Appendix 8.7
Traffic Tables

Table 9
1994 Highway Capacity Manual Level Of Service Criteria
Signalized Intersections

Level of Service (LOS)	Average Delay (seconds/vehicle)	Description
A	≤ 5	Very Low Delay: This level of service occurs when progression is extremely favorable and most vehicles arrive during a green phase. Most vehicles do not stop at all. Short cycle lengths may also contribute to low delay.
B	> 5 and ≤ 15	Minimal Delays: This level of service generally occurs with good progression, short cycle lengths, or both. More vehicles stop than at LOS A, causing higher levels of average delay.
C	> 15 and ≤ 25	Acceptable Delay: Delay increases due to fair progression, longer cycle lengths, or both. Individual cycle failures may begin to appear at this level of service. The number of vehicles stopping is significant, though many still pass through the intersection without stopping.
D	> 25 and ≤ 40	Approaching Unstable Operation/Significant Delays: The influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high volume / capacity ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.
E	> 40 and ≤ 60	Unstable Operation/Substantial Delays: These high delay values generally indicate poor progression, long cycle lengths, and high volume / capacity ratios. Individual cycle failures are frequent occurrences.
F	> 60	Excessive Delays: This level, considered unacceptable to most drivers, often occurs with oversaturation (that is, when arrival traffic volumes exceed the capacity of the intersection). It may also occur at high volume / capacity ratios below 1.0 with many individual cycle failures. Poor progression and long cycle lengths may also be major contributing causes to such delay levels.

Source: Transportation Research Board, *Highway Capacity Manual,* Washington, D.C., 1994, pages 9-6 and 9-7

Table 10
2000 Highway Capacity Manual Level of Service Criteria
Unsignalized Intersections

Level of Service (LOS)	Average Delay (seconds/vehicle)	Description
A	≤ 10	Very Low Delay
B	> 10 and ≤ 15	Minimal Delays
C	> 15 and ≤ 25	Acceptable Delay
D	> 25 and ≤ 35	Approaching Unstable Operation and/or Significant Delays
E	> 35 and ≤ 50	Unstable Operation and/or Substantial Delays
F	> 50	Excessive Delays

Source: *Highway Capacity Manual,* 2000, pages 17-2 and 17-32, Transportation Research Board, Washington, D.C.

AM Peak-Hour Existing (2003-2005)

Hayward - SR-238 Bypass Land Use EIR (P07070)
Existing (2003-2005)
AM Peak Hour

Scenario Report

Scenario:	2003-05_Existing_AM
Command:	2003-05_Existing_AM
Volume:	2003-05_Existing_AM
Geometry:	2003-05_Existing_AM
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	NoProject
Configuration:	Default Configuration

Hayward - SR-238 Bypass Land Use EIR (P07070)
Existing (2003-2005)
AM Peak Hour

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 Foothill & Mattox	D	36.2	1.003	D	36.2	1.003	+ 0.000	D/V
# 2 Foothill & Grove	C	19.4	0.831	C	19.4	0.831	+ 0.000	D/V
# 3 Foothill & A	D	26.1	0.870	D	26.1	0.870	+ 0.000	D/V
# 4 Foothill & B	C	15.7	0.795	C	15.7	0.795	+ 0.000	D/V
# 5 2nd & B	C	23.8	0.604	C	23.8	0.604	+ 0.000	D/V
# 6 Foothill & D	D	36.3	1.026	D	36.3	1.026	+ 0.000	D/V
# 7 Mission & Foothill-Jackson	E	45.8	1.093	E	45.8	1.093	+ 0.000	D/V
# 8 Mission & Fletcher	B	12.3	0.664	B	12.3	0.664	+ 0.000	D/V
# 9 Mission & Highland	B	13.4	0.785	B	13.4	0.785	+ 0.000	D/V
# 10 Mission & Carlos Bee	F	62.4	1.060	F	62.4	1.060	+ 0.000	D/V
# 12 Mission & Berry (unsignalized)	F	OVRFL	2.591	F	OVRFL	2.591	+ 0.000	D/V
# 14 Mission & Harder	D	28.9	0.864	D	28.9	0.864	+ 0.000	D/V
# 15 Mission & Sorenson	B	6.3	0.712	B	6.3	0.712	+ 0.000	D/V
# 16 Mission & Jefferson/Calhoun	D	25.1	0.885	D	25.1	0.885	+ 0.000	D/V
# 17 Mission & Hancock	A	4.2	0.692	A	4.2	0.692	+ 0.000	D/V
# 18 Mission & Tennyson	C	20.0	0.613	C	20.0	0.613	+ 0.000	D/V
# 19 Mission at Valle Vista	D	28.9	0.239	D	28.9	0.239	+ 0.000	D/V
# 20 Mission & Industrial	C	24.9	0.725	C	24.9	0.725	+ 0.000	D/V
# 21 Dixon & Tennyson	C	15.4	0.597	C	15.4	0.597	+ 0.000	D/V
# 22 Dixon & Valle Vista	B	10.5	0.408	B	10.5	0.408	+ 0.000	V/C
# 23 Dixon & Industrial Parkway Wes	B	12.3	0.590	B	12.3	0.590	+ 0.000	D/V

Hayward - SR-238 Bypass Land Use EIR (P07070)
Existing (2003-2005)
AM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #1 Foothill & Mattox [3518]

Cycle (sec):	106	Critical Vol./Cap.(X):	1.003
Loss Time (sec):	12	Average Delay (sec/veh):	36.2
Optimal Cycle:	180	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:	Include			Include			Include			Include		
Min. Green:	4	0	4	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	1 0	2 0	0
Volume Module: >> Count Date: 20 May 2003 <<												
Base Vol:	104	0	254	228	1665	235	0	364	50	619	631	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:	104	0	254	228	1665	235	0	364	50	619	631	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:	109	0	267	240	1753	247	0	383	53	652	664	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	109	0	267	240	1753	247	0	383	53	652	664	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:	1.03	1.00	1.13	1.03	1.10	1.10	1.00	1.10	1.10	1.00	1.05	1.00
FinalVolume:	113	0	302	247	1928	272	0	421	58	652	697	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	1.00	0.83	0.93	0.96	0.96	1.00	0.96	0.96	0.93	0.98	1.00
Lanes:	2.00	0.00	2.00	3.00	2.63	0.37	0.00	2.64	0.36	1.00	2.00	0.00
Final Sat.:	3539	0	3167	5309	4799	677	0	4815	661	1770	3725	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.10	0.05	0.40	0.40	0.00	0.09	0.09	0.37	0.19	0.00
Crit Moves:	****				****			****		****		
Green/Cycle:	0.04	0.00	0.70	0.22	0.40	0.40	0.00	0.09	0.09	0.36	0.45	0.00
Volume/Cap:	0.84	0.00	0.14	0.22	1.01	1.01	0.00	1.01	1.01	1.01	0.41	0.00
Delay/Veh:	57.2	0.0	3.4	22.1	37.7	37.7	0.0	65.6	65.6	51.5	12.8	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:	57.2	0.0	3.4	22.1	37.7	37.7	0.0	65.6	65.6	51.5	12.8	0.0
DesignQueue:	3	0	3	4	29	29	0	9	9	27	12	0

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

Hayward - SR-238 Bypass Land Use EIR (P07070)
Existing (2003-2005)
AM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #2 Foothill & Grove [3526]

Cycle (sec):	106	Critical Vol./Cap.(X):	0.831
Loss Time (sec):	9	Average Delay (sec/veh):	19.4
Optimal Cycle:	78	Level Of Service:	C

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			Permitted			Permitted		
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	2	1 0	1 0	2	1 0	1 0	0	1 0	1 0	1	0 1
Volume Module:												
Base Vol:	53	1890	32	47	2212	41	204	62	51	280	197	136
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	53	1890	32	47	2212	41	204	62	51	280	197	136
User Adj:	1.00	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:	56	1989	34	49	2328	43	215	65	54	295	207	143
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	1989	34	49	2328	43	215	65	54	295	207	143
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.10	1.10	1.00	1.10	1.10	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	56	2188	37	49	2561	47	215	65	54	295	207	143
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.98	0.93	0.98	0.98	0.43	0.91	0.91	0.62	0.98	0.83
Lanes:	1.00	2.95	0.05	1.00	2.95	0.05	1.00	0.55	0.45	1.00	1.00	1.00
Final Sat.:	1770	5495	93	1770	5487	102	820	950	782	1174	1863	1583
Capacity Analysis Module:												
Vol/Sat:	0.03	0.40	0.40	0.03	0.47	0.47	0.26	0.07	0.07	0.25	0.11	0.09
Crit Moves:	****				****		****					
Green/Cycle:	0.04	0.50	0.50	0.10	0.56	0.56	0.32	0.32	0.32	0.32	0.32	0.32
Volume/Cap:	0.83	0.79	0.79	0.29	0.83	0.83	0.83	0.22	0.22	0.80	0.35	0.29
Delay/Veh:	75.2	17.6	17.6	34.2	15.9	15.9	39.2	20.3	20.3	33.1	21.4	20.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	75.2	17.6	17.6	34.2	15.9	15.9	39.2	20.3	20.3	33.1	21.4	20.9
DesignQueue:	3	24	24	3	26	26	9	5	5	12	9	6

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

Hayward - SR-238 Bypass Land Use EIR (P07070)
Existing (2003-2005)
AM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #3 Foothill & A [3522]

Cycle (sec):	106	Critical Vol./Cap.(X):	0.870
Loss Time (sec):	9	Average Delay (sec/veh):	26.1
Optimal Cycle:	91	Level Of Service:	D

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:	Include			Include			Include			Include		
Min. Green:	0	25	25	0	25	25	10	8	8	6	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:	0 0	2 1	0	0 0	2 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	0	1459	259	0	1668	175	86	391	16	339	929	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1459	259	0	1668	175	86	391	16	339	929	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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	1536	273	0	1756	184	91	412	17	357	978	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1536	273	0	1756	184	91	412	17	357	978	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.10	1.10	1.00	1.10	1.10	1.00	1.05	1.05	1.00	1.05	1.05
FinalVolume:	0	1689	300	0	1931	203	91	432	18	357	1027	15
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.86	0.86	1.00	0.87	0.87	0.84	0.87	0.87	0.84	0.88	0.88
Lanes:	0.00	2.55	0.45	0.00	2.72	0.28	1.00	1.92	0.08	1.00	1.97	0.03
Final Sat.:	0	4186	743	0	4506	473	1593	3189	130	1593	3303	50
Capacity Analysis Module:												
Vol/Sat:	0.00	0.40	0.40	0.00	0.43	0.43	0.06	0.14	0.14	0.22	0.31	0.31
Crit Moves:	****				****		****				****	
Green/Cycle:	0.00	0.48	0.48	0.00	0.48	0.48	0.09	0.17	0.17	0.27	0.35	0.35
Volume/Cap:	0.00	0.85	0.85	0.00	0.90	0.90	0.60	0.82	0.82	0.82	0.90	0.90
Delay/Veh:	0.0	20.8	20.8	0.0	23.2	23.2	39.7	39.0	39.0	35.4	32.1	32.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	20.8	20.8	0.0	23.2	23.2	39.7	39.0	39.0	35.4	32.1	32.1
DesignQueue:	0	23	23	0	24	24	5	11	11	16	22	22

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

Hayward - SR-238 Bypass Land Use EIR (P07070)
Existing (2003-2005)
AM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #4 Foothill & B [3523]

Cycle (sec):	106	Critical Vol./Cap.(X):	0.795
Loss Time (sec):	6	Average Delay (sec/veh):	15.7
Optimal Cycle:	58	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:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	25	0	0	25	25	0	0	0	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:	0 0	3	0 0	0 0	2	1 0	0 0	0	0 0	1 1	1	0 1
Volume Module:												
Base Vol:	0	1692	0	0	1898	125	0	0	0	541	587	78
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	1692	0	0	1898	125	0	0	0	541	587	78
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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	1781	0	0	1998	132	0	0	0	569	618	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1781	0	0	1998	132	0	0	0	569	618	82
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.10	1.00	1.00	1.10	1.10	1.00	1.00	1.00	1.10	1.10	1.00
FinalVolume:	0	1959	0	0	2198	145	0	0	0	626	680	82
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.88	1.00	1.00	0.87	0.87	1.00	1.00	1.00	0.82	0.82	0.75
Lanes:	0.00	3.00	0.00	0.00	2.81	0.19	0.00	0.00	0.00	1.44	1.56	1.00
Final Sat.:	0	5029	0	0	4671	308	0	0	0	2243	2434	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.39	0.00	0.00	0.47	0.47	0.00	0.00	0.00	0.28	0.28	0.06
Crit Moves:	****				****						****	
Green/Cycle:	0.00	0.59	0.00	0.00	0.59	0.59	0.00	0.00	0.00	0.35	0.35	0.35
Volume/Cap:	0.00	0.66	0.00	0.00	0.79	0.79	0.00	0.00	0.00	0.79	0.79	0.16
Delay/Veh:	0.0	11.4	0.0	0.0	13.8	13.8	0.0	0.0	0.0	25.5	25.5	18.0
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	11.4	0.0	0.0	13.8	13.8	0.0	0.0	0.0	25.5	25.5	18.0
DesignQueue:	0	17	0	0	21	21	0	0	0	18	18	3

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

Hayward - SR-238 Bypass Land Use EIR (P07070)
Existing (2003-2005)
AM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #5 2nd & B

Cycle (sec):	106	Critical Vol./Cap.(X):	0.604
Loss Time (sec):	9	Average Delay (sec/veh):	23.8
Optimal Cycle:	82	Level Of Service:	C

Street Name:	2nd 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:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	23	23	23	23	23	23	0	0	0	27	27	27
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	1	1 0	1 1	1	0 0	0 0	0	0 1	1 1	0
Volume Module: >> Count Date: 12 May 2004 << 8:00 AM												
Base Vol:	149	591	371	56	436	268	0	0	0	134	734	53
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:	149	591	371	56	436	268	0	0	0	134	734	53
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	157	622	391	59	459	282	0	0	0	141	773	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	157	622	391	59	459	282	0	0	0	141	773	56
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.10	1.10	1.00	1.10	1.10	1.00	1.00	1.00	1.10	1.10	1.10
FinalVolume:	157	684	430	59	505	310	0	0	0	155	850	61
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.94	0.94	0.95	0.94	0.94	1.00	1.00	1.00	0.97	0.97	0.97
Lanes:	1.00	1.84	1.16	1.00	1.86	1.14	0.00	0.00	0.00	0.44	2.39	0.17
Final Sat.:	1805	3292	2066	1805	3318	2040	0	0	0	805	4407	318
Capacity Analysis Module:												
Vol/Sat:	0.09	0.21	0.21	0.03	0.15	0.15	0.00	0.00	0.00	0.19	0.19	0.19
Crit Moves:		****			****					****		
Green/Cycle:	0.34	0.34	0.34	0.25	0.25	0.25	0.00	0.00	0.00	0.32	0.32	0.32
Volume/Cap:	0.25	0.60	0.60	0.13	0.60	0.60	0.00	0.00	0.00	0.60	0.60	0.60
Delay/Veh:	19.0	22.3	22.3	23.3	27.2	27.2	0.0	0.0	0.0	23.6	23.6	23.6
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:	19.0	22.3	22.3	23.3	27.2	27.2	0.0	0.0	0.0	23.6	23.6	23.6
DesignQueue:	6	15	15	3	12	12	0	0	0	15	15	15

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

Hayward - SR-238 Bypass Land Use EIR (P07070)
Existing (2003-2005)
AM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #6 Foothill & D

Cycle (sec):	106	Critical Vol./Cap.(X):	1.026
Loss Time (sec):	12	Average Delay (sec/veh):	36.3
Optimal Cycle:	180	Level Of Service:	D

Street Name:	Foothill 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:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	10	10	0	10	10	6	6	0	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:	0 0 2	1	0	0 0 2	1	0	1 1 1	0	0	2 0 1	1	0
Volume Module: >> Count Date: 20 May 2003 <<												
Base Vol:	0	1777	328	0	2380	83	192	185	0	748	596	43
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	1777	328	0	2380	83	192	185	0	748	596	43
User Adj:	1.00	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	1871	345	0	2505	87	202	195	0	787	627	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1871	345	0	2505	87	202	195	0	787	627	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.10	1.10	1.00	1.10	1.10	1.10	1.10	1.00	1.03	1.05	1.05
FinalVolume:	0	2058	380	0	2756	96	222	214	0	811	659	48
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.86	0.86	1.00	0.88	0.88	0.86	0.86	1.00	0.84	0.87	0.87
Lanes:	0.00	2.53	0.47	0.00	2.90	0.10	1.53	1.47	0.00	2.00	1.87	0.13
Final Sat.:	0	4161	768	0	4860	169	2510	2419	0	3185	3096	223
Capacity Analysis Module:												
Vol/Sat:	0.00	0.49	0.49	0.00	0.57	0.57	0.09	0.09	0.00	0.25	0.21	0.21
Crit Moves:	****				****			****		****		
Green/Cycle:	0.00	0.55	0.55	0.00	0.55	0.55	0.09	0.09	0.00	0.25	0.25	0.25
Volume/Cap:	0.00	0.90	0.90	0.00	1.03	1.03	1.03	1.03	0.00	1.03	0.86	0.86
Delay/Veh:	0.0	19.1	19.1	0.0	37.7	37.7	77.8	77.8	0.0	61.8	35.3	35.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	19.1	19.1	0.0	37.7	37.7	77.8	77.8	0.0	61.8	35.3	35.3
DesignQueue:	0	24	24	0	29	29	8	8	0	19	16	16

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

Hayward - SR-238 Bypass Land Use EIR (P07070)
Existing (2003-2005)
AM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #7 Mission & Foothill-Jackson

Cycle (sec):	106	Critical Vol./Cap.(X):	1.093
Loss Time (sec):	13	Average Delay (sec/veh):	45.8
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Mission Blvd						Foothill Blvd-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:	Ovl			Ovl			Include			Include		
Min. Green:	0	10	4	0	10	4	5	14	14	16	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	2	0 2	0 0	1	1 1	2 0	2	1 0	3 0	1	1 0
Volume Module: >> Count Date: 14 May 2003 <<												
Base Vol:	0	465	1224	0	664	156	177	1250	41	1421	2008	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	465	1224	0	664	156	177	1250	41	1421	2008	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	489	1288	0	699	164	186	1316	43	1496	2114	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	489	1288	0	699	164	186	1316	43	1496	2114	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	1.05	1.13	1.00	1.10	1.10	1.03	1.10	1.10	1.03	1.05	1.05
FinalVolume:	0	514	1456	0	769	181	192	1447	47	1541	2219	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.88	0.75	1.00	0.86	0.86	0.84	0.88	0.88	0.84	0.88	1.00
Lanes:	0.00	2.00	2.00	0.00	2.00	1.00	2.00	2.90	0.10	3.00	2.00	0.00
Final Sat.:	0	3353	2850	0	3252	1626	3185	4870	160	4778	3353	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.51	0.00	0.24	0.11	0.06	0.30	0.30	0.32	0.66	0.00
Crit Moves:	****				****		****				****	
Green/Cycle:	0.00	0.22	0.56	0.00	0.22	0.27	0.06	0.32	0.32	0.34	0.61	0.00
Volume/Cap:	0.00	0.71	0.91	0.00	1.09	0.41	1.09	0.94	0.94	0.94	1.09	0.00
Delay/Veh:	0.0	31.4	21.9	0.0	85.6	24.1	125.1	34.8	34.8	33.4	62.0	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	31.4	21.9	0.0	85.6	24.1	125.1	34.8	34.8	33.4	62.0	0.0
DesignQueue:	0	12	21	0	19	8	5	22	22	21	30	0

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

Hayward - SR-238 Bypass Land Use EIR (P07070)
Existing (2003-2005)
AM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #8 Mission & Fletcher [3580]

Cycle (sec):	106	Critical Vol./Cap.(X):	0.664
Loss Time (sec):	9	Average Delay (sec/veh):	12.3
Optimal Cycle:	47	Level Of Service:	B

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	0	0 1	1 0	0	1 0
Volume Module: >> Count Date: 20 May 2003 <<												
Base Vol:	184	1601	39	75	1931	32	21	38	137	89	94	27
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:	184	1601	39	75	1931	32	21	38	137	89	94	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	194	1685	41	79	2033	34	22	40	144	94	99	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	194	1685	41	79	2033	34	22	40	144	94	99	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	1.10	1.10	1.00	1.10	1.10	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	194	1854	45	79	2236	37	22	40	144	94	99	28
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.98	0.93	0.98	0.98	0.82	0.82	0.83	0.75	0.95	0.95
Lanes:	1.00	2.93	0.07	1.00	2.95	0.05	0.36	0.64	1.00	1.00	0.78	0.22
Final Sat.:	1770	5455	133	1770	5497	91	557	1008	1583	1434	1404	403
Capacity Analysis Module:												
Vol/Sat:	0.11	0.34	0.34	0.04	0.41	0.41	0.04	0.04	0.09	0.07	0.07	0.07
Crit Moves:	****				****				****			
Green/Cycle:	0.16	0.69	0.69	0.09	0.61	0.61	0.14	0.14	0.14	0.14	0.14	0.14
Volume/Cap:	0.66	0.49	0.49	0.49	0.66	0.66	0.29	0.29	0.66	0.48	0.51	0.51
Delay/Veh:	35.4	6.0	6.0	36.9	10.5	10.5	31.4	31.4	38.0	33.5	33.8	33.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.4	6.0	6.0	36.9	10.5	10.5	31.4	31.4	38.0	33.5	33.8	33.8
DesignQueue:	10	13	13	4	19	19	3	3	7	5	7	7

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

Hayward - SR-238 Bypass Land Use EIR (P07070)
Existing (2003-2005)
AM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #9 Mission & Highland [9895]

Cycle (sec):	140	Critical Vol./Cap.(X):	0.785
Loss Time (sec):	12	Average Delay (sec/veh):	13.4
Optimal Cycle:	81	Level Of Service:	B

Street Name:	Mission						Highland					
Approach:	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:	4	16	16	4	16	16	4	4	4	8	8	8
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: >> Count Date: 20 May 2003 <<												
Base Vol:	27	1649	14	52	1929	43	80	6	6	33	8	99
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	1649	14	52	1929	43	80	6	6	33	8	99
User Adj:	1.00	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:	28	1736	15	55	2031	45	84	6	6	35	8	104
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	1736	15	55	2031	45	84	6	6	35	8	104
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.05	1.00	1.05	1.05	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	28	1823	15	55	2132	48	84	6	6	35	8	104
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.98	0.93	0.98	0.98	0.94	0.94	0.83	0.94	0.94	0.83
Lanes:	1.00	1.98	0.02	1.00	1.96	0.04	0.93	0.07	1.00	0.80	0.20	1.00
Final Sat.:	1770	3694	31	1770	3644	81	1663	125	1583	1439	349	1583
Capacity Analysis Module:												
Vol/Sat:	0.02	0.49	0.49	0.03	0.59	0.59	0.05	0.05	0.00	0.02	0.02	0.07
Crit Moves:	****				****		****					****
Green/Cycle:	0.03	0.72	0.72	0.05	0.74	0.74	0.06	0.06	0.06	0.08	0.08	0.08
Volume/Cap:	0.56	0.68	0.68	0.68	0.79	0.79	0.79	0.79	0.06	0.29	0.29	0.79
Delay/Veh:	60.3	8.6	8.6	63.8	9.9	9.9	69.1	69.1	46.8	46.1	46.1	65.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.3	8.6	8.6	63.8	9.9	9.9	69.1	69.1	46.8	46.1	46.1	65.8
DesignQueue:	2	23	23	4	26	26	7	7	0	3	3	8

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

Hayward - SR-238 Bypass Land Use EIR (P07070)
Existing (2003-2005)
AM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #10 Mission & Carlos Bee [3545]

Cycle (sec):	140	Critical Vol./Cap.(X):	1.060
Loss Time (sec):	12	Average Delay (sec/veh):	62.4
Optimal Cycle:	180	Level Of Service:	F

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	1 1	0	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module: >> Count Date: 14 May 2003 <<												
Base Vol:	65	1464	67	243	1737	28	128	176	70	527	445	220
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	65	1464	67	243	1737	28	128	176	70	527	445	220
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	68	1541	71	256	1828	29	135	185	74	555	468	232
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	1541	71	256	1828	29	135	185	74	555	468	232
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.05	1.00	1.05	1.00	1.00	1.05	1.00	1.00	1.05	1.00
FinalVolume:	68	1618	74	256	1920	29	135	195	74	555	492	232
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.97	0.97	0.93	0.98	0.83	0.93	0.98	0.83	0.93	0.98	0.83
Lanes:	1.00	1.91	0.09	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1770	3527	161	1770	3725	1583	1770	3725	1583	1770	3725	1583
Capacity Analysis Module:												
Vol/Sat:	0.04	0.46	0.46	0.14	0.52	0.02	0.08	0.05	0.05	0.31	0.13	0.15
Crit Moves:		****		****				****		****		
Green/Cycle:	0.04	0.42	0.42	0.13	0.52	0.52	0.12	0.07	0.07	0.29	0.24	0.24
Volume/Cap:	1.00	1.09	1.09	1.09	1.00	0.04	0.62	0.73	0.65	1.09	0.56	0.62
Delay/Veh:	134.3	76.9	76.9	122.6	41.2	12.7	47.9	55.1	56.5	97.7	36.3	38.5
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:	134.3	76.9	76.9	122.6	41.2	12.7	47.9	55.1	56.5	97.7	36.3	38.5
DesignQueue:	5	43	43	18	42	1	9	7	5	33	15	14

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

Hayward - SR-238 Bypass Land Use EIR (P07070)
Existing (2003-2005)
AM Peak Hour

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

Intersection #12 Mission & Berry (unsignalized) [3553 - Signalized in future]

Average Delay (sec/veh): 21.4 Worst Case Level Of Service: F[1112.4]

Street Name:	Mission									Berry								
Approach:	North Bound					South Bound				East Bound					West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	1	0	2	0	0	0	0	1	1	0	0	0	1!	0	0	0	0	0	0	0
Volume Module: >> Count Date: 13 May 2003 <<																				
Base Vol:	55	1392		0		0	1825		46		32		0		32		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	
Initial Bse:	55	1392		0		0	1825		46		32		0		32		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	
PHF Adj:	0.95	0.95		0.95		0.95	0.95		0.95		0.95		0.95		0.95		0.95		0.95	
PHF Volume:	58	1465		0		0	1921		48		34		0		34		0		0	
Reduct Vol:	0	0		0		0	0		0		0		0		0		0		0	
FinalVolume:	58	1465		0		0	1921		48		34		0		34		0		0	
Critical Gap Module:																				
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx					6.8		6.5		6.9	xxxxx	xxxx	xxxxx		
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx					3.5		4.0		3.3	xxxxx	xxxx	xxxxx		
Capacity Module:																				
Cnflict Vol:	1969	xxxx	xxxxx	xxxx	xxxx	xxxxx					2794		3526		985	xxxx	xxxx	xxxxx		
Potent Cap.:	299	xxxx	xxxxx	xxxx	xxxx	xxxxx					15		6		251	xxxx	xxxx	xxxxx		
Move Cap.:	299	xxxx	xxxxx	xxxx	xxxx	xxxxx					13		5		251	xxxx	xxxx	xxxxx		
Volume/Cap:	0.19	xxxx	xxxx	xxxx	xxxx	xxxx					2.59		0.00		0.13	xxxx	xxxx	xxxx		
Level Of Service Module:																				
2Way95thQ:	0.7	xxxx	xxxxx	xxxx	xxxx	xxxxx					xxxx		xxxx		xxxxx	xxxx	xxxx	xxxxx		
Control Del:	19.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx					xxxxx		xxxx		xxxxx	xxxxx	xxxx	xxxxx		
LOS by Move:	C	*		*		*		*		*	*		*		*	*		*		*
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx					xxxx		25		xxxxx	xxxx	xxxx	xxxxx		
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx					xxxxx		8.4		xxxxx	xxxxx	xxxx	xxxxx		
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx					xxxxx		1112		xxxxx	xxxxx	xxxx	xxxxx		
Shared LOS:	*	*		*		*		*		*	*		F		*	*		*		*
ApproachDel:	xxxxxx					xxxxxx					1112.4					xxxxxx				
ApproachLOS:	*					*					F					*				

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

Hayward - SR-238 Bypass Land Use EIR (P07070)
Existing (2003-2005)
AM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #14 Mission & Harder [3546]

Cycle (sec):	140	Critical Vol./Cap.(X):	0.864
Loss Time (sec):	12	Average Delay (sec/veh):	28.9
Optimal Cycle:	109	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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
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 0	1	1 0	2 0	1	1 1	1 0	1	1 1	1 0	1
Volume Module: >> Count Date: 14 May 2003 <<												
Base Vol:	248	1299	434	109	1514	106	159	287	208	163	96	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	248	1299	434	109	1514	106	159	287	208	163	96	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	261	1367	457	115	1594	112	167	302	219	172	101	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	261	1367	457	115	1594	112	167	302	219	172	101	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.00	1.00	1.05	1.00	1.10	1.10	1.00	1.10	1.10	1.00
FinalVolume:	261	1436	457	115	1673	112	184	332	219	189	111	31
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.83	0.93	0.98	0.83	0.96	0.96	0.83	0.95	0.95	0.83
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.07	1.93	1.00	1.89	1.11	1.00
Final Sat.:	1770	3725	1583	1770	3725	1583	1952	3524	1583	3411	2009	1583
Capacity Analysis Module:												
Vol/Sat:	0.15	0.39	0.29	0.06	0.45	0.07	0.09	0.09	0.14	0.06	0.06	0.02
Crit Moves:	****				****				****		****	
Green/Cycle:	0.17	0.59	0.59	0.10	0.52	0.52	0.16	0.16	0.16	0.06	0.06	0.06
Volume/Cap:	0.86	0.65	0.49	0.65	0.86	0.14	0.59	0.59	0.86	0.86	0.86	0.30
Delay/Veh:	58.1	15.0	12.8	51.8	25.4	13.2	42.2	42.2	61.0	63.0	63.0	48.0
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:	58.1	15.0	12.8	51.8	25.4	13.2	42.2	42.2	61.0	63.0	63.0	48.0
DesignQueue:	17	25	16	8	35	4	12	12	15	7	7	2

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

Hayward - SR-238 Bypass Land Use EIR (P07070)
Existing (2003-2005)
AM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #15 Mission & Sorenson [8777]

Cycle (sec):	140	Critical Vol./Cap.(X):	0.712
Loss Time (sec):	9	Average Delay (sec/veh):	6.3
Optimal Cycle:	56	Level Of Service:	B

Street Name:	Mission						Sorenson					
Approach:	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	15	0	0	15	15	4	0	4	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	2 0	0	0 0	1 1	0	1 0	1! 0	0	0 0	0 0	0
Volume Module: >> Count Date: 13 May 2003 <<												
Base Vol:	57	1742	0	0	1916	32	97	0	39	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:	57	1742	0	0	1916	32	97	0	39	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:	60	1834	0	0	2017	34	102	0	41	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	1834	0	0	2017	34	102	0	41	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	1.05	1.00	1.00	1.05	1.05	1.05	1.00	1.00	1.00	1.00	1.00
FinalVolume:	60	1925	0	0	2118	35	107	0	41	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	1.00	1.00	0.98	0.98	0.91	1.00	0.91	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.97	0.03	1.57	0.00	0.43	0.00	0.00	0.00
Final Sat.:	1770	3725	0	0	3664	61	2717	0	752	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.52	0.00	0.00	0.58	0.58	0.04	0.00	0.05	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.05	0.86	0.00	0.00	0.81	0.81	0.08	0.00	0.08	0.00	0.00	0.00
Volume/Cap:	0.71	0.60	0.00	0.00	0.71	0.71	0.51	0.00	0.71	0.00	0.00	0.00
Delay/Veh:	65.7	2.4	0.0	0.0	5.0	5.0	48.5	0.0	55.3	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.7	2.4	0.0	0.0	5.0	5.0	48.5	0.0	55.3	0.0	0.0	0.0
DesignQueue:	4	12	0	0	19	19	5	0	7	0	0	0

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

Hayward - SR-238 Bypass Land Use EIR (P07070)
Existing (2003-2005)
AM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #16 Mission & Jefferson/Calhoun [4518]

Cycle (sec):	140	Critical Vol./Cap.(X):	0.885
Loss Time (sec):	9	Average Delay (sec/veh):	25.1
Optimal Cycle:	108	Level Of Service:	D

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	1 1	0	1 0	1 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	39	1541	39	287	1792	98	121	12	31	154	0	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:	39	1541	39	287	1792	98	121	12	31	154	0	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:	41	1622	41	302	1886	103	127	13	33	162	0	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	1622	41	302	1886	103	127	13	33	162	0	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	1.05	1.05	1.00	1.05	1.05	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	41	1703	43	302	1981	108	127	13	33	162	0	37
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.98	0.93	0.97	0.97	0.59	0.59	0.59	0.55	1.00	0.55
Lanes:	1.00	1.95	0.05	1.00	1.90	0.10	0.74	0.07	0.19	0.81	0.00	0.19
Final Sat.:	1770	3634	92	1770	3497	191	825	82	211	858	0	195
Capacity Analysis Module:												
Vol/Sat:	0.02	0.47	0.47	0.17	0.57	0.57	0.15	0.15	0.15	0.19	0.00	0.19
Crit Moves:		****		****						****		
Green/Cycle:	0.03	0.53	0.53	0.19	0.69	0.69	0.21	0.21	0.21	0.21	0.00	0.21
Volume/Cap:	0.67	0.89	0.89	0.89	0.82	0.82	0.72	0.72	0.72	0.89	0.00	0.89
Delay/Veh:	66.4	25.9	25.9	57.9	13.6	13.6	45.9	45.9	45.9	62.5	0.0	62.5
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:	66.4	25.9	25.9	57.9	13.6	13.6	45.9	45.9	45.9	62.5	0.0	62.5
DesignQueue:	3	36	36	20	30	30	11	11	11	13	0	13

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

Hayward - SR-238 Bypass Land Use EIR (P07070)
Existing (2003-2005)
AM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #17 Mission & Hancock [3547]

Cycle (sec):	90	Critical Vol./Cap.(X):	0.692
Loss Time (sec):	9	Average Delay (sec/veh):	4.2
Optimal Cycle:	49	Level Of Service:	A

Street Name:	Mission						Hancock					
Approach:	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	6	6	4	6	6	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	1 1	0	1 0	1 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	34	1629	39	5	1883	9	1	0	6	24	5	29
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:	34	1629	39	5	1883	9	1	0	6	24	5	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	36	1715	41	5	1982	9	1	0	6	25	5	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	1715	41	5	1982	9	1	0	6	25	5	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.05	1.00	1.05	1.05	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	36	1800	43	5	2081	10	1	0	6	25	5	31
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.98	0.93	0.98	0.98	0.74	1.00	0.74	0.78	0.78	0.78
Lanes:	1.00	1.95	0.05	1.00	1.99	0.01	0.14	0.00	0.86	0.41	0.09	0.50
Final Sat.:	1770	3638	87	1770	3708	18	201	0	1208	614	128	742
Capacity Analysis Module:												
Vol/Sat:	0.02	0.49	0.49	0.00	0.56	0.56	0.01	0.00	0.01	0.04	0.04	0.04
Crit Moves:	****				****						****	
Green/Cycle:	0.04	0.77	0.77	0.07	0.80	0.80	0.06	0.00	0.06	0.06	0.06	0.06
Volume/Cap:	0.46	0.64	0.64	0.04	0.70	0.70	0.09	0.00	0.09	0.70	0.70	0.70
Delay/Veh:	29.9	3.3	3.3	25.3	3.3	3.3	25.9	0.0	25.9	41.5	41.5	41.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.9	3.3	3.3	25.3	3.3	3.3	25.9	0.0	25.9	41.5	41.5	41.5
DesignQueue:	2	12	12	0	12	12	0	0	0	3	3	3

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

Hayward - SR-238 Bypass Land Use EIR (P07070)
Existing (2003-2005)
AM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #18 Mission & Tennyson [3548]

Cycle (sec):	140	Critical Vol./Cap.(X):	0.613
Loss Time (sec):	9	Average Delay (sec/veh):	20.0
Optimal Cycle:	44	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			Include			Include		
Min. Green:	6	15	0	0	15	15	6	0	6	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:	2 0	2 0	0	0 0	3 0	1	2 0	0 0	1	0 0	0 0	0
Volume Module: >> Count Date: 14 May 2003 <<												
Base Vol:	302	1282	0	0	1534	359	533	0	179	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:	302	1282	0	0	1534	359	533	0	179	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:	318	1349	0	0	1615	378	561	0	188	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	318	1349	0	0	1615	378	561	0	188	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:	1.03	1.05	1.00	1.00	1.10	1.00	1.03	1.00	1.00	1.00	1.00	1.00
FinalVolume:	327	1417	0	0	1776	378	578	0	188	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	1.00	1.00	0.98	0.83	0.93	1.00	0.83	1.00	1.00	1.00
Lanes:	2.00	2.00	0.00	0.00	3.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	3539	3725	0	0	5588	1583	3539	0	1583	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.09	0.38	0.00	0.00	0.32	0.24	0.16	0.00	0.12	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.15	0.67	0.00	0.00	0.52	0.52	0.27	0.00	0.27	0.00	0.00	0.00
Volume/Cap:	0.61	0.57	0.00	0.00	0.61	0.46	0.61	0.00	0.45	0.00	0.00	0.00
Delay/Veh:	43.8	9.6	0.0	0.0	18.4	16.5	35.1	0.0	33.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.8	9.6	0.0	0.0	18.4	16.5	35.1	0.0	33.0	0.0	0.0	0.0
DesignQueue:	11	20	0	0	24	15	17	0	11	0	0	0

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

Hayward - SR-238 Bypass Land Use EIR (P07070)
Existing (2003-2005)
AM Peak Hour

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

Intersection #19 Mission at Valle Vista [Signalized in Future]

Average Delay (sec/veh): 0.6 Worst Case Level Of Service: D[28.9]

Street Name:	Mission Boulevard									Valle Vista Avenue													
Approach:	North Bound					South Bound					East Bound					West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R			
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign							
Rights:	Include					Include					Include					Include							
Lanes:	1	0	2	0	0	1	0	2	0	1	1	0	0	0	1	0	0	0	0	0			
Volume Module: >> Count Date: 2 Nov 2005 << 7:30-8:30																							
Base Vol:	85	1689		0		0	1714		45		1		0		24		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:	85	1689		0		0	1714		45		1		0		24		0		0		0		
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		
PHF Volume:	85	1689		0		0	1714		45		1		0		24		0		0		0		
Reduct Vol:	0	0		0		0	0		0		0		0		0		0		0		0		
FinalVolume:	85	1689		0		0	1714		45		1		0		24		0		0		0		
Critical Gap Module:																							
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx					6.8	xxxx			6.9	xxxxx	xxxx	xxxxx					
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx					3.5	xxxx			3.3	xxxxx	xxxx	xxxxx					
Capacity Module:																							
Cnflict Vol:	1766	xxxx	xxxxx	xxxx	xxxx	xxxxx					2736	xxxx			864	xxxx	xxxx	xxxxx					
Potent Cap.:	358	xxxx	xxxxx	xxxx	xxxx	xxxxx					17	xxxx			301	xxxx	xxxx	xxxxx					
Move Cap.:	356	xxxx	xxxxx	xxxx	xxxx	xxxxx					14	xxxx			300	xxxx	xxxx	xxxxx					
Volume/Cap:	0.24	xxxx	xxxx	xxxx	xxxx	xxxx					0.07	xxxx			0.08	xxxx	xxxx	xxxx					
Level Of Service Module:																							
2Way95thQ:	0.9	xxxx	xxxxx	xxxx	xxxx	xxxxx					0.2	xxxx			0.3	xxxx	xxxx	xxxxx					
Control Del:	18.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx					289.7	xxxx			18.1	xxxxx	xxxx	xxxxx					
LOS by Move:	C	*		*	*	*					F	*			C	*	*	*					
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT			
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx					xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx					
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx					xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx					
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx					xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx					
Shared LOS:	*	*		*	*	*					*	*			*	*	*	*					
ApproachDel:	xxxxxx					xxxxxx					28.9					xxxxxx							
ApproachLOS:	*					*					D					*							

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

Hayward - SR-238 Bypass Land Use EIR (P07070)
Existing (2003-2005)
AM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #20 Mission & Industrial [3693]

Cycle (sec):	140	Critical Vol./Cap.(X):	0.725
Loss Time (sec):	12	Average Delay (sec/veh):	24.9
Optimal Cycle:	68	Level Of Service:	C

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:	452	1250	6	54	1365	408	300	44	288	31	137	75
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	452	1250	6	54	1365	408	300	44	288	31	137	75
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	476	1316	6	57	1437	429	316	46	303	33	144	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	476	1316	6	57	1437	429	316	46	303	33	144	79
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.03	1.10	1.10	1.00	1.10	1.10	1.03	1.10	1.10	1.00	1.05	1.00
FinalVolume:	490	1447	7	57	1581	472	325	51	333	33	151	79
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.98	0.93	0.94	0.94	0.93	0.85	0.85	0.93	0.98	0.83
Lanes:	2.00	2.99	0.01	1.00	2.31	0.69	2.00	1.00	2.00	1.00	2.00	1.00
Final Sat.:	3539	5562	27	1770	4130	1235	3539	1621	3241	1770	3725	1583
Capacity Analysis Module:												
Vol/Sat:	0.14	0.26	0.26	0.03	0.38	0.38	0.09	0.03	0.10	0.02	0.04	0.05
Crit Moves:	****				****		****					****
Green/Cycle:	0.19	0.64	0.64	0.08	0.53	0.53	0.13	0.15	0.15	0.04	0.07	0.07
Volume/Cap:	0.73	0.41	0.41	0.41	0.73	0.73	0.73	0.21	0.67	0.43	0.59	0.73
Delay/Veh:	43.1	9.4	9.4	47.7	19.9	19.9	48.6	39.4	44.7	52.2	50.7	62.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.1	9.4	9.4	47.7	19.9	19.9	48.6	39.4	44.7	52.2	50.7	62.4
DesignQueue:	16	15	15	4	28	28	11	3	11	2	6	6

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

Hayward - SR-238 Bypass Land Use EIR (P07070)
Existing (2003-2005)
AM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #21 Dixon & Tennyson

Cycle (sec):	100	Critical Vol./Cap.(X):	0.597
Loss Time (sec):	0	Average Delay (sec/veh):	15.4
Optimal Cycle:	46	Level Of Service:	C

Street Name:	Dixon Street						Tennyson Road					
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	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0 0	1	0 1	0 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module: >> Count Date: 2 Nov 2005 << 7:30-8:30												
Base Vol:	294	66	32	1	72	122	149	600	304	106	883	7
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:	294	66	32	1	72	122	149	600	304	106	883	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	294	66	32	1	72	122	149	600	304	106	883	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	294	66	32	1	72	122	149	600	304	106	883	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.00	1.00	1.05	1.00
FinalVolume:	294	66	32	1	72	122	149	630	304	106	927	7
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.70	0.70	0.85	1.00	1.00	0.85	0.95	1.00	0.84	0.95	1.00	0.85
Lanes:	0.82	0.18	1.00	0.01	0.99	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1086	244	1615	26	1874	1615	1805	3800	1596	1805	3800	1615
Capacity Analysis Module:												
Vol/Sat:	0.27	0.27	0.02	0.04	0.04	0.08	0.08	0.17	0.19	0.06	0.24	0.00
Crit Moves:		****					****				****	
Green/Cycle:	0.45	0.45	0.45	0.45	0.45	0.45	0.14	0.42	0.42	0.13	0.41	0.41
Volume/Cap:	0.60	0.60	0.04	0.08	0.08	0.17	0.60	0.40	0.46	0.46	0.60	0.01
Delay/Veh:	14.4	14.4	9.9	10.0	10.0	10.5	28.9	13.2	13.9	27.1	15.4	11.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.4	14.4	9.9	10.0	10.0	10.5	28.9	13.2	13.9	27.1	15.4	11.3
DesignQueue:	12	12	1	2	2	4	7	11	10	5	16	0

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

Hayward - SR-238 Bypass Land Use EIR (P07070)
Existing (2003-2005)
AM Peak Hour

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

Intersection #22 Dixon & Valle Vista

Cycle (sec):	100	Critical Vol./Cap.(X):	0.408
Loss Time (sec):	0	Average Delay (sec/veh):	10.5
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Dixon Street						Valle Vista Avenue					
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			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	1	0 1	0 0	1	0 0	1! 0	0	0 0	1! 0	0
Volume Module: >> Count Date: 2 Nov 2005 << 7:30-8:30												
Base Vol:	11	271	13	15	247	6	12	0	2	34	2	91
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:	11	271	13	15	247	6	12	0	2	34	2	91
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	271	13	15	247	6	12	0	2	34	2	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	271	13	15	247	6	12	0	2	34	2	91
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	11	271	13	15	247	6	12	0	2	34	2	91
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:	0.04	0.96	1.00	0.06	0.94	1.00	0.86	0.00	0.14	0.27	0.01	0.72
Final Sat.:	27	664	798	39	646	792	500	0	83	181	11	484
Capacity Analysis Module:												
Vol/Sat:	0.41	0.41	0.02	0.38	0.38	0.01	0.02	xxxx	0.02	0.19	0.19	0.19
Crit Moves:		****		****			****				****	
Delay/Veh:	11.2	11.2	7.2	10.9	10.9	7.1	8.7	0.0	8.7	8.9	8.9	8.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.2	11.2	7.2	10.9	10.9	7.1	8.7	0.0	8.7	8.9	8.9	8.9
LOS by Move:	B	B	A	B	B	A	A	*	A	A	A	A
ApproachDel:		11.0			10.8			8.7			8.9	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		11.0			10.8			8.7			8.9	
LOS by Appr:		B			B			A			A	
AllWayAvgQ:	0.6	0.6	0.0	0.6	0.6	0.0	0.0	0.0	0.0	0.2	0.2	0.2

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

Hayward - SR-238 Bypass Land Use EIR (P07070)
Existing (2003-2005)
AM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #23 Dixon & Industrial Parkway West

Cycle (sec):	100	Critical Vol./Cap.(X):	0.590
Loss Time (sec):	0	Average Delay (sec/veh):	12.3
Optimal Cycle:	45	Level Of Service:	B

Street Name:	Dixon Street						Industrial Parkway West					
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	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module: >> Count Date: 2 Nov 2005 << 7:15-8:15												
Base Vol:	126	39	17	74	18	190	199	552	24	13	1086	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:	126	39	17	74	18	190	199	552	24	13	1086	69
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	126	39	17	74	18	190	199	552	24	13	1086	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	126	39	17	74	18	190	199	552	24	13	1086	69
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.00	1.00	1.05	1.00
FinalVolume:	126	39	17	74	18	190	199	580	24	13	1140	69
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.37	0.95	0.95	0.73	0.86	0.86	0.95	1.00	0.85	0.95	1.00	0.85
Lanes:	1.00	0.70	0.30	1.00	0.09	0.91	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	703	1257	548	1387	141	1493	1805	3800	1615	1805	3800	1615
Capacity Analysis Module:												
Vol/Sat:	0.18	0.03	0.03	0.05	0.13	0.13	0.11	0.15	0.01	0.01	0.30	0.04
Crit Moves:	****						****				****	
Green/Cycle:	0.30	0.30	0.30	0.30	0.30	0.30	0.19	0.66	0.66	0.03	0.51	0.51
Volume/Cap:	0.59	0.10	0.10	0.18	0.42	0.42	0.59	0.23	0.02	0.23	0.59	0.08
Delay/Veh:	22.1	16.2	16.2	16.5	18.3	18.3	26.0	4.3	3.7	30.9	11.5	8.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.1	16.2	16.2	16.5	18.3	18.3	26.0	4.3	3.7	30.9	11.5	8.1
DesignQueue:	5	2	2	3	8	8	9	6	0	1	17	2

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

PM Peak-Hour Existing (2003-2005)

Hayward - SR-238 Bypass Land Use EIR (P07070)
Existing (2003-2005)
PM Peak Hour

Scenario Report

Scenario:	2003-05_Existing_PM
Command:	2003-05_Existing_PM
Volume:	2003-05_Existing_PM
Geometry:	2003-05_Existing_PM
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	NoProject
Configuration:	Default Configuration

