Hayward General Plan Update (12804)
Existing Conditions
PM Peak Hour

Scenario Report

Scenario:	PM Ex+SR238
Command:	PM Ex+SR238
Volume:	PM Ex+SR238
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	miniloop
Configuration:	Default Configuration

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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 Center & Kelly	C	29.5	0.754	C	29.5	0.754	+ 0.000 D/V
# 2 Mission & A St	F	127.3	1.203	F	127.3	1.203	+ 0.000 D/V
# 3 Foothill & A	C	27.1	0.778	C	27.1	0.778	+ 0.000 D/V
# 4 Mission & Jackson-Foothill	E	55.3	1.019	E	55.3	1.019	+ 0.000 D/V
# 5 NB I-880 Ramps & A St	C	20.7	0.826	C	20.7	0.826	+ 0.000 D/V
# 6 SB I-880 Ramp & A St	D	35.3	0.978	D	35.3	0.978	+ 0.000 D/V
# 7 Hesperian & A St	D	40.3	0.787	D	40.3	0.787	+ 0.000 D/V
# 8 Mission & Carlos Bee	D	47.4	0.696	D	47.4	0.696	+ 0.000 D/V
# 9 Mission & Harder	D	37.8	0.700	D	37.8	0.700	+ 0.000 D/V
# 10 Mission & Tennyson	C	33.8	0.613	C	33.8	0.613	+ 0.000 D/V
# 11 Mission & Industrial	D	46.6	0.689	D	46.6	0.689	+ 0.000 D/V
# 12 Industrial SW & Industrial	D	40.3	0.876	D	40.3	0.876	+ 0.000 D/V
# 13 NB I-880 Ramp & Whipple/Indust	D	44.0	0.906	D	44.0	0.906	+ 0.000 D/V
# 14 SB I-880 Ramp & Industrial	C	27.3	0.758	C	27.3	0.758	+ 0.000 D/V
# 15 Hesperian & EB SR 92 Ramp	B	19.0	0.791	B	19.0	0.791	+ 0.000 D/V
# 16 Hesperian & WB SR 92 Ramp	C	23.9	0.761	C	23.9	0.761	+ 0.000 D/V
# 17 Industrial & EB SR 92 Ramp	D	48.8	0.975	D	48.8	0.975	+ 0.000 D/V
# 18 Industrial & WB SR 92 Ramp	C	27.1	0.811	C	27.1	0.811	+ 0.000 D/V
# 19 Clawiter & EB SR 92 Ramp	C	15.4	0.664	C	15.4	0.664	+ 0.000 V/C
# 20 Clawiter & WB SR 92 Ramp	D	39.8	0.651	D	39.8	0.651	+ 0.000 D/V
# 21 Hesperian & Industrial	D	52.9	0.953	D	52.9	0.953	+ 0.000 D/V
# 22 Santa Clara & Jackson	D	45.9	0.912	D	45.9	0.912	+ 0.000 D/V
# 23 Santa Clara & Winton	D	46.4	0.972	D	46.4	0.972	+ 0.000 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	
# 24 Hesperian & Winton	D	53.6	0.792	D	53.6	0.792	+ 0.000	D/V
# 25 Santa Clara & A St	D	42.4	0.778	D	42.4	0.778	+ 0.000	D/V
# 26 Mission & Sunset	C	30.0	0.531	C	30.0	0.531	+ 0.000	D/V
# 27 Mission & B St	D	35.7	0.808	D	35.7	0.808	+ 0.000	D/V
# 28 Mission & C St	B	16.8	0.822	B	16.8	0.822	+ 0.000	D/V
# 29 Mission & D St	D	41.6	0.769	D	41.6	0.769	+ 0.000	D/V
# 30 Mission & Fletcher	C	34.8	0.724	C	34.8	0.724	+ 0.000	D/V
# 31 Foothill & Mattox	D	54.0	0.822	D	54.0	0.822	+ 0.000	D/V
# 32 Foothill & Grove	D	44.2	0.840	D	44.2	0.840	+ 0.000	D/V
# 33 Foothill & City Center	E	57.8	0.930	E	57.8	0.930	+ 0.000	D/V
# 34 Foothill & B	C	33.7	0.687	C	33.7	0.687	+ 0.000	D/V
# 35 Foothill & C	C	33.3	0.670	C	33.3	0.670	+ 0.000	D/V
# 36 Foothill & D	D	38.4	0.624	D	38.4	0.624	+ 0.000	D/V
# 37 Watkins & Jackson	D	54.3	0.808	D	54.3	0.808	+ 0.000	D/V
# 38 Mission & Jefferson/Calhoun	A	9.3	0.635	A	9.3	0.635	+ 0.000	D/V
# 39 Second & B St	C	24.4	0.641	C	24.4	0.641	+ 0.000	D/V
# 40 Hesperian & Tennyson	D	35.1	0.782	D	35.1	0.782	+ 0.000	D/V
# 41 Mission & Fairway	B	19.5	0.579	B	19.5	0.579	+ 0.000	D/V
# 42 Huntwood & Industrial	D	41.6	0.747	D	41.6	0.747	+ 0.000	D/V

Arterial	Dir	Base LOS	Base Trvl Time	Base Avg. Speed	Future LOS	Future Trvl Time	Future Avg. Speed	Change in Avg. Speed
# 1 Mission Blvd. (NB)	NB	D	897.9	21.1	D	897.9	21.1	+ 0.0
# 2 Mission Blvd. (SB)	SB	D	940.3	18.9	D	940.3	18.9	+ 0.0
# 3 Jackson/Foothill (EB/NB)	NB	E	340.5	14.0	E	340.5	14.0	+ 0.0

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Arterial	Dir	Base LOS	Base Trvl Time	Base Avg. Speed	Future LOS	Future Trvl Time	Future Avg. Speed	Change in Avg. Speed
# 4 Foothill/Jackson (SB/WB)	SB	F	549.6	9.4	F	549.6	9.4	+ 0.0
# 5 Mission no proj (NB)	NB	C	639.0	27.8	C	639.0	27.8	+ 0.0
# 6 Mission SB no-proj	SB	D	940.3	18.9	D	940.3	18.9	+ 0.0
# 7 Jack/Foothill no proj (EB/NB)	NB	E	340.5	14.0	E	340.5	14.0	+ 0.0
# 8 Foothill/Jack no proj (SB/WB)	SB	D	278.9	17.0	D	278.9	17.0	+ 0.0

Hayward General Plan Update (12804)
Existing Conditions
PM Peak Hour

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

Intersection #1 Center & Kelly

Cycle (sec): 110 Critical Vol./Cap.(X): 0.754
Loss Time (sec): 9 Average Delay (sec/veh): 29.5
Optimal Cycle: 60 Level Of Service: C

Street Name:	Center						Kelly					
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:	7	10	10	7	10	10	0	0	0	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1 0	1	2 0	1 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	623	179	460	538	0	0	0	0	133	0	309
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	623	179	460	538	0	0	0	0	133	0	309
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	0	649	186	479	560	0	0	0	0	139	0	322
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	649	186	479	560	0	0	0	0	139	0	322
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	649	186	479	560	0	0	0	0	139	0	322
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.98	0.83	0.91	0.99	1.00	1.00	1.00	1.00	0.94	1.00	0.82
Lanes:	0.00	1.00	1.00	2.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1862	1583	3467	1881	0	0	0	0	1787	0	1564
Capacity Analysis Module:												
Vol/Sat:	0.00	0.35	0.12	0.14	0.30	0.00	0.00	0.00	0.00	0.08	0.00	0.21
Crit Moves:		****		****								****
Green/Cycle:	0.00	0.46	0.46	0.18	0.65	0.00	0.00	0.00	0.00	0.27	0.00	0.27
Volume/Cap:	0.00	0.75	0.25	0.75	0.46	0.00	0.00	0.00	0.00	0.28	0.00	0.75
Delay/Veh:	0.0	28.2	18.2	47.7	10.1	0.0	0.0	0.0	0.0	31.8	0.0	44.1
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	28.2	18.2	47.7	10.1	0.0	0.0	0.0	0.0	31.8	0.0	44.1
LOS by Move:	A	C	B	D	B	A	A	A	A	C	A	D
HCM2kAvgQ:	0	19	4	10	9	0	0	0	0	4	0	12

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

Hayward General Plan Update (12804)
Existing Conditions
PM Peak Hour

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

Intersection #2 Mission & A St

Cycle (sec): 180 Critical Vol./Cap.(X): 1.203
Loss Time (sec): 9 Average Delay (sec/veh): 127.3
Optimal Cycle: 180 Level Of Service: F

Street Name:	Mission Blvd						A St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	15	15	7	0	15	7	15	15
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	0 0	2 1	0	2 0	0 0	1	3 0	1 1	0
Volume Module:												
Base Vol:	0	0	0	0	726	139	439	0	733	1869	657	272
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	726	139	439	0	733	1869	657	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	0	764	146	462	0	772	1967	692	286
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	764	146	462	0	772	1967	692	286
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	764	146	462	0	772	1967	692	286
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	0.81	0.78	0.85	1.00	0.75	0.85	0.84	0.82
Lanes:	0.00	0.00	0.00	0.00	2.51	0.49	2.00	0.00	1.00	3.00	1.41	0.59
Final Sat.:	0	0	0	0	3844	736	3243	0	1430	4864	2246	930
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.20	0.20	0.14	0.00	0.54	0.40	0.31	0.31
Crit Moves:					****				****	****		
Green/Cycle:	0.00	0.00	0.00	0.00	0.17	0.17	0.25	0.00	0.45	0.34	0.54	0.54
Volume/Cap:	0.00	0.00	0.00	0.00	1.20	1.20	0.57	0.00	1.20	1.20	0.57	0.57
Delay/Veh:	0.0	0.0	0.0	0.0	179	178.9	60.3	0.0	155.4	157.2	28.4	28.4
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	0.0	179	178.9	60.3	0.0	155.4	157.2	28.4	28.4
LOS by Move:	A	A	A	A	F	F	E	A	F	F	C	C
HCM2kAvgQ:	0	0	0	0	26	25	12	0	59	52	19	18

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

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

Intersection #3 Foothill & A [3522]

Cycle (sec): 180 Critical Vol./Cap.(X): 0.778
Loss Time (sec): 9 Average Delay (sec/veh): 27.1
Optimal Cycle: 71 Level Of Service: C

