Appendix H

Housing Incentive Program (HIP) Expansion Traffic Study

Traffic Impact Study Report

Housing Incentives Program Expansion

Palo Alto, CA

July 30, 2020

TJKM

Contents

Tables

Figures

Appendices

1.0 EXECUTIVE SUMMARY

This report describes the results of the Traffic Impact Analysis (TIA) for a proposed mixed use residential/commercial development ('the project") at 788 San Antonio Road in the City of Palo Alto.

1.1 PROPOSED PROJECT

The proposed Housing Incentive Program (HIP) expansion area ("program area") includes 18 parcels along San Antonio Road between East Charleston Road and Middlefield Road in Palo Alto. The eastern boundary of the program area is the boundary between the City of Palo Alto and the City of Mountain View. With the exception of one parcel, 705 San Antonio Road, all of the parcels in the program area are located on the east side of San Antonio Road. The parcels encompass 9.64 acres (420,031 square feet). **Figure 1** shows the project location and adjacent street network, and **Figure 2** shows an aerial view of the program area and the immediate surroundings.

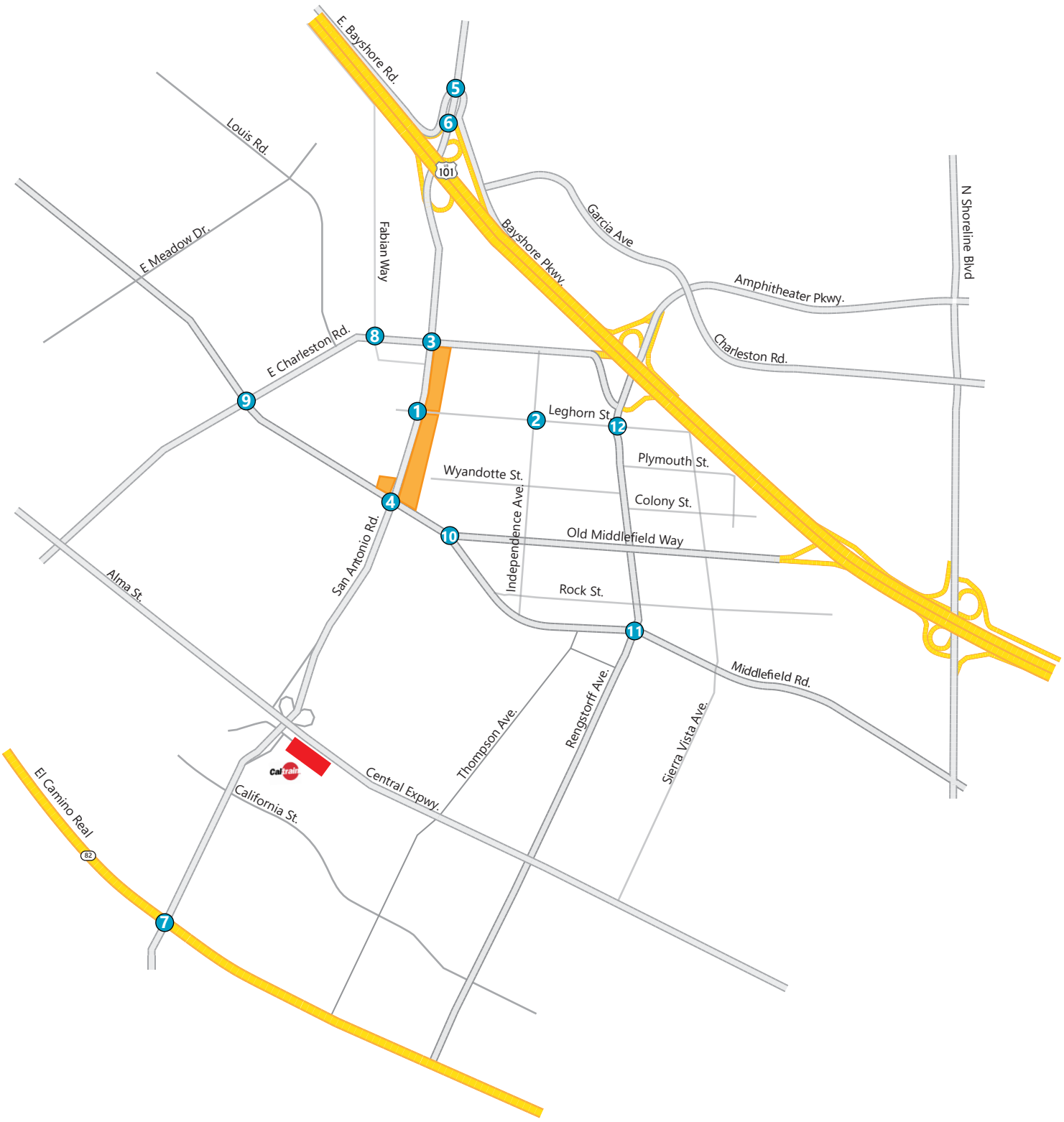
All parcels within the program area are zoned Service Commercial (CS). The program area includes 18 parcels along San Antonio Road between East Charleston Road and Middlefield Road. With the exception of one parcel, 705 San Antonio Road, all of the parcels are located on the east side of San Antonio Road, and their eastern edges mark the boundary between the City of Palo Alto and the City of Mountain View. All the parcels within the program area are currently developed with commercial uses, including many automobile-oriented businesses. The program area includes three service stations, two car rental and sales businesses, three car repair and oil change businesses. The other parcels within the area house other commercial and service uses, including a hotel, a fast food restaurant, and a light manufacturing business. The existing buildings within the program area are one- to two-stories, with parking lots, drive aisles, and some perimeter landscaping surrounding them.

The project would involve an amendment to Section 18 of the Palo Alto Municipal Code (PAMC) to allow the application of the Housing Inventive Program (HIP) to the 18 parcels within the program area. This would allow for increased density of multi-family residential development along San Antonio Road corridor. The proposed text amendment would involve the following changes to the zoning regulations that apply to these properties:

- Allow a waiver for housing projects to exceed maximum Floor Area Ratio (FAR), up to 2.0
- Allow a waiver to exceed maximum site coverage
- Allow rooftop gardens to count towards required open space
- Exclude retail area from parking requirements
- Exempt certain area in subterranean garages from counting towards FAR
- Allow a waiver to reduce requirements related to preservation of existing retail space to allow for housing projects

The proposed HIP expansion would allow up to 818 multi-residential units in the program area, with no change to allowable commercial uses. Therefore, this TIS focuses on assessing the effect that the addition of 818 multi-family residential uses would have on the surrounding transportation network.

Figure 1: Vicinity Map



LEGEND

- Program Area
- Study Intersection

Figure 2: Project Location

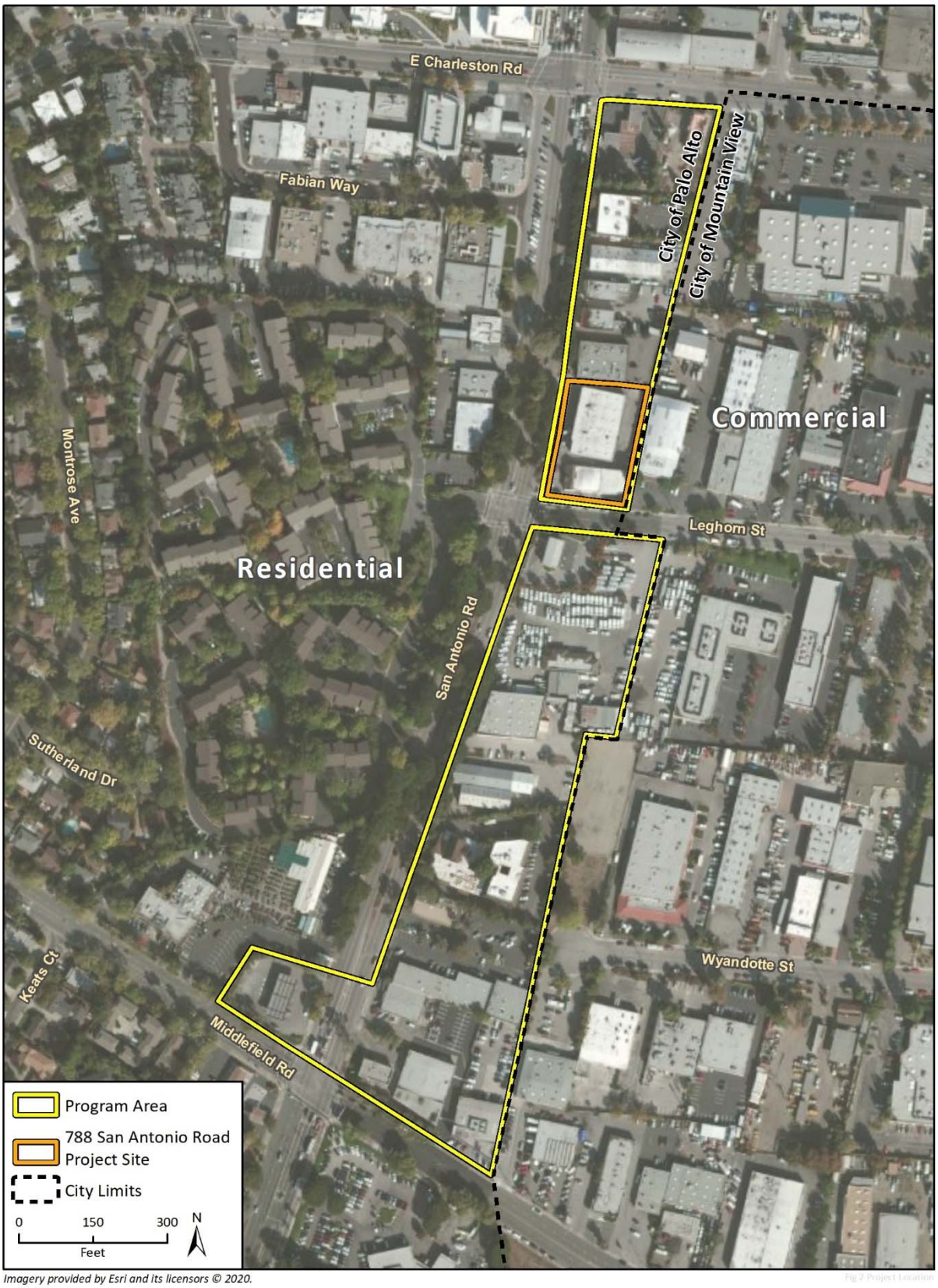


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Table 1: Maximum Number of Residential Units with Proposed Zoning Code Amendment

Address	Lot Size (Square feet)	Existing Use	Maximum Number of Residential Units
840 San Antonio	23,065	Service Station	56.05
910 E. Charleston	22,270	Fast food drive-thru	54.12
824 San Antonio	19,905	Car Rental	48.37
816 San Antonio	20,021	Car Rental	48.65
808 - 814 San Antonio	19,787	Day Spa	48.09
800 San Antonio	18,870	Tutoring	45.86
796 San Antonio	21,223	Martial Arts	51.57
788 – 790 San Antonio	22,718	Contractor	55.21
780 San Antonio	20,293	Oil Change	49.31
762 San Antonio	39,880	Truck sales	96.91
760 San Antonio	29,082	Office equipment repair	70.67
744 - 750 San Antonio	83,441	Hotel	0.00
720 San Antonio	20,000	Light manufacturing	48.60
708 - 710 San Antonio	10,422	Automobile repair	25.33
705 San Antonio	25,493	Service Station	61.95
4201 Middlefield	2,720	Oil Change	6.61
4227 Middlefield	10,845	Office Supply	26.35
4233 Middlefield	9,996	Bicycle Shop	24.29
Total Number of Residential Units Allowed:			**818**

1.2 Summary of Findings

To evaluate the impacts on the transportation infrastructure due to the addition of traffic from the proposed project, the study intersections were evaluated in accordance with the standards set forth by the local transportation impact standards of City of Palo Alto and Santa Clara Valley Transportation Authority (VTA).

The proposed project is expected to generate 4,450 daily motor vehicle trips, including 294 motor vehicle trips during the a.m. peak hour and 360 motor vehicle trips during the p.m. peak hour. Roadway system operations were evaluated under the following scenarios:

Motor Vehicle Traffic Impacts

Existing plus Project Conditions; under existing conditions based on data collected in October 2019 and January 2020, all study intersections operate within applicable jurisdictional standards of LOS D/E (City of Palo Alto and VTA CMP) or better during both the a.m. and p.m. peak hours. With the addition of traffic generated by the project: all study intersections would continue to operate at an acceptable LOS during both the a.m. and p.m. peak hours under Existing plus Project conditions. Traffic impacts resulting from the project would therefore be considered **less than significant** under Existing plus Project conditions.

Background plus Project Conditions; under background conditions all study intersections operate within applicable jurisdictional standards of LOS D/E (City of Palo Alto and VTA CMP) or better during both the a.m. and p.m. peak hours. With the addition of traffic generated by the project: all study intersections would continue to operate at an acceptable LOS during both the a.m. and p.m. peak hours under Background plus Project conditions. Traffic impacts resulting from the project would therefore be considered **less than significant** under Background plus Project conditions.

Cumulative plus Project Conditions: under cumulative conditions, without the project, all study intersections are anticipated to operate acceptably within applicable jurisdictional standards of LOS D/E (City of Palo Alto and VTA CMP) or better during both the a.m. and p.m. peak hours. With the addition of project traffic: the all-way stop-sign controlled of Independence Avenue and Leghorn Street (study intersection #2) is forecasted to operate at unacceptable LOS E under Cumulative plus Project conditions. All other study intersections are anticipated to operate acceptably within applicable jurisdictional standards of LOS D/E (City of Palo Alto and VTA CMP) or better during both the a.m. and p.m. peak hours under Cumulative plus Project conditions.

Recommended Mitigation at Independence Avenue and Leghorn Street (study intersection #2): future delay at this stop-controlled intersection during the p.m. peak hour under Background plus Project and Cumulative plus Project conditions could be reduced by restriping the westbound approach to provide a westbound right-turn lane (or "de facto" right-turn lane by prohibiting curb-side parking during the p.m. peak period). With such a restriping: the all-way stop-controlled intersection would operate acceptably at LOS C during the p.m. peak hour under Cumulative plus Project conditions.

Traffic impacts resulting from the project would therefore be considered **less than significant with mitigation** under Cumulative plus Project conditions at the intersection of Independence Avenue and

Leghorn Street (study intersection #2). Traffic impacts at all other study intersections under Cumulative plus Project conditions would be considered less than significant, and no mitigation is required.

Vehicle Miles Traveled: "Vehicle miles traveled" refers to the amount and distance of automobile travel "attributable to a project". VMT re-routed from other origins or destinations as the result of a project would not be attributable to a project except to the extent that the re-routing results in a net increase in VMT.

The proposed project will provide housing in a segment of the County and Bay Area that has a surplus of jobs relative to the supply of housing. The large supply of jobs in Palo Alto, Menlo Park, Mountain View and other neighboring cities results in relatively long commute lengths for many employees, particularly those commuting from homes in the East Bay and San Francisco. By contrast: the provision of housing in Palo Alto will help to reduce net VMT at a regional level, by providing homes closer to job locations.

Based on the adopted City of Palo Alto VMT thresholds, where a proposed project replaces VMT-generating land uses, if the replacement leads to a net overall decrease in VMT, the project impact may be considered less than significant. However, if the redevelopment project leads to a net overall increase in VMT, the project impact may be considered less than significant only if the proposed new land uses would individually fall below their respective thresholds. .

The proposed project would allow up to 818 multi-residential units in the program area, anticipated to be occupied by approximately 1,881 residents, with no change to allowable commercial uses. Therefore the project would not replace VMT-generating land uses and is not anticipated to result in a net overall decrease in VMT. Based on the anticipated rate of home-based VMT generated by the project (11 miles per resident, as described further below): the 1,881 new residents would thus generate up to 20,700 daily home-based miles. Taking into account the likely reduction in commute distances to work for new residents that would otherwise have commuted from other parts of the region: the net increase in VMT is estimated to be approximately 15,000 daily home-based miles.

Since the redevelopment project leads to a net overall increase in VMT, City of Palo Alto standards specify that the project impact would thus be considered significant if proposed project exceeds the VMT threshold for residential land uses. VMT impacts attributable to residential projects in Palo Alto may be considered significant if a project exceeds a level of 15% below existing (baseline) County home-based VMT per resident. Therefore, VMT impacts from the proposed residential development may be considered significant if daily home-based VMT per resident exceeds 11.33 miles per resident (equivalent to 85% of the County home-based VMT average of 13.33 miles per resident).

VMT per resident for the proposed residential development is anticipated to be similar to existing residential development bordering San Antonio Road. Based on a review of VMT per Resident data for zones (TAZ) bordering San Antonio Road: the average daily home-based VMT per Resident for the areas bordering San Antonio Road is 11.19 per miles per resident, below the impact threshold. Project VMT is anticipated to be most similar to the west side of San Antonio Rd (TAZ 482) which has existing multi-family dwellings bordering San Antonio Road and an average home-based VMT per Resident of 11.02 miles per resident, also below the impact threshold. Therefore, the proposed project would not exceed

the VMT impact threshold for residential uses as defined by the City of Palo's VMT impact criteria. ***VMT impacts attributable to the project would be less than significant***.

Pedestrian Impacts

Access to each of the program area sites for pedestrians is provided by existing sidewalks on both sides of San Antonio. The sidewalks are continuous with curb ramps at driveways and intersections, and are five feet in width. Project impacts to current and future pedestrian facilities are anticipated to be ***less-than-significant***.

Bicycle Impacts

San Antonio Road is designated as a Class III bicycle route with shared motor vehicle/bicycle travel lanes on San Antonio Road. The Class III route is included in the City of Palo Alto 2030 Comprehensive Plan (2017) and Bicycle + Pedestrian Transportation Plan (2012). The project would not conflict with the existing or planned bicycle facilities; and is not expected to limit bicycle access to properties or create a hazardous condition for cyclists that currently does not exist, therefore, project impacts to bicycle facilities are anticipated to be ***less-than-significant***.

Although not required: bicycle circulation in the area could be improved by upgrading the bicycle route on San Antonio Road to provide Class II bicycle lanes.

Transit Impacts

The project is not anticipated to create demand for public transit services above the capacity which is provided, or planned. VTA routes 21 and 104 pass through study intersections #4 and #9 on Middlefield Road and San Antonio Road, while VTA route 104 also passes through intersection #10 when arriving from US 101, and passes through intersections #3 and #8 on Charleston Road when traveling outbound towards US 101. These intersections operate acceptably during both peak periods, both with and without the proposed project. The addition of project trips results in minor increases in critical delay, and the V/C ratio that are considered less than significant based on Palo Alto and VTA standards.. Therefore the project is not anticipated to result in significant added delay to transit services. The project is not anticipated to disrupt existing transit services or facilities or impacts to transit stops/shelters; or impacts to transit operations from traffic improvements proposed or resulting from a project. The project is not anticipated to conflict with transit policies adopted by the City of Palo Alto, Santa Clara County, VTA, or Caltrans for their respective facilities in the study area. Impacts to transit would be considered ***less-than-significant***.

2.0 STUDY METHODOLOGY

The purpose of this Traffic Impact Analysis is to evaluate the potential traffic impacts, identify short-term and long-term roadway circulation needs, determine potential mitigation measures and identify any critical traffic issues that should be addressed in the on-going planning process. The scope of work was prepared in consultation with the City of Palo Alto staff.

2.1 Study Intersections and Scenarios

TJKM evaluated traffic conditions at the study intersections during a.m. and p.m. peak hours for a typical weekday. The study intersections were selected in consultation with the City staff. The peak periods were observed between 7:00 a.m. - 9:00 a.m. and 4:00 p.m. - 6:00 p.m. The study intersections are as follows:

1. San Antonio Road & Leghorn Road
2. Independence Avenue & Leghorn Road
3. San Antonio Road & Charleston Road
4. San Antonio Road & Middlefield Road
5. San Antonio Road & East Bayshore Road-Bayshore Parkway
6. San Antonio Road & US 101 Northbound Off-ramp
7. San Antonio Road & El Camino Real
8. Charleston Road & Fabian Way
9. Charleston Road & Middlefield Road
10. Old Middlefield Way & Middlefield Road
11. Rengstorff Avenue & Middlefield Road
12. Rengstorff Avenue & Leghorn Road

Figure 1 illustrates the study intersections and the vicinity map of the proposed project. **Figure 2** shows the proposed project location. The traffic analysis addresses the following six scenarios:

- **Existing Conditions** – This scenario evaluates the study intersections based on existing traffic volumes, lane geometry, and traffic controls.
- **Existing plus Project Conditions** – This scenario is identical to Existing Conditions, but with the addition of traffic from the proposed project.
- **Background No Project Conditions** – This scenario is based on traffic growth resulting from other developments within the vicinity of the proposed project. The forecast of background volumes was derived from the *744 & 748 San Antonio Road Hotel Development* Traffic Impact Analysis (Hexagon Associates, June 7, 2016) which had forecasted background growth (including the 744 & 748 San Antonio Road project) to result in a six percent increase over 2016 volumes during the a.m. peak hour, and an eight percent increase over 2016 volumes during the p.m. peak hour. The forecasted Background Volumes (without the proposed project) represent a 13 percent increase over existing (2019-20) volumes during the a.m. peak hour, and 12 percent increase over existing (2019-20) volumes during the p.m. peak hour.

- **Background plus Project Conditions** – This scenario is identical to Background Conditions, but with the addition of traffic from the proposed project.
- **Cumulative No Project Conditions** –Cumulative Conditions reflects anticipated traffic volumes with regional traffic growth as well as other developments in Palo Alto and Mountain View. The forecast of cumulative volumes was derived from the *744 & 748 San Antonio Road Hotel Development* Traffic Impact Analysis (Hexagon Associates, June 7, 2016). The forecasted Cumulative Volumes (without the proposed project) are approximately 18 percent higher than the Existing volumes.
- **Cumulative plus Project Conditions** – This scenario is identical to Cumulative Conditions, but with the addition of traffic from the proposed project.

2.2 Level of Service Analysis Methodology

LOS is a qualitative measure that describes operational conditions as they relate to the traffic stream and perceptions by motorists and passengers. The LOS generally describes these conditions in terms of such factors as speed and travel time, delays, freedom to maneuver, traffic interruptions, comfort, convenience, and safety. The operational LOS are given letter designations from A to F, with A representing the best operating conditions (free-flow) and F the worst (severely congested flow with high delays). Intersections generally are the capacity-controlling locations with respect to traffic operations on arterial and collector streets.

Signalized Intersections

The study intersections under traffic signal control were analyzed using Traffix software that utilizes the 2000 Highway Capacity Manual (HCM) Operations Methodology for signalized intersections described in Chapter 16 (HCM 2000). This methodology determines LOS based on average control delay per vehicle for the overall intersection during peak-hour intersection operating conditions. The LOS methodology is approved by VTA and adopted by the City. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. The average control delay for signalized intersections was calculated using TRAFFIX 8.0 analysis software and was correlated to a LOS designation as shown in **Table 2A**. The LOS methodology is described for signalized intersections in detail in **Appendix A**.

Unsignalized Intersections

The study intersection under stop control (Unsignalized) was analyzed using Traffix software that utilizes the 2000 HCM Operations Methodology for unsignalized intersections described in Chapter 17 (HCM 2000). LOS ratings for stop-sign controlled intersections are based on the average control delay expressed in seconds per vehicle. At side street-controlled intersections or two-way stop sign intersections, the control delay is calculated for each movement, not for the intersection as a whole. For approaches composed of a single lane, the control delay is computed as the average of all movements in that lane. The weighted average delay for the entire intersection is presented for the all-way stop controlled intersection. The average control delay for unsignalized intersections was calculated using TRAFFIX 8.0 analysis software and was correlated to a LOS designation as shown in **Table 2B**. The LOS methodology is described for unsignalized intersections in detail in **Appendix A**.

Table 2A: Level of Service Definitions for Signalized Intersections

Level of Service	Description
A	Very low control delay, up to 10 seconds per vehicle. Progression is extremely favorable, and most vehicles arrive during the green phase. Many vehicles do not stop at all. Short cycle lengths may tend to contribute to low delay values.
B	Control delay greater than 10 and up to 20 seconds per vehicle. There is good progression or short cycle lengths or both. More vehicles stop causing higher levels of delay.
C	Control delay greater than 20 and up to 35 seconds per vehicle. Higher delays are caused by fair progression or longer cycle lengths or both. Individual cycle failures may begin to appear. Cycle failure occurs when a given green phase does not serve queued vehicles, and overflow occurs. The number of vehicles stopping is significant, though many still pass through the intersection without stopping.
D	Control delay greater than 35 and up to 55 seconds per vehicle. The influence of congestions becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high volumes. Many vehicles stop, the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.
E	Control delay greater than 55 and up to 80 seconds per vehicle. The limit of acceptable delay. High delays usually indicate poor progression, long cycle lengths, and high volumes. Individual cycle failures are frequent.
F	Control delay in excess of 80 seconds per vehicle. Unacceptable to most drivers. Oversaturation, arrival flow rates exceed the capacity of the intersection. Many individual cycle failures. Poor progression and long cycle lengths may also be contributing factors to higher delay.

Source: Highway Capacity Manual 2000

Table 2B: Level of Service Definitions for Stop-Controlled Intersections

Level of Service	Description
A	Very low control delay less than 10 seconds per vehicle for each movement subject to delay.
B	Low control delay greater than 10 and up to 15 seconds per vehicle for each movement subject to delay.
C	Acceptable control delay greater than 15 and up to 25 seconds per vehicle for each movement subject to delay.
D	Tolerable control delay greater than 25 and up to 35 seconds per vehicle for each movement subject to delay.
E	Limit of tolerable control delay greater than 35 and up to 50 seconds per vehicle for each movement subject to delay.
F	Unacceptable control delay in excess of 50 seconds per vehicle for each movement subject to delay.

Source: Highway Capacity Manual 2000

2.3 Significant Impact Criteria/Level of Service Standards

Vehicle Miles Traveled (VMT) Impact Criteria

VMT impacts resulting from residential projects in Palo Alto may be considered significant if the home-based VMT per resident exceeds a level of 15% below existing (baseline) County home-based VMT per resident. Based on this threshold, VMT impacts from the proposed residential development may be considered significant if daily home-based VMT per resident exceeds 11.33 miles per resident (equivalent to 85% of the County home-based VMT average of 13.33 miles per resident).

Where a proposed project replaces VMT-generating land uses, if the replacement leads to a net overall decrease in VMT, the project impact may be considered less than significant. If the redevelopment project leads to a net overall increase in VMT, the project impact may be considered significant if proposed new residential, office or retail uses would individually exceed their respective thresholds.

Certain projects may be screened from requiring a VMT analysis and would have a less than significant criteria under State CEQA Guidelines section 15064.3. The following types of projects are eligible for screening as defined by the City of Palo Alto Screening Criteria:

- Small developments that generate fewer than 110 trips per day
- Projects in low-VMT areas that have similar features as existing developments in that area
- Projects in proximity to major transit stops
- Affordable housing projects that provide 100% affordable housing in infill locations
- Local-serving retail projects of 10,000 square feet or less
- Transportation projects that do not lead to a measurable increase in vehicle travel

The proposed project was determined to not meet the eligibility for screening. Therefore, an assessment of VMT impacts was conducted based on the VMT impact criteria described above.

Level of Service (LOS) Standards

Signalized Intersections

In general, the LOS standard (minimum acceptable operations) for signalized intersections in the City of Palo Alto is LOS D or better. The City has also adopted LOS E as the minimum overall performance measure for Congestion Management Program (CMP) monitored roadways), consistent with VTA guidelines. According to the City of Palo Alto, a projected-generated increase in traffic is considered to have a significant impact at a signalized intersection if it meets any of the following criteria:

- If intersection operations degrade from an acceptable level (LOS D or better) to an unacceptable level (LOS E or F); *or*
- If the critical delay increases by four seconds or more, or the volume-to-capacity (V/C) ratio increases by more than 0.01 or more at intersections with unacceptable operations (LOS E or F).

The City of Palo Alto considers a significant impact to be satisfactorily mitigated when the measure implemented would restore LOS to baseline conditions or better.

Unsignalized Intersections

LOS D is used as the minimum acceptable operating level at unsignalized intersections. A project-generated increase in traffic is considered to have a significant impact if intersection operations degrade from acceptable conditions to LOS E or LOS F *and* the intersection satisfies the peak hour signal warrants from the California Manual of Uniform Traffic Control Devices (MUTCD). The City considers a significant impact to be satisfactorily mitigated when the measure implemented would restore LOS to baseline conditions or better. All proposed mitigation must also include a feasibility analysis, which includes an aerial photograph showing all buildings and right-of-way lines overlaid with the proposed mitigation.

VTA CMP Intersections

The LOS standard for CMP intersections is LOS E. The projected-generated increase in traffic is considered to have a significant impact at a CMP intersection if it meets any of the following criteria:

- If intersection operations degrade from an acceptable level (LOS E or better) to an unacceptable level (LOS F).
- If the critical delay increases by more than four seconds *and* the V/C ratio increases by 0.01 or more at intersections with unacceptable operations (LOS F).
- If the critical delay decreases (i.e. negative change in critical delay) *and* the V/C ratio increases by 0.01 or more at intersections with unacceptable operations (LOS F). This can occur if the critical movements change.

Pedestrian and Bicycle Impact Criteria

The City of Palo Alto *Comprehensive Plan* describes related policies necessary to ensure that pedestrian and bicycle facilities are safe and effective for City residents. Based on the *Comprehensive Plan* as a guide, significant impacts to these facilities would occur when a project or an element of a project:

- Creates a hazardous condition that currently does not exist for pedestrians and bicyclists, or otherwise interferes with pedestrian or bicycle accessibility to the site and adjoining areas; or
- Conflicts with an existing or planned pedestrian or bicycle facility; or
- Conflicts with policies related to bicycle and pedestrian activity adopted by the City of Palo Alto, Santa Clara County, VTA, or Caltrans for their respective facilities in the study area.

Transit Impact Criteria

Significant impacts to transit service would occur if the project or any part of the project:

- Creates demand for public transit services above the capacity which is provided, or planned;
- Disrupts existing transit services or facilities including disruptions caused by proposed project driveways on transit streets and impacts to transit stops/shelters; and impacts to transit operations from traffic improvements proposed or resulting from a project.
- Conflicts with an existing or planned transit facility; or
- Conflicts with transit policies adopted by the City of Palo Alto, Santa Clara County, VTA, or Caltrans for their respective facilities in the study area.

3.0 EXISTING CONDITIONS

This section describes existing conditions in the immediate program area vicinity, including roadway facilities, bicycle and pedestrian facilities, and available transit service. In addition, existing traffic volumes and operations are presented for the study intersection, including the results of LOS calculations.

3.1 Existing Setting and Roadway System

The program area and surrounding study area are illustrated in **Figure 1**. Important roadways within the vicinity of the program area are discussed below.

US-101 is a ten-lane freeway with an east-west orientation in the vicinity of the program area. The US-101 runs through the states of California, Oregon, and Washington providing north-south connections to the West Coast of the United States. Near the program area, the freeway provides two High Occupancy Vehicle (HOV) lanes and three mixed-traffic lanes in each direction. US-101 provides a partial-cloverleaf and diamond interchange at San Antonio Road, north of the program area. Within the City of Palo Alto, US-101 has a posted speed limit of 65 miles per hour (mph).

San Antonio Road is a north-south, four-lane divided arterial that provides access to US-101 to the north, and El Camino Real (State Route 82) and Foothill Expressway to the south. San Antonio Road mainly provides access to residential and commercial land uses, with some institutional and office land uses. The posted speed limit on San Antonio Road near the program area is 35 mph.

East Charleston Road is a three- to four-lane arterial east of Fabian Way, providing access to US-101 to the east, and is a two-lane residential arterial west of Fabian Way, providing access to Alma Street to the south. East Charleston Road mainly serves residential and commercial land uses. The posted speed limit on this roadway ranges between 25 and 35 mph.

Middlefield Road is a residential arterial to the west of San Antonio Road, and an arterial to the east of San Antonio Road. The roadway provides four-lanes and runs in the east-west directions near the program area. The roadway extends between the cities of Redwood City to the north and Mountain View to the south, serving a wide variety of land uses. The arterial and residential arterial sections of Middlefield Road have posted speed limits of 35 and 25 mph, respectively.

Leghorn Street is an east-west, two-lane local roadway that extends between San Antonio Road in the west and Sierra Vista Avenue to the east. This roadway mainly provides access to industrial and commercial land uses, and has a posted speed limit of 25 mph.

Independence Avenue is a north-south, two-lane local roadway that extends between East Charleston Road in the north and Middlefield Road in the south. The roadway provides access to industrial, commercial and residential land uses. The speed limit along Independence Avenue is 25 mph.

El Camino Real is a is a six-lane, north-south regional arterial that extends south towards Mountain View and Santa Clara, and north towards Redwood City, Millbrae, and San Bruno. El Camino Real provides access to local and regional commercial areas. El Camino Real has sidewalks on both sides, but no on-street bicycle facilities, and provides on-street parking.

3.2 Existing Peak Hour Traffic Volumes

TJKM collected turning movement counts during the a.m. and p.m. peak periods on October 17, 2019 and January 15, 2020, both typical weekdays with clear weather. Existing peak hour traffic counts are provided in **Appendix B.**

3.3 Existing Pedestrian Facilities

Walkability is defined as the ability to travel easily and safely between various origins and destinations without having to rely on automobiles or other motorized travel. The ideal "walkable" community includes wide sidewalks, a mix of land uses such as residential, employment, and shopping opportunities, a limited number of conflict points with vehicle traffic, and easy access to transit facilities and services. Pedestrian facilities are comprised of crosswalks, sidewalks, pedestrian signals, and off-street paths, which provide safe and convenient routes for pedestrians to access destinations such as institutions, businesses, public transportation, and recreation facilities.

Figure 3 illustrates the existing pedestrian facilities in the study area.

3.4 Existing Bicycle Facilities

The *City of Palo Alto Bicycle & Pedestrian Transportation Plan (July 2012)* provides a list of existing and proposed bicycle facilities in the City of Palo Alto. It also contains the policy vision, design guidance, and specific recommendations to guide the development of pedestrian and bicycle facilities. Bicycle facilities include the following:

The Plan describes the four bikeway classifications in the City of Palo Alto, which all meet the design guidelines of the VTA Bicycle Technical Guidelines for bicycle facilities, and the Caltrans Highway Design Manual (HDM), Chapter 1000: Bikeway Planning and Design for multi-use trails. These bicycle facility types are described below.

- **Bike Paths (Class I)**: Class I bikeways are also referred to as multi-use or shared-use paths. They are physically separated from a roadway by either at least five feet of landscape or an impact barrier. Class I facilities are for exclusive use of non-motorized transportation modes and must have a minimum paved width of eight feet as well as two-foot wide graded shoulders.
- **Bike Lanes (Class II)**: Class II bikeways are striped lanes on roadways for one-way bicycle travel. Class II bike lanes on street segments without parking must be at least four feet wide including any concrete gutter, with at least three feet of asphalt. Bike lanes on streets with parallel parking must be at least five-feet wide.
- **Bike Routes (Class III)**: Class III bikeways are signed bike routes where bicyclists share a travel lane with motorists. Typical applications for Class III bike routes include roadways with bicycle demand but without adequate space for Class II bike lanes, low-volume streets with slow travel speeds, especially those on which volume is low enough that passing maneuvers can use the full street width, and as "gap fillers" for breaks in Class II lanes.
- **Bicycle Boulevards**: Bicycle boulevards, a subset of Class III facilities, are signed, shared roadways with especially low motor vehicle volume, such that motorists passing bicyclists can use the full

width of the roadway. In addition, all the unwarranted "stop" signs are removed from the boulevard and placed on cross streets, improving bicyclists' average speed by minimizing unneeded stops.

Class III bike route is directly accessible from the program area on San Antonio Road, extending between Charleston Road and Middlefield Road. The closest Class II bike lane begins at the intersection of Fabian Way and Charleston Road, about 0.3 miles from the program area. Class II bikeway is proposed on Charleston Road as per the City of Palo Alto 2030 Comprehensive Plan, to connect the Class III bike route on San Antonio Road to the existing Class II bike lane on Charleston and Fabian Way. The Class II bike lane on Fabian Way provides direct connection to the Class I multi-use path in the Baylands Preserve area. **Figure 4** illustrates the existing bicycle facilities in the study area.

3.5 Existing Transit Facilities

Valley Transportation Authority (VTA) operates bus service in Palo Alto. Commuter rail service (Caltrain) is provided from San Francisco to Gilroy by the Peninsula Joint Powers Board. The program area is served by VTA local, express and rapid transit routes, and Caltrain commuter rail service in vicinity. **Table 3 and 4** describe the existing transit services during the week by active bus routes in the vicinity of the project area.

The VTA bus routes 21 and 40 can be accessed from the program area. Bus stops for route 21 are located at the intersection of San Antonio Road and Middlefield Road, immediately bordering the study area. The bus stop for route 40 is located about 0.5 miles away at the intersection of Leghorn Street and Rengstorff Avenue. The closest Caltrain station is located about a mile away on San Antonio Road south of the program area. **Figure 5** illustrates the existing transit facilities in the study area.

Table 3: Existing Bus Service

Route	From	To	Weekdays		Weekends	
			Operating Hours	Headway (minutes)	Operating Hours	Headway (minutes)
21	Downtown Mountain View	Stanford Shopping Center	5:30 AM – 10:00 PM	30	8:00 AM – 8:00 PM	45-60
40	La Avenida & Inigo	Foothill College	6:12 AM – 10:44 PM	30-40	8:11 AM – 6:48 PM	45-80

Source: VTA website

Table 4: Existing Rail Service

Route	From	To	Weekdays		Weekends	
			Operating Hours	Headway (minutes)	Operating Hours	Headway (minutes)
Caltrain San Antonio Station	San Francisco	Gilroy	4:30 AM – 1:32 AM	20 - 60	7:30 AM – 1:40 AM	60

Source: Caltrain Website

3.6 Intersection Level of Service Analysis – Existing Conditions

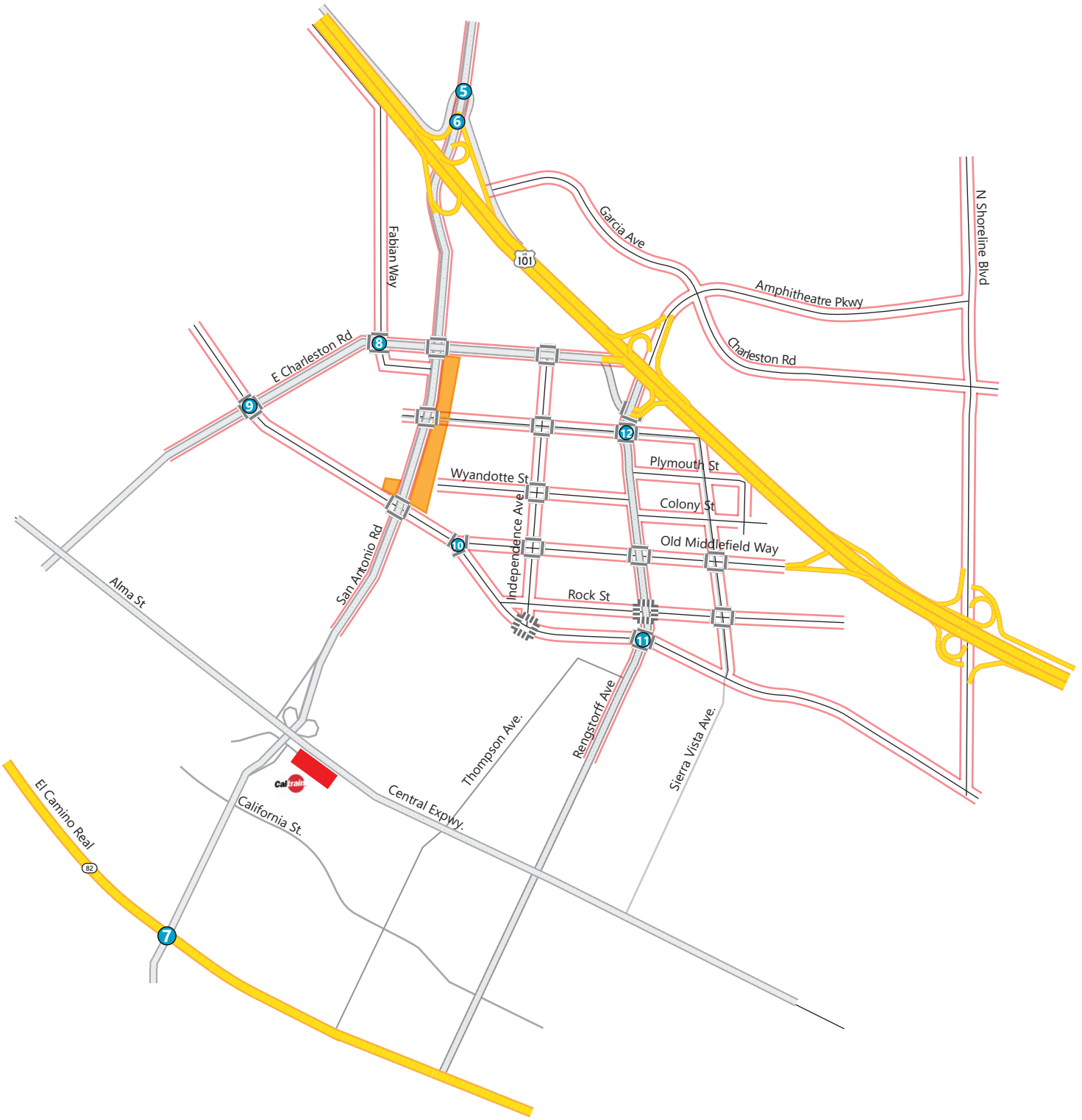
Intersection level of service (LOS) analysis was conducted using the TRAFFIX software program for Existing Conditions. Field verification of existing intersection lane configurations and traffic controls were also conducted and provided the basis for the LOS analysis for Existing Conditions. **Appendix B** contains all data sheets for the collected vehicle, bicycle, and pedestrian counts. **Table 5** summarizes the intersection level of service analysis results for the Existing Conditions scenario. **Appendix C** contains detailed LOS calculation sheets for the Existing Conditions scenario. Under Existing Conditions, all intersections are expected to operate within applicable jurisdictional standards or LOS D and E (City of Palo Alto and VTA CMP) or better during both a.m. and p.m. peak hours. **Figure 6** illustrates the existing lane geometry and traffic controls at the study intersections. **Figure 7** illustrates the existing vehicle turning movement volumes at the study intersections.

Table 5: Intersection Level of Service Analysis – Existing Conditions

ID	Intersections	Control[1]	Peak Hour[2]	Existing Conditions			
				V/C[3]	Delay[4]	Critical Delay[5]	LOS[6]
1	San Antonio Road/Leghorn Street	Signal	AM	0.374	15.0	15.5	B
			PM	0.581	19.1	19.5	B
2	Independence Avenue/Leghorn Street	AWSC	AM	0.371	10.1	10.1	B
			PM	0.701	17.9	17.9	C
3	San Antonio Road/Charleston Road*	Signal	AM	0.639	42.1	45.9	D
			PM	0.775	35.5	43.2	D
4	San Antonio Road/Middlefield Road*	Signal	AM	0.716	45.9	43.5	D
			PM	0.850	55.0	63.7	E
5	San Antonio Road/Bayshore Parkway	Signal	AM	0.620	25.7	27.3	C
			PM	0.660	32.0	33.8	C
6	San Antonio Road/US-101 NB Off-ramp	Signal	AM	0.539	13.2	13.3	B
			PM	0.848	20.6	23.4	C
7	San Antonio Road/El Camino Real*	Signal	AM	0.738	46.8	47.0	D
			PM	0.737	50.3	50.9	D
8	Fabian Way/Charleston Road	Signal	AM	0.538	24.2	28.5	C
			PM	0.593	34.6	33.0	C
9	Middlefield Road/Charleston Road	Signal	AM	0.613	46.1	44.0	D
			PM	0.699	36.9	37.2	D
10	Middlefield Road/Old Middlefield Way	Signal	AM	0.400	22.3	24.5	C
			PM	0.324	10.4	13.0	B
11	Middlefield Road/Rengstorff Avenue	Signal	AM	0.654	31.3	30.5	C
			PM	0.609	35.0	33.2	C
12	Leghorn Street/Rengstorff Avenue	Signal	AM	0.611	31.3	30.5	C
			PM	0.723	36.0	37.2	D

Notes:
Bold indicates an unacceptable Level of Service
* indicates CMP intersections with LOS E threshold
[1]AWSC – All-Way Stop Controlled intersection
[2]AM – morning peak hour, PM – evening peak hour
[3]V/C – Critical volume-to-capacity ratio
[4]Delay – Whole intersection weighted average control delay expressed in seconds per vehicle
[5]Critical movement delay expressed in seconds per vehicle
[6]LOS – Level of Service

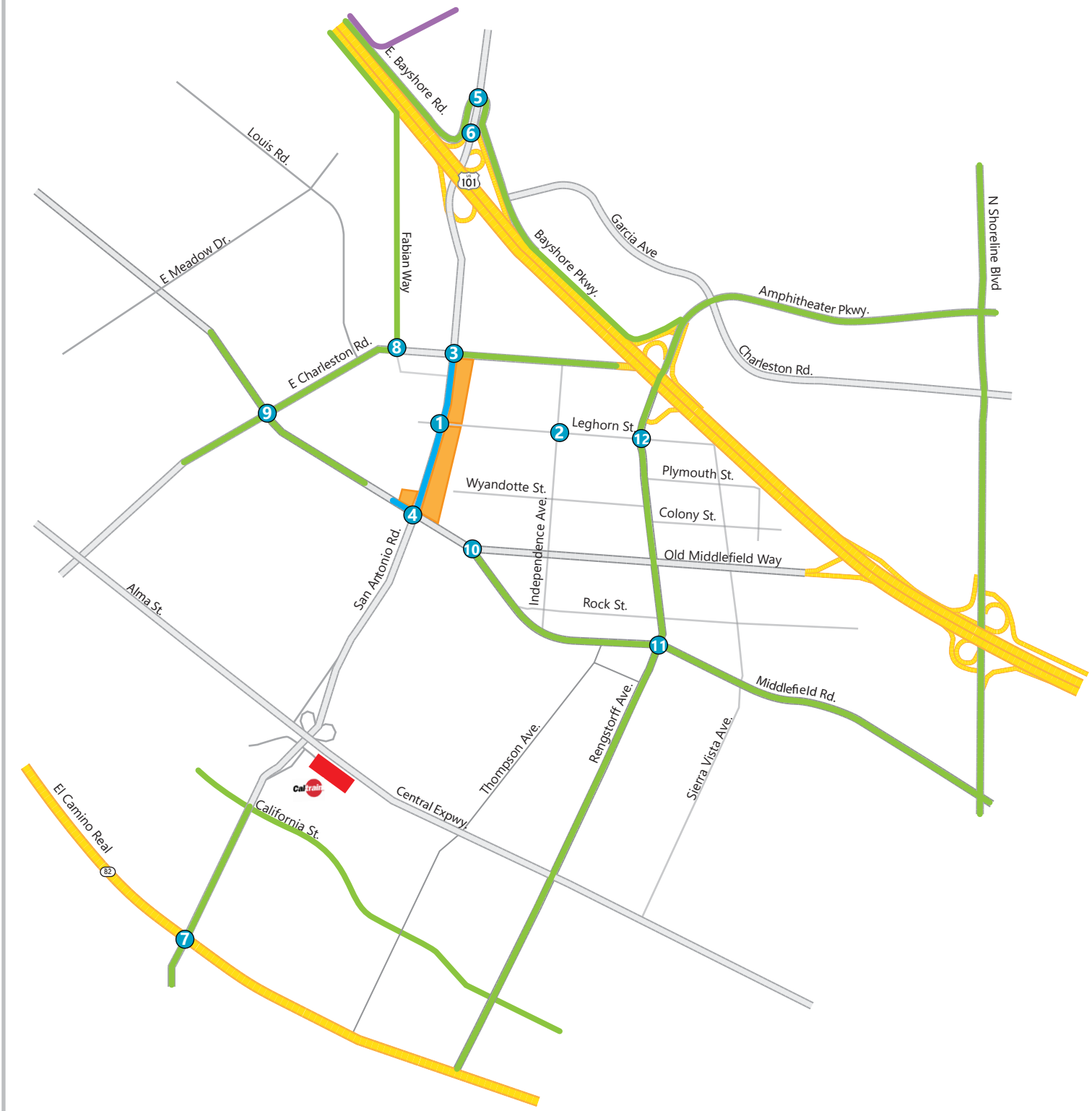
Figure 3: Pedestrian Facilities



LEGEND

- ProgramLocation
- Study Intersection
- Sidewalks
- High Visibility Crosswalks
- Marked Crosswalks

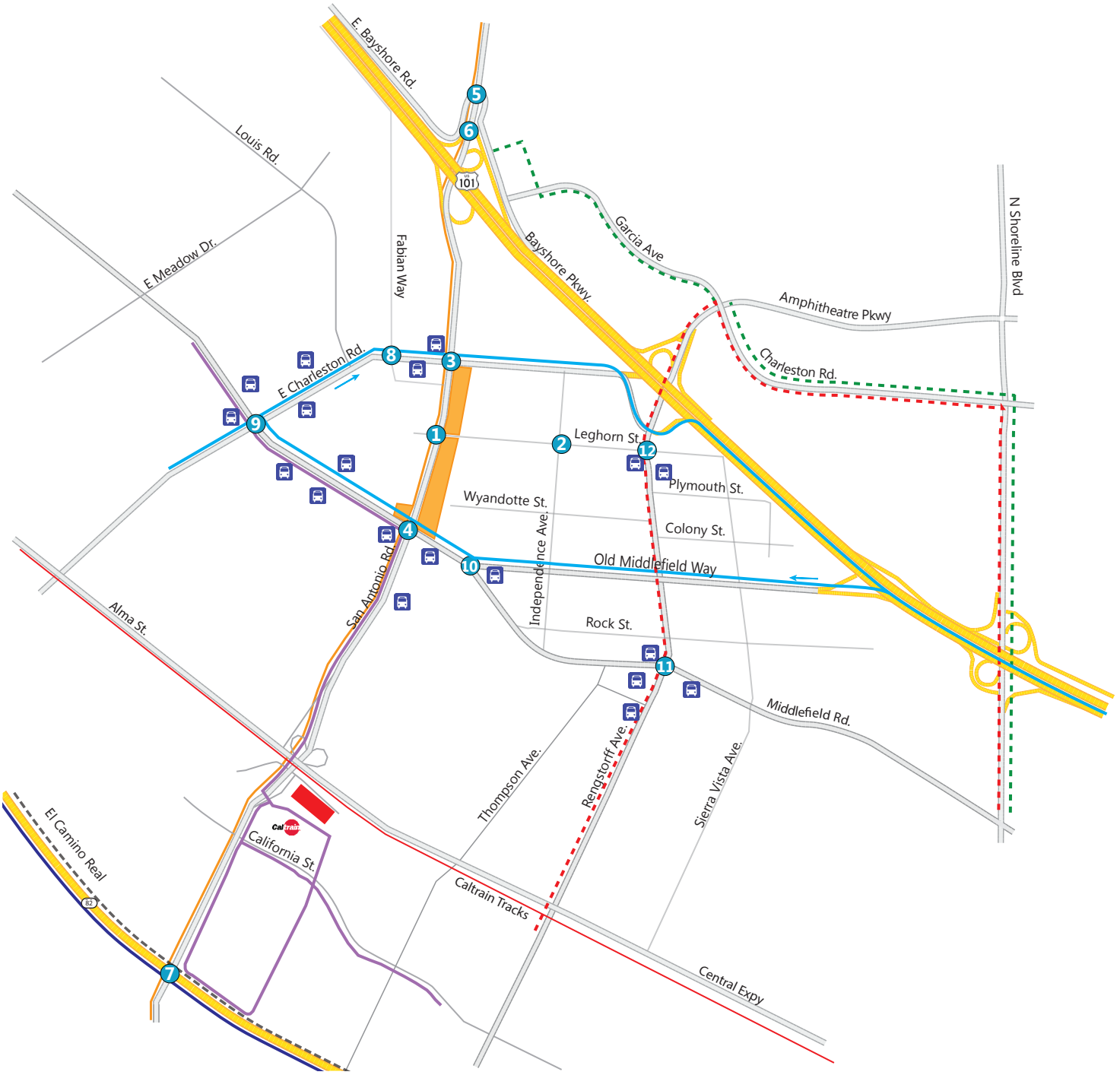
Figure 4: Existing Bikeways



LEGEND

- Program Location
- Study Intersection
- Bike Path (Class I)
- Bike Lane (Class II)
- Bike Route (Class III)

Figure 5: Transit Facilities

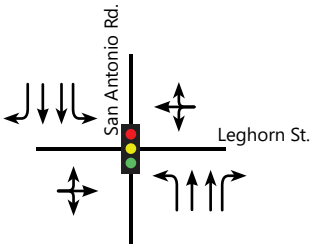


LEGEND

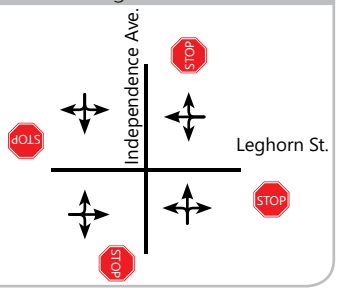
- Project Site
- Study Intersection
- Route 21
- Route 104
- Route 40
- Route 185
- Route 522
- Route 22
- MVgo Shuttle Route

Figure 6: Existing Lane Geometry

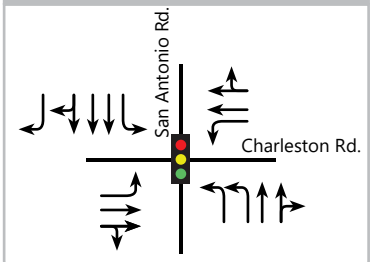
Intersection#1
San Antonio Rd./
Leghorn Rd.



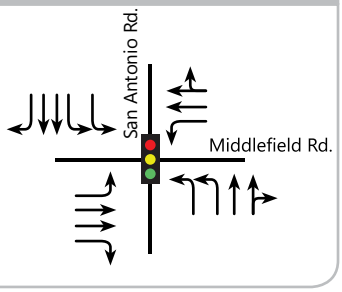
Intersection#2
Independence Ave./
Leghorn Rd.



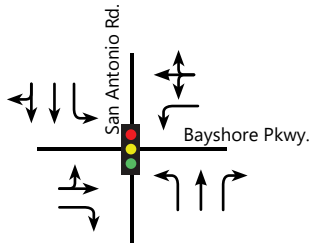
Intersection#3
San Antonio Rd./
Charleston Rd.



Intersection#4
San Antonio Rd./
Middlefield Rd.



Intersection#5
San Antonio Rd./
East Bayshore Rd.-Bayshore Pkwy.



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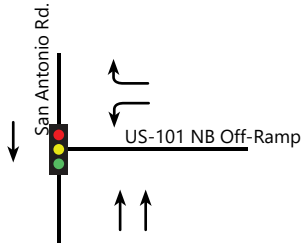
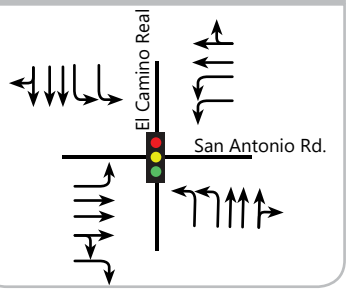
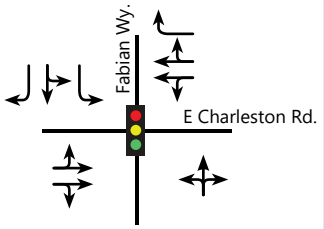
San Antonio Rd./
US-101 NB Off-Ramp



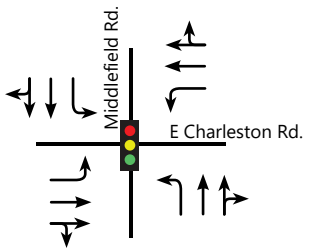
Intersection#7
San Antonio Rd./
El Camino Real



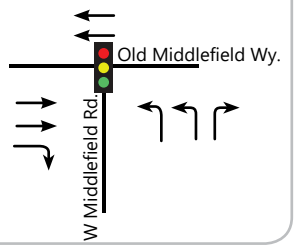
Intersection#8
Charleston Rd./
Fabian Wy.



Intersection#9
Charleston Rd./
Middlefield Rd.



Intersection#10
Old Middlefield Wy./
Middlefield Rd.



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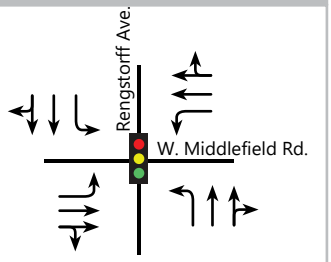
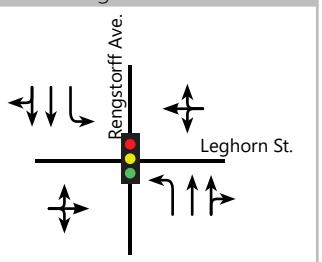
Rengstorff Ave./
Middlefield Rd.



Intersection#12
Rengstorff Ave./
Leghorn Rd.

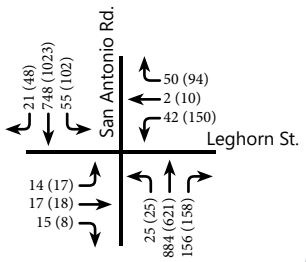


LEGEND

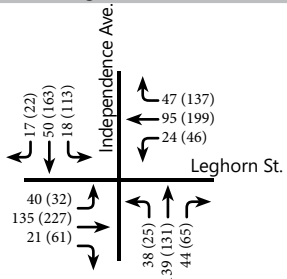
- Program Area
- Study Intersection
- Signal
- Stop Sign

Figure 7: Existing Peak Hour Traffic Volumes

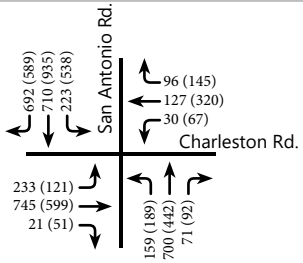
Intersection#1
San Antonio Rd./
Leghorn Rd.



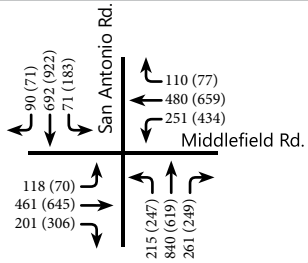
Intersection#2
Independence Ave./
Leghorn Rd.



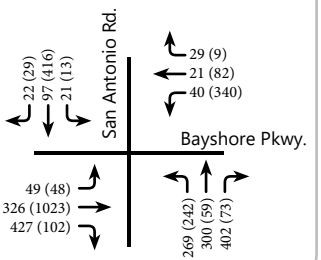
Intersection#3
San Antonio Rd./
Charleston Rd.



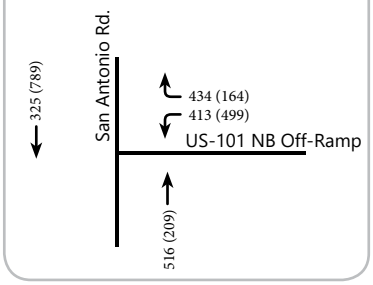
Intersection#4
San Antonio Rd./
Middlefield Rd.



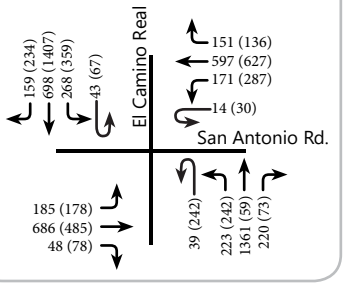
Intersection#5
San Antonio Rd./
East Bayshore Rd.-Bayshore Pkwy.



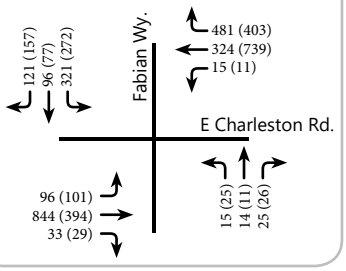
Intersection#6
San Antonio Rd./
US-101 NB Off-Ramp



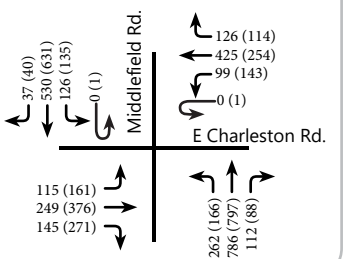
Intersection#7
San Antonio Rd./
El Camino Real



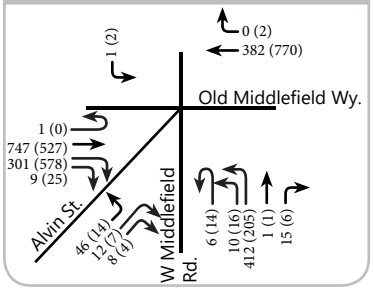
Intersection#8
Charleston Rd./
Fabian Wy.



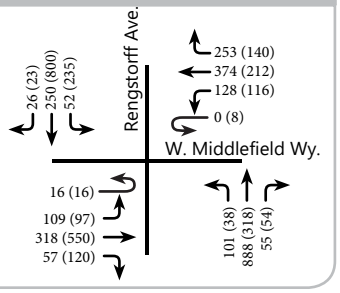
Intersection#9
Charleston Rd./
Middlefield Rd.



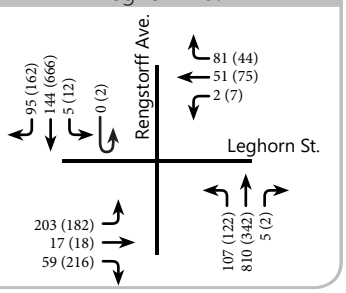
Intersection#10
Old Middlefield Wy./
Middlefield Rd.



Intersection#11
Rengstorff Ave./
Middlefield Rd.



Intersection#12
Rengstorff Ave./
Leghorn Rd.



LEGEND

- Program Area
- X Study Intersection

4.0 EXISTING PLUS PROJECT CONDITIONS

This analysis scenario presents the impacts of the proposed project at the study intersections and surrounding roadway system. This scenario is similar to Existing Conditions, but with the addition of traffic from the proposed project.

4.1 Project Motor Vehicle Trip Generation

TJKM developed estimated project trip generation for the proposed project based on published trip generation rates from the ITE publication *Trip Generation (10th Edition, 2017)*. The trip generation forecast was developed using average rates for "Multifamily Housing Mid-Rise" (ITE Land Use 221.

The proposed project is expected to generate 4,450 daily motor vehicle trips, including 294 during the a.m. peak hour and 360 during the p.m. peak hour. The project trip generation forecast is shown in **Table 6**.

4.2 Project Trip Distribution and Assignment

Trip distribution is a process that determines what proportion of vehicles would be expected to travel between a project site and various destinations outside the project study area. The process of trip assignment determines the various routes that vehicles would take from the program area to each destination using the calculated trip distribution. Trip distribution assumptions for the proposed project were developed based on existing travel patterns, anticipated peak-hour origin and destination patterns relevant to the project and knowledge of the study area. **Figure 8** illustrates the trip distribution percentages and the trip assignment of project volumes developed for the proposed project. Separate trip distributions were assumed for residential and commercial/retail land uses. The assigned project trips were then added to adjusted traffic volumes under Existing Conditions to generate Existing plus Project Conditions traffic volumes.

Table 6: Project Motor Vehicle Trip Generation Forecast

Land Use	*ITE Code*	*Size*		*Weekday*		*AM Peak Hour*					*PM Peak Hour*				
				Rate	*Trips*	*Rate*	*In %*	*In*	*Out*	*Total*	*Rate*	*In %*	*In*	*Out*	*Total*
Multifamily Housing[2]	221	*818*	dwelling units	*5.44*	4,450	*0.36*	*26*	76	218	**294**	*0.44*	*61*	220	140	**360**
Vehicle Trips					**4,450**			*76*	*219*	**294**			*220*	*140*	**360**

Notes:

1. Land Use Code 221 (Multifamily Housing Mid-Rise) data from ITE *Trip Generation* 10th Edition, 2017.

Figure 8: Trip Distribution

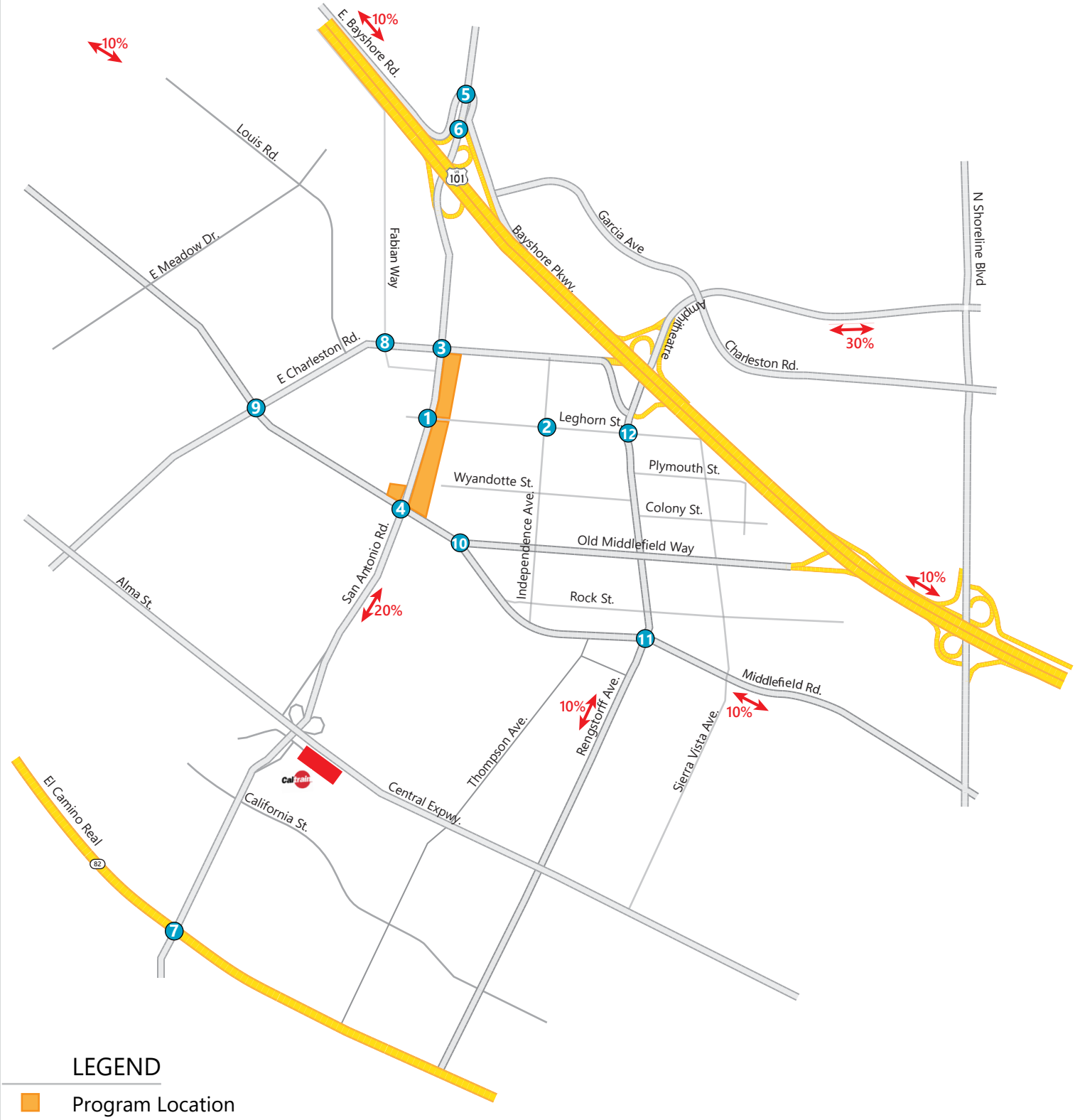


Figure 9: Project Vehicle Trips

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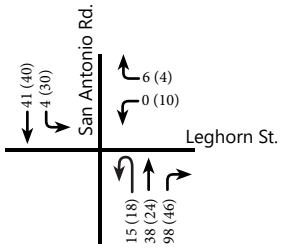
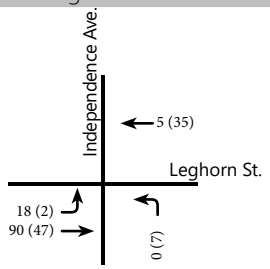
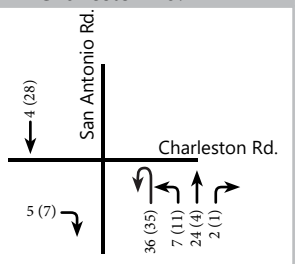
San Antonio Rd./
Leghorn Rd.



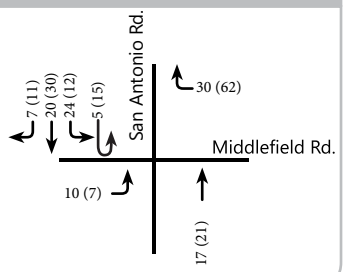
Intersection#2
Independence Ave./
Leghorn Rd.



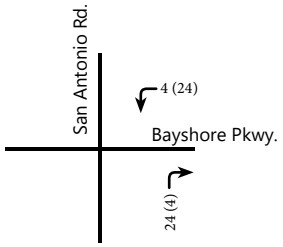
Intersection#3
San Antonio Rd./
Charleston Rd.



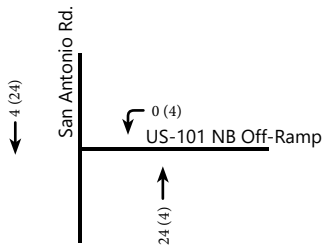
Intersection#4
San Antonio Rd./
Middlefield Rd.



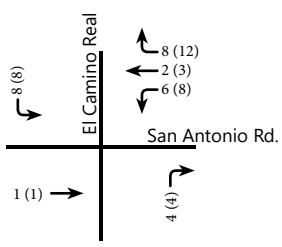
Intersection#5
San Antonio Rd./
East Bayshore Rd.-Bayshore Pkwy.



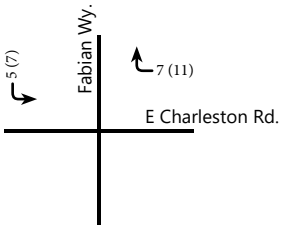
Intersection#6
San Antonio Rd./
US-101 NB Off-Ramp



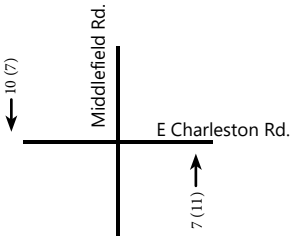
Intersection#7
San Antonio Rd./
El Camino Real



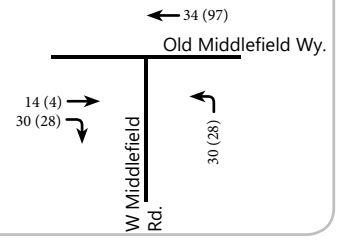
Intersection#8
Charleston Rd./
Fabian Wy.



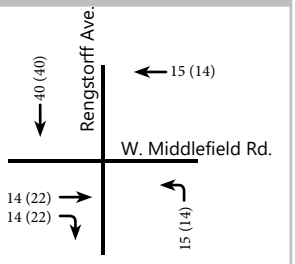
Intersection#9
Charleston Rd./
Middlefield Rd.



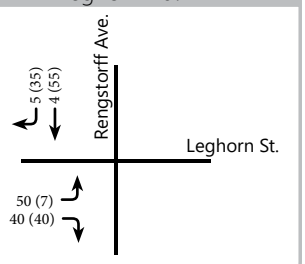
Intersection#10
Old Middlefield Wy./
Middlefield Rd.



Intersection#11
Rengstorff Ave./
Middlefield Rd.



Intersection#12
Rengstorff Ave./
Leghorn Rd.

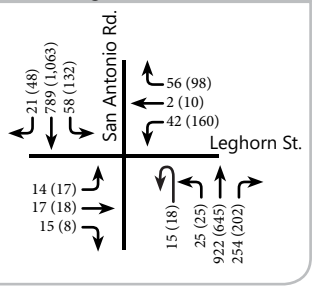


LEGEND

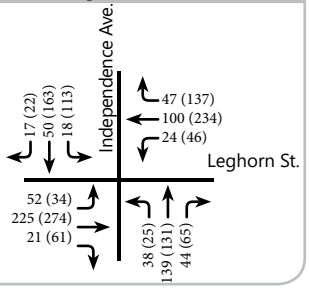
- Program Area
- X Study Intersection

Figure 10: Existing Plus Project Peak Hour Traffic Volumes

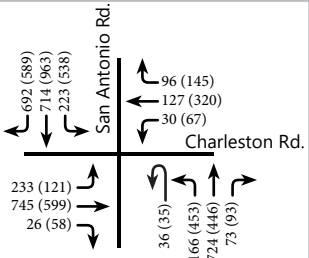
Intersection#1
San Antonio Rd./
Leghorn Rd.



Intersection#2
Independence Ave./
Leghorn Rd.



Intersection#3
San Antonio Rd./
Charleston Rd.



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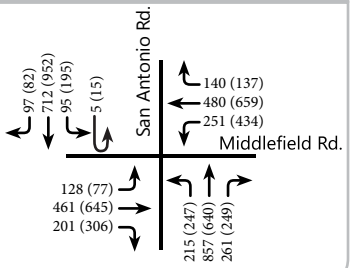
Middlefield Rd.



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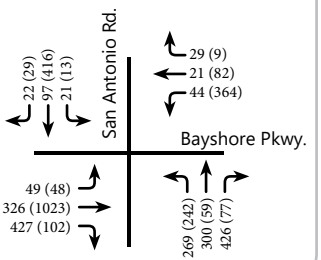
East Bayshore Rd.-Bayshore Pkwy.



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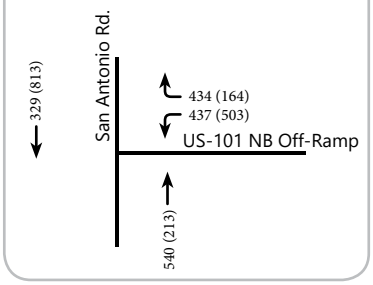
US-101 NB Off-Ramp



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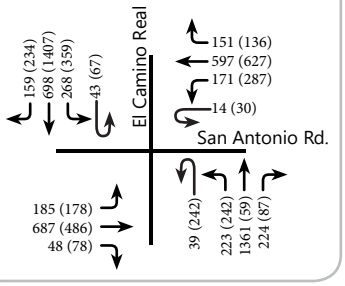
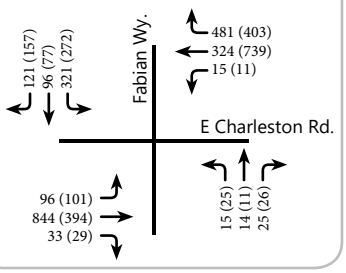
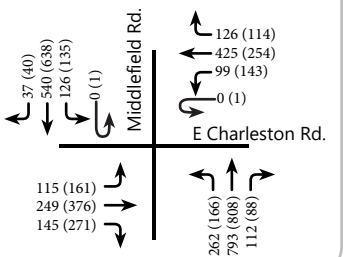
San Antonio Rd./
El Camino Real



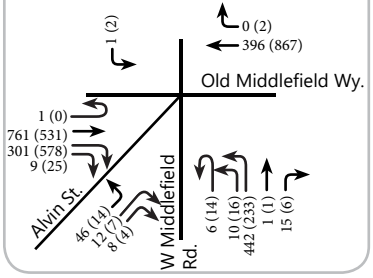
Intersection#8
Charleston Rd./
Fabian Wy.



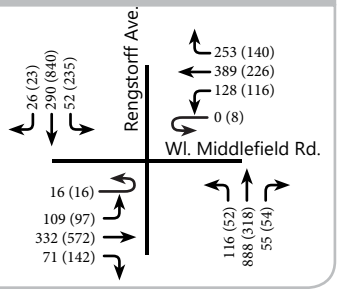
Intersection#9
Charleston Rd./
Middlefield Rd.



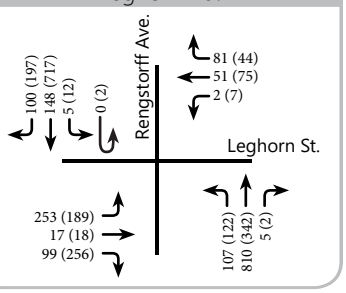
Intersection#10
Old Middlefield Wy./
Middlefield Rd.



Intersection#11
Rengstorff Ave./
Middlefield Rd.



Intersection#12
Rengstorff Ave./
Leghorn Rd.



LEGEND

- Program Area
- (X) Study Intersection

4.3 Traffic Impacts

Table 7 summarizes the intersection LOS analysis results for Existing plus Project Conditions. The results for Existing Conditions are included for comparison purposes, along with the expected change in delay. **Appendix D** contains detailed calculation sheets for Existing plus Project Conditions.

Under Existing plus Project Conditions, all intersections are expected to continue operating within applicable jurisdictional standards LOS D and E or better during both a.m. and p.m. peak hours. Based on the City of Palo Alto and VTA's impact criteria the project is expected to have a **less-than-significant impact** at all the study intersections evaluated in this TIA. **Figure 10** shows projected turning movement volumes at all of the study intersections for Existing plus Project Conditions.

4.4 Pedestrian Impacts

Access to each site within the program area for pedestrians is currently provided by existing sidewalks on both sides of San Antonio Road. Signalized intersections bordering the program area have striped crosswalks with pedestrian signal heads across all four approach legs. The intersections provide ADA-compliant curb ramps and pedestrian push buttons (PPBs) at all signalized crossings. Crossings on San Antonio Road provide additional PPBs at the medians in the case a pedestrian needs additional time to make it across. Project impacts to current and future pedestrian facilities are anticipated to be ***less-than-significant***.

4.5 Bicycle Impacts

The program area borders an existing Class III bicycle route with shared motor vehicle/bicycle travel lanes on San Antonio Road. The Class III route is included in the City of Palo Alto 2030 Comprehensive Plan (2017) and Bicycle + Pedestrian Transportation Plan (2012) and would remain in its current configuration. The project would not conflict with the existing or planned bicycle facilities and is not expected to limit bicycle access to properties or create a hazardous condition for cyclists that currently does not exist; therefore, project impacts to bicycle facilities are anticipated to be ***less-than-significant***.

4.6 Transit Impacts

The proposed project will add trips to the existing transit services, which can be accommodated by the existing transit capacity. The project is not anticipated to create demand for public transit services above the capacity which is provided, or planned.

Table 3 and **Figure 5** describe existing transit services in the study area. **Table 8** identifies which study intersections are used by each bus line. VTA routes 21 and 104 pass through study intersections #4 and #9on Middlefield Road and San Antonio Road, while VTA route 104 also passes through intersection #10 when arriving from US 101, and passes through intersections #3 and #8 on Charleston Road when traveling outbound towards US 101. Each intersection operates acceptably during both peak periods, both with and without the proposed project. Therefore the project is not anticipated to result in added significant added delay to transit services. The project is not anticipated to disrupt existing transit services or facilities or impacts to transit stops/shelters; or result in significant impacts to transit operations from traffic improvements proposed or resulting from a project.

Table 7: Intersection Level of Service Analysis – Existing plus Project Conditions

Control[1]	Peak Hour[2]	Existing Conditions				Existing plus Project Conditions				
		V/C[3]	Delay[4]	Critical Delay[5]	LOS[6]	V/C[3]	Delay[4]	Critical Delay[5]	LOS[6]	Significant Impact (Y/N)
Signal	AM	0.374	15.0	15.5	B	0.392	15.1	15.9	B	N
	PM	0.581	19.1	19.5	B	0.619	20.7	20.5	C	N
AWSC	AM	0.371	10.1	10.1	B	0.518	11.6	11.6	B	N
	PM	0.701	17.9	17.9	C	0.798	22.7	22.7	C	N
Signal	AM	0.639	42.1	45.9	D	0.649	43.1	46.1	D	N
	PM	0.775	35.5	43.2	D	0.780	35.8	43.5	D	N
Signal	AM	0.716	45.9	43.5	D	0.731	46.9	45.1	D	N
	PM	0.850	55.0	63.7	E	0.859	55.8	64.4	E	N
Signal	AM	0.620	25.7	27.3	C	0.640	25.9	27.9	C	N
	PM	0.660	32.0	33.8	C	0.668	32.2	34.0	C	N
Signal	AM	0.539	13.2	13.3	B	0.540	13.3	13.4	B	N
	PM	0.848	20.6	23.4	C	0.866	21.7	24.9	C	N
Signal	AM	0.738	46.8	47.0	D	0.744	47.0	47.4	D	N
	PM	0.737	50.3	50.9	D	0.768	49.6	49.9	D	N
Signal	AM	0.538	24.2	28.5	C	0.540	24.3	28.6	C	N
	PM	0.593	34.6	33.0	C	0.596	34.7	33.0	D	N
Signal	AM	0.613	46.1	44.0	D	0.615	46.1	44.0	D	N
	PM	0.699	36.9	37.2	D	0.702	36.9	37.3	D	N
Signal	AM	0.400	22.3	24.5	C	0.414	22.8	25.0	C	N
	PM	0.324	10.4	13.0	B	0.365	10.7	13.3	B	N
Signal	AM	0.654	31.3	30.5	C	0.659	34.7	33.9	D	N
	PM	0.609	35.0	33.2	C	0.647	35.4	34.0	D	N
Signal	AM	0.611	31.3	30.5	C	0.697	34.9	35.3	C	N
	PM	0.723	36.0	37.2	D	0.792	38.3	40.1	D	N

unacceptable Level of Service. * indicates CMP intersections with LOS E threshold
ntrolled intersection. [2]AM – morning peak hour, PM – evening peak hour
capacity ratio. [4]Delay – Whole intersection weighted average control delay expressed in seconds per vehicle.
n seconds per vehicle. [6]LOS – Level of Service

Table 8: Transit Services at Study Intersections

VTA Route	From	To	Study Intersections Served
35	Downtown Mountain View	Stanford Shopping Center	4, 9, 10
32	San Antonio Shopping Center	Santa Clara Transit Center	4, 9, 10
104 (Express)	Penitencia Creek Station	Stanford Research Park	3, 9, 12 (EB), 4, 9, 10, 11 (WB)
40	La Avenida & Inigo	Foothill College	11, 12
120	Fremont Bart	Lockheed Martin	5.6

Source: VTA Website

5.0 BACKGROUND CONDITIONS

This scenario is based on traffic growth resulting from other developments within the vicinity of the proposed project. The forecast of background volumes was derived from the *744 & 748 San Antonio Road Hotel Development* Traffic Impact Analysis (Hexagon Associates, June 7, 2016). The forecasted Background Volumes (without the proposed project) were found to represent a 14 to 38 percent increase from existing. Background Conditions reflects anticipated increases in traffic volumes resulting from other developments in Palo Alto and Mountain View.

Figure 11 shows the projected peak hour traffic volumes at all of the study intersections under Background Conditions (without the proposed project).

5.1 Intersection Level of Service Analysis – Background Conditions

Table 9 summarizes the intersection LOS analysis results for Background No Project Conditions. **Appendix E** contains detailed intersection LOS calculation sheets for Background Conditions without the project. Under this scenario, all study intersections operate acceptably at LOS D/E or better.

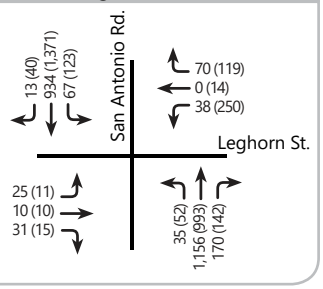
Table 9: Intersection Level of Service Analysis – Background No Project Conditions

ID	Intersections	Control[1]	Peak Hour[2]	Background No Project Conditions			
				V/C[3]	Delay[4]	Critical Delay[5]	LOS[6]
1	San Antonio Road/ Leghorn Street	Signal	AM	0.474	14.4	15.1	B
			PM	0.833	27.2	30.4	C
2	Independence Avenue/ Leghorn Street	AWSC	AM	0.440	11.1	11.1	B
			PM	0.776	21.5	21.5	C
3	San Antonio Road/ Charleston Road*	Signal	AM	0.757	46.7	50.3	D
			PM	0.958	51.5	57.8	D
4	San Antonio Road/ Middlefield Road *	Signal	AM	0.799	47.6	47.2	D
			PM	0.856	51.9	59.5	D
5	San Antonio Road/ Bayshore Parkway	Signal	AM	0.853	36.2	45.4	D
			PM	0.871	41.8	47.2	D
6	San Antonio Road/ US-101 NB Off-ramp	Signal	AM	0.539	13.2	13.3	B
			PM	0.570	12.6	12.7	B
7	San Antonio Road/ El Camino Real *	Signal	AM	0.891	53.3	56.6	D
			PM	0.989	64.4	73.3	E
8	Fabian Way/ Charleston Road	Signal	AM	0.668	26.2	31.4	C
			PM	0.659	36.3	34.5	D
9	Middlefield Road/ Charleston Road	Signal	AM	0.627	47.9	45.5	D
			PM	0.749	38.4	39.6	D
10	Middlefield Road/ Old Middlefield Way	Signal	AM	0.327	13.4	16.9	B
			PM	0.360	10.6	13.3	B
11	Middlefield Road/ Rengstorff Avenue	Signal	AM	0.713	35.5	35.1	D
			PM	0.588	34.9	33.0	D
12	Leghorn Street/ Rengstorff Avenue	Signal	AM	0.580	29.2	35.1	C
			PM	0.788	38.5	40.8	D

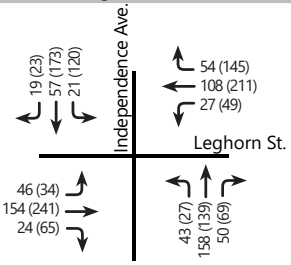
Notes:
Bold indicates an unacceptable Level of Service.
* indicates CMP intersections with LOS E threshold
[1]AWSC – All-Way Stop Controlled intersection
[2]AM – morning peak hour, PM – evening peak hour
[3]V/C – Critical volume-to-capacity ratio
[4]Delay – Whole intersection weighted average control delay in seconds per vehicle
[5]Critical movement delay expressed in seconds per vehicle
[6]LOS – Level of Service

Figure 11: Background Conditions Peak Hour Traffic Volumes

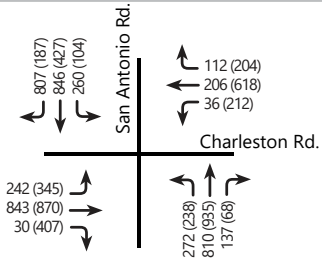
Intersection#1
San Antonio Rd./
Leghorn Rd.



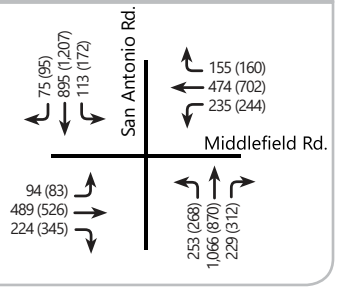
Intersection#2
Independence Ave./
Leghorn Rd.



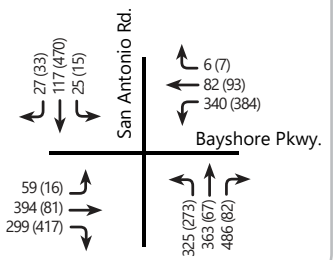
Intersection#3
San Antonio Rd./
Charleston Rd.



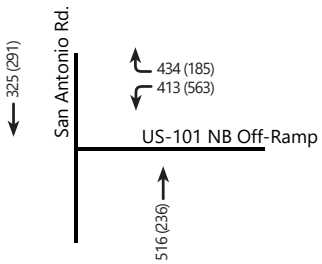
Intersection#4
San Antonio Rd./
Middlefield Rd.



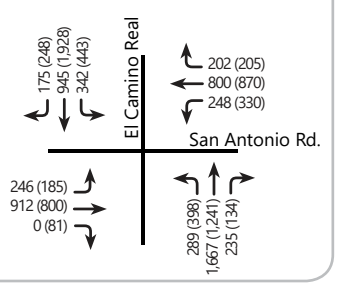
Intersection#5
San Antonio Rd./
East Bayshore Rd.-Bayshore Pkwy.



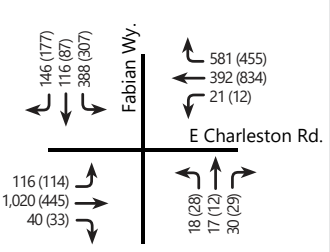
Intersection#6
San Antonio Rd./
US-101 NB Off-Ramp



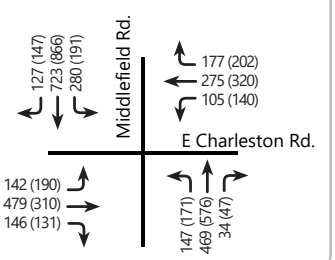
Intersection#7
San Antonio Rd./
El Camino Real



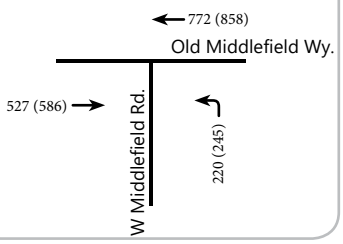
Intersection#8
Charleston Rd./
Fabian Wy.



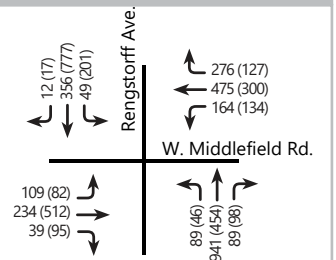
Intersection#9
Charleston Rd./
Middlefield Rd.



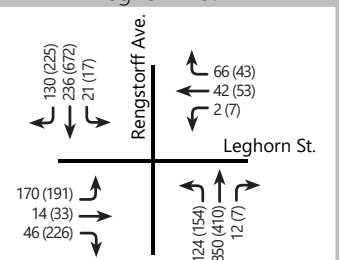
Intersection#10
Old Middlefield Wy./
Middlefield Rd.



Intersection#11
Rengstorff Ave./
Middlefield Rd.



Intersection#12
Rengstorff Ave./
Leghorn Rd.



LEGEND

- Program Area
- X Study Intersection
- XX AM Peak Hour Volumes
- (XX) PM Peak Hour Volumes

6.0 BACKGROUND PLUS PROJECT CONDITIONS

This scenario is identical to Background Conditions, but with the addition of projected traffic from the proposed project. Trip generation, distribution, and assignment for the proposed project are identical to that assumed under Existing plus Project Conditions.

Figure 12 shows the projected peak hour traffic volumes at all of the study intersections under Background plus Project Conditions.

6.1 Intersection Level of Service Analysis – Background plus Project Conditions

Table 10 summarizes the intersection LOS analysis results for Background plus Project Conditions. The results for Background (without Project) Conditions are included for comparison purposes, along with the projected increases in critical delay and critical V/C ratios. **Appendix F** contains detailed intersection LOS calculation sheets for Background plus Project Conditions.

With the addition of project traffic all study intersections are anticipated to operate acceptably within applicable jurisdictional standards of LOS D/E (City of Palo Alto and VTA CMP) or better during both the a.m. and p.m. peak hours under Background plus Project.

Table 10: Intersection Level of Service Analysis – Background plus Project Conditions

ID	Intersections	Control[1]	Peak Hour[2]	Background No Project Conditions				Background plus Project Conditions				
				V/C[3]	Delay[4]	Critical Delay[5]	LOS[6]	V/C[3]	Delay[4]	Critical Delay[5]	LOS[6]	Significant Impact (Y/N)
1	San Antonio Road/ Leghorn Street	Signal	AM	0.474	14.4	15.1	B	0.492	14.6	15.5	B	N
			PM	0.833	27.2	30.4	C	0.870	29.6	33.2	C	N
2	Independence Ave/ Leghorn Street	AWSC	AM	0.440	11.1	11.1	B	0.592	13.1	13.1	B	N
			PM	0.776	21.5	21.5	C	0.882	29.7	29.7	D	N
3	San Antonio Road/ Charleston Road*	Signal	AM	0.757	46.7	50.3	D	0.767	47.6	50.7	D	N
			PM	0.958	51.5	57.8	D	0.964	52.1	58.9	D	N
4	San Antonio Road/ Middlefield Road*	Signal	AM	0.799	47.6	47.2	D	0.814	48.8	48.9	D	N
			PM	0.856	51.9	59.5	D	0.865	53.2	60.1	D	N
5	San Antonio Road/ Bayshore Parkway	Signal	AM	0.853	36.2	45.4	D	0.873	37.4	48.3	D	N
			PM	0.871	41.8	47.2	D	0.879	42.6	48.2	D	N
6	San Antonio Road/ US-101 NB Off-ramp	Signal	AM	0.539	13.2	13.3	B	0.542	13.3	13.4	B	N
			PM	0.570	12.6	12.7	B	0.588	12.9	13.3	B	N
7	San Antonio Road/ El Camino Real*	Signal	AM	0.891	53.3	56.6	D	0.896	53.8	57.4	D	N
			PM	0.989	64.4	73.3	E	0.991	64.9	74.1	E	N
8	Fabian Way/ Charleston Road	Signal	AM	0.668	26.2	31.4	C	0.669	26.3	31.6	C	N
			PM	0.659	36.3	34.5	D	0.662	36.4	35.4	D	N
9	Middlefield Road/ Charleston Road	Signal	AM	0.627	47.9	45.5	D	0.630	47.9	45.5	D	N
			PM	0.749	38.4	39.6	D	0.751	38.4	39.6	D	N
10	Middlefield Road/ Old Middlefield Way	Signal	AM	0.327	13.4	16.9	B	0.348	14.4	17.9	B	N
			PM	0.360	10.6	13.3	B	0.401	11.0	13.6	B	N
11	Middlefield Road/ Rengstorff Avenue	Signal	AM	0.713	35.5	35.1	D	0.718	35.6	35.4	D	N
			PM	0.588	34.9	33.0	D	0.626	35.3	33.7	D	N
12	Leghorn Street/ Rengstorff Avenue	Signal	AM	0.580	29.2	35.1	C	0.664	33.0	32.3	C	N
			PM	0.788	38.5	40.8	D	0.855	42.2	45.4	D	N

Notes: **Bold** indicates an unacceptable Level of Service. * indicates CMP intersections with LOS E threshold

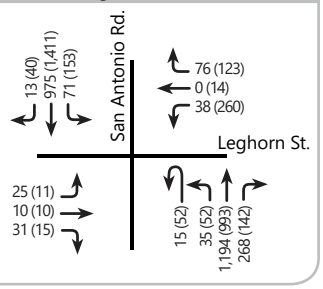
[1]AWSC – All-Way Stop Controlled intersection. [2]AM – morning peak hour, PM – evening peak hour

[3]V/C – Critical volume-to-capacity ratio. [4]Delay – Whole intersection weighted average control delay expressed in seconds per vehicle.

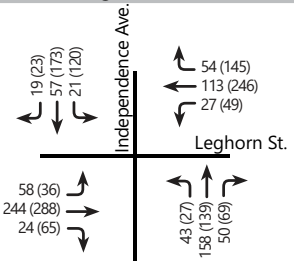
[5]Critical Delay expressed in seconds per vehicle. [6]LOS – Level of Service

Figure 12: Background Plus Conditions Peak Hour Traffic Volumes

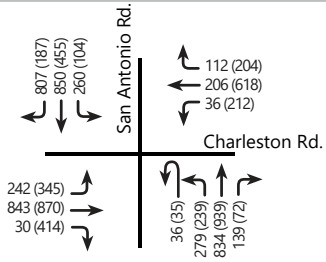
Intersection#1
San Antonio Rd./
Leghorn Rd.



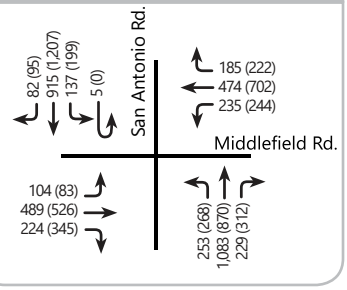
Intersection#2
Independence Ave./
Leghorn Rd.



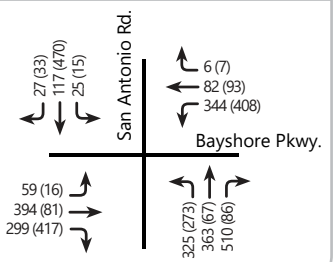
Intersection#3
San Antonio Rd./
Charleston Rd.



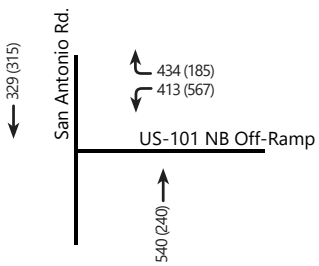
Intersection#4
San Antonio Rd./
Middlefield Rd.



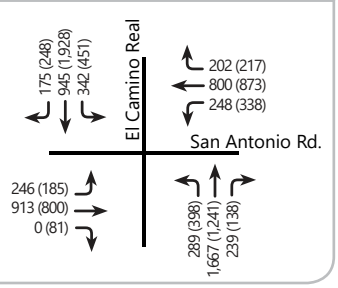
Intersection#5
San Antonio Rd./
East Bayshore Rd.-Bayshore Pkwy.



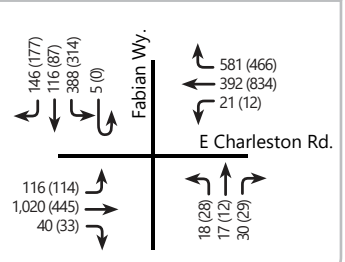
Intersection#6
San Antonio Rd./
US-101 NB Off-Ramp



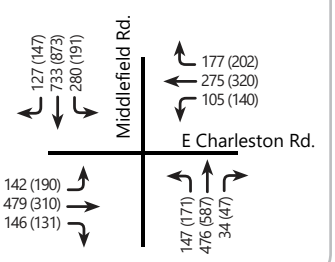
Intersection#7
San Antonio Rd./
El Camino Real



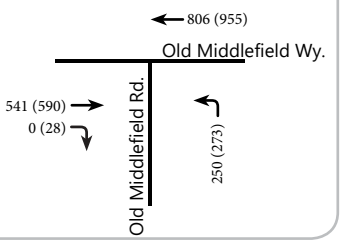
Intersection#8
Charleston Rd./
Fabian Wy.



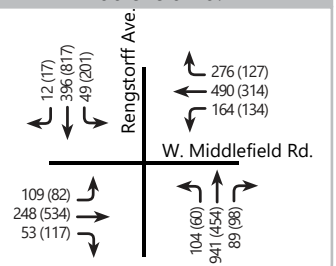
Intersection#9
Charleston Rd./
Middlefield Rd.



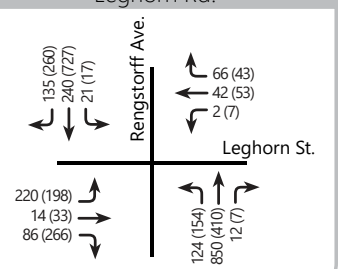
Intersection#10
Old Middlefield Wy./
Middlefield Rd.



Intersection#11
Rengstorff Ave./
Middlefield Rd.



Intersection#12
Rengstorff Ave./
Leghorn Rd.



LEGEND

- Program Area
- X Study Intersection
- XX AM Peak Hour Volumes
- (XX) PM Peak Hour Volumes

7.0 CUMULATIVE CONDITIONS

Cumulative Conditions reflects anticipated traffic volumes with regional traffic growth as well as other developments in Palo Alto and Mountain View. The forecast of cumulative volumes was derived from the *744 & 748 San Antonio Road Hotel Development* Traffic Impact Analysis (Hexagon Associates, June 7, 2016). The forecasted Cumulative Volumes (without the proposed project) were found to represent a 15 to 43 percent increase over existing conditions (varying by study intersection).

Figure 13 shows projected turning movement volumes at all of the study intersections for Cumulative Conditions.

7.1 Intersection Level of Service Analysis – Cumulative Conditions

Table 11 summarizes the intersection LOS analysis results for Cumulative (without Project) Conditions. **Appendix G** contains detailed intersection LOS calculation sheets for Cumulative No Project Conditions. Under this scenario, all study intersections operate acceptably at LOS D/E or better without the proposed project.

Table 11: Intersection Level of Service Analysis – Cumulative No Project Conditions

ID	Intersections	Control[1]	Peak Hour[2]	Cumulative Conditions (without Project)			
				V/C[3]	Delay[4]	Critical Delay[5]	LOS[6]
1	San Antonio Road/ Leghorn Street	Signal	AM	0.493	14.6	15.4	B
			PM	0.866	29.3	33.7	C
2	Independence Avenue/ Leghorn Street	AWSC	AM	0.464	11.4	11.4	B
			PM	0.831	25.0	25.0	C
3	San Antonio Road/ Charleston Road*	Signal	AM	0.786	47.9	52.0	D
			PM	0.995	57.2	66.6	E
4	San Antonio Road/ Middlefield Road*	Signal	AM	0.830	49.1	49.6	D
			PM	0.889	54.3	63.5	E
5	San Antonio Road/ Bayshore Parkway	Signal	AM	0.886	38.7	50.5	D
			PM	0.904	45.2	51.8	D
6	San Antonio Road/ US-101 NB Off-ramp	Signal	AM	0.559	13.4	13.6	B
			PM	0.592	12.8	13.1	B
7	San Antonio Road/ El Camino Real	Signal	AM	0.925	56.1	60.7	E
			PM	1.026	70.8	83.3	E
8	Fabian Way/ Charleston Road	Signal	AM	0.698	26.8	32.4	C
			PM	0.684	37.0	35.2	D
9	Middlefield Road/ Charleston Road	Signal	AM	0.652	48.6	46.3	D
			PM	0.779	39.5	41.1	D
10	Middlefield Road/ Old Middlefield Way	Signal	AM	0.339	13.5	17.0	B
			PM	0.374	10.7	13.4	B
11	Middlefield Road/ Rengstorff Avenue	Signal	AM	0.740	36.3	36.3	D
			PM	0.611	35.4	33.6	D
12	Leghorn Street/ Rengstorff Avenue	Signal	AM	0.605	29.7	28.1	C
			PM	0.819	40.1	42.9	D

Notes:

Bold indicates an unacceptable Level of Service

* indicates CMP intersections with LOS E threshold

[1]AWSC – All-Way Stop Controlled intersection

[2]AM – morning peak hour, PM – evening peak hour

[3]V/C – Critical volume-to-capacity ratio

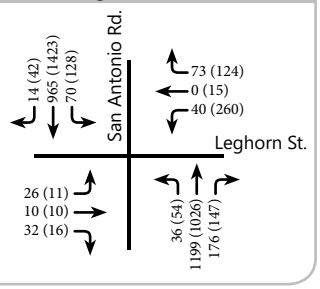
[4]Delay – Whole intersection weighted average control delay expressed in seconds per vehicle

[5]Critical movement delay expressed in seconds per vehicle

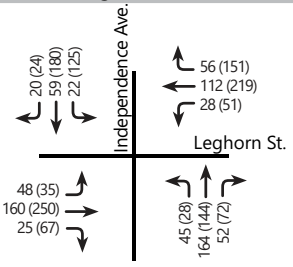
[6]LOS – Level of Service

Figure 13: Cumulative Conditions Peak Hour Traffic Volumes

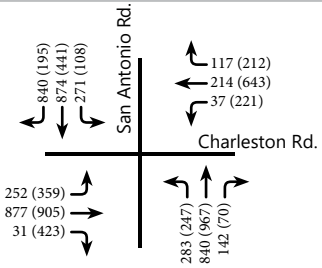
Intersection#1
San Antonio Rd./
Leghorn Rd.



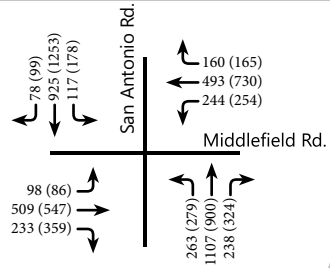
Intersection#2
Independence Ave./
Leghorn Rd.



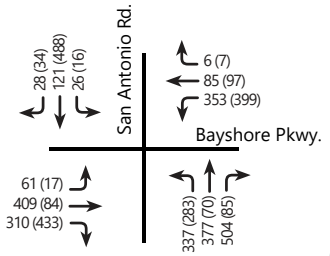
Intersection#3
San Antonio Rd./
Charleston Rd.



