conservation strategies. MPMWD is not a signatory to the California Urban Water Conservation Council's (CUWCC's) Memorandum of Understanding and it does not implement CUWCC's Best Management Practices. MPMWD implements demand management measures consistent with BAWSCA's program.

In 2008, BAWSCA began the preparation of its WCIP. This in-depth effort outlined current and planned conservation strategies for each of the member agencies and had two primary goals:

- To develop an implementation plan for BAWSCA and its member agencies to attain the water efficiency goals that the agencies committed to achieving in 2004 as part of the Program Environmental Impact Report for SFPUC's WSIP; and
- To identify how BAWSCA member agencies could use water conservation as way to continue to provide reliable water supplies to their customers through 2018 given the 184 MGD ISL.

The WCIP included an analysis of 32 existing demand management measures and five "New Measures" defined during the development of the WCIP. The analysis was performed using the proprietary *Demand Side Management Least Cost Planning Decision Support System* or DSS Model, which prepared 30-year total water demand projections. This enables a more accurate assessment of the impact of water efficiency programs on demand. For each measure, the DSS Model also performed a benefit cost analysis using net present value and benefit-to-cost ratio as economic factors.

From this analysis, BAWSCA and its member agencies developed "Core" and "Subscription" conservation activities. BAWSCA undertakes these activities on behalf of its members which results in coordinated, regional messaging and implementation regarding water conservation. BAWSCA has and continues to work to secure grant funding to assist in these activities. As described in Section 4.1, MPMWD

committed to undertaking nine of the 32 “existing measures” and will work with BAWSCA on developing the five “New Measures”. In its 2010 UWMP, MPMWD demonstrated that these activities, plus changes in building and plumbing codes, will allow it to exceed its 2015 SBx7-7 target. In its 2010 UWMP, MPMWD identified the need to implement three or four measures, beyond the existing nine it is currently undertaking, in order to meet its 2020 SBx7-7 target.

As described in Section 4.1 above, while the WCIP did not focus specifically on SBx7-7 compliance, it provides both the policy framework and analytical basis for BAWSCA member agencies to implement demand management programs and track their progress with respect to targets and goals.

5 Sufficiency Analysis & Conclusions

5.1 Sufficiency Analysis

SB 610 requires that the Lead Agency make findings related to supply sufficiency under the normal, single dry and multiple dry year planning scenarios. Because the Project and the Menlo Gateway project fall within the demand projection allowance made in the 2010 UWMP, this Chapter summarizes the analysis developed for the 2010 UWMP. Comparisons of supply and demand under normal, single dry and multiple dry years are included in Table 5.1 through 5.3, which are consistent with Tables 5.8 through 5.10 on pages 5-10 and 5-11 of MPMWD's 2010 UWMP.

The adopted WSIP provides for a dry year water supply program that, when implemented, would result in system-wide rationing of no more than 20 percent. Based on the hydrologic record presented in Appendix B, the SFPUC projects a 10 percent system-wide reduction in supply will occur in a single dry year and a 20 percent system-wide reduction will occur in multiple dry years. As described in Section 3, these reductions are allocated according to a two part formula. The Tier One formula allocates reductions on a straight-line basis between the SFPUC and its wholesale customers. For example, in a Single Dry Year, SFPUC would receive a 10 percent reduction and the wholesale customers would receive a 10 percent reduction. The Tier Two formula, which is administered by BAWSCA, allocates the wholesale customer's reduced supply to each customer. This Tier Two allocation is based on a formula that takes multiple factors for each wholesale customer into account, including:

- Individual Supply Guarantee;
- Seasonal use of all available water supplies; and
- Residential per capita use.

As the wholesale customers change their water use characteristics (e.g., increases or decreases in SFPUC purchases and use of other water sources, changes in monthly water use patterns, or changes in residential per capita water use), the Allocation Factor for each wholesale customer will also change. Recent Tier Two calculations have indicated that MPWMD would receive slightly less water than a straight-line allocation would suggest (i.e. a 10 percent system wide reduction in the SFPUC supply would result in more than a 10 percent reduction for MPMWD). For the purposes of its 2010 UWMP, MPMWD estimated that its allocation in a single dry year would be 83 percent of its normal supply (i.e. it would experience a 17 percent reduction in its SFPUC supply) and its allocation in the second and third year of multiple dry years would be 72 percent of its normal supply (i.e. a 28 percent reduction in its SFPUC supply).

As illustrated in Table 5.2, which provides the supply and demand comparison for the single dry year, even with a 17 percent reduction in its SFPUC supply, MPMWD will not experience water shortages. The single dry year supply exceeds projected demands. As illustrated in Table 5.3, which provides the supply and demand comparison for the multiple dry year scenario, MPMWD could experience a water shortage of up to 4 percent until the year 2015. After that point in time, the demand management required by SB

x7-7 is generally sufficient to assure that demands do not exceed supply in the multiple dry year scenario until after 2030.

Table 5.1

Supply and Demand Comparison – Normal Year

	2015		2020		2025		2030		2035	
	MGD	AFY	MGD	AFY	MGD	AFY	MGD	AFY	MGD	AFY
Supply Totals	4.465	4993.0	4.465	4993.0	4.465	4993.0	4.465	4993.0	4.465	4993.0
Demand Totals	3.343	3,744.9	3.035	3,399.7	3.099	3,471.7	3.168	3,549.2	3.241	3,630.2
Difference (supply minus demand)	1.122	1,248.1	1.430	1,593.3	1.366	1,521.3	1.297	1,443.8	1.224	1,362.8
Difference as % of Supply		25%		32%		30%		29%		27%
Difference as % of Demand		33%		47%		44%		41%		38%

Table 5.2

Supply and Demand Comparison – Single Dry Year

	2015		2020		2025		2030		2035	
	MGD	AFY	MGD	AFY	MGD	AFY	MGD	AFY	MGD	AFY
Supply Totals	3.706	4,140.9	4.465	4,140.9	4.465	4,140.9	4.465	4,140.9	4.465	4,140.9
Demand Totals	3.343	3,744.9	3.035	3,399.7	3.099	3,471.7	3.168	3,549.2	3.241	3,630.2
Difference (supply minus demand)	0.363	396.0	1.430	741.2	1.366	669.2	1.297	591.7	1.224	510.7
Difference as % of Supply		10%		18%		16%		14%		12%
Difference as % of Demand		11%		22%		19%		17%		14%

Table 5.3

Supply & Demand Comparison - Multiple Dry Years

		2015		2020		2025		2030		2035	
		MGD	AFY	MGD	AFY	MGD	AFY	MGD	AFY	MGD	AFY
Multiple Dry Year First Year Supply	Supply Totals	3.697	4,140.9	3.697	4,140.9	3.697	4,140.9	3.697	4,140.9	3.697	4,140.9
	Demand Totals	3.343	3,744.9	3.035	3,399.7	3.099	3,471.7	3.168	3,549.2	3.241	3,630.2
	Difference (supply minus demand)		396.0		741.2		669.2		591.7		510.7
	Difference as % of Supply		10%		18%		16%		14%		12%
	Difference as % of Demand		11%		22%		19%		17%		14%
Multiple Dry Year Second Year Supply	Supply Totals	3.210	3,595.5	3.210	3,595.5	3.210	3,595.5	3.210	3,595.5	3.210	3,595.5
	Demand Totals	3.343	3,744.9	3.035	3,399.7	3.099	3,471.7	3.168	3,549.2	3.241	3,630.2
	Difference (supply minus demand)		(149.4)		195.8		123.8		46.3		(34.7)
	Difference as % of Supply		-4%		5%		3%		1%		-1%
	Difference as % of Demand		-4%		6%		4%		1%		-1%
Multiple Dry Year Third Year Supply	Supply Totals	3.210	3,595.5	3.210	3,595.5	3.210	3,595.5	3.210	3,595.5	3.210	3,595.5
	Demand Totals	3.343	3,744.9	3.035	3,399.7	3.099	3,471.7	3.168	3,549.2	3.241	3,630.2
	Difference (supply minus demand)		(149.4)		195.8		123.8		46.3		(34.7)
	Difference as % of Supply		-4%		5%		3%		1%		-1%
	Difference as % of Demand		-4%		6%		4%		1%		-1%

Assuming "normal" demand patterns, MPWMD's water supply is adequate to meet demands in normal and single dry years through the year 2035. MPMWD could experience slight shortages (under 5 percent) in multiple dry years, again assuming "normal" demand patterns occur. Review of MPMWD's historic water delivery records indicate that in dry years, demand is depressed somewhat below "normal" levels, likely reflecting the impact of voluntary and at times, mandatory, water use reduction programs.

MPMWD has developed water shortage contingency plan, which is described in detail in the 2010 UWMP. This provides MPMWD with the authority to enforce demand reduction measures to ensure that the water supply will be adequate in the second and third year of multiple year droughts. Local groundwater (See section 3.3) could also help buffer against these anticipated shortages.

5.1.1 Impacts of the ISA

As described in Section 3.2.1, SFPUC established an ISA for each of its wholesale customers, which could be in effect until 2018. MPWMD's ISA is 4.1 MGD or approximately 4,590 AFY. While this is less than MPMWD's contracted normal supply volume, it exceeds the supply the MPWMD expects to receive during single dry years. As Table 5.2 illustrates, MPMWD's dry year supply is sufficient to meet existing

and proposed demands through 2035, indicating that even if the ISA is imposed, MPMWD will still have sufficient water supply to serve demands, including demands from the Project.