Hayward - SR-238 Bypass Land Use EIR (P07070)
Existing (2003-2005)
PM Peak Hour

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 Foothill & Mattox	E	44.5	1.043	E	44.5	1.043	+ 0.000 D/V
# 2 Foothill & Grove	D	30.9	0.980	D	30.9	0.980	+ 0.000 D/V
# 3 Foothill & A	E	51.7	1.082	E	51.7	1.082	+ 0.000 D/V
# 4 Foothill & B	B	13.6	0.803	B	13.6	0.803	+ 0.000 D/V
# 5 2nd & B	D	25.6	0.677	D	25.6	0.677	+ 0.000 D/V
# 6 Foothill & D	D	37.0	1.029	D	37.0	1.029	+ 0.000 D/V
# 7 Mission & Foothill-Jackson	F	79.8	1.162	F	79.8	1.162	+ 0.000 D/V
# 8 Mission & Fletcher	C	16.9	0.699	C	16.9	0.699	+ 0.000 D/V
# 9 Mission & Highland	C	18.1	0.878	C	18.1	0.878	+ 0.000 D/V
# 10 Mission & Carlos Bee	E	57.4	1.090	E	57.4	1.090	+ 0.000 D/V
# 12 Mission & Berry (unsignalized)	F	732.9	1.906	F	732.9	1.906	+ 0.000 D/V
# 14 Mission & Harder	D	32.1	0.893	D	32.1	0.893	+ 0.000 D/V
# 15 Mission & Sorenson	C	15.1	0.807	C	15.1	0.807	+ 0.000 D/V
# 16 Mission & Jefferson/Calhoun	B	13.4	0.880	B	13.4	0.880	+ 0.000 D/V
# 17 Mission & Hancock	B	5.6	0.829	B	5.6	0.829	+ 0.000 D/V
# 18 Mission & Tennyson	C	20.6	0.751	C	20.6	0.751	+ 0.000 D/V
# 19 Mission at Valle Vista	C	20.0	0.215	C	20.0	0.215	+ 0.000 D/V
# 20 Mission & Industrial	D	27.4	0.651	D	27.4	0.651	+ 0.000 D/V
# 21 Dixon & Tennyson	C	15.3	0.575	C	15.3	0.575	+ 0.000 D/V
# 22 Dixon & Valle Vista	B	10.6	0.449	B	10.6	0.449	+ 0.000 V/C
# 23 Dixon & Industrial Parkway Wes	B	10.5	0.469	B	10.5	0.469	+ 0.000 D/V

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Hayward - SR-238 Bypass Land Use EIR (P07070)
Existing (2003-2005)
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #1 Foothill & Mattox [3518]

Cycle (sec):	94	Critical Vol./Cap.(X):	1.043
Loss Time (sec):	12	Average Delay (sec/veh):	44.5
Optimal Cycle:	180	Level Of Service:	E

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:	Include			Include			Include			Include		
Min. Green:	4	0	4	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	1 0	2 0	0
Volume Module: >> Count Date: 20 May 2003 <<												
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:	1.03	1.00	1.13	1.03	1.10	1.10	1.00	1.10	1.10	1.00	1.05	1.00
FinalVolume:	117	0	501	563	1650	120	0	772	116	698	525	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	1.00	0.83	0.93	0.97	0.97	1.00	0.96	0.96	0.93	0.98	1.00
Lanes:	2.00	0.00	2.00	3.00	2.80	0.20	0.00	2.61	0.39	1.00	2.00	0.00
Final Sat.:	3539	0	3167	5309	5156	376	0	4762	714	1770	3725	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.16	0.11	0.32	0.32	0.00	0.16	0.16	0.39	0.14	0.00
Crit Moves:	****				****			****		****		
Green/Cycle:	0.04	0.00	0.70	0.14	0.30	0.30	0.00	0.15	0.15	0.37	0.53	0.00
Volume/Cap:	0.78	0.00	0.23	0.76	1.06	1.06	0.00	1.06	1.06	1.06	0.27	0.00
Delay/Veh:	43.5	0.0	3.3	28.5	54.3	54.3	0.0	66.0	66.0	62.6	7.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.5	0.0	3.3	28.5	54.3	54.3	0.0	66.0	66.0	62.6	7.9	0.0
DesignQueue:	3	0	4	9	23	23	0	14	14	25	7	0

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

Hayward - SR-238 Bypass Land Use EIR (P07070)
Existing (2003-2005)
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #2 Foothill & Grove [3526]

Cycle (sec):	112	Critical Vol./Cap.(X):	0.980
Loss Time (sec):	9	Average Delay (sec/veh):	30.9
Optimal Cycle:	180	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			Permitted			Permitted		
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	2 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	1.10	1.10	1.00	1.10	1.10	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	107	2961	58	64	2186	127	284	128	76	31	192	145
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.98	0.93	0.97	0.97	0.46	0.92	0.92	0.43	0.98	0.83
Lanes:	1.00	2.94	0.06	1.00	2.83	0.17	1.00	0.63	0.37	1.00	1.00	1.00
Final Sat.:	1770	5481	107	1770	5228	305	875	1101	650	820	1863	1583
Capacity Analysis Module:												
Vol/Sat:	0.06	0.54	0.54	0.04	0.42	0.42	0.32	0.12	0.12	0.04	0.10	0.09
Crit Moves:		****		****			****					
Green/Cycle:	0.08	0.53	0.53	0.07	0.53	0.53	0.32	0.32	0.32	0.32	0.32	0.32
Volume/Cap:	0.80	1.02	1.02	0.51	0.80	0.80	1.02	0.37	0.37	0.12	0.32	0.29
Delay/Veh:	56.8	37.3	37.3	40.8	17.7	17.7	76.2	22.6	22.6	20.5	22.2	21.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.8	37.3	37.3	40.8	17.7	17.7	76.2	22.6	22.6	20.5	22.2	21.9
DesignQueue:	6	34	34	4	26	26	13	9	9	1	8	6

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

Hayward - SR-238 Bypass Land Use EIR (P07070)
Existing (2003-2005)
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #3 Foothill & A [3522]

Cycle (sec):	112	Critical Vol./Cap.(X):	1.082
Loss Time (sec):	9	Average Delay (sec/veh):	51.7
Optimal Cycle:	180	Level Of Service:	E

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:	Include			Include			Include			Include		
Min. Green:	0	25	25	0	25	25	10	8	8	6	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:	0 0	2 1	0	0 0	2 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	0	2000	430	0	1484	158	258	745	75	220	563	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:	0	2000	430	0	1484	158	258	745	75	220	563	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:	0	2105	453	0	1562	166	272	784	79	232	593	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2105	453	0	1562	166	272	784	79	232	593	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	1.10	1.10	1.00	1.10	1.10	1.00	1.05	1.05	1.00	1.05	1.05
FinalVolume:	0	2316	498	0	1718	183	272	823	83	232	622	39
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.86	0.86	1.00	0.86	0.86	0.84	0.87	0.87	0.84	0.87	0.87
Lanes:	0.00	2.47	0.53	0.00	2.71	0.29	1.00	1.82	0.18	1.00	1.88	0.12
Final Sat.:	0	4015	863	0	4455	474	1593	3016	304	1593	3125	194
Capacity Analysis Module:												
Vol/Sat:	0.00	0.58	0.58	0.00	0.39	0.39	0.17	0.27	0.27	0.15	0.20	0.20
Crit Moves:		****		****				****		****		
Green/Cycle:	0.00	0.53	0.53	0.00	0.53	0.53	0.18	0.25	0.25	0.13	0.21	0.21
Volume/Cap:	0.00	1.08	1.08	0.00	0.72	0.72	0.96	1.08	1.08	1.08	0.96	0.96
Delay/Veh:	0.0	60.0	60.0	0.0	15.8	15.8	65.0	82.0	82.0	113.5	50.9	50.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	60.0	60.0	0.0	15.8	15.8	65.0	82.0	82.0	113.5	50.9	50.9
DesignQueue:	0	31	31	0	20	20	14	22	22	13	17	17

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

Hayward - SR-238 Bypass Land Use EIR (P07070)
Existing (2003-2005)
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #4 Foothill & B [3523]

Cycle (sec):	112	Critical Vol./Cap.(X):	0.803
Loss Time (sec):	6	Average Delay (sec/veh):	13.6
Optimal Cycle:	60	Level Of Service:	B

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:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	25	0	0	25	25	0	0	0	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:	0 0	3 0	0	0 0	2 1	0	0 0	0 0	0	1 1	1 0	1
Volume Module:												
Base Vol:	0	2350	0	0	1699	98	0	0	0	480	385	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:	0	2350	0	0	1699	98	0	0	0	480	385	84
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	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	2474	0	0	1788	103	0	0	0	505	405	88
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2474	0	0	1788	103	0	0	0	505	405	88
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.10	1.00	1.00	1.10	1.10	1.00	1.00	1.00	1.10	1.10	1.00
FinalVolume:	0	2721	0	0	1967	113	0	0	0	556	446	88
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.88	1.00	1.00	0.87	0.87	1.00	1.00	1.00	0.80	0.80	0.75
Lanes:	0.00	3.00	0.00	0.00	2.84	0.16	0.00	0.00	0.00	1.66	1.34	1.00
Final Sat.:	0	5029	0	0	4708	272	0	0	0	2540	2037	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.54	0.00	0.00	0.42	0.42	0.00	0.00	0.00	0.22	0.22	0.06
Crit Moves:		****		****							****	
Green/Cycle:	0.00	0.67	0.00	0.00	0.67	0.67	0.00	0.00	0.00	0.27	0.27	0.27
Volume/Cap:	0.00	0.80	0.00	0.00	0.62	0.62	0.00	0.00	0.00	0.80	0.80	0.23
Delay/Veh:	0.0	10.9	0.0	0.0	8.0	8.0	0.0	0.0	0.0	31.6	31.6	24.1
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	10.9	0.0	0.0	8.0	8.0	0.0	0.0	0.0	31.6	31.6	24.1
DesignQueue:	0	21	0	0	16	16	0	0	0	16	16	4

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

Hayward - SR-238 Bypass Land Use EIR (P07070)
Existing (2003-2005)
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #5 2nd & B

Cycle (sec):	112	Critical Vol./Cap.(X):	0.677
Loss Time (sec):	9	Average Delay (sec/veh):	25.6
Optimal Cycle:	82	Level Of Service:	D

Street Name:	2nd 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:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	23	23	23	23	23	23	0	0	0	27	27	27
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	1	1 0	1 1	1	0 0	0 0	0	0 1	1 1	0
Volume Module: >> Count Date: 12 May 2004 << 5:00 PM												
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	1.10	1.10	1.00	1.10	1.10	1.00	1.00	1.00	1.10	1.10	1.10
FinalVolume:	113	720	632	88	732	267	0	0	0	127	694	93
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.93	0.95	0.96	0.96	1.00	1.00	1.00	0.96	0.96	0.96
Lanes:	1.00	1.60	1.40	1.00	2.00	1.00	0.00	0.00	0.00	0.42	2.28	0.30
Final Sat.:	1805	2823	2478	1805	3648	1824	0	0	0	763	4156	555
Capacity Analysis Module:												
Vol/Sat:	0.06	0.26	0.26	0.05	0.20	0.15	0.00	0.00	0.00	0.17	0.17	0.17
Crit Moves:		****			****					****		
Green/Cycle:	0.38	0.38	0.38	0.30	0.30	0.30	0.00	0.00	0.00	0.25	0.25	0.25
Volume/Cap:	0.17	0.68	0.68	0.17	0.68	0.49	0.00	0.00	0.00	0.68	0.68	0.68
Delay/Veh:	17.6	22.8	22.8	22.2	27.2	24.9	0.0	0.0	0.0	30.0	30.0	30.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.6	22.8	22.8	22.2	27.2	24.9	0.0	0.0	0.0	30.0	30.0	30.0
DesignQueue:	4	19	19	4	17	12	0	0	0	15	15	15

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

Hayward - SR-238 Bypass Land Use EIR (P07070)
Existing (2003-2005)
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #6 Foothill & D

Cycle (sec):	112	Critical Vol./Cap.(X):	1.029
Loss Time (sec):	12	Average Delay (sec/veh):	37.0
Optimal Cycle:	180	Level Of Service:	D

Street Name:	Foothill 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:	Protected			Protected			Split Phase			Split Phase	
Rights:	Include			Include			Include			Include	
Min. Green:	0	10	10	0	10	10	6	6	0	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:	0 0	2	1 0	0 0	2	1 0	1 1	1	0 0	2 0	1	1 0
Volume Module: >> Count Date: 20 May 2003 <<												
Base Vol:	0	2250	301	0	2140	80	418	368	0	391	245	46
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2250	301	0	2140	80	418	368	0	391	245	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:	0	2368	317	0	2253	84	440	387	0	412	258	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2368	317	0	2253	84	440	387	0	412	258	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	1.10	1.10	1.00	1.10	1.10	1.10	1.10	1.00	1.03	1.05	1.05
FinalVolume:	0	2605	349	0	2478	93	484	426	0	424	271	51
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.86	0.86	1.00	0.87	0.87	0.86	0.86	1.00	0.84	0.86	0.86
Lanes:	0.00	2.65	0.35	0.00	2.89	0.11	1.60	1.40	0.00	2.00	1.68	0.32
Final Sat.:	0	4347	582	0	4800	179	2594	2284	0	3185	2766	519
Capacity Analysis Module:												
Vol/Sat:	0.00	0.60	0.60	0.00	0.52	0.52	0.19	0.19	0.00	0.13	0.10	0.10
Crit Moves:		****		****				****		****		
Green/Cycle:	0.00	0.58	0.58	0.00	0.58	0.58	0.18	0.18	0.00	0.13	0.13	0.13
Volume/Cap:	0.00	1.03	1.03	0.00	0.89	0.89	1.03	1.03	0.00	1.03	0.76	0.76
Delay/Veh:	0.0	38.0	38.0	0.0	18.0	18.0	65.8	65.8	0.0	79.4	41.0	41.0
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	38.0	38.0	0.0	18.0	18.0	65.8	65.8	0.0	79.4	41.0	41.0
DesignQueue:	0	30	30	0	25	25	16	16	0	12	9	9

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

Hayward - SR-238 Bypass Land Use EIR (P07070)
Existing (2003-2005)
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #7 Mission & Foothill-Jackson

Cycle (sec):	112	Critical Vol./Cap.(X):	1.162
Loss Time (sec):	13	Average Delay (sec/veh):	79.8
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Mission Blvd						Foothill Blvd-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:	Ovl			Ovl			Include			Include		
Min. Green:	0	10	4	0	10	4	5	14	14	16	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	2 0	2	0 0	1 1	1	2 0	2 1	0	3 0	1 1	0
Volume Module:												
Base Vol:	0	523	1465	0	682	147	281	1699	88	1356	1103	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	523	1465	0	682	147	281	1699	88	1356	1103	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	551	1542	0	718	155	296	1788	93	1427	1161	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	551	1542	0	718	155	296	1788	93	1427	1161	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	1.05	1.13	1.00	1.10	1.10	1.03	1.10	1.10	1.03	1.05	1.05
FinalVolume:	0	578	1743	0	790	170	305	1967	102	1470	1219	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.88	0.75	1.00	0.86	0.86	0.84	0.87	0.87	0.84	0.88	1.00
Lanes:	0.00	2.00	2.00	0.00	2.00	1.00	2.00	2.85	0.15	3.00	2.00	0.00
Final Sat.:	0	3353	2850	0	3252	1626	3185	4734	245	4778	3353	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.61	0.00	0.24	0.10	0.10	0.42	0.42	0.31	0.36	0.00
Crit Moves:			****	****				****		****		
Green/Cycle:	0.00	0.26	0.53	0.00	0.26	0.39	0.13	0.36	0.36	0.26	0.49	0.00
Volume/Cap:	0.00	0.66	1.16	0.00	0.93	0.27	0.74	1.16	1.16	1.16	0.74	0.00
Delay/Veh:	0.0	29.4	103.8	0.0	40.8	17.6	40.3	110	109.8	116.3	18.5	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	29.4	103.8	0.0	40.8	17.6	40.3	110	109.8	116.3	18.5	0.0
DesignQueue:	0	14	29	0	19	7	8	30	30	24	21	0

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

Hayward - SR-238 Bypass Land Use EIR (P07070)
Existing (2003-2005)
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #8 Mission & Fletcher [3580]

Cycle (sec):	112	Critical Vol./Cap.(X):	0.699
Loss Time (sec):	9	Average Delay (sec/veh):	16.9
Optimal Cycle:	52	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	0 0	1	1 0	0 1	0
Volume Module: >> Count Date: 20 May 2003 <<												
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	1.10	1.10	1.00	1.10	1.10	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	231	2316	39	157	1994	46	17	59	209	65	36	81
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.98	0.93	0.98	0.98	0.90	0.90	0.83	0.70	0.87	0.87
Lanes:	1.00	2.95	0.05	1.00	2.93	0.07	0.22	0.78	1.00	1.00	0.31	0.69
Final Sat.:	1770	5495	93	1770	5461	127	381	1333	1583	1323	508	1150
Capacity Analysis Module:												
Vol/Sat:	0.13	0.42	0.42	0.09	0.37	0.37	0.04	0.04	0.13	0.05	0.07	0.07
Crit Moves:		****		****					****			
Green/Cycle:	0.19	0.60	0.60	0.13	0.54	0.54	0.19	0.19	0.19	0.19	0.19	0.19
Volume/Cap:	0.68	0.70	0.70	0.70	0.68	0.68	0.23	0.23	0.70	0.26	0.37	0.37
Delay/Veh:	35.6	12.0	12.0	41.8	14.7	14.7	29.3	29.3	37.0	29.5	30.4	30.4
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:	35.6	12.0	12.0	41.8	14.7	14.7	29.3	29.3	37.0	29.5	30.4	30.4
DesignQueue:	12	22	22	9	22	22	4	4	11	3	6	6

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

Hayward - SR-238 Bypass Land Use EIR (P07070)
Existing (2003-2005)
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #9 Mission & Highland [9895]

Cycle (sec):	140	Critical Vol./Cap.(X):	0.878
Loss Time (sec):	12	Average Delay (sec/veh):	18.1
Optimal Cycle:	115	Level Of Service:	C

Street Name:	Mission						Highland					
Approach:	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:	4	16	16	4	16	16	4	4	4	8	8	8
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: >> Count Date: 20 May 2003 <<												
Base Vol:	44	2104	35	127	1745	71	93	18	19	41	5	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:	44	2104	35	127	1745	71	93	18	19	41	5	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:	46	2215	37	134	1837	75	98	19	20	43	5	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	2215	37	134	1837	75	98	19	20	43	5	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	1.05	1.05	1.00	1.05	1.05	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	46	2325	39	134	1929	78	98	19	20	43	5	62
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.98	0.93	0.97	0.97	0.94	0.94	0.83	0.94	0.94	0.83
Lanes:	1.00	1.97	0.03	1.00	1.92	0.08	0.84	0.16	1.00	0.89	0.11	1.00
Final Sat.:	1770	3665	61	1770	3544	144	1498	290	1583	1594	194	1583
Capacity Analysis Module:												
Vol/Sat:	0.03	0.63	0.63	0.08	0.54	0.54	0.07	0.07	0.01	0.03	0.03	0.04
Crit Moves:		****		****				****		****		
Green/Cycle:	0.04	0.70	0.70	0.08	0.75	0.75	0.07	0.07	0.07	0.06	0.06	0.06
Volume/Cap:	0.67	0.90	0.90	0.90	0.73	0.73	0.90	0.90	0.17	0.47	0.47	0.69
Delay/Veh:	64.5	16.6	16.6	81.2	8.3	8.3	84.8	84.8	46.5	51.2	51.2	61.9
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:	64.5	16.6	16.6	81.2	8.3	8.3	84.8	84.8	46.5	51.2	51.2	61.9
DesignQueue:	3	33	33	10	23	23	9	9	1	4	4	5

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

Hayward - SR-238 Bypass Land Use EIR (P07070)
Existing (2003-2005)
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #10 Mission & Carlos Bee [3545]

Cycle (sec):	140	Critical Vol./Cap.(X):	1.090
Loss Time (sec):	12	Average Delay (sec/veh):	57.4
Optimal Cycle:	180	Level Of Service:	E

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	1 1	0	1 0	2 0	1	1 0	2 0	1	1 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	1.05	1.05	1.00	1.05	1.00	1.00	1.05	1.00	1.00	1.05	1.00
FinalVolume:	96	1879	122	368	1523	105	124	371	133	111	200	279
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.97	0.97	0.93	0.98	0.83	0.93	0.98	0.83	0.93	0.98	0.83
Lanes:	1.00	1.88	0.12	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1770	3464	224	1770	3725	1583	1770	3725	1583	1770	3725	1583
Capacity Analysis Module:												
Vol/Sat:	0.05	0.54	0.54	0.21	0.41	0.07	0.07	0.10	0.08	0.06	0.05	0.18
Crit Moves:		****		****			****					****
Green/Cycle:	0.08	0.50	0.50	0.19	0.61	0.61	0.06	0.14	0.14	0.09	0.16	0.16
Volume/Cap:	0.67	1.09	1.09	1.09	0.67	0.11	1.09	0.72	0.60	0.72	0.33	1.09
Delay/Veh:	55.4	72.7	72.7	112.0	14.4	8.8	151.0	47.1	46.3	57.1	39.6	120.1
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:	55.4	72.7	72.7	112.0	14.4	8.8	151.0	47.1	46.3	57.1	39.6	120.1
DesignQueue:	7	45	45	24	26	3	9	13	9	8	7	19

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

Hayward - SR-238 Bypass Land Use EIR (P07070)
Existing (2003-2005)
PM Peak Hour

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

Intersection #12 Mission & Berry (unsignalized) [3553 - Signalized in future]

Average Delay (sec/veh): 13.8 Worst Case Level Of Service: F[732.9]

Street Name:	Mission									Berry								
Approach:	North Bound					South Bound					East Bound					West Bound		
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	1	0	2	0	0	0	0	1	1	0	0	0	1!	0	0	0	0	0	0	0
Volume Module: >> Count Date: 13 May 2003 <<																				
Base Vol:	106	1700		0		0	1382		66		30		0		30		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	
Initial Bse:	106	1700		0		0	1382		66		30		0		30		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	
PHF Adj:	0.95	0.95		0.95		0.95	0.95		0.95		0.95		0.95		0.95		0.95		0.95	
PHF Volume:	112	1789		0		0	1455		69		32		0		32		0		0	
Reduct Vol:	0	0		0		0	0		0		0		0		0		0		0	
FinalVolume:	112	1789		0		0	1455		69		32		0		32		0		0	
Critical Gap Module:																				
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx					6.8		6.5		6.9	xxxxx	xxxx	xxxxx		
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx					3.5		4.0		3.3	xxxxx	xxxx	xxxxx		
Capacity Module:																				
Cnflict Vol:	1524	xxxx	xxxxx	xxxx	xxxx	xxxxx					2607		3502		762	xxxx	xxxx	xxxxx		
Potent Cap.:	443	xxxx	xxxxx	xxxx	xxxx	xxxxx					21		6		352	xxxx	xxxx	xxxxx		
Move Cap.:	443	xxxx	xxxxx	xxxx	xxxx	xxxxx					17		5		352	xxxx	xxxx	xxxxx		
Volume/Cap:	0.25	xxxx	xxxx	xxxx	xxxx	xxxx					1.91		0.00		0.09	xxxx	xxxx	xxxx		
Level Of Service Module:																				
2Way95thQ:	1.0	xxxx	xxxxx	xxxx	xxxx	xxxxx					xxxx		xxxx		xxxxx	xxxx	xxxx	xxxxx		
Control Del:	15.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx					xxxxx		xxxx		xxxxx	xxxxx	xxxx	xxxxx		
LOS by Move:	C	*		*		*		*		*	*		*		*	*		*		*
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx					xxxx		32		xxxxx	xxxx	xxxx	xxxxx		
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx					xxxxx		7.2		xxxxx	xxxxx	xxxx	xxxxx		
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx					xxxxx		733		xxxxx	xxxxx	xxxx	xxxxx		
Shared LOS:	*	*		*		*		*		*	*		F		*	*		*		*
ApproachDel:	xxxxxx			xxxxxx							732.9					xxxxxx				
ApproachLOS:	*			*							F					*				

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

Hayward - SR-238 Bypass Land Use EIR (P07070)
Existing (2003-2005)
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #14 Mission & Harder [3546]

Cycle (sec):	140	Critical Vol./Cap.(X):	0.893
Loss Time (sec):	12	Average Delay (sec/veh):	32.1
Optimal Cycle:	124	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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
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 0	1	1 0	2 0	1	1 1	1 0	1	1 1	1 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	1.05	1.00	1.00	1.05	1.00	1.10	1.10	1.00	1.10	1.10	1.00
FinalVolume:	369	1819	272	85	1458	127	110	152	219	234	189	62
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.83	0.93	0.98	0.83	0.96	0.96	0.83	0.95	0.95	0.83
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.26	1.74	1.00	1.66	1.34	1.00
Final Sat.:	1770	3725	1583	1770	3725	1583	2302	3174	1583	3000	2421	1583
Capacity Analysis Module:												
Vol/Sat:	0.21	0.49	0.17	0.05	0.39	0.08	0.05	0.05	0.14	0.08	0.08	0.04
Crit Moves:	****				****				****		****	
Green/Cycle:	0.23	0.61	0.61	0.06	0.44	0.44	0.15	0.15	0.15	0.09	0.09	0.09
Volume/Cap:	0.89	0.80	0.28	0.80	0.89	0.18	0.31	0.31	0.89	0.89	0.89	0.45
Delay/Veh:	54.3	17.2	9.7	71.2	32.4	18.3	40.0	40.0	65.7	61.4	61.4	47.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.3	17.2	9.7	71.2	32.4	18.3	40.0	40.0	65.7	61.4	61.4	47.7
DesignQueue:	23	31	9	6	35	6	6	6	15	10	10	4

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

Hayward - SR-238 Bypass Land Use EIR (P07070)
Existing (2003-2005)
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #15 Mission & Sorenson [8777]

Cycle (sec):	140	Critical Vol./Cap.(X):	0.807
Loss Time (sec):	9	Average Delay (sec/veh):	15.1
Optimal Cycle:	76	Level Of Service:	C

Street Name:	Mission						Sorenson					
Approach:	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	15	0	0	15	15	4	0	4	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	2 0	0	0 0	1 1	0	1 0	1! 0	0	0 0	0 0	0
Volume Module: >> Count Date: 13 May 2003 <<												
Base Vol:	183	1941	0	0	1654	96	221	0	82	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:	183	1941	0	0	1654	96	221	0	82	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:	193	2043	0	0	1741	101	233	0	86	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	193	2043	0	0	1741	101	233	0	86	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	1.05	1.00	1.00	1.05	1.05	1.05	1.00	1.00	1.00	1.00	1.00
FinalVolume:	193	2145	0	0	1828	106	244	0	86	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	1.00	1.00	0.97	0.97	0.90	1.00	0.90	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.89	0.11	1.59	0.00	0.41	0.00	0.00	0.00
Final Sat.:	1770	3725	0	0	3486	202	2723	0	711	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.11	0.58	0.00	0.00	0.52	0.52	0.09	0.00	0.12	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.13	0.79	0.00	0.00	0.65	0.65	0.15	0.00	0.15	0.00	0.00	0.00
Volume/Cap:	0.81	0.73	0.00	0.00	0.81	0.81	0.60	0.00	0.81	0.00	0.00	0.00
Delay/Veh:	56.9	6.5	0.0	0.0	15.2	15.2	43.4	0.0	51.5	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:	56.9	6.5	0.0	0.0	15.2	15.2	43.4	0.0	51.5	0.0	0.0	0.0
DesignQueue:	13	21	0	0	30	30	10	0	14	0	0	0

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

Hayward - SR-238 Bypass Land Use EIR (P07070)
Existing (2003-2005)
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #16 Mission & Jefferson/Calhoun [4518]

Cycle (sec):	140	Critical Vol./Cap.(X):	0.880
Loss Time (sec):	9	Average Delay (sec/veh):	13.4
Optimal Cycle:	105	Level Of Service:	B

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	1 1	0	1 0	1 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	28	2216	6	139	1630	63	73	4	30	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:	28	2216	6	139	1630	63	73	4	30	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:	29	2333	6	146	1716	66	77	4	32	22	0	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	2333	6	146	1716	66	77	4	32	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	1.05	1.05	1.00	1.05	1.05	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	29	2449	7	146	1802	70	77	4	32	22	0	13
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.98	0.93	0.97	0.97	0.73	0.73	0.73	0.67	1.00	0.67
Lanes:	1.00	1.99	0.01	1.00	1.93	0.07	0.68	0.04	0.28	0.64	0.00	0.36
Final Sat.:	1770	3715	10	1770	3551	137	940	52	386	806	0	461
Capacity Analysis Module:												
Vol/Sat:	0.02	0.66	0.66	0.08	0.51	0.51	0.08	0.08	0.08	0.03	0.00	0.03
Crit Moves:		****		****				****				
Green/Cycle:	0.04	0.75	0.75	0.09	0.80	0.80	0.09	0.09	0.09	0.09	0.00	0.09
Volume/Cap:	0.37	0.88	0.88	0.88	0.64	0.64	0.88	0.88	0.88	0.30	0.00	0.30
Delay/Veh:	50.7	12.5	12.5	73.7	4.7	4.7	78.9	78.9	78.9	45.4	0.0	45.4
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:	50.7	12.5	12.5	73.7	4.7	4.7	78.9	78.9	78.9	45.4	0.0	45.4
DesignQueue:	2	29	29	11	17	17	8	8	8	2	0	2

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

Hayward - SR-238 Bypass Land Use EIR (P07070)
Existing (2003-2005)
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #17 Mission & Hancock [3547]

Cycle (sec):	90	Critical Vol./Cap.(X):	0.829
Loss Time (sec):	9	Average Delay (sec/veh):	5.6
Optimal Cycle:	73	Level Of Service:	B

Street Name:	Mission						Hancock					
Approach:	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	6	6	4	6	6	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	1 1	0	1 0	1 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	30	2244	35	45	1631	13	3	2	5	20	1	38
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	2244	35	45	1631	13	3	2	5	20	1	38
User Adj:	1.00	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:	32	2362	37	47	1717	14	3	2	5	21	1	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	2362	37	47	1717	14	3	2	5	21	1	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.05	1.00	1.05	1.05	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	32	2480	39	47	1803	14	3	2	5	21	1	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.98	0.93	0.98	0.98	0.71	0.71	0.71	0.76	0.76	0.76
Lanes:	1.00	1.97	0.03	1.00	1.98	0.02	0.30	0.20	0.50	0.34	0.02	0.64
Final Sat.:	1770	3668	57	1770	3696	29	404	269	673	491	25	933
Capacity Analysis Module:												
Vol/Sat:	0.02	0.68	0.68	0.03	0.49	0.49	0.01	0.01	0.01	0.04	0.04	0.04
Crit Moves:		****		****							****	
Green/Cycle:	0.07	0.80	0.80	0.04	0.78	0.78	0.05	0.05	0.05	0.05	0.05	0.05
Volume/Cap:	0.25	0.84	0.84	0.60	0.63	0.63	0.15	0.15	0.15	0.84	0.84	0.84
Delay/Veh:	25.8	5.1	5.1	35.6	3.1	3.1	26.5	26.5	26.5	63.5	63.5	63.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.8	5.1	5.1	35.6	3.1	3.1	26.5	26.5	26.5	63.5	63.5	63.5
DesignQueue:	1	15	15	2	12	12	1	1	1	3	3	3

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

Hayward - SR-238 Bypass Land Use EIR (P07070)
Existing (2003-2005)
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #18 Mission & Tennyson [3548]

Cycle (sec):	140	Critical Vol./Cap.(X):	0.751
Loss Time (sec):	9	Average Delay (sec/veh):	20.6
Optimal Cycle:	63	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			Include			Include		
Min. Green:	6	15	0	0	15	15	6	0	6	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:	2 0	2 0	0	0 0	3 0	1	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:	1.03	1.05	1.00	1.00	1.10	1.00	1.03	1.00	1.00	1.00	1.00	1.00
FinalVolume:	365	1973	0	0	1473	392	614	0	268	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	1.00	1.00	0.98	0.83	0.93	1.00	0.83	1.00	1.00	1.00
Lanes:	2.00	2.00	0.00	0.00	3.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	3539	3725	0	0	5588	1583	3539	0	1583	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.10	0.53	0.00	0.00	0.26	0.25	0.17	0.00	0.17	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.20	0.70	0.00	0.00	0.51	0.51	0.23	0.00	0.23	0.00	0.00	0.00
Volume/Cap:	0.52	0.75	0.00	0.00	0.52	0.49	0.75	0.00	0.73	0.00	0.00	0.00
Delay/Veh:	38.7	10.7	0.0	0.0	17.7	17.6	40.8	0.0	43.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.7	10.7	0.0	0.0	17.7	17.6	40.8	0.0	43.0	0.0	0.0	0.0
DesignQueue:	12	26	0	0	20	16	19	0	17	0	0	0

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

Hayward - SR-238 Bypass Land Use EIR (P07070)
Existing (2003-2005)
PM Peak Hour

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

Intersection #19 Mission at Valle Vista [Signalized in Future]

Average Delay (sec/veh): 0.7 Worst Case Level Of Service: C[20.0]

Street Name:	Mission Boulevard								Valle Vista Avenue							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	1 0 2 0 0				1 0 2 0 1				1 0 0 0 1				0 0 0 0 0			
Volume Module: >> Count Date: 2 Nov 2005 << 4:30-5:30																
Base Vol:	97	1662	0	0	1458	31	1	0	49	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:	97	1662	0	0	1458	31	1	0	49	0	0	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	97	1662	0	0	1458	31	1	0	49	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
FinalVolume:	97	1662	0	0	1458	31	1	0	49	0	0	0				
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx				
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	1498	xxxx	xxxxx	xxxx	xxxx	xxxxx	2492	xxxx	738	xxxx	xxxx	xxxxx				
Potent Cap.:	454	xxxx	xxxxx	xxxx	xxxx	xxxxx	25	xxxx	365	xxxx	xxxx	xxxxx				
Move Cap.:	450	xxxx	xxxxx	xxxx	xxxx	xxxxx	20	xxxx	362	xxxx	xxxx	xxxxx				
Volume/Cap:	0.22	xxxx	xxxx	xxxx	xxxx	xxxx	0.05	xxxx	0.14	xxxx	xxxx	xxxx				
Level Of Service Module:																
2Way95thQ:	0.8	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	0.5	xxxx	xxxx	xxxxx				
Control Del:	15.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	190.0	xxxx	16.5	xxxxx	xxxx	xxxxx				
LOS by Move:	C	*	*	*	*	*	F	*	C	*	*	*				
Movement:	LT	- LTR	- RT	LT	- LTR	- RT	LT	- LTR	- RT	LT	- LTR	- RT				
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*				
ApproachDel:	xxxxxx			xxxxxx			20.0			xxxxxx						
ApproachLOS:	*			*			C			*						

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

Hayward - SR-238 Bypass Land Use EIR (P07070)
Existing (2003-2005)
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #20 Mission & Industrial [3693]

Cycle (sec):	140	Critical Vol./Cap.(X):	0.651
Loss Time (sec):	12	Average Delay (sec/veh):	27.4
Optimal Cycle:	56	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:	1.03	1.10	1.10	1.00	1.10	1.10	1.03	1.10	1.10	1.00	1.05	1.00
FinalVolume:	402	1658	17	116	1201	437	526	142	556	12	71	48
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.98	0.93	0.94	0.94	0.93	0.86	0.86	0.93	0.98	0.83
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.:	3539	5530	58	1770	3934	1430	3539	1639	3278	1770	3725	1583
Capacity Analysis Module:												
Vol/Sat:	0.11	0.30	0.30	0.07	0.31	0.31	0.15	0.09	0.17	0.01	0.02	0.03
Crit Moves:	****				****				****	****		
Green/Cycle:	0.17	0.52	0.52	0.11	0.46	0.46	0.24	0.26	0.26	0.03	0.05	0.05
Volume/Cap:	0.66	0.58	0.58	0.58	0.66	0.66	0.63	0.34	0.66	0.23	0.39	0.63
Delay/Veh:	43.2	17.9	17.9	47.8	22.9	22.9	37.6	32.4	36.7	50.9	49.8	59.9
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:	43.2	17.9	17.9	47.8	22.9	22.9	37.6	32.4	36.7	50.9	49.8	59.9
DesignQueue:	13	23	23	8	25	25	16	8	17	1	3	4

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

Hayward - SR-238 Bypass Land Use EIR (P07070)
Existing (2003-2005)
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #21 Dixon & Tennyson

Cycle (sec):	100	Critical Vol./Cap.(X):	0.575
Loss Time (sec):	0	Average Delay (sec/veh):	15.3
Optimal Cycle:	44	Level Of Service:	C

Street Name:	Dixon Street						Tennyson Road					
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	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0	0 1	0 1	0	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module: >> Count Date: 2 Nov 2005 << 4:45-5:45												
Base Vol:	320	71	105	6	41	111	177	844	266	94	772	7
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:	320	71	105	6	41	111	177	844	266	94	772	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	320	71	105	6	41	111	177	844	266	94	772	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	320	71	105	6	41	111	177	844	266	94	772	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.00	1.00	1.05	1.00
FinalVolume:	320	71	105	6	41	111	177	886	266	94	811	7
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.78	0.78	0.85	0.91	0.91	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Lanes:	0.82	0.18	1.00	0.13	0.87	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1213	269	1615	221	1508	1615	1805	3800	1615	1805	3800	1615
Capacity Analysis Module:												
Vol/Sat:	0.26	0.26	0.07	0.03	0.03	0.07	0.10	0.23	0.16	0.05	0.21	0.00
Crit Moves:		****					****				****	
Green/Cycle:	0.46	0.46	0.46	0.46	0.46	0.46	0.17	0.44	0.44	0.10	0.37	0.37
Volume/Cap:	0.58	0.58	0.14	0.06	0.06	0.15	0.58	0.53	0.37	0.53	0.58	0.01
Delay/Veh:	13.8	13.8	10.1	9.7	9.7	10.2	26.6	13.3	12.2	30.0	16.7	12.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.8	13.8	10.1	9.7	9.7	10.2	26.6	13.3	12.2	30.0	16.7	12.8
DesignQueue:	12	12	3	1	1	3	8	15	9	5	15	0

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

Hayward - SR-238 Bypass Land Use EIR (P07070)
Existing (2003-2005)
PM Peak Hour

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

Intersection #22 Dixon & Valle Vista

Cycle (sec):	100	Critical Vol./Cap.(X):	0.449
Loss Time (sec):	0	Average Delay (sec/veh):	10.6
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Dixon Street						Valle Vista Avenue					
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			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	1	0 1	0 0	1	0 0	1! 0	0	0 0	1! 0	0
Volume Module: >> Count Date: 2 Nov 2005 << 4:45-5:45												
Base Vol:	6	217	18	44	264	8	6	4	2	30	4	102
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:	6	217	18	44	264	8	6	4	2	30	4	102
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	217	18	44	264	8	6	4	2	30	4	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	217	18	44	264	8	6	4	2	30	4	102
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	6	217	18	44	264	8	6	4	2	30	4	102
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:	0.03	0.97	1.00	0.14	0.86	1.00	0.50	0.33	0.17	0.22	0.03	0.75
Final Sat.:	18	662	785	98	588	799	296	197	99	151	20	512
Capacity Analysis Module:												
Vol/Sat:	0.33	0.33	0.02	0.45	0.45	0.01	0.02	0.02	0.02	0.20	0.20	0.20
Crit Moves:	****			****				****		****		
Delay/Veh:	10.3	10.3	7.2	11.9	11.9	7.1	8.5	8.5	8.5	8.9	8.9	8.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.3	10.3	7.2	11.9	11.9	7.1	8.5	8.5	8.5	8.9	8.9	8.9
LOS by Move:	B	B	A	B	B	A	A	A	A	A	A	A
ApproachDel:	10.0			11.7			8.5			8.9		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	10.0			11.7			8.5			8.9		
LOS by Appr:	B			B			A			A		
AllWayAvgQ:	0.5	0.5	0.0	0.8	0.8	0.0	0.0	0.0	0.0	0.2	0.2	0.2

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

Hayward - SR-238 Bypass Land Use EIR (P07070)
Existing (2003-2005)
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #23 Dixon & Industrial Parkway West

Cycle (sec):	100	Critical Vol./Cap.(X):	0.469
Loss Time (sec):	0	Average Delay (sec/veh):	10.5
Optimal Cycle:	35	Level Of Service:	B

Street Name:	Dixon Street						Industrial Parkway West					
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	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module: >> Count Date: 2 Nov 2005 << 5:00-6:00												
Base Vol:	44	11	6	66	4	242	173	1107	118	20	661	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:	44	11	6	66	4	242	173	1107	118	20	661	69
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	11	6	66	4	242	173	1107	118	20	661	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	11	6	66	4	242	173	1107	118	20	661	69
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.00	1.00	1.05	1.00
FinalVolume:	44	11	6	66	4	242	173	1162	118	20	694	69
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.31	0.95	0.95	0.88	0.85	0.85	0.95	1.00	0.84	0.95	1.00	0.84
Lanes:	1.00	0.65	0.35	1.00	0.02	0.98	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	589	1168	637	1672	26	1589	1805	3800	1596	1805	3800	1596
Capacity Analysis Module:												
Vol/Sat:	0.07	0.01	0.01	0.04	0.15	0.15	0.10	0.31	0.07	0.01	0.18	0.04
Crit Moves:					****			****		****		
Green/Cycle:	0.32	0.32	0.32	0.32	0.32	0.32	0.23	0.65	0.65	0.02	0.44	0.44
Volume/Cap:	0.23	0.03	0.03	0.12	0.47	0.47	0.41	0.47	0.11	0.47	0.41	0.10
Delay/Veh:	16.0	14.9	14.9	15.3	17.9	17.9	21.4	5.8	4.2	36.7	12.4	10.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.0	14.9	14.9	15.3	17.9	17.9	21.4	5.8	4.2	36.7	12.4	10.5
DesignQueue:	2	1	1	2	10	10	8	12	2	1	11	2

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

AM Peak-Hour 2025 No Project

Hayward - SR-238 Bypass Land Use EIR (P07070)
2025 No Project
AM Peak Hour

Scenario Report

Scenario:	2025_NoProject_AM
Command:	2025_NoProject_AM
Volume:	2025_NoProject_AM
Geometry:	2025_NoProject_AM
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	NoProject
Configuration:	Default Configuration

Hayward - SR-238 Bypass Land Use EIR (P07070)
2025 No Project
AM Peak Hour

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 Foothill & Mattox	F	74.6	1.121	F	74.6	1.121	+ 0.000 D/V
# 2 Foothill & Grove	E	50.2	1.088	E	50.2	1.088	+ 0.000 D/V
# 3 Foothill & A	C	21.4	0.981	C	21.4	0.981	+ 0.000 D/V
# 4 Foothill & B	E	44.3	1.048	E	44.3	1.048	+ 0.000 D/V
# 5 2nd & B	D	27.9	0.815	D	27.9	0.815	+ 0.000 D/V
# 6 Foothill & D	F	92.8	1.100	F	92.8	1.100	+ 0.000 D/V
# 7 Mission & Foothill-Jackson	C	16.3	0.716	C	16.3	0.716	+ 0.000 D/V
# 8 Mission & Fletcher	D	35.7	1.000	D	35.7	1.000	+ 0.000 D/V
# 9 Mission & Highland	C	16.8	0.774	C	16.8	0.774	+ 0.000 D/V
# 10 Mission & Carlos Bee	D	35.0	0.933	D	35.0	0.933	+ 0.000 D/V
# 12 Mission & Berry	B	10.5	0.889	B	10.5	0.889	+ 0.000 D/V
# 14 Mission & Harder	D	37.9	1.023	D	37.9	1.023	+ 0.000 D/V
# 15 Mission & Sorenson	B	12.1	0.929	B	12.1	0.929	+ 0.000 D/V
# 16 Mission & Jefferson/Calhoun	C	19.9	0.942	C	19.9	0.942	+ 0.000 D/V
# 17 Mission & Hancock	C	16.4	0.935	C	16.4	0.935	+ 0.000 D/V
# 18 Mission & Tennyson	D	31.7	0.924	D	31.7	0.924	+ 0.000 D/V
# 19 Mission & Valle Vista	B	7.2	0.759	B	7.2	0.759	+ 0.000 D/V
# 20 Mission & Industrial	D	40.0	1.026	D	40.0	1.026	+ 0.000 D/V
# 21 Dixon & Tennyson	D	35.5	1.023	D	35.5	1.023	+ 0.000 D/V
# 22 Dixon & Valle Vista	C	16.8	0.744	C	16.8	0.744	+ 0.000 V/C
# 23 Dixon & Industrial Parkway Wes	C	24.8	0.942	C	24.8	0.942	+ 0.000 D/V

Hayward - SR-238 Bypass Land Use EIR (P07070)
2025 No Project
AM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #1 Foothill & Mattox [3518]

Cycle (sec):	150	Critical Vol./Cap.(X):	1.121
Loss Time (sec):	12	Average Delay (sec/veh):	74.6
Optimal Cycle:	180	Level Of Service:	F

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:	Include			Include			Include			Include		
Min. Green:	4	0	4	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:	245	0	742	381	2288	317	0	711	75	957	892	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:	245	0	742	381	2288	317	0	711	75	957	892	0
User 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 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:	245	0	742	381	2288	317	0	711	75	957	892	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	245	0	742	381	2288	317	0	711	75	957	892	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:	1.03	1.00	1.13	1.03	1.10	1.10	1.00	1.10	1.10	1.03	1.05	1.00
FinalVolume:	252	0	838	392	2517	349	0	782	83	986	937	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	1.00	0.83	0.93	0.96	0.96	1.00	0.96	0.96	0.93	0.98	1.00
Lanes:	2.00	0.00	2.00	3.00	2.63	0.37	0.00	2.71	0.29	2.00	2.00	0.00
Final Sat.:	3539	0	3167	5309	4810	666	0	4954	523	3539	3725	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.26	0.07	0.52	0.52	0.00	0.16	0.16	0.28	0.25	0.00
Crit Moves:	****				****			****		****		
Green/Cycle:	0.06	0.00	0.41	0.12	0.47	0.47	0.00	0.14	0.14	0.25	0.39	0.00
Volume/Cap:	1.12	0.00	0.65	0.64	1.12	1.12	0.00	1.12	1.12	1.12	0.65	0.00
Delay/Veh:	138.2	0.0	23.7	42.5	83.9	83.9	0.0	110	110.0	103.2	24.8	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:	138.2	0.0	23.7	42.5	83.9	83.9	0.0	110	110.0	103.2	24.8	0.0
DesignQueue:	10	0	22	10	49	49	0	21	21	33	25	0

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

Hayward - SR-238 Bypass Land Use EIR (P07070)
2025 No Project
AM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #2 Foothill & Grove [3526]

Cycle (sec):	150	Critical Vol./Cap.(X):	1.088
Loss Time (sec):	12	Average Delay (sec/veh):	50.2
Optimal Cycle:	180	Level Of Service:	E

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:	107	3397	46	47	3182	133	282	69	74	180	228	186
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	3397	46	47	3182	133	282	69	74	180	228	186
User 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 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	3397	46	47	3182	133	282	69	74	180	228	186
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	3397	46	47	3182	133	282	69	74	180	228	186
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.10	1.10	1.00	1.10	1.10	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	107	3737	51	47	3500	146	282	69	74	180	228	186
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.98	0.93	0.97	0.97	0.93	0.90	0.90	0.93	0.98	0.83
Lanes:	1.00	3.95	0.05	1.00	2.88	0.12	1.00	0.48	0.52	1.00	1.00	1.00
Final Sat.:	1770	7351	100	1770	5310	222	1770	827	887	1770	1863	1583
Capacity Analysis Module:												
Vol/Sat:	0.06	0.51	0.51	0.03	0.66	0.66	0.16	0.08	0.08	0.10	0.12	0.12
Crit Moves:	****				****		****				****	
Green/Cycle:	0.06	0.60	0.60	0.06	0.61	0.61	0.15	0.12	0.12	0.14	0.11	0.11
Volume/Cap:	1.09	0.85	0.85	0.42	1.09	1.09	1.09	0.72	0.72	0.72	1.09	1.04
Delay/Veh:	160.1	19.9	19.9	53.0	64.0	64.0	122.9	56.2	56.2	53.0	131	117.5
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:	160.1	19.9	19.9	53.0	64.0	64.0	122.9	56.2	56.2	53.0	131	117.5
DesignQueue:	9	36	36	4	48	48	21	11	11	13	17	14

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

Hayward - SR-238 Bypass Land Use EIR (P07070)
2025 No Project
AM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #3 Foothill & A [3522]