Street Name:	Foothill						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:	Ovl			Include			Include			Include		
Min. Green:	15	15	15	0	0	15	0	0	0	0	15	15
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	4 0	1	0 0	0 0	3	0 0	0 0	0	0 0	2 1	0
Volume Module:												
Base Vol:	121	2620	694	0	0	1642	0	0	0	0	783	35
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:	121	2620	694	0	0	1642	0	0	0	0	783	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:	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:	127	2758	731	0	0	1728	0	0	0	0	824	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	2758	731	0	0	1728	0	0	0	0	824	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	127	2758	731	0	0	1728	0	0	0	0	824	37
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	0.83	0.72	1.00	1.00	0.63	1.00	1.00	1.00	1.00	0.84	0.82
Lanes:	1.00	4.00	1.00	0.00	0.00	3.00	0.00	0.00	0.00	0.00	2.87	0.13
Final Sat.:	1641	6287	1361	0	0	3593	0	0	0	0	4566	204
Capacity Analysis Module:												
Vol/Sat:	0.08	0.44	0.54	0.00	0.00	0.48	0.00	0.00	0.00	0.00	0.18	0.18
Crit Moves:	****					****					****	
Green/Cycle:	0.10	0.72	0.72	0.00	0.00	0.62	0.00	0.00	0.00	0.00	0.23	0.23
Volume/Cap:	0.78	0.61	0.75	0.00	0.00	0.78	0.00	0.00	0.00	0.00	0.78	0.78
Delay/Veh:	99.8	13.0	18.7	0.0	0.0	27.1	0.0	0.0	0.0	0.0	68.4	68.4
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:	99.8	13.0	18.7	0.0	0.0	27.1	0.0	0.0	0.0	0.0	68.4	68.4
LOS by Move:	F	B	B	A	A	C	A	A	A	A	E	E
HCM2kAvgQ:	7	20	24	0	0	27	0	0	0	0	18	17

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

Hayward General Plan Update (12804)
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #4 Mission & Jackson-Foothill [3579]

Cycle (sec): 180 Critical Vol./Cap.(X): 1.019
Loss Time (sec): 6 Average Delay (sec/veh): 55.3
Optimal Cycle: 180 Level Of Service: E

Street Name:	Mission						Jackson-Foothill					
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			Ignore			Include			Include		
Min. Green:	0	0	10	0	10	10	0	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	3	0 0	4 0	2	0 0	2 1	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	0	1988	0	1973	1370	0	1699	88	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	1988	0	1973	1370	0	1699	88	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.00	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	2093	0	2077	0	0	1788	93	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	2093	0	2077	0	0	1788	93	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	2093	0	2077	0	0	1788	93	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	0.63	1.00	0.83	0.88	1.00	0.82	0.80	1.00	1.00	1.00
Lanes:	0.00	0.00	3.00	0.00	4.00	2.00	0.00	2.85	0.15	0.00	0.00	0.00
Final Sat.:	0	0	3593	0	6287	3344	0	4446	230	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.58	0.00	0.33	0.00	0.00	0.40	0.40	0.00	0.00	0.00
Crit Moves:			****	****				****				
Green/Cycle:	0.00	0.00	0.57	0.00	0.57	0.00	0.00	0.39	0.39	0.00	0.00	0.00
Volume/Cap:	0.00	0.00	1.02	0.00	0.58	0.00	0.00	1.02	1.02	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	63.2	0.0	24.9	0.0	0.0	80.2	80.2	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:	0.0	0.0	63.2	0.0	24.9	0.0	0.0	80.2	80.2	0.0	0.0	0.0
LOS by Move:	A	A	E	A	C	A	A	F	F	A	A	A
HCM2kAvgQ:	0	0	48	0	19	0	0	42	41	0	0	0

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

Hayward General Plan Update (12804)
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #5 NB I-880 Ramps & A St

Cycle (sec): 60 Critical Vol./Cap.(X): 0.826
Loss Time (sec): 9 Average Delay (sec/veh): 20.7
Optimal Cycle: 63 Level Of Service: C

Street Name:	NB I-880 Ramp						A St					
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:	7	10	10	0	0	0	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 1	0	0 1	0 0	0	0 0	1 0	2	0 0	0 0	2	0 1
Volume Module:												
Base Vol:	333	1	364	0	0	0	319	1098	0	0	907	385
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:	333	1	364	0	0	0	319	1098	0	0	907	385
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	343	1	375	0	0	0	329	1132	0	0	935	397
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	343	1	375	0	0	0	329	1132	0	0	935	397
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	343	1	375	0	0	0	329	1132	0	0	935	397
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.89	0.81	1.00	1.00	1.00	0.91	0.91	1.00	1.00	0.91	0.81
Lanes:	1.99	0.01	1.00	0.00	0.00	0.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	3382	10	1539	0	0	0	1736	3473	0	0	3473	1531
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.24	0.00	0.00	0.00	0.19	0.33	0.00	0.00	0.27	0.26
Crit Moves:			****				****				****	
Green/Cycle:	0.30	0.30	0.30	0.00	0.00	0.00	0.23	0.55	0.00	0.00	0.33	0.33
Volume/Cap:	0.34	0.34	0.83	0.00	0.00	0.00	0.83	0.59	0.00	0.00	0.83	0.80
Delay/Veh:	16.8	16.8	31.6	0.0	0.0	0.0	35.3	9.3	0.0	0.0	23.8	27.1
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:	16.8	16.8	31.6	0.0	0.0	0.0	35.3	9.3	0.0	0.0	23.8	27.1
LOS by Move:	B	B	C	A	A	A	D	A	A	A	C	C
HCM2kAvgQ:	3	3	9	0	0	0	9	8	0	0	11	9

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

Hayward General Plan Update (12804)
Existing Conditions
PM Peak Hour

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

Intersection #6 SB I-880 Ramp & A St

Cycle (sec): 70 Critical Vol./Cap.(X): 0.978
Loss Time (sec): 9 Average Delay (sec/veh): 35.3
Optimal Cycle: 126 Level Of Service: D

Street Name:	SB I-880 Ramp						A St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	0 0	1 1	0	0 1	0 0	2	0 1	1 0	2	0 0
Volume Module:												
Base Vol:	0	0	0	461	18	575	0	981	280	307	916	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	461	18	575	0	981	280	307	916	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	0	0	0	475	19	593	0	1011	289	316	944	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	475	19	593	0	1011	289	316	944	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:	0	0	0	475	19	593	0	1011	289	316	944	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	0.91	0.91	0.82	1.00	0.91	0.79	0.92	0.92	1.00
Lanes:	0.00	0.00	0.00	1.92	0.08	1.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	3317	130	1557	0	3473	1501	1753	3505	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.14	0.14	0.38	0.00	0.29	0.19	0.18	0.27	0.00
Crit Moves:						****		****		****		
Green/Cycle:	0.00	0.00	0.00	0.39	0.39	0.39	0.00	0.30	0.30	0.18	0.48	0.00
Volume/Cap:	0.00	0.00	0.00	0.37	0.37	0.98	0.00	0.98	0.65	0.98	0.56	0.00
Delay/Veh:	0.0	0.0	0.0	15.4	15.4	52.0	0.0	47.1	24.6	72.4	13.3	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	15.4	15.4	52.0	0.0	47.1	24.6	72.4	13.3	0.0
LOS by Move:	A	A	A	B	B	D	A	D	C	E	B	A
HCM2kAvgQ:	0	0	0	4	4	19	0	18	7	12	8	0

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

Hayward General Plan Update (12804)
Existing Conditions
PM Peak Hour

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

Intersection #7 Hesperian & A St

Cycle (sec): 140 Critical Vol./Cap.(X): 0.787
Loss Time (sec): 12 Average Delay (sec/veh): 40.3
Optimal Cycle: 81 Level Of Service: D

Street Name:	Hesperian						A St					
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:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	1 0	2 0	2	1 0	2 0	2	0 1	2 0	2	0 1
Volume Module:												
Base Vol:	164	1599	383	315	714	13	70	116	39	371	183	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:	164	1599	383	315	714	13	70	116	39	371	183	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:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	167	1632	391	321	729	13	71	118	40	379	187	260
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	167	1632	391	321	729	13	71	118	40	379	187	260
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	167	1632	391	321	729	13	71	118	40	379	187	260
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.88	0.82	0.82	0.90	0.89	0.89	0.87	0.90	0.78	0.89	0.91	0.80
Lanes:	1.00	2.42	0.58	2.00	2.95	0.05	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1671	3763	901	3432	4977	91	3302	3404	1489	3369	3473	1525
Capacity Analysis Module:												
Vol/Sat:	0.10	0.43	0.43	0.09	0.15	0.15	0.02	0.03	0.03	0.11	0.05	0.17
Crit Moves:		****		****			****					****
Green/Cycle:	0.27	0.54	0.54	0.12	0.39	0.39	0.05	0.10	0.10	0.16	0.21	0.21
Volume/Cap:	0.38	0.81	0.81	0.81	0.38	0.38	0.43	0.34	0.26	0.70	0.25	0.81
Delay/Veh:	42.5	28.5	28.5	71.9	30.9	30.9	66.4	59.1	59.0	59.9	46.2	66.5
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:	42.5	28.5	28.5	71.9	30.9	30.9	66.4	59.1	59.0	59.9	46.2	66.5
LOS by Move:	D	C	C	E	C	C	E	E	E	E	D	E
HCM2kAvgQ:	6	27	27	9	8	8	2	3	2	9	4	13

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

Hayward General Plan Update (12804)
Existing Conditions
PM Peak Hour

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

Intersection #8 Mission & Carlos Bee [3545]

Cycle (sec): 180 Critical Vol./Cap.(X): 0.696
Loss Time (sec): 12 Average Delay (sec/veh): 47.4
Optimal Cycle: 65 Level Of Service: D

Street Name:	Mission						Carlos Bee					
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:	4	12	12	4	12	12	6	10	10	4	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3	1 0	2 0	3	1 0	2 0	1	0 1	2 0	2	0 1
Volume Module:												
Base Vol:	91	1700	110	350	1378	100	118	336	126	105	181	265
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	91	1700	110	350	1378	100	118	336	126	105	181	265
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	96	1789	116	368	1451	105	124	354	133	111	191	279
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	96	1789	116	368	1451	105	124	354	133	111	191	279
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	96	1789	116	368	1451	105	124	354	133	111	191	279
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	0.82	0.82	0.84	0.82	0.82	0.85	0.93	0.77	0.85	0.88	0.77
Lanes:	1.00	3.76	0.24	2.00	3.73	0.27	2.00	1.00	1.00	2.00	2.00	1.00
Final Sat.:	1641	5851	379	3183	5802	421	3243	1759	1469	3243	3343	1471
Capacity Analysis Module:												
Vol/Sat:	0.06	0.31	0.31	0.12	0.25	0.25	0.04	0.20	0.09	0.03	0.06	0.19
Crit Moves:		****		****			****					****
Green/Cycle:	0.11	0.44	0.44	0.17	0.49	0.49	0.06	0.28	0.28	0.05	0.27	0.27
Volume/Cap:	0.51	0.70	0.70	0.70	0.51	0.51	0.70	0.72	0.32	0.72	0.21	0.70
Delay/Veh:	77.2	41.5	41.5	74.8	31.2	31.2	94.9	63.4	51.7	99.6	50.6	64.1
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:	77.2	41.5	41.5	74.8	31.2	31.2	94.9	63.4	51.7	99.6	50.6	64.1
LOS by Move:	E	D	D	E	C	C	F	E	D	F	D	E
HCM2kAvgQ:	5	23	23	10	15	15	5	18	6	4	4	15

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

Hayward General Plan Update (12804)
Existing Conditions
PM Peak Hour

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

Intersection #9 Mission & Harder [3546]

Cycle (sec): 180 Critical Vol./Cap.(X): 0.700
Loss Time (sec): 12 Average Delay (sec/veh): 37.8
Optimal Cycle: 66 Level Of Service: D