As also described in Section 3.2.1, MPMWD and the other wholesale customers of the RWS do not concede the legality of the ISA and reserve the right to challenge it, should it be imposed.

5.2 Capital Outlay and Permits Necessary to Accomplish the Program

Future water projects that will likely increase (improve) reliability of supplies in the MPMWD service area include:

- SFPUC's WSIP projects which are approved, funded, designed and scheduled to be complete by 2030;
- Projects that may develop through BAWSCA's Strategy which are scheduled to be identified and completed by 2018; and
- MPMWD's local groundwater development project which is scheduled to be completed by 2020.

While BAWSCA's Strategy and MPMWD's local groundwater program could result in additional water supply in the future, this WSA does not assume any water supply from these sources.

5.3 Regulatory Requirements for Delivery of Water Supply

MPMWD's water supply sources comply with all current regulatory standards. MPMWD will continue to monitor its system in accordance with its permit from the California Department of Public Health.

5.4 Conclusions

MPMWD approved its 2010 UWMP on June 14, 2011. This document projected water supplies and demands from 2010 through 2035 and compared them under a range of hydrologic conditions.

In its 2010 UWMP, MPMWD projected that demands in the CII sector would increase from 1,366.0 AFY (1.219 MGD) in 2010 to 1,876.7 AFY (1.675 MGD) in 2035, an increase of 510.7 AFY or 0.456 MGD. The Project will result in an increase of 119.4 AFY (0.107 MGD) and the Menlo Gateway project will add a demand of 153 AFY (0.137 MGD). Together, these two projects add a total of 272.4 AFY (0.224 MGD), which is well within the CII sector's projected growth, as described in the 2010 UWMP

Under normal and single dry year conditions, MPMWD's supplies are sufficient to meet the Project demands together with the demands of the Menlo Gateway demands and build out of the General Plan, as projected in the 2010 UWMP. The 2010 UWMP concluded that in the second and third year of a multiple year drought, demand could exceed supply by, at most, 150 AFY or 4 percent until the year 2015. The 2010 UWMP documented that MPMWD has a water shortage contingency plan in place that allows it to achieve demand reductions of up 50 percent. Therefore, the 4 percent reductions required to manage supply restrictions in multiple year droughts can be achieved by MPMWD.

Appendices

A. Letter from San Francisco Public Utilities Commission to the Wholesale Customers Regarding Final Interim Supply Allocations (December 2010)

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GENERAL MANAGER

December 16, 2010

TO: Wholesale Customers

FROM: Steven R. Ritchie, Assistant General Manager, Water Enterprise

SUBJECT: Final Interim Supply Allocations

Attached please find the Final Interim Supply Allocation adopted by our Commission on December 14, 2010. Thank you for providing feedback as we worked through the challenging process of developing the Allocations. As the Commission noted, this was not an easy decision. The Allocations were based on:

- The lesser of 2017-18 purchase projections or Individual Supply Guarantees.
- Hayward receiving its 2017-18 purchase projection.
- San Jose and Santa Clara receiving no less than as provided in Section 4.03 of the Water Supply Agreement.
- The residual amount being allocated proportionally to those customers whose purchase projections were less than their Individual Supply Guarantees.

Also attached is a detailed description of the methodology used to calculate the Allocations. We provide this to make sure there is clarity on how the Allocations comport with Section 4.03 of the Water Supply Agreement.

If you have any questions, please contact me at (415) 934-5736 or via e-mail at sritchie@sfwater.org.

Attachment:

1. Interim Supply Allocation Adopted December 14, 2010
2. Final Interim Supply Allocation Methodology

cc (w/attachments): Art Jensen, BAWSCA

Final Interim Supply Allocation Methodology:

1. Assign initial ISA – All customers with a defined ISG were given their ISG or FY2017-18 Projected Purchases, whichever is less. Hayward was given their FY2017-18 Projected Purchases. San Jose and Santa Clara were given 4.5 mgd each less a reduction based on the aggregate average ISG reduction of customers with ISGs. The aggregate average ISG reduction is calculated by taking the total defined ISG of 161.91 less the allocated ISG to arrive at the unallocated ISG. The unallocated ISG is then divided by the number of customers with defined ISGs (23 customers).
2. Allocate the reserve to customers with defined ISGs that received less than their ISG for their initial ISA – This is completed in two steps as follows:
    a. Determine the percent share of the unallocated ISG for each customer. To calculate this number take each customer's ISG less their ISA divided by the total unallocated ISG.
    b. Determine amount of reserve to be allocated to each customer. To calculate this number take each customer's percent share of unallocated ISG and multiply it by the reserve.
3. Revise ISAs- Add the allocated reserve to each applicable customer's initial ISA.
4. Check that San Jose and Santa Clara are not reduced by more than the aggregate average reduction in ISGs for those wholesale customers with defined ISGs. The average aggregate reduction is calculated by taking the total defined ISG of 161.91 less the allocated ISG to arrive at the unallocated ISG. The unallocated ISG is then divided by the number of customers with defined ISGs (23 customers). San Jose and Santa Clara's reduction is determined by subtracting their ISA from 4.5 mgd. If their reduction and the aggregate average reduction in ISGs are not in balance, go to Step 5.
5. Allocate additional water to San Jose and Santa Clara by taking the difference between the aggregate average reduction in ISGs and the reduction of San Jose and Santa Clara. Add that difference to San Jose and Santa Clara. This will revise the reserve allocation available for the customers with defined ISGs.
6. Revise allocation of reserve for those customers whose ISA was less than their ISG – This is calculated by taking the percentage calculated in Step 2a and multiplying it by the new reserve amount.
7. Finalize ISAs – Add the new reserve value to each applicable customer's initial ISA. Check San Jose and Santa Clara again to ensure they are not reduced by more than the aggregate average reduction in ISGs for those wholesale customers with defined ISGs.

Interim Supply Allocation Adopted December 14, 2010[1]

Wholesale Customer	Individual Supply Guarantee (ISG) (MGD)	Projected FY 2017-18 Purchases (3) (MGD)	Interim Supply Allocation (MGD)
Alameda CWD	13.76	13.76	13.76
Brisbane/Guadalupe	0.98	0.95	0.96
Burlingame	5.23	4.82	4.97
California Water Service Company	35.68	36.06	35.68
Coastside	2.18	2.18	2.18
Daly City	4.29	4.66	4.29
East Palo Alto	1.96	3.40	1.96
Estero	5.90	5.82	5.85
Hayward[2]	22.09	22.92	22.92
Hillsborough	4.09	3.51	3.72
Menlo Park	4.46	3.90	4.10
Mid-Peninsula	3.89	3.61	3.71
Millbrae	3.15	3.13	3.13
Milpitas	9.23	8.80	8.96
Mountain View	13.46	10.26	11.43
North Coast	3.84	3.58	3.67
Palo Alto	17.08	13.33	14.70
Purissima Hills	1.63	2.77	1.63
Redwood City	10.93	10.85	10.88
San Bruno	3.25	2.30	2.65
San Jose	0.00	4.50	4.13
Santa Clara	0.00	4.50	4.13
Stanford	3.03	2.84	2.91
Sunnyvale	12.58	9.44	10.59
Westborough	1.32	0.94	1.08
Total	184.00	182.83	184.00

1 "Option 5" as identified in Resolution 10-0213.

2 Hayward value calculated as 184 mgd less the total of permanent customer ISG's (161.91 mgd).

3 Long-Term Reliable Water Supply Strategy Phase I Report, May 25, 2010 (Appendix A, Table A-3).

B. Letter from San Francisco Public Utilities Commission to the Bay Area Water Supply and Conservation Agency (March 2011)

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ED HARRINGTON
GENERAL MANAGER

March 31, 2011

Nicole Sandkulla
Senior Water Resources Engineer
Bay Area Water Supply and Conservation Agency
155 Bovet Road, Suite 302
San Mateo, CA 94402

Dear Nicole,

Attached please find additional information through 2035 on the Regional Water System's supply reliability for use in the Wholesale Customer's 2010 Urban Water Management Plan updates. The SFPUC has assessed the water supply reliability under the following planning scenarios:

- Projected Single dry-year supply for 2010
- Projected Multiple dry-year supply beginning 2010; and
- Projected supply reliability for years 2010-2035.

Table 1 summarizes deliveries to the Wholesale Customers for projected single dry-year supply for 2010 and projected multiple dry-year supply beginning 2010.

With regards to future demands, the SFPUC proposes to expand their water supply portfolio by increasing the types of water supply resources. Table 2 summarizes the water supply resources assumed to be available by 2035.

Concerning allocation of supply during dry years, the Water Shortage Allocation Plan ("Plan") was utilized to allocate shortages between the SFPUC and the Wholesale Customers collectively. The Plan implements a method for allocating water among the individual Wholesale Customers which has been adopted by the Wholesale Customers. The Plan was adopted pursuant to Section 7.03(a) of the 1984 Settlement Agreement and Master Water Sales Contract and has been updated to correspond to the terminology used in the June 2009 Water Supply Agreement between the City and County of San Francisco and Wholesale Customers in Alameda County, San Mateo County and Santa Clara County.