Cycle (sec):	120	Critical Vol./Cap.(X):	0.981
Loss Time (sec):	6	Average Delay (sec/veh):	21.4
Optimal Cycle:	180	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:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			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	3 1	1	0 0	0 0	3	0 0	0 0	0	0 0	2 1	0
Volume Module:												
Base Vol:	384	3203	1123	0	0	2490	0	0	0	0	1687	38
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:	384	3203	1123	0	0	2490	0	0	0	0	1687	38
User 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 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:	384	3203	1123	0	0	2490	0	0	0	0	1687	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	384	3203	1123	0	0	2490	0	0	0	0	1687	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.10	1.10	1.00	1.00	1.13	1.00	1.00	1.00	1.00	1.10	1.10
FinalVolume:	384	3523	1235	0	0	2814	0	0	0	0	1856	42
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.94	0.94	1.00	1.00	0.83	1.00	1.00	1.00	1.00	0.98	0.98
Lanes:	1.00	3.70	1.30	0.00	0.00	3.00	0.00	0.00	0.00	0.00	2.93	0.07
Final Sat.:	1770	6620	2321	0	0	4750	0	0	0	0	5465	123
Capacity Analysis Module:												
Vol/Sat:	0.22	0.53	0.53	0.00	0.00	0.59	0.00	0.00	0.00	0.00	0.34	0.34
Crit Moves:						****					****	
Green/Cycle:	0.60	0.60	0.60	0.00	0.00	0.60	0.00	0.00	0.00	0.00	0.35	0.35
Volume/Cap:	0.36	0.88	0.88	0.00	0.00	0.98	0.00	0.00	0.00	0.00	0.98	0.98
Delay/Veh:	7.9	14.4	14.4	0.0	0.0	24.5	0.0	0.0	0.0	0.0	37.2	37.2
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:	7.9	14.4	14.4	0.0	0.0	24.5	0.0	0.0	0.0	0.0	37.2	37.2
DesignQueue:	11	29	29	0	0	28	0	0	0	0	30	30

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

Hayward - SR-238 Bypass Land Use EIR (P07070)
2025 No Project
AM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #4 Foothill & B [3523]

Cycle (sec):	120	Critical Vol./Cap.(X):	1.048
Loss Time (sec):	6	Average Delay (sec/veh):	44.3
Optimal Cycle:	180	Level Of Service:	E

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:	63	4551	733	0	0	0	0	0	0	0	1438	158
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	63	4551	733	0	0	0	0	0	0	0	1438	158
User 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 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:	63	4551	733	0	0	0	0	0	0	0	1438	158
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	4551	733	0	0	0	0	0	0	0	1438	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:	1.10	1.10	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.05
FinalVolume:	69	5006	806	0	0	0	0	0	0	0	1510	166
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.96	0.96	0.96	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.96	0.96
Lanes:	0.07	5.11	0.82	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.80	0.20
Final Sat.:	129	9322	1501	0	0	0	0	0	0	0	3290	361
Capacity Analysis Module:												
Vol/Sat:	0.54	0.54	0.54	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.46	0.46
Crit Moves:		****									****	
Green/Cycle:	0.51	0.51	0.51	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.44	0.44
Volume/Cap:	1.05	1.05	1.05	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.05	1.05
Delay/Veh:	42.0	42.0	42.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	52.5	52.5
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:	42.0	42.0	42.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	52.5	52.5
DesignQueue:	37	37	37	0	0	0	0	0	0	0	36	36

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

Hayward - SR-238 Bypass Land Use EIR (P07070)
2025 No Project
AM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #5 2nd & B

Cycle (sec):	106	Critical Vol./Cap.(X):	0.815
Loss Time (sec):	12	Average Delay (sec/veh):	27.9
Optimal Cycle:	82	Level Of Service:	D

Street Name:	2nd 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 1	0 1	0	0 1	1 1	0
Volume Module:												
Base Vol:	180	748	371	56	518	314	20	696	0	188	996	144
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	748	371	56	518	314	20	696	0	188	996	144
User 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 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:	180	748	371	56	518	314	20	696	0	188	996	144
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	748	371	56	518	314	20	696	0	188	996	144
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.00	1.00	1.10	1.10	1.05	1.05	1.05	1.10	1.10	1.10
FinalVolume:	180	785	371	56	570	345	21	731	0	207	1096	158
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	0.94	0.94	1.00	1.00	1.00	0.97	0.97	0.97
Lanes:	1.00	2.00	1.00	1.00	1.87	1.13	0.06	1.94	0.00	0.42	2.25	0.33
Final Sat.:	1805	3800	1615	1805	3336	2022	106	3694	0	783	4148	600
Capacity Analysis Module:												
Vol/Sat:	0.10	0.21	0.23	0.03	0.17	0.17	0.20	0.20	0.00	0.26	0.26	0.26
Crit Moves:			****	****			****					****
Green/Cycle:	0.12	0.27	0.27	0.07	0.21	0.21	0.23	0.23	0.00	0.31	0.31	0.31
Volume/Cap:	0.80	0.76	0.84	0.47	0.80	0.80	0.84	0.84	0.00	0.84	0.84	0.84
Delay/Veh:	41.3	25.1	33.1	33.0	28.4	28.4	30.2	30.2	0.0	24.8	24.8	24.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.3	25.1	33.1	33.0	28.4	28.4	30.2	30.2	0.0	24.8	24.8	24.8
DesignQueue:	10	18	17	3	15	15	18	18	0	21	21	21

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

Hayward - SR-238 Bypass Land Use EIR (P07070)
2025 No Project
AM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #6 Foothill & D

Cycle (sec):	120	Critical Vol./Cap.(X):	1.100
Loss Time (sec):	15	Average Delay (sec/veh):	92.8
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Foothill 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	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	4556	198	0	0	0	493	258	0	0	1995	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	4556	198	0	0	0	493	258	0	0	1995	6
User 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 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	4556	198	0	0	0	493	258	0	0	1995	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	4556	198	0	0	0	493	258	0	0	1995	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.10	1.10	1.00	1.00	1.00	1.03	1.00	1.00	1.00	1.10	1.10
FinalVolume:	0	5012	218	0	0	0	508	258	0	0	2195	7
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.97	0.97	1.00	1.00	1.00	0.93	0.98	1.00	1.00	0.98	0.98
Lanes:	0.00	5.75	0.25	0.00	0.00	0.00	3.00	1.00	0.00	0.00	2.99	0.01
Final Sat.:	0	xxxx	461	0	0	0	5309	1863	0	0	5571	17
Capacity Analysis Module:												
Vol/Sat:	0.00	0.47	0.47	0.00	0.00	0.00	0.10	0.14	0.00	0.00	0.39	0.39
Crit Moves:		****					****				****	
Green/Cycle:	0.00	0.41	0.41	0.00	0.00	0.00	0.13	0.47	0.00	0.00	0.34	0.34
Volume/Cap:	0.00	1.16	1.16	0.00	0.00	0.00	0.77	0.30	0.00	0.00	1.16	1.16
Delay/Veh:	0.0	97.6	97.6	0.0	0.0	0.0	36.5	12.9	0.0	0.0	104	103.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	97.6	97.6	0.0	0.0	0.0	36.5	12.9	0.0	0.0	104	103.9
DesignQueue:	0	39	39	0	0	0	10	10	0	0	36	36

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

Hayward - SR-238 Bypass Land Use EIR (P07070)
2025 No Project
AM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #7 Mission & Foothill-Jackson

Cycle (sec):	120	Critical Vol./Cap.(X):	0.716
Loss Time (sec):	6	Average Delay (sec/veh):	16.3
Optimal Cycle:	56	Level Of Service:	C

Street Name:	Mission Blvd						Foothill Blvd-Jackson					
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			Ignore			Include			Include		
Min. Green:	0	0	0	0	25	0	0	25	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	0 0	0	0 0	4 0	2	0 0	3 0	0	0 0	0 0	0
Volume Module:AM												
Base Vol:	0	0	0	0	2588	1854	0	1586	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	2588	1854	0	1586	0	0	0	0
User 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 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	0	0	2588	0	0	1586	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	2588	0	0	1586	0	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	1.10	0.00	1.00	1.10	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	2847	0	0	1745	0	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	4.00	2.00	0.00	3.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	7600	3800	0	5700	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.37	0.00	0.00	0.31	0.00	0.00	0.00	0.00
Crit Moves:					****			****				
Green/Cycle:	0.00	0.00	0.00	0.00	0.52	0.00	0.00	0.43	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.72	0.00	0.00	0.72	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	14.6	0.0	0.0	19.1	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	14.6	0.0	0.0	19.1	0.0	0.0	0.0	0.0
DesignQueue:	0	0	0	0	25	0	0	24	0	0	0	0

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

Hayward - SR-238 Bypass Land Use EIR (P07070)
2025 No Project
AM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #8 Mission & Fletcher [3580]

Cycle (sec):	150	Critical Vol./Cap.(X):	1.000
Loss Time (sec):	9	Average Delay (sec/veh):	35.7
Optimal Cycle:	180	Level Of Service:	D

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	0 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	388	2287	39	75	2406	32	21	38	146	346	186	27
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:	388	2287	39	75	2406	32	21	38	146	346	186	27
User 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 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:	388	2287	39	75	2406	32	21	38	146	346	186	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	388	2287	39	75	2406	32	21	38	146	346	186	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.10	1.10	1.00	1.10	1.10	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	388	2516	43	75	2647	35	21	38	146	346	186	27
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.98	0.93	0.98	0.98	0.77	0.77	0.83	0.75	0.96	0.96
Lanes:	1.00	2.95	0.05	1.00	2.96	0.04	0.36	0.64	1.00	1.00	0.87	0.13
Final Sat.:	1770	5495	94	1770	5515	73	524	948	1583	1434	1594	231
Capacity Analysis Module:												
Vol/Sat:	0.22	0.46	0.46	0.04	0.48	0.48	0.04	0.04	0.09	0.24	0.12	0.12
Crit Moves:	****				****					****		
Green/Cycle:	0.22	0.64	0.64	0.06	0.48	0.48	0.24	0.24	0.24	0.24	0.24	0.24
Volume/Cap:	1.00	0.72	0.72	0.72	1.00	1.00	0.17	0.17	0.38	1.00	0.48	0.48
Delay/Veh:	79.8	14.1	14.1	66.1	43.1	43.1	34.2	34.2	36.5	80.6	37.8	37.8
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:	79.8	14.1	14.1	66.1	43.1	43.1	34.2	34.2	36.5	80.6	37.8	37.8
DesignQueue:	27	29	29	6	44	44	4	4	9	23	14	14

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

Hayward - SR-238 Bypass Land Use EIR (P07070)
2025 No Project
AM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #9 Mission & Highland [9895]

Cycle (sec):	150	Critical Vol./Cap.(X):	0.774
Loss Time (sec):	12	Average Delay (sec/veh):	16.8
Optimal Cycle:	79	Level Of Service:	C

Street Name:	Mission						Highland					
Approach:	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	16	16	4	16	16	4	4	4	8	8	8
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	0	1 0	1 0	0	1 0
Volume Module:												
Base Vol:	37	2611	19	62	2666	50	98	6	7	52	10	154
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	37	2611	19	62	2666	50	98	6	7	52	10	154
User 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 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:	37	2611	19	62	2666	50	98	6	7	52	10	154
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	2611	19	62	2666	50	98	6	7	52	10	154
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.10	1.10	1.00	1.10	1.10	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	37	2872	21	62	2933	55	98	6	7	52	10	154
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.98	0.93	0.98	0.98	0.93	0.90	0.90	0.93	0.83	0.83
Lanes:	1.00	2.98	0.02	1.00	2.94	0.06	1.00	0.46	0.54	1.00	0.06	0.94
Final Sat.:	1770	5548	40	1770	5485	103	1770	791	923	1770	97	1487
Capacity Analysis Module:												
Vol/Sat:	0.02	0.52	0.52	0.04	0.53	0.53	0.06	0.01	0.01	0.03	0.10	0.10
Crit Moves:		****		****			****				****	
Green/Cycle:	0.03	0.67	0.67	0.05	0.68	0.68	0.07	0.07	0.07	0.14	0.13	0.13
Volume/Cap:	0.62	0.77	0.77	0.77	0.79	0.79	0.77	0.11	0.11	0.21	0.77	0.77
Delay/Veh:	65.8	13.7	13.7	77.4	13.3	13.3	68.5	49.9	49.9	43.8	58.5	58.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.8	13.7	13.7	77.4	13.3	13.3	68.5	49.9	49.9	43.8	58.5	58.5
DesignQueue:	3	31	31	5	31	31	8	1	1	4	12	12

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

Hayward - SR-238 Bypass Land Use EIR (P07070)
2025 No Project
AM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #10 Mission & Carlos Bee [3545]

Cycle (sec):	130	Critical Vol./Cap.(X):	0.933
Loss Time (sec):	12	Average Delay (sec/veh):	35.0
Optimal Cycle:	149	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 0	1	2 0	3 0	1	2 0	1 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	131	2095	80	243	2243	44	206	213	129	746	701	273
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:	131	2095	80	243	2243	44	206	213	129	746	701	273
User 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 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:	131	2095	80	243	2243	44	206	213	129	746	701	273
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	131	2095	80	243	2243	44	206	213	129	746	701	273
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.10	1.00	1.03	1.10	1.00	1.03	1.00	1.00	1.03	1.05	1.00
FinalVolume:	131	2305	80	250	2467	44	212	213	129	768	736	273
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.83	0.93	0.98	0.83	0.93	0.98	0.83	0.93	0.98	0.83
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	1.00	1.00	2.00	2.00	1.00
Final Sat.:	1770	5588	1583	3539	5588	1583	3539	1863	1583	3539	3725	1583
Capacity Analysis Module:												
Vol/Sat:	0.07	0.41	0.05	0.07	0.44	0.03	0.06	0.11	0.08	0.22	0.20	0.17
Crit Moves:	****				****			****		****		
Green/Cycle:	0.08	0.47	0.47	0.08	0.47	0.47	0.08	0.12	0.12	0.23	0.27	0.27
Volume/Cap:	0.93	0.87	0.11	0.87	0.93	0.06	0.72	0.93	0.66	0.93	0.72	0.63
Delay/Veh:	85.3	26.1	14.5	61.9	29.6	14.1	50.1	72.7	47.0	49.7	34.4	33.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	85.3	26.1	14.5	61.9	29.6	14.1	50.1	72.7	47.0	49.7	34.4	33.7
DesignQueue:	9	33	3	8	35	2	7	14	8	22	20	15

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

Hayward - SR-238 Bypass Land Use EIR (P07070)
2025 No Project
AM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #12 Mission & Berry [Signalized]

Cycle (sec):	130	Critical Vol./Cap.(X):	0.889
Loss Time (sec):	9	Average Delay (sec/veh):	10.5
Optimal Cycle:	108	Level Of Service:	B

Street Name:	Mission						Berry					
Approach:	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	10	10	7	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 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	56	2108	3	32	2637	46	32	0	33	3	0	56
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	2108	3	32	2637	46	32	0	33	3	0	56
User 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 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:	56	2108	3	32	2637	46	32	0	33	3	0	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	2108	3	32	2637	46	32	0	33	3	0	56
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.05	1.00	1.05	1.05	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	56	2213	3	32	2769	48	32	0	33	3	0	56
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.62	1.00	0.62	0.76	1.00	0.76
Lanes:	1.00	1.99	0.01	1.00	1.97	0.03	0.49	0.00	0.51	0.05	0.00	0.95
Final Sat.:	1805	3795	5	1805	3735	65	582	0	600	74	0	1375
Capacity Analysis Module:												
Vol/Sat:	0.03	0.58	0.58	0.02	0.74	0.74	0.05	0.00	0.05	0.04	0.00	0.04
Crit Moves:	****				****				****			
Green/Cycle:	0.05	0.75	0.75	0.10	0.80	0.80	0.08	0.00	0.08	0.08	0.00	0.08
Volume/Cap:	0.58	0.77	0.77	0.18	0.93	0.93	0.71	0.00	0.71	0.53	0.00	0.53
Delay/Veh:	44.5	7.0	7.0	34.7	10.6	10.6	52.8	0.0	52.8	40.9	0.0	40.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.5	7.0	7.0	34.7	10.6	10.6	52.8	0.0	52.8	40.9	0.0	40.9
DesignQueue:	4	23	23	2	25	25	4	0	4	4	0	4

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

Hayward - SR-238 Bypass Land Use EIR (P07070)
2025 No Project
AM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #14 Mission & Harder [3546]

Cycle (sec):	130	Critical Vol./Cap.(X):	1.023
Loss Time (sec):	12	Average Delay (sec/veh):	37.9
Optimal Cycle:	180	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:	571	1855	486	109	2125	212	208	287	308	206	147	32
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:	571	1855	486	109	2125	212	208	287	308	206	147	32
User 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 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:	571	1855	486	109	2125	212	208	287	308	206	147	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	571	1855	486	109	2125	212	208	287	308	206	147	32
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.10	1.10	1.00	1.10	1.10	1.03	1.05	1.00	1.03	1.05	1.00
FinalVolume:	571	2041	535	109	2338	233	214	301	308	212	154	32
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.95	0.93	0.97	0.97	0.93	0.98	0.83	0.93	0.98	0.83
Lanes:	1.00	2.38	0.62	1.00	2.73	0.27	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1770	4295	1125	1770	5030	502	3539	3725	1583	3539	3725	1583
Capacity Analysis Module:												
Vol/Sat:	0.32	0.48	0.48	0.06	0.46	0.46	0.06	0.08	0.19	0.06	0.04	0.02
Crit Moves:	****				****			****		****		
Green/Cycle:	0.32	0.68	0.68	0.09	0.45	0.45	0.07	0.08	0.39	0.06	0.06	0.15
Volume/Cap:	1.02	0.70	0.70	0.70	1.02	1.02	0.83	1.02	0.49	1.02	0.64	0.13
Delay/Veh:	69.1	10.0	10.0	52.2	46.2	46.2	58.8	92.4	23.0	101.5	48.9	36.2
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:	69.1	10.0	10.0	52.2	46.2	46.2	58.8	92.4	23.0	101.5	48.9	36.2
DesignQueue:	31	22	22	7	38	38	7	10	14	7	5	2

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

Hayward - SR-238 Bypass Land Use EIR (P07070)
2025 No Project
AM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #15 Mission & Sorenson [8777]

Cycle (sec):	130	Critical Vol./Cap.(X):	0.929
Loss Time (sec):	9	Average Delay (sec/veh):	12.1
Optimal Cycle:	138	Level Of Service:	B

Street Name:	Mission						Sorenson					
Approach:	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	15	0	0	15	15	4	0	4	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	1 1	0	0 0	1 1	0	1 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	65	2506	0	0	2598	34	161	0	65	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:	65	2506	0	0	2598	34	161	0	65	0	0	0
User 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 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:	65	2506	0	0	2598	34	161	0	65	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	2506	0	0	2598	34	161	0	65	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	1.05	1.05	1.00	1.05	1.05	1.05	1.00	1.00	1.00	1.00	1.00
FinalVolume:	65	2631	0	0	2728	36	169	0	65	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	1.00	1.00	0.98	0.98	0.91	1.00	0.91	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.97	0.03	1.57	0.00	0.43	0.00	0.00	0.00
Final Sat.:	1770	3725	0	0	3677	48	2715	0	754	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.71	0.00	0.00	0.74	0.74	0.06	0.00	0.09	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.04	0.84	0.00	0.00	0.80	0.80	0.09	0.00	0.09	0.00	0.00	0.00
Volume/Cap:	0.93	0.84	0.00	0.00	0.93	0.93	0.67	0.00	0.93	0.00	0.00	0.00
Delay/Veh:	106.4	6.0	0.0	0.0	12.1	12.1	46.8	0.0	71.7	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:	106.4	6.0	0.0	0.0	12.1	12.1	46.8	0.0	71.7	0.0	0.0	0.0
DesignQueue:	5	19	0	0	25	25	7	0	10	0	0	0

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

Hayward - SR-238 Bypass Land Use EIR (P07070)
2025 No Project
AM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #16 Mission & Jefferson/Calhoun [4518]

Cycle (sec):	130	Critical Vol./Cap.(X):	0.942
Loss Time (sec):	9	Average Delay (sec/veh):	19.9
Optimal Cycle:	151	Level Of Service:	C

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	1 1	0	1 0	1 1	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	39	2187	39	288	2381	0	0	0	0	154	0	108
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	39	2187	39	288	2381	0	0	0	0	154	0	108
User 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 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:	39	2187	39	288	2381	0	0	0	0	154	0	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	2187	39	288	2381	0	0	0	0	154	0	108
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.05	1.00	1.05	1.05	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	39	2296	41	288	2500	0	0	0	0	154	0	108
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.98	0.93	0.98	1.00	1.00	1.00	1.00	0.93	1.00	0.83
Lanes:	1.00	1.96	0.04	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1770	3660	65	1770	3725	0	0	0	0	1770	0	1583
Capacity Analysis Module:												
Vol/Sat:	0.02	0.63	0.63	0.16	0.67	0.00	0.00	0.00	0.00	0.09	0.00	0.07
Crit Moves:		****		****						****		
Green/Cycle:	0.04	0.67	0.67	0.17	0.80	0.00	0.00	0.00	0.00	0.09	0.00	0.09
Volume/Cap:	0.60	0.94	0.94	0.94	0.84	0.00	0.00	0.00	0.00	0.94	0.00	0.74
Delay/Veh:	56.5	20.9	20.9	66.8	7.5	0.0	0.0	0.0	0.0	83.2	0.0	55.5
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:	56.5	20.9	20.9	66.8	7.5	0.0	0.0	0.0	0.0	83.2	0.0	55.5
DesignQueue:	3	34	34	18	22	0	0	0	0	10	0	7

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

Hayward - SR-238 Bypass Land Use EIR (P07070)
2025 No Project
AM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #17 Mission & Hancock [3547]

Cycle (sec):	130	Critical Vol./Cap.(X):	0.935
Loss Time (sec):	9	Average Delay (sec/veh):	16.4
Optimal Cycle:	144	Level Of Service:	C

Street Name:	Mission						Hancock					
Approach:	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	6	6	4	6	6	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	1 1	0	1 0	1 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	36	2150	172	5	2463	9	1	0	6	189	5	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	36	2150	172	5	2463	9	1	0	6	189	5	40
User 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 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:	36	2150	172	5	2463	9	1	0	6	189	5	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	2150	172	5	2463	9	1	0	6	189	5	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.05	1.00	1.05	1.05	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	36	2258	181	5	2586	9	1	0	6	189	5	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.97	0.97	0.93	0.98	0.98	0.74	1.00	0.74	0.80	0.80	0.80
Lanes:	1.00	1.85	0.15	1.00	1.99	0.01	0.14	0.00	0.86	0.81	0.02	0.17
Final Sat.:	1770	3415	273	1770	3712	14	201	0	1208	1231	33	261
Capacity Analysis Module:												
Vol/Sat:	0.02	0.66	0.66	0.00	0.70	0.70	0.00	0.00	0.00	0.15	0.15	0.15
Crit Moves:	****				****						****	
Green/Cycle:	0.03	0.73	0.73	0.03	0.74	0.74	0.16	0.00	0.16	0.16	0.16	0.16
Volume/Cap:	0.66	0.90	0.90	0.08	0.94	0.94	0.03	0.00	0.03	0.94	0.94	0.94
Delay/Veh:	56.7	12.1	12.1	39.3	15.3	15.3	29.6	0.0	29.6	65.3	65.3	65.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.7	12.1	12.1	39.3	15.3	15.3	29.6	0.0	29.6	65.3	65.3	65.3
DesignQueue:	3	28	28	0	30	30	0	0	0	15	15	15

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

Hayward - SR-238 Bypass Land Use EIR (P07070)
2025 No Project
AM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #18 Mission & Tennyson [3548]

Cycle (sec):	130	Critical Vol./Cap.(X):	0.924
Loss Time (sec):	12	Average Delay (sec/veh):	31.7
Optimal Cycle:	141	Level Of Service:	D

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			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Ovl		
Min. Green:	7	15	15	7	15	15	7	15	15	6	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 0	1	2 0	0 1	1	0 1	0 0	1
Volume Module:												
Base Vol:	571	1678	9	40	2084	590	615	41	247	18	135	155
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:	571	1678	9	40	2084	590	615	41	247	18	135	155
User 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 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:	571	1678	9	40	2084	590	615	41	247	18	135	155
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	571	1678	9	40	2084	590	615	41	247	18	135	155
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.03	1.10	1.10	1.00	1.10	1.00	1.03	1.05	1.05	1.00	1.00	1.00
FinalVolume:	588	1846	10	40	2292	590	633	43	259	18	135	155
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.98	0.93	0.98	0.83	0.93	0.85	0.85	0.97	0.97	0.83
Lanes:	2.00	2.98	0.02	1.00	3.00	1.00	2.00	0.28	1.72	0.12	0.88	1.00
Final Sat.:	3539	5558	30	1770	5588	1583	3539	461	2780	217	1627	1583
Capacity Analysis Module:												
Vol/Sat:	0.17	0.33	0.33	0.02	0.41	0.37	0.18	0.09	0.09	0.08	0.08	0.10
Crit Moves:	****				****		****				****	
Green/Cycle:	0.18	0.54	0.54	0.09	0.44	0.44	0.19	0.19	0.37	0.09	0.09	0.18
Volume/Cap:	0.92	0.62	0.62	0.26	0.92	0.84	0.92	0.48	0.25	0.92	0.92	0.55
Delay/Veh:	53.7	16.1	16.1	42.3	30.6	30.6	52.3	35.9	21.4	78.8	78.8	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:	53.7	16.1	16.1	42.3	30.6	30.6	52.3	35.9	21.4	78.8	78.8	38.9
DesignQueue:	18	23	23	3	34	26	19	9	7	10	10	9

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

Hayward - SR-238 Bypass Land Use EIR (P07070)
2025 No Project
AM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #19 Mission & Valle Vista [Signalized]

Cycle (sec):	140	Critical Vol./Cap.(X):	0.759
Loss Time (sec):	9	Average Delay (sec/veh):	7.2
Optimal Cycle:	64	Level Of Service:	B

Street Name:	Mission						Valle Vista					
Approach:	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	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	1 1	0	1 0	1 1	0	0 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	61	2117	0	22	2025	180	25	0	67	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:	61	2117	0	22	2025	180	25	0	67	0	0	0
User 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 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:	61	2117	0	22	2025	180	25	0	67	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	2117	0	22	2025	180	25	0	67	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	1.05	1.05	1.00	1.05	1.05	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	61	2223	0	22	2126	189	25	0	67	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	0.99	0.99	0.79	1.00	0.79	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	1.00	1.84	0.16	0.27	0.00	0.73	0.00	0.00	0.00
Final Sat.:	1805	3800	0	1805	3455	307	409	0	1096	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.58	0.00	0.01	0.62	0.62	0.06	0.00	0.06	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.05	0.79	0.00	0.07	0.81	0.81	0.08	0.00	0.08	0.00	0.00	0.00
Volume/Cap:	0.68	0.74	0.00	0.18	0.76	0.76	0.76	0.00	0.76	0.00	0.00	0.00
Delay/Veh:	54.1	5.6	0.0	39.9	5.3	5.3	57.0	0.0	57.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.1	5.6	0.0	39.9	5.3	5.3	57.0	0.0	57.0	0.0	0.0	0.0
DesignQueue:	5	22	0	2	21	21	7	0	7	0	0	0

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

Hayward - SR-238 Bypass Land Use EIR (P07070)
2025 No Project
AM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #20 Mission & Industrial [3693]

Cycle (sec):	130	Critical Vol./Cap.(X):	1.026
Loss Time (sec):	12	Average Delay (sec/veh):	40.0
Optimal Cycle:	180	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:	616	2040	6	82	1919	734	344	44	288	52	295	171
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	616	2040	6	82	1919	734	344	44	288	52	295	171
User 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 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:	616	2040	6	82	1919	734	344	44	288	52	295	171
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	616	2040	6	82	1919	734	344	44	288	52	295	171
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.03	1.10	1.10	1.00	1.10	1.10	1.03	1.10	1.10	1.00	1.05	1.00
FinalVolume:	634	2244	7	82	2111	807	354	48	317	52	310	171
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.98	0.93	0.94	0.94	0.93	0.85	0.85	0.93	0.98	0.83
Lanes:	2.00	2.99	0.01	1.00	2.17	0.83	2.00	1.00	2.00	1.00	2.00	1.00
Final Sat.:	3539	5572	16	1770	3880	1484	3539	1621	3241	1770	3725	1583
Capacity Analysis Module:												
Vol/Sat:	0.18	0.40	0.40	0.05	0.54	0.54	0.10	0.03	0.10	0.03	0.08	0.11
Crit Moves:	****				****		****					****
Green/Cycle:	0.17	0.63	0.63	0.07	0.53	0.53	0.10	0.15	0.15	0.05	0.11	0.11
Volume/Cap:	1.03	0.64	0.64	0.64	1.03	1.03	1.03	0.19	0.63	0.61	0.79	1.03
Delay/Veh:	75.6	11.5	11.5	51.3	42.6	42.6	89.3	36.4	40.8	53.9	50.3	106.3
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:	75.6	11.5	11.5	51.3	42.6	42.6	89.3	36.4	40.8	53.9	50.3	106.3
DesignQueue:	20	22	22	6	38	38	12	3	10	4	10	11

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

Hayward - SR-238 Bypass Land Use EIR (P07070)
2025 No Project
AM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #21 Dixon & Tennyson

Cycle (sec):	100	Critical Vol./Cap.(X):	1.023
Loss Time (sec):	12	Average Delay (sec/veh):	35.5
Optimal Cycle:	180	Level Of Service:	D

Street Name:	Dixon Street						Tennyson Road					
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			Prot+Permit			Prot+Permit		
Rights:		Ovl			Ovl			Ovl			Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0 0	1	0 1	0 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	455	95	51	1	177	213	165	746	509	255	1506	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	455	95	51	1	177	213	165	746	509	255	1506	11
User 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 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:	455	95	51	1	177	213	165	746	509	255	1506	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	455	95	51	1	177	213	165	746	509	255	1506	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.00	1.00	1.05	1.00
FinalVolume:	455	95	51	1	177	213	165	783	509	255	1581	11
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.96	0.96	0.85	1.00	1.00	0.85	0.83	1.00	0.85	0.95	1.00	0.85
Lanes:	0.83	0.17	1.00	0.01	0.99	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1509	315	1615	11	1889	1615	1569	3800	1615	1805	3800	1615
Capacity Analysis Module:												
Vol/Sat:	0.30	0.30	0.03	0.09	0.09	0.13	0.11	0.21	0.32	0.14	0.42	0.01
Crit Moves:	****				****		****				****	
Green/Cycle:	0.29	0.29	0.50	0.09	0.09	0.18	0.38	0.29	0.59	0.52	0.41	0.41
Volume/Cap:	1.03	1.03	0.06	1.03	1.03	0.73	0.70	0.70	0.54	0.58	1.03	0.02
Delay/Veh:	59.7	59.7	8.5	90.3	90.3	31.1	19.4	21.7	8.5	13.0	43.3	11.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.7	59.7	8.5	90.3	90.3	31.1	19.4	21.7	8.5	13.0	43.3	11.5
DesignQueue:	23	23	1	9	9	10	6	16	13	7	29	0

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

Hayward - SR-238 Bypass Land Use EIR (P07070)
2025 No Project
AM Peak Hour

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

Intersection #22 Dixon & Valle Vista

Cycle (sec):	100	Critical Vol./Cap.(X):	0.744
Loss Time (sec):	0	Average Delay (sec/veh):	16.8
Optimal Cycle:	0	Level Of Service:	C

Street Name:	Dixon Street						Valle Vista Avenue					
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			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	1	0 1	0 0	1	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	11	471	88	38	305	6	12	0	2	77	2	110
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:	11	471	88	38	305	6	12	0	2	77	2	110
User 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 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:	11	471	88	38	305	6	12	0	2	77	2	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	471	88	38	305	6	12	0	2	77	2	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	11	471	88	38	305	6	12	0	2	77	2	110
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:	0.02	0.98	1.00	0.11	0.89	1.00	0.86	0.00	0.14	0.41	0.01	0.58
Final Sat.:	15	633	735	68	543	692	406	0	68	233	6	332
Capacity Analysis Module:												
Vol/Sat:	0.74	0.74	0.12	0.56	0.56	0.01	0.03	xxxx	0.03	0.33	0.33	0.33
Crit Moves:		****			****		****			****		
Delay/Veh:	22.0	22.0	8.1	15.3	15.3	7.8	9.8	0.0	9.8	11.3	11.3	11.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.0	22.0	8.1	15.3	15.3	7.8	9.8	0.0	9.8	11.3	11.3	11.3
LOS by Move:	C	C	A	C	C	A	A	*	A	B	B	B
ApproachDel:		19.9			15.1			9.8			11.3	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		19.9			15.1			9.8			11.3	
LOS by Appr:		C			C			A			B	
AllWayAvgQ:	2.5	2.5	0.1	1.2	1.2	0.0	0.0	0.0	0.0	0.4	0.4	0.4

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

Hayward - SR-238 Bypass Land Use EIR (P07070)
2025 No Project
AM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #23 Dixon & Industrial Parkway West

Cycle (sec):	100	Critical Vol./Cap.(X):	0.942
Loss Time (sec):	9	Average Delay (sec/veh):	24.8
Optimal Cycle:	130	Level Of Service:	C

Street Name:	Dixon Street						Industrial Parkway West					
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	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 1	0	0 1	0	0 1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	132	39	17	84	35	370	338	573	43	19	1596	96
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:	132	39	17	84	35	370	338	573	43	19	1596	96
User 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 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:	132	39	17	84	35	370	338	573	43	19	1596	96
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	132	39	17	84	35	370	338	573	43	19	1596	96
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.00	1.00	1.05	1.00
FinalVolume:	132	39	17	84	35	370	338	602	43	19	1676	96
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.60	0.96	0.96	0.80	0.80	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Lanes:	1.00	0.70	0.30	0.71	0.29	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1140	1270	554	1073	447	1615	1805	3800	1615	1805	3800	1615
Capacity Analysis Module:												
Vol/Sat:	0.12	0.03	0.03	0.08	0.08	0.23	0.19	0.16	0.03	0.01	0.44	0.06
Crit Moves:						****	****				****	
Green/Cycle:	0.24	0.24	0.24	0.24	0.24	0.24	0.20	0.63	0.63	0.04	0.47	0.47
Volume/Cap:	0.48	0.13	0.13	0.32	0.32	0.94	0.94	0.25	0.04	0.25	0.94	0.13
Delay/Veh:	21.9	19.1	19.1	20.3	20.3	46.5	49.3	5.4	4.7	30.4	24.2	9.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.9	19.1	19.1	20.3	20.3	46.5	49.3	5.4	4.7	30.4	24.2	9.7
DesignQueue:	6	2	2	5	5	16	16	7	1	1	28	3

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

PM Peak-Hour 2025 No Project

Hayward - SR-238 Bypass Land Use EIR (P07070)
2025 No Project
PM Peak Hour

Scenario Report

Scenario:	2025_NoProject_PM
Command:	2025_NoProject_PM
Volume:	2025_NoProject_PM
Geometry:	2025_NoProject_PM
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	NoProject
Configuration:	Default Configuration

Hayward - SR-238 Bypass Land Use EIR (P07070)
2025 No Project
PM Peak Hour

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 Foothill & Mattox	F	99.1	1.171	F	99.1	1.171	+ 0.000 D/V
# 2 Foothill & Grove	F	76.5	1.163	F	76.5	1.163	+ 0.000 D/V
# 3 Foothill & A	B	13.9	0.928	B	13.9	0.928	+ 0.000 D/V
# 4 Foothill & B	C	19.3	0.970	C	19.3	0.970	+ 0.000 D/V
# 5 2nd & B	E	50.3	1.046	E	50.3	1.046	+ 0.000 D/V
# 6 Foothill & D	F	137.8	1.187	F	137.8	1.187	+ 0.000 D/V
# 7 Mission & Foothill-Jackson	D	30.9	0.991	D	30.9	0.991	+ 0.000 D/V
# 8 Mission & Fletcher	D	38.7	0.995	D	38.7	0.995	+ 0.000 D/V
# 9 Mission & Highland	C	18.8	0.916	C	18.8	0.916	+ 0.000 D/V
# 10 Mission & Carlos Bee	E	47.6	1.049	E	47.6	1.049	+ 0.000 D/V
# 12 Mission & Berry	B	10.1	0.828	B	10.1	0.828	+ 0.000 D/V
# 14 Mission & Harder	E	45.5	1.054	E	45.5	1.054	+ 0.000 D/V
# 15 Mission & Sorenson	D	37.6	1.083	D	37.6	1.083	+ 0.000 D/V
# 16 Mission & Jefferson/Calhoun	C	17.9	0.984	C	17.9	0.984	+ 0.000 D/V
# 17 Mission & Hancock	D	28.2	1.057	D	28.2	1.057	+ 0.000 D/V
# 18 Mission & Tennyson	D	32.2	0.898	D	32.2	0.898	+ 0.000 D/V
# 19 Mission & Valle Vista	B	6.3	0.800	B	6.3	0.800	+ 0.000 D/V
# 20 Mission & Industrial	D	35.8	0.939	D	35.8	0.939	+ 0.000 D/V
# 21 Dixon & Tennyson	D	27.6	0.952	D	27.6	0.952	+ 0.000 D/V
# 22 Dixon & Valle Vista	C	21.6	0.845	C	21.6	0.845	+ 0.000 V/C
# 23 Dixon & Industrial Parkway Wes	C	16.3	0.736	C	16.3	0.736	+ 0.000 D/V

Hayward - SR-238 Bypass Land Use EIR (P07070)
2025 No Project
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #1 Foothill & Mattox [3518]

Cycle (sec):	150	Critical Vol./Cap.(X):	1.171
Loss Time (sec):	12	Average Delay (sec/veh):	99.1
Optimal Cycle:	180	Level Of Service:	F

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:	Include			Include			Include			Include		
Min. Green:	4	0	4	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:	239	0	698	577	2187	154	0	1045	216	983	544	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	239	0	698	577	2187	154	0	1045	216	983	544	0
User 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 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:	239	0	698	577	2187	154	0	1045	216	983	544	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	239	0	698	577	2187	154	0	1045	216	983	544	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:	1.03	1.00	1.13	1.03	1.10	1.10	1.00	1.10	1.10	1.03	1.05	1.00
FinalVolume:	246	0	789	594	2406	169	0	1150	238	1012	571	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	1.00	0.83	0.93	0.97	0.97	1.00	0.95	0.95	0.93	0.98	1.00
Lanes:	2.00	0.00	2.00	3.00	2.80	0.20	0.00	2.49	0.51	2.00	2.00	0.00
Final Sat.:	3539	0	3167	5309	5168	364	0	4492	929	3539	3725	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.25	0.11	0.47	0.47	0.00	0.26	0.26	0.29	0.15	0.00
Crit Moves:	****				****			****		****		
Green/Cycle:	0.06	0.00	0.32	0.14	0.40	0.40	0.00	0.22	0.22	0.24	0.46	0.00
Volume/Cap:	1.17	0.00	0.78	0.79	1.17	1.17	0.00	1.17	1.17	1.17	0.33	0.00
Delay/Veh:	167.5	0.0	32.6	44.2	116	115.6	0.0	129	128.6	130.5	16.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	167.5	0.0	32.6	44.2	116	115.6	0.0	129	128.6	130.5	16.5	0.0
DesignQueue:	10	0	24	15	49	49	0	32	32	34	13	0

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

Hayward - SR-238 Bypass Land Use EIR (P07070)
2025 No Project
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #2 Foothill & Grove [3526]

Cycle (sec):	150	Critical Vol./Cap.(X):	1.163
Loss Time (sec):	12	Average Delay (sec/veh):	76.5
Optimal Cycle:	180	Level Of Service:	F

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:	160	3856	109	94	2919	297	386	252	147	33	90	193
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:	160	3856	109	94	2919	297	386	252	147	33	90	193
User 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 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:	160	3856	109	94	2919	297	386	252	147	33	90	193
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	3856	109	94	2919	297	386	252	147	33	90	193
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.10	1.10	1.00	1.10	1.10	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	160	4242	120	94	3211	327	386	252	147	33	90	193
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.98	0.93	0.97	0.97	0.93	0.92	0.92	0.93	0.98	0.83
Lanes:	1.00	3.89	0.11	1.00	2.72	0.28	1.00	0.63	0.37	1.00	1.00	1.00
Final Sat.:	1770	7246	205	1770	5021	511	1770	1106	645	1770	1863	1583
Capacity Analysis Module:												
Vol/Sat:	0.09	0.59	0.59	0.05	0.64	0.64	0.22	0.23	0.23	0.02	0.05	0.12
Crit Moves:	****				****		****					****
Green/Cycle:	0.08	0.57	0.57	0.05	0.55	0.55	0.19	0.26	0.26	0.03	0.10	0.10
Volume/Cap:	1.16	1.02	1.02	1.00	1.16	1.16	1.16	0.87	0.87	0.61	0.46	1.16
Delay/Veh:	184.8	39.4	39.4	123.8	106	106.1	151.7	51.7	51.7	66.5	49.2	176.3
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:	184.8	39.4	39.4	123.8	106	106.1	151.7	51.7	51.7	66.5	49.2	176.3
DesignQueue:	13	46	46	8	53	53	28	26	26	3	7	15

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

Hayward - SR-238 Bypass Land Use EIR (P07070)
2025 No Project
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #3 Foothill & A [3522]

Cycle (sec):	120	Critical Vol./Cap.(X):	0.928
Loss Time (sec):	6	Average Delay (sec/veh):	13.9
Optimal Cycle:	121	Level Of Service:	B

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:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			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	3 1	1	0 0	0 0	3	0 0	0 0	0	0 0	2 1	0
Volume Module:												
Base Vol:	177	3303	1914	0	0	2189	0	0	0	0	1122	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	177	3303	1914	0	0	2189	0	0	0	0	1122	25
User 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 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:	177	3303	1914	0	0	2189	0	0	0	0	1122	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	177	3303	1914	0	0	2189	0	0	0	0	1122	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.10	1.10	1.00	1.00	1.13	1.00	1.00	1.00	1.00	1.10	1.10
FinalVolume:	177	3633	2105	0	0	2474	0	0	0	0	1234	28
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.92	0.92	1.00	1.00	0.83	1.00	1.00	1.00	1.00	0.98	0.98
Lanes:	1.00	3.17	1.83	0.00	0.00	3.00	0.00	0.00	0.00	0.00	2.93	0.07
Final Sat.:	1770	5543	3212	0	0	4750	0	0	0	0	5466	122
Capacity Analysis Module:												
Vol/Sat:	0.10	0.66	0.66	0.00	0.00	0.52	0.00	0.00	0.00	0.00	0.23	0.23
Crit Moves:		****									****	
Green/Cycle:	0.71	0.71	0.71	0.00	0.00	0.71	0.00	0.00	0.00	0.00	0.24	0.24
Volume/Cap:	0.14	0.93	0.93	0.00	0.00	0.74	0.00	0.00	0.00	0.00	0.93	0.93
Delay/Veh:	3.7	11.9	11.9	0.0	0.0	7.6	0.0	0.0	0.0	0.0	36.8	36.8
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:	3.7	11.9	11.9	0.0	0.0	7.6	0.0	0.0	0.0	0.0	36.8	36.8
DesignQueue:	4	27	27	0	0	18	0	0	0	0	23	23

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

Hayward - SR-238 Bypass Land Use EIR (P07070)
2025 No Project
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #4 Foothill & B [3523]

Cycle (sec):	120	Critical Vol./Cap.(X):	0.970
Loss Time (sec):	6	Average Delay (sec/veh):	19.3
Optimal Cycle:	180	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:	122	5340	1058	0	0	0	0	0	0	0	885	53
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:	122	5340	1058	0	0	0	0	0	0	0	885	53
User 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 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:	122	5340	1058	0	0	0	0	0	0	0	885	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	122	5340	1058	0	0	0	0	0	0	0	885	53
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.10	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.05
FinalVolume:	134	5874	1164	0	0	0	0	0	0	0	929	56
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.96	0.96	0.96	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.97	0.97
Lanes:	0.11	4.92	0.97	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.89	0.11
Final Sat.:	205	8971	1777	0	0	0	0	0	0	0	3480	208
Capacity Analysis Module:												
Vol/Sat:	0.65	0.65	0.65	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.27	0.27
Crit Moves:		****									****	
Green/Cycle:	0.67	0.67	0.67	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.28	0.28
Volume/Cap:	0.97	0.97	0.97	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.97	0.97
Delay/Veh:	15.9	15.9	15.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	43.7	43.7
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:	15.9	15.9	15.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	43.7	43.7
DesignQueue:	31	31	31	0	0	0	0	0	0	0	26	26

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

Hayward - SR-238 Bypass Land Use EIR (P07070)
2025 No Project
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #5 2nd & B

Cycle (sec):	106	Critical Vol./Cap.(X):	1.046
Loss Time (sec):	12	Average Delay (sec/veh):	50.3
Optimal Cycle:	180	Level Of Service:	E

Street Name:	2nd 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		0 1	0 1	0	0 1	1 1	0
Volume Module:												
Base Vol:	158	785	546	84	1088	388	30	994	0	166	886	109
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	158	785	546	84	1088	388	30	994	0	166	886	109
User 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 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:	158	785	546	84	1088	388	30	994	0	166	886	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	158	785	546	84	1088	388	30	994	0	166	886	109
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.00	1.00	1.10	1.10	1.05	1.05	1.05	1.10	1.10	1.10
FinalVolume:	158	824	546	84	1197	427	32	1044	0	183	975	120
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	0.96	0.96	1.00	1.00	1.00	0.98	0.98	0.98
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.06	1.94	0.00	0.43	2.29	0.28
Final Sat.:	1805	3800	1615	1805	3648	1824	111	3689	0	799	4263	524
Capacity Analysis Module:												
Vol/Sat:	0.09	0.22	0.34	0.05	0.33	0.23	0.28	0.28	0.00	0.23	0.23	0.23
Crit Moves:	****				****		****					****
Green/Cycle:	0.08	0.33	0.33	0.07	0.31	0.31	0.27	0.27	0.00	0.22	0.22	0.22
Volume/Cap:	1.05	0.65	1.02	0.70	1.05	0.75	1.05	1.05	0.00	1.05	1.05	1.05
Delay/Veh:	103.5	20.4	58.1	42.6	53.5	22.1	59.2	59.2	0.0	59.1	59.1	59.1
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:	103.5	20.4	58.1	42.6	53.5	22.1	59.2	59.2	0.0	59.1	59.1	59.1
DesignQueue:	9	17	23	5	26	18	25	25	0	21	21	21

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

Hayward - SR-238 Bypass Land Use EIR (P07070)
2025 No Project
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #6 Foothill & D

Cycle (sec):	120	Critical Vol./Cap.(X):	1.187
Loss Time (sec):	15	Average Delay (sec/veh):	137.8
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Foothill 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	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	5389	503	0	0	0	1017	608	0	0	1280	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	5389	503	0	0	0	1017	608	0	0	1280	17
User 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 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	5389	503	0	0	0	1017	608	0	0	1280	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	5389	503	0	0	0	1017	608	0	0	1280	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.10	1.10	1.00	1.00	1.00	1.03	1.00	1.00	1.00	1.10	1.10
FinalVolume:	0	5928	553	0	0	0	1048	608	0	0	1408	19
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.97	0.97	1.00	1.00	1.00	0.93	0.98	1.00	1.00	0.98	0.98
Lanes:	0.00	5.49	0.51	0.00	0.00	0.00	3.00	1.00	0.00	0.00	2.96	0.04
Final Sat.:	0	xxxx	945	0	0	0	5309	1863	0	0	5515	73
Capacity Analysis Module:												
Vol/Sat:	0.00	0.59	0.59	0.00	0.00	0.00	0.20	0.33	0.00	0.00	0.26	0.26
Crit Moves:		****					****				****	
Green/Cycle:	0.00	0.47	0.47	0.00	0.00	0.00	0.16	0.41	0.00	0.00	0.25	0.25
Volume/Cap:	0.00	1.25	1.25	0.00	0.00	0.00	1.25	0.80	0.00	0.00	1.02	1.02
Delay/Veh:	0.0	160	160.1	0.0	0.0	0.0	181.9	24.5	0.0	0.0	52.8	52.8
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	160	160.1	0.0	0.0	0.0	181.9	24.5	0.0	0.0	52.8	52.8
DesignQueue:	0	45	45	0	0	0	21	26	0	0	25	25