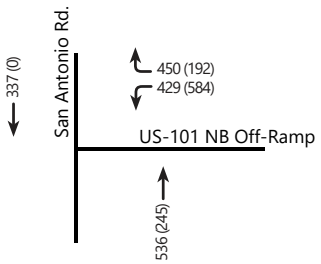
Intersection#4
San Antonio Rd./
Middlefield Rd.



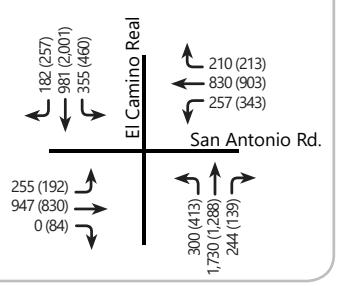
Intersection#5
San Antonio Rd./
East Bayshore Rd.-Bayshore Pkwy.



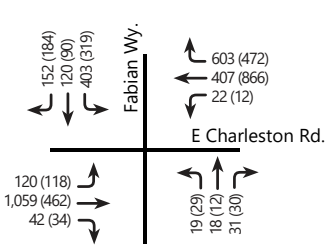
Intersection#6
San Antonio Rd./
US-101 NB Off-Ramp



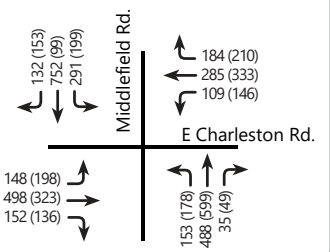
Intersection#7
San Antonio Rd./
El Camino Real



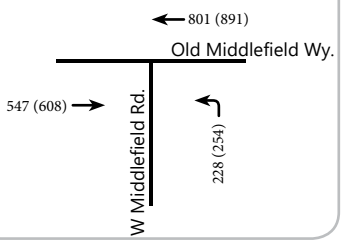
Intersection#8
Charleston Rd./
Fabian Wy.



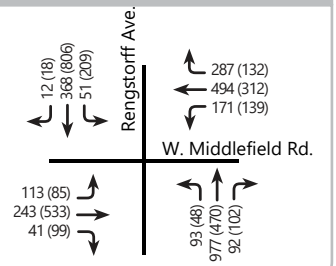
Intersection#9
Charleston Rd./
Middlefield Rd.



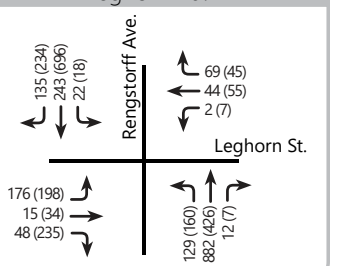
Intersection#10
Old Middlefield Wy./
Middlefield Rd.



Intersection#11
Rengstorff Ave./
Middlefield Rd.



Intersection#12
Rengstorff Ave./
Leghorn Rd.



LEGEND

- Program Area
- X — Study Intersection
- XX — AM Peak Hour Volumes
- (XX) — PM Peak Hour Volumes

8.0 CUMULATIVE PLUS PROJECT CONDITIONS

This scenario is similar to the Cumulative Conditions, with the addition of projected traffic from the proposed project. Trip generation, distribution, and assignment for the proposed project are identical to that assumed under Existing plus Project Conditions.

Figure 14 shows projected turning movement volumes at all the study intersections for Cumulative plus Project Conditions.

8.1 Intersection Level of Service Analysis – Cumulative plus Project Conditions

Table 12 summarizes the intersection LOS analysis results for Cumulative plus Project Conditions. The results for Cumulative (without project) Conditions are included for comparison purposes, along with the projected increases in critical delay and critical V/C ratios. **Appendix H** contains detailed intersection LOS calculation sheets for Cumulative plus Project Conditions.

With the addition of project traffic: the all-way stop-sign controlled of Independence Avenue and Leghorn Street (study intersection #2) is forecasted to operate at unacceptable LOS E under Cumulative plus Project conditions. All other study intersections are anticipated to operate acceptably within applicable jurisdictional standards of LOS D/E (City of Palo Alto and VTA CMP) or better during both the a.m. and p.m. peak hours under Cumulative plus Project and Cumulative plus Project conditions.

Recommended Mitigation at Independence Avenue and Leghorn Street (study intersection #2): future delay at this stop-controlled intersection during the p.m. peak hour under Cumulative plus Project conditions could be reduced by restriping the westbound approach to provide a westbound right-turn lane (or "de facto" right-turn lane by prohibiting curb-side parking during the p.m. peak period). With such a restriping: the all-way stop-controlled intersection would operate acceptably at LOS C with a V/C OF 0.835 and 24.8 seconds of average delay (both overall and for critical movements) during the p.m. peak hour under Cumulative plus Project conditions.

Motor vehicle traffic impacts resulting from the project under Cumulative plus Project conditions would therefore be considered **less than significant with mitigation** at the intersection of Independence Avenue and Leghorn Street (study intersection #2) under Cumulative plus Project conditions. Traffic impacts at all other study intersections would be considered less than significant, and no mitigation is required.

Table 12: Intersection Level of Service Analysis – Cumulative plus Project Conditions

ID	Intersections	Control[1]	Peak Hour[2]	Cumulative No Project Conditions				Cumulative plus Project Conditions				
				V/C[3]	Delay[4]	Critical Delay[5]	LOS[6]	V/C[3]	Delay[4]	Critical Delay[5]	LOS[6]	Significant Impact (Y/N)
1	San Antonio Road/ Leghorn Street	Signal	AM	0.493	14.6	15.4	B	0.511	14.8	15.9	B	N
			PM	0.866	29.3	33.7	C	0.903	32.4	37.5	C	N
2	Independence Ave/ Leghorn Street	AWSC	AM	0.464	11.4	11.4	B	0.604	13.5	13.5	B	N
			PM	0.831	25.0	25.0	C	**0.943**	**37.3**	**37.3**	**E**	**Y**
3	San Antonio Road/ Charleston Road*	Signal	AM	0.786	47.9	52.0	D	0.796	48.8	52.5	D	N
			PM	0.995	57.2	66.6	E	1.000	58.0	68.0	E	N
4	San Antonio Road/ Middlefield Road*	Signal	AM	0.830	49.1	49.6	D	0.845	50.4	51.5	D	N
			PM	0.889	54.3	63.5	E	0.899	55.9	64.4	E	N
5	San Antonio Road/ Bayshore Parkway	Signal	AM	0.886	38.7	50.5	D	0.905	40.3	54.3	D	N
			PM	0.904	45.2	51.8	D	0.912	46.1	53.1	D	N
6	San Antonio Road/ US-101 NB Off-ramp	Signal	AM	0.559	13.4	13.6	B	0.562	13.5	13.7	B	N
			PM	0.592	12.8	13.1	B	0.610	13.2	13.7	B	N
7	San Antonio Road/ El Camino Real*	Signal	AM	0.925	56.1	60.7	E	0.930	56.7	61.7	E	N
			PM	1.026	70.8	83.3	E	1.029	71.3	84.3	E	N
8	Fabian Way/ Charleston Road	Signal	AM	0.698	26.8	32.4	C	0.700	26.9	32.5	C	N
			PM	0.684	37.0	35.2	D	0.687	37.2	36.1	D	N
9	Middlefield Road/ Charleston Road	Signal	AM	0.652	48.6	46.3	D	0.655	48.6	46.3	D	N
			PM	0.779	39.5	41.1	D	0.782	39.5	41.2	D	N
10	Middlefield Road/ Old Middlefield Way	Signal	AM	0.339	13.5	17.0	B	0.361	14.5	18.0	B	N
			PM	0.374	10.7	13.4	B	0.415	11.0	13.7	B	N
11	Middlefield Road/ Rengstorff Avenue	Signal	AM	0.740	36.3	36.3	D	0.745	36.5	36.6	D	N
			PM	0.611	35.4	33.6	D	0.649	35.8	34.4	D	N
12	Leghorn Street/ Rengstorff Avenue	Signal	AM	0.605	29.7	28.1	C	0.690	33.3	33.7	C	N
			PM	0.819	40.1	42.9	D	0.886	44.7	48.8	D	N

Notes: **Bold** indicates an unacceptable Level of Service. * indicates CMP intersections with LOS E threshold

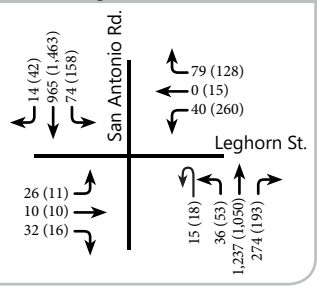
[1]AWSC – All-Way Stop Controlled intersection. [2]AM – morning peak hour, PM – evening peak hour

[3]V/C – Critical volume-to-capacity ratio. [4]Delay – Whole intersection weighted average control delay expressed in seconds per vehicle.

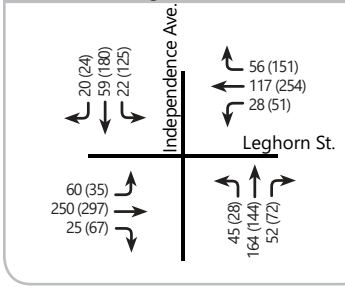
[5]Critical Delay expressed in seconds per vehicle. [6]LOS – Level of Service

Figure 14: Cumulative Plus Project Conditions Peak Hour Traffic Volumes

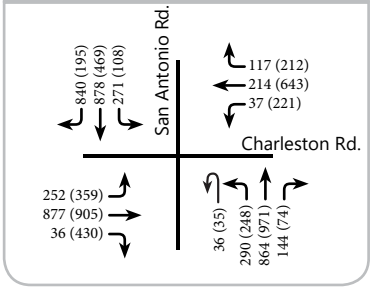
Intersection#1
San Antonio Rd./
Leghorn Rd.



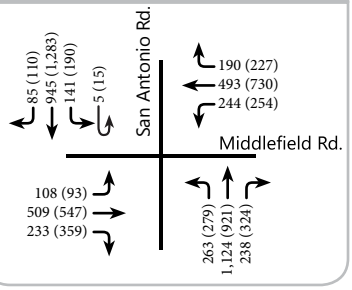
Intersection#2
Independence Ave./
Leghorn Rd.



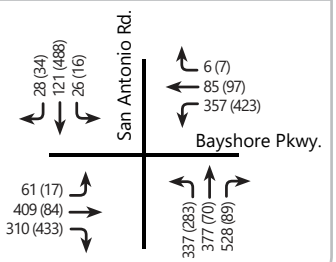
Intersection#3
San Antonio Rd./
Charleston Rd.



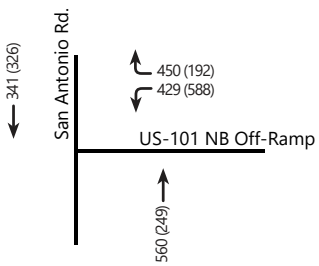
Intersection#4
San Antonio Rd./
Middlefield Rd.



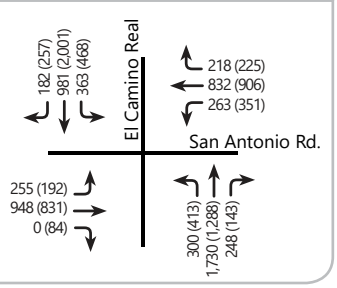
Intersection#5
San Antonio Rd./
East Bayshore Rd.-Bayshore Pkwy.



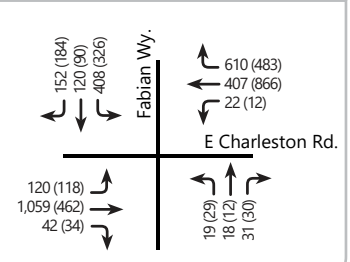
Intersection#6
San Antonio Rd./
US-101 NB Off-Ramp



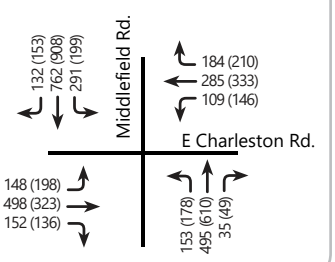
Intersection#7
San Antonio Rd./
El Camino Real



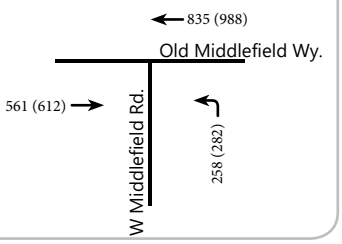
Intersection#8
Charleston Rd./
Fabian Wy.



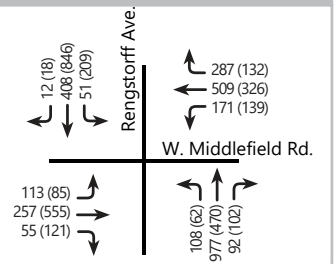
Intersection#9
Charleston Rd./
Middlefield Rd.



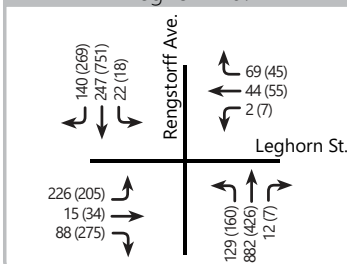
Intersection#10
Old Middlefield Wy./
Middlefield Rd.



Intersection#11
Rengstorff Ave./
Middlefield Rd.



Intersection#12
Rengstorff Ave./
Leghorn Rd.



LEGEND

- Program Area
- X Study Intersection
- XX AM Peak Hour Volumes
- (XX) PM Peak Hour Volumes

9.0 VEHICLE MILES TRAVELED

Compliance with Senate Bill (SB) 743 resulted in the replacement of LOS with vehicle miles traveled (VMT) for purposes of assessing traffic impacts under CEQA described in new Section 15064.3 of the CEQA Guidelines that was applied statewide beginning on July 1, 2020. "Vehicle miles traveled" refers to the amount and distance of automobile travel "attributable to a project". As described separately in the Technical Advisory on Evaluating Transportation Impacts in CEQA (OPR, December 2018), VMT re-routed from other origins or destinations as the result of a project would not be attributable to a project except to the extent that the re-routing results in a net increase in VMT.

The proposed project will provide housing in a segment of the County that has a surplus of jobs relative to the supply of housing, resulting in lengthy commute distances that increase VMT. The large supply of jobs in Palo Alto, Mountain View and other neighboring cities results in relatively long commute lengths for many employees, particularly those commuting from homes in the East Bay and San Francisco. By contrast: the provision of housing in Palo Alto will help to reduce VMT by providing homes closer to employment centers.

VMT standards for the City of Palo Alto were adopted in a Resolution by the Palo Alto City Council on June 15, 2020. Projects may be screened from requiring a VMT analysis based on location, or other characteristics anticipated to result in low rates of VMT. However, the proposed project was determined to not meet the eligibility for screening as defined by the City of Palo Alto. Therefore, an assessment of VMT impacts was conducted based on the VMT impact criteria adopted by the City of Palo Alto on June 15, 2020.

Where a proposed project replaces VMT-generating land uses, if the replacement leads to a net overall decrease in VMT, the project impact may be considered less than significant based on the adopted City of Palo Alto standard. However, if the redevelopment project leads to a net overall increase in VMT, the project impact may be considered less than significant only if the proposed new land uses would individually fall below their respective thresholds.

The proposed project would allow up to 818 multi-residential units in the program area, anticipated to be occupied by approximately 1,881 residents, with no change to allowable commercial uses. Therefore the project would not replace VMT-generating land uses and is not anticipated to result in a net overall decrease in VMT. Based on the anticipated rate of home-based VMT generated by the project (11 miles per resident, as described further below): the 1,881 new residents would thus generate up to 20,700 daily home-based miles. Taking into account the likely reduction in commute distances to work for new residents that would otherwise have commuted from other parts of the region: the net increase in VMT is estimated to be approximately 15,000 daily home-based miles. Since the redevelopment project leads to a net overall increase in VMT, City of Palo Alto standards specify that the project impact would thus be considered significant if proposed project exceeds the VMT threshold for residential land uses. VMT impacts attributable to residential projects in Palo Alto may be considered significant if a project exceeds a level of 15% below existing (baseline) County home-based VMT per resident. Therefore, VMT impacts from the proposed residential development may be considered significant if daily home-based VMT per

Resident exceeds 11.33 miles per resident (equivalent to 85 percent of the County home-based VMT average of 13.33 miles per resident).

VMT per Resident for the proposed residential development is anticipated to be similar to existing residential areas bordering San Antonio Road. The existing rate of VMT per Resident for residential development bordering San Antonio Road was estimated based on the VMT Estimation Tool provided by the City of Palo Alto for use in this analysis. Outputs from the tool are shown in **Appendix I**. The project site is located within traffic analysis zones (TAZ) 456 and 482. TAZ 456 on the east side of San Antonio Road is primarily developed with industrial land uses and has no residences bordering San Antonio Road. (Instead, the few residences within TAZ 456 are located near Rengstorff Avenue). Project VMT is anticipated to be most similar to the west side of San Antonio Rd (TAZ 482) which has existing multi-family dwellings. To provide an estimate of residential VMT per Resident near San Antonio Road that would be applicable to the proposed project: the average VMT of zones with residences near San Antonio Road was calculated, as described below.

Based on a review of VMT per Resident data for zones (TAZ) bordering San Antonio Road as shown on **Table 13**: the average daily home-based VMT per Resident for the area near San Antonio Road is 11.19 per miles per resident, below the impact threshold. The VMT per Resident for TAZ 456 is applicable to residences located near Rengstorff Avenue, since TAZ 456 has no residences near San Antonio Road, and is therefore is not relevant to predicting VMT attributable to the project. Project VMT is anticipated to be most similar to the west side of San Antonio Rd (TAZ 482) which has existing multi-family dwellings bordering San Antonio Road and an average home-based VMT per Resident of 11.02 miles per resident, also below the impact threshold. Therefore, the proposed project is anticipated to generate VMT per Resident at a rate below the impact threshold and VMT impacts attributable to the project are anticipated to be less than significant.

Table 13: Average Home-based VMT per Resident bordering San Antonio Road

TAZ[1]	Location	Home-based VMT per Resident
524	North of Charleston Ave (west side of San Antonio Rd)	11.93
477	North of Charleston Ave (east side of San Antonio Rd)	N/A[2]
482	South of Charleston Ave & north of Middlefield Rd (west side of San Antonio Rd)	11.01
456	South of Charleston Ave & north of Middlefield Rd (east side of San Antonio Rd)	14.01[3]
529	South of Middlefield Rd & north of Caltrain (west side of San Antonio Rd)	8.27
409	South of Middlefield Rd & north of Caltrain (east side of San Antonio Rd)	10.72
Average for zones bordering San Antonio Road:		**11.19**

Source: VMT Estimation Tool (provided by City of Palo Alto to TJKM). Notes:

[1]TAZ – Transportation Analysis Zone

[2]No residences are located on the east side of San Antonio Rd (north of Charleston Ave)

[3]No residences are located on the east side of San Antonio Road (south of Charleston Avenue & north of Middlefield). The average for TAZ 456 is based on residences near Rengstorff Avenue. VMT attributable to the project is anticipated to be most similar to TAZ 482 on the west side of San Antonio Road.

Appendix A – Level of Service Methodology

LEVEL OF SERVICE METHODOLOGY

LEVEL OF SERVICE

The description and procedures for calculating capacity and level of service are found in Transportation Research Board, *Highway Capacity Manual 2000*. *Highway Capacity Manual 2000* represents the latest research on capacity and quality of service for transportation facilities.

Quality of service requires quantitative measures to characterize operational conditions within a traffic stream. Level of service is a quality measure describing operational conditions within a traffic stream, generally in terms of such service measures as speed and travel time, freedom to maneuver, traffic interruptions, and comfort and convenience.

Six levels of service are defined for each type of facility that has analysis procedures available. Letters designate each level, from A to F, with level-of-service A representing the best operating conditions and level-of-service F the worst. Each level of service represents a range of operating conditions and the driver's perception of these conditions. Safety is not included in the measures that establish service levels.

A general description of service levels for various types of facilities is shown in Table A-I.

Table A-I

Level of Service Description

Facility Type	**Uninterrupted Flow**	**Interrupted Flow**
	Freeways Multi-lane Highways Two-lane Highways Urban Streets	Signalized Intersections Unsignalized Intersections Two-way Stop Control All-way Stop Control
LOS		
A	Free-flow	Very low delay.
B	Stable flow. Presence of other users noticeable.	Low delay.
C	Stable flow. Comfort and convenience starts to decline.	Acceptable delay.
D	High density stable flow.	Tolerable delay.
E	Unstable flow.	Limit of acceptable delay.
F	Forced or breakdown flow.	Unacceptable delay

Source: *Highway Capacity Manual 2000*

Urban Streets

The term “urban streets” refers to urban arterials and collectors, including those in downtown areas.

Arterial streets are roads that primarily serve longer through trips. However, providing access to abutting commercial and residential land uses is also an important function of arterials.

Collector streets provide both land access and traffic circulation within residential, commercial and industrial areas. Their access function is more important than that of arterials, and unlike arterials their operation is not always dominated by traffic signals.

Downtown streets are signalized facilities that often resemble arterials. They not only move through traffic but also provide access to local businesses for passenger cars, transit buses, and trucks. Pedestrian conflicts and lane obstructions created by stopping or standing buses, trucks and parking vehicles that cause turbulence in the traffic flow are typical of downtown streets.

The speed of vehicles on urban streets is influenced by three main factors, street environment, interaction among vehicles and traffic control. As a result, these factors also affect quality of service.

The street environment includes the geometric characteristics of the facility, the character of roadside activity and adjacent land uses. Thus, the environment reflects the number and width of lanes, type of median, driveway density, spacing between signalized intersections, existence of parking, level of pedestrian activity and speed limit.

The interaction among vehicles is determined by traffic density, the proportion of trucks and buses, and turning movements. This interaction affects the operation of vehicles at intersections and, to a lesser extent, between signals.

Traffic control (including signals and signs) forces a portion of all vehicles to slow or stop. The delays and speed changes caused by traffic control devices reduce vehicle speeds, however, such controls are needed to establish right-of-way.

The average travel speed for through vehicles along an urban street is the determinant of the operating level of service. The travel speed along a segment, section or entire length of an urban street is dependent on the running speed between signalized intersections and the amount of control delay incurred at signalized intersections.

Level-of-service A describes primarily free-flow operations. Vehicles are completely unimpeded in their ability to maneuver within the traffic stream. Control delay at signalized intersections is minimal.

Level-of-service B describes reasonably unimpeded operations. The ability to maneuver within the traffic stream is only slightly restricted, and control delays at signalized intersections are not significant.

Level-of-service C describes stable operations, however, ability to maneuver and change lanes in midblock location may be more restricted than at level-of-service B. Longer queues, adverse signal coordination, or both may contribute to lower travel speeds.

Level-of-service D borders on a range in which in which small increases in flow may cause substantial increases in delay and decreases in travel speed. Level-of-service D may be due to adverse signal progression, inappropriate signal timing, high volumes, or a combination of these factors.

Level-of-service E is characterized by significant delays and lower travel speeds. Such operations are caused by a combination of adverse progression, high signal density, high volumes, extensive delays at critical intersections, and inappropriate signal timing.

Level-of-service F is characterized by urban street flow at extremely low speeds. Intersection congestion is likely at critical signalized locations, with high delays, high volumes, and extensive queuing.

The methodology to determine level of service stratifies urban streets into four classifications. The classifications are complex, and are related to functional and design categories. Table A-II describes the functional and design categories, while Table A-III relates these to the urban street classification.

Once classified, the urban street is divided into segments for analysis. An urban street segment is a one-way section of street encompassing a series of blocks or links terminating at a signalized intersection. Adjacent segments of urban streets may be combined to form larger street sections, provided that the segments have similar demand flows and characteristics.

Levels of service are related to the average travel speed of vehicles along the urban street segment or section.

Travel times for existing conditions are obtained by field measurements. The maximum-car technique is used. The vehicle is driven at the posted speed limit unless impeded by actual traffic conditions. In the maximum-car technique, a safe level of vehicular operation is maintained by observing proper following distances and by changing speeds at reasonable rates of acceleration and deceleration. The maximum-car technique provides the best base for measuring traffic performance.

An observer records the travel time and locations and duration of delay. The beginning and ending points are the centers of intersections. Delays include times waiting in queues at signalized intersections. The travel speed is determined by dividing the length of the segment by the travel time. Once the travel speed on the arterial is determined, the level of service is found by comparing the speed to the criteria in Table A-IV. Level-of-service criteria vary for the different classifications of urban street, reflecting differences in driver expectations.

Table A-II

Functional and Design Categories for Urban Streets

Criterion	Functional Category	
	Principal Arterial	**Minor Arterial**
Mobility function	Very important	Important
Access function	Very minor	Substantial
Points connected	Freeways, important activity centers, major traffic generators	Principal arterials
Predominant trips served	Relatively long trips between major points and through trips entering, leaving, and passing through city	Trips of moderate length within relatively small geographical areas

Criterion	Design Category			
	High-Speed	**Suburban**	**Intermediate**	**Urban**
Driveway access density	Very low density	Low density	Moderate density	High density
Arterial type	Multilane divided; undivided or two-lane with shoulders	Multilane divided: undivided or two-lane with shoulders	Multilane divided or undivided; one way, two lane	Undivided one way; two way, two or more lanes
Parking	No	No	Some	Usually
Separate left-turn lanes	Yes	Yes	Usually	Some
Signals per mile	0.5 to 2	1 to 5	4 to 10	6 to 12
Speed limits	45 to 55 mph	40 to 45 mph	30 to 40 mph	25 to 35 mph
Pedestrian activity	Very little	Little	Some	Usually
Roadside development	Low density	Low to medium density	Medium to moderate density	High density

Source: *Highway Capacity Manual 2000*

Table A-III

Urban Street Class based on Function and Design Categories

Design Category	Functional Category	
	Principal Arterial	**Minor Arterial**
High-Speed	I	Not applicable
Suburban	II	II
Intermediate	II	III or IV
Urban	III or IV	IV

Source: *Highway Capacity Manual 2000*

Table A-IV

Urban Street Levels of Service by Class

Urban Street Class	I	II	III	IV
Range of Free Flow Speeds (mph)	45 to 55	35 to 45	30 to 35	25 to 35
Typical Free Flow Speed (mph)	50	40	33	30
Level of Service	**Average Travel Speed (mph)**			
A	>42	>35	>30	>25
B	>34	>28	>24	>19
C	>27	>22	>18	>13
D	>21	>17	>14	>9
E	>16	>13	>10	>7
F	≤16	≤13	≤10	≤7

Source: *Highway Capacity Manual 2000*

Interrupted Flow

One of the more important elements limiting, and often interrupting the flow of traffic on a highway is the intersection. Flow on an interrupted facility is usually dominated by points of fixed operation such as traffic signals, stop and yield signs. These all operate quite differently and have differing impacts on overall flow.

Signalized Intersections

The capacity of a highway is related primarily to the geometric characteristics of the facility, as well as to the composition of the traffic stream on the facility. Geometrics are a fixed, or non-varying, characteristic of a facility.

At the signalized intersection, an additional element is introduced into the concept of capacity: time allocation. A traffic signal essentially allocates time among conflicting traffic movements seeking use of the same physical space. The way in which time is allocated has a significant impact on the operation of the intersection and on the capacity of the intersection and its approaches.

Level of service for signalized intersections is defined in terms of control delay, which is a measure of driver discomfort, frustration, fuel consumption, and increased travel time. The delay experienced by a motorist is made up of a number of factors that relate to control, traffic and incidents. Total delay is the difference between the travel time actually experienced and the reference travel time that would result during base conditions, *i. e.*, in the absence of traffic control, geometric delay, any incidents, and any other vehicles. Specifically, level of service criteria for traffic signals are stated in terms of average control delay per vehicle, typically for a 15-minute analysis period. Delay is a complex measure and depends on a number of variables, including the quality of progression, the cycle length, the ratio of green time to cycle length and the volume to capacity ratio for the lane group.

For each intersection analyzed the average control delay per vehicle per approach is determined for the peak hour. A weighted average of control delay per vehicle is then determined for the intersection. A level of service designation is given to the control delay to better describe the level of operation. A

description of levels of service for signalized intersections can be found in Table A-V.

Table A-V

Description of Level of Service for Signalized Intersections

Level of Service	Description
A	Very low control delay, up to 10 seconds per vehicle. Progression is extremely favorable, and most vehicles arrive during the green phase. Many vehicles do not stop at all. Short cycle lengths may tend to contribute to low delay values.
B	Control delay greater than 10 and up to 20 seconds per vehicle. There is good progression or short cycle lengths or both. More vehicles stop causing higher levels of delay.
C	Control delay greater than 20 and up to 35 seconds per vehicle. Higher delays are caused by fair progression or longer cycle lengths or both. Individual cycle failures may begin to appear. Cycle failure occurs when a given green phase doe not serve queued vehicles, and overflow occurs. The number of vehicles stopping is significant, though many still pass through the intersection without stopping.
D	Control delay greater than 35 and up to 55 seconds per vehicle. The influence of congestions becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high volumes. Many vehicles stop, the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.
E	Control delay greater than 55 and up to 80 seconds per vehicle. The limit of acceptable delay. High delays usually indicate poor progression, long cycle lengths, and high volumes. Individual cycle failures are frequent.
F	Control delay in excess of 80 seconds per vehicle. Unacceptable to most drivers. Oversaturation, arrival flow rates exceed the capacity of the intersection. Many individual cycle failures. Poor progression and long cycle lengths may also be contributing factors to higher delay.

Source: *Highway Capacity Manual 2000*

The use of control delay, which may also be referred to as signal delay, was introduced in the 1997 update to the *Highway Capacity Manual*, and represents a departure from previous updates. In the third edition, published in 1985 and the 1994 update to the third edition, delay only included stopped delay. Thus, the level of service criteria listed in Table A-V differs from earlier criteria.

Unsignalized Intersections

The current procedures on unsignalized intersections were first introduced in the 1997 update to the *Highway Capacity Manual* and represent a revision of the methodology published in the 1994 update to the 1985 *Highway Capacity Manual*. The revised procedures use control delay as a measure of effectiveness to determine level of service. Delay is a measure of driver discomfort, frustration, fuel consumption, and increased travel time. The delay experienced by a motorist is made up of a number of factors that relate to control, traffic and incidents. Total delay is the difference between the travel time actually experienced and the reference travel time that would result during base conditions, *i. e.*, in the absence of traffic control, geometric delay, any incidents, and any other vehicles. Control delay is the increased time of travel for a vehicle approaching and passing through an unsignalized intersection, compared with a free-flow vehicle if it were not required to slow or stop at the intersection.

Two-Way Stop Controlled Intersections

Two-way stop controlled intersections in which stop signs are used to assign the right-of-way, are the most prevalent type of intersection in the United States. At two-way stop-controlled intersections the stop-controlled approaches are referred as the minor street approaches and can be either public streets or private driveways. The approaches that are not controlled by stop signs are referred to as the major street approaches.

The capacity of movements subject to delay are determined using the "critical gap" method of capacity analysis. Expected average control delay based on movement volume and movement capacity is calculated. A level of service designation is given to the expected control delay for each minor movement. Level of service is not defined for the intersection as a whole. Control delay is the increased time of travel for a vehicle approaching and passing through a stop-controlled intersection, compared with a free-flow vehicle if it were not required to slow or stop at the intersection. A description of levels of service for two-way stop-controlled intersections is found in Table A-VI.

Table A-VI

Description of Level of Service for Two-Way Stop Controlled Intersections

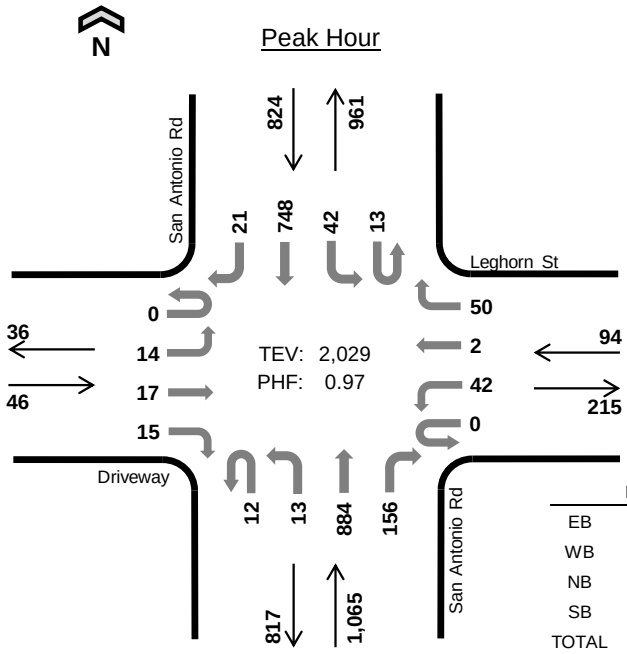
Level of Service	Description
A	Very low control delay less than 10 seconds per vehicle for each movement subject to delay.
B	Low control delay greater than 10 and up to 15 seconds per vehicle for each movement subject to delay.
C	Acceptable control delay greater than 15 and up to 25 seconds per vehicle for each movement subject to delay.
D	Tolerable control delay greater than 25 and up to 35 seconds per vehicle for each movement subject to delay.
E	Limit of tolerable control delay greater than 35 and up to 50 seconds per vehicle for each movement subject to delay.
F	Unacceptable control delay in excess of 50 seconds per vehicle for each movement subject to delay.

Source: *Highway Capacity Manual 2000*

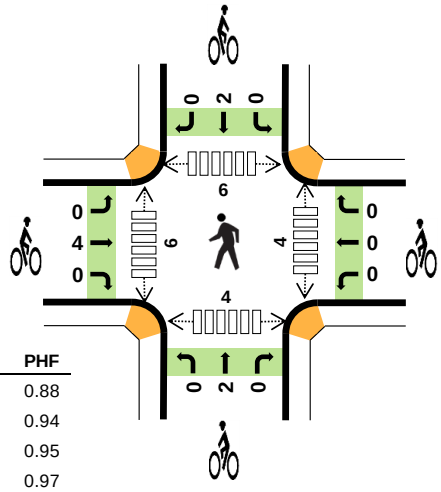
Appendix B – Intersection Counts

San Antonio Rd
Leghorn St

Date: 10-17-2019
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM



	HV %:	PHF
EB	0.0%	0.88
WB	8.5%	0.94
NB	3.0%	0.95
SB	4.7%	0.97
TOTAL	3.9%	0.97



Two-Hour Count Summaries

Interval Start		Driveway Eastbound				Leghorn St Westbound				San Antonio Rd Northbound				San Antonio Rd Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	3	1	2	0	8	0	14	1	1	97	15	1	9	137	0	289	0
7:15 AM		0	5	0	2	0	11	0	6	0	1	152	22	0	8	145	1	353	0
7:30 AM		0	4	5	5	0	20	0	10	3	0	182	14	3	11	174	1	432	0
7:45 AM		0	6	3	8	0	10	0	4	3	0	206	17	1	3	180	0	441	1,515
8:00 AM		**0**	**4**	**3**	**5**	**0**	**9**	**0**	**16**	**7**	**2**	**227**	**28**	**4**	**14**	**180**	**5**	**504**	1,730
8:15 AM		**0**	**1**	**3**	**5**	**0**	**9**	**0**	**15**	**4**	**2**	**236**	**33**	**4**	**9**	**195**	**4**	**520**	1,897
8:30 AM		**0**	**3**	**5**	**5**	**0**	**11**	**0**	**10**	**1**	**5**	**189**	**50**	**2**	**7**	**187**	**5**	**480**	1,945
8:45 AM		**0**	**6**	**6**	**0**	**0**	**13**	**2**	**9**	**0**	**4**	**232**	**45**	**3**	**12**	**186**	**7**	**525**	**2,029**
Count Total		0	32	26	32	0	91	2	84	19	15	1,521	224	18	73	1,384	23	3,544	0
Peak Hour	**All**	**0**	**14**	**17**	**15**	**0**	**42**	**2**	**50**	**12**	**13**	**884**	**156**	**13**	**42**	**748**	**21**	**2,029**	**0**
	HV	**0**	**0**	**0**	**0**	**0**	**6**	**0**	**2**	**0**	**1**	**30**	**1**	**0**	**2**	**37**	**0**	**79**	**0**
	HV%	**-**	**0%**	**0%**	**0%**	**-**	**14%**	**0%**	**4%**	**0%**	**8%**	**3%**	**1%**	**0%**	**5%**	**5%**	**0%**	**4%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	3	4	14	*21*	0	0	2	0	*2*	1	1	0	1	*3*
7:15 AM	0	3	8	9	*20*	0	0	1	0	*1*	0	1	1	1	*3*
7:30 AM	0	5	6	5	*16*	0	0	0	0	*0*	1	1	0	0	*2*
7:45 AM	0	1	3	11	*15*	0	1	1	1	*3*	0	1	1	1	*3*
8:00 AM	**0**	**1**	**8**	**10**	***19***	**0**	**0**	**0**	**0**	***0***	**3**	**1**	**3**	**1**	*8*
8:15 AM	**0**	**2**	**6**	**12**	***20***	**1**	**0**	**0**	**1**	***2***	**1**	**1**	**2**	**1**	*5*
8:30 AM	**0**	**2**	**13**	**8**	***23***	**2**	**0**	**2**	**1**	***5***	**0**	**1**	**0**	**0**	*1*
8:45 AM	**0**	**3**	**5**	**9**	***17***	**1**	**0**	**0**	**0**	***1***	**0**	**3**	**1**	**2**	***6***
Count Total	0	20	53	78	*151*	4	1	6	3	*14*	6	10	8	7	*31*
Peak Hour	**0**	**8**	**32**	**39**	***79***	**4**	**0**	**2**	**2**	***8***	**4**	**6**	**6**	**4**	***20***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Driveway				Leghorn St				San Antonio Rd				San Antonio Rd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	3	0	0	0	0	3	1	0	0	14	0	21	0
7:15 AM	0	0	0	0	0	2	0	1	0	0	8	0	0	0	9	0	20	0
7:30 AM	0	0	0	0	0	4	0	1	0	0	5	1	0	0	5	0	16	0
7:45 AM	0	0	0	0	0	1	0	0	0	0	3	0	0	0	11	0	15	72
8:00 AM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**8**	**0**	**0**	**0**	**10**	**0**	**19**	70
8:15 AM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**1**	**5**	**0**	**0**	**0**	**12**	**0**	**20**	70
8:30 AM	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**12**	**1**	**0**	**1**	**7**	**0**	**23**	77
8:45 AM	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**1**	**0**	**0**	**5**	**0**	**0**	**1**	**8**	**0**	**17**	**79**
Count Total	0	0	0	0	0	16	0	4	0	1	49	3	0	2	76	0	151	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**6**	**0**	**2**	**0**	**1**	**30**	**1**	**0**	**2**	**37**	**0**	**79**	**0**

Two-Hour Count Summaries - Bikes

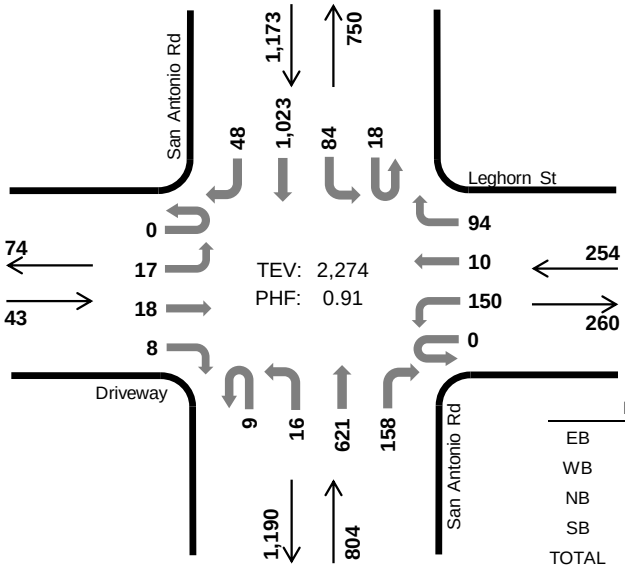
Interval Start	Driveway			Leghorn St			San Antonio Rd			San Antonio Rd			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	1	1	0	0	0	0	2	0
7:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	1	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	1	0	1	0	0	1	0	3	6
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	4
8:15 AM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**2**	5
8:30 AM	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**1**	**0**	**5**	10
8:45 AM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**8**
Count Total	0	4	0	0	0	1	1	5	0	0	3	0	14	0
Peak Hour	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**2**	**0**	**8**	**0**

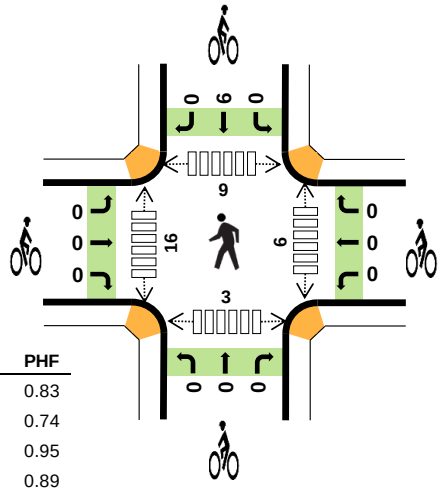
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

San Antonio Rd
Leghorn St

Date: 10-17-2019
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:45 PM to 5:45 PM

Peak Hour





	HV %:	PHF
EB	0.0%	0.83
WB	0.4%	0.74
NB	2.0%	0.95
SB	1.6%	0.89
TOTAL	1.6%	0.91

Two-Hour Count Summaries

Interval Start		Driveway Eastbound				Leghorn St Westbound				San Antonio Rd Northbound				San Antonio Rd Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		0	3	4	1	0	37	1	26	4	2	192	50	8	9	259	11	607	0
4:15 PM		0	1	5	2	0	35	3	15	0	5	162	48	2	28	240	7	553	0
4:30 PM		0	5	3	2	0	34	5	23	7	5	140	40	5	24	228	10	531	0
4:45 PM		**0**	**2**	**7**	**3**	**0**	**38**	**2**	**11**	**3**	**3**	**136**	**41**	**6**	**14**	**233**	**9**	**508**	2,199
5:00 PM		**0**	**4**	**4**	**1**	**0**	**42**	**2**	**42**	**2**	**3**	**150**	**47**	**3**	**22**	**291**	**15**	**628**	2,220
5:15 PM		**0**	**4**	**3**	**2**	**0**	**26**	**4**	**22**	**1**	**6**	**161**	**40**	**4**	**25**	**254**	**11**	**563**	2,230
5:30 PM		**0**	**7**	**4**	**2**	**0**	**44**	**2**	**19**	**3**	**4**	**174**	**30**	**5**	**23**	**245**	**13**	**575**	**2,274**
5:45 PM		0	1	6	3	0	36	2	24	0	5	129	28	4	14	229	12	493	2,259
Count Total		0	27	36	16	0	292	21	182	20	33	1,244	324	37	159	1,979	88	4,458	0
Peak Hour	**All**	**0**	**17**	**18**	**8**	**0**	**150**	**10**	**94**	**9**	**16**	**621**	**158**	**18**	**84**	**1,023**	**48**	**2,274**	**0**
	HV	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**15**	**1**	**0**	**1**	**18**	**0**	**36**	**0**
	HV%	**-**	**0%**	**0%**	**0%**	**-**	**0%**	**0%**	**1%**	**0%**	**0%**	**2%**	**1%**	**0%**	**1%**	**2%**	**0%**	**2%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	1	12	5	*18*	0	0	0	0	*0*	1	5	2	1	*9*
4:15 PM	0	0	7	4	*11*	0	0	0	1	*1*	1	0	2	1	*4*
4:30 PM	0	0	4	4	*8*	0	0	0	1	*1*	0	1	0	0	*1*
4:45 PM	**0**	**1**	**4**	**7**	***12***	**0**	**0**	**0**	**1**	***1***	**3**	**5**	**2**	**1**	*11*
5:00 PM	**0**	**0**	**4**	**6**	***10***	**0**	**0**	**0**	**3**	***3***	**2**	**5**	**3**	**1**	*11*
5:15 PM	**0**	**0**	**3**	**4**	***7***	**0**	**0**	**0**	**1**	***1***	**0**	**4**	**2**	**0**	*6*
5:30 PM	**0**	**0**	**5**	**2**	***7***	**0**	**0**	**0**	**1**	***1***	**1**	**2**	**2**	**1**	***6***
5:45 PM	0	0	3	1	*4*	0	0	1	1	*2*	0	0	1	1	*2*
Count Total	0	2	42	33	*77*	0	0	1	9	*10*	8	22	14	6	*50*
Peak Hour	**0**	**1**	**16**	**19**	***36***	**0**	**0**	**0**	**6**	***6***	**6**	**16**	**9**	**3**	***34***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Driveway				Leghorn St				San Antonio Rd				San Antonio Rd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	1	0	0	10	2	0	0	5	0	18	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	7	0	0	0	4	0	11	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	4	0	0	1	3	0	8	0
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**4**	**0**	**0**	**0**	**7**	**0**	**12**	49
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**6**	**0**	**10**	41
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**1**	**3**	**0**	**7**	37
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**1**	**0**	**0**	**2**	**0**	**7**	**36**
5:45 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	1	0	4	28
Count Total	0	0	0	0	0	0	0	2	0	0	39	3	0	2	31	0	77	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**15**	**1**	**0**	**1**	**18**	**0**	**36**	**0**

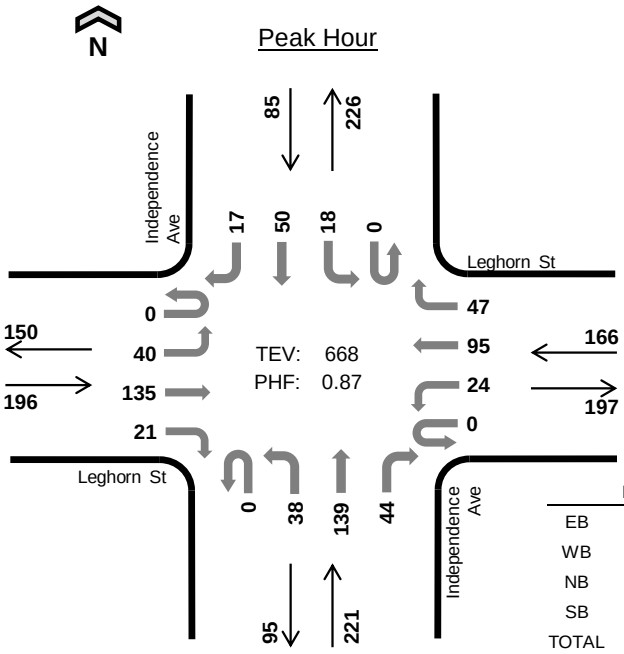
Two-Hour Count Summaries - Bikes

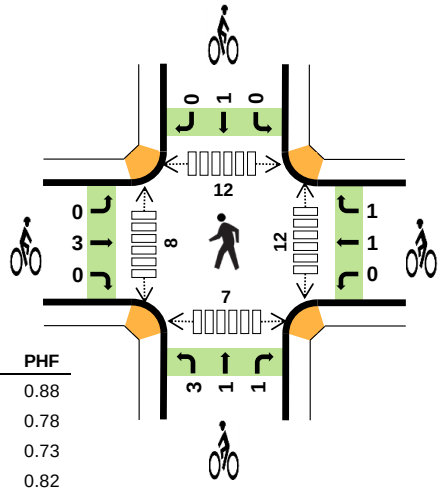
Interval Start	Driveway			Leghorn St			San Antonio Rd			San Antonio Rd			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	3
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**3**	6
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	6
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**6**
5:45 PM	0	0	0	0	0	0	0	1	0	0	1	0	2	7
Count Total	0	0	0	0	0	0	0	1	0	0	9	0	10	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**0**	**6**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Independence Ave
Leghorn St

Date: 10-17-2019
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM





	HV %:	PHF
EB	2.0%	0.88
WB	4.2%	0.78
NB	2.7%	0.73
SB	4.7%	0.82
TOTAL	3.1%	0.87

Two-Hour Count Summaries

Interval Start		Leghorn St Eastbound				Leghorn St Westbound				Independence Ave Northbound				Independence Ave Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	5	8	4	0	6	23	15	0	5	25	6	0	4	11	4	116	0
7:15 AM		0	3	11	3	0	7	21	10	0	6	16	3	0	0	9	4	93	0
7:30 AM		0	9	17	1	0	2	12	16	0	5	19	2	0	0	3	2	88	0
7:45 AM		0	5	16	1	0	2	19	11	0	8	23	8	0	8	5	2	108	405
8:00 AM		**0**	**14**	**23**	**4**	**0**	**4**	**27**	**13**	**0**	**5**	**23**	**4**	**0**	**2**	**10**	**5**	**134**	423
8:15 AM		**0**	**11**	**27**	**6**	**0**	**7**	**27**	**19**	**0**	**14**	**27**	**5**	**0**	**2**	**15**	**2**	**162**	492
8:30 AM		**0**	**8**	**43**	**5**	**0**	**6**	**19**	**8**	**0**	**6**	**46**	**15**	**0**	**7**	**14**	**2**	**179**	583
8:45 AM		**0**	**7**	**42**	**6**	**0**	**7**	**22**	**7**	**0**	**13**	**43**	**20**	**0**	**7**	**11**	**8**	**193**	**668**
Count Total		0	62	187	30	0	41	170	99	0	62	222	63	0	30	78	29	1,073	0
Peak Hour	**All**	**0**	**40**	**135**	**21**	**0**	**24**	**95**	**47**	**0**	**38**	**139**	**44**	**0**	**18**	**50**	**17**	**668**	**0**
	HV	**0**	**2**	**1**	**1**	**0**	**0**	**7**	**0**	**0**	**2**	**4**	**0**	**0**	**1**	**1**	**2**	**21**	**0**
	HV%	**-**	**5%**	**1%**	**5%**	**-**	**0%**	**7%**	**0%**	**-**	**5%**	**3%**	**0%**	**-**	**6%**	**2%**	**12%**	**3%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	1	2	1	1	*5*	0	0	0	1	*1*	8	4	4	4	*20*
7:15 AM	0	7	3	1	*11*	0	0	0	0	*0*	1	0	0	0	*1*
7:30 AM	1	4	0	0	*5*	0	2	1	0	*3*	1	0	0	0	*1*
7:45 AM	0	1	1	1	*3*	0	0	2	0	*2*	4	2	0	1	*7*
8:00 AM	**0**	**0**	**2**	**0**	***2***	**0**	**2**	**2**	**0**	***4***	**2**	**3**	**3**	**2**	*10*
8:15 AM	**0**	**2**	**1**	**0**	***3***	**1**	**0**	**1**	**1**	***3***	**4**	**3**	**5**	**3**	*15*
8:30 AM	**2**	**3**	**3**	**2**	***10***	**1**	**0**	**0**	**0**	***1***	**5**	**1**	**2**	**1**	*9*
8:45 AM	**2**	**2**	**0**	**2**	***6***	**1**	**0**	**2**	**0**	***3***	**1**	**1**	**2**	**1**	***5***
Count Total	6	21	11	7	*45*	3	4	8	2	*17*	26	14	16	12	*68*
Peak Hour	**4**	**7**	**6**	**4**	***21***	**3**	**2**	**5**	**1**	***11***	**12**	**8**	**12**	**7**	***39***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Leghorn St Eastbound				Leghorn St Westbound				Independence Ave Northbound				Independence Ave Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	1	0	0	0	1	1	0	0	0	1	0	0	0	1	5	0
7:15 AM	0	0	0	0	0	1	4	2	0	0	2	1	0	0	1	0	11	0
7:30 AM	0	0	1	0	0	1	1	2	0	0	0	0	0	0	0	0	5	0
7:45 AM	0	0	0	0	0	0	1	0	0	0	1	0	0	1	0	0	3	24
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**2**	21
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**3**	13
8:30 AM	**0**	**1**	**1**	**0**	**0**	**0**	**3**	**0**	**0**	**2**	**1**	**0**	**0**	**1**	**1**	**0**	**10**	18
8:45 AM	**0**	**1**	**0**	**1**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**6**	**21**
Count Total	0	2	3	1	0	2	14	5	0	2	7	2	0	2	2	3	45	0
Peak Hour	**0**	**2**	**1**	**1**	**0**	**0**	**7**	**0**	**0**	**2**	**4**	**0**	**0**	**1**	**1**	**2**	**21**	**0**

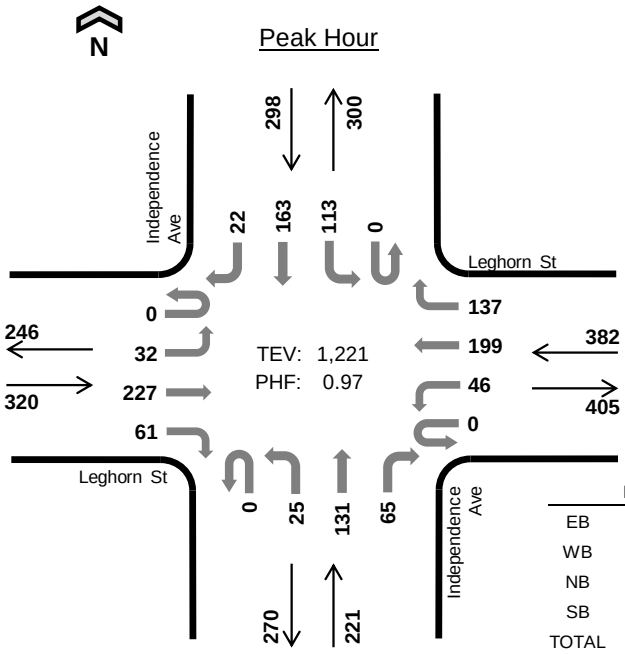
Two-Hour Count Summaries - Bikes

Interval Start	Leghorn St Eastbound			Leghorn St Westbound			Independence Ave Northbound			Independence Ave Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	1	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	2	0	1	0	0	0	0	3	0
7:45 AM	0	0	0	0	0	0	1	1	0	0	0	0	2	6
8:00 AM	**0**	**0**	**0**	**0**	**1**	**1**	**1**	**0**	**1**	**0**	**0**	**0**	**4**	9
8:15 AM	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**3**	12
8:30 AM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	10
8:45 AM	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**3**	**11**
Count Total	0	3	0	0	1	3	4	3	1	0	1	1	17	0
Peak Hour	**0**	**3**	**0**	**0**	**1**	**1**	**3**	**1**	**1**	**0**	**1**	**0**	**11**	**0**

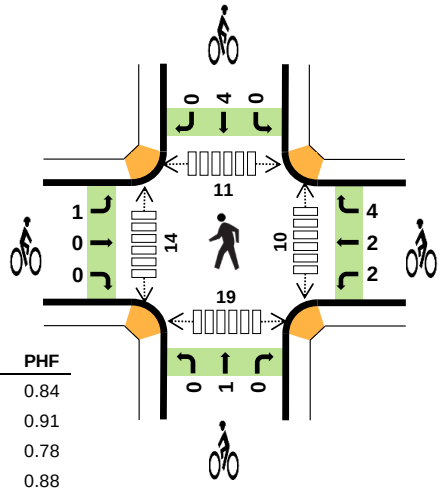
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Independence Ave
Leghorn St

Date: 10-17-2019
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:45 PM to 5:45 PM



	HV %:	PHF
EB	0.9%	0.84
WB	0.0%	0.91
NB	0.5%	0.78
SB	0.7%	0.88
TOTAL	0.5%	0.97



Two-Hour Count Summaries

Interval Start		Leghorn St Eastbound				Leghorn St Westbound				Independence Ave Northbound				Independence Ave Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		0	15	50	8	0	10	30	12	0	6	27	15	0	15	21	9	218	0
4:15 PM		0	21	65	14	1	8	33	22	0	6	29	12	0	21	33	4	269	0
4:30 PM		0	4	46	17	0	8	43	32	0	6	27	8	0	21	28	5	245	0
4:45 PM		**0**	**9**	**51**	**13**	**0**	**10**	**51**	**33**	**0**	**7**	**33**	**17**	**0**	**27**	**43**	**5**	**299**	1,031
5:00 PM		**0**	**6**	**75**	**14**	**0**	**12**	**60**	**23**	**0**	**6**	**28**	**14**	**0**	**27**	**44**	**5**	**314**	1,127
5:15 PM		**0**	**8**	**55**	**16**	**0**	**12**	**35**	**41**	**0**	**8**	**38**	**25**	**0**	**25**	**28**	**9**	**300**	1,158
5:30 PM		**0**	**9**	**46**	**18**	**0**	**12**	**53**	**40**	**0**	**4**	**32**	**9**	**0**	**34**	**48**	**3**	**308**	**1,221**
5:45 PM		0	8	41	9	0	11	49	25	0	10	37	11	0	39	47	8	295	1,217
Count Total		0	80	429	109	1	83	354	228	0	53	251	111	0	209	292	48	2,248	0
Peak Hour	**All**	**0**	**32**	**227**	**61**	**0**	**46**	**199**	**137**	**0**	**25**	**131**	**65**	**0**	**113**	**163**	**22**	**1,221**	**0**
	HV	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**1**	**6**	**0**
	HV%	**-**	**0%**	**1%**	**0%**	**-**	**0%**	**0%**	**0%**	**-**	**0%**	**1%**	**0%**	**-**	**1%**	**0%**	**5%**	**0%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	3	1	1	0	*5*	0	0	0	0	*0*	0	0	1	1	*2*
4:15 PM	1	0	0	1	*2*	0	1	0	0	*1*	1	0	0	0	*1*
4:30 PM	1	0	1	0	*2*	1	1	0	0	*2*	1	0	0	0	*1*
4:45 PM	**1**	**0**	**0**	**2**	***3***	**1**	**1**	**0**	**0**	***2***	**5**	**5**	**4**	**8**	*22*
5:00 PM	**0**	**0**	**1**	**0**	***1***	**0**	**3**	**0**	**1**	***4***	**3**	**0**	**1**	**0**	*4*
5:15 PM	**1**	**0**	**0**	**0**	***1***	**0**	**1**	**1**	**1**	***3***	**2**	**8**	**6**	**11**	*27*
5:30 PM	**1**	**0**	**0**	**0**	***1***	**0**	**3**	**0**	**2**	***5***	**0**	**1**	**0**	**0**	***1***
5:45 PM	0	0	0	0	*0*	0	1	0	1	*2*	0	0	2	1	*3*
Count Total	8	1	3	3	*15*	2	11	1	5	*19*	12	14	14	21	*61*
Peak Hour	**3**	**0**	**1**	**2**	***6***	**1**	**8**	**1**	**4**	***14***	**10**	**14**	**11**	**19**	***54***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Leghorn St				Leghorn St				Independence Ave				Independence Ave				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	1	2	0	0	0	0	1	0	0	1	0	0	0	0	0	5	0
4:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0
4:30 PM	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	2	0
4:45 PM	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**3**	12
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	8
5:15 PM	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	7
5:30 PM	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**6**
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Count Total	0	1	6	1	0	0	0	1	0	1	2	0	0	1	1	1	15	0
Peak Hour	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**1**	**6**	**0**

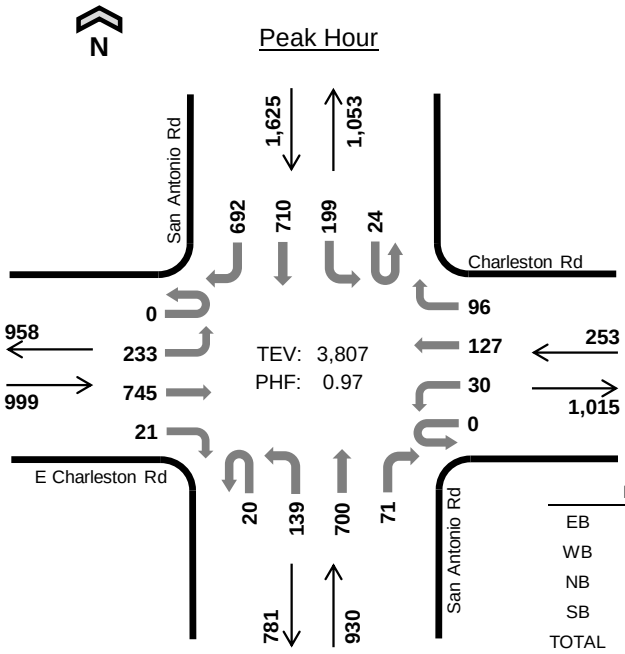
Two-Hour Count Summaries - Bikes

Interval Start	Leghorn St			Leghorn St			Independence Ave			Independence Ave			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	1	0
4:30 PM	0	0	1	0	0	1	0	0	0	0	0	0	2	0
4:45 PM	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	5
5:00 PM	**0**	**0**	**0**	**1**	**0**	**2**	**0**	**0**	**0**	**0**	**1**	**0**	**4**	9
5:15 PM	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**3**	11
5:30 PM	**0**	**0**	**0**	**1**	**1**	**1**	**0**	**0**	**0**	**0**	**2**	**0**	**5**	**14**
5:45 PM	0	0	0	1	0	0	0	0	0	1	0	0	2	14
Count Total	1	0	1	3	2	6	0	1	0	1	4	0	19	0
Peak Hour	**1**	**0**	**0**	**2**	**2**	**4**	**0**	**1**	**0**	**0**	**4**	**0**	**14**	**0**

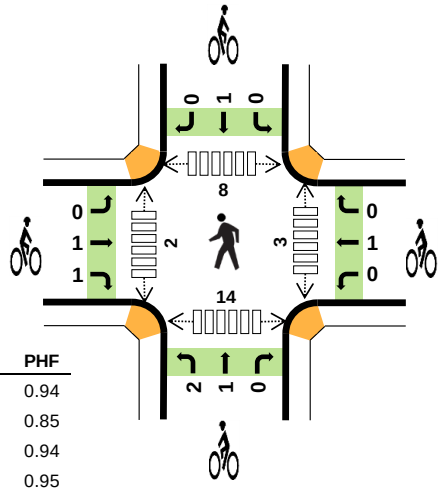
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

San Antonio Rd
E Charleston Rd

Date: 10-17-2019
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM



	HV %:	PHF
EB	1.9%	0.94
WB	3.2%	0.85
NB	3.5%	0.94
SB	4.1%	0.95
TOTAL	3.3%	0.97



Two-Hour Count Summaries

Interval Start		E Charleston Rd Eastbound				Charleston Rd Westbound				San Antonio Rd Northbound				San Antonio Rd Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	24	63	2	0	7	26	15	2	14	80	4	6	41	134	100	518	0
7:15 AM		0	33	61	4	0	4	31	14	3	22	135	11	3	39	155	129	644	0
7:30 AM		0	29	100	2	0	3	34	21	10	28	137	11	3	33	176	124	711	0
7:45 AM		0	35	120	5	0	7	34	21	4	46	157	10	6	36	189	182	852	2,725
8:00 AM		**0**	**58**	**157**	**6**	**0**	**8**	**31**	**18**	**6**	**42**	**182**	**13**	**5**	**46**	**177**	**200**	**949**	3,156
8:15 AM		**0**	**60**	**200**	**6**	**0**	**12**	**33**	**21**	**5**	**33**	**186**	**23**	**4**	**40**	**168**	**179**	**970**	3,482
8:30 AM		**0**	**65**	**179**	**5**	**0**	**4**	**23**	**29**	**5**	**33**	**157**	**17**	**4**	**57**	**171**	**154**	**903**	3,674
8:45 AM		**0**	**50**	**209**	**4**	**0**	**6**	**40**	**28**	**4**	**31**	**175**	**18**	**11**	**56**	**194**	**159**	**985**	**3,807**
Count Total		0	354	1,089	34	0	51	252	167	39	249	1,209	107	42	348	1,364	1,227	6,532	0
Peak Hour	**All**	**0**	**233**	**745**	**21**	**0**	**30**	**127**	**96**	**20**	**139**	**700**	**71**	**24**	**199**	**710**	**692**	**3,807**	**0**
	HV	**0**	**10**	**9**	**0**	**0**	**0**	**2**	**6**	**1**	**0**	**25**	**7**	**1**	**12**	**35**	**18**	**126**	**0**
	HV%	**-**	**4%**	**1%**	**0%**	**-**	**0%**	**2%**	**6%**	**5%**	**0%**	**4%**	**10%**	**4%**	**6%**	**5%**	**3%**	**3%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	3	1	3	17	*24*	0	0	0	0	*0*	0	0	1	2	*3*
7:15 AM	1	4	11	11	*27*	0	1	1	0	*2*	0	1	2	0	*3*
7:30 AM	4	3	7	13	*27*	0	0	0	0	*0*	0	0	0	0	*0*
7:45 AM	0	0	2	17	*19*	0	1	2	1	*4*	1	0	1	1	*3*
8:00 AM	**7**	**3**	**8**	**12**	***30***	**1**	**0**	**0**	**0**	***1***	**0**	**1**	**4**	**2**	*7*
8:15 AM	**0**	**2**	**6**	**16**	***24***	**0**	**0**	**0**	**1**	***1***	**2**	**0**	**2**	**5**	*9*
8:30 AM	**4**	**0**	**12**	**20**	***36***	**0**	**0**	**2**	**0**	***2***	**0**	**0**	**1**	**0**	*1*
8:45 AM	**8**	**3**	**7**	**18**	***36***	**1**	**1**	**1**	**0**	***3***	**1**	**1**	**1**	**7**	***10***
Count Total	27	16	56	124	*223*	2	3	6	2	*13*	4	3	12	17	*36*
Peak Hour	**19**	**8**	**33**	**66**	***126***	**2**	**1**	**3**	**1**	***7***	**3**	**2**	**8**	**14**	***27***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	E Charleston Rd				Charleston Rd				San Antonio Rd				San Antonio Rd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	2	1	0	0	1	0	0	0	0	3	0	0	2	13	2	24	0
7:15 AM	0	1	0	0	0	1	3	0	2	0	8	1	0	2	9	0	27	0
7:30 AM	0	1	3	0	0	0	2	1	1	0	5	1	0	1	5	7	27	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	2	10	5	19	97
8:00 AM	**0**	**3**	**4**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**7**	**1**	**0**	**1**	**6**	**5**	**30**	103
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**5**	**1**	**0**	**1**	**12**	**3**	**24**	100
8:30 AM	**0**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**8**	**3**	**0**	**8**	**8**	**4**	**36**	109
8:45 AM	**0**	**5**	**3**	**0**	**0**	**0**	**1**	**2**	**0**	**0**	**5**	**2**	**1**	**2**	**9**	**6**	**36**	**126**
Count Total	0	14	13	0	0	2	7	7	4	0	43	9	1	19	72	32	223	0
Peak Hour	**0**	**10**	**9**	**0**	**0**	**0**	**2**	**6**	**1**	**0**	**25**	**7**	**1**	**12**	**35**	**18**	**126**	**0**

Two-Hour Count Summaries - Bikes

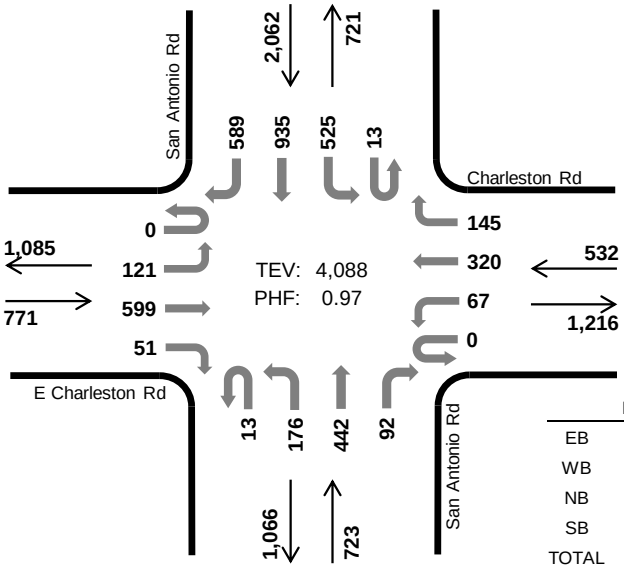
Interval Start	E Charleston Rd			Charleston Rd			San Antonio Rd			San Antonio Rd			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	1	0	0	1	0	0	0	0	2	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	1	0	1	1	0	0	1	0	4	6
8:00 AM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	7
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	6
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**2**	8
8:45 AM	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**3**	**7**
Count Total	0	1	1	0	3	0	3	3	0	0	2	0	13	0
Peak Hour	**0**	**1**	**1**	**0**	**1**	**0**	**2**	**1**	**0**	**0**	**1**	**0**	**7**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

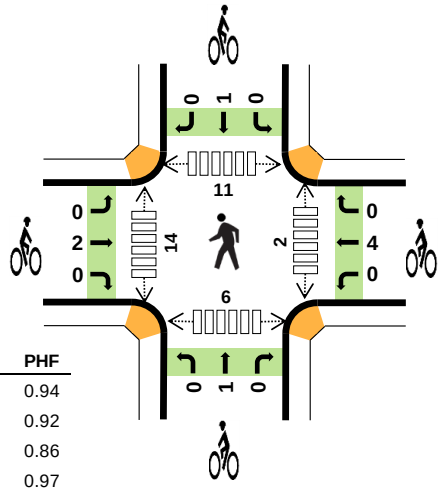
San Antonio Rd
E Charleston Rd

Date: 10-17-2019
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 5:00 PM to 6:00 PM

Peak Hour



	HV %:	PHF
EB	1.7%	0.94
WB	0.2%	0.92
NB	1.8%	0.86
SB	1.0%	0.97
TOTAL	1.2%	0.97



Two-Hour Count Summaries

Interval Start		E Charleston Rd Eastbound				Charleston Rd Westbound				San Antonio Rd Northbound				San Antonio Rd Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		0	39	184	16	0	20	55	47	1	28	122	12	5	122	224	90	965	0
4:15 PM		0	24	124	11	0	15	50	29	1	28	156	19	3	109	216	105	890	0
4:30 PM		0	34	156	13	0	19	66	32	2	35	114	23	3	122	214	112	945	0
4:45 PM		0	24	134	11	0	17	77	28	6	40	134	21	6	127	240	126	991	3,791
5:00 PM		**0**	**23**	**143**	**10**	**0**	**19**	**66**	**43**	**4**	**50**	**105**	**31**	**4**	**143**	**206**	**137**	**984**	3,810
5:15 PM		**0**	**30**	**150**	**14**	**0**	**21**	**92**	**32**	**3**	**40**	**101**	**12**	**3**	**139**	**234**	**144**	**1,015**	3,935
5:30 PM		**0**	**27**	**151**	**17**	**0**	**12**	**75**	**39**	**2**	**47**	**136**	**24**	**4**	**124**	**258**	**135**	**1,051**	4,041
5:45 PM		**0**	**41**	**155**	**10**	**0**	**15**	**87**	**31**	**4**	**39**	**100**	**25**	**2**	**119**	**237**	**173**	**1,038**	**4,088**
Count Total		0	242	1,197	102	0	138	568	281	23	307	968	167	30	1,005	1,829	1,022	7,879	0
Peak Hour	**All**	**0**	**121**	**599**	**51**	**0**	**67**	**320**	**145**	**13**	**176**	**442**	**92**	**13**	**525**	**935**	**589**	**4,088**	**0**
	HV	**0**	**6**	**6**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**12**	**1**	**0**	**3**	**12**	**6**	**48**	**0**
	HV%	**-**	**5%**	**1%**	**2%**	**-**	**0%**	**0%**	**1%**	**0%**	**0%**	**3%**	**1%**	**0%**	**1%**	**1%**	**1%**	**1%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	6	3	10	8	*27*	2	2	0	0	*4*	0	6	4	6	*16*
4:15 PM	3	1	6	9	*19*	1	1	0	0	*2*	0	7	3	3	*13*
4:30 PM	6	2	7	5	*20*	0	0	0	0	*0*	1	6	5	3	*15*
4:45 PM	3	1	4	12	*20*	0	3	0	1	*4*	1	4	1	1	*7*
5:00 PM	**2**	**0**	**3**	**7**	***12***	**2**	**2**	**0**	**1**	***5***	**0**	**4**	**2**	**0**	*6*
5:15 PM	**5**	**0**	**3**	**4**	***12***	**0**	**2**	**0**	**0**	***2***	**1**	**3**	**4**	**2**	*10*
5:30 PM	**1**	**1**	**4**	**7**	***13***	**0**	**0**	**0**	**0**	***0***	**1**	**4**	**2**	**2**	*9*
5:45 PM	**5**	**0**	**3**	**3**	***11***	**0**	**0**	**1**	**0**	***1***	**0**	**3**	**3**	**2**	***8***
Count Total	31	8	40	55	*134*	5	10	1	2	*18*	4	37	24	19	*84*
Peak Hour	**13**	**1**	**13**	**21**	***48***	**2**	**4**	**1**	**1**	***8***	**2**	**14**	**11**	**6**	***33***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	E Charleston Rd				Charleston Rd				San Antonio Rd				San Antonio Rd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	3	3	0	0	0	1	2	1	1	8	0	0	2	4	2	27	0
4:15 PM	0	0	3	0	0	1	0	0	0	0	4	2	0	3	4	2	19	0
4:30 PM	0	2	4	0	0	0	1	1	0	0	5	2	0	0	4	1	20	0
4:45 PM	0	2	1	0	0	1	0	0	0	0	4	0	0	3	7	2	20	86
5:00 PM	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**1**	**0**	**0**	**5**	**2**	**12**	71
5:15 PM	**0**	**2**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**4**	**0**	**12**	64
5:30 PM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**4**	**0**	**0**	**2**	**3**	**2**	**13**	57
5:45 PM	**0**	**2**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**1**	**0**	**2**	**11**	**48**
Count Total	0	13	17	1	0	2	2	4	1	1	33	5	0	11	31	13	134	0
Peak Hour	**0**	**6**	**6**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**12**	**1**	**0**	**3**	**12**	**6**	**48**	**0**

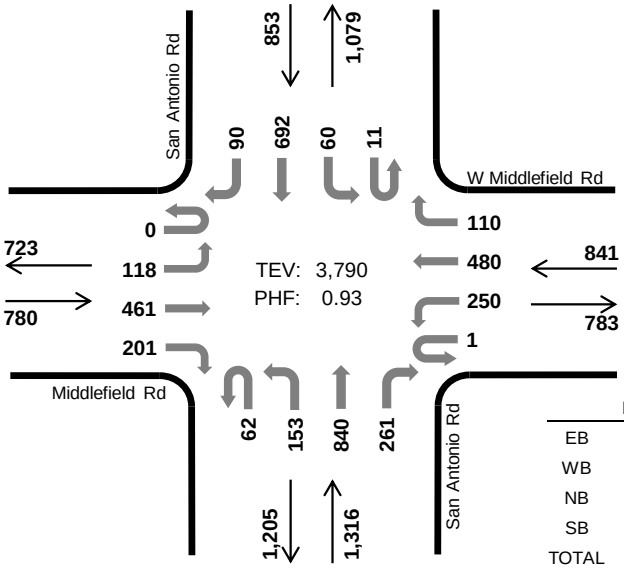
Two-Hour Count Summaries - Bikes

Interval Start	E Charleston Rd			Charleston Rd			San Antonio Rd			San Antonio Rd			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	2	0	0	2	0	0	0	0	0	0	0	4	0
4:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	2	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	1	2	0	0	0	0	0	1	0	4	10
5:00 PM	**0**	**2**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**5**	11
5:15 PM	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	11
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	11
5:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**8**
Count Total	0	5	0	1	9	0	0	1	0	0	2	0	18	0
Peak Hour	**0**	**2**	**0**	**0**	**4**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**8**	**0**

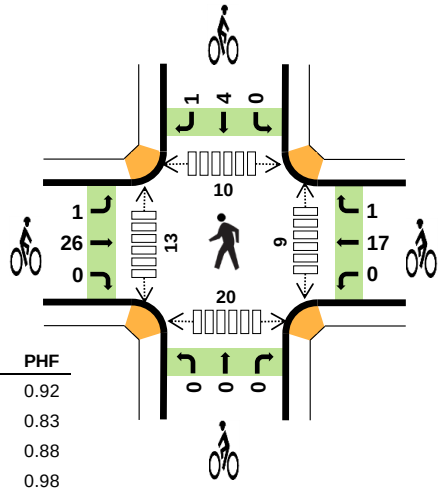
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

San Antonio Rd
Middlefield Rd

Date: 10-17-2019
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM



	HV %:	PHF
EB	0.8%	0.92
WB	4.8%	0.83
NB	4.3%	0.88
SB	4.8%	0.98
TOTAL	3.8%	0.93



Two-Hour Count Summaries

Interval Start		Middlefield Rd Eastbound				W Middlefield Rd Westbound				San Antonio Rd Northbound				San Antonio Rd Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	5	29	12	0	72	63	20	5	10	91	49	3	11	131	8	509	0
7:15 AM		0	10	28	15	0	70	82	28	9	21	142	51	2	6	131	4	599	0
7:30 AM		0	5	33	16	0	68	105	29	5	35	159	78	2	14	165	15	729	0
7:45 AM		0	10	45	24	0	70	111	26	5	54	205	79	2	17	185	18	851	2,688
8:00 AM		**0**	**27**	**81**	**62**	**0**	**54**	**127**	**24**	**20**	**58**	**217**	**78**	**4**	**8**	**175**	**23**	**958**	3,137
8:15 AM		**0**	**17**	**121**	**58**	**1**	**78**	**145**	**29**	**19**	**43**	**218**	**71**	**2**	**14**	**180**	**22**	**1,018**	3,556
8:30 AM		**0**	**35**	**142**	**35**	**0**	**64**	**106**	**19**	**15**	**25**	**196**	**49**	**3**	**22**	**161**	**25**	**897**	3,724
8:45 AM		**0**	**39**	**117**	**46**	**0**	**54**	**102**	**38**	**8**	**27**	**209**	**63**	**2**	**16**	**176**	**20**	**917**	**3,790**
Count Total		0	148	596	268	1	530	841	213	86	273	1,437	518	20	108	1,304	135	6,478	0
Peak Hour	**All**	**0**	**118**	**461**	**201**	**1**	**250**	**480**	**110**	**62**	**153**	**840**	**261**	**11**	**60**	**692**	**90**	**3,790**	**0**
	HV	**0**	**3**	**0**	**3**	**0**	**28**	**6**	**6**	**0**	**5**	**30**	**22**	**0**	**3**	**36**	**2**	**144**	**0**
	HV%	**-**	**3%**	**0%**	**1%**	**0%**	**11%**	**1%**	**5%**	**0%**	**3%**	**4%**	**8%**	**0%**	**5%**	**5%**	**2%**	**4%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	2	9	8	15	*34*	2	3	1	0	*6*	0	5	0	1	*6*
7:15 AM	1	8	16	11	*36*	5	1	1	0	*7*	0	2	0	1	*3*
7:30 AM	1	7	16	8	*32*	4	0	0	0	*4*	2	1	1	0	*4*
7:45 AM	2	7	10	12	*31*	6	2	1	0	*9*	0	3	1	4	*8*
8:00 AM	**1**	**8**	**14**	**8**	***31***	**9**	**4**	**0**	**1**	***14***	**2**	**2**	**0**	**5**	*9*
8:15 AM	**2**	**11**	**12**	**16**	***41***	**3**	**6**	**0**	**1**	***10***	**2**	**2**	**1**	**6**	*11*
8:30 AM	**2**	**15**	**13**	**7**	***37***	**10**	**3**	**0**	**2**	***15***	**3**	**1**	**4**	**4**	*12*
8:45 AM	**1**	**6**	**18**	**10**	***35***	**5**	**5**	**0**	**1**	***11***	**2**	**8**	**5**	**5**	***20***
Count Total	12	71	107	87	*277*	44	24	3	5	*76*	11	24	12	26	*73*
Peak Hour	**6**	**40**	**57**	**41**	***144***	**27**	**18**	**0**	**5**	***50***	**9**	**13**	**10**	**20**	***52***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Middlefield Rd				W Middlefield Rd				San Antonio Rd				San Antonio Rd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	1	0	1	0	7	1	1	1	1	4	2	0	0	13	2	34	0
7:15 AM	0	0	0	1	0	5	2	1	1	1	7	7	0	1	10	0	36	0
7:30 AM	0	0	0	1	0	6	1	0	0	0	6	10	0	1	6	1	32	0
7:45 AM	0	0	0	2	0	5	1	1	0	2	4	4	0	0	11	1	31	133
8:00 AM	**0**	**1**	**0**	**0**	**0**	**6**	**2**	**0**	**0**	**0**	**8**	**6**	**0**	**0**	**8**	**0**	**31**	130
8:15 AM	**0**	**1**	**0**	**1**	**0**	**7**	**1**	**3**	**0**	**2**	**6**	**4**	**0**	**1**	**13**	**2**	**41**	135
8:30 AM	**0**	**1**	**0**	**1**	**0**	**10**	**3**	**2**	**0**	**0**	**9**	**4**	**0**	**1**	**6**	**0**	**37**	140
8:45 AM	**0**	**0**	**0**	**1**	**0**	**5**	**0**	**1**	**0**	**3**	**7**	**8**	**0**	**1**	**9**	**0**	**35**	**144**
Count Total	0	4	0	8	0	51	11	9	2	9	51	45	0	5	76	6	277	0
Peak Hour	**0**	**3**	**0**	**3**	**0**	**28**	**6**	**6**	**0**	**5**	**30**	**22**	**0**	**3**	**36**	**2**	**144**	**0**

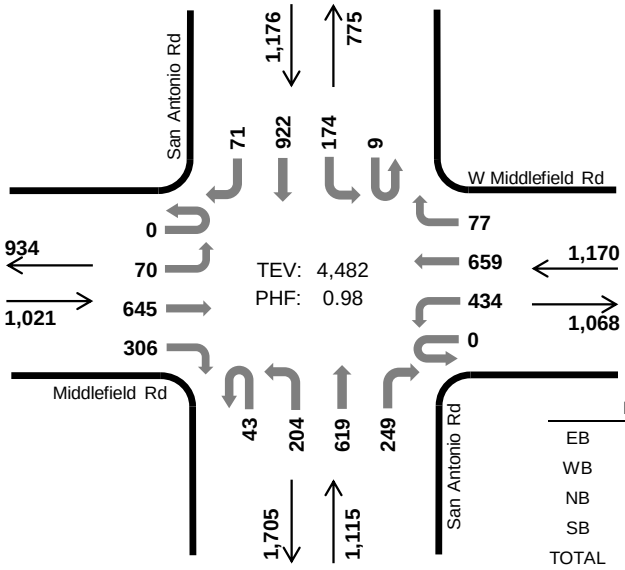
Two-Hour Count Summaries - Bikes

Interval Start	Middlefield Rd			W Middlefield Rd			San Antonio Rd			San Antonio Rd			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	2	0	0	2	1	0	1	0	0	0	0	6	0
7:15 AM	0	5	0	0	1	0	0	1	0	0	0	0	7	0
7:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	4	0
7:45 AM	0	6	0	0	2	0	0	1	0	0	0	0	9	26
8:00 AM	**0**	**9**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**14**	34
8:15 AM	**0**	**3**	**0**	**0**	**5**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**10**	37
8:30 AM	**1**	**9**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**15**	48
8:45 AM	**0**	**5**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**11**	**50**
Count Total	1	43	0	0	22	2	0	3	0	0	4	1	76	0
Peak Hour	**1**	**26**	**0**	**0**	**17**	**1**	**0**	**0**	**0**	**0**	**4**	**1**	**50**	**0**

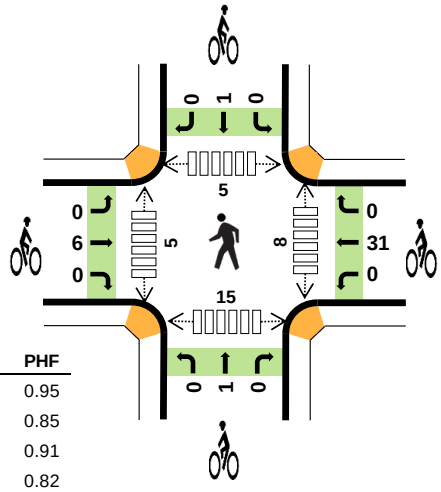
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

San Antonio Rd
Middlefield Rd

Date: 10-17-2019
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 5:00 PM to 6:00 PM



	HV %:	PHF
EB	0.3%	0.95
WB	0.3%	0.85
NB	2.2%	0.91
SB	1.2%	0.82
TOTAL	1.0%	0.98



Two-Hour Count Summaries

Interval Start	Middlefield Rd Eastbound				W Middlefield Rd Westbound				San Antonio Rd Northbound				San Antonio Rd Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	24	118	68	0	65	103	11	11	52	198	79	3	44	203	20	999	0
4:15 PM	0	16	138	46	0	113	100	20	6	35	171	75	4	45	194	19	982	0
4:30 PM	0	23	141	53	0	81	110	11	9	46	139	56	2	46	225	16	958	0
4:45 PM	0	18	149	56	0	111	143	19	13	59	154	70	0	50	182	13	1,037	3,976
5:00 PM	**0**	**20**	**157**	**81**	**0**	**79**	**130**	**16**	**12**	**57**	**166**	**71**	**2**	**66**	**269**	**23**	**1,149**	4,126
5:15 PM	**0**	**18**	**155**	**76**	**0**	**134**	**191**	**21**	**11**	**49**	**144**	**66**	**1**	**41**	**197**	**19**	**1,123**	4,267
5:30 PM	**0**	**14**	**170**	**61**	**0**	**115**	**179**	**21**	**13**	**45**	**159**	**48**	**1**	**34**	**205**	**19**	**1,084**	4,393
5:45 PM	**0**	**18**	**163**	**88**	**0**	**106**	**159**	**19**	**7**	**53**	**150**	**64**	**5**	**33**	**251**	**10**	**1,126**	**4,482**
Count Total	0	151	1,191	529	0	804	1,115	138	82	396	1,281	529	18	359	1,726	139	8,458	0
Peak Hour All	**0**	**70**	**645**	**306**	**0**	**434**	**659**	**77**	**43**	**204**	**619**	**249**	**9**	**174**	**922**	**71**	**4,482**	**0**
Peak Hour HV	**0**	**0**	**1**	**2**	**0**	**3**	**0**	**0**	**0**	**3**	**14**	**8**	**0**	**2**	**12**	**0**	**45**	**0**
Peak Hour HV%	**-**	**0%**	**0%**	**1%**	**-**	**1%**	**0%**	**0%**	**0%**	**1%**	**2%**	**3%**	**0%**	**1%**	**1%**	**0%**	**1%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	1	1	14	1	*17*	2	2	0	0	*4*	1	3	2	6	*12*
4:15 PM	3	4	7	4	*18*	1	1	0	1	*3*	1	4	1	5	*11*
4:30 PM	0	2	6	3	*11*	2	2	0	0	*4*	4	2	1	2	*9*
4:45 PM	1	2	10	7	*20*	0	4	0	1	*5*	2	1	2	2	*7*
5:00 PM	**1**	**1**	**7**	**8**	***17***	**1**	**7**	**0**	**1**	***9***	**4**	**2**	**0**	**7**	*13*
5:15 PM	**0**	**1**	**6**	**1**	***8***	**3**	**8**	**0**	**0**	***11***	**1**	**0**	**2**	**3**	*6*
5:30 PM	**1**	**1**	**6**	**3**	***11***	**1**	**6**	**0**	**0**	***7***	**2**	**1**	**1**	**1**	*5*
5:45 PM	**1**	**0**	**6**	**2**	***9***	**1**	**10**	**1**	**0**	***12***	**1**	**2**	**2**	**4**	***9***
Count Total	8	12	62	29	*111*	11	40	1	3	*55*	16	15	11	30	*72*
Peak Hour	**3**	**3**	**25**	**14**	***45***	**6**	**31**	**1**	**1**	***39***	**8**	**5**	**5**	**15**	***33***

Two-Hour Count Summaries - Heavy Vehicles

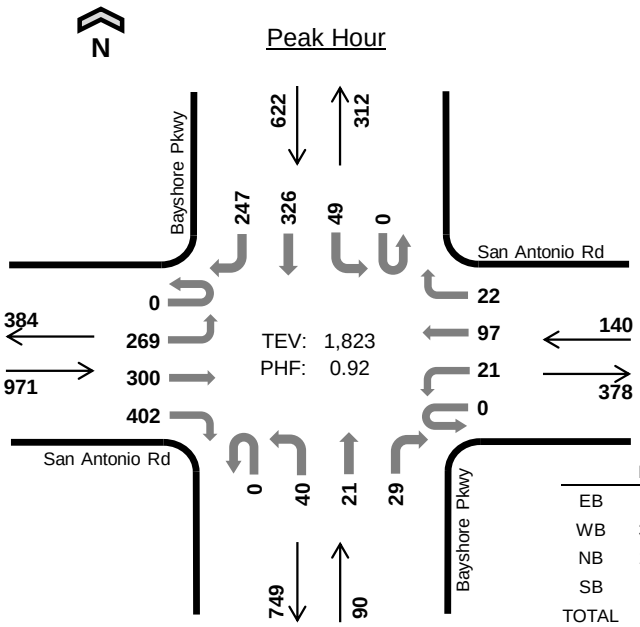
Interval Start	Middlefield Rd				W Middlefield Rd				San Antonio Rd				San Antonio Rd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	1	0	1	0	0	2	0	9	3	0	0	1	0	17	0
4:15 PM	0	0	2	1	0	2	0	2	0	1	6	0	0	0	4	0	18	0
4:30 PM	0	0	0	0	0	1	0	1	0	0	4	2	0	0	3	0	11	0
4:45 PM	0	0	1	0	0	2	0	0	0	1	6	3	0	3	4	0	20	66
5:00 PM	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**4**	**3**	**0**	**1**	**7**	**0**	**17**	66
5:15 PM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**4**	**1**	**0**	**0**	**1**	**0**	**8**	56
5:30 PM	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**3**	**3**	**0**	**1**	**2**	**0**	**11**	56
5:45 PM	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**3**	**1**	**0**	**0**	**2**	**0**	**9**	**45**
Count Total	0	0	4	4	0	9	0	3	2	5	39	16	0	5	24	0	111	0
Peak Hour	**0**	**0**	**1**	**2**	**0**	**3**	**0**	**0**	**0**	**3**	**14**	**8**	**0**	**2**	**12**	**0**	**45**	**0**

Two-Hour Count Summaries - Bikes

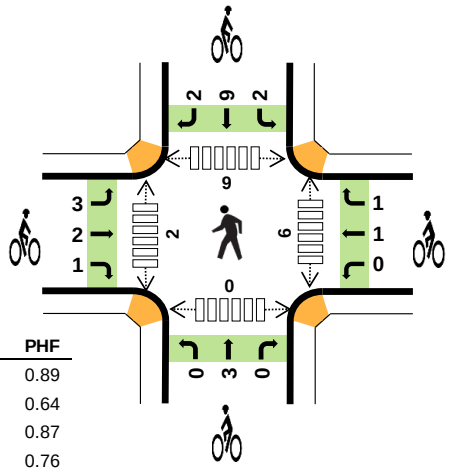
Interval Start	Middlefield Rd			W Middlefield Rd			San Antonio Rd			San Antonio Rd			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	2	0	0	2	0	0	0	0	0	0	0	4	0
4:15 PM	0	1	0	0	1	0	0	0	0	1	0	0	3	0
4:30 PM	1	1	0	0	2	0	0	0	0	0	0	0	4	0
4:45 PM	0	0	0	0	4	0	0	0	0	0	1	0	5	16
5:00 PM	**0**	**1**	**0**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**9**	21
5:15 PM	**0**	**3**	**0**	**0**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**11**	29
5:30 PM	**0**	**1**	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	32
5:45 PM	**0**	**1**	**0**	**0**	**10**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**12**	**39**
Count Total	1	10	0	0	40	0	0	1	0	1	2	0	55	0
Peak Hour	**0**	**6**	**0**	**0**	**31**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**39**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Bayshore Pkwy
San Antonio Rd



Date: 01-15-2020
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM



	HV %:	PHF
EB	5.0%	0.89
WB	30.7%	0.64
NB	10.0%	0.87
SB	1.8%	0.76
TOTAL	6.1%	0.92

Two-Hour Count Summaries

Interval Start		San Antonio Rd Eastbound				San Antonio Rd Westbound				Bayshore Pkwy Northbound				Bayshore Pkwy Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	36	64	41	0	1	12	2	0	4	5	1	0	1	6	30	203	0
7:15 AM		0	43	49	48	0	3	14	1	0	4	2	0	0	0	5	13	182	0
7:30 AM		0	57	53	57	0	3	20	3	0	9	6	10	0	3	8	18	247	0
7:45 AM		0	86	95	61	0	8	26	3	0	13	6	4	0	4	13	19	338	970
8:00 AM		**0**	**64**	**76**	**98**	**0**	**5**	**43**	**7**	**0**	**12**	**4**	**10**	**0**	**7**	**25**	**29**	**380**	1,147
8:15 AM		**0**	**71**	**65**	**98**	**0**	**3**	**18**	**4**	**0**	**12**	**4**	**5**	**0**	**10**	**86**	**87**	**463**	1,428
8:30 AM		**0**	**61**	**79**	**85**	**0**	**7**	**23**	**5**	**0**	**10**	**6**	**7**	**0**	**16**	**116**	**72**	**487**	1,668
8:45 AM		**0**	**73**	**80**	**121**	**0**	**6**	**13**	**6**	**0**	**6**	**7**	**7**	**0**	**16**	**99**	**59**	**493**	**1,823**
Count Total		0	491	561	609	0	36	169	31	0	70	40	44	0	57	358	327	2,793	0
Peak Hour	**All**	**0**	**269**	**300**	**402**	**0**	**21**	**97**	**22**	**0**	**40**	**21**	**29**	**0**	**49**	**326**	**247**	**1,823**	**0**
	HV	**0**	**9**	**13**	**27**	**0**	**0**	**42**	**1**	**0**	**7**	**0**	**2**	**0**	**1**	**4**	**6**	**112**	**0**
	HV%	**-**	**3%**	**4%**	**7%**	**-**	**0%**	**43%**	**5%**	**-**	**18%**	**0%**	**7%**	**-**	**2%**	**1%**	**2%**	**6%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	13	3	1	1	*18*	0	0	0	0	*0*	1	0	1	0	*2*
7:15 AM	17	4	1	2	*24*	0	0	1	0	*1*	2	0	1	0	*3*
7:30 AM	12	9	1	3	*25*	1	1	1	3	*6*	1	0	1	0	*2*
7:45 AM	16	10	3	1	*30*	2	2	0	1	*5*	0	0	1	0	*1*
8:00 AM	**15**	**28**	**3**	**1**	***47***	**1**	**0**	**1**	**1**	***3***	**1**	**0**	**2**	**0**	*3*
8:15 AM	**9**	**6**	**4**	**4**	***23***	**1**	**0**	**1**	**3**	***5***	**3**	**2**	**2**	**0**	*7*
8:30 AM	**5**	**5**	**1**	**1**	***12***	**1**	**1**	**0**	**2**	***4***	**0**	**0**	**2**	**0**	*2*
8:45 AM	**20**	**4**	**1**	**5**	***30***	**3**	**1**	**1**	**7**	***12***	**2**	**0**	**3**	**0**	***5***
Count Total	107	69	15	18	*209*	9	5	5	17	*36*	10	2	13	0	*25*
Peak Hour	**49**	**43**	**9**	**11**	***112***	**6**	**2**	**3**	**13**	***24***	**6**	**2**	**9**	**0**	***17***

Two-Hour Count Summaries - Heavy Vehicles

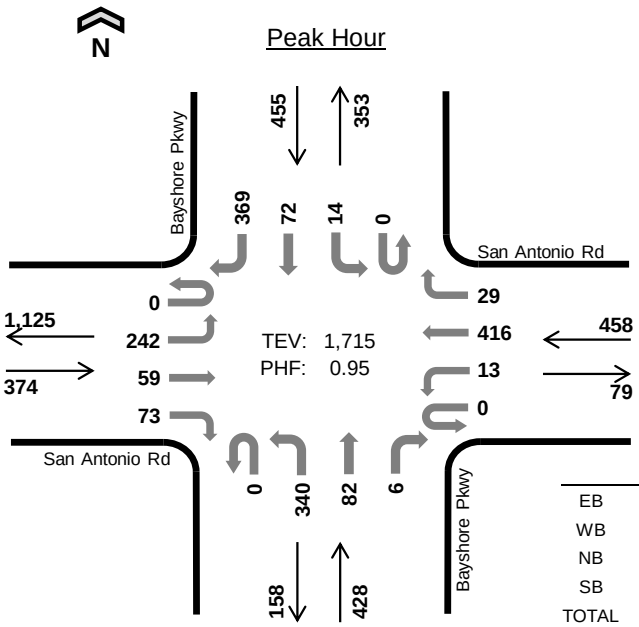
Interval Start	San Antonio Rd				San Antonio Rd				Bayshore Pkwy				Bayshore Pkwy				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	1	9	3	0	0	3	0	0	1	0	0	0	0	0	1	18	0
7:15 AM	0	2	8	7	0	0	4	0	0	1	0	0	0	0	0	2	24	0
7:30 AM	0	0	4	8	0	0	9	0	0	1	0	0	0	0	0	3	25	0
7:45 AM	0	2	10	4	0	0	9	1	0	2	0	1	0	0	0	1	30	97
8:00 AM	**0**	**2**	**8**	**5**	**0**	**0**	**27**	**1**	**0**	**2**	**0**	**1**	**0**	**0**	**1**	**0**	**47**	126
8:15 AM	**0**	**3**	**3**	**3**	**0**	**0**	**6**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**2**	**2**	**23**	125
8:30 AM	**0**	**1**	**0**	**4**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**12**	112
8:45 AM	**0**	**3**	**2**	**15**	**0**	**0**	**4**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**4**	**30**	**112**
Count Total	0	14	44	49	0	0	67	2	0	12	0	3	0	1	4	13	209	0
Peak Hour	**0**	**9**	**13**	**27**	**0**	**0**	**42**	**1**	**0**	**7**	**0**	**2**	**0**	**1**	**4**	**6**	**112**	**0**

Two-Hour Count Summaries - Bikes

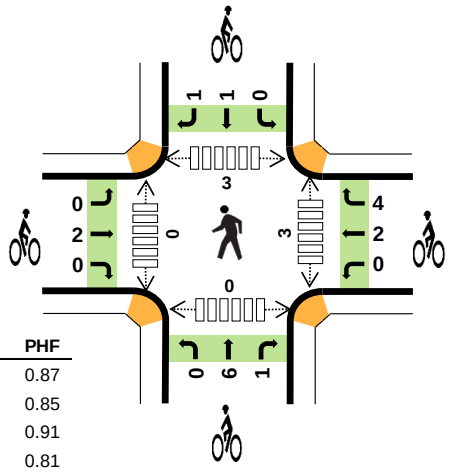
Interval Start	San Antonio Rd			San Antonio Rd			Bayshore Pkwy			Bayshore Pkwy			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	1	0	0	0	1	0
7:30 AM	0	0	1	0	1	0	0	1	0	1	2	0	6	0
7:45 AM	0	2	0	0	2	0	0	0	0	0	1	0	5	12
8:00 AM	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**3**	15
8:15 AM	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**2**	**1**	**5**	19
8:30 AM	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**4**	17
8:45 AM	**1**	**1**	**1**	**0**	**0**	**1**	**0**	**1**	**0**	**1**	**5**	**1**	**12**	**24**
Count Total	3	4	2	0	4	1	0	4	1	3	12	2	36	0
Peak Hour	**3**	**2**	**1**	**0**	**1**	**1**	**0**	**3**	**0**	**2**	**9**	**2**	**24**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Bayshore Pkwy
San Antonio Rd



Date: 01-15-2020
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:30 PM to 5:30 PM



	HV %:	PHF
EB	3.2%	0.87
WB	2.0%	0.85
NB	4.7%	0.91
SB	0.9%	0.81
TOTAL	2.6%	0.95

Two-Hour Count Summaries

Interval Start		San Antonio Rd Eastbound				San Antonio Rd Westbound				Bayshore Pkwy Northbound				Bayshore Pkwy Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		0	66	12	10	0	2	92	6	0	73	11	4	0	3	14	97	390	0
4:15 PM		0	52	16	16	0	3	84	4	0	63	20	1	0	5	16	77	357	0
4:30 PM		**0**	**61**	**17**	**18**	**0**	**2**	**98**	**5**	**0**	**73**	**18**	**1**	**0**	**5**	**24**	**111**	**433**	0
4:45 PM		**0**	**50**	**14**	**18**	**0**	**4**	**95**	**7**	**0**	**93**	**15**	**2**	**0**	**3**	**16**	**82**	**399**	1,579
5:00 PM		**0**	**68**	**18**	**21**	**0**	**4**	**122**	**8**	**0**	**84**	**22**	**3**	**0**	**4**	**12**	**86**	**452**	1,641
5:15 PM		**0**	**63**	**10**	**16**	**0**	**3**	**101**	**9**	**0**	**90**	**27**	**0**	**0**	**2**	**20**	**90**	**431**	**1,715**
5:30 PM		0	76	10	17	0	3	97	8	0	88	22	1	0	4	18	73	417	1,699
5:45 PM		0	73	9	15	0	3	68	9	0	96	16	2	0	2	9	59	361	1,661
Count Total		0	509	106	131	0	24	757	56	0	660	151	14	0	28	129	675	3,240	0
Peak Hour	**All**	**0**	**242**	**59**	**73**	**0**	**13**	**416**	**29**	**0**	**340**	**82**	**6**	**0**	**14**	**72**	**369**	**1,715**	**0**
	HV	**0**	**2**	**5**	**5**	**0**	**0**	**8**	**1**	**0**	**20**	**0**	**0**	**0**	**0**	**2**	**2**	**45**	**0**
	HV%	**-**	**1%**	**8%**	**7%**	**-**	**0%**	**2%**	**3%**	**-**	**6%**	**0%**	**0%**	**-**	**0%**	**3%**	**1%**	**3%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	1	3	11	2	*17*	0	0	1	0	*1*	2	0	0	0	*2*
4:15 PM	0	1	10	3	*14*	0	3	1	0	*4*	1	0	4	0	*5*
4:30 PM	**6**	**3**	**9**	**1**	***19***	**1**	**2**	**0**	**1**	***4***	**2**	**0**	**1**	**0**	*3*
4:45 PM	**4**	**2**	**7**	**2**	***15***	**0**	**0**	**1**	**0**	***1***	**0**	**0**	**1**	**0**	*1*
5:00 PM	**1**	**2**	**0**	**0**	***3***	**0**	**1**	**2**	**1**	***4***	**0**	**0**	**0**	**0**	*0*
5:15 PM	**1**	**2**	**4**	**1**	***8***	**1**	**3**	**4**	**0**	***8***	**1**	**0**	**1**	**0**	***2***
5:30 PM	4	2	5	0	*11*	0	2	2	0	*4*	3	0	2	0	*5*
5:45 PM	3	2	8	0	*13*	0	0	2	0	*2*	1	0	0	0	*1*
Count Total	20	17	54	9	*100*	2	11	13	2	*28*	10	0	9	0	*19*
Peak Hour	**12**	**9**	**20**	**4**	***45***	**2**	**6**	**7**	**2**	***17***	**3**	**0**	**3**	**0**	***6***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	San Antonio Rd				San Antonio Rd				Bayshore Pkwy				Bayshore Pkwy				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	1	0	0	0	0	3	0	0	11	0	0	0	0	1	1	17	0
4:15 PM	0	0	0	0	0	0	1	0	0	9	1	0	0	2	1	0	14	0
4:30 PM	**0**	**0**	**2**	**4**	**0**	**0**	**2**	**1**	**0**	**9**	**0**	**0**	**0**	**0**	**0**	**1**	**19**	0
4:45 PM	**0**	**1**	**2**	**1**	**0**	**0**	**2**	**0**	**0**	**7**	**0**	**0**	**0**	**0**	**1**	**1**	**15**	65
5:00 PM	**0**	**1**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	51
5:15 PM	**0**	**0**	**1**	**0**	**0**	**0**	**2**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**1**	**0**	**8**	**45**
5:30 PM	0	1	2	1	0	0	2	0	0	5	0	0	0	0	0	0	11	37
5:45 PM	0	0	1	2	0	0	2	0	0	8	0	0	0	0	0	0	13	35
Count Total	0	4	8	8	0	0	16	1	0	53	1	0	0	2	4	3	100	0
Peak Hour	**0**	**2**	**5**	**5**	**0**	**0**	**8**	**1**	**0**	**20**	**0**	**0**	**0**	**0**	**2**	**2**	**45**	**0**