Finally, the SFPUC estimated the frequency and severity of anticipated shortages for the period 2010 though 2035. For this analysis, we assumed that the historical hydrologic period is indicative of future events and evaluated the supply reliability assuming a repeat of the actual historic hydrologic period 1920 through 2002. The results of this analysis are summarized in Table 3.

It is our understanding that you will pass this information on to the Wholesale Customers. If you have any questions or need additional information, please do not hesitate to contact me at (415) 554-0792.

Sincerely,

Paula Kehoe

Paula Kehoe
Director of Water Resources

Table 1
Projected Deliveries for Three Multiple Dry Years

	2010	One Critical Dry Year	Deliveries during Multiple Dry Years in mgd		
			Year 1	Year 2	Year 3
System-Wide Shortage in Percent	0%	10%	10%	20%	20%
Wholesale Allocation (mgd)	184.0	152.6	152.6	132.5	132.5

Table 2

UWMP Studies: Water Supply Reliability **Water Supply Options for Years 2010 through 2030**						
	2010	2015	2020	2025	2030	2035
Crystal Springs Reservoir (20.28bg)		x	x	x	x	x
Westside Basin Groundwater afa		8,100	8,100	8,100	8,100	8,100
Calaveras Reservoir Recovery (31.5 bg)		x	x	x	x	x
Districts' Transfer afa		2240	2240	2240	2240	2240

Table 3: Projected System Supply Reliability Based on Historical Hydrologic Period

Allocation by Year	Wholesale Demand in mgd					
	184.0	184.0	184.0	184.0	184.0	184.0
	Projected Wholesale Allocation in mgd					
Delivery for Fiscal Year	**2010**	**2015**	**2020**	**2025**	**2030**	**2035**
1920	184.0	184.0	184.0	184.0	184.0	184.0
1921	184.0	184.0	184.0	184.0	184.0	184.0
1922	184.0	184.0	184.0	184.0	184.0	184.0
1923	184.0	184.0	184.0	184.0	184.0	184.0
1924	184.0	184.0	184.0	184.0	184.0	184.0
1925	154.6	184.0	184.0	184.0	184.0	184.0
1926	184.0	184.0	184.0	184.0	184.0	184.0
1927	184.0	184.0	184.0	184.0	184.0	184.0
1928	184.0	184.0	184.0	184.0	184.0	184.0
1929	184.0	184.0	184.0	184.0	184.0	184.0
1930	184.0	184.0	184.0	184.0	184.0	184.0
1931	184.0	184.0	184.0	184.0	184.0	184.0
1932	132.5	152.6	152.6	152.6	152.6	152.6
1933	184.0	184.0	184.0	184.0	184.0	184.0
1934	184.0	184.0	184.0	184.0	184.0	184.0
1935	154.6	184.0	184.0	184.0	184.0	184.0
1936	184.0	184.0	184.0	184.0	184.0	184.0
1937	184.0	184.0	184.0	184.0	184.0	184.0
1938	184.0	184.0	184.0	184.0	184.0	184.0
1939	184.0	184.0	184.0	184.0	184.0	184.0
1940	184.0	184.0	184.0	184.0	184.0	184.0
1941	184.0	184.0	184.0	184.0	184.0	184.0
1942	184.0	184.0	184.0	184.0	184.0	184.0
1943	184.0	184.0	184.0	184.0	184.0	184.0
1944	184.0	184.0	184.0	184.0	184.0	184.0
1945	184.0	184.0	184.0	184.0	184.0	184.0
1946	184.0	184.0	184.0	184.0	184.0	184.0
1947	184.0	184.0	184.0	184.0	184.0	184.0
1948	184.0	184.0	184.0	184.0	184.0	184.0
1949	184.0	184.0	184.0	184.0	184.0	184.0
1950	184.0	184.0	184.0	184.0	184.0	184.0
1951	184.0	184.0	184.0	184.0	184.0	184.0
1952	184.0	184.0	184.0	184.0	184.0	184.0
1953	184.0	184.0	184.0	184.0	184.0	184.0
1954	184.0	184.0	184.0	184.0	184.0	184.0
1955	184.0	184.0	184.0	184.0	184.0	184.0
1956	184.0	184.0	184.0	184.0	184.0	184.0
1957	184.0	184.0	184.0	184.0	184.0	184.0
1958	184.0	184.0	184.0	184.0	184.0	184.0
1959	184.0	184.0	184.0	184.0	184.0	184.0

Delivery for Fiscal Year	2010	2015	2020	2025	2030	2035
1960	184.0	184.0	184.0	184.0	184.0	184.0
1961	152.6	184.0	184.0	184.0	184.0	184.0
1962	132.5	152.6	152.6	152.6	152.6	152.6
1963	184.0	184.0	184.0	184.0	184.0	184.0
1964	184.0	184.0	184.0	184.0	184.0	184.0
1965	184.0	184.0	184.0	184.0	184.0	184.0
1966	184.0	184.0	184.0	184.0	184.0	184.0
1967	184.0	184.0	184.0	184.0	184.0	184.0
1968	184.0	184.0	184.0	184.0	184.0	184.0
1969	184.0	184.0	184.0	184.0	184.0	184.0
1970	184.0	184.0	184.0	184.0	184.0	184.0
1971	184.0	184.0	184.0	184.0	184.0	184.0
1972	184.0	184.0	184.0	184.0	184.0	184.0
1973	184.0	184.0	184.0	184.0	184.0	184.0
1974	184.0	184.0	184.0	184.0	184.0	184.0
1975	184.0	184.0	184.0	184.0	184.0	184.0
1976	184.0	184.0	184.0	184.0	184.0	184.0
1977	152.6	184.0	184.0	184.0	184.0	184.0
1978	136.2	152.6	152.6	152.6	152.6	152.6
1979	184.0	184.0	184.0	184.0	184.0	184.0
1980	184.0	184.0	184.0	184.0	184.0	184.0
1981	184.0	184.0	184.0	184.0	184.0	184.0
1982	184.0	184.0	184.0	184.0	184.0	184.0
1983	184.0	184.0	184.0	184.0	184.0	184.0
1984	184.0	184.0	184.0	184.0	184.0	184.0
1985	184.0	184.0	184.0	184.0	184.0	184.0
1986	184.0	184.0	184.0	184.0	184.0	184.0
1987	184.0	184.0	184.0	184.0	184.0	184.0
1988	152.6	184.0	184.0	184.0	184.0	184.0
1989	132.5	152.6	152.6	152.6	152.6	152.6
1990	132.5	152.6	152.6	152.6	152.6	152.6
1991	132.5	132.5	132.5	132.5	132.5	132.5
1992	132.5	152.6	152.6	152.6	152.6	152.6
1993	136.2	132.5	132.5	132.5	132.5	132.5
1994	184.0	184.0	184.0	184.0	184.0	184.0
1995	154.6	184.0	184.0	184.0	184.0	184.0
1996	184.0	184.0	184.0	184.0	184.0	184.0
1997	184.0	184.0	184.0	184.0	184.0	184.0
1998	184.0	184.0	184.0	184.0	184.0	184.0
1999	184.0	184.0	184.0	184.0	184.0	184.0
2000	184.0	184.0	184.0	184.0	184.0	184.0
2001	184.0	184.0	184.0	184.0	184.0	184.0
2002	184.0	184.0	184.0	184.0	184.0	184.0

C. Memo from San Francisco Public Utilities Commission Staff to the Commission Regarding Maintaining Water Supply Levels of Service and the 2018 Decisions (September 2011)

San Francisco
Water Power Sewer
Operator of the Hetch Hetchy Regional Water System

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September 9, 2011

TO: Commissioner Francesca Vietor, President
Commissioner Anson B. Moran, Vice President
Commissioner Ann Moller Caen
Commissioner Art Torres
Commissioner Vince Courtney

THROUGH: Ed Harrington, General Manager

FROM: Steven R. Ritchie, Assistant General Manager, Water

RE: Maintaining Water Supply Levels of Service and the 2018 Decisions

In Resolution No. 10-0175 adopted by the Commission on October 15, 2010, staff was directed to provide information to the Commission and the public on how the SFPUC has the capability to attain its water supply levels of service and contractual obligations. This directive was in response to concerns expressed by the Commission and the Wholesale Customers regarding the effect on water supply of the instream flow releases required as a result of the Lower Crystal Springs Dam Improvement Project and the Calaveras Dam Replacement Project. At the same time, it is also necessary to begin preparing for the decisions that the Commission is obligated to make under the Water Supply Agreement by December 31, 2018. We reported to the Commission in a memo dated March 31, 2011. This is a follow up to the March 31 memo. We will report to the Commission again by January 31, 2012.

Water Supply Levels of Service and Contractual Obligations

The Water System Improvement Program (WSIP), which will be completed by July, 2016, includes levels of service goals and system performance objectives for water supply as follows:

Water Supply – *meet customer water needs in non-drought and drought periods*

- Meet average annual water demand of 265 mgd from the SFPUC watersheds for retail and wholesale customers during non-drought years for system demands through 2018.
- Meet dry-year delivery needs through 2018 while limiting rationing to a maximum 20 percent system-wide reduction in water service during extended droughts.
- Diversify water supply options during non-drought and drought periods.
- Improve use of new water sources and drought management, including groundwater, recycled water, conservation, and transfers.