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

Hayward - SR-238 Bypass Land Use EIR (P07070)
2025 No Project
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #7 Mission & Foothill-Jackson

Cycle (sec):	120	Critical Vol./Cap.(X):	0.991
Loss Time (sec):	6	Average Delay (sec/veh):	30.9
Optimal Cycle:	180	Level Of Service:	D

Street Name:	Mission Blvd						Foothill Blvd-Jackson					
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			Ignore			Include			Include		
Min. Green:	0	0	0	0	25	0	0	25	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	0 0	0	0 0	4 0	2	0 0	3 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	0	0	0	3127	1441	0	2533	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	3127	1441	0	2533	0	0	0	0
User 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 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	0	0	3127	0	0	2533	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	3127	0	0	2533	0	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	1.10	0.00	1.00	1.10	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	3440	0	0	2786	0	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	4.00	2.00	0.00	3.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	7600	3800	0	5700	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.45	0.00	0.00	0.49	0.00	0.00	0.00	0.00
Crit Moves:					****			****				
Green/Cycle:	0.00	0.00	0.00	0.00	0.46	0.00	0.00	0.49	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.99	0.00	0.00	0.99	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	30.9	0.0	0.0	30.8	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	30.9	0.0	0.0	30.8	0.0	0.0	0.0	0.0
DesignQueue:	0	0	0	0	35	0	0	36	0	0	0	0

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

Hayward - SR-238 Bypass Land Use EIR (P07070)
2025 No Project
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #8 Mission & Fletcher [3580]

Cycle (sec):	150	Critical Vol./Cap.(X):	0.995
Loss Time (sec):	9	Average Delay (sec/veh):	38.7
Optimal Cycle:	180	Level Of Service:	D

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	0 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	209	2832	62	178	2622	48	20	93	420	107	47	81
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:	209	2832	62	178	2622	48	20	93	420	107	47	81
User 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 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:	209	2832	62	178	2622	48	20	93	420	107	47	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	209	2832	62	178	2622	48	20	93	420	107	47	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	1.10	1.10	1.00	1.10	1.10	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	209	3115	68	178	2884	53	20	93	420	107	47	81
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.98	0.93	0.98	0.98	0.90	0.90	0.83	0.59	0.88	0.88
Lanes:	1.00	2.94	0.06	1.00	2.95	0.05	0.18	0.82	1.00	1.00	0.37	0.63
Final Sat.:	1770	5469	120	1770	5488	100	303	1410	1583	1118	616	1061
Capacity Analysis Module:												
Vol/Sat:	0.12	0.57	0.57	0.10	0.53	0.53	0.07	0.07	0.27	0.10	0.08	0.08
Crit Moves:		****		****					****			
Green/Cycle:	0.12	0.57	0.57	0.10	0.55	0.55	0.27	0.27	0.27	0.27	0.27	0.27
Volume/Cap:	0.96	1.00	1.00	1.00	0.96	0.96	0.25	0.25	1.00	0.36	0.29	0.29
Delay/Veh:	85.0	35.5	35.5	101.5	30.5	30.5	32.9	32.9	74.2	34.2	33.3	33.3
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:	85.0	35.5	35.5	101.5	30.5	30.5	32.9	32.9	74.2	34.2	33.3	33.3
DesignQueue:	16	44	44	14	43	43	7	7	27	7	8	8

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

Hayward - SR-238 Bypass Land Use EIR (P07070)
2025 No Project
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #9 Mission & Highland [9895]

Cycle (sec):	150	Critical Vol./Cap.(X):	0.916
Loss Time (sec):	12	Average Delay (sec/veh):	18.8
Optimal Cycle:	145	Level Of Service:	C

Street Name:	Mission						Highland					
Approach:	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	16	16	4	16	16	4	4	4	8	8	8
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	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	56	3125	45	179	2834	97	121	20	25	51	5	73
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	56	3125	45	179	2834	97	121	20	25	51	5	73
User 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 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:	56	3125	45	179	2834	97	121	20	25	51	5	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	3125	45	179	2834	97	121	20	25	51	5	73
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.10	1.10	1.00	1.10	1.10	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	56	3438	50	179	3117	107	121	20	25	51	5	73
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.98	0.93	0.98	0.98	0.93	0.89	0.89	0.93	0.83	0.83
Lanes:	1.00	2.96	0.04	1.00	2.90	0.10	1.00	0.44	0.56	1.00	0.06	0.94
Final Sat.:	1770	5509	79	1770	5403	185	1770	753	942	1770	101	1482
Capacity Analysis Module:												
Vol/Sat:	0.03	0.62	0.62	0.10	0.58	0.58	0.07	0.03	0.03	0.03	0.05	0.05
Crit Moves:		****		****			****				****	
Green/Cycle:	0.04	0.68	0.68	0.11	0.75	0.75	0.07	0.04	0.04	0.09	0.05	0.05
Volume/Cap:	0.77	0.92	0.92	0.92	0.77	0.77	0.92	0.62	0.62	0.34	0.92	0.92
Delay/Veh:	78.7	18.4	18.4	79.6	9.0	9.0	90.1	63.6	63.6	49.6	103	102.9
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:	78.7	18.4	18.4	79.6	9.0	9.0	90.1	63.6	63.6	49.6	103	102.9
DesignQueue:	5	37	37	14	26	26	9	4	4	4	6	6

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

Hayward - SR-238 Bypass Land Use EIR (P07070)
2025 No Project
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #10 Mission & Carlos Bee [3545]

Cycle (sec):	130	Critical Vol./Cap.(X):	1.049
Loss Time (sec):	12	Average Delay (sec/veh):	47.6
Optimal Cycle:	180	Level Of Service:	E

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 0	1	2 0	3 0	1	2 0	1 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	173	2420	208	490	2200	141	157	534	240	159	230	279
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:	173	2420	208	490	2200	141	157	534	240	159	230	279
User 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 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:	173	2420	208	490	2200	141	157	534	240	159	230	279
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	173	2420	208	490	2200	141	157	534	240	159	230	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	1.10	1.00	1.03	1.10	1.00	1.03	1.00	1.00	1.03	1.05	1.00
FinalVolume:	173	2662	208	505	2420	141	162	534	240	164	242	279
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.83	0.93	0.98	0.83	0.93	0.98	0.83	0.93	0.98	0.83
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	1.00	1.00	2.00	2.00	1.00
Final Sat.:	1770	5588	1583	3539	5588	1583	3539	1863	1583	3539	3725	1583
Capacity Analysis Module:												
Vol/Sat:	0.10	0.48	0.13	0.14	0.43	0.09	0.05	0.29	0.15	0.05	0.06	0.18
Crit Moves:		****		****				****		****		
Green/Cycle:	0.11	0.45	0.45	0.14	0.48	0.48	0.07	0.27	0.27	0.04	0.25	0.25
Volume/Cap:	0.90	1.05	0.29	1.05	0.90	0.18	0.69	1.05	0.55	1.05	0.26	0.70
Delay/Veh:	70.2	54.3	17.0	88.7	26.7	14.6	51.0	80.9	31.9	119.5	29.6	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:	70.2	54.3	17.0	88.7	26.7	14.6	51.0	80.9	31.9	119.5	29.6	37.3
DesignQueue:	11	40	8	16	34	5	6	30	13	6	7	16

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

Hayward - SR-238 Bypass Land Use EIR (P07070)
2025 No Project
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #12 Mission & Berry [Signalized]

Cycle (sec):	130	Critical Vol./Cap.(X):	0.828
Loss Time (sec):	9	Average Delay (sec/veh):	10.1
Optimal Cycle:	81	Level Of Service:	B

Street Name:	Mission						Berry					
Approach:	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	10	10	7	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 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	116	2458	10	73	2118	66	30	0	31	6	0	48
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:	116	2458	10	73	2118	66	30	0	31	6	0	48
User 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 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:	116	2458	10	73	2118	66	30	0	31	6	0	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	116	2458	10	73	2118	66	30	0	31	6	0	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	1.05	1.05	1.00	1.05	1.05	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	116	2581	11	73	2224	69	30	0	31	6	0	48
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.66	1.00	0.66	0.76	1.00	0.76
Lanes:	1.00	1.99	0.01	1.00	1.94	0.06	0.49	0.00	0.51	0.11	0.00	0.89
Final Sat.:	1805	3785	15	1805	3685	115	620	0	641	161	0	1291
Capacity Analysis Module:												
Vol/Sat:	0.06	0.68	0.68	0.04	0.60	0.60	0.05	0.00	0.05	0.04	0.00	0.04
Crit Moves:		****		****					****			
Green/Cycle:	0.08	0.78	0.78	0.08	0.77	0.77	0.08	0.00	0.08	0.08	0.00	0.08
Volume/Cap:	0.78	0.88	0.88	0.53	0.78	0.78	0.63	0.00	0.63	0.48	0.00	0.48
Delay/Veh:	53.2	9.0	9.0	40.2	6.5	6.5	45.8	0.0	45.8	39.7	0.0	39.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.2	9.0	9.0	40.2	6.5	6.5	45.8	0.0	45.8	39.7	0.0	39.7
DesignQueue:	8	25	25	5	22	22	4	0	4	4	0	4

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

Hayward - SR-238 Bypass Land Use EIR (P07070)
2025 No Project
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #14 Mission & Harder [3546]

Cycle (sec):	130	Critical Vol./Cap.(X):	1.054
Loss Time (sec):	12	Average Delay (sec/veh):	45.5
Optimal Cycle:	180	Level Of Service:	E

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	0 1	2 0	2	0 1	2 0	2	0 1
Volume Module:												
Base Vol:	449	2279	271	105	2000	192	266	237	512	248	179	82
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	449	2279	271	105	2000	192	266	237	512	248	179	82
User 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 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:	449	2279	271	105	2000	192	266	237	512	248	179	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	449	2279	271	105	2000	192	266	237	512	248	179	82
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.10	1.10	1.00	1.05	1.00	1.03	1.05	1.00	1.03	1.05	1.00
FinalVolume:	449	2507	298	105	2100	192	274	249	512	255	188	82
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.96	0.96	0.93	0.98	0.83	0.93	0.98	0.83	0.93	0.98	0.83
Lanes:	1.00	2.68	0.32	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1770	4894	582	1770	3725	1583	3539	3725	1583	3539	3725	1583
Capacity Analysis Module:												
Vol/Sat:	0.25	0.51	0.51	0.06	0.56	0.12	0.08	0.07	0.32	0.07	0.05	0.05
Crit Moves:	****				****			****		****		
Green/Cycle:	0.24	0.70	0.70	0.08	0.53	0.53	0.08	0.06	0.30	0.07	0.05	0.13
Volume/Cap:	1.05	0.74	0.74	0.74	1.05	0.23	1.00	1.05	1.06	1.05	0.93	0.38
Delay/Veh:	87.4	10.0	10.0	56.3	53.7	12.2	85.9	109	85.4	108.0	78.5	39.6
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:	87.4	10.0	10.0	56.3	53.7	12.2	85.9	109	85.4	108.0	78.5	39.6
DesignQueue:	26	24	24	7	41	7	9	9	28	9	7	5

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

Hayward - SR-238 Bypass Land Use EIR (P07070)
2025 No Project
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #15 Mission & Sorenson [8777]

Cycle (sec):	130	Critical Vol./Cap.(X):	1.083
Loss Time (sec):	9	Average Delay (sec/veh):	37.6
Optimal Cycle:	180	Level Of Service:	D

Street Name:	Mission						Sorenson					
Approach:	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	15	0	0	15	15	4	0	4	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	1 1	0	0 0	1 1	0	1 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	228	2600	0	0	2520	147	237	0	82	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:	228	2600	0	0	2520	147	237	0	82	0	0	0
User 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 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:	228	2600	0	0	2520	147	237	0	82	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	228	2600	0	0	2520	147	237	0	82	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	1.05	1.05	1.00	1.05	1.05	1.05	1.00	1.00	1.00	1.00	1.00
FinalVolume:	228	2730	0	0	2646	154	249	0	82	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	1.00	1.00	0.97	0.97	0.90	1.00	0.90	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.89	0.11	1.60	0.00	0.40	0.00	0.00	0.00
Final Sat.:	1770	3725	0	0	3485	203	2751	0	682	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.13	0.73	0.00	0.00	0.76	0.76	0.09	0.00	0.12	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.12	0.82	0.00	0.00	0.70	0.70	0.11	0.00	0.11	0.00	0.00	0.00
Volume/Cap:	1.08	0.89	0.00	0.00	1.08	1.08	0.81	0.00	1.08	0.00	0.00	0.00
Delay/Veh:	121.1	8.8	0.0	0.0	55.4	55.4	51.3	0.0	112.1	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:	121.1	8.8	0.0	0.0	55.4	55.4	51.3	0.0	112.1	0.0	0.0	0.0
DesignQueue:	15	22	0	0	38	38	10	0	14	0	0	0

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

Hayward - SR-238 Bypass Land Use EIR (P07070)
2025 No Project
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #16 Mission & Jefferson/Calhoun [4518]

Cycle (sec):	130	Critical Vol./Cap.(X):	0.984
Loss Time (sec):	9	Average Delay (sec/veh):	17.9
Optimal Cycle:	180	Level Of Service:	C

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	1 1	0	1 0	1 1	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	28	2834	6	185	2271	0	0	0	0	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:	28	2834	6	185	2271	0	0	0	0	21	0	12
User 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 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:	28	2834	6	185	2271	0	0	0	0	21	0	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	2834	6	185	2271	0	0	0	0	21	0	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.05	1.00	1.05	1.05	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	28	2976	6	185	2385	0	0	0	0	21	0	12
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.98	0.93	0.98	1.00	1.00	1.00	1.00	0.98	1.00	0.83
Lanes:	1.00	1.99	0.01	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1770	3718	8	1770	3725	0	0	0	0	1863	0	1583
Capacity Analysis Module:												
Vol/Sat:	0.02	0.80	0.80	0.10	0.64	0.00	0.00	0.00	0.00	0.01	0.00	0.01
Crit Moves:		****		****						****		
Green/Cycle:	0.04	0.80	0.80	0.10	0.86	0.00	0.00	0.00	0.00	0.03	0.00	0.03
Volume/Cap:	0.38	1.01	1.01	1.01	0.75	0.00	0.00	0.00	0.00	0.37	0.00	0.25
Delay/Veh:	47.8	24.0	24.0	97.0	3.4	0.0	0.0	0.0	0.0	48.7	0.0	47.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.8	24.0	24.0	97.0	3.4	0.0	0.0	0.0	0.0	48.7	0.0	47.3
DesignQueue:	2	28	28	12	15	0	0	0	0	1	0	1

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

Hayward - SR-238 Bypass Land Use EIR (P07070)
2025 No Project
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #17 Mission & Hancock [3547]

Cycle (sec):	130	Critical Vol./Cap.(X):	1.057
Loss Time (sec):	9	Average Delay (sec/veh):	28.2
Optimal Cycle:	180	Level Of Service:	D

Street Name:	Mission						Hancock					
Approach:	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	6	6	4	6	6	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	1 1	0	1 0	1 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	30	2788	215	49	2275	13	3	2	7	110	1	38
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	2788	215	49	2275	13	3	2	7	110	1	38
User 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 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:	30	2788	215	49	2275	13	3	2	7	110	1	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	2788	215	49	2275	13	3	2	7	110	1	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.05	1.00	1.05	1.05	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	2927	226	49	2389	14	3	2	7	110	1	38
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.97	0.97	0.93	0.98	0.98	0.77	0.77	0.77	0.78	0.78	0.78
Lanes:	1.00	1.86	0.14	1.00	1.99	0.01	0.25	0.17	0.58	0.74	0.01	0.25
Final Sat.:	1770	3424	264	1770	3704	21	367	244	855	1088	10	376
Capacity Analysis Module:												
Vol/Sat:	0.02	0.85	0.85	0.03	0.64	0.64	0.01	0.01	0.01	0.10	0.10	0.10
Crit Moves:		****		****							****	
Green/Cycle:	0.04	0.80	0.80	0.03	0.80	0.80	0.10	0.10	0.10	0.10	0.10	0.10
Volume/Cap:	0.45	1.06	1.06	0.90	0.81	0.81	0.09	0.09	0.09	1.06	1.06	1.06
Delay/Veh:	42.6	39.5	39.5	99.9	6.1	6.1	34.7	34.7	34.7	119.2	119	119.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.6	39.5	39.5	99.9	6.1	6.1	34.7	34.7	34.7	119.2	119	119.2
DesignQueue:	2	28	28	3	21	21	1	1	1	10	10	10

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

Hayward - SR-238 Bypass Land Use EIR (P07070)
2025 No Project
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #18 Mission & Tennyson [3548]

Cycle (sec):	130	Critical Vol./Cap.(X):	0.898
Loss Time (sec):	12	Average Delay (sec/veh):	32.2
Optimal Cycle:	123	Level Of Service:	D

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			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Ovl		
Min. Green:	7	15	15	7	15	15	7	15	15	6	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 0	1	2 0	0 1	1	0 1	0 0	1
Volume Module:												
Base Vol:	419	2335	19	208	1816	427	711	269	378	9	41	100
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:	419	2335	19	208	1816	427	711	269	378	9	41	100
User 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 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:	419	2335	19	208	1816	427	711	269	378	9	41	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	419	2335	19	208	1816	427	711	269	378	9	41	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.03	1.10	1.10	1.00	1.10	1.00	1.03	1.05	1.05	1.00	1.00	1.00
FinalVolume:	432	2569	21	208	1998	427	732	282	397	9	41	100
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.98	0.93	0.98	0.83	0.93	0.89	0.89	0.97	0.97	0.83
Lanes:	2.00	2.98	0.02	1.00	3.00	1.00	2.00	0.83	1.17	0.18	0.82	1.00
Final Sat.:	3539	5543	45	1770	5588	1583	3539	1410	1981	332	1512	1583
Capacity Analysis Module:												
Vol/Sat:	0.12	0.46	0.46	0.12	0.36	0.27	0.21	0.20	0.20	0.03	0.03	0.06
Crit Moves:		****		****			****				****	
Green/Cycle:	0.16	0.49	0.49	0.13	0.46	0.46	0.22	0.22	0.38	0.07	0.07	0.19
Volume/Cap:	0.78	0.94	0.94	0.94	0.78	0.59	0.94	0.91	0.53	0.39	0.39	0.33
Delay/Veh:	44.6	29.0	29.0	74.5	23.4	20.6	51.8	48.5	24.3	45.0	45.0	34.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.6	29.0	29.0	74.5	23.4	20.6	51.8	48.5	24.3	45.0	45.0	34.5
DesignQueue:	14	36	36	14	29	18	22	20	16	3	3	6

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

Hayward - SR-238 Bypass Land Use EIR (P07070)
2025 No Project
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #19 Mission & Valle Vista [Signalized]

Cycle (sec):	140	Critical Vol./Cap.(X):	0.800
Loss Time (sec):	9	Average Delay (sec/veh):	6.3
Optimal Cycle:	74	Level Of Service:	B

Street Name:	Mission						Valle Vista					
Approach:	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	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	1 1	0	1 0	1 1	0	0 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	49	2472	0	0	1913	156	21	0	76	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:	49	2472	0	0	1913	156	21	0	76	0	0	0
User 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 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:	49	2472	0	0	1913	156	21	0	76	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	2472	0	0	1913	156	21	0	76	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	1.05	1.05	1.00	1.05	1.05	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	49	2596	0	0	2009	164	21	0	76	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	0.99	0.99	0.78	1.00	0.78	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	1.00	1.85	0.15	0.22	0.00	0.78	0.00	0.00	0.00
Final Sat.:	1805	3800	0	1900	3478	284	322	0	1164	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.68	0.00	0.00	0.58	0.58	0.07	0.00	0.07	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.07	0.85	0.00	0.00	0.79	0.79	0.08	0.00	0.08	0.00	0.00	0.00
Volume/Cap:	0.40	0.80	0.00	0.00	0.73	0.73	0.80	0.00	0.80	0.00	0.00	0.00
Delay/Veh:	41.5	4.1	0.0	0.0	5.6	5.6	60.9	0.0	60.9	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:	41.5	4.1	0.0	0.0	5.6	5.6	60.9	0.0	60.9	0.0	0.0	0.0
DesignQueue:	4	18	0	0	21	21	7	0	7	0	0	0

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

Hayward - SR-238 Bypass Land Use EIR (P07070)
2025 No Project
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #20 Mission & Industrial [3693]

Cycle (sec):	130	Critical Vol./Cap.(X):	0.939
Loss Time (sec):	12	Average Delay (sec/veh):	35.8
Optimal Cycle:	154	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	2076	28	278	1540	500	767	254	583	16	87	91
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	2076	28	278	1540	500	767	254	583	16	87	91
User 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 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:	371	2076	28	278	1540	500	767	254	583	16	87	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	371	2076	28	278	1540	500	767	254	583	16	87	91
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.03	1.10	1.10	1.00	1.10	1.10	1.03	1.10	1.10	1.00	1.05	1.00
FinalVolume:	382	2284	31	278	1694	550	790	279	641	16	91	91
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.98	0.93	0.94	0.94	0.93	0.87	0.87	0.93	0.98	0.83
Lanes:	2.00	2.96	0.04	1.00	2.26	0.74	2.00	1.00	2.00	1.00	2.00	1.00
Final Sat.:	3539	5514	74	1770	4050	1315	3539	1658	3316	1770	3725	1583
Capacity Analysis Module:												
Vol/Sat:	0.11	0.41	0.41	0.16	0.42	0.42	0.22	0.17	0.19	0.01	0.02	0.06
Crit Moves:		****		****			****					****
Green/Cycle:	0.12	0.44	0.44	0.17	0.48	0.48	0.24	0.26	0.26	0.04	0.06	0.06
Volume/Cap:	0.86	0.94	0.94	0.94	0.86	0.86	0.94	0.65	0.75	0.22	0.40	0.94
Delay/Veh:	53.7	32.1	32.1	66.8	25.0	25.0	50.0	33.5	35.5	46.1	45.3	97.5
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:	53.7	32.1	32.1	66.8	25.0	25.0	50.0	33.5	35.5	46.1	45.3	97.5
DesignQueue:	12	35	35	17	31	31	23	16	18	1	3	6

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

Hayward - SR-238 Bypass Land Use EIR (P07070)
2025 No Project
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #21 Dixon & Tennyson

Cycle (sec):	100	Critical Vol./Cap.(X):	0.952
Loss Time (sec):	12	Average Delay (sec/veh):	27.6
Optimal Cycle:	141	Level Of Service:	D

Street Name:	Dixon Street						Tennyson Road					
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			Prot+Permit			Prot+Permit		
Rights:		Ovl			Ovl			Ovl			Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0	0 1	0 1	0	0 1	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	577	143	198	7	62	139	271	1213	446	130	878	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	577	143	198	7	62	139	271	1213	446	130	878	8
User 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 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:	577	143	198	7	62	139	271	1213	446	130	878	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	577	143	198	7	62	139	271	1213	446	130	878	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.00	1.00	1.05	1.00
FinalVolume:	577	143	198	7	62	139	271	1274	446	130	922	8
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.96	0.96	0.85	1.00	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Lanes:	0.80	0.20	1.00	0.10	0.90	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1462	362	1615	193	1707	1615	1805	3800	1615	1805	3800	1615
Capacity Analysis Module:												
Vol/Sat:	0.39	0.39	0.12	0.04	0.04	0.09	0.15	0.34	0.28	0.07	0.24	0.00
Crit Moves:	****			****				****		****		
Green/Cycle:	0.41	0.41	0.49	0.04	0.04	0.20	0.46	0.35	0.77	0.34	0.26	0.26
Volume/Cap:	0.95	0.95	0.25	0.95	0.95	0.43	0.73	0.95	0.36	0.61	0.92	0.02
Delay/Veh:	34.4	34.4	9.6	95.9	95.9	23.1	19.1	31.3	2.5	20.7	32.5	17.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.4	34.4	9.6	95.9	95.9	23.1	19.1	31.3	2.5	20.7	32.5	17.6
DesignQueue:	26	26	6	4	4	6	8	25	6	5	20	0

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

Hayward - SR-238 Bypass Land Use EIR (P07070)
2025 No Project
PM Peak Hour

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

Intersection #22 Dixon & Valle Vista

Cycle (sec):	100	Critical Vol./Cap.(X):	0.845
Loss Time (sec):	0	Average Delay (sec/veh):	21.6
Optimal Cycle:	0	Level Of Service:	C

Street Name:	Dixon Street						Valle Vista Avenue					
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			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	1	0 1	0 0	1	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	6	311	61	44	466	8	6	4	2	152	4	115
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:	6	311	61	44	466	8	6	4	2	152	4	115
User 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 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:	6	311	61	44	466	8	6	4	2	152	4	115
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	311	61	44	466	8	6	4	2	152	4	115
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	6	311	61	44	466	8	6	4	2	152	4	115
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:	0.02	0.98	1.00	0.09	0.91	1.00	0.50	0.33	0.17	0.57	0.01	0.42
Final Sat.:	11	568	648	52	551	681	227	152	76	314	8	238
Capacity Analysis Module:												
Vol/Sat:	0.55	0.55	0.09	0.85	0.85	0.01	0.03	0.03	0.03	0.48	0.48	0.48
Crit Moves:		****			****				****	****		
Delay/Veh:	15.4	15.4	8.6	31.6	31.6	7.9	10.1	10.1	10.1	14.0	14.0	14.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.4	15.4	8.6	31.6	31.6	7.9	10.1	10.1	10.1	14.0	14.0	14.0
LOS by Move:	C	C	A	D	D	A	B	B	B	B	B	B
ApproachDel:	14.3			31.2			10.1			14.0		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	14.3			31.2			10.1			14.0		
LOS by Appr:	B			D			B			B		
AllWayAvgQ:	1.1	1.1	0.1	3.9	3.9	0.0	0.0	0.0	0.0	0.8	0.8	0.8

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

Hayward - SR-238 Bypass Land Use EIR (P07070)
2025 No Project
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #23 Dixon & Industrial Parkway West

Cycle (sec):	100	Critical Vol./Cap.(X):	0.736
Loss Time (sec):	9	Average Delay (sec/veh):	16.3
Optimal Cycle:	56	Level Of Service:	C

Street Name:	Dixon Street						Industrial Parkway West					
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	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 1	0	0 1	0 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	80	30	10	102	5	376	367	1540	156	21	733	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:	80	30	10	102	5	376	367	1540	156	21	733	116
User 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 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:	80	30	10	102	5	376	367	1540	156	21	733	116
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	30	10	102	5	376	367	1540	156	21	733	116
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.00	1.00	1.05	1.00
FinalVolume:	80	30	10	102	5	376	367	1617	156	21	770	116
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.66	0.96	0.96	0.80	0.80	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Lanes:	1.00	0.75	0.25	0.95	0.05	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1254	1368	456	1449	71	1615	1805	3800	1615	1805	3800	1615
Capacity Analysis Module:												
Vol/Sat:	0.06	0.02	0.02	0.07	0.07	0.23	0.20	0.43	0.10	0.01	0.20	0.07
Crit Moves:						****		****		****		
Green/Cycle:	0.32	0.32	0.32	0.32	0.32	0.32	0.30	0.58	0.58	0.02	0.30	0.30
Volume/Cap:	0.20	0.07	0.07	0.22	0.22	0.74	0.68	0.74	0.17	0.74	0.68	0.24
Delay/Veh:	16.2	15.4	15.4	16.3	16.3	23.5	22.5	10.9	6.4	72.1	21.3	17.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.2	15.4	15.4	16.3	16.3	23.5	22.5	10.9	6.4	72.1	21.3	17.3
DesignQueue:	3	2	2	4	4	15	15	21	4	1	16	5

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

AM Peak-Hour 2025 + Project Alternative A

Hayward - SR-238 Bypass Land Use EIR (P07070)
2025 + Project Alternative A
AM Peak Hour

Scenario Report

Scenario:	2025_Project_AltA_AM
Command:	2025_Project_AltA_AM
Volume:	2025_Project_AltA_AM
Geometry:	2025_NoProject_AM
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	NoProject
Configuration:	Default Configuration

Hayward - SR-238 Bypass Land Use EIR (P07070)
2025 + Project Alternative A
AM Peak Hour

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 Foothill & Mattox	F	75.2	1.122	F	75.2	1.122	+ 0.000 D/V
# 2 Foothill & Grove	E	50.3	1.090	E	50.3	1.090	+ 0.000 D/V
# 3 Foothill & A	C	21.4	0.976	C	21.4	0.976	+ 0.000 D/V
# 4 Foothill & B	E	52.5	1.070	E	52.5	1.070	+ 0.000 D/V
# 5 2nd & B	D	28.4	0.827	D	28.4	0.827	+ 0.000 D/V
# 6 Foothill & D	F	102.6	1.115	F	102.6	1.115	+ 0.000 D/V
# 7 Mission & Foothill-Jackson	C	16.3	0.717	C	16.3	0.717	+ 0.000 D/V
# 8 Mission & Fletcher	D	38.8	1.023	D	38.8	1.023	+ 0.000 D/V
# 9 Mission & Highland	C	17.4	0.816	C	17.4	0.816	+ 0.000 D/V
# 10 Mission & Carlos Bee	D	39.9	0.978	D	39.9	0.978	+ 0.000 D/V
# 12 Mission & Berry	B	11.7	0.909	B	11.7	0.909	+ 0.000 D/V
# 14 Mission & Harder	E	43.5	1.054	E	43.5	1.054	+ 0.000 D/V
# 15 Mission & Sorenson	B	14.2	0.959	B	14.2	0.959	+ 0.000 D/V
# 16 Mission & Jefferson/Calhoun	C	23.2	0.968	C	23.2	0.968	+ 0.000 D/V
# 17 Mission & Hancock	C	18.3	0.964	C	18.3	0.964	+ 0.000 D/V
# 18 Mission & Tennyson	D	31.7	0.933	D	31.7	0.933	+ 0.000 D/V
# 19 Mission & Valle Vista	B	8.3	0.804	B	8.3	0.804	+ 0.000 D/V
# 20 Mission & Industrial	E	42.3	1.041	E	42.3	1.041	+ 0.000 D/V
# 21 Dixon & Tennyson	D	39.3	1.040	D	39.3	1.040	+ 0.000 D/V
# 22 Dixon & Valle Vista	C	18.9	0.800	C	18.9	0.800	+ 0.000 V/C
# 23 Dixon & Industrial Parkway Wes	D	26.9	0.961	D	26.9	0.961	+ 0.000 D/V

Hayward - SR-238 Bypass Land Use EIR (P07070)
2025 + Project Alternative A
AM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #1 Foothill & Mattox [3518]

Cycle (sec):	150	Critical Vol./Cap.(X):	1.122
Loss Time (sec):	12	Average Delay (sec/veh):	75.2
Optimal Cycle:	180	Level Of Service:	F

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:	Include			Include			Include			Include		
Min. Green:	4	0	4	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:	246	0	744	382	2293	318	0	712	75	957	892	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:	246	0	744	382	2293	318	0	712	75	957	892	0
User 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 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:	246	0	744	382	2293	318	0	712	75	957	892	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	246	0	744	382	2293	318	0	712	75	957	892	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:	1.03	1.00	1.13	1.03	1.10	1.10	1.00	1.10	1.10	1.03	1.05	1.00
FinalVolume:	253	0	841	393	2522	350	0	783	83	986	937	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	1.00	0.83	0.93	0.96	0.96	1.00	0.96	0.96	0.93	0.98	1.00
Lanes:	2.00	0.00	2.00	3.00	2.63	0.37	0.00	2.71	0.29	2.00	2.00	0.00
Final Sat.:	3539	0	3167	5309	4809	667	0	4955	522	3539	3725	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.27	0.07	0.52	0.52	0.00	0.16	0.16	0.28	0.25	0.00
Crit Moves:	****				****			****		****		
Green/Cycle:	0.06	0.00	0.41	0.12	0.47	0.47	0.00	0.14	0.14	0.25	0.39	0.00
Volume/Cap:	1.12	0.00	0.65	0.64	1.12	1.12	0.00	1.12	1.12	1.12	0.65	0.00
Delay/Veh:	139.1	0.0	23.8	42.5	84.8	84.8	0.0	111	110.9	104.1	24.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	139.1	0.0	23.8	42.5	84.8	84.8	0.0	111	110.9	104.1	24.9	0.0
DesignQueue:	10	0	22	10	49	49	0	22	22	33	26	0

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

Hayward - SR-238 Bypass Land Use EIR (P07070)
2025 + Project Alternative A
AM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #2 Foothill & Grove [3526]

Cycle (sec):	150	Critical Vol./Cap.(X):	1.090
Loss Time (sec):	12	Average Delay (sec/veh):	50.3
Optimal Cycle:	180	Level Of Service:	E

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:	109	3471	47	47	3190	133	282	69	74	178	225	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:	109	3471	47	47	3190	133	282	69	74	178	225	183
User 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 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:	109	3471	47	47	3190	133	282	69	74	178	225	183
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	109	3471	47	47	3190	133	282	69	74	178	225	183
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.10	1.10	1.00	1.10	1.10	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	109	3818	52	47	3509	146	282	69	74	178	225	183
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.98	0.93	0.97	0.97	0.93	0.90	0.90	0.93	0.98	0.83
Lanes:	1.00	3.95	0.05	1.00	2.88	0.12	1.00	0.48	0.52	1.00	1.00	1.00
Final Sat.:	1770	7351	100	1770	5311	221	1770	827	887	1770	1863	1583
Capacity Analysis Module:												
Vol/Sat:	0.06	0.52	0.52	0.03	0.66	0.66	0.16	0.08	0.08	0.10	0.12	0.12
Crit Moves:	****				****		****				****	
Green/Cycle:	0.06	0.60	0.60	0.06	0.61	0.61	0.15	0.12	0.12	0.14	0.11	0.11
Volume/Cap:	1.09	0.86	0.86	0.43	1.09	1.09	1.09	0.72	0.72	0.72	1.09	1.04
Delay/Veh:	159.9	20.3	20.3	53.2	64.5	64.5	123.5	56.3	56.3	53.2	132	117.2
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:	159.9	20.3	20.3	53.2	64.5	64.5	123.5	56.3	56.3	53.2	132	117.2
DesignQueue:	9	37	37	4	48	48	21	11	11	13	17	14

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

Hayward - SR-238 Bypass Land Use EIR (P07070)
2025 + Project Alternative A
AM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #3 Foothill & A [3522]

Cycle (sec):	120	Critical Vol./Cap.(X):	0.976
Loss Time (sec):	6	Average Delay (sec/veh):	21.4
Optimal Cycle:	180	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:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			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	3 1	1	0 0	0 0	3	0 0	0 0	0	0 0	2 1	0
Volume Module:												
Base Vol:	391	3262	1144	0	0	2470	0	0	0	0	1688	38
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:	391	3262	1144	0	0	2470	0	0	0	0	1688	38
User 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 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	3262	1144	0	0	2470	0	0	0	0	1688	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	391	3262	1144	0	0	2470	0	0	0	0	1688	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.10	1.10	1.00	1.00	1.13	1.00	1.00	1.00	1.00	1.10	1.10
FinalVolume:	391	3588	1258	0	0	2791	0	0	0	0	1857	42
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.94	0.94	1.00	1.00	0.83	1.00	1.00	1.00	1.00	0.98	0.98
Lanes:	1.00	3.70	1.30	0.00	0.00	3.00	0.00	0.00	0.00	0.00	2.93	0.07
Final Sat.:	1770	6620	2322	0	0	4750	0	0	0	0	5465	123
Capacity Analysis Module:												
Vol/Sat:	0.22	0.54	0.54	0.00	0.00	0.59	0.00	0.00	0.00	0.00	0.34	0.34
Crit Moves:						****					****	
Green/Cycle:	0.60	0.60	0.60	0.00	0.00	0.60	0.00	0.00	0.00	0.00	0.35	0.35
Volume/Cap:	0.37	0.90	0.90	0.00	0.00	0.98	0.00	0.00	0.00	0.00	0.98	0.98
Delay/Veh:	8.0	15.2	15.2	0.0	0.0	23.8	0.0	0.0	0.0	0.0	36.3	36.3
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:	8.0	15.2	15.2	0.0	0.0	23.8	0.0	0.0	0.0	0.0	36.3	36.3
DesignQueue:	11	30	30	0	0	28	0	0	0	0	30	30

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

Hayward - SR-238 Bypass Land Use EIR (P07070)
2025 + Project Alternative A
AM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #4 Foothill & B [3523]

Cycle (sec):	120	Critical Vol./Cap.(X):	1.070
Loss Time (sec):	6	Average Delay (sec/veh):	52.5
Optimal Cycle:	180	Level Of Service:	E

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:	64	4636	747	0	0	0	0	0	0	0	1470	161
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:	64	4636	747	0	0	0	0	0	0	0	1470	161
User 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 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:	64	4636	747	0	0	0	0	0	0	0	1470	161
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	4636	747	0	0	0	0	0	0	0	1470	161
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.10	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.05
FinalVolume:	70	5100	822	0	0	0	0	0	0	0	1544	169
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.96	0.96	0.96	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.96	0.96
Lanes:	0.07	5.11	0.82	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.80	0.20
Final Sat.:	129	9322	1502	0	0	0	0	0	0	0	3291	360
Capacity Analysis Module:												
Vol/Sat:	0.55	0.55	0.55	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.47	0.47
Crit Moves:		****									****	
Green/Cycle:	0.51	0.51	0.51	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.44	0.44
Volume/Cap:	1.07	1.07	1.07	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.07	1.07
Delay/Veh:	50.3	50.3	50.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	60.2	60.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.3	50.3	50.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	60.2	60.2
DesignQueue:	38	38	38	0	0	0	0	0	0	0	36	36

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

Hayward - SR-238 Bypass Land Use EIR (P07070)
2025 + Project Alternative A
AM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #5 2nd & B

Cycle (sec):	106	Critical Vol./Cap.(X):	0.827
Loss Time (sec):	12	Average Delay (sec/veh):	28.4
Optimal Cycle:	85	Level Of Service:	D

Street Name:	2nd 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 1	0 1	0	0 1	1 1	0
Volume Module:												
Base Vol:	180	749	372	56	518	314	20	713	0	192	1015	147
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	749	372	56	518	314	20	713	0	192	1015	147
User 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 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:	180	749	372	56	518	314	20	713	0	192	1015	147
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	749	372	56	518	314	20	713	0	192	1015	147
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.00	1.00	1.10	1.10	1.05	1.05	1.05	1.10	1.10	1.10
FinalVolume:	180	786	372	56	570	345	21	749	0	211	1117	162
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	0.94	0.94	1.00	1.00	1.00	0.97	0.97	0.97
Lanes:	1.00	2.00	1.00	1.00	1.87	1.13	0.05	1.95	0.00	0.42	2.25	0.33
Final Sat.:	1805	3800	1615	1805	3336	2022	104	3696	0	784	4146	600
Capacity Analysis Module:												
Vol/Sat:	0.10	0.21	0.23	0.03	0.17	0.17	0.20	0.20	0.00	0.27	0.27	0.27
Crit Moves:			****	****			****					****
Green/Cycle:	0.12	0.27	0.27	0.07	0.21	0.21	0.24	0.24	0.00	0.31	0.31	0.31
Volume/Cap:	0.81	0.77	0.86	0.47	0.81	0.81	0.86	0.86	0.00	0.86	0.86	0.86
Delay/Veh:	42.2	25.6	34.4	33.0	28.8	28.8	30.8	30.8	0.0	25.2	25.2	25.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.2	25.6	34.4	33.0	28.8	28.8	30.8	30.8	0.0	25.2	25.2	25.2
DesignQueue:	10	18	17	3	15	15	18	18	0	22	22	22

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

Hayward - SR-238 Bypass Land Use EIR (P07070)
2025 + Project Alternative A
AM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #6 Foothill & D

Cycle (sec):	120	Critical Vol./Cap.(X):	1.115
Loss Time (sec):	15	Average Delay (sec/veh):	102.6
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Foothill 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	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	4673	203	0	0	0	493	258	0	0	2003	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	4673	203	0	0	0	493	258	0	0	2003	6
User 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 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	4673	203	0	0	0	493	258	0	0	2003	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	4673	203	0	0	0	493	258	0	0	2003	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.10	1.10	1.00	1.00	1.00	1.03	1.00	1.00	1.00	1.10	1.10
FinalVolume:	0	5140	223	0	0	0	508	258	0	0	2203	7
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.97	0.97	1.00	1.00	1.00	0.93	0.98	1.00	1.00	0.98	0.98
Lanes:	0.00	5.75	0.25	0.00	0.00	0.00	3.00	1.00	0.00	0.00	2.99	0.01
Final Sat.:	0	xxxx	461	0	0	0	5309	1863	0	0	5572	17
Capacity Analysis Module:												
Vol/Sat:	0.00	0.48	0.48	0.00	0.00	0.00	0.10	0.14	0.00	0.00	0.40	0.40
Crit Moves:		****					****				****	
Green/Cycle:	0.00	0.41	0.41	0.00	0.00	0.00	0.13	0.46	0.00	0.00	0.34	0.34
Volume/Cap:	0.00	1.17	1.17	0.00	0.00	0.00	0.77	0.30	0.00	0.00	1.17	1.17
Delay/Veh:	0.0	108	108.2	0.0	0.0	0.0	36.5	13.1	0.0	0.0	115	114.8
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	108	108.2	0.0	0.0	0.0	36.5	13.1	0.0	0.0	115	114.8
DesignQueue:	0	40	40	0	0	0	10	10	0	0	36	36

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

Hayward - SR-238 Bypass Land Use EIR (P07070)
2025 + Project Alternative A
AM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #7 Mission & Foothill-Jackson

Cycle (sec):	120	Critical Vol./Cap.(X):	0.717
Loss Time (sec):	6	Average Delay (sec/veh):	16.3
Optimal Cycle:	56	Level Of Service:	C

Street Name:	Mission Blvd						Foothill Blvd-Jackson					
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			Ignore			Include			Include		
Min. Green:	0	0	0	0	25	0	0	25	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	0 0	0	0 0	4 0	2	0 0	3 0	0	0 0	0 0	0
Volume Module: AM												
Base Vol:	0	0	0	0	2588	1854	0	1587	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	2588	1854	0	1587	0	0	0	0
User 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 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	0	0	2588	0	0	1587	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	2588	0	0	1587	0	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	1.10	0.00	1.00	1.10	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	2847	0	0	1746	0	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	4.00	2.00	0.00	3.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	7600	3800	0	5700	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.37	0.00	0.00	0.31	0.00	0.00	0.00	0.00
Crit Moves:					****			****				
Green/Cycle:	0.00	0.00	0.00	0.00	0.52	0.00	0.00	0.43	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.72	0.00	0.00	0.72	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	14.6	0.0	0.0	19.1	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	14.6	0.0	0.0	19.1	0.0	0.0	0.0	0.0
DesignQueue:	0	0	0	0	25	0	0	24	0	0	0	0

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

Hayward - SR-238 Bypass Land Use EIR (P07070)
2025 + Project Alternative A
AM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #8 Mission & Fletcher [3580]

Cycle (sec):	150	Critical Vol./Cap.(X):	1.023
Loss Time (sec):	9	Average Delay (sec/veh):	38.8
Optimal Cycle:	180	Level Of Service:	D

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	0 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	412	2430	41	75	2420	32	21	38	147	353	190	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	412	2430	41	75	2420	32	21	38	147	353	190	28
User 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 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:	412	2430	41	75	2420	32	21	38	147	353	190	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	412	2430	41	75	2420	32	21	38	147	353	190	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	1.10	1.10	1.00	1.10	1.10	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	412	2673	45	75	2662	35	21	38	147	353	190	28
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.98	0.93	0.98	0.98	0.76	0.76	0.83	0.75	0.96	0.96
Lanes:	1.00	2.95	0.05	1.00	2.96	0.04	0.36	0.64	1.00	1.00	0.87	0.13
Final Sat.:	1770	5496	93	1770	5515	73	517	936	1583	1434	1591	234
Capacity Analysis Module:												
Vol/Sat:	0.23	0.49	0.49	0.04	0.48	0.48	0.04	0.04	0.09	0.25	0.12	0.12
Crit Moves:	****				****					****		
Green/Cycle:	0.23	0.64	0.64	0.06	0.47	0.47	0.24	0.24	0.24	0.24	0.24	0.24
Volume/Cap:	1.02	0.76	0.76	0.76	1.02	1.02	0.17	0.17	0.39	1.02	0.50	0.50
Delay/Veh:	84.9	14.8	14.8	71.0	49.1	49.1	34.3	34.3	36.6	87.1	38.1	38.1
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:	84.9	14.8	14.8	71.0	49.1	49.1	34.3	34.3	36.6	87.1	38.1	38.1
DesignQueue:	28	31	31	6	45	45	4	4	9	23	14	14

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

Hayward - SR-238 Bypass Land Use EIR (P07070)
2025 + Project Alternative A
AM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #9 Mission & Highland [9895]

Cycle (sec):	150	Critical Vol./Cap.(X):	0.816
Loss Time (sec):	12	Average Delay (sec/veh):	17.4
Optimal Cycle:	92	Level Of Service:	C

Street Name:	Mission						Highland					
Approach:	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	16	16	4	16	16	4	4	4	8	8	8
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	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	39	2774	20	62	2683	50	98	6	7	55	11	164
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	39	2774	20	62	2683	50	98	6	7	55	11	164
User 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 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:	39	2774	20	62	2683	50	98	6	7	55	11	164
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	2774	20	62	2683	50	98	6	7	55	11	164
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.10	1.10	1.00	1.10	1.10	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	39	3051	22	62	2951	55	98	6	7	55	11	164
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.98	0.93	0.98	0.98	0.93	0.90	0.90	0.93	0.83	0.83
Lanes:	1.00	2.98	0.02	1.00	2.95	0.05	1.00	0.46	0.54	1.00	0.06	0.94
Final Sat.:	1770	5548	40	1770	5486	102	1770	791	923	1770	100	1484
Capacity Analysis Module:												
Vol/Sat:	0.02	0.55	0.55	0.04	0.54	0.54	0.06	0.01	0.01	0.03	0.11	0.11
Crit Moves:		****		****			****				****	
Green/Cycle:	0.03	0.67	0.67	0.04	0.68	0.68	0.07	0.07	0.07	0.14	0.14	0.14
Volume/Cap:	0.65	0.82	0.82	0.82	0.79	0.79	0.82	0.11	0.11	0.23	0.82	0.82
Delay/Veh:	68.7	14.5	14.5	85.2	13.2	13.2	74.8	49.9	49.9	44.1	62.2	62.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	68.7	14.5	14.5	85.2	13.2	13.2	74.8	49.9	49.9	44.1	62.2	62.2
DesignQueue:	3	32	32	5	31	31	8	1	1	4	13	13

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

Hayward - SR-238 Bypass Land Use EIR (P07070)
2025 + Project Alternative A
AM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #10 Mission & Carlos Bee [3545]

Cycle (sec):	130	Critical Vol./Cap.(X):	0.978
Loss Time (sec):	12	Average Delay (sec/veh):	39.9
Optimal Cycle:	180	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 0	1	2 0	3 0	1	2 0	1 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	135	2167	83	246	2274	45	210	217	131	850	798	311
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:	135	2167	83	246	2274	45	210	217	131	850	798	311
User 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 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:	135	2167	83	246	2274	45	210	217	131	850	798	311
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	135	2167	83	246	2274	45	210	217	131	850	798	311
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.10	1.00	1.03	1.10	1.00	1.03	1.00	1.00	1.03	1.05	1.00
FinalVolume:	135	2384	83	253	2501	45	216	217	131	876	838	311
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.83	0.93	0.98	0.83	0.93	0.98	0.83	0.93	0.98	0.83
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	1.00	1.00	2.00	2.00	1.00
Final Sat.:	1770	5588	1583	3539	5588	1583	3539	1863	1583	3539	3725	1583
Capacity Analysis Module:												
Vol/Sat:	0.08	0.43	0.05	0.07	0.45	0.03	0.06	0.12	0.08	0.25	0.22	0.20
Crit Moves:	****				****			****		****		
Green/Cycle:	0.08	0.46	0.46	0.08	0.46	0.46	0.08	0.12	0.12	0.25	0.29	0.29
Volume/Cap:	0.98	0.93	0.11	0.93	0.98	0.06	0.77	0.98	0.69	0.98	0.77	0.67
Delay/Veh:	97.7	30.2	15.3	71.4	36.1	15.0	52.8	83.9	48.9	55.2	34.3	33.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	97.7	30.2	15.3	71.4	36.1	15.0	52.8	83.9	48.9	55.2	34.3	33.4
DesignQueue:	9	35	3	9	37	2	7	14	8	25	23	17