Two-Hour Count Summaries - Bikes

Interval Start	San Antonio Rd			San Antonio Rd			Bayshore Pkwy			Bayshore Pkwy			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	1	0
4:15 PM	0	0	0	1	1	1	0	1	0	0	0	0	4	0
4:30 PM	**0**	**1**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**1**	**4**	0
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	10
5:00 PM	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**2**	**0**	**0**	**1**	**0**	**4**	13
5:15 PM	**0**	**1**	**0**	**0**	**1**	**2**	**0**	**3**	**1**	**0**	**0**	**0**	**8**	**17**
5:30 PM	0	0	0	1	1	0	0	2	0	0	0	0	4	17
5:45 PM	0	0	0	0	0	0	0	2	0	0	0	0	2	18
Count Total	0	2	0	2	4	5	1	11	1	0	1	1	28	0
Peak Hour	**0**	**2**	**0**	**0**	**2**	**4**	**0**	**6**	**1**	**0**	**1**	**1**	**17**	**0**

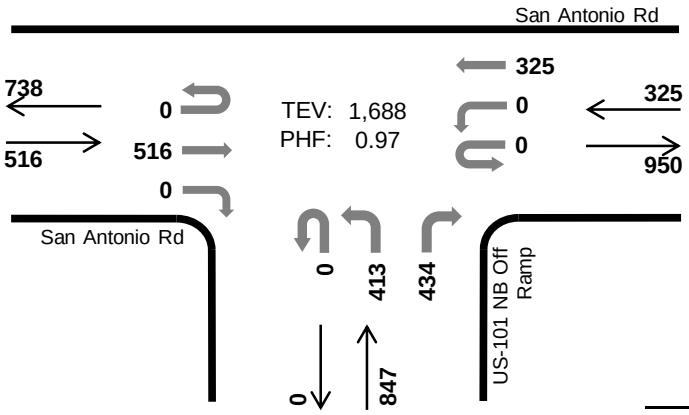
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

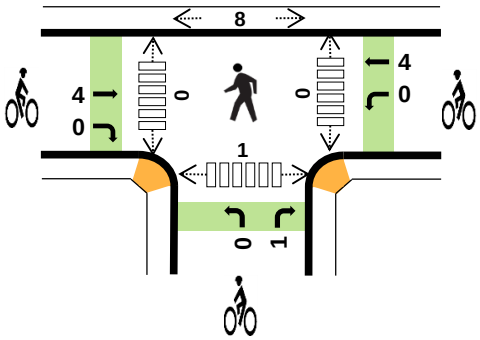
US-101 NB Off Ramp
San Antonio Rd

N

Peak Hour

Date: 01-15-2020
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:45 AM to 8:45 AM





	HV %:	PHF
EB	5.0%	0.93
WB	15.4%	0.82
NB	3.7%	0.89
SB	-	-
TOTAL	6.3%	0.97

Two-Hour Count Summaries

Interval Start		San Antonio Rd Eastbound				San Antonio Rd Westbound				US-101 NB Off Ramp Northbound				n/a Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	0	54	0	0	0	33	0	0	67	0	86	0	0	0	0	240	0
7:15 AM		0	0	81	0	0	0	25	0	0	69	0	63	0	0	0	0	238	0
7:30 AM		0	0	85	0	0	0	37	0	0	77	0	83	0	0	0	0	282	0
7:45 AM		**0**	**0**	**136**	**0**	**0**	**0**	**53**	**0**	**0**	**133**	**0**	**106**	**0**	**0**	**0**	**0**	**428**	1,188
8:00 AM		**0**	**0**	**128**	**0**	**0**	**0**	**76**	**0**	**0**	**120**	**0**	**111**	**0**	**0**	**0**	**0**	**435**	1,383
8:15 AM		**0**	**0**	**139**	**0**	**0**	**0**	**99**	**0**	**0**	**87**	**0**	**102**	**0**	**0**	**0**	**0**	**427**	1,572
8:30 AM		**0**	**0**	**113**	**0**	**0**	**0**	**97**	**0**	**0**	**73**	**0**	**115**	**0**	**0**	**0**	**0**	**398**	**1,688**
8:45 AM		0	0	123	0	0	0	67	0	0	78	0	150	0	0	0	0	418	1,678
Count Total		0	0	859	0	0	0	487	0	0	704	0	816	0	0	0	0	2,866	0
Peak Hour	**All**	**0**	**0**	**516**	**0**	**0**	**0**	**325**	**0**	**0**	**413**	**0**	**434**	**0**	**0**	**0**	**0**	**1,688**	**0**
	HV	**0**	**0**	**26**	**0**	**0**	**0**	**50**	**0**	**0**	**12**	**0**	**19**	**0**	**0**	**0**	**0**	**107**	**0**
	HV%	**-**	**-**	**5%**	**-**	**-**	**-**	**15%**	**-**	**-**	**3%**	**-**	**4%**	**-**	**-**	**-**	**-**	**6%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) East	West	North	South	Total
7:00 AM	4	3	15	0	*22*	0	0	0	0	*0*	0	0	1	0	*1*
7:15 AM	9	5	17	0	*31*	0	0	0	0	*0*	0	0	1	0	*1*
7:30 AM	8	9	9	0	*26*	0	1	0	0	*1*	0	0	3	0	*3*
7:45 AM	**6**	**11**	**14**	**0**	***31***	**1**	**2**	**0**	**0**	***3***	**0**	**0**	**1**	**1**	*2*
8:00 AM	**8**	**26**	**10**	**0**	***44***	**1**	**0**	**0**	**0**	***1***	**0**	**0**	**2**	**0**	*2*
8:15 AM	**7**	**8**	**4**	**0**	***19***	**1**	**1**	**1**	**0**	***3***	**0**	**0**	**2**	**0**	*2*
8:30 AM	**5**	**5**	**3**	**0**	***13***	**1**	**1**	**0**	**0**	***2***	**0**	**0**	**3**	**0**	***3***
8:45 AM	15	5	8	0	*28*	1	1	0	0	*2*	0	0	2	0	*2*
Count Total	62	72	80	0	*214*	5	6	1	0	*12*	0	0	15	1	*16*
Peak Hr	**26**	**50**	**31**	**0**	***107***	**4**	**4**	**1**	**0**	***9***	**0**	**0**	**8**	**1**	***9***

Project Manager: (415) 310-6469

project.manager.ca@idaxdata.com

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	San Antonio Rd				San Antonio Rd				US-101 NB Off Ramp				n/a				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	4	0	0	0	3	0	0	6	0	9	0	0	0	0	22	0
7:15 AM	0	0	9	0	0	0	5	0	0	8	0	9	0	0	0	0	31	0
7:30 AM	0	0	8	0	0	0	9	0	0	4	0	5	0	0	0	0	26	0
7:45 AM	**0**	**0**	**6**	**0**	**0**	**0**	**11**	**0**	**0**	**4**	**0**	**10**	**0**	**0**	**0**	**0**	**31**	110
8:00 AM	**0**	**0**	**8**	**0**	**0**	**0**	**26**	**0**	**0**	**3**	**0**	**7**	**0**	**0**	**0**	**0**	**44**	132
8:15 AM	**0**	**0**	**7**	**0**	**0**	**0**	**8**	**0**	**0**	**2**	**0**	**2**	**0**	**0**	**0**	**0**	**19**	120
8:30 AM	**0**	**0**	**5**	**0**	**0**	**0**	**5**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**13**	**107**
8:45 AM	0	0	15	0	0	0	5	0	0	3	0	5	0	0	0	0	28	104
Count Total	0	0	62	0	0	0	72	0	0	33	0	47	0	0	0	0	214	0
Peak Hour	**0**	**0**	**26**	**0**	**0**	**0**	**50**	**0**	**0**	**12**	**0**	**19**	**0**	**0**	**0**	**0**	**107**	**0**

Two-Hour Count Summaries - Bikes

Interval Start	San Antonio Rd			San Antonio Rd			US-101 NB Off Ramp			n/a			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	0
7:45 AM	**0**	**1**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	4
8:00 AM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	5
8:15 AM	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**3**	8
8:30 AM	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**9**
8:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	2	8
Count Total	0	5	0	0	6	0	0	0	1	0	0	0	12	0
Peak Hour	**0**	**4**	**0**	**0**	**4**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**9**	**0**

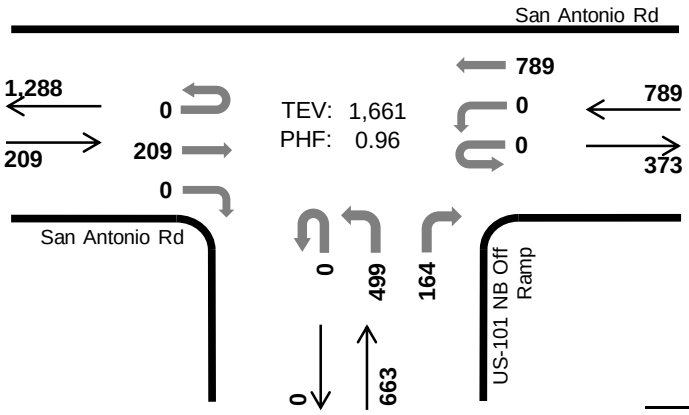
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

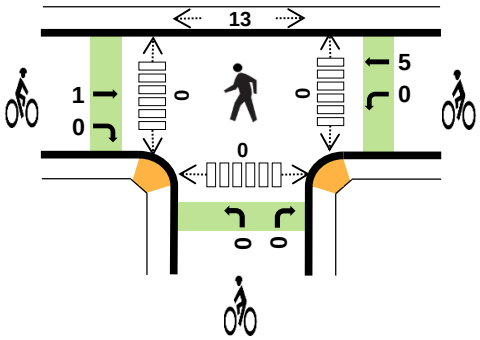
US-101 NB Off Ramp
San Antonio Rd

N

Peak Hour

Date: 01-15-2020
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:30 PM to 5:30 PM





	HV %:	PHF
EB	3.3%	0.87
WB	1.6%	0.94
NB	1.2%	0.94
SB	-	-
TOTAL	1.7%	0.96

Two-Hour Count Summaries

Interval Start		San Antonio Rd Eastbound				San Antonio Rd Westbound				US-101 NB Off Ramp Northbound				n/a Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		0	0	48	0	0	0	172	0	0	94	0	40	0	0	0	0	354	0
4:15 PM		0	0	50	0	0	0	140	0	0	123	0	44	0	0	0	0	357	0
4:30 PM		**0**	**0**	**51**	**0**	**0**	**0**	**196**	**0**	**0**	**127**	**0**	**41**	**0**	**0**	**0**	**0**	**415**	0
4:45 PM		**0**	**0**	**49**	**0**	**0**	**0**	**188**	**0**	**0**	**119**	**0**	**37**	**0**	**0**	**0**	**0**	**393**	1,519
5:00 PM		**0**	**0**	**60**	**0**	**0**	**0**	**210**	**0**	**0**	**119**	**0**	**44**	**0**	**0**	**0**	**0**	**433**	1,598
5:15 PM		**0**	**0**	**49**	**0**	**0**	**0**	**195**	**0**	**0**	**134**	**0**	**42**	**0**	**0**	**0**	**0**	**420**	**1,661**
5:30 PM		0	0	66	0	0	0	179	0	0	122	0	43	0	0	0	0	410	1,656
5:45 PM		0	0	54	0	0	0	152	0	0	116	0	43	0	0	0	0	365	1,628
Count Total		0	0	427	0	0	0	1,432	0	0	954	0	334	0	0	0	0	3,147	0
Peak Hour	**All**	**0**	**0**	**209**	**0**	**0**	**0**	**789**	**0**	**0**	**499**	**0**	**164**	**0**	**0**	**0**	**0**	**1,661**	**0**
	HV	**0**	**0**	**7**	**0**	**0**	**0**	**13**	**0**	**0**	**3**	**0**	**5**	**0**	**0**	**0**	**0**	**28**	**0**
	HV%	**-**	**-**	**3%**	**-**	**-**	**-**	**2%**	**-**	**-**	**1%**	**-**	**3%**	**-**	**-**	**-**	**-**	**2%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	2	5	4	0	*11*	0	1	0	0	*1*	0	0	0	0	*0*
4:15 PM	0	1	2	0	*3*	0	1	0	0	*1*	0	0	4	0	*4*
4:30 PM	**3**	**7**	**5**	**0**	***15***	**1**	**1**	**0**	**0**	***2***	**0**	**0**	**3**	**0**	*3*
4:45 PM	**3**	**1**	**1**	**0**	***5***	**0**	**3**	**0**	**0**	***3***	**0**	**0**	**5**	**0**	*5*
5:00 PM	**1**	**3**	**1**	**0**	***5***	**0**	**1**	**0**	**0**	***1***	**0**	**0**	**0**	**0**	*0*
5:15 PM	**0**	**2**	**1**	**0**	***3***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**5**	**0**	***5***
5:30 PM	3	1	2	0	*6*	0	1	0	0	*1*	0	0	3	0	*3*
5:45 PM	2	0	2	0	*4*	1	1	0	0	*2*	0	0	1	0	*1*
Count Total	14	20	18	0	*52*	2	9	0	0	*11*	0	0	21	0	*21*
Peak Hr	**7**	**13**	**8**	**0**	***28***	**1**	**5**	**0**	**0**	***6***	**0**	**0**	**13**	**0**	***13***

Project Manager: (415) 310-6469

project.manager.ca@idaxdata.com

Two-Hour Count Summaries - Heavy Vehicles

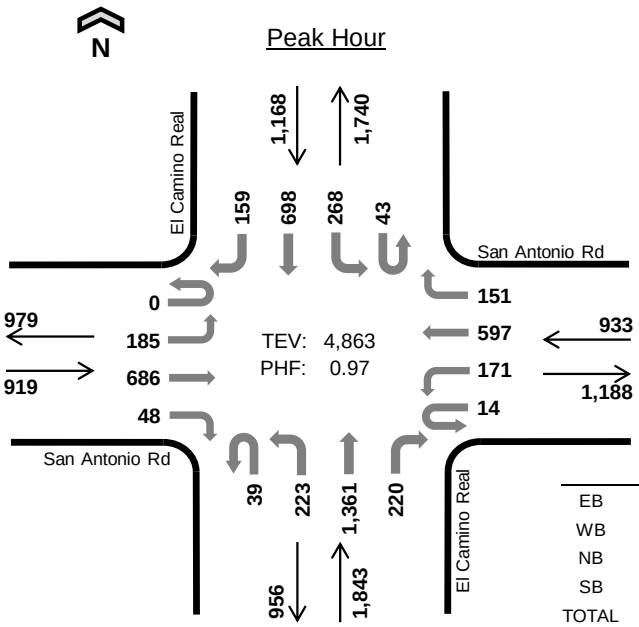
Interval Start	San Antonio Rd				San Antonio Rd				US-101 NB Off Ramp				n/a				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	2	0	0	0	5	0	0	4	0	0	0	0	0	0	11	0
4:15 PM	0	0	0	0	0	0	1	0	0	2	0	0	0	0	0	0	3	0
4:30 PM	**0**	**0**	**3**	**0**	**0**	**0**	**7**	**0**	**0**	**2**	**0**	**3**	**0**	**0**	**0**	**0**	**15**	0
4:45 PM	**0**	**0**	**3**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**5**	34
5:00 PM	**0**	**0**	**1**	**0**	**0**	**0**	**3**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	28
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**3**	**28**
5:30 PM	0	0	3	0	0	0	1	0	0	1	0	1	0	0	0	0	6	19
5:45 PM	0	0	2	0	0	0	0	0	0	1	0	1	0	0	0	0	4	18
Count Total	0	0	14	0	0	0	20	0	0	11	0	7	0	0	0	0	52	0
Peak Hour	**0**	**0**	**7**	**0**	**0**	**0**	**13**	**0**	**0**	**3**	**0**	**5**	**0**	**0**	**0**	**0**	**28**	**0**

Two-Hour Count Summaries - Bikes

Interval Start	San Antonio Rd			San Antonio Rd			US-101 NB Off Ramp			n/a			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	0
4:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	0
4:30 PM	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	0
4:45 PM	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	7
5:00 PM	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	7
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**
5:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	5
5:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	2	4
Count Total	0	2	0	0	9	0	0	0	0	0	0	0	11	0
Peak Hour	**0**	**1**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**0**

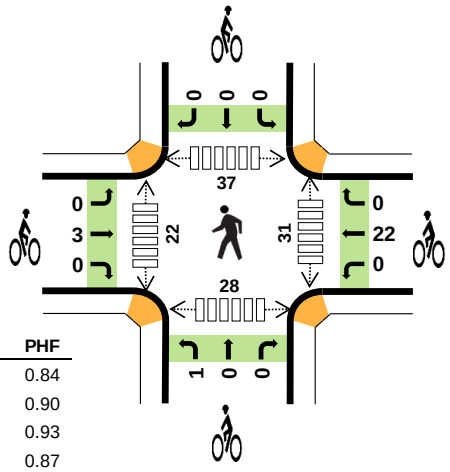
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

El Camino Real
San Antonio Rd



	HV %:	PHF
EB	1.7%	0.84
WB	2.7%	0.90
NB	2.9%	0.93
SB	3.2%	0.87
TOTAL	2.7%	0.97

Date: 01-15-2020
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM



Two-Hour Count Summaries

Interval Start	San Antonio Rd Eastbound				San Antonio Rd Westbound				El Camino Real Northbound				El Camino Real Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	7	58	6	1	23	55	25	3	19	215	46	7	33	39	15	552	0
7:15 AM	0	20	74	8	1	16	80	32	8	41	259	47	5	33	74	14	712	0
7:30 AM	0	30	112	3	5	19	112	38	10	46	310	38	9	25	105	25	887	0
7:45 AM	0	29	133	8	1	17	146	54	5	71	333	49	4	55	110	46	1,061	3,212
8:00 AM	**0**	**34**	**164**	**13**	**4**	**41**	**158**	**55**	**3**	**54**	**303**	**63**	**5**	**45**	**148**	**42**	**1,132**	3,792
8:15 AM	**0**	**42**	**167**	**8**	**1**	**46**	**167**	**31**	**7**	**69**	**324**	**53**	**11**	**85**	**195**	**46**	**1,252**	4,332
8:30 AM	**0**	**41**	**167**	**11**	**7**	**39**	**162**	**38**	**3**	**44**	**397**	**54**	**12**	**67**	**171**	**38**	**1,251**	4,696
8:45 AM	**0**	**68**	**188**	**16**	**2**	**45**	**110**	**27**	**26**	**56**	**337**	**50**	**15**	**71**	**184**	**33**	**1,228**	**4,863**
Count Total	0	271	1,063	73	22	246	990	300	65	400	2,478	400	68	414	1,026	259	8,075	0
Peak Hour All	**0**	**185**	**686**	**48**	**14**	**171**	**597**	**151**	**39**	**223**	**1,361**	**220**	**43**	**268**	**698**	**159**	**4,863**	**0**
Peak Hour HV	**0**	**4**	**8**	**4**	**0**	**8**	**7**	**10**	**1**	**6**	**33**	**14**	**0**	**9**	**25**	**3**	**132**	**0**
Peak Hour HV%	**-**	**2%**	**1%**	**8%**	**0%**	**5%**	**1%**	**7%**	**3%**	**3%**	**2%**	**6%**	**0%**	**3%**	**4%**	**2%**	**3%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	2	4	7	7	*20*	0	0	0	0	*0*	1	6	5	7	*19*
7:15 AM	3	9	12	6	*30*	1	0	1	0	*2*	2	2	3	4	*11*
7:30 AM	3	5	14	7	*29*	0	4	0	2	*6*	5	4	7	3	*19*
7:45 AM	4	8	9	6	*27*	1	4	1	0	*6*	2	6	7	7	*22*
8:00 AM	**4**	**8**	**12**	**4**	***28***	**0**	**0**	**0**	**0**	***0***	**2**	**3**	**7**	**4**	*16*
8:15 AM	**4**	**4**	**16**	**7**	***31***	**0**	**4**	**0**	**0**	***4***	**9**	**5**	**9**	**4**	*27*
8:30 AM	**3**	**9**	**16**	**11**	***39***	**1**	**9**	**0**	**0**	***10***	**10**	**8**	**11**	**13**	*42*
8:45 AM	**5**	**4**	**10**	**15**	***34***	**2**	**9**	**1**	**0**	***12***	**10**	**6**	**10**	**7**	***33***
Count Total	28	51	96	63	*238*	5	30	3	2	*40*	41	40	59	49	*189*
Peak Hour	**16**	**25**	**54**	**37**	***132***	**3**	**22**	**1**	**0**	***26***	**31**	**22**	**37**	**28**	***118***

Two-Hour Count Summaries - Heavy Vehicles

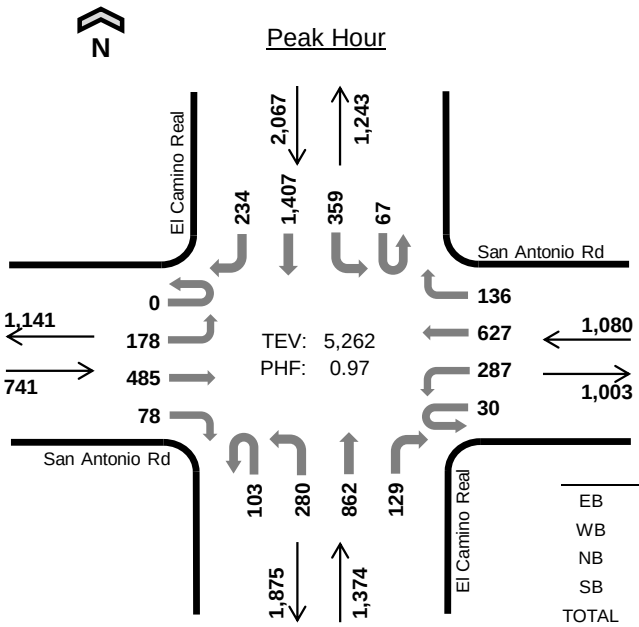
Interval Start	San Antonio Rd Eastbound				San Antonio Rd Westbound				El Camino Real Northbound				El Camino Real Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	1	1	0	0	4	0	0	0	4	3	1	0	5	1	20	0
7:15 AM	0	0	0	3	0	1	3	5	0	3	7	2	0	1	5	0	30	0
7:30 AM	0	1	2	0	0	1	0	4	1	1	10	2	0	0	7	0	29	0
7:45 AM	0	0	3	1	0	0	3	5	0	1	5	3	0	2	3	1	27	106
8:00 AM	**0**	**2**	**2**	**0**	**0**	**2**	**1**	**5**	**0**	**1**	**7**	**4**	**0**	**0**	**3**	**1**	**28**	114
8:15 AM	**0**	**0**	**2**	**2**	**0**	**1**	**1**	**2**	**0**	**3**	**10**	**3**	**0**	**2**	**5**	**0**	**31**	115
8:30 AM	**0**	**0**	**2**	**1**	**0**	**3**	**3**	**3**	**0**	**1**	**12**	**3**	**0**	**4**	**5**	**2**	**39**	125
8:45 AM	**0**	**2**	**2**	**1**	**0**	**2**	**2**	**0**	**1**	**1**	**4**	**4**	**0**	**3**	**12**	**0**	**34**	**132**
Count Total	0	5	14	9	0	10	17	24	2	11	59	24	1	12	45	5	238	0
Peak Hour	**0**	**4**	**8**	**4**	**0**	**8**	**7**	**10**	**1**	**6**	**33**	**14**	**0**	**9**	**25**	**3**	**132**	**0**

Two-Hour Count Summaries - Bikes

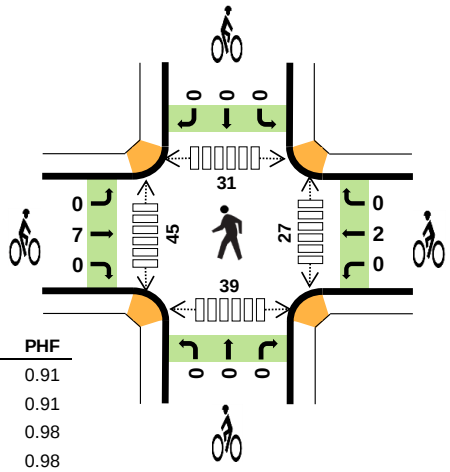
Interval Start	San Antonio Rd Eastbound			San Antonio Rd Westbound			El Camino Real Northbound			El Camino Real Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	1	0	0	0	0	0	1	0	0	0	0	2	0
7:30 AM	0	0	0	0	4	0	0	0	0	0	2	0	6	0
7:45 AM	1	0	0	0	4	0	0	1	0	0	0	0	6	14
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	14
8:15 AM	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	16
8:30 AM	**0**	**1**	**0**	**0**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10**	20
8:45 AM	**0**	**2**	**0**	**0**	**9**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**12**	**26**
Count Total	1	4	0	0	30	0	1	2	0	0	2	0	40	0
Peak Hour	**0**	**3**	**0**	**0**	**22**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**26**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

El Camino Real
San Antonio Rd



Date: 01-15-2020
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:45 PM to 5:45 PM



	HV %:	PHF
EB	0.8%	0.91
WB	0.4%	0.91
NB	1.6%	0.98
SB	0.9%	0.98
TOTAL	1.0%	0.97

Two-Hour Count Summaries

Interval Start		San Antonio Rd Eastbound				San Antonio Rd Westbound				El Camino Real Northbound				El Camino Real Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		0	48	141	21	9	48	136	35	19	56	176	29	13	64	299	30	1,124	0
4:15 PM		1	29	106	21	14	62	162	35	24	62	184	30	25	77	329	51	1,212	0
4:30 PM		1	36	129	36	16	62	158	36	24	62	175	38	15	86	335	67	1,276	0
4:45 PM		**0**	**40**	**123**	**20**	**8**	**66**	**133**	**29**	**32**	**78**	**209**	**28**	**8**	**92**	**367**	**63**	**1,296**	4,908
5:00 PM		**0**	**46**	**136**	**22**	**8**	**64**	**150**	**37**	**25**	**73**	**205**	**37**	**23**	**88**	**342**	**46**	**1,302**	5,086
5:15 PM		**0**	**42**	**112**	**18**	**10**	**68**	**179**	**32**	**27**	**57**	**224**	**27**	**18**	**91**	**341**	**63**	**1,309**	5,183
5:30 PM		**0**	**50**	**114**	**18**	**4**	**89**	**165**	**38**	**19**	**72**	**224**	**37**	**18**	**88**	**357**	**62**	**1,355**	**5,262**
5:45 PM		1	51	121	12	17	71	168	44	22	65	201	38	14	88	325	55	1,293	5,259
Count Total		3	342	982	168	86	530	1,251	286	192	525	1,598	264	134	674	2,695	437	10,167	0
Peak Hour	**All**	**0**	**178**	**485**	**78**	**30**	**287**	**627**	**136**	**103**	**280**	**862**	**129**	**67**	**359**	**1,407**	**234**	**5,262**	**0**
	HV	**0**	**0**	**3**	**3**	**0**	**3**	**1**	**0**	**0**	**3**	**12**	**7**	**0**	**5**	**13**	**0**	**50**	**0**
	HV%	**-**	**0%**	**1%**	**4%**	**0%**	**1%**	**0%**	**0%**	**0%**	**1%**	**1%**	**5%**	**0%**	**1%**	**1%**	**0%**	**1%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	4	0	7	6	*17*	0	0	0	0	*0*	2	15	4	14	*35*
4:15 PM	2	4	5	4	*15*	2	0	1	0	*3*	7	10	10	13	*40*
4:30 PM	3	2	10	6	*21*	2	0	0	0	*2*	8	12	12	17	*49*
4:45 PM	**2**	**1**	**5**	**5**	***13***	**0**	**1**	**0**	**0**	***1***	**5**	**7**	**11**	**12**	*35*
5:00 PM	**2**	**0**	**6**	**5**	***13***	**7**	**0**	**0**	**0**	***7***	**6**	**14**	**5**	**15**	*40*
5:15 PM	**1**	**3**	**5**	**2**	***11***	**0**	**1**	**0**	**0**	***1***	**7**	**14**	**10**	**9**	*40*
5:30 PM	**1**	**0**	**6**	**6**	***13***	**0**	**0**	**0**	**0**	***0***	**9**	**10**	**5**	**3**	***27***
5:45 PM	1	3	2	5	*11*	0	1	0	0	*1*	1	18	9	17	*45*
Count Total	16	13	46	39	*114*	11	3	1	0	*15*	45	100	66	100	*311*
Peak Hour	**6**	**4**	**22**	**18**	***50***	**7**	**2**	**0**	**0**	***9***	**27**	**45**	**31**	**39**	***142***

Two-Hour Count Summaries - Heavy Vehicles

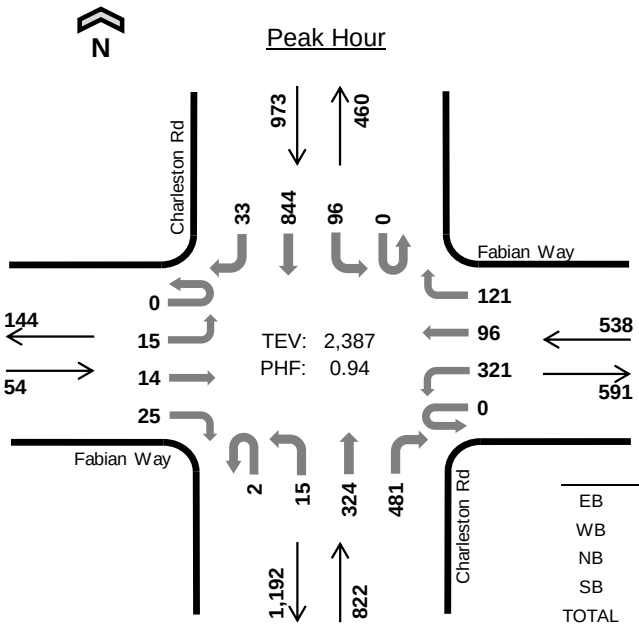
Interval Start	San Antonio Rd				San Antonio Rd				El Camino Real				El Camino Real				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	1	2	1	0	0	0	0	0	1	4	2	0	1	4	1	17	0
4:15 PM	0	1	1	0	0	2	1	1	0	1	4	0	0	0	3	1	15	0
4:30 PM	0	0	1	2	0	1	0	1	0	1	6	3	0	2	4	0	21	0
4:45 PM	**0**	**0**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**3**	**2**	**0**	**3**	**2**	**0**	**13**	66
5:00 PM	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**2**	**2**	**0**	**1**	**4**	**0**	**13**	62
5:15 PM	**0**	**0**	**0**	**1**	**0**	**2**	**1**	**0**	**0**	**0**	**4**	**1**	**0**	**0**	**2**	**0**	**11**	58
5:30 PM	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**3**	**2**	**0**	**1**	**5**	**0**	**13**	**50**
5:45 PM	0	0	0	1	0	1	0	2	1	0	0	1	0	2	3	0	11	48
Count Total	0	2	7	7	0	7	2	4	1	6	26	13	0	10	27	2	114	0
Peak Hour	**0**	**0**	**3**	**3**	**0**	**3**	**1**	**0**	**0**	**3**	**12**	**7**	**0**	**5**	**13**	**0**	**50**	**0**

Two-Hour Count Summaries - Bikes

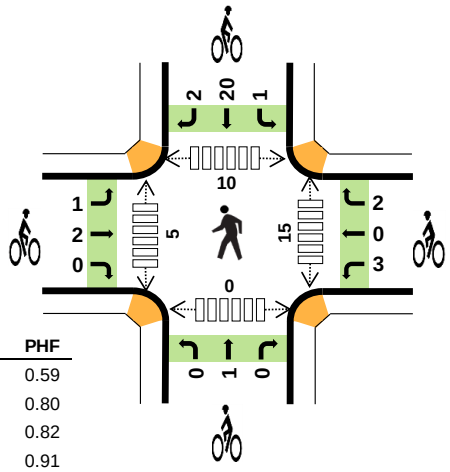
Interval Start	San Antonio Rd			San Antonio Rd			El Camino Real			El Camino Real			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	2	0	0	0	0	0	1	0	0	0	0	3	0
4:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	2	0
4:45 PM	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	6
5:00 PM	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	13
5:15 PM	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	11
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**9**
5:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	9
Count Total	0	11	0	0	3	0	0	1	0	0	0	0	15	0
Peak Hour	**0**	**7**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**9**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Charleston Rd
Fabian Way



Date: 01-15-2020
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM



	HV %:	PHF
EB	11.1%	0.59
WB	1.5%	0.80
NB	1.8%	0.82
SB	1.0%	0.91
TOTAL	1.6%	0.94

Two-Hour Count Summaries

Interval Start		Fabian Way Eastbound				Fabian Way Westbound				Charleston Rd Northbound				Charleston Rd Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	2	1	6	0	19	3	10	0	2	64	73	0	10	71	1	262	0
7:15 AM		0	3	0	1	0	12	1	8	0	0	64	90	0	10	76	2	267	0
7:30 AM		0	3	0	1	0	23	9	18	0	2	92	88	0	12	130	2	380	0
7:45 AM		0	4	1	3	0	28	8	30	0	5	121	131	0	23	141	6	501	1,410
8:00 AM		**0**	**9**	**5**	**9**	**0**	**58**	**22**	**19**	**0**	**1**	**97**	**153**	**0**	**21**	**190**	**4**	**588**	1,736
8:15 AM		**0**	**1**	**0**	**5**	**0**	**103**	**29**	**36**	**1**	**4**	**83**	**137**	**0**	**28**	**199**	**6**	**632**	2,101
8:30 AM		**0**	**2**	**6**	**6**	**0**	**74**	**28**	**31**	**0**	**6**	**73**	**92**	**0**	**24**	**228**	**6**	**576**	2,297
8:45 AM		**0**	**3**	**3**	**5**	**0**	**86**	**17**	**35**	**1**	**4**	**71**	**99**	**0**	**23**	**227**	**17**	**591**	**2,387**
Count Total		0	27	16	36	0	403	117	187	2	24	665	863	0	151	1,262	44	3,797	0
Peak Hour	**All**	**0**	**15**	**14**	**25**	**0**	**321**	**96**	**121**	**2**	**15**	**324**	**481**	**0**	**96**	**844**	**33**	**2,387**	**0**
	HV	**0**	**0**	**0**	**6**	**0**	**5**	**2**	**1**	**0**	**2**	**6**	**7**	**0**	**1**	**9**	**0**	**39**	**0**
	HV%	**-**	**0%**	**0%**	**24%**	**-**	**2%**	**2%**	**1%**	**0%**	**13%**	**2%**	**1%**	**-**	**1%**	**1%**	**0%**	**2%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	4	5	4	*13*	0	0	0	0	*0*	1	1	1	0	*3*
7:15 AM	0	3	5	0	*8*	1	0	2	0	*3*	1	0	0	0	*1*
7:30 AM	0	0	6	2	*8*	0	2	2	2	*6*	1	0	2	0	*3*
7:45 AM	0	2	5	0	*7*	1	7	0	6	*14*	4	0	0	0	*4*
8:00 AM	**4**	**3**	**2**	**5**	***14***	**0**	**1**	**0**	**4**	***5***	**4**	**1**	**2**	**0**	*7*
8:15 AM	**1**	**3**	**4**	**2**	***10***	**1**	**0**	**1**	**6**	***8***	**4**	**1**	**1**	**0**	*6*
8:30 AM	**1**	**2**	**4**	**3**	***10***	**1**	**3**	**0**	**6**	***10***	**3**	**2**	**3**	**0**	*8*
8:45 AM	**0**	**0**	**5**	**0**	***5***	**1**	**1**	**0**	**7**	***9***	**4**	**1**	**4**	**0**	***9***
Count Total	6	17	36	16	*75*	5	14	5	31	*55*	22	6	13	0	*41*
Peak Hour	**6**	**8**	**15**	**10**	***39***	**3**	**5**	**1**	**23**	***32***	**15**	**5**	**10**	**0**	***30***

Two-Hour Count Summaries - Heavy Vehicles

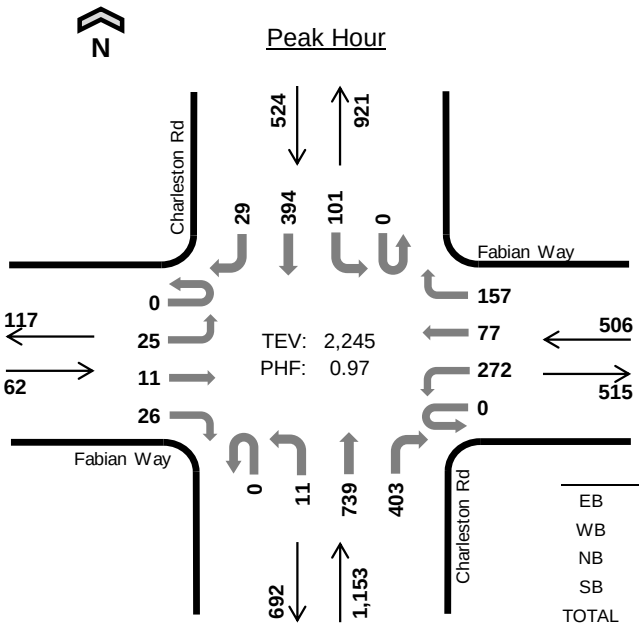
Interval Start	Fabian Way				Fabian Way				Charleston Rd				Charleston Rd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	2	1	1	0	0	2	3	0	1	3	0	13	0
7:15 AM	0	0	0	0	0	3	0	0	0	0	0	5	0	0	0	0	8	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	3	3	0	0	2	0	8	0
7:45 AM	0	0	0	0	0	0	0	2	0	0	2	3	0	0	0	0	7	36
8:00 AM	**0**	**0**	**0**	**4**	**0**	**2**	**1**	**0**	**0**	**0**	**1**	**1**	**0**	**1**	**4**	**0**	**14**	37
8:15 AM	**0**	**0**	**0**	**1**	**0**	**2**	**1**	**0**	**0**	**0**	**1**	**3**	**0**	**0**	**2**	**0**	**10**	39
8:30 AM	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**1**	**0**	**0**	**2**	**2**	**0**	**0**	**3**	**0**	**10**	41
8:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**2**	**1**	**0**	**0**	**0**	**0**	**5**	**39**
Count Total	0	0	0	6	0	10	3	4	0	2	13	21	0	2	14	0	75	0
Peak Hour	**0**	**0**	**0**	**6**	**0**	**5**	**2**	**1**	**0**	**2**	**6**	**7**	**0**	**1**	**9**	**0**	**39**	**0**

Two-Hour Count Summaries - Bikes

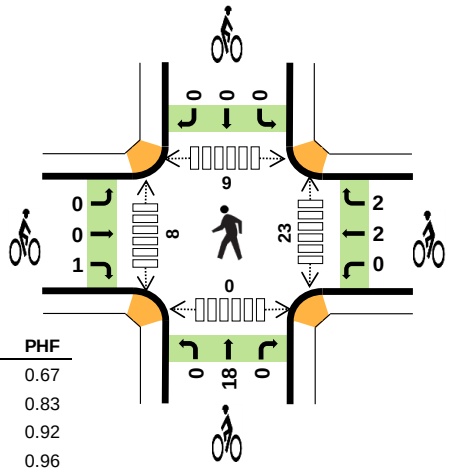
Interval Start	Fabian Way			Fabian Way			Charleston Rd			Charleston Rd			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	1	0	0	0	0	0	0	0	2	0	0	0	3	0
7:30 AM	0	0	0	0	0	2	0	0	2	0	2	0	6	0
7:45 AM	0	0	1	1	0	6	0	0	0	1	5	0	14	23
8:00 AM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**4**	**0**	**5**	28
8:15 AM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**4**	**1**	**8**	33
8:30 AM	**0**	**1**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**1**	**10**	37
8:45 AM	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**7**	**0**	**9**	**32**
Count Total	2	2	1	4	0	10	0	1	4	2	27	2	55	0
Peak Hour	**1**	**2**	**0**	**3**	**0**	**2**	**0**	**1**	**0**	**1**	**20**	**2**	**32**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Charleston Rd
Fabian Way



Date: 01-15-2020
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 5:00 PM to 6:00 PM



	HV %:	PHF
EB	0.0%	0.67
WB	0.4%	0.83
NB	0.3%	0.92
SB	1.3%	0.96
TOTAL	0.6%	0.97

Two-Hour Count Summaries

Interval Start	Fabian Way Eastbound				Fabian Way Westbound				Charleston Rd Northbound				Charleston Rd Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	2	10	0	78	21	31	0	1	106	66	0	18	120	8	461	0
4:15 PM	0	4	2	5	0	72	15	21	0	3	137	80	0	19	120	10	488	0
4:30 PM	0	2	1	7	0	85	11	20	0	5	141	73	0	20	116	6	487	0
4:45 PM	0	7	4	7	0	74	28	26	0	1	158	92	0	17	109	14	537	1,973
5:00 PM	**0**	**5**	**1**	**5**	**0**	**85**	**23**	**44**	**0**	**0**	**157**	**86**	**0**	**20**	**97**	**8**	**531**	2,043
5:15 PM	**0**	**7**	**3**	**5**	**0**	**66**	**20**	**43**	**0**	**5**	**194**	**97**	**0**	**28**	**99**	**6**	**573**	2,128
5:30 PM	**0**	**5**	**2**	**6**	**0**	**65**	**18**	**36**	**0**	**2**	**192**	**107**	**0**	**27**	**98**	**5**	**563**	2,204
5:45 PM	**0**	**8**	**5**	**10**	**0**	**56**	**16**	**34**	**0**	**4**	**196**	**113**	**0**	**26**	**100**	**10**	**578**	**2,245**
Count Total	0	38	20	55	0	581	152	255	0	21	1,281	714	0	175	859	67	4,218	0
Peak Hour All	**0**	**25**	**11**	**26**	**0**	**272**	**77**	**157**	**0**	**11**	**739**	**403**	**0**	**101**	**394**	**29**	**2,245**	**0**
Peak Hour HV	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**3**	**1**	**0**	**1**	**6**	**0**	**13**	**0**
Peak Hour HV%	**-**	**0%**	**0%**	**0%**	**-**	**1%**	**0%**	**0%**	**-**	**0%**	**0%**	**0%**	**-**	**1%**	**2%**	**0%**	**1%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	2	1	4	1	*8*	0	1	2	1	*4*	6	0	4	0	*10*
4:15 PM	0	2	2	2	*6*	0	4	1	1	*6*	2	5	6	0	*13*
4:30 PM	0	1	4	4	*9*	1	0	1	2	*4*	4	2	2	2	*10*
4:45 PM	1	0	0	0	*1*	0	0	1	1	*2*	5	1	1	0	*7*
5:00 PM	**0**	**0**	**2**	**1**	***3***	**0**	**2**	**3**	**0**	***5***	**6**	**3**	**0**	**0**	*9*
5:15 PM	**0**	**0**	**1**	**3**	***4***	**1**	**2**	**6**	**0**	***9***	**6**	**3**	**4**	**0**	*13*
5:30 PM	**0**	**1**	**1**	**0**	***2***	**0**	**0**	**3**	**0**	***3***	**6**	**2**	**5**	**0**	*13*
5:45 PM	**0**	**1**	**0**	**3**	***4***	**0**	**0**	**6**	**0**	***6***	**5**	**0**	**0**	**0**	***5***
Count Total	3	6	14	14	*37*	2	9	23	5	*39*	40	16	22	2	*80*
Peak Hour	**0**	**2**	**4**	**7**	***13***	**1**	**4**	**18**	**0**	***23***	**23**	**8**	**9**	**0**	***40***

Two-Hour Count Summaries - Heavy Vehicles

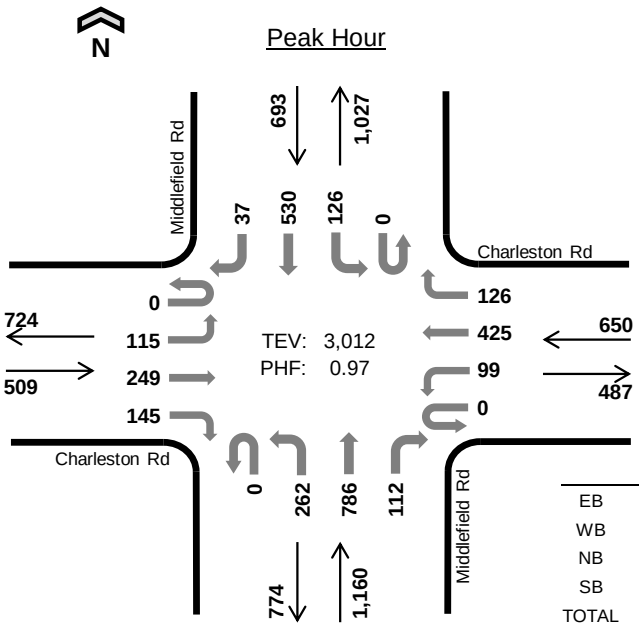
Interval Start	Fabian Way				Fabian Way				Charleston Rd				Charleston Rd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	2	0	1	0	0	0	1	3	0	0	0	1	0	8	0
4:15 PM	0	0	0	0	0	2	0	0	0	0	1	1	0	0	2	0	6	0
4:30 PM	0	0	0	0	0	1	0	0	0	0	2	2	0	1	3	0	9	0
4:45 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	24
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**1**	**0**	**3**	19
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**3**	**0**	**4**	17
5:30 PM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	10
5:45 PM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**2**	**0**	**4**	**13**
Count Total	0	0	0	3	0	6	0	0	0	1	9	4	0	2	12	0	37	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**3**	**1**	**0**	**1**	**6**	**0**	**13**	**0**

Two-Hour Count Summaries - Bikes

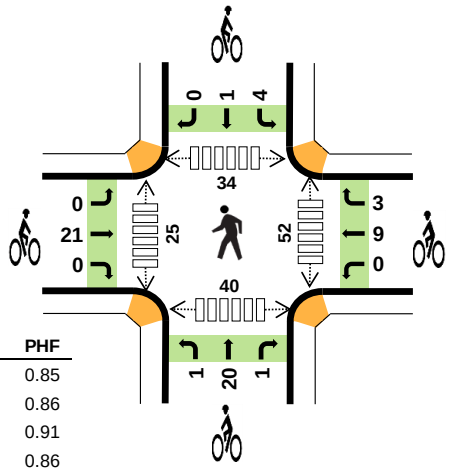
Interval Start	Fabian Way			Fabian Way			Charleston Rd			Charleston Rd			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	0	1	0	2	0	0	1	0	4	0
4:15 PM	0	0	0	1	1	2	0	1	0	1	0	0	6	0
4:30 PM	0	0	1	0	0	0	0	1	0	0	2	0	4	0
4:45 PM	0	0	0	0	0	0	0	1	0	0	1	0	2	16
5:00 PM	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**5**	17
5:15 PM	**0**	**0**	**1**	**0**	**0**	**2**	**0**	**6**	**0**	**0**	**0**	**0**	**9**	20
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**3**	19
5:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**6**	**23**
Count Total	0	0	2	1	3	5	0	23	0	1	4	0	39	0
Peak Hour	**0**	**0**	**1**	**0**	**2**	**2**	**0**	**18**	**0**	**0**	**0**	**0**	**23**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Middlefield Rd
Charleston Rd



Date: 01-15-2020
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM



	HV %:	PHF
EB	1.2%	0.85
WB	2.6%	0.86
NB	1.0%	0.91
SB	2.3%	0.86
TOTAL	1.7%	0.97

Two-Hour Count Summaries

Interval Start	Charleston Rd Eastbound				Charleston Rd Westbound				Middlefield Rd Northbound				Middlefield Rd Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	24	33	21	0	8	36	6	0	18	28	4	0	14	54	0	246	0
7:15 AM	0	13	39	15	0	12	66	15	0	17	37	13	0	9	65	6	307	0
7:30 AM	0	17	69	29	0	16	68	8	0	30	34	22	0	16	88	6	403	0
7:45 AM	0	15	81	38	0	21	69	15	0	42	61	53	0	28	123	13	559	1,515
8:00 AM	**0**	**2**	**110**	**38**	**0**	**37**	**128**	**25**	**0**	**56**	**140**	**41**	**0**	**46**	**151**	**5**	**779**	2,048
8:15 AM	**0**	**32**	**50**	**45**	**0**	**29**	**95**	**28**	**0**	**65**	**207**	**26**	**0**	**21**	**154**	**9**	**761**	2,502
8:30 AM	**0**	**38**	**46**	**27**	**0**	**16**	**87**	**29**	**0**	**71**	**222**	**24**	**0**	**34**	**130**	**10**	**734**	2,833
8:45 AM	**0**	**43**	**43**	**35**	**0**	**17**	**115**	**44**	**0**	**70**	**217**	**21**	**0**	**25**	**95**	**13**	**738**	**3,012**
Count Total	0	184	471	248	0	156	664	170	0	369	946	204	0	193	860	62	4,527	0
Peak Hour All	**0**	**115**	**249**	**145**	**0**	**99**	**425**	**126**	**0**	**262**	**786**	**112**	**0**	**126**	**530**	**37**	**3,012**	**0**
Peak Hour HV	**0**	**2**	**4**	**0**	**0**	**1**	**10**	**6**	**0**	**0**	**9**	**3**	**0**	**2**	**14**	**0**	**51**	**0**
Peak Hour HV%	**-**	**2%**	**2%**	**0%**	**-**	**1%**	**2%**	**5%**	**-**	**0%**	**1%**	**3%**	**-**	**2%**	**3%**	**0%**	**2%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	4	2	2	2	*10*	0	0	1	1	*2*	1	2	2	1	*6*
7:15 AM	0	0	0	2	*2*	1	1	1	1	*4*	3	0	0	3	*6*
7:30 AM	2	2	2	1	*7*	0	3	1	1	*5*	3	4	3	15	*25*
7:45 AM	4	1	2	3	*10*	17	1	0	1	*19*	13	9	22	11	*55*
8:00 AM	**1**	**7**	**3**	**6**	***17***	**11**	**0**	**4**	**2**	***17***	**8**	**14**	**19**	**15**	*56*
8:15 AM	**1**	**2**	**3**	**2**	***8***	**5**	**2**	**9**	**0**	***16***	**13**	**8**	**3**	**8**	*32*
8:30 AM	**1**	**4**	**3**	**3**	***11***	**3**	**3**	**4**	**1**	***11***	**5**	**2**	**5**	**10**	*22*
8:45 AM	**3**	**4**	**3**	**5**	***15***	**2**	**7**	**5**	**2**	***16***	**26**	**1**	**7**	**7**	***41***
Count Total	16	22	18	24	*80*	39	17	25	9	*90*	72	40	61	70	*243*
Peak Hour	**6**	**17**	**12**	**16**	***51***	**21**	**12**	**22**	**5**	***60***	**52**	**25**	**34**	**40**	***151***

Two-Hour Count Summaries - Heavy Vehicles

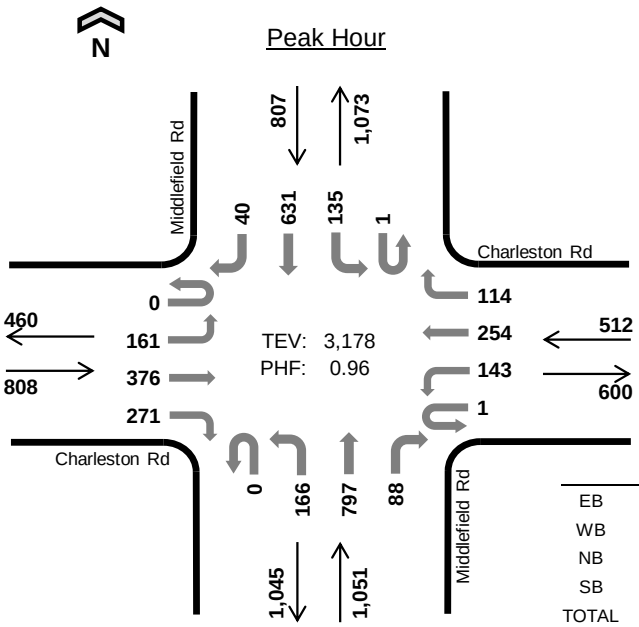
Interval Start	Charleston Rd				Charleston Rd				Middlefield Rd				Middlefield Rd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	2	2	0	0	1	1	0	0	1	1	0	0	1	1	0	10	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0
7:30 AM	0	0	2	0	0	0	2	0	0	0	1	1	0	0	1	0	7	0
7:45 AM	0	1	3	0	0	0	0	1	0	0	1	1	0	1	2	0	10	29
8:00 AM	**0**	**0**	**1**	**0**	**0**	**0**	**4**	**3**	**0**	**0**	**1**	**2**	**0**	**0**	**6**	**0**	**17**	36
8:15 AM	**0**	**0**	**1**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**2**	**0**	**8**	42
8:30 AM	**0**	**0**	**1**	**0**	**0**	**1**	**2**	**1**	**0**	**0**	**3**	**0**	**0**	**0**	**3**	**0**	**11**	46
8:45 AM	**0**	**2**	**1**	**0**	**0**	**0**	**2**	**2**	**0**	**0**	**2**	**1**	**0**	**2**	**3**	**0**	**15**	**51**
Count Total	0	5	11	0	0	2	13	7	0	1	12	5	0	5	19	0	80	0
Peak Hour	**0**	**2**	**4**	**0**	**0**	**1**	**10**	**6**	**0**	**0**	**9**	**3**	**0**	**2**	**14**	**0**	**51**	**0**

Two-Hour Count Summaries - Bikes

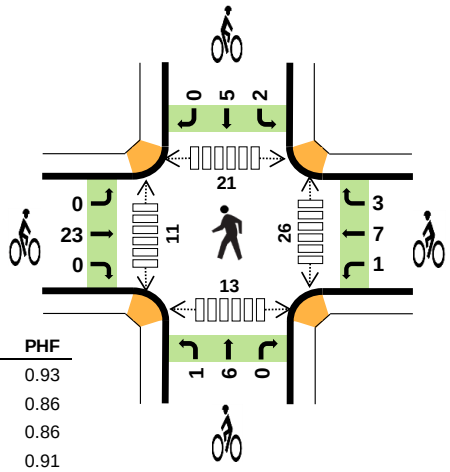
Interval Start	Charleston Rd			Charleston Rd			Middlefield Rd			Middlefield Rd			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	1	0	1	0	0	2	0
7:15 AM	0	1	0	1	0	0	0	1	0	0	1	0	4	0
7:30 AM	0	0	0	0	2	1	0	1	0	0	1	0	5	0
7:45 AM	0	15	2	0	1	0	0	0	0	1	0	0	19	30
8:00 AM	**0**	**11**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**2**	**0**	**0**	**17**	45
8:15 AM	**0**	**5**	**0**	**0**	**2**	**0**	**1**	**8**	**0**	**0**	**0**	**0**	**16**	57
8:30 AM	**0**	**3**	**0**	**0**	**2**	**1**	**0**	**4**	**0**	**1**	**0**	**0**	**11**	63
8:45 AM	**0**	**2**	**0**	**0**	**5**	**2**	**0**	**4**	**1**	**1**	**1**	**0**	**16**	**60**
Count Total	0	37	2	1	12	4	1	23	1	6	3	0	90	0
Peak Hour	**0**	**21**	**0**	**0**	**9**	**3**	**1**	**20**	**1**	**4**	**1**	**0**	**60**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Middlefield Rd
Charleston Rd



Date: 01-15-2020
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 5:00 PM to 6:00 PM



	HV %:	PHF
EB	0.4%	0.93
WB	1.2%	0.86
NB	0.4%	0.86
SB	0.2%	0.91
TOTAL	0.5%	0.96

Two-Hour Count Summaries

Interval Start		Charleston Rd Eastbound				Charleston Rd Westbound				Middlefield Rd Northbound				Middlefield Rd Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		0	14	73	32	0	19	60	20	0	50	156	22	0	25	106	16	593	0
4:15 PM		0	21	66	53	0	29	88	32	0	48	153	33	0	36	112	5	676	0
4:30 PM		0	25	75	50	0	33	61	25	0	41	174	35	1	16	107	10	653	0
4:45 PM		0	20	80	54	0	27	69	30	0	45	194	18	0	24	100	11	672	2,594
5:00 PM		**0**	**42**	**96**	**49**	**0**	**31**	**57**	**30**	**0**	**43**	**195**	**23**	**0**	**33**	**139**	**10**	**748**	2,749
5:15 PM		**0**	**41**	**113**	**57**	**1**	**34**	**62**	**27**	**0**	**54**	**192**	**28**	**0**	**39**	**142**	**9**	**799**	2,872
5:30 PM		**0**	**45**	**75**	**72**	**0**	**34**	**59**	**29**	**0**	**36**	**253**	**15**	**0**	**22**	**184**	**7**	**831**	3,050
5:45 PM		**0**	**33**	**92**	**93**	**0**	**44**	**76**	**28**	**0**	**33**	**157**	**22**	**1**	**41**	**166**	**14**	**800**	**3,178**
Count Total		0	241	670	460	1	251	532	221	0	350	1,474	196	2	236	1,056	82	5,772	0
Peak Hour	**All**	**0**	**161**	**376**	**271**	**1**	**143**	**254**	**114**	**0**	**166**	**797**	**88**	**1**	**135**	**631**	**40**	**3,178**	**0**
	HV	**0**	**0**	**3**	**0**	**0**	**0**	**6**	**0**	**0**	**0**	**3**	**1**	**0**	**0**	**2**	**0**	**15**	**0**
	HV%	**-**	**0%**	**1%**	**0%**	**0%**	**0%**	**2%**	**0%**	**-**	**0%**	**0%**	**1%**	**0%**	**0%**	**0%**	**0%**	**0%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	2	1	1	3	*7*	5	0	0	0	*5*	8	6	4	3	*21*
4:15 PM	2	2	2	0	*6*	1	0	5	2	*8*	5	6	4	5	*20*
4:30 PM	2	3	2	2	*9*	2	3	2	0	*7*	7	5	6	11	*29*
4:45 PM	0	0	1	1	*2*	0	2	3	2	*7*	7	5	4	4	*20*
5:00 PM	**2**	**2**	**1**	**0**	***5***	**7**	**4**	**1**	**2**	***14***	**6**	**6**	**10**	**5**	*27*
5:15 PM	**0**	**2**	**2**	**1**	***5***	**7**	**3**	**3**	**1**	***14***	**9**	**3**	**3**	**2**	*17*
5:30 PM	**0**	**0**	**0**	**1**	***1***	**4**	**3**	**1**	**4**	***12***	**7**	**1**	**4**	**6**	*18*
5:45 PM	**1**	**2**	**1**	**0**	***4***	**5**	**1**	**2**	**0**	***8***	**4**	**1**	**4**	**0**	***9***
Count Total	9	12	10	8	*39*	31	16	17	11	*75*	53	33	39	36	*161*
Peak Hour	**3**	**6**	**4**	**2**	***15***	**23**	**11**	**7**	**7**	***48***	**26**	**11**	**21**	**13**	***71***

Two-Hour Count Summaries - Heavy Vehicles

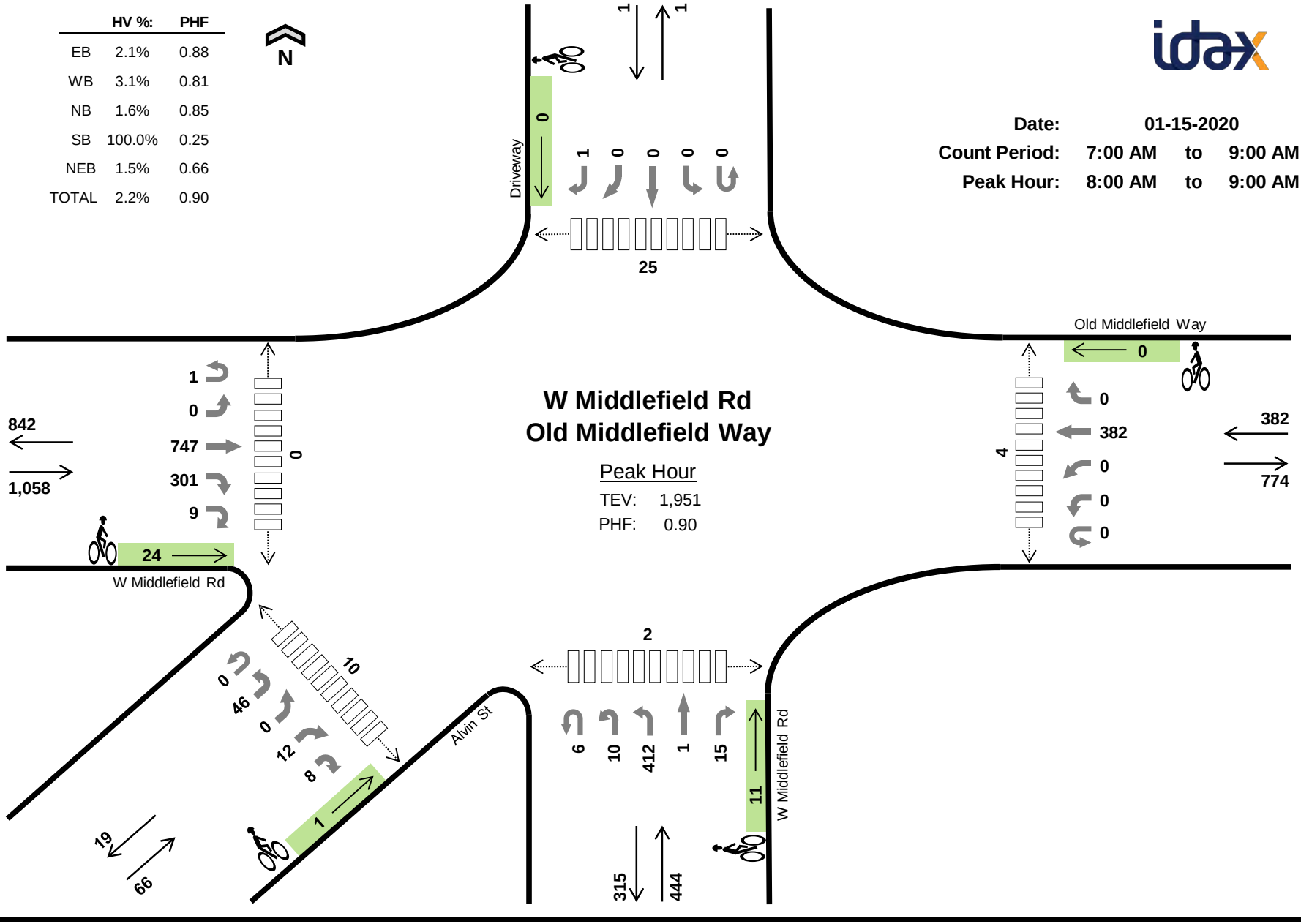
Interval Start	Charleston Rd				Charleston Rd				Middlefield Rd				Middlefield Rd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	2	0	0	0	1	0	0	0	0	1	0	0	3	0	7	0
4:15 PM	0	0	2	0	0	0	2	0	0	1	1	0	0	0	0	0	6	0
4:30 PM	0	0	1	1	0	0	3	0	0	0	2	0	0	0	2	0	9	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	24
5:00 PM	**0**	**0**	**2**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**5**	22
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**1**	**0**	**5**	21
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	13
5:45 PM	**0**	**0**	**1**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**4**	**15**
Count Total	0	0	8	1	0	0	12	0	0	1	7	2	0	0	8	0	39	0
Peak Hour	**0**	**0**	**3**	**0**	**0**	**0**	**6**	**0**	**0**	**0**	**3**	**1**	**0**	**0**	**2**	**0**	**15**	**0**

Two-Hour Count Summaries - Bikes

Interval Start	Charleston Rd			Charleston Rd			Middlefield Rd			Middlefield Rd			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	4	1	0	0	0	0	0	0	0	0	0	5	0
4:15 PM	0	0	1	0	0	0	0	3	2	0	1	1	8	0
4:30 PM	0	1	1	0	1	2	1	1	0	0	0	0	7	0
4:45 PM	0	0	0	0	2	0	0	3	0	1	1	0	7	27
5:00 PM	**0**	**7**	**0**	**0**	**4**	**0**	**1**	**0**	**0**	**1**	**1**	**0**	**14**	36
5:15 PM	**0**	**7**	**0**	**0**	**1**	**2**	**0**	**3**	**0**	**1**	**0**	**0**	**14**	42
5:30 PM	**0**	**4**	**0**	**1**	**2**	**0**	**0**	**1**	**0**	**0**	**4**	**0**	**12**	47
5:45 PM	**0**	**5**	**0**	**0**	**0**	**1**	**0**	**2**	**0**	**0**	**0**	**0**	**8**	**48**
Count Total	0	28	3	1	10	5	2	13	2	3	7	1	75	0
Peak Hour	**0**	**23**	**0**	**1**	**7**	**3**	**1**	**6**	**0**	**2**	**5**	**0**	**48**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

	HV %:	PHF
EB	2.1%	0.88
WB	3.1%	0.81
NB	1.6%	0.85
SB	100.0%	0.25
NEB	1.5%	0.66
TOTAL	2.2%	0.90



Project Manager: (415) 310-6469

project.manager.ca@idaxdata.com

Two-Hour Count Summaries

Interval Start		W Middlefield Rd Eastbound					Old Middlefield Way Westbound					W Middlefield Rd Northbound					Driveway Southbound					Alvin St Northeastbound					15-min Total	Rolling One Hour
		UT	LT	TH	RT	HR	UT	LT	BL	TH	RT	UT	HL	LT	TH	RT	UT	LT	TH	BR	RT	UT	HL	BL	BR	HR		
7:00 AM		0	0	73	4	1	0	0	0	94	0	0	0	37	0	0	0	0	0	0	0	0	1	0	0	0	210	0
7:15 AM		0	0	70	11	2	0	0	0	123	0	1	1	52	0	1	0	0	0	0	0	0	6	0	2	1	270	0
7:30 AM		0	0	89	17	1	0	0	0	119	0	2	2	80	0	6	0	0	0	0	0	0	7	0	1	1	325	0
7:45 AM		0	0	98	23	3	0	0	0	132	0	1	1	89	0	2	0	0	0	0	0	0	12	0	1	0	362	1,167
8:00 AM		**0**	**0**	**153**	**46**	**1**	**0**	**0**	**0**	**118**	**0**	**0**	**1**	**96**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**0**	**1**	**422**	1,379
8:15 AM		**0**	**0**	**184**	**85**	**1**	**0**	**0**	**0**	**102**	**0**	**3**	**1**	**86**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**14**	**0**	**2**	**3**	**485**	1,594
8:30 AM		**0**	**0**	**213**	**86**	**3**	**0**	**0**	**0**	**81**	**0**	**1**	**3**	**121**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**19**	**0**	**4**	**2**	**539**	1,808
8:45 AM		**1**	**0**	**197**	**84**	**4**	**0**	**0**	**0**	**81**	**0**	**2**	**5**	**109**	**1**	**4**	**0**	**0**	**0**	**0**	**1**	**0**	**8**	**0**	**6**	**2**	**505**	**1,951**
Count Total		1	0	1,077	356	16	0	0	0	850	0	10	14	670	1	24	0	0	0	0	1	0	72	0	16	10	3,118	0
Peak Hour	**All**	**1**	**0**	**747**	**301**	**9**	**0**	**0**	**0**	**382**	**0**	**6**	**10**	**412**	**1**	**15**	**0**	**0**	**0**	**0**	**1**	**0**	**46**	**0**	**12**	**8**	**1,951**	**0**
	HV	**0**	**0**	**20**	**2**	**0**	**0**	**0**	**0**	**12**	**0**	**0**	**1**	**4**	**1**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**43**	**0**
	HV%	**0%**	**-**	**3%**	**1%**	**0%**	**-**	**-**	**-**	**3%**	**-**	**0%**	**10%**	**1%**	**100%**	**7%**	**-**	**-**	**-**	**-**	**100%**	**-**	**0%**	**-**	**0%**	**13%**	**2%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

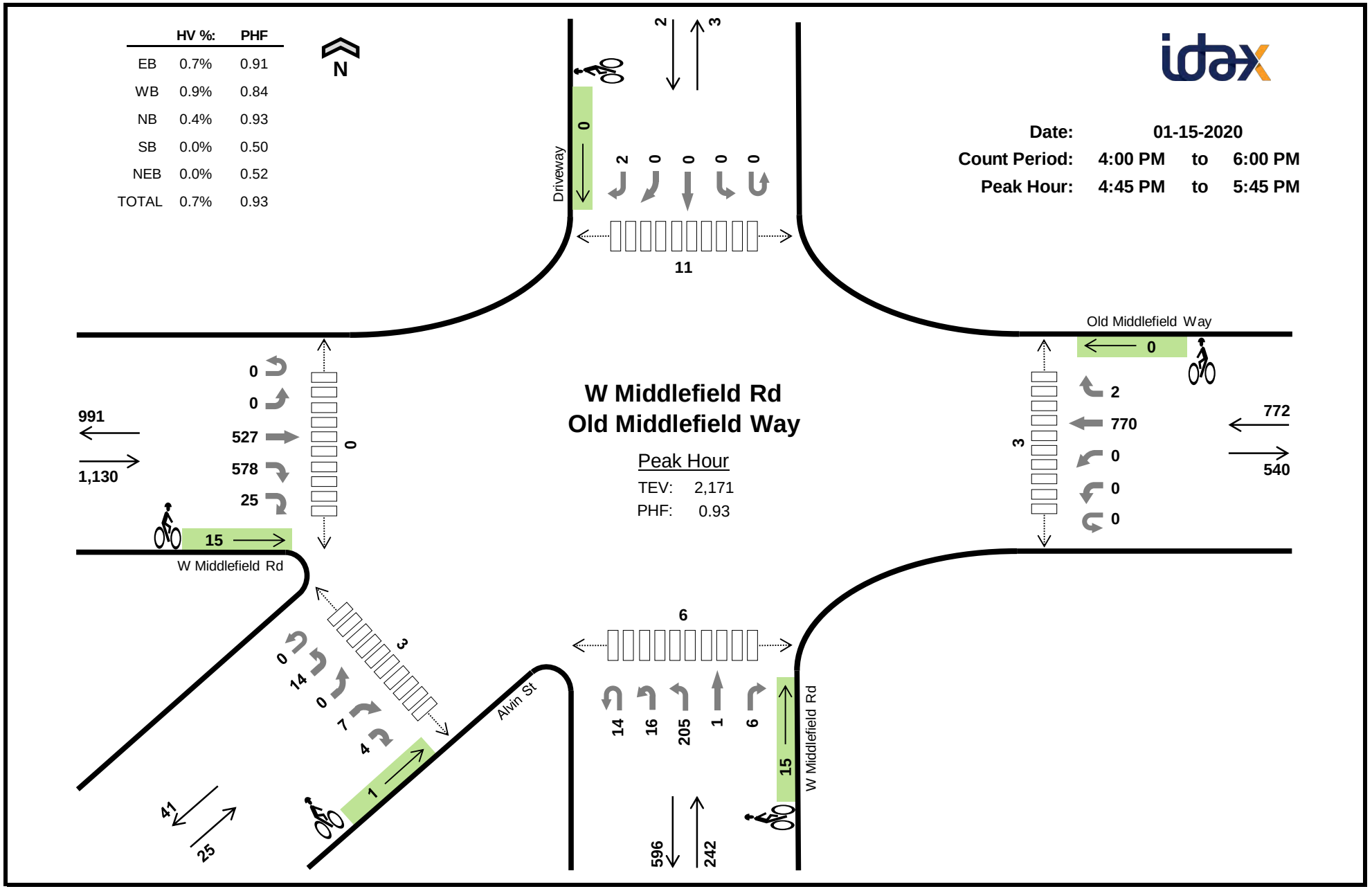
Interval Start	Heavy Vehicle Totals						Bicycles						Pedestrians (Crossing Leg)					
	EB	WB	NB	SB	NEB	Total	EB	WB	NB	SB	NEB	Total	East	West	North	South	Southwest	Total
7:00 AM	10	6	1	0	0	*17*	2	0	2	0	1	*5*	0	0	0	2	3	*5*
7:15 AM	7	10	3	0	0	*20*	2	0	0	0	0	*2*	0	0	1	1	2	*4*
7:30 AM	8	11	0	0	1	*20*	1	0	0	0	1	*2*	2	0	1	0	1	*4*
7:45 AM	1	3	4	0	0	*8*	1	1	4	0	0	*6*	0	1	24	0	3	*28*
8:00 AM	**3**	**6**	**1**	**0**	**1**	***11***	**6**	**0**	**1**	**0**	**0**	***7***	**0**	**0**	**2**	**0**	**2**	***4***
8:15 AM	**4**	**0**	**2**	**0**	**0**	***6***	**8**	**0**	**0**	**0**	**0**	***8***	**3**	**0**	**2**	**1**	**4**	***10***
8:30 AM	**4**	**1**	**1**	**0**	**0**	***6***	**4**	**0**	**3**	**0**	**0**	***7***	**1**	**0**	**2**	**0**	**3**	***6***
8:45 AM	**11**	**5**	**3**	**1**	**0**	***20***	**6**	**0**	**7**	**0**	**1**	***14***	**0**	**0**	**19**	**1**	**1**	***21***
Count Total	48	42	15	1	2	*108*	30	1	17	0	3	*51*	6	1	51	5	19	*82*
Peak Hr	**22**	**12**	**7**	**1**	**1**	***43***	**24**	**0**	**11**	**0**	**1**	***36***	**4**	**0**	**25**	**2**	**10**	*41*

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	W Middlefield Rd					Old Middlefield Way					W Middlefield Rd					Driveway					Alvin St					15-min Total	Rolling One Hour
	Eastbound					Westbound					Northbound					Southbound					Northeastbound						
	UT	LT	TH	RT	HR	UT	LT	BL	TH	RT	UT	HL	LT	TH	RT	UT	LT	TH	BR	RT	UT	HL	BL	BR	HR		
7:00 AM	0	0	10	0	0	0	0	0	6	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	17	0
7:15 AM	0	0	7	0	0	0	0	0	10	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	20	0
7:30 AM	0	0	8	0	0	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	20	0
7:45 AM	0	0	0	1	0	0	0	0	3	0	0	0	3	0	1	0	0	0	0	0	0	0	0	0	0	8	65
8:00 AM	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**6**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**11**	59
8:15 AM	**0**	**0**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	45
8:30 AM	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	31
8:45 AM	**0**	**0**	**11**	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**0**	**1**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**20**	**43**
Count Total	0	0	45	3	0	0	0	0	42	0	0	1	11	1	2	0	0	0	0	1	0	0	0	0	2	108	0
Peak Hour	**0**	**0**	**20**	**2**	**0**	**0**	**0**	**0**	**12**	**0**	**0**	**1**	**4**	**1**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	43	**0**

Two-Hour Count Summaries - Bikes

Interval Start	W Middlefield Rd					Old Middlefield Way					W Middlefield Rd					Driveway					Alvin St					15-min Total	Rolling One Hour
	Eastbound					Westbound					Northbound					Southbound					Northeastbound						
	UT	LT	TH	RT	HR	UT	LT	BL	TH	RT	UT	HL	LT	TH	RT	UT	LT	TH	BR	RT	UT	HL	BL	BR	HR		
7:00 AM	0	0	0	2	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	5	0
7:15 AM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
7:30 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0
7:45 AM	0	0	0	1	0	0	0	0	1	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	6	15
8:00 AM	**0**	**0**	**1**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	17
8:15 AM	**0**	**0**	**0**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	23
8:30 AM	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	28
8:45 AM	**0**	**0**	**1**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**14**	**36**
Count Total	0	0	2	27	1	0	0	0	1	0	0	0	17	0	0	0	0	0	0	0	0	1	0	0	2	51	0
Peak Hour	**0**	**0**	**2**	**21**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	36	**0**


HV %: PHF
EB 0.7% 0.91
WB 0.9% 0.84
NB 0.4% 0.93
SB 0.0% 0.50
NEB 0.0% 0.52
TOTAL 0.7% 0.93
N
Date: 01-15-2020
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:45 PM to 5:45 PM
W Middlefield Rd
Old Middlefield Way
Peak Hour
TEV: 2,171
PHF: 0.93
Driveway
Old Middlefield Way
W Middlefield Rd
Alvin St
W Middlefield Rd
991
1,130
772
540
596
242
41
25

Two-Hour Count Summaries

Interval Start	W Middlefield Rd Eastbound					Old Middlefield Way Westbound					W Middlefield Rd Northbound					Driveway Southbound					Alvin St Northeastbound					15-min Total	Rolling One Hour
	UT	LT	TH	RT	HR	UT	LT	BL	TH	RT	UT	HL	LT	TH	RT	UT	LT	TH	BR	RT	UT	HL	BL	BR	HR		
4:00 PM	0	0	142	86	1	0	0	0	130	0	4	1	25	0	4	0	0	0	0	0	0	1	0	2	1	397	0
4:15 PM	0	0	141	120	2	0	0	0	140	0	3	7	35	0	3	0	0	0	0	0	0	1	0	0	0	452	0
4:30 PM	0	0	137	102	3	0	0	0	164	0	1	0	42	0	1	0	0	0	0	0	0	5	0	0	0	455	0
4:45 PM	**0**	**0**	**143**	**163**	**3**	**0**	**0**	**0**	**137**	**1**	**4**	**3**	**50**	**0**	**2**	**0**	**0**	**0**	**0**	**1**	**0**	**7**	**0**	**3**	**2**	**519**	1,823
5:00 PM	**0**	**0**	**156**	**135**	**6**	**0**	**0**	**0**	**229**	**0**	**2**	**5**	**43**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**2**	**1**	**585**	2,011
5:15 PM	**0**	**0**	**103**	**136**	**8**	**0**	**0**	**0**	**200**	**1**	**5**	**1**	**58**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**1**	**516**	2,075
5:30 PM	**0**	**0**	**125**	**144**	**8**	**0**	**0**	**0**	**204**	**0**	**3**	**7**	**54**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**2**	**0**	**2**	**0**	**551**	**2,171**
5:45 PM	0	0	143	126	5	0	0	0	171	0	2	9	50	0	1	0	0	0	0	0	0	2	0	2	1	512	2,164
Count Total	0	0	1,090	1,012	36	0	0	0	1,375	2	24	33	357	1	15	0	0	0	0	2	0	23	0	11	6	3,987	0
Peak Hour All	**0**	**0**	**527**	**578**	**25**	**0**	**0**	**0**	**770**	**2**	**14**	**16**	**205**	**1**	**6**	**0**	**0**	**0**	**0**	**2**	**0**	**14**	**0**	**7**	**4**	**2,171**	**0**
Peak Hour HV	**0**	**0**	**6**	**2**	**0**	**0**	**0**	**0**	**6**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**16**	**0**
Peak Hour HV%	**-**	**-**	**1%**	**0%**	**0%**	**-**	**-**	**-**	**1%**	**50%**	**0%**	**0%**	**0%**	**0%**	**0%**	**-**	**-**	**-**	**-**	**0%**	**-**	**0%**	**-**	**0%**	**0%**	**1%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals						Bicycles						Pedestrians (Crossing Leg)					
	EB	WB	NB	SB	NEB	Total	EB	WB	NB	SB	NEB	Total	East	West	North	South	Southwest	Total
4:00 PM	3	2	0	0	0	*5*	1	0	1	0	1	*3*	0	0	1	0	3	*4*
4:15 PM	2	1	1	0	0	*4*	0	0	2	0	1	*3*	0	0	0	0	0	*0*
4:30 PM	2	0	0	0	0	*2*	2	0	0	0	0	*2*	0	0	0	0	1	*1*
4:45 PM	**2**	**2**	**1**	**0**	**0**	***5***	**3**	**0**	**6**	**0**	**0**	***9***	**1**	**0**	**4**	**1**	**0**	***6***
5:00 PM	**1**	**1**	**0**	**0**	**0**	***2***	**2**	**0**	**4**	**0**	**1**	***7***	**1**	**0**	**0**	**1**	**1**	***3***
5:15 PM	**1**	**1**	**0**	**0**	**0**	***2***	**4**	**0**	**3**	**0**	**0**	***7***	**1**	**0**	**3**	**0**	**1**	***5***
5:30 PM	**4**	**3**	**0**	**0**	**0**	***7***	**6**	**0**	**2**	**0**	**0**	***8***	**0**	**0**	**4**	**4**	**1**	***9***
5:45 PM	1	1	1	0	0	*3*	0	0	1	0	0	*1*	2	0	8	2	1	*13*
Count Total	16	11	3	0	0	*30*	18	0	19	0	3	*40*	5	0	20	8	8	*41*
Peak Hr	**8**	**7**	**1**	**0**	**0**	***16***	**15**	**0**	**15**	**0**	**1**	***31***	**3**	**0**	**11**	**6**	**3**	*23*

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	W Middlefield Rd					Old Middlefield Way					W Middlefield Rd					Driveway					Alvin St					15-min Total	Rolling One Hour
	Eastbound					Westbound					Northbound					Southbound					Northeastbound						
	UT	LT	TH	RT	HR	UT	LT	BL	TH	RT	UT	HL	LT	TH	RT	UT	LT	TH	BR	RT	UT	HL	BL	BR	HR		
4:00 PM	0	0	3	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0
4:15 PM	0	0	1	1	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
4:30 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
4:45 PM	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	16
5:00 PM	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	13
5:15 PM	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	11
5:30 PM	**0**	**0**	**3**	**1**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**16**
5:45 PM	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3	14
Count Total	0	0	13	3	0	0	0	0	10	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	30	0
Peak Hour	**0**	**0**	**6**	**2**	**0**	**0**	**0**	**0**	**6**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	16	**0**

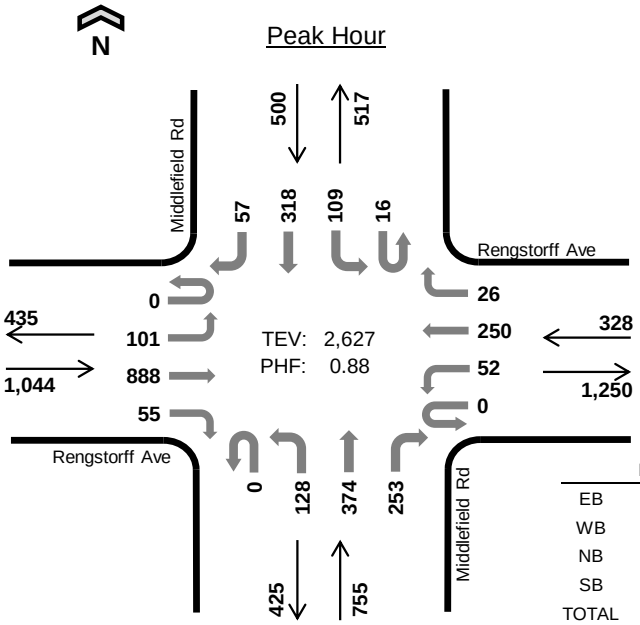
Two-Hour Count Summaries - Bikes

Interval Start	W Middlefield Rd					Old Middlefield Way					W Middlefield Rd					Driveway					Alvin St					15-min Total	Rolling One Hour
	Eastbound					Westbound					Northbound					Southbound					Northeastbound						
	UT	LT	TH	RT	HR	UT	LT	BL	TH	RT	UT	HL	LT	TH	RT	UT	LT	TH	BR	RT	UT	HL	BL	BR	HR		
4:00 PM	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	3	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	3	0
4:30 PM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
4:45 PM	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**9**	17
5:00 PM	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**7**	21
5:15 PM	**0**	**0**	**1**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	25
5:30 PM	**0**	**0**	**2**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**31**
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	23
Count Total	0	0	4	12	2	0	0	0	0	0	0	0	19	0	0	0	0	0	0	0	0	0	0	1	2	40	0
Peak Hour	**0**	**0**	**4**	**9**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**15**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	31	**0**

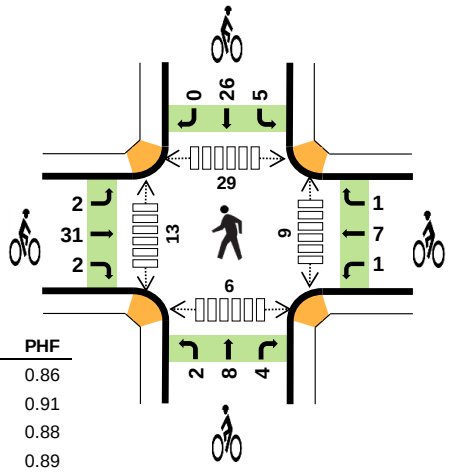
Middlefield Rd
Rengstorff Ave

Date: 01-15-2020
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM

Peak Hour



	HV %:	PHF
EB	1.9%	0.86
WB	4.6%	0.91
NB	2.1%	0.88
SB	1.8%	0.89
TOTAL	2.3%	0.88



Two-Hour Count Summaries

Interval Start		Rengstorff Ave Eastbound				Rengstorff Ave Westbound				Middlefield Rd Northbound				Middlefield Rd Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	9	102	3	0	5	54	0	0	17	29	18	2	14	13	2	268	0
7:15 AM		0	12	95	9	0	5	63	2	0	21	35	22	11	22	10	3	310	0
7:30 AM		0	15	131	15	0	7	67	4	1	41	75	20	7	27	34	7	451	0
7:45 AM		0	11	188	11	0	12	67	2	1	53	74	31	1	34	34	5	524	1,553
8:00 AM		**0**	**22**	**163**	**14**	**0**	**9**	**66**	**1**	**0**	**40**	**92**	**40**	**1**	**27**	**52**	**13**	**540**	1,825
8:15 AM		**0**	**24**	**207**	**17**	**0**	**15**	**61**	**9**	**0**	**34**	**79**	**55**	**2**	**23**	**83**	**17**	**626**	2,141
8:30 AM		**0**	**28**	**265**	**10**	**0**	**14**	**68**	**8**	**0**	**31**	**107**	**77**	**4**	**27**	**99**	**11**	**749**	2,439
8:45 AM		**0**	**27**	**253**	**14**	**0**	**14**	**55**	**8**	**0**	**23**	**96**	**81**	**9**	**32**	**84**	**16**	**712**	**2,627**
Count Total		0	148	1,404	93	0	81	501	34	2	260	587	344	37	206	409	74	4,180	0
Peak Hour	**All**	**0**	**101**	**888**	**55**	**0**	**52**	**250**	**26**	**0**	**128**	**374**	**253**	**16**	**109**	**318**	**57**	**2,627**	**0**
	HV	**0**	**1**	**16**	**3**	**0**	**1**	**10**	**4**	**0**	**6**	**6**	**4**	**0**	**2**	**3**	**4**	**60**	**0**
	HV%	**-**	**1%**	**2%**	**5%**	**-**	**2%**	**4%**	**15%**	**-**	**5%**	**2%**	**2%**	**0%**	**2%**	**1%**	**7%**	**2%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	5	5	3	1	*14*	0	0	2	0	*2*	1	5	0	5	*11*
7:15 AM	5	6	4	2	*17*	4	2	4	4	*14*	0	4	1	5	*10*
7:30 AM	3	5	0	5	*13*	7	2	1	11	*21*	1	10	4	3	*18*
7:45 AM	3	5	3	2	*13*	6	1	1	2	*10*	6	8	8	2	*24*
8:00 AM	**3**	**2**	**6**	**1**	***12***	**9**	**0**	**4**	**6**	***19***	**6**	**7**	**11**	**2**	*26*
8:15 AM	**3**	**6**	**3**	**4**	***16***	**5**	**5**	**1**	**5**	***16***	**2**	**4**	**10**	**1**	*17*
8:30 AM	**5**	**5**	**3**	**3**	***16***	**7**	**0**	**4**	**11**	***22***	**0**	**1**	**3**	**2**	*6*
8:45 AM	**9**	**2**	**4**	**1**	***16***	**14**	**4**	**5**	**9**	***32***	**1**	**1**	**5**	**1**	***8***
Count Total	36	36	26	19	*117*	52	14	22	48	*136*	17	40	42	21	*120*
Peak Hour	**20**	**15**	**16**	**9**	***60***	**35**	**9**	**14**	**31**	***89***	**9**	**13**	**29**	**6**	***57***

Two-Hour Count Summaries - Heavy Vehicles

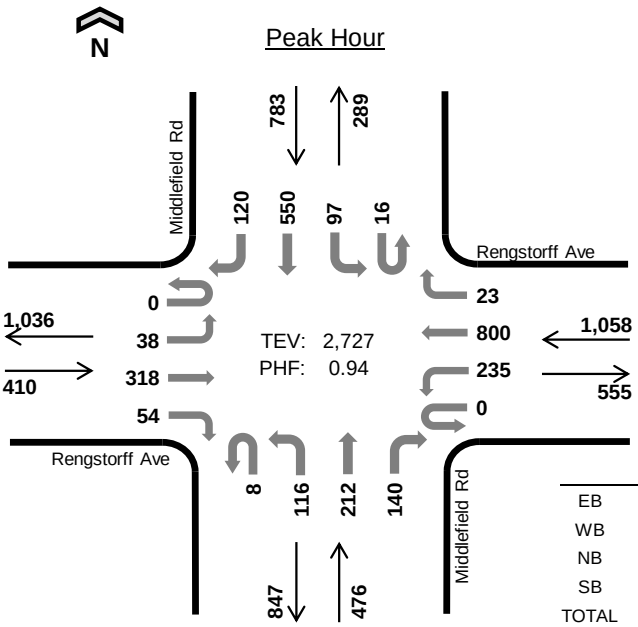
Interval Start	Rengstorff Ave				Rengstorff Ave				Middlefield Rd				Middlefield Rd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	5	0	0	0	5	0	0	1	1	1	0	1	0	0	14	0
7:15 AM	0	1	4	0	0	0	6	0	0	1	2	1	0	2	0	0	17	0
7:30 AM	0	0	3	0	0	0	5	0	0	0	0	0	0	4	0	1	13	0
7:45 AM	0	0	3	0	0	0	5	0	0	1	2	0	0	1	1	0	13	57
8:00 AM	**0**	**0**	**3**	**0**	**0**	**0**	**2**	**0**	**0**	**4**	**2**	**0**	**0**	**0**	**0**	**1**	**12**	55
8:15 AM	**0**	**0**	**3**	**0**	**0**	**0**	**4**	**2**	**0**	**2**	**1**	**0**	**0**	**2**	**1**	**1**	**16**	54
8:30 AM	**0**	**0**	**4**	**1**	**0**	**1**	**3**	**1**	**0**	**0**	**2**	**1**	**0**	**0**	**2**	**1**	**16**	57
8:45 AM	**0**	**1**	**6**	**2**	**0**	**0**	**1**	**1**	**0**	**0**	**1**	**3**	**0**	**0**	**0**	**1**	**16**	**60**
Count Total	0	2	31	3	0	1	31	4	0	9	11	6	0	10	4	5	117	0
Peak Hour	**0**	**1**	**16**	**3**	**0**	**1**	**10**	**4**	**0**	**6**	**6**	**4**	**0**	**2**	**3**	**4**	**60**	**0**

Two-Hour Count Summaries - Bikes

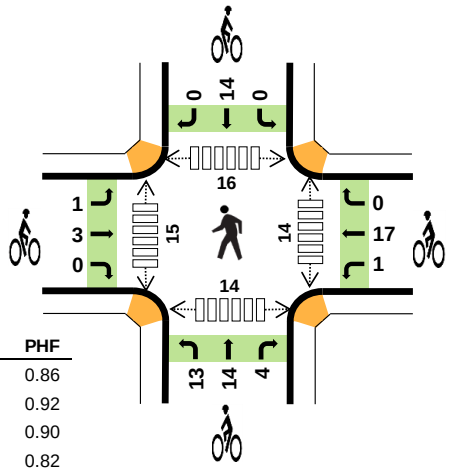
Interval Start	Rengstorff Ave			Rengstorff Ave			Middlefield Rd			Middlefield Rd			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	1	1	0	0	0	2	0
7:15 AM	1	3	0	0	2	0	0	2	2	0	4	0	14	0
7:30 AM	0	6	1	0	2	0	1	0	0	2	9	0	21	0
7:45 AM	0	6	0	0	1	0	0	1	0	0	2	0	10	47
8:00 AM	**1**	**7**	**1**	**0**	**0**	**0**	**0**	**2**	**2**	**0**	**6**	**0**	**19**	64
8:15 AM	**0**	**5**	**0**	**0**	**5**	**0**	**1**	**0**	**0**	**0**	**5**	**0**	**16**	66
8:30 AM	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**3**	**1**	**1**	**10**	**0**	**22**	67
8:45 AM	**1**	**12**	**1**	**1**	**2**	**1**	**1**	**3**	**1**	**4**	**5**	**0**	**32**	**89**
Count Total	3	46	3	1	12	1	3	12	7	7	41	0	136	0
Peak Hour	**2**	**31**	**2**	**1**	**7**	**1**	**2**	**8**	**4**	**5**	**26**	**0**	**89**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Middlefield Rd
Rengstorff Ave



Date: 01-15-2020
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 5:00 PM to 6:00 PM



	HV %:	PHF
EB	1.5%	0.86
WB	1.7%	0.92
NB	1.1%	0.90
SB	0.3%	0.82
TOTAL	1.1%	0.94

Two-Hour Count Summaries

Interval Start		Rengstorff Ave Eastbound				Rengstorff Ave Westbound				Middlefield Rd Northbound				Middlefield Rd Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		0	5	94	16	0	40	133	6	1	22	27	27	2	23	87	25	508	0
4:15 PM		0	6	86	8	0	46	148	5	2	23	30	31	3	21	100	21	530	0
4:30 PM		0	9	105	12	0	58	168	4	2	27	37	25	6	20	93	22	588	0
4:45 PM		0	13	88	19	0	52	131	8	0	26	38	25	8	18	134	30	590	2,216
5:00 PM		**0**	**7**	**95**	**17**	**0**	**55**	**197**	**6**	**0**	**27**	**46**	**38**	**2**	**25**	**134**	**35**	**684**	2,392
5:15 PM		**0**	**13**	**68**	**13**	**0**	**59**	**182**	**4**	**3**	**27**	**46**	**37**	**4**	**30**	**126**	**32**	**644**	2,506
5:30 PM		**0**	**8**	**75**	**12**	**0**	**64**	**200**	**4**	**4**	**30**	**65**	**21**	**8**	**20**	**183**	**28**	**722**	2,640
5:45 PM		**0**	**10**	**80**	**12**	**0**	**57**	**221**	**9**	**1**	**32**	**55**	**44**	**2**	**22**	**107**	**25**	**677**	**2,727**
Count Total		0	71	691	109	0	431	1,380	46	13	214	344	248	35	179	964	218	4,943	0
Peak Hour	**All**	**0**	**38**	**318**	**54**	**0**	**235**	**800**	**23**	**8**	**116**	**212**	**140**	**16**	**97**	**550**	**120**	**2,727**	**0**
	HV	**0**	**0**	**5**	**1**	**0**	**3**	**15**	**0**	**0**	**2**	**3**	**0**	**0**	**0**	**1**	**1**	**31**	**0**
	HV%	**-**	**0%**	**2%**	**2%**	**-**	**1%**	**2%**	**0%**	**0%**	**2%**	**1%**	**0%**	**0%**	**0%**	**0%**	**1%**	**1%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	3	4	0	0	*7*	1	3	2	1	*7*	6	2	2	4	*14*
4:15 PM	3	7	2	0	*12*	1	4	2	1	*8*	0	8	5	6	*19*
4:30 PM	2	5	1	0	*8*	0	5	2	4	*11*	1	9	5	5	*20*
4:45 PM	4	3	1	2	*10*	3	6	11	3	*23*	4	0	5	5	*14*
5:00 PM	**3**	**5**	**2**	**1**	***11***	**0**	**4**	**11**	**3**	***18***	**3**	**6**	**4**	**5**	*18*
5:15 PM	**1**	**3**	**1**	**0**	***5***	**1**	**6**	**11**	**3**	***21***	**4**	**1**	**1**	**1**	*7*
5:30 PM	**0**	**4**	**0**	**1**	***5***	**1**	**4**	**6**	**3**	***14***	**2**	**4**	**6**	**4**	*16*
5:45 PM	**2**	**6**	**2**	**0**	***10***	**2**	**4**	**3**	**5**	***14***	**5**	**4**	**5**	**4**	***18***
Count Total	18	37	9	4	*68*	9	36	48	23	*116*	25	34	33	34	*126*
Peak Hour	**6**	**18**	**5**	**2**	***31***	**4**	**18**	**31**	**14**	***67***	**14**	**15**	**16**	**14**	***59***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Rengstorff Ave				Rengstorff Ave				Middlefield Rd				Middlefield Rd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	3	0	0	3	1	0	0	0	0	0	0	0	0	7	0
4:15 PM	0	0	3	0	0	1	6	0	0	1	1	0	0	0	0	0	12	0
4:30 PM	0	0	1	1	0	1	4	0	0	1	0	0	0	0	0	0	8	0
4:45 PM	0	1	3	0	0	0	3	0	0	1	0	0	0	0	2	0	10	37
5:00 PM	**0**	**0**	**2**	**1**	**0**	**1**	**4**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**1**	**11**	41
5:15 PM	**0**	**0**	**1**	**0**	**0**	**0**	**3**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	34
5:30 PM	**0**	**0**	**0**	**0**	**0**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**5**	31
5:45 PM	**0**	**0**	**2**	**0**	**0**	**0**	**6**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**10**	**31**
Count Total	0	1	12	5	0	5	31	1	0	5	4	0	0	0	3	1	68	0
Peak Hour	**0**	**0**	**5**	**1**	**0**	**3**	**15**	**0**	**0**	**2**	**3**	**0**	**0**	**0**	**1**	**1**	**31**	**0**

Two-Hour Count Summaries - Bikes

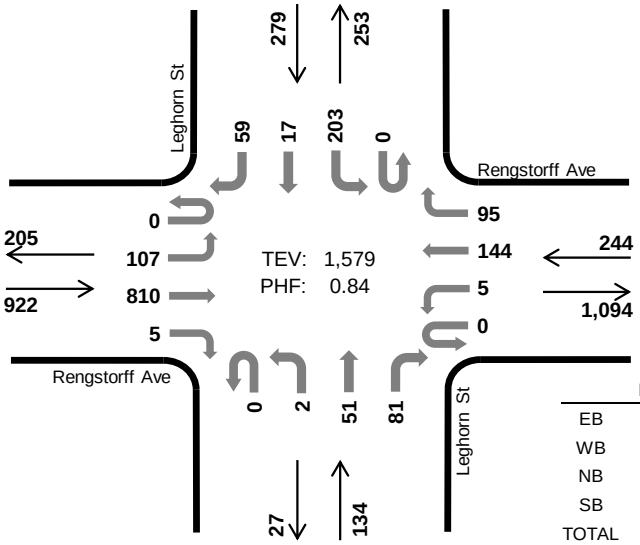
Interval Start	Rengstorff Ave			Rengstorff Ave			Middlefield Rd			Middlefield Rd			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	1	0	1	2	0	0	1	1	1	0	0	7	0
4:15 PM	1	0	0	0	4	0	2	0	0	0	1	0	8	0
4:30 PM	0	0	0	0	5	0	1	1	0	0	4	0	11	0
4:45 PM	0	1	2	0	6	0	5	6	0	0	3	0	23	49
5:00 PM	**0**	**0**	**0**	**1**	**3**	**0**	**4**	**5**	**2**	**0**	**3**	**0**	**18**	60
5:15 PM	**1**	**0**	**0**	**0**	**6**	**0**	**6**	**3**	**2**	**0**	**3**	**0**	**21**	73
5:30 PM	**0**	**1**	**0**	**0**	**4**	**0**	**2**	**4**	**0**	**0**	**3**	**0**	**14**	76
5:45 PM	**0**	**2**	**0**	**0**	**4**	**0**	**1**	**2**	**0**	**0**	**5**	**0**	**14**	**67**
Count Total	2	5	2	2	34	0	21	22	5	1	22	0	116	0
Peak Hour	**1**	**3**	**0**	**1**	**17**	**0**	**13**	**14**	**4**	**0**	**14**	**0**	**67**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

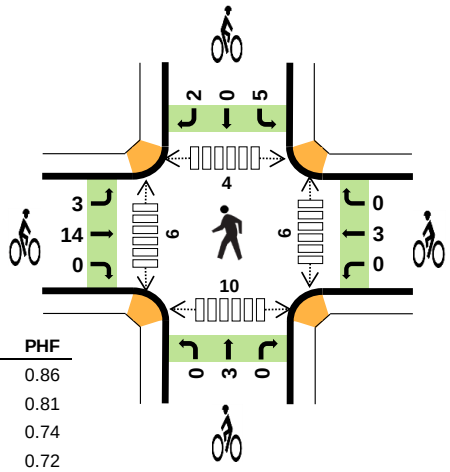
Leghorn St
Rengstorff Ave

Peak Hour

Date: 01-15-2020
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM



	HV %:	PHF
EB	1.4%	0.86
WB	6.1%	0.81
NB	1.5%	0.74
SB	4.3%	0.72
TOTAL	2.7%	0.84



Two-Hour Count Summaries

Interval Start		Rengstorff Ave Eastbound				Rengstorff Ave Westbound				Leghorn St Northbound				Leghorn St Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	20	90	2	0	5	44	45	0	0	2	7	0	16	0	9	240	0
7:15 AM		0	19	82	0	0	1	53	35	0	0	6	3	0	24	1	9	233	0
7:30 AM		0	18	133	0	0	5	53	16	0	5	9	14	0	17	0	10	280	0
7:45 AM		0	22	136	2	0	4	44	29	0	2	15	11	0	26	3	15	309	1,062
8:00 AM		**0**	**19**	**183**	**1**	**0**	**2**	**45**	**28**	**0**	**0**	**9**	**14**	**0**	**26**	**2**	**11**	**340**	1,162
8:15 AM		**0**	**29**	**193**	**1**	**0**	**2**	**32**	**17**	**0**	**1**	**17**	**20**	**0**	**46**	**7**	**14**	**379**	1,308
8:30 AM		**0**	**28**	**198**	**2**	**0**	**0**	**32**	**24**	**0**	**1**	**13**	**14**	**0**	**59**	**2**	**15**	**388**	1,416
8:45 AM		**0**	**31**	**236**	**1**	**0**	**1**	**35**	**26**	**0**	**0**	**12**	**33**	**0**	**72**	**6**	**19**	**472**	**1,579**
Count Total		0	186	1,251	9	0	20	338	220	0	9	83	116	0	286	21	102	2,641	0
Peak Hour	**All**	**0**	**107**	**810**	**5**	**0**	**5**	**144**	**95**	**0**	**2**	**51**	**81**	**0**	**203**	**17**	**59**	**1,579**	**0**
	HV	**0**	**1**	**12**	**0**	**0**	**0**	**4**	**11**	**0**	**0**	**1**	**1**	**0**	**9**	**0**	**3**	**42**	**0**
	HV%	**-**	**1%**	**1%**	**0%**	**-**	**0%**	**3%**	**12%**	**-**	**0%**	**2%**	**1%**	**-**	**4%**	**0%**	**5%**	**3%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	5	10	1	3	*19*	1	0	0	0	*1*	0	0	0	0	*0*
7:15 AM	2	9	0	2	*13*	3	1	2	0	*6*	0	0	0	1	*1*
7:30 AM	7	4	0	3	*14*	1	2	0	0	*3*	0	2	0	0	*2*
7:45 AM	4	8	1	6	*19*	2	1	0	0	*3*	0	0	1	0	*1*
8:00 AM	**2**	**4**	**1**	**2**	***9***	**6**	**1**	**0**	**1**	***8***	**2**	**0**	**0**	**2**	*4*
8:15 AM	**2**	**7**	**0**	**8**	***17***	**4**	**1**	**2**	**1**	***8***	**1**	**2**	**0**	**2**	*5*
8:30 AM	**4**	**2**	**1**	**0**	***7***	**2**	**0**	**0**	**3**	***5***	**1**	**1**	**2**	**1**	*5*
8:45 AM	**5**	**2**	**0**	**2**	***9***	**5**	**1**	**1**	**2**	***9***	**2**	**3**	**2**	**5**	***12***
Count Total	31	46	4	26	*107*	24	7	5	7	*43*	6	8	5	11	*30*
Peak Hour	**13**	**15**	**2**	**12**	***42***	**17**	**3**	**3**	**7**	***30***	**6**	**6**	**4**	**10**	***26***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Rengstorff Ave				Rengstorff Ave				Leghorn St				Leghorn St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	1	4	0	0	0	6	4	0	0	0	1	0	2	0	1	19	0
7:15 AM	0	0	2	0	0	0	5	4	0	0	0	0	0	2	0	0	13	0
7:30 AM	0	0	7	0	0	0	2	2	0	0	0	0	0	2	0	1	14	0
7:45 AM	0	1	2	1	0	0	4	4	0	0	0	1	0	3	0	3	19	65
8:00 AM	**0**	**0**	**2**	**0**	**0**	**0**	**1**	**3**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**1**	**9**	55
8:15 AM	**0**	**0**	**2**	**0**	**0**	**0**	**2**	**5**	**0**	**0**	**0**	**0**	**0**	**6**	**0**	**2**	**17**	59
8:30 AM	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**7**	52
8:45 AM	**0**	**1**	**4**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**9**	**42**
Count Total	0	3	27	1	0	0	21	25	0	0	1	3	0	18	0	8	107	0
Peak Hour	**0**	**1**	**12**	**0**	**0**	**0**	**4**	**11**	**0**	**0**	**1**	**1**	**0**	**9**	**0**	**3**	**42**	**0**