The SFPUC's obligations regarding water supply in the Water Supply Agreement are described in Article 3 of the Agreement. The Agreement requires the SFPUC to provide the supply assurance of 184 million gallons per day (mgd) to the wholesale customers collectively and the individual supply guarantees to wholesale customers

Edwin M. Lee
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Commissioner
Vince Courtney
Commissioner
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General Manager

individually, however, SFPUC may reduce the amount of water available or interrupt water deliveries specific to geographical areas due to the following conditions (per Section 3.11):

- Emergencies;
- Installing, repairing, rehabilitating, replacing, investigating or inspecting equipment in the Regional Water System;
- Performing maintenance on the Regional Water System; or
- Shortages caused by drought.

Section 3.15 further addresses urgent and non-urgent circumstances that may diminish the SFPUC's ability to maintain the Supply Assurance and the ability of the SFPUC to engage in planning evaluation and implementation of replacement sources of supply when the need arises without the prior approval of the Wholesale Customers. Examples of urgent reductions include sudden events such as "drought, earthquakes, terrorist acts, catastrophic failures of facilities owned and operated by SFPUC and other natural or man-made events." Non-urgent reductions are described as "climate change, regulatory actions and other events that may impact SFPUC's ability to maintain the Supply Assurance from its existing surface water supplies, but on timescales long enough to permit SFPUC to collaborate with its Wholesale Customers on how best to address the possible impacts to water supply."

Instream Flow Release Requirements

As a result of regulatory actions, there are new instream flow release requirements in San Mateo Creek below Crystal Springs Dam and in Alameda Creek below Calaveras Dam and Alameda Creek Diversion Dam. These instream flow releases will be required at the completion of the Lower Crystal Springs Dam Improvements Project in 2013 and the completion of the Calaveras Dam Replacement Project in 2016.

The instream flow release requirements for Alameda Creek and San Mateo Creek represent a potential decrease in available water supply of an average annual 3.9 mgd and 3.5 mgd, respectively, for a total of 7.4 mgd average annually. This water supply decrease assumes the adopted WSIP program element of an average annual target delivery of 265 mgd. The analysis also assumes that all of the water supply components of the adopted WSIP are implemented and all WSIP projects are implemented, including the Upper Alameda Creek Filter Gallery project, which in accordance with the Program Environmental Impact Report (PEIR) assumptions is estimated to recapture up to 6,300 acre-feet (AF) per year (5.4 mgd as a daily average).

Decisions Required Under the Water Supply Agreement by December 31, 2018

The decisions that San Francisco is required to make by December 31, 2018 are described in Section 4.06 of the Agreement. They are:

A. "By December 31, 2018, San Francisco will have completed any necessary CEQA review pursuant to Section 4.07 that is relevant to making San Jose and Santa Clara permanent customers of the Regional Water System and will decide whether or not to make San Jose and Santa Clara permanent customers of the Regional Water System. San Francisco will make San Jose and Santa Clara permanent customers only if, and to the extent that, San Francisco determines that Regional Water System long term water supplies are available."

B. "By December 31, 2018, San Francisco will have completed any necessary CEQA review pursuant to Section 4.07 and will decide how much water if any, in excess of the Supply Assurance it will supply to Wholesale Customers from the Regional Water System to meet their projected future water demands until the year 2030, and whether to offer a corresponding increase in the Supply Assurance as a result of its determination."

Strategic Planning Session

On August 9, 2011 the Commission held a strategic planning retreat where the topic of future water demand and supply was discussed. The primary conclusions of that discussion were:

1. The PUC should set out to be the regional water provider and carefully define what that means in the context of having a contractual relationship with its wholesale customers.

2. Priorities for making up for water supply shortfalls should be:
   a. Instream flow requirements
   b. Maintaining supply to meet 184 mgd supply assurance
   c. Providing for increased wholesale customer demands in the future
   d. Making San Jose and Santa Clara permanent customers

3. The Commission needs to be presented with the widest array of options for water supply with well-supported information regarding costs and benefits in a triple bottom line format. A master schedule needs to be developed for when water supply options will be presented to the Commission for consideration.

Water Supply Options Available to the SFPUC

The WSIP program includes the following components for meeting water supply levels of service through 2018.

In all water year types, the SFPUC will continue to meet demand in its service area up to 265 mgd from its watersheds:

- Tuolumne River watershed
- Alameda Creek watershed
- San Mateo County watersheds

The WSIP includes the following water supply projects to meet dry-year demands with no greater than 20 percent system-wide rationing in any one year.

- Restoration of Calaveras Reservoir capacity
- Restoration of Crystal Springs Reservoir capacity
- Westside Basin Groundwater Conjunctive Use
- Water Transfer of 2 mgd from Modesto Irrigation District and/or Turlock Irrigation District (MID/TID)

The WSIP PEIR evaluated several water supply options in addition to those included in the adopted WSIP to meet future demand and dry-year water needs in the SFPUC service area. These options include:

- Additional diversions from the Tuolumne River using existing SFPUC water rights
- Lower Tuolumne River Diversion

- Additional conservation, recycled water and groundwater projects throughout the retail and wholesale service area
- Regional Desalination Project for dry-year needs
- Year-round Desalination Project at Oceanside in San Francisco

SFPUC staff has been investigating all of these options, variants of them, and other options to meet the adopted LOS goals and contractual obligations of the SFPUC. One current consideration is that demand in San Francisco and from the Wholesale customers is depressed due to a combination of conservation effectiveness, cooler weather the last 2 to 3 years, and the state of the economy. However, demand is anticipated to rebound in the future. Current efforts regarding future water supply options are described below.

Transfers from MID and/or TID
The adopted WSIP includes a 2 mgd transfer of water from MID/TID to meet dry-year needs in the service area. Transfer amounts could be increased to make up for losses in water supply due to instream flow releases. The SFPUC is currently investigating the potential to obtain a transfer from the Districts that would not result in any changes to flows on the Tuolumne River below La Grange dam. There are no results to report at this time.

Regional Desalination Project
The SFPUC is working with East Bay Municipal Utility District (EBMUD), Contra Costa Water District (CCWD), Santa Clara Valley Water District (SCVWD), and Zone 7 Water Agency to jointly develop a 10-20 mgd desalination facility in East Contra Costa County that would serve the combined water needs of each of the partner agencies with desalination and water transfers. The project would treat brackish water to produce potable water that would be delivered to EBMUD and CCWD transmission systems and includes subsequent water exchanges to serve the other partner needs, as required. For example, SFPUC would receive water from EBMUD through the EBMUD-Hayward-SFPUC intertie. The capital cost for the project (inflated to 2018 dollars) is estimated to be $193 million. Based on delivery of 9 mgd (10,080 AFY) of transfer water from EBMUD at Hayward, the SFPUC's proportionate share of capital costs is estimated to be $86.7 million. The SFPUC's share of annual operating and maintenance costs are anticipated to be an additional $16.5 million. The unit cost of water delivered to the SFPUC is expected to be $1,914 per acre foot.

Planning for the Regional Desalination Project began in 2003. Feasibility studies and pilot testing have been completed, both supported by grant funding through Proposition 50. Hydraulic modeling and investigation of water rights and other permitting requirements are currently underway. Depending on which partners choose to pursue a project, if any, it could be completed by 2020.

The next phase of work will include both hydrologic and hydraulic modeling as well as outreach to stakeholders including regulatory agencies. The estimated budget for this phase is a total of $1,000,000 or $200,000 per agency. The agreement among the partner agencies for this phase of work is expected to come before the SFPUC for consideration on September 27. In preparation for that, staff met with a number of environmental groups under the auspices of the Bay Area Water Stewards to discuss the regional desalination project in the context of future water demand and supply.

San Francisco Desalination Project
In the WSIP PEIR, the SFPUC investigated an option to serve future demand in the service area through a year-round desalination plant located on the Westside of San Francisco near the Oceanside Water Pollution Control Plant. The project as described in the PEIR, would involve construction of a 25 mgd ocean water desalination plant. The plant would produce potable water through reverse-osmosis technologies during all hydrologic year types to the regional water system. The desalinated water would be introduced into the regional water system at Sunset reservoir; this reservoir serves only customers in San Francisco and these customers would receive predominantly desalinated water. No additional work has been performed beyond the investigations included in the PEIR.

Recycled Water Projects
Two recycled water projects are currently under construction. The Sharp Park Recycled Water Project (0.08 mgd) and the Harding Park Recycled Water Project (0.23 mgd) are estimated to be complete in Spring 2012 and Summer 2012, respectively. The cost of the Sharp Park recycled water is $4,906 per AF and the Harding Park water is $3,400 per AF.

San Francisco Westside Recycled Water Project
The SFPUC's Westside Recycled Water Project is currently undergoing Environmental Review. The proposed project consists of an advanced treatment facility that would serve an average annual demand of up to 2 mgd mostly irrigation, with the primary uses being irrigation in Golden Gate Park (approximately 85% of the demand), and the Lincoln Park and Presidio Golf Courses.

A series of public workshops on the Westside Recycled Water Project was completed in February 2011. These workshops provided an opportunity for the public to suggest alternatives to the proposed project site in Golden Gate Park. The alternatives that were developed during that process have been forwarded to the San Francisco City Planning Major Environmental Analysis Division for their consideration in the Environmental Impact Report. Additional work is also underway to further vet these alternatives, and develop preliminary conceptual layouts and facility descriptions that would provide necessary information for environmental review. The anticipated cost of water for this project is $7,614 per AF.