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

Hayward - SR-238 Bypass Land Use EIR (P07070)
2025 + Project Alternative A
AM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

****

Intersection #12 Mission & Berry [Signalized]

****

Cycle (sec):	130	Critical Vol./Cap.(X):	0.909
Loss Time (sec):	9	Average Delay (sec/veh):	11.7
Optimal Cycle:	121	Level Of Service:	B

****

Street Name:	Mission						Berry					
Approach:	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	10	10	7	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 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	58	2185	3	33	2701	47	32	0	33	3	0	56
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:	58	2185	3	33	2701	47	32	0	33	3	0	56
User 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 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:	58	2185	3	33	2701	47	32	0	33	3	0	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	2185	3	33	2701	47	32	0	33	3	0	56
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.05	1.00	1.05	1.05	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	58	2294	3	33	2836	49	32	0	33	3	0	56
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.62	1.00	0.62	0.76	1.00	0.76
Lanes:	1.00	1.99	0.01	1.00	1.97	0.03	0.49	0.00	0.51	0.05	0.00	0.95
Final Sat.:	1805	3795	5	1805	3735	65	582	0	600	74	0	1375
Capacity Analysis Module:												
Vol/Sat:	0.03	0.60	0.60	0.02	0.76	0.76	0.05	0.00	0.05	0.04	0.00	0.04
Crit Moves:	****				****				****			
Green/Cycle:	0.05	0.76	0.76	0.10	0.80	0.80	0.08	0.00	0.08	0.08	0.00	0.08
Volume/Cap:	0.60	0.80	0.80	0.19	0.95	0.95	0.71	0.00	0.71	0.53	0.00	0.53
Delay/Veh:	45.5	7.4	7.4	35.0	12.6	12.6	52.8	0.0	52.8	40.9	0.0	40.9
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:	45.5	7.4	7.4	35.0	12.6	12.6	52.8	0.0	52.8	40.9	0.0	40.9
DesignQueue:	4	24	24	2	26	26	4	0	4	4	0	4

****

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

****

Hayward - SR-238 Bypass Land Use EIR (P07070)
2025 + Project Alternative A
AM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #14 Mission & Harder [3546]

Cycle (sec):	130	Critical Vol./Cap.(X):	1.054
Loss Time (sec):	12	Average Delay (sec/veh):	43.5
Optimal Cycle:	180	Level Of Service:	E

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:	587	1906	499	112	2182	218	209	288	310	229	163	36
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:	587	1906	499	112	2182	218	209	288	310	229	163	36
User 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 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:	587	1906	499	112	2182	218	209	288	310	229	163	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	587	1906	499	112	2182	218	209	288	310	229	163	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.10	1.10	1.00	1.10	1.10	1.03	1.05	1.00	1.03	1.05	1.00
FinalVolume:	587	2097	549	112	2400	240	215	302	310	236	171	36
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.95	0.93	0.97	0.97	0.93	0.98	0.83	0.93	0.98	0.83
Lanes:	1.00	2.38	0.62	1.00	2.73	0.27	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1770	4296	1125	1770	5030	503	3539	3725	1583	3539	3725	1583
Capacity Analysis Module:												
Vol/Sat:	0.33	0.49	0.49	0.06	0.48	0.48	0.06	0.08	0.20	0.07	0.05	0.02
Crit Moves:	****				****			****		****		
Green/Cycle:	0.31	0.68	0.68	0.09	0.45	0.45	0.07	0.08	0.39	0.06	0.07	0.15
Volume/Cap:	1.05	0.72	0.72	0.72	1.05	1.05	0.82	1.05	0.50	1.05	0.70	0.15
Delay/Veh:	79.3	10.4	10.4	53.6	56.3	56.3	57.3	104	23.3	110.4	50.9	36.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	79.3	10.4	10.4	53.6	56.3	56.3	57.3	104	23.3	110.4	50.9	36.2
DesignQueue:	32	23	23	7	40	40	7	10	14	8	6	2

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

Hayward - SR-238 Bypass Land Use EIR (P07070)
2025 + Project Alternative A
AM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #15 Mission & Sorenson [8777]

Cycle (sec):	130	Critical Vol./Cap.(X):	0.959
Loss Time (sec):	9	Average Delay (sec/veh):	14.2
Optimal Cycle:	174	Level Of Service:	B

Street Name:	Mission						Sorenson					
Approach:	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	15	0	0	15	15	4	0	4	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	1 1	0	0 0	1 1	0	1 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	67	2581	0	0	2685	35	165	0	67	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:	67	2581	0	0	2685	35	165	0	67	0	0	0
User 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 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:	67	2581	0	0	2685	35	165	0	67	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	2581	0	0	2685	35	165	0	67	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	1.05	1.05	1.00	1.05	1.05	1.05	1.00	1.00	1.00	1.00	1.00
FinalVolume:	67	2710	0	0	2819	37	173	0	67	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	1.00	1.00	0.98	0.98	0.91	1.00	0.91	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.97	0.03	1.56	0.00	0.44	0.00	0.00	0.00
Final Sat.:	1770	3725	0	0	3678	48	2713	0	757	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.73	0.00	0.00	0.77	0.77	0.06	0.00	0.09	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.04	0.84	0.00	0.00	0.80	0.80	0.09	0.00	0.09	0.00	0.00	0.00
Volume/Cap:	0.96	0.87	0.00	0.00	0.96	0.96	0.69	0.00	0.96	0.00	0.00	0.00
Delay/Veh:	115.9	6.8	0.0	0.0	15.2	15.2	47.5	0.0	78.2	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:	115.9	6.8	0.0	0.0	15.2	15.2	47.5	0.0	78.2	0.0	0.0	0.0
DesignQueue:	5	19	0	0	26	26	7	0	10	0	0	0

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

Hayward - SR-238 Bypass Land Use EIR (P07070)
2025 + Project Alternative A
AM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

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Intersection #16 Mission & Jefferson/Calhoun [4518]

****

Cycle (sec):	130	Critical Vol./Cap.(X):	0.968
Loss Time (sec):	9	Average Delay (sec/veh):	23.2
Optimal Cycle:	180	Level Of Service:	C

****

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	1 1	0	1 0	1 1	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	39	2199	39	298	2460	0	0	0	0	180	0	127
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	39	2199	39	298	2460	0	0	0	0	180	0	127
User 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 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:	39	2199	39	298	2460	0	0	0	0	180	0	127
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	2199	39	298	2460	0	0	0	0	180	0	127
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.05	1.00	1.05	1.05	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	39	2309	41	298	2583	0	0	0	0	180	0	127
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.98	0.93	0.98	1.00	1.00	1.00	1.00	0.93	1.00	0.83
Lanes:	1.00	1.97	0.03	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1770	3661	65	1770	3725	0	0	0	0	1770	0	1583
Capacity Analysis Module:												
Vol/Sat:	0.02	0.63	0.63	0.17	0.69	0.00	0.00	0.00	0.00	0.10	0.00	0.08
Crit Moves:		****		****						****		
Green/Cycle:	0.04	0.65	0.65	0.17	0.79	0.00	0.00	0.00	0.00	0.11	0.00	0.11
Volume/Cap:	0.63	0.97	0.97	0.97	0.88	0.00	0.00	0.00	0.00	0.97	0.00	0.76
Delay/Veh:	59.0	25.0	25.0	72.0	9.5	0.0	0.0	0.0	0.0	85.9	0.0	55.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.0	25.0	25.0	72.0	9.5	0.0	0.0	0.0	0.0	85.9	0.0	55.4
DesignQueue:	3	35	35	19	24	0	0	0	0	12	0	8

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

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Hayward - SR-238 Bypass Land Use EIR (P07070)
2025 + Project Alternative A
AM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

****

Intersection #17 Mission & Hancock [3547]

****

Cycle (sec):	130	Critical Vol./Cap.(X):	0.964
Loss Time (sec):	9	Average Delay (sec/veh):	18.3
Optimal Cycle:	180	Level Of Service:	C

****

Street Name:	Mission						Hancock					
Approach:	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	6	6	4	6	6	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	1 1	0	1 0	1 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	36	2161	173	5	2557	9	1	0	6	189	5	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	36	2161	173	5	2557	9	1	0	6	189	5	40
User 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 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:	36	2161	173	5	2557	9	1	0	6	189	5	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	2161	173	5	2557	9	1	0	6	189	5	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.05	1.00	1.05	1.05	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	36	2269	182	5	2685	9	1	0	6	189	5	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.97	0.97	0.93	0.98	0.98	0.74	1.00	0.74	0.80	0.80	0.80
Lanes:	1.00	1.85	0.15	1.00	1.99	0.01	0.14	0.00	0.86	0.81	0.02	0.17
Final Sat.:	1770	3415	273	1770	3712	13	201	0	1208	1231	33	261
Capacity Analysis Module:												
Vol/Sat:	0.02	0.66	0.66	0.00	0.72	0.72	0.00	0.00	0.00	0.15	0.15	0.15
Crit Moves:	****				****						****	
Green/Cycle:	0.03	0.74	0.74	0.03	0.74	0.74	0.16	0.00	0.16	0.16	0.16	0.16
Volume/Cap:	0.66	0.90	0.90	0.08	0.97	0.97	0.03	0.00	0.03	0.97	0.97	0.97
Delay/Veh:	56.7	11.8	11.8	39.3	18.9	18.9	29.9	0.0	29.9	73.0	73.0	73.0
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:	56.7	11.8	11.8	39.3	18.9	18.9	29.9	0.0	29.9	73.0	73.0	73.0
DesignQueue:	3	28	28	0	31	31	0	0	0	15	15	15

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

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Hayward - SR-238 Bypass Land Use EIR (P07070)
2025 + Project Alternative A
AM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #18 Mission & Tennyson [3548]

Cycle (sec):	130	Critical Vol./Cap.(X):	0.933
Loss Time (sec):	12	Average Delay (sec/veh):	31.7
Optimal Cycle:	149	Level Of Service:	D

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			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Ovl		
Min. Green:	7	15	15	7	15	15	7	15	15	6	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 0	1	2 0	0 1	1	0 1	0 0	1
Volume Module:												
Base Vol:	582	1711	9	41	2157	611	635	42	255	15	111	128
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:	582	1711	9	41	2157	611	635	42	255	15	111	128
User 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 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:	582	1711	9	41	2157	611	635	42	255	15	111	128
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	582	1711	9	41	2157	611	635	42	255	15	111	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:	1.03	1.10	1.10	1.00	1.10	1.00	1.03	1.05	1.05	1.00	1.00	1.00
FinalVolume:	599	1882	10	41	2373	611	654	44	268	15	111	128
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.98	0.93	0.98	0.83	0.93	0.85	0.85	0.97	0.97	0.83
Lanes:	2.00	2.98	0.02	1.00	3.00	1.00	2.00	0.28	1.72	0.12	0.88	1.00
Final Sat.:	3539	5559	29	1770	5588	1583	3539	458	2783	220	1625	1583
Capacity Analysis Module:												
Vol/Sat:	0.17	0.34	0.34	0.02	0.42	0.39	0.18	0.10	0.10	0.07	0.07	0.08
Crit Moves:	****				****		****				****	
Green/Cycle:	0.18	0.55	0.55	0.09	0.45	0.45	0.20	0.20	0.38	0.07	0.07	0.16
Volume/Cap:	0.93	0.62	0.62	0.27	0.93	0.85	0.93	0.49	0.25	0.93	0.93	0.50
Delay/Veh:	54.9	15.5	15.5	42.3	30.8	30.5	53.1	35.6	21.1	86.6	86.6	39.2
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:	54.9	15.5	15.5	42.3	30.8	30.5	53.1	35.6	21.1	86.6	86.6	39.2
DesignQueue:	18	23	23	3	35	26	20	9	7	9	9	8

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

Hayward - SR-238 Bypass Land Use EIR (P07070)
2025 + Project Alternative A
AM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #19 Mission & Valle Vista [Signalized]

Cycle (sec):	140	Critical Vol./Cap.(X):	0.804
Loss Time (sec):	9	Average Delay (sec/veh):	8.3
Optimal Cycle:	75	Level Of Service:	B

Street Name:	Mission						Valle Vista					
Approach:	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	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	1 1	0	1 0	1 1	0	0 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	62	2148	0	23	2126	189	29	0	79	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:	62	2148	0	23	2126	189	29	0	79	0	0	0
User 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 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:	62	2148	0	23	2126	189	29	0	79	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	2148	0	23	2126	189	29	0	79	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	1.05	1.05	1.00	1.05	1.05	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	62	2255	0	23	2232	198	29	0	79	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	0.99	0.99	0.79	1.00	0.79	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	1.00	1.84	0.16	0.27	0.00	0.73	0.00	0.00	0.00
Final Sat.:	1805	3800	0	1805	3455	307	404	0	1101	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.59	0.00	0.01	0.65	0.65	0.07	0.00	0.07	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.05	0.78	0.00	0.07	0.80	0.80	0.09	0.00	0.09	0.00	0.00	0.00
Volume/Cap:	0.69	0.76	0.00	0.19	0.81	0.81	0.81	0.00	0.81	0.00	0.00	0.00
Delay/Veh:	55.0	6.2	0.0	40.1	6.5	6.5	60.4	0.0	60.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.0	6.2	0.0	40.1	6.5	6.5	60.4	0.0	60.4	0.0	0.0	0.0
DesignQueue:	5	23	0	2	23	23	8	0	8	0	0	0

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

Hayward - SR-238 Bypass Land Use EIR (P07070)
2025 + Project Alternative A
AM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #20 Mission & Industrial [3693]

Cycle (sec):	130	Critical Vol./Cap.(X):	1.041
Loss Time (sec):	12	Average Delay (sec/veh):	42.3
Optimal Cycle:	180	Level Of Service:	E

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:	615	2038	6	85	1994	763	344	44	288	48	274	159
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:	615	2038	6	85	1994	763	344	44	288	48	274	159
User 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 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:	615	2038	6	85	1994	763	344	44	288	48	274	159
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	615	2038	6	85	1994	763	344	44	288	48	274	159
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.03	1.10	1.10	1.00	1.10	1.10	1.03	1.10	1.10	1.00	1.05	1.00
FinalVolume:	633	2242	7	85	2193	839	354	48	317	48	288	159
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.98	0.93	0.94	0.94	0.93	0.85	0.85	0.93	0.98	0.83
Lanes:	2.00	2.99	0.01	1.00	2.17	0.83	2.00	1.00	2.00	1.00	2.00	1.00
Final Sat.:	3539	5572	16	1770	3880	1485	3539	1621	3241	1770	3725	1583
Capacity Analysis Module:												
Vol/Sat:	0.18	0.40	0.40	0.05	0.57	0.57	0.10	0.03	0.10	0.03	0.08	0.10
Crit Moves:	****				****		****					****
Green/Cycle:	0.17	0.64	0.64	0.08	0.54	0.54	0.10	0.15	0.15	0.05	0.10	0.10
Volume/Cap:	1.04	0.63	0.63	0.63	1.04	1.04	1.04	0.20	0.67	0.59	0.80	1.04
Delay/Veh:	80.5	11.0	11.0	50.5	46.4	46.4	94.5	37.1	42.0	53.5	52.0	114.7
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:	80.5	11.0	11.0	50.5	46.4	46.4	94.5	37.1	42.0	53.5	52.0	114.7
DesignQueue:	20	22	22	6	39	39	12	3	10	3	10	11

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

Hayward - SR-238 Bypass Land Use EIR (P07070)
2025 + Project Alternative A
AM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #21 Dixon & Tennyson

Cycle (sec):	100	Critical Vol./Cap.(X):	1.040
Loss Time (sec):	12	Average Delay (sec/veh):	39.3
Optimal Cycle:	180	Level Of Service:	D

Street Name:	Dixon Street						Tennyson Road					
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			Prot+Permit			Prot+Permit		
Rights:		Ovl			Ovl			Ovl			Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0	0 1	0 1	0	0 1	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	470	98	53	1	193	232	166	750	512	254	1500	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	470	98	53	1	193	232	166	750	512	254	1500	11
User 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 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:	470	98	53	1	193	232	166	750	512	254	1500	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	470	98	53	1	193	232	166	750	512	254	1500	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.00	1.00	1.05	1.00
FinalVolume:	470	98	53	1	193	232	166	788	512	254	1575	11
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.96	0.96	0.85	1.00	1.00	0.85	0.76	1.00	0.85	0.95	1.00	0.85
Lanes:	0.83	0.17	1.00	0.01	0.99	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1509	315	1615	10	1890	1615	1439	3800	1615	1805	3800	1615
Capacity Analysis Module:												
Vol/Sat:	0.31	0.31	0.03	0.10	0.10	0.14	0.12	0.21	0.32	0.14	0.41	0.01
Crit Moves:	****			****			****				****	
Green/Cycle:	0.30	0.30	0.49	0.10	0.10	0.19	0.38	0.29	0.59	0.51	0.40	0.40
Volume/Cap:	1.05	1.05	0.07	1.05	1.05	0.77	0.71	0.72	0.54	0.59	1.05	0.02
Delay/Veh:	65.5	65.5	8.6	95.1	95.1	33.1	20.1	22.2	8.6	13.3	49.8	11.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.5	65.5	8.6	95.1	95.1	33.1	20.1	22.2	8.6	13.3	49.8	11.8
DesignQueue:	24	24	2	10	10	11	6	16	13	7	30	0

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

Hayward - SR-238 Bypass Land Use EIR (P07070)
2025 + Project Alternative A
AM Peak Hour

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

Intersection #22 Dixon & Valle Vista

Cycle (sec):	100	Critical Vol./Cap.(X):	0.800
Loss Time (sec):	0	Average Delay (sec/veh):	18.9
Optimal Cycle:	0	Level Of Service:	C

Street Name:	Dixon Street						Valle Vista Avenue					
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			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	1	0 1	0 0	1	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	12	505	94	38	308	6	12	0	2	78	2	111
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	505	94	38	308	6	12	0	2	78	2	111
User 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 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:	12	505	94	38	308	6	12	0	2	78	2	111
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	505	94	38	308	6	12	0	2	78	2	111
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	12	505	94	38	308	6	12	0	2	78	2	111
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:	0.02	0.98	1.00	0.11	0.89	1.00	0.86	0.00	0.14	0.41	0.01	0.58
Final Sat.:	15	631	732	66	538	683	404	0	67	232	6	330
Capacity Analysis Module:												
Vol/Sat:	0.80	0.80	0.13	0.57	0.57	0.01	0.03	xxxx	0.03	0.34	0.34	0.34
Crit Moves:		****			****		****			****		
Delay/Veh:	26.1	26.1	8.2	15.7	15.7	7.8	9.9	0.0	9.9	11.5	11.5	11.5
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:	26.1	26.1	8.2	15.7	15.7	7.8	9.9	0.0	9.9	11.5	11.5	11.5
LOS by Move:	D	D	A	C	C	A	A	*	A	B	B	B
ApproachDel:		23.3			15.6			9.9			11.5	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		23.3			15.6			9.9			11.5	
LOS by Appr:		C			C			A			B	
AllWayAvgQ:	3.2	3.2	0.1	1.2	1.2	0.0	0.0	0.0	0.0	0.4	0.4	0.4

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

Hayward - SR-238 Bypass Land Use EIR (P07070)
2025 + Project Alternative A
AM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #23 Dixon & Industrial Parkway West

Cycle (sec):	100	Critical Vol./Cap.(X):	0.961
Loss Time (sec):	9	Average Delay (sec/veh):	26.9
Optimal Cycle:	149	Level Of Service:	D

Street Name:	Dixon Street						Industrial Parkway West					
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	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 1	0	0 1	0 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	131	39	17	89	37	391	338	574	43	19	1612	97
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:	131	39	17	89	37	391	338	574	43	19	1612	97
User 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 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:	131	39	17	89	37	391	338	574	43	19	1612	97
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	131	39	17	89	37	391	338	574	43	19	1612	97
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.00	1.00	1.05	1.00
FinalVolume:	131	39	17	89	37	391	338	603	43	19	1693	97
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.59	0.96	0.96	0.80	0.80	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Lanes:	1.00	0.70	0.30	0.71	0.29	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1121	1270	554	1074	446	1615	1805	3800	1615	1805	3800	1615
Capacity Analysis Module:												
Vol/Sat:	0.12	0.03	0.03	0.08	0.08	0.24	0.19	0.16	0.03	0.01	0.45	0.06
Crit Moves:						****	****				****	
Green/Cycle:	0.25	0.25	0.25	0.25	0.25	0.25	0.19	0.62	0.62	0.04	0.46	0.46
Volume/Cap:	0.46	0.12	0.12	0.33	0.33	0.96	0.96	0.26	0.04	0.26	0.96	0.13
Delay/Veh:	21.4	18.7	18.7	19.9	19.9	49.4	53.6	5.6	4.9	30.4	26.8	9.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.4	18.7	18.7	19.9	19.9	49.4	53.6	5.6	4.9	30.4	26.8	9.9
DesignQueue:	6	2	2	5	5	17	16	7	1	1	29	3

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

PM Peak-Hour 2025 + Project Alternative A

Hayward - SR-238 Bypass Land Use EIR (P07070)
2025 + Project Alternative A
PM Peak Hour

Scenario Report

Scenario:	2025_Project_AltA_PM
Command:	2025_Project_AltA_PM
Volume:	2025_Project_AltA_PM
Geometry:	2025_NoProject_PM
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	NoProject
Configuration:	Default Configuration

Hayward - SR-238 Bypass Land Use EIR (P07070)
2025 + Project Alternative A
PM Peak Hour

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 Foothill & Mattox	F	99.5	1.172	F	99.5	1.172	+ 0.000 D/V
# 2 Foothill & Grove	F	76.5	1.166	F	76.5	1.166	+ 0.000 D/V
# 3 Foothill & A	B	13.8	0.924	B	13.8	0.924	+ 0.000 D/V
# 4 Foothill & B	C	19.2	0.968	C	19.2	0.968	+ 0.000 D/V
# 5 2nd & B	E	49.6	1.044	E	49.6	1.044	+ 0.000 D/V
# 6 Foothill & D	F	134.5	1.184	F	134.5	1.184	+ 0.000 D/V
# 7 Mission & Foothill-Jackson	D	34.4	1.008	D	34.4	1.008	+ 0.000 D/V
# 8 Mission & Fletcher	E	41.8	1.002	E	41.8	1.002	+ 0.000 D/V
# 9 Mission & Highland	C	19.5	0.924	C	19.5	0.924	+ 0.000 D/V
# 10 Mission & Carlos Bee	E	58.4	1.092	E	58.4	1.092	+ 0.000 D/V
# 12 Mission & Berry	B	10.3	0.832	B	10.3	0.832	+ 0.000 D/V
# 14 Mission & Harder	E	50.6	1.093	E	50.6	1.093	+ 0.000 D/V
# 15 Mission & Sorenson	E	44.3	1.111	E	44.3	1.111	+ 0.000 D/V
# 16 Mission & Jefferson/Calhoun	C	19.8	1.001	C	19.8	1.001	+ 0.000 D/V
# 17 Mission & Hancock	D	30.3	1.066	D	30.3	1.066	+ 0.000 D/V
# 18 Mission & Tennyson	D	32.7	0.904	D	32.7	0.904	+ 0.000 D/V
# 19 Mission & Valle Vista	B	6.6	0.810	B	6.6	0.810	+ 0.000 D/V
# 20 Mission & Industrial	D	35.7	0.938	D	35.7	0.938	+ 0.000 D/V
# 21 Dixon & Tennyson	D	29.2	0.968	D	29.2	0.968	+ 0.000 D/V
# 22 Dixon & Valle Vista	D	28.9	0.935	D	28.9	0.935	+ 0.000 V/C
# 23 Dixon & Industrial Parkway Wes	C	16.4	0.747	C	16.4	0.747	+ 0.000 D/V

Hayward - SR-238 Bypass Land Use EIR (P07070)
2025 + Project Alternative A
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #1 Foothill & Mattox [3518]

Cycle (sec):	150	Critical Vol./Cap.(X):	1.172
Loss Time (sec):	12	Average Delay (sec/veh):	99.5
Optimal Cycle:	180	Level Of Service:	F

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:	Include			Include			Include			Include		
Min. Green:	4	0	4	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:	242	0	706	577	2187	154	0	1044	216	984	544	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:	242	0	706	577	2187	154	0	1044	216	984	544	0
User 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 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:	242	0	706	577	2187	154	0	1044	216	984	544	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	242	0	706	577	2187	154	0	1044	216	984	544	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:	1.03	1.00	1.13	1.03	1.10	1.10	1.00	1.10	1.10	1.03	1.05	1.00
FinalVolume:	249	0	798	594	2406	169	0	1148	238	1014	571	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	1.00	0.83	0.93	0.97	0.97	1.00	0.95	0.95	0.93	0.98	1.00
Lanes:	2.00	0.00	2.00	3.00	2.80	0.20	0.00	2.49	0.51	2.00	2.00	0.00
Final Sat.:	3539	0	3167	5309	5168	364	0	4491	929	3539	3725	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.25	0.11	0.47	0.47	0.00	0.26	0.26	0.29	0.15	0.00
Crit Moves:	****				****			****		****		
Green/Cycle:	0.06	0.00	0.32	0.14	0.40	0.40	0.00	0.22	0.22	0.24	0.46	0.00
Volume/Cap:	1.17	0.00	0.79	0.80	1.17	1.17	0.00	1.17	1.17	1.17	0.33	0.00
Delay/Veh:	167.8	0.0	32.9	44.5	116	116.3	0.0	129	129.2	131.1	16.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	167.8	0.0	32.9	44.5	116	116.3	0.0	129	129.2	131.1	16.6	0.0
DesignQueue:	10	0	24	15	49	49	0	32	32	34	13	0

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

Hayward - SR-238 Bypass Land Use EIR (P07070)
2025 + Project Alternative A
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

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Intersection #2 Foothill & Grove [3526]

****

Cycle (sec):	150	Critical Vol./Cap.(X):	1.166
Loss Time (sec):	12	Average Delay (sec/veh):	76.5
Optimal Cycle:	180	Level Of Service:	F

****

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:	159	3838	108	95	2936	299	385	251	146	33	90	193
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:	159	3838	108	95	2936	299	385	251	146	33	90	193
User 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 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:	159	3838	108	95	2936	299	385	251	146	33	90	193
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	159	3838	108	95	2936	299	385	251	146	33	90	193
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.10	1.10	1.00	1.10	1.10	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	159	4222	119	95	3230	329	385	251	146	33	90	193
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.98	0.93	0.97	0.97	0.93	0.92	0.92	0.93	0.98	0.83
Lanes:	1.00	3.89	0.11	1.00	2.72	0.28	1.00	0.63	0.37	1.00	1.00	1.00
Final Sat.:	1770	7247	204	1770	5021	511	1770	1107	644	1770	1863	1583
Capacity Analysis Module:												
Vol/Sat:	0.09	0.58	0.58	0.05	0.64	0.64	0.22	0.23	0.23	0.02	0.05	0.12
Crit Moves:	****				****		****					****
Green/Cycle:	0.08	0.58	0.58	0.05	0.55	0.55	0.19	0.26	0.26	0.03	0.10	0.10
Volume/Cap:	1.17	1.01	1.01	1.01	1.17	1.17	1.17	0.87	0.87	0.61	0.46	1.17
Delay/Veh:	186.9	37.4	37.4	129.6	108	107.6	153.5	51.8	51.8	66.5	49.3	178.0
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:	186.9	37.4	37.4	129.6	108	107.6	153.5	51.8	51.8	66.5	49.3	178.0
DesignQueue:	13	45	45	8	53	53	28	26	26	3	7	15

****

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

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Hayward - SR-238 Bypass Land Use EIR (P07070)
2025 + Project Alternative A
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #3 Foothill & A [3522]

Cycle (sec):	120	Critical Vol./Cap.(X):	0.924
Loss Time (sec):	6	Average Delay (sec/veh):	13.8
Optimal Cycle:	118	Level Of Service:	B

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:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			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	3 1	1	0 0	0 0	3	0 0	0 0	0	0 0	2 1	0
Volume Module:												
Base Vol:	176	3286	1904	0	0	2212	0	0	0	0	1120	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	176	3286	1904	0	0	2212	0	0	0	0	1120	25
User 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 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:	176	3286	1904	0	0	2212	0	0	0	0	1120	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	176	3286	1904	0	0	2212	0	0	0	0	1120	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.10	1.10	1.00	1.00	1.13	1.00	1.00	1.00	1.00	1.10	1.10
FinalVolume:	176	3615	2094	0	0	2500	0	0	0	0	1232	28
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.92	0.92	1.00	1.00	0.83	1.00	1.00	1.00	1.00	0.98	0.98
Lanes:	1.00	3.17	1.83	0.00	0.00	3.00	0.00	0.00	0.00	0.00	2.93	0.07
Final Sat.:	1770	5543	3212	0	0	4750	0	0	0	0	5466	122
Capacity Analysis Module:												
Vol/Sat:	0.10	0.65	0.65	0.00	0.00	0.53	0.00	0.00	0.00	0.00	0.23	0.23
Crit Moves:		****									****	
Green/Cycle:	0.71	0.71	0.71	0.00	0.00	0.71	0.00	0.00	0.00	0.00	0.24	0.24
Volume/Cap:	0.14	0.92	0.92	0.00	0.00	0.75	0.00	0.00	0.00	0.00	0.92	0.92
Delay/Veh:	3.7	11.7	11.7	0.0	0.0	7.7	0.0	0.0	0.0	0.0	36.4	36.4
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:	3.7	11.7	11.7	0.0	0.0	7.7	0.0	0.0	0.0	0.0	36.4	36.4
DesignQueue:	4	27	27	0	0	18	0	0	0	0	22	22

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

Hayward - SR-238 Bypass Land Use EIR (P07070)
2025 + Project Alternative A
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #4 Foothill & B [3523]

Cycle (sec):	120	Critical Vol./Cap.(X):	0.968
Loss Time (sec):	6	Average Delay (sec/veh):	19.2
Optimal Cycle:	180	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:	121	5308	1052	0	0	0	0	0	0	0	892	53
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	5308	1052	0	0	0	0	0	0	0	892	53
User 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 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:	121	5308	1052	0	0	0	0	0	0	0	892	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	121	5308	1052	0	0	0	0	0	0	0	892	53
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.10	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.05
FinalVolume:	133	5839	1157	0	0	0	0	0	0	0	937	56
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.96	0.96	0.96	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.97	0.97
Lanes:	0.11	4.92	0.97	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.89	0.11
Final Sat.:	204	8971	1778	0	0	0	0	0	0	0	3481	207
Capacity Analysis Module:												
Vol/Sat:	0.65	0.65	0.65	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.27	0.27
Crit Moves:		****									****	
Green/Cycle:	0.67	0.67	0.67	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.28	0.28
Volume/Cap:	0.97	0.97	0.97	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.97	0.97
Delay/Veh:	15.8	15.8	15.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	43.1	43.1
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:	15.8	15.8	15.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	43.1	43.1
DesignQueue:	31	31	31	0	0	0	0	0	0	0	26	26

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

Hayward - SR-238 Bypass Land Use EIR (P07070)
2025 + Project Alternative A
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #5 2nd & B

Cycle (sec):	106	Critical Vol./Cap.(X):	1.044
Loss Time (sec):	12	Average Delay (sec/veh):	49.6
Optimal Cycle:	180	Level Of Service:	E

Street Name:	2nd 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 1	0 1	0	0 1	1 1	0
Volume Module:												
Base Vol:	158	783	545	84	1092	389	29	977	0	168	894	110
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:	158	783	545	84	1092	389	29	977	0	168	894	110
User 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 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:	158	783	545	84	1092	389	29	977	0	168	894	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	158	783	545	84	1092	389	29	977	0	168	894	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.00	1.00	1.10	1.10	1.05	1.05	1.05	1.10	1.10	1.10
FinalVolume:	158	822	545	84	1201	428	30	1026	0	185	983	121
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	0.96	0.96	1.00	1.00	1.00	0.98	0.98	0.98
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.06	1.94	0.00	0.43	2.29	0.28
Final Sat.:	1805	3800	1615	1805	3648	1824	110	3690	0	801	4261	524
Capacity Analysis Module:												
Vol/Sat:	0.09	0.22	0.34	0.05	0.33	0.23	0.28	0.28	0.00	0.23	0.23	0.23
Crit Moves:	****				****		****					****
Green/Cycle:	0.08	0.33	0.33	0.07	0.32	0.32	0.27	0.27	0.00	0.22	0.22	0.22
Volume/Cap:	1.04	0.65	1.01	0.70	1.04	0.74	1.04	1.04	0.00	1.04	1.04	1.04
Delay/Veh:	102.7	20.3	55.9	42.6	52.8	22.0	58.9	58.9	0.0	58.3	58.3	58.3
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:	102.7	20.3	55.9	42.6	52.8	22.0	58.9	58.9	0.0	58.3	58.3	58.3
DesignQueue:	9	17	23	5	26	18	25	25	0	21	21	21

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

Hayward - SR-238 Bypass Land Use EIR (P07070)
2025 + Project Alternative A
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #6 Foothill & D

Cycle (sec):	120	Critical Vol./Cap.(X):	1.184
Loss Time (sec):	15	Average Delay (sec/veh):	134.5
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Foothill 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	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	5394	504	0	0	0	995	595	0	0	1288	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	5394	504	0	0	0	995	595	0	0	1288	17
User 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 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	5394	504	0	0	0	995	595	0	0	1288	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	5394	504	0	0	0	995	595	0	0	1288	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.10	1.10	1.00	1.00	1.00	1.03	1.00	1.00	1.00	1.10	1.10
FinalVolume:	0	5933	554	0	0	0	1025	595	0	0	1417	19
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.97	0.97	1.00	1.00	1.00	0.93	0.98	1.00	1.00	0.98	0.98
Lanes:	0.00	5.49	0.51	0.00	0.00	0.00	3.00	1.00	0.00	0.00	2.96	0.04
Final Sat.:	0	xxxx	946	0	0	0	5309	1863	0	0	5515	73
Capacity Analysis Module:												
Vol/Sat:	0.00	0.59	0.59	0.00	0.00	0.00	0.19	0.32	0.00	0.00	0.26	0.26
Crit Moves:		****					****				****	
Green/Cycle:	0.00	0.47	0.47	0.00	0.00	0.00	0.15	0.40	0.00	0.00	0.25	0.25
Volume/Cap:	0.00	1.25	1.25	0.00	0.00	0.00	1.25	0.79	0.00	0.00	1.03	1.03
Delay/Veh:	0.0	156	155.5	0.0	0.0	0.0	177.8	24.1	0.0	0.0	54.5	54.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	156	155.5	0.0	0.0	0.0	177.8	24.1	0.0	0.0	54.5	54.5
DesignQueue:	0	45	45	0	0	0	20	26	0	0	26	26

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

Hayward - SR-238 Bypass Land Use EIR (P07070)
2025 + Project Alternative A
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #7 Mission & Foothill-Jackson

Cycle (sec):	120	Critical Vol./Cap.(X):	1.008
Loss Time (sec):	6	Average Delay (sec/veh):	34.4
Optimal Cycle:	180	Level Of Service:	D

Street Name:	Mission Blvd						Foothill Blvd-Jackson					
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			Ignore			Include			Include		
Min. Green:	0	0	0	0	25	0	0	25	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	0 0	0	0 0	4 0	2	0 0	3 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	0	0	0	3213	1480	0	2551	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	3213	1480	0	2551	0	0	0	0
User 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 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	0	0	3213	0	0	2551	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	3213	0	0	2551	0	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	1.10	0.00	1.00	1.10	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	3534	0	0	2806	0	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	4.00	2.00	0.00	3.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	7600	3800	0	5700	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.47	0.00	0.00	0.49	0.00	0.00	0.00	0.00
Crit Moves:					****			****				
Green/Cycle:	0.00	0.00	0.00	0.00	0.46	0.00	0.00	0.49	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	1.01	0.00	0.00	1.01	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	34.2	0.0	0.0	34.6	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	34.2	0.0	0.0	34.6	0.0	0.0	0.0	0.0
DesignQueue:	0	0	0	0	36	0	0	37	0	0	0	0

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

Hayward - SR-238 Bypass Land Use EIR (P07070)
2025 + Project Alternative A
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #8 Mission & Fletcher [3580]

Cycle (sec):	150	Critical Vol./Cap.(X):	1.002
Loss Time (sec):	9	Average Delay (sec/veh):	41.8
Optimal Cycle:	180	Level Of Service:	E

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	0 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	209	2837	62	187	2747	50	20	93	420	108	48	82
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	209	2837	62	187	2747	50	20	93	420	108	48	82
User 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 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:	209	2837	62	187	2747	50	20	93	420	108	48	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	209	2837	62	187	2747	50	20	93	420	108	48	82
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.10	1.10	1.00	1.10	1.10	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	209	3121	68	187	3022	55	20	93	420	108	48	82
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.98	0.93	0.98	0.98	0.90	0.90	0.83	0.59	0.88	0.88
Lanes:	1.00	2.94	0.06	1.00	2.95	0.05	0.18	0.82	1.00	1.00	0.37	0.63
Final Sat.:	1770	5469	120	1770	5488	100	303	1410	1583	1118	619	1057
Capacity Analysis Module:												
Vol/Sat:	0.12	0.57	0.57	0.11	0.55	0.55	0.07	0.07	0.27	0.10	0.08	0.08
Crit Moves:		****		****					****			
Green/Cycle:	0.12	0.57	0.57	0.11	0.56	0.56	0.26	0.26	0.26	0.26	0.26	0.26
Volume/Cap:	0.99	1.00	1.00	1.00	0.99	0.99	0.25	0.25	1.00	0.36	0.29	0.29
Delay/Veh:	95.0	37.1	37.1	102.1	35.6	35.6	33.0	33.0	76.1	34.5	33.5	33.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	95.0	37.1	37.1	102.1	35.6	35.6	33.0	33.0	76.1	34.5	33.5	33.5
DesignQueue:	16	45	45	14	44	44	7	7	27	7	8	8

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

Hayward - SR-238 Bypass Land Use EIR (P07070)
2025 + Project Alternative A
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #9 Mission & Highland [9895]

Cycle (sec):	150	Critical Vol./Cap.(X):	0.924
Loss Time (sec):	12	Average Delay (sec/veh):	19.5
Optimal Cycle:	152	Level Of Service:	C

Street Name:	Mission						Highland					
Approach:	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	16	16	4	16	16	4	4	4	8	8	8
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	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	56	3134	45	187	2954	101	121	20	25	53	5	75
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	56	3134	45	187	2954	101	121	20	25	53	5	75
User 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 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:	56	3134	45	187	2954	101	121	20	25	53	5	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	3134	45	187	2954	101	121	20	25	53	5	75
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.10	1.10	1.00	1.10	1.10	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	56	3447	50	187	3249	111	121	20	25	53	5	75
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.98	0.93	0.98	0.98	0.93	0.89	0.89	0.93	0.83	0.83
Lanes:	1.00	2.96	0.04	1.00	2.90	0.10	1.00	0.44	0.56	1.00	0.06	0.94
Final Sat.:	1770	5509	79	1770	5403	185	1770	753	942	1770	99	1484
Capacity Analysis Module:												
Vol/Sat:	0.03	0.63	0.63	0.11	0.60	0.60	0.07	0.03	0.03	0.03	0.05	0.05
Crit Moves:		****		****			****				****	
Green/Cycle:	0.04	0.68	0.68	0.11	0.75	0.75	0.07	0.04	0.04	0.09	0.05	0.05
Volume/Cap:	0.80	0.92	0.92	0.92	0.80	0.80	0.92	0.62	0.62	0.35	0.92	0.92
Delay/Veh:	84.4	19.2	19.2	80.3	9.6	9.6	92.2	63.6	63.6	49.7	105	104.6
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:	84.4	19.2	19.2	80.3	9.6	9.6	92.2	63.6	63.6	49.7	105	104.6
DesignQueue:	5	37	37	14	27	27	9	4	4	4	6	6

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

Hayward - SR-238 Bypass Land Use EIR (P07070)
2025 + Project Alternative A
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #10 Mission & Carlos Bee [3545]

Cycle (sec):	130	Critical Vol./Cap.(X):	1.092
Loss Time (sec):	12	Average Delay (sec/veh):	58.4
Optimal Cycle:	180	Level Of Service:	E

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 0	1	2 0	3 0	1	2 0	1 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	174	2428	209	511	2296	147	172	585	263	174	252	306
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:	174	2428	209	511	2296	147	172	585	263	174	252	306
User 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 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:	174	2428	209	511	2296	147	172	585	263	174	252	306
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	174	2428	209	511	2296	147	172	585	263	174	252	306
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.10	1.00	1.03	1.10	1.00	1.03	1.00	1.00	1.03	1.05	1.00
FinalVolume:	174	2671	209	526	2526	147	177	585	263	179	265	306
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.83	0.93	0.98	0.83	0.93	0.98	0.83	0.93	0.98	0.83
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	1.00	1.00	2.00	2.00	1.00
Final Sat.:	1770	5588	1583	3539	5588	1583	3539	1863	1583	3539	3725	1583
Capacity Analysis Module:												
Vol/Sat:	0.10	0.48	0.13	0.15	0.45	0.09	0.05	0.31	0.17	0.05	0.07	0.19
Crit Moves:		****		****				****		****		
Green/Cycle:	0.10	0.44	0.44	0.14	0.47	0.47	0.07	0.29	0.29	0.05	0.27	0.27
Volume/Cap:	0.96	1.09	0.30	1.09	0.96	0.20	0.73	1.09	0.58	1.09	0.27	0.73
Delay/Veh:	84.3	72.6	18.1	105.3	32.5	15.2	52.2	96.1	31.4	136.1	28.7	37.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	84.3	72.6	18.1	105.3	32.5	15.2	52.2	96.1	31.4	136.1	28.7	37.4
DesignQueue:	12	41	9	17	36	6	6	33	14	6	7	17

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

Hayward - SR-238 Bypass Land Use EIR (P07070)
2025 + Project Alternative A
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #12 Mission & Berry [Signalized]

Cycle (sec):	130	Critical Vol./Cap.(X):	0.832
Loss Time (sec):	9	Average Delay (sec/veh):	10.3
Optimal Cycle:	82	Level Of Service:	B

Street Name:	Mission						Berry					
Approach:	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	10	10	7	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 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	116	2467	10	75	2172	68	30	0	31	6	0	48
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:	116	2467	10	75	2172	68	30	0	31	6	0	48
User 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 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:	116	2467	10	75	2172	68	30	0	31	6	0	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	116	2467	10	75	2172	68	30	0	31	6	0	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	1.05	1.05	1.00	1.05	1.05	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	116	2590	11	75	2281	71	30	0	31	6	0	48
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.66	1.00	0.66	0.76	1.00	0.76
Lanes:	1.00	1.99	0.01	1.00	1.94	0.06	0.49	0.00	0.51	0.11	0.00	0.89
Final Sat.:	1805	3785	15	1805	3685	115	620	0	641	161	0	1291
Capacity Analysis Module:												
Vol/Sat:	0.06	0.68	0.68	0.04	0.62	0.62	0.05	0.00	0.05	0.04	0.00	0.04
Crit Moves:		****		****					****			
Green/Cycle:	0.08	0.78	0.78	0.08	0.77	0.77	0.08	0.00	0.08	0.08	0.00	0.08
Volume/Cap:	0.80	0.88	0.88	0.54	0.80	0.80	0.63	0.00	0.63	0.48	0.00	0.48
Delay/Veh:	55.5	9.1	9.1	40.5	6.8	6.8	45.8	0.0	45.8	39.7	0.0	39.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.5	9.1	9.1	40.5	6.8	6.8	45.8	0.0	45.8	39.7	0.0	39.7
DesignQueue:	8	26	26	5	23	23	4	0	4	4	0	4

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

Hayward - SR-238 Bypass Land Use EIR (P07070)
2025 + Project Alternative A
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #14 Mission & Harder [3546]

Cycle (sec):	130	Critical Vol./Cap.(X):	1.093
Loss Time (sec):	12	Average Delay (sec/veh):	50.6
Optimal Cycle:	180	Level Of Service:	E

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 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	453	2302	274	107	2031	195	287	255	552	245	177	81
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:	453	2302	274	107	2031	195	287	255	552	245	177	81
User 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 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:	453	2302	274	107	2031	195	287	255	552	245	177	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	453	2302	274	107	2031	195	287	255	552	245	177	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	1.10	1.10	1.00	1.05	1.00	1.03	1.05	1.00	1.03	1.05	1.00
FinalVolume:	453	2532	301	107	2133	195	296	268	552	252	186	81
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.96	0.96	0.93	0.98	0.83	0.93	0.98	0.83	0.93	0.98	0.83
Lanes:	1.00	2.68	0.32	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1770	4894	583	1770	3725	1583	3539	3725	1583	3539	3725	1583
Capacity Analysis Module:												
Vol/Sat:	0.26	0.52	0.52	0.06	0.57	0.12	0.08	0.07	0.35	0.07	0.05	0.05
Crit Moves:	****				****				****	****		
Green/Cycle:	0.23	0.68	0.68	0.08	0.52	0.52	0.09	0.08	0.32	0.07	0.06	0.14
Volume/Cap:	1.09	0.76	0.76	0.76	1.09	0.24	0.92	0.85	1.09	1.09	0.85	0.37
Delay/Veh:	103.8	11.3	11.3	58.8	70.3	12.8	65.6	57.7	96.0	125.6	63.5	39.2
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:	103.8	11.3	11.3	58.8	70.3	12.8	65.6	57.7	96.0	125.6	63.5	39.2
DesignQueue:	27	25	25	7	43	7	10	9	29	9	6	5

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

Hayward - SR-238 Bypass Land Use EIR (P07070)
2025 + Project Alternative A
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #15 Mission & Sorenson [8777]

Cycle (sec):	130	Critical Vol./Cap.(X):	1.111
Loss Time (sec):	9	Average Delay (sec/veh):	44.3
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Mission						Sorenson					
Approach:	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	15	0	0	15	15	4	0	4	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	1 1	0	0 0	1 1	0	1 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	231	2629	0	0	2598	152	238	0	82	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:	231	2629	0	0	2598	152	238	0	82	0	0	0
User 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 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	2629	0	0	2598	152	238	0	82	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	231	2629	0	0	2598	152	238	0	82	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	1.05	1.05	1.00	1.05	1.05	1.05	1.00	1.00	1.00	1.00	1.00
FinalVolume:	231	2760	0	0	2728	160	250	0	82	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	1.00	1.00	0.97	0.97	0.90	1.00	0.90	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.89	0.11	1.60	0.00	0.40	0.00	0.00	0.00
Final Sat.:	1770	3725	0	0	3484	204	2753	0	680	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.13	0.74	0.00	0.00	0.78	0.78	0.09	0.00	0.12	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.12	0.82	0.00	0.00	0.70	0.70	0.11	0.00	0.11	0.00	0.00	0.00
Volume/Cap:	1.11	0.90	0.00	0.00	1.11	1.11	0.84	0.00	1.11	0.00	0.00	0.00
Delay/Veh:	134.0	9.0	0.0	0.0	67.8	67.8	53.1	0.0	124.9	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:	134.0	9.0	0.0	0.0	67.8	67.8	53.1	0.0	124.9	0.0	0.0	0.0
DesignQueue:	15	22	0	0	39	39	10	0	14	0	0	0

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

Hayward - SR-238 Bypass Land Use EIR (P07070)
2025 + Project Alternative A
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #16 Mission & Jefferson/Calhoun [4518]

Cycle (sec):	130	Critical Vol./Cap.(X):	1.001
Loss Time (sec):	9	Average Delay (sec/veh):	19.8
Optimal Cycle:	180	Level Of Service:	C

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	1 1	0	1 0	1 1	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	28	2863	6	191	2344	0	0	0	0	29	0	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	2863	6	191	2344	0	0	0	0	29	0	16
User 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 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:	28	2863	6	191	2344	0	0	0	0	29	0	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	2863	6	191	2344	0	0	0	0	29	0	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.05	1.00	1.05	1.05	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	28	3006	6	191	2461	0	0	0	0	29	0	16
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.98	0.93	0.98	1.00	1.00	1.00	1.00	0.98	1.00	0.83
Lanes:	1.00	1.99	0.01	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1770	3718	8	1770	3725	0	0	0	0	1863	0	1583
Capacity Analysis Module:												
Vol/Sat:	0.02	0.81	0.81	0.11	0.66	0.00	0.00	0.00	0.00	0.02	0.00	0.01
Crit Moves:		****		****						****		
Green/Cycle:	0.04	0.79	0.79	0.11	0.86	0.00	0.00	0.00	0.00	0.03	0.00	0.03
Volume/Cap:	0.40	1.02	1.02	1.02	0.77	0.00	0.00	0.00	0.00	0.51	0.00	0.33
Delay/Veh:	48.1	27.2	27.2	100.4	3.7	0.0	0.0	0.0	0.0	52.8	0.0	48.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.1	27.2	27.2	100.4	3.7	0.0	0.0	0.0	0.0	52.8	0.0	48.3
DesignQueue:	2	28	28	13	15	0	0	0	0	2	0	1