Two-Hour Count Summaries - Bikes

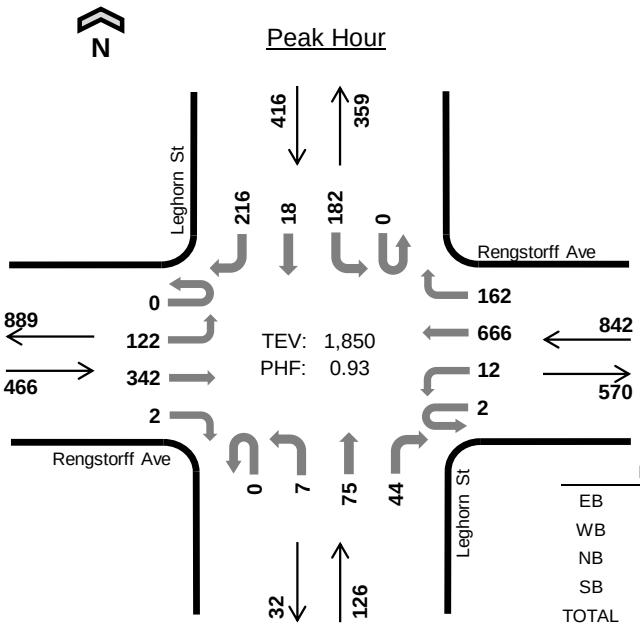
Interval Start	Rengstorff Ave			Rengstorff Ave			Leghorn St			Leghorn St			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	0
7:15 AM	1	2	0	0	1	0	0	1	1	0	0	0	6	0
7:30 AM	0	1	0	0	2	0	0	0	0	0	0	0	3	0
7:45 AM	1	1	0	0	1	0	0	0	0	0	0	0	3	13
8:00 AM	**1**	**5**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**8**	20
8:15 AM	**1**	**3**	**0**	**0**	**1**	**0**	**0**	**2**	**0**	**0**	**0**	**1**	**8**	22
8:30 AM	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**5**	24
8:45 AM	**1**	**4**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**1**	**0**	**1**	**9**	**30**
Count Total	5	19	0	0	7	0	0	4	1	5	0	2	43	0
Peak Hour	**3**	**14**	**0**	**0**	**3**	**0**	**0**	**3**	**0**	**5**	**0**	**2**	**30**	**0**

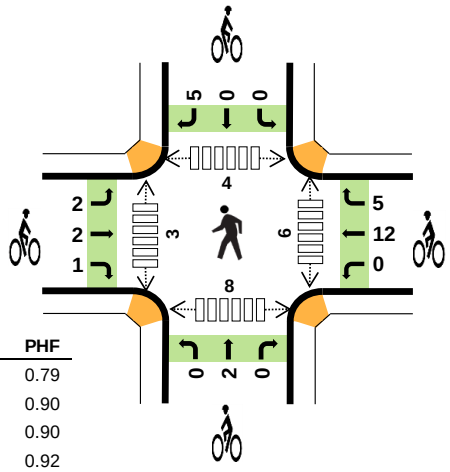
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Leghorn St
Rengstorff Ave

Peak Hour

Date: 01-15-2020
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 5:00 PM to 6:00 PM





	HV %:	PHF
EB	1.1%	0.79
WB	2.0%	0.90
NB	0.0%	0.90
SB	0.7%	0.92
TOTAL	1.4%	0.93

Two-Hour Count Summaries

Interval Start	Rengstorff Ave Eastbound				Rengstorff Ave Westbound				Leghorn St Northbound				Leghorn St Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	44	100	2	0	3	95	24	0	0	9	10	0	36	6	55	384	0
4:15 PM	0	34	89	1	0	3	121	30	0	0	10	10	0	42	8	46	394	0
4:30 PM	0	35	97	1	0	5	108	35	0	0	6	12	0	33	5	46	383	0
4:45 PM	0	33	87	0	0	3	120	28	0	0	12	10	0	46	5	38	382	1,543
5:00 PM	**0**	**38**	**108**	**1**	**2**	**3**	**172**	**30**	**0**	**1**	**11**	**16**	**0**	**47**	**6**	**60**	**495**	1,654
5:15 PM	**0**	**27**	**93**	**1**	**0**	**6**	**155**	**50**	**0**	**2**	**21**	**12**	**0**	**56**	**1**	**52**	**476**	1,736
5:30 PM	**0**	**28**	**62**	**0**	**0**	**2**	**191**	**41**	**0**	**2**	**16**	**10**	**0**	**40**	**5**	**52**	**449**	1,802
5:45 PM	**0**	**29**	**79**	**0**	**0**	**1**	**148**	**41**	**0**	**2**	**27**	**6**	**0**	**39**	**6**	**52**	**430**	**1,850**
Count Total	0	268	715	6	2	26	1,110	279	0	7	112	86	0	339	42	401	3,393	0
Peak Hour All	**0**	**122**	**342**	**2**	**2**	**12**	**666**	**162**	**0**	**7**	**75**	**44**	**0**	**182**	**18**	**216**	**1,850**	**0**
Peak Hour HV	**0**	**0**	**5**	**0**	**0**	**0**	**14**	**3**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**25**	**0**
Peak Hour HV%	**-**	**0%**	**1%**	**0%**	**0%**	**0%**	**2%**	**2%**	**-**	**0%**	**0%**	**0%**	**-**	**2%**	**0%**	**0%**	**1%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	3	1	0	0	*4*	3	2	0	0	*5*	4	3	1	4	*12*
4:15 PM	3	5	0	1	*9*	0	0	0	0	*0*	2	1	8	0	*11*
4:30 PM	2	7	0	1	*10*	0	1	2	1	*4*	0	5	4	2	*11*
4:45 PM	2	3	0	0	*5*	1	4	0	1	*6*	0	5	5	0	*10*
5:00 PM	**2**	**4**	**0**	**0**	***6***	**3**	**4**	**0**	**1**	***8***	**0**	**0**	**1**	**1**	*2*
5:15 PM	**2**	**3**	**0**	**1**	***6***	**0**	**4**	**1**	**3**	***8***	**4**	**0**	**1**	**5**	*10*
5:30 PM	**0**	**3**	**0**	**1**	***4***	**2**	**3**	**0**	**0**	***5***	**2**	**1**	**1**	**2**	*6*
5:45 PM	**1**	**7**	**0**	**1**	***9***	**0**	**6**	**1**	**1**	***8***	**0**	**2**	**1**	**0**	***3***
Count Total	15	33	0	5	*53*	9	24	4	7	*44*	12	17	22	14	*65*
Peak Hour	**5**	**17**	**0**	**3**	***25***	**5**	**17**	**2**	**5**	***29***	**6**	**3**	**4**	**8**	***21***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Rengstorff Ave				Rengstorff Ave				Leghorn St				Leghorn St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	1	2	0	0	0	1	0	0	0	0	0	0	0	0	0	4	0
4:15 PM	0	1	2	0	0	0	5	0	0	0	0	0	0	0	1	0	9	0
4:30 PM	0	0	2	0	0	1	5	1	0	0	0	0	0	1	0	0	10	0
4:45 PM	0	0	2	0	0	0	3	0	0	0	0	0	0	0	0	0	5	28
5:00 PM	**0**	**0**	**2**	**0**	**0**	**0**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	30
5:15 PM	**0**	**0**	**2**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**6**	27
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**4**	21
5:45 PM	**0**	**0**	**1**	**0**	**0**	**0**	**5**	**2**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**9**	**25**
Count Total	0	2	13	0	0	1	28	4	0	0	0	0	0	4	1	0	53	0
Peak Hour	**0**	**0**	**5**	**0**	**0**	**0**	**14**	**3**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**25**	**0**

Two-Hour Count Summaries - Bikes

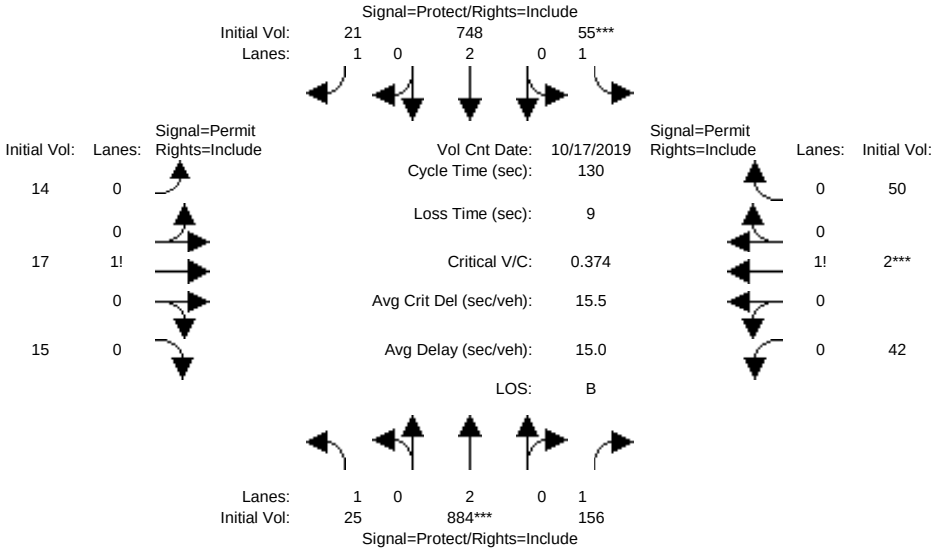
Interval Start	Rengstorff Ave			Rengstorff Ave			Leghorn St			Leghorn St			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	3	0	0	2	0	0	0	0	0	0	0	5	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	1	0	0	2	0	0	0	1	4	0
4:45 PM	0	1	0	0	4	0	0	0	0	0	0	1	6	15
5:00 PM	**1**	**2**	**0**	**0**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**8**	18
5:15 PM	**0**	**0**	**0**	**0**	**2**	**2**	**0**	**1**	**0**	**0**	**0**	**3**	**8**	26
5:30 PM	**1**	**0**	**1**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	27
5:45 PM	**0**	**0**	**0**	**0**	**4**	**2**	**0**	**1**	**0**	**0**	**0**	**1**	**8**	**29**
Count Total	2	6	1	0	19	5	0	4	0	0	0	7	44	0
Peak Hour	**2**	**2**	**1**	**0**	**12**	**5**	**0**	**2**	**0**	**0**	**0**	**5**	**29**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Appendix C – Existing Conditions Intersection Level of Service Worksheets

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

Intersection #1: San Antonio Road and Leghorn Road

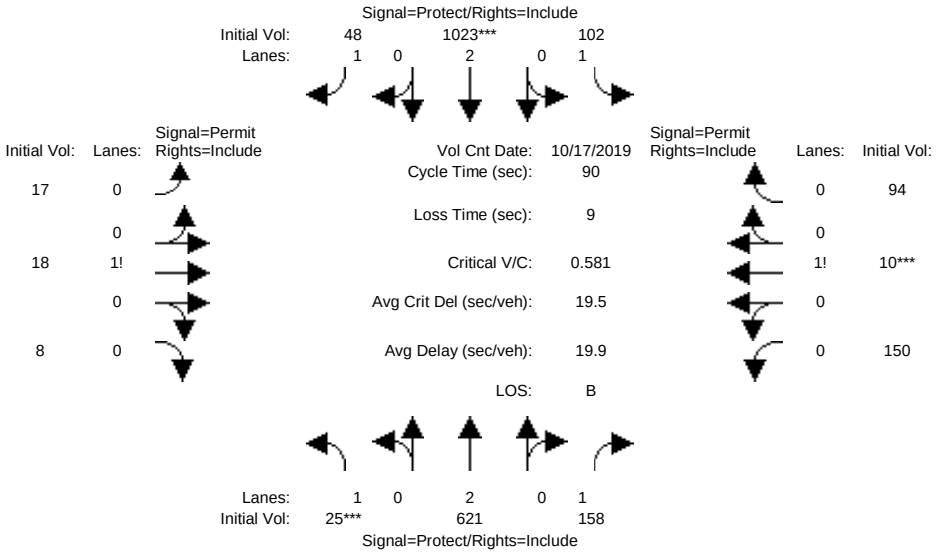


Street Name:	San Antonio Road						Leghorn Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Oct 2019 << 7:00-9:00 AM												
Base Vol:	25	884	156	55	748	21	14	17	15	42	2	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	884	156	55	748	21	14	17	15	42	2	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	26	911	161	57	771	22	14	18	15	43	2	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	911	161	57	771	22	14	18	15	43	2	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	26	911	161	57	771	22	14	18	15	43	2	52
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.83	0.95	0.95	0.83	0.87	0.88	0.87	0.79	0.79	0.79
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.30	0.37	0.33	0.45	0.02	0.53
Final Sat.:	1805	3610	1576	1805	3610	1573	505	613	541	672	32	799
Capacity Analysis Module:												
Vol/Sat:	0.01	0.25	0.10	0.03	0.21	0.01	0.03	0.03	0.03	0.06	0.06	0.06
Crit Moves:		****			****						****	
Green/Cycle:	0.15	0.67	0.67	0.08	0.61	0.61	0.17	0.17	0.17	0.17	0.17	0.17
Volume/Cap:	0.09	0.37	0.15	0.37	0.35	0.02	0.17	0.17	0.17	0.37	0.37	0.37
Uniform Del:	47.3	9.2	7.7	56.3	12.8	10.2	45.8	45.8	45.8	47.6	47.6	47.6
IncremntDel:	0.1	0.1	0.1	1.6	0.1	0.0	0.3	0.3	0.3	0.9	0.9	0.9
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	47.5	9.3	7.7	57.9	12.9	10.3	46.1	46.1	46.1	48.5	48.5	48.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.5	9.3	7.7	57.9	12.9	10.3	46.1	46.1	46.1	48.5	48.5	48.5
LOS by Move:	D	A	A	E	B	B	D	D	D	D	D	D
HCM2kAvgQ:	1	8	2	3	8	0	2	2	2	4	4	4

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

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

Intersection #1: San Antonio Road and Leghorn Road

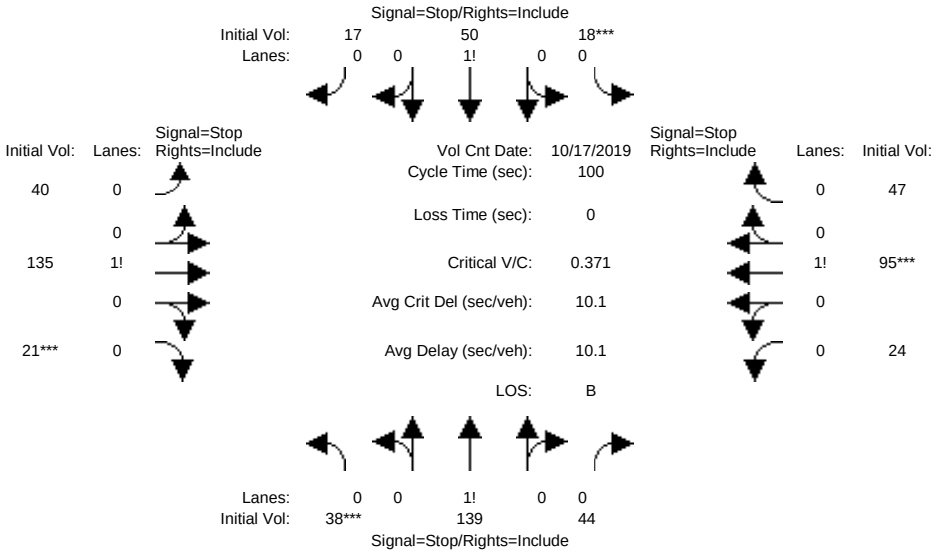


Street Name:	San Antonio Road						Leghorn Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Oct 2019 << 4:00 - 6:00 P.M.												
Base Vol:	25	621	158	102	1023	48	17	18	8	150	10	94
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	621	158	102	1023	48	17	18	8	150	10	94
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	27	682	174	112	1124	53	19	20	9	165	11	103
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	682	174	112	1124	53	19	20	9	165	11	103
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	27	682	174	112	1124	53	19	20	9	165	11	103
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.84	0.95	0.95	0.82	0.84	0.84	0.84	0.75	0.75	0.75
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.39	0.42	0.19	0.59	0.04	0.37
Final Sat.:	1805	3610	1603	1805	3610	1551	632	669	298	838	56	525
Capacity Analysis Module:												
Vol/Sat:	0.02	0.19	0.11	0.06	0.31	0.03	0.03	0.03	0.03	0.20	0.20	0.20
Crit Moves:	****				****						****	
Green/Cycle:	0.08	0.41	0.41	0.17	0.50	0.50	0.32	0.32	0.32	0.32	0.32	0.32
Volume/Cap:	0.20	0.46	0.26	0.37	0.62	0.07	0.09	0.09	0.09	0.62	0.62	0.62
Uniform Del:	38.9	19.2	17.4	33.1	16.1	11.5	21.6	21.6	21.6	26.0	26.0	26.0
IncremntDel:	0.7	0.2	0.2	0.7	0.7	0.0	0.1	0.1	0.1	2.6	2.6	2.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	39.5	19.4	17.7	33.8	16.7	11.5	21.6	21.6	21.6	28.6	28.6	28.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.5	19.4	17.7	33.8	16.7	11.5	21.6	21.6	21.6	28.6	28.6	28.6
LOS by Move:	D	B	B	C	B	B	C	C	C	C	C	C
HCM2kAvgQ:	1	7	3	3	12	1	1	1	1	7	7	7

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

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

Intersection #2: Independence Avenue & Leghorn Road



Street Name:	Independence Avenue						Leghorn Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 17 Oct 2019 << 7:00-9:00 AM												
Base Vol:	38	139	44	18	50	17	40	135	21	24	95	47
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	139	44	18	50	17	40	135	21	24	95	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	44	160	51	21	57	20	46	155	24	28	109	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	160	51	21	57	20	46	155	24	28	109	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	44	160	51	21	57	20	46	155	24	28	109	54
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:	0.17	0.63	0.20	0.21	0.59	0.20	0.20	0.69	0.11	0.14	0.58	0.28
Final Sat.:	118	431	136	134	373	127	139	468	73	99	391	194
Capacity Analysis Module:												
Vol/Sat:	0.37	0.37	0.37	0.15	0.15	0.15	0.33	0.33	0.33	0.28	0.28	0.28
Crit Moves:	****			****					****		****	
Delay/Veh:	10.6	10.6	10.6	9.0	9.0	9.0	10.3	10.3	10.3	9.7	9.7	9.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.6	10.6	10.6	9.0	9.0	9.0	10.3	10.3	10.3	9.7	9.7	9.7
LOS by Move:	B	B	B	A	A	A	B	B	B	A	A	A
ApproachDel:	10.6			9.0			10.3			9.7		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	10.6			9.0			10.3			9.7		
LOS by Appr:	B			A			B			A		
AllWayAvgQ:	0.5	0.5	0.5	0.1	0.1	0.1	0.4	0.4	0.4	0.3	0.3	0.3

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

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #2 Independence Avenue & Leghorn Road

****

Base Volume Alternative: Peak Hour Warrant NOT Met

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
Lanes:	0 0 1! 0 0	0 0 1! 0 0	0 0 1! 0 0	0 0 1! 0 0
Initial Vol:	38 139 44	18 50 17	40 135 21	24 95 47

Major Street Volume: 362
Minor Approach Volume: 221
Minor Approach Volume Threshold: 490

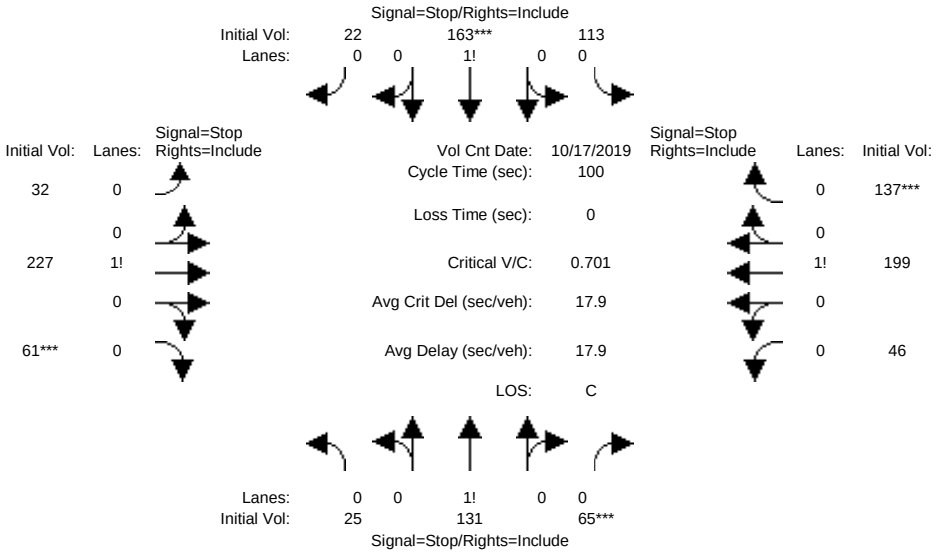
SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

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

Intersection #2: Independence Avenue & Leghorn Road



Street Name:	Independence Avenue						Leghorn Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 17 Oct 2019 << 4:00 - 6:00 P.M.												
Base Vol:	25	131	65	113	163	22	32	227	61	46	199	137
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	131	65	113	163	22	32	227	61	46	199	137
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	26	135	67	116	168	23	33	234	63	47	205	141
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	135	67	116	168	23	33	234	63	47	205	141
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	26	135	67	116	168	23	33	234	63	47	205	141
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:	0.11	0.60	0.29	0.38	0.55	0.07	0.10	0.71	0.19	0.12	0.52	0.36
Final Sat.:	54	285	142	192	277	37	53	379	102	68	293	202
Capacity Analysis Module:												
Vol/Sat:	0.47	0.47	0.47	0.61	0.61	0.61	0.62	0.62	0.62	0.70	0.70	0.70
Crit Moves:			****		****				****			****
Delay/Veh:	14.3	14.3	14.3	17.6	17.6	17.6	17.6	17.6	17.6	20.4	20.4	20.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.3	14.3	14.3	17.6	17.6	17.6	17.6	17.6	17.6	20.4	20.4	20.4
LOS by Move:	B	B	B	C	C	C	C	C	C	C	C	C
ApproachDel:		14.3			17.6			17.6			20.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		14.3			17.6			17.6			20.4	
LOS by Appr:		B			C			C			C	
AllWayAvgQ:	0.6	0.6	0.6	1.1	1.1	1.1	1.2	1.2	1.2	1.8	1.8	1.8

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

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #2 Independence Avenue & Leghorn Road

****

Base Volume Alternative: Peak Hour Warrant NOT Met

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
Lanes:	0 0 1! 0 0	0 0 1! 0 0	0 0 1! 0 0	0 0 1! 0 0
Initial Vol:	25 131 65	113 163 22	32 227 61	46 199 137

Major Street Volume: 702
Minor Approach Volume: 298
Minor Approach Volume Threshold: 314

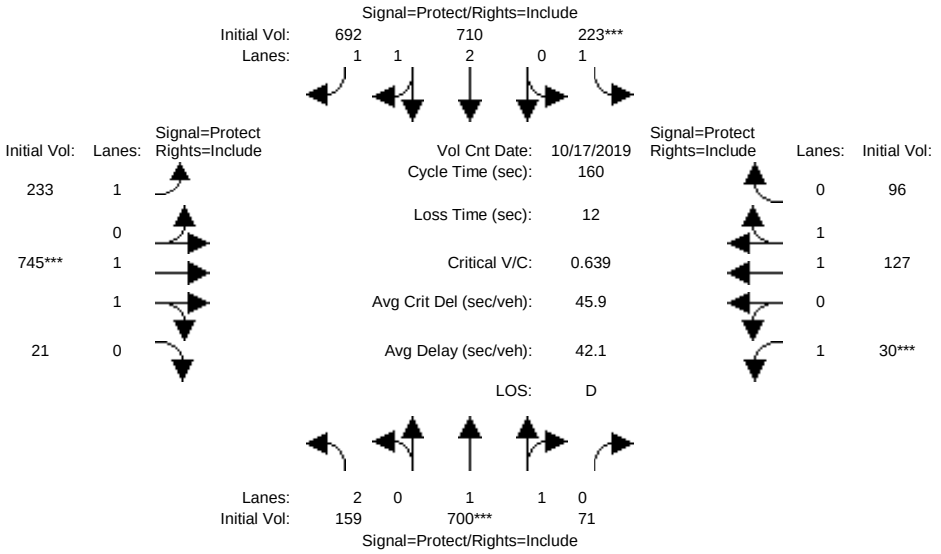
SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

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

Intersection #3: San Antonio Road & Chareleston Road

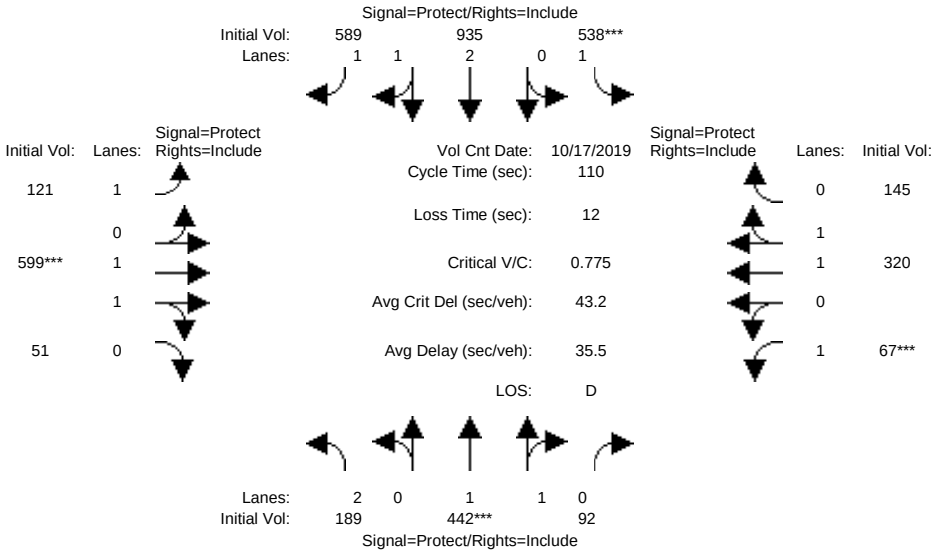


Street Name:	San Antonio Road						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Oct 2019 << 7:00-9:00 AM												
Base Vol:	159	700	71	223	710	692	233	745	21	30	127	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:	159	700	71	223	710	692	233	745	21	30	127	96
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	164	722	73	230	732	713	240	768	22	31	131	99
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	164	722	73	230	732	713	240	768	22	31	131	99
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	164	722	73	230	732	713	240	768	22	31	131	99
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.94	0.93	0.95	0.84	0.83	0.95	0.95	0.95	0.95	0.89	0.88
Lanes:	2.00	1.82	0.18	1.00	2.01	1.99	1.00	1.95	0.05	1.00	1.13	0.87
Final Sat.:	3502	3231	328	1805	3218	3136	1805	3497	99	1805	1914	1447
Capacity Analysis Module:												
Vol/Sat:	0.05	0.22	0.22	0.13	0.23	0.23	0.13	0.22	0.22	0.02	0.07	0.07
Crit Moves:		****		****				****		****		
Green/Cycle:	0.09	0.34	0.34	0.20	0.45	0.45	0.25	0.34	0.34	0.05	0.13	0.13
Volume/Cap:	0.51	0.65	0.65	0.65	0.51	0.51	0.53	0.65	0.65	0.37	0.53	0.53
Uniform Del:	64.9	41.8	41.8	55.7	29.9	29.9	48.3	42.3	42.3	69.4	60.9	60.9
IncremntDel:	1.4	1.3	1.3	4.4	0.2	0.2	1.1	1.3	1.3	2.7	1.2	1.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	66.3	43.1	43.1	60.0	30.0	30.0	49.4	43.6	43.6	72.1	62.1	62.1
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:	66.3	43.1	43.1	60.0	30.0	30.0	49.4	43.6	43.6	72.1	62.1	62.1
LOS by Move:	E	D	D	E	C	C	D	D	D	E	E	E
HCM2kAvgQ:	4	17	17	11	13	13	10	16	16	2	6	6

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

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

Intersection #3: San Antonio Road & Chareleston Road

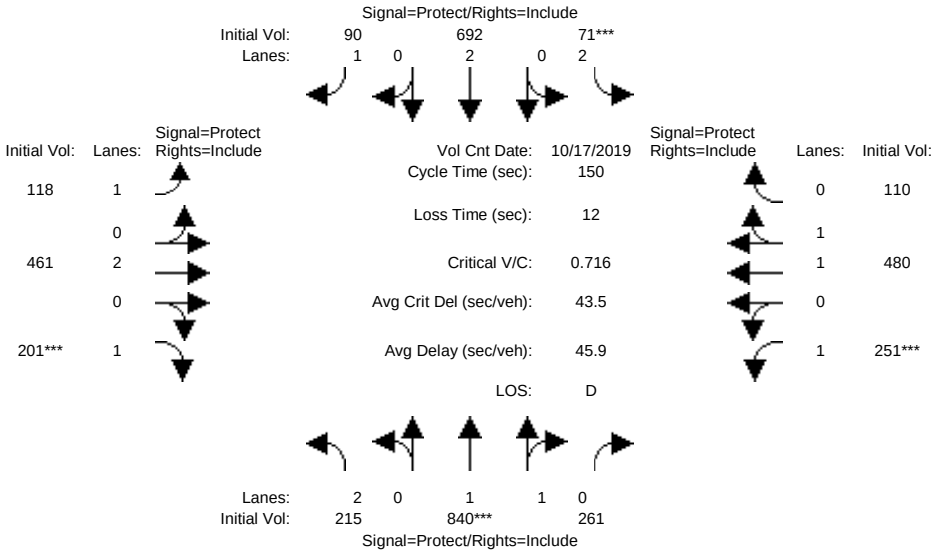


Street Name:	San Antonio Road						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Oct 2019 << 4:00 - 6:00 P.M.												
Base Vol:	189	442	92	538	935	589	121	599	51	67	320	145
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	189	442	92	538	935	589	121	599	51	67	320	145
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	195	456	95	555	964	607	125	618	53	69	330	149
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	195	456	95	555	964	607	125	618	53	69	330	149
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	195	456	95	555	964	607	125	618	53	69	330	149
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.93	0.92	0.95	0.86	0.84	0.95	0.94	0.94	0.95	0.91	0.90
Lanes:	2.00	1.65	0.35	1.00	2.43	1.57	1.00	1.84	0.16	1.00	1.37	0.63
Final Sat.:	3502	2909	605	1805	3959	2494	1805	3286	280	1805	2360	1070
Capacity Analysis Module:												
Vol/Sat:	0.06	0.16	0.16	0.31	0.24	0.24	0.07	0.19	0.19	0.04	0.14	0.14
Crit Moves:		****		****				****		****		
Green/Cycle:	0.12	0.20	0.20	0.39	0.47	0.47	0.10	0.24	0.24	0.06	0.20	0.20
Volume/Cap:	0.46	0.79	0.79	0.79	0.52	0.52	0.69	0.79	0.79	0.60	0.69	0.69
Uniform Del:	44.9	41.9	41.9	29.5	20.7	20.7	47.9	39.3	39.3	50.1	40.7	40.7
IncremntDel:	0.8	6.0	6.0	5.9	0.2	0.2	10.9	5.0	5.0	8.6	3.0	3.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	45.7	47.8	47.8	35.5	20.8	20.8	58.8	44.2	44.2	58.8	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:	45.7	47.8	47.8	35.5	20.8	20.8	58.8	44.2	44.2	58.8	43.7	43.7
LOS by Move:	D	D	D	D	C	C	E	D	D	E	D	D
HCM2kAvgQ:	4	11	11	18	10	10	5	13	13	3	9	9

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

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

Intersection #4: San Antonio Road & Middlefield Road

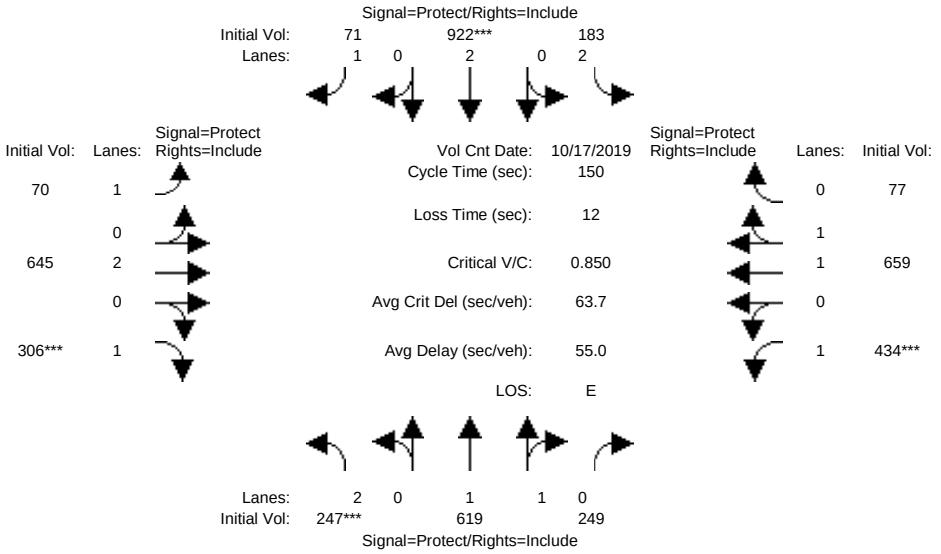


Street Name:	San Antonio Road						Middlefield Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	5	10	10	5	10	10	5	10	10	5	10	10
Y+R:	4.0	5.0	5.0	4.0	5.0	5.0	4.0	5.0	5.0	4.0	5.0	5.0
Volume Module: >> Count Date: 17 Oct 2019 << 7:00-9:00 AM												
Base Vol:	215	840	261	71	692	90	118	461	201	251	480	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:	215	840	261	71	692	90	118	461	201	251	480	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	231	903	281	76	744	97	127	496	216	270	516	118
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	231	903	281	76	744	97	127	496	216	270	516	118
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	231	903	281	76	744	97	127	496	216	270	516	118
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.91	0.92	0.95	0.81	0.95	0.95	0.77	0.95	0.92	0.91
Lanes:	2.00	1.52	0.48	2.00	2.00	1.00	1.00	2.00	1.00	1.00	1.62	0.38
Final Sat.:	3502	2652	824	3502	3610	1543	1805	3610	1468	1805	2849	653
Capacity Analysis Module:												
Vol/Sat:	0.07	0.34	0.34	0.02	0.21	0.06	0.07	0.14	0.15	0.15	0.18	0.18
Crit Moves:		****		****					****	****		
Green/Cycle:	0.12	0.47	0.47	0.03	0.38	0.38	0.12	0.20	0.20	0.21	0.30	0.30
Volume/Cap:	0.54	0.72	0.72	0.65	0.54	0.16	0.61	0.67	0.72	0.72	0.61	0.61
Uniform Del:	61.8	31.5	31.5	71.6	35.8	30.3	63.1	55.0	55.6	55.3	45.2	45.2
IncremntDel:	1.3	1.6	1.6	12.6	0.4	0.1	5.2	2.4	8.1	6.6	1.1	1.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	63.1	33.0	33.0	84.2	36.2	30.5	68.3	57.4	63.8	61.9	46.3	46.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	63.1	33.0	33.0	84.2	36.2	30.5	68.3	57.4	63.8	61.9	46.3	46.3
LOS by Move:	E	C	C	F	D	C	E	E	E	E	D	D
HCM2kAvgQ:	6	23	23	3	14	3	6	12	11	13	13	13

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

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

Intersection #4: San Antonio Road & Middlefield Road

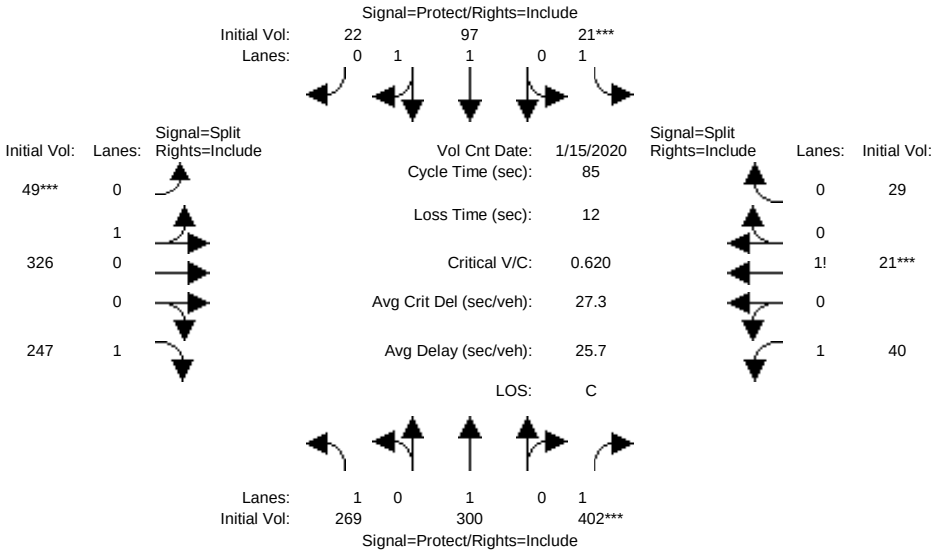


Street Name:	San Antonio Road						Middlefield Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	5	10	10	5	10	10	5	10	10	5	10	10
Y+R:	4.0	5.0	5.0	5.0	5.0	4.0	4.0	5.0	5.0	5.0	5.0	4.0
Volume Module: >> Count Date: 17 Oct 2019 << 4:00 - 6:00 P.M.												
Base Vol:	247	619	249	183	922	71	70	645	306	434	659	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:	247	619	249	183	922	71	70	645	306	434	659	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:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	252	632	254	187	941	72	71	658	312	443	672	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	252	632	254	187	941	72	71	658	312	443	672	79
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	252	632	254	187	941	72	71	658	312	443	672	79
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.90	0.92	0.95	0.83	0.95	0.95	0.81	0.95	0.93	0.93
Lanes:	2.00	1.42	0.58	2.00	2.00	1.00	1.00	2.00	1.00	1.00	1.79	0.21
Final Sat.:	3502	2457	988	3502	3610	1576	1805	3610	1531	1805	3178	371
Capacity Analysis Module:												
Vol/Sat:	0.07	0.26	0.26	0.05	0.26	0.05	0.04	0.18	0.20	0.25	0.21	0.21
Crit Moves:	****				****				****	****		
Green/Cycle:	0.08	0.32	0.32	0.07	0.31	0.31	0.08	0.24	0.24	0.29	0.45	0.45
Volume/Cap:	0.85	0.79	0.79	0.79	0.85	0.15	0.48	0.76	0.85	0.85	0.48	0.48
Uniform Del:	67.7	46.1	46.1	68.9	48.8	37.8	65.6	53.0	54.4	50.3	29.3	29.3
IncremntDel:	20.1	4.0	4.0	16.7	6.4	0.1	2.4	4.0	16.9	12.5	0.2	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	87.8	50.1	50.1	85.6	55.1	37.9	68.0	56.9	71.3	62.8	29.5	29.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	87.8	50.1	50.1	85.6	55.1	37.9	68.0	56.9	71.3	62.8	29.5	29.5
LOS by Move:	F	D	D	F	E	D	E	E	E	E	C	C
HCM2kAvgQ:	8	21	21	6	23	2	4	16	16	21	12	12

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

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

Intersection #5: San Antonio Road and E Bayshore Road-Bayshore Parkway

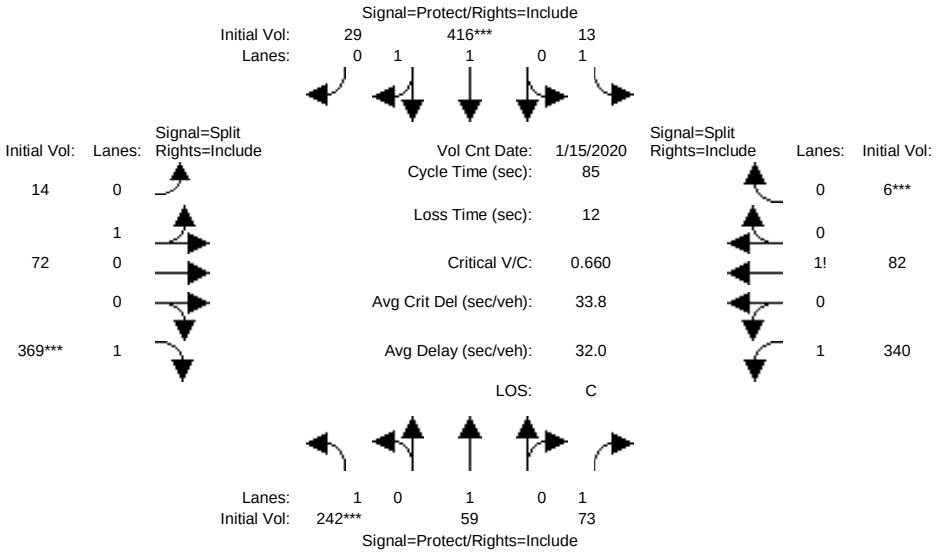


Street Name:	San Antonio Road						East Bayshore Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	8	8	4	8	8	8	8	8	8	8	8
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 15 Jan 2020 <<												
Base Vol:	269	300	402	21	97	22	49	326	247	40	21	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:	269	300	402	21	97	22	49	326	247	40	21	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:	283	316	423	22	102	23	52	343	260	42	22	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	283	316	423	22	102	23	52	343	260	42	22	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	283	316	423	22	102	23	52	343	260	42	22	31
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.83	0.95	0.92	0.91	0.99	0.99	0.83	0.93	0.93	0.92
Lanes:	1.00	1.00	1.00	1.00	1.63	0.37	0.13	0.87	1.00	1.28	0.30	0.42
Final Sat.:	1805	1900	1574	1805	2855	648	247	1640	1576	2272	528	729
Capacity Analysis Module:												
Vol/Sat:	0.16	0.17	0.27	0.01	0.04	0.04	0.21	0.21	0.16	0.02	0.04	0.04
Crit Moves:			****	****			****				****	
Green/Cycle:	0.28	0.40	0.40	0.05	0.17	0.17	0.31	0.31	0.31	0.09	0.09	0.09
Volume/Cap:	0.56	0.41	0.67	0.26	0.21	0.21	0.67	0.67	0.53	0.20	0.45	0.45
Uniform Del:	26.0	18.1	20.7	39.1	30.4	30.4	25.3	25.3	23.9	35.5	36.4	36.4
IncremntDel:	1.4	0.4	2.7	1.6	0.2	0.2	2.9	2.9	1.0	0.2	1.5	1.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	27.4	18.5	23.4	40.7	30.6	30.6	28.2	28.2	25.0	35.7	37.9	37.9
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:	27.4	18.5	23.4	40.7	30.6	30.6	28.2	28.2	25.0	35.7	37.9	37.9
LOS by Move:	C	B	C	D	C	C	C	C	C	D	D	D
HCM2kAvgQ:	7	6	10	1	2	2	10	10	6	1	2	2

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

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

Intersection #5: San Antonio Road and E Bayshore Road-Bayshore Parkway

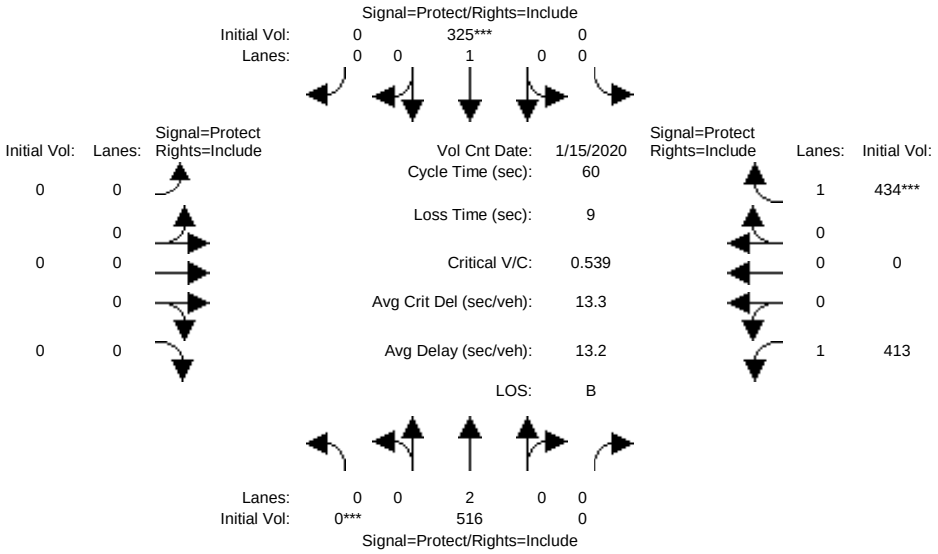


Street Name:	San Antonio Road						East Bayshore Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	4	8	8	4	8	8	8	8	8	8	8	8
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 15 Jan 2020 <<												
Base Vol:	242	59	73	13	416	29	14	72	369	340	82	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:	242	59	73	13	416	29	14	72	369	340	82	6
User Adj:	0.87	0.87	0.87	0.85	0.85	0.85	0.81	0.81	0.81	0.91	0.91	0.91
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:	222	54	67	12	372	26	12	61	315	326	79	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	222	54	67	12	372	26	12	61	315	326	79	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	222	54	67	12	372	26	12	61	315	326	79	6
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.83	0.95	0.94	0.94	0.99	0.99	0.84	0.96	0.96	0.96
Lanes:	1.00	1.00	1.00	1.00	1.87	0.13	0.16	0.84	1.00	1.66	0.32	0.02
Final Sat.:	1805	1900	1574	1805	3340	233	307	1578	1594	3026	580	42
Capacity Analysis Module:												
Vol/Sat:	0.12	0.03	0.04	0.01	0.11	0.11	0.04	0.04	0.20	0.11	0.14	0.14
Crit Moves:	****				****				****			****
Green/Cycle:	0.19	0.24	0.24	0.12	0.17	0.17	0.30	0.30	0.30	0.21	0.21	0.21
Volume/Cap:	0.66	0.12	0.18	0.05	0.66	0.66	0.13	0.13	0.66	0.52	0.66	0.66
Uniform Del:	32.1	25.5	25.9	33.3	33.0	33.0	21.7	21.7	26.0	30.1	31.1	31.1
IncremntDel:	4.8	0.1	0.2	0.1	2.7	2.7	0.1	0.1	3.4	0.7	2.6	2.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	36.9	25.6	26.1	33.4	35.8	35.8	21.8	21.8	29.4	30.7	33.7	33.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.9	25.6	26.1	33.4	35.8	35.8	21.8	21.8	29.4	30.7	33.7	33.7
LOS by Move:	D	C	C	C	D	D	C	C	C	C	C	C
HCM2kAvgQ:	7	1	1	0	6	6	1	1	8	5	7	7

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

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

Intersection #6: San Antonio Road and US-101 NB Off-Ramp

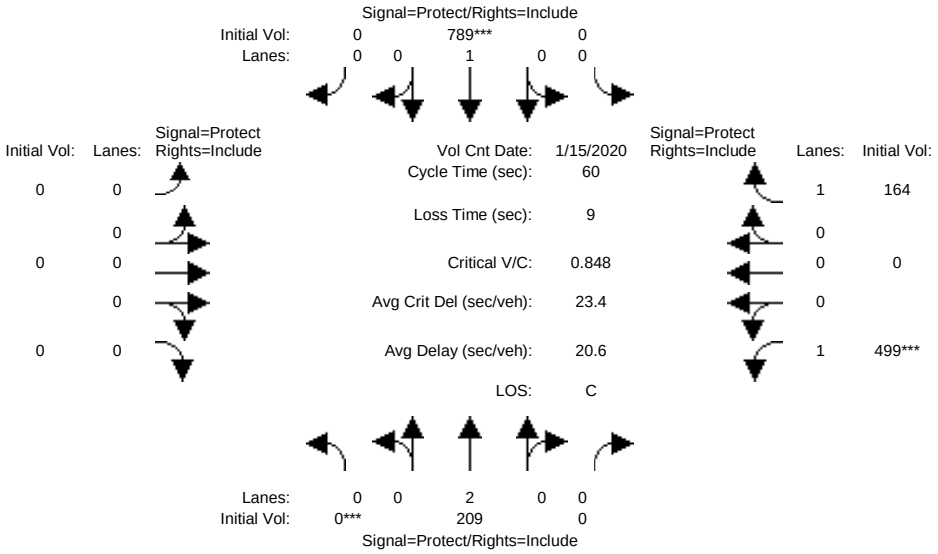


Street Name:	San Antonio Road						US-101 NB Off-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	5	5	5	5	5	5	0	0	0	5	5	5
Y+R:	4.0	4.5	4.0	3.5	3.5	3.5	4.0	4.0	4.0	3.0	3.0	3.0
Volume Module: >> Count Date: 15 Jan 2020 <<												
Base Vol:	0	516	0	0	325	0	0	0	0	413	0	434
Growth Adj:	1.00	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	516	0	0	325	0	0	0	0	413	0	434
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	0	538	0	0	339	0	0	0	0	430	0	452
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	538	0	0	339	0	0	0	0	430	0	452
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	538	0	0	339	0	0	0	0	430	0	452
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.85
Lanes:	0.00	2.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3610	0	0	1900	0	0	0	0	1805	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.00	0.00	0.18	0.00	0.00	0.00	0.00	0.24	0.00	0.28
Crit Moves:	****				****							****
Green/Cycle:	0.00	0.33	0.00	0.00	0.33	0.00	0.00	0.00	0.00	0.52	0.00	0.52
Volume/Cap:	0.00	0.45	0.00	0.00	0.54	0.00	0.00	0.00	0.00	0.46	0.00	0.54
Uniform Del:	0.0	15.8	0.0	0.0	16.4	0.0	0.0	0.0	0.0	9.1	0.0	9.6
IncremntDel:	0.0	0.3	0.0	0.0	0.9	0.0	0.0	0.0	0.0	0.4	0.0	0.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	16.1	0.0	0.0	17.3	0.0	0.0	0.0	0.0	9.5	0.0	10.3
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	16.1	0.0	0.0	17.3	0.0	0.0	0.0	0.0	9.5	0.0	10.3
LOS by Move:	A	B	A	A	B	A	A	A	A	A	A	B
HCM2kAvgQ:	0	5	0	0	6	0	0	0	0	5	0	6

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

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

Intersection #6: San Antonio Road and US-101 NB Off-Ramp

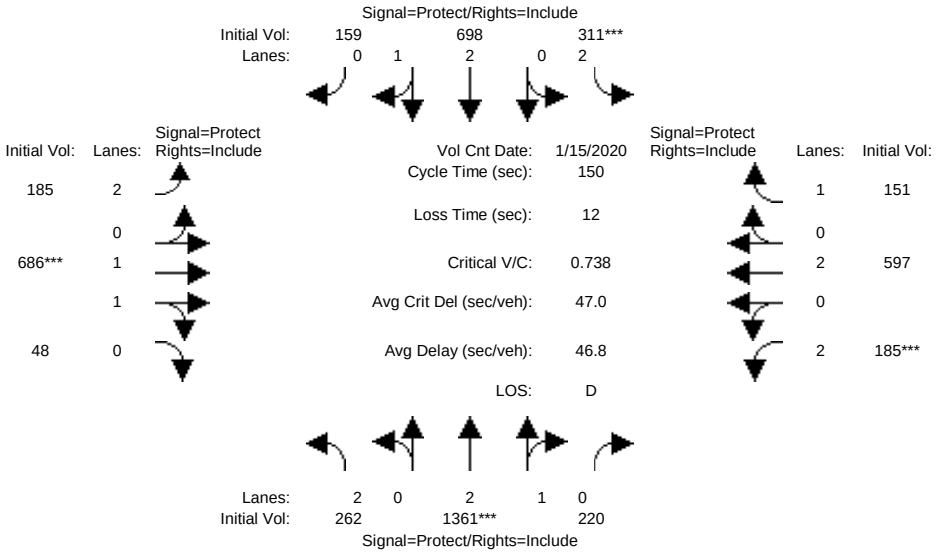


Street Name:	San Antonio Road						US-101 NB Off-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	5	5	5	5	5	5	0	0	0	5	5	5
Y+R:	4.0	4.5	4.0	3.5	3.5	3.5	4.0	4.0	4.0	3.0	3.0	3.0
Volume Module: >> Count Date: 15 Jan 2020 <<												
Base Vol:	0	209	0	0	789	0	0	0	0	499	0	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:	0	209	0	0	789	0	0	0	0	499	0	164
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	0	218	0	0	822	0	0	0	0	520	0	171
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	218	0	0	822	0	0	0	0	520	0	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	218	0	0	822	0	0	0	0	520	0	171
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.85
Lanes:	0.00	2.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3610	0	0	1900	0	0	0	0	1805	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.06	0.00	0.00	0.43	0.00	0.00	0.00	0.00	0.29	0.00	0.11
Crit Moves:	****				****					****		
Green/Cycle:	0.00	0.51	0.00	0.00	0.51	0.00	0.00	0.00	0.00	0.34	0.00	0.34
Volume/Cap:	0.00	0.12	0.00	0.00	0.85	0.00	0.00	0.00	0.00	0.85	0.00	0.31
Uniform Del:	0.0	7.7	0.0	0.0	12.7	0.0	0.0	0.0	0.0	18.4	0.0	14.6
IncremntDel:	0.0	0.0	0.0	0.0	7.1	0.0	0.0	0.0	0.0	10.7	0.0	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	7.7	0.0	0.0	19.8	0.0	0.0	0.0	0.0	29.1	0.0	15.0
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	7.7	0.0	0.0	19.8	0.0	0.0	0.0	0.0	29.1	0.0	15.0
LOS by Move:	A	A	A	A	B	A	A	A	A	C	A	B
HCM2kAvgQ:	0	1	0	0	16	0	0	0	0	12	0	3

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

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

Intersection #7: San Antonio Road and El Camino Real

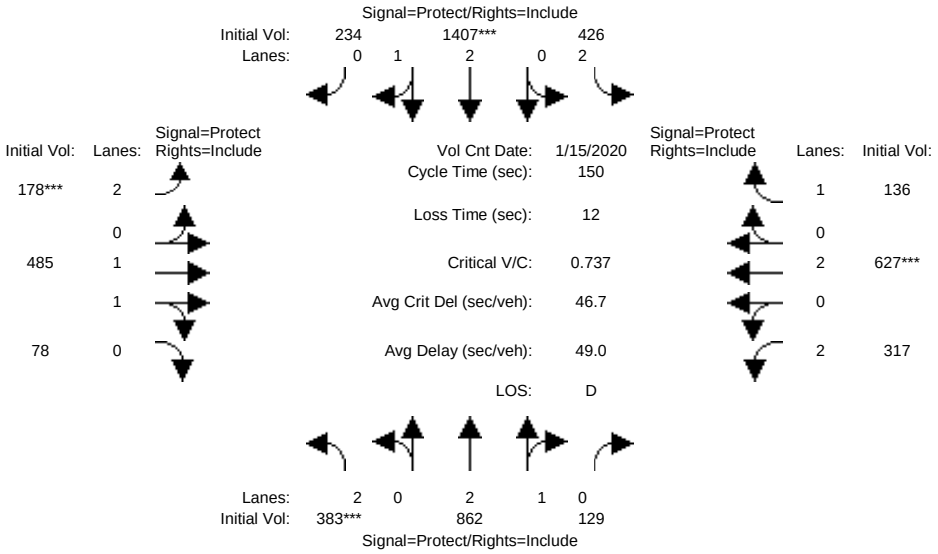


Street Name:	El Camino Real						San Antonio Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	12	10	10	12	10	10	12	10	10	12	10	10
Y+R:	3.7	4.6	4.6	3.7	4.6	4.6	3.7	4.6	4.6	3.7	4.6	4.6
Volume Module: >> Count Date: 15 Jan 2020 <<												
Base Vol:	262	1361	220	311	698	159	185	686	48	185	597	151
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	262	1361	220	311	698	159	185	686	48	185	597	151
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	270	1403	227	321	720	164	191	707	49	191	615	156
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	270	1403	227	321	720	164	191	707	49	191	615	156
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	270	1403	227	321	720	164	191	707	49	191	615	156
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.89	0.88	0.92	0.88	0.88	0.92	0.94	0.94	0.92	0.95	0.77
Lanes:	2.00	2.58	0.42	2.00	2.44	0.56	2.00	1.87	0.13	2.00	2.00	1.00
Final Sat.:	3502	4367	706	3502	4100	934	3502	3339	234	3502	3610	1462
Capacity Analysis Module:												
Vol/Sat:	0.08	0.32	0.32	0.09	0.18	0.18	0.05	0.21	0.21	0.05	0.17	0.11
Crit Moves:		****		****				****		****		
Green/Cycle:	0.17	0.43	0.43	0.12	0.38	0.38	0.12	0.28	0.28	0.08	0.25	0.25
Volume/Cap:	0.44	0.74	0.74	0.74	0.46	0.46	0.47	0.74	0.74	0.68	0.69	0.43
Uniform Del:	55.5	35.6	35.6	63.5	34.8	34.8	61.9	48.7	48.7	67.1	51.1	47.4
IncremntDel:	0.5	1.4	1.4	6.9	0.2	0.2	0.8	3.0	3.0	6.7	2.2	0.8
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	56.0	37.1	37.1	70.4	35.0	35.0	62.8	51.7	51.7	73.8	53.3	48.2
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:	56.0	37.1	37.1	70.4	35.0	35.0	62.8	51.7	51.7	73.8	53.3	48.2
LOS by Move:	E	D	D	E	C	C	E	D	D	E	D	D
HCM2kAvgQ:	6	23	23	9	11	11	5	18	18	6	14	6

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

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

Intersection #7: San Antonio Road and El Camino Real

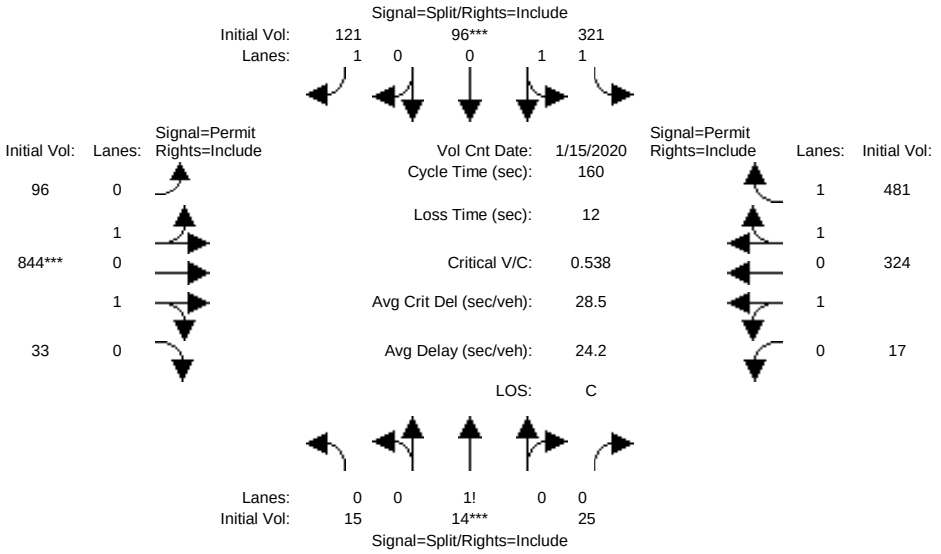


Street Name:	El Camino Real						San Antonio Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	12	10	10	12	10	10	12	10	10	12	10	10
Y+R:	3.7	4.6	4.6	3.7	4.6	4.6	3.7	4.6	4.6	3.7	4.6	4.6
Volume Module: >> Count Date: 15 Jan 2020 <<												
Base Vol:	383	862	129	426	1407	234	178	485	78	317	627	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:	383	862	129	426	1407	234	178	485	78	317	627	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:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	395	889	133	439	1451	241	184	500	80	327	646	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	395	889	133	439	1451	241	184	500	80	327	646	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	395	889	133	439	1451	241	184	500	80	327	646	140
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.89	0.89	0.92	0.89	0.88	0.92	0.93	0.92	0.92	0.95	0.80
Lanes:	2.00	2.61	0.39	2.00	2.57	0.43	2.00	1.72	0.28	2.00	2.00	1.00
Final Sat.:	3502	4422	662	3502	4346	723	3502	3040	489	3502	3610	1512
Capacity Analysis Module:												
Vol/Sat:	0.11	0.20	0.20	0.13	0.33	0.33	0.05	0.16	0.16	0.09	0.18	0.09
Crit Moves:	****				****		****				****	
Green/Cycle:	0.15	0.37	0.37	0.23	0.45	0.45	0.08	0.20	0.20	0.12	0.24	0.24
Volume/Cap:	0.74	0.54	0.54	0.54	0.74	0.74	0.66	0.80	0.80	0.80	0.74	0.39
Uniform Del:	60.9	37.4	37.4	50.8	34.3	34.3	67.0	56.8	56.8	64.6	52.7	47.7
IncremntDel:	5.7	0.3	0.3	0.8	1.4	1.4	5.5	6.6	6.6	11.1	3.5	0.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	66.6	37.7	37.7	51.6	35.7	35.7	72.5	63.4	63.4	75.8	56.2	48.4
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:	66.6	37.7	37.7	51.6	35.7	35.7	72.5	63.4	63.4	75.8	56.2	48.4
LOS by Move:	E	D	D	D	D	D	E	E	E	E	E	D
HCM2kAvgQ:	10	13	13	9	24	24	5	15	15	10	16	6

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

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

Intersection #8: Charleston Road and Fabian Way

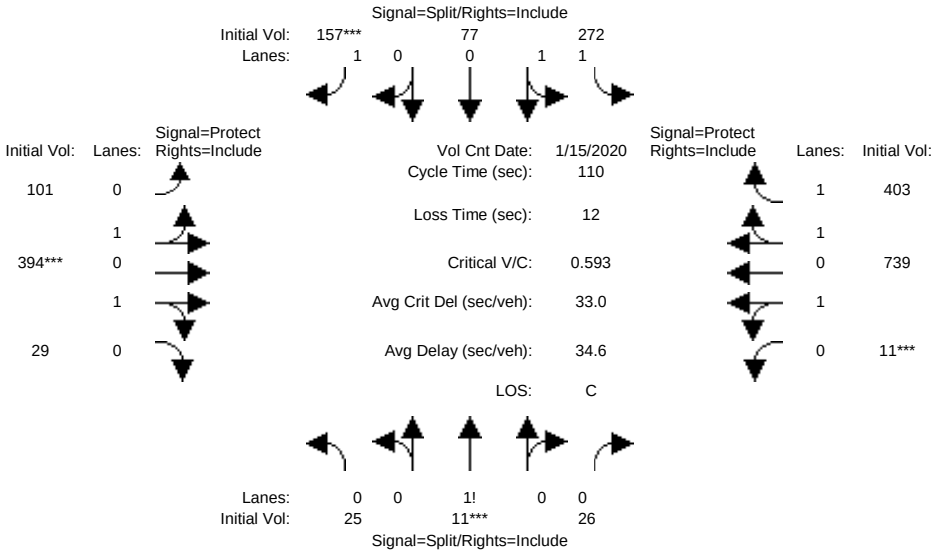


Street Name:	Fabian Way						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 15 Jan 2020 <<												
Base Vol:	15	14	25	321	96	121	96	844	33	17	324	481
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	14	25	321	96	121	96	844	33	17	324	481
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	16	15	27	341	102	129	102	898	35	18	345	512
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	15	27	341	102	129	102	898	35	18	345	512
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	16	15	27	341	102	129	102	898	35	18	345	512
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.96	0.96	0.84	0.80	0.80	0.80	0.78	0.78	0.77
Lanes:	0.28	0.26	0.46	1.54	0.46	1.00	0.20	1.73	0.07	0.06	1.17	1.77
Final Sat.:	486	454	810	2817	842	1593	299	2633	103	91	1732	2572
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.12	0.12	0.08	0.34	0.34	0.34	0.20	0.20	0.20
Crit Moves:		****			****			****				
Green/Cycle:	0.07	0.07	0.07	0.22	0.22	0.22	0.63	0.63	0.63	0.63	0.63	0.63
Volume/Cap:	0.49	0.49	0.49	0.54	0.54	0.36	0.54	0.54	0.54	0.32	0.32	0.32
Uniform Del:	67.6	67.6	67.6	51.4	51.4	49.2	15.6	15.6	15.6	12.8	12.8	12.8
IncremntDel:	3.2	3.2	3.2	0.7	0.7	0.6	0.3	0.3	0.3	0.1	0.1	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	70.8	70.8	70.8	52.2	52.2	49.8	15.9	15.9	15.9	12.9	12.9	12.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	70.8	70.8	70.8	52.2	52.2	49.8	15.9	15.9	15.9	12.9	12.9	12.9
LOS by Move:	E	E	E	D	D	D	B	B	B	B	B	B
HCM2kAvgQ:	3	3	3	9	9	5	14	14	14	6	6	6

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

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

Intersection #8: Charleston Road and Fabian Way

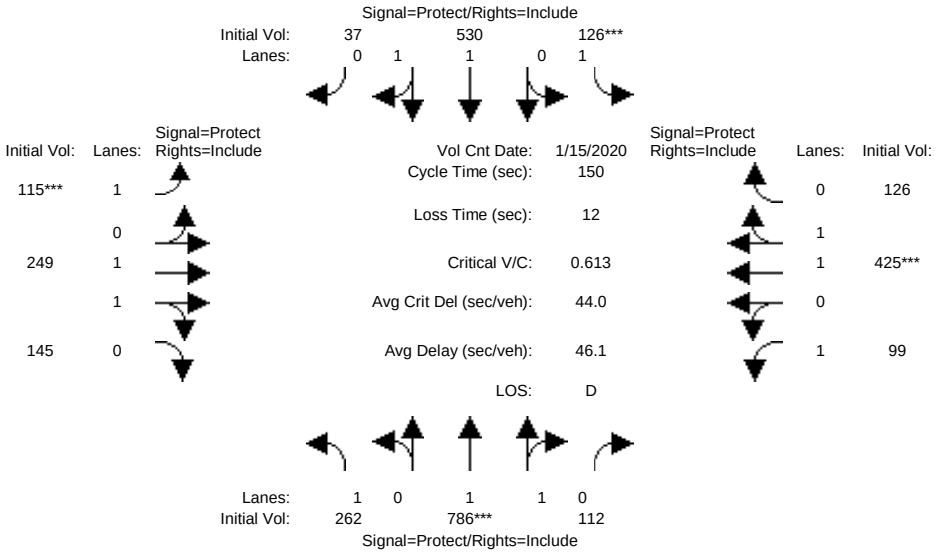


Street Name:	Fabian Way						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 15 Jan 2020 <<												
Base Vol:	25	11	26	272	77	157	101	394	29	11	739	403
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	11	26	272	77	157	101	394	29	11	739	403
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	26	11	27	280	79	162	104	406	30	11	762	415
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	11	27	280	79	162	104	406	30	11	762	415
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	26	11	27	280	79	162	104	406	30	11	762	415
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.96	0.96	0.82	0.93	0.93	0.93	0.90	0.90	0.86
Lanes:	0.40	0.18	0.42	1.56	0.44	1.00	0.39	1.50	0.11	0.03	1.89	1.08
Final Sat.:	708	312	736	2852	807	1560	683	2665	196	48	3230	1762
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.10	0.10	0.10	0.15	0.15	0.15	0.24	0.24	0.24
Crit Moves:		****				****		****		****		
Green/Cycle:	0.09	0.09	0.09	0.17	0.17	0.17	0.25	0.25	0.25	0.38	0.38	0.38
Volume/Cap:	0.40	0.40	0.40	0.58	0.58	0.62	0.62	0.62	0.62	0.62	0.62	0.62
Uniform Del:	47.2	47.2	47.2	42.2	42.2	42.4	36.7	36.7	36.7	27.4	27.4	27.4
IncremntDel:	1.6	1.6	1.6	1.4	1.4	4.3	1.3	1.3	1.3	0.6	0.6	0.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	48.8	48.8	48.8	43.6	43.6	46.7	38.0	38.0	38.0	28.0	28.0	28.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.8	48.8	48.8	43.6	43.6	46.7	38.0	38.0	38.0	28.0	28.0	28.0
LOS by Move:	D	D	D	D	D	D	D	D	D	C	C	C
HCM2kAvgQ:	2	2	2	6	6	6	9	9	9	12	12	11

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

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

Intersection #9: Charleston Road and Middlefield Road

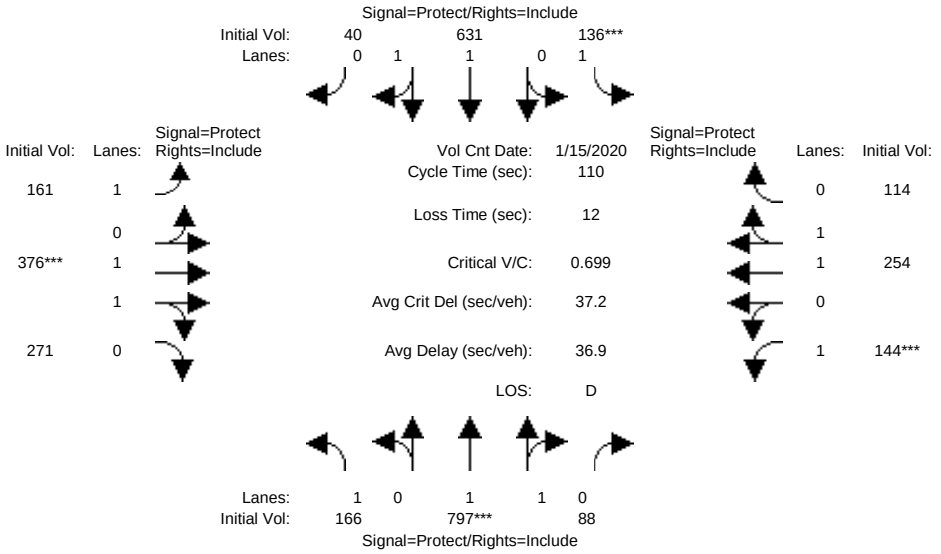


Street Name:	Middlefield Road						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	5	10	10	5	10	10	5	10	10	5	10	10
Y+R:	4.0	5.0	5.0	4.0	5.0	5.0	4.0	5.0	5.0	4.0	5.0	5.0
Volume Module: >> Count Date: 15 Jan 2020 <<												
Base Vol:	262	786	112	126	530	37	115	249	145	99	425	126
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	262	786	112	126	530	37	115	249	145	99	425	126
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	270	810	115	130	546	38	119	257	149	102	438	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	270	810	115	130	546	38	119	257	149	102	438	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	270	810	115	130	546	38	119	257	149	102	438	130
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.91	0.95	0.94	0.94	0.95	0.90	0.85	0.95	0.92	0.90
Lanes:	1.00	1.75	0.25	1.00	1.87	0.13	1.00	1.24	0.76	1.00	1.53	0.47
Final Sat.:	1805	3092	441	1805	3340	233	1805	2114	1231	1805	2675	793
Capacity Analysis Module:												
Vol/Sat:	0.15	0.26	0.26	0.07	0.16	0.16	0.07	0.12	0.12	0.06	0.16	0.16
Crit Moves:		****			****			****			****	
Green/Cycle:	0.26	0.43	0.43	0.12	0.28	0.28	0.11	0.26	0.26	0.12	0.27	0.27
Volume/Cap:	0.57	0.61	0.61	0.61	0.57	0.57	0.61	0.47	0.47	0.47	0.61	0.61
Uniform Del:	48.2	33.3	33.3	62.9	45.9	45.9	64.0	47.3	47.3	61.7	48.1	48.1
IncremntDel:	1.7	0.8	0.8	5.2	0.8	0.8	5.7	0.4	0.4	1.7	1.2	1.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	50.0	34.0	34.0	68.2	46.7	46.7	69.7	47.7	47.7	63.3	49.4	49.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.0	34.0	34.0	68.2	46.7	46.7	69.7	47.7	47.7	63.3	49.4	49.4
LOS by Move:	D	C	C	E	D	D	E	D	D	E	D	D
HCM2kAvgQ:	11	17	17	7	12	12	6	9	8	5	12	12

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

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

Intersection #9: Charleston Road and Middlefield Road

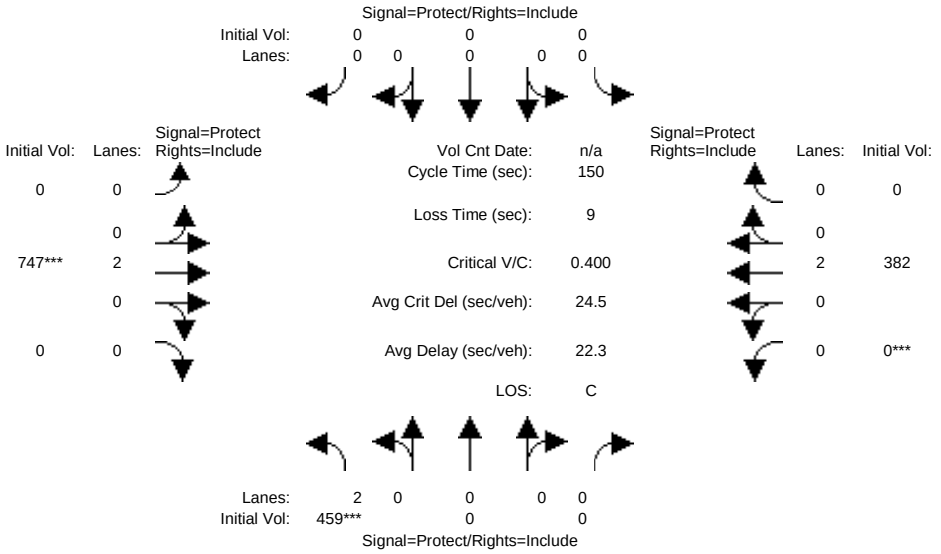


Street Name:	Middlefield Road						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 15 Jan 2020 <<												
Base Vol:	166	797	88	136	631	40	161	376	271	144	254	114
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	166	797	88	136	631	40	161	376	271	144	254	114
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	173	830	92	142	657	42	168	392	282	150	265	119
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	173	830	92	142	657	42	168	392	282	150	265	119
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	173	830	92	142	657	42	168	392	282	150	265	119
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.94	0.93	0.95	0.94	0.94	0.95	0.89	0.87	0.95	0.91	0.89
Lanes:	1.00	1.80	0.20	1.00	1.88	0.12	1.00	1.15	0.85	1.00	1.37	0.63
Final Sat.:	1805	3200	353	1805	3364	213	1805	1943	1401	1805	2364	1061
Capacity Analysis Module:												
Vol/Sat:	0.10	0.26	0.26	0.08	0.20	0.20	0.09	0.20	0.20	0.08	0.11	0.11
Crit Moves:		****		****				****		****		
Green/Cycle:	0.16	0.37	0.37	0.11	0.32	0.32	0.18	0.29	0.29	0.12	0.22	0.22
Volume/Cap:	0.60	0.70	0.70	0.70	0.60	0.60	0.50	0.70	0.70	0.70	0.50	0.50
Uniform Del:	43.0	29.4	29.4	47.0	31.2	31.2	40.3	34.9	34.9	46.6	37.4	37.4
IncremntDel:	3.6	1.7	1.7	10.3	0.9	0.9	1.2	2.3	2.3	9.8	0.5	0.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	46.6	31.0	31.0	57.3	32.1	32.1	41.5	37.2	37.2	56.3	38.0	38.0
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:	46.6	31.0	31.0	57.3	32.1	32.1	41.5	37.2	37.2	56.3	38.0	38.0
LOS by Move:	D	C	C	E	C	C	D	D	D	E	D	D
HCM2kAvgQ:	6	15	15	6	11	11	6	12	12	6	6	6

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

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

Intersection #10: Old Middlefield Way and Middlefield Road

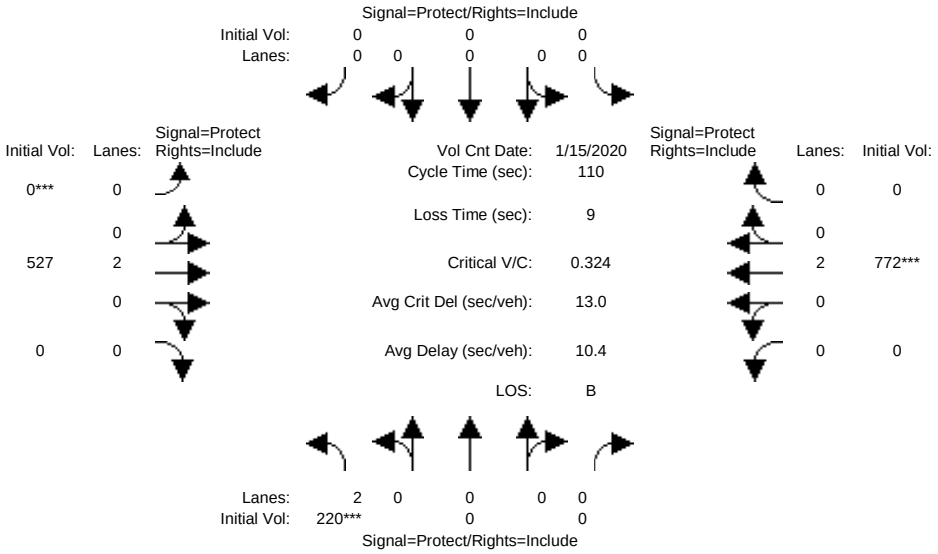


Street Name:	Middlefield Road						Old Middlefield Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	0	0	0	0	0	0	10	10	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	459	0	0	0	0	0	0	747	0	0	382	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:	459	0	0	0	0	0	0	747	0	0	382	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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	510	0	0	0	0	0	0	830	0	0	424	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	510	0	0	0	0	0	0	830	0	0	424	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	510	0	0	0	0	0	0	830	0	0	424	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Lanes:	2.00	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	3502	0	0	0	0	0	0	3610	0	0	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.15	0.00	0.00	0.00	0.00	0.00	0.00	0.23	0.00	0.00	0.12	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.36	0.00	0.00	0.00	0.00	0.00	0.00	0.58	0.00	0.00	0.58	0.00
Volume/Cap:	0.40	0.00	0.00	0.00	0.00	0.00	0.00	0.40	0.00	0.00	0.20	0.00
Uniform Del:	35.4	0.0	0.0	0.0	0.0	0.0	0.0	17.6	0.0	0.0	15.3	0.0
IncremntDel:	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Delay/Veh:	35.7	0.0	0.0	0.0	0.0	0.0	0.0	17.7	0.0	0.0	15.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.7	0.0	0.0	0.0	0.0	0.0	0.0	17.7	0.0	0.0	15.4	0.0
LOS by Move:	D	A	A	A	A	A	A	B	A	A	B	A
HCM2kAvgQ:	9	0	0	0	0	0	0	11	0	0	5	0

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

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

Intersection #10: Old Middlefield Way and Middlefield Road

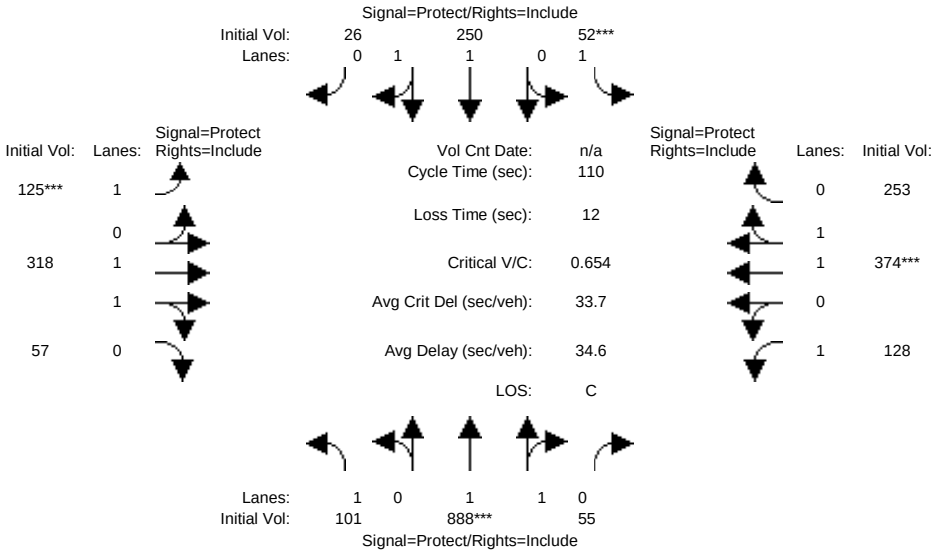


Street Name:	Middlefield Road						Old Middlefield Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	0	0	0	0	0	10	0	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 15 Jan 2020 <<												
Base Vol:	220	0	0	0	0	0	0	527	0	0	772	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:	220	0	0	0	0	0	0	527	0	0	772	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:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	237	0	0	0	0	0	0	567	0	0	830	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	237	0	0	0	0	0	0	567	0	0	830	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	237	0	0	0	0	0	0	567	0	0	830	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Lanes:	2.00	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	3502	0	0	0	0	0	0	3610	0	0	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.00	0.00	0.00	0.00	0.00	0.16	0.00	0.00	0.23	0.00
Crit Moves:	****						****				****	
Green/Cycle:	0.21	0.00	0.00	0.00	0.00	0.00	0.00	0.71	0.00	0.00	0.71	0.00
Volume/Cap:	0.32	0.00	0.00	0.00	0.00	0.00	0.00	0.22	0.00	0.00	0.32	0.00
Uniform Del:	37.0	0.0	0.0	0.0	0.0	0.0	0.0	5.5	0.0	0.0	6.0	0.0
IncremntDel:	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Delay/Veh:	37.2	0.0	0.0	0.0	0.0	0.0	0.0	5.5	0.0	0.0	6.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.2	0.0	0.0	0.0	0.0	0.0	0.0	5.5	0.0	0.0	6.1	0.0
LOS by Move:	D	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	4	0	0	0	0	0	0	3	0	0	6	0

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

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

Intersection #11: Rengstorff Avenue and Middlefield Road

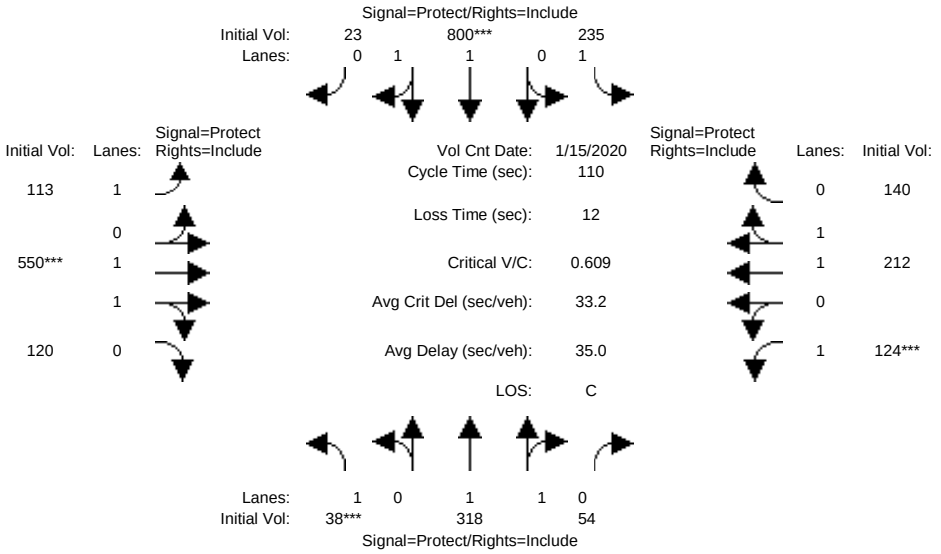


Street Name:	Rengstorff Avenue						Middlefield Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	9	10	10	9	10	10	9	10	10	9	10	10
Y+R:	4.0	5.0	5.0	4.0	5.0	5.0	4.0	5.0	5.0	4.0	5.0	5.0
Volume Module:												
Base Vol:	101	888	55	52	250	26	125	318	57	128	374	253
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	101	888	55	52	250	26	125	318	57	128	374	253
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	107	945	59	55	266	28	133	338	61	136	398	269
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	945	59	55	266	28	133	338	61	136	398	269
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	107	945	59	55	266	28	133	338	61	136	398	269
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	0.93	0.95	0.93	0.92	0.95	0.89	0.88
Lanes:	1.00	1.88	0.12	1.00	1.81	0.19	1.00	1.69	0.31	1.00	1.19	0.81
Final Sat.:	1805	3368	209	1805	3222	335	1805	2986	535	1805	2009	1359
Capacity Analysis Module:												
Vol/Sat:	0.06	0.28	0.28	0.03	0.08	0.08	0.07	0.11	0.11	0.08	0.20	0.20
Crit Moves:		****			****			****			****	
Green/Cycle:	0.23	0.41	0.41	0.08	0.26	0.26	0.11	0.23	0.23	0.17	0.29	0.29
Volume/Cap:	0.26	0.68	0.68	0.37	0.32	0.32	0.68	0.49	0.49	0.45	0.68	0.68
Uniform Del:	34.4	26.5	26.5	47.8	32.9	32.9	47.2	36.7	36.7	41.3	34.6	34.6
IncremntDel:	0.3	1.3	1.3	1.6	0.2	0.2	9.5	0.5	0.5	1.1	2.0	2.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	34.7	27.9	27.9	49.4	33.1	33.1	56.8	37.1	37.1	42.4	36.6	36.6
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:	34.7	27.9	27.9	49.4	33.1	33.1	56.8	37.1	37.1	42.4	36.6	36.6
LOS by Move:	C	C	C	D	C	C	E	D	D	D	D	D
HCM2kAvgQ:	3	15	15	2	4	4	6	7	6	5	12	11

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

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

Intersection #11: Rengstorff Avenue and Middlefield Road

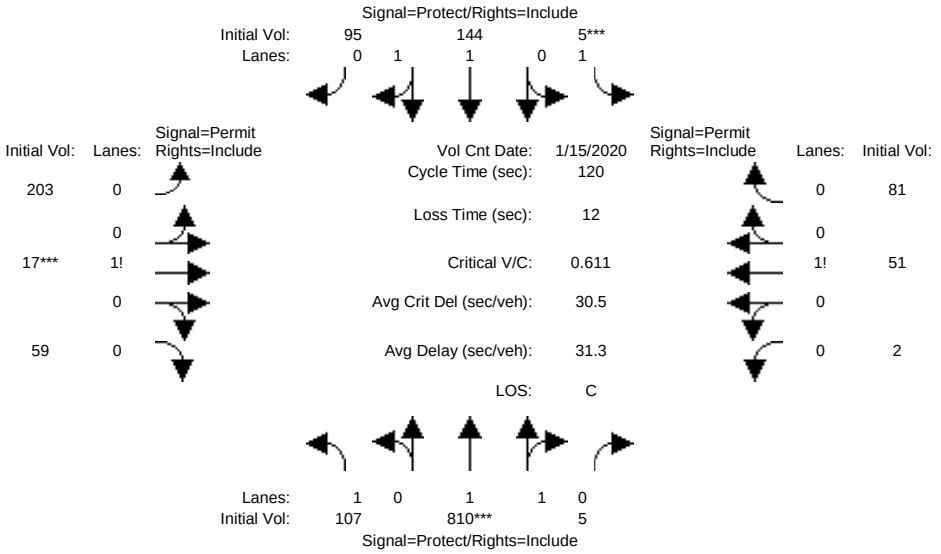


Street Name:	Rengstorff Avenue						Middlefield Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	9	10	10	9	10	10	9	10	10	9	10	10
Y+R:	4.0	5.0	5.0	4.0	5.0	5.0	4.0	5.0	5.0	4.0	5.0	5.0
Volume Module: >> Count Date: 15 Jan 2020 <<												
Base Vol:	38	318	54	235	800	23	113	550	120	124	212	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	318	54	235	800	23	113	550	120	124	212	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	40	338	57	250	851	24	120	585	128	132	226	149
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	338	57	250	851	24	120	585	128	132	226	149
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	338	57	250	851	24	120	585	128	132	226	149
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.92	0.95	0.95	0.94	0.95	0.92	0.92	0.95	0.89	0.87
Lanes:	1.00	1.71	0.29	1.00	1.94	0.06	1.00	1.64	0.36	1.00	1.19	0.81
Final Sat.:	1805	3015	512	1805	3495	100	1805	2878	628	1805	2026	1338
Capacity Analysis Module:												
Vol/Sat:	0.02	0.11	0.11	0.14	0.24	0.24	0.07	0.20	0.20	0.07	0.11	0.11
Crit Moves:	****				****			****			****	
Green/Cycle:	0.08	0.21	0.21	0.25	0.38	0.38	0.18	0.32	0.32	0.11	0.25	0.25
Volume/Cap:	0.27	0.54	0.54	0.54	0.64	0.64	0.37	0.64	0.64	0.64	0.45	0.45
Uniform Del:	47.4	39.0	39.0	35.5	28.0	28.0	39.4	32.3	32.3	46.6	35.0	35.0
IncremntDel:	1.0	0.9	0.9	1.3	1.1	1.1	0.7	1.3	1.3	6.8	0.4	0.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	48.4	39.9	39.9	36.8	29.1	29.1	40.1	33.6	33.6	53.4	35.4	35.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.4	39.9	39.9	36.8	29.1	29.1	40.1	33.6	33.6	53.4	35.4	35.4
LOS by Move:	D	D	D	D	C	C	D	C	C	D	D	D
HCM2kAvgQ:	2	7	7	8	13	13	4	12	11	5	6	6

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

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

Intersection #12: Rengstorff Avenue and Leghorn Avenue

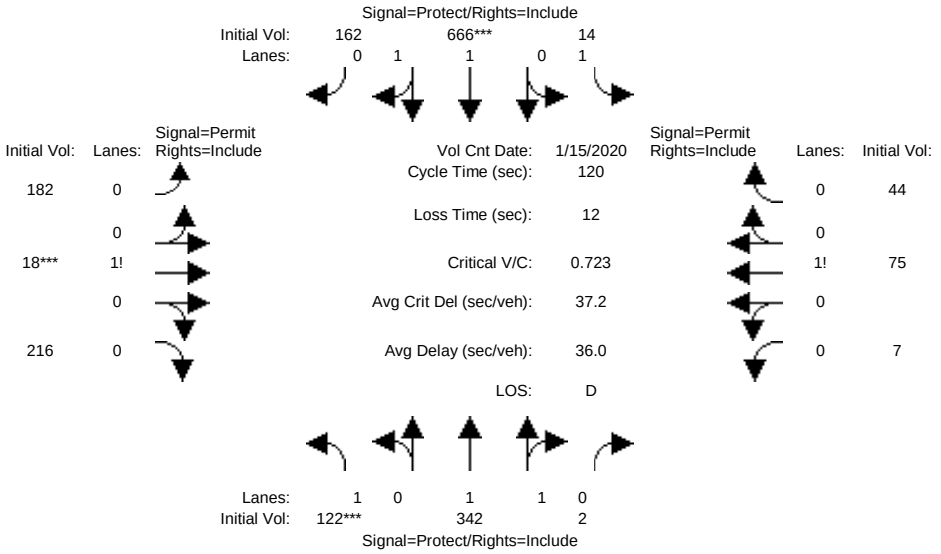


Street Name:	Rengstorff Avenue						Leghorn Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	9	8	8	9	9	9	8	8	8	8	8	8
Y+R:	3.5	4.6	4.6	3.5	4.6	4.6	4.6	4.6	4.6	4.6	4.6	4.6
Volume Module: >> Count Date: 15 Jan 2020 <<												
Base Vol:	107	810	5	5	144	95	203	17	59	2	51	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:	107	810	5	5	144	95	203	17	59	2	51	81
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
PHF Volume:	127	964	6	6	171	113	242	20	70	2	61	96
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	964	6	6	171	113	242	20	70	2	61	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	1.00	1.00	1.00	1.00	1.00
FinalVolume:	127	964	6	6	171	113	242	20	70	2	61	96
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.89	0.88	0.63	0.63	0.63	0.91	0.91	0.90
Lanes:	1.00	1.99	0.01	1.00	1.20	0.80	0.73	0.06	0.21	0.01	0.38	0.61
Final Sat.:	1805	3584	22	1805	2034	1342	872	73	253	26	657	1043
Capacity Analysis Module:												
Vol/Sat:	0.07	0.27	0.27	0.00	0.08	0.08	0.28	0.28	0.28	0.09	0.09	0.09
Crit Moves:		****		****				****				
Green/Cycle:	0.23	0.41	0.41	0.08	0.25	0.25	0.42	0.42	0.42	0.42	0.42	0.42
Volume/Cap:	0.31	0.66	0.66	0.04	0.33	0.33	0.66	0.66	0.66	0.22	0.22	0.22
Uniform Del:	38.6	28.9	28.9	51.5	36.4	36.4	28.1	28.1	28.1	22.3	22.3	22.3
IncremntDel:	0.4	1.1	1.1	0.1	0.2	0.2	3.3	3.3	3.3	0.2	0.2	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	39.0	30.1	30.1	51.6	36.6	36.6	31.4	31.4	31.4	22.5	22.5	22.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.0	30.1	30.1	51.6	36.6	36.6	31.4	31.4	31.4	22.5	22.5	22.5
LOS by Move:	D	C	C	D	D	D	C	C	C	C	C	C
HCM2kAvgQ:	4	16	16	0	5	5	11	11	11	4	4	4

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

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

Intersection #12: Rengstorff Avenue and Leghorn Avenue



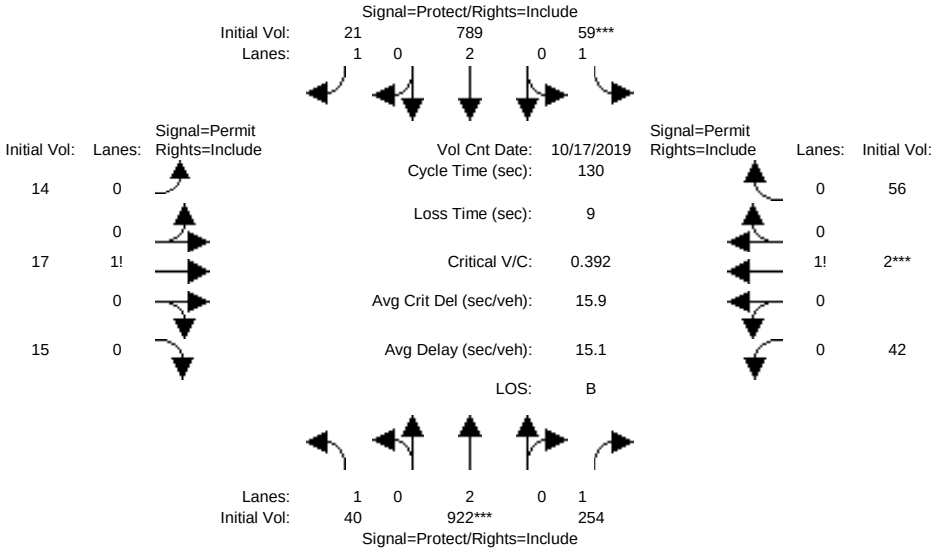
Street Name:	Rengstorff Avenue						Leghorn Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	9	8	8	9	9	9	8	8	8	8	8	8
Y+R:	3.5	4.6	4.6	3.5	4.0	4.6	4.6	4.6	4.6	4.6	4.6	4.6
Volume Module: >> Count Date: 15 Jan 2020 <<												
Base Vol:	122	342	2	14	666	162	182	18	216	7	75	44
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	122	342	2	14	666	162	182	18	216	7	75	44
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	131	368	2	15	716	174	196	19	232	8	81	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	131	368	2	15	716	174	196	19	232	8	81	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	131	368	2	15	716	174	196	19	232	8	81	47
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.92	0.92	0.73	0.73	0.73	0.93	0.93	0.92
Lanes:	1.00	1.99	0.01	1.00	1.61	0.39	0.44	0.04	0.52	0.06	0.59	0.35
Final Sat.:	1805	3585	21	1805	2815	685	605	60	718	98	1050	616
Capacity Analysis Module:												
Vol/Sat:	0.07	0.10	0.10	0.01	0.25	0.25	0.32	0.32	0.32	0.08	0.08	0.08
Crit Moves:	****				****			****				
Green/Cycle:	0.10	0.26	0.26	0.19	0.35	0.35	0.45	0.45	0.45	0.45	0.45	0.45
Volume/Cap:	0.72	0.39	0.39	0.04	0.72	0.72	0.72	0.72	0.72	0.17	0.17	0.17
Uniform Del:	52.3	36.5	36.5	39.6	33.8	33.8	27.1	27.1	27.1	19.8	19.8	19.8
IncremntDel:	13.4	0.3	0.3	0.1	2.1	2.1	4.2	4.2	4.2	0.1	0.1	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	65.7	36.8	36.8	39.6	36.0	36.0	31.3	31.3	31.3	19.9	19.9	19.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.7	36.8	36.8	39.6	36.0	36.0	31.3	31.3	31.3	19.9	19.9	19.9
LOS by Move:	E	D	D	D	D	D	C	C	C	B	B	B
HCM2kAvgQ:	6	6	6	0	16	16	15	15	15	3	3	3

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

Appendix D – Existing plus Project Conditions Intersection Level of Service Worksheets

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Project AM

Intersection #1: San Antonio Road and Leghorn Road

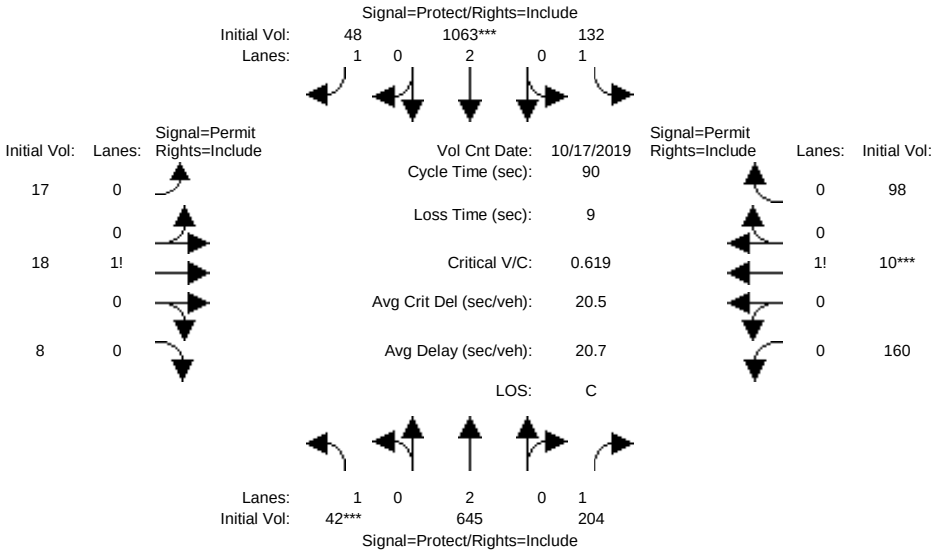


Street Name:	San Antonio Road						Leghorn Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Oct 2019 << 7:00-9:00 AM												
Base Vol:	25	884	156	55	748	21	14	17	15	42	2	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	884	156	55	748	21	14	17	15	42	2	50
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project Tri:	15	38	98	4	41	0	0	0	0	0	0	6
Initial Fut:	40	922	254	59	789	21	14	17	15	42	2	56
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	41	951	262	61	813	22	14	18	15	43	2	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	951	262	61	813	22	14	18	15	43	2	58
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	41	951	262	61	813	22	14	18	15	43	2	58
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.83	0.95	0.95	0.83	0.87	0.87	0.87	0.80	0.80	0.79
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.30	0.37	0.33	0.42	0.02	0.56
Final Sat.:	1805	3610	1576	1805	3610	1573	504	612	540	634	30	846
Capacity Analysis Module:												
Vol/Sat:	0.02	0.26	0.17	0.03	0.23	0.01	0.03	0.03	0.03	0.07	0.07	0.07
Crit Moves:		****		****							****	
Green/Cycle:	0.15	0.67	0.67	0.09	0.61	0.61	0.17	0.17	0.17	0.17	0.17	0.17
Volume/Cap:	0.16	0.39	0.25	0.39	0.37	0.02	0.16	0.16	0.16	0.39	0.39	0.39
Uniform Del:	48.5	9.6	8.4	56.2	12.7	10.0	45.7	45.7	45.7	47.6	47.6	47.6
IncremntDel:	0.3	0.1	0.1	1.6	0.1	0.0	0.3	0.3	0.3	1.0	1.0	1.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	48.8	9.7	8.6	57.9	12.8	10.0	45.9	45.9	45.9	48.6	48.6	48.6
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:	48.8	9.7	8.6	57.9	12.8	10.0	45.9	45.9	45.9	48.6	48.6	48.6
LOS by Move:	D	A	A	E	B	A	D	D	D	D	D	D
HCM2kAvgQ:	1	9	4	3	8	0	2	2	2	4	4	4

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Project PM

Intersection #1: San Antonio Road and Leghorn Road

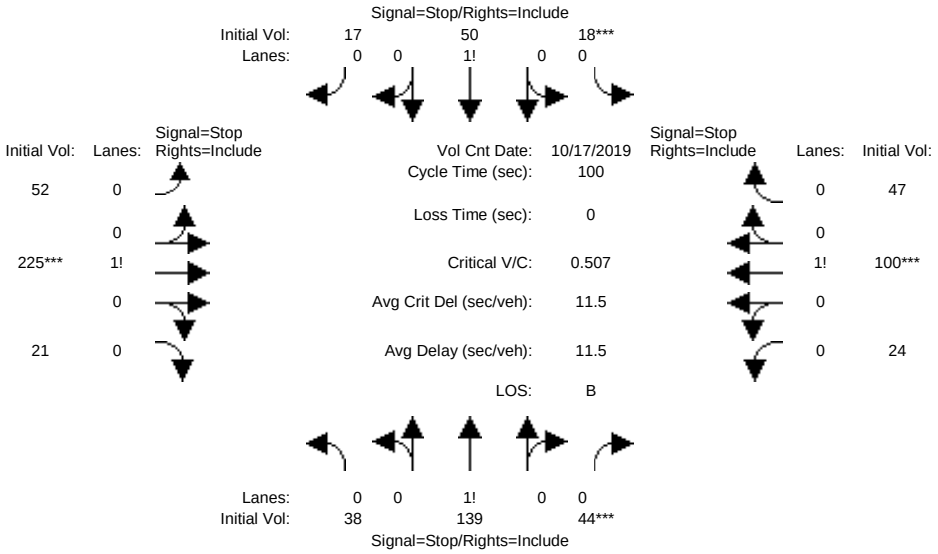


Street Name:	San Antonio Road						Leghorn Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Oct 2019 << 4:00 - 6:00 P.M.												
Base Vol:	25	621	158	102	1023	48	17	18	8	150	10	94
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	621	158	102	1023	48	17	18	8	150	10	94
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project Tri:	17	24	46	30	40	0	0	0	0	10	0	4
Initial Fut:	42	645	204	132	1063	48	17	18	8	160	10	98
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	46	709	224	145	1168	53	19	20	9	176	11	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	709	224	145	1168	53	19	20	9	176	11	108
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	46	709	224	145	1168	53	19	20	9	176	11	108
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.84	0.95	0.95	0.82	0.84	0.84	0.84	0.75	0.75	0.75
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.39	0.42	0.19	0.60	0.04	0.36
Final Sat.:	1805	3610	1603	1805	3610	1550	629	666	296	846	53	518
Capacity Analysis Module:												
Vol/Sat:	0.03	0.20	0.14	0.08	0.32	0.03	0.03	0.03	0.03	0.21	0.21	0.21
Crit Moves:	****				****						****	
Green/Cycle:	0.08	0.41	0.41	0.17	0.50	0.50	0.32	0.32	0.32	0.32	0.32	0.32
Volume/Cap:	0.33	0.48	0.34	0.48	0.65	0.07	0.09	0.09	0.09	0.65	0.65	0.65
Uniform Del:	39.3	19.5	18.2	33.9	16.6	11.6	21.3	21.3	21.3	26.1	26.1	26.1
IncremntDel:	1.4	0.2	0.3	1.2	0.8	0.0	0.1	0.1	0.1	3.2	3.2	3.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	40.7	19.7	18.5	35.1	17.4	11.7	21.4	21.4	21.4	29.4	29.4	29.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.7	19.7	18.5	35.1	17.4	11.7	21.4	21.4	21.4	29.4	29.4	29.4
LOS by Move:	D	B	B	D	B	B	C	C	C	C	C	C
HCM2kAvgQ:	2	8	4	4	13	1	1	1	1	8	8	8