Several other recycled water projects are available to the SFPUC to serve customers recycled water to offset current potable water use. The SFPUC is beginning the process of considering these projects described below for further analysis and implementation.

San Francisco Eastside Recycled Water Project
In 2009, the SFPUC completed two pre-planning studies to provide preliminary information for the proposed implementation of recycled water on the City's eastern side: the Eastside Recycled Water Market Assessment Update and the Eastside Non-Potable Water Use Study. The Market Assessment provided an updated estimate of potential recycled water demands on the eastside of the City. The Non-Potable Water Use Study considered alternatives for reducing potable demand (for non-potable uses such as irrigation and toilet flushing) with non-potable supplies – which included recycled water, graywater, and stormwater. The study recommended recycled water as the preferred water source to serve the major demands/customers.

It is anticipated that the proposed Eastside Recycled Water Project would serve an average annual recycled water demand of approximately 2 mgd at an estimated cost of $5,320 to $8,103 per AF. The project would serve recycled water for both outdoor and indoor uses, including irrigation, toilet flushing, cooling in commercial buildings, commercial laundries and heavy industrial processes such as concrete batching and/or gravel washing. Potential customers are located within the City and could include the following:

- Transbay Redevelopment Project
- Mission Bay
- Seawall Lot 337
- Hunters Point Shipyard (HPSY) Phase I (Parcel A)
- Hunters Point Shipyard Phase II
- McLaren Park (including Gleneagles Golf Course)
- Backlands at Pier 90 through 96
- Pier 70

Planning level work on the Eastside Recycled Water Project is underway, with the initiation of the Alternatives Analysis process. The Alternatives Analysis process, will identify and evaluate the various alternatives for implementing recycled water on the City's eastern side; the goal of this process is to identify a preferred alternative to advance to environmental review and conceptual engineering. A public participation process will be conducted in parallel with the Alternatives Analysis, to provide opportunity for input during the project development process. A project Open House will be held in mid-November to provide the public with background on recycled water and the project planning process.

Daly City Expansion Recycled Water Project

The City of Daly City currently supplies recycled water to several golf course irrigation customers in Daly City and San Francisco from its tertiary facilities at the Daly City Wastewater Treatment Plant (WWTP). SFPUC is partnering with Daly City to expand the recycled water system to serve recycled water to the Harding Park Golf Club (Harding Park) in San Francisco, which is expected to be completed in 2012.

The SFPUC has examined implementing a second phase which includes building new recycled water treatment facilities at the Daly City WWTP to produce additional recycled water. The proposed project could serve an average annual demand of 1.3 mgd. Potential customers include SFPUC customers in the Lake Merced Area (average annual demand of approximately 0.4 mgd), California Water Company (Cal Water) customers, and customers that own private wells in the town of Colma. The project would serve recycled water only for irrigation uses at an estimated cost of $3,908 per AF.

The estimated total capital cost of the project is $48 million (2010 dollars) based on the following capital components:

- New tertiary treatment facilities at Daly City WWTP;
- A pipeline to serve Lake Merced Area irrigation customers in San Francisco;
- A new pipeline to the south to supply Colma customers; and
- Recycled water storage facilities for Colma customers.

Funds for this project will be requested in the FY 11-12 Water Enterprise CIP budget. If the funds are approved, this project would be incorporated into the Water Enterprise CIP and begin implementation.

South San Francisco Recycled Water Project
The South San Francisco Recycled Water Facility Plan was jointly developed by the Cities of South San Francisco and San Bruno, the SFPUC and Cal Water in August 2009. The Plan proposes to produce recycled water at the South San Francisco/San Bruno Water Quality Control Plant and distribute recycled water to customers in the South San Francisco and San Bruno areas, and potentially, in the Town of Colma.

The project was further refined in 2010. The recommended project includes serving an average annual demand of 0.6 mgd of recycled water to Golden Gate National Cemetery (GGNC), a SFPUC retail customer, along with Cal Water and San Bruno municipal customers. The project would serve recycled water only for irrigation needs.

The estimated total capital cost of the project is $20.5 million (2010 dollars) for recycled water treatment, storage and delivery system. The study recommended the SFPUC share be $15.4 million for capital costs to serve GGNC (average annual demand of 0.3 mgd). The recommended project includes the following components:

- Construction of new tertiary treatment facilities at a South San Francisco water pollution control facility;
- New pipelines to supply recycled water to customers; and
- Recycled water storage facilities.

There is not yet an estimated cost per AF for this project.

Funds for this project will be requested in the FY 11-12 Water Enterprise CIP budget. If the funds are approved, this project would be incorporated into the Water Enterprise CIP and begin implementation.

Menlo Country Club Recycled Water Project
The SFPUC and Menlo Country Club (CC) recently completed a recycled water feasibility study. Currently, Menlo CC, located in Woodside, California, receives water from two retail providers. Domestic water is supplied by CalWater and irrigation water is supplied by the SFPUC.

The City of Redwood City (Redwood City) is the water and recycled water purveyor within its City limits. Menlo CC is located adjacent to the Redwood City boundary within the City of Woodside. Redwood City recently completed its $72.4M Phase 1 Recycled Water Project that includes treatment, storage, pumping and pipeline facilities serving a variety of customer sites.

Recycled water is produced at the South Bayside System Authority (SBSA) Wastewater Treatment Facility in the Redwood Shores area. SBSA produces the Disinfected Tertiary Recycled Water suitable for "unrestricted use" under Title 22 of the California Code of Regulations. This is the highest classification of recycled water under this regulation and it may be used for golf course irrigation, and for storage in onsite impoundments at golf courses, where there is unrestricted public access.

The estimated total capital cost of the project is $9.3 million to serve Menlo CC the average annual 0.22 mgd of irrigation demand with the estimated cost of delivered water at $3,261 per AF. The proposed recycled water project includes the following capital components:

- Distribution pipeline from Redwood City's existing recycled water pipeline to Menlo CC;
- Pumping facility; and
- Recycled water storage facility.

Funds for this project will be requested in the FY 11-12 Water Enterprise CIP budget. If the funds are approved, this project would be incorporated into the Water Enterprise CIP and begin implementation.

Bailey Formula
The SFPUC's relationship with Alameda County Water District (ACWD) regarding Alameda Creek water rights is defined by a December 28, 1920 State Water Commission arbitration award. The 1920 award required Spring Valley to release certain volumes of water into Alameda Creek to replace the volume of water that would have percolated to storage into the Niles Cone through the bed of Alameda Creek if Calaveras Dam had not been built. The 1920 award contains a formula devised by engineer Paul Bailey (the "Bailey Formula") that is maintained by the U.S. Geological Survey based on data provided by Spring Valley and the SFPUC after 1930.

Over the ensuing decades, the SFPUC has made releases to Alameda Creek for the benefit of ACWD. The SFPUC and ACWD are currently in discussions regarding how the Bailey Formula approach should be implemented in the future and how to define and deal with the volume of water that ACWD currently owes the SFPUC.

Alternative Water Supplies
The SFPUC is committed to preserving our potable water resources through conservation and by using local alternative water supplies for non-potable purposes. Currently, the state of California has regulations regarding two forms of non-potable water: recycled water supplied by a municipality and graywater generated and reused on a residential property for subsurface irrigation. The lack of clear regulations regarding alternative water treatment and use for non-potable purposes has been an impediment to developers and property owners.

To address this issue locally within San Francisco, the SFPUC is spearheading a program that will require onsite water treatment of alternative water sources for non-potable use in new developments and commercial structures of a defined minimum size. The program focuses on the following four primary alternative water sources:

1. Rainwater – natural precipitation that falls on a property that has not yet entered a public stormwater system.
2. Seepage Water –groundwater that is dewatered to maintain a building's structural integrity and would otherwise be discharged to the sewer system
3. Graywater – includes, but is not limited to, wastewater from bathtubs, showers, bathroom washbasins, clothes washing machines, and laundry tubs. This does not include wastewater from kitchen sinks, dishwashers, or toilets.

4. Blackwater – Wastewater containing bodily or other biological wastes, as from toilets, dishwashers, kitchen sinks and utility sinks.

The SFPUC is working in conjunction with San Francisco Dept of Public Health (SFDPH) and San Francisco Department of Building Inspection (SFDBI) to develop this new program. The program elements will include a new City ordinance, rules and regulations for onsite treatment and water quality requirements and appropriate permitting process. Drafting of the various program elements are expected to be complete by the ended of calendar year 2011 and will be brought to the Commission for consideration in early 2012.

The SFPUC is also undertaking a Potable Offset Investigation. The Potable Offset Investigation will build on the 2010 Urban Water Management Plan (UWMP) Update for the City and County of San Francisco. The 2010 UWMP Update includes county-wide water demand projections to the year 2035, compares available water supplies to meet demands and presents water demand management measures to reduce long-term water demand. The Potable Offset Investigation will refine the San Francisco Retail demands presented in the 2010 UWMP Update by identifying opportunities to offset potable demands through the expanded use of on-site alternative supplies (including rainwater, seepage water, graywater, and blackwater) by customer class (single-family, multi-family, and non-residential) through 2035. Initial results of the Investigation are expected by the end of 2011.