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

Hayward - SR-238 Bypass Land Use EIR (P07070)
2025 + Project Alternative A
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #17 Mission & Hancock [3547]

Cycle (sec):	130	Critical Vol./Cap.(X):	1.066
Loss Time (sec):	9	Average Delay (sec/veh):	30.3
Optimal Cycle:	180	Level Of Service:	D

Street Name:	Mission						Hancock					
Approach:	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	6	6	4	6	6	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	1 1	0	1 0	1 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	30	2815	217	49	2290	13	3	2	7	110	1	38
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	2815	217	49	2290	13	3	2	7	110	1	38
User 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 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:	30	2815	217	49	2290	13	3	2	7	110	1	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	2815	217	49	2290	13	3	2	7	110	1	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.05	1.00	1.05	1.05	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	2956	228	49	2405	14	3	2	7	110	1	38
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.97	0.97	0.93	0.98	0.98	0.77	0.77	0.77	0.78	0.78	0.78
Lanes:	1.00	1.86	0.14	1.00	1.99	0.01	0.25	0.17	0.58	0.74	0.01	0.25
Final Sat.:	1770	3424	264	1770	3704	21	367	244	855	1088	10	376
Capacity Analysis Module:												
Vol/Sat:	0.02	0.86	0.86	0.03	0.65	0.65	0.01	0.01	0.01	0.10	0.10	0.10
Crit Moves:		****		****							****	
Green/Cycle:	0.04	0.81	0.81	0.03	0.80	0.80	0.09	0.09	0.09	0.09	0.09	0.09
Volume/Cap:	0.45	1.07	1.07	0.90	0.81	0.81	0.09	0.09	0.09	1.07	1.07	1.07
Delay/Veh:	42.7	43.0	43.0	99.9	6.2	6.2	34.7	34.7	34.7	123.4	123	123.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.7	43.0	43.0	99.9	6.2	6.2	34.7	34.7	34.7	123.4	123	123.4
DesignQueue:	2	29	29	3	21	21	1	1	1	10	10	10

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

Hayward - SR-238 Bypass Land Use EIR (P07070)
2025 + Project Alternative A
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #18 Mission & Tennyson [3548]

Cycle (sec):	130	Critical Vol./Cap.(X):	0.904
Loss Time (sec):	12	Average Delay (sec/veh):	32.7
Optimal Cycle:	127	Level Of Service:	D

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			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Ovl		
Min. Green:	7	15	15	7	15	15	7	15	15	6	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 0	1	2 0	0 1	1	0 1	0 0	1
Volume Module:												
Base Vol:	424	2361	19	209	1827	430	713	270	379	9	39	96
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:	424	2361	19	209	1827	430	713	270	379	9	39	96
User 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 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:	424	2361	19	209	1827	430	713	270	379	9	39	96
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	424	2361	19	209	1827	430	713	270	379	9	39	96
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.03	1.10	1.10	1.00	1.10	1.00	1.03	1.05	1.05	1.00	1.00	1.00
FinalVolume:	437	2597	21	209	2010	430	734	284	398	9	39	96
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.98	0.93	0.98	0.83	0.93	0.89	0.89	0.97	0.97	0.83
Lanes:	2.00	2.98	0.02	1.00	3.00	1.00	2.00	0.83	1.17	0.19	0.81	1.00
Final Sat.:	3539	5544	45	1770	5588	1583	3539	1410	1980	346	1498	1583
Capacity Analysis Module:												
Vol/Sat:	0.12	0.47	0.47	0.12	0.36	0.27	0.21	0.20	0.20	0.03	0.03	0.06
Crit Moves:		****		****			****				****	
Green/Cycle:	0.16	0.49	0.49	0.12	0.46	0.46	0.22	0.22	0.38	0.07	0.07	0.19
Volume/Cap:	0.78	0.95	0.95	0.95	0.78	0.59	0.95	0.92	0.53	0.38	0.38	0.31
Delay/Veh:	44.8	29.6	29.6	76.2	23.5	20.6	53.0	49.4	24.3	44.8	44.8	34.4
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:	44.8	29.6	29.6	76.2	23.5	20.6	53.0	49.4	24.3	44.8	44.8	34.4
DesignQueue:	14	36	36	14	29	18	22	20	16	3	3	6

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

Hayward - SR-238 Bypass Land Use EIR (P07070)
2025 + Project Alternative A
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #19 Mission & Valle Vista [Signalized]

Cycle (sec):	140	Critical Vol./Cap.(X):	0.810
Loss Time (sec):	9	Average Delay (sec/veh):	6.6
Optimal Cycle:	77	Level Of Service:	B

Street Name:	Mission						Valle Vista					
Approach:	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	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	1 1	0	1 0	1 1	0	0 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	49	2497	0	0	1956	159	22	0	79	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:	49	2497	0	0	1956	159	22	0	79	0	0	0
User 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 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:	49	2497	0	0	1956	159	22	0	79	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	2497	0	0	1956	159	22	0	79	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	1.05	1.05	1.00	1.05	1.05	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	49	2622	0	0	2054	167	22	0	79	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	0.99	0.99	0.78	1.00	0.78	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	1.00	1.85	0.15	0.22	0.00	0.78	0.00	0.00	0.00
Final Sat.:	1805	3800	0	1900	3479	283	324	0	1162	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.69	0.00	0.00	0.59	0.59	0.07	0.00	0.07	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.07	0.85	0.00	0.00	0.79	0.79	0.08	0.00	0.08	0.00	0.00	0.00
Volume/Cap:	0.41	0.81	0.00	0.00	0.75	0.75	0.81	0.00	0.81	0.00	0.00	0.00
Delay/Veh:	41.8	4.4	0.0	0.0	5.9	5.9	61.6	0.0	61.6	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.8	4.4	0.0	0.0	5.9	5.9	61.6	0.0	61.6	0.0	0.0	0.0
DesignQueue:	4	18	0	0	22	22	7	0	7	0	0	0

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

Hayward - SR-238 Bypass Land Use EIR (P07070)
2025 + Project Alternative A
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #20 Mission & Industrial [3693]

Cycle (sec):	130	Critical Vol./Cap.(X):	0.938
Loss Time (sec):	12	Average Delay (sec/veh):	35.7
Optimal Cycle:	154	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	2077	28	279	1545	502	763	253	580	16	87	91
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	2077	28	279	1545	502	763	253	580	16	87	91
User 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 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:	371	2077	28	279	1545	502	763	253	580	16	87	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	371	2077	28	279	1545	502	763	253	580	16	87	91
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.03	1.10	1.10	1.00	1.10	1.10	1.03	1.10	1.10	1.00	1.05	1.00
FinalVolume:	382	2285	31	279	1700	552	786	278	638	16	91	91
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.98	0.93	0.94	0.94	0.93	0.87	0.87	0.93	0.98	0.83
Lanes:	2.00	2.96	0.04	1.00	2.26	0.74	2.00	1.00	2.00	1.00	2.00	1.00
Final Sat.:	3539	5514	74	1770	4049	1316	3539	1658	3316	1770	3725	1583
Capacity Analysis Module:												
Vol/Sat:	0.11	0.41	0.41	0.16	0.42	0.42	0.22	0.17	0.19	0.01	0.02	0.06
Crit Moves:		****		****			****					****
Green/Cycle:	0.12	0.44	0.44	0.17	0.48	0.48	0.24	0.26	0.26	0.04	0.06	0.06
Volume/Cap:	0.87	0.94	0.94	0.94	0.87	0.87	0.94	0.65	0.75	0.22	0.40	0.94
Delay/Veh:	53.8	32.0	32.0	66.7	25.0	25.0	50.0	33.6	35.6	46.1	45.3	97.4
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:	53.8	32.0	32.0	66.7	25.0	25.0	50.0	33.6	35.6	46.1	45.3	97.4
DesignQueue:	12	35	35	17	31	31	23	16	18	1	3	6

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

Hayward - SR-238 Bypass Land Use EIR (P07070)
2025 + Project Alternative A
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #21 Dixon & Tennyson

Cycle (sec):	100	Critical Vol./Cap.(X):	0.968
Loss Time (sec):	12	Average Delay (sec/veh):	29.2
Optimal Cycle:	154	Level Of Service:	D

Street Name:	Dixon Street						Tennyson Road					
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			Prot+Permit			Prot+Permit		
Rights:		Ovl			Ovl			Ovl			Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0 0	1	0 1	0 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	585	145	201	7	63	142	277	1238	455	131	887	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	585	145	201	7	63	142	277	1238	455	131	887	8
User 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 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:	585	145	201	7	63	142	277	1238	455	131	887	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	585	145	201	7	63	142	277	1238	455	131	887	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.00	1.00	1.05	1.00
FinalVolume:	585	145	201	7	63	142	277	1300	455	131	931	8
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.96	0.96	0.85	1.00	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Lanes:	0.80	0.20	1.00	0.10	0.90	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1462	362	1615	190	1710	1615	1805	3800	1615	1805	3800	1615
Capacity Analysis Module:												
Vol/Sat:	0.40	0.40	0.12	0.04	0.04	0.09	0.15	0.34	0.28	0.07	0.25	0.00
Crit Moves:	****				****			****		****		
Green/Cycle:	0.41	0.41	0.49	0.04	0.04	0.20	0.46	0.35	0.77	0.34	0.26	0.26
Volume/Cap:	0.97	0.97	0.25	0.97	0.97	0.43	0.74	0.97	0.37	0.62	0.93	0.02
Delay/Veh:	37.1	37.1	9.7	101.0	101	23.1	19.7	33.5	2.5	21.1	33.8	17.6
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:	37.1	37.1	9.7	101.0	101	23.1	19.7	33.5	2.5	21.1	33.8	17.6
DesignQueue:	26	26	6	4	4	6	9	26	6	5	20	0

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

Hayward - SR-238 Bypass Land Use EIR (P07070)
2025 + Project Alternative A
PM Peak Hour

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

Intersection #22 Dixon & Valle Vista

Cycle (sec):	100	Critical Vol./Cap.(X):	0.935
Loss Time (sec):	0	Average Delay (sec/veh):	28.9
Optimal Cycle:	0	Level Of Service:	D

Street Name:	Dixon Street						Valle Vista Avenue					
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			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	1	0 1	0 0	1	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	7	352	69	47	501	9	14	9	5	154	4	117
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:	7	352	69	47	501	9	14	9	5	154	4	117
User 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 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:	7	352	69	47	501	9	14	9	5	154	4	117
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	352	69	47	501	9	14	9	5	154	4	117
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	7	352	69	47	501	9	14	9	5	154	4	117
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:	0.02	0.98	1.00	0.09	0.91	1.00	0.50	0.32	0.18	0.56	0.01	0.43
Final Sat.:	11	550	630	50	536	657	221	142	79	305	8	232
Capacity Analysis Module:												
Vol/Sat:	0.64	0.64	0.11	0.93	0.93	0.01	0.06	0.06	0.06	0.51	0.51	0.51
Crit Moves:		****			****			****			****	
Delay/Veh:	18.8	18.8	8.9	46.2	46.2	8.1	10.7	10.7	10.7	15.2	15.2	15.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.8	18.8	8.9	46.2	46.2	8.1	10.7	10.7	10.7	15.2	15.2	15.2
LOS by Move:	C	C	A	E	E	A	B	B	B	C	C	C
ApproachDel:		17.2			45.6			10.7			15.2	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		17.2			45.6			10.7			15.2	
LOS by Appr:		C			E			B			C	
AllWayAvgQ:	1.5	1.5	0.1	6.1	6.1	0.0	0.1	0.1	0.1	0.9	0.9	0.9

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

Hayward - SR-238 Bypass Land Use EIR (P07070)
2025 + Project Alternative A
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #23 Dixon & Industrial Parkway West

Cycle (sec):	100	Critical Vol./Cap.(X):	0.747
Loss Time (sec):	9	Average Delay (sec/veh):	16.4
Optimal Cycle:	58	Level Of Service:	C

Street Name:	Dixon Street						Industrial Parkway West					
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	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 1	0	0 1	0 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	80	30	10	103	5	381	373	1564	158	21	740	117
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:	80	30	10	103	5	381	373	1564	158	21	740	117
User 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 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:	80	30	10	103	5	381	373	1564	158	21	740	117
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	30	10	103	5	381	373	1564	158	21	740	117
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.00	1.00	1.05	1.00
FinalVolume:	80	30	10	103	5	381	373	1642	158	21	777	117
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.66	0.96	0.96	0.80	0.80	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Lanes:	1.00	0.75	0.25	0.95	0.05	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1254	1368	456	1450	70	1615	1805	3800	1615	1805	3800	1615
Capacity Analysis Module:												
Vol/Sat:	0.06	0.02	0.02	0.07	0.07	0.24	0.21	0.43	0.10	0.01	0.20	0.07
Crit Moves:						****		****		****		
Green/Cycle:	0.32	0.32	0.32	0.32	0.32	0.32	0.30	0.58	0.58	0.02	0.30	0.30
Volume/Cap:	0.20	0.07	0.07	0.22	0.22	0.75	0.69	0.75	0.17	0.75	0.69	0.25
Delay/Veh:	16.2	15.5	15.5	16.3	16.3	23.9	22.7	11.1	6.4	74.7	21.4	17.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.2	15.5	15.5	16.3	16.3	23.9	22.7	11.1	6.4	74.7	21.4	17.3
DesignQueue:	3	2	2	4	4	15	15	22	4	1	16	5

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

Hayward – SR-238 Bypass Land Use EIR

APPENDIX B: Model Comparison Plots

Detailed City of Hayward Travel Demand Model volume comparison plots for the following scenarios:

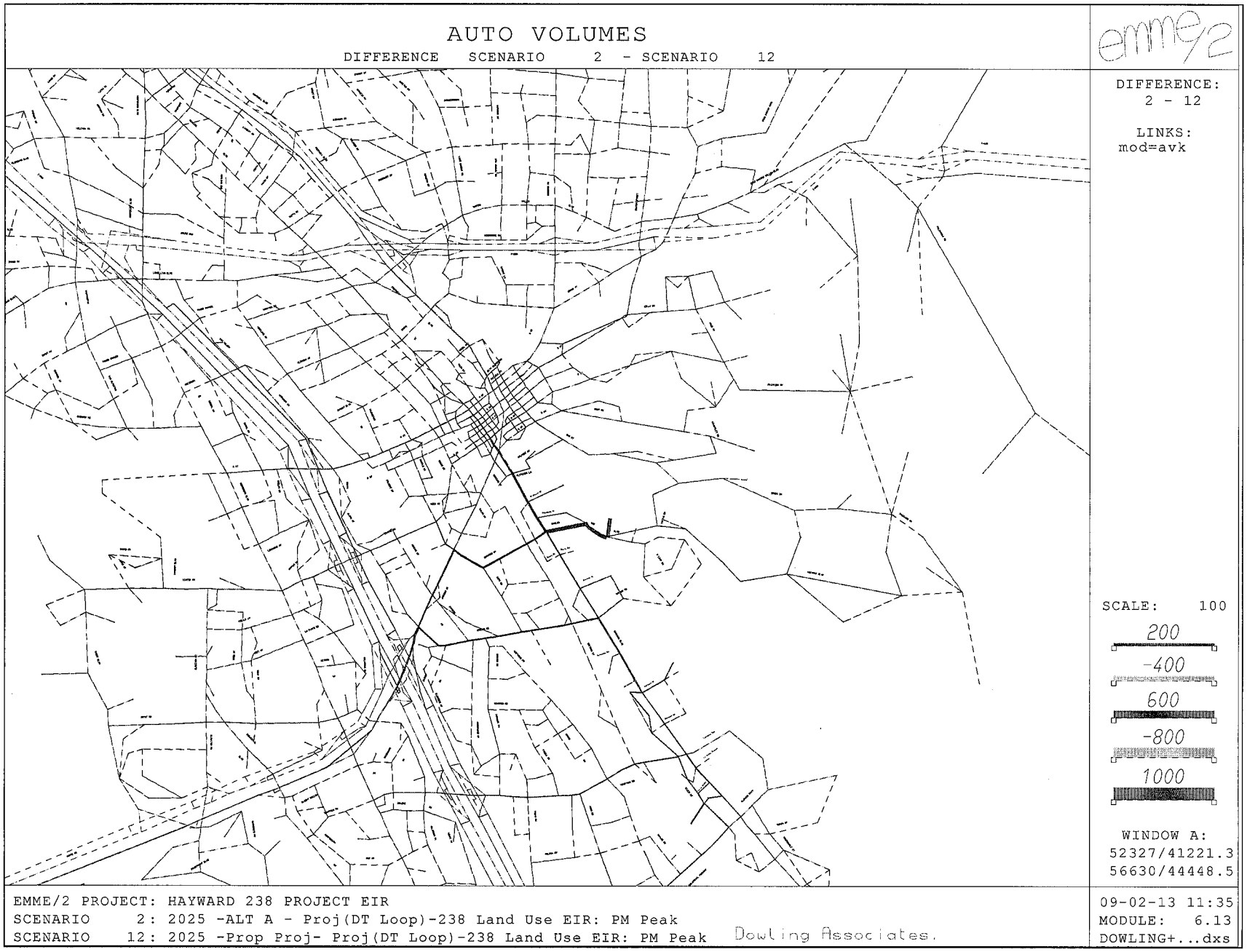
- 2025 + Project Alternative A compared to 2025 No Project -AM Peak-Hour Volumes
- 2025 + Project Alternative A compared to 2025 No Project -PM Peak-Hour Volumes

- 2025 + Project Alternative B compared to 2025 No Project -AM Peak-Hour Volumes
- 2025 + Project Alternative B compared to 2025 No Project -PM Peak-Hour Volumes

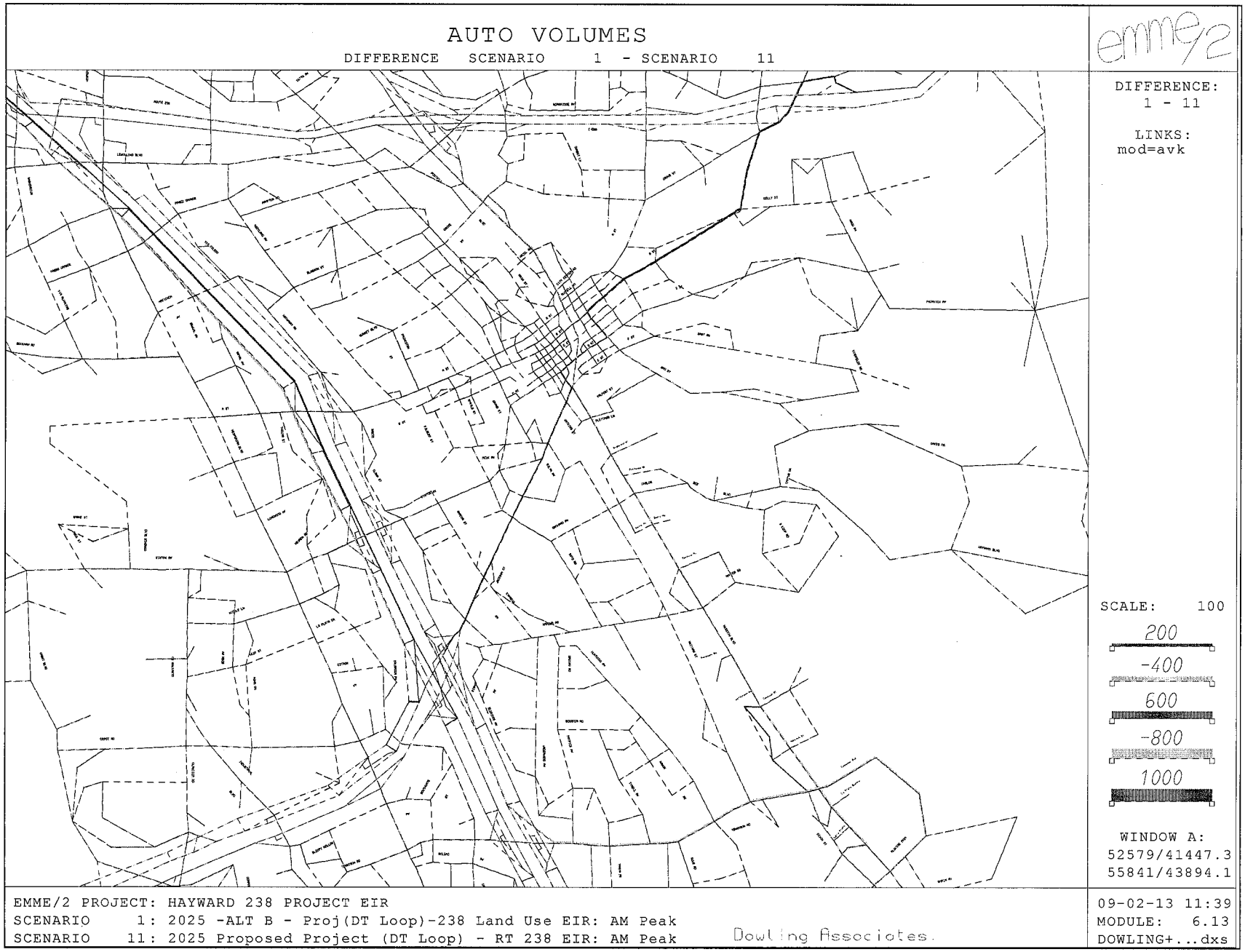
- 2025 + Project Alternative C compared to 2025 No Project -AM Peak-Hour Volumes
- 2025 + Project Alternative C compared to 2025 No Project -PM Peak-Hour Volumes

- **Figure B1: 2025 + Project Alternative A compared to 2025 No Project - AM Peak-Hour Volumes**

- **Figure B2: 2025 + Project Alternative A compared to 2025 No Project - PM Peak-Hour Volumes**

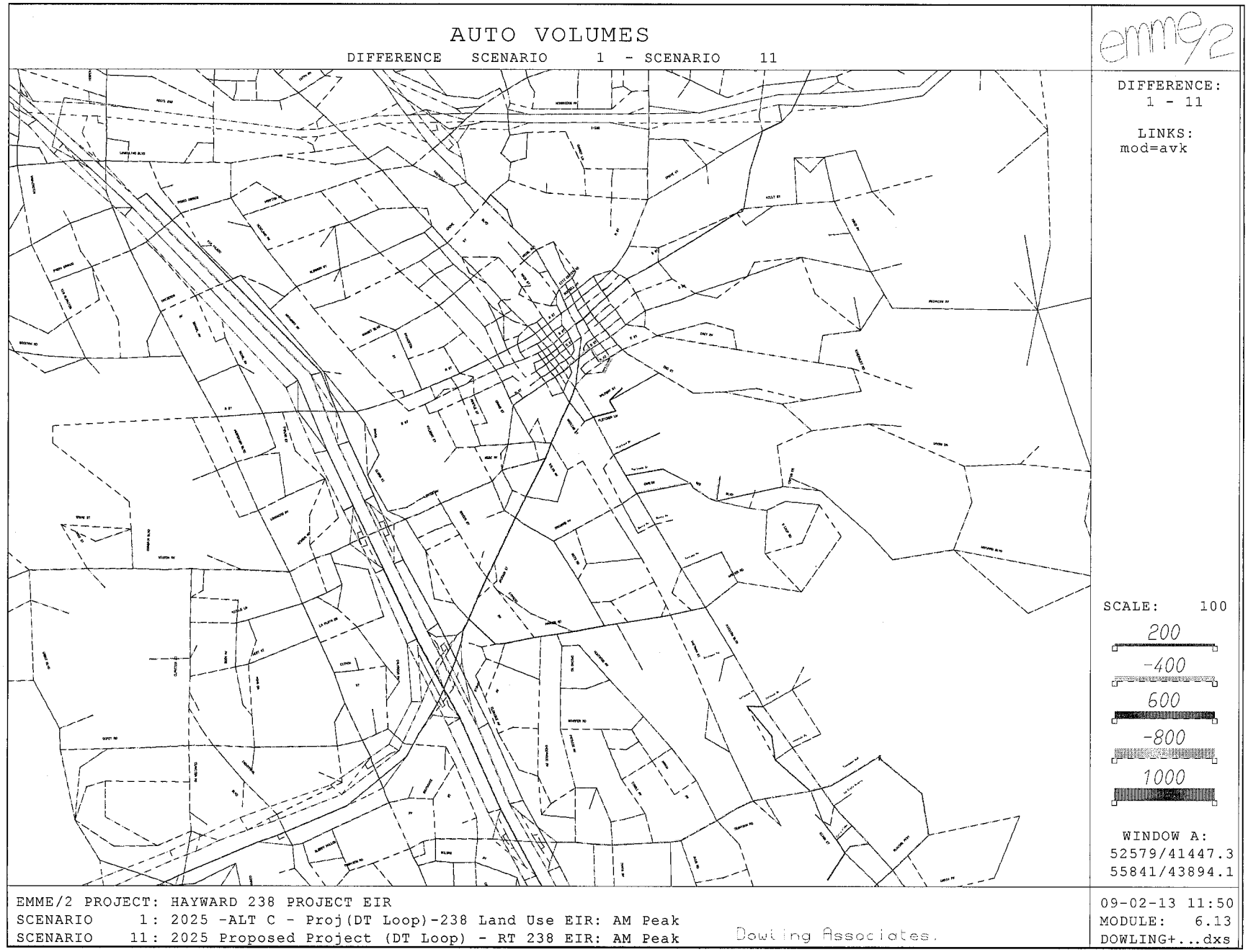


- **Figure B3: 2025 + Project Alternative B compared to 2025 No Project - AM Peak-Hour Volumes**

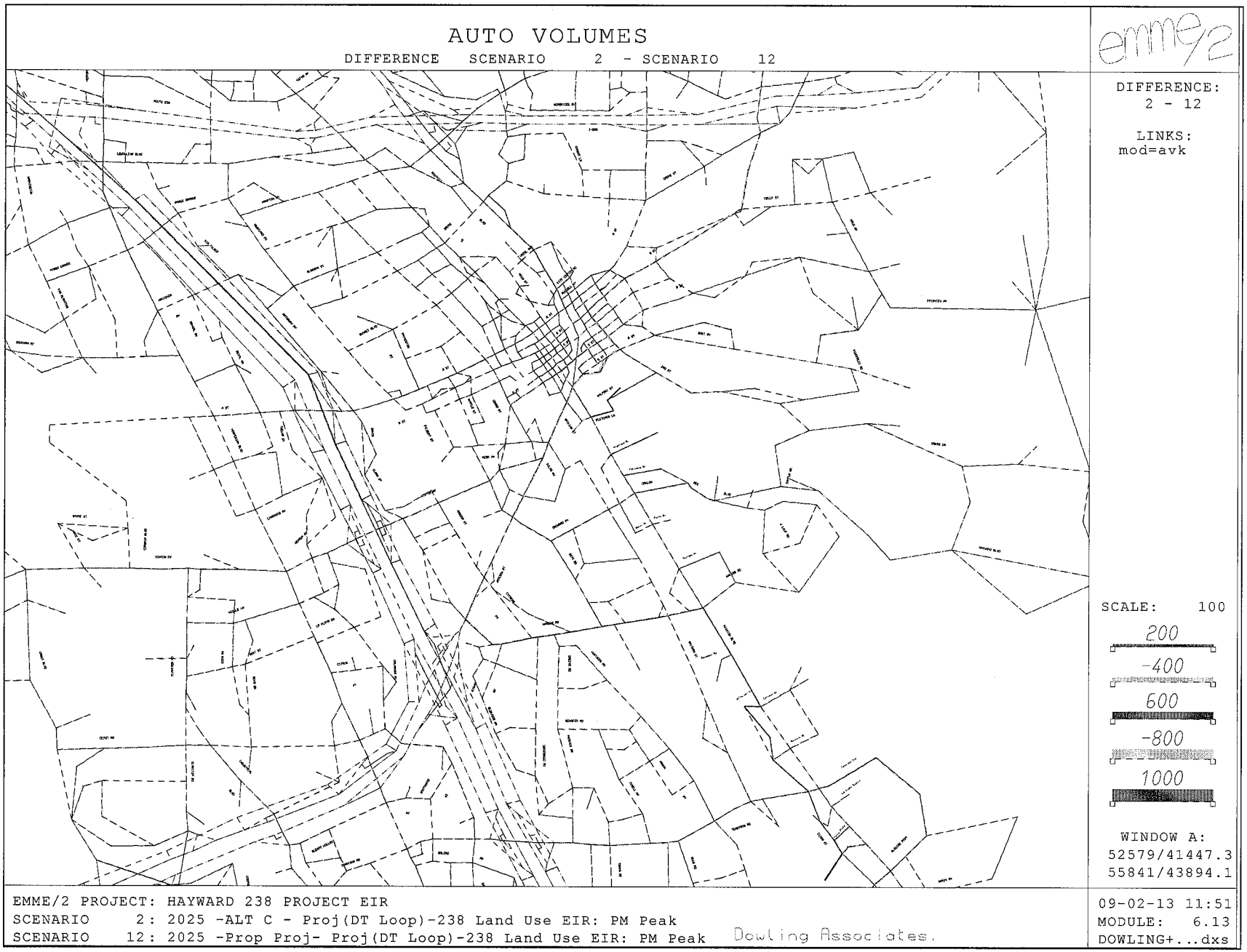


- **Figure B4: 2025 + Project Alternative B compared to 2025 No Project - PM Peak-Hour Volumes**

- **Figure B5: 2025 + Project Alternative C compared to 2025 No Project - AM Peak-Hour Volumes**



- **Figure B6: 2025 + Project Alternative C compared to 2025 No Project - PM Peak-Hour Volumes**



Hayward – SR-238 Bypass Land Use EIR

APPENDIX C:

Congestion Management Program (CMP) Tables

Detailed CMP Link volume tables for:

- Table C1: 2015 + No Project Volumes -AM Peak-Hour
- Table C2: 2015 + No Project Volumes -PM Peak-Hour
- Table C3: 2015 + Project Alt A Volumes -AM Peak-Hour
- Table C4: 2015 + Project Alt A Volumes -PM Peak-Hour

- Table C5: 2035 + No Project Volumes -AM Peak-Hour
- Table C6: 2035 + No Project Volumes -PM Peak-Hour
- Table C7: 2035 + Project Alt A Volumes -AM Peak-Hour
- Table C8: 2035 + Project Alt A Volumes -PM Peak-Hour

- Table C9: HCM 2000 Facility Types, LOS and Capacities

- **Table C1: 2015 + No Project Volumes -AM Peak-Hour**

Link Location	NB/EB Volume	Capacity	V/C	Lanes	LOS	SB/WB Volume	Capacity	V/C	Lanes	LOS	Facility Type
Interstate Highways											
I-880 - south of A Street	7,145	8320	0.86	4	C	7,624	8320	0.92	4	C	Freeway
I-880 - north of Industrial Blvd	7,445	8320	0.89	4	C	5,926	8320	0.71	4	C	Freeway
I-580 - east of Crow Canyon Blvd	5,731	8320	0.69	4	C	10,294	8320	1.24	4	E	Freeway
I-580 - east of Redwood Rd	5,470	10480	0.52	5	B	10,071	8320	1.21	4	E	Freeway
I-580 - west of I-238	6,856	8320	0.82	4	C	5,022	8320	0.60	4	B	Freeway
I-238 - east of Hesperian Blvd	2,148	6150	0.35	3	A	5,477	6150	0.89	3	C	Freeway
Arterials											
Foothill Blvd - north of Grove	2,921	3580	0.82	4	B	2,255	3580	0.63	4	B	Class1
Foothill Blvd - north of A Street	1,818	3958	0.46	5	B	2,014	3958	0.51	5	B	Class1
Foothill Blvd - north of D Street	3,901	4146	0.94	6	C	0	#N/A	#N/A	0	#N/A	Class1
Mission Blvd - north of A Street	658	1800	0.37	2	C	397	1800	0.22	2	C	Class2
Mission Blvd - north of D Street	0	#N/A	#N/A	0	#N/A	4,100	3958	1.04	5	F	Class1
Mission Blvd - north of Carlos Bee St	2,437	3500	0.70	4	C	1,718	3500	0.49	4	C	Class2
Mission Blvd - north of Industrial Blvd	2,666	2710	0.98	3	E	1,972	2710	0.73	3	C	Class2
Harder Rd - east of Mission Blvd	587	1800	0.33	2	C	864	1800	0.48	2	C	Class2
Tennyson - west of Mission Blvd	423	1800	0.24	2	C	525	1800	0.29	2	C	Class2
Industrial Parkway - west of Mission Bl	685	1800	0.38	2	C	834	1800	0.46	2	C	Class2
Jackson - west of Watkins Street	2,328	2825	0.82	3	B	2,805	2825	0.99	3	E	Class1
A Street - east of Foothill Blvd	1,551	1800	0.86	2	D	1,013	1800	0.56	2	C	Class2
B Street - east of Foothill Blvd	514	850	0.60	1	C	1,795	1800	1.00	2	E	Class2
D Street - east of Foothill Blvd	20	1800	0.01	2	C	538	1800	0.30	2	C	Class2
	55,304					***65,244***					

* Freeway segment includes only mixed-flow lane travel

Source: Dowling Associates, Inc., 2009

- **Table C2: 2015 + No Project Volumes -PM Peak-Hour**

Link Location	NB/EB Volume	Capacity	V/C	Lanes	LOS	SB/WB Volume	Capacity	V/C	Lanes	LOS	Facility Type
Interstate Highways											
I-880 - south of A Street	7,100	8320	0.85	4	C	7,881	8320	0.95	4	D	Freeway
I-880 - north of Industrial Blvd	6,639	8320	0.80	4	C	6,742	8320	0.81	4	C	Freeway
I-580 - east of Crow Canyon Blvd	9,477	8320	1.14	4	E	5,824	8320	0.70	4	C	Freeway
I-580 - east of Redwood Rd	9,407	10480	0.90	5	D	5,450	8320	0.66	4	B	Freeway
I-580 - west of I-238	5,383	8320	0.65	4	B	7,439	8320	0.89	4	C	Freeway
I-238 - east of Hesperian Blvd	4,929	6150	0.80	3	C	3,126	6150	0.51	3	B	Freeway
Arterials											
Foothill Blvd - north of Grove	3,624	3580	1.01	4	F	3,014	3580	0.84	4	B	Class1
Foothill Blvd - north of A Street	2,684	3958	0.68	5	B	2,001	3958	0.51	5	B	Class1
Foothill Blvd - north of D Street	4,641	4146	1.12	6	F	0	#N/A	#N/A	0	#N/A	Class1
Mission Blvd - north of A Street	1,212	1800	0.67	2	C	1,547	1800	0.86	2	D	Class2
Mission Blvd - north of D Street	0	#N/A	#N/A	0	#N/A	4,237	3958	1.07	5	F	Class1
Mission Blvd - north of Carlos Bee St	2,684	3500	0.77	4	C	3,296	3500	0.94	4	D	Class2
Mission Blvd - north of Industrial Blvd	2,227	2710	0.82	3	D	2,870	2710	1.06	3	F	Class2
Harder Rd - east of Mission Blvd	1,516	1800	0.84	2	D	1,544	1800	0.86	2	D	Class2
Tennyson - west of Mission Blvd	637	1800	0.35	2	C	534	1800	0.30	2	C	Class2
Industrial Parkway - west of Mission Bl	856	1800	0.48	2	C	723	1800	0.40	2	C	Class2
Jackson - west of Watkins Street	2,847	2825	1.01	3	F	1,764	2825	0.62	3	B	Class1
A Street - east of Foothill Blvd	1,683	1800	0.94	2	D	647	1800	0.36	2	C	Class2
B Street - east of Foothill Blvd	836	850	0.98	1	E	1,778	1800	0.99	2	E	Class2
D Street - east of Foothill Blvd	337	1800	0.19	2	C	162	1800	0.09	2	C	Class2
	68,719					***60,579***					

* Freeway segment includes only mixed-flow lane travel

Source: Dowling Associates, Inc., 2009

- **Table C3: 2015 + Project Alt A Volumes -AM Peak-Hour**

Link Location	NB/EB Volume	Capacity	V/C	Lanes	LOS	SB/WB Volume	Capacity	V/C	Lanes	LOS	Facility Type
Interstate Highways											
I-880 - south of A Street	7,155	8320	0.86	4	C	7,623	8320	0.92	4	C	Freeway
I-880 - north of Industrial Blvd	7,446	8320	0.89	4	C	5,927	8320	0.71	4	C	Freeway
I-580 - east of Crow Canyon Blvd	5,738	8320	0.69	4	C	10,292	8320	1.24	4	E	Freeway
I-580 - east of Redwood Rd	5,479	10480	0.52	5	B	10,068	8320	1.21	4	E	Freeway
I-580 - west of I-238	6,872	8320	0.83	4	C	5,023	8320	0.60	4	B	Freeway
I-238 - east of Hesperian Blvd	2,148	6150	0.35	3	A	5,476	6150	0.89	3	C	Freeway
Arterials											
Foothill Blvd - north of Grove	2,943	3580	0.82	4	B	2,261	3580	0.63	4	B	Class1
Foothill Blvd - north of A Street	1,869	3958	0.47	5	B	2,018	3958	0.51	5	B	Class1
Foothill Blvd - north of D Street	3,984	4146	0.96	6	C	0	#N/A	#N/A	0	#N/A	Class1
Mission Blvd - north of A Street	676	1800	0.38	2	C	403	1800	0.22	2	C	Class2
Mission Blvd - north of D Street	0	#N/A	#N/A	0	#N/A	4,114	3958	1.04	5	F	Class1
Mission Blvd - north of Carlos Bee St	2,573	3500	0.74	4	C	1,744	3500	0.50	4	C	Class2
Mission Blvd - north of Industrial Blvd	2,676	2710	0.99	3	E	1,993	2710	0.74	3	C	Class2
Harder Rd - east of Mission Blvd	590	1800	0.33	2	C	869	1800	0.48	2	C	Class2
Tennyson - west of Mission Blvd	420	1800	0.23	2	C	527	1800	0.29	2	C	Class2
Industrial Parkway - west of Mission Bl	698	1800	0.39	2	C	847	1800	0.47	2	C	Class2
Jackson - west of Watkins Street	2,325	2825	0.82	3	B	2,801	2825	0.99	3	E	Class1
A Street - east of Foothill Blvd	1,569	1800	0.87	2	D	1,010	1800	0.56	2	C	Class2
B Street - east of Foothill Blvd	526	850	0.62	1	C	1,794	1800	1.00	2	E	Class2
D Street - east of Foothill Blvd	20	1800	0.01	2	C	543	1800	0.30	2	C	Class2
	55,707					***65,333***					

* Freeway segment includes only mixed-flow lane travel

Source: Dowling Associates, Inc., 2009

- **Table C4: 2015 + Project Alt A Volumes -PM Peak-Hour**

Link Location	NB/EB Volume	Capacity	V/C	Lanes	LOS	SB/WB Volume	Capacity	V/C	Lanes	LOS	Facility Type
Interstate Highways											
I-880 - south of A Street	7,101	8320	0.85	4	C	7,886	8320	0.95	4	D	Freeway
I-880 - north of Industrial Blvd	6,641	8320	0.80	4	C	6,744	8320	0.81	4	C	Freeway
I-580 - east of Crow Canyon Blvd	9,476	8320	1.14	4	E	5,829	8320	0.70	4	C	Freeway
I-580 - east of Redwood Rd	9,405	10480	0.90	5	D	5,455	8320	0.66	4	B	Freeway
I-580 - west of I-238	5,384	8320	0.65	4	B	7,449	8320	0.90	4	C	Freeway
I-238 - east of Hesperian Blvd	4,932	6150	0.80	3	C	3,126	6150	0.51	3	B	Freeway
Arterials											
Foothill Blvd - north of Grove	3,631	3580	1.01	4	F	3,030	3580	0.85	4	C	Class1
Foothill Blvd - north of A Street	2,696	3958	0.68	5	B	2,038	3958	0.51	5	B	Class1
Foothill Blvd - north of D Street	4,653	4146	1.12	6	F	0	#N/A	#N/A	0	#N/A	Class1
Mission Blvd - north of A Street	1,221	1800	0.68	2	C	1,587	1800	0.88	2	D	Class2
Mission Blvd - north of D Street	0	#N/A	#N/A	0	#N/A	4,327	3958	1.09	5	F	Class1
Mission Blvd - north of Carlos Bee St	2,724	3500	0.78	4	C	3,417	3500	0.98	4	E	Class2
Mission Blvd - north of Industrial Blvd	2,245	2710	0.83	3	D	2,879	2710	1.06	3	F	Class2
Harder Rd - east of Mission Blvd	1,547	1800	0.86	2	D	1,554	1800	0.86	2	D	Class2
Tennyson - west of Mission Blvd	639	1800	0.36	2	C	538	1800	0.30	2	C	Class2
Industrial Parkway - west of Mission Bl	866	1800	0.48	2	C	737	1800	0.41	2	C	Class2
Jackson - west of Watkins Street	2,845	2825	1.01	3	F	1,761	2825	0.62	3	B	Class1
A Street - east of Foothill Blvd	1,681	1800	0.93	2	D	647	1800	0.36	2	C	Class2
B Street - east of Foothill Blvd	836	850	0.98	1	E	1,797	1800	1.00	2	E	Class2
D Street - east of Foothill Blvd	339	1800	0.19	2	C	164	1800	0.09	2	C	Class2
	68,862					***60,965***					

* Freeway segment includes only mixed-flow lane travel

Source: Dowling Associates, Inc., 2009

- **Table C5: 2035 + No Project Volumes -AM Peak-Hour**

Link Location	NB/EB Volume	Capacity	V/C	Lanes	LOS	SB/WB Volume	Capacity	V/C	Lanes	LOS	Facility Type
Interstate Highways											
I-880 - south of A Street	7,444	8320	0.89	4	C	10,834	8320	1.30	4	F	Freeway
I-880 - north of Industrial Blvd	7,772	8320	0.93	4	D	8,824	8320	1.06	4	D	Freeway
I-580 - east of Crow Canyon Blvd	7,558	8320	0.91	4	C	12,110	8320	1.46	4	F	Freeway
I-580 - east of Redwood Rd	7,020	10480	0.67	5	C	11,653	8320	1.40	4	F	Freeway
I-580 - west of I-238	7,967	8320	0.96	4	D	7,185	8320	0.86	4	C	Freeway
I-238 - east of Hesperian Blvd	2,282	6150	0.37	3	A	6,475	6150	1.05	3	D	Freeway
Arterials											
Foothill Blvd - north of Grove	3,588	3580	1.00	4	F	3,677	3580	1.03	4	F	Class1
Foothill Blvd - north of A Street	2,884	3958	0.73	5	B	3,142	3958	0.79	5	B	Class1
Foothill Blvd - north of D Street	4,761	4146	1.15	6	F	0	#N/A	#N/A	0	#N/A	Class1
Mission Blvd - north of A Street	1,358	1800	0.75	2	C	1,600	1800	0.89	2	D	Class2
Mission Blvd - north of D Street	0	#N/A	#N/A	0	#N/A	4,774	3958	1.21	5	F	Class1
Mission Blvd - north of Carlos Bee St	3,605	3500	1.03	4	F	3,726	3500	1.06	4	F	Class2
Mission Blvd - north of Industrial Blvd	2,817	2710	1.04	3	F	2,864	2710	1.06	3	F	Class2
Harder Rd - east of Mission Blvd	744	1800	0.41	2	C	1,136	1800	0.63	2	C	Class2
Tennyson - west of Mission Blvd	806	1800	0.45	2	C	1,006	1800	0.56	2	C	Class2
Industrial Parkway - west of Mission Bl	472	1800	0.26	2	C	941	1800	0.52	2	C	Class2
Jackson - west of Watkins Street	2,110	2825	0.75	3	B	2,886	2825	1.02	3	F	Class1
A Street - east of Foothill Blvd	1,394	1800	0.77	2	D	1,087	1800	0.60	2	C	Class2
B Street - east of Foothill Blvd	437	850	0.51	1	C	1,905	1800	1.06	2	F	Class2
D Street - east of Foothill Blvd	45	1800	0.03	2	C	787	1800	0.44	2	C	Class2
	65,064					***86,612***					

* Freeway segment includes only mixed-flow lane travel

Source: Dowling Associates, Inc., 2009

- **Table C6: 2035 + No Project Volumes -PM Peak-Hour**

Link Location	NB/EB Volume	Capacity	V/C	Lanes	LOS	SB/WB Volume	Capacity	V/C	Lanes	LOS	Facility Type
Interstate Highways											
I-880 - south of A Street	10,607	8320	1.27	4	F	8,750	8320	1.05	4	D	Freeway
I-880 - north of Industrial Blvd	9,735	8320	1.17	4	E	7,361	8320	0.88	4	C	Freeway
I-580 - east of Crow Canyon Blvd	11,065	8320	1.33	4	F	7,115	8320	0.86	4	C	Freeway
I-580 - east of Redwood Rd	10,559	10480	1.01	5	D	7,037	8320	0.85	4	C	Freeway
I-580 - west of I-238	7,075	8320	0.85	4	C	9,071	8320	1.09	4	D	Freeway
I-238 - east of Hesperian Blvd	6,679	6150	1.09	3	D	3,942	6150	0.64	3	B	Freeway
Arterials											
Foothill Blvd - north of Grove	3,746	3580	1.05	4	F	3,297	3580	0.92	4	C	Class1
Foothill Blvd - north of A Street	3,200	3958	0.81	5	B	2,791	3958	0.71	5	B	Class1
Foothill Blvd - north of D Street	4,742	4146	1.14	6	F	0	#N/A	#N/A	0	#N/A	Class1
Mission Blvd - north of A Street	1,890	1800	1.05	2	F	1,907	1800	1.06	2	F	Class2
Mission Blvd - north of D Street	0	#N/A	#N/A	0	#N/A	4,407	3958	1.11	5	F	Class1
Mission Blvd - north of Carlos Bee St	3,811	3500	1.09	4	F	3,815	3500	1.09	4	F	Class2
Mission Blvd - north of Industrial Blvd	2,835	2710	1.05	3	F	2,953	2710	1.09	3	F	Class2
Harder Rd - east of Mission Blvd	1,723	1800	0.96	2	E	1,658	1800	0.92	2	D	Class2
Tennyson - west of Mission Blvd	1,458	1800	0.81	2	D	1,093	1800	0.61	2	C	Class2
Industrial Parkway - west of Mission Bl	952	1800	0.53	2	C	543	1800	0.30	2	C	Class2
Jackson - west of Watkins Street	3,043	2825	1.08	3	F	1,668	2825	0.59	3	B	Class1
A Street - east of Foothill Blvd	1,587	1800	0.88	2	D	976	1800	0.54	2	C	Class2
B Street - east of Foothill Blvd	827	850	0.97	1	E	1,646	1800	0.91	2	D	Class2
D Street - east of Foothill Blvd	487	1800	0.27	2	C	560	1800	0.31	2	C	Class2
	86,021					***70,590***					