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

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing Plus Project AM

Intersection #2: Independence Avenue & Leghorn Road



Street Name:	Independence Avenue						Leghorn Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 17 Oct 2019 << 7:00-9:00 AM												
Base Vol:	38	139	44	18	50	17	40	135	21	24	95	47
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	139	44	18	50	17	40	135	21	24	95	47
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	12	90	0	0	5	0
Initial Fut:	38	139	44	18	50	17	52	225	21	24	100	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	44	160	51	21	57	20	60	259	24	28	115	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	160	51	21	57	20	60	259	24	28	115	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	44	160	51	21	57	20	60	259	24	28	115	54
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:	0.17	0.63	0.20	0.21	0.59	0.20	0.17	0.76	0.07	0.14	0.59	0.27
Final Sat.:	109	399	126	122	340	116	118	510	48	91	380	178
Capacity Analysis Module:												
Vol/Sat:	0.40	0.40	0.40	0.17	0.17	0.17	0.51	0.51	0.51	0.30	0.30	0.30
Crit Moves:			****	****				****			****	
Delay/Veh:	11.4	11.4	11.4	9.6	9.6	9.6	12.8	12.8	12.8	10.2	10.2	10.2
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:	11.4	11.4	11.4	9.6	9.6	9.6	12.8	12.8	12.8	10.2	10.2	10.2
LOS by Move:	B	B	B	A	A	A	B	B	B	B	B	B
ApproachDel:		11.4			9.6			12.8			10.2	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		11.4			9.6			12.8			10.2	
LOS by Appr:		B			A			B			B	
AllWayAvgQ:	0.6	0.6	0.6	0.2	0.2	0.2	0.9	0.9	0.9	0.4	0.4	0.4

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

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #2 Independence Avenue & Leghorn Road

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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		
Lanes:	0 0 1!	0	0	0 0 1!	0	0	0 0 1!	0	0	0 0 1!	0	0
Initial Vol:	38	139	44	18	50	17	52	225	21	24	100	47

Major Street Volume: 469
Minor Approach Volume: 221
Minor Approach Volume Threshold: 421

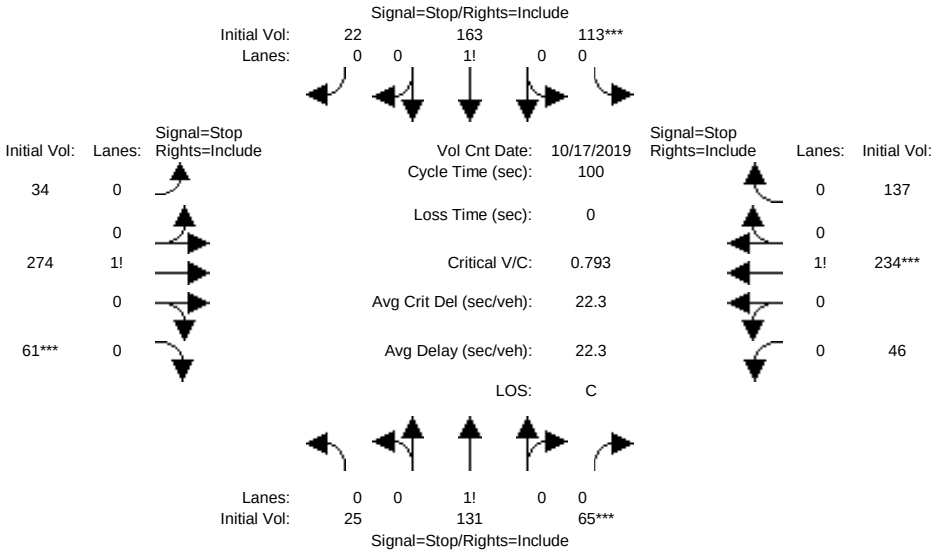
SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing Plus Project PM

Intersection #2: Independence Avenue & Leghorn Road



Street Name:	Independence Avenue						Leghorn Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 17 Oct 2019 << 4:00 - 6:00 P.M.												
Base Vol:	25	131	65	113	163	22	32	227	61	46	199	137
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	131	65	113	163	22	32	227	61	46	199	137
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project Tri:	0	0	0	0	0	0	2	47	0	0	35	0
Initial Fut:	25	131	65	113	163	22	34	274	61	46	234	137
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	26	135	67	116	168	23	35	282	63	47	241	141
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	135	67	116	168	23	35	282	63	47	241	141
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	26	135	67	116	168	23	35	282	63	47	241	141
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:	0.11	0.60	0.29	0.38	0.55	0.07	0.09	0.74	0.17	0.11	0.56	0.33
Final Sat.:	50	262	130	179	259	35	48	386	86	60	304	178
Capacity Analysis Module:												
Vol/Sat:	0.52	0.52	0.52	0.65	0.65	0.65	0.73	0.73	0.73	0.79	0.79	0.79
Crit Moves:			****	****					****		****	
Delay/Veh:	15.6	15.6	15.6	19.8	19.8	19.8	23.1	23.1	23.1	27.0	27.0	27.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.6	15.6	15.6	19.8	19.8	19.8	23.1	23.1	23.1	27.0	27.0	27.0
LOS by Move:	C	C	C	C	C	C	C	C	C	D	D	D
ApproachDel:		15.6			19.8			23.1			27.0	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		15.6			19.8			23.1			27.0	
LOS by Appr:		C			C			C			D	
AllWayAvgQ:	0.7	0.7	0.7	1.3	1.3	1.3	2.0	2.0	2.0	2.6	2.6	2.6

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

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #2 Independence Avenue & Leghorn Road

****

Future Volume Alternative: Peak Hour Warrant Met

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		
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Initial Vol:	25	131	65	113	163	22	34	274	61	46	234	137

Major Street Volume: 786
Minor Approach Volume: 298
Minor Approach Volume Threshold: 284

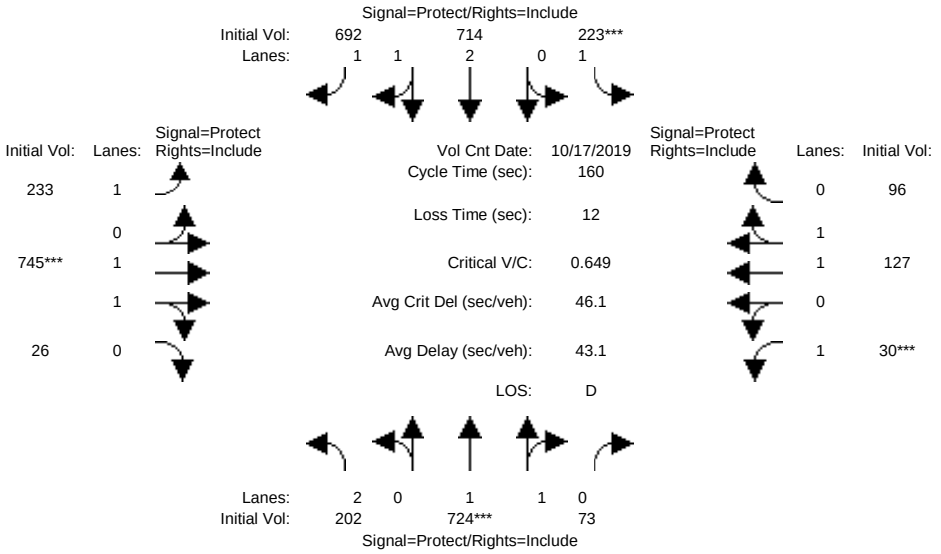
SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Project AM

Intersection #3: San Antonio Road & Chareleston Road

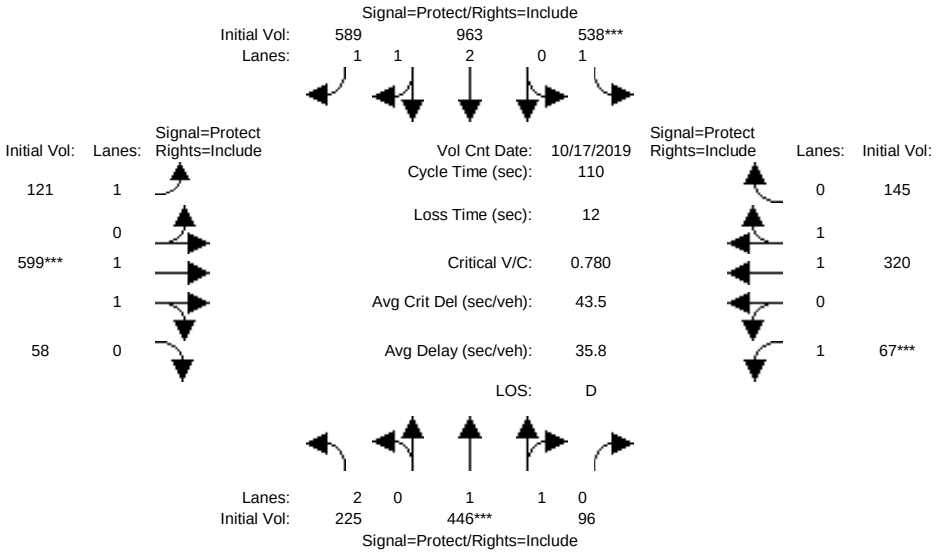


Street Name:	San Antonio Road						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Oct 2019 << 7:00-9:00 AM												
Base Vol:	159	700	71	223	710	692	233	745	21	30	127	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:	159	700	71	223	710	692	233	745	21	30	127	96
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project Tri:	43	24	2	0	4	0	0	0	5	0	0	0
Initial Fut:	202	724	73	223	714	692	233	745	26	30	127	96
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	208	746	75	230	736	713	240	768	27	31	131	99
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	208	746	75	230	736	713	240	768	27	31	131	99
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	208	746	75	230	736	713	240	768	27	31	131	99
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.94	0.93	0.95	0.84	0.83	0.95	0.95	0.94	0.95	0.89	0.88
Lanes:	2.00	1.82	0.18	1.00	2.02	1.98	1.00	1.93	0.07	1.00	1.13	0.87
Final Sat.:	3502	3233	326	1805	3227	3128	1805	3471	121	1805	1914	1447
Capacity Analysis Module:												
Vol/Sat:	0.06	0.23	0.23	0.13	0.23	0.23	0.13	0.22	0.22	0.02	0.07	0.07
Crit Moves:		****		****				****		****		
Green/Cycle:	0.11	0.35	0.35	0.19	0.43	0.43	0.25	0.33	0.33	0.05	0.13	0.13
Volume/Cap:	0.53	0.66	0.66	0.66	0.53	0.53	0.53	0.66	0.66	0.37	0.53	0.53
Uniform Del:	62.9	41.5	41.5	56.1	31.8	31.8	48.5	42.8	42.8	69.4	61.1	61.1
IncremntDel:	1.4	1.4	1.4	4.8	0.2	0.2	1.2	1.4	1.4	2.7	1.2	1.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	64.4	42.8	42.8	60.9	32.0	32.0	49.7	44.2	44.2	72.1	62.3	62.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.4	42.8	42.8	60.9	32.0	32.0	49.7	44.2	44.2	72.1	62.3	62.3
LOS by Move:	E	D	D	E	C	C	D	D	D	E	E	E
HCM2kAvgQ:	5	17	17	11	13	13	10	17	17	2	6	6

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Project PM

Intersection #3: San Antonio Road & Chareleston Road

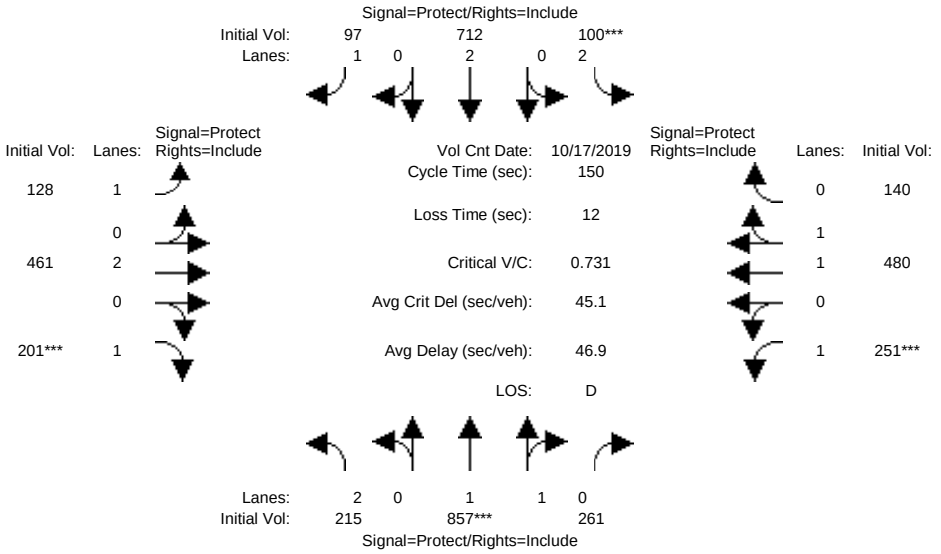


Street Name:	San Antonio Road						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Oct 2019 << 4:00 - 6:00 P.M.												
Base Vol:	189	442	92	538	935	589	121	599	51	67	320	145
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	189	442	92	538	935	589	121	599	51	67	320	145
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	36	4	4	0	28	0	0	0	7	0	0	0
Initial Fut:	225	446	96	538	963	589	121	599	58	67	320	145
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	232	460	99	555	993	607	125	618	60	69	330	149
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	232	460	99	555	993	607	125	618	60	69	330	149
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	232	460	99	555	993	607	125	618	60	69	330	149
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.86	0.84	0.95	0.94	0.94	0.95	0.91	0.90
Lanes:	2.00	1.64	0.36	1.00	2.46	1.54	1.00	1.82	0.18	1.00	1.37	0.63
Final Sat.:	3502	2889	622	1805	4009	2452	1805	3248	314	1805	2360	1070
Capacity Analysis Module:												
Vol/Sat:	0.07	0.16	0.16	0.31	0.25	0.25	0.07	0.19	0.19	0.04	0.14	0.14
Crit Moves:		****		****				****		****		
Green/Cycle:	0.12	0.20	0.20	0.39	0.46	0.46	0.10	0.24	0.24	0.06	0.20	0.20
Volume/Cap:	0.53	0.79	0.79	0.79	0.53	0.53	0.69	0.79	0.79	0.60	0.69	0.69
Uniform Del:	45.2	41.8	41.8	29.8	21.0	21.0	47.8	39.3	39.3	50.1	40.6	40.6
IncremntDel:	1.3	6.2	6.2	6.2	0.2	0.2	10.7	5.2	5.2	8.6	2.9	2.9
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	46.5	48.0	48.0	36.0	21.2	21.2	58.5	44.4	44.4	58.8	43.6	43.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.5	48.0	48.0	36.0	21.2	21.2	58.5	44.4	44.4	58.8	43.6	43.6
LOS by Move:	D	D	D	D	C	C	E	D	D	E	D	D
HCM2kAvgQ:	4	11	11	18	11	11	5	13	13	3	9	9

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Project AM

Intersection #4: San Antonio Road & Middlefield Road

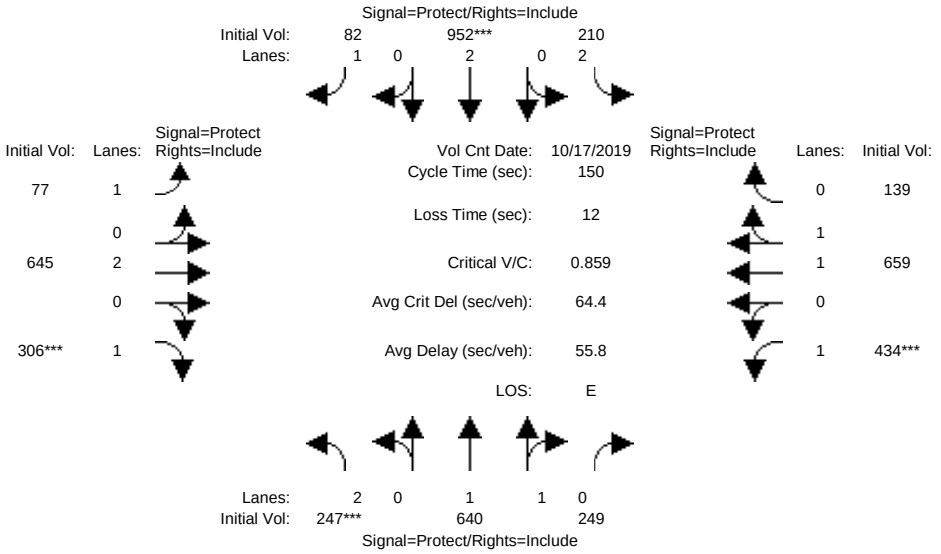


Street Name:	San Antonio Road						Middlefield Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	5	10	10	5	10	10	5	10	10	5	10	10
Y+R:	4.0	5.0	5.0	4.0	5.0	5.0	4.0	5.0	5.0	4.0	5.0	5.0
Volume Module: >> Count Date: 17 Oct 2019 << 7:00-9:00 AM												
Base Vol:	215	840	261	71	692	90	118	461	201	251	480	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:	215	840	261	71	692	90	118	461	201	251	480	110
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project Tri:	0	17	0	29	20	7	10	0	0	0	0	30
Initial Fut:	215	857	261	100	712	97	128	461	201	251	480	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	231	922	281	108	766	104	138	496	216	270	516	151
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	231	922	281	108	766	104	138	496	216	270	516	151
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	231	922	281	108	766	104	138	496	216	270	516	151
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.91	0.92	0.95	0.81	0.95	0.95	0.77	0.95	0.92	0.91
Lanes:	2.00	1.53	0.47	2.00	2.00	1.00	1.00	2.00	1.00	1.00	1.54	0.46
Final Sat.:	3502	2667	812	3502	3610	1543	1805	3610	1468	1805	2692	785
Capacity Analysis Module:												
Vol/Sat:	0.07	0.35	0.35	0.03	0.21	0.07	0.08	0.14	0.15	0.15	0.19	0.19
Crit Moves:		****		****					****	****		
Green/Cycle:	0.12	0.47	0.47	0.04	0.39	0.39	0.12	0.20	0.20	0.20	0.29	0.29
Volume/Cap:	0.54	0.73	0.73	0.73	0.54	0.17	0.66	0.68	0.73	0.73	0.66	0.66
Uniform Del:	61.9	31.9	31.9	71.0	35.2	29.7	63.5	55.5	56.1	55.8	46.7	46.7
IncremntDel:	1.4	1.7	1.7	17.1	0.4	0.1	7.6	2.7	9.0	7.3	1.6	1.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	63.3	33.6	33.6	88.1	35.6	29.8	71.2	58.1	65.1	63.1	48.4	48.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	63.3	33.6	33.6	88.1	35.6	29.8	71.2	58.1	65.1	63.1	48.4	48.4
LOS by Move:	E	C	C	F	D	C	E	E	E	E	D	D
HCM2kAvgQ:	6	24	24	4	14	3	7	12	11	13	15	15

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Project PM

Intersection #4: San Antonio Road & Middlefield Road

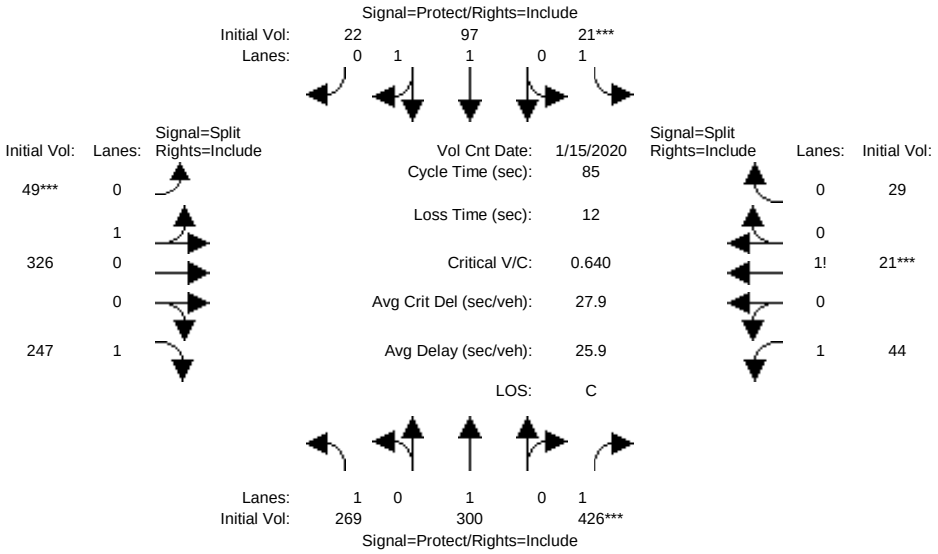


Street Name:	San Antonio Road						Middlefield Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	5	10	10	5	10	10	5	10	10	5	10	10
Y+R:	4.0	5.0	5.0	5.0	5.0	4.0	4.0	5.0	5.0	5.0	5.0	4.0
Volume Module: >> Count Date: 17 Oct 2019 << 4:00 - 6:00 P.M.												
Base Vol:	247	619	249	183	922	71	70	645	306	434	659	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:	247	619	249	183	922	71	70	645	306	434	659	77
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project Tri:	0	21	0	27	30	11	7	0	0	0	0	62
Initial Fut:	247	640	249	210	952	82	77	645	306	434	659	139
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	252	653	254	214	971	84	79	658	312	443	672	142
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	252	653	254	214	971	84	79	658	312	443	672	142
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	252	653	254	214	971	84	79	658	312	443	672	142
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.90	0.92	0.95	0.83	0.95	0.95	0.81	0.95	0.93	0.92
Lanes:	2.00	1.44	0.56	2.00	2.00	1.00	1.00	2.00	1.00	1.00	1.65	0.35
Final Sat.:	3502	2483	966	3502	3610	1576	1805	3610	1531	1805	2898	611
Capacity Analysis Module:												
Vol/Sat:	0.07	0.26	0.26	0.06	0.27	0.05	0.04	0.18	0.20	0.25	0.23	0.23
Crit Moves:	****				****				****	****		
Green/Cycle:	0.08	0.32	0.32	0.07	0.31	0.31	0.08	0.24	0.24	0.29	0.44	0.44
Volume/Cap:	0.86	0.82	0.82	0.82	0.86	0.17	0.53	0.77	0.86	0.86	0.53	0.53
Uniform Del:	67.8	46.8	46.8	68.4	48.4	37.4	66.0	53.3	54.8	50.7	30.6	30.6
IncremntDel:	21.6	4.8	4.8	17.7	6.8	0.2	3.5	4.2	18.2	13.6	0.3	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	89.4	51.6	51.6	86.1	55.2	37.5	69.5	57.6	73.0	64.3	30.9	30.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	89.4	51.6	51.6	86.1	55.2	37.5	69.5	57.6	73.0	64.3	30.9	30.9
LOS by Move:	F	D	D	F	E	D	E	E	E	E	C	C
HCM2kAvgQ:	8	22	22	7	24	3	4	16	16	22	14	14

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Project AM

Intersection #5: San Antonio Road and E Bayshore Road-Bayshore Parkway

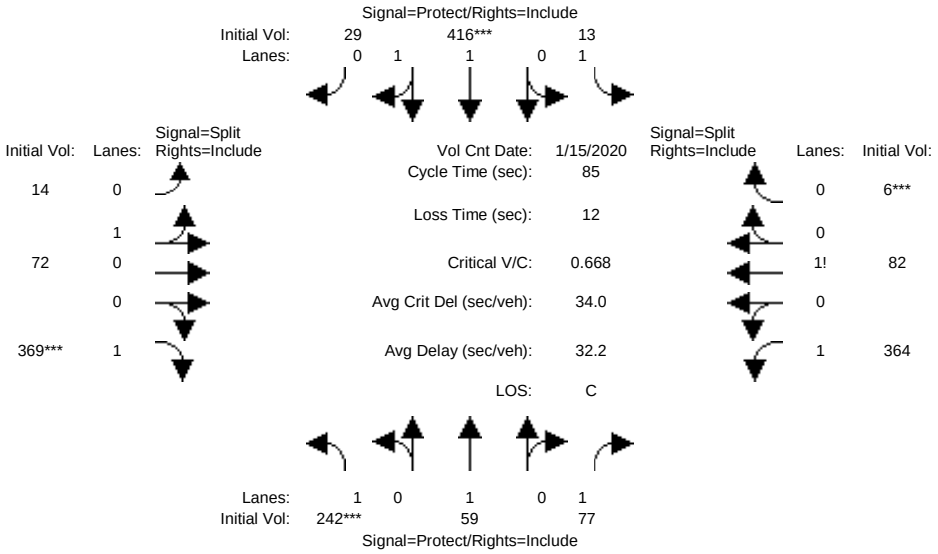


Street Name:	San Antonio Road						East Bayshore Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	8	8	4	8	8	8	8	8	8	8	8
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 15 Jan 2020 <<												
Base Vol:	269	300	402	21	97	22	49	326	247	40	21	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:	269	300	402	21	97	22	49	326	247	40	21	29
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	24	0	0	0	0	0	0	4	0	0
Initial Fut:	269	300	426	21	97	22	49	326	247	44	21	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:	283	316	448	22	102	23	52	343	260	46	22	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	283	316	448	22	102	23	52	343	260	46	22	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	283	316	448	22	102	23	52	343	260	46	22	31
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.83	0.95	0.92	0.91	0.99	0.99	0.83	0.93	0.93	0.92
Lanes:	1.00	1.00	1.00	1.00	1.63	0.37	0.13	0.87	1.00	1.30	0.29	0.41
Final Sat.:	1805	1900	1574	1805	2855	648	247	1640	1576	2309	514	709
Capacity Analysis Module:												
Vol/Sat:	0.16	0.17	0.28	0.01	0.04	0.04	0.21	0.21	0.16	0.02	0.04	0.04
Crit Moves:			****	****			****				****	
Green/Cycle:	0.29	0.41	0.41	0.05	0.17	0.17	0.30	0.30	0.30	0.09	0.09	0.09
Volume/Cap:	0.54	0.40	0.69	0.26	0.21	0.21	0.69	0.69	0.54	0.21	0.46	0.46
Uniform Del:	25.6	17.5	20.4	39.1	30.2	30.2	26.0	26.0	24.7	35.6	36.4	36.4
IncremntDel:	1.2	0.3	3.1	1.6	0.2	0.2	3.5	3.5	1.3	0.2	1.5	1.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	26.8	17.9	23.5	40.7	30.3	30.3	29.6	29.6	25.9	35.8	38.0	38.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.8	17.9	23.5	40.7	30.3	30.3	29.6	29.6	25.9	35.8	38.0	38.0
LOS by Move:	C	B	C	D	C	C	C	C	C	D	D	D
HCM2kAvgQ:	7	6	11	1	2	2	10	10	6	1	2	2

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Project PM

Intersection #5: San Antonio Road and E Bayshore Road-Bayshore Parkway

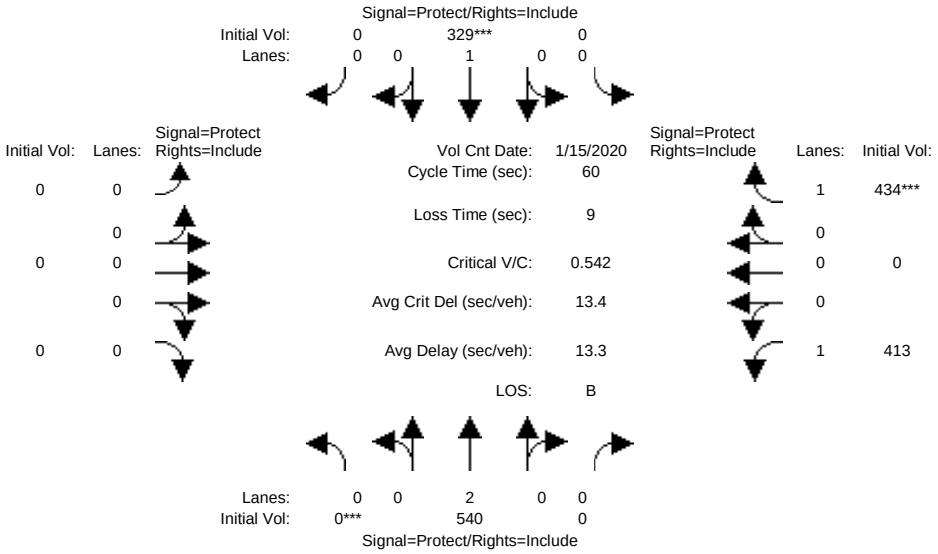


Street Name:	San Antonio Road						East Bayshore Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	8	8	4	8	8	8	8	8	8	8	8
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 15 Jan 2020 <<												
Base Vol:	242	59	73	13	416	29	14	72	369	340	82	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:	242	59	73	13	416	29	14	72	369	340	82	6
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	4	0	0	0	0	0	0	24	0	0
Initial Fut:	242	59	77	13	416	29	14	72	369	364	82	6
User Adj:	0.87	0.87	0.87	0.85	0.85	0.85	0.81	0.81	0.81	0.91	0.91	0.91
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:	222	54	71	12	372	26	12	61	315	349	79	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	222	54	71	12	372	26	12	61	315	349	79	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	222	54	71	12	372	26	12	61	315	349	79	6
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.83	0.95	0.94	0.94	0.99	0.99	0.84	0.96	0.96	0.96
Lanes:	1.00	1.00	1.00	1.00	1.87	0.13	0.16	0.84	1.00	1.68	0.30	0.02
Final Sat.:	1805	1900	1574	1805	3340	233	307	1578	1594	3051	553	40
Capacity Analysis Module:												
Vol/Sat:	0.12	0.03	0.04	0.01	0.11	0.11	0.04	0.04	0.20	0.11	0.14	0.14
Crit Moves:	****				****				****			****
Green/Cycle:	0.18	0.23	0.23	0.12	0.17	0.17	0.30	0.30	0.30	0.21	0.21	0.21
Volume/Cap:	0.67	0.12	0.19	0.06	0.67	0.67	0.13	0.13	0.67	0.54	0.67	0.67
Uniform Del:	32.3	25.7	26.1	33.4	33.2	33.2	21.9	21.9	26.3	29.8	30.7	30.7
IncremntDel:	5.1	0.1	0.3	0.1	2.9	2.9	0.1	0.1	3.7	0.7	2.7	2.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	37.4	25.8	26.4	33.5	36.1	36.1	22.1	22.1	29.9	30.5	33.4	33.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.4	25.8	26.4	33.5	36.1	36.1	22.1	22.1	29.9	30.5	33.4	33.4
LOS by Move:	D	C	C	C	D	D	C	C	C	C	C	C
HCM2kAvgQ:	7	1	2	0	6	6	1	1	8	5	7	7

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Project AM

Intersection #6: San Antonio Road and US-101 NB Off-Ramp

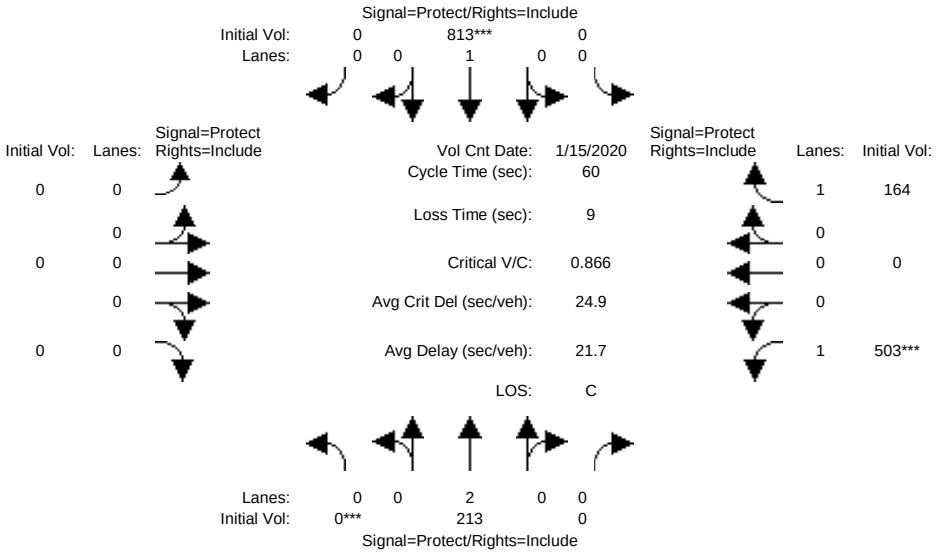


Street Name:	San Antonio Road						US-101 NB Off-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	5	5	5	5	5	5	0	0	0	5	5	5
Y+R:	4.0	4.5	4.0	3.5	3.5	3.5	4.0	4.0	4.0	3.0	3.0	3.0
Volume Module: >> Count Date: 15 Jan 2020 <<												
Base Vol:	0	516	0	0	325	0	0	0	0	413	0	434
Growth Adj:	1.00	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	516	0	0	325	0	0	0	0	413	0	434
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	24	0	0	4	0	0	0	0	0	0	0
Initial Fut:	0	540	0	0	329	0	0	0	0	413	0	434
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	0	563	0	0	343	0	0	0	0	430	0	452
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	563	0	0	343	0	0	0	0	430	0	452
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	563	0	0	343	0	0	0	0	430	0	452
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.85
Lanes:	0.00	2.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3610	0	0	1900	0	0	0	0	1805	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.00	0.00	0.18	0.00	0.00	0.00	0.00	0.24	0.00	0.28
Crit Moves:	****				****							****
Green/Cycle:	0.00	0.33	0.00	0.00	0.33	0.00	0.00	0.00	0.00	0.52	0.00	0.52
Volume/Cap:	0.00	0.47	0.00	0.00	0.54	0.00	0.00	0.00	0.00	0.46	0.00	0.54
Uniform Del:	0.0	15.8	0.0	0.0	16.3	0.0	0.0	0.0	0.0	9.2	0.0	9.7
IncremntDel:	0.0	0.3	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.4	0.0	0.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	16.1	0.0	0.0	17.2	0.0	0.0	0.0	0.0	9.6	0.0	10.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	16.1	0.0	0.0	17.2	0.0	0.0	0.0	0.0	9.6	0.0	10.4
LOS by Move:	A	B	A	A	B	A	A	A	A	A	A	B
HCM2kAvgQ:	0	5	0	0	6	0	0	0	0	5	0	6

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Project PM

Intersection #6: San Antonio Road and US-101 NB Off-Ramp

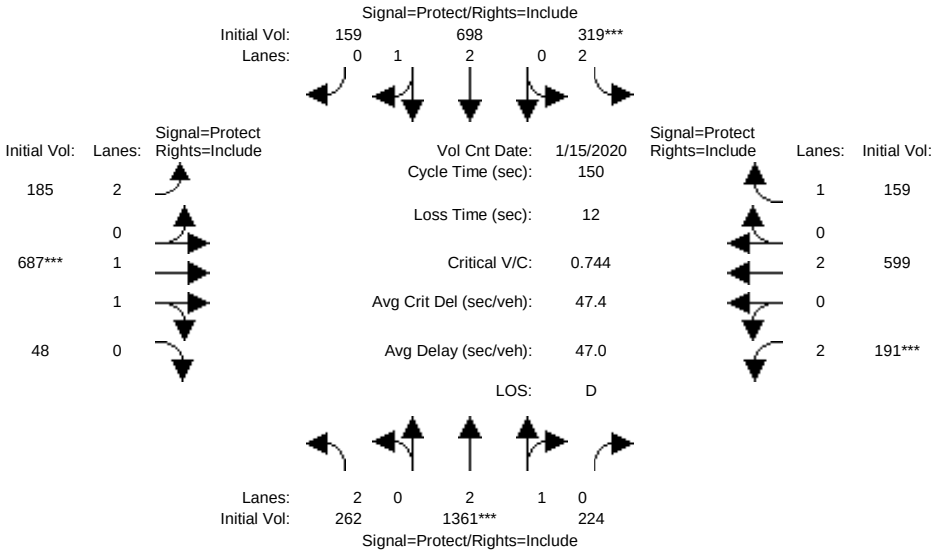


Street Name:	San Antonio Road						US-101 NB Off-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	5	5	5	5	5	5	0	0	0	5	5	5
Y+R:	4.0	4.5	4.0	3.5	3.5	3.5	4.0	4.0	4.0	3.0	3.0	3.0
Volume Module: >> Count Date: 15 Jan 2020 <<												
Base Vol:	0	209	0	0	789	0	0	0	0	499	0	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:	0	209	0	0	789	0	0	0	0	499	0	164
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	4	0	0	24	0	0	0	0	4	0	0
Initial Fut:	0	213	0	0	813	0	0	0	0	503	0	164
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	0	222	0	0	847	0	0	0	0	524	0	171
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	222	0	0	847	0	0	0	0	524	0	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	222	0	0	847	0	0	0	0	524	0	171
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.85
Lanes:	0.00	2.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3610	0	0	1900	0	0	0	0	1805	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.06	0.00	0.00	0.45	0.00	0.00	0.00	0.00	0.29	0.00	0.11
Crit Moves:	****				****					****		
Green/Cycle:	0.00	0.51	0.00	0.00	0.51	0.00	0.00	0.00	0.00	0.34	0.00	0.34
Volume/Cap:	0.00	0.12	0.00	0.00	0.87	0.00	0.00	0.00	0.00	0.87	0.00	0.32
Uniform Del:	0.0	7.5	0.0	0.0	12.7	0.0	0.0	0.0	0.0	18.7	0.0	14.8
IncremntDel:	0.0	0.0	0.0	0.0	8.2	0.0	0.0	0.0	0.0	12.5	0.0	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	7.6	0.0	0.0	21.0	0.0	0.0	0.0	0.0	31.2	0.0	15.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	7.6	0.0	0.0	21.0	0.0	0.0	0.0	0.0	31.2	0.0	15.2
LOS by Move:	A	A	A	A	C	A	A	A	A	C	A	B
HCM2kAvgQ:	0	1	0	0	17	0	0	0	0	13	0	3

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Project AM

Intersection #7: San Antonio Road and El Camino Real

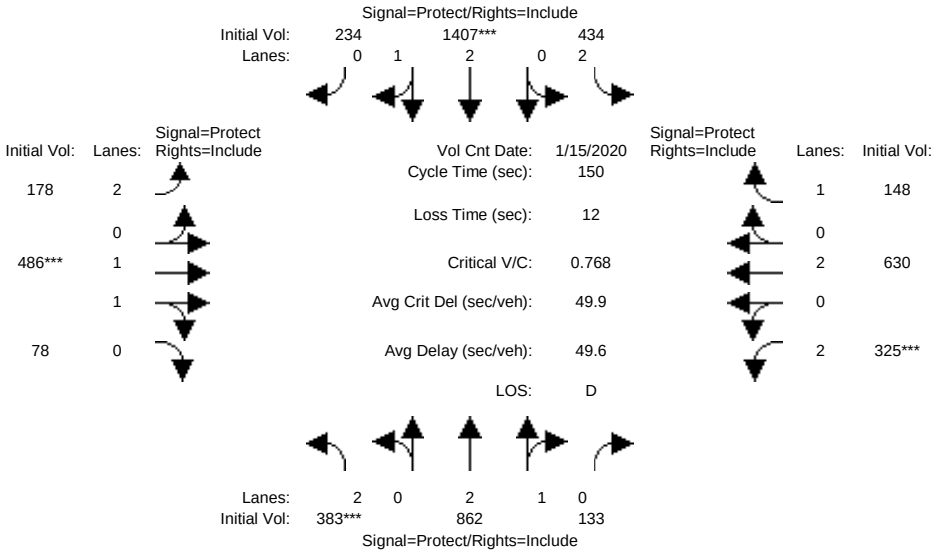


Street Name:	El Camino Real						San Antonio Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	12	10	10	12	10	10	12	10	10	12	10	10
Y+R:	3.7	4.6	4.6	3.7	4.6	4.6	3.7	4.6	4.6	3.7	4.6	4.6
Volume Module: >> Count Date: 15 Jan 2020 <<												
Base Vol:	262	1361	220	311	698	159	185	686	48	185	597	151
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	262	1361	220	311	698	159	185	686	48	185	597	151
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project Tri:	0	0	4	8	0	0	0	1	0	6	2	8
Initial Fut:	262	1361	224	319	698	159	185	687	48	191	599	159
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	270	1403	231	329	720	164	191	708	49	197	618	164
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	270	1403	231	329	720	164	191	708	49	197	618	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	270	1403	231	329	720	164	191	708	49	197	618	164
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.89	0.88	0.92	0.88	0.88	0.92	0.94	0.94	0.92	0.95	0.77
Lanes:	2.00	2.57	0.43	2.00	2.44	0.56	2.00	1.87	0.13	2.00	2.00	1.00
Final Sat.:	3502	4355	717	3502	4100	934	3502	3340	233	3502	3610	1462
Capacity Analysis Module:												
Vol/Sat:	0.08	0.32	0.32	0.09	0.18	0.18	0.05	0.21	0.21	0.06	0.17	0.11
Crit Moves:		****		****				****		****		
Green/Cycle:	0.17	0.43	0.43	0.13	0.38	0.38	0.12	0.28	0.28	0.08	0.25	0.25
Volume/Cap:	0.44	0.75	0.75	0.75	0.46	0.46	0.47	0.75	0.75	0.70	0.69	0.45
Uniform Del:	55.4	35.8	35.8	63.3	34.7	34.7	62.0	48.9	48.9	67.3	51.2	47.8
IncremntDel:	0.5	1.5	1.5	6.9	0.2	0.2	0.9	3.1	3.1	7.8	2.3	0.9
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	55.9	37.3	37.3	70.2	34.9	34.9	62.9	52.0	52.0	75.1	53.5	48.7
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:	55.9	37.3	37.3	70.2	34.9	34.9	62.9	52.0	52.0	75.1	53.5	48.7
LOS by Move:	E	D	D	E	C	C	E	D	D	E	D	D
HCM2kAvgQ:	6	24	23	9	11	11	5	18	18	6	14	7

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Project PM

Intersection #7: San Antonio Road and El Camino Real

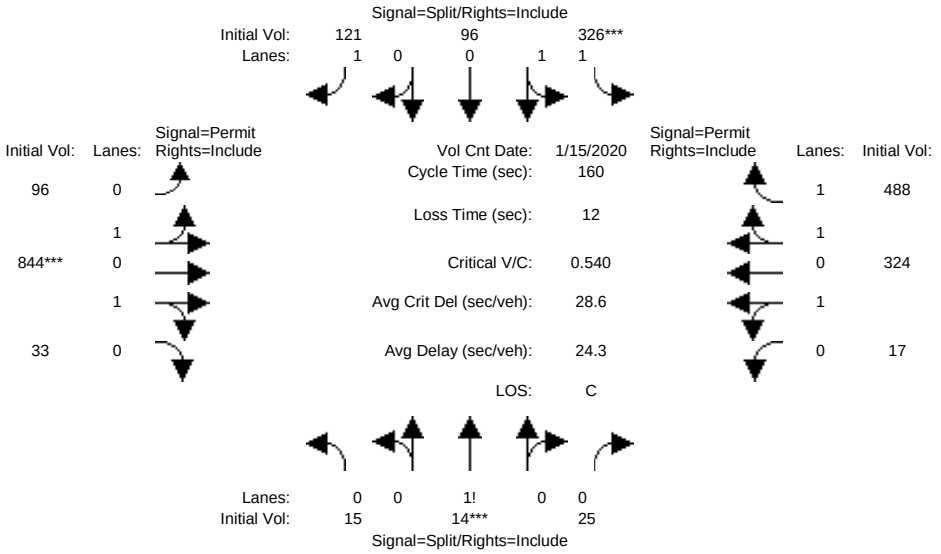


Street Name:	El Camino Real						San Antonio Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	12	10	10	12	10	10	12	10	10	12	10	10
Y+R:	3.7	4.6	4.6	3.7	4.6	4.6	3.7	4.6	4.6	3.7	4.6	4.6
Volume Module: >> Count Date: 15 Jan 2020 <<												
Base Vol:	383	862	129	426	1407	234	178	485	78	317	627	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:	383	862	129	426	1407	234	178	485	78	317	627	136
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	4	8	0	0	0	1	0	8	3	12
Initial Fut:	383	862	133	434	1407	234	178	486	78	325	630	148
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	395	889	137	447	1451	241	184	501	80	335	649	153
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	395	889	137	447	1451	241	184	501	80	335	649	153
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	395	889	137	447	1451	241	184	501	80	335	649	153
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.89	0.89	0.92	0.89	0.88	0.92	0.93	0.92	0.92	0.95	0.80
Lanes:	2.00	2.60	0.40	2.00	2.57	0.43	2.00	1.72	0.28	2.00	2.00	1.00
Final Sat.:	3502	4400	679	3502	4346	723	3502	3041	488	3502	3610	1512
Capacity Analysis Module:												
Vol/Sat:	0.11	0.20	0.20	0.13	0.33	0.33	0.05	0.16	0.16	0.10	0.18	0.10
Crit Moves:	****				****			****			****	
Green/Cycle:	0.15	0.36	0.36	0.23	0.43	0.43	0.10	0.21	0.21	0.12	0.23	0.23
Volume/Cap:	0.77	0.57	0.57	0.57	0.77	0.77	0.50	0.77	0.77	0.77	0.77	0.43
Uniform Del:	61.5	39.0	39.0	51.6	36.0	36.0	63.5	55.4	55.4	63.6	53.6	48.9
IncremntDel:	6.9	0.4	0.4	1.0	1.7	1.7	1.1	4.8	4.8	8.1	4.3	0.8
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	68.5	39.4	39.4	52.6	37.7	37.7	64.6	60.2	60.2	71.7	57.8	49.7
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:	68.5	39.4	39.4	52.6	37.7	37.7	64.6	60.2	60.2	71.7	57.8	49.7
LOS by Move:	E	D	D	D	D	D	E	E	E	E	E	D
HCM2kAvgQ:	11	14	14	10	25	25	5	15	15	9	16	6

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Project AM

Intersection #8: Charleston Road and Fabian Way

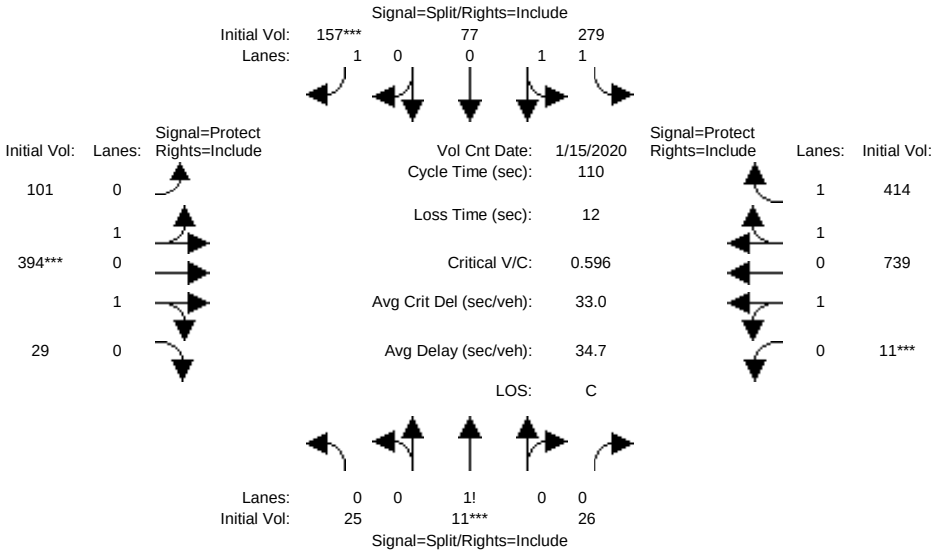


Street Name:	Fabian Way						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 15 Jan 2020 <<												
Base Vol:	15	14	25	321	96	121	96	844	33	17	324	481
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	14	25	321	96	121	96	844	33	17	324	481
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	5	0	0	0	0	0	0	0	7
Initial Fut:	15	14	25	326	96	121	96	844	33	17	324	488
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	16	15	27	347	102	129	102	898	35	18	345	519
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	15	27	347	102	129	102	898	35	18	345	519
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	16	15	27	347	102	129	102	898	35	18	345	519
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.96	0.96	0.84	0.80	0.80	0.80	0.78	0.78	0.76
Lanes:	0.28	0.26	0.46	1.55	0.45	1.00	0.20	1.73	0.07	0.06	1.16	1.78
Final Sat.:	486	454	810	2827	832	1594	299	2633	103	90	1718	2587
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.12	0.12	0.08	0.34	0.34	0.34	0.20	0.20	0.20
Crit Moves:		****		****				****				
Green/Cycle:	0.07	0.07	0.07	0.23	0.23	0.23	0.63	0.63	0.63	0.63	0.63	0.63
Volume/Cap:	0.49	0.49	0.49	0.54	0.54	0.36	0.54	0.54	0.54	0.32	0.32	0.32
Uniform Del:	67.6	67.6	67.6	51.2	51.2	48.9	15.8	15.8	15.8	13.0	13.0	13.0
IncremntDel:	3.2	3.2	3.2	0.7	0.7	0.6	0.3	0.3	0.3	0.1	0.1	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	70.8	70.8	70.8	52.0	52.0	49.5	16.1	16.1	16.1	13.1	13.1	13.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	70.8	70.8	70.8	52.0	52.0	49.5	16.1	16.1	16.1	13.1	13.1	13.1
LOS by Move:	E	E	E	D	D	D	B	B	B	B	B	B
HCM2kAvgQ:	3	3	3	9	9	5	14	14	14	7	7	6

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Project PM

Intersection #8: Charleston Road and Fabian Way

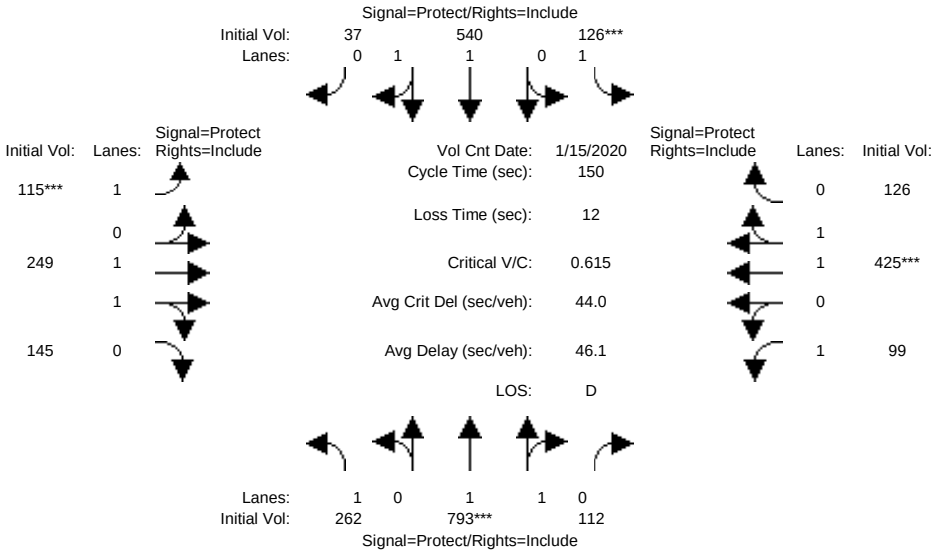


Street Name:	Fabian Way						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 15 Jan 2020 <<												
Base Vol:	25	11	26	272	77	157	101	394	29	11	739	403
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	11	26	272	77	157	101	394	29	11	739	403
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	7	0	0	0	0	0	0	0	11
Initial Fut:	25	11	26	279	77	157	101	394	29	11	739	414
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	26	11	27	288	79	162	104	406	30	11	762	427
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	11	27	288	79	162	104	406	30	11	762	427
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	26	11	27	288	79	162	104	406	30	11	762	427
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.96	0.96	0.82	0.93	0.93	0.93	0.90	0.90	0.85
Lanes:	0.40	0.18	0.42	1.57	0.43	1.00	0.39	1.50	0.11	0.03	1.87	1.10
Final Sat.:	708	312	736	2865	791	1560	683	2665	196	48	3194	1789
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.10	0.10	0.10	0.15	0.15	0.15	0.24	0.24	0.24
Crit Moves:		****				****		****		****		
Green/Cycle:	0.09	0.09	0.09	0.17	0.17	0.17	0.25	0.25	0.25	0.39	0.39	0.39
Volume/Cap:	0.40	0.40	0.40	0.60	0.60	0.62	0.62	0.62	0.62	0.62	0.62	0.62
Uniform Del:	47.2	47.2	47.2	42.3	42.3	42.5	36.8	36.8	36.8	27.3	27.3	27.3
IncremntDel:	1.6	1.6	1.6	1.6	1.6	4.4	1.4	1.4	1.4	0.6	0.6	0.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	48.8	48.8	48.8	44.0	44.0	46.9	38.2	38.2	38.2	27.9	27.9	27.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.8	48.8	48.8	44.0	44.0	46.9	38.2	38.2	38.2	27.9	27.9	27.9
LOS by Move:	D	D	D	D	D	D	D	D	D	C	C	C
HCM2kAvgQ:	2	2	2	7	7	6	9	9	9	12	12	12

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Project AM

Intersection #9: Charleston Road and Middlefield Road

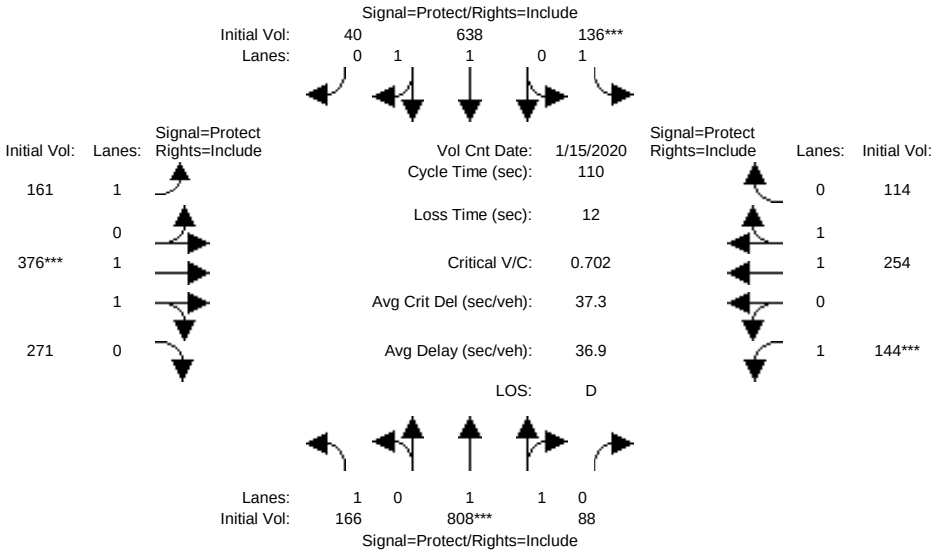


Street Name:	Middlefield Road						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	5	10	10	5	10	10	5	10	10	5	10	10
Y+R:	4.0	5.0	5.0	4.0	5.0	5.0	4.0	5.0	5.0	4.0	5.0	5.0
Volume Module: >> Count Date: 15 Jan 2020 <<												
Base Vol:	262	786	112	126	530	37	115	249	145	99	425	126
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	262	786	112	126	530	37	115	249	145	99	425	126
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	7	0	0	10	0	0	0	0	0	0	0
Initial Fut:	262	793	112	126	540	37	115	249	145	99	425	126
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	270	818	115	130	557	38	119	257	149	102	438	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	270	818	115	130	557	38	119	257	149	102	438	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	270	818	115	130	557	38	119	257	149	102	438	130
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.91	0.95	0.94	0.94	0.95	0.90	0.85	0.95	0.92	0.90
Lanes:	1.00	1.75	0.25	1.00	1.87	0.13	1.00	1.24	0.76	1.00	1.53	0.47
Final Sat.:	1805	3095	437	1805	3344	229	1805	2114	1231	1805	2675	793
Capacity Analysis Module:												
Vol/Sat:	0.15	0.26	0.26	0.07	0.17	0.17	0.07	0.12	0.12	0.06	0.16	0.16
Crit Moves:		****		****			****				****	
Green/Cycle:	0.26	0.43	0.43	0.12	0.29	0.29	0.11	0.25	0.25	0.12	0.27	0.27
Volume/Cap:	0.58	0.61	0.61	0.61	0.58	0.58	0.61	0.48	0.48	0.48	0.61	0.61
Uniform Del:	48.5	33.2	33.2	63.0	45.6	45.6	64.0	47.4	47.4	61.8	48.3	48.3
IncremntDel:	1.8	0.8	0.8	5.3	0.8	0.8	5.8	0.4	0.4	1.7	1.2	1.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	50.3	33.9	33.9	68.3	46.5	46.5	69.9	47.8	47.8	63.4	49.5	49.5
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:	50.3	33.9	33.9	68.3	46.5	46.5	69.9	47.8	47.8	63.4	49.5	49.5
LOS by Move:	D	C	C	E	D	D	E	D	D	E	D	D
HCM2kAvgQ:	11	17	17	7	12	12	6	9	8	5	12	12

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Project PM

Intersection #9: Charleston Road and Middlefield Road

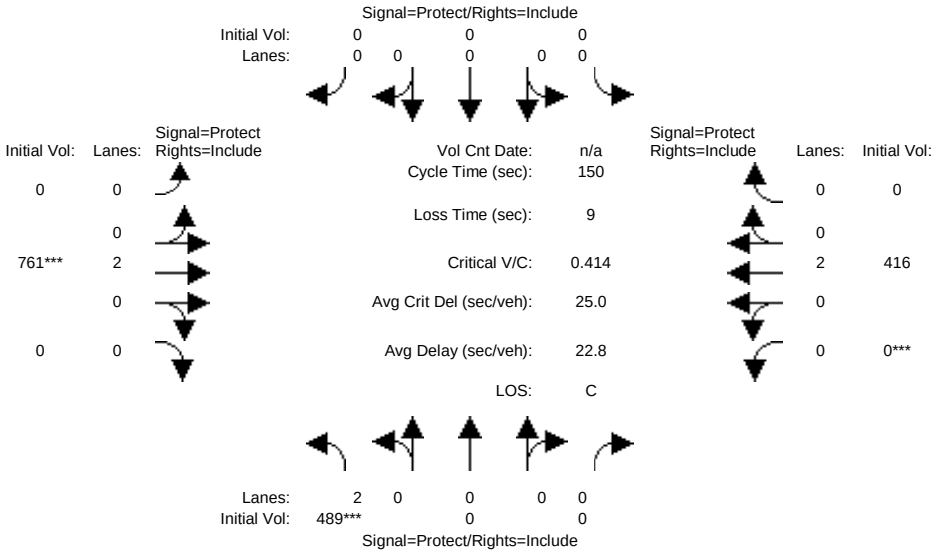


Street Name:	Middlefield Road						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 15 Jan 2020 <<												
Base Vol:	166	797	88	136	631	40	161	376	271	144	254	114
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	166	797	88	136	631	40	161	376	271	144	254	114
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	11	0	0	7	0	0	0	0	0	0	0
Initial Fut:	166	808	88	136	638	40	161	376	271	144	254	114
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	173	842	92	142	665	42	168	392	282	150	265	119
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	173	842	92	142	665	42	168	392	282	150	265	119
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	173	842	92	142	665	42	168	392	282	150	265	119
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.94	0.93	0.95	0.94	0.94	0.95	0.89	0.87	0.95	0.91	0.89
Lanes:	1.00	1.80	0.20	1.00	1.88	0.12	1.00	1.15	0.85	1.00	1.37	0.63
Final Sat.:	1805	3205	349	1805	3366	211	1805	1943	1401	1805	2364	1061
Capacity Analysis Module:												
Vol/Sat:	0.10	0.26	0.26	0.08	0.20	0.20	0.09	0.20	0.20	0.08	0.11	0.11
Crit Moves:		****		****				****		****		
Green/Cycle:	0.16	0.37	0.37	0.11	0.33	0.33	0.18	0.29	0.29	0.12	0.22	0.22
Volume/Cap:	0.60	0.70	0.70	0.70	0.60	0.60	0.51	0.70	0.70	0.70	0.51	0.51
Uniform Del:	43.1	29.2	29.2	47.1	31.0	31.0	40.4	35.0	35.0	46.6	37.5	37.5
IncremntDel:	3.6	1.7	1.7	10.6	0.9	0.9	1.3	2.4	2.4	10.1	0.6	0.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	46.7	31.0	31.0	57.7	31.9	31.9	41.7	37.4	37.4	56.7	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:	46.7	31.0	31.0	57.7	31.9	31.9	41.7	37.4	37.4	56.7	38.1	38.1
LOS by Move:	D	C	C	E	C	C	D	D	D	E	D	D
HCM2kAvgQ:	6	15	15	6	11	11	6	12	12	6	6	6

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Project AM

Intersection #10: Old Middlefield Way and Middlefield Road

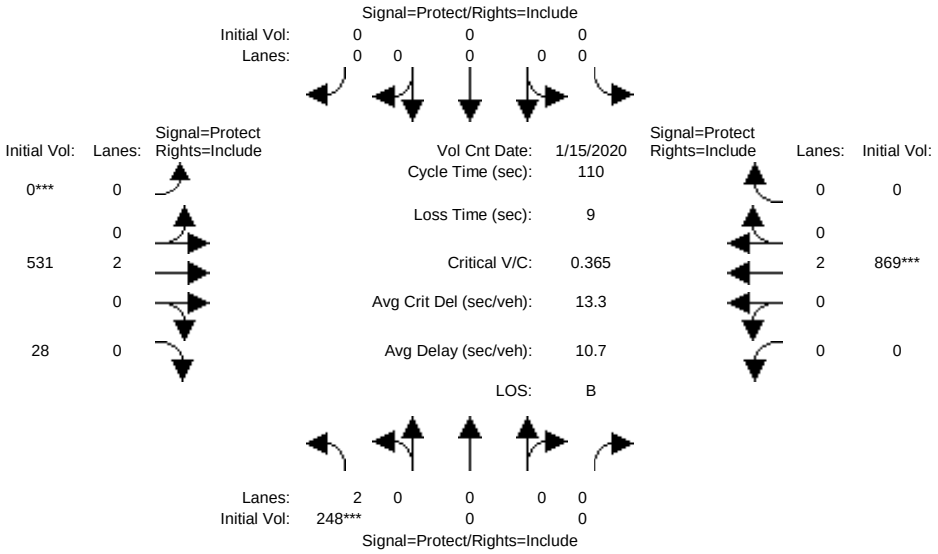


Street Name:	Middlefield Road						Old Middlefield Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	0	0	0	0	0	10	10	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	459	0	0	0	0	0	0	747	0	0	382	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:	459	0	0	0	0	0	0	747	0	0	382	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	30	0	0	0	0	0	0	14	0	0	34	0
Initial Fut:	489	0	0	0	0	0	0	761	0	0	416	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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	543	0	0	0	0	0	0	846	0	0	462	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	543	0	0	0	0	0	0	846	0	0	462	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	543	0	0	0	0	0	0	846	0	0	462	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Lanes:	2.00	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	3502	0	0	0	0	0	0	3610	0	0	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.16	0.00	0.00	0.00	0.00	0.00	0.00	0.23	0.00	0.00	0.13	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.37	0.00	0.00	0.00	0.00	0.00	0.00	0.57	0.00	0.00	0.57	0.00
Volume/Cap:	0.41	0.00	0.00	0.00	0.00	0.00	0.00	0.41	0.00	0.00	0.23	0.00
Uniform Del:	34.7	0.0	0.0	0.0	0.0	0.0	0.0	18.5	0.0	0.0	16.2	0.0
IncremntDel:	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.1	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Delay/Veh:	34.9	0.0	0.0	0.0	0.0	0.0	0.0	18.6	0.0	0.0	16.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.9	0.0	0.0	0.0	0.0	0.0	0.0	18.6	0.0	0.0	16.3	0.0
LOS by Move:	C	A	A	A	A	A	A	B	A	A	B	A
HCM2kAvgQ:	9	0	0	0	0	0	0	11	0	0	5	0

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Project PM

Intersection #10: Old Middlefield Way and Middlefield Road

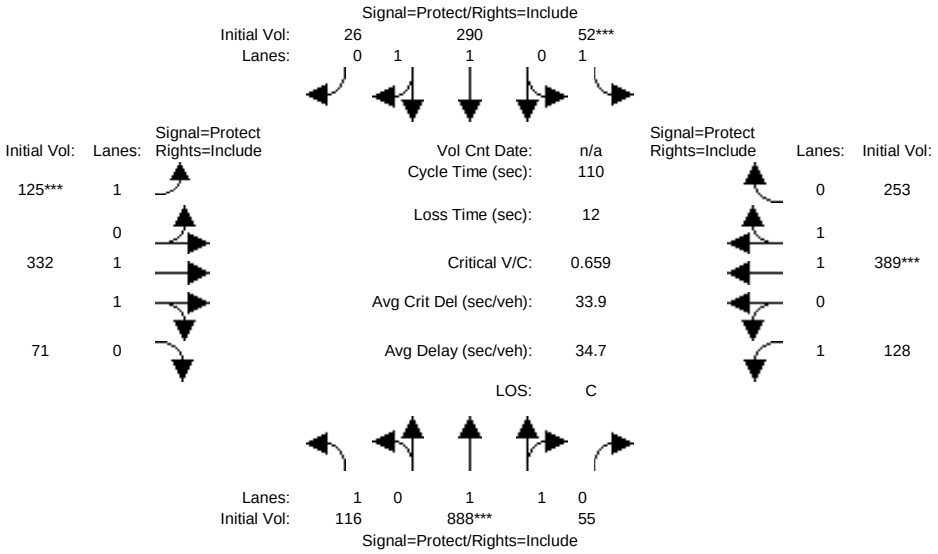


Street Name:	Middlefield Road						Old Middlefield Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	0	0	0	0	0	10	0	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 15 Jan 2020 <<												
Base Vol:	220	0	0	0	0	0	0	527	0	0	772	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:	220	0	0	0	0	0	0	527	0	0	772	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	28	0	0	0	0	0	0	4	28	0	97	0
Initial Fut:	248	0	0	0	0	0	0	531	28	0	869	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:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	267	0	0	0	0	0	0	571	30	0	934	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	267	0	0	0	0	0	0	571	30	0	934	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	267	0	0	0	0	0	0	571	30	0	934	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	1.00	1.00	1.00	1.00	1.00	0.94	0.94	1.00	0.95	1.00
Lanes:	2.00	0.00	0.00	0.00	0.00	0.00	0.00	1.90	0.10	0.00	2.00	0.00
Final Sat.:	3502	0	0	0	0	0	0	3404	180	0	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.08	0.00	0.00	0.00	0.00	0.00	0.00	0.17	0.17	0.00	0.26	0.00
Crit Moves:	****						****				****	
Green/Cycle:	0.21	0.00	0.00	0.00	0.00	0.00	0.00	0.71	0.71	0.00	0.71	0.00
Volume/Cap:	0.36	0.00	0.00	0.00	0.00	0.00	0.00	0.24	0.24	0.00	0.36	0.00
Uniform Del:	37.3	0.0	0.0	0.0	0.0	0.0	0.0	5.6	5.6	0.0	6.3	0.0
IncremntDel:	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00	0.00
Delay/Veh:	37.6	0.0	0.0	0.0	0.0	0.0	0.0	5.6	5.6	0.0	6.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.6	0.0	0.0	0.0	0.0	0.0	0.0	5.6	5.6	0.0	6.4	0.0
LOS by Move:	D	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	4	0	0	0	0	0	0	4	4	0	6	0

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Project AM

Intersection #11: Rengstorff Avenue and Middlefield Road

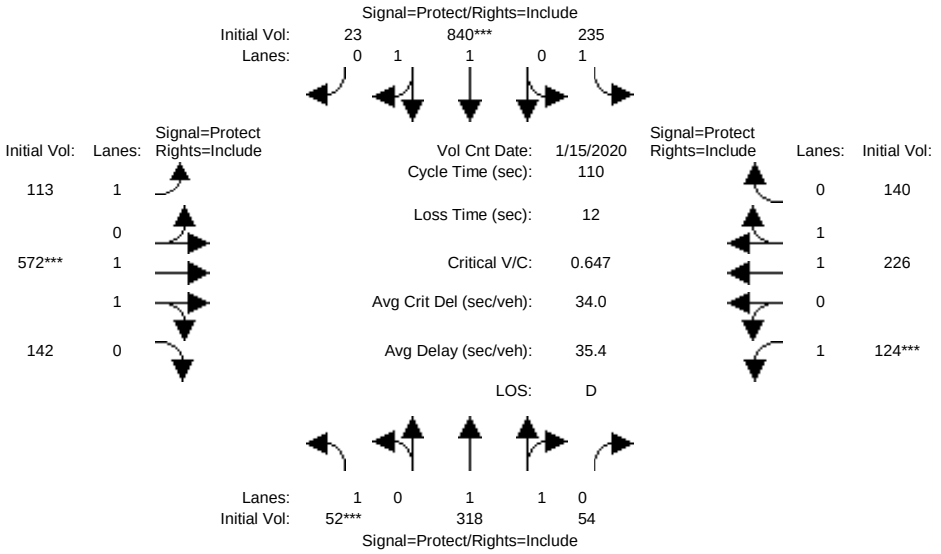


Street Name:	Rengstorff Avenue						Middlefield Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	9	10	10	9	10	10	9	10	10	9	10	10
Y+R:	4.0	5.0	5.0	4.0	5.0	5.0	4.0	5.0	5.0	4.0	5.0	5.0
Volume Module:												
Base Vol:	101	888	55	52	250	26	125	318	57	128	374	253
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	101	888	55	52	250	26	125	318	57	128	374	253
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project Tri:	15	0	0	0	40	0	0	14	14	0	15	0
Initial Fut:	116	888	55	52	290	26	125	332	71	128	389	253
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	123	945	59	55	309	28	133	353	76	136	414	269
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	123	945	59	55	309	28	133	353	76	136	414	269
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	123	945	59	55	309	28	133	353	76	136	414	269
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	0.93	0.95	0.93	0.91	0.95	0.89	0.88
Lanes:	1.00	1.88	0.12	1.00	1.83	0.17	1.00	1.64	0.36	1.00	1.20	0.80
Final Sat.:	1805	3368	209	1805	3272	293	1805	2890	618	1805	2046	1331
Capacity Analysis Module:												
Vol/Sat:	0.07	0.28	0.28	0.03	0.09	0.09	0.07	0.12	0.12	0.08	0.20	0.20
Crit Moves:		****			****			****			****	
Green/Cycle:	0.23	0.41	0.41	0.08	0.26	0.26	0.11	0.24	0.24	0.16	0.29	0.29
Volume/Cap:	0.30	0.69	0.69	0.37	0.36	0.36	0.69	0.51	0.51	0.47	0.69	0.69
Uniform Del:	35.2	26.8	26.8	47.8	33.1	33.1	47.3	36.2	36.2	41.9	34.4	34.4
IncremntDel:	0.4	1.4	1.4	1.6	0.2	0.2	10.0	0.5	0.5	1.2	2.0	2.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	35.6	28.2	28.2	49.4	33.3	33.3	57.3	36.7	36.7	43.1	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:	35.6	28.2	28.2	49.4	33.3	33.3	57.3	36.7	36.7	43.1	36.4	36.4
LOS by Move:	D	C	C	D	C	C	E	D	D	D	D	D
HCM2kAvgQ:	4	15	15	2	5	5	6	7	7	5	12	12

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Project PM

Intersection #11: Rengstorff Avenue and Middlefield Road

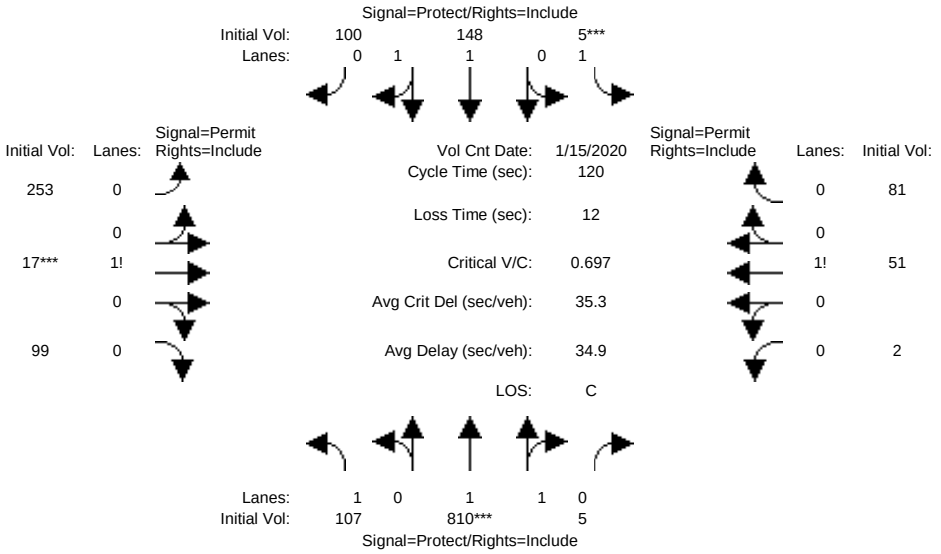


Street Name:	Rengstorff Avenue						Middlefield Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	9	10	10	9	10	10	9	10	10	9	10	10
Y+R:	4.0	5.0	5.0	4.0	5.0	5.0	4.0	5.0	5.0	4.0	5.0	5.0
Volume Module: >> Count Date: 15 Jan 2020 <<												
Base Vol:	38	318	54	235	800	23	113	550	120	124	212	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	318	54	235	800	23	113	550	120	124	212	140
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project Tri:	14	0	0	0	40	0	0	22	22	0	14	0
Initial Fut:	52	318	54	235	840	23	113	572	142	124	226	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	55	338	57	250	894	24	120	609	151	132	240	149
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	338	57	250	894	24	120	609	151	132	240	149
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	55	338	57	250	894	24	120	609	151	132	240	149
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.92	0.95	0.95	0.94	0.95	0.92	0.91	0.95	0.90	0.88
Lanes:	1.00	1.71	0.29	1.00	1.95	0.05	1.00	1.60	0.40	1.00	1.22	0.78
Final Sat.:	1805	3015	512	1805	3500	96	1805	2799	695	1805	2085	1292
Capacity Analysis Module:												
Vol/Sat:	0.03	0.11	0.11	0.14	0.26	0.26	0.07	0.22	0.22	0.07	0.12	0.12
Crit Moves:	****				****			****			****	
Green/Cycle:	0.08	0.21	0.21	0.25	0.38	0.38	0.18	0.32	0.32	0.11	0.25	0.25
Volume/Cap:	0.37	0.54	0.54	0.54	0.67	0.67	0.37	0.67	0.67	0.67	0.46	0.46
Uniform Del:	47.8	39.1	39.1	35.5	28.5	28.5	39.7	32.3	32.3	47.2	34.8	34.8
IncremntDel:	1.6	0.9	0.9	1.4	1.4	1.4	0.7	1.6	1.6	9.0	0.4	0.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	49.4	39.9	39.9	36.9	29.9	29.9	40.5	33.9	33.9	56.2	35.2	35.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.4	39.9	39.9	36.9	29.9	29.9	40.5	33.9	33.9	56.2	35.2	35.2
LOS by Move:	D	D	D	D	C	C	D	C	C	E	D	D
HCM2kAvgQ:	2	7	7	8	14	14	4	13	12	6	6	6

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Project AM

Intersection #12: Rengstorff Avenue and Leghorn Avenue

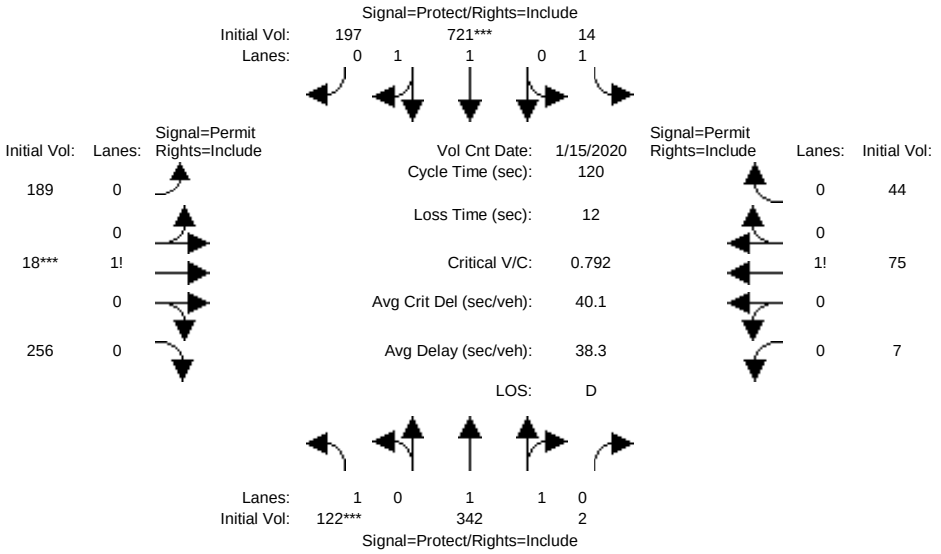


Street Name:	Rengstorff Avenue						Leghorn Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	9	8	8	9	9	9	8	8	8	8	8	8
Y+R:	3.5	4.6	4.6	3.5	4.6	4.6	4.6	4.6	4.6	4.6	4.6	4.6
Volume Module: >> Count Date: 15 Jan 2020 <<												
Base Vol:	107	810	5	5	144	95	203	17	59	2	51	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:	107	810	5	5	144	95	203	17	59	2	51	81
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	4	5	50	0	40	0	0	0
Initial Fut:	107	810	5	5	148	100	253	17	99	2	51	81
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
PHF Volume:	127	964	6	6	176	119	301	20	118	2	61	96
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	964	6	6	176	119	301	20	118	2	61	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	1.00	1.00	1.00	1.00	1.00
FinalVolume:	127	964	6	6	176	119	301	20	118	2	61	96
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.89	0.88	0.65	0.65	0.65	0.91	0.91	0.90
Lanes:	1.00	1.99	0.01	1.00	1.19	0.81	0.68	0.05	0.27	0.01	0.38	0.61
Final Sat.:	1805	3584	22	1805	2014	1361	849	57	332	26	657	1044
Capacity Analysis Module:												
Vol/Sat:	0.07	0.27	0.27	0.00	0.09	0.09	0.35	0.35	0.35	0.09	0.09	0.09
Crit Moves:		****		****				****				
Green/Cycle:	0.20	0.36	0.36	0.08	0.23	0.23	0.47	0.47	0.47	0.47	0.47	0.47
Volume/Cap:	0.35	0.76	0.76	0.04	0.38	0.38	0.76	0.76	0.76	0.20	0.20	0.20
Uniform Del:	41.4	34.1	34.1	51.5	38.8	38.8	26.2	26.2	26.2	18.6	18.6	18.6
IncremntDel:	0.6	2.6	2.6	0.1	0.3	0.3	5.7	5.7	5.7	0.1	0.1	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	42.0	36.7	36.7	51.6	39.1	39.1	31.9	31.9	31.9	18.7	18.7	18.7
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:	42.0	36.7	36.7	51.6	39.1	39.1	31.9	31.9	31.9	18.7	18.7	18.7
LOS by Move:	D	D	D	D	D	D	C	C	C	B	B	B
HCM2kAvgQ:	4	18	18	0	5	5	15	15	15	3	3	3

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Project PM

Intersection #12: Rengstorff Avenue and Leghorn Avenue



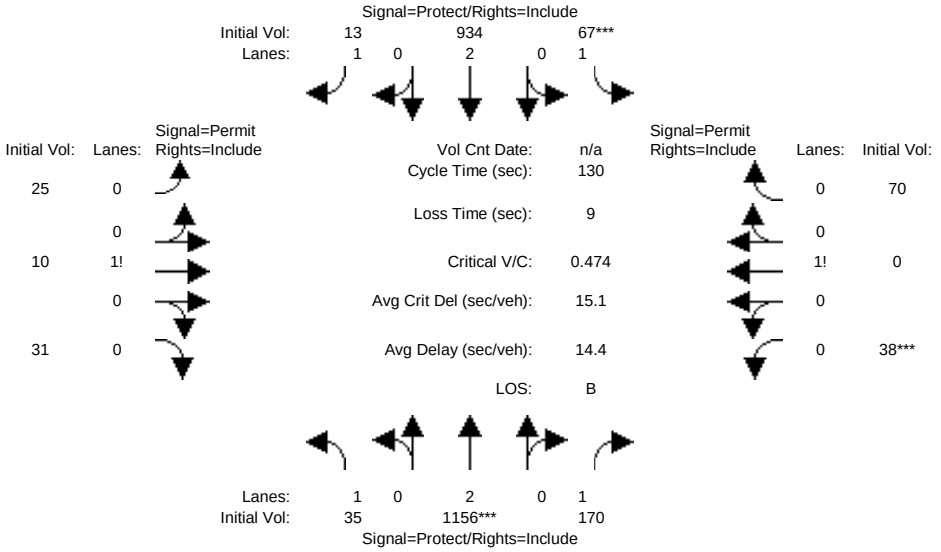
Street Name:	Rengstorff Avenue						Leghorn Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	9	8	8	9	9	9	8	8	8	8	8	8
Y+R:	3.5	4.6	4.6	3.5	4.0	4.6	4.6	4.6	4.6	4.6	4.6	4.6
Volume Module: >> Count Date: 15 Jan 2020 <<												
Base Vol:	122	342	2	14	666	162	182	18	216	7	75	44
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	122	342	2	14	666	162	182	18	216	7	75	44
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project Tri:	0	0	0	0	55	35	7	0	40	0	0	0
Initial Fut:	122	342	2	14	721	197	189	18	256	7	75	44
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	131	368	2	15	775	212	203	19	275	8	81	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	131	368	2	15	775	212	203	19	275	8	81	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	131	368	2	15	775	212	203	19	275	8	81	47
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.92	0.91	0.73	0.74	0.73	0.93	0.93	0.92
Lanes:	1.00	1.99	0.01	1.00	1.57	0.43	0.41	0.04	0.55	0.06	0.59	0.35
Final Sat.:	1805	3585	21	1805	2740	749	570	54	772	98	1048	615
Capacity Analysis Module:												
Vol/Sat:	0.07	0.10	0.10	0.01	0.28	0.28	0.36	0.36	0.36	0.08	0.08	0.08
Crit Moves:	****				****			****				
Green/Cycle:	0.09	0.26	0.26	0.19	0.36	0.36	0.45	0.45	0.45	0.45	0.45	0.45
Volume/Cap:	0.79	0.40	0.40	0.04	0.79	0.79	0.79	0.79	0.79	0.17	0.17	0.17
Uniform Del:	53.4	36.7	36.7	39.7	34.5	34.5	28.1	28.1	28.1	19.6	19.6	19.6
IncremntDel:	22.3	0.3	0.3	0.1	3.5	3.5	6.8	6.8	6.8	0.1	0.1	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	75.6	36.9	36.9	39.8	38.1	38.1	34.9	34.9	34.9	19.7	19.7	19.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	75.6	36.9	36.9	39.8	38.1	38.1	34.9	34.9	34.9	19.7	19.7	19.7
LOS by Move:	E	D	D	D	D	D	C	C	C	B	B	B
HCM2kAvgQ:	7	6	6	0	19	19	17	17	17	3	3	3

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

Appendix E – Background Conditions Intersection Level of Service Worksheets

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

Intersection #1: San Antonio Road and Leghorn Road

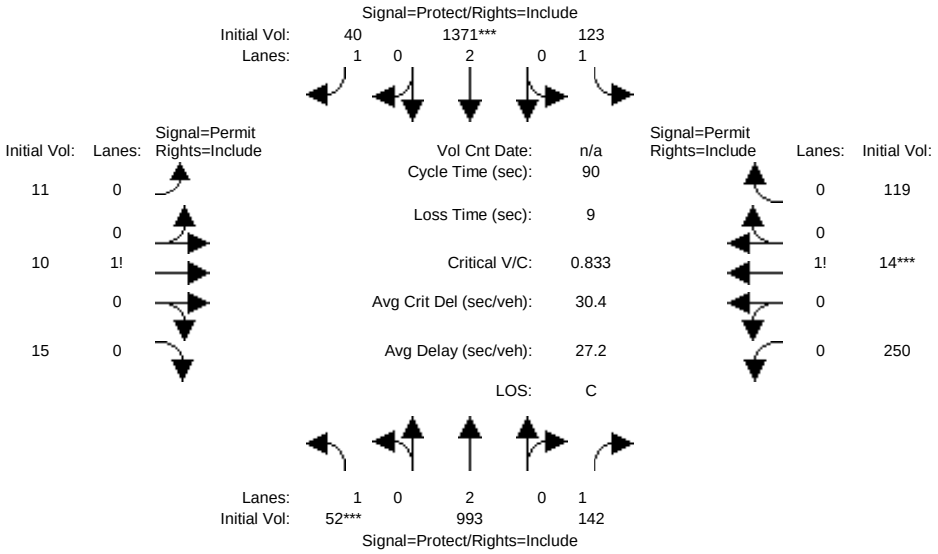


Street Name:	San Antonio Road						Leghorn Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	35	1156	170	67	934	13	25	10	31	38	0	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	1156	170	67	934	13	25	10	31	38	0	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	36	1192	175	69	963	13	26	10	32	39	0	72
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	1192	175	69	963	13	26	10	32	39	0	72
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	36	1192	175	69	963	13	26	10	32	39	0	72
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.83	0.95	0.95	0.83	0.81	0.82	0.81	0.81	1.00	0.81
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.38	0.15	0.47	0.35	0.00	0.65
Final Sat.:	1805	3610	1576	1805	3610	1574	584	233	724	540	0	994
Capacity Analysis Module:												
Vol/Sat:	0.02	0.33	0.11	0.04	0.27	0.01	0.04	0.04	0.04	0.07	0.00	0.07
Crit Moves:		****		****						****		
Green/Cycle:	0.13	0.70	0.70	0.08	0.65	0.65	0.15	0.15	0.15	0.15	0.00	0.15
Volume/Cap:	0.15	0.47	0.16	0.47	0.41	0.01	0.29	0.29	0.29	0.47	0.00	0.47
Uniform Del:	50.1	8.9	6.7	57.1	11.0	8.2	48.8	48.8	48.8	50.3	0.0	50.3
IncremntDel:	0.3	0.1	0.1	2.4	0.1	0.0	0.7	0.7	0.7	1.5	0.0	1.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Delay/Veh:	50.4	9.1	6.8	59.5	11.2	8.2	49.4	49.4	49.4	51.8	0.0	51.8
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:	50.4	9.1	6.8	59.5	11.2	8.2	49.4	49.4	49.4	51.8	0.0	51.8
LOS by Move:	D	A	A	E	B	A	D	D	D	D	A	D
HCM2kAvgQ:	1	11	2	3	10	0	3	3	3	5	0	5

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

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

Intersection #1: San Antonio Road and Leghorn Road

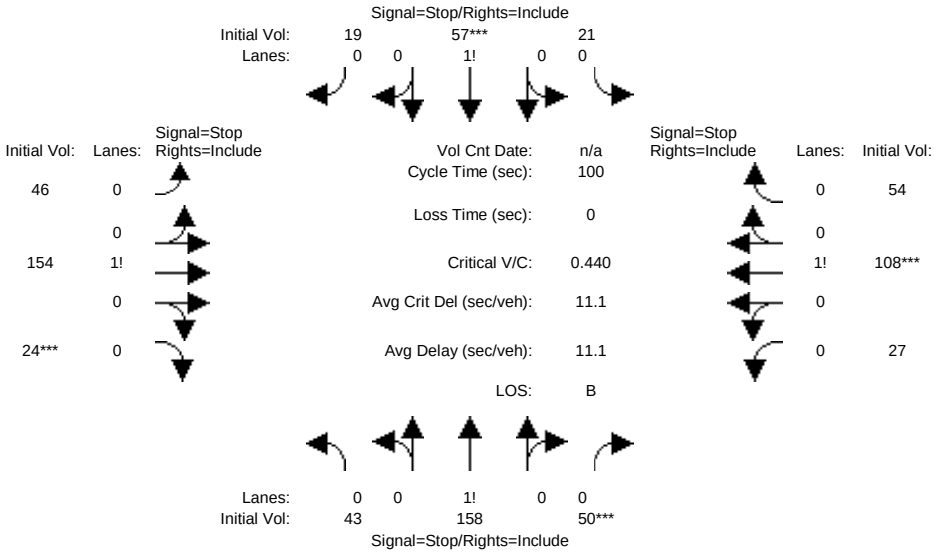


Street Name:	San Antonio Road						Leghorn Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	52	993	142	123	1371	40	11	10	15	250	14	119
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	52	993	142	123	1371	40	11	10	15	250	14	119
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	57	1091	156	135	1507	44	12	11	16	275	15	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	1091	156	135	1507	44	12	11	16	275	15	131
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	57	1091	156	135	1507	44	12	11	16	275	15	131
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.84	0.95	0.95	0.82	0.83	0.83	0.83	0.74	0.74	0.74
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.30	0.28	0.42	0.65	0.04	0.31
Final Sat.:	1805	3610	1604	1805	3610	1549	484	440	659	913	51	435
Capacity Analysis Module:												
Vol/Sat:	0.03	0.30	0.10	0.07	0.42	0.03	0.02	0.02	0.02	0.30	0.30	0.30
Crit Moves:	****				****						****	
Green/Cycle:	0.08	0.44	0.44	0.11	0.48	0.48	0.34	0.34	0.34	0.34	0.34	0.34
Volume/Cap:	0.41	0.68	0.22	0.66	0.87	0.06	0.07	0.07	0.07	0.87	0.87	0.87
Uniform Del:	39.5	20.1	15.5	38.2	21.1	12.6	19.8	19.8	19.8	27.7	27.7	27.7
IncremntDel:	1.9	1.2	0.2	7.6	5.3	0.0	0.1	0.1	0.1	16.0	16.0	16.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	41.4	21.3	15.7	45.8	26.3	12.7	19.9	19.9	19.9	43.7	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:	41.4	21.3	15.7	45.8	26.3	12.7	19.9	19.9	19.9	43.7	43.7	43.7
LOS by Move:	D	C	B	D	C	B	B	B	B	D	D	D
HCM2kAvgQ:	2	14	3	5	23	1	1	1	1	14	14	14

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

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

Intersection #2: Independence Avenue & Leghorn Road



Street Name:	Independence Avenue						Leghorn Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	43	158	50	21	57	19	46	154	24	27	108	54
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	158	50	21	57	19	46	154	24	27	108	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	49	182	57	24	66	22	53	177	28	31	124	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	182	57	24	66	22	53	177	28	31	124	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	49	182	57	24	66	22	53	177	28	31	124	62
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:	0.17	0.63	0.20	0.22	0.59	0.19	0.20	0.69	0.11	0.14	0.57	0.29
Final Sat.:	112	412	131	129	350	117	133	446	70	93	371	186
Capacity Analysis Module:												
Vol/Sat:	0.44	0.44	0.44	0.19	0.19	0.19	0.40	0.40	0.40	0.33	0.33	0.33
Crit Moves:			****		****				****		****	
Delay/Veh:	11.8	11.8	11.8	9.6	9.6	9.6	11.3	11.3	11.3	10.5	10.5	10.5
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:	11.8	11.8	11.8	9.6	9.6	9.6	11.3	11.3	11.3	10.5	10.5	10.5
LOS by Move:	B	B	B	A	A	A	B	B	B	B	B	B
ApproachDel:		11.8			9.6			11.3			10.5	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		11.8			9.6			11.3			10.5	
LOS by Appr:		B			A			B			B	
AllWayAvgQ:	0.7	0.7	0.7	0.2	0.2	0.2	0.6	0.6	0.6	0.4	0.4	0.4

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

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #2 Independence Avenue & Leghorn Road

****

Base Volume Alternative: Peak Hour Warrant NOT Met

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
Lanes:	0 0 1! 0 0	0 0 1! 0 0	0 0 1! 0 0	0 0 1! 0 0
Initial Vol:	43 158 50	21 57 19	46 154 24	27 108 54

Major Street Volume: 413
Minor Approach Volume: 251
Minor Approach Volume Threshold: 455

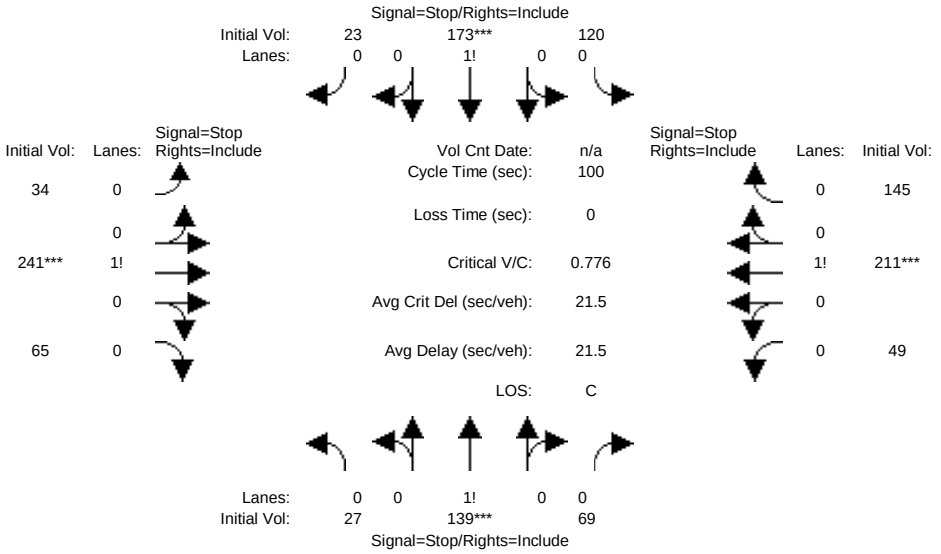
SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

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

Intersection #2: Independence Avenue & Leghorn Road



Street Name:	Independence Avenue						Leghorn Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	27	139	69	120	173	23	34	241	65	49	211	145
Growth Adj:	1.00	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	139	69	120	173	23	34	241	65	49	211	145
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	28	143	71	124	178	24	35	248	67	51	218	149
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	143	71	124	178	24	35	248	67	51	218	149
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	28	143	71	124	178	24	35	248	67	51	218	149
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:	0.11	0.60	0.29	0.38	0.55	0.07	0.10	0.71	0.19	0.12	0.52	0.36
Final Sat.:	52	268	133	183	264	35	51	360	97	65	280	193
Capacity Analysis Module:												
Vol/Sat:	0.53	0.53	0.53	0.67	0.67	0.67	0.69	0.69	0.69	0.78	0.78	0.78
Crit Moves:		****			****			****			****	
Delay/Veh:	16.0	16.0	16.0	20.7	20.7	20.7	20.9	20.9	20.9	25.6	25.6	25.6
Delay Adj:	1.00	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	16.0	16.0	20.7	20.7	20.7	20.9	20.9	20.9	25.6	25.6	25.6
LOS by Move:	C	C	C	C	C	C	C	C	C	D	D	D
ApproachDel:		16.0			20.7			20.9			25.6	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		16.0			20.7			20.9			25.6	
LOS by Appr:		C			C			C			D	
AllWayAvgQ:	0.8	0.8	0.8	1.5	1.5	1.5	1.6	1.6	1.6	2.4	2.4	2.4

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

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #2 Independence Avenue & Leghorn Road

****

Base Volume Alternative: Peak Hour Warrant Met

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
Lanes:	0 0 1! 0 0	0 0 1! 0 0	0 0 1! 0 0	0 0 1! 0 0
Initial Vol:	27 139 69	120 173 23	34 241 65	49 211 145

Major Street Volume: 745
Minor Approach Volume: 316
Minor Approach Volume Threshold: 298

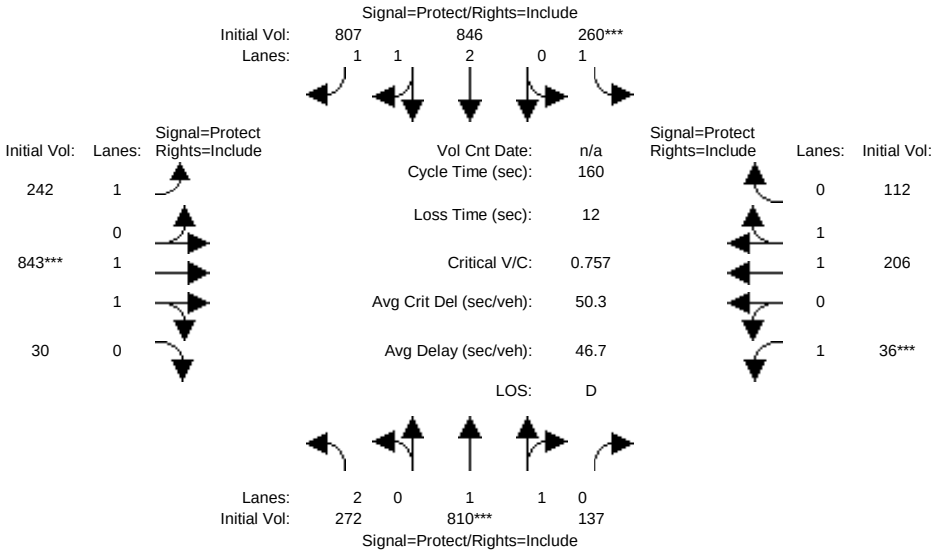
SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

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

Intersection #3: San Antonio Road & Chareleston Road

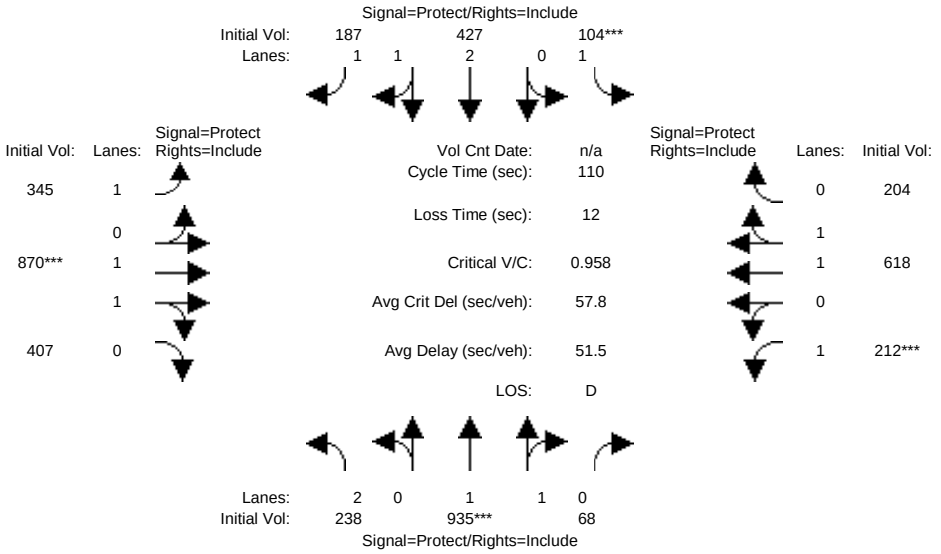


Street Name:	San Antonio Road						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	272	810	137	260	846	807	242	843	30	36	206	112
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	272	810	137	260	846	807	242	843	30	36	206	112
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	280	835	141	268	872	832	249	869	31	37	212	115
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	280	835	141	268	872	832	249	869	31	37	212	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:	280	835	141	268	872	832	249	869	31	37	212	115
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.93	0.93	0.95	0.84	0.83	0.95	0.95	0.94	0.95	0.90	0.89
Lanes:	2.00	1.71	0.29	1.00	2.03	1.97	1.00	1.93	0.07	1.00	1.29	0.71
Final Sat.:	3502	3018	511	1805	3256	3106	1805	3468	123	1805	2207	1200
Capacity Analysis Module:												
Vol/Sat:	0.08	0.28	0.28	0.15	0.27	0.27	0.14	0.25	0.25	0.02	0.10	0.10
Crit Moves:		****		****				****		****		
Green/Cycle:	0.13	0.36	0.36	0.19	0.42	0.42	0.22	0.32	0.32	0.05	0.15	0.15
Volume/Cap:	0.63	0.77	0.77	0.77	0.63	0.63	0.63	0.77	0.77	0.44	0.63	0.63
Uniform Del:	62.2	42.8	42.8	57.5	34.1	34.1	53.2	45.8	45.8	69.6	59.7	59.7
IncremntDel:	3.0	3.0	3.0	10.4	0.5	0.5	3.3	3.3	3.3	3.6	2.5	2.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	65.2	45.8	45.8	67.9	34.6	34.6	56.5	49.0	49.0	73.2	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:	65.2	45.8	45.8	67.9	34.6	34.6	56.5	49.0	49.0	73.2	62.2	62.2
LOS by Move:	E	D	D	E	C	C	E	D	D	E	E	E
HCM2kAvgQ:	7	22	22	13	17	17	11	21	21	2	8	8

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

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

Intersection #3: San Antonio Road & Chareleston Road

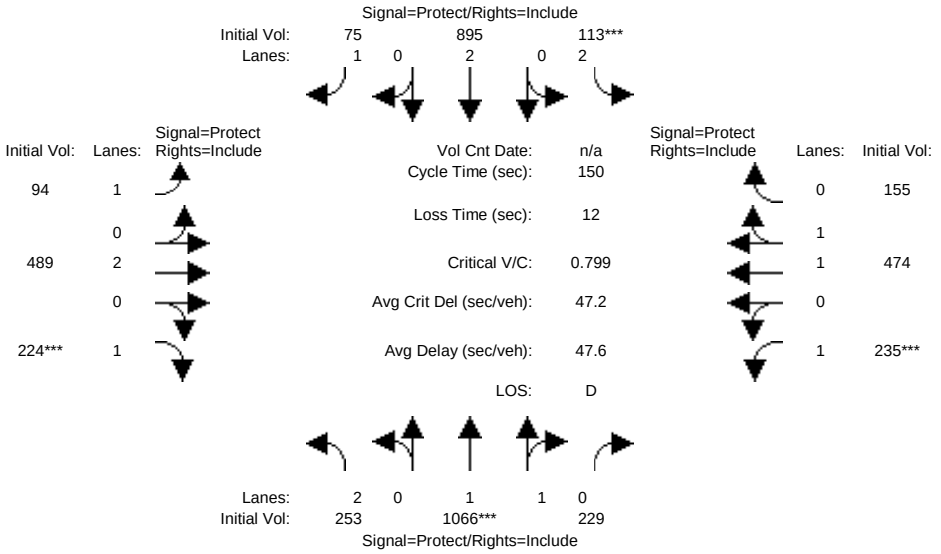


Street Name:	San Antonio Road						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	238	935	68	104	427	187	345	870	407	212	618	204
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	238	935	68	104	427	187	345	870	407	212	618	204
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	245	964	70	107	440	193	356	897	420	219	637	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	245	964	70	107	440	193	356	897	420	219	637	210
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	245	964	70	107	440	193	356	897	420	219	637	210
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.94	0.94	0.95	0.87	0.85	0.95	0.90	0.90	0.95	0.91	0.91
Lanes:	2.00	1.86	0.14	1.00	2.77	1.23	1.00	1.36	0.64	1.00	1.50	0.50
Final Sat.:	3502	3331	242	1805	4561	1997	1805	2336	1093	1805	2609	861
Capacity Analysis Module:												
Vol/Sat:	0.07	0.29	0.29	0.06	0.10	0.10	0.20	0.38	0.38	0.12	0.24	0.24
Crit Moves:		****		****				****		****		
Green/Cycle:	0.15	0.30	0.30	0.06	0.21	0.21	0.23	0.40	0.40	0.13	0.29	0.29
Volume/Cap:	0.46	0.96	0.96	0.93	0.46	0.46	0.84	0.96	0.96	0.96	0.84	0.84
Uniform Del:	42.4	37.8	37.8	51.3	37.9	37.9	40.1	32.2	32.2	47.8	36.6	36.6
IncremntDel:	0.6	18.6	18.6	63.2	0.2	0.2	13.8	15.8	15.8	48.3	6.3	6.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	43.0	56.3	56.3	114.4	38.1	38.1	53.9	47.9	47.9	96.1	42.9	42.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.0	56.3	56.3	114.4	38.1	38.1	53.9	47.9	47.9	96.1	42.9	42.9
LOS by Move:	D	E	E	F	D	D	D	D	D	F	D	D
HCM2kAvgQ:	4	23	23	6	5	5	14	28	28	11	17	17