Financial Issue

A particular issue that needs to be discussed with BAWSCA and the Wholesale Customers is the matter of who pays for new water supplies in the future. For replacement of water supply lost to instream flows related to regional assets, it is clear that all customers should pay. For new supply in the future related to decisions that need to be made by December 31, 2018, the beneficiaries of that supply should pay. The questions of who the beneficiaries will be and when they should pay need to be answered. For example, if supplies are used to increase the supply assurance, it needs to be determined which customers would receive the additional assurance. It also needs to be determined how and when the development costs (planning, design, environmental review, etc.) of a given supply are allocated to those customers. SFPUC staff expects to engage BAWSCA on these topics in the coming months.

Summary

In summary, the SFPUC has a projected shortfall of available water supply to meet its LOS goals and contractual obligations. Current decreased levels of demand keep this from being an immediate problem, but in the near future, the SFPUC must resolve these issues, particularly to meet the LOS goals by the WSIP completion date of July 2016. Various activities are underway to resolve the shortfall problem. Staff will report back to the Commission by January 31, 2012 to provide further information on the degree of shortfall and actions to resolve the problem. That report will include a master schedule of when water supply options will be presented to the Commission for consideration.

Please contact me if you have any questions.

cc: Art Jensen, BAWSCA

D. City of Menlo Park Water Budget Forms

WATER BUDGET CALCULATION FORM

Professional Seal

Property Address : Facebook East Campus Existing Condition

Authorized Professional Name/Company : BKF Engineers

License or Certification No :

TOTAL AND SPECIAL LANDSCPED AREA

Enter Total Landscaped Area (LA)	261,360	square feet
Enter Special Landscaped Area (SLA)	0	square feet

Signature of Certified/Licensed Professional Date

HYDROZONE TABLE

Hydrozone	Plant Water Use Type	Irrigation Type	Plant Factor*	Hydrozone Area (sq ft)	Irrigation Efficiency (min avg 0.70)	Plant Water Requirement (gal/yr) 42.8*0.62*PF*HA	Zone Water Requirement (gal/yr) 42.8*0.62*PF*HA/IE
1	Mixed	Sprinkler	0.50	196,020	0.71	2,600,793	3,663,089
2	Mixed	Sprinkler	0.50	65,340	0.71	866,931	1,221,030
3						0	0
4						0	0
5						0	0
6						0	0
7						0	0
8						0	0
9						0	0
10						0	0
11						0	0
12						0	0
13						0	0
14						0	0
15						0	0
16						0	0
17						0	0
18						0	0
19						0	0
20						0	0
	SLA		1.00	0			
			Total	261,360		3,467,724	4,884,119

* Use WUCOLS to determine PF: www.water.ca.gov/wateruseefficiency/docs/wucols00.pdf.
Note that surface areas of a water feature will be counted as high water using plant at PF 1.

MAWU and ETWU

Max Allowable Water Use (MAWA)	4,854,814	gallons/yr
Estimated Total Water Use (ETWU)	4,884,119	gallons/yr
Average Irrigation Efficiency	0.71	gallons/yr
Project Meets Water Efficient Requirements		No
Project Meets Irrigation Efficiency Requirements		Yes

CITY STAFF REVIEW
❑ YES, ETWU < MAWA ❑ NO, ETWU > MAWA Initials _____

WATER BUDGET CALCULATION FORM

Professional Seal

Property Address : Facebook East Campus Proposed Condition

Authorized Professional Name/Company : BKF Engineers

License or Certification No :

Signature of Certified/Licensed Professional Date

TOTAL AND SPECIAL LANDSCPED AREA

Enter Total Landscaped Area (LA)	261,360	square feet
Enter Special Landscaped Area (SLA)	0	square feet

HYDROZONE TABLE

Hydrozone	Plant Water Use Type	Irrigation Type	Plant Factor*	Hydrozone Area (sq ft)	Irrigation Efficiency (min avg 0.70)	Plant Water Requirement (gal/yr) 42.8*0.62*PF*HA	Zone Water Requirement (gal/yr) 42.8*0.62*PF*HA/IE
1	Mixed	Sprinkler	0.50	196,020	0.71	2,600,793	3,663,089
2	Mixed	Sub-Surface	0.50	31,000	0.71	411,308	579,307
3						0	0
4						0	0
5						0	0
6						0	0
7						0	0
8						0	0
9						0	0
10						0	0
11						0	0
12						0	0
13						0	0
14						0	0
15						0	0
16						0	0
17						0	0
18						0	0
19						0	0
20						0	0
	SLA		1.00	0			
			Total	227,020		3,012,101	4,242,396

* Use WUCOLS to determine PF: www.water.ca.gov/wateruseefficiency/docs/wucols00.pdf.
Note that surface areas of a water feature will be counted as high water using plant at PF 1.

MAWU and ETWU

Max Allowable Water Use (MAWA)	4,854,814	gallons/yr
Estimated Total Water Use (ETWU)	4,242,396	gallons/yr
Average Irrigation Efficiency	0.71	gallons/yr
Project Meets Water Efficient Requirements		Yes
Project Meets Irrigation Efficiency Requirements		Yes

CITY STAFF REVIEW
❑ YES, ETWU < MAWA ❑ NO, ETWU > MAWA Initials _____

WATER BUDGET CALCULATION FORM

Professional Seal

Property Address : Facebook West Campus Existing Condition

Authorized Professional Name/Company : BKF Engineers

License or Certification No :

Signature of Certified/Licensed Professional Date

TOTAL AND SPECIAL LANDSCPED AREA

Enter Total Landscaped Area (LA)	192,000	square feet
Enter Special Landscaped Area (SLA)	0	square feet

HYDROZONE TABLE

Hydrozone	Plant Water Use Type	Irrigation Type	Plant Factor*	Hydrozone Area (sq ft)	Irrigation Efficiency (min avg 0.70)	Plant Water Requirement (gal/yr) 42.8*0.62*PF*HA	Zone Water Requirement (gal/yr) 42.8*0.62*PF*HA/IE
1	Mixed	Sprinkler	0.50	192,000	0.71	2,547,456	3,587,966
2						0	0
3						0	0
4						0	0
5						0	0
6						0	0
7						0	0
8						0	0
9						0	0
10						0	0
11						0	0
12						0	0
13						0	0
14						0	0
15						0	0
16						0	0
17						0	0
18						0	0
19						0	0
20						0	0
	SLA		1.00	0			
			Total	192,000		2,547,456	3,587,966

* Use WUCOLS to determine PF: www.water.ca.gov/wateruseefficiency/docs/wucols00.pdf.
Note that surface areas of a water feature will be counted as high water using plant at PF 1.

MAWU and ETWU

Max Allowable Water Use (MAWA)	3,566,438	gallons/yr
Estimated Total Water Use (ETWU)	3,587,966	gallons/yr
Average Irrigation Efficiency	0.71	gallons/yr
Project Meets Water Efficient Requirements		No
Project Meets Irrigation Efficiency Requirements		Yes

CITY STAFF REVIEW

❑ YES, ETWU < MAWA
❑ NO, ETWU > MAWA
Initials _____

WATER BUDGET CALCULATION FORM

Professional Seal

Property Address : Facebook West Campus Proposed Condition

Authorized Professional Name/Company : BKF Engineers

License or Certification No :

Signature of Certified/Licensed Professional Date

TOTAL AND SPECIAL LANDSCPED AREA

Enter Total Landscaped Area (LA)	472,000	square feet
Enter Special Landscaped Area (SLA)	0	square feet

HYDROZONE TABLE

Hydrozone	Plant Water Use Type	Irrigation Type	Plant Factor*	Hydrozone Area (sq ft)	Irrigation Efficiency (min avg 0.70)	Plant Water Requirement (gal/yr) 42.8*0.62*PF*HA	Zone Water Requirement (gal/yr) 42.8*0.62*PF*HA/IE
1	Mixed	Sprinkler	0.50	236,000	0.71	3,131,248	4,410,208
2	Mixed	Sub-Surface	0.30	236,000	0.71	1,878,749	2,646,125
3						0	0
4						0	0
5						0	0
6						0	0
7						0	0
8						0	0
9						0	0
10						0	0
11						0	0
12						0	0
13						0	0
14						0	0
15						0	0
16						0	0
17						0	0
18						0	0
19						0	0
20						0	0
	SLA		1.00	0			
			Total	472,000		5,009,997	7,056,334

* Use WUCOLS to determine PF: www.water.ca.gov/wateruseefficiency/docs/wucols00.pdf.
Note that surface areas of a water feature will be counted as high water using plant at PF 1.