* Freeway segment includes only mixed-flow lane travel

Source: Dowling Associates, Inc., 2009

- **Table C7: 2035 + Project Alt A Volumes -AM Peak-Hour**

Link Location	NB/EB Volume	Capacity	V/C	Lanes	LOS	SB/WB Volume	Capacity	V/C	Lanes	LOS	Facility Type
Interstate Highways											
I-880 - south of A Street	7,449	8320	0.90	4	C	10,831	8320	1.30	4	F	Freeway
I-880 - north of Industrial Blvd	7,776	8320	0.93	4	D	8,833	8320	1.06	4	D	Freeway
I-580 - east of Crow Canyon Blvd	7,566	8320	0.91	4	C	12,112	8320	1.46	4	F	Freeway
I-580 - east of Redwood Rd	7,035	10480	0.67	5	C	11,654	8320	1.40	4	F	Freeway
I-580 - west of I-238	7,985	8320	0.96	4	D	7,189	8320	0.86	4	C	Freeway
I-238 - east of Hesperian Blvd	2,283	6150	0.37	3	A	6,476	6150	1.05	3	D	Freeway
Arterials											
Foothill Blvd - north of Grove	3,625	3580	1.01	4	F	3,683	3580	1.03	4	F	Class1
Foothill Blvd - north of A Street	2,936	3958	0.74	5	B	3,140	3958	0.79	5	B	Class1
Foothill Blvd - north of D Street	4,839	4146	1.17	6	F	0	#N/A	#N/A	0	#N/A	Class1
Mission Blvd - north of A Street	1,379	1800	0.77	2	D	1,604	1800	0.89	2	D	Class2
Mission Blvd - north of D Street	0	#N/A	#N/A	0	#N/A	4,777	3958	1.21	5	F	Class1
Mission Blvd - north of Carlos Bee St	3,744	3500	1.07	4	F	3,748	3500	1.07	4	F	Class2
Mission Blvd - north of Industrial Blvd	2,829	2710	1.04	3	F	2,882	2710	1.06	3	F	Class2
Harder Rd - east of Mission Blvd	751	1800	0.42	2	C	1,133	1800	0.63	2	C	Class2
Tennyson - west of Mission Blvd	800	1800	0.44	2	C	1,010	1800	0.56	2	C	Class2
Industrial Parkway - west of Mission Bl	480	1800	0.27	2	C	948	1800	0.53	2	C	Class2
Jackson - west of Watkins Street	2,110	2825	0.75	3	B	2,886	2825	1.02	3	F	Class1
A Street - east of Foothill Blvd	1,410	1800	0.78	2	D	1,084	1800	0.60	2	C	Class2
B Street - east of Foothill Blvd	445	850	0.52	1	C	1,901	1800	1.06	2	F	Class2
D Street - east of Foothill Blvd	45	1800	0.03	2	C	791	1800	0.44	2	C	Class2
	65,487					***86,682***					

* Freeway segment includes only mixed-flow lane travel

Source: Dowling Associates, Inc., 2009

- **Table C8: 2035 + Project Alt A Volumes -PM Peak-Hour**

Link Location	NB/EB Volume	Capacity	V/C	Lanes	LOS	SB/WB Volume	Capacity	V/C	Lanes	LOS	Facility Type
Interstate Highways											
I-880 - south of A Street	10,606	8320	1.27	4	F	8,754	8320	1.05	4	D	Freeway
I-880 - north of Industrial Blvd	9,747	8320	1.17	4	E	7,367	8320	0.89	4	C	Freeway
I-580 - east of Crow Canyon Blvd	11,066	8320	1.33	4	F	7,117	8320	0.86	4	C	Freeway
I-580 - east of Redwood Rd	10,560	10480	1.01	5	D	7,039	8320	0.85	4	C	Freeway
I-580 - west of I-238	7,079	8320	0.85	4	C	9,089	8320	1.09	4	D	Freeway
I-238 - east of Hesperian Blvd	6,676	6150	1.09	3	D	3,943	6150	0.64	3	B	Freeway
Arterials											
Foothill Blvd - north of Grove	3,754	3580	1.05	4	F	3,333	3580	0.93	4	C	Class1
Foothill Blvd - north of A Street	3,205	3958	0.81	5	B	2,836	3958	0.72	5	B	Class1
Foothill Blvd - north of D Street	4,748	4146	1.15	6	F	0	#N/A	#N/A	0	#N/A	Class1
Mission Blvd - north of A Street	1,894	1800	1.05	2	F	1,934	1800	1.07	2	F	Class2
Mission Blvd - north of D Street	0	#N/A	#N/A	0	#N/A	4,488	3958	1.13	5	F	Class1
Mission Blvd - north of Carlos Bee St	3,840	3500	1.10	4	F	3,932	3500	1.12	4	F	Class2
Mission Blvd - north of Industrial Blvd	2,860	2710	1.06	3	F	2,965	2710	1.09	3	F	Class2
Harder Rd - east of Mission Blvd	1,751	1800	0.97	2	E	1,670	1800	0.93	2	D	Class2
Tennyson - west of Mission Blvd	1,467	1800	0.82	2	D	1,091	1800	0.61	2	C	Class2
Industrial Parkway - west of Mission Bl	959	1800	0.53	2	C	551	1800	0.31	2	C	Class2
Jackson - west of Watkins Street	3,037	2825	1.08	3	F	1,671	2825	0.59	3	B	Class1
A Street - east of Foothill Blvd	1,583	1800	0.88	2	D	978	1800	0.54	2	C	Class2
B Street - east of Foothill Blvd	828	850	0.97	1	E	1,665	1800	0.93	2	D	Class2
D Street - east of Foothill Blvd	489	1800	0.27	2	C	565	1800	0.31	2	C	Class2
	86,149					***70,988***					

* Freeway segment includes only mixed-flow lane travel

Source: Dowling Associates, Inc., 2009

- ## Table C9: HCM 2000 Facility Types, LOS and Capacities

Freeway Capacities at Service Levels From HCM 2000 and Arterial Capacities from Florida DOT 2002
dxs - updated to HCM 2000 using Florida Method 2002 capacity tables - 2/11/2009

PEAK HOUR PEAK ONE-DIRECTION VOLUME

Freeway

	Level of Service				
Lanes/ LOS	A	B	C	D	E
2	1,270	2,110	2,940	3,580	3,980
3	1,970	3,260	4,550	5,530	6,150
4	2,660	4,410	6,150	7,480	8,320
5	3,360	5,560	7,760	9,440	10,480
6	4,050	6,710	9,360	11,390	12,650
A	B	C	D	E	F

Mixed-flow lane volume only (no HOV)

Uninterrupted Flow Highways - Expressways

Expressway	Level of Service				
Lanes/ LOS	A	B	C	D	E
1	100	340	670	950	1,300
2	1,060	1,720	2,500	3,230	3,670
3	1,600	2,590	3,740	4,840	5,500
A	B	C	D	E	F

"State" Two-Way Arterials from Florida Tables

Class1	Level of Service				
Lanes/ LOS	A	B	C	D	E
1		220	720	860	890
2	250	1530	1810	1860	1885
3	380	2330	2720	2790	2825
4	490	3030	3460	3540	3580
5	545	3380	3830	3915	3958
6	573	3555	4015	4103	4146
B	B	C	D	E	F

Class2	Level of Service				
Lanes/ LOS	A	B	C	D	E
1		100	590	810	850
2		220	1360	1710	1800
3		340	2110	2570	2710
4		440	2790	3330	3500
C	C	C	D	E	F

Class3	Level of Service				
Lanes/ LOS	A	B	C	D	E
1			280	660	810
2			650	1510	1720
3			1020	2330	2580
4			1350	3070	3330
D	D	D	D	E	F

Class4	Level of Service				
Lanes/ LOS	A	B	C	D	E
1			270	720	780
2			650	1580	1660
3			1000	2390	2490
4			1350	3130	3250
D	D	D	D	E	F

Intersection	Peak Hour	Existing No Project Average LOS	Existing No Project Average Delay	Existing No Project Worst LOS	Existing No Project Worst Delay	2025 No Project Average LOS	2025 No Project Average Delay	2025 Project Alt A Average LOS	2025 Project Alt A Average Delay
1 Foothill Blvd & Mattox Rd	AM	D	36			***F***	***75***	***F***	***75***
	PM	E	44			***F***	***99***	***F***	***100***
2 Foothill Blvd & Grove Wy	AM	C	19			E	50	E	50
	PM	D	31			***F***	***77***	***F***	***77***
3 Foothill Blvd & A St	AM	D	26			C	21	C	21
	PM	E	52			B	14	B	14
4 Foothill Blvd & B St	AM	C	16			E	44	E	53
	PM	B	14			C	19	C	19
5 2nd St & B St	AM	C	24			D	28	D	28
	PM	D	26			E	50	E	50
6 Foothill Blvd & D St	AM	D	36			***F***	***93***	***F***	***103***
	PM	D	37			***F***	***138***	***F***	***135***
7 Mission Blvd & Jackson St-Foothill Blvd	AM	E	46			C	16	C	16
	PM	***F***	***80***			D	31	D	34
8 Mission Blvd & Fletcher Ln	AM	B	12			D	36	D	39
	PM	C	17			D	39	E	42
9 Mission Blvd & Highland Blvd	AM	B	13			C	17	C	17
	PM	C	18			C	19	C	20
10 Mission Blvd & Carlos Bee Blvd	AM	***F***	***62***			D	35	D	40
	PM	E	57			E	48	E	58
12 Mission Blvd & Berry Ave [1]	AM	C	21	***F***	***1112***	B	11	B	12
	PM	B	14	***F***	***733***	B	10	B	10
14 Mission Blvd at Harder Rd	AM	D	29			D	38	E	44
	PM	D	32			E	46	E	51
15 Mission Blvd at Sorenson Rd	AM	B	6			B	12	B	14
	PM	C	15			D	38	E	44
16 Mission Blvd at Jefferson St-Calhoun St	AM	D	25			C	20	C	23
	PM	B	13			C	18	C	20
17 Mission Blvd at Hancock St	AM	A	4			C	16	C	18
	PM	B	6			D	28	D	30
18 Mission Blvd at Tennyson Rd	AM	C	20			D	32	D	32
	PM	C	21			D	32	D	33
19 Mission Blvd at Valle Vista Ave [1]	AM	A	1	D	29	B	7	B	8
	PM	A	1	C	20	B	6	B	7
20 Mission Blvd at Industrial Parkway	AM	C	25			D	40	E	42
	PM	D	27			D	36	D	36
21 Dixon St at Tennyson Rd	AM	C	15			D	36	D	39
	PM	C	15			D	28	D	29
22 Dixon St at Valle Vista Ave [2]	AM	B	11	B	11	C	17	C	19
	PM	B	11	B	12	C	22	D	29
23 Dixon St at Industrial Parkway	AM	B	12			C	25	D	27
	PM	B	11			C	16	C	16

Table 1
BART

Line	Days	Times	
Fremont-Richmond	Weekday	First	4:15 AM
		Last	12:15 AM
		Frequency	15 min
	Saturday	First	6:00 AM
		Last	12:15 AM
		Frequency	15 min
	Sunday & Holidays	First	8:00 AM
		Last	12:15 PM
		Frequency	15 min
Fremont-Daly City	Weekday	First	5:15 AM
		Last	6:00 PM
		Frequency	15 min
	Saturday	First	9:00 AM
		Last	6:00 PM
		Frequency	20 min
	Sunday & Holidays	No Service	

Tables 3 & 3
AC Transit Buses near Project Area

Route	Cities Served	Timepoints	Days	Times	
77	Hayward	Tampa Ave & Tennyson Rd; Ruus Ln. & Georgian Manor; South Hayward BART; Gading Rd & Harder Rd; Hayward BART	Weekday	First	6:00 AM
				Last	6:00 PM
				Frequency	30 min
			Weekend	First	8:45 AM
				Last	6:45 PM
				Frequency	60 min
80	San Leandro Castro Valley Hayward	San Leandro BART; Estudillo Ave & E 14th St; Estudillo Ave & MacArthur Bl; Fairmont Hospital; Castro Valley BART; B St & Center St; Hayward BART	Weekday	First	6:30 AM
				Last	7:00 PM
				Frequency	30 min
			Weekend	First	8:00 AM
				Last	7:00 PM
				Frequency	60 min
83	Hayward Cherryland	South Hayward BART; Tennyson Rd & Hesperian Bl; Eden Landing Rd & Investment Bl; Clawiter Rd & Industrial Bl; Winton Ave & Hesperian Bl; Hesperian Bl & W. A St; Hayward BART	Weekday	First	5:00 AM
				Last	10:00 PM
				Frequency	30-60 min
			Weekend	No service	
84	San Leandro Castro Valley Hayward	San Leandro BART; Marina Bl & Merced St; Farnsworth St & Lewelling Bl; Fargo Ave & Washington Ave; Washington Ave. & Floresta Bl; Bay Fair BART; 164th Ave & E 14th St; Castro Valley BART; Foothill Bl & Grove Wy; Hayward BART; San Clara St & Jackson St; Kaiser Permanente Hayward Medical Center	Weekday	First	5:30 AM
				Last	8:15 PM
				Frequency	30 min
			Weekend	First	8:45 AM
				Last	7:45 PM
				Frequency	60 min
86	Hayward	South Hayward BART; Tennyson Rd & Hesperian Bl; Depot Rd & Industrial Bl; AC Transit Hayward Division; Winton Ave & Hesperian Bl; Hesperian Bl & W. A St; Hayward BART	Weekday	First	4:30 AM
				Last	10:30 PM
				Frequency	30 min
			Weekend	First	6:00 AM
				Last	10:00 PM
				Frequency	20-30 min
91	Hayward Castro Valley	San Antonio St & San Luis Obispo Ave; Industrial Pkwy & Huntwood Ave; South Hayward BART; Hayward BART; A St & Foothill Bl; Castro Valley BART; Castro Valley Senior Center	Weekday	First	6:15 AM
				Last	9:15 PM
				Frequency	30-60 min
			Weekend	No Service	
92	Hayward	Chabot College; Southland Shopping Center; Hayward BART; Hayward High School (once a day); Campus Dr & 2nd St; Warren Hall, Cal State East Bay; *(weekends only) South Hayward BART; Kaiser Permanente Hayward Medical Center*	Weekday	First	6:15 AM
				Last	11:00 PM
				Frequency	15 min
			Weekend	First	7:45 AM
				Last	7:00 PM
				Frequency	60 min

Source: AC Transit website, www.actransit.org, accessed February 17, 2009
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Route	Cities Served	Timepoints	Days	Times	
94	Hayward	Hayward BART; C St & Foothill Bl; Hayward High School (once a day); Campus Dr & 2nd St; Hayward Bl & Spencer Ln; Hayward Bl & Skyline Dr	AM Weekday	First	6:30 AM
				Last	8:45 AM
				Frequency	45 min
			PM Weekday	First	1:45 PM
				Last	6:30 PM
				Frequency	50-90 min
			Weekend	No Service	
95	Hayward Castro Valley	Hayward BART; C St & Foothill Bl; Bret Harte Middle School (once a day); Hayward High School (once a day); D St & Maud Ave; Kelly St & Eddy St; Don Castro Regional Park (weekends only)	Weekday	First	6:30 AM
				Last	6:30 PM
				Frequency	30-60 min
			Weekend	First	9:15 AM
				Last	7:15 PM
				Frequency	60 min
99	Fremont Union City Hayward San Leandro	Fremont BART; Mission Bl & Mowry Ave; Mission Bl & Nursery Ave; Terrace Dr & Gurdwara Rd; Mission Bl & 7th St; Union City BART; Mission Bl & Whipple Ave; Mission Bl & Gresel St; South Hayward BART; Mission Bl & Harder Rd; Hayward BART; Bay Fair BART	Weekday	First	5:30 AM
				Last	12:00 AM
				Frequency	15-30 min
			Weekend	First	6:15 AM
				Last	11:45 PM
				Frequency	30 min
210	Fremont Union City Hayward	Ohlone College; Fremont Bl & Washington Bl; Fremont Bl & Mowry Ave; Fremont Bl & Peralta Bl; Paseo Padre Pkwy & Fremont Bl; Dyer St & Alvarado Bl; Union Landing Shopping Center; Huntwood Ave & Whipple Rd; Industrial Pkwy & Huntwood Ave; South Hayward BART	Weekday	First	5:30 AM
				Last	7:00 PM
				Frequency	30 min
			Weekend	No service in Hayward on weekends	

Table 4
Bicycle Intersection Volumes

Intersection		Peak Hour	Volumes
6	Mission Boulevard at Jackson Street-Foothill Boulevard	AM	10
		Mid-day	10
		2:50-3:50 PM	4
		PM	5
19	Mission Boulevard at Valle Vista Avenue	AM	2
		PM	3
21	Dixon Street at Tennyson Road	AM	2
		PM	7
22	Dixon Street at Valle Vista Avenue	AM	29
		PM	31
23	Dixon Street at Industrial Parkway	AM	6
		PM	8

AM counts were done 7:00-9:00 AM; PM counts were done 4:00-6:00 PM

Counts at intersection 6 were done in 2005 by All Traffic Data on Tuesday, November 1 except the 2:50-3:50 count, which was done on Thursday, September 21, 2006.

Counts at all other intersections were conducted on weekdays in November, 2005 by Wiltec. Volumes indicated are based on peak one-hour counts within a two-hour observation period.

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Table 5 - Bike & Ped Destinations

Transit
Hayward BART Station (Fremont-Daly City, Fremont-Richmond line, and AC Transit buses)
South Hayward BART Station (Fremont-San Francisco and Fremont-Richmond line, and AC Transit buses)
Mission Boulevard for AC Transit bus routes 82, 99, and 801 (The All-Nighter)
Grove Way for AC Transit bus route 84
Foothill Boulevard for AC Transit bus route 84
A Street for AC Transit bus route 91 and M (Transbay)
B Street for AC Transit bus route 80
D Street for AC Transit bus route 95
2nd Street for AC Transit bus route 92 and 94
East Street for AC Transit bus route 94
Schools
California State University East Bay (east of study area between Carlos Bee Boulevard and Harder Road)
Moreau Catholic High School on Mission Boulevard at Jefferson Street
Strobridge Elementary School
Hayward High School
Markham Elementary School
Tennyson High School (Whitman Street north of Tennyson Road)
Bret Harte Middle School (on "E" Street near the Foothill / Mission / Jackson intersection)
Shopping/Employmen
Downtown Hayward (near Hayward BART station)
Foothill Boulevard (i.e., Mervyn's headquarters, Safeway, Washington Mutual, old town shopping area)
Mission Boulevard (Lucky's Center, other commercial areas)
Parks
Bret Harte Park and Field (Foothill / Mission / Jackson intersection)
Carlos Bee Park (Grove Way)
Eden Greenway (west of Whitman Street near Berry Avenue)
Green Belt Hiking and Riding Trails (east of study area starting at Hayward Memorial Park)
Hayward Memorial Park (near Pinedale Court)
Botany Gardens (Little Theater and Japanese Garden)
Miscellaneous
The Plunge Swim Center (East Avenue)
Holy Sepulchre Cemetery (Mission Boulevard between Harder Road and Sorenson Road)
Tennyson Swim Center (Whitman Street)
YMCA (Palisade Street)

Source: Dowling Associates, Inc, 2008

Table 6
Pedestrian Intersection Volumes

Intersection		Peak Hour	Volumes
6	Mission Boulevard at Jackson Street-Foothill Boulevard	AM	42
		Mid-day	46
		2:50-3:50 PM	112
		PM	53
19	Mission Boulevard at Valle Vista Avenue	AM	10
		PM	10
21	Dixon Street at Tennyson Road	AM	38
		PM	18
22	Dixon Street at Valle Vista Avenue	AM	42
		PM	71
23	Dixon Street at Industrial Parkway	AM	26
		PM	38

AM counts were done 7:00-9:00 AM; PM counts were done 4:00-6:00 PM

Counts at intersection 6 were done in 2005 by All Traffic Data on Tuesday, November 1 except the 2:50-3:50 count, which was done on Thursday, September 21, 2006.

Counts at all other intersections were conducted on weekdays in November, 2005 by Wiltec. Volumes indicated are based on peak one-hour counts within a two-hour observation period.

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Study Intersections

	Intersection
1	Foothill Boulevard & Mattox Rd
2	Foothill Boulevard & Grove Way
3	Foothill Boulevard & A Street
4	Foothill Boulevard & B Street
5	2nd Street & B Street
6	Foothill Boulevard & D Street
7	Mission Boulevard & Jackson Street-Foothill
8	Mission Boulevard & Fletcher Lane
9	Mission Boulevard & Highland Boulevard
10	Mission Boulevard & Carlos Bee Boulevard
12	Mission Boulevard & Berry Avenue
14	Mission Boulevard at Harder Road
15	Mission Boulevard at Sorenson Road
16	Mission Boulevard at Jefferson Street-Calhoun
17	Mission Boulevard at Hancock Street
18	Mission Boulevard at Tennyson Road
19	Mission Boulevard at Valle Vista Avenue
20	Mission Boulevard at Industrial Parkway
21	Dixon Street at Tennyson Road
22	Dixon Street at Valle Vista Avenue
23	Dixon Street at Industrial Parkway

Table 7
Intersection Level of Service Using Highway Capacity Manual (HCM)
Existing Conditions- AM

Intersection	Traffic Control	Average LOS	Average Delay	Worst LOS	Worst Delay
1 Foothill Blvd & Mattox Rd	Signal	D	36		
2 Foothill Blvd & Grove Wy	Signal	C	19		
3 Foothill Blvd & A St	Signal	D	26		
4 Foothill Blvd & B St	Signal	C	16		
5 2nd St & B St	Signal	C	24		
6 Foothill Blvd & D St	Signal	D	36		
7 Mission Blvd & Jackson St-Foothill Blvd	Signal	E	46		
8 Mission Blvd & Fletcher Ln	Signal	B	12		
9 Mission Blvd & Highland Blvd	Signal	B	13		
10 Mission Blvd & Carlos Bee Blvd	Signal	***F***	***62***		
12 Mission Blvd & Berry Ave	SSSC	C	21	***F***	***1112***
14 Mission Blvd at Harder Rd	Signal	D	29		
15 Mission Blvd at Sorenson Rd	Signal	B	6		
16 Mission Blvd at Jefferson St-Calhoun St	Signal	D	25		
17 Mission Blvd at Hancock St	Signal	A	4		
18 Mission Blvd at Tennyson Rd	Signal	C	20		
19 Mission Blvd at Valle Vista Ave	SSSC	A	1	D	29
20 Mission Blvd at Industrial Parkway	Signal	C	25		
21 Dixon St at Tennyson Rd	Signal	C	15		
22 Dixon St at Valle Vista Ave	AWSC	B	11	B	11
23 Dixon St at Industrial Parkway	Signal	B	12		

LOS = Level of Service; **Delay** = Weighted average delay for vehicles in seconds; **SSSC** = Side Street stop control; **AWSC** = All Way stop control

Average LOS is based on the weighted average delay per vehicle of the total intersection approaches; **Worst LOS** is calculated for stop-controlled intersections and is based on the weighted average control delay per vehicle of the intersection leg with the worst delay.

Signalized intersections were analyzed using the 1994 Highway Capacity Manual (HCM) methodology whereas stop-controlled intersections were analyzed using the 2000 HCM

Source: Dowling Associates, Inc. using TRAFFIX 8.0

Table 8
Intersection Level of Service Using Highway Capacity Manual (HCM)
Existing Conditions- PM

Intersection	Traffic Control	Average LOS	Average Delay	Worst LOS	Worst Delay
1 Foothill Blvd & Mattox Rd	Signal	E	44		
2 Foothill Blvd & Grove Wy	Signal	D	31		
3 Foothill Blvd & A St	Signal	E	52		
4 Foothill Blvd & B St	Signal	B	14		
5 2nd St & B St	Signal	D	26		
6 Foothill Blvd & D St	Signal	D	37		
7 Mission Blvd & Jackson St-Foothill Blvd	Signal	***F***	***80***		
8 Mission Blvd & Fletcher Ln	Signal	C	17		
9 Mission Blvd & Highland Blvd	Signal	C	18		
10 Mission Blvd & Carlos Bee Blvd	Signal	E	57		
12 Mission Blvd & Berry Ave	SSSC	B	14	***F***	***733***
14 Mission Blvd at Harder Rd	Signal	D	32		
15 Mission Blvd at Sorenson Rd	Signal	C	15		
16 Mission Blvd at Jefferson St-Calhoun St	Signal	B	13		
17 Mission Blvd at Hancock St	Signal	B	6		
18 Mission Blvd at Tennyson Rd	Signal	C	21		
19 Mission Blvd at Valle Vista Ave	SSSC	A	1	C	20
20 Mission Blvd at Industrial Parkway	Signal	D	27		
21 Dixon St at Tennyson Rd	Signal	C	15		
22 Dixon St at Valle Vista Ave	AWSC	B	11	B	12
23 Dixon St at Industrial Parkway	Signal	B	11		

LOS = Level of Service; **Delay** = Weighted average delay for vehicles in seconds; **SSSC** = Side Street stop control; **AWSC** = All Way stop control

Average LOS is based on the weighted average delay per vehicle of the total intersection approaches; **Worst LOS** is calculated for stop-controlled intersections and is based on the weighted average control delay per vehicle of the intersection leg with the worst delay. Signalized intersections were analyzed using the 1994 Highway Capacity Manual (HCM) methodology whereas stop-controlled intersections were analyzed using the 2000 HCM

Source: Dowling Associates, Inc. using TRAFFIX 8.0

Table 9
1994 Highway Capacity Manual Level Of Service Criteria
Signalized Intersections

Level of Service (LOS)	Average Delay (seconds/vehicle)	Description
A	≤ 5	Very Low Delay: This level of service occurs when progression is extremely favorable and most vehicles arrive during a green phase. Most vehicles do not stop at all. Short cycle lengths may also contribute to low delay.
B	> 5 and ≤ 15	Minimal Delays: This level of service generally occurs with good progression, short cycle lengths, or both. More vehicles stop than at LOS A, causing higher levels of average delav.
C	> 15 and ≤ 25	Acceptable Delay: Delay increases due to fair progression, longer cycle lengths, or both. Individual cycle failures may begin to appear at this level of service. The number of vehicles stopping is significant, though many still pass through the intersection without stopping.
D	> 25 and ≤ 40	Approaching Unstable Operation/Significant Delays: The influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high volume / capacity ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are
E	> 40 and ≤ 60	Unstable Operation/Substantial Delays: These high delay values generally indicate poor progression, long cycle lengths, and high volume / capacity ratios. Individual cycle failures are frequent occurrences.
F	> 60	Excessive Delays: This level, considered unacceptable to most drivers, often occurs with oversaturation (that is, when arrival traffic volumes exceed the capacity of the intersection). It may also occur at high volume / capacity ratios below 1.0 with many individual cycle failures. Poor progression and long cycle lengths may also be major contributing causes to such delay levels.

Source: Transportation Research Board, *Highway Capacity Manual,* Washington, D.C., 1994, pages 9-6 and 9-7

Table 10
2000 Highway Capacity Manual Level of Service Criteria
Unsignalized Intersections

Level of Service (LOS)	Average Delay (seconds/vehicle)	Description
A	≤ 10	Very Low Delay
B	> 10 and ≤ 15	Minimal Delays
C	> 15 and ≤ 25	Acceptable Delay
D	> 25 and ≤ 35	Approaching Unstable Operation and/or Significant Delays
E	> 35 and ≤ 50	Unstable Operation and/or Substantial Delays
F	> 50	Excessive Delays

Source: *Highway Capacity Manual,* 2000, pages 17-2 and 17-32, Transportation Research Board, Washington, D.C.

Table 11: Trip Generation

Type	Use	Size	Units	ITE Code	Daily Rate	Daily Trips	AM Peak Hour Traffic Rate	% In	% Out	In	Out
Cumulative (2025) - No Project											
Housing	Single Family	1336	DU	210	9.57	12,788	0.75	0.25	0.75	251	752
Housing	Apartments	1336	DU	220	6.72	8,980	0.55	0.29	0.71	213	522
Commercial	Office	129	ksf	710	3.32	428	0.48	0.88	0.12	54	7
Commercial	Market	129	ksf	850	102.24	13,174	3.59	0.61	0.39	282	180
	Totals					**35,370**				**800**	**1,461**
Cumulative (2025) + Project Alternative A (Market Potential)											
Housing	Single Family	1610	DU	210	9.57	15,409	0.75	0.25	0.75	302	906
Housing	Apartments	1610	DU	220	6.72	10,820	0.55	0.29	0.71	257	629
Commercial	Office	117	ksf	710	3.32	390	0.48	0.88	0.12	50	7
Commercial	Market	117	ksf	850	102.24	12,007	3.59	0.61	0.39	257	164
			Totals			**38,626**				**866**	**1,706**
	Difference from No Project					**3,256**				**66**	**245**
Cumulative (2025) + Project Alternative B (Community Meetings)											
Housing	Single Family	583	DU	210	9.57	5,577	0.75	0.25	0.75	109	328
Housing	Apartments	583	DU	220	6.72	3,916	0.55	0.29	0.71	93	228
Commercial	Office	110	ksf	710	3.32	365	0.48	0.88	0.12	46	6
Commercial	Market	110	ksf	850	102.24	11,242	3.59	0.61	0.39	241	154
			Totals			**21,100**				**489**	**716**
	Difference from No Project					**-14,270**				**-311**	**-745**
Cumulative (2025) + Project Alternative C (Policies and Public Agencies)											
Housing	Single Family	1081	DU	210	9.57	10,348	0.75	0.25	0.75	203	608
Housing	Apartments	1081	DU	220	6.72	7,266	0.55	0.29	0.71	172	422
Commercial	Office	120	ksf	710	3.32	399	0.48	0.88	0.12	51	7
Commercial	Market	120	ksf	850	102.24	12,287	3.59	0.61	0.39	263	168
			Totals			**30,300**				**689**	**1,205**
	Difference from No Project					**-5,070**				**-111**	**-256**

DU = Dwelling Units; **ksf** = 1,000 square feet

Source: *Trip Generation, 8th Edition* , Institute of Transportation Engineers, 2008, Washington, DC

Dowling Associates, Inc, 2009

PM Peak Hour Traffic				
Rate	**% In**	**% Out**	**In**	**Out**
1.01	0.63	0.37	850	499
0.67	0.61	0.39	546	349
0.46	0.17	0.83	10	49
10.50	0.51	0.49	690	663
			2,096	**1,560**
1.01	0.63	0.37	1,025	602
0.67	0.61	0.39	658	421
0.46	0.17	0.83	9	45
10.50	0.51	0.49	629	604
			2,321	**1,672**
			225	**112**
1.01	0.63	0.37	371	218
0.67	0.61	0.39	238	152
0.46	0.17	0.83	9	42
10.50	0.51	0.49	589	566
			1,207	**978**
			-889	**-582**
1.01	0.63	0.37	688	404
0.67	0.61	0.39	442	283
0.46	0.17	0.83	9	46
10.50	0.51	0.49	644	618
			1,783	**1,351**
			-313	**-209**

Table 11: Trip Generation - 2025 No-Project

Type	Use	Size	Units	ITE Code	Daily Rate	Daily Trips	Rate	A.M. P %In
Housing	**Single Family**	1,336	HH	210	9.57	12,788	0.75	0.25
Housing	**Apartments**	1,336	MF	220	6.72	8,980	0.55	0.29
Commercial	**Office**	129	ksf	710	3.32	428	0.48	0.88
Commercial	**Market**	129	ksf	850	102.24	13,174	3.59	0.61
				totals		**35,370**		

Table 2: Trip Generation - 2025 Alternative A

Phase	Use	Size	Units	ITE Code	Daily Rate	Daily Trips	Rate	A.M. P %In
Housing	**Single Family**	1,610	HH	210	9.57	15,409	0.75	0.25
Housing	**Apartments**	1,610	MF	220	6.72	10,820	0.55	0.29
Commercial	**Office**	117	ksf	710	3.32	390	0.48	0.88
Commercial	**Market**	117	ksf	850	102.24	12,007	3.59	0.61
				totals		**38,626**		

Change over No-Project **38,626**

Table 3: Trip Generation - 2025 Alternative B

Phase	Use	Size	Units	ITE Code	Daily Rate	Daily Trips	Rate	A.M. P %In
Housing	**Single Family**	583	HH	210	9.57	5,577	0.75	0.25
Housing	**Apartments**	583	MF	220	6.72	3,916	0.55	0.29
Commercial	**Office**	110	ksf	710	3.32	365	0.48	0.88
Commercial	**Market**	110	ksf	850	102.24	11,242	3.59	0.61
				totals		**21,100**		

Change over No-Project **21,100**

Table 4: Trip Generation - 2025 Alternative C

Phase	Use	Size	Units	ITE Code	Daily Rate	Daily Trips	Rate	A.M. P %In
Housing	**Single Family**	1,081	HH	210	9.57	10,348	0.75	0.25
Housing	**Apartments**	1,081	MF	220	6.72	7,266	0.55	0.29
Commercial	**Office**	120	ksf	710	3.32	399	0.48	0.88
Commercial	**Market**	120	ksf	850	102.24	12,287	3.59	0.61

		totals		**30,300**	

Change over No-Project **30,300**

Weekday							
eak Hour Traffic			P.M. Peak Hour Traffic				
%Out	In	Out	Rate	%In	%Out	In	Out
0.75	251	752	1.01	0.63	0.37	850	499
0.71	213	522	0.67	0.61	0.39	546	349
0.12	54	7	0.46	0.17	0.83	10	49
0.39	282	180	10.50	0.51	0.49	690	663
	800	**1,461**				**2,096**	**1,560**

Weekday							
eak Hour Traffic			P.M. Peak Hour Traffic				
%Out	In	Out	Rate	%In	%Out	In	Out
0.75	302	906	1.01	0.63	0.37	1,025	602
0.71	257	629	0.67	0.61	0.39	658	421
0.12	50	7	0.46	0.17	0.83	9	45
0.39	257	164	10.50	0.51	0.49	629	604
	866	**1,706**				**2,321**	**1,672**

	866	**1,706**				**2,321**	**1,672**

Weekday							
eak Hour Traffic			P.M. Peak Hour Traffic				
%Out	In	Out	Rate	%In	%Out	In	Out
0.75	109	328	1.01	0.63	0.37	371	218
0.71	93	228	0.67	0.61	0.39	238	152
0.12	46	6	0.46	0.17	0.83	9	42
0.39	241	154	10.50	0.51	0.49	589	566
	489	**716**				**1,207**	**978**

	489	**716**				**1,207**	**978**

Weekday							
eak Hour Traffic			P.M. Peak Hour Traffic				
%Out	In	Out	Rate	%In	%Out	In	Out
0.75	203	608	1.01	0.63	0.37	688	404
0.71	172	422	0.67	0.61	0.39	442	283
0.12	51	7	0.46	0.17	0.83	9	46
0.39	263	168	10.50	0.51	0.49	644	618

	689	**1,205**		**1,783**	**1,351**
	689	**1,205**		**1,783**	**1,351**

Intersection		Traffic Control	No Project LOS	No Project Delay
1	Foothill Blvd & Mattox Rd	Signal	***F***	***75***
2	Foothill Blvd & Grove Wy	Signal	E	50
3	Foothill Blvd & A St	Signal	C	21
4	Foothill Blvd & B St	Signal	E	44
5	2nd St & B St	Signal	D	28
6	Foothill Blvd & D St	Signal	***F***	***93***
7	Mission Blvd & Jackson St-Foothill Blvd	Signal	C	16
8	Mission Blvd & Fletcher Ln	Signal	D	36
9	Mission Blvd & Highland Blvd	Signal	C	17
10	Mission Blvd & Carlos Bee Blvd	Signal	D	35
12	Mission Blvd & Berry Ave	Signal	B	11
14	Mission Blvd at Harder Rd	Signal	D	38
15	Mission Blvd at Sorenson Rd	Signal	B	12
16	Mission Blvd at Jefferson St-Calhoun St	Signal	C	20
17	Mission Blvd at Hancock St	Signal	C	16
18	Mission Blvd at Tennyson Rd	Signal	D	32
19	Mission Blvd at Valle Vista Ave	Signal	B	7
20	Mission Blvd at Industrial Parkway	Signal	D	40
21	Dixon St at Tennyson Rd	Signal	D	36
22	Dixon St at Valle Vista Ave	AWSC	C	17
23	Dixon St at Industrial Parkway	Signal	C	25

Intersection	Traffic Control	No Project LOS	No Project Delay
1 Foothill Blvd & Mattox Rd	Signal	***F***	***99***
2 Foothill Blvd & Grove Wy	Signal	***F***	*77*
3 Foothill Blvd & A St	Signal	B	14
4 Foothill Blvd & B St	Signal	C	19
5 2nd St & B St	Signal	E	50
6 Foothill Blvd & D St	Signal	***F***	***138***
7 Mission Blvd & Jackson St-Foothill Blvd	Signal	D	31
8 Mission Blvd & Fletcher Ln	Signal	D	39
9 Mission Blvd & Highland Blvd	Signal	C	19
10 Mission Blvd & Carlos Bee Blvd	Signal	E	48
12 Mission Blvd & Berry Ave	Signal	B	10
14 Mission Blvd at Harder Rd	Signal	E	46
15 Mission Blvd at Sorenson Rd	Signal	D	38
16 Mission Blvd at Jefferson St-Calhoun St	Signal	C	18
17 Mission Blvd at Hancock St	Signal	D	28
18 Mission Blvd at Tennyson Rd	Signal	D	32
19 Mission Blvd at Valle Vista Ave	Signal	B	6
20 Mission Blvd at Industrial Parkway	Signal	D	36
21 Dixon St at Tennyson Rd	Signal	D	28
22 Dixon St at Valle Vista Ave	AWSC	C	22
23 Dixon St at Industrial Parkway	Signal	C	16

Intersection	Traffic Control	No Project LOS	No Project Delay	Project Alt A LOS	Project Alt A Delay
1 Foothill Blvd & Mattox Rd	Signal	***F***	***75***	***F***	***75***
2 Foothill Blvd & Grove Wy	Signal	E	50	E	50
3 Foothill Blvd & A St	Signal	C	21	C	21
4 Foothill Blvd & B St	Signal	E	44	E	53
5 2nd St & B St	Signal	D	28	D	28
6 Foothill Blvd & D St	Signal	***F***	***93***	***F***	***103***
7 Mission Blvd & Jackson St-Foothill Blvd	Signal	C	16	C	16
8 Mission Blvd & Fletcher Ln	Signal	D	36	D	39
9 Mission Blvd & Highland Blvd	Signal	C	17	C	17
10 Mission Blvd & Carlos Bee Blvd	Signal	D	35	D	40
12 Mission Blvd & Berry Ave	Signal	B	11	B	12
14 Mission Blvd at Harder Rd	Signal	D	38	E	44
15 Mission Blvd at Sorenson Rd	Signal	B	12	B	14
16 Mission Blvd at Jefferson St-Calhoun St	Signal	C	20	C	23
17 Mission Blvd at Hancock St	Signal	C	16	C	18
18 Mission Blvd at Tennyson Rd	Signal	D	32	D	32
19 Mission Blvd at Valle Vista Ave	Signal	B	7	B	8
20 Mission Blvd at Industrial Parkway	Signal	D	40	E	42
21 Dixon St at Tennyson Rd	Signal	D	36	D	39
22 Dixon St at Valle Vista Ave	AWSC	C	17	C	19
23 Dixon St at Industrial Parkway	Signal	C	25	D	27

Intersection	Traffic Control	No Project LOS	No Project Delay	Project Alt A LOS	Project Alt A Delay
1 Foothill Blvd & Mattox Rd	Signal	***F***	***99***	***F***	***100***
2 Foothill Blvd & Grove Wy	Signal	***F***	*77*	***F***	*77*
3 Foothill Blvd & A St	Signal	B	14	B	14
4 Foothill Blvd & B St	Signal	C	19	C	19
5 2nd St & B St	Signal	E	50	E	50
6 Foothill Blvd & D St	Signal	***F***	***138***	***F***	***135***
7 Mission Blvd & Jackson St-Foothill Blvd	Signal	D	31	D	34
8 Mission Blvd & Fletcher Ln	Signal	D	39	E	42
9 Mission Blvd & Highland Blvd	Signal	C	19	C	20
10 Mission Blvd & Carlos Bee Blvd	Signal	E	48	E	58
12 Mission Blvd & Berry Ave	Signal	B	10	B	10
14 Mission Blvd at Harder Rd	Signal	E	46	E	51
15 Mission Blvd at Sorenson Rd	Signal	D	38	E	44
16 Mission Blvd at Jefferson St-Calhoun St	Signal	C	18	C	20
17 Mission Blvd at Hancock St	Signal	D	28	D	30
18 Mission Blvd at Tennyson Rd	Signal	D	32	D	33
19 Mission Blvd at Valle Vista Ave	Signal	B	6	B	7
20 Mission Blvd at Industrial Parkway	Signal	D	36	D	36
21 Dixon St at Tennyson Rd	Signal	D	28	D	29
22 Dixon St at Valle Vista Ave	AWSC	C	22	D	29
23 Dixon St at Industrial Parkway	Signal	C	16	C	16

Intersection	2025_NoProject_AM LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	2025_NoProject_PM LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS
#1 Foothill & Mattox [3518]	F	74.6	1.121	95.6	F	99.1	1.171	124.5	F
#2 Foothill & Grove [3526]	E	50.2	1.088	74.2	F	76.5	1.163	117.1	E
#3 Foothill & A [3522]	C	21.4	0.981	29.5	B	13.9	0.928	18.2	C
#4 Foothill & B [3523]	E	44.3	1.048	44.4	C	19.3	0.97	19.7	E
#5 Foothill & D	F	92.8	1.1	95.3	F	137.8	1.187	144.8	F
#6 Mission & Foothill-Jackson	C	16.3	0.716	16.3	D	30.9	0.991	30.9	C
#7 2nd & B	D	27.9	0.815	30.8	E	50.3	1.046	59.3	D
#8 Mission & Fletcher [3580]	D	35.7	1	51.1	D	38.7	0.995	43.1	D
#9 Mission & Highland [9895]	C	16.8	0.774	16.9	C	18.8	0.916	23.7	C

#10	Mission & Carlos Bee [3545]	D	35	0.933	38.5	E	47.6	1.049	65.2	D
#12	Mission & Berry [Signalization by 2025]	B	10.5	0.889	11.8	B	10.1	0.828	10.3	B
#14	Mission & Harder [3546]	D	37.9	1.023	57.5	E	45.5	1.054	67.7	E
#15	Mission & Sorenson [8777]	B	12.1	0.929	15.6	D	37.6	1.083	62.1	B
#16	Mission & Jefferson /Calhoun [4518]	C	19.9	0.942	29.2	C	17.9	0.984	28.4	C
#17	Mission & Hancock [3547]	C	16.4	0.935	15.9	D	28.2	1.057	40.5	C
#18	Mission & Tennyson [3548]	D	31.7	0.924	39.9	D	32.2	0.898	36.5	D
#19	Mission & Valle Vista [Signalization by 2025]	B	7.2	0.759	8.1	B	6.3	0.8	4.6	B

#20	Mission & Industrial [3693]	D	40	1.026	57.4	D	35.8	0.939	40.7	E
#21	Dixon & Tennyso	D	35.5	1.023	48.3	D	27.6	0.952	31.7	D
#22	Dixon & Valle Vista	C	16.8	0.744	16.8	C	21.6	0.845	21.6	C
#23	Dixon & Industrial Parkway	C	24.8	0.942	31.2	C	16.3	0.736	13.9	D

8.0 Traffix

	2025_NoProject_AM				2025_NoProject_PM				
Intersection	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS
#1 Foothill & Mattox [3518]	F	74.6	1.121	95.6	F	99.1	1.171	124.5	F
#2 Foothill & Grove [3526]	E	50.2	1.088	74.2	F	76.5	1.163	117.1	E
#3 Foothill & A [3522]	C	21.4	0.981	29.5	B	13.9	0.928	18.2	C
#4 Foothill & B [3523]	E	44.3	1.048	44.4	C	19.3	0.97	19.7	E
#5 Foothill & D	F	92.8	1.1	95.3	F	137.8	1.187	144.8	F

#6	Mission & Foothill-Jackson	C	16.3	0.716	16.3	D	30.9	0.991	30.9	C
#7	2nd & B	D	27.9	0.815	30.8	E	50.3	1.046	59.3	D
#8	Mission & Fletcher [3580]	D	35.7	1	51.1	D	38.7	0.995	43.1	D
#9	Mission & Highland [9895]	C	16.8	0.774	16.9	C	18.8	0.916	23.7	C
#10	Mission & Carlos Bee [3545]	D	35	0.933	38.5	E	47.6	1.049	65.2	D
#12	Mission & Berry [Signalization by 2025]	B	10.5	0.889	11.8	B	10.1	0.828	10.3	B
#14	Mission & Harder [3546]	D	37.9	1.023	57.5	E	45.5	1.054	67.7	E
#15	Mission & Sorenson [8777]	B	12.1	0.929	15.6	D	37.6	1.083	62.1	B
#16	Mission & Jefferson /Calhoun [4518]	C	19.9	0.942	29.2	C	17.9	0.984	28.4	C

#17	Mission & Hancock [3547]	C	16.4	0.935	15.9	D	28.2	1.057	40.5	C
#18	Mission & Tennyson [3548]	D	31.7	0.924	39.9	D	32.2	0.898	36.5	D
#19	Mission & Valle Vista [Signalization by 2025]	B	7.2	0.759	8.1	B	6.3	0.8	4.6	B
#20	Mission & Industrial [3693]	D	40	1.026	57.4	D	35.8	0.939	40.7	E
#21	Dixon & Tennyso	D	35.5	1.023	48.3	D	27.6	0.952	31.7	D
#22	Dixon & Valle Vista	C	16.8	0.744	16.8	C	21.6	0.845	21.6	C
#23	Dixon & Industrial Parkway West	C	24.8	0.942	31.2	C	16.3	0.736	13.9	D
								Difference		
#1	Foothill & Mattox [3518]		0				0			
			0				0			

#2	Foothill & Grove [3526]	0	0	
		0	0	
#3	Foothill & A [3522]	0	0	
		0	0	
#4	Foothill & B [3523]	0	0	
		0	0	
#5	Foothill & D	0	0	
		0	0	
#6	Mission & Foothill-Jackson	0	0	
		0	0	
#7	2nd & B	0	0	
		0	0	
#8	Mission & Fletcher [3580]	0	0	
		0	0	
#9	Mission & Highland [9895]	0	0	
		0	0	
#10	Mission & Carlos Bee [3545]	0	0	
		0	0	
#12	Mission & Berry [Signalization by 2025]	0	0	
		0	0	

#14	Mission & Harder [3546]	0	0
		0	0
#15	Mission & Sorenson [8777]	0	0
		0	0
#16	Mission & Jefferson /Calhoun [4518]	0	0
		0	0
#17	Mission & Hancock [3547]	0	0
		0	0
#18	Mission & Tennyson [3548]	0	0
		0	0
#19	Mission & Valle Vista [Signalization by 2025]	0	0
		0	0
#20	Mission & Industrial [3693]	0	0
		0	0
#21	Dixon & Tennyso	0	0
		0	0

#22	Dixon & Valle Vista	0	0
		0	0
#23	Dixon & Industrial Parkway	0	0

2025_Project_AltA_AM					2025_Project_AltA_PM			
Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
75.2	1.122	-0.048	96.5	-28	F	99.5	1.172	125.1
50.3	1.09	-0.073	74.7	-42.4	F	76.5	1.166	118.7
21.4	0.976	0.049	28.8	10.5	B	13.8	0.924	18
52.5	1.07	0.099	52.6	32.9	C	19.2	0.968	19.6
102.6	1.115	-0.071	105.4	-39.3	F	134.5	1.184	141.2
16.3	0.717	-0.274	16.3	-14.6	D	34.4	1.008	34.4
28.4	0.827	-0.219	31.7	-27.6	E	49.6	1.044	58.6
38.8	1.023	0.028	57.3	14.3	E	41.8	1.002	44.8
17.4	0.816	-0.1	17.9	-5.8	C	19.5	0.924	24.7

39.9	0.978	-0.071	45.6	-19.6	E	58.4	1.092	83.3
11.7	0.909	0.081	13.7	3.5	B	10.3	0.832	10.4
43.5	1.054	0	67.8	0.1	E	50.6	1.093	83.1
14.2	0.959	-0.124	18.9	-43.1	E	44.3	1.111	74.4
23.2	0.968	-0.017	33.9	5.6	C	19.8	1.001	31.8
18.3	0.964	-0.093	19.4	-21	D	30.3	1.066	44
31.7	0.933	0.035	40.2	3.6	D	32.7	0.904	37.3
8.3	0.804	0.004	8.5	3.9	B	6.6	0.81	4.8

42.3	1.041	0.102	61.2	20.4	D	35.7	0.938	40.7
39.3	1.04	0.088	50.9	19.2	D	29.2	0.968	35.8
18.9	0.8	-0.045	18.9	-2.7	D	28.9	0.935	28.9
26.9	0.961	0.225	34.2	20.2	C	16.4	0.747	14.2

2025_Project_AltA_AM					2025_Project_AltA_PM			
Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
75.2	1.122	-0.048	96.5	-28	F	99.5	1.172	125.1
50.3	1.09	-0.073	74.7	-42.4	F	76.5	1.166	118.7
21.4	0.976	0.049	28.8	10.5	B	13.8	0.924	18
52.5	1.07	0.099	52.6	32.9	C	19.2	0.968	19.6
102.6	1.115	-0.071	105.4	-39.3	F	134.5	1.184	141.2