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

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

Intersection #4: San Antonio Road & Middlefield Road

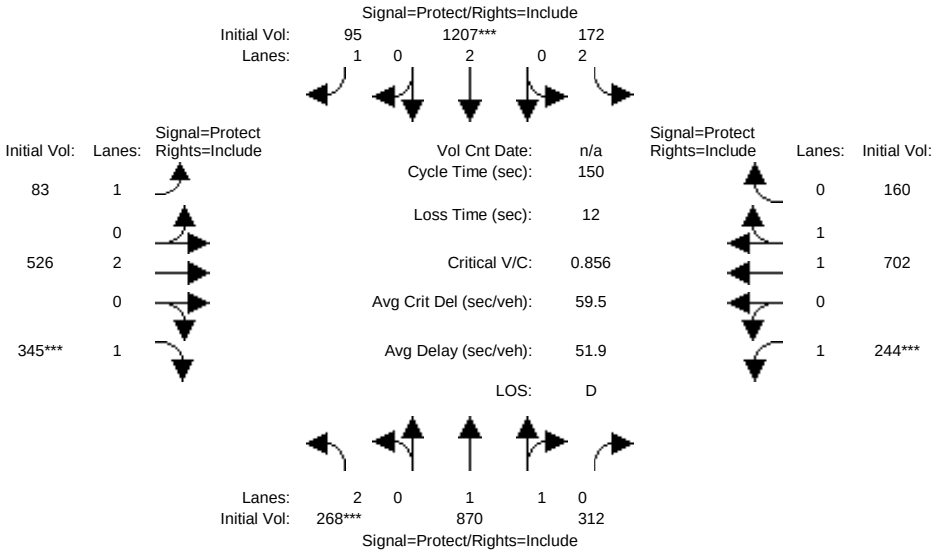


Street Name:	San Antonio Road						Middlefield Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	5	10	10	5	10	10	5	10	10	5	10	10
Y+R:	4.0	5.0	5.0	4.0	5.0	5.0	4.0	5.0	5.0	4.0	5.0	5.0
Volume Module:												
Base Vol:	253	1066	229	113	895	75	94	489	224	235	474	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:	253	1066	229	113	895	75	94	489	224	235	474	155
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	272	1146	246	122	962	81	101	526	241	253	510	167
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	272	1146	246	122	962	81	101	526	241	253	510	167
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	272	1146	246	122	962	81	101	526	241	253	510	167
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.95	0.81	0.95	0.95	0.77	0.95	0.91	0.90
Lanes:	2.00	1.65	0.35	2.00	2.00	1.00	1.00	2.00	1.00	1.00	1.50	0.50
Final Sat.:	3502	2889	621	3502	3610	1543	1805	3610	1468	1805	2611	854
Capacity Analysis Module:												
Vol/Sat:	0.08	0.40	0.40	0.03	0.27	0.05	0.06	0.15	0.16	0.14	0.20	0.20
Crit Moves:		****		****					****	****		
Green/Cycle:	0.12	0.50	0.50	0.04	0.42	0.42	0.08	0.21	0.21	0.18	0.30	0.30
Volume/Cap:	0.64	0.80	0.80	0.80	0.64	0.13	0.66	0.71	0.80	0.80	0.66	0.66
Uniform Del:	62.7	31.5	31.5	71.1	34.7	26.8	66.5	55.5	56.7	59.3	46.2	46.2
IncremntDel:	3.2	2.7	2.7	25.1	0.9	0.1	10.2	3.2	14.0	13.4	1.6	1.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	65.9	34.3	34.3	96.2	35.6	26.9	76.8	58.7	70.7	72.8	47.9	47.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.9	34.3	34.3	96.2	35.6	26.9	76.8	58.7	70.7	72.8	47.9	47.9
LOS by Move:	E	C	C	F	D	C	E	E	E	E	D	D
HCM2kAvgQ:	7	29	29	5	18	2	6	13	12	13	15	15

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

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

Intersection #4: San Antonio Road & Middlefield Road

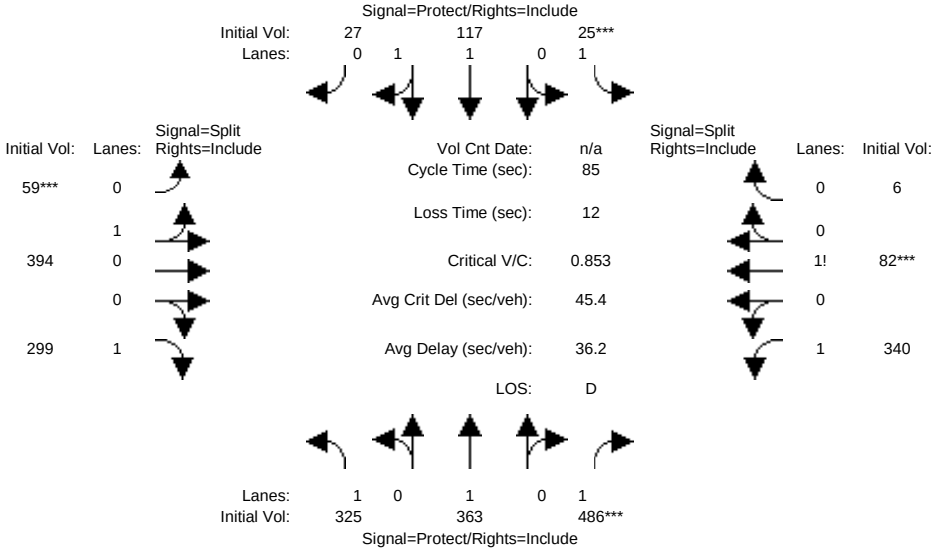


Street Name:	San Antonio Road						Middlefield Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	5	10	10	5	10	10	5	10	10	5	10	10
Y+R:	4.0	5.0	5.0	5.0	5.0	4.0	4.0	5.0	5.0	5.0	5.0	4.0
Volume Module:												
Base Vol:	268	870	312	172	1207	95	83	526	345	244	702	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	268	870	312	172	1207	95	83	526	345	244	702	160
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	273	888	318	176	1232	97	85	537	352	249	716	163
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	273	888	318	176	1232	97	85	537	352	249	716	163
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	273	888	318	176	1232	97	85	537	352	249	716	163
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.90	0.92	0.95	0.83	0.95	0.95	0.81	0.95	0.92	0.91
Lanes:	2.00	1.47	0.53	2.00	2.00	1.00	1.00	2.00	1.00	1.00	1.63	0.37
Final Sat.:	3502	2545	913	3502	3610	1576	1805	3610	1531	1805	2851	650
Capacity Analysis Module:												
Vol/Sat:	0.08	0.35	0.35	0.05	0.34	0.06	0.05	0.15	0.23	0.14	0.25	0.25
Crit Moves:	****				****				****	****		
Green/Cycle:	0.09	0.43	0.43	0.06	0.40	0.40	0.07	0.27	0.27	0.16	0.36	0.36
Volume/Cap:	0.86	0.81	0.81	0.81	0.86	0.15	0.69	0.55	0.86	0.86	0.69	0.69
Uniform Del:	67.2	37.6	37.6	69.5	41.1	28.9	68.4	47.1	52.1	61.2	40.7	40.7
IncremntDel:	19.7	3.6	3.6	20.6	5.3	0.1	15.8	0.7	16.0	21.2	1.7	1.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	86.9	41.2	41.2	90.1	46.4	29.0	84.2	47.8	68.1	82.4	42.4	42.4
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:	86.9	41.2	41.2	90.1	46.4	29.0	84.2	47.8	68.1	82.4	42.4	42.4
LOS by Move:	F	D	D	F	D	C	F	D	E	F	D	D
HCM2kAvgQ:	9	27	27	6	29	3	5	11	18	14	19	18

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

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

Intersection #5: San Antonio Road and E Bayshore Road-Bayshore Parkway

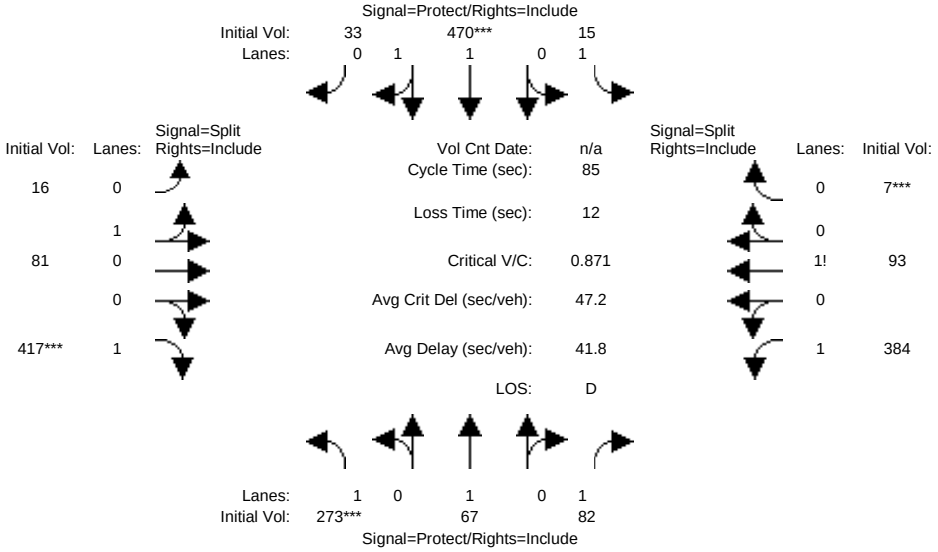


Street Name:	San Antonio Road						East Bayshore Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	4	8	8	4	8	8	8	8	8	8	8	8
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	325	363	486	25	117	27	59	394	299	340	82	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:	325	363	486	25	117	27	59	394	299	340	82	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	342	382	512	26	123	28	62	415	315	358	86	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	342	382	512	26	123	28	62	415	315	358	86	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	342	382	512	26	123	28	62	415	315	358	86	6
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	0.92	0.92	0.99	0.99	0.85	0.96	0.96	0.96
Lanes:	1.00	1.00	1.00	1.00	1.63	0.37	0.13	0.87	1.00	1.66	0.32	0.02
Final Sat.:	1805	1900	1615	1805	2851	658	246	1643	1615	3026	580	42
Capacity Analysis Module:												
Vol/Sat:	0.19	0.20	0.32	0.01	0.04	0.04	0.25	0.25	0.19	0.12	0.15	0.15
Crit Moves:			****	****			****				****	
Green/Cycle:	0.27	0.36	0.36	0.05	0.13	0.13	0.29	0.29	0.29	0.17	0.17	0.17
Volume/Cap:	0.70	0.56	0.88	0.31	0.32	0.32	0.88	0.88	0.68	0.70	0.88	0.88
Uniform Del:	27.9	21.9	25.6	39.2	33.3	33.3	29.0	29.0	27.0	33.3	34.5	34.5
IncremntDel:	4.5	1.1	15.1	2.1	0.4	0.4	16.0	16.0	4.2	3.5	16.7	16.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	32.4	23.0	40.7	41.2	33.7	33.7	45.0	45.0	31.1	36.9	51.3	51.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.4	23.0	40.7	41.2	33.7	33.7	45.0	45.0	31.1	36.9	51.3	51.3
LOS by Move:	C	C	D	D	C	C	D	D	C	D	D	D
HCM2kAvgQ:	9	8	16	1	2	2	16	16	9	7	10	10

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

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

Intersection #5: San Antonio Road and E Bayshore Road-Bayshore Parkway

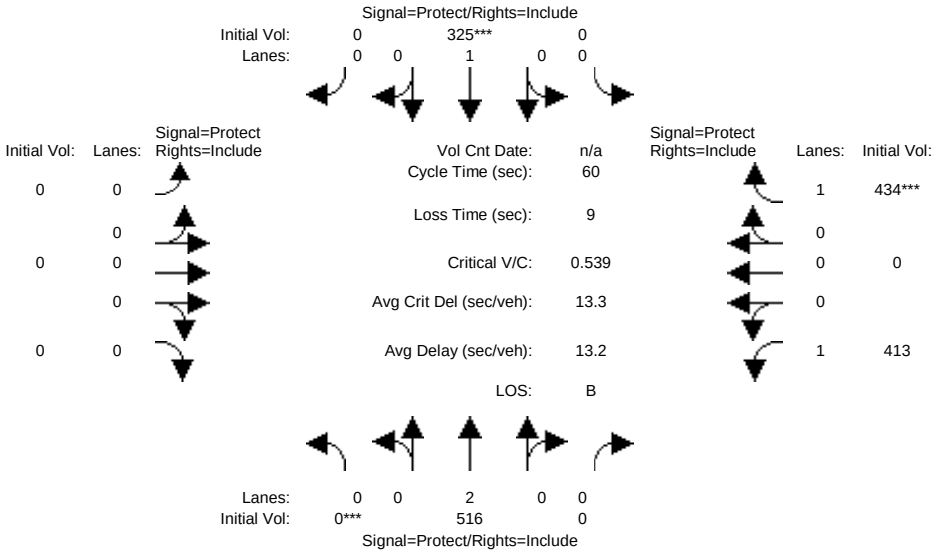


Street Name:	San Antonio Road						East Bayshore Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	4	8	8	4	8	8	8	8	8	8	8	8
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	273	67	82	15	470	33	16	81	417	384	93	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:	273	67	82	15	470	33	16	81	417	384	93	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:	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:	287	71	86	16	495	35	17	85	439	404	98	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	287	71	86	16	495	35	17	85	439	404	98	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	1.00	1.00	1.00	1.00	1.00
FinalVolume:	287	71	86	16	495	35	17	85	439	404	98	7
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	0.99	0.99	0.85	0.96	0.96	0.96
Lanes:	1.00	1.00	1.00	1.00	1.87	0.13	0.16	0.84	1.00	1.66	0.32	0.02
Final Sat.:	1805	1900	1615	1805	3339	234	311	1574	1615	3024	581	44
Capacity Analysis Module:												
Vol/Sat:	0.16	0.04	0.05	0.01	0.15	0.15	0.05	0.05	0.27	0.13	0.17	0.17
Crit Moves:	****				****				****			****
Green/Cycle:	0.18	0.24	0.24	0.12	0.17	0.17	0.31	0.31	0.31	0.19	0.19	0.19
Volume/Cap:	0.87	0.16	0.23	0.07	0.87	0.87	0.17	0.17	0.87	0.69	0.87	0.87
Uniform Del:	33.7	25.8	26.3	33.4	34.4	34.4	21.3	21.3	27.6	31.9	33.2	33.2
IncremntDel:	21.3	0.2	0.3	0.1	12.9	12.9	0.1	0.1	15.1	2.8	13.3	13.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	55.0	26.0	26.6	33.5	47.3	47.3	21.4	21.4	42.7	34.7	46.6	46.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.0	26.0	26.6	33.5	47.3	47.3	21.4	21.4	42.7	34.7	46.6	46.6
LOS by Move:	E	C	C	C	D	D	C	C	D	C	D	D
HCM2kAvgQ:	10	2	2	0	10	10	2	2	14	7	11	11

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

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

Intersection #6: San Antonio Road and US-101 NB Off-Ramp

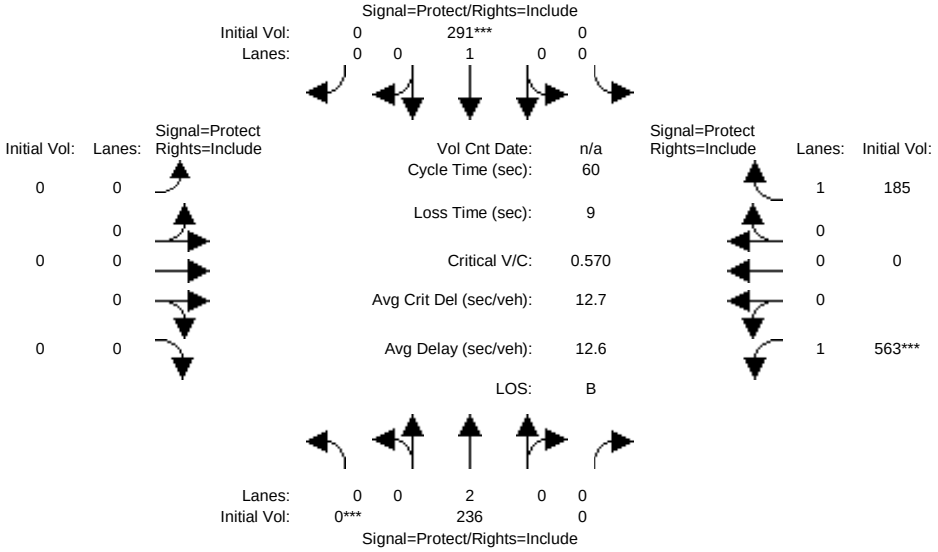


Street Name:	San Antonio Road						US-101 NB Off-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	5	5	5	5	5	5	0	0	0	5	5	5
Y+R:	4.0	4.5	4.0	3.5	3.5	3.5	4.0	4.0	4.0	3.0	3.0	3.0
Volume Module:												
Base Vol:	0	516	0	0	325	0	0	0	0	413	0	434
Growth Adj:	1.00	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	516	0	0	325	0	0	0	0	413	0	434
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	0	538	0	0	339	0	0	0	0	430	0	452
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	538	0	0	339	0	0	0	0	430	0	452
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	538	0	0	339	0	0	0	0	430	0	452
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.85
Lanes:	0.00	2.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3610	0	0	1900	0	0	0	0	1805	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.00	0.00	0.18	0.00	0.00	0.00	0.00	0.24	0.00	0.28
Crit Moves:	****				****							****
Green/Cycle:	0.00	0.33	0.00	0.00	0.33	0.00	0.00	0.00	0.00	0.52	0.00	0.52
Volume/Cap:	0.00	0.45	0.00	0.00	0.54	0.00	0.00	0.00	0.00	0.46	0.00	0.54
Uniform Del:	0.0	15.8	0.0	0.0	16.4	0.0	0.0	0.0	0.0	9.1	0.0	9.6
IncremntDel:	0.0	0.3	0.0	0.0	0.9	0.0	0.0	0.0	0.0	0.4	0.0	0.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	16.1	0.0	0.0	17.3	0.0	0.0	0.0	0.0	9.5	0.0	10.3
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	16.1	0.0	0.0	17.3	0.0	0.0	0.0	0.0	9.5	0.0	10.3
LOS by Move:	A	B	A	A	B	A	A	A	A	A	A	B
HCM2kAvgQ:	0	5	0	0	6	0	0	0	0	5	0	6

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

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

Intersection #6: San Antonio Road and US-101 NB Off-Ramp

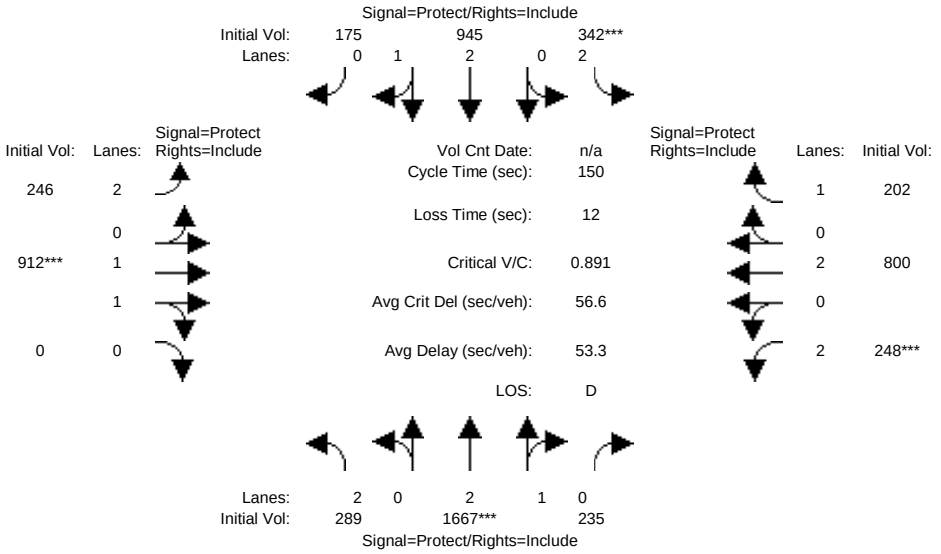


Street Name:	San Antonio Road						US-101 NB Off-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	5	5	5	5	5	5	0	0	0	5	5	5
Y+R:	4.0	4.5	4.0	3.5	3.5	3.5	4.0	4.0	4.0	3.0	3.0	3.0
Volume Module:												
Base Vol:	0	236	0	0	291	0	0	0	0	563	0	185
Growth Adj:	1.00	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	236	0	0	291	0	0	0	0	563	0	185
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	0	246	0	0	303	0	0	0	0	586	0	193
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	246	0	0	303	0	0	0	0	586	0	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	246	0	0	303	0	0	0	0	586	0	193
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.85
Lanes:	0.00	2.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3610	0	0	1900	0	0	0	0	1805	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.07	0.00	0.00	0.16	0.00	0.00	0.00	0.00	0.32	0.00	0.12
Crit Moves:	****				****					****		
Green/Cycle:	0.00	0.28	0.00	0.00	0.28	0.00	0.00	0.00	0.00	0.57	0.00	0.57
Volume/Cap:	0.00	0.24	0.00	0.00	0.57	0.00	0.00	0.00	0.00	0.57	0.00	0.21
Uniform Del:	0.0	16.7	0.0	0.0	18.5	0.0	0.0	0.0	0.0	8.2	0.0	6.3
IncremntDel:	0.0	0.1	0.0	0.0	1.5	0.0	0.0	0.0	0.0	0.8	0.0	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	16.8	0.0	0.0	20.0	0.0	0.0	0.0	0.0	9.0	0.0	6.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	16.8	0.0	0.0	20.0	0.0	0.0	0.0	0.0	9.0	0.0	6.4
LOS by Move:	A	B	A	A	B	A	A	A	A	A	A	A
HCM2kAvgQ:	0	2	0	0	6	0	0	0	0	8	0	2

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

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

Intersection #7: San Antonio Road and El Camino Real

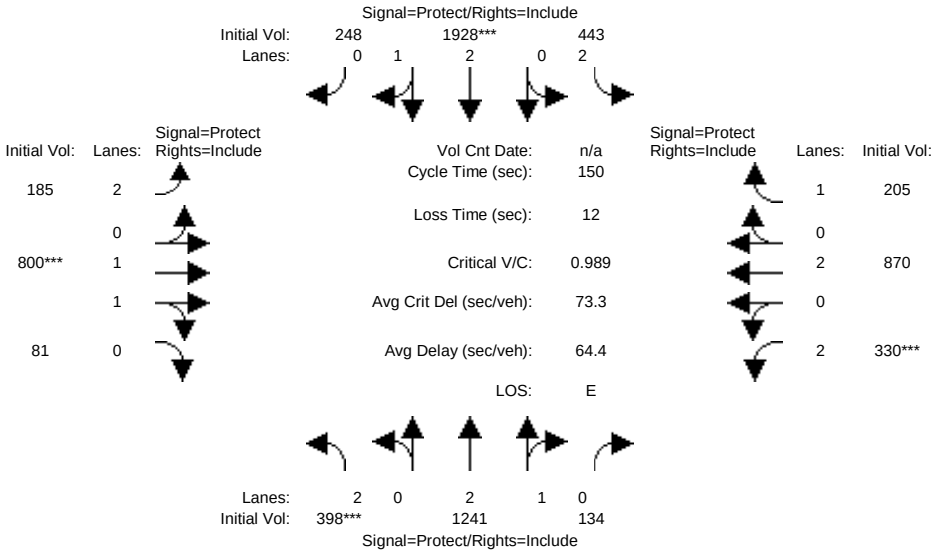


Street Name:	El Camino Real						San Antonio Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	12	10	10	12	10	10	12	10	10	12	10	10
Y+R:	3.7	4.6	4.6	3.7	4.6	4.6	3.7	4.6	4.6	3.7	4.6	4.6
Volume Module:												
Base Vol:	289	1667	235	342	945	175	246	912	0	248	800	202
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	289	1667	235	342	945	175	246	912	0	248	800	202
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	298	1719	242	353	974	180	254	940	0	256	825	208
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	298	1719	242	353	974	180	254	940	0	256	825	208
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	298	1719	242	353	974	180	254	940	0	256	825	208
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.89	0.89	0.92	0.89	0.89	0.92	0.95	0.95	0.92	0.95	0.85
Lanes:	2.00	2.63	0.37	2.00	2.53	0.47	2.00	2.00	0.00	2.00	2.00	1.00
Final Sat.:	3502	4460	629	3502	4276	792	3502	3610	0	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.09	0.39	0.39	0.10	0.23	0.23	0.07	0.26	0.00	0.07	0.23	0.13
Crit Moves:		****		****				****		****		
Green/Cycle:	0.15	0.43	0.43	0.11	0.40	0.40	0.10	0.29	0.00	0.08	0.28	0.28
Volume/Cap:	0.57	0.89	0.89	0.89	0.57	0.57	0.75	0.89	0.00	0.89	0.82	0.47
Uniform Del:	59.5	39.3	39.3	65.6	35.3	35.3	65.9	50.8	0.0	68.2	50.8	45.0
IncremntDel:	1.6	5.0	5.0	21.3	0.4	0.4	8.7	9.6	0.0	27.2	5.6	0.8
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Delay/Veh:	61.0	44.3	44.3	86.9	35.7	35.7	74.6	60.4	0.0	95.4	56.4	45.7
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:	61.0	44.3	44.3	86.9	35.7	35.7	74.6	60.4	0.0	95.4	56.4	45.7
LOS by Move:	E	D	D	F	D	D	E	E	A	F	E	D
HCM2kAvgQ:	7	33	33	11	15	15	7	25	0	9	21	8

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

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

Intersection #7: San Antonio Road and El Camino Real

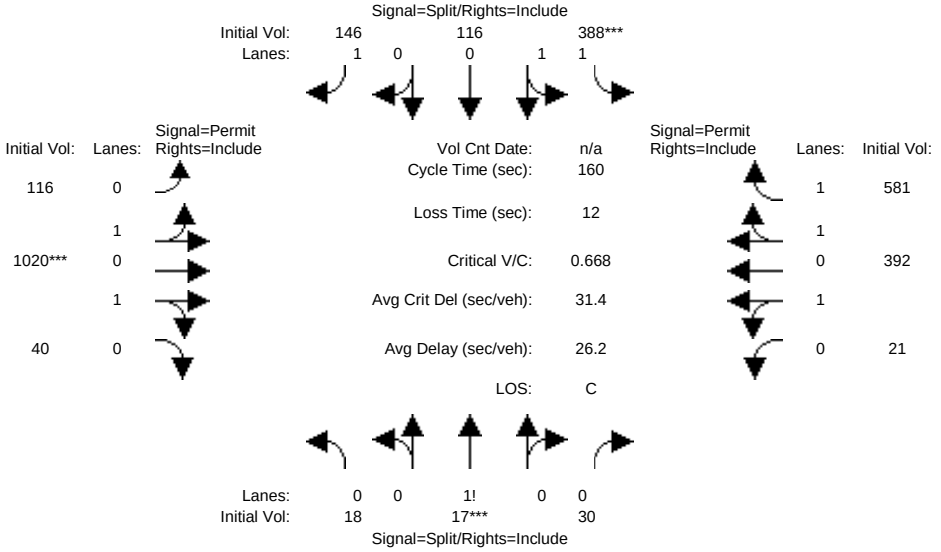


Street Name:	El Camino Real						San Antonio Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	12	10	10	12	10	10	12	10	10	12	10	10
Y+R:	3.7	4.6	4.6	3.7	4.6	4.6	3.7	4.6	4.6	3.7	4.6	4.6
Volume Module:												
Base Vol:	398	1241	134	443	1928	248	185	800	81	330	870	205
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	398	1241	134	443	1928	248	185	800	81	330	870	205
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	410	1279	138	457	1988	256	191	825	84	340	897	211
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	410	1279	138	457	1988	256	191	825	84	340	897	211
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	410	1279	138	457	1988	256	191	825	84	340	897	211
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.90	0.90	0.92	0.89	0.89	0.92	0.94	0.94	0.92	0.95	0.85
Lanes:	2.00	2.71	0.29	2.00	2.66	0.34	2.00	1.82	0.18	2.00	2.00	1.00
Final Sat.:	3502	4611	498	3502	4518	581	3502	3232	327	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.12	0.28	0.28	0.13	0.44	0.44	0.05	0.26	0.26	0.10	0.25	0.13
Crit Moves:	****				****			****			****	
Green/Cycle:	0.12	0.38	0.38	0.18	0.45	0.45	0.09	0.26	0.26	0.10	0.27	0.27
Volume/Cap:	0.99	0.72	0.72	0.72	0.99	0.99	0.63	0.99	0.99	0.99	0.92	0.49
Uniform Del:	66.0	39.5	39.5	58.0	41.2	41.2	66.1	55.4	55.4	67.5	53.2	46.0
IncremntDel:	41.0	1.4	1.4	4.1	16.2	16.2	4.1	26.8	26.8	45.3	13.7	0.9
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	107.0	40.8	40.8	62.1	57.5	57.5	70.3	82.2	82.2	112.8	66.9	46.9
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:	107.0	40.8	40.8	62.1	57.5	57.5	70.3	82.2	82.2	112.8	66.9	46.9
LOS by Move:	F	D	D	E	E	E	E	F	F	F	E	D
HCM2kAvgQ:	14	21	21	11	43	43	5	27	27	12	25	8

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

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

Intersection #8: Charleston Road and Fabian Way

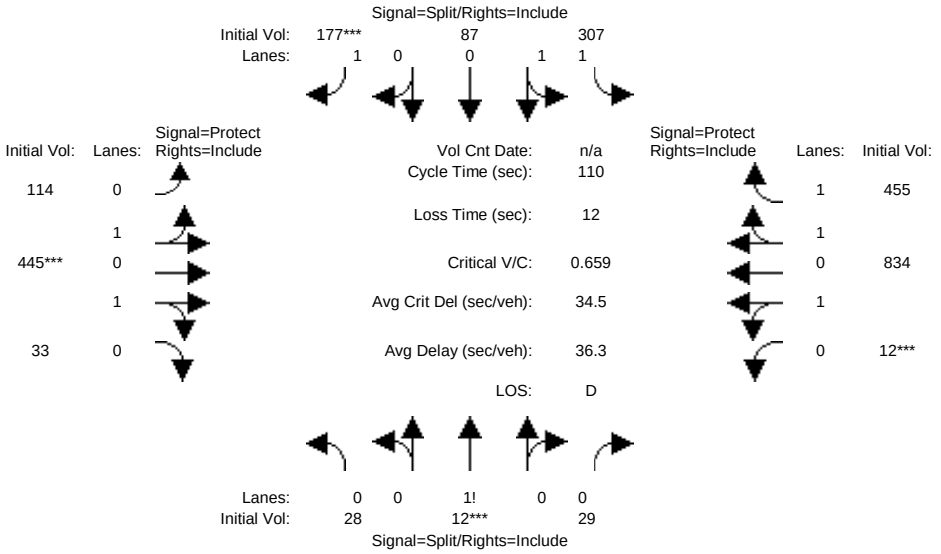


Street Name:	Fabian Way						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	18	17	30	388	116	146	116	1020	40	21	392	581
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	17	30	388	116	146	116	1020	40	21	392	581
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	19	18	32	413	123	155	123	1085	43	22	417	618
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	18	32	413	123	155	123	1085	43	22	417	618
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	19	18	32	413	123	155	123	1085	43	22	417	618
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.96	0.96	0.85	0.77	0.77	0.77	0.76	0.76	0.76
Lanes:	0.28	0.26	0.46	1.54	0.46	1.00	0.20	1.73	0.07	0.06	1.18	1.76
Final Sat.:	487	460	811	2817	842	1615	288	2533	99	92	1718	2546
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.15	0.15	0.10	0.43	0.43	0.43	0.24	0.24	0.24
Crit Moves:		****		****				****				
Green/Cycle:	0.07	0.07	0.07	0.22	0.22	0.22	0.64	0.64	0.64	0.64	0.64	0.64
Volume/Cap:	0.59	0.59	0.59	0.67	0.67	0.44	0.67	0.67	0.67	0.38	0.38	0.38
Uniform Del:	68.0	68.0	68.0	53.8	53.8	50.8	17.4	17.4	17.4	13.1	13.1	13.1
IncremntDel:	7.7	7.7	7.7	2.3	2.3	0.9	1.0	1.0	1.0	0.1	0.1	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	75.8	75.8	75.8	56.1	56.1	51.7	18.4	18.4	18.4	13.2	13.2	13.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	75.8	75.8	75.8	56.1	56.1	51.7	18.4	18.4	18.4	13.2	13.2	13.2
LOS by Move:	E	E	E	E	E	D	B	B	B	B	B	B
HCM2kAvgQ:	4	4	4	12	12	6	19	19	19	8	8	8

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

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

Intersection #8: Charleston Road and Fabian Way

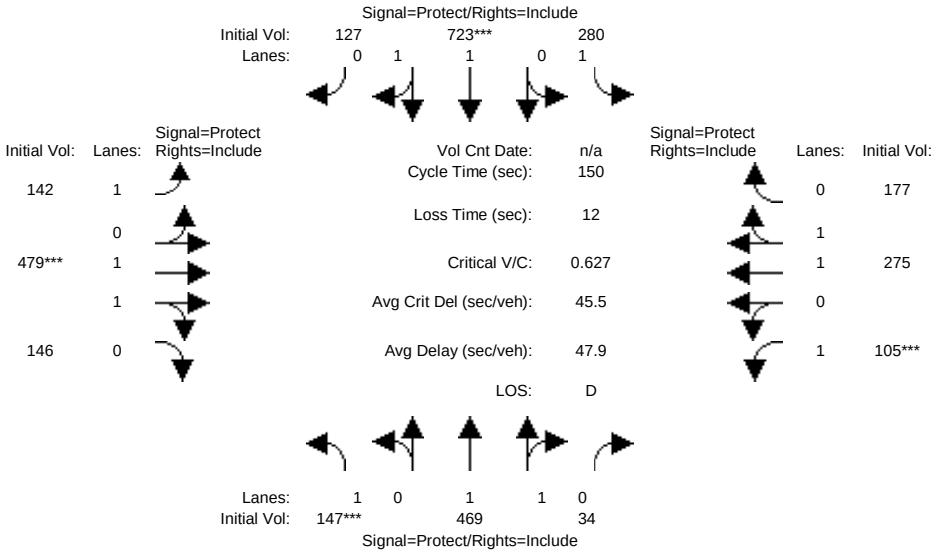


Street Name:	Fabian Way						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	28	12	29	307	87	177	114	445	33	12	834	455
Growth Adj:	1.00	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	12	29	307	87	177	114	445	33	12	834	455
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	29	12	30	316	90	182	118	459	34	12	860	469
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	12	30	316	90	182	118	459	34	12	860	469
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	29	12	30	316	90	182	118	459	34	12	860	469
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.96	0.96	0.85	0.93	0.93	0.93	0.90	0.90	0.90
Lanes:	0.41	0.17	0.42	1.56	0.44	1.00	0.39	1.50	0.11	0.03	1.92	1.05
Final Sat.:	713	305	738	2851	808	1615	683	2665	198	47	3291	1795
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.11	0.11	0.11	0.17	0.17	0.17	0.26	0.26	0.26
Crit Moves:		****				****		****		****		
Green/Cycle:	0.09	0.09	0.09	0.17	0.17	0.17	0.25	0.25	0.25	0.38	0.38	0.38
Volume/Cap:	0.45	0.45	0.45	0.67	0.67	0.68	0.68	0.68	0.68	0.68	0.68	0.68
Uniform Del:	47.4	47.4	47.4	43.1	43.1	43.2	37.2	37.2	37.2	28.4	28.4	28.4
IncremntDel:	2.0	2.0	2.0	2.9	2.9	7.1	2.2	2.2	2.2	1.0	1.0	1.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	49.4	49.4	49.4	46.0	46.0	50.3	39.4	39.4	39.4	29.4	29.4	29.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.4	49.4	49.4	46.0	46.0	50.3	39.4	39.4	39.4	29.4	29.4	29.4
LOS by Move:	D	D	D	D	D	D	D	D	D	C	C	C
HCM2kAvgQ:	3	3	3	8	8	7	11	11	11	14	14	14

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

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

Intersection #9: Charleston Road and Middlefield Road

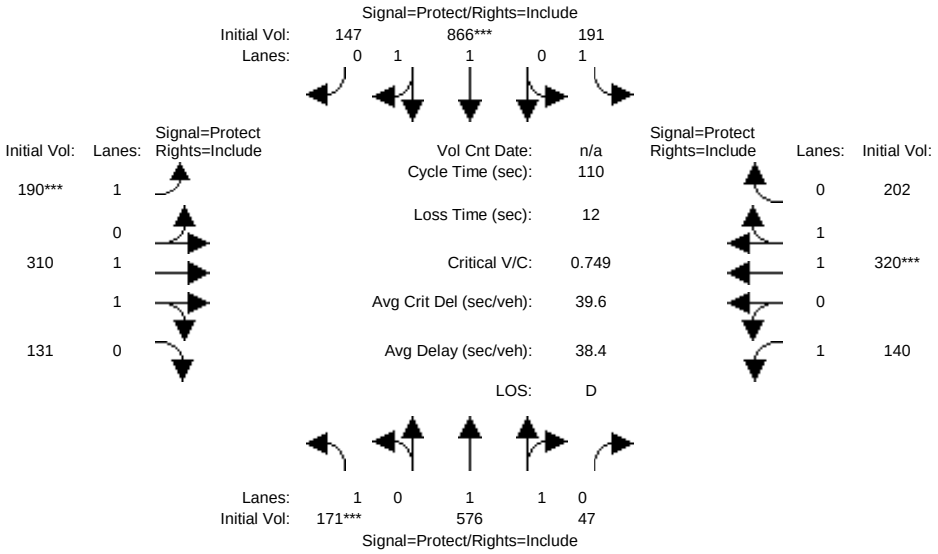


Street Name:	Middlefield Road						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	5	10	10	5	10	10	5	10	10	5	10	10
Y+R:	4.0	5.0	5.0	4.0	5.0	5.0	4.0	5.0	5.0	4.0	5.0	5.0
Volume Module:												
Base Vol:	147	469	34	280	723	127	142	479	146	105	275	177
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	147	469	34	280	723	127	142	479	146	105	275	177
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	152	484	35	289	745	131	146	494	151	108	284	182
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	152	484	35	289	745	131	146	494	151	108	284	182
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	152	484	35	289	745	131	146	494	151	108	284	182
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	0.93	0.93	0.95	0.92	0.92	0.95	0.89	0.89
Lanes:	1.00	1.86	0.14	1.00	1.70	0.30	1.00	1.53	0.47	1.00	1.22	0.78
Final Sat.:	1805	3332	242	1805	3003	528	1805	2670	814	1805	2067	1330
Capacity Analysis Module:												
Vol/Sat:	0.08	0.15	0.15	0.16	0.25	0.25	0.08	0.18	0.18	0.06	0.14	0.14
Crit Moves:	****				****			****			****	
Green/Cycle:	0.13	0.25	0.25	0.28	0.40	0.40	0.15	0.29	0.29	0.10	0.25	0.25
Volume/Cap:	0.63	0.58	0.58	0.58	0.63	0.63	0.56	0.63	0.63	0.63	0.56	0.56
Uniform Del:	61.4	49.1	49.1	46.6	36.4	36.4	59.7	45.8	45.8	65.3	49.5	49.5
IncremntDel:	5.2	0.9	0.9	1.7	0.9	0.9	2.7	1.2	1.2	7.1	0.9	0.9
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	66.6	50.0	50.0	48.2	37.3	37.3	62.4	47.0	47.0	72.4	50.4	50.4
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:	66.6	50.0	50.0	48.2	37.3	37.3	62.4	47.0	47.0	72.4	50.4	50.4
LOS by Move:	E	D	D	D	D	D	E	D	D	E	D	D
HCM2kAvgQ:	7	11	11	12	17	17	7	14	14	6	10	10

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

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

Intersection #9: Charleston Road and Middlefield Road

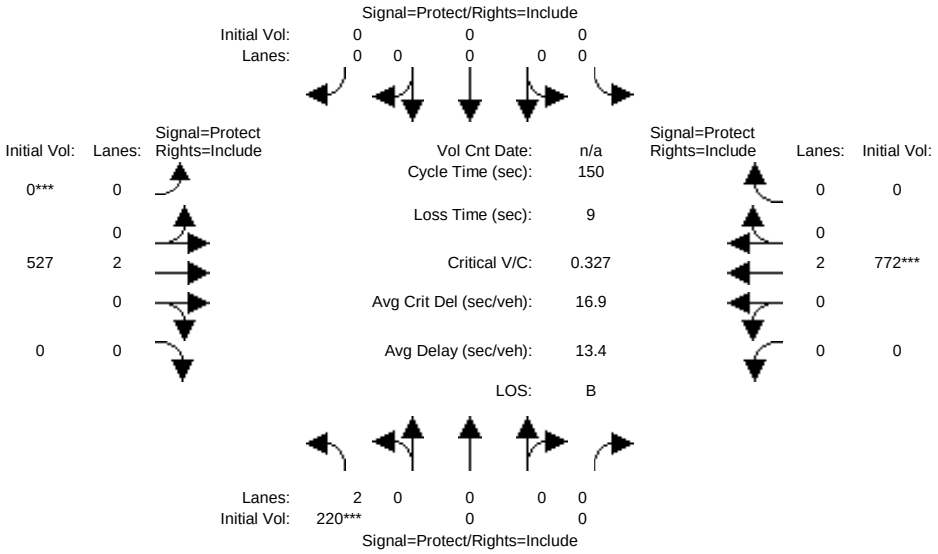


Street Name:	Middlefield Road						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	171	576	47	191	866	147	190	310	131	140	320	202
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	171	576	47	191	866	147	190	310	131	140	320	202
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	178	600	49	199	902	153	198	323	136	146	333	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	178	600	49	199	902	153	198	323	136	146	333	210
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	178	600	49	199	902	153	198	323	136	146	333	210
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	0.93	0.93	0.95	0.91	0.91	0.95	0.89	0.89
Lanes:	1.00	1.85	0.15	1.00	1.71	0.29	1.00	1.41	0.59	1.00	1.23	0.77
Final Sat.:	1805	3301	269	1805	3018	512	1805	2423	1024	1805	2085	1316
Capacity Analysis Module:												
Vol/Sat:	0.10	0.18	0.18	0.11	0.30	0.30	0.11	0.13	0.13	0.08	0.16	0.16
Crit Moves:	****				****		****				****	
Green/Cycle:	0.13	0.33	0.33	0.20	0.40	0.40	0.15	0.22	0.22	0.14	0.21	0.21
Volume/Cap:	0.75	0.55	0.55	0.55	0.75	0.75	0.75	0.59	0.59	0.59	0.75	0.75
Uniform Del:	46.0	30.1	30.1	39.5	28.3	28.3	45.0	38.2	38.2	44.7	40.5	40.5
IncremntDel:	12.4	0.6	0.6	1.8	2.3	2.3	11.2	1.3	1.3	3.9	4.3	4.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	58.4	30.7	30.7	41.3	30.6	30.6	56.2	39.5	39.5	48.6	44.8	44.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.4	30.7	30.7	41.3	30.6	30.6	56.2	39.5	39.5	48.6	44.8	44.8
LOS by Move:	E	C	C	D	C	C	E	D	D	D	D	D
HCM2kAvgQ:	8	10	10	7	17	17	8	8	8	6	11	11

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

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

Intersection #10: Old Middlefield Way and Middlefield Road

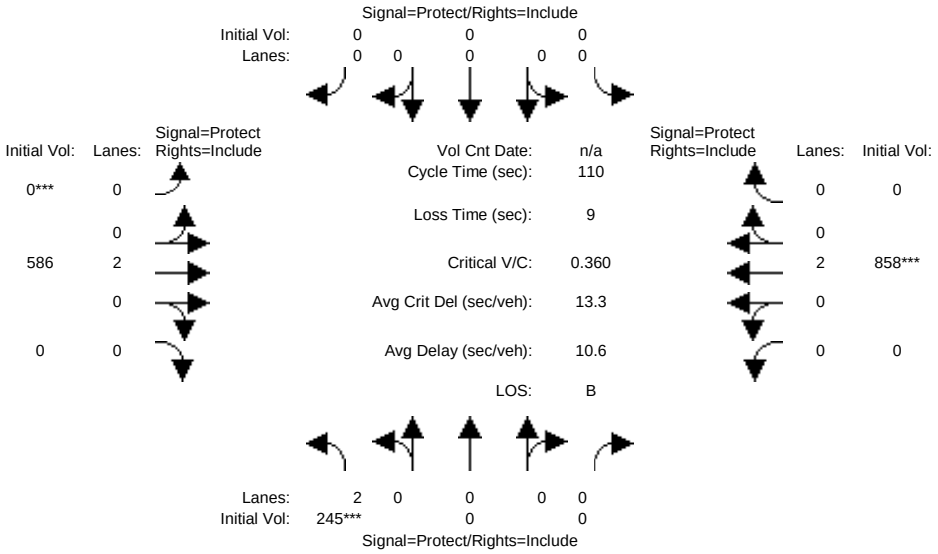


Street Name:	Middlefield Road						Old Middlefield Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	0	0	0	0	0	10	10	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	220	0	0	0	0	0	0	527	0	0	772	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:	220	0	0	0	0	0	0	527	0	0	772	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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	244	0	0	0	0	0	0	586	0	0	858	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	244	0	0	0	0	0	0	586	0	0	858	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	244	0	0	0	0	0	0	586	0	0	858	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Lanes:	2.00	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	3502	0	0	0	0	0	0	3610	0	0	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.00	0.00	0.00	0.00	0.00	0.16	0.00	0.00	0.24	0.00
Crit Moves:	****						****				****	
Green/Cycle:	0.21	0.00	0.00	0.00	0.00	0.00	0.00	0.73	0.00	0.00	0.73	0.00
Volume/Cap:	0.33	0.00	0.00	0.00	0.00	0.00	0.00	0.22	0.00	0.00	0.33	0.00
Uniform Del:	49.9	0.0	0.0	0.0	0.0	0.0	0.0	6.7	0.0	0.0	7.4	0.0
IncremntDel:	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Delay/Veh:	50.1	0.0	0.0	0.0	0.0	0.0	0.0	6.7	0.0	0.0	7.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.1	0.0	0.0	0.0	0.0	0.0	0.0	6.7	0.0	0.0	7.4	0.0
LOS by Move:	D	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	5	0	0	0	0	0	0	4	0	0	7	0

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

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

Intersection #10: Old Middlefield Way and Middlefield Road

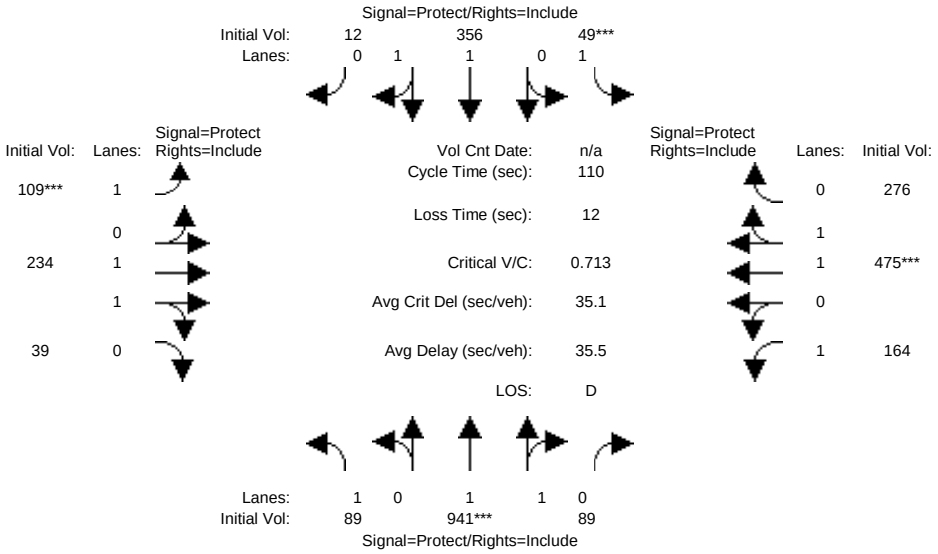


Street Name:	Middlefield Road						Old Middlefield Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	0	0	0	0	0	10	0	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	245	0	0	0	0	0	0	586	0	0	858	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	0	0	0	0	0	586	0	0	858	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:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	263	0	0	0	0	0	0	630	0	0	923	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	263	0	0	0	0	0	0	630	0	0	923	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	263	0	0	0	0	0	0	630	0	0	923	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Lanes:	2.00	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	3502	0	0	0	0	0	0	3610	0	0	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.08	0.00	0.00	0.00	0.00	0.00	0.00	0.17	0.00	0.00	0.26	0.00
Crit Moves:	****						****				****	
Green/Cycle:	0.21	0.00	0.00	0.00	0.00	0.00	0.00	0.71	0.00	0.00	0.71	0.00
Volume/Cap:	0.36	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.36	0.00
Uniform Del:	37.2	0.0	0.0	0.0	0.0	0.0	0.0	5.6	0.0	0.0	6.2	0.0
IncremntDel:	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.1	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Delay/Veh:	37.5	0.0	0.0	0.0	0.0	0.0	0.0	5.7	0.0	0.0	6.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.5	0.0	0.0	0.0	0.0	0.0	0.0	5.7	0.0	0.0	6.3	0.0
LOS by Move:	D	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	4	0	0	0	0	0	0	4	0	0	6	0

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

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

Intersection #11: Rengstorff Avenue and Middlefield Road

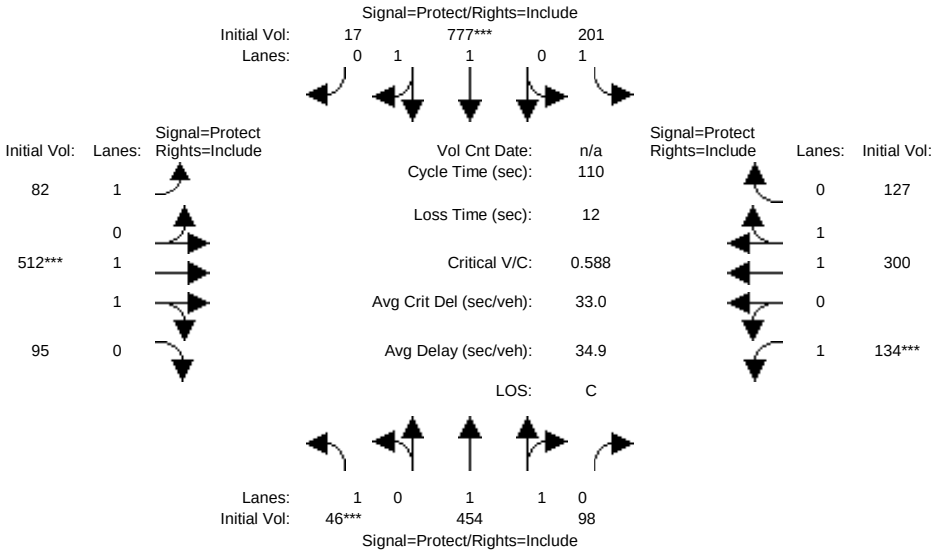


Street Name:	Rengstorff Avenue						Middlefield Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	9	10	10	9	10	10	9	10	10	9	10	10
Y+R:	4.0	5.0	5.0	4.0	5.0	5.0	4.0	5.0	5.0	4.0	5.0	5.0
Volume Module:												
Base Vol:	89	941	89	49	356	12	109	234	39	164	475	276
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	89	941	89	49	356	12	109	234	39	164	475	276
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	95	1001	95	52	379	13	116	249	41	174	505	294
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	1001	95	52	379	13	116	249	41	174	505	294
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	95	1001	95	52	379	13	116	249	41	174	505	294
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.94	0.94	0.95	0.95	0.95	0.95	0.93	0.93	0.95	0.90	0.90
Lanes:	1.00	1.83	0.17	1.00	1.93	0.07	1.00	1.71	0.29	1.00	1.26	0.74
Final Sat.:	1805	3255	308	1805	3475	117	1805	3029	505	1805	2158	1254
Capacity Analysis Module:												
Vol/Sat:	0.05	0.31	0.31	0.03	0.11	0.11	0.06	0.08	0.08	0.10	0.23	0.23
Crit Moves:		****			****			****			****	
Green/Cycle:	0.21	0.41	0.41	0.08	0.28	0.28	0.09	0.19	0.19	0.21	0.31	0.31
Volume/Cap:	0.25	0.75	0.75	0.35	0.39	0.39	0.75	0.43	0.43	0.47	0.75	0.75
Uniform Del:	36.1	27.6	27.6	47.7	31.9	31.9	49.1	39.0	39.0	38.4	33.9	33.9
IncremntDel:	0.3	2.2	2.2	1.5	0.2	0.2	18.2	0.4	0.4	0.9	3.0	3.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	36.5	29.8	29.8	49.2	32.1	32.1	67.3	39.4	39.4	39.4	36.9	36.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.5	29.8	29.8	49.2	32.1	32.1	67.3	39.4	39.4	39.4	36.9	36.9
LOS by Move:	D	C	C	D	C	C	E	D	D	D	D	D
HCM2kAvgQ:	3	18	18	2	6	6	6	5	5	6	14	14

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

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

Intersection #11: Rengstorff Avenue and Middlefield Road

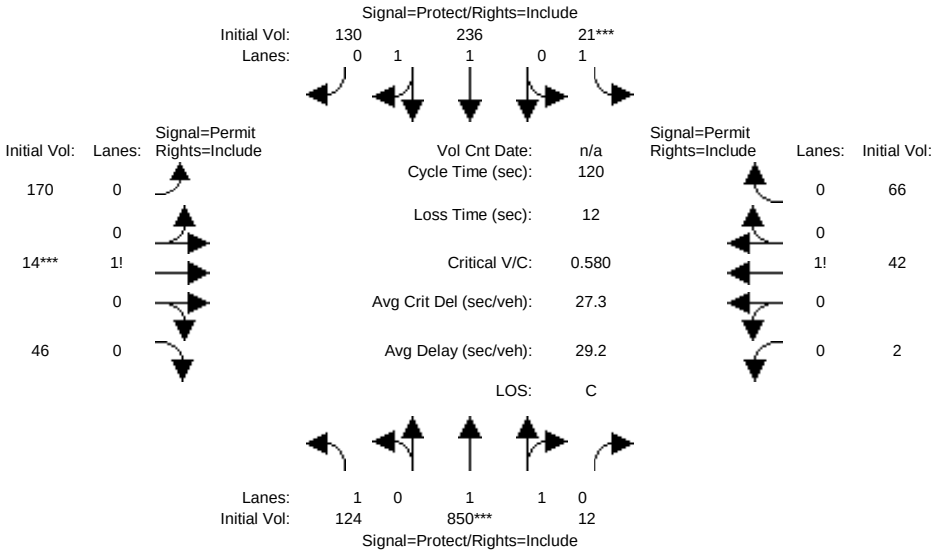


Street Name:	Rengstorff Avenue						Middlefield Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	9	10	10	9	10	10	9	10	10	9	10	10
Y+R:	4.0	5.0	5.0	4.0	5.0	5.0	4.0	5.0	5.0	4.0	5.0	5.0
Volume Module:												
Base Vol:	46	454	98	201	777	17	82	512	95	134	300	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:	46	454	98	201	777	17	82	512	95	134	300	127
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	49	483	104	214	827	18	87	545	101	143	319	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	483	104	214	827	18	87	545	101	143	319	135
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	49	483	104	214	827	18	87	545	101	143	319	135
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.92	0.92	0.95	0.95	0.95	0.95	0.93	0.93	0.95	0.91	0.91
Lanes:	1.00	1.64	0.36	1.00	1.96	0.04	1.00	1.69	0.31	1.00	1.41	0.59
Final Sat.:	1805	2889	624	1805	3522	77	1805	2972	551	1805	2422	1025
Capacity Analysis Module:												
Vol/Sat:	0.03	0.17	0.17	0.12	0.23	0.23	0.05	0.18	0.18	0.08	0.13	0.13
Crit Moves:	****				****			****			****	
Green/Cycle:	0.08	0.27	0.27	0.19	0.38	0.38	0.16	0.30	0.30	0.13	0.26	0.26
Volume/Cap:	0.33	0.62	0.62	0.62	0.61	0.61	0.30	0.61	0.61	0.61	0.50	0.50
Uniform Del:	47.7	35.0	35.0	40.7	27.4	27.4	40.4	33.1	33.1	45.3	34.4	34.4
IncremntDel:	1.3	1.2	1.2	3.3	0.8	0.8	0.6	1.1	1.1	4.8	0.4	0.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	49.0	36.3	36.3	44.0	28.3	28.3	41.0	34.2	34.2	50.2	34.8	34.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.0	36.3	36.3	44.0	28.3	28.3	41.0	34.2	34.2	50.2	34.8	34.8
LOS by Move:	D	D	D	D	C	C	D	C	C	D	C	C
HCM2kAvgQ:	2	10	10	7	12	12	3	10	10	6	7	7

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

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

Intersection #12: Rengstorff Avenue and Leghorn Avenue

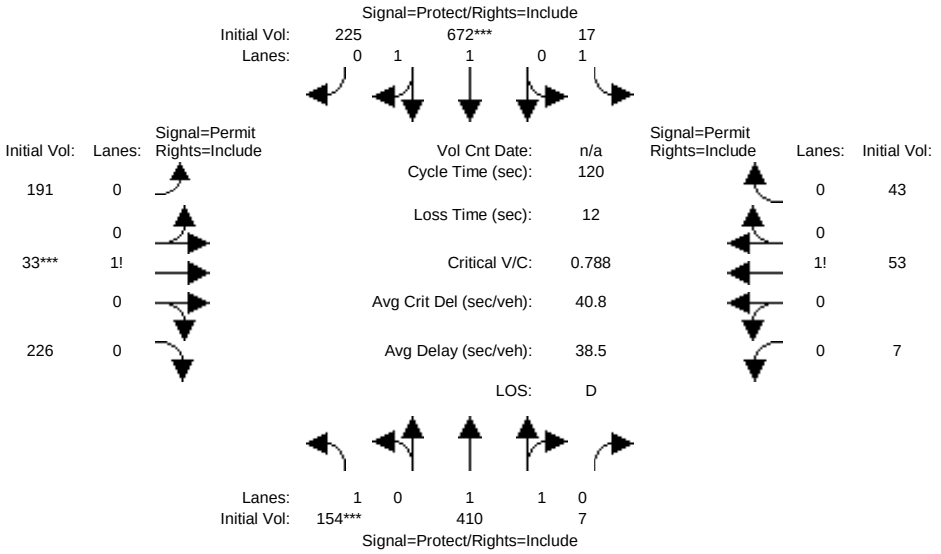


Street Name:	Rengstorff Avenue						Leghorn Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	9	8	8	9	9	9	8	8	8	8	8	8
Y+R:	3.5	4.6	4.6	3.5	4.6	4.6	4.6	4.6	4.6	4.6	4.6	4.6
Volume Module:												
Base Vol:	124	850	12	21	236	130	170	14	46	2	42	66
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	124	850	12	21	236	130	170	14	46	2	42	66
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
PHF Volume:	148	1012	14	25	281	155	202	17	55	2	50	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	148	1012	14	25	281	155	202	17	55	2	50	79
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	148	1012	14	25	281	155	202	17	55	2	50	79
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.90	0.90	0.65	0.65	0.65	0.92	0.92	0.92
Lanes:	1.00	1.97	0.03	1.00	1.29	0.71	0.74	0.06	0.20	0.02	0.38	0.60
Final Sat.:	1805	3553	50	1805	2204	1214	906	75	245	32	664	1043
Capacity Analysis Module:												
Vol/Sat:	0.08	0.28	0.28	0.01	0.13	0.13	0.22	0.22	0.22	0.08	0.08	0.08
Crit Moves:		****		****				****				
Green/Cycle:	0.21	0.46	0.46	0.08	0.33	0.33	0.36	0.36	0.36	0.36	0.36	0.36
Volume/Cap:	0.39	0.62	0.62	0.18	0.39	0.39	0.62	0.62	0.62	0.21	0.21	0.21
Uniform Del:	40.8	24.3	24.3	52.1	31.1	31.1	31.4	31.4	31.4	26.4	26.4	26.4
IncremntDel:	0.7	0.7	0.7	0.7	0.2	0.2	2.6	2.6	2.6	0.2	0.2	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	41.4	25.0	25.0	52.7	31.3	31.3	34.0	34.0	34.0	26.5	26.5	26.5
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:	41.4	25.0	25.0	52.7	31.3	31.3	34.0	34.0	34.0	26.5	26.5	26.5
LOS by Move:	D	C	C	D	C	C	C	C	C	C	C	C
HCM2kAvgQ:	5	15	15	1	7	7	9	9	9	3	3	3

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

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

Intersection #12: Rengstorff Avenue and Leghorn Avenue



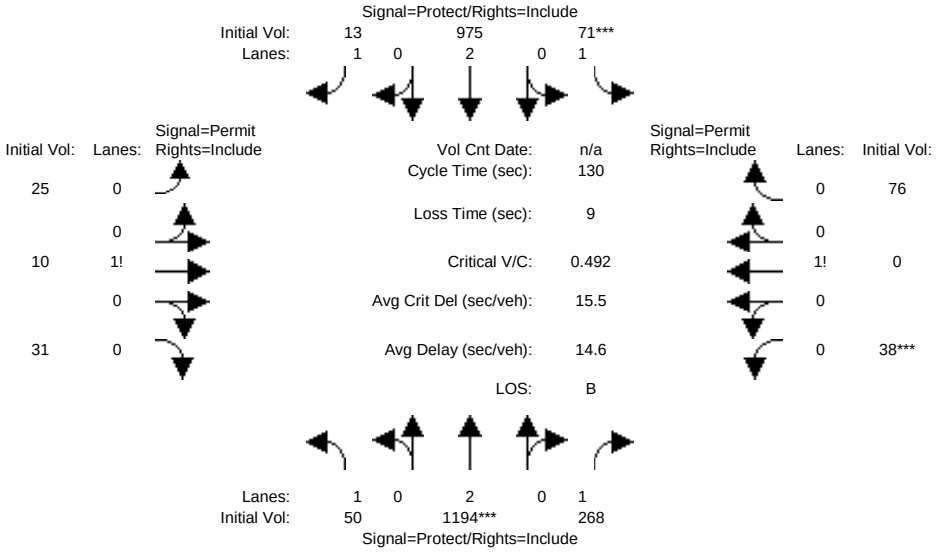
Street Name:	Rengstorff Avenue						Leghorn Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	9	8	8	9	9	9	8	8	8	8	8	8
Y+R:	3.5	4.6	4.6	3.5	4.0	4.6	4.6	4.6	4.6	4.6	4.6	4.6
Volume Module:												
Base Vol:	154	410	7	17	672	225	191	33	226	7	53	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:	154	410	7	17	672	225	191	33	226	7	53	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:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	166	441	8	18	723	242	205	35	243	8	57	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	166	441	8	18	723	242	205	35	243	8	57	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	166	441	8	18	723	242	205	35	243	8	57	46
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.91	0.91	0.75	0.75	0.75	0.91	0.91	0.91
Lanes:	1.00	1.97	0.03	1.00	1.50	0.50	0.42	0.07	0.51	0.07	0.51	0.42
Final Sat.:	1805	3539	60	1805	2602	871	605	105	716	118	894	726
Capacity Analysis Module:												
Vol/Sat:	0.09	0.12	0.12	0.01	0.28	0.28	0.34	0.34	0.34	0.06	0.06	0.06
Crit Moves:	****				****			****				
Green/Cycle:	0.12	0.29	0.29	0.18	0.35	0.35	0.43	0.43	0.43	0.43	0.43	0.43
Volume/Cap:	0.79	0.43	0.43	0.06	0.79	0.79	0.79	0.79	0.79	0.15	0.15	0.15
Uniform Del:	51.6	34.3	34.3	41.1	34.8	34.8	29.4	29.4	29.4	20.8	20.8	20.8
IncremntDel:	17.8	0.3	0.3	0.1	3.5	3.5	6.7	6.7	6.7	0.1	0.1	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	69.3	34.6	34.6	41.2	38.3	38.3	36.1	36.1	36.1	20.8	20.8	20.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	69.3	34.6	34.6	41.2	38.3	38.3	36.1	36.1	36.1	20.8	20.8	20.8
LOS by Move:	E	C	C	D	D	D	D	D	D	C	C	C
HCM2kAvgQ:	8	7	7	1	18	18	17	17	17	2	2	2

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

Appendix F – Background plus Project Conditions Intersection Level of Service Worksheets

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background Plus Project AM

Intersection #1: San Antonio Road and Leghorn Road

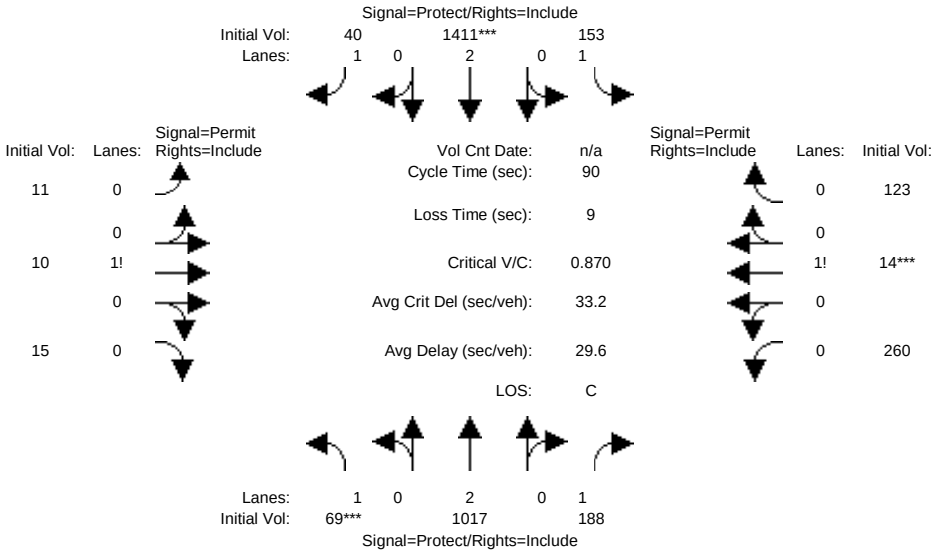


Street Name:	San Antonio Road						Leghorn Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	35	1156	170	67	934	13	25	10	31	38	0	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	1156	170	67	934	13	25	10	31	38	0	70
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	15	38	98	4	41	0	0	0	0	0	0	6
Initial Fut:	50	1194	268	71	975	13	25	10	31	38	0	76
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	52	1231	276	73	1005	13	26	10	32	39	0	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	1231	276	73	1005	13	26	10	32	39	0	78
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	52	1231	276	73	1005	13	26	10	32	39	0	78
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.83	0.95	0.95	0.83	0.81	0.81	0.80	0.81	1.00	0.81
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.38	0.15	0.47	0.33	0.00	0.67
Final Sat.:	1805	3610	1576	1805	3610	1574	579	232	718	512	0	1025
Capacity Analysis Module:												
Vol/Sat:	0.03	0.34	0.18	0.04	0.28	0.01	0.04	0.04	0.04	0.08	0.00	0.08
Crit Moves:		****			****					****		
Green/Cycle:	0.13	0.69	0.69	0.08	0.65	0.65	0.16	0.16	0.16	0.16	0.00	0.16
Volume/Cap:	0.23	0.49	0.25	0.49	0.43	0.01	0.29	0.29	0.29	0.49	0.00	0.49
Uniform Del:	51.2	9.3	7.4	57.0	11.1	8.0	48.5	48.5	48.5	50.2	0.0	50.2
IncremntDel:	0.5	0.2	0.1	2.6	0.1	0.0	0.7	0.7	0.7	1.6	0.0	1.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Delay/Veh:	51.7	9.5	7.6	59.6	11.2	8.0	49.2	49.2	49.2	51.8	0.0	51.8
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:	51.7	9.5	7.6	59.6	11.2	8.0	49.2	49.2	49.2	51.8	0.0	51.8
LOS by Move:	D	A	A	E	B	A	D	D	D	D	A	D
HCM2kAvgQ:	2	12	4	3	10	0	3	3	3	5	0	5

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background Plus Project PM

Intersection #1: San Antonio Road and Leghorn Road

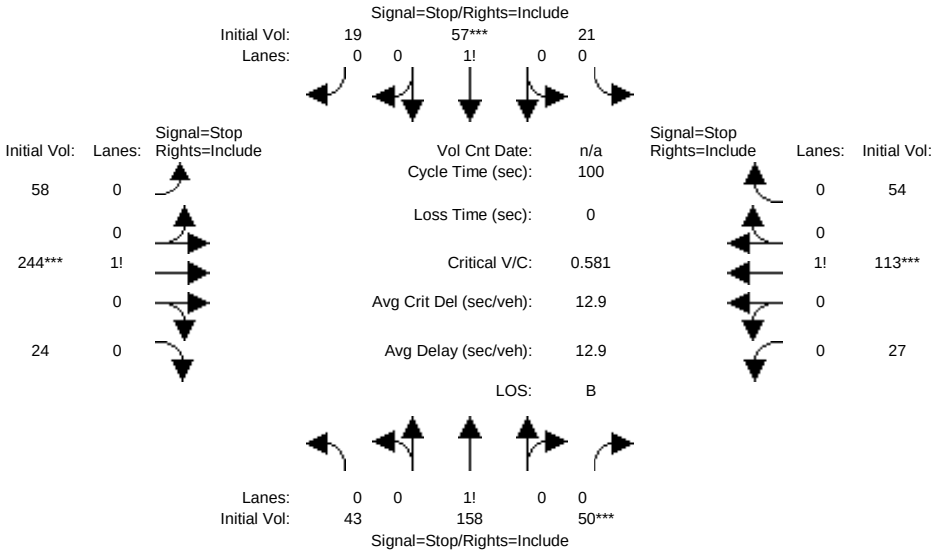


Street Name:	San Antonio Road						Leghorn Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	52	993	142	123	1371	40	11	10	15	250	14	119
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	52	993	142	123	1371	40	11	10	15	250	14	119
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	17	24	46	30	40	0	0	0	0	10	0	4
Initial Fut:	69	1017	188	153	1411	40	11	10	15	260	14	123
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	76	1118	207	168	1551	44	12	11	16	286	15	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	1118	207	168	1551	44	12	11	16	286	15	135
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	76	1118	207	168	1551	44	12	11	16	286	15	135
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.84	0.95	0.95	0.82	0.83	0.83	0.83	0.74	0.74	0.74
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.30	0.28	0.42	0.65	0.04	0.31
Final Sat.:	1805	3610	1604	1805	3610	1549	482	439	658	916	49	433
Capacity Analysis Module:												
Vol/Sat:	0.04	0.31	0.13	0.09	0.43	0.03	0.03	0.03	0.03	0.31	0.31	0.31
Crit Moves:	****				****						****	
Green/Cycle:	0.08	0.43	0.43	0.13	0.48	0.48	0.35	0.35	0.35	0.35	0.35	0.35
Volume/Cap:	0.54	0.73	0.30	0.73	0.90	0.06	0.07	0.07	0.07	0.90	0.90	0.90
Uniform Del:	40.0	21.5	17.0	37.7	21.6	12.7	19.8	19.8	19.8	28.0	28.0	28.0
IncremntDel:	4.2	1.8	0.3	11.0	7.0	0.0	0.1	0.1	0.1	19.8	19.8	19.8
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	44.1	23.2	17.3	48.7	28.6	12.7	19.8	19.8	19.8	47.8	47.8	47.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.1	23.2	17.3	48.7	28.6	12.7	19.8	19.8	19.8	47.8	47.8	47.8
LOS by Move:	D	C	B	D	C	B	B	B	B	D	D	D
HCM2kAvgQ:	3	15	4	6	25	1	1	1	1	15	15	15

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

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Background Plus Project AM

Intersection #2: Independence Avenue & Leghorn Road



Street Name:	Independence Avenue						Leghorn Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	43	158	50	21	57	19	46	154	24	27	108	54
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	158	50	21	57	19	46	154	24	27	108	54
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	12	90	0	0	5	0
Initial Fut:	43	158	50	21	57	19	58	244	24	27	113	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	49	182	57	24	66	22	67	280	28	31	130	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	182	57	24	66	22	67	280	28	31	130	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	49	182	57	24	66	22	67	280	28	31	130	62
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:	0.17	0.63	0.20	0.22	0.59	0.19	0.18	0.75	0.07	0.14	0.58	0.28
Final Sat.:	104	382	121	117	317	106	115	483	48	86	358	171
Capacity Analysis Module:												
Vol/Sat:	0.48	0.48	0.48	0.21	0.21	0.21	0.58	0.58	0.58	0.36	0.36	0.36
Crit Moves:			****		****			****			****	
Delay/Veh:	12.9	12.9	12.9	10.2	10.2	10.2	14.8	14.8	14.8	11.2	11.2	11.2
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:	12.9	12.9	12.9	10.2	10.2	10.2	14.8	14.8	14.8	11.2	11.2	11.2
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	B
ApproachDel:		12.9			10.2			14.8			11.2	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		12.9			10.2			14.8			11.2	
LOS by Appr:		B			B			B			B	
AllWayAvgQ:	0.7	0.7	0.7	0.2	0.2	0.2	1.2	1.2	1.2	0.5	0.5	0.5

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

Peak Hour Volume Signal Warrant Report [Urban]

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Intersection #2 Independence Avenue & Leghorn Road

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Future Volume Alternative: Peak Hour Warrant NOT Met

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		
Lanes:	0 0 1! 0	0		0 0 1! 0	0		0 0 1! 0	0		0 0 1! 0	0	
Initial Vol:	43	158	50	21	57	19	58	244	24	27	113	54

Major Street Volume: 520
Minor Approach Volume: 251
Minor Approach Volume Threshold: 394

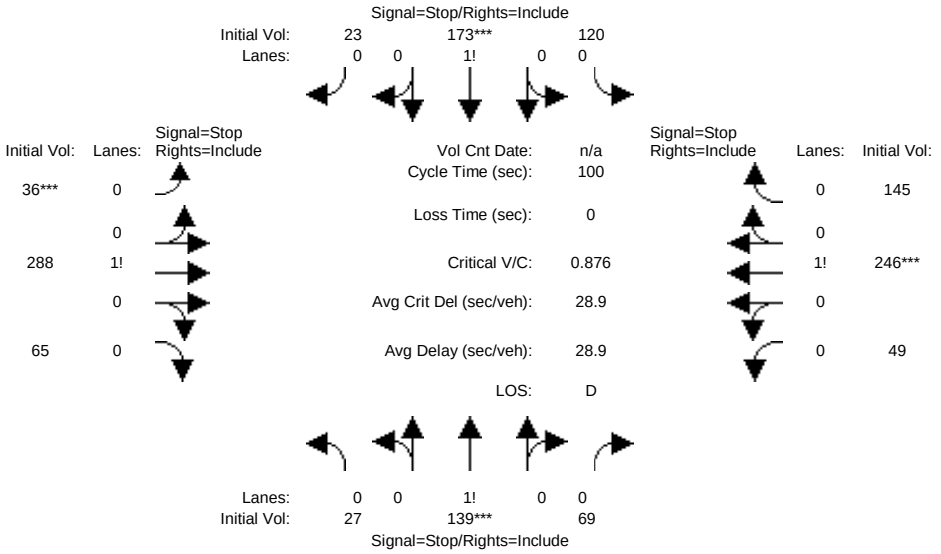
SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Background Plus Project PM

Intersection #2: Independence Avenue & Leghorn Road



Street Name:	Independence Avenue						Leghorn Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	27	139	69	120	173	23	34	241	65	49	211	145
Growth Adj:	1.00	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	139	69	120	173	23	34	241	65	49	211	145
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	2	47	0	0	35	0
Initial Fut:	27	139	69	120	173	23	36	288	65	49	246	145
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	28	143	71	124	178	24	37	297	67	51	254	149
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	143	71	124	178	24	37	297	67	51	254	149
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	28	143	71	124	178	24	37	297	67	51	254	149
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:	0.11	0.60	0.29	0.38	0.55	0.07	0.09	0.74	0.17	0.11	0.56	0.33
Final Sat.:	49	251	125	171	246	33	46	366	83	58	289	171
Capacity Analysis Module:												
Vol/Sat:	0.57	0.57	0.57	0.72	0.72	0.72	0.81	0.81	0.81	0.88	0.88	0.88
Crit Moves:		****			****		****				****	
Delay/Veh:	17.9	17.9	17.9	24.0	24.0	24.0	30.1	30.1	30.1	37.3	37.3	37.3
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:	17.9	17.9	17.9	24.0	24.0	24.0	30.1	30.1	30.1	37.3	37.3	37.3
LOS by Move:	C	C	C	C	C	C	D	D	D	E	E	E
ApproachDel:		17.9			24.0			30.1			37.3	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		17.9			24.0			30.1			37.3	
LOS by Appr:		C			C			D			E	
AllWayAvgQ:	0.9	0.9	0.9	1.7	1.7	1.7	2.8	2.8	2.8	4.0	4.0	4.0

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

Peak Hour Volume Signal Warrant Report [Urban]

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Intersection #2 Independence Avenue & Leghorn Road

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Future Volume Alternative: Peak Hour Warrant Met

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		
Lanes:	0 0 1!	0		0 0 1!	0		0 0 1!	0		0 0 1!	0	
Initial Vol:	27	139	69	120	173	23	36	288	65	49	246	145

Major Street Volume: 829
Minor Approach Volume: 316
Minor Approach Volume Threshold: 269

SIGNAL WARRANT DISCLAIMER

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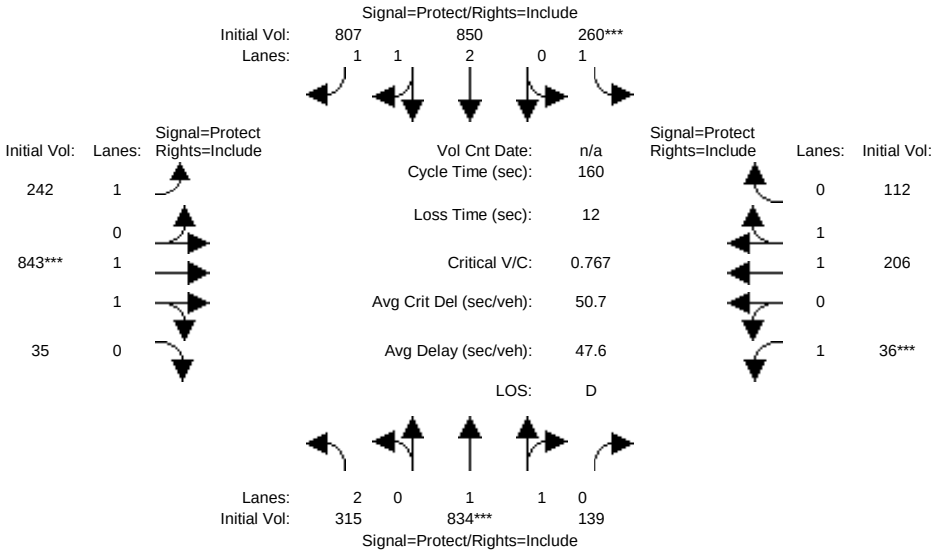
The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background Plus Project AM

Intersection #3: San Antonio Road & Chareleston Road

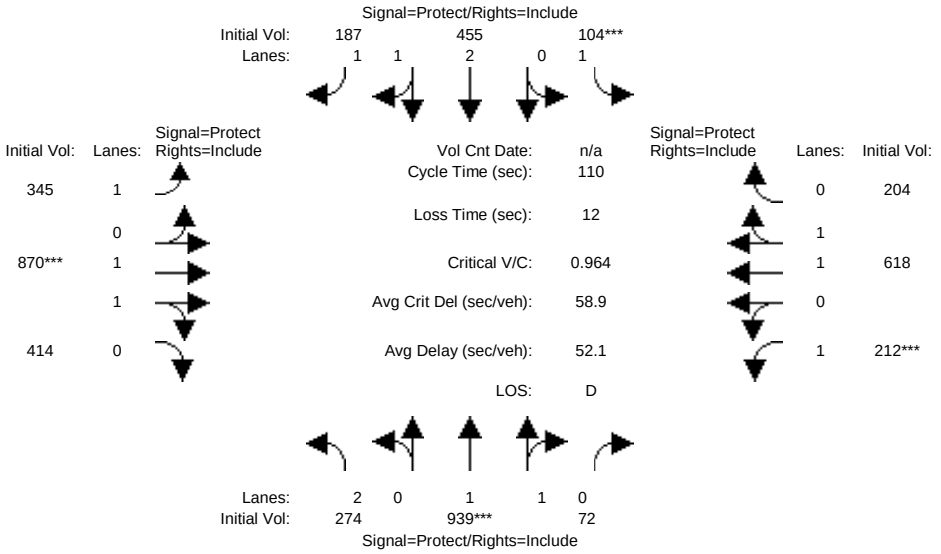


Street Name:	San Antonio Road						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	272	810	137	260	846	807	242	843	30	36	206	112
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	272	810	137	260	846	807	242	843	30	36	206	112
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	43	24	2	0	4	0	0	0	5	0	0	0
Initial Fut:	315	834	139	260	850	807	242	843	35	36	206	112
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	325	860	143	268	876	832	249	869	36	37	212	115
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	325	860	143	268	876	832	249	869	36	37	212	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:	325	860	143	268	876	832	249	869	36	37	212	115
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.93	0.93	0.95	0.84	0.83	0.95	0.94	0.94	0.95	0.90	0.89
Lanes:	2.00	1.71	0.29	1.00	2.04	1.96	1.00	1.92	0.08	1.00	1.29	0.71
Final Sat.:	3502	3028	505	1805	3264	3099	1805	3445	143	1805	2207	1200
Capacity Analysis Module:												
Vol/Sat:	0.09	0.28	0.28	0.15	0.27	0.27	0.14	0.25	0.25	0.02	0.10	0.10
Crit Moves:		****		****				****		****		
Green/Cycle:	0.14	0.36	0.36	0.19	0.41	0.41	0.22	0.32	0.32	0.05	0.15	0.15
Volume/Cap:	0.65	0.78	0.78	0.78	0.65	0.65	0.64	0.78	0.78	0.44	0.64	0.64
Uniform Del:	60.9	42.6	42.6	57.9	35.7	35.7	53.3	46.1	46.1	69.6	59.8	59.8
IncremntDel:	3.2	3.3	3.3	11.3	0.6	0.6	3.4	3.6	3.6	3.6	2.6	2.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	64.1	45.9	45.9	69.1	36.3	36.3	56.8	49.7	49.7	73.2	62.4	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:	64.1	45.9	45.9	69.1	36.3	36.3	56.8	49.7	49.7	73.2	62.4	62.4
LOS by Move:	E	D	D	E	D	D	E	D	D	E	E	E
HCM2kAvgQ:	8	23	23	13	18	17	11	21	21	2	8	8

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background Plus Project PM

Intersection #3: San Antonio Road & Chareleston Road

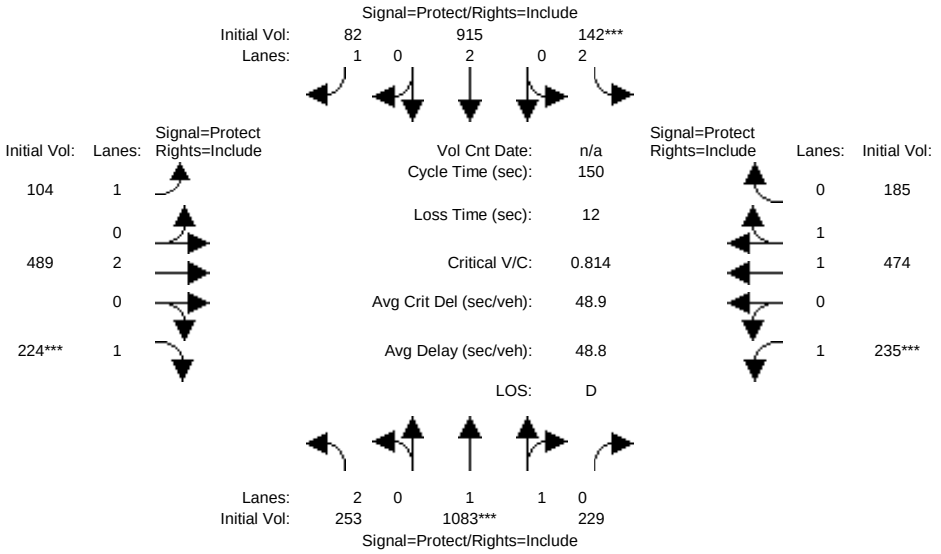


Street Name:	San Antonio Road						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	238	935	68	104	427	187	345	870	407	212	618	204
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	238	935	68	104	427	187	345	870	407	212	618	204
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	36	4	4	0	28	0	0	0	7	0	0	0
Initial Fut:	274	939	72	104	455	187	345	870	414	212	618	204
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	282	968	74	107	469	193	356	897	427	219	637	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	282	968	74	107	469	193	356	897	427	219	637	210
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	282	968	74	107	469	193	356	897	427	219	637	210
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.94	0.94	0.95	0.87	0.85	0.95	0.90	0.90	0.95	0.91	0.91
Lanes:	2.00	1.86	0.14	1.00	2.82	1.18	1.00	1.35	0.65	1.00	1.50	0.50
Final Sat.:	3502	3316	254	1805	4660	1915	1805	2323	1106	1805	2609	861
Capacity Analysis Module:												
Vol/Sat:	0.08	0.29	0.29	0.06	0.10	0.10	0.20	0.39	0.39	0.12	0.24	0.24
Crit Moves:		****		****				****		****		
Green/Cycle:	0.16	0.30	0.30	0.06	0.20	0.20	0.23	0.40	0.40	0.13	0.29	0.29
Volume/Cap:	0.50	0.97	0.97	0.93	0.50	0.50	0.84	0.97	0.97	0.97	0.84	0.84
Uniform Del:	41.9	37.8	37.8	51.3	38.8	38.8	40.1	32.3	32.3	47.9	36.6	36.6
IncremntDel:	0.7	19.6	19.6	63.2	0.3	0.3	14.0	16.8	16.8	50.0	6.4	6.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	42.6	57.4	57.4	114.4	39.1	39.1	54.1	49.1	49.1	97.9	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:	42.6	57.4	57.4	114.4	39.1	39.1	54.1	49.1	49.1	97.9	43.1	43.1
LOS by Move:	D	E	E	F	D	D	D	D	D	F	D	D
HCM2kAvgQ:	5	24	24	6	6	6	14	29	29	11	17	17

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background Plus Project AM

Intersection #4: San Antonio Road & Middlefield Road

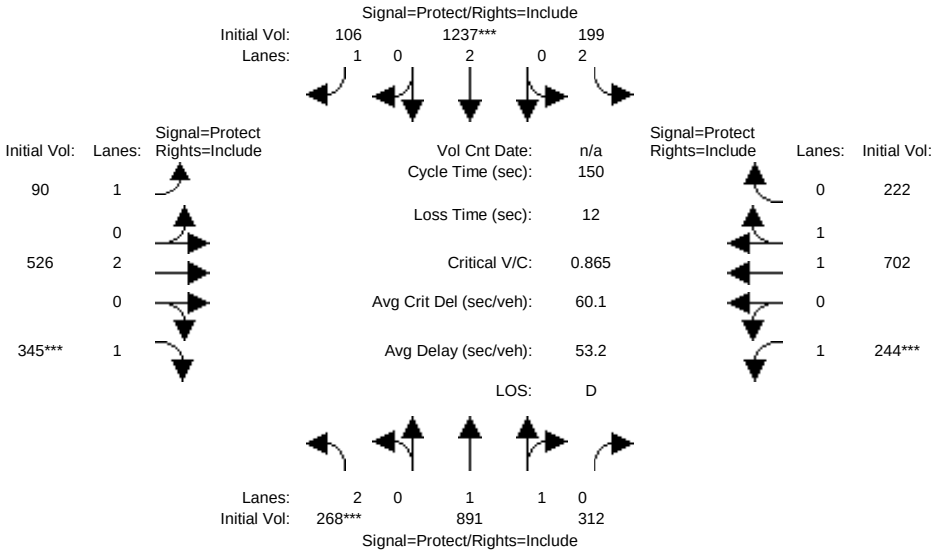


Street Name:	San Antonio Road						Middlefield Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	5	10	10	5	10	10	5	10	10	5	10	10
Y+R:	4.0	5.0	5.0	4.0	5.0	5.0	4.0	5.0	5.0	4.0	5.0	5.0
Volume Module:												
Base Vol:	253	1066	229	113	895	75	94	489	224	235	474	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:	253	1066	229	113	895	75	94	489	224	235	474	155
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	17	0	29	20	7	10	0	0	0	0	30
Initial Fut:	253	1083	229	142	915	82	104	489	224	235	474	185
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	272	1165	246	153	984	88	112	526	241	253	510	199
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	272	1165	246	153	984	88	112	526	241	253	510	199
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	272	1165	246	153	984	88	112	526	241	253	510	199
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.93	0.92	0.92	0.95	0.81	0.95	0.95	0.77	0.95	0.91	0.90
Lanes:	2.00	1.65	0.35	2.00	2.00	1.00	1.00	2.00	1.00	1.00	1.43	0.57
Final Sat.:	3502	2900	613	3502	3610	1543	1805	3610	1468	1805	2477	967
Capacity Analysis Module:												
Vol/Sat:	0.08	0.40	0.40	0.04	0.27	0.06	0.06	0.15	0.16	0.14	0.21	0.21
Crit Moves:		****		****					****	****		
Green/Cycle:	0.12	0.49	0.49	0.05	0.43	0.43	0.09	0.20	0.20	0.17	0.29	0.29
Volume/Cap:	0.64	0.81	0.81	0.81	0.64	0.13	0.72	0.72	0.81	0.81	0.72	0.72
Uniform Del:	62.8	32.2	32.2	70.2	34.0	26.3	66.7	56.0	57.2	59.8	48.0	48.0
IncremntDel:	3.3	3.1	3.1	23.2	0.9	0.1	14.8	3.6	15.8	15.1	2.6	2.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	66.1	35.3	35.3	93.4	35.0	26.4	81.5	59.6	73.0	74.9	50.6	50.6
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:	66.1	35.3	35.3	93.4	35.0	26.4	81.5	59.6	73.0	74.9	50.6	50.6
LOS by Move:	E	D	D	F	C	C	F	E	E	E	D	D
HCM2kAvgQ:	7	30	30	5	19	2	6	13	13	13	16	16

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background Plus Project PM

Intersection #4: San Antonio Road & Middlefield Road

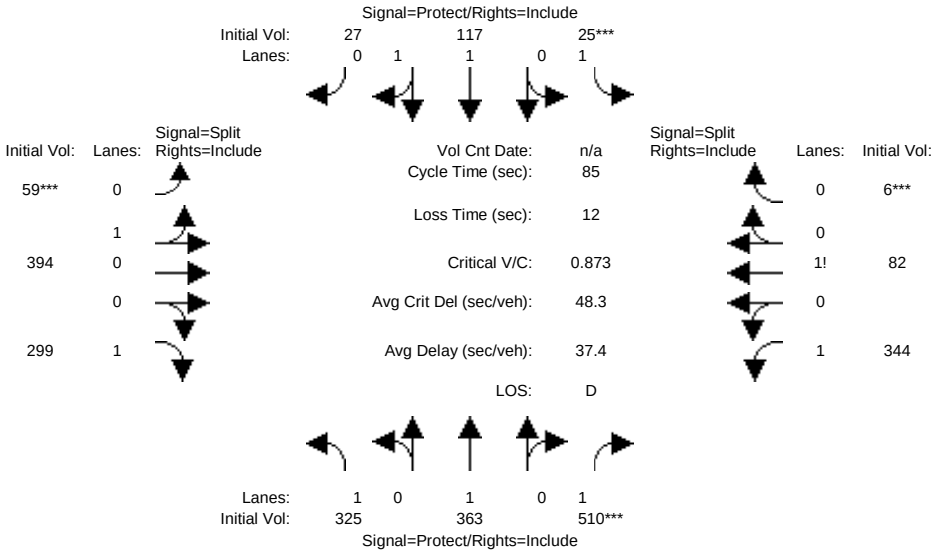


Street Name:	San Antonio Road						Middlefield Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	5	10	10	5	10	10	5	10	10	5	10	10
Y+R:	4.0	5.0	5.0	5.0	5.0	4.0	4.0	5.0	5.0	5.0	5.0	4.0
Volume Module:												
Base Vol:	268	870	312	172	1207	95	83	526	345	244	702	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	268	870	312	172	1207	95	83	526	345	244	702	160
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PM Project :	0	21	0	27	30	11	7	0	0	0	0	62
Initial Fut:	268	891	312	199	1237	106	90	526	345	244	702	222
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	273	909	318	203	1262	108	92	537	352	249	716	227
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	273	909	318	203	1262	108	92	537	352	249	716	227
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	273	909	318	203	1262	108	92	537	352	249	716	227
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.91	0.92	0.95	0.83	0.95	0.95	0.81	0.95	0.92	0.90
Lanes:	2.00	1.48	0.52	2.00	2.00	1.00	1.00	2.00	1.00	1.00	1.51	0.49
Final Sat.:	3502	2564	898	3502	3610	1576	1805	3610	1531	1805	2634	833
Capacity Analysis Module:												
Vol/Sat:	0.08	0.35	0.35	0.06	0.35	0.07	0.05	0.15	0.23	0.14	0.27	0.27
Crit Moves:	****				****				****	****		
Green/Cycle:	0.09	0.43	0.43	0.07	0.40	0.40	0.07	0.27	0.27	0.16	0.36	0.36
Volume/Cap:	0.86	0.83	0.83	0.83	0.86	0.17	0.76	0.56	0.86	0.86	0.76	0.76
Uniform Del:	67.3	38.4	38.4	68.9	40.9	28.6	68.8	47.5	52.5	61.5	42.4	42.4
IncremntDel:	21.2	4.3	4.3	21.3	5.7	0.1	23.9	0.7	17.3	22.8	2.8	2.8
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	88.5	42.7	42.7	90.2	46.6	28.7	92.7	48.2	69.8	84.3	45.2	45.2
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:	88.5	42.7	42.7	90.2	46.6	28.7	92.7	48.2	69.8	84.3	45.2	45.2
LOS by Move:	F	D	D	F	D	C	F	D	E	F	D	D
HCM2kAvgQ:	9	28	28	7	30	3	6	11	18	14	21	21

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background Plus Project AM

Intersection #5: San Antonio Road and E Bayshore Road-Bayshore Parkway

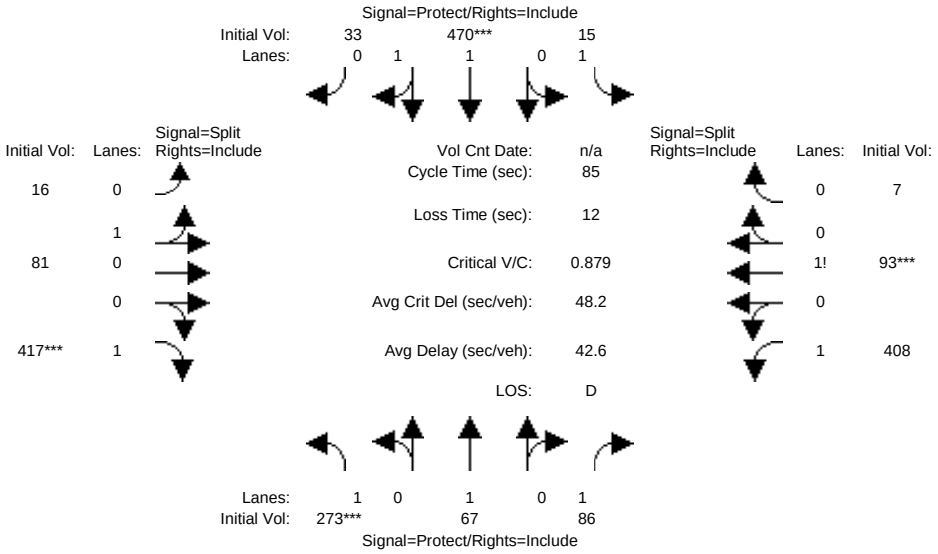


Street Name:	San Antonio Road						East Bayshore Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	8	8	4	8	8	8	8	8	8	8	8
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	325	363	486	25	117	27	59	394	299	340	82	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:	325	363	486	25	117	27	59	394	299	340	82	6
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	24	0	0	0	0	0	0	4	0	0
Initial Fut:	325	363	510	25	117	27	59	394	299	344	82	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	342	382	537	26	123	28	62	415	315	362	86	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	342	382	537	26	123	28	62	415	315	362	86	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	342	382	537	26	123	28	62	415	315	362	86	6
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	0.92	0.92	0.99	0.99	0.85	0.96	0.96	0.96
Lanes:	1.00	1.00	1.00	1.00	1.63	0.37	0.13	0.87	1.00	1.66	0.32	0.02
Final Sat.:	1805	1900	1615	1805	2851	658	246	1643	1615	3031	575	42
Capacity Analysis Module:												
Vol/Sat:	0.19	0.20	0.33	0.01	0.04	0.04	0.25	0.25	0.19	0.12	0.15	0.15
Crit Moves:			****	****			****					****
Green/Cycle:	0.28	0.37	0.37	0.05	0.14	0.14	0.28	0.28	0.28	0.17	0.17	0.17
Volume/Cap:	0.68	0.55	0.91	0.31	0.31	0.31	0.91	0.91	0.70	0.72	0.91	0.91
Uniform Del:	27.4	21.3	25.5	39.2	33.0	33.0	29.6	29.6	27.5	33.6	34.8	34.8
IncremntDel:	3.9	0.9	17.5	2.1	0.4	0.4	19.1	19.1	4.8	4.1	19.8	19.8
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	31.4	22.2	43.0	41.2	33.4	33.4	48.7	48.7	32.3	37.7	54.6	54.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.4	22.2	43.0	41.2	33.4	33.4	48.7	48.7	32.3	37.7	54.6	54.6
LOS by Move:	C	C	D	D	C	C	D	D	C	D	D	D
HCM2kAvgQ:	9	8	17	1	2	2	16	16	9	7	11	11

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background Plus Project PM

Intersection #5: San Antonio Road and E Bayshore Road-Bayshore Parkway

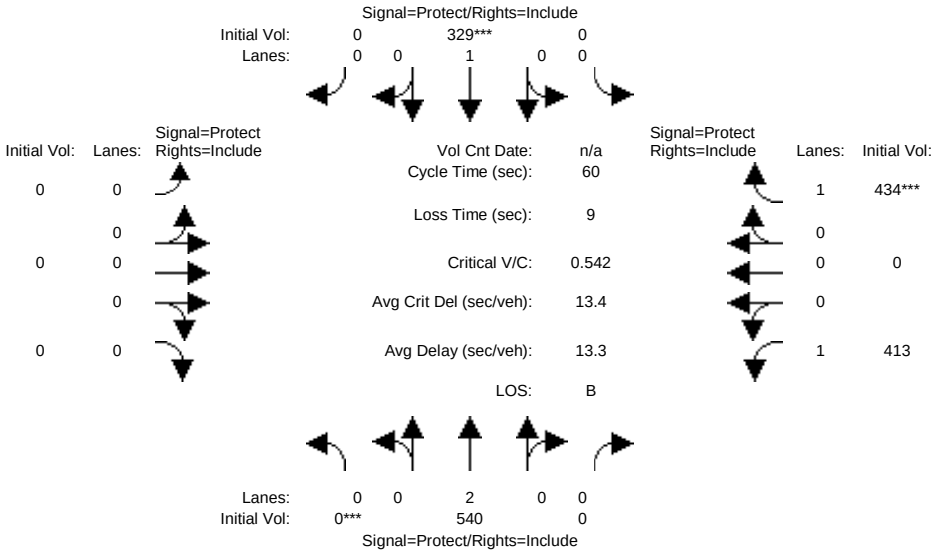


Street Name:	San Antonio Road						East Bayshore Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	4	8	8	4	8	8	8	8	8	8	8	8
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	273	67	82	15	470	33	16	81	417	384	93	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:	273	67	82	15	470	33	16	81	417	384	93	7
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	4	0	0	0	0	0	0	24	0	0
Initial Fut:	273	67	86	15	470	33	16	81	417	408	93	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:	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:	287	71	91	16	495	35	17	85	439	429	98	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	287	71	91	16	495	35	17	85	439	429	98	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	1.00	1.00	1.00	1.00	1.00
FinalVolume:	287	71	91	16	495	35	17	85	439	429	98	7
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	0.99	0.99	0.85	0.96	0.96	0.96
Lanes:	1.00	1.00	1.00	1.00	1.87	0.13	0.16	0.84	1.00	1.67	0.31	0.02
Final Sat.:	1805	1900	1615	1805	3339	234	311	1574	1615	3045	557	42
Capacity Analysis Module:												
Vol/Sat:	0.16	0.04	0.06	0.01	0.15	0.15	0.05	0.05	0.27	0.14	0.18	0.18
Crit Moves:	****				****				****		****	
Green/Cycle:	0.18	0.23	0.23	0.12	0.17	0.17	0.31	0.31	0.31	0.20	0.20	0.20
Volume/Cap:	0.88	0.16	0.24	0.08	0.88	0.88	0.18	0.18	0.88	0.71	0.88	0.88
Uniform Del:	33.9	26.0	26.5	33.5	34.5	34.5	21.4	21.4	27.8	31.7	33.0	33.0
IncremntDel:	22.7	0.2	0.3	0.2	13.9	13.9	0.1	0.1	16.2	3.1	13.8	13.8
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	56.6	26.1	26.8	33.6	48.4	48.4	21.6	21.6	44.1	34.7	46.8	46.8
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:	56.6	26.1	26.8	33.6	48.4	48.4	21.6	21.6	44.1	34.7	46.8	46.8
LOS by Move:	E	C	C	C	D	D	C	C	D	C	D	D
HCM2kAvgQ:	11	2	2	0	10	10	2	2	14	8	11	11