MAWU and ETWU

Max Allowable Water Use (MAWA)	8,767,494	gallons/yr
Estimated Total Water Use (ETWU)	7,056,334	gallons/yr
Average Irrigation Efficiency	0.71	gallons/yr
Project Meets Water Efficient Requirements		Yes
Project Meets Irrigation Efficiency Requirements		Yes

CITY STAFF REVIEW

❑ YES, ETWU < MAWA
❑ NO, ETWU > MAWA
Initials _____

3.16-B Energy Demand Memo

Purpose

Background

Results

Table 1
Total Estimated Energy

East Campus
West Campus

Table 2
Energy Reduction per Person

East Campus
West Campus
Total Campus

Methodology

Table 3
CEUS Energy Intensity Data for Climate Zone 5

Electricity Energy Intensity	Large Office	Food Service	Misc
End Use	**Energy Intensity (kWh/sf/yr)**		
Total Building	**15.25**	**31.41**	**8.98**

Gas Energy Intensity

End Use	Energy Intensity (kBtu/sf/yr)			Energy Intensity (Therms/sf/yr)		
Total Building	**23.28**	**171.08**	**27.24**	**0.23**	**1.71**	**0.27**

Occupant Density Adjustment

Energy Code Adjustment

Project Energy Efficiency Design Features

-
-
-
-

-
-
-
-
-
-
-

East Campus Energy Intensity

Table 4
East Campus CEUS Energy Intensity and Adjustments- Large Office Category

Electricity Energy Intensity

End Use	CEUS Energy Intensity (kWh/sf/Year)	High Density Occupancy Adjustment	Energy Intensity w/ Density Adjustment	Project Design Features	Energy Intensity
Total Building			**19.43**		**18.58**

Natural Gas Energy Intensity

End Use	CEUS Energy Intensity (Therms/sf/Year)	High Density Occupancy Adjustment	Energy Intensity w/ Density Adjustment	Project Design Features	Energy Intensity
Total Building			**0.1804**		**0.1804**

Table 5
East Campus CEUS Energy Intensity and Adjustments- Food Service Category

Electricity Energy Intensity

End Use	CEUS Energy Intensity (kWh/sf/Year)	High Density Occupancy Adjustment	Energy Intensity w/ Density Adjustment	Project Design Features	Energy Intensity
Total Building			**31.41**		**30.25**

Natural Gas Energy Intensity

End Use	CEUS Energy Intensity (Therms/sf/Year)	High Density Occupancy Adjustment	Energy Intensity w/ Density Adjustment	Project Design Features	Energy Intensity
Total Building			**1.7108**		**1.7108**

Table 6
East Campus CEUS Energy Intensity and Adjustments- Miscellaneous Category

Electricity Energy Intensity

End Use	CEUS Energy Intensity (kWh/sf/Year)	High Density Occupancy Adjustment	Energy Intensity w/ Density Adjustment	Project Design Features	Energy Intensity
Total Building			**8.98**		**8.39**

Natural Gas Energy Intensity

End Use	CEUS Energy Intensity (Therms/sf/Year)	High Density Occupancy Adjustment	Energy Intensity w/ Density Adjustment	Project Design Features	Energy Intensity
Total Building			**0.2724**		**0.2724**

East Campus Projected Energy Use

Table 7
East Campus Projected Energy Use

	(kWh/sf/yr)	*(kWh/yr)*	*(Therms/sf/yr)*	*(Therms/yr)*

East Campus Baseline Energy Use

Table 8
East Campus Historical Energy Use

	(kWh/yr)	*(Therms/yr)*

West Campus Energy Intensity

Table 9
West Campus CEUS Energy Intensity and Adjustments- Large Office Category

Electricity Energy Intensity

End Use	CEUS Energy Intensity (kWh/sf/Year)	High Density Occupancy Adjustment	2005 T24 Adjustment	2008 T24 Adjustment	Energy Intensity w/ Adjustments	Project Design Features	Energy Intensity
Total Building					18.50		13.73

Natural Gas Energy Intensity

End Use	CEUS Energy Intensity (Therms/sf/Year)	High Density Occupancy Adjustment	2005 T24 Adjustment	2008 T24 Adjustment	Energy Intensity w/ Adjustments	Project Design Features	Energy Intensity
Total Building					0.072		0.064

Table 10
West Campus CEUS Energy Intensity and Adjustments- Food Service Category

Electricity Energy Intensity

End Use	CEUS Energy Intensity (kWh/sf/Year)	High Density Occupancy Adjustment	2005 T24 Adjustment	2008 T24 Adjustment	Energy Intensity w/ Adjustments	Project Design Features	Energy Intensity
						25% 40% 40% 20% 10% 30%	
Total Building					**29.89**		**26.47**

Natural Gas Energy Intensity

End Use	CEUS Energy Intensity (Therms/sf/Year)	High Density Occupancy Adjustment	2005 T24 Adjustment	2008 T24 Adjustment	Energy Intensity w/ Adjustments	Project Design Features	Energy Intensity
Total Building					**1.700**		**1.686**

Table 11
West Campus CEUS Energy Intensity and Adjustments- Miscellaneous Category

Electricity Energy Intensity

End Use	CEUS Energy Intensity (kWh/sf/Year)	High Density Occupancy Adjustment	2005 T24 Adjustment	2008 T24 Adjustment	Energy Intensity w/ Adjustments	Project Design Features	Energy Intensity
Total Building					8.19		6.73

Natural Gas Energy Intensity

End Use	CEUS Energy Intensity (Therms/sf/Year)	High Density Occupancy Adjustment	2005 T24 Adjustment	2008 T24 Adjustment	Energy Intensity w/ Adjustments	Project Design Features	Energy Intensity
Total Building					0.257		0.237

West Campus Projected Energy Use

Table 12
West Campus Projected Energy Use

	(kWh/sf/yr)	*(kWh/yr)*	*(Therms/sf/yr)*	*(Therms/yr)*

APPENDIX A
Energy Model Input Data

	East Campus	West Campus
Building Description		
Building Floor Area (sf)	57,200 (1/2 of MPK10)	90,000
Climate Zone	3	3
Number of Stories	2	3
Vertical Glazing % of Wall		
North	30%	40%
East	30%	40%
South	30%	40%
West	30%	40%
Fenestrations		
Windows / Glazing Type	T24-1998 Minimum Compliant Glass + tint	T24-2008 Minimum Compliant Glass
U-Value	1.28	0.47
Solar Heat Gain Coefficient (SHGC) Non-North	0.67	0.47
Solar Heat Gain Coefficient (SHGC) North	0.67	0.31
Frame Type	Aluminum w/o thermal break	Aluminum w/o thermal break
Envelope Constructions		
Exterior Wall Construction	Metal 2x4 framing w/ stucco	Metal 2x6 Frame
Insulation- Wall	R-11 in cavity, 1.5 inches polystyrene (R-6) on exterior per architectural drawings	R -19 batt insulation
Roof Construction	Concrete deck with built-up roof	Metal Frame w/ Built-up Roof
Insulation- Roof	1.5 inches polystyrene (R-6) on exterior per architectural drawings	R -19 batt insulation in cavity + R-6 rigid exterior sheet
Floor Construction	Concrete slab on grade	Concrete slab on grade
Occupancy		
Number of people	Standard= 280 sf/per Proposed= 150 sf/per	Standard= 280 sf/per Proposed= 150 sf/per
Internal Gains		
Lighting Power Density (W/sf)	1.2 w/sf per T24-1998	0.90 w/sf for office space per T24-2008
Lighting Controls	none	Daylighting and Occupancy controls in spaces mandatory by code
Office / Misc Equipment (W/sf)	Standard= 1.4 w/sf Proposed= 2.6 w/sf	Standard= 1.4 w/sf Proposed= 2.6 w/sf
Daylighting Controls	No	Yes
HVAC Systems		
Cooling Type	Central VAV with Gas fired reheat	Central VAV with Gas fired reheat
Cooling System	Air-cooled screw chillers	Packaged air-cooled chillers
Cooling Efficiency	T24-2005 Table 112-D 3.10 COP (most mechanical equipment was upgraded around 2004-05)	T24-2008 Table 112-D 2.80 COP
Heating System	Hot Water Boiler	Hot Water Boiler
Heating Efficiency	0.80 Thermal Eff	0.80 Thermal Eff
Fan System	VAV	VAV

	East Campus	West Campus
Fan Efficiency	Standard	Standard
Air-side Economizer	Diff Temperature	Diff Temperature
Minimum Outdoor Air	15 cfm/pp or 0.15 cfm/sf	15 cfm/pp or 0.15 cfm/sf
Heating Setpoints (ºF)	72	72
Cooling Setpoint (ºF)	75	75
Hot Water pumps	Constant speed	Variable Speed Drives
Heating Supply Reset (Y/N)	No	Yes
Cooling Supply Reset (Y/N)	No	Yes

APPENDIX B
Energy Model Output Data- East Campus

Annual Electric Energy by Enduse (pg 1 of 4)

	Ambient Lights	Task Lights	Misc Equip	Space Heating	Space Cooling	Heat Reject	Pumps & Aux	Vent Fans	Dom Ht Wtr	Exterior Usage	Total
Annual Energy USE (kWh)											
0 Base Design	261,884	0	253,141	0	140,714	7,559	33,435	31,120	0	0	727,852
Alt10+Occ + Plug Adj	261,884	0	438,776	0	173,100	9,749	36,817	43,811	0	0	964,137

Incremental SAVINGS (MWh) **(values are relative to previous measure (% savings are relative to base case use), negative entries indicate increased use)**

Alt10+Occ + Plug Adj	0.00 (0%)	--	-185.64 (-73%)	--	-32.39 (-23%)	-2.19 (-29%)	-3.38 (-10%)	-12.69 (-41%)	--	--	-236.28 (-32%)

Cumulative SAVINGS (MWh) **(values (and % savings) are relative to the Base Case, negative entries indicate increased use)**

Alt10+Occ + Plug Adj	0.00 (0%)	--	-185.64 (-73%)	--	-32.39 (-23%)	-2.19 (-29%)	-3.38 (-10%)	-12.69 (-41%)	--	--	-236.28 (-32%)