Street Name:	Mission						Harder					
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			Ovl			Ovl		
Min. Green:	4	15	15	4	15	15	7	7	7	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 1	0	1 0	2 1	0	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	351	1646	258	81	1319	121	95	131	208	202	163	59
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:	351	1646	258	81	1319	121	95	131	208	202	163	59
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	369	1733	272	85	1388	127	100	138	219	213	172	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	369	1733	272	85	1388	127	100	138	219	213	172	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:	369	1733	272	85	1388	127	100	138	219	213	172	62
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	0.81	0.81	0.86	0.82	0.81	0.89	0.91	0.80	0.89	0.91	0.80
Lanes:	1.00	2.59	0.41	1.00	2.75	0.25	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1641	3993	626	1641	4262	391	3369	3473	1519	3369	3473	1519
Capacity Analysis Module:												
Vol/Sat:	0.23	0.43	0.43	0.05	0.33	0.33	0.03	0.04	0.14	0.06	0.05	0.04
Crit Moves:	****				****			****		****		
Green/Cycle:	0.32	0.70	0.70	0.08	0.47	0.47	0.06	0.06	0.38	0.09	0.08	0.17
Volume/Cap:	0.70	0.62	0.62	0.62	0.70	0.70	0.46	0.70	0.38	0.70	0.60	0.25
Delay/Veh:	57.7	14.4	14.4	87.8	39.2	39.2	82.7	94.1	41.1	86.7	83.3	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:	57.7	14.4	14.4	87.8	39.2	39.2	82.7	94.1	41.1	86.7	83.3	65.7
LOS by Move:	E	B	B	F	D	D	F	F	D	F	F	E
HCM2kAvgQ:	18	21	21	5	24	24	3	5	9	7	6	3

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

Hayward General Plan Update (12804)
Existing Conditions
PM Peak Hour

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

Intersection #10 Mission & Tennyson [3548]

Cycle (sec): 180 Critical Vol./Cap.(X): 0.613
Loss Time (sec): 9 Average Delay (sec/veh): 33.8
Optimal Cycle: 45 Level Of Service: C

Street Name:	Mission						Tennyson					
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			Ovl			Ovl		
Min. Green:	7	15	15	7	15	15	7	15	15	7	9	9
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 1	0	1 0	3 1	0	2 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	337	1785	0	0	1272	372	566	0	255	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:	337	1785	0	0	1272	372	566	0	255	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:	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:	355	1879	0	0	1339	392	596	0	268	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	355	1879	0	0	1339	392	596	0	268	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:	355	1879	0	0	1339	392	596	0	268	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.83	0.91	1.00	0.80	0.79	0.85	1.00	0.77	1.00	1.00	1.00
Lanes:	2.00	3.00	0.00	1.00	3.08	0.92	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	3183	4715	0	1900	4681	1369	3243	0	1469	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.11	0.40	0.00	0.00	0.29	0.29	0.18	0.00	0.18	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.18	0.65	0.00	0.00	0.47	0.47	0.30	0.00	0.48	0.00	0.00	0.00
Volume/Cap:	0.61	0.61	0.00	0.00	0.61	0.61	0.61	0.00	0.38	0.00	0.00	0.00
Delay/Veh:	69.6	18.7	0.0	0.0	36.1	36.1	55.2	0.0	29.9	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:	69.6	18.7	0.0	0.0	36.1	36.1	55.2	0.0	29.9	0.0	0.0	0.0
LOS by Move:	E	B	A	A	D	D	E	A	C	A	A	A
HCM2kAvgQ:	9	21	0	0	19	19	15	0	9	0	0	0

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

Hayward General Plan Update (12804)
Existing Conditions
PM Peak Hour

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

Intersection #11 Mission & Industrial [3693]

Cycle (sec): 180 Critical Vol./Cap.(X): 0.689
Loss Time (sec): 12 Average Delay (sec/veh): 46.6
Optimal Cycle: 64 Level Of Service: D

Street Name:	Mission						Industrial					
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:	4	10	10	4	10	10	4	4	4	4	4	4
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 1	0	1 0	2 1	0	2 0	1 1	1	1 0	2 0	1
Volume Module:												
Base Vol:	371	1432	15	110	1037	377	485	123	480	11	64	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:	371	1432	15	110	1037	377	485	123	480	11	64	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	391	1507	16	116	1092	397	511	129	505	12	67	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	391	1507	16	116	1092	397	511	129	505	12	67	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	391	1507	16	116	1092	397	511	129	505	12	67	48
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.83	0.83	0.86	0.79	0.79	0.85	0.78	0.76	0.88	0.88	0.77
Lanes:	2.00	2.97	0.03	1.00	2.20	0.80	2.00	1.00	2.00	1.00	2.00	1.00
Final Sat.:	3183	4661	49	1641	3314	1205	3243	1473	2899	1671	3343	1462
Capacity Analysis Module:												
Vol/Sat:	0.12	0.32	0.32	0.07	0.33	0.33	0.16	0.09	0.17	0.01	0.02	0.03
Crit Moves:	****				****		****					****
Green/Cycle:	0.18	0.54	0.54	0.12	0.48	0.48	0.23	0.25	0.25	0.03	0.05	0.05
Volume/Cap:	0.69	0.60	0.60	0.60	0.69	0.69	0.69	0.36	0.71	0.22	0.42	0.69
Delay/Veh:	72.9	28.7	28.7	80.6	37.5	37.5	66.3	56.3	64.7	87.2	85.0	109.4
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:	72.9	28.7	28.7	80.6	37.5	37.5	66.3	56.3	64.7	87.2	85.0	109.4
LOS by Move:	E	C	C	F	D	D	E	E	E	F	F	F
HCM2kAvgQ:	11	20	20	6	23	23	14	6	14	1	2	4

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

Hayward General Plan Update (12804)
Existing Conditions
PM Peak Hour

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

Intersection #12 Industrial SW & Industrial

Cycle (sec): 80 Critical Vol./Cap.(X): 0.876
Loss Time (sec): 12 Average Delay (sec/veh): 40.3
Optimal Cycle: 89 Level Of Service: D

Street Name:	Industrial SW						Industrial					
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:	Ignore			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	111	398	599	41	160	63	67	818	37	347	884	69
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:	111	398	599	41	160	63	67	818	37	347	884	69
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.00	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	117	419	0	43	168	66	71	861	39	365	931	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	117	419	0	43	168	66	71	861	39	365	931	73
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	117	419	0	43	168	66	71	861	39	365	931	73
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	1.00	0.94	0.95	0.95	0.88	0.87	0.87	0.86	0.85	0.85
Lanes:	1.00	1.00	1.00	1.00	0.72	0.28	1.00	1.91	0.09	1.00	1.85	0.15
Final Sat.:	1753	1845	1900	1787	1293	509	1671	3179	144	1641	3010	235
Capacity Analysis Module:												
Vol/Sat:	0.07	0.23	0.00	0.02	0.13	0.13	0.04	0.27	0.27	0.22	0.31	0.31
Crit Moves:		****		****				****		****		
Green/Cycle:	0.13	0.24	0.00	0.09	0.20	0.20	0.12	0.29	0.29	0.24	0.41	0.41
Volume/Cap:	0.51	0.95	0.00	0.28	0.66	0.66	0.37	0.95	0.95	0.95	0.76	0.76
Delay/Veh:	34.1	59.1	0.0	35.1	34.4	34.4	33.9	45.3	45.3	62.0	23.0	23.0
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	59.1	0.0	35.1	34.4	34.4	33.9	45.3	45.3	62.0	23.0	23.0
LOS by Move:	C	E	A	D	C	C	C	D	D	E	C	C
HCM2kAvgQ:	3	15	0	1	7	7	2	16	16	14	13	13

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

Hayward General Plan Update (12804)
Existing Conditions
PM Peak Hour

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

Intersection #13 NB I-880 Ramp & Whipple/Industrial SW

Cycle (sec): 110 Critical Vol./Cap.(X): 0.906
Loss Time (sec): 12 Average Delay (sec/veh): 44.0
Optimal Cycle: 118 Level Of Service: D

Street Name:	NB I-880 Ramp						Whipple/Industrial SW					
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			Ovl			Ignore			Include		
Min. Green:	7	10	10	7	0	10	7	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 1	0	1 0	1 0	0 0	2	2 0	2 0	1	0 0	3 0	1
Volume Module:												
Base Vol:	245	640	139	242	0	651	590	737	266	0	974	247
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:	245	640	139	242	0	651	590	737	266	0	974	247
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:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.00	0.97	0.97	0.97
PHF Volume:	253	660	143	249	0	671	608	760	0	0	1004	255
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	253	660	143	249	0	671	608	760	0	0	1004	255
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:	253	660	143	249	0	671	608	760	0	0	1004	255
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	0.86	0.86	0.89	1.00	0.70	0.85	0.88	1.00	1.00	0.78	0.73
Lanes:	1.00	1.64	0.36	1.00	0.00	2.00	2.00	2.00	1.00	0.00	3.00	1.00
Final Sat.:	1634	2685	583	1688	0	2654	3243	3343	1900	0	4435	1381
Capacity Analysis Module:												
Vol/Sat:	0.15	0.25	0.25	0.15	0.00	0.25	0.19	0.23	0.00	0.00	0.23	0.18
Crit Moves:			****	****			****				****	
Green/Cycle:	0.27	0.27	0.27	0.16	0.00	0.37	0.21	0.46	0.00	0.00	0.25	0.25
Volume/Cap:	0.57	0.91	0.91	0.91	0.00	0.68	0.91	0.50	0.00	0.00	0.91	0.74
Delay/Veh:	35.0	49.0	49.0	76.2	0.0	31.2	58.6	21.3	0.0	0.0	50.7	46.1
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:	35.0	49.0	49.0	76.2	0.0	31.2	58.6	21.3	0.0	0.0	50.7	46.1
LOS by Move:	C	D	D	E	A	C	E	C	A	A	D	D
HCM2kAvgQ:	8	18	18	12	0	12	14	10	0	0	16	9

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

Hayward General Plan Update (12804)
Existing Conditions
PM Peak Hour

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

Intersection #14 SB I-880 Ramp & Industrial

Cycle (sec): 100 Critical Vol./Cap.(X): 0.758
Loss Time (sec): 9 Average Delay (sec/veh): 27.3
Optimal Cycle: 60 Level Of Service: C

Street Name:	SB I-880 Ramp						Industrial					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	7	0	10	7	10	0	0	10	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	0 0	1 0	0 0	1	1 0	2 0	0	0 0	2 0	1
Volume Module:												
Base Vol:	0	0	0	419	0	256	311	1082	0	0	759	209
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	419	0	256	311	1082	0	0	759	209
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	0	0	0	436	0	267	324	1127	0	0	791	218
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	436	0	267	324	1127	0	0	791	218
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	436	0	267	324	1127	0	0	791	218
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	0.80	0.85	0.85	1.00	1.00	0.90	0.80
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	1702	0	1515	1612	3224	0	0	3404	1523
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.26	0.00	0.18	0.20	0.35	0.00	0.00	0.23	0.14
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.34	0.00	0.34	0.27	0.57	0.00	0.00	0.31	0.31
Volume/Cap:	0.00	0.00	0.00	0.76	0.00	0.52	0.76	0.61	0.00	0.00	0.76	0.47
Delay/Veh:	0.0	0.0	0.0	35.2	0.0	27.5	41.4	14.7	0.0	0.0	34.6	28.8
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	35.2	0.0	27.5	41.4	14.7	0.0	0.0	34.6	28.8
LOS by Move:	A	A	A	D	A	C	D	B	A	A	C	C
HCM2kAvgQ:	0	0	0	13	0	7	11	12	0	0	13	6