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background Plus Project AM

Intersection #6: San Antonio Road and US-101 NB Off-Ramp

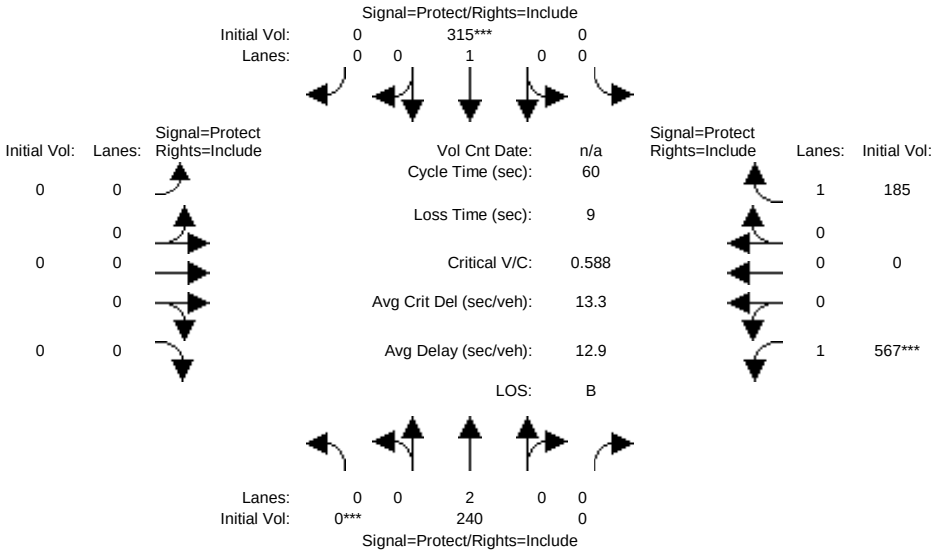


Street Name:	San Antonio Road						US-101 NB Off-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	5	5	5	5	5	5	0	0	0	5	5	5
Y+R:	4.0	4.5	4.0	3.5	3.5	3.5	4.0	4.0	4.0	3.0	3.0	3.0
Volume Module:												
Base Vol:	0	516	0	0	325	0	0	0	0	413	0	434
Growth Adj:	1.00	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	516	0	0	325	0	0	0	0	413	0	434
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	24	0	0	4	0	0	0	0	0	0	0
Initial Fut:	0	540	0	0	329	0	0	0	0	413	0	434
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	0	563	0	0	343	0	0	0	0	430	0	452
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	563	0	0	343	0	0	0	0	430	0	452
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	563	0	0	343	0	0	0	0	430	0	452
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.85
Lanes:	0.00	2.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3610	0	0	1900	0	0	0	0	1805	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.00	0.00	0.18	0.00	0.00	0.00	0.00	0.24	0.00	0.28
Crit Moves:	****				****							****
Green/Cycle:	0.00	0.33	0.00	0.00	0.33	0.00	0.00	0.00	0.00	0.52	0.00	0.52
Volume/Cap:	0.00	0.47	0.00	0.00	0.54	0.00	0.00	0.00	0.00	0.46	0.00	0.54
Uniform Del:	0.0	15.8	0.0	0.0	16.3	0.0	0.0	0.0	0.0	9.2	0.0	9.7
IncremntDel:	0.0	0.3	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.4	0.0	0.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	16.1	0.0	0.0	17.2	0.0	0.0	0.0	0.0	9.6	0.0	10.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	16.1	0.0	0.0	17.2	0.0	0.0	0.0	0.0	9.6	0.0	10.4
LOS by Move:	A	B	A	A	B	A	A	A	A	A	A	B
HCM2kAvgQ:	0	5	0	0	6	0	0	0	0	5	0	6

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background Plus Project PM

Intersection #6: San Antonio Road and US-101 NB Off-Ramp

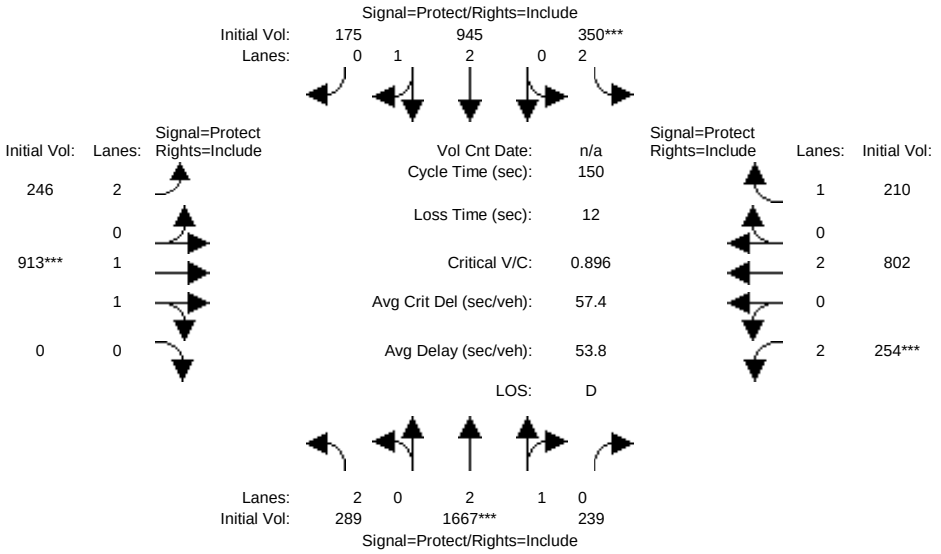


Street Name:	San Antonio Road						US-101 NB Off-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	5	5	5	5	5	5	0	0	0	5	5	5
Y+R:	4.0	4.5	4.0	3.5	3.5	3.5	4.0	4.0	4.0	3.0	3.0	3.0
Volume Module:												
Base Vol:	0	236	0	0	291	0	0	0	0	563	0	185
Growth Adj:	1.00	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	236	0	0	291	0	0	0	0	563	0	185
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	4	0	0	24	0	0	0	0	4	0	0
Initial Fut:	0	240	0	0	315	0	0	0	0	567	0	185
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	0	250	0	0	328	0	0	0	0	591	0	193
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	250	0	0	328	0	0	0	0	591	0	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	250	0	0	328	0	0	0	0	591	0	193
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.85
Lanes:	0.00	2.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3610	0	0	1900	0	0	0	0	1805	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.07	0.00	0.00	0.17	0.00	0.00	0.00	0.00	0.33	0.00	0.12
Crit Moves:	****				****					****		
Green/Cycle:	0.00	0.29	0.00	0.00	0.29	0.00	0.00	0.00	0.00	0.56	0.00	0.56
Volume/Cap:	0.00	0.24	0.00	0.00	0.59	0.00	0.00	0.00	0.00	0.59	0.00	0.21
Uniform Del:	0.0	16.1	0.0	0.0	18.1	0.0	0.0	0.0	0.0	8.8	0.0	6.7
IncremntDel:	0.0	0.1	0.0	0.0	1.6	0.0	0.0	0.0	0.0	0.9	0.0	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	16.2	0.0	0.0	19.7	0.0	0.0	0.0	0.0	9.7	0.0	6.8
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	16.2	0.0	0.0	19.7	0.0	0.0	0.0	0.0	9.7	0.0	6.8
LOS by Move:	A	B	A	A	B	A	A	A	A	A	A	A
HCM2kAvgQ:	0	2	0	0	6	0	0	0	0	8	0	2

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background Plus Project AM

Intersection #7: San Antonio Road and El Camino Real

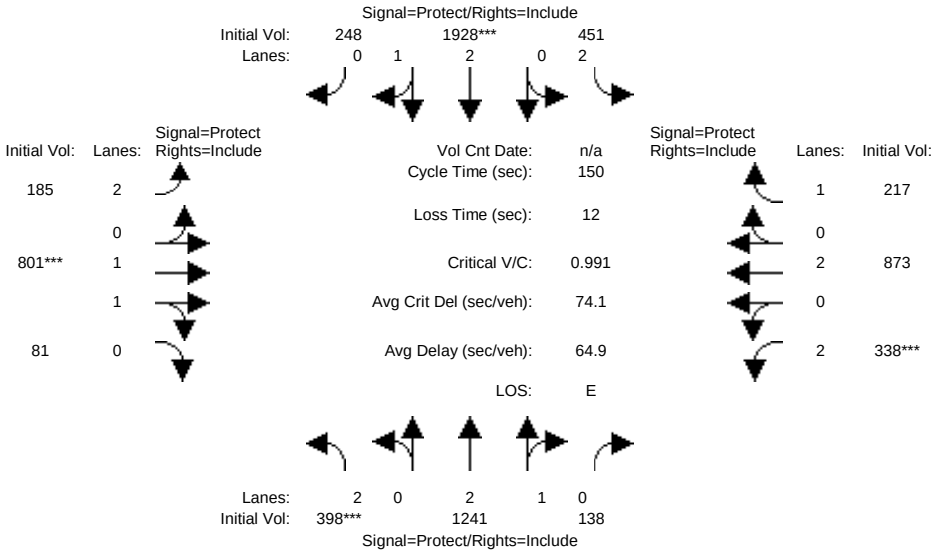


Street Name:	El Camino Real						San Antonio Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	12	10	10	12	10	10	12	10	10	12	10	10
Y+R:	3.7	4.6	4.6	3.7	4.6	4.6	3.7	4.6	4.6	3.7	4.6	4.6
Volume Module:												
Base Vol:	289	1667	235	342	945	175	246	912	0	248	800	202
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	289	1667	235	342	945	175	246	912	0	248	800	202
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	4	8	0	0	0	1	0	6	2	8
Initial Fut:	289	1667	239	350	945	175	246	913	0	254	802	210
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	298	1719	246	361	974	180	254	941	0	262	827	216
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	298	1719	246	361	974	180	254	941	0	262	827	216
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	298	1719	246	361	974	180	254	941	0	262	827	216
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.89	0.89	0.92	0.89	0.89	0.92	0.95	0.95	0.92	0.95	0.85
Lanes:	2.00	2.62	0.38	2.00	2.53	0.47	2.00	2.00	0.00	2.00	2.00	1.00
Final Sat.:	3502	4450	638	3502	4276	792	3502	3610	0	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.09	0.39	0.39	0.10	0.23	0.23	0.07	0.26	0.00	0.07	0.23	0.13
Crit Moves:		****		****				****		****		
Green/Cycle:	0.15	0.43	0.43	0.11	0.40	0.40	0.10	0.29	0.00	0.08	0.28	0.28
Volume/Cap:	0.57	0.90	0.90	0.90	0.57	0.57	0.75	0.90	0.00	0.90	0.83	0.48
Uniform Del:	59.5	39.6	39.6	65.5	35.3	35.3	65.9	51.0	0.0	68.1	50.8	45.2
IncremntDel:	1.6	5.3	5.3	22.0	0.4	0.4	8.8	10.2	0.0	27.9	5.7	0.8
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Delay/Veh:	61.0	44.9	44.9	87.4	35.7	35.7	74.8	61.2	0.0	96.0	56.5	46.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.0	44.9	44.9	87.4	35.7	35.7	74.8	61.2	0.0	96.0	56.5	46.0
LOS by Move:	E	D	D	F	D	D	E	E	A	F	E	D
HCM2kAvgQ:	7	33	33	11	15	15	7	25	0	9	21	8

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background Plus Project PM

Intersection #7: San Antonio Road and El Camino Real

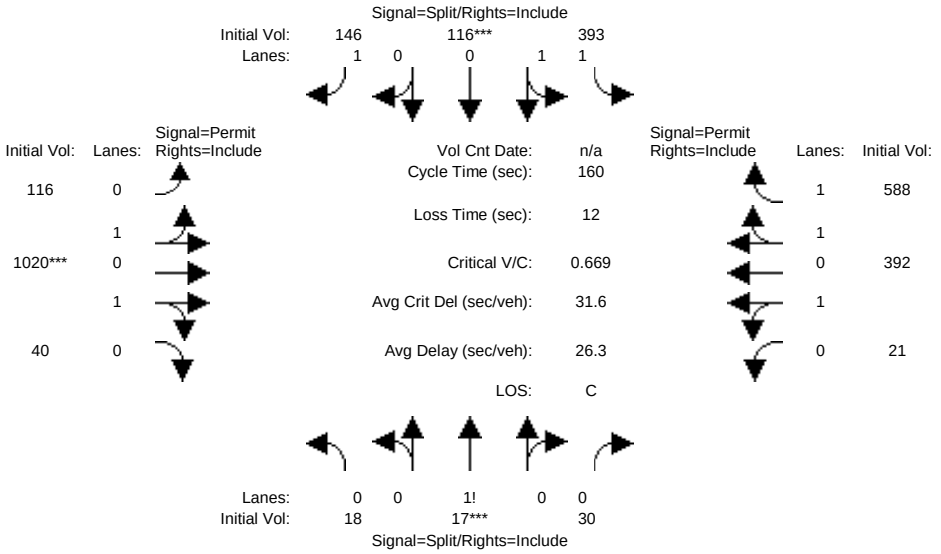


Street Name:	El Camino Real						San Antonio Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	12	10	10	12	10	10	12	10	10	12	10	10
Y+R:	3.7	4.6	4.6	3.7	4.6	4.6	3.7	4.6	4.6	3.7	4.6	4.6
Volume Module:												
Base Vol:	398	1241	134	443	1928	248	185	800	81	330	870	205
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	398	1241	134	443	1928	248	185	800	81	330	870	205
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	4	8	0	0	0	1	0	8	3	12
Initial Fut:	398	1241	138	451	1928	248	185	801	81	338	873	217
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	410	1279	142	465	1988	256	191	826	84	348	900	224
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	410	1279	142	465	1988	256	191	826	84	348	900	224
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	410	1279	142	465	1988	256	191	826	84	348	900	224
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.90	0.90	0.92	0.89	0.89	0.92	0.94	0.94	0.92	0.95	0.85
Lanes:	2.00	2.70	0.30	2.00	2.66	0.34	2.00	1.82	0.18	2.00	2.00	1.00
Final Sat.:	3502	4598	511	3502	4518	581	3502	3233	327	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.12	0.28	0.28	0.13	0.44	0.44	0.05	0.26	0.26	0.10	0.25	0.14
Crit Moves:	****				****			****			****	
Green/Cycle:	0.12	0.38	0.38	0.18	0.44	0.44	0.09	0.26	0.26	0.10	0.27	0.27
Volume/Cap:	0.99	0.73	0.73	0.73	0.99	0.99	0.63	0.99	0.99	0.99	0.92	0.51
Uniform Del:	66.1	39.9	39.9	57.9	41.4	41.4	66.1	55.5	55.5	67.4	53.1	46.3
IncremntDel:	41.9	1.5	1.5	4.3	16.9	16.9	4.1	27.5	27.5	45.6	13.4	1.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	107.9	41.3	41.3	62.3	58.3	58.3	70.2	83.0	83.0	113.0	66.5	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:	107.9	41.3	41.3	62.3	58.3	58.3	70.2	83.0	83.0	113.0	66.5	47.3
LOS by Move:	F	D	D	E	E	E	E	F	F	F	E	D
HCM2kAvgQ:	14	21	21	12	44	44	5	27	27	12	25	9

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background Plus Project AM

Intersection #8: Charleston Road and Fabian Way

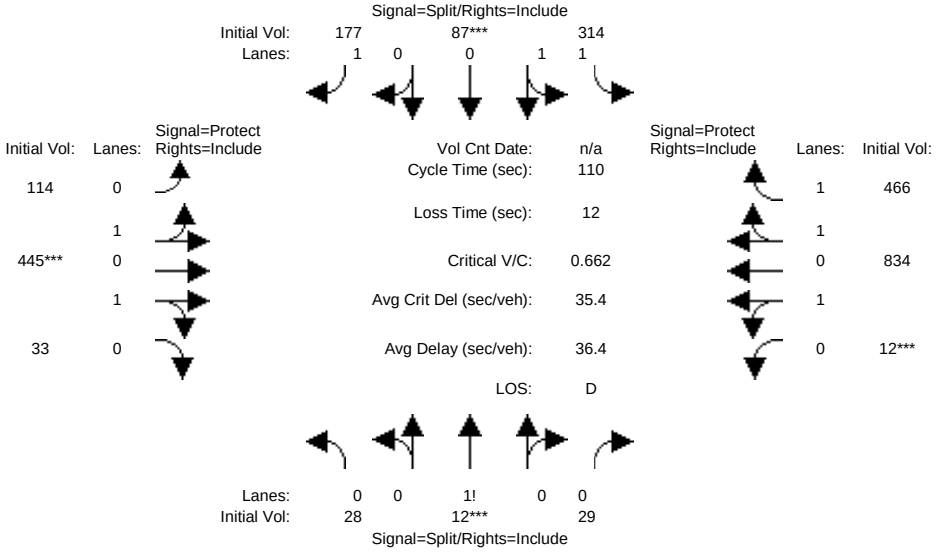


Street Name:	Fabian Way						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	18	17	30	388	116	146	116	1020	40	21	392	581
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	17	30	388	116	146	116	1020	40	21	392	581
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	5	0	0	0	0	0	0	0	7
Initial Fut:	18	17	30	393	116	146	116	1020	40	21	392	588
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	19	18	32	418	123	155	123	1085	43	22	417	626
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	18	32	418	123	155	123	1085	43	22	417	626
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	19	18	32	418	123	155	123	1085	43	22	417	626
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.96	0.96	0.85	0.77	0.77	0.77	0.76	0.76	0.76
Lanes:	0.28	0.26	0.46	1.54	0.46	1.00	0.20	1.73	0.07	0.06	1.17	1.77
Final Sat.:	487	460	811	2825	834	1615	288	2533	99	91	1706	2559
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.15	0.15	0.10	0.43	0.43	0.43	0.24	0.24	0.24
Crit Moves:		****			****			****				
Green/Cycle:	0.07	0.07	0.07	0.22	0.22	0.22	0.63	0.63	0.63	0.63	0.63	0.63
Volume/Cap:	0.59	0.59	0.59	0.68	0.68	0.44	0.68	0.68	0.68	0.39	0.39	0.39
Uniform Del:	68.0	68.0	68.0	53.7	53.7	50.6	17.6	17.6	17.6	13.3	13.3	13.3
IncremntDel:	7.7	7.7	7.7	2.3	2.3	0.9	1.0	1.0	1.0	0.1	0.1	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	75.8	75.8	75.8	56.0	56.0	51.5	18.6	18.6	18.6	13.4	13.4	13.4
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:	75.8	75.8	75.8	56.0	56.0	51.5	18.6	18.6	18.6	13.4	13.4	13.4
LOS by Move:	E	E	E	E	E	D	B	B	B	B	B	B
HCM2kAvgQ:	4	4	4	12	12	6	20	20	20	8	8	8

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background Plus Project PM

Intersection #8: Charleston Road and Fabian Way

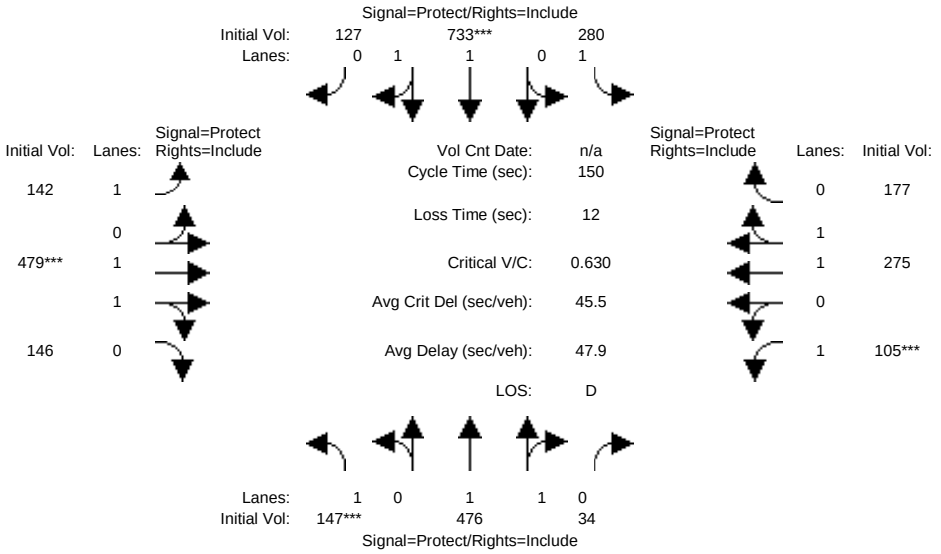


Street Name:	Fabian Way						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	28	12	29	307	87	177	114	445	33	12	834	455
Growth Adj:	1.00	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	12	29	307	87	177	114	445	33	12	834	455
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	7	0	0	0	0	0	0	0	11
Initial Fut:	28	12	29	314	87	177	114	445	33	12	834	466
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	29	12	30	324	90	182	118	459	34	12	860	480
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	12	30	324	90	182	118	459	34	12	860	480
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	29	12	30	324	90	182	118	459	34	12	860	480
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.96	0.96	0.85	0.93	0.93	0.93	0.90	0.90	0.90
Lanes:	0.41	0.17	0.42	1.57	0.43	1.00	0.39	1.50	0.11	0.03	1.91	1.06
Final Sat.:	713	305	738	2862	793	1615	683	2665	198	47	3260	1821
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.11	0.11	0.11	0.17	0.17	0.17	0.26	0.26	0.26
Crit Moves:		****			****			****			****	
Green/Cycle:	0.09	0.09	0.09	0.16	0.16	0.16	0.25	0.25	0.25	0.38	0.38	0.38
Volume/Cap:	0.45	0.45	0.45	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69
Uniform Del:	47.4	47.4	47.4	43.3	43.3	43.3	37.3	37.3	37.3	28.3	28.3	28.3
IncremntDel:	2.0	2.0	2.0	3.3	3.3	7.3	2.3	2.3	2.3	1.0	1.0	1.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	49.4	49.4	49.4	46.6	46.6	50.5	39.5	39.5	39.5	29.3	29.3	29.3
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:	49.4	49.4	49.4	46.6	46.6	50.5	39.5	39.5	39.5	29.3	29.3	29.3
LOS by Move:	D	D	D	D	D	D	D	D	D	C	C	C
HCM2kAvgQ:	3	3	3	8	8	7	11	11	11	14	14	14

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background Plus Project AM

Intersection #9: Charleston Road and Middlefield Road

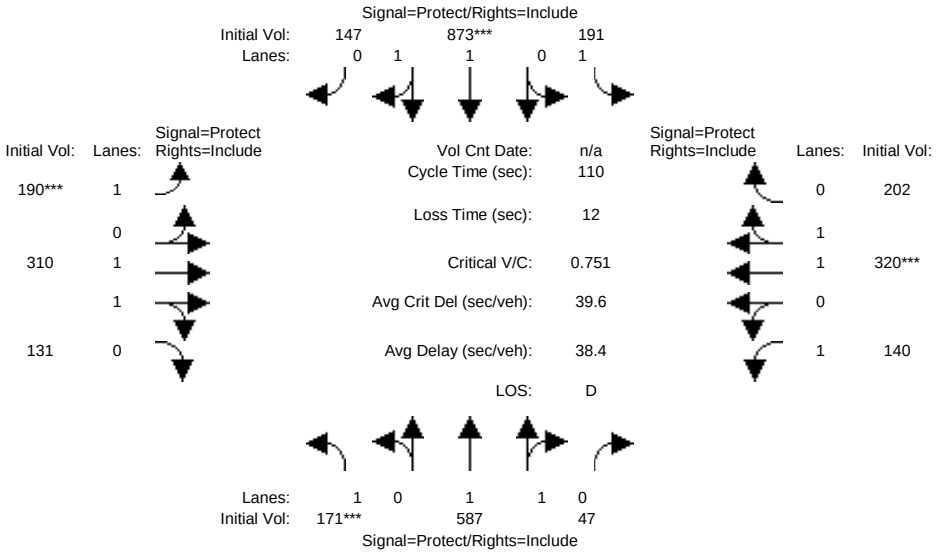


Street Name:	Middlefield Road						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	5	10	10	5	10	10	5	10	10	5	10	10
Y+R:	4.0	5.0	5.0	4.0	5.0	5.0	4.0	5.0	5.0	4.0	5.0	5.0
Volume Module:												
Base Vol:	147	469	34	280	723	127	142	479	146	105	275	177
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	147	469	34	280	723	127	142	479	146	105	275	177
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	7	0	0	10	0	0	0	0	0	0	0
Initial Fut:	147	476	34	280	733	127	142	479	146	105	275	177
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	152	491	35	289	756	131	146	494	151	108	284	182
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	152	491	35	289	756	131	146	494	151	108	284	182
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	152	491	35	289	756	131	146	494	151	108	284	182
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	0.93	0.93	0.95	0.92	0.92	0.95	0.89	0.89
Lanes:	1.00	1.87	0.13	1.00	1.70	0.30	1.00	1.53	0.47	1.00	1.22	0.78
Final Sat.:	1805	3336	238	1805	3009	521	1805	2670	814	1805	2067	1330
Capacity Analysis Module:												
Vol/Sat:	0.08	0.15	0.15	0.16	0.25	0.25	0.08	0.18	0.18	0.06	0.14	0.14
Crit Moves:	****				****			****			****	
Green/Cycle:	0.13	0.25	0.25	0.28	0.40	0.40	0.14	0.29	0.29	0.10	0.24	0.24
Volume/Cap:	0.63	0.58	0.58	0.58	0.63	0.63	0.56	0.63	0.63	0.63	0.56	0.56
Uniform Del:	61.5	48.9	48.9	46.7	36.3	36.3	59.8	45.9	45.9	65.3	49.7	49.7
IncremntDel:	5.3	0.9	0.9	1.7	0.9	0.9	2.8	1.3	1.3	7.3	0.9	0.9
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	66.8	49.8	49.8	48.4	37.2	37.2	62.5	47.2	47.2	72.7	50.5	50.5
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:	66.8	49.8	49.8	48.4	37.2	37.2	62.5	47.2	47.2	72.7	50.5	50.5
LOS by Move:	E	D	D	D	D	D	E	D	D	E	D	D
HCM2kAvgQ:	7	11	11	12	17	17	7	14	14	6	10	10

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background Plus Project PM

Intersection #9: Charleston Road and Middlefield Road

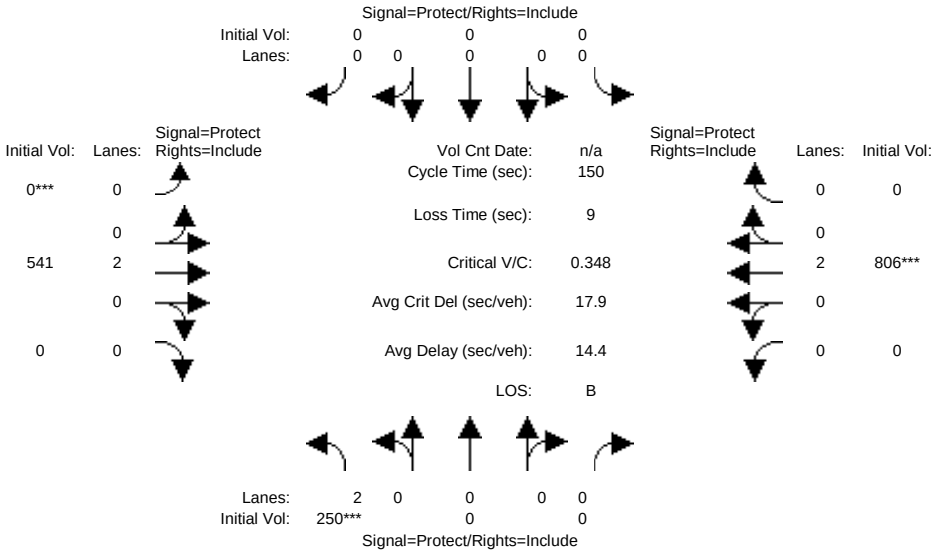


Street Name:	Middlefield Road						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	171	576	47	191	866	147	190	310	131	140	320	202
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	171	576	47	191	866	147	190	310	131	140	320	202
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	11	0	0	7	0	0	0	0	0	0	0
Initial Fut:	171	587	47	191	873	147	190	310	131	140	320	202
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	178	611	49	199	909	153	198	323	136	146	333	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	178	611	49	199	909	153	198	323	136	146	333	210
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	178	611	49	199	909	153	198	323	136	146	333	210
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	0.93	0.93	0.95	0.91	0.91	0.95	0.89	0.89
Lanes:	1.00	1.85	0.15	1.00	1.71	0.29	1.00	1.41	0.59	1.00	1.23	0.77
Final Sat.:	1805	3306	265	1805	3022	509	1805	2423	1024	1805	2085	1316
Capacity Analysis Module:												
Vol/Sat:	0.10	0.18	0.18	0.11	0.30	0.30	0.11	0.13	0.13	0.08	0.16	0.16
Crit Moves:	****				****		****				****	
Green/Cycle:	0.13	0.33	0.33	0.20	0.40	0.40	0.15	0.22	0.22	0.14	0.21	0.21
Volume/Cap:	0.75	0.55	0.55	0.55	0.75	0.75	0.75	0.60	0.60	0.60	0.75	0.75
Uniform Del:	46.0	30.0	30.0	39.7	28.3	28.3	45.1	38.3	38.3	44.7	40.6	40.6
IncremntDel:	12.6	0.6	0.6	1.9	2.3	2.3	11.4	1.3	1.3	4.0	4.4	4.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	58.6	30.6	30.6	41.6	30.6	30.6	56.5	39.6	39.6	48.7	45.0	45.0
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:	58.6	30.6	30.6	41.6	30.6	30.6	56.5	39.6	39.6	48.7	45.0	45.0
LOS by Move:	E	C	C	D	C	C	E	D	D	D	D	D
HCM2kAvgQ:	8	10	10	7	17	17	8	8	8	6	11	11

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background Plus Project AM

Intersection #10: Old Middlefield Way and Middlefield Road

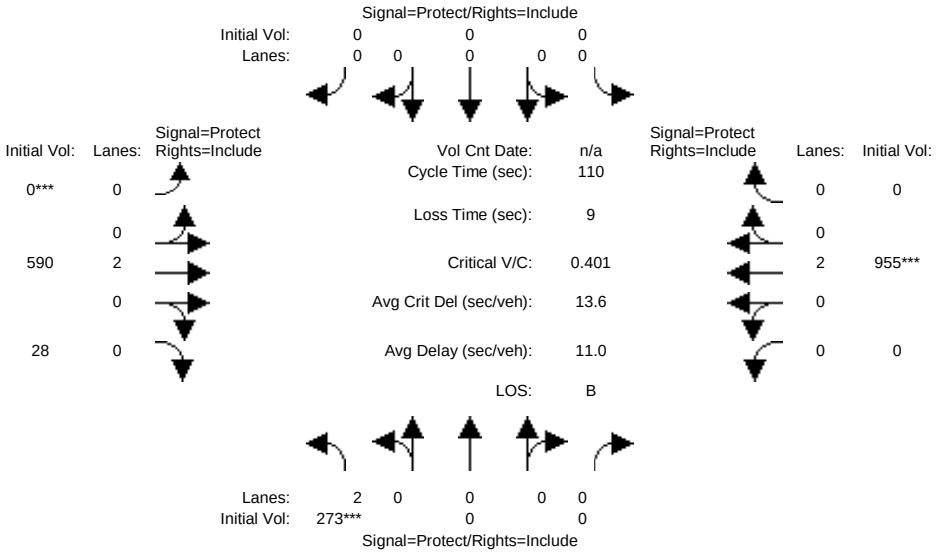


Street Name:	Middlefield Road						Old Middlefield Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	0	0	0	0	0	10	10	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	220	0	0	0	0	0	0	527	0	0	772	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:	220	0	0	0	0	0	0	527	0	0	772	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	30	0	0	0	0	0	0	14	0	0	34	0
Initial Fut:	250	0	0	0	0	0	0	541	0	0	806	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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	278	0	0	0	0	0	0	601	0	0	896	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	278	0	0	0	0	0	0	601	0	0	896	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	278	0	0	0	0	0	0	601	0	0	896	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Lanes:	2.00	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	3502	0	0	0	0	0	0	3610	0	0	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.08	0.00	0.00	0.00	0.00	0.00	0.00	0.17	0.00	0.00	0.25	0.00
Crit Moves:	****						****				****	
Green/Cycle:	0.23	0.00	0.00	0.00	0.00	0.00	0.00	0.71	0.00	0.00	0.71	0.00
Volume/Cap:	0.35	0.00	0.00	0.00	0.00	0.00	0.00	0.23	0.00	0.00	0.35	0.00
Uniform Del:	48.6	0.0	0.0	0.0	0.0	0.0	0.0	7.5	0.0	0.0	8.3	0.0
IncremntDel:	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Delay/Veh:	48.8	0.0	0.0	0.0	0.0	0.0	0.0	7.5	0.0	0.0	8.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.8	0.0	0.0	0.0	0.0	0.0	0.0	7.5	0.0	0.0	8.3	0.0
LOS by Move:	D	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	6	0	0	0	0	0	0	5	0	0	8	0

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background Plus Project PM

Intersection #10: Old Middlefield Way and Middlefield Road

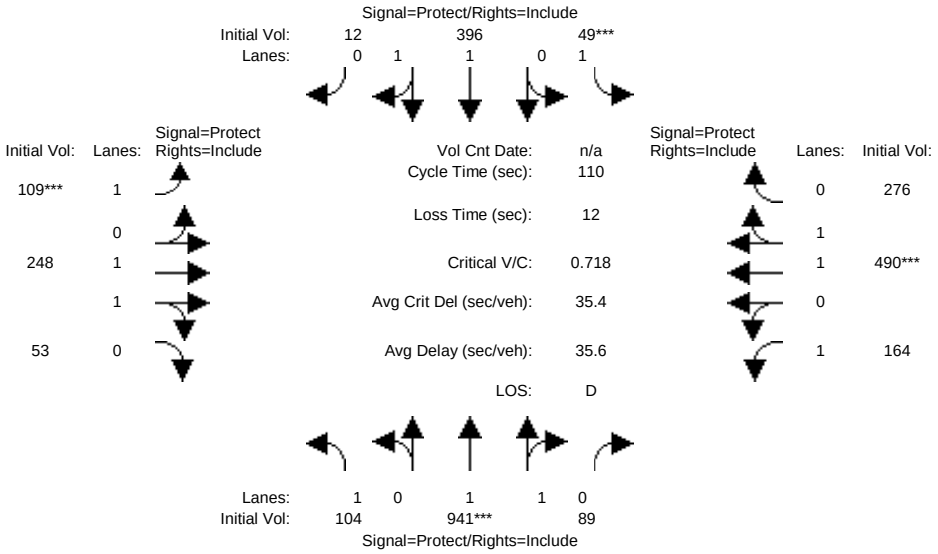


Street Name:	Middlefield Road						Old Middlefield Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	0	0	0	0	0	10	0	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	245	0	0	0	0	0	0	586	0	0	858	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	0	0	0	0	0	586	0	0	858	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	28	0	0	0	0	0	0	4	28	0	97	0
Initial Fut:	273	0	0	0	0	0	0	590	28	0	955	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:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	294	0	0	0	0	0	0	634	30	0	1027	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	294	0	0	0	0	0	0	634	30	0	1027	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	294	0	0	0	0	0	0	634	30	0	1027	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	1.00	1.00	1.00	1.00	1.00	0.94	0.94	1.00	0.95	1.00
Lanes:	2.00	0.00	0.00	0.00	0.00	0.00	0.00	1.91	0.09	0.00	2.00	0.00
Final Sat.:	3502	0	0	0	0	0	0	3422	162	0	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.08	0.00	0.00	0.00	0.00	0.00	0.00	0.19	0.19	0.00	0.28	0.00
Crit Moves:	****						****				****	
Green/Cycle:	0.21	0.00	0.00	0.00	0.00	0.00	0.00	0.71	0.71	0.00	0.71	0.00
Volume/Cap:	0.40	0.00	0.00	0.00	0.00	0.00	0.00	0.26	0.26	0.00	0.40	0.00
Uniform Del:	37.6	0.0	0.0	0.0	0.0	0.0	0.0	5.7	5.7	0.0	6.5	0.0
IncremntDel:	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.0	0.1	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00	0.00
Delay/Veh:	37.9	0.0	0.0	0.0	0.0	0.0	0.0	5.8	5.8	0.0	6.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.9	0.0	0.0	0.0	0.0	0.0	0.0	5.8	5.8	0.0	6.6	0.0
LOS by Move:	D	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	5	0	0	0	0	0	0	4	4	0	7	0

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background Plus Project AM

Intersection #11: Rengstorff Avenue and Middlefield Road

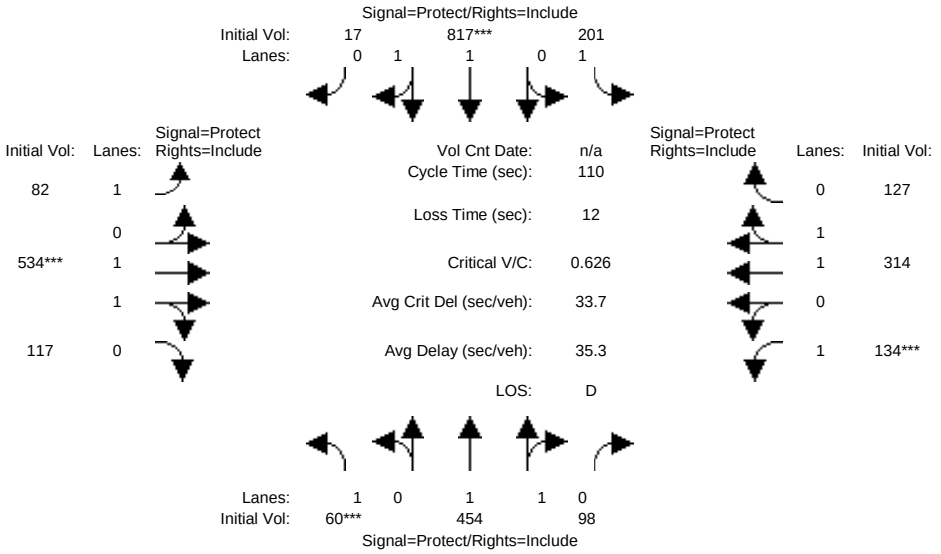


Street Name:	Rengstorff Avenue						Middlefield Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	9	10	10	9	10	10	9	10	10	9	10	10
Y+R:	4.0	5.0	5.0	4.0	5.0	5.0	4.0	5.0	5.0	4.0	5.0	5.0
Volume Module:												
Base Vol:	89	941	89	49	356	12	109	234	39	164	475	276
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	89	941	89	49	356	12	109	234	39	164	475	276
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	15	0	0	0	40	0	0	14	14	0	15	0
Initial Fut:	104	941	89	49	396	12	109	248	53	164	490	276
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	111	1001	95	52	421	13	116	264	56	174	521	294
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	1001	95	52	421	13	116	264	56	174	521	294
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	111	1001	95	52	421	13	116	264	56	174	521	294
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.94	0.94	0.95	0.95	0.95	0.95	0.93	0.93	0.95	0.90	0.90
Lanes:	1.00	1.83	0.17	1.00	1.94	0.06	1.00	1.65	0.35	1.00	1.28	0.72
Final Sat.:	1805	3255	308	1805	3490	106	1805	2897	619	1805	2185	1230
Capacity Analysis Module:												
Vol/Sat:	0.06	0.31	0.31	0.03	0.12	0.12	0.06	0.09	0.09	0.10	0.24	0.24
Crit Moves:		****		****			****				****	
Green/Cycle:	0.20	0.41	0.41	0.08	0.29	0.29	0.09	0.19	0.19	0.21	0.32	0.32
Volume/Cap:	0.31	0.75	0.75	0.35	0.41	0.41	0.75	0.47	0.47	0.47	0.75	0.75
Uniform Del:	37.7	27.9	27.9	47.7	31.4	31.4	49.2	39.2	39.2	38.3	33.8	33.8
IncremntDel:	0.5	2.3	2.3	1.5	0.3	0.3	18.9	0.5	0.5	0.9	3.1	3.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	38.2	30.2	30.2	49.2	31.6	31.6	68.1	39.7	39.7	39.2	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:	38.2	30.2	30.2	49.2	31.6	31.6	68.1	39.7	39.7	39.2	36.8	36.8
LOS by Move:	D	C	C	D	C	C	E	D	D	D	D	D
HCM2kAvgQ:	3	18	18	2	6	6	6	5	5	6	14	14

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background Plus Project PM

Intersection #11: Rengstorff Avenue and Middlefield Road

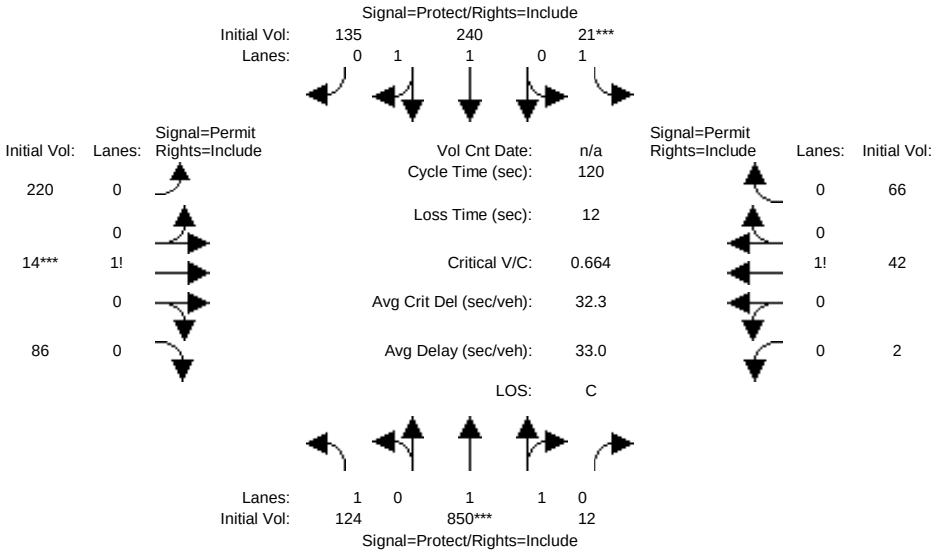


Street Name:	Rengstorff Avenue						Middlefield Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	9	10	10	9	10	10	9	10	10	9	10	10
Y+R:	4.0	5.0	5.0	4.0	5.0	5.0	4.0	5.0	5.0	4.0	5.0	5.0
Volume Module:												
Base Vol:	46	454	98	201	777	17	82	512	95	134	300	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:	46	454	98	201	777	17	82	512	95	134	300	127
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	14	0	0	0	40	0	0	22	22	0	14	0
Initial Fut:	60	454	98	201	817	17	82	534	117	134	314	127
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	64	483	104	214	869	18	87	568	124	143	334	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	483	104	214	869	18	87	568	124	143	334	135
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	64	483	104	214	869	18	87	568	124	143	334	135
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.92	0.92	0.95	0.95	0.95	0.95	0.92	0.92	0.95	0.91	0.91
Lanes:	1.00	1.64	0.36	1.00	1.96	0.04	1.00	1.64	0.36	1.00	1.42	0.58
Final Sat.:	1805	2889	624	1805	3526	73	1805	2881	631	1805	2460	995
Capacity Analysis Module:												
Vol/Sat:	0.04	0.17	0.17	0.12	0.25	0.25	0.05	0.20	0.20	0.08	0.14	0.14
Crit Moves:	****				****			****		****		
Green/Cycle:	0.08	0.27	0.27	0.19	0.38	0.38	0.16	0.31	0.31	0.12	0.27	0.27
Volume/Cap:	0.43	0.62	0.62	0.62	0.65	0.65	0.30	0.65	0.65	0.65	0.51	0.51
Uniform Del:	48.1	35.1	35.1	40.7	27.9	27.9	40.7	33.1	33.1	46.0	34.2	34.2
IncremntDel:	2.0	1.2	1.2	3.3	1.1	1.1	0.6	1.4	1.4	6.5	0.5	0.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	50.1	36.3	36.3	44.0	29.0	29.0	41.3	34.4	34.4	52.5	34.7	34.7
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:	50.1	36.3	36.3	44.0	29.0	29.0	41.3	34.4	34.4	52.5	34.7	34.7
LOS by Move:	D	D	D	D	C	C	D	C	C	D	C	C
HCM2kAvgQ:	3	10	10	7	13	13	3	11	11	6	7	7

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background Plus Project AM

Intersection #12: Rengstorff Avenue and Leghorn Avenue

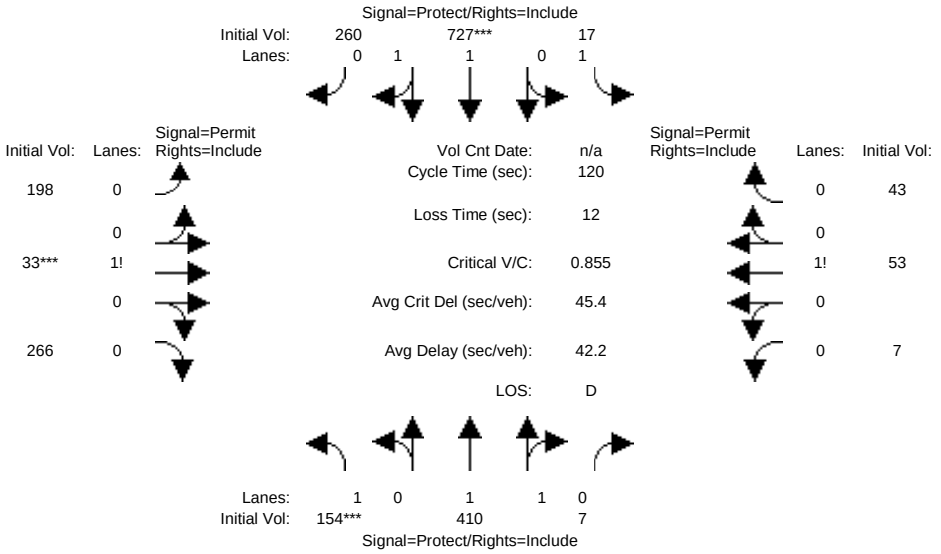


Street Name:	Rengstorff Avenue						Leghorn Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	9	8	8	9	9	9	8	8	8	8	8	8
Y+R:	3.5	4.6	4.6	3.5	4.6	4.6	4.6	4.6	4.6	4.6	4.6	4.6
Volume Module:												
Base Vol:	124	850	12	21	236	130	170	14	46	2	42	66
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	124	850	12	21	236	130	170	14	46	2	42	66
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	4	5	50	0	40	0	0	0
Initial Fut:	124	850	12	21	240	135	220	14	86	2	42	66
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
PHF Volume:	148	1012	14	25	286	161	262	17	102	2	50	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	148	1012	14	25	286	161	262	17	102	2	50	79
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	148	1012	14	25	286	161	262	17	102	2	50	79
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.90	0.90	0.67	0.67	0.67	0.91	0.91	0.91
Lanes:	1.00	1.97	0.03	1.00	1.28	0.72	0.69	0.04	0.27	0.02	0.38	0.60
Final Sat.:	1805	3553	50	1805	2186	1229	875	56	342	32	663	1042
Capacity Analysis Module:												
Vol/Sat:	0.08	0.28	0.28	0.01	0.13	0.13	0.30	0.30	0.30	0.08	0.08	0.08
Crit Moves:		****		****				****				
Green/Cycle:	0.18	0.40	0.40	0.08	0.29	0.29	0.42	0.42	0.42	0.42	0.42	0.42
Volume/Cap:	0.45	0.71	0.71	0.18	0.45	0.45	0.71	0.71	0.71	0.18	0.18	0.18
Uniform Del:	43.5	30.0	30.0	52.1	34.4	34.4	28.5	28.5	28.5	21.6	21.6	21.6
IncremntDel:	1.0	1.6	1.6	0.7	0.3	0.3	4.3	4.3	4.3	0.1	0.1	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	44.5	31.6	31.6	52.7	34.8	34.8	32.9	32.9	32.9	21.7	21.7	21.7
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:	44.5	31.6	31.6	52.7	34.8	34.8	32.9	32.9	32.9	21.7	21.7	21.7
LOS by Move:	D	C	C	D	C	C	C	C	C	C	C	C
HCM2kAvgQ:	5	17	17	1	7	7	13	13	13	3	3	3

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background Plus Project PM

Intersection #12: Rengstorff Avenue and Leghorn Avenue



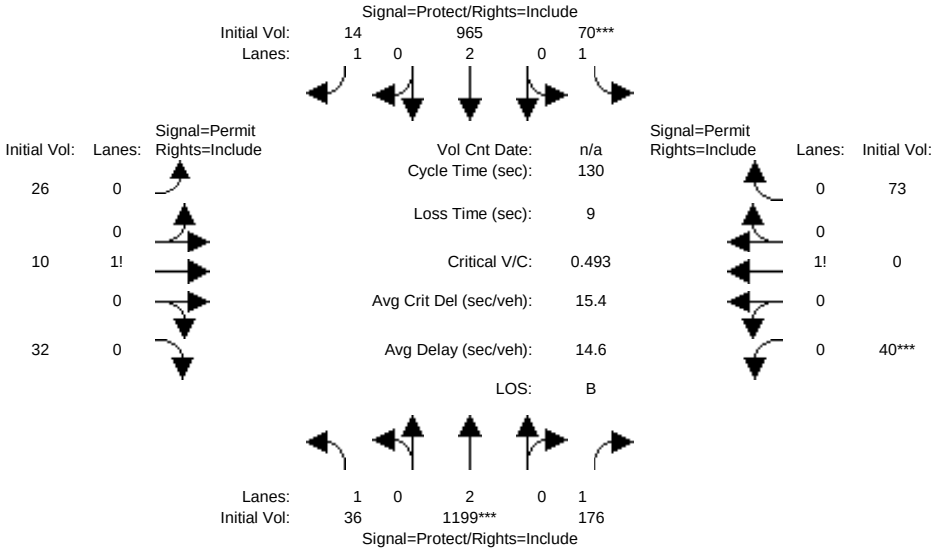
Street Name:	Rengstorff Avenue						Leghorn Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	9	8	8	9	9	9	8	8	8	8	8	8
Y+R:	3.5	4.6	4.6	3.5	4.0	4.6	4.6	4.6	4.6	4.6	4.6	4.6
Volume Module:												
Base Vol:	154	410	7	17	672	225	191	33	226	7	53	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:	154	410	7	17	672	225	191	33	226	7	53	43
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	55	35	7	0	40	0	0	0
Initial Fut:	154	410	7	17	727	260	198	33	266	7	53	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:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	166	441	8	18	782	280	213	35	286	8	57	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	166	441	8	18	782	280	213	35	286	8	57	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	166	441	8	18	782	280	213	35	286	8	57	46
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.91	0.91	0.76	0.76	0.76	0.91	0.91	0.91
Lanes:	1.00	1.97	0.03	1.00	1.47	0.53	0.40	0.07	0.53	0.07	0.51	0.42
Final Sat.:	1805	3539	60	1805	2555	914	572	95	769	118	892	724
Capacity Analysis Module:												
Vol/Sat:	0.09	0.12	0.12	0.01	0.31	0.31	0.37	0.37	0.37	0.06	0.06	0.06
Crit Moves:	****				****			****				
Green/Cycle:	0.11	0.29	0.29	0.17	0.36	0.36	0.43	0.43	0.43	0.43	0.43	0.43
Volume/Cap:	0.86	0.43	0.43	0.06	0.86	0.86	0.86	0.86	0.86	0.15	0.15	0.15
Uniform Del:	52.6	34.5	34.5	41.3	35.7	35.7	30.5	30.5	30.5	20.5	20.5	20.5
IncremntDel:	29.1	0.3	0.3	0.1	6.0	6.0	11.1	11.1	11.1	0.1	0.1	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	81.8	34.8	34.8	41.4	41.7	41.7	41.6	41.6	41.6	20.6	20.6	20.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	81.8	34.8	34.8	41.4	41.7	41.7	41.6	41.6	41.6	20.6	20.6	20.6
LOS by Move:	F	C	C	D	D	D	D	D	D	C	C	C
HCM2kAvgQ:	9	7	7	1	22	22	20	20	20	2	2	2

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

Appendix G – Cumulative Conditions Intersection Level of Service Worksheets

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

Intersection #1: San Antonio Road and Leghorn Road

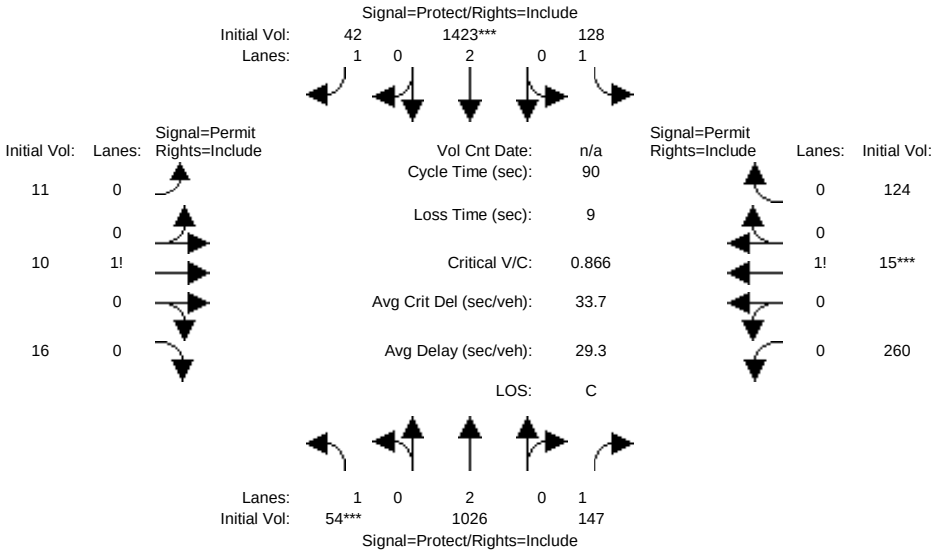


Street Name:	San Antonio Road						Leghorn Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	36	1199	176	70	965	14	26	10	32	40	0	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:	36	1199	176	70	965	14	26	10	32	40	0	73
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	36	1199	176	70	965	14	26	10	32	40	0	73
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	37	1236	181	72	995	14	27	10	33	41	0	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	1236	181	72	995	14	27	10	33	41	0	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	37	1236	181	72	995	14	27	10	33	41	0	75
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.83	0.95	0.95	0.83	0.80	0.81	0.80	0.81	1.00	0.80
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.38	0.15	0.47	0.35	0.00	0.65
Final Sat.:	1805	3610	1576	1805	3610	1574	582	224	717	542	0	990
Capacity Analysis Module:												
Vol/Sat:	0.02	0.34	0.12	0.04	0.28	0.01	0.05	0.05	0.05	0.08	0.00	0.08
Crit Moves:		****		****						****		
Green/Cycle:	0.13	0.70	0.70	0.08	0.65	0.65	0.15	0.15	0.15	0.15	0.00	0.15
Volume/Cap:	0.16	0.49	0.17	0.49	0.42	0.01	0.30	0.30	0.30	0.49	0.00	0.49
Uniform Del:	50.6	9.2	6.8	57.2	11.0	8.1	48.7	48.7	48.7	50.3	0.0	50.3
IncremntDel:	0.3	0.2	0.1	2.6	0.1	0.0	0.7	0.7	0.7	1.6	0.0	1.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Delay/Veh:	50.9	9.3	6.9	59.8	11.1	8.1	49.4	49.4	49.4	51.9	0.0	51.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.9	9.3	6.9	59.8	11.1	8.1	49.4	49.4	49.4	51.9	0.0	51.9
LOS by Move:	D	A	A	E	B	A	D	D	D	D	A	D
HCM2kAvgQ:	1	12	2	3	10	0	3	3	3	5	0	5

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

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

Intersection #1: San Antonio Road and Leghorn Road

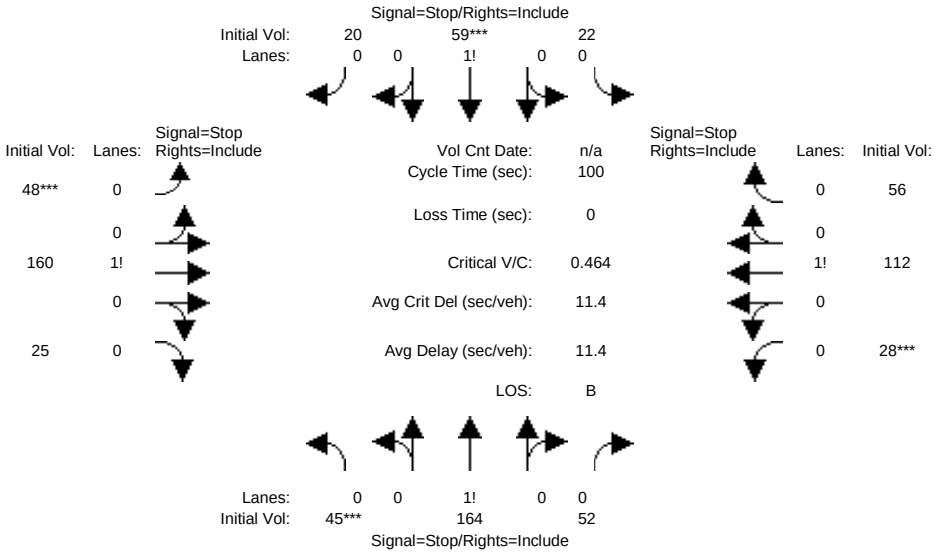


Street Name:	San Antonio Road						Leghorn Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	54	1026	147	128	1423	42	11	10	16	260	15	124
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	54	1026	147	128	1423	42	11	10	16	260	15	124
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	54	1026	147	128	1423	42	11	10	16	260	15	124
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	59	1127	162	141	1564	46	12	11	18	286	16	136
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	1127	162	141	1564	46	12	11	18	286	16	136
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	59	1127	162	141	1564	46	12	11	18	286	16	136
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.84	0.95	0.95	0.82	0.83	0.83	0.83	0.74	0.74	0.74
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.30	0.27	0.43	0.65	0.04	0.31
Final Sat.:	1805	3610	1604	1805	3610	1549	469	427	683	912	53	435
Capacity Analysis Module:												
Vol/Sat:	0.03	0.31	0.10	0.08	0.43	0.03	0.03	0.03	0.03	0.31	0.31	0.31
Crit Moves:	****				****						****	
Green/Cycle:	0.08	0.44	0.44	0.11	0.48	0.48	0.35	0.35	0.35	0.35	0.35	0.35
Volume/Cap:	0.42	0.70	0.23	0.70	0.91	0.06	0.07	0.07	0.07	0.91	0.91	0.91
Uniform Del:	39.6	20.2	15.5	38.6	21.7	12.7	19.8	19.8	19.8	28.1	28.1	28.1
IncremntDel:	2.0	1.4	0.2	10.8	7.5	0.0	0.1	0.1	0.1	20.9	20.9	20.9
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	41.6	21.7	15.6	49.3	29.2	12.7	19.9	19.9	19.9	49.0	49.0	49.0
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:	41.6	21.7	15.6	49.3	29.2	12.7	19.9	19.9	19.9	49.0	49.0	49.0
LOS by Move:	D	C	B	D	C	B	B	B	B	D	D	D
HCM2kAvgQ:	2	14	3	5	25	1	1	1	1	16	16	16

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

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cumulative AM

Intersection #2: Independence Avenue & Leghorn Road



Street Name:	Independence Avenue						Leghorn Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	43	158	50	21	57	19	46	154	24	27	108	54
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	45	164	52	22	59	20	48	160	25	28	112	56
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	164	52	22	59	20	48	160	25	28	112	56
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	51	189	60	25	68	23	55	184	29	32	129	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	189	60	25	68	23	55	184	29	32	129	64
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	51	189	60	25	68	23	55	184	29	32	129	64
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:	0.17	0.63	0.20	0.22	0.59	0.19	0.20	0.69	0.11	0.14	0.57	0.29
Final Sat.:	111	407	129	126	342	114	132	440	69	91	365	183
Capacity Analysis Module:												
Vol/Sat:	0.46	0.46	0.46	0.20	0.20	0.20	0.42	0.42	0.42	0.35	0.35	0.35
Crit Moves:	****				****		****			****		
Delay/Veh:	12.3	12.3	12.3	9.8	9.8	9.8	11.7	11.7	11.7	10.8	10.8	10.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.3	12.3	12.3	9.8	9.8	9.8	11.7	11.7	11.7	10.8	10.8	10.8
LOS by Move:	B	B	B	A	A	A	B	B	B	B	B	B
ApproachDel:	12.3			9.8			11.7			10.8		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	12.3			9.8			11.7			10.8		
LOS by Appr:	B			A			B			B		
AllWayAvgQ:	0.7	0.7	0.7	0.2	0.2	0.2	0.6	0.6	0.6	0.5	0.5	0.5

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

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #2 Independence Avenue & Leghorn Road

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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		
Lanes:	0 0 1!	0	0	0 0 1!	0	0	0 0 1!	0	0	0 0 1!	0	0
Initial Vol:	45	164	52	22	59	20	48	160	25	28	112	56

Major Street Volume: 429
Minor Approach Volume: 261
Minor Approach Volume Threshold: 445

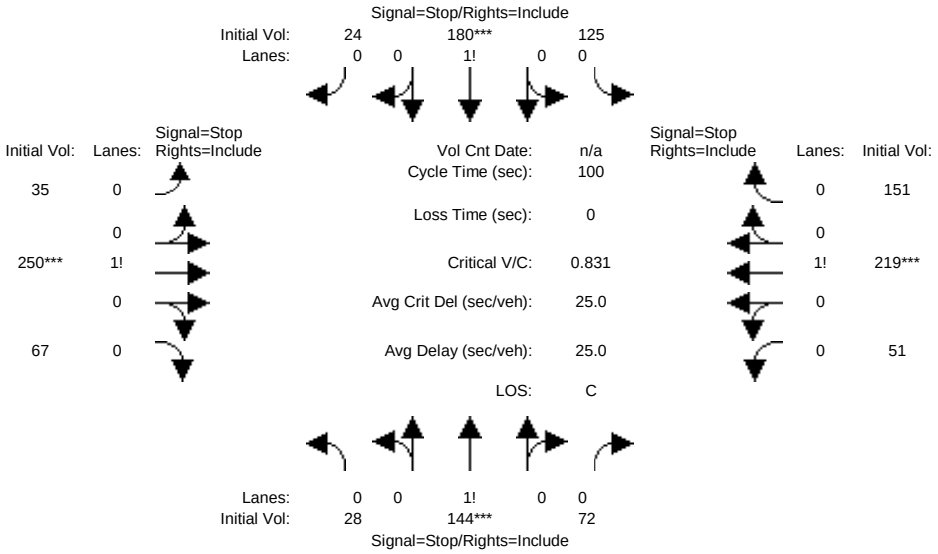
SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cumulative PM

Intersection #2: Independence Avenue & Leghorn Road



Street Name:	Independence Avenue						Leghorn Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	27	139	69	120	173	23	34	241	65	49	211	145
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	28	144	72	125	180	24	35	250	67	51	219	151
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	28	144	72	125	180	24	35	250	67	51	219	151
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	29	149	74	128	185	25	36	258	70	52	226	155
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	149	74	128	185	25	36	258	70	52	226	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	29	149	74	128	185	25	36	258	70	52	226	155
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:	0.11	0.60	0.29	0.38	0.55	0.07	0.10	0.71	0.19	0.12	0.52	0.36
Final Sat.:	50	256	127	178	256	34	49	349	94	63	272	187
Capacity Analysis Module:												
Vol/Sat:	0.58	0.58	0.58	0.72	0.72	0.72	0.74	0.74	0.74	0.83	0.83	0.83
Crit Moves:		****			****			****			****	
Delay/Veh:	17.5	17.5	17.5	23.6	23.6	23.6	24.2	24.2	24.2	31.0	31.0	31.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.5	17.5	17.5	23.6	23.6	23.6	24.2	24.2	24.2	31.0	31.0	31.0
LOS by Move:	C	C	C	C	C	C	C	C	C	D	D	D
ApproachDel:		17.5			23.6			24.2			31.0	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		17.5			23.6			24.2			31.0	
LOS by Appr:		C			C			C			D	
AllWayAvgQ:	0.9	0.9	0.9	1.7	1.7	1.7	1.9	1.9	1.9	3.1	3.1	3.1

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

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #2 Independence Avenue & Leghorn Road

****

Future Volume Alternative: Peak Hour Warrant Met

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		
Lanes:	0 0 1! 0		0	0 0 1! 0		0	0 0 1! 0		0	0 0 1! 0		0
Initial Vol:	28	144	72	125	180	24	35	250	67	51	219	151

Major Street Volume: 773
Minor Approach Volume: 328
Minor Approach Volume Threshold: 288

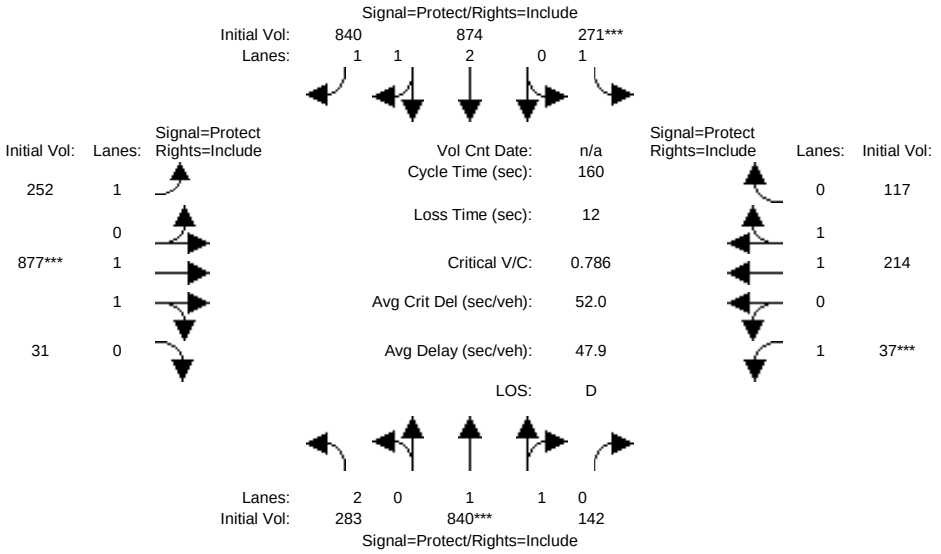
SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

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

Intersection #3: San Antonio Road & Chareleston Road

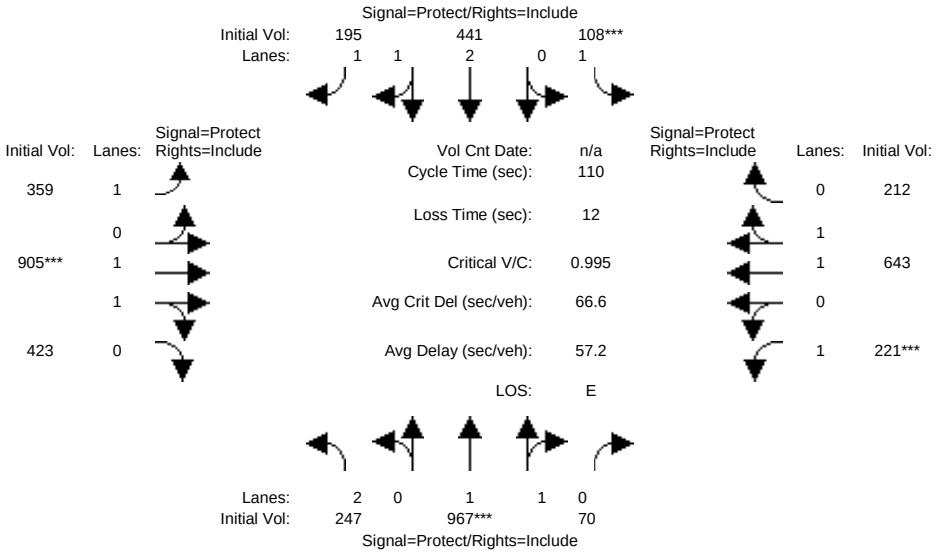


Street Name:	San Antonio Road						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	283	840	142	271	874	840	252	877	31	37	214	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:	283	840	142	271	874	840	252	877	31	37	214	117
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	283	840	142	271	874	840	252	877	31	37	214	117
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	292	866	146	279	901	866	260	904	32	38	221	121
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	292	866	146	279	901	866	260	904	32	38	221	121
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	292	866	146	279	901	866	260	904	32	38	221	121
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.93	0.93	0.95	0.84	0.83	0.95	0.95	0.94	0.95	0.90	0.89
Lanes:	2.00	1.71	0.29	1.00	2.02	1.98	1.00	1.93	0.07	1.00	1.29	0.71
Final Sat.:	3502	3019	510	1805	3244	3118	1805	3469	123	1805	2202	1204
Capacity Analysis Module:												
Vol/Sat:	0.08	0.29	0.29	0.15	0.28	0.28	0.14	0.26	0.26	0.02	0.10	0.10
Crit Moves:		****		****				****		****		
Green/Cycle:	0.13	0.36	0.36	0.19	0.42	0.42	0.22	0.32	0.32	0.05	0.15	0.15
Volume/Cap:	0.66	0.80	0.80	0.80	0.66	0.66	0.66	0.80	0.80	0.45	0.66	0.66
Uniform Del:	62.4	43.5	43.5	57.9	34.6	34.6	53.5	46.3	46.3	69.6	59.9	59.9
IncremntDel:	3.6	3.9	3.9	12.8	0.6	0.6	4.1	4.2	4.2	3.8	3.1	3.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	66.0	47.4	47.4	70.6	35.2	35.2	57.5	50.5	50.5	73.5	63.0	63.0
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:	66.0	47.4	47.4	70.6	35.2	35.2	57.5	50.5	50.5	73.5	63.0	63.0
LOS by Move:	E	D	D	E	D	D	E	D	D	E	E	E
HCM2kAvgQ:	8	23	23	14	18	18	12	22	22	2	9	9

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

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

Intersection #3: San Antonio Road & Chareleston Road

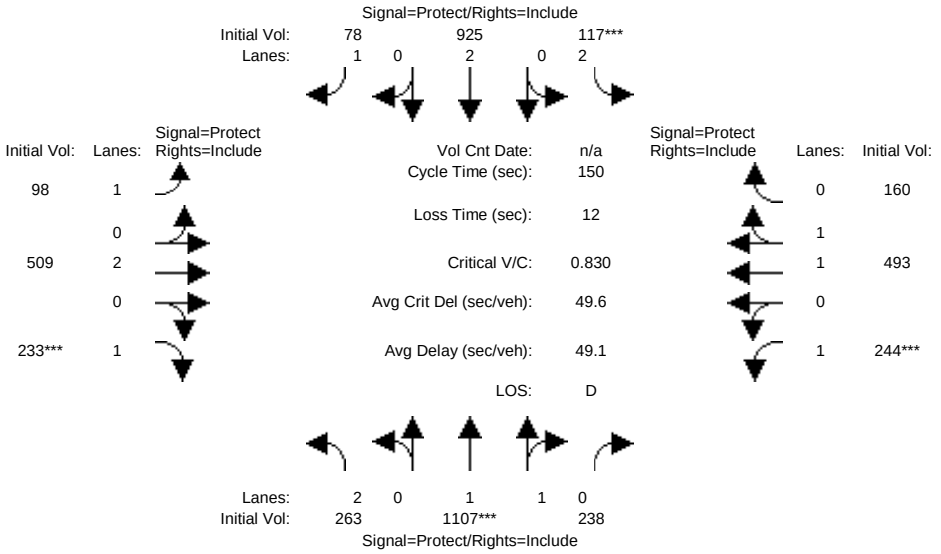


Street Name:	San Antonio Road						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	247	967	70	108	441	195	359	905	423	221	643	212
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	247	967	70	108	441	195	359	905	423	221	643	212
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	247	967	70	108	441	195	359	905	423	221	643	212
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	255	997	72	111	455	201	370	933	436	228	663	219
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	255	997	72	111	455	201	370	933	436	228	663	219
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	255	997	72	111	455	201	370	933	436	228	663	219
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.94	0.94	0.95	0.87	0.85	0.95	0.90	0.90	0.95	0.91	0.91
Lanes:	2.00	1.86	0.14	1.00	2.76	1.24	1.00	1.36	0.64	1.00	1.50	0.50
Final Sat.:	3502	3332	241	1805	4547	2011	1805	2337	1092	1805	2609	860
Capacity Analysis Module:												
Vol/Sat:	0.07	0.30	0.30	0.06	0.10	0.10	0.21	0.40	0.40	0.13	0.25	0.25
Crit Moves:		****		****				****		****		
Green/Cycle:	0.15	0.30	0.30	0.06	0.21	0.21	0.24	0.40	0.40	0.13	0.29	0.29
Volume/Cap:	0.47	1.00	1.00	0.97	0.47	0.47	0.87	1.00	1.00	1.00	0.87	0.87
Uniform Del:	42.5	38.4	38.4	51.4	38.1	38.1	40.4	32.9	32.9	48.0	37.0	37.0
IncremntDel:	0.7	26.7	26.7	74.0	0.3	0.3	17.4	23.5	23.5	58.6	8.3	8.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	43.2	65.1	65.1	125.4	38.3	38.3	57.9	56.4	56.4	106.6	45.3	45.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.2	65.1	65.1	125.4	38.3	38.3	57.9	56.4	56.4	106.6	45.3	45.3
LOS by Move:	D	E	E	F	D	D	E	E	E	F	D	D
HCM2kAvgQ:	5	25	25	7	6	6	15	31	31	12	18	18

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

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

Intersection #4: San Antonio Road & Middlefield Road

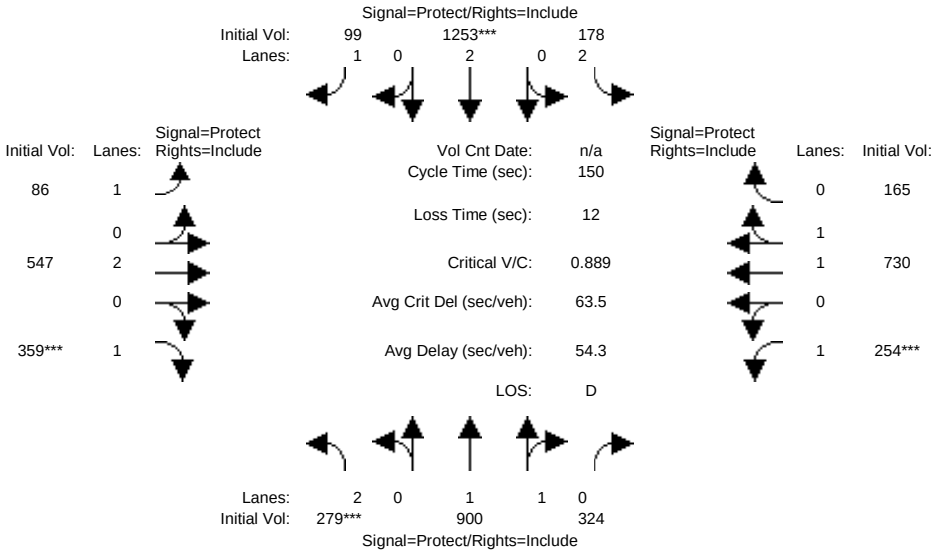


Street Name:	San Antonio Road						Middlefield Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	5	10	10	5	10	10	5	10	10	5	10	10
Y+R:	4.0	5.0	5.0	4.0	5.0	5.0	4.0	5.0	5.0	4.0	5.0	5.0
Volume Module:												
Base Vol:	263	1107	238	117	925	78	98	509	233	244	493	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	263	1107	238	117	925	78	98	509	233	244	493	160
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	263	1107	238	117	925	78	98	509	233	244	493	160
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	283	1190	256	126	995	84	105	547	251	262	530	172
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	283	1190	256	126	995	84	105	547	251	262	530	172
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	283	1190	256	126	995	84	105	547	251	262	530	172
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.95	0.81	0.95	0.95	0.77	0.95	0.91	0.90
Lanes:	2.00	1.64	0.36	2.00	2.00	1.00	1.00	2.00	1.00	1.00	1.51	0.49
Final Sat.:	3502	2889	621	3502	3610	1543	1805	3610	1468	1805	2616	849
Capacity Analysis Module:												
Vol/Sat:	0.08	0.41	0.41	0.04	0.28	0.05	0.06	0.15	0.17	0.15	0.20	0.20
Crit Moves:		****		****					****	****		
Green/Cycle:	0.12	0.50	0.50	0.04	0.42	0.42	0.09	0.21	0.21	0.18	0.30	0.30
Volume/Cap:	0.66	0.83	0.83	0.83	0.66	0.13	0.69	0.74	0.83	0.83	0.69	0.69
Uniform Del:	62.9	32.4	32.4	71.2	35.2	26.9	66.7	55.8	57.1	59.7	46.7	46.7
IncremntDel:	3.8	3.5	3.5	30.3	1.1	0.1	12.2	3.9	17.3	16.7	2.0	2.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	66.7	35.9	35.9	101.5	36.3	27.0	78.9	59.7	74.4	76.4	48.7	48.7
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:	66.7	35.9	35.9	101.5	36.3	27.0	78.9	59.7	74.4	76.4	48.7	48.7
LOS by Move:	E	D	D	F	D	C	E	E	E	E	D	D
HCM2kAvgQ:	7	31	31	5	19	2	6	14	13	14	16	15

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

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

Intersection #4: San Antonio Road & Middlefield Road

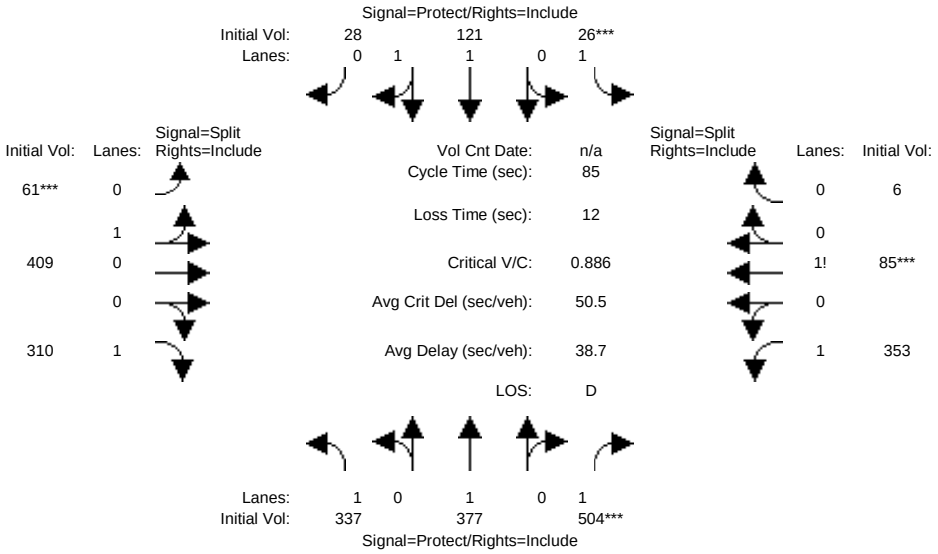


Street Name:	San Antonio Road						Middlefield Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	5	10	10	5	10	10	5	10	10	5	10	10
Y+R:	4.0	5.0	5.0	5.0	5.0	4.0	4.0	5.0	5.0	5.0	5.0	4.0
Volume Module:												
Base Vol:	279	900	324	178	1253	99	86	547	359	254	730	165
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	279	900	324	178	1253	99	86	547	359	254	730	165
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	279	900	324	178	1253	99	86	547	359	254	730	165
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	285	918	331	182	1279	101	88	558	366	259	745	168
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	285	918	331	182	1279	101	88	558	366	259	745	168
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	285	918	331	182	1279	101	88	558	366	259	745	168
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.90	0.92	0.95	0.83	0.95	0.95	0.81	0.95	0.92	0.91
Lanes:	2.00	1.47	0.53	2.00	2.00	1.00	1.00	2.00	1.00	1.00	1.63	0.37
Final Sat.:	3502	2542	915	3502	3610	1576	1805	3610	1531	1805	2856	645
Capacity Analysis Module:												
Vol/Sat:	0.08	0.36	0.36	0.05	0.35	0.06	0.05	0.15	0.24	0.14	0.26	0.26
Crit Moves:	****				****				****	****		
Green/Cycle:	0.09	0.43	0.43	0.06	0.40	0.40	0.07	0.27	0.27	0.16	0.36	0.36
Volume/Cap:	0.89	0.84	0.84	0.84	0.89	0.16	0.72	0.57	0.89	0.89	0.72	0.72
Uniform Del:	67.4	38.4	38.4	69.7	42.1	29.0	68.5	47.4	52.7	61.6	41.2	41.2
IncremntDel:	24.8	4.6	4.6	25.0	7.2	0.1	18.6	0.8	20.5	26.6	2.0	2.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	92.2	43.0	43.0	94.7	49.3	29.1	87.2	48.3	73.2	88.2	43.2	43.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	92.2	43.0	43.0	94.7	49.3	29.1	87.2	48.3	73.2	88.2	43.2	43.2
LOS by Move:	F	D	D	F	D	C	F	D	E	F	D	D
HCM2kAvgQ:	9	29	29	6	31	3	5	12	19	15	20	19

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

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

Intersection #5: San Antonio Road and E Bayshore Road-Bayshore Parkway

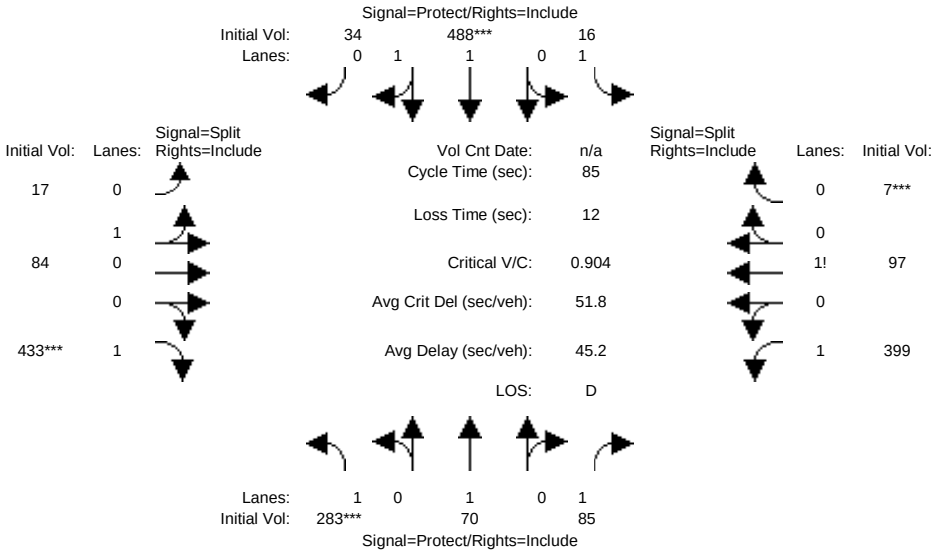


Street Name:	San Antonio Road						East Bayshore Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	8	8	4	8	8	8	8	8	8	8	8
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	325	363	486	25	117	27	59	394	299	340	82	6
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	337	377	504	26	121	28	61	409	310	353	85	6
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	337	377	504	26	121	28	61	409	310	353	85	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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	397	531	27	128	30	64	430	327	371	90	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	355	397	531	27	128	30	64	430	327	371	90	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	1.00	1.00	1.00	1.00	1.00
FinalVolume:	355	397	531	27	128	30	64	430	327	371	90	7
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	0.92	0.92	0.99	0.99	0.85	0.96	0.96	0.96
Lanes:	1.00	1.00	1.00	1.00	1.63	0.37	0.13	0.87	1.00	1.66	0.32	0.02
Final Sat.:	1805	1900	1615	1805	2851	658	246	1643	1615	3026	580	42
Capacity Analysis Module:												
Vol/Sat:	0.20	0.21	0.33	0.02	0.04	0.04	0.26	0.26	0.20	0.12	0.15	0.15
Crit Moves:			****	****			****				****	
Green/Cycle:	0.27	0.36	0.36	0.05	0.13	0.13	0.29	0.29	0.29	0.17	0.17	0.17
Volume/Cap:	0.72	0.58	0.92	0.32	0.34	0.34	0.92	0.92	0.71	0.73	0.92	0.92
Uniform Del:	27.9	22.1	26.1	39.2	33.6	33.6	29.4	29.4	27.2	33.5	34.8	34.8
IncremntDel:	5.0	1.3	19.8	2.2	0.4	0.4	20.8	20.8	5.1	4.3	21.7	21.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	32.9	23.4	45.9	41.4	34.0	34.0	50.2	50.2	32.3	37.8	56.5	56.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.9	23.4	45.9	41.4	34.0	34.0	50.2	50.2	32.3	37.8	56.5	56.5
LOS by Move:	C	C	D	D	C	C	D	D	C	D	E	E
HCM2kAvgQ:	10	9	18	1	2	2	17	17	9	7	11	11

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

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

Intersection #5: San Antonio Road and E Bayshore Road-Bayshore Parkway

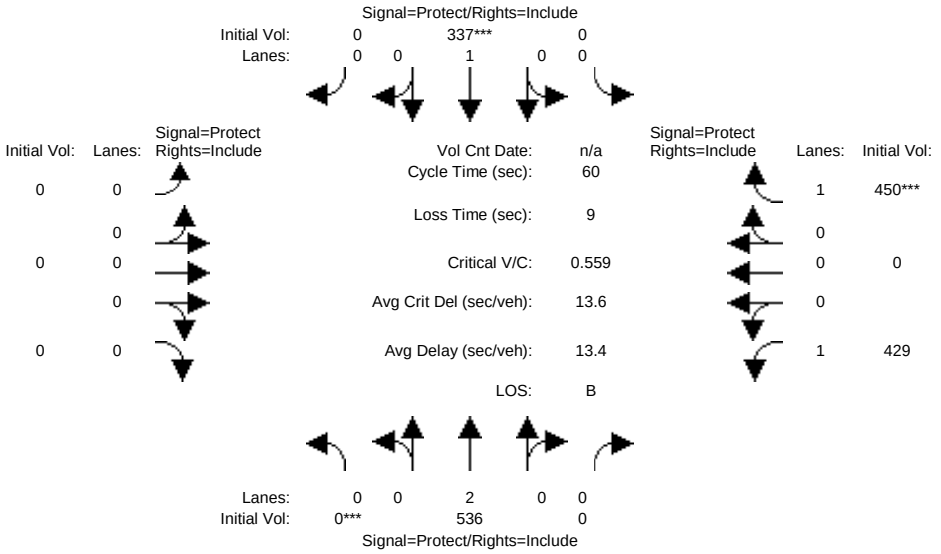


Street Name:	San Antonio Road						East Bayshore Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	4	8	8	4	8	8	8	8	8	8	8	8
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	273	67	82	15	470	33	16	81	417	384	93	7
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	283	70	85	16	488	34	17	84	433	399	97	7
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	283	70	85	16	488	34	17	84	433	399	97	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:	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:	298	73	90	16	514	36	17	89	456	420	102	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	298	73	90	16	514	36	17	89	456	420	102	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	298	73	90	16	514	36	17	89	456	420	102	8
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	0.99	0.99	0.85	0.96	0.96	0.96
Lanes:	1.00	1.00	1.00	1.00	1.87	0.13	0.16	0.84	1.00	1.66	0.32	0.02
Final Sat.:	1805	1900	1615	1805	3339	234	311	1574	1615	3024	581	44
Capacity Analysis Module:												
Vol/Sat:	0.17	0.04	0.06	0.01	0.15	0.15	0.06	0.06	0.28	0.14	0.17	0.17
Crit Moves:	****				****				****			****
Green/Cycle:	0.18	0.24	0.24	0.12	0.17	0.17	0.31	0.31	0.31	0.19	0.19	0.19
Volume/Cap:	0.90	0.16	0.24	0.08	0.90	0.90	0.18	0.18	0.90	0.72	0.90	0.90
Uniform Del:	34.0	25.8	26.3	33.4	34.6	34.6	21.3	21.3	28.0	32.1	33.5	33.5
IncremntDel:	26.7	0.2	0.3	0.2	16.9	16.9	0.1	0.1	19.5	3.4	17.4	17.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	60.7	26.0	26.6	33.5	51.5	51.5	21.5	21.5	47.5	35.5	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:	60.7	26.0	26.6	33.5	51.5	51.5	21.5	21.5	47.5	35.5	50.9	50.9
LOS by Move:	E	C	C	C	D	D	C	C	D	D	D	D
HCM2kAvgQ:	11	2	2	0	11	11	2	2	15	8	12	12

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

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

Intersection #6: San Antonio Road and US-101 NB Off-Ramp

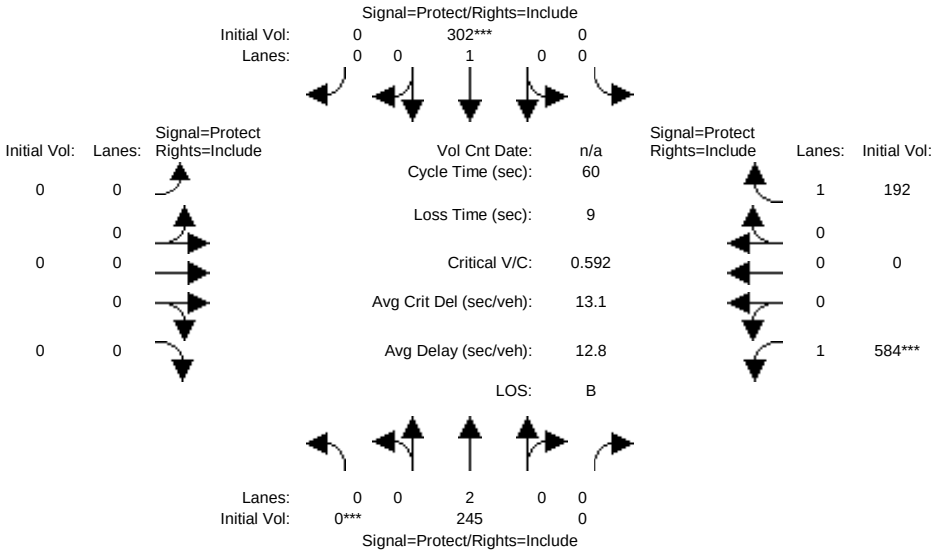


Street Name:	San Antonio Road						US-101 NB Off-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	5	5	5	5	5	5	0	0	0	5	5	5
Y+R:	4.0	4.5	4.0	3.5	3.5	3.5	4.0	4.0	4.0	3.0	3.0	3.0
Volume Module:												
Base Vol:	0	516	0	0	325	0	0	0	0	413	0	434
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	0	536	0	0	337	0	0	0	0	429	0	450
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	536	0	0	337	0	0	0	0	429	0	450
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	0	558	0	0	351	0	0	0	0	447	0	469
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	558	0	0	351	0	0	0	0	447	0	469
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	558	0	0	351	0	0	0	0	447	0	469
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.85
Lanes:	0.00	2.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3610	0	0	1900	0	0	0	0	1805	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.00	0.00	0.18	0.00	0.00	0.00	0.00	0.25	0.00	0.29
Crit Moves:	****				****							****
Green/Cycle:	0.00	0.33	0.00	0.00	0.33	0.00	0.00	0.00	0.00	0.52	0.00	0.52
Volume/Cap:	0.00	0.47	0.00	0.00	0.56	0.00	0.00	0.00	0.00	0.48	0.00	0.56
Uniform Del:	0.0	15.9	0.0	0.0	16.5	0.0	0.0	0.0	0.0	9.2	0.0	9.8
IncremntDel:	0.0	0.3	0.0	0.0	1.1	0.0	0.0	0.0	0.0	0.4	0.0	0.9
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	16.2	0.0	0.0	17.6	0.0	0.0	0.0	0.0	9.6	0.0	10.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	16.2	0.0	0.0	17.6	0.0	0.0	0.0	0.0	9.6	0.0	10.6
LOS by Move:	A	B	A	A	B	A	A	A	A	A	A	B
HCM2kAvgQ:	0	5	0	0	6	0	0	0	0	6	0	7

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

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

Intersection #6: San Antonio Road and US-101 NB Off-Ramp

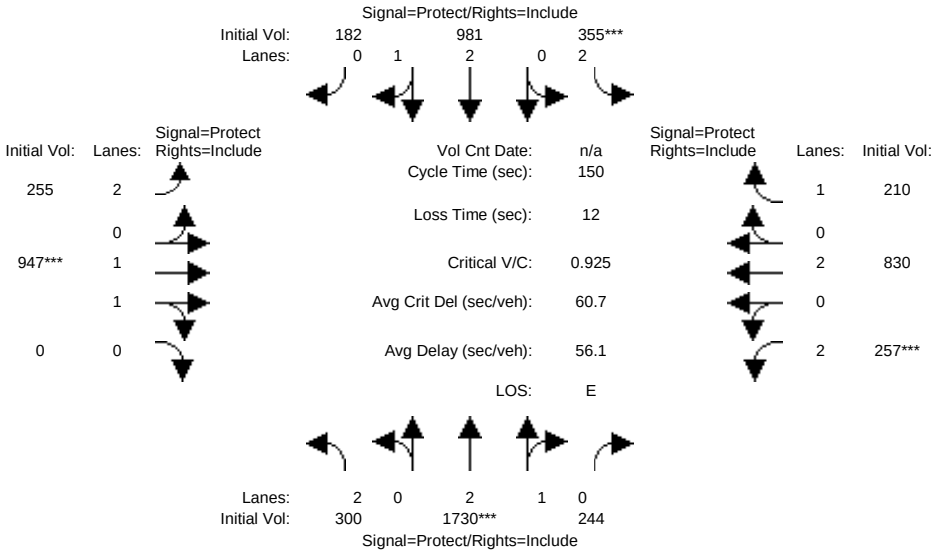


Street Name:	San Antonio Road						US-101 NB Off-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	5	5	5	5	5	5	0	0	0	5	5	5
Y+R:	4.0	4.5	4.0	3.5	3.5	3.5	4.0	4.0	4.0	3.0	3.0	3.0
Volume Module:												
Base Vol:	0	236	0	0	291	0	0	0	0	563	0	185
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	0	245	0	0	302	0	0	0	0	584	0	192
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	245	0	0	302	0	0	0	0	584	0	192
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	0	255	0	0	315	0	0	0	0	609	0	200
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	255	0	0	315	0	0	0	0	609	0	200
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	255	0	0	315	0	0	0	0	609	0	200
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.85
Lanes:	0.00	2.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3610	0	0	1900	0	0	0	0	1805	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.07	0.00	0.00	0.17	0.00	0.00	0.00	0.00	0.34	0.00	0.12
Crit Moves:	****				****					****		
Green/Cycle:	0.00	0.28	0.00	0.00	0.28	0.00	0.00	0.00	0.00	0.57	0.00	0.57
Volume/Cap:	0.00	0.25	0.00	0.00	0.59	0.00	0.00	0.00	0.00	0.59	0.00	0.22
Uniform Del:	0.0	16.7	0.0	0.0	18.6	0.0	0.0	0.0	0.0	8.4	0.0	6.3
IncremntDel:	0.0	0.1	0.0	0.0	1.8	0.0	0.0	0.0	0.0	0.9	0.0	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	16.9	0.0	0.0	20.4	0.0	0.0	0.0	0.0	9.3	0.0	6.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	16.9	0.0	0.0	20.4	0.0	0.0	0.0	0.0	9.3	0.0	6.4
LOS by Move:	A	B	A	A	C	A	A	A	A	A	A	A
HCM2kAvgQ:	0	2	0	0	6	0	0	0	0	8	0	2

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

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

Intersection #7: San Antonio Road and El Camino Real

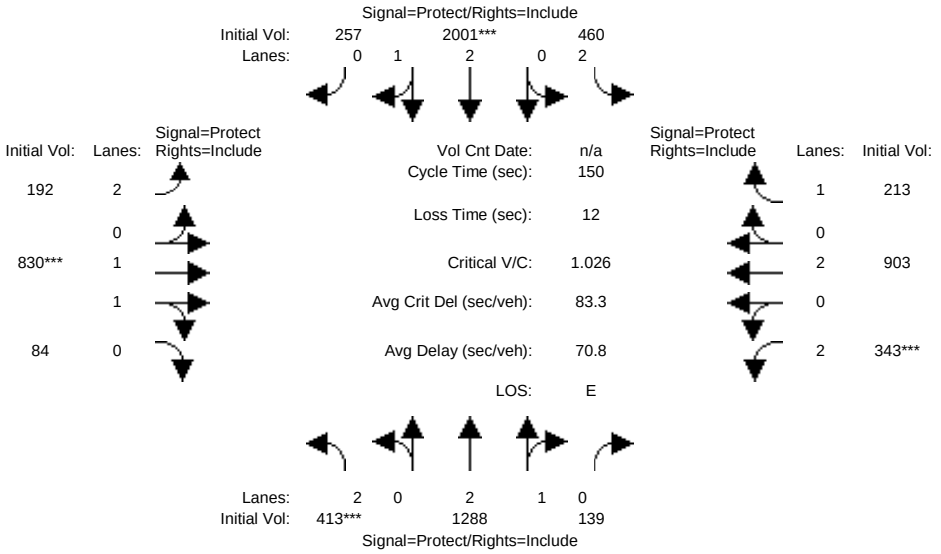


Street Name:	El Camino Real						San Antonio Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	12	10	10	12	10	10	12	10	10	12	10	10
Y+R:	3.7	4.6	4.6	3.7	4.6	4.6	3.7	4.6	4.6	3.7	4.6	4.6
Volume Module:												
Base Vol:	289	1667	235	342	945	175	246	912	0	248	800	202
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	300	1730	244	355	981	182	255	947	0	257	830	210
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	300	1730	244	355	981	182	255	947	0	257	830	210
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	309	1784	251	366	1011	187	263	976	0	265	856	216
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	309	1784	251	366	1011	187	263	976	0	265	856	216
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	309	1784	251	366	1011	187	263	976	0	265	856	216
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.89	0.89	0.92	0.89	0.89	0.92	0.95	0.95	0.92	0.95	0.85
Lanes:	2.00	2.63	0.37	2.00	2.53	0.47	2.00	2.00	0.00	2.00	2.00	1.00
Final Sat.:	3502	4460	629	3502	4276	792	3502	3610	0	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.09	0.40	0.40	0.10	0.24	0.24	0.08	0.27	0.00	0.08	0.24	0.13
Crit Moves:		****		****				****		****		
Green/Cycle:	0.15	0.43	0.43	0.11	0.40	0.40	0.09	0.29	0.00	0.08	0.28	0.28
Volume/Cap:	0.60	0.92	0.92	0.92	0.60	0.60	0.80	0.92	0.00	0.92	0.85	0.48
Uniform Del:	59.7	40.2	40.2	65.9	35.7	35.7	66.5	51.5	0.0	68.4	51.0	44.9
IncremntDel:	1.9	7.3	7.3	27.2	0.5	0.5	12.6	13.2	0.0	33.9	6.8	0.8
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Delay/Veh:	61.5	47.5	47.5	93.1	36.2	36.2	79.1	64.7	0.0	102.2	57.8	45.7
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:	61.5	47.5	47.5	93.1	36.2	36.2	79.1	64.7	0.0	102.2	57.8	45.7
LOS by Move:	E	D	D	F	D	D	E	E	A	F	E	D
HCM2kAvgQ:	8	36	36	12	16	16	8	27	0	9	22	8

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

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

Intersection #7: San Antonio Road and El Camino Real

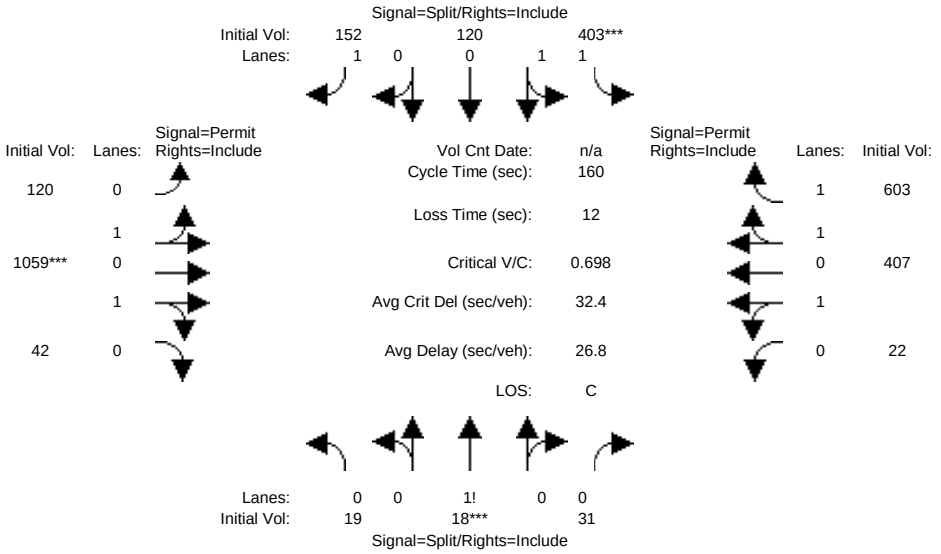


Street Name:	El Camino Real						San Antonio Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	12	10	10	12	10	10	12	10	10	12	10	10
Y+R:	3.7	4.6	4.6	3.7	4.6	4.6	3.7	4.6	4.6	3.7	4.6	4.6
Volume Module:												
Base Vol:	398	1241	134	443	1928	248	185	800	81	330	870	205
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	413	1288	139	460	2001	257	192	830	84	343	903	213
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	413	1288	139	460	2001	257	192	830	84	343	903	213
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	426	1328	143	474	2063	265	198	856	87	353	931	219
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	426	1328	143	474	2063	265	198	856	87	353	931	219
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	426	1328	143	474	2063	265	198	856	87	353	931	219
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.90	0.90	0.92	0.89	0.89	0.92	0.94	0.94	0.92	0.95	0.85
Lanes:	2.00	2.71	0.29	2.00	2.66	0.34	2.00	1.82	0.18	2.00	2.00	1.00
Final Sat.:	3502	4611	498	3502	4518	581	3502	3232	327	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.12	0.29	0.29	0.14	0.46	0.46	0.06	0.26	0.26	0.10	0.26	0.14
Crit Moves:	****				****			****			****	
Green/Cycle:	0.12	0.38	0.38	0.18	0.45	0.45	0.08	0.26	0.26	0.10	0.27	0.27
Volume/Cap:	1.03	0.75	0.75	0.75	1.03	1.03	0.67	1.03	1.03	1.03	0.95	0.50
Uniform Del:	66.1	40.1	40.1	58.3	41.6	41.6	66.6	55.6	55.6	67.6	53.6	46.0
IncremntDel:	51.0	1.7	1.7	5.0	25.9	25.9	5.9	36.5	36.5	55.4	17.5	0.9
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	117.1	41.7	41.7	63.3	67.5	67.5	72.5	92.2	92.2	123.0	71.1	46.9
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:	117.1	41.7	41.7	63.3	67.5	67.5	72.5	92.2	92.2	123.0	71.1	46.9
LOS by Move:	F	D	D	E	E	E	E	F	F	F	E	D
HCM2kAvgQ:	15	22	22	12	47	47	6	29	29	13	26	9

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

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

Intersection #8: Charleston Road and Fabian Way

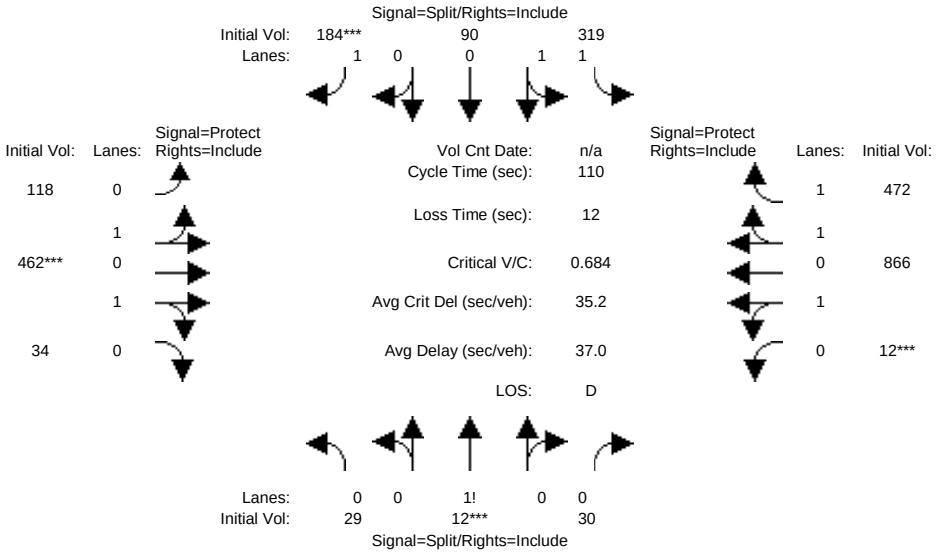


Street Name:	Fabian Way						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	18	17	30	388	116	146	116	1020	40	21	392	581
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	19	18	31	403	120	152	120	1059	42	22	407	603
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	18	31	403	120	152	120	1059	42	22	407	603
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	20	19	33	428	128	161	128	1126	44	23	433	642
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	19	33	428	128	161	128	1126	44	23	433	642
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	19	33	428	128	161	128	1126	44	23	433	642
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.96	0.96	0.85	0.76	0.76	0.76	0.76	0.76	0.76
Lanes:	0.28	0.26	0.46	1.54	0.46	1.00	0.20	1.73	0.07	0.06	1.18	1.76
Final Sat.:	487	460	811	2817	842	1615	285	2505	98	92	1710	2534
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.15	0.15	0.10	0.45	0.45	0.45	0.25	0.25	0.25
Crit Moves:		****		****				****				
Green/Cycle:	0.07	0.07	0.07	0.22	0.22	0.22	0.64	0.64	0.64	0.64	0.64	0.64
Volume/Cap:	0.61	0.61	0.61	0.71	0.71	0.46	0.71	0.71	0.71	0.40	0.40	0.40
Uniform Del:	68.1	68.1	68.1	54.4	54.4	51.3	17.9	17.9	17.9	13.2	13.2	13.2
IncremntDel:	9.2	9.2	9.2	2.9	2.9	1.0	1.3	1.3	1.3	0.1	0.1	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	77.4	77.4	77.4	57.3	57.3	52.2	19.2	19.2	19.2	13.3	13.3	13.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	77.4	77.4	77.4	57.3	57.3	52.2	19.2	19.2	19.2	13.3	13.3	13.3
LOS by Move:	E	E	E	E	E	D	B	B	B	B	B	B
HCM2kAvgQ:	4	4	4	13	13	7	21	21	21	8	8	8