16.3	0.717	-0.274	16.3	-14.6	D	34.4	1.008	34.4
28.4	0.827	-0.219	31.7	-27.6	E	49.6	1.044	58.6
38.8	1.023	0.028	57.3	14.3	E	41.8	1.002	44.8
17.4	0.816	-0.1	17.9	-5.8	C	19.5	0.924	24.7
39.9	0.978	-0.071	45.6	-19.6	E	58.4	1.092	83.3
11.7	0.909	0.081	13.7	3.5	B	10.3	0.832	10.4
43.5	1.054	0	67.8	0.1	E	50.6	1.093	83.1
14.2	0.959	-0.124	18.9	-43.1	E	44.3	1.111	74.4
23.2	0.968	-0.017	33.9	5.6	C	19.8	1.001	31.8

18.3	0.964	-0.093	19.4	-21	D	30.3	1.066	44
31.7	0.933	0.035	40.2	3.6	D	32.7	0.904	37.3
8.3	0.804	0.004	8.5	3.9	B	6.6	0.81	4.8
42.3	1.041	0.102	61.2	20.4	D	35.7	0.938	40.7
39.3	1.04	0.088	50.9	19.2	D	29.2	0.968	35.8
18.9	0.8	-0.045	18.9	-2.7	D	28.9	0.935	28.9
26.9	0.961	0.225	34.2	20.2	C	16.4	0.747	14.2
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Intersection	Traffic Control	Peak Hour	Average LOS	Average Delay	Worst LOS	Worst Delay
1 Foothill Boulevard & Mattox Rd	Signal	AM	D	37.5		
		PM	E	46.8		
2 Foothill Boulevard & Grove Way	Signal	AM	C	19.4		
		PM	D	30.9		
3 Foothill Boulevard & A Street	Signal	AM	D	26.1		
		PM	E	51.7		
4 Foothill Boulevard & B Street	Signal	AM	C	15.7		
		PM	B	13.6		
5 Foothill Boulevard & D Street	Signal	AM	D	36.3		
		PM	D	37.0		
6 Mission Boulevard & Jackson Street-Foothill Boulevard	Signal	AM	E	45.8		
		PM	F	79.8		
7 2nd Street & B Street	Signal	AM	C	23.8		
		PM	D	25.6		
8 Mission Boulevard & Fletcher Lane	Signal	AM	B	12.3		
		PM	C	16.9		
9 Mission Boulevard & Highland Boulevard	Signal	AM	B	13.4		
		PM	C	18.1		
10 Mission Boulevard & Carlos Bee Boulevard	Signal	AM	F	62.4		
		PM	E	57.4		
11 Mission Boulevard & Central Boulevard	SSSC	AM	A	0.7	D	34.9
		PM	A	3.3	F	184.4
12 Mission Boulevard & Berry Avenue	SSSC	AM	C	21.4	F	1112.4
		PM	B	13.8	F	732.9
13 Mission Boulevard & Torrano Avenue	SSSC	AM	C	19.8	F	1217.1
		PM	A	9.7	F	823.3
14 Mission Boulevard at Harder Road	Signal	AM	D	28.9		
		PM	D	32.1		
15 Mission Boulevard at Sorenson Road	Signal	AM	B	6.3		
		PM	C	15.1		
16 Mission Boulevard at Jefferson Street-Calhoun Street	Signal	AM	D	25.1		
		PM	B	13.4		
17 Mission Boulevard at Hancock Street	Signal	AM	A	4.2		
		PM	B	5.6		
18 Mission Boulevard at Tennyson Road	Signal	AM	C	20.0		
		PM	C	20.6		
19 Mission Boulevard at Valle Vista Avenue	SSSC	AM	A	0.6	D	28.9
		PM	A	0.7	C	20.0
20 Mission Boulevard at Industrial Parkway	Signal	AM	C	24.9		
		PM	D	27.4		
21 Dixon Street at Tennyson Road	Signal	AM	C	15.4		
		PM	C	15.3		
22 Dixon Street at Valle Vista Avenue	AWSC	AM	B	10.5	B	11.0
		PM	B	10.6	B	11.7
23 Dixon Street at Industrial Parkway	Signal	AM	B	12.3		
		PM	B	10.5		

Hayward – SR-238 Bypass Land Use EIR

APPENDIX B: Model Comparison Plots

Detailed City of Hayward Travel Demand Model volume comparison plots for the following scenarios:

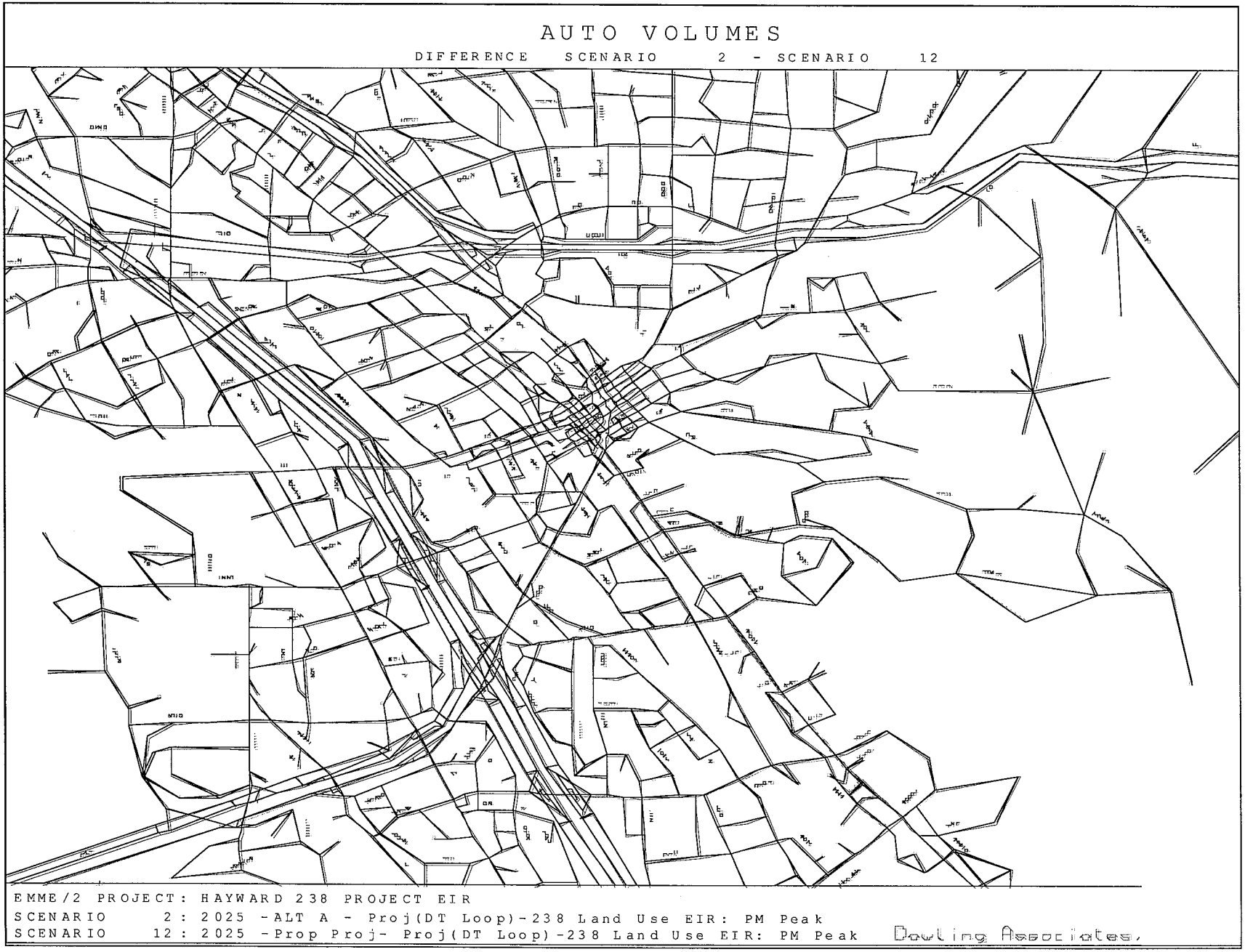
- 2025 + Project Alternative A compared to 2025 No Project -AM Peak-Hour Volumes
- 2025 + Project Alternative A compared to 2025 No Project -PM Peak-Hour Volumes

- 2025 + Project Alternative B compared to 2025 No Project -AM Peak-Hour Volumes
- 2025 + Project Alternative B compared to 2025 No Project -PM Peak-Hour Volumes

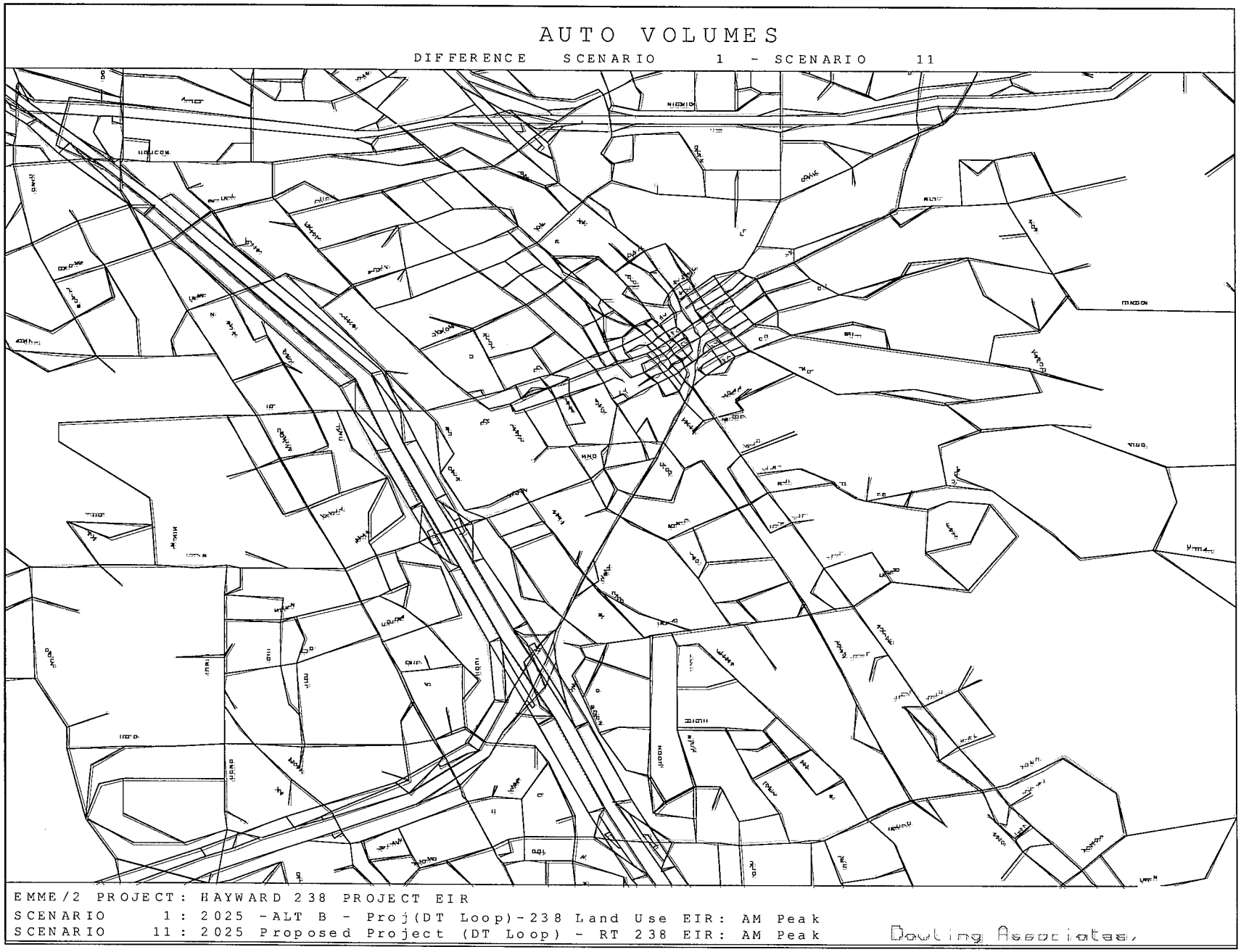
- 2025 + Project Alternative C compared to 2025 No Project -AM Peak-Hour Volumes
- 2025 + Project Alternative C compared to 2025 No Project -PM Peak-Hour Volumes

- **Figure B1: 2025 + Project Alternative A compared to 2025 No Project - AM Peak-Hour Volumes**

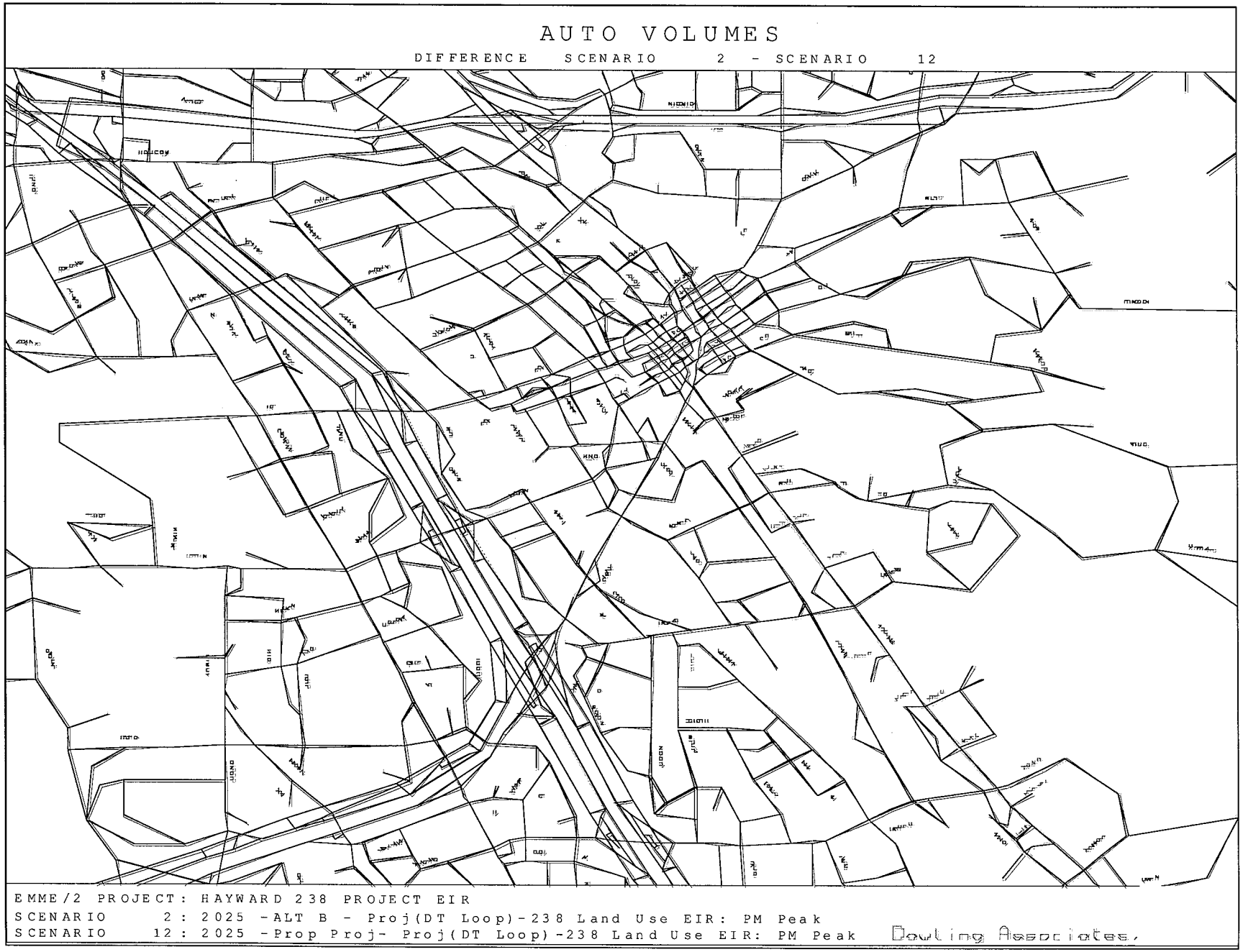
- **Figure B2: 2025 + Project Alternative A compared to 2025 No Project - PM Peak-Hour Volumes**



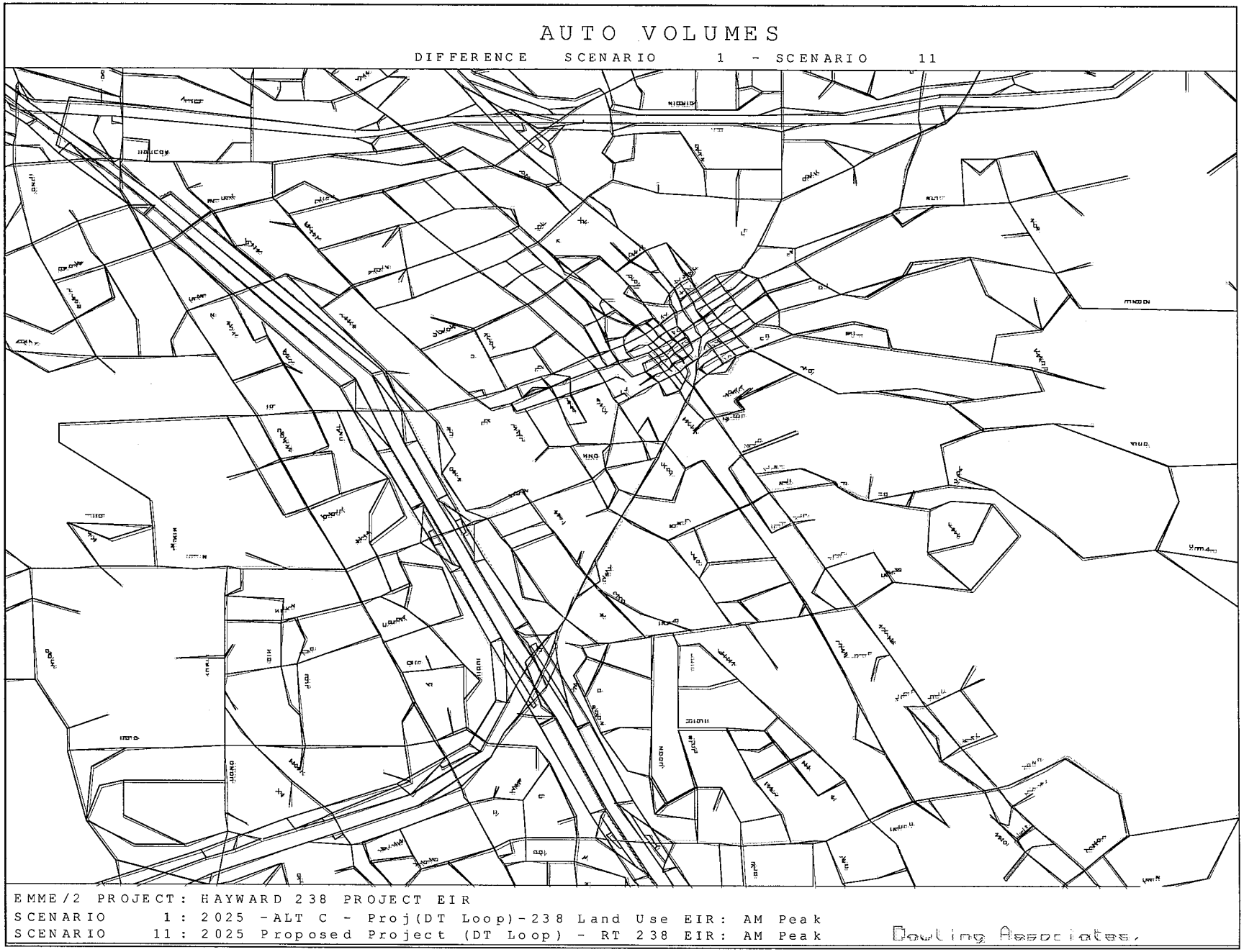
- **Figure B3: 2025 + Project Alternative B compared to 2025 No Project - AM Peak-Hour Volumes**



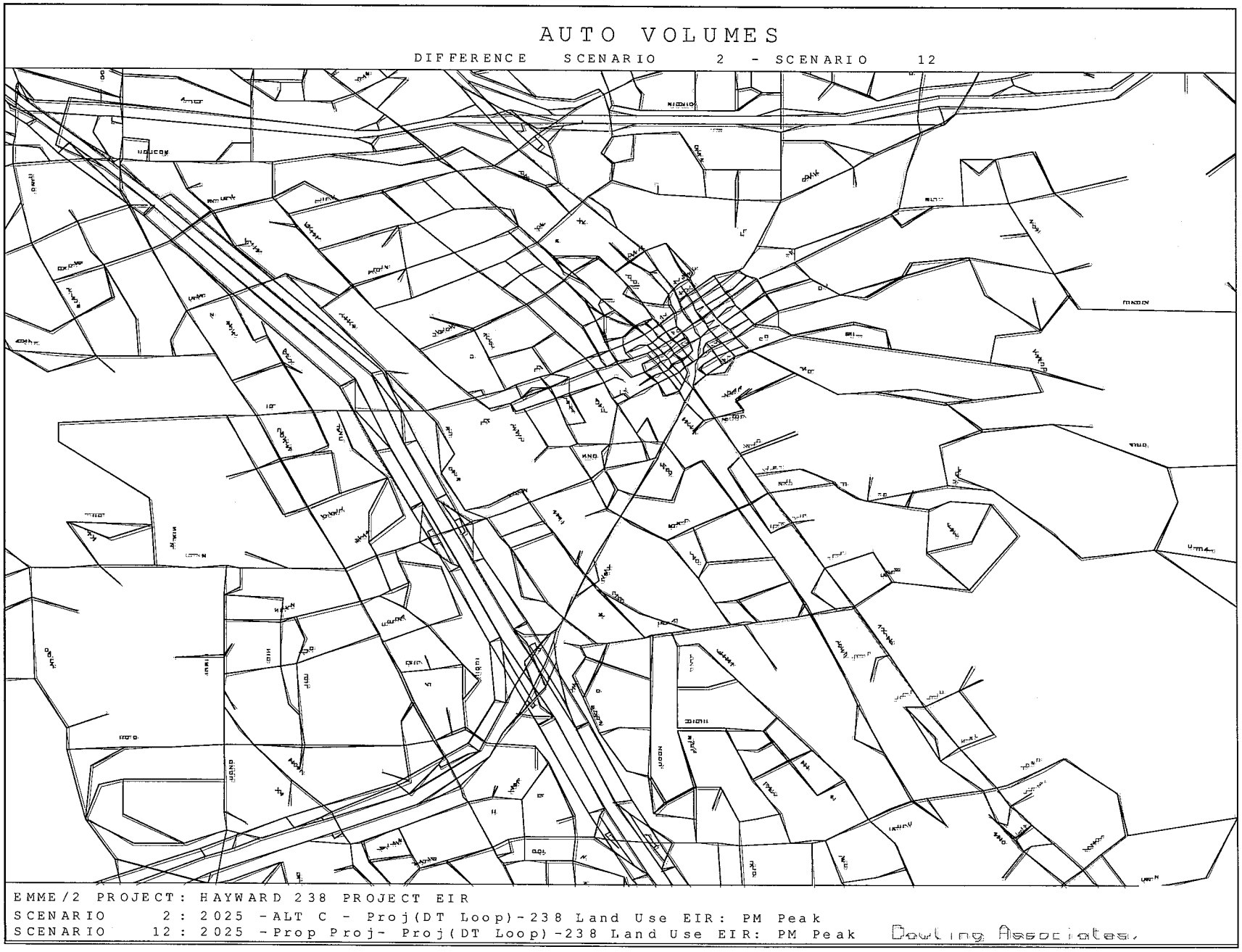
- **Figure B4: 2025 + Project Alternative B compared to 2025 No Project - PM Peak-Hour Volumes**



- **Figure B5: 2025 + Project Alternative C compared to 2025 No Project - AM Peak-Hour Volumes**



- **Figure B6: 2025 + Project Alternative C compared to 2025 No Project - PM Peak-Hour Volumes**



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APPENDIX C:

Congestion Management Program (CMP) Tables

Detailed CMP Link volume tables for:

- Table C1: 2015 + No Project Volumes -AM Peak-Hour
- Table C2: 2015 + No Project Volumes -PM Peak-Hour
- Table C3: 2015 + Project Alt A Volumes -AM Peak-Hour
- Table C4: 2015 + Project Alt A Volumes -PM Peak-Hour

- Table C5: 2035 + No Project Volumes -AM Peak-Hour
- Table C6: 2035 + No Project Volumes -PM Peak-Hour
- Table C7: 2035 + Project Alt A Volumes -AM Peak-Hour
- Table C8: 2035 + Project Alt A Volumes -PM Peak-Hour

- Table C9: HCM 2000 Facility Types, LOS and Capacities

- **Table C1: 2015 + No Project Volumes -AM Peak-Hour**

Link Location	NB/EB Volume	Capacity	V/C	Lanes	LOS	SB/WB Volume	Capacity	V/C	Lanes	LOS	Facility Type
Interstate Highways											
I-880 - south of A Street	7,145	8320	0.86	4	C	7,624	8320	0.92	4	C	Freeway
I-880 - north of Industrial Blvd	7,445	8320	0.89	4	C	5,926	8320	0.71	4	C	Freeway
I-580 - east of Crow Canyon Blvd	5,731	8320	0.69	4	C	10,294	8320	1.24	4	E	Freeway
I-580 - east of Redwood Rd	5,470	10480	0.52	5	B	10,071	8320	1.21	4	E	Freeway
I-580 - west of I-238	6,856	8320	0.82	4	C	5,022	8320	0.60	4	B	Freeway
I-238 - east of Hesperian Blvd	2,148	6150	0.35	3	A	5,477	6150	0.89	3	C	Freeway
Arterials											
Foothill Blvd - north of Grove	2,921	3580	0.82	4	B	2,255	3580	0.63	4	B	Class1
Foothill Blvd - north of A Street	1,818	3958	0.46	5	B	2,014	3958	0.51	5	B	Class1
Foothill Blvd - north of D Street	3,901	4146	0.94	6	C	0	#N/A	#N/A	0	#N/A	Class1
Mission Blvd - north of A Street	658	1800	0.37	2	C	397	1800	0.22	2	C	Class2
Mission Blvd - north of D Street	0	#N/A	#N/A	0	#N/A	4,100	3958	1.04	5	F	Class1
Mission Blvd - north of Carlos Bee St	2,437	3500	0.70	4	C	1,718	3500	0.49	4	C	Class2
Mission Blvd - north of Industrial Blvd	2,666	2710	0.98	3	E	1,972	2710	0.73	3	C	Class2
Harder Rd - east of Mission Blvd	587	1800	0.33	2	C	864	1800	0.48	2	C	Class2
Tennyson - west of Mission Blvd	423	1800	0.24	2	C	525	1800	0.29	2	C	Class2
Industrial Parkway - west of Mission Bl	685	1800	0.38	2	C	834	1800	0.46	2	C	Class2
Jackson - west of Watkins Street	2,328	2825	0.82	3	B	2,805	2825	0.99	3	E	Class1
A Street - east of Foothill Blvd	1,551	1800	0.86	2	D	1,013	1800	0.56	2	C	Class2
B Street - east of Foothill Blvd	514	850	0.60	1	C	1,795	1800	1.00	2	E	Class2
D Street - east of Foothill Blvd	20	1800	0.01	2	C	538	1800	0.30	2	C	Class2
	55,304					***65,244***					

* Freeway segment includes only mixed-flow lane travel

Source: Dowling Associates, Inc., 2009

- **Table C2: 2015 + No Project Volumes -PM Peak-Hour**

Link Location	NB/EB Volume	Capacity	V/C	Lanes	LOS	SB/WB Volume	Capacity	V/C	Lanes	LOS	Facility Type
Interstate Highways											
I-880 - south of A Street	7,100	8320	0.85	4	C	7,881	8320	0.95	4	D	Freeway
I-880 - north of Industrial Blvd	6,639	8320	0.80	4	C	6,742	8320	0.81	4	C	Freeway
I-580 - east of Crow Canyon Blvd	9,477	8320	1.14	4	E	5,824	8320	0.70	4	C	Freeway
I-580 - east of Redwood Rd	9,407	10480	0.90	5	D	5,450	8320	0.66	4	B	Freeway
I-580 - west of I-238	5,383	8320	0.65	4	B	7,439	8320	0.89	4	C	Freeway
I-238 - east of Hesperian Blvd	4,929	6150	0.80	3	C	3,126	6150	0.51	3	B	Freeway
Arterials											
Foothill Blvd - north of Grove	3,624	3580	1.01	4	F	3,014	3580	0.84	4	B	Class1
Foothill Blvd - north of A Street	2,684	3958	0.68	5	B	2,001	3958	0.51	5	B	Class1
Foothill Blvd - north of D Street	4,641	4146	1.12	6	F	0	#N/A	#N/A	0	#N/A	Class1
Mission Blvd - north of A Street	1,212	1800	0.67	2	C	1,547	1800	0.86	2	D	Class2
Mission Blvd - north of D Street	0	#N/A	#N/A	0	#N/A	4,237	3958	1.07	5	F	Class1
Mission Blvd - north of Carlos Bee St	2,684	3500	0.77	4	C	3,296	3500	0.94	4	D	Class2
Mission Blvd - north of Industrial Blvd	2,227	2710	0.82	3	D	2,870	2710	1.06	3	F	Class2
Harder Rd - east of Mission Blvd	1,516	1800	0.84	2	D	1,544	1800	0.86	2	D	Class2
Tennyson - west of Mission Blvd	637	1800	0.35	2	C	534	1800	0.30	2	C	Class2
Industrial Parkway - west of Mission Bl	856	1800	0.48	2	C	723	1800	0.40	2	C	Class2
Jackson - west of Watkins Street	2,847	2825	1.01	3	F	1,764	2825	0.62	3	B	Class1
A Street - east of Foothill Blvd	1,683	1800	0.94	2	D	627	1800	0.35	2	C	Class2
B Street - east of Foothill Blvd	836	850	0.98	1	E	1,798	1800	1.00	2	E	Class2
D Street - east of Foothill Blvd	337	1800	0.19	2	C	162	1800	0.09	2	C	Class2
	68,719					***60,579***					

* Freeway segment includes only mixed-flow lane travel

Source: Dowling Associates, Inc., 2009

- **Table C3: 2015 + Project Alt A Volumes -AM Peak-Hour**

Link Location	NB/EB Volume	Capacity	V/C	Lanes	LOS	SB/WB Volume	Capacity	V/C	Lanes	LOS	Facility Type
Interstate Highways											
I-880 - south of A Street	7,155	8320	0.86	4	C	7,623	8320	0.92	4	C	Freeway
I-880 - north of Industrial Blvd	7,446	8320	0.89	4	C	5,927	8320	0.71	4	C	Freeway
I-580 - east of Crow Canyon Blvd	5,738	8320	0.69	4	C	10,292	8320	1.24	4	E	Freeway
I-580 - east of Redwood Rd	5,479	10480	0.52	5	B	10,068	8320	1.21	4	E	Freeway
I-580 - west of I-238	6,872	8320	0.83	4	C	5,023	8320	0.60	4	B	Freeway
I-238 - east of Hesperian Blvd	2,148	6150	0.35	3	A	5,476	6150	0.89	3	C	Freeway
Arterials											
Foothill Blvd - north of Grove	2,943	3580	0.82	4	B	2,261	3580	0.63	4	B	Class1
Foothill Blvd - north of A Street	1,869	3958	0.47	5	B	2,018	3958	0.51	5	B	Class1
Foothill Blvd - north of D Street	3,984	4146	0.96	6	C	0	#N/A	#N/A	0	#N/A	Class1
Mission Blvd - north of A Street	676	1800	0.38	2	C	403	1800	0.22	2	C	Class2
Mission Blvd - north of D Street	0	#N/A	#N/A	0	#N/A	4,114	3958	1.04	5	F	Class1
Mission Blvd - north of Carlos Bee St	2,573	3500	0.74	4	C	1,744	3500	0.50	4	C	Class2
Mission Blvd - north of Industrial Blvd	2,676	2710	0.99	3	E	1,993	2710	0.74	3	C	Class2
Harder Rd - east of Mission Blvd	590	1800	0.33	2	C	869	1800	0.48	2	C	Class2
Tennyson - west of Mission Blvd	420	1800	0.23	2	C	527	1800	0.29	2	C	Class2
Industrial Parkway - west of Mission Bl	698	1800	0.39	2	C	847	1800	0.47	2	C	Class2
Jackson - west of Watkins Street	2,325	2825	0.82	3	B	2,801	2825	0.99	3	E	Class1
A Street - east of Foothill Blvd	1,569	1800	0.87	2	D	1,010	1800	0.56	2	C	Class2
B Street - east of Foothill Blvd	526	850	0.62	1	C	1,794	1800	1.00	2	E	Class2
D Street - east of Foothill Blvd	20	1800	0.01	2	C	543	1800	0.30	2	C	Class2
	55,707					***65,333***					

* Freeway segment includes only mixed-flow lane travel

Source: Dowling Associates, Inc., 2009

- **Table C4: 2015 + Project Alt A Volumes -PM Peak-Hour**

Link Location	NB/EB Volume	Capacity	V/C	Lanes	LOS	SB/WB Volume	Capacity	V/C	Lanes	LOS	Facility Type
Interstate Highways											
I-880 - south of A Street	7,101	8320	0.85	4	C	7,886	8320	0.95	4	D	Freeway
I-880 - north of Industrial Blvd	6,641	8320	0.80	4	C	6,744	8320	0.81	4	C	Freeway
I-580 - east of Crow Canyon Blvd	9,476	8320	1.14	4	E	5,829	8320	0.70	4	C	Freeway
I-580 - east of Redwood Rd	9,405	10480	0.90	5	D	5,455	8320	0.66	4	B	Freeway
I-580 - west of I-238	5,384	8320	0.65	4	B	7,449	8320	0.90	4	C	Freeway
I-238 - east of Hesperian Blvd	4,932	6150	0.80	3	C	3,126	6150	0.51	3	B	Freeway
Arterials											
Foothill Blvd - north of Grove	3,631	3580	1.01	4	F	3,030	3580	0.85	4	C	Class1
Foothill Blvd - north of A Street	2,696	3958	0.68	5	B	2,038	3958	0.51	5	B	Class1
Foothill Blvd - north of D Street	4,653	4146	1.12	6	F	0	#N/A	#N/A	0	#N/A	Class1
Mission Blvd - north of A Street	1,221	1800	0.68	2	C	1,587	1800	0.88	2	D	Class2
Mission Blvd - north of D Street	0	#N/A	#N/A	0	#N/A	4,327	3958	1.09	5	F	Class1
Mission Blvd - north of Carlos Bee St	2,724	3500	0.78	4	C	3,417	3500	0.98	4	E	Class2
Mission Blvd - north of Industrial Blvd	2,245	2710	0.83	3	D	2,879	2710	1.06	3	F	Class2
Harder Rd - east of Mission Blvd	1,547	1800	0.86	2	D	1,554	1800	0.86	2	D	Class2
Tennyson - west of Mission Blvd	639	1800	0.36	2	C	538	1800	0.30	2	C	Class2
Industrial Parkway - west of Mission Bl	866	1800	0.48	2	C	737	1800	0.41	2	C	Class2
Jackson - west of Watkins Street	2,845	2825	1.01	3	F	1,761	2825	0.62	3	B	Class1
A Street - east of Foothill Blvd	1,681	1800	0.93	2	D	627	1800	0.35	2	C	Class2
B Street - east of Foothill Blvd	836	850	0.98	1	E	1,817	1800	1.01	2	F	Class2
D Street - east of Foothill Blvd	339	1800	0.19	2	C	164	1800	0.09	2	C	Class2
	68,862					***60,965***					

* Freeway segment includes only mixed-flow lane travel

Source: Dowling Associates, Inc., 2009

- **Table C5: 2035 + No Project Volumes -AM Peak-Hour**

Link Location	NB/EB Volume	Capacity	V/C	Lanes	LOS	SB/WB Volume	Capacity	V/C	Lanes	LOS	Facility Type
Interstate Highways											
I-880 - south of A Street	7,444	8320	0.89	4	C	10,834	8320	1.30	4	F	Freeway
I-880 - north of Industrial Blvd	7,772	8320	0.93	4	D	8,824	8320	1.06	4	D	Freeway
I-580 - east of Crow Canyon Blvd	7,558	8320	0.91	4	C	12,110	8320	1.46	4	F	Freeway
I-580 - east of Redwood Rd	7,020	10480	0.67	5	C	11,653	8320	1.40	4	F	Freeway
I-580 - west of I-238	7,967	8320	0.96	4	D	7,185	8320	0.86	4	C	Freeway
I-238 - east of Hesperian Blvd	2,282	6150	0.37	3	A	6,475	6150	1.05	3	D	Freeway
Arterials											
Foothill Blvd - north of Grove	3,588	3580	1.00	4	F	3,677	3580	1.03	4	F	Class1
Foothill Blvd - north of A Street	2,884	3958	0.73	5	B	3,142	3958	0.79	5	B	Class1
Foothill Blvd - north of D Street	4,761	4146	1.15	6	F	0	#N/A	#N/A	0	#N/A	Class1
Mission Blvd - north of A Street	1,358	1800	0.75	2	C	1,600	1800	0.89	2	D	Class2
Mission Blvd - north of D Street	0	#N/A	#N/A	0	#N/A	4,774	3958	1.21	5	F	Class1
Mission Blvd - north of Carlos Bee St	3,605	3500	1.03	4	F	3,726	3500	1.06	4	F	Class2
Mission Blvd - north of Industrial Blvd	2,817	2710	1.04	3	F	2,864	2710	1.06	3	F	Class2
Harder Rd - east of Mission Blvd	744	1800	0.41	2	C	1,136	1800	0.63	2	C	Class2
Tennyson - west of Mission Blvd	806	1800	0.45	2	C	1,006	1800	0.56	2	C	Class2
Industrial Parkway - west of Mission Bl	472	1800	0.26	2	C	941	1800	0.52	2	C	Class2
Jackson - west of Watkins Street	2,110	2825	0.75	3	B	2,886	2825	1.02	3	F	Class1
A Street - east of Foothill Blvd	1,394	1800	0.77	2	D	1,087	1800	0.60	2	C	Class2
B Street - east of Foothill Blvd	437	850	0.51	1	C	1,905	1800	1.06	2	F	Class2
D Street - east of Foothill Blvd	45	1800	0.03	2	C	787	1800	0.44	2	C	Class2
	65,064					***86,612***					

* Freeway segment includes only mixed-flow lane travel

Source: Dowling Associates, Inc., 2009

- **Table C6: 2035 + No Project Volumes -PM Peak-Hour**

Link Location	NB/EB Volume	Capacity	V/C	Lanes	LOS	SB/WB Volume	Capacity	V/C	Lanes	LOS	Facility Type
Interstate Highways											
I-880 - south of A Street	10,607	8320	1.27	4	F	8,750	8320	1.05	4	D	Freeway
I-880 - north of Industrial Blvd	9,735	8320	1.17	4	E	7,361	8320	0.88	4	C	Freeway
I-580 - east of Crow Canyon Blvd	11,065	8320	1.33	4	F	7,115	8320	0.86	4	C	Freeway
I-580 - east of Redwood Rd	10,559	10480	1.01	5	D	7,037	8320	0.85	4	C	Freeway
I-580 - west of I-238	7,075	8320	0.85	4	C	9,071	8320	1.09	4	D	Freeway
I-238 - east of Hesperian Blvd	6,679	6150	1.09	3	D	3,942	6150	0.64	3	B	Freeway
Arterials											
Foothill Blvd - north of Grove	3,746	3580	1.05	4	F	3,297	3580	0.92	4	C	Class1
Foothill Blvd - north of A Street	3,200	3958	0.81	5	B	2,791	3958	0.71	5	B	Class1
Foothill Blvd - north of D Street	4,742	4146	1.14	6	F	0	#N/A	#N/A	0	#N/A	Class1
Mission Blvd - north of A Street	1,890	1800	1.05	2	F	1,907	1800	1.06	2	F	Class2
Mission Blvd - north of D Street	0	#N/A	#N/A	0	#N/A	4,407	3958	1.11	5	F	Class1
Mission Blvd - north of Carlos Bee St	3,811	3500	1.09	4	F	3,815	3500	1.09	4	F	Class2
Mission Blvd - north of Industrial Blvd	2,835	2710	1.05	3	F	2,953	2710	1.09	3	F	Class2
Harder Rd - east of Mission Blvd	1,723	1800	0.96	2	E	1,658	1800	0.92	2	D	Class2
Tennyson - west of Mission Blvd	1,458	1800	0.81	2	D	1,093	1800	0.61	2	C	Class2
Industrial Parkway - west of Mission Bl	952	1800	0.53	2	C	543	1800	0.30	2	C	Class2
Jackson - west of Watkins Street	3,043	2825	1.08	3	F	1,668	2825	0.59	3	B	Class1
A Street - east of Foothill Blvd	1,587	1800	0.88	2	D	976	1800	0.54	2	C	Class2
B Street - east of Foothill Blvd	827	850	0.97	1	E	1,646	1800	0.91	2	D	Class2
D Street - east of Foothill Blvd	487	1800	0.27	2	C	560	1800	0.31	2	C	Class2
	86,021					***70,590***					

* Freeway segment includes only mixed-flow lane travel

Source: Dowling Associates, Inc., 2009

- **Table C7: 2035 + Project Alt A Volumes -AM Peak-Hour**

Link Location	NB/EB Volume	Capacity	V/C	Lanes	LOS	SB/WB Volume	Capacity	V/C	Lanes	LOS	Facility Type
Interstate Highways											
I-880 - south of A Street	7,449	8320	0.90	4	C	10,831	8320	1.30	4	F	Freeway
I-880 - north of Industrial Blvd	7,776	8320	0.93	4	D	8,833	8320	1.06	4	D	Freeway
I-580 - east of Crow Canyon Blvd	7,566	8320	0.91	4	C	12,112	8320	1.46	4	F	Freeway
I-580 - east of Redwood Rd	7,035	10480	0.67	5	C	11,654	8320	1.40	4	F	Freeway
I-580 - west of I-238	7,985	8320	0.96	4	D	7,189	8320	0.86	4	C	Freeway
I-238 - east of Hesperian Blvd	2,283	6150	0.37	3	A	6,476	6150	1.05	3	D	Freeway
Arterials											
Foothill Blvd - north of Grove	3,625	3580	1.01	4	F	3,683	3580	1.03	4	F	Class1
Foothill Blvd - north of A Street	2,936	3958	0.74	5	B	3,140	3958	0.79	5	B	Class1
Foothill Blvd - north of D Street	4,839	4146	1.17	6	F	0	#N/A	#N/A	0	#N/A	Class1
Mission Blvd - north of A Street	1,379	1800	0.77	2	D	1,604	1800	0.89	2	D	Class2
Mission Blvd - north of D Street	0	#N/A	#N/A	0	#N/A	4,777	3958	1.21	5	F	Class1
Mission Blvd - north of Carlos Bee St	3,744	3500	1.07	4	F	3,748	3500	1.07	4	F	Class2
Mission Blvd - north of Industrial Blvd	2,829	2710	1.04	3	F	2,882	2710	1.06	3	F	Class2
Harder Rd - east of Mission Blvd	751	1800	0.42	2	C	1,133	1800	0.63	2	C	Class2
Tennyson - west of Mission Blvd	800	1800	0.44	2	C	1,010	1800	0.56	2	C	Class2
Industrial Parkway - west of Mission Bl	480	1800	0.27	2	C	948	1800	0.53	2	C	Class2
Jackson - west of Watkins Street	2,110	2825	0.75	3	B	2,886	2825	1.02	3	F	Class1
A Street - east of Foothill Blvd	1,410	1800	0.78	2	D	1,084	1800	0.60	2	C	Class2
B Street - east of Foothill Blvd	445	850	0.52	1	C	1,901	1800	1.06	2	F	Class2
D Street - east of Foothill Blvd	45	1800	0.03	2	C	791	1800	0.44	2	C	Class2
	65,487					***86,682***					

* Freeway segment includes only mixed-flow lane travel

Source: Dowling Associates, Inc., 2009

- **Table C8: 2035 + Project Alt A Volumes -PM Peak-Hour**

Link Location	NB/EB Volume	Capacity	V/C	Lanes	LOS	SB/WB Volume	Capacity	V/C	Lanes	LOS	Facility Type
Interstate Highways											
I-880 - south of A Street	10,606	8320	1.27	4	F	8,754	8320	1.05	4	D	Freeway
I-880 - north of Industrial Blvd	9,747	8320	1.17	4	E	7,367	8320	0.89	4	C	Freeway
I-580 - east of Crow Canyon Blvd	11,066	8320	1.33	4	F	7,117	8320	0.86	4	C	Freeway
I-580 - east of Redwood Rd	10,560	10480	1.01	5	D	7,039	8320	0.85	4	C	Freeway
I-580 - west of I-238	7,079	8320	0.85	4	C	9,089	8320	1.09	4	D	Freeway
I-238 - east of Hesperian Blvd	6,676	6150	1.09	3	D	3,943	6150	0.64	3	B	Freeway
Arterials											
Foothill Blvd - north of Grove	3,754	3580	1.05	4	F	3,333	3580	0.93	4	C	Class1
Foothill Blvd - north of A Street	3,205	3958	0.81	5	B	2,836	3958	0.72	5	B	Class1
Foothill Blvd - north of D Street	4,748	4146	1.15	6	F	0	#N/A	#N/A	0	#N/A	Class1
Mission Blvd - north of A Street	1,894	1800	1.05	2	F	1,934	1800	1.07	2	F	Class2
Mission Blvd - north of D Street	0	#N/A	#N/A	0	#N/A	4,488	3958	1.13	5	F	Class1
Mission Blvd - north of Carlos Bee St	3,840	3500	1.10	4	F	3,932	3500	1.12	4	F	Class2
Mission Blvd - north of Industrial Blvd	2,860	2710	1.06	3	F	2,965	2710	1.09	3	F	Class2
Harder Rd - east of Mission Blvd	1,751	1800	0.97	2	E	1,670	1800	0.93	2	D	Class2
Tennyson - west of Mission Blvd	1,467	1800	0.82	2	D	1,091	1800	0.61	2	C	Class2
Industrial Parkway - west of Mission Bl	959	1800	0.53	2	C	551	1800	0.31	2	C	Class2
Jackson - west of Watkins Street	3,037	2825	1.08	3	F	1,671	2825	0.59	3	B	Class1
A Street - east of Foothill Blvd	1,583	1800	0.88	2	D	978	1800	0.54	2	C	Class2
B Street - east of Foothill Blvd	828	850	0.97	1	E	1,665	1800	0.93	2	D	Class2
D Street - east of Foothill Blvd	489	1800	0.27	2	C	565	1800	0.31	2	C	Class2
	86,149					***70,988***					

* Freeway segment includes only mixed-flow lane travel

Source: Dowling Associates, Inc., 2009

• Table C9: HCM 2000 Facility Types, LOS and Capacities

Freeway Capacities at Service Levels From HCM 2000 and Arterial Capacities from Florida DOT 2002

dxs - updated to HCM 2000 using Florida Method 2002 capacity tables - 2/11/2009

PEAK HOUR PEAK ONE-DIRECTION VOLUME

Freeway

	Level of Service				
Lanes	A	B	C	D	E
2	1,270	2,110	2,940	3,580	3,980
3	1,970	3,260	4,550	5,530	6,150
4	2,660	4,410	6,150	7,480	8,320
5	3,360	5,560	7,760	9,440	10,480
6	4,050	6,710	9,360	11,390	12,650
A	B	C	D	E	F

Mixed-flow lane volume only (no HOV)

Uninterrupted Flow Highways - Expressways

Expressway	Level of Service				
Lanes	A	B	C	D	E
1	100	340	670	950	1,300
2	1,060	1,720	2,500	3,230	3,670
3	1,600	2,590	3,740	4,840	5,500
A	B	C	D	E	F

"State" Two-Way Arterials from Florida Tables

Class1	Level of Service				
Lanes	A	B	C	D	E
1		220	720	860	890
2	250	1530	1810	1860	1885
3	380	2330	2720	2790	2825
4	490	3030	3460	3540	3580
5	545	3380	3830	3915	3958
6	573	3555	4015	4103	4146
B	B	C	D	E	F

Class2	Level of Service				
Lanes	A	B	C	D	E
1		100	590	810	850
2		220	1360	1710	1800
3		340	2110	2570	2710
4		440	2790	3330	3500
C	C	C	D	E	F

Class3	Level of Service				
Lanes	A	B	C	D	E
1			280	660	810
2			650	1510	1720
3			1020	2330	2580
4			1350	3070	3330
D	D	D	D	E	F

Class4	Level of Service				
Lanes	A	B	C	D	E
1			270	720	780
2			650	1580	1660
3			1000	2390	2490
4			1350	3130	3250
D	D	D	D	E	F