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

Hayward General Plan Update (12804)
Existing Conditions
PM Peak Hour

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

Intersection #15 Hesperian & EB SR 92 Ramp

Cycle (sec):	90	Critical Vol./Cap.(X):	0.791
Loss Time (sec):	9	Average Delay (sec/veh):	19.0
Optimal Cycle:	64	Level Of Service:	B

Street Name:	Hesperian						EB SR 92 Ramp					
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	10	10	7	10	0	7	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2 0	1	1 0	3 0	0	0 1	0 0	2	0 0	0 0	0
Volume Module:												
Base Vol:	0	1333	549	289	1323	0	161	59	68	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1333	549	289	1323	0	161	59	68	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:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	0	1389	572	301	1378	0	168	61	71	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1389	572	301	1378	0	168	61	71	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:	0	1389	572	301	1378	0	168	61	71	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.92	0.83	0.92	0.88	1.00	0.84	0.84	0.68	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	3.00	0.00	0.73	0.27	2.00	0.00	0.00	0.00
Final Sat.:	0	3505	1568	1753	5037	0	1168	428	2594	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.40	0.36	0.17	0.27	0.00	0.14	0.14	0.03	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.00	0.50	0.50	0.22	0.72	0.00	0.18	0.18	0.18	0.00	0.00	0.00
Volume/Cap:	0.00	0.79	0.73	0.79	0.38	0.00	0.79	0.79	0.15	0.00	0.00	0.00
Delay/Veh:	0.0	21.1	21.1	44.0	5.0	0.0	48.8	48.8	31.1	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:	0.0	21.1	21.1	44.0	5.0	0.0	48.8	48.8	31.1	0.0	0.0	0.0
LOS by Move:	A	C	C	D	A	A	D	D	C	A	A	A
HCM2kAvgQ:	0	18	14	10	6	0	8	8	1	0	0	0

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

Hayward General Plan Update (12804)
Existing Conditions
PM Peak Hour

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

Intersection #16 Hesperian & WB SR 92 Ramp

Cycle (sec):	90	Critical Vol./Cap.(X):	0.761
Loss Time (sec):	9	Average Delay (sec/veh):	23.9
Optimal Cycle:	59	Level Of Service:	C

Street Name:	Hesperian						WB SR 92 Ramp					
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:	7	10	0	7	10	10	7	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	0	0 0	2 1	0	1 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	91	1406	0	0	1229	103	379	0	386	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:	91	1406	0	0	1229	103	379	0	386	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:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	94	1449	0	0	1267	106	391	0	398	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	1449	0	0	1267	106	391	0	398	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:	94	1449	0	0	1267	106	391	0	398	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.88	1.00	1.00	0.87	0.87	0.88	1.00	0.87	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	0.00	2.77	0.23	1.33	0.00	0.67	0.00	0.00	0.00
Final Sat.:	1753	5037	0	0	4591	385	2228	0	1119	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.29	0.00	0.00	0.28	0.28	0.18	0.00	0.36	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.08	0.41	0.00	0.00	0.36	0.36	0.46	0.00	0.46	0.00	0.00	0.00
Volume/Cap:	0.69	0.66	0.00	0.00	0.77	0.77	0.38	0.00	0.77	0.00	0.00	0.00
Delay/Veh:	54.3	20.8	0.0	0.0	27.6	27.6	15.8	0.0	23.7	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:	54.3	20.8	0.0	0.0	27.6	27.6	15.8	0.0	23.7	0.0	0.0	0.0
LOS by Move:	D	C	A	A	C	C	B	A	C	A	A	A
HCM2kAvgQ:	4	12	0	0	14	14	5	0	15	0	0	0

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

Hayward General Plan Update (12804)
Existing Conditions
PM Peak Hour

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

Intersection #17 Industrial & EB SR 92 Ramp

Cycle (sec): 70 Critical Vol./Cap.(X): 0.975
Loss Time (sec): 9 Average Delay (sec/veh): 48.8
Optimal Cycle: 124 Level Of Service: D

Street Name:	Industrial						EB SR 92 Ramp					
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:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	1 1	0	0 1	0 0	1	0 1	0 0	1
Volume Module:												
Base Vol:	56	713	19	110	823	249	179	169	713	6	20	65
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:	56	713	19	110	823	249	179	169	713	6	20	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:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	57	728	19	112	840	254	183	172	728	6	20	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	728	19	112	840	254	183	172	728	6	20	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:	57	728	19	112	840	254	183	172	728	6	20	66
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.90	0.80	0.85	0.82	0.82	0.80	0.80	0.82	0.93	0.93	0.83
Lanes:	1.00	2.00	1.00	1.00	1.54	0.46	0.51	0.49	1.00	0.23	0.77	1.00
Final Sat.:	1702	3404	1520	1612	2388	723	777	734	1567	406	1352	1583
Capacity Analysis Module:												
Vol/Sat:	0.03	0.21	0.01	0.07	0.35	0.35	0.24	0.24	0.46	0.02	0.02	0.04
Crit Moves:	****				****				****			
Green/Cycle:	0.10	0.29	0.29	0.14	0.33	0.33	0.44	0.44	0.44	0.44	0.44	0.44
Volume/Cap:	0.34	0.73	0.04	0.51	1.06	1.06	0.54	0.54	1.06	0.03	0.03	0.10
Delay/Veh:	30.5	24.8	17.7	29.8	67.9	67.9	15.3	15.3	70.2	11.2	11.2	11.6
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:	30.5	24.8	17.7	29.8	67.9	67.9	15.3	15.3	70.2	11.2	11.2	11.6
LOS by Move:	C	C	B	C	E	E	B	B	E	B	B	B
HCM2kAvgQ:	2	9	0	3	22	22	6	6	26	0	0	1

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

Hayward General Plan Update (12804)
Existing Conditions
PM Peak Hour

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

Intersection #18 Industrial & WB SR 92 Ramp

Cycle (sec): 90 Critical Vol./Cap.(X): 0.811
Loss Time (sec): 9 Average Delay (sec/veh): 27.1
Optimal Cycle: 69 Level Of Service: C

Street Name:	Industrial						WB SR 92 Ramp					
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:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 1	0	1 0	1 1	0	0 1	0 0	1	0 1	0 0	1
Volume Module:												
Base Vol:	324	533	103	6	986	109	166	32	119	58	3	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	324	533	103	6	986	109	166	32	119	58	3	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	338	555	107	6	1027	114	173	33	124	60	3	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	338	555	107	6	1027	114	173	33	124	60	3	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	338	555	107	6	1027	114	173	33	124	60	3	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.88	0.88	0.81	0.80	0.80	0.68	0.69	0.82	0.49	0.49	0.84
Lanes:	1.00	1.68	0.32	1.00	1.80	0.20	0.84	0.16	1.00	0.95	0.05	1.00
Final Sat.:	1718	2811	543	1543	2738	303	1091	210	1566	892	46	1596
Capacity Analysis Module:												
Vol/Sat:	0.20	0.20	0.20	0.00	0.38	0.38	0.16	0.16	0.08	0.07	0.07	0.00
Crit Moves:	****				****			****				
Green/Cycle:	0.24	0.51	0.51	0.20	0.46	0.46	0.20	0.20	0.20	0.20	0.20	0.20
Volume/Cap:	0.81	0.39	0.39	0.02	0.81	0.81	0.81	0.81	0.41	0.35	0.35	0.00
Delay/Veh:	43.6	13.9	13.9	29.0	24.5	24.5	52.2	52.2	32.5	32.4	32.4	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:	43.6	13.9	13.9	29.0	24.5	24.5	52.2	52.2	32.5	32.4	32.4	29.2
LOS by Move:	D	B	B	C	C	C	D	D	C	C	C	C
HCM2kAvgQ:	11	6	6	0	16	16	8	8	3	2	2	0

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

Hayward General Plan Update (12804)
Existing Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #19 Clawiter & EB SR 92 Ramp [Existing 4-Way Stop]

Cycle (sec):	100	Critical Vol./Cap.(X):	0.664
Loss Time (sec):	0	Average Delay (sec/veh):	15.4
Optimal Cycle:	0	Level Of Service:	C

Street Name:	Clawiter						EB SR 92 Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	0 1	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	198	164	3	56	133	275	229	12	85	3	119	84
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	198	164	3	56	133	275	229	12	85	3	119	84
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.00	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	228	189	3	64	153	0	263	14	98	3	137	97
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	228	189	3	64	153	0	263	14	98	3	137	97
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	228	189	3	64	153	0	263	14	98	3	137	97
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.98	0.02	0.59	1.41	0.00	0.70	0.04	0.26	0.01	0.58	0.41
Final Sat.:	480	507	8	269	657	0	397	21	147	8	312	220
Capacity Analysis Module:												
Vol/Sat:	0.47	0.37	0.41	0.24	0.23	xxxx	0.66	0.66	0.66	0.44	0.44	0.44
Crit Moves:	****			****				****			****	
Delay/Veh:	15.8	13.1	13.1	12.1	11.8	0.0	19.5	19.5	19.5	13.5	13.5	13.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.8	13.1	13.1	12.1	11.8	0.0	19.5	19.5	19.5	13.5	13.5	13.5
LOS by Move:	C	B	B	B	B	*	C	C	C	B	B	B
ApproachDel:	14.6			11.9			19.5			13.5		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	14.6			11.9			19.5			13.5		
LOS by Appr:	B			B			C			B		
AllWayAvgQ:	0.8	0.5	0.5	0.3	0.2	0.2	1.6	1.6	1.6	0.6	0.6	0.6

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

Hayward General Plan Update (12804)
Existing Conditions
PM Peak Hour

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

Intersection #20 Clawiter & WB SR 92 Ramp

Cycle (sec):	110	Critical Vol./Cap.(X):	0.651
Loss Time (sec):	12	Average Delay (sec/veh):	39.8
Optimal Cycle:	54	Level Of Service:	D

Street Name:	Clawiter						WB SR 92 Ramp					
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:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0 0	1	0 1	1 0	1	0 1	0 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	23	333	105	223	291	33	40	34	105	84	28	118
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	333	105	223	291	33	40	34	105	84	28	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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	25	362	114	242	316	36	43	37	114	91	30	128
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	362	114	242	316	36	43	37	114	91	30	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:	25	362	114	242	316	36	43	37	114	91	30	128
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.88	0.88	0.75	0.75	0.75	0.69	0.82	0.82	0.71	0.89	0.82	0.82
Lanes:	0.06	0.94	1.00	0.87	1.13	1.00	0.54	0.46	1.00	1.00	0.19	0.81
Final Sat.:	108	1568	1423	1236	1613	1302	840	714	1357	1688	299	1262
Capacity Analysis Module:												
Vol/Sat:	0.23	0.23	0.08	0.20	0.20	0.03	0.05	0.05	0.08	0.05	0.10	0.10
Crit Moves:		****		****				****			****	
Green/Cycle:	0.33	0.33	0.33	0.28	0.28	0.28	0.13	0.13	0.13	0.15	0.15	0.15
Volume/Cap:	0.69	0.69	0.24	0.69	0.69	0.10	0.40	0.40	0.65	0.37	0.69	0.69
Delay/Veh:	35.6	35.6	26.9	37.8	37.8	29.2	45.3	45.3	54.0	43.3	53.5	53.5
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	35.6	26.9	37.8	37.8	29.2	45.3	45.3	54.0	43.3	53.5	53.5
LOS by Move:	D	D	C	D	D	C	D	D	D	D	D	D
HCM2kAvgQ:	12	12	3	10	10	1	3	3	5	3	6	6