Annual Electric Coincident Peak Demand by Enduse (pg 2 of 4)

	Ambient Lights	Task Lights	Misc Equip	Space Heating	Space Cooling	Heat Reject	Pumps & Aux	Vent Fans	Dom Ht Wtr	Exterior Usage	Total
Annual Energy Coincident Demand (kW)											
0 Base Design	42.2	0.0	77.2	0.0	110.9	9.8	5.6	9.7	0.0	0.0	255.3
Alt10+Occ + Plug Adj	42.2	0.0	133.8	0.0	136.3	10.8	6.1	17.8	0.0	0.0	347.1
Incremental SAVINGS (kW)	**(values are relative to previous measure (% savings are relative to base case demand), negative entries indicate increased demand)**										
Alt10+Occ + Plug Adj	0.00 (0%)	--	-56.63 (-73%)	--	-25.42 (-23%)	-1.02 (-10%)	-0.56 (-10%)	-8.12 (-84%)	--	--	-91.75 (-36%)
Cumulative SAVINGS (kW)	**(values (and % savings) are relative to the Base Case, negative entries indicate increased demand)**										
Alt10+Occ + Plug Adj	0.00 (0%)	--	-56.63 (-73%)	--	-25.42 (-23%)	-1.02 (-10%)	-0.56 (-10%)	-8.12 (-84%)	--	--	-91.75 (-36%)

Annual Electric Non-Coincident Peak Demand by Enduse (pg 3 of 4)

	Ambient Lights	Task Lights	Misc Equip	Space Heating	Space Cooling	Heat Reject	Pumps & Aux	Vent Fans	Dom Ht Wtr	Exterior Usage	Total
Annual Energy Non-Coincident Demand (kW)											
0 Base Design	61.8	0.0	77.2	0.0	110.9	9.8	5.6	21.0	0.0	0.0	255.3
Alt10+Occ + Plug Adj	61.8	0.0	133.8	0.0	136.3	10.8	6.1	26.0	0.0	0.0	347.1

Incremental SAVINGS (kW) **(values are relative to previous measure (% savings are relative to base case demand), negative entries indicate increased demand)**

Alt10+Occ + Plug Adj	0.00 (0%)	--	-56.63 (-73%)	--	-25.42 (-23%)	-1.02 (-10%)	-0.56 (-10%)	-4.98 (-24%)	--	--	-91.75 (-36%)

Cumulative SAVINGS (kW) **(values (and % savings) are relative to the Base Case, negative entries indicate increased demand)**

Alt10+Occ + Plug Adj	0.00 (0%)	--	-56.63 (-73%)	--	-25.42 (-23%)	-1.02 (-10%)	-0.56 (-10%)	-4.98 (-24%)	--	--	-91.75 (-36%)

Annual Fuel Energy by Enduse (pg 4 of 4)

	Misc Equip	Space Heating	Space Cooling	Heat Reject	Pumps & Aux	Vent Fans	Ht Pump Supp	Dom Ht Wtr	Exterior Usage	Total
Annual Energy USE (MBtu)										
0 Base Design	0.0	498.3	0.0	0.0	0.0	0.0	0.0	52.2	0.0	550.6
Alt10+Occ + Plug Adj	0.0	337.5	0.0	0.0	0.0	0.0	0.0	91.0	0.0	428.5

Incremental SAVINGS (MBtu) **(values are relative to previous measure (% savings are relative to base case use), negative entries indicate increased use)**

Alt10+Occ + Plug Adj	--	160.83 (32%)	--	--	--	--	--	-38.79 (-74%)	--	122.05 (22%)

Cumulative SAVINGS (MBtu) **(values (and % savings) are relative to the Base Case, negative entries indicate increased use)**

Alt10+Occ + Plug Adj	--	160.83 (32%)	--	--	--	--	--	-38.79 (-74%)	--	122.05 (22%)

APPENDIX C
Energy Model Output Data- West Campus

Annual Electric Energy by Enduse (pg 1 of 4)

	Ambient Lights	Task Lights	Misc Equip	Space Heating	Space Cooling	Heat Reject	Pumps & Aux	Vent Fans	Dom Ht Wtr	Exterior Usage	Total
Annual Energy USE (kWh)											
0 Base Design	257,155	0	397,136	0	153,947	0	2,764	42,475	0	0	853,475
1 0+Occ+plug load Adj	257,155	0	687,232	0	208,517	0	1,338	73,810	0	0	1,228,049
Incremental SAVINGS (MWh) (values are relative to previous measure (% savings are relative to base case use), negative entries indicate increased use)											
1 0+Occ+plug load Adj	0.00 (0%)	--	-290.10 (-73%)	--	-54.57 (-35%)	--	1.43 (52%)	-31.33 (-74%)	--	--	-374.57 (-44%)
Cumulative SAVINGS (MWh) (values (and % savings) are relative to the Base Case, negative entries indicate increased use)											
1 0+Occ+plug load Adj	0.00 (0%)	--	-290.10 (-73%)	--	-54.57 (-35%)	--	1.43 (52%)	-31.33 (-74%)	--	--	-374.57 (-44%)

Annual Electric Coincident Peak Demand by Enduse (pg 2 of 4)

		Ambient Lights	Task Lights	Misc Equip	Space Heating	Space Cooling	Heat Reject	Pumps & Aux	Vent Fans	Dom Ht Wtr	Exterior Usage	Total
Annual Energy Coincident Demand (kW)												
0	Base Design	71.4	0.0	94.9	0.0	149.0	0.0	0.0	28.9	0.0	0.0	344.1
1	0+Occ+plug load Adj	71.4	0.0	164.2	0.0	182.6	0.0	0.0	50.3	0.0	0.0	468.4

Incremental SAVINGS (kW) **(values are relative to previous measure (% savings are relative to base case demand), negative entries indicate increased demand)**

1	0+Occ+plug load Adj	0.00 (0%)	--	-69.30 (-73%)	--	-33.58 (-23%)	--	--	-21.47 (-74%)	--	--	-124.35 (-36%)

Cumulative SAVINGS (kW) **(values (and % savings) are relative to the Base Case, negative entries indicate increased demand)**

1	0+Occ+plug load Adj	0.00 (0%)	--	-69.30 (-73%)	--	-33.58 (-23%)	--	--	-21.47 (-74%)	--	--	-124.35 (-36%)

Annual Electric Non-Coincident Peak Demand by Enduse (pg 3 of 4)

		Ambient Lights	Task Lights	Misc Equip	Space Heating	Space Cooling	Heat Reject	Pumps & Aux	Vent Fans	Dom Ht Wtr	Exterior Usage	Total
Annual Energy Non-Coincident Demand (kW)												
0	Base Design	71.4	0.0	94.9	0.0	149.0	0.0	2.2	32.5	0.0	0.0	344.1
1	0+Occ+plug load Adj	71.4	0.0	164.2	0.0	182.6	0.0	2.2	56.2	0.0	0.0	468.4

Incremental SAVINGS (kW) **(values are relative to previous measure (% savings are relative to base case demand), negative entries indicate increased demand)**

1	0+Occ+plug load Adj	0.00 (0%)	--	-69.30 (-73%)	--	-33.58 (-23%)	--	0.00 (0%)	-23.71 (-73%)	--	--	-124.35 (-36%)

Cumulative SAVINGS (kW) **(values (and % savings) are relative to the Base Case, negative entries indicate increased demand)**

1	0+Occ+plug load Adj	0.00 (0%)	--	-69.30 (-73%)	--	-33.58 (-23%)	--	0.00 (0%)	-23.71 (-73%)	--	--	-124.35 (-36%)

Annual Fuel Energy by Enduse (pg 4 of 4)

	Misc Equip	Space Heating	Space Cooling	Heat Reject	Pumps & Aux	Vent Fans	Ht Pump Supp	Dom Ht Wtr	Exterior Usage	Total
Annual Energy USE (MBtu)										
0 Base Design	0.0	69.6	0.0	0.0	0.0	0.0	0.0	249.1	0.0	318.6
1 0+Occ+plug load Adj	0.0	12.0	0.0	0.0	0.0	0.0	0.0	444.2	0.0	456.2
Incremental SAVINGS (MBtu) (values are relative to previous measure (% savings are relative to base case use), negative entries indicate increased use)										
1 0+Occ+plug load Adj	--	57.55 (83%)	--	--	--	--	--	-195.11 (-78%)	--	-137.56 (-43%)
Cumulative SAVINGS (MBtu) (values (and % savings) are relative to the Base Case, negative entries indicate increased use)										
1 0+Occ+plug load Adj	--	57.55 (83%)	--	--	--	--	--	-195.11 (-78%)	--	-137.56 (-43%)

APPENDIX D
Density Adjustments Based on Model Results

West Campus

End Use		

Adjustments

End Use

East Campus

End Use		

Adjustments

End Use

APPENDIX TABLE 12
SUMMARY OF REGIONAL HOUSING NEEDS ALLOCATION BY INCOME LEVEL
FACEBOOK CAMPUS PROJECT - HOUSING NEEDS ANALYSIS
MENLO PARK, CA

	Nine-County Total Determined by State	San Mateo County-Wide Allocation	City of Menlo Park Allocation
1999 TO 2006 CYCLE			
2007 TO 2014 CYCLE			
2014 to 2022 CYCLE (Preliminary Estimate)			