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

Hayward General Plan Update (12804)
Existing Conditions
PM Peak Hour

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

Intersection #21 Hesperian & Industrial

Cycle (sec): 120 Critical Vol./Cap.(X): 0.953
Loss Time (sec): 12 Average Delay (sec/veh): 52.9
Optimal Cycle: 160 Level Of Service: D

Street Name:	Hesperian						Industrial					
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:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2	1 0	2 0	1	1 0	2 0	1	1 0	2 0	2 0	1
Volume Module:												
Base Vol:	286	1240	194	232	756	32	133	676	398	340	305	368
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:	286	1240	194	232	756	32	133	676	398	340	305	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:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	304	1319	206	247	804	34	141	719	423	362	324	391
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	304	1319	206	247	804	34	141	719	423	362	324	391
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	304	1319	206	247	804	34	141	719	423	362	324	391
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.81	0.81	0.87	0.89	0.89	0.89	0.87	0.87	0.89	0.91	0.82
Lanes:	2.00	2.59	0.41	2.00	1.92	0.08	2.00	1.26	0.74	2.00	2.00	1.00
Final Sat.:	3183	3996	625	3302	3246	137	3400	2081	1225	3369	3473	1554
Capacity Analysis Module:												
Vol/Sat:	0.10	0.33	0.33	0.07	0.25	0.25	0.04	0.35	0.35	0.11	0.09	0.25
Crit Moves:		****		****				****		****		
Green/Cycle:	0.12	0.35	0.35	0.08	0.31	0.31	0.09	0.36	0.36	0.11	0.39	0.39
Volume/Cap:	0.81	0.95	0.95	0.95	0.81	0.81	0.47	0.95	0.95	0.95	0.24	0.65
Delay/Veh:	63.8	51.3	51.3	98.1	43.2	43.2	53.1	53.3	53.3	87.0	25.1	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:	63.8	51.3	51.3	98.1	43.2	43.2	53.1	53.3	53.3	87.0	25.1	32.8
LOS by Move:	E	D	D	F	D	D	D	D	D	F	C	C
HCM2kAvgQ:	8	25	25	8	17	17	3	27	27	10	4	12

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

Hayward General Plan Update (12804)
Existing Conditions
PM Peak Hour

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

Intersection #32 Santa Clara & Jackson

Cycle (sec): 140 Critical Vol./Cap.(X): 0.912
Loss Time (sec): 12 Average Delay (sec/veh): 45.9
Optimal Cycle: 138 Level Of Service: D

Street Name:	Santa Clara						Jackson					
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:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1	0 1	1 0	1	1 1	1 0	3	1 1	1 0	2	1 0
Volume Module:												
Base Vol:	671	335	107	71	291	168	227	2483	1052	145	1153	116
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:	671	335	107	71	291	168	227	2483	1052	145	1153	116
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	692	345	110	73	300	173	234	2560	1085	149	1189	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	692	345	110	73	300	173	234	2560	1085	149	1189	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	692	345	110	73	300	173	234	2560	1085	149	1189	120
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	0.88	0.88	0.92	0.84	0.84	0.94	0.89	0.88
Lanes:	2.00	1.00	1.00	1.00	1.90	1.10	1.00	3.51	1.49	1.00	2.72	0.28
Final Sat.:	3432	1862	1583	1769	3179	1835	1753	5631	2386	1787	4599	463
Capacity Analysis Module:												
Vol/Sat:	0.20	0.19	0.07	0.04	0.09	0.09	0.13	0.45	0.45	0.08	0.26	0.26
Crit Moves:	****				****			****		****		
Green/Cycle:	0.22	0.26	0.26	0.07	0.10	0.10	0.20	0.50	0.50	0.09	0.39	0.39
Volume/Cap:	0.91	0.73	0.27	0.60	0.91	0.91	0.66	0.91	0.91	0.91	0.66	0.66
Delay/Veh:	68.5	53.2	42.1	71.4	82.6	82.6	56.3	36.0	36.0	108.6	36.1	36.1
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:	68.5	53.2	42.1	71.4	82.6	82.6	56.3	36.0	36.0	108.6	36.1	36.1
LOS by Move:	E	D	D	E	F	F	E	D	D	F	D	D
HCM2kAvgQ:	18	15	4	4	10	10	10	35	35	9	17	17

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

Hayward General Plan Update (12804)
Existing Conditions
PM Peak Hour

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

Intersection #23 Santa Clara & Winton

Cycle (sec): 100 Critical Vol./Cap.(X): 0.972
Loss Time (sec): 12 Average Delay (sec/veh): 46.4
Optimal Cycle: 158 Level Of Service: D

Street Name:	Santa Clara						Winton					
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:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	1	0 1	0	1	1	1	0 1		2	0 2	0 1
Volume Module:												
Base Vol:	352	305	66	80	237	292	676	1079	371	86	893	153
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:	352	305	66	80	237	292	676	1079	371	86	893	153
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	363	314	68	82	244	301	697	1112	382	89	921	158
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	363	314	68	82	244	301	697	1112	382	89	921	158
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	363	314	68	82	244	301	697	1112	382	89	921	158
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.90	0.89	0.93	0.93	0.84	0.89	0.92	0.83	0.92	0.90	0.90
Lanes:	1.46	1.27	0.27	1.00	2.00	1.00	2.00	2.00	1.00	1.00	1.71	0.29
Final Sat.:	2486	2154	466	1766	3531	1587	3400	3505	1568	1753	2925	501
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.15	0.05	0.07	0.19	0.20	0.32	0.24	0.05	0.31	0.31
Crit Moves:	****					****	****				****	
Green/Cycle:	0.15	0.23	0.23	0.11	0.20	0.20	0.21	0.44	0.44	0.10	0.32	0.32
Volume/Cap:	0.97	0.63	0.63	0.42	0.35	0.97	0.97	0.72	0.56	0.52	0.97	0.97
Delay/Veh:	67.9	35.5	35.5	41.7	35.0	83.3	65.8	24.9	21.9	45.9	53.8	53.8
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:	67.9	35.5	35.5	41.7	35.0	83.3	65.8	24.9	21.9	45.9	53.8	53.8
LOS by Move:	E	D	D	D	D	F	E	C	C	D	D	D
HCM2kAvgQ:	12	8	8	3	4	14	16	16	9	3	23	23

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

Hayward General Plan Update (12804)
Existing Conditions
PM Peak Hour

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

Intersection #24 Hesperian & Winton

Cycle (sec): 160 Critical Vol./Cap.(X): 0.792
Loss Time (sec): 12 Average Delay (sec/veh): 53.6
Optimal Cycle: 85 Level Of Service: D

Street Name:	Hesperian						Winton					
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			Ignore			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 3	0 1	2	0 3	0 1	2	0 2	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	55	1227	172	146	739	219	821	1048	76	234	303	183
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:	55	1227	172	146	739	219	821	1048	76	234	303	183
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.00	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	57	1265	177	151	762	0	846	1080	78	241	312	189
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	1265	177	151	762	0	846	1080	78	241	312	189
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	57	1265	177	151	762	0	846	1080	78	241	312	189
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.88	0.79	0.90	0.89	1.00	0.73	0.71	0.71	0.89	0.89	0.76
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	2.80	0.20	1.00	2.00	1.00
Final Sat.:	1753	5037	1507	3432	5083	1900	2756	3768	273	1688	3375	1444
Capacity Analysis Module:												
Vol/Sat:	0.03	0.25	0.12	0.04	0.15	0.00	0.31	0.29	0.29	0.14	0.09	0.13
Crit Moves:		****		****			****					****
Green/Cycle:	0.08	0.32	0.32	0.06	0.29	0.00	0.39	0.37	0.37	0.18	0.16	0.16
Volume/Cap:	0.38	0.79	0.37	0.79	0.52	0.00	0.79	0.78	0.78	0.78	0.56	0.79
Delay/Veh:	71.0	52.6	42.8	94.6	48.0	0.0	47.4	47.4	47.4	73.9	62.8	80.6
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:	71.0	52.6	42.8	94.6	48.0	0.0	47.4	47.4	47.4	73.9	62.8	80.6
LOS by Move:	E	D	D	F	D	A	D	D	D	E	E	F
HCM2kAvgQ:	3	22	7	5	11	0	20	20	20	13	8	11

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

Hayward General Plan Update (12804)
Existing Conditions
PM Peak Hour

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

Intersection #25 Santa Clara & A St

Cycle (sec):	120	Critical Vol./Cap.(X):	0.778
Loss Time (sec):	12	Average Delay (sec/veh):	42.4
Optimal Cycle:	76	Level Of Service:	D

Street Name:	Santa Clara						A St					
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:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	0 1	1 0	2	0 1	2 0	3	0 1
Volume Module:												
Base Vol:	226	468	352	84	172	254	370	899	240	179	789	89
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:	226	468	352	84	172	254	370	899	240	179	789	89
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	238	493	371	88	181	267	389	946	253	188	831	94
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	238	493	371	88	181	267	389	946	253	188	831	94
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	238	493	371	88	181	267	389	946	253	188	831	94
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.87	0.86	0.91	0.96	0.81	0.92	0.92	0.82	0.89	0.88	0.81
Lanes:	1.00	1.13	0.87	1.00	1.00	1.00	1.00	2.00	1.00	2.00	3.00	1.00
Final Sat.:	1769	1878	1413	1736	1828	1547	1753	3505	1550	3400	5037	1547
Capacity Analysis Module:												
Vol/Sat:	0.13	0.26	0.26	0.05	0.10	0.17	0.22	0.27	0.16	0.06	0.16	0.06
Crit Moves:		****		****			****				****	
Green/Cycle:	0.18	0.34	0.34	0.07	0.23	0.23	0.29	0.41	0.41	0.09	0.21	0.21
Volume/Cap:	0.76	0.78	0.78	0.78	0.44	0.76	0.78	0.66	0.40	0.63	0.78	0.29
Delay/Veh:	57.7	39.3	39.3	83.4	40.6	53.0	47.0	29.8	25.4	56.9	48.3	40.1
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:	57.7	39.3	39.3	83.4	40.6	53.0	47.0	29.8	25.4	56.9	48.3	40.1
LOS by Move:	E	D	D	F	D	D	D	C	C	E	D	D
HCM2kAvgQ:	10	17	16	5	6	11	15	15	7	5	12	3

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

Hayward General Plan Update (12804)
Existing Conditions
PM Peak Hour

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

Intersection #26 Mission & Sunset

Cycle (sec):	180	Critical Vol./Cap.(X):	0.531
Loss Time (sec):	6	Average Delay (sec/veh):	30.0
Optimal Cycle:	30	Level Of Service:	C

Street Name:	Mission						Sunset					
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:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0	1 0	0 1	0	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	26	732	17	21	597	124	187	71	35	8	49	26
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:	26	732	17	21	597	124	187	71	35	8	49	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:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	28	787	18	23	642	133	201	76	38	9	53	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	787	18	23	642	133	201	76	38	9	53	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:	28	787	18	23	642	133	201	76	38	9	53	28
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	0.80	0.80	0.82	0.82	0.82	0.70	0.70	0.70	0.90	0.91	0.90
Lanes:	0.07	1.89	0.04	0.06	1.61	0.33	0.64	0.24	0.12	0.10	0.59	0.31
Final Sat.:	101	2856	66	88	2508	521	846	321	158	166	1014	538
Capacity Analysis Module:												
Vol/Sat:	0.28	0.28	0.28	0.26	0.26	0.26	0.24	0.24	0.24	0.05	0.05	0.05
Crit Moves:		****						****				
Green/Cycle:	0.52	0.52	0.52	0.52	0.52	0.52	0.45	0.45	0.45	0.45	0.45	0.45
Volume/Cap:	0.53	0.53	0.53	0.49	0.49	0.49	0.53	0.53	0.53	0.12	0.12	0.12
Delay/Veh:	29.1	29.1	29.1	28.2	28.2	28.2	36.9	36.9	36.9	29.0	29.0	29.0
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:	29.1	29.1	29.1	28.2	28.2	28.2	36.9	36.9	36.9	29.0	29.0	29.0
LOS by Move:	C	C	C	C	C	C	D	D	D	C	C	C
HCM2kAvgQ:	16	16	16	14	14	14	12	13	13	3	3	3

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

Hayward General Plan Update (12804)
Existing Conditions
PM Peak Hour

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

Intersection #27 Mission & B St

Cycle (sec): 180 Critical Vol./Cap.(X): 0.808
Loss Time (sec): 6 Average Delay (sec/veh): 35.7
Optimal Cycle: 66 Level Of Service: D

Street Name:	Mission Blvd						B St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	15	15	0	0	0	15	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	0 0	4 1	0	0 0	0 0	0	1 1	0 0	0
Volume Module:												
Base Vol:	0	0	0	0	3421	83	0	0	0	568	414	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	3421	83	0	0	0	568	414	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	0	3601	87	0	0	0	598	436	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	3601	87	0	0	0	598	436	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:	0	0	0	0	3601	87	0	0	0	598	436	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	0.82	0.82	1.00	1.00	1.00	0.88	0.88	1.00
Lanes:	0.00	0.00	0.00	0.00	4.88	0.12	0.00	0.00	0.00	1.16	0.84	0.00
Final Sat.:	0	0	0	0	7640	185	0	0	0	1930	1407	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.47	0.47	0.00	0.00	0.00	0.31	0.31	0.00
Crit Moves:					****						****	
Green/Cycle:	0.00	0.00	0.00	0.00	0.58	0.58	0.00	0.00	0.00	0.38	0.38	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.81	0.81	0.00	0.00	0.00	0.81	0.81	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	30.7	30.7	0.0	0.0	0.0	53.5	53.5	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	0.0	30.7	30.7	0.0	0.0	0.0	53.5	53.5	0.0
LOS by Move:	A	A	A	A	C	C	A	A	A	D	D	A
HCM2kAvgQ:	0	0	0	0	32	32	0	0	0	25	25	0

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

Hayward General Plan Update (12804)
Existing Conditions
PM Peak Hour

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

Intersection #28 Mission & C St

Cycle (sec): 180 Critical Vol./Cap.(X): 0.822
Loss Time (sec): 6 Average Delay (sec/veh): 16.8
Optimal Cycle: 70 Level Of Service: B

Street Name:	Mission Blvd						C St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	15	15	15	15	0	15	15	15	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	0 1	4 0	0	0 0	2 1	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	0	0	965	3075	0	0	470	102	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	965	3075	0	0	470	102	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	1016	3237	0	0	495	107	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1016	3237	0	0	495	107	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:	0	0	0	1016	3237	0	0	495	107	0	0	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	0.80	0.80	1.00	1.00	0.85	0.83	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	4.00	0.00	0.00	2.46	0.54	0.00	0.00	0.00
Final Sat.:	0	0	0	1515	6060	0	0	3975	863	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.67	0.53	0.00	0.00	0.12	0.12	0.00	0.00	0.00
Crit Moves:				****				****				
Green/Cycle:	0.00	0.00	0.00	0.82	0.82	0.00	0.00	0.15	0.15	0.00	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.82	0.66	0.00	0.00	0.82	0.82	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	10.5	6.8	0.0	0.0	81.5	81.5	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:	0.0	0.0	0.0	10.5	6.8	0.0	0.0	81.5	81.5	0.0	0.0	0.0
LOS by Move:	A	A	A	B	A	A	A	F	F	A	A	A
HCM2kAvgQ:	0	0	0	34	19	0	0	14	14	0	0	0

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

Hayward General Plan Update (12804)
Existing Conditions
PM Peak Hour

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

Intersection #29 Mission & D St

Cycle (sec):	180	Critical Vol./Cap.(X):	0.769
Loss Time (sec):	9	Average Delay (sec/veh):	41.6
Optimal Cycle:	69	Level Of Service:	D

Street Name:	Mission Blvd						D St					
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:	0	0	0	15	15	15	0	15	15	15	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	0	0	1	3	1	0	0
Volume Module:												
Base Vol:	0	0	0	17	2981	236	0	635	54	464	314	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	17	2981	236	0	635	54	464	314	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	18	3138	248	0	668	57	488	331	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	18	3138	248	0	668	57	488	331	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:	0	0	0	18	3138	248	0	668	57	488	331	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	0.82	0.82	0.82	1.00	0.86	0.86	0.89	0.91	1.00
Lanes:	0.00	0.00	0.00	0.03	4.61	0.36	0.00	2.76	0.24	2.00	2.00	0.00
Final Sat.:	0	0	0	41	7156	567	0	4543	386	3369	3473	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.44	0.44	0.44	0.00	0.15	0.15	0.14	0.10	0.00
Crit Moves:					****			****		****		
Green/Cycle:	0.00	0.00	0.00	0.57	0.57	0.57	0.00	0.19	0.19	0.19	0.38	0.00
Volume/Cap:	0.00	0.00	0.00	0.77	0.77	0.77	0.00	0.77	0.77	0.77	0.25	0.00
Delay/Veh:	0.0	0.0	0.0	30.5	30.5	30.5	0.0	72.9	72.9	75.0	38.4	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	30.5	30.5	30.5	0.0	72.9	72.9	75.0	38.4	0.0
LOS by Move:	A	A	A	C	C	C	A	E	E	E	D	A
HCM2kAvgQ:	0	0	0	31	31	31	0	15	15	13	6	0

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

Hayward General Plan Update (12804)
Existing Conditions
PM Peak Hour

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

Intersection #30 Mission & Fletcher [3580]

Cycle (sec):	180	Critical Vol./Cap.(X):	0.724
Loss Time (sec):	9	Average Delay (sec/veh):	34.8
Optimal Cycle:	60	Level Of Service:	C

Street Name:	Mission						Fletcher					
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	16	16	4	16	16	4	4	4	4	4	4
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	1	0	1	0	2	1	0	0	1
Volume Module:												
Base Vol:	219	2000	34	149	1722	40	16	56	199	62	34	77
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	219	2000	34	149	1722	40	16	56	199	62	34	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:	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:	231	2105	36	157	1813	42	17	59	209	65	36	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	231	2105	36	157	1813	42	17	59	209	65	36	81
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	231	2105	36	157	1813	42	17	59	209	65	36	81
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	0.82	0.82	0.86	0.82	0.82	0.89	0.89	0.80	0.60	0.86	0.85
Lanes:	1.00	2.95	0.05	1.00	2.93	0.07	0.22	0.78	1.00	1.00	0.30	0.70
Final Sat.:	1641	4622	79	1641	4594	107	377	1318	1529	1147	498	1127
Capacity Analysis Module:												
Vol/Sat:	0.14	0.46	0.46	0.10	0.39	0.39	0.04	0.04	0.14	0.06	0.07	0.07
Crit Moves:		****		****					****			
Green/Cycle:	0.20	0.63	0.63	0.13	0.56	0.56	0.19	0.19	0.19	0.19	0.19	0.19
Volume/Cap:	0.70	0.72	0.72	0.72	0.70	0.70	0.24	0.24	0.72	0.30	0.38	0.38
Delay/Veh:	73.8	23.7	23.7	86.4	29.5	29.5	62.3	62.3	77.3	63.5	64.5	64.5
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:	73.8	23.7	23.7	86.4	29.5	29.5	62.3	62.3	77.3	63.5	64.5	64.5
LOS by Move:	E	C	C	F	C	C	E	E	E	E	E	E
HCM2kAvgQ:	12	29	29	8	26	26	4	4	12	3	6	6

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

Hayward General Plan Update (12804)
Existing Conditions
PM Peak Hour

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

Intersection #31 Foothill & Mattox [3518]

Cycle (sec): 180 Critical Vol./Cap.(X): 0.822
Loss Time (sec): 12 Average Delay (sec/veh): 54.0
Optimal Cycle: 98 Level Of Service: D

Street Name:	Foothill						Mattox					
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			Include		
Min. Green:	4	0	10	10	10	10	0	4	4	4	4	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	0 0	2	3 0	2 1	0	0 0	2 1	0	2 0	2 0	0
Volume Module:												
Base Vol:	108	0	421	519	1425	104	0	667	100	663	475	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:	108	0	421	519	1425	104	0	667	100	663	475	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	114	0	443	546	1500	109	0	702	105	698	500	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	0	443	546	1500	109	0	702	105	698	500	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:	114	0	443	546	1500	109	0	702	105	698	500	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	1.00	0.66	0.84	0.82	0.82	1.00	0.83	0.82	0.85	0.88	1.00
Lanes:	2.00	0.00	2.00	3.00	2.80	0.20	0.00	2.61	0.39	2.00	2.00	0.00
Final Sat.:	3183	0	2526	4775	4350	317	0	4096	614	3243	3343	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.18	0.11	0.34	0.34	0.00	0.17	0.17	0.22	0.15	0.00
Crit Moves:	****				****			****		****		
Green/Cycle:	0.04	0.00	0.31	0.46	0.42	0.42	0.00	0.21	0.21	0.26	0.47	0.00
Volume/Cap:	0.82	0.00	0.57	0.25	0.82	0.82	0.00	0.82	0.82	0.82	0.32	0.00
Delay/Veh:	116.4	0.0	53.7	29.4	49.2	49.2	0.0	73.7	73.7	69.0	29.8	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:	116.4	0.0	53.7	29.4	49.2	49.2	0.0	73.7	73.7	69.0	29.8	0.0
LOS by Move:	F	A	D	C	D	D	A	E	E	E	C	A
HCM2kAvgQ:	3	0	11	6	30	30	0	16	16	20	9	0

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

Hayward General Plan Update (12804)
Existing Conditions
PM Peak Hour

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

Intersection #32 Foothill & Grove [3526]

Cycle (sec): 180 Critical Vol./Cap.(X): 0.840
Loss Time (sec): 12 Average Delay (sec/veh): 44.2
Optimal Cycle: 105 Level Of Service: D

Street Name:	Foothill						Grove					
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:	4	20	20	8	20	20	4	4	4	4	4	4
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 1	0	1 0	2 1	0	1 0	0 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	102	2557	50	61	1888	110	270	122	72	29	182	138
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:	102	2557	50	61	1888	110	270	122	72	29	182	138
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	107	2692	53	64	1987	116	284	128	76	31	192	145
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	2692	53	64	1987	116	284	128	76	31	192	145
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	107	2692	53	64	1987	116	284	128	76	31	192	145
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	0.82	0.82	0.86	0.82	0.82	0.91	0.91	0.90	0.91	0.96	0.80
Lanes:	1.00	3.92	0.08	1.00	2.83	0.17	1.00	0.63	0.37	1.00	1.00	1.00
Final Sat.:	1641	6147	120	1641	4419	257	1736	1082	639	1736	1828	1523
Capacity Analysis Module:												
Vol/Sat:	0.07	0.44	0.44	0.04	0.45	0.45	0.16	0.12	0.12	0.02	0.10	0.10
Crit Moves:	****				****		****				****	
Green/Cycle:	0.08	0.56	0.56	0.06	0.54	0.54	0.19	0.27	0.27	0.05	0.12	0.12
Volume/Cap:	0.84	0.79	0.79	0.69	0.84	0.84	0.84	0.44	0.44	0.35	0.84	0.76
Delay/Veh:	118.3	32.6	32.6	103.5	38.0	38.0	86.5	55.2	55.2	85.0	100	92.9
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:	118.3	32.6	32.6	103.5	38.0	38.0	86.5	55.2	55.2	85.0	100	92.9
LOS by Move:	F	C	C	F	D	D	F	E	E	F	F	F
HCM2kAvgQ:	6	33	33	3	35	35	16	9	9	2	12	9

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

Hayward General Plan Update (12804)
Existing Conditions
PM Peak Hour

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

Intersection #33 Foothill & City Center [9801]

Cycle (sec): 180 Critical Vol./Cap.(X): 0.930
Loss Time (sec): 12 Average Delay (sec/veh): 57.8
Optimal Cycle: 173 Level Of Service: E

Street Name:	Foothill						City Center					
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:	4	12	12	4	12	12	6	6	6	6	6	6
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3	1 0	1 0	3	1 0	1 0	0	1 0	1 0	1	0 1
Volume Module:												
Base Vol:	70	2041	16	360	1493	92	184	64	55	58	39	262
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	2041	16	360	1493	92	184	64	55	58	39	262
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	74	2148	17	379	1572	97	194	67	58	61	41	276
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	2148	17	379	1572	97	194	67	58	61	41	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:	74	2148	17	379	1572	97	194	67	58	61	41	276
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	0.83	0.83	0.86	0.82	0.82	0.91	0.90	0.89	0.91	0.96	0.80
Lanes:	1.00	3.97	0.03	1.00	3.77	0.23	1.00	0.54	0.46	1.00	1.00	1.00
Final Sat.:	1641	6231	49	1641	5867	362	1736	912	783	1736	1828	1526
Capacity Analysis Module:												
Vol/Sat:	0.04	0.34	0.34	0.23	0.27	0.27	0.11	0.07	0.07	0.04	0.02	0.18
Crit Moves:		****		****			****					****
Green/Cycle:	0.09	0.37	0.37	0.25	0.53	0.53	0.12	0.21	0.21	0.10	0.19	0.19
Volume/Cap:	0.51	0.93	0.93	0.93	0.51	0.51	0.93	0.35	0.35	0.35	0.12	0.93
Delay/Veh:	81.1	61.8	61.8	93.8	27.3	27.3	121.5	60.8	60.8	76.5	59.9	105.6
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:	81.1	61.8	61.8	93.8	27.3	27.3	121.5	60.8	60.8	76.5	59.9	105.6
LOS by Move:	F	E	E	F	C	C	F	E	E	E	E	F
HCM2kAvgQ:	4	34	34	22	16	16	14	6	6	3	2	18

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

Hayward General Plan Update (12804)
Existing Conditions
PM Peak Hour

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

Intersection #34 Foothill & B [3523]

Cycle (sec): 180 Critical Vol./Cap.(X): 0.687
Loss Time (sec): 6 Average Delay (sec/veh): 33.7
Optimal Cycle: 43 Level Of Service: C

Street Name:	Foothill						23					
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:	15	15	15	0	0	0	0	0	0	0	15	15
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	4	1 0	0 0	0	0 0	0 0	0	0 0	0 0	1	1 0
Volume Module:												
Base Vol:	20	3215	50	0	0	0	0	0	0	0	777	172
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:	20	3215	50	0	0	0	0	0	0	0	777	172
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	21	3384	53	0	0	0	0	0	0	0	818	181
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	3384	53	0	0	0	0	0	0	0	818	181
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	21	3384	53	0	0	0	0	0	0	0	818	181
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.82	0.82	0.82	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.89	0.88
Lanes:	0.04	5.87	0.09	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.64	0.36
Final Sat.:	57	9201	143	0	0	0	0	0	0	0	2763	612
Capacity Analysis Module:												
Vol/Sat:	0.37	0.37	0.37	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.30	0.30
Crit Moves:		****									****	
Green/Cycle:	0.54	0.54	0.54	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.43	0.43
Volume/Cap:	0.69	0.69	0.69	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.69	0.69
Delay/Veh:	31.1	31.1	31.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	42.8	42.8
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:	31.1	31.1	31.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	42.8	42.8
LOS by Move:	C	C	C	A	A	A	A	A	A	A	D	D
HCM2kAvgQ:	25	25	25	0	0	0	0	0	0	0	23	22

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

Hayward General Plan Update (12804)
Existing Conditions
PM Peak Hour

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

Intersection #35 Foothill & C [8983]

Cycle (sec): 180 Critical Vol./Cap.(X): 0.670
Loss Time (sec): 6 Average Delay (sec/veh): 33.3
Optimal Cycle: 41 Level Of Service: C

Street Name:	Foothill						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:	0	15	15	0	0	0	15	15	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	5 1	0	0 0	0 0	0	1 1	0 1	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	2776	444	0	0	0	586	676	26	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2776	444	0	0	0	586	676	26	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:	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	2922	467	0	0	0	617	712	27	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2922	467	0	0	0	617	712	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:	0	2922	467	0	0	0	617	712	27	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.81	0.81	1.00	1.00	1.00	0.85	0.85	0.85	1.00	1.00	1.00
Lanes:	0.00	5.17	0.83	0.00	0.00	0.00	1.37	1.57	0.06	0.00	0.00	0.00
Final Sat.:	0	7953	1272	0	0	0	2199	2537	98	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.37	0.37	0.00	0.00	0.00	0.28	0.28	0.28	0.00	0.00	0.00
Crit Moves:		****						****				
Green/Cycle:	0.00	0.55	0.55	0.00	0.00	0.00	0.42	0.42	0.42	0.00	0.00	0.00
Volume/Cap:	0.00	0.67	0.67	0.00	0.00	0.00	0.67	0.67	0.67	0.00	0.00	0.00
Delay/Veh:	0.0	29.4	29.4	0.0	0.0	0.0	43.2	43.2	43.2	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:	0.0	29.4	29.4	0.0	0.0	0.0	43.2	43.2	43.2	0.0	0.0	0.0
LOS by Move:	A	C	C	A	A	A	D	D	D	A	A	A
HCM2kAvgQ:	0	24	24	0	0	0	20	20	20	0	0	0

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

Hayward General Plan Update (12804)
Existing Conditions
PM Peak Hour

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

Intersection #36 Foothill & D [9890]

Cycle (sec): 180 Critical Vol./Cap.(X): 0.624
Loss Time (sec): 9 Average Delay (sec/veh): 38.4
Optimal Cycle: 84 Level Of Service: D

Street Name:	Foothill						D					
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:	0	30	0	0	0	0	15	30	0	0	30	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	5 1	0	0 0	0 0	0	3 0	1 0	0	0 0	2 1	0
Volume Module:												
Base Vol:	0	2753	301	0	0	0	437	368	0	0	602	80
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	2753	301	0	0	0	437	368	0	0	602	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	2898	317	0	0	0	460	387	0	0	634	84
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2898	317	0	0	0	460	387	0	0	634	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:	0	2898	317	0	0	0	460	387	0	0	634	84
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.81	0.81	1.00	1.00	1.00	0.85	0.93	1.00	1.00	0.83	0.83
Lanes:	0.00	5.40	0.60	0.00	0.00	0.00	3.00	1.00	0.00	0.00	2.65	0.35
Final Sat.:	0	8366	915	0	0	0	4864	1759	0	0	4163	553
Capacity Analysis Module:												
Vol/Sat:	0.00	0.35	0.35	0.00	0.00	0.00	0.09	0.22	0.00	0.00	0.15	0.15
Crit Moves:		****					****				****	
Green/Cycle:	0.00	0.55	0.55	0.00	0.00	0.00	0.15	0.40	0.00	0.00	0.24	0.24
Volume/Cap:	0.00	0.62	0.62	0.00	0.00	0.00	0.62	0.56	0.00	0.00	0.62	0.62
Delay/Veh:	0.0	27.5	27.5	0.0	0.0	0.0	73.3	43.2	0.0	0.0	61.8	61.8
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	27.5	27.5	0.0	0.0	0.0	73.3	43.2	0.0	0.0	61.8	61.8
LOS by Move:	A	C	C	A	A	A	E	D	A	A	E	E
HCM2kAvgQ:	0	22	22	0	0	0	8	16	0	0	13	13

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

Hayward General Plan Update (12804)
Existing Conditions
PM Peak Hour

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

Intersection #37 Watkins & Jackson [3693]

Cycle (sec):	85	Critical Vol./Cap.(X):	0.808
Loss Time (sec):	12	Average Delay (sec/veh):	54.3
Optimal Cycle:	180	Level Of Service:	D

Street Name:	Watkins						Jackson					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	4	12	12	0	12	0	4	4	4	4	4	4
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 1	0	0 0	1 0	1	1 0	2 1	0	0 0	2 1	0
Volume Module:												
Base Vol:	178	119	43	0	240	120	99	1883	106	0	1284	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:	178	119	43	0	240	120	99	1883	106	0	1284	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:	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:	187	125	45	0	253	126	104	1982	112	0	1352	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	187	125	45	0	253	126	104	1982	112	0	1352	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:	187	125	45	0	253	126	104	1982	112	0	1352	5
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.91	0.92	0.92	1.00	0.96	0.81	0.86	0.82	0.82	1.00	0.83	0.83
Lanes:	1.00	0.73	0.27	0.00	1.00	1.00	1.00	2.84	0.16	0.00	2.99	0.01
Final Sat.:	1736	1288	465	0	1828	1537	1641	4428	249	0	4692	18
Capacity Analysis Module:												
Vol/Sat:	0.11	0.10	0.10	0.00	0.14	0.08	0.06	0.45	0.45	0.00	0.29	0.29
Crit Moves:	****				****			****				
Green/Cycle:	0.09	0.23	0.23	0.00	0.14	0.14	0.37	0.63	0.63	0.00	0.25	0.25
Volume/Cap:	1.18	0.42	0.42	0.00	0.98	0.58	0.17	0.72	0.72	0.00	1.14	1.14
Delay/Veh:	164.9	28.4	28.4	0.0	86.3	38.1	17.9	11.6	11.6	0.0	107	106.6
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:	164.9	28.4	28.4	0.0	86.3	38.1	17.9	11.6	11.6	0.0	107	106.6
LOS by Move:	F	C	C	A	F	D	B	B	B	A	F	F
HCM2kAvgQ:	11	3	2	0	11	4	2	14	14	0	22	22

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

Hayward General Plan Update (12804)
Existing Conditions
PM Peak Hour

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

Intersection #38 Mission & Jefferson/Calhoun [4518]

Cycle (sec):	180	Critical Vol./Cap.(X):	0.635
Loss Time (sec):	9	Average Delay (sec/veh):	9.3
Optimal Cycle:	47	Level Of Service:	A

Street Name:	Mission						Jefferson/Calhoun					
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	20	20	4	20	20	4	4	4	4	0	4
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 1	0	1 0	2 1	0	0 0	1! 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	2	2244	6	139	1630	3	2	1	2	21	0	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	2244	6	139	1630	3	2	1	2	21	0	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	2	2362	6	146	1716	3	2	1	2	22	0	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	2362	6	146	1716	3	2	1	2	22	0	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:	2	2362	6	146	1716	3	2	1	2	22	0	13
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	0.83	0.83	0.86	0.83	0.83	0.79	0.80	0.79	0.96	1.00	0.81
Lanes:	1.00	2.99	0.01	1.00	2.99	0.01	0.40	0.20	0.40	1.00	0.00	1.00
Final Sat.:	1641	4702	13	1641	4706	9	603	302	603	1821	0	1548
Capacity Analysis Module:												
Vol/Sat:	0.00	0.50	0.50	0.09	0.36	0.36	0.00	0.00	0.00	0.01	0.00	0.01
Crit Moves:		****		****						****		
Green/Cycle:	0.05	0.79	0.79	0.14	0.87	0.87	0.02	0.02	0.02	0.02	0.00	0.02
Volume/Cap:	0.02	0.64	0.64	0.64	0.42	0.42	0.16	0.16	0.16	0.55	0.00	0.37
Delay/Veh:	80.9	8.5	8.5	79.0	2.3	2.3	88.5	88.5	88.5	101.8	0.0	93.3
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:	80.9	8.5	8.5	79.0	2.3	2.3	88.5	88.5	88.5	101.8	0.0	93.3
LOS by Move:	F	A	A	E	A	A	F	F	F	F	A	F
HCM2kAvgQ:	0	21	21	8	7	7	0	0	0	2	0	1

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

Hayward General Plan Update (12804)
Existing Conditions
PM Peak Hour

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

Intersection #39 Second & B St

Cycle (sec):	110	Critical Vol./Cap.(X):	0.641
Loss Time (sec):	12	Average Delay (sec/veh):	24.4
Optimal Cycle:	53	Level Of Service:	C

Street Name:	Second St						B St					
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:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	1 1	1	0 0	0 0	0	0 1	1 1	0
Volume Module:												
Base Vol:	107	622	546	84	632	231	0	0	0	110	599	80
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:	107	622	546	84	632	231	0	0	0	110	599	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	113	655	575	88	665	243	0	0	0	116	631	84
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	113	655	575	88	665	243	0	0	0	116	631	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:	113	655	575	88	665	243	0	0	0	116	631	84
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.91	0.91	1.00	1.00	1.00	0.88	0.88	0.88
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.00	0.00	0.00	0.42	2.28	0.30
Final Sat.:	1805	3610	1615	1805	3466	1733	0	0	0	697	3797	507
Capacity Analysis Module:												
Vol/Sat:	0.06	0.18	0.36	0.05	0.19	0.14	0.00	0.00	0.00	0.17	0.17	0.17
Crit Moves:			****	****								****
Green/Cycle:	0.16	0.56	0.56	0.08	0.47	0.47	0.00	0.00	0.00	0.26	0.26	0.26
Volume/Cap:	0.40	0.33	0.64	0.64	0.40	0.30	0.00	0.00	0.00	0.64	0.64	0.64
Delay/Veh:	42.6	13.4	18.5	59.1	18.9	17.7	0.0	0.0	0.0	37.3	37.3	37.3
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:	42.6	13.4	18.5	59.1	18.9	17.7	0.0	0.0	0.0	37.3	37.3	37.3
LOS by Move:	D	B	B	E	B	B	A	A	A	D	D	D
HCM2kAvgQ:	4	6	14	4	8	5	0	0	0	10	10	10

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

Hayward General Plan Update (12804)
Existing Conditions
PM Peak Hour

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

Intersection #40 Hesperian & Tennyson

Cycle (sec):	100	Critical Vol./Cap.(X):	0.782
Loss Time (sec):	12	Average Delay (sec/veh):	35.1
Optimal Cycle:	73	Level Of Service:	D

Street Name:	Hesperian						Tennyson					
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:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 1	0	1 0	2 1	0	1 0	2 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	86	1174	120	215	873	61	153	454	62	275	216	160
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:	86	1174	120	215	873	61	153	454	62	275	216	160
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	91	1236	126	226	919	64	161	478	65	289	227	168
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	91	1236	126	226	919	64	161	478	65	289	227	168
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	91	1236	126	226	919	64	161	478	65	289	227	168
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.91	0.86	0.86	0.91	0.87	0.87	0.89	0.84	0.84	0.91	0.91	0.79
Lanes:	1.00	2.72	0.28	1.00	2.80	0.20	1.00	2.64	0.36	1.00	2.00	1.00
Final Sat.:	1736	4463	456	1736	4617	323	1688	4190	572	1736	3473	1498
Capacity Analysis Module:												
Vol/Sat:	0.05	0.28	0.28	0.13	0.20	0.20	0.10	0.11	0.11	0.17	0.07	0.11
Crit Moves:		****		****				****		****		
Green/Cycle:	0.14	0.35	0.35	0.17	0.39	0.39	0.16	0.15	0.15	0.21	0.19	0.19
Volume/Cap:	0.38	0.78	0.78	0.78	0.52	0.52	0.58	0.78	0.78	0.78	0.34	0.58
Delay/Veh:	40.5	31.2	31.2	52.8	23.8	23.8	41.6	46.9	46.9	47.5	35.0	39.5
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:	40.5	31.2	31.2	52.8	23.8	23.8	41.6	46.9	46.9	47.5	35.0	39.5
LOS by Move:	D	C	C	D	C	C	D	D	D	D	D	D
HCM2kAvgQ:	3	15	15	9	9	9	5	8	8	10	3	6

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

Hayward General Plan Update (12804)
Existing Conditions
PM Peak Hour

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

Intersection #41 Mission & Fairway

Cycle (sec): 180 Critical Vol./Cap.(X): 0.579
Loss Time (sec): 9 Average Delay (sec/veh): 19.5
Optimal Cycle: 41 Level Of Service: B

Street Name:	Mission						Fairway					
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:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	0	1 0	0 1	0	0 1
Volume Module:												
Base Vol:	27	1266	31	50	1253	81	127	23	12	40	10	23
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	1266	31	50	1253	81	127	23	12	40	10	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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	30	1407	34	56	1392	90	141	26	13	44	11	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	1407	34	56	1392	90	141	26	13	44	11	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:	30	1407	34	56	1392	90	141	26	13	44	11	26
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	0.94	0.94	0.93	0.92	0.92	0.67	0.93	0.93	0.75	0.75	0.83
Lanes:	1.00	1.95	0.05	1.00	1.88	0.12	1.00	0.66	0.34	0.80	0.20	1.00
Final Sat.:	1787	3475	85	1769	3293	213	1279	1161	606	1135	284	1583
Capacity Analysis Module:												
Vol/Sat:	0.02	0.40	0.40	0.03	0.42	0.42	0.11	0.02	0.02	0.04	0.04	0.02
Crit Moves:	****				****		****					
Green/Cycle:	0.04	0.69	0.69	0.07	0.72	0.72	0.19	0.19	0.19	0.19	0.19	0.19
Volume/Cap:	0.43	0.58	0.58	0.47	0.59	0.59	0.59	0.12	0.12	0.21	0.21	0.09
Delay/Veh:	88.8	14.5	14.5	83.9	12.4	12.4	70.3	60.8	60.8	62.1	62.1	60.4
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:	88.8	14.5	14.5	83.9	12.4	12.4	70.3	60.8	60.8	62.1	62.1	60.4
LOS by Move:	F	B	B	F	B	B	E	E	E	E	E	E
HCM2kAvgQ:	2	21	21	3	20	20	8	2	2	3	3	1

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

Hayward General Plan Update (12804)
Existing Conditions
PM Peak Hour

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

Intersection #42 Huntwood & Industrial

Cycle (sec): 130 Critical Vol./Cap.(X): 0.747
Loss Time (sec): 12 Average Delay (sec/veh): 41.6
Optimal Cycle: 71 Level Of Service: D

Street Name:	Huntwood						Industrial					
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:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 1	1	0 1	1 0	1	1 0	1 0	2	0 1	1 0	2	1 0
Volume Module:												
Base Vol:	359	439	221	56	121	113	224	1081	160	103	810	112
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:	359	439	221	56	121	113	224	1081	160	103	810	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:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	386	472	238	60	130	122	241	1162	172	111	871	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	386	472	238	60	130	122	241	1162	172	111	871	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	386	472	238	60	130	122	241	1162	172	111	871	120
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.75	0.75	0.69	0.94	0.87	0.87	0.90	0.90	0.81	0.93	0.88	0.87
Lanes:	1.35	1.65	1.00	1.00	1.03	0.97	1.00	2.00	1.00	1.00	2.64	0.36
Final Sat.:	1920	2348	1302	1787	1712	1599	1718	3437	1535	1769	4385	606
Capacity Analysis Module:												
Vol/Sat:	0.20	0.20	0.18	0.03	0.08	0.08	0.14	0.34	0.11	0.06	0.20	0.20
Crit Moves:		****			****			****		****		
Green/Cycle:	0.27	0.27	0.27	0.10	0.10	0.10	0.22	0.45	0.45	0.08	0.31	0.31
Volume/Cap:	0.75	0.75	0.68	0.33	0.75	0.75	0.63	0.75	0.25	0.75	0.63	0.63
Delay/Veh:	46.2	46.2	47.7	55.3	65.6	65.6	49.2	31.4	22.1	76.8	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:	46.2	46.2	47.7	55.3	65.6	65.6	49.2	31.4	22.1	76.8	38.9	38.9
LOS by Move:	D	D	D	E	E	E	D	C	C	E	D	D
HCM2kAvgQ:	12	12	10	3	7	7	9	21	4	6	13	13

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