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

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

Intersection #8: Charleston Road and Fabian Way

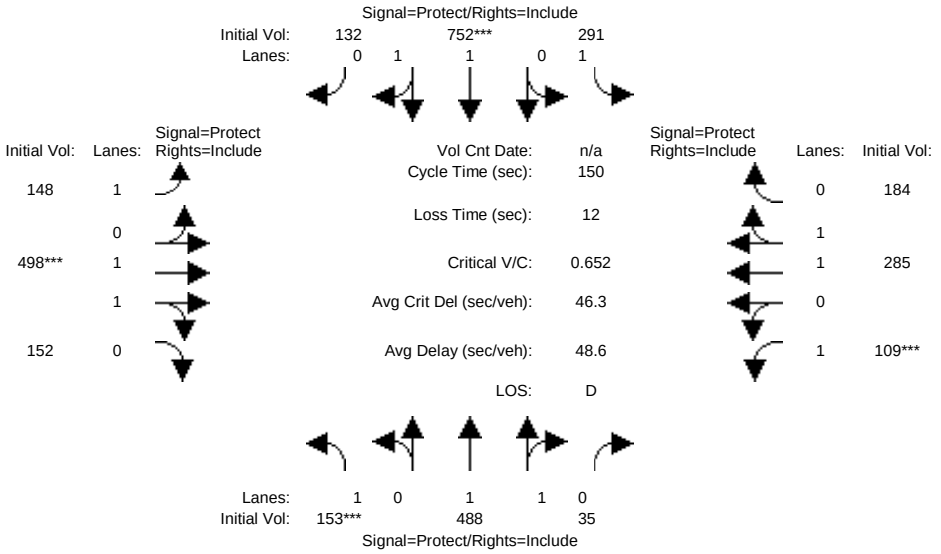


Street Name:	Fabian Way						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	28	12	29	307	87	177	114	445	33	12	834	455
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	29	12	30	319	90	184	118	462	34	12	866	472
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	12	30	319	90	184	118	462	34	12	866	472
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	30	13	31	329	93	189	122	476	35	13	892	487
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	13	31	329	93	189	122	476	35	13	892	487
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	13	31	329	93	189	122	476	35	13	892	487
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.96	0.96	0.85	0.93	0.93	0.93	0.90	0.90	0.90
Lanes:	0.41	0.17	0.42	1.56	0.44	1.00	0.39	1.50	0.11	0.03	1.92	1.05
Final Sat.:	713	305	738	2851	808	1615	683	2665	198	47	3291	1795
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.12	0.12	0.12	0.18	0.18	0.18	0.27	0.27	0.27
Crit Moves:		****				****		****		****		
Green/Cycle:	0.09	0.09	0.09	0.17	0.17	0.17	0.25	0.25	0.25	0.38	0.38	0.38
Volume/Cap:	0.46	0.46	0.46	0.70	0.70	0.71	0.71	0.71	0.71	0.71	0.71	0.71
Uniform Del:	47.4	47.4	47.4	43.3	43.3	43.4	37.5	37.5	37.5	28.8	28.8	28.8
IncremntDel:	2.1	2.1	2.1	3.6	3.6	8.5	2.7	2.7	2.7	1.2	1.2	1.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	49.6	49.6	49.6	46.9	46.9	51.9	40.1	40.1	40.1	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:	49.6	49.6	49.6	46.9	46.9	51.9	40.1	40.1	40.1	30.0	30.0	30.0
LOS by Move:	D	D	D	D	D	D	D	D	D	C	C	C
HCM2kAvgQ:	3	3	3	8	8	7	11	11	11	15	15	15

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

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

Intersection #9: Charleston Road and Middlefield Road

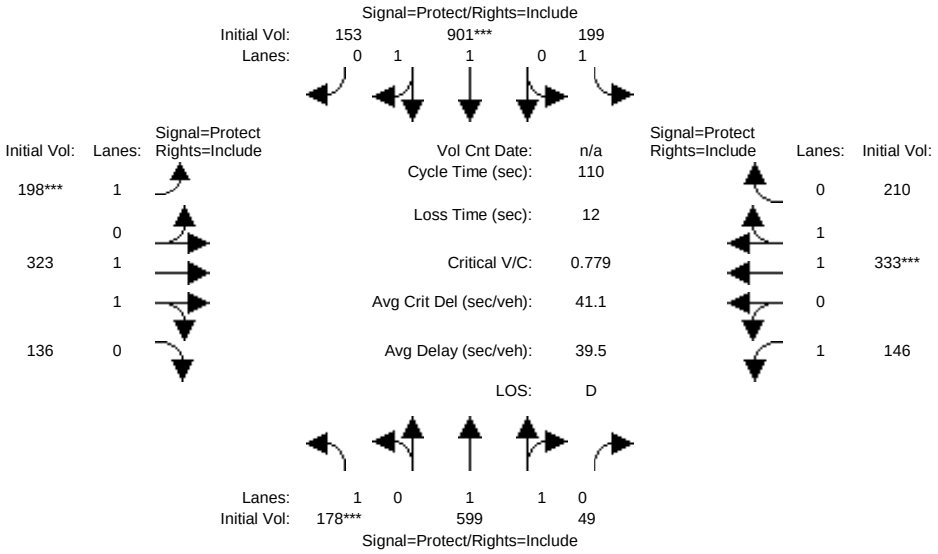


Street Name:	Middlefield Road						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	5	10	10	5	10	10	5	10	10	5	10	10
Y+R:	4.0	5.0	5.0	4.0	5.0	5.0	4.0	5.0	5.0	4.0	5.0	5.0
Volume Module:												
Base Vol:	153	488	35	291	752	132	148	498	152	109	285	184
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	153	488	35	291	752	132	148	498	152	109	285	184
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	153	488	35	291	752	132	148	498	152	109	285	184
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	158	503	36	300	775	136	153	513	157	112	294	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	158	503	36	300	775	136	153	513	157	112	294	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	158	503	36	300	775	136	153	513	157	112	294	190
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	0.93	0.93	0.95	0.92	0.92	0.95	0.89	0.89
Lanes:	1.00	1.87	0.13	1.00	1.70	0.30	1.00	1.53	0.47	1.00	1.22	0.78
Final Sat.:	1805	3335	239	1805	3003	527	1805	2669	815	1805	2064	1333
Capacity Analysis Module:												
Vol/Sat:	0.09	0.15	0.15	0.17	0.26	0.26	0.08	0.19	0.19	0.06	0.14	0.14
Crit Moves:	****				****			****			****	
Green/Cycle:	0.13	0.25	0.25	0.28	0.40	0.40	0.15	0.29	0.29	0.10	0.24	0.24
Volume/Cap:	0.65	0.60	0.60	0.60	0.65	0.65	0.58	0.65	0.65	0.65	0.58	0.58
Uniform Del:	61.6	49.4	49.4	46.9	36.9	36.9	59.8	46.2	46.2	65.4	49.9	49.9
IncremntDel:	6.2	1.1	1.1	2.0	1.1	1.1	3.3	1.5	1.5	8.6	1.0	1.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	67.9	50.5	50.5	48.9	38.0	38.0	63.1	47.7	47.7	74.1	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:	67.9	50.5	50.5	48.9	38.0	38.0	63.1	47.7	47.7	74.1	50.9	50.9
LOS by Move:	E	D	D	D	D	D	E	D	D	E	D	D
HCM2kAvgQ:	8	12	12	12	18	18	7	15	15	6	11	11

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

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

Intersection #9: Charleston Road and Middlefield Road

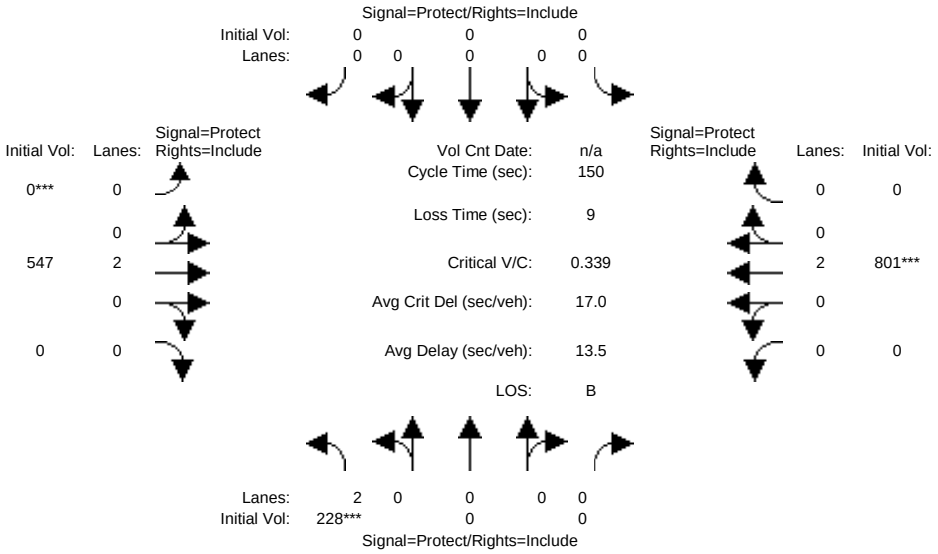


Street Name:	Middlefield Road						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	178	599	49	199	901	153	198	323	136	146	333	210
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	178	599	49	199	901	153	198	323	136	146	333	210
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	178	599	49	199	901	153	198	323	136	146	333	210
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	185	624	51	207	939	159	206	336	142	152	347	219
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	185	624	51	207	939	159	206	336	142	152	347	219
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	185	624	51	207	939	159	206	336	142	152	347	219
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	0.93	0.93	0.95	0.91	0.91	0.95	0.89	0.89
Lanes:	1.00	1.85	0.15	1.00	1.71	0.29	1.00	1.41	0.59	1.00	1.23	0.77
Final Sat.:	1805	3300	270	1805	3018	513	1805	2429	1023	1805	2085	1315
Capacity Analysis Module:												
Vol/Sat:	0.10	0.19	0.19	0.11	0.31	0.31	0.11	0.14	0.14	0.08	0.17	0.17
Crit Moves:	****				****		****				****	
Green/Cycle:	0.13	0.33	0.33	0.20	0.40	0.40	0.15	0.22	0.22	0.14	0.21	0.21
Volume/Cap:	0.78	0.57	0.57	0.57	0.78	0.78	0.78	0.62	0.62	0.62	0.78	0.78
Uniform Del:	46.2	30.4	30.4	39.7	28.8	28.8	45.2	38.5	38.5	44.8	40.8	40.8
IncremntDel:	15.1	0.7	0.7	2.2	2.9	2.9	13.7	1.5	1.5	4.7	5.4	5.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	61.3	31.1	31.1	41.9	31.7	31.7	59.0	40.0	40.0	49.6	46.2	46.2
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:	61.3	31.1	31.1	41.9	31.7	31.7	59.0	40.0	40.0	49.6	46.2	46.2
LOS by Move:	E	C	C	D	C	C	E	D	D	D	D	D
HCM2kAvgQ:	8	10	10	7	18	18	9	8	8	6	11	11

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

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

Intersection #10: Old Middlefield Way and Middlefield Road

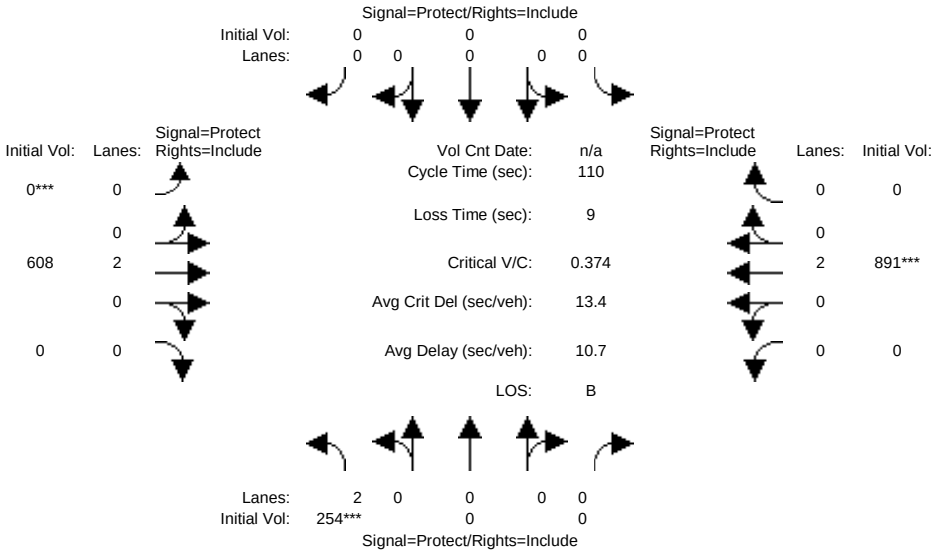


Street Name:	Middlefield Road						Old Middlefield Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	0	0	0	0	0	10	10	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	220	0	0	0	0	0	0	527	0	0	772	0
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	228	0	0	0	0	0	0	547	0	0	801	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	228	0	0	0	0	0	0	547	0	0	801	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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	254	0	0	0	0	0	0	608	0	0	890	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	254	0	0	0	0	0	0	608	0	0	890	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	254	0	0	0	0	0	0	608	0	0	890	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Lanes:	2.00	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	3502	0	0	0	0	0	0	3610	0	0	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.00	0.00	0.00	0.00	0.00	0.17	0.00	0.00	0.25	0.00
Crit Moves:	****						****				****	
Green/Cycle:	0.21	0.00	0.00	0.00	0.00	0.00	0.00	0.73	0.00	0.00	0.73	0.00
Volume/Cap:	0.34	0.00	0.00	0.00	0.00	0.00	0.00	0.23	0.00	0.00	0.34	0.00
Uniform Del:	50.0	0.0	0.0	0.0	0.0	0.0	0.0	6.7	0.0	0.0	7.4	0.0
IncremntDel:	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Delay/Veh:	50.3	0.0	0.0	0.0	0.0	0.0	0.0	6.8	0.0	0.0	7.5	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:	50.3	0.0	0.0	0.0	0.0	0.0	0.0	6.8	0.0	0.0	7.5	0.0
LOS by Move:	D	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	5	0	0	0	0	0	0	5	0	0	8	0

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

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

Intersection #10: Old Middlefield Way and Middlefield Road

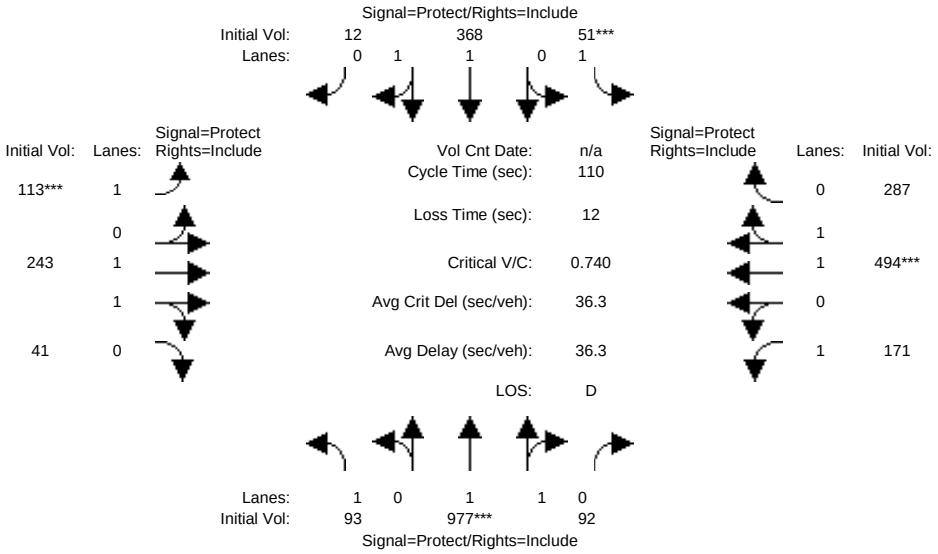


Street Name:	Middlefield Road						Old Middlefield Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	0	0	0	0	0	10	0	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	245	0	0	0	0	0	0	586	0	0	858	0
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	254	0	0	0	0	0	0	608	0	0	891	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	254	0	0	0	0	0	0	608	0	0	891	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:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	273	0	0	0	0	0	0	654	0	0	958	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	273	0	0	0	0	0	0	654	0	0	958	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	273	0	0	0	0	0	0	654	0	0	958	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Lanes:	2.00	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	3502	0	0	0	0	0	0	3610	0	0	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.08	0.00	0.00	0.00	0.00	0.00	0.00	0.18	0.00	0.00	0.27	0.00
Crit Moves:	****						****				****	
Green/Cycle:	0.21	0.00	0.00	0.00	0.00	0.00	0.00	0.71	0.00	0.00	0.71	0.00
Volume/Cap:	0.37	0.00	0.00	0.00	0.00	0.00	0.00	0.26	0.00	0.00	0.37	0.00
Uniform Del:	37.3	0.0	0.0	0.0	0.0	0.0	0.0	5.7	0.0	0.0	6.3	0.0
IncremntDel:	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.1	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Delay/Veh:	37.7	0.0	0.0	0.0	0.0	0.0	0.0	5.7	0.0	0.0	6.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.7	0.0	0.0	0.0	0.0	0.0	0.0	5.7	0.0	0.0	6.4	0.0
LOS by Move:	D	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	4	0	0	0	0	0	0	4	0	0	7	0

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

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

Intersection #11: Rengstorff Avenue and Middlefield Road

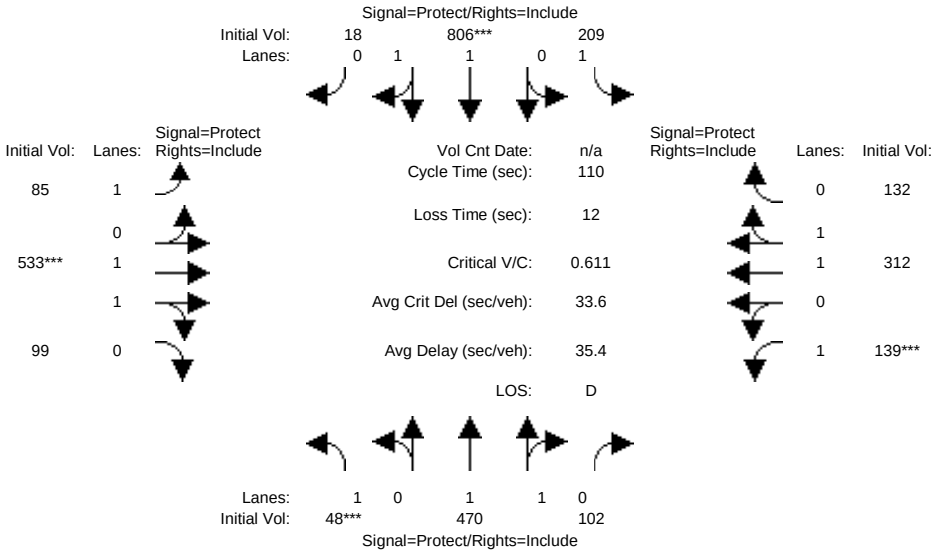


Street Name:	Rengstorff Avenue						Middlefield Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	9	10	10	9	10	10	9	10	10	9	10	10
Y+R:	4.0	5.0	5.0	4.0	5.0	5.0	4.0	5.0	5.0	4.0	5.0	5.0
Volume Module:												
Base Vol:	93	977	92	51	368	12	113	243	41	171	494	287
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	93	977	92	51	368	12	113	243	41	171	494	287
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	93	977	92	51	368	12	113	243	41	171	494	287
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	99	1039	98	54	391	13	120	259	44	182	526	305
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	99	1039	98	54	391	13	120	259	44	182	526	305
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	99	1039	98	54	391	13	120	259	44	182	526	305
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.94	0.94	0.95	0.95	0.95	0.95	0.93	0.93	0.95	0.90	0.90
Lanes:	1.00	1.83	0.17	1.00	1.94	0.06	1.00	1.71	0.29	1.00	1.27	0.73
Final Sat.:	1805	3256	307	1805	3479	113	1805	3021	510	1805	2158	1254
Capacity Analysis Module:												
Vol/Sat:	0.05	0.32	0.32	0.03	0.11	0.11	0.07	0.09	0.09	0.10	0.24	0.24
Crit Moves:		****			****			****			****	
Green/Cycle:	0.21	0.41	0.41	0.08	0.28	0.28	0.09	0.19	0.19	0.21	0.31	0.31
Volume/Cap:	0.26	0.78	0.78	0.37	0.39	0.39	0.78	0.45	0.45	0.48	0.78	0.78
Uniform Del:	36.6	28.1	28.1	47.8	31.7	31.7	49.3	39.6	39.6	38.2	34.3	34.3
IncremntDel:	0.4	2.7	2.7	1.5	0.3	0.3	21.7	0.5	0.5	1.0	3.7	3.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	37.0	30.8	30.8	49.4	31.9	31.9	71.0	40.0	40.0	39.2	38.0	38.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.0	30.8	30.8	49.4	31.9	31.9	71.0	40.0	40.0	39.2	38.0	38.0
LOS by Move:	D	C	C	D	C	C	E	D	D	D	D	D
HCM2kAvgQ:	3	19	19	2	6	6	6	5	5	6	15	15

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

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

Intersection #11: Rengstorff Avenue and Middlefield Road

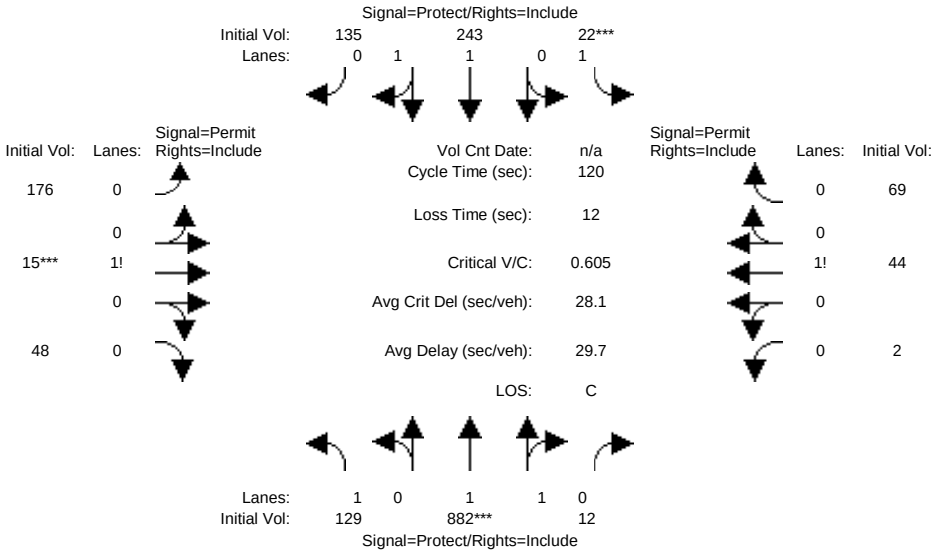


Street Name:	Rengstorff Avenue						Middlefield Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	9	10	10	9	10	10	9	10	10	9	10	10
Y+R:	4.0	5.0	5.0	4.0	5.0	5.0	4.0	5.0	5.0	4.0	5.0	5.0
Volume Module:												
Base Vol:	48	470	102	209	806	18	85	533	99	139	312	132
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	470	102	209	806	18	85	533	99	139	312	132
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	48	470	102	209	806	18	85	533	99	139	312	132
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	51	500	109	222	857	19	90	567	105	148	332	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	500	109	222	857	19	90	567	105	148	332	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	51	500	109	222	857	19	90	567	105	148	332	140
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.92	0.92	0.95	0.95	0.95	0.95	0.93	0.93	0.95	0.91	0.91
Lanes:	1.00	1.64	0.36	1.00	1.96	0.04	1.00	1.69	0.31	1.00	1.41	0.59
Final Sat.:	1805	2886	626	1805	3521	79	1805	2971	552	1805	2423	1025
Capacity Analysis Module:												
Vol/Sat:	0.03	0.17	0.17	0.12	0.24	0.24	0.05	0.19	0.19	0.08	0.14	0.14
Crit Moves:	****				****			****		****		
Green/Cycle:	0.08	0.27	0.27	0.19	0.38	0.38	0.16	0.30	0.30	0.13	0.27	0.27
Volume/Cap:	0.35	0.64	0.64	0.64	0.64	0.64	0.31	0.64	0.64	0.64	0.51	0.51
Uniform Del:	47.7	35.4	35.4	40.9	27.8	27.8	40.9	33.4	33.4	45.5	34.2	34.2
IncremntDel:	1.4	1.5	1.5	4.0	1.0	1.0	0.6	1.3	1.3	5.8	0.5	0.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	49.1	36.8	36.8	44.9	28.8	28.8	41.5	34.7	34.7	51.3	34.7	34.7
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:	49.1	36.8	36.8	44.9	28.8	28.8	41.5	34.7	34.7	51.3	34.7	34.7
LOS by Move:	D	D	D	D	C	C	D	C	C	D	C	C
HCM2kAvgQ:	2	10	10	8	13	13	3	11	11	6	7	7

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

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

Intersection #12: Rengstorff Avenue and Leghorn Avenue

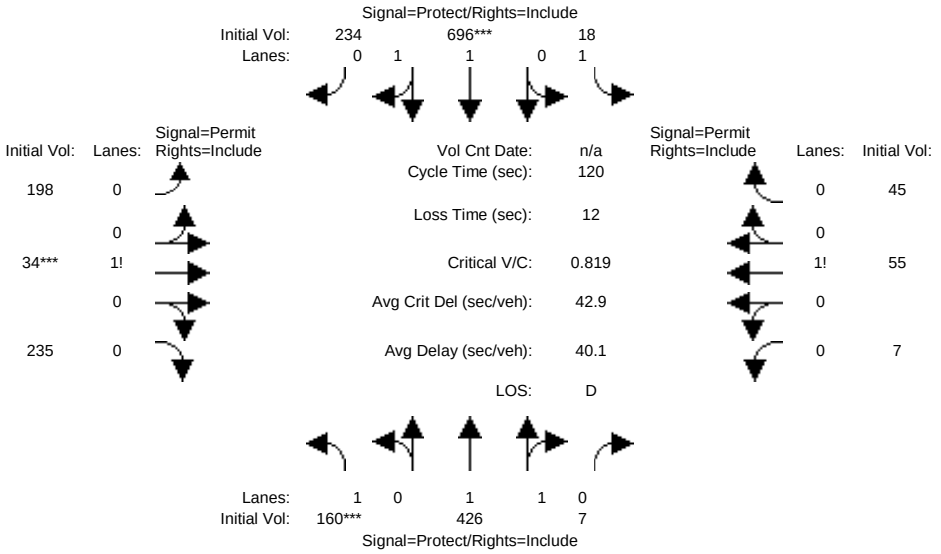


Street Name:	Rengstorff Avenue						Leghorn Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	9	8	8	9	9	9	8	8	8	8	8	8
Y+R:	3.5	4.6	4.6	3.5	4.6	4.6	4.6	4.6	4.6	4.6	4.6	4.6
Volume Module:												
Base Vol:	129	882	12	22	243	135	176	15	48	2	44	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:	129	882	12	22	243	135	176	15	48	2	44	69
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	129	882	12	22	243	135	176	15	48	2	44	69
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
PHF Volume:	154	1050	14	26	289	161	210	18	57	2	52	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	154	1050	14	26	289	161	210	18	57	2	52	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	154	1050	14	26	289	161	210	18	57	2	52	82
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.90	0.90	0.64	0.64	0.64	0.92	0.92	0.92
Lanes:	1.00	1.97	0.03	1.00	1.29	0.71	0.74	0.06	0.20	0.02	0.38	0.60
Final Sat.:	1805	3554	48	1805	2195	1220	894	76	244	30	665	1043
Capacity Analysis Module:												
Vol/Sat:	0.09	0.30	0.30	0.01	0.13	0.13	0.23	0.23	0.23	0.08	0.08	0.08
Crit Moves:		****		****				****				
Green/Cycle:	0.21	0.46	0.46	0.08	0.33	0.33	0.36	0.36	0.36	0.36	0.36	0.36
Volume/Cap:	0.41	0.64	0.64	0.19	0.41	0.41	0.64	0.64	0.64	0.22	0.22	0.22
Uniform Del:	40.9	24.8	24.8	52.1	31.5	31.5	31.6	31.6	31.6	26.3	26.3	26.3
IncremntDel:	0.7	0.9	0.9	0.7	0.2	0.2	3.2	3.2	3.2	0.2	0.2	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	41.6	25.7	25.7	52.8	31.7	31.7	34.8	34.8	34.8	26.4	26.4	26.4
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:	41.6	25.7	25.7	52.8	31.7	31.7	34.8	34.8	34.8	26.4	26.4	26.4
LOS by Move:	D	C	C	D	C	C	C	C	C	C	C	C
HCM2kAvgQ:	5	16	16	1	7	7	10	10	10	3	3	3

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

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

Intersection #12: Rengstorff Avenue and Leghorn Avenue



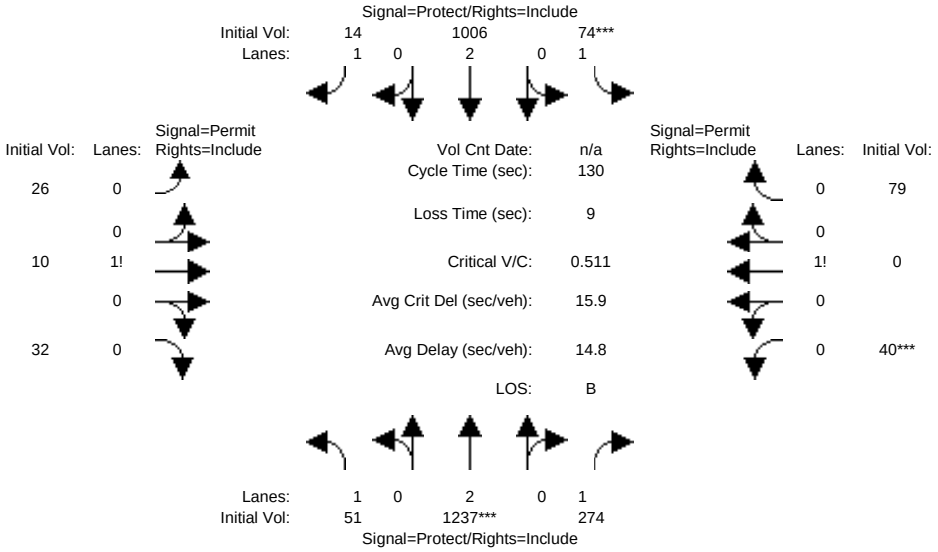
Street Name:	Rengstorff Avenue						Leghorn Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	9	8	8	9	9	9	8	8	8	8	8	8
Y+R:	3.5	4.6	4.6	3.5	4.0	4.6	4.6	4.6	4.6	4.6	4.6	4.6
Volume Module:												
Base Vol:	160	426	7	18	696	234	198	34	235	7	55	45
Growth Adj:	1.00	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	426	7	18	696	234	198	34	235	7	55	45
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	160	426	7	18	696	234	198	34	235	7	55	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	172	458	8	19	748	252	213	37	253	8	59	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	172	458	8	19	748	252	213	37	253	8	59	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	172	458	8	19	748	252	213	37	253	8	59	48
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.91	0.91	0.75	0.75	0.75	0.91	0.91	0.91
Lanes:	1.00	1.97	0.03	1.00	1.50	0.50	0.42	0.07	0.51	0.07	0.51	0.42
Final Sat.:	1805	3545	58	1805	2599	874	602	103	715	114	893	731
Capacity Analysis Module:												
Vol/Sat:	0.10	0.13	0.13	0.01	0.29	0.29	0.35	0.35	0.35	0.07	0.07	0.07
Crit Moves:	****				****			****				
Green/Cycle:	0.12	0.30	0.30	0.17	0.35	0.35	0.43	0.43	0.43	0.43	0.43	0.43
Volume/Cap:	0.82	0.44	0.44	0.06	0.82	0.82	0.82	0.82	0.82	0.15	0.15	0.15
Uniform Del:	51.8	34.1	34.1	41.6	35.4	35.4	30.0	30.0	30.0	20.7	20.7	20.7
IncremntDel:	21.7	0.3	0.3	0.1	4.5	4.5	8.5	8.5	8.5	0.1	0.1	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	73.5	34.4	34.4	41.7	39.9	39.9	38.5	38.5	38.5	20.8	20.8	20.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	73.5	34.4	34.4	41.7	39.9	39.9	38.5	38.5	38.5	20.8	20.8	20.8
LOS by Move:	E	C	C	D	D	D	D	D	D	C	C	C
HCM2kAvgQ:	8	7	7	1	20	20	18	18	18	3	3	3

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

Appendix H – Cumulative plus Project Conditions Intersection Level of Service Worksheets

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Plus Project AM

Intersection #1: San Antonio Road and Leghorn Road

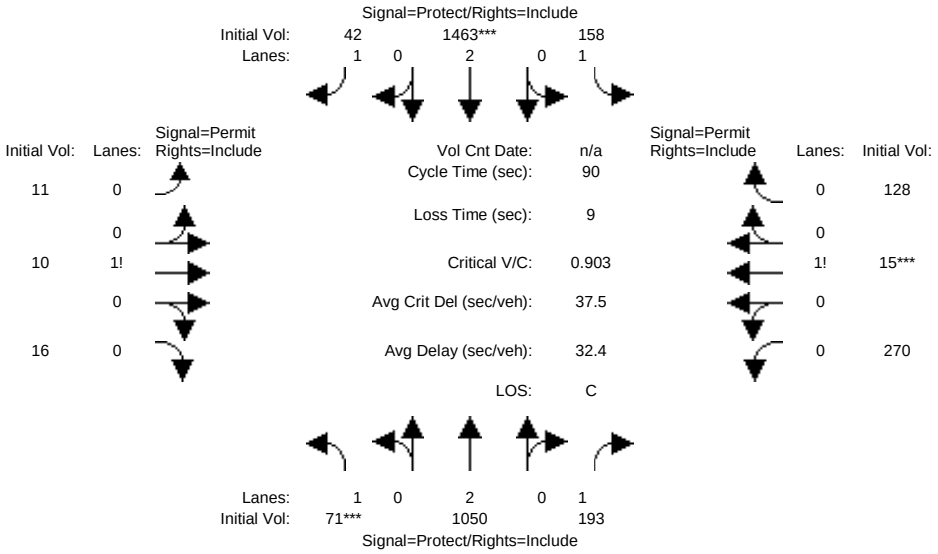


Street Name:	San Antonio Road						Leghorn Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	36	1199	176	70	965	14	26	10	32	40	0	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:	36	1199	176	70	965	14	26	10	32	40	0	73
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	15	38	98	4	41	0	0	0	0	0	0	6
Initial Fut:	51	1237	274	74	1006	14	26	10	32	40	0	79
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	53	1275	282	76	1037	14	27	10	33	41	0	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	1275	282	76	1037	14	27	10	33	41	0	81
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	53	1275	282	76	1037	14	27	10	33	41	0	81
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.83	0.95	0.95	0.83	0.80	0.80	0.79	0.81	1.00	0.81
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.38	0.15	0.47	0.33	0.00	0.67
Final Sat.:	1805	3610	1576	1805	3610	1574	577	222	710	516	0	1019
Capacity Analysis Module:												
Vol/Sat:	0.03	0.35	0.18	0.04	0.29	0.01	0.05	0.05	0.05	0.08	0.00	0.08
Crit Moves:		****		****						****		
Green/Cycle:	0.12	0.69	0.69	0.08	0.65	0.65	0.16	0.16	0.16	0.16	0.00	0.16
Volume/Cap:	0.24	0.51	0.26	0.51	0.44	0.01	0.30	0.30	0.30	0.51	0.00	0.51
Delay/Veh:	52.1	9.7	7.7	60.0	11.2	7.9	49.2	49.2	49.2	52.1	0.0	52.1
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:	52.1	9.7	7.7	60.0	11.2	7.9	49.2	49.2	49.2	52.1	0.0	52.1
LOS by Move:	D	A	A	E	B	A	D	D	D	D	A	D
HCM2kAvgQ:	2	13	4	4	10	0	3	3	3	5	0	5

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Plus Project PM

Intersection #1: San Antonio Road and Leghorn Road

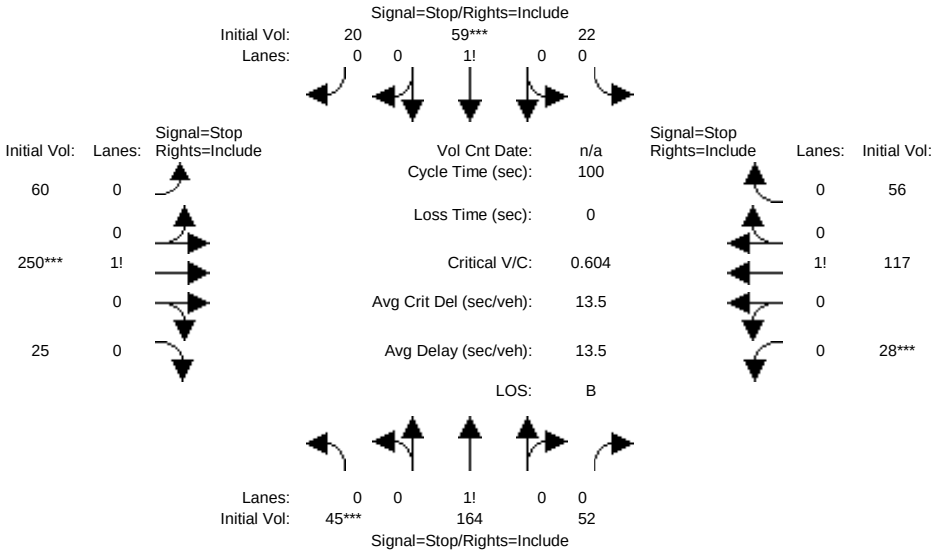


Street Name:	San Antonio Road						Leghorn Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	54	1026	147	128	1423	42	11	10	16	260	15	124
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	54	1026	147	128	1423	42	11	10	16	260	15	124
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	17	24	46	30	40	0	0	0	0	10	0	4
Initial Fut:	71	1050	193	158	1463	42	11	10	16	270	15	128
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	78	1154	212	174	1608	46	12	11	18	297	16	141
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	1154	212	174	1608	46	12	11	18	297	16	141
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	78	1154	212	174	1608	46	12	11	18	297	16	141
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.84	0.95	0.95	0.82	0.83	0.83	0.83	0.74	0.74	0.74
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.30	0.27	0.43	0.65	0.04	0.31
Final Sat.:	1805	3610	1604	1805	3610	1549	468	426	681	915	51	434
Capacity Analysis Module:												
Vol/Sat:	0.04	0.32	0.13	0.10	0.45	0.03	0.03	0.03	0.03	0.32	0.32	0.32
Crit Moves:	****				****						****	
Green/Cycle:	0.08	0.43	0.43	0.13	0.48	0.48	0.35	0.35	0.35	0.35	0.35	0.35
Volume/Cap:	0.56	0.75	0.31	0.75	0.94	0.06	0.07	0.07	0.07	0.94	0.94	0.94
Uniform Del:	40.0	21.8	17.1	37.9	22.3	12.7	19.7	19.7	19.7	28.4	28.4	28.4
IncremntDel:	4.8	2.1	0.3	12.9	10.2	0.0	0.1	0.1	0.1	25.8	25.8	25.8
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	44.8	24.0	17.4	50.8	32.5	12.8	19.8	19.8	19.8	54.2	54.2	54.2
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:	44.8	24.0	17.4	50.8	32.5	12.8	19.8	19.8	19.8	54.2	54.2	54.2
LOS by Move:	D	C	B	D	C	B	B	B	B	D	D	D
HCM2kAvgQ:	3	16	4	6	27	1	1	1	1	17	17	17

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

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cumulative Plus Project AM

Intersection #2: Independence Avenue & Leghorn Road



Street Name:	Independence Avenue						Leghorn Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	43	158	50	21	57	19	46	154	24	27	108	54
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	45	164	52	22	59	20	48	160	25	28	112	56
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	12	90	0	0	5	0
Initial Fut:	45	164	52	22	59	20	60	250	25	28	117	56
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	51	189	60	25	68	23	69	287	29	32	135	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	189	60	25	68	23	69	287	29	32	135	64
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	51	189	60	25	68	23	69	287	29	32	135	64
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:	0.17	0.63	0.20	0.22	0.59	0.19	0.18	0.75	0.07	0.14	0.58	0.28
Final Sat.:	102	377	119	114	310	103	114	475	47	84	351	168
Capacity Analysis Module:												
Vol/Sat:	0.50	0.50	0.50	0.22	0.22	0.22	0.60	0.60	0.60	0.38	0.38	0.38
Crit Moves:	****				****			****			****	
Delay/Veh:	13.5	13.5	13.5	10.4	10.4	10.4	15.6	15.6	15.6	11.6	11.6	11.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.5	13.5	13.5	10.4	10.4	10.4	15.6	15.6	15.6	11.6	11.6	11.6
LOS by Move:	B	B	B	B	B	B	C	C	C	B	B	B
ApproachDel:	13.5			10.4			15.6			11.6		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	13.5			10.4			15.6			11.6		
LOS by Appr:	B			B			C			B		
AllWayAvgQ:	0.8	0.8	0.8	0.2	0.2	0.2	1.3	1.3	1.3	0.5	0.5	0.5

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

Peak Hour Volume Signal Warrant Report [Urban]

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Intersection #2 Independence Avenue & Leghorn Road

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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		
Lanes:	0 0 1!	0		0 0 1!	0		0 0 1!	0		0 0 1!	0	
Initial Vol:	45	164	52	22	59	20	60	250	25	28	117	56

Major Street Volume: 536
Minor Approach Volume: 261
Minor Approach Volume Threshold: 386

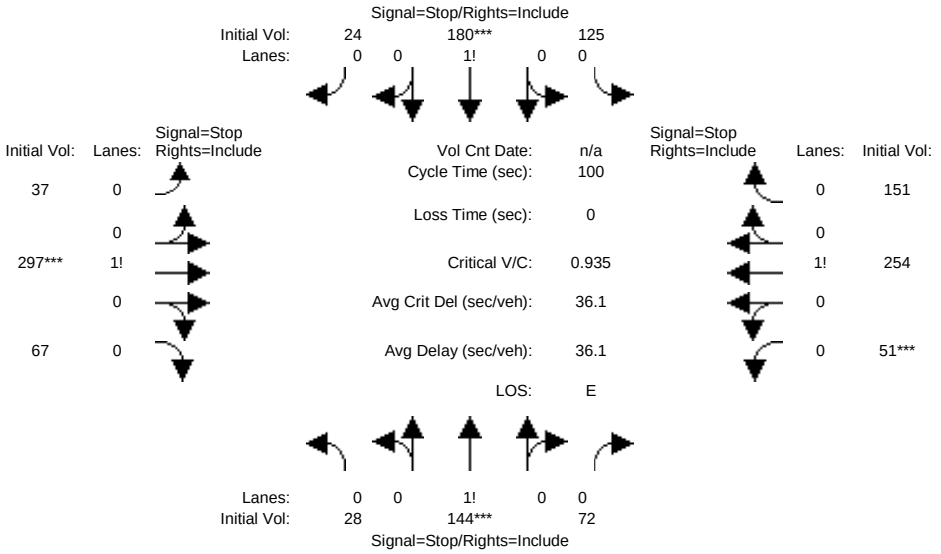
SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cumulative Plus Project PM

Intersection #2: Independence Avenue & Leghorn Road



Street Name:	Independence Avenue						Leghorn Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	27	139	69	120	173	23	34	241	65	49	211	145
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	28	144	72	125	180	24	35	250	67	51	219	151
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	2	47	0	0	35	0
Initial Fut:	28	144	72	125	180	24	37	297	67	51	254	151
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	29	149	74	128	185	25	38	306	70	52	262	155
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	149	74	128	185	25	38	306	70	52	262	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	29	149	74	128	185	25	38	306	70	52	262	155
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:	0.11	0.60	0.29	0.38	0.55	0.07	0.09	0.74	0.17	0.11	0.56	0.33
Final Sat.:	48	246	122	167	241	32	44	353	80	56	280	166
Capacity Analysis Module:												
Vol/Sat:	0.60	0.60	0.60	0.77	0.77	0.77	0.87	0.87	0.87	0.94	0.94	0.94
Crit Moves:		****			****			****			****	
Delay/Veh:	20.0	20.0	20.0	28.3	28.3	28.3	37.6	37.6	37.6	49.1	49.1	49.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.0	20.0	20.0	28.3	28.3	28.3	37.6	37.6	37.6	49.1	49.1	49.1
LOS by Move:	C	C	C	D	D	D	E	E	E	E	E	E
ApproachDel:		20.0			28.3			37.6			49.1	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		20.0			28.3			37.6			49.1	
LOS by Appr:		C			D			E			E	
AllWayAvgQ:	1.1	1.1	1.1	2.2	2.2	2.2	3.6	3.6	3.6	5.4	5.4	5.4

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

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #2 Independence Avenue & Leghorn Road

****

Future Volume Alternative: Peak Hour Warrant Met

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		
Lanes:	0 0 1! 0		0	0 0 1! 0		0	0 0 1! 0		0	0 0 1! 0		0
Initial Vol:	28	144	72	125	180	24	37	297	67	51	254	151

Major Street Volume: 857
Minor Approach Volume: 328
Minor Approach Volume Threshold: 260

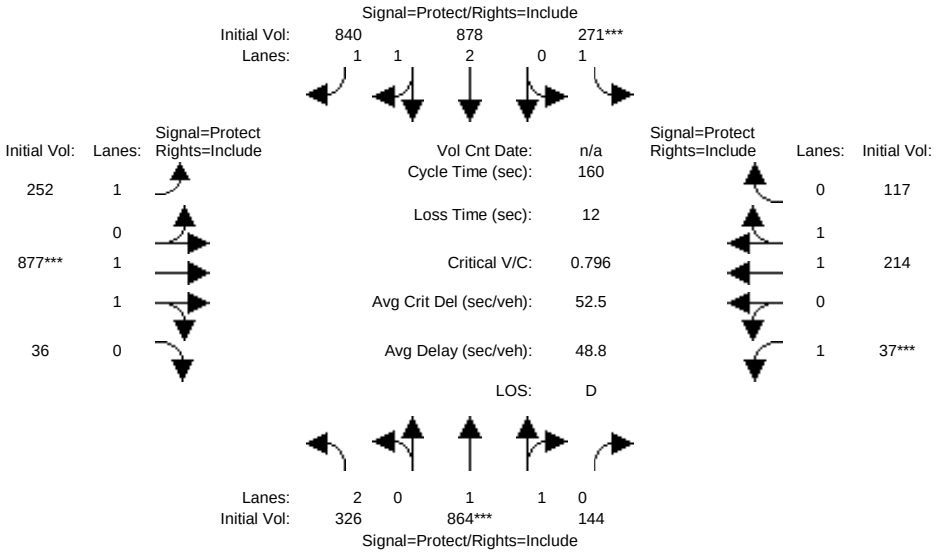
SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Plus Project AM

Intersection #3: San Antonio Road & Chareleston Road

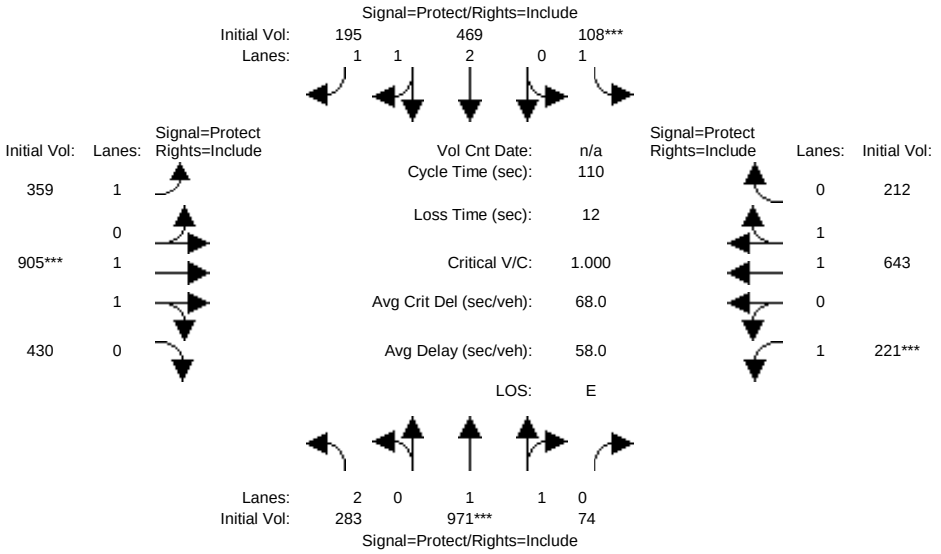


Street Name:	San Antonio Road						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	283	840	142	271	874	840	252	877	31	37	214	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:	283	840	142	271	874	840	252	877	31	37	214	117
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	43	24	2	0	4	0	0	0	5	0	0	0
Initial Fut:	326	864	144	271	878	840	252	877	36	37	214	117
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	336	891	148	279	905	866	260	904	37	38	221	121
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	336	891	148	279	905	866	260	904	37	38	221	121
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	336	891	148	279	905	866	260	904	37	38	221	121
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.93	0.93	0.95	0.84	0.83	0.95	0.94	0.94	0.95	0.90	0.89
Lanes:	2.00	1.71	0.29	1.00	2.03	1.97	1.00	1.92	0.08	1.00	1.29	0.71
Final Sat.:	3502	3028	505	1805	3251	3111	1805	3447	141	1805	2202	1204
Capacity Analysis Module:												
Vol/Sat:	0.10	0.29	0.29	0.15	0.28	0.28	0.14	0.26	0.26	0.02	0.10	0.10
Crit Moves:		****		****				****		****		
Green/Cycle:	0.14	0.36	0.36	0.19	0.41	0.41	0.22	0.32	0.32	0.05	0.15	0.15
Volume/Cap:	0.68	0.81	0.81	0.81	0.68	0.68	0.66	0.81	0.81	0.45	0.66	0.66
Delay/Veh:	65.0	47.5	47.5	72.1	36.9	36.9	57.8	51.3	51.3	73.5	63.2	63.2
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:	65.0	47.5	47.5	72.1	36.9	36.9	57.8	51.3	51.3	73.5	63.2	63.2
LOS by Move:	E	D	D	E	D	D	E	D	D	E	E	E
HCM2kAvgQ:	9	24	24	14	19	18	12	22	22	2	9	9

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Plus Project PM

Intersection #3: San Antonio Road & Charleston Road

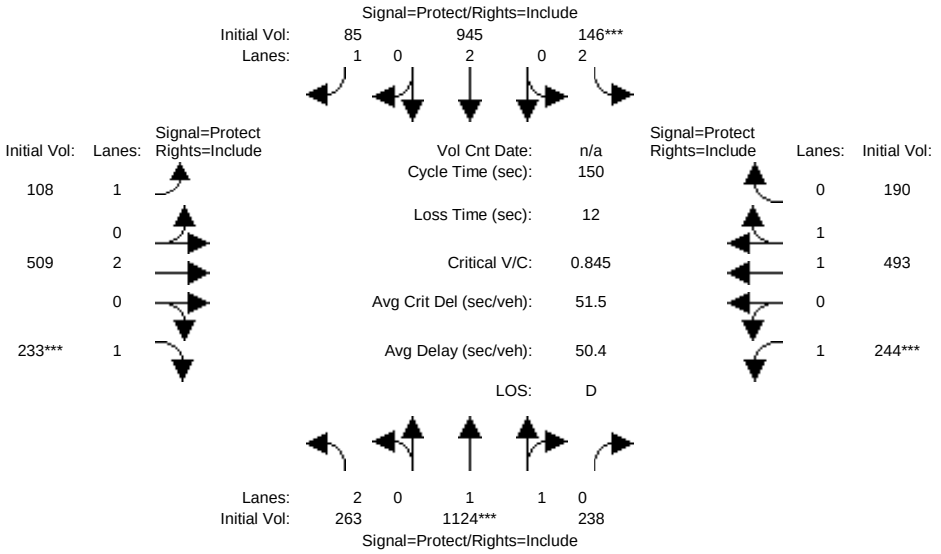


Street Name:	San Antonio Road						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	247	967	70	108	441	195	359	905	423	221	643	212
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	247	967	70	108	441	195	359	905	423	221	643	212
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	36	4	4	0	28	0	0	0	7	0	0	0
Initial Fut:	283	971	74	108	469	195	359	905	430	221	643	212
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	292	1001	76	111	484	201	370	933	443	228	663	219
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	292	1001	76	111	484	201	370	933	443	228	663	219
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	292	1001	76	111	484	201	370	933	443	228	663	219
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.94	0.94	0.95	0.87	0.85	0.95	0.90	0.90	0.95	0.91	0.91
Lanes:	2.00	1.86	0.14	1.00	2.81	1.19	1.00	1.35	0.65	1.00	1.50	0.50
Final Sat.:	3502	3317	253	1805	4644	1931	1805	2324	1104	1805	2609	860
Capacity Analysis Module:												
Vol/Sat:	0.08	0.30	0.30	0.06	0.10	0.10	0.21	0.40	0.40	0.13	0.25	0.25
Crit Moves:		****		****				****		****		
Green/Cycle:	0.16	0.30	0.30	0.06	0.20	0.20	0.24	0.40	0.40	0.13	0.29	0.29
Volume/Cap:	0.51	1.00	1.00	0.97	0.51	0.51	0.87	1.00	1.00	1.00	0.87	0.87
Uniform Del:	42.1	38.4	38.4	51.4	39.0	39.0	40.5	33.0	33.0	48.1	37.0	37.0
IncremntDel:	0.8	28.1	28.1	74.0	0.3	0.3	17.6	24.9	24.9	60.4	8.4	8.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	42.9	66.5	66.5	125.4	39.4	39.4	58.1	57.9	57.9	108.4	45.5	45.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.9	66.5	66.5	125.4	39.4	39.4	58.1	57.9	57.9	108.4	45.5	45.5
LOS by Move:	D	E	E	F	D	D	E	E	E	F	D	D
HCM2kAvgQ:	5	26	26	7	6	6	15	32	32	12	18	18

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Plus Project AM

Intersection #4: San Antonio Road & Middlefield Road

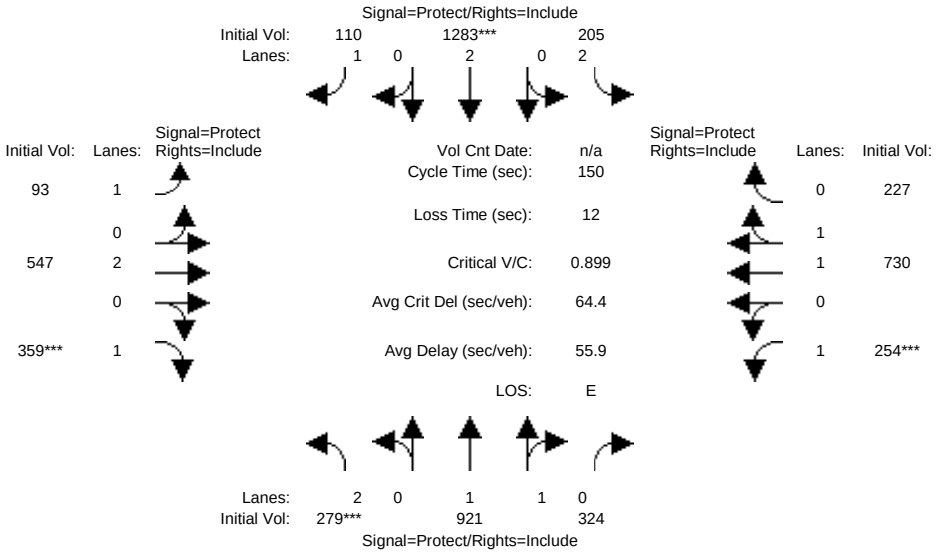


Street Name:	San Antonio Road						Middlefield Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	5	10	10	5	10	10	5	10	10	5	10	10
Y+R:	4.0	5.0	5.0	4.0	5.0	5.0	4.0	5.0	5.0	4.0	5.0	5.0
Volume Module:												
Base Vol:	263	1107	238	117	925	78	98	509	233	244	493	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	263	1107	238	117	925	78	98	509	233	244	493	160
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	17	0	29	20	7	10	0	0	0	0	30
Initial Fut:	263	1124	238	146	945	85	108	509	233	244	493	190
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	283	1209	256	157	1016	91	116	547	251	262	530	204
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	283	1209	256	157	1016	91	116	547	251	262	530	204
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	283	1209	256	157	1016	91	116	547	251	262	530	204
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.93	0.92	0.92	0.95	0.81	0.95	0.95	0.77	0.95	0.91	0.90
Lanes:	2.00	1.65	0.35	2.00	2.00	1.00	1.00	2.00	1.00	1.00	1.44	0.56
Final Sat.:	3502	2900	614	3502	3610	1543	1805	3610	1468	1805	2486	958
Capacity Analysis Module:												
Vol/Sat:	0.08	0.42	0.42	0.04	0.28	0.06	0.06	0.15	0.17	0.15	0.21	0.21
Crit Moves:		****		****					****	****		
Green/Cycle:	0.12	0.49	0.49	0.05	0.42	0.42	0.09	0.20	0.20	0.17	0.29	0.29
Volume/Cap:	0.66	0.85	0.85	0.85	0.66	0.14	0.74	0.75	0.85	0.85	0.74	0.74
Delay/Veh:	66.8	37.1	37.1	98.7	35.7	26.5	84.2	60.7	77.1	78.9	51.5	51.5
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:	66.8	37.1	37.1	98.7	35.7	26.5	84.2	60.7	77.1	78.9	51.5	51.5
LOS by Move:	E	D	D	F	D	C	F	E	E	E	D	D
HCM2kAvgQ:	7	32	32	6	20	2	7	14	13	14	17	17

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Plus Project PM

Intersection #4: San Antonio Road & Middlefield Road

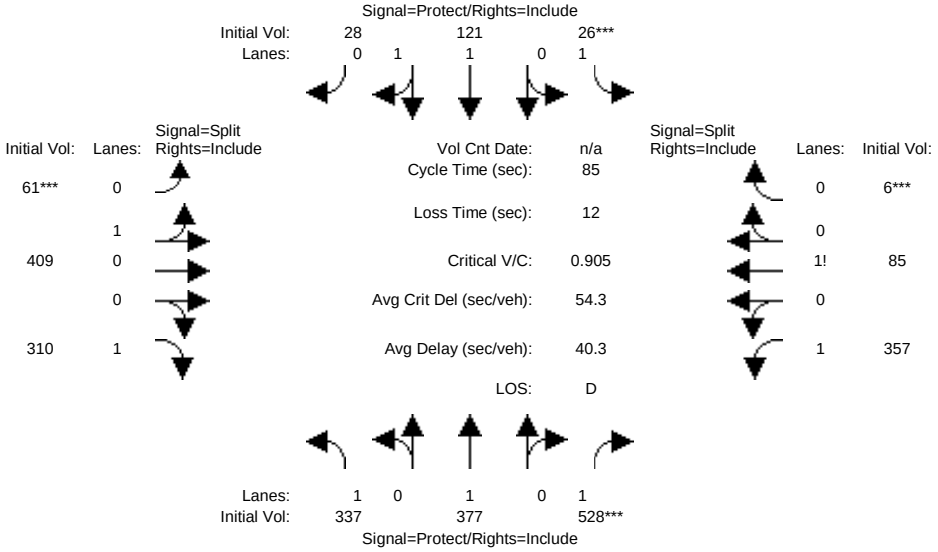


Street Name:	San Antonio Road						Middlefield Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	5	10	10	5	10	10	5	10	10	5	10	10
Y+R:	4.0	5.0	5.0	5.0	5.0	4.0	4.0	5.0	5.0	5.0	5.0	4.0
Volume Module:												
Base Vol:	279	900	324	178	1253	99	86	547	359	254	730	165
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	279	900	324	178	1253	99	86	547	359	254	730	165
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PM Project :	0	21	0	27	30	11	7	0	0	0	0	62
Initial Fut:	279	921	324	205	1283	110	93	547	359	254	730	227
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	285	940	331	209	1309	112	95	558	366	259	745	232
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	285	940	331	209	1309	112	95	558	366	259	745	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	285	940	331	209	1309	112	95	558	366	259	745	232
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.91	0.92	0.95	0.83	0.95	0.95	0.81	0.95	0.92	0.90
Lanes:	2.00	1.48	0.52	2.00	2.00	1.00	1.00	2.00	1.00	1.00	1.52	0.48
Final Sat.:	3502	2561	901	3502	3610	1576	1805	3610	1531	1805	2645	823
Capacity Analysis Module:												
Vol/Sat:	0.08	0.37	0.37	0.06	0.36	0.07	0.05	0.15	0.24	0.14	0.28	0.28
Crit Moves:	****				****				****	****		
Green/Cycle:	0.09	0.42	0.42	0.07	0.40	0.40	0.07	0.27	0.27	0.16	0.36	0.36
Volume/Cap:	0.90	0.86	0.86	0.86	0.90	0.18	0.78	0.58	0.90	0.90	0.78	0.78
Uniform Del:	67.5	39.2	39.2	69.1	41.9	28.7	68.9	47.8	53.1	61.8	42.9	42.9
IncremntDel:	26.6	5.6	5.6	25.9	7.8	0.1	27.7	0.9	22.1	28.5	3.4	3.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	94.2	44.8	44.8	95.0	49.7	28.9	96.6	48.7	75.2	90.4	46.3	46.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	94.2	44.8	44.8	95.0	49.7	28.9	96.6	48.7	75.2	90.4	46.3	46.3
LOS by Move:	F	D	D	F	D	C	F	D	E	F	D	D
HCM2kAvgQ:	9	30	30	7	32	3	6	12	19	15	22	22

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Plus Project AM

Intersection #5: San Antonio Road and E Bayshore Road-Bayshore Parkway

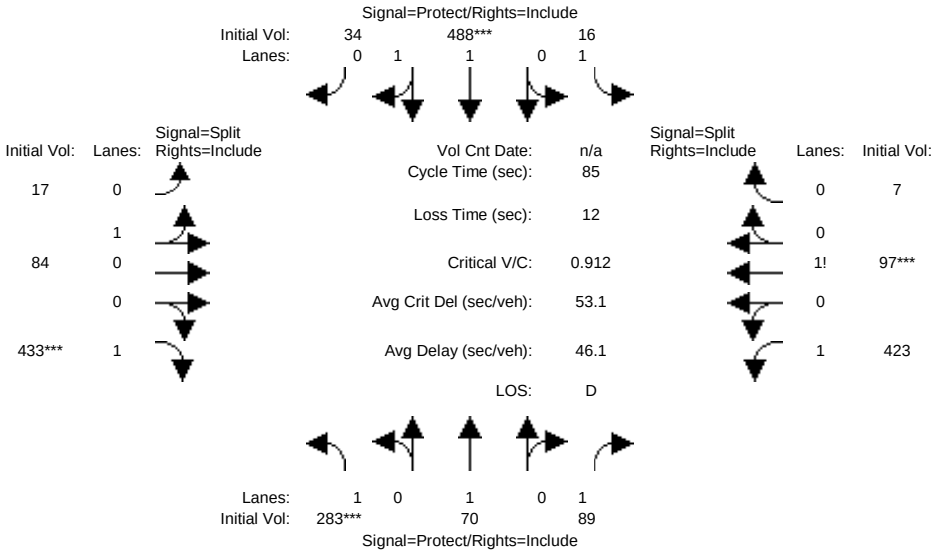


Street Name:	San Antonio Road						East Bayshore Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	8	8	4	8	8	8	8	8	8	8	8
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	325	363	486	25	117	27	59	394	299	340	82	6
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	337	377	504	26	121	28	61	409	310	353	85	6
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	24	0	0	0	0	0	0	4	0	0
Initial Fut:	337	377	528	26	121	28	61	409	310	357	85	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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	397	556	27	128	30	64	430	327	376	90	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	355	397	556	27	128	30	64	430	327	376	90	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	1.00	1.00	1.00	1.00	1.00
FinalVolume:	355	397	556	27	128	30	64	430	327	376	90	7
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	0.92	0.92	0.99	0.99	0.85	0.96	0.96	0.96
Lanes:	1.00	1.00	1.00	1.00	1.63	0.37	0.13	0.87	1.00	1.66	0.32	0.02
Final Sat.:	1805	1900	1615	1805	2851	658	246	1643	1615	3031	575	42
Capacity Analysis Module:												
Vol/Sat:	0.20	0.21	0.34	0.02	0.04	0.04	0.26	0.26	0.20	0.12	0.16	0.16
Crit Moves:			****	****			****					****
Green/Cycle:	0.28	0.37	0.37	0.05	0.13	0.13	0.28	0.28	0.28	0.17	0.17	0.17
Volume/Cap:	0.70	0.57	0.94	0.32	0.33	0.33	0.94	0.94	0.72	0.75	0.94	0.94
Delay/Veh:	31.9	22.7	49.0	41.4	33.8	33.8	54.8	54.8	33.5	38.7	60.7	60.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.9	22.7	49.0	41.4	33.8	33.8	54.8	54.8	33.5	38.7	60.7	60.7
LOS by Move:	C	C	D	D	C	C	D	D	C	D	E	E
HCM2kAvgQ:	10	9	19	1	2	2	18	18	9	7	12	12

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Plus Project PM

Intersection #5: San Antonio Road and E Bayshore Road-Bayshore Parkway

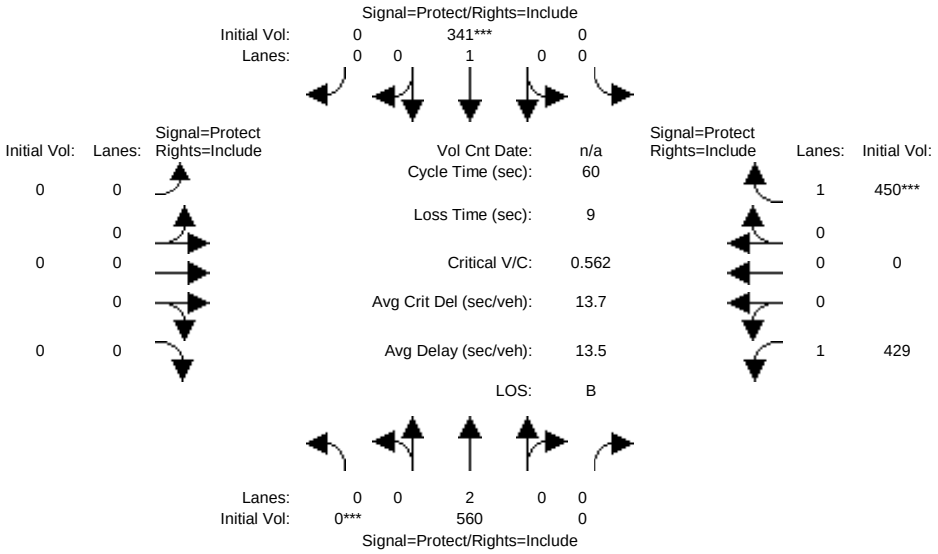


Street Name:	San Antonio Road						East Bayshore Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	8	8	4	8	8	8	8	8	8	8	8
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	273	67	82	15	470	33	16	81	417	384	93	7
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	283	70	85	16	488	34	17	84	433	399	97	7
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	4	0	0	0	0	0	0	24	0	0
Initial Fut:	283	70	89	16	488	34	17	84	433	423	97	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:	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:	298	73	94	16	514	36	17	89	456	445	102	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	298	73	94	16	514	36	17	89	456	445	102	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	298	73	94	16	514	36	17	89	456	445	102	8
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	0.99	0.99	0.85	0.96	0.96	0.96
Lanes:	1.00	1.00	1.00	1.00	1.87	0.13	0.16	0.84	1.00	1.67	0.31	0.02
Final Sat.:	1805	1900	1615	1805	3339	234	311	1574	1615	3044	558	42
Capacity Analysis Module:												
Vol/Sat:	0.17	0.04	0.06	0.01	0.15	0.15	0.06	0.06	0.28	0.15	0.18	0.18
Crit Moves:	****				****				****		****	
Green/Cycle:	0.18	0.23	0.23	0.12	0.17	0.17	0.31	0.31	0.31	0.20	0.20	0.20
Volume/Cap:	0.91	0.17	0.25	0.08	0.91	0.91	0.18	0.18	0.91	0.73	0.91	0.91
Uniform Del:	34.1	26.0	26.5	33.5	34.7	34.7	21.5	21.5	28.2	31.9	33.3	33.3
IncremntDel:	28.5	0.2	0.3	0.2	18.2	18.2	0.2	0.2	21.0	3.7	18.1	18.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	62.6	26.2	26.9	33.6	52.9	52.9	21.6	21.6	49.2	35.6	51.4	51.4
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:	62.6	26.2	26.9	33.6	52.9	52.9	21.6	21.6	49.2	35.6	51.4	51.4
LOS by Move:	E	C	C	C	D	D	C	C	D	D	D	D
HCM2kAvgQ:	11	2	2	0	11	11	2	2	16	8	12	12

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Plus Project AM

Intersection #6: San Antonio Road and US-101 NB Off-Ramp

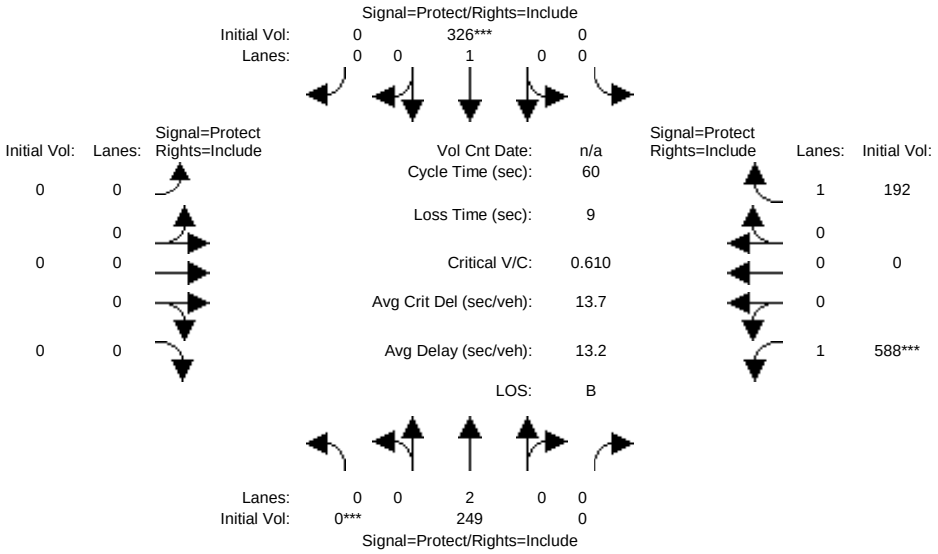


Street Name:	San Antonio Road						US-101 NB Off-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	5	5	5	5	5	5	0	0	0	5	5	5
Y+R:	4.0	4.5	4.0	3.5	3.5	3.5	4.0	4.0	4.0	3.0	3.0	3.0
Volume Module:												
Base Vol:	0	516	0	0	325	0	0	0	0	413	0	434
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	0	536	0	0	337	0	0	0	0	429	0	450
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	24	0	0	4	0	0	0	0	0	0	0
Initial Fut:	0	560	0	0	341	0	0	0	0	429	0	450
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	0	583	0	0	356	0	0	0	0	447	0	469
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	583	0	0	356	0	0	0	0	447	0	469
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	583	0	0	356	0	0	0	0	447	0	469
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.85
Lanes:	0.00	2.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3610	0	0	1900	0	0	0	0	1805	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.00	0.00	0.19	0.00	0.00	0.00	0.00	0.25	0.00	0.29
Crit Moves:	****				****							****
Green/Cycle:	0.00	0.33	0.00	0.00	0.33	0.00	0.00	0.00	0.00	0.52	0.00	0.52
Volume/Cap:	0.00	0.48	0.00	0.00	0.56	0.00	0.00	0.00	0.00	0.48	0.00	0.56
Delay/Veh:	0.0	16.2	0.0	0.0	17.6	0.0	0.0	0.0	0.0	9.7	0.0	10.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	16.2	0.0	0.0	17.6	0.0	0.0	0.0	0.0	9.7	0.0	10.7
LOS by Move:	A	B	A	A	B	A	A	A	A	A	A	B
HCM2kAvgQ:	0	5	0	0	6	0	0	0	0	6	0	7

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Plus Project PM

Intersection #6: San Antonio Road and US-101 NB Off-Ramp

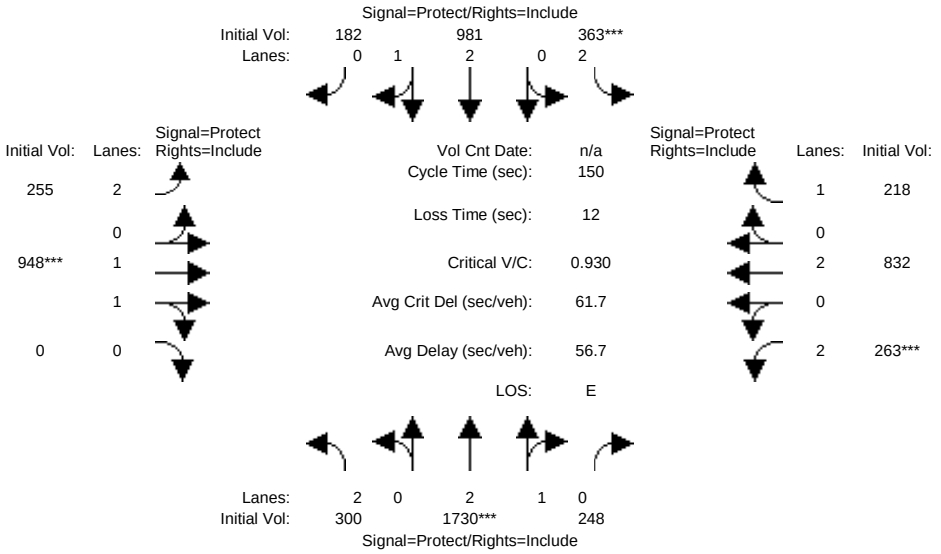


Street Name:	San Antonio Road						US-101 NB Off-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	5	5	5	5	5	5	0	0	0	5	5	5
Y+R:	4.0	4.5	4.0	3.5	3.5	3.5	4.0	4.0	4.0	3.0	3.0	3.0
Volume Module:												
Base Vol:	0	236	0	0	291	0	0	0	0	563	0	185
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	0	245	0	0	302	0	0	0	0	584	0	192
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	4	0	0	24	0	0	0	0	4	0	0
Initial Fut:	0	249	0	0	326	0	0	0	0	588	0	192
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	0	259	0	0	340	0	0	0	0	613	0	200
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	259	0	0	340	0	0	0	0	613	0	200
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	259	0	0	340	0	0	0	0	613	0	200
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.85
Lanes:	0.00	2.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3610	0	0	1900	0	0	0	0	1805	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.07	0.00	0.00	0.18	0.00	0.00	0.00	0.00	0.34	0.00	0.12
Crit Moves:	****				****					****		
Green/Cycle:	0.00	0.29	0.00	0.00	0.29	0.00	0.00	0.00	0.00	0.56	0.00	0.56
Volume/Cap:	0.00	0.25	0.00	0.00	0.61	0.00	0.00	0.00	0.00	0.61	0.00	0.22
Uniform Del:	0.0	16.1	0.0	0.0	18.3	0.0	0.0	0.0	0.0	8.9	0.0	6.7
IncremntDel:	0.0	0.1	0.0	0.0	2.0	0.0	0.0	0.0	0.0	1.1	0.0	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	16.3	0.0	0.0	20.2	0.0	0.0	0.0	0.0	10.0	0.0	6.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	16.3	0.0	0.0	20.2	0.0	0.0	0.0	0.0	10.0	0.0	6.9
LOS by Move:	A	B	A	A	C	A	A	A	A	B	A	A
HCM2kAvgQ:	0	2	0	0	6	0	0	0	0	8	0	2

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Plus Project AM

Intersection #7: San Antonio Road and El Camino Real

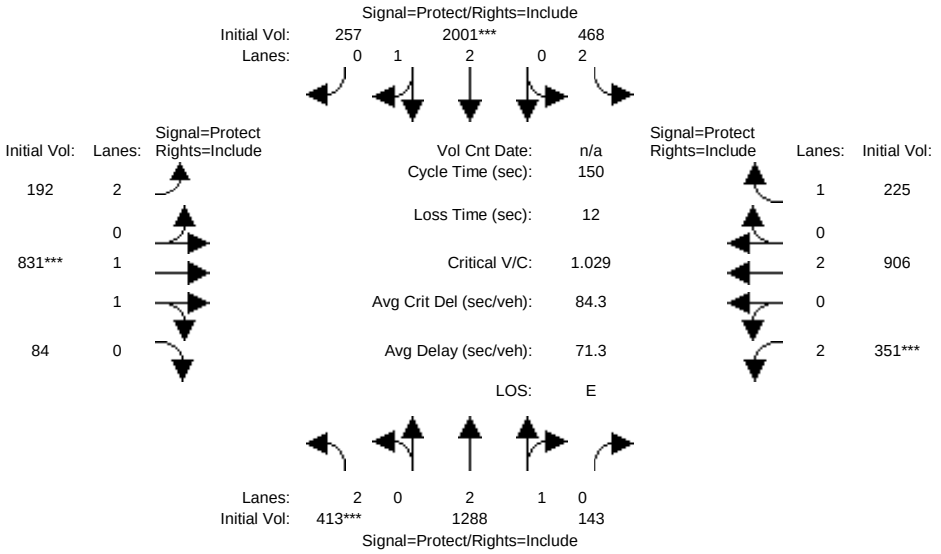


Street Name:	El Camino Real						San Antonio Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	12	10	10	12	10	10	12	10	10	12	10	10
Y+R:	3.7	4.6	4.6	3.7	4.6	4.6	3.7	4.6	4.6	3.7	4.6	4.6
Volume Module:												
Base Vol:	289	1667	235	342	945	175	246	912	0	248	800	202
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	300	1730	244	355	981	182	255	947	0	257	830	210
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	4	8	0	0	0	1	0	6	2	8
Initial Fut:	300	1730	248	363	981	182	255	948	0	263	832	218
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	309	1784	256	374	1011	187	263	977	0	272	858	224
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	309	1784	256	374	1011	187	263	977	0	272	858	224
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	309	1784	256	374	1011	187	263	977	0	272	858	224
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.89	0.89	0.92	0.89	0.89	0.92	0.95	0.95	0.92	0.95	0.85
Lanes:	2.00	2.62	0.38	2.00	2.53	0.47	2.00	2.00	0.00	2.00	2.00	1.00
Final Sat.:	3502	4451	638	3502	4276	792	3502	3610	0	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.09	0.40	0.40	0.11	0.24	0.24	0.08	0.27	0.00	0.08	0.24	0.14
Crit Moves:		****		****				****		****		
Green/Cycle:	0.15	0.43	0.43	0.11	0.40	0.40	0.09	0.29	0.00	0.08	0.28	0.28
Volume/Cap:	0.60	0.93	0.93	0.93	0.60	0.60	0.80	0.93	0.00	0.93	0.85	0.50
Delay/Veh:	61.5	48.3	48.3	93.8	36.2	36.2	79.3	65.7	0.0	103.0	57.9	46.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.5	48.3	48.3	93.8	36.2	36.2	79.3	65.7	0.0	103.0	57.9	46.0
LOS by Move:	E	D	D	F	D	D	E	E	A	F	E	D
HCM2kAvgQ:	8	36	36	12	16	16	8	27	0	9	22	9

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Plus Project PM

Intersection #7: San Antonio Road and El Camino Real

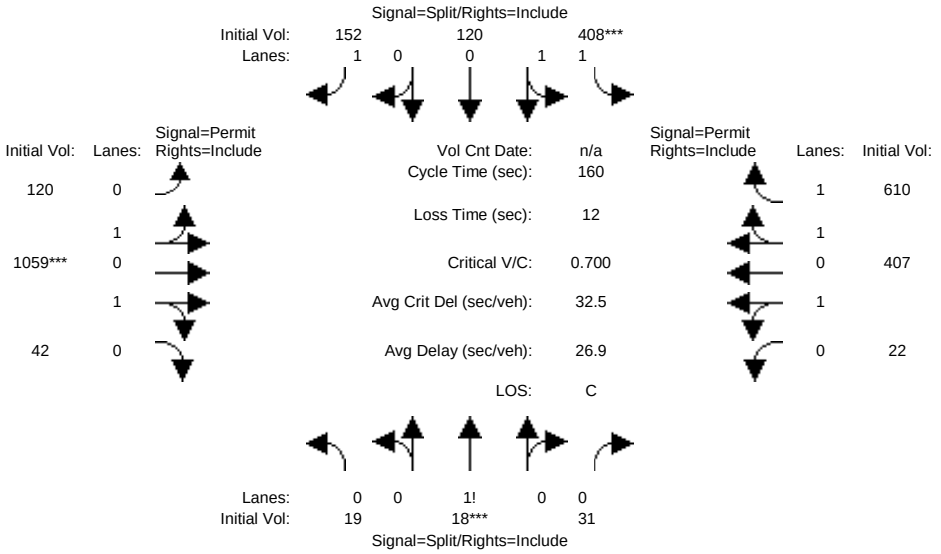


Street Name:	El Camino Real						San Antonio Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	12	10	10	12	10	10	12	10	10	12	10	10
Y+R:	3.7	4.6	4.6	3.7	4.6	4.6	3.7	4.6	4.6	3.7	4.6	4.6
Volume Module:												
Base Vol:	398	1241	134	443	1928	248	185	800	81	330	870	205
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	413	1288	139	460	2001	257	192	830	84	343	903	213
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	4	8	0	0	0	1	0	8	3	12
Initial Fut:	413	1288	143	468	2001	257	192	831	84	351	906	225
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	426	1328	148	482	2063	265	198	857	87	361	934	232
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	426	1328	148	482	2063	265	198	857	87	361	934	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	426	1328	148	482	2063	265	198	857	87	361	934	232
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.90	0.90	0.92	0.89	0.89	0.92	0.94	0.94	0.92	0.95	0.85
Lanes:	2.00	2.70	0.30	2.00	2.66	0.34	2.00	1.82	0.18	2.00	2.00	1.00
Final Sat.:	3502	4598	511	3502	4518	581	3502	3233	327	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.12	0.29	0.29	0.14	0.46	0.46	0.06	0.27	0.27	0.10	0.26	0.14
Crit Moves:	****				****			****			****	
Green/Cycle:	0.12	0.38	0.38	0.18	0.44	0.44	0.08	0.26	0.26	0.10	0.27	0.27
Volume/Cap:	1.03	0.76	0.76	0.76	1.03	1.03	0.67	1.03	1.03	1.03	0.95	0.52
Uniform Del:	66.1	40.5	40.5	58.3	41.7	41.7	66.6	55.7	55.7	67.5	53.4	46.2
IncremntDel:	51.9	1.8	1.8	5.3	26.8	26.8	5.8	37.4	37.4	55.7	17.2	1.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	118.0	42.3	42.3	63.6	68.5	68.5	72.4	93.0	93.0	123.1	70.6	47.4
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:	118.0	42.3	42.3	63.6	68.5	68.5	72.4	93.0	93.0	123.1	70.6	47.4
LOS by Move:	F	D	D	E	E	E	E	F	F	F	E	D
HCM2kAvgQ:	15	22	22	12	47	47	6	29	29	13	26	9

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Plus Project AM

Intersection #8: Charleston Road and Fabian Way

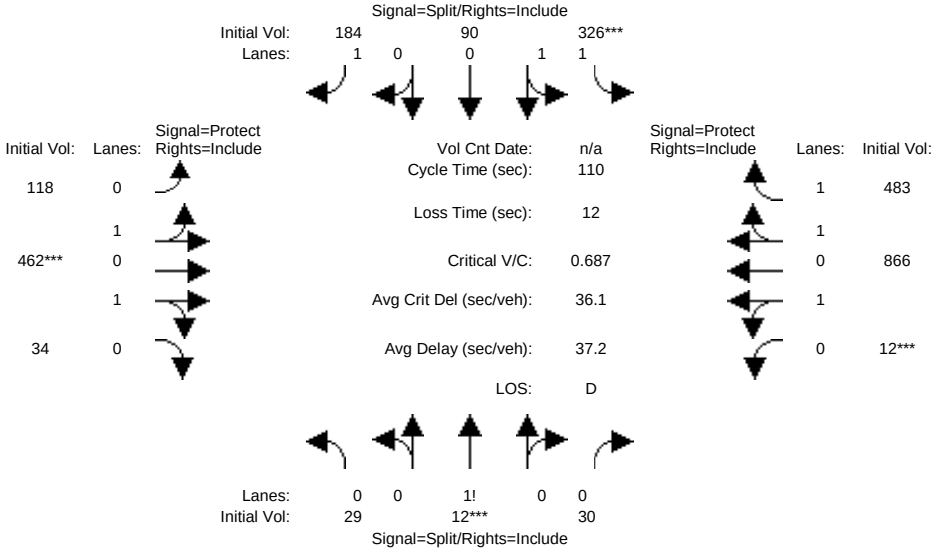


Street Name:	Fabian Way						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	18	17	30	388	116	146	116	1020	40	21	392	581
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	19	18	31	403	120	152	120	1059	42	22	407	603
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	5	0	0	0	0	0	0	0	7
Initial Fut:	19	18	31	408	120	152	120	1059	42	22	407	610
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	20	19	33	434	128	161	128	1126	44	23	433	649
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	19	33	434	128	161	128	1126	44	23	433	649
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	19	33	434	128	161	128	1126	44	23	433	649
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.96	0.96	0.85	0.76	0.76	0.76	0.76	0.76	0.76
Lanes:	0.28	0.26	0.46	1.54	0.46	1.00	0.20	1.73	0.07	0.06	1.18	1.76
Final Sat.:	487	460	811	2825	834	1615	285	2505	98	91	1698	2547
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.15	0.15	0.10	0.45	0.45	0.45	0.25	0.25	0.25
Crit Moves:		****		****				****				
Green/Cycle:	0.07	0.07	0.07	0.22	0.22	0.22	0.64	0.64	0.64	0.64	0.64	0.64
Volume/Cap:	0.61	0.61	0.61	0.71	0.71	0.46	0.71	0.71	0.71	0.40	0.40	0.40
Delay/Veh:	77.4	77.4	77.4	57.2	57.2	52.0	19.3	19.3	19.3	13.4	13.4	13.4
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:	77.4	77.4	77.4	57.2	57.2	52.0	19.3	19.3	19.3	13.4	13.4	13.4
LOS by Move:	E	E	E	E	E	D	B	B	B	B	B	B
HCM2kAvgQ:	4	4	4	13	13	7	21	21	21	9	9	9

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Plus Project PM

Intersection #8: Charleston Road and Fabian Way

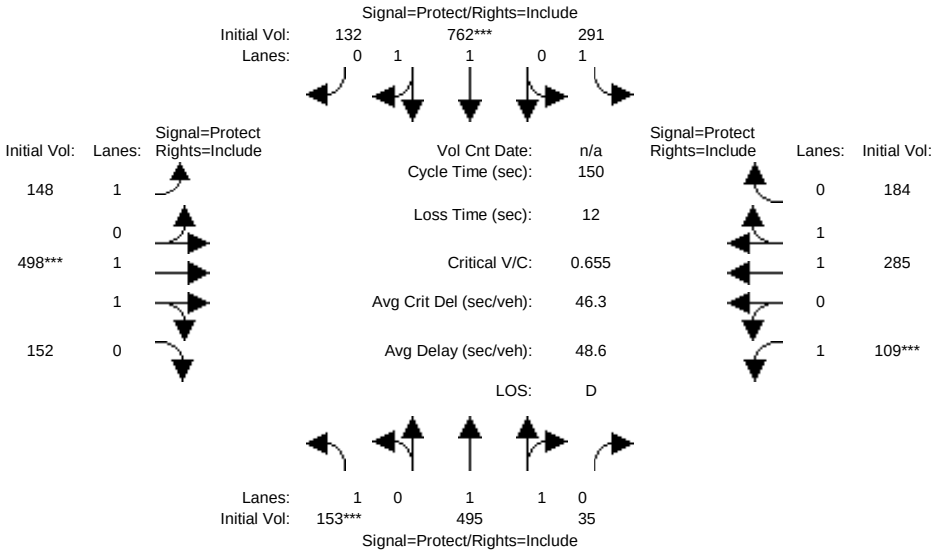


Street Name:	Fabian Way						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	28	12	29	307	87	177	114	445	33	12	834	455
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	29	12	30	319	90	184	118	462	34	12	866	472
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	7	0	0	0	0	0	0	0	11
Initial Fut:	29	12	30	326	90	184	118	462	34	12	866	483
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	30	13	31	336	93	189	122	476	35	13	892	498
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	13	31	336	93	189	122	476	35	13	892	498
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	13	31	336	93	189	122	476	35	13	892	498
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.96	0.96	0.85	0.93	0.93	0.93	0.90	0.90	0.90
Lanes:	0.41	0.17	0.42	1.57	0.43	1.00	0.39	1.50	0.11	0.03	1.91	1.06
Final Sat.:	713	305	738	2862	794	1615	683	2665	198	47	3261	1820
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.12	0.12	0.12	0.18	0.18	0.18	0.27	0.27	0.27
Crit Moves:		****		****				****		****		
Green/Cycle:	0.09	0.09	0.09	0.16	0.16	0.16	0.25	0.25	0.25	0.38	0.38	0.38
Volume/Cap:	0.46	0.46	0.46	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71
Uniform Del:	47.4	47.4	47.4	43.5	43.5	43.5	37.6	37.6	37.6	28.7	28.7	28.7
IncremntDel:	2.1	2.1	2.1	4.0	4.0	8.7	2.7	2.7	2.7	1.2	1.2	1.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	49.6	49.6	49.6	47.5	47.5	52.2	40.3	40.3	40.3	29.9	29.9	29.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.6	49.6	49.6	47.5	47.5	52.2	40.3	40.3	40.3	29.9	29.9	29.9
LOS by Move:	D	D	D	D	D	D	D	D	D	C	C	C
HCM2kAvgQ:	3	3	3	8	8	8	11	11	11	15	15	15

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Plus Project AM

Intersection #9: Charleston Road and Middlefield Road

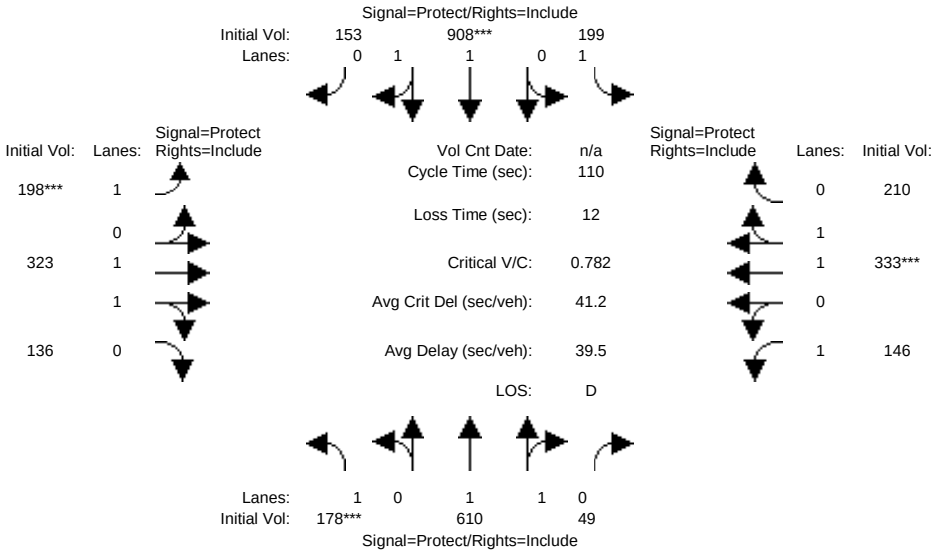


Street Name:	Middlefield Road						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	5	10	10	5	10	10	5	10	10	5	10	10
Y+R:	4.0	5.0	5.0	4.0	5.0	5.0	4.0	5.0	5.0	4.0	5.0	5.0
Volume Module:												
Base Vol:	153	488	35	291	752	132	148	498	152	109	285	184
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	153	488	35	291	752	132	148	498	152	109	285	184
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	7	0	0	10	0	0	0	0	0	0	0
Initial Fut:	153	495	35	291	762	132	148	498	152	109	285	184
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	158	510	36	300	786	136	153	513	157	112	294	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	158	510	36	300	786	136	153	513	157	112	294	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	158	510	36	300	786	136	153	513	157	112	294	190
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	0.93	0.93	0.95	0.92	0.92	0.95	0.89	0.89
Lanes:	1.00	1.87	0.13	1.00	1.70	0.30	1.00	1.53	0.47	1.00	1.22	0.78
Final Sat.:	1805	3338	236	1805	3009	521	1805	2669	815	1805	2064	1333
Capacity Analysis Module:												
Vol/Sat:	0.09	0.15	0.15	0.17	0.26	0.26	0.08	0.19	0.19	0.06	0.14	0.14
Crit Moves:	****				****			****			****	
Green/Cycle:	0.13	0.25	0.25	0.28	0.40	0.40	0.14	0.29	0.29	0.09	0.24	0.24
Volume/Cap:	0.66	0.60	0.60	0.60	0.66	0.66	0.58	0.66	0.66	0.66	0.58	0.58
Delay/Veh:	68.1	50.3	50.3	49.1	37.9	37.9	63.3	47.9	47.9	74.4	51.1	51.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	68.1	50.3	50.3	49.1	37.9	37.9	63.3	47.9	47.9	74.4	51.1	51.1
LOS by Move:	E	D	D	D	D	D	E	D	D	E	D	D
HCM2kAvgQ:	8	12	12	12	18	18	7	15	15	6	11	11

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Plus Project PM

Intersection #9: Charleston Road and Middlefield Road

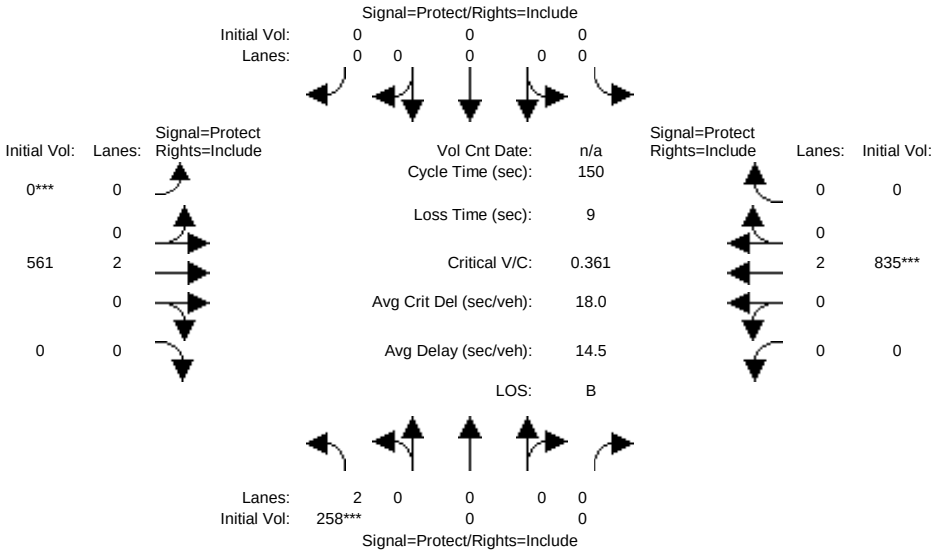


Street Name:	Middlefield Road						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	178	599	49	199	901	153	198	323	136	146	333	210
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	178	599	49	199	901	153	198	323	136	146	333	210
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	11	0	0	7	0	0	0	0	0	0	0
Initial Fut:	178	610	49	199	908	153	198	323	136	146	333	210
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	185	635	51	207	946	159	206	336	142	152	347	219
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	185	635	51	207	946	159	206	336	142	152	347	219
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	185	635	51	207	946	159	206	336	142	152	347	219
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	0.93	0.93	0.95	0.91	0.91	0.95	0.89	0.89
Lanes:	1.00	1.85	0.15	1.00	1.71	0.29	1.00	1.41	0.59	1.00	1.23	0.77
Final Sat.:	1805	3305	265	1805	3021	509	1805	2429	1023	1805	2085	1315
Capacity Analysis Module:												
Vol/Sat:	0.10	0.19	0.19	0.11	0.31	0.31	0.11	0.14	0.14	0.08	0.17	0.17
Crit Moves:	****				****		****				****	
Green/Cycle:	0.13	0.33	0.33	0.20	0.40	0.40	0.15	0.22	0.22	0.14	0.21	0.21
Volume/Cap:	0.78	0.58	0.58	0.58	0.78	0.78	0.78	0.62	0.62	0.62	0.78	0.78
Uniform Del:	46.2	30.3	30.3	39.9	28.8	28.8	45.3	38.5	38.5	44.9	40.9	40.9
IncremntDel:	15.4	0.7	0.7	2.3	2.9	2.9	14.0	1.6	1.6	4.8	5.5	5.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	61.6	31.0	31.0	42.2	31.7	31.7	59.3	40.1	40.1	49.7	46.4	46.4
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:	61.6	31.0	31.0	42.2	31.7	31.7	59.3	40.1	40.1	49.7	46.4	46.4
LOS by Move:	E	C	C	D	C	C	E	D	D	D	D	D
HCM2kAvgQ:	8	10	10	7	19	19	9	8	8	6	11	11

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Plus Project AM

Intersection #10: Old Middlefield Way and Middlefield Road

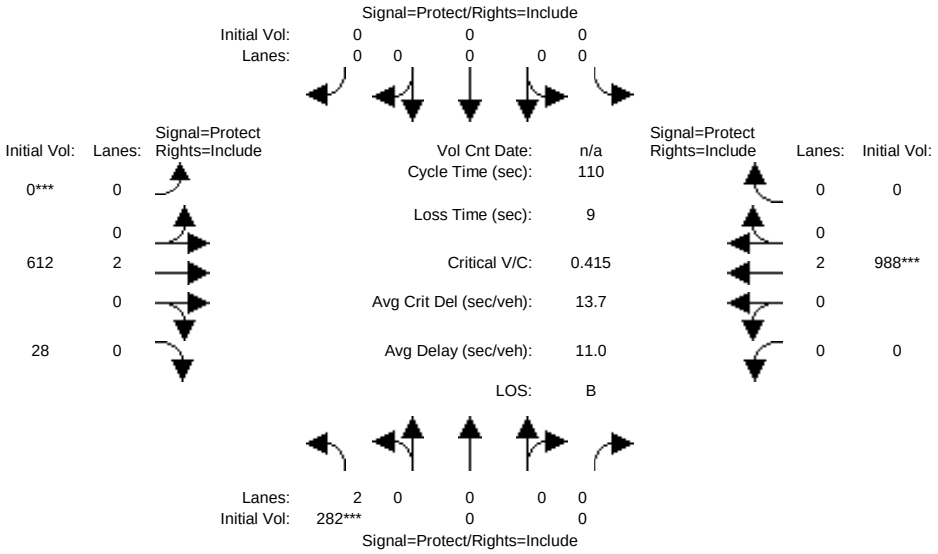


Street Name:	Middlefield Road						Old Middlefield Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	0	0	0	0	0	10	10	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	220	0	0	0	0	0	0	527	0	0	772	0
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	228	0	0	0	0	0	0	547	0	0	801	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	30	0	0	0	0	0	0	14	0	0	34	0
Initial Fut:	258	0	0	0	0	0	0	561	0	0	835	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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	287	0	0	0	0	0	0	623	0	0	928	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	287	0	0	0	0	0	0	623	0	0	928	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	287	0	0	0	0	0	0	623	0	0	928	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Lanes:	2.00	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	3502	0	0	0	0	0	0	3610	0	0	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.08	0.00	0.00	0.00	0.00	0.00	0.00	0.17	0.00	0.00	0.26	0.00
Crit Moves:	****						****				****	
Green/Cycle:	0.23	0.00	0.00	0.00	0.00	0.00	0.00	0.71	0.00	0.00	0.71	0.00
Volume/Cap:	0.36	0.00	0.00	0.00	0.00	0.00	0.00	0.24	0.00	0.00	0.36	0.00
Delay/Veh:	49.1	0.0	0.0	0.0	0.0	0.0	0.0	7.5	0.0	0.0	8.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.1	0.0	0.0	0.0	0.0	0.0	0.0	7.5	0.0	0.0	8.4	0.0
LOS by Move:	D	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	6	0	0	0	0	0	0	5	0	0	8	0

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Plus Project PM

Intersection #10: Old Middlefield Way and Middlefield Road

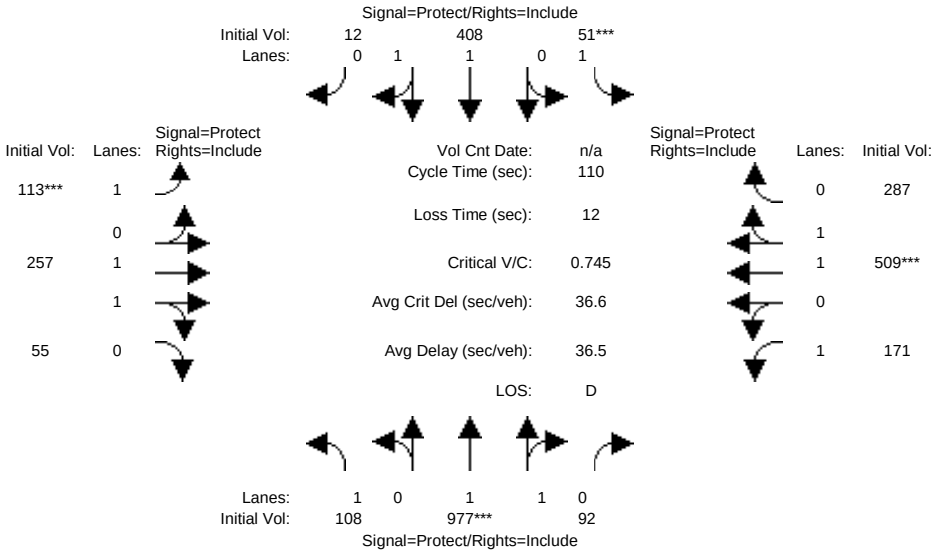


Street Name:	Middlefield Road						Old Middlefield Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	0	0	0	0	0	10	0	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	245	0	0	0	0	0	0	586	0	0	858	0
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	254	0	0	0	0	0	0	608	0	0	891	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	28	0	0	0	0	0	0	4	28	0	97	0
Initial Fut:	282	0	0	0	0	0	0	612	28	0	988	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:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	304	0	0	0	0	0	0	658	30	0	1062	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	304	0	0	0	0	0	0	658	30	0	1062	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	304	0	0	0	0	0	0	658	30	0	1062	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	1.00	1.00	1.00	1.00	1.00	0.94	0.94	1.00	0.95	1.00
Lanes:	2.00	0.00	0.00	0.00	0.00	0.00	0.00	1.91	0.09	0.00	2.00	0.00
Final Sat.:	3502	0	0	0	0	0	0	3428	157	0	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.09	0.00	0.00	0.00	0.00	0.00	0.00	0.19	0.19	0.00	0.29	0.00
Crit Moves:	****						****				****	
Green/Cycle:	0.21	0.00	0.00	0.00	0.00	0.00	0.00	0.71	0.71	0.00	0.71	0.00
Volume/Cap:	0.41	0.00	0.00	0.00	0.00	0.00	0.00	0.27	0.27	0.00	0.41	0.00
Uniform Del:	37.7	0.0	0.0	0.0	0.0	0.0	0.0	5.8	5.8	0.0	6.6	0.0
IncremntDel:	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.0	0.1	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00	0.00
Delay/Veh:	38.1	0.0	0.0	0.0	0.0	0.0	0.0	5.8	5.8	0.0	6.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.1	0.0	0.0	0.0	0.0	0.0	0.0	5.8	5.8	0.0	6.7	0.0
LOS by Move:	D	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	5	0	0	0	0	0	0	4	4	0	8	0

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Plus Project AM

Intersection #11: Rengstorff Avenue and Middlefield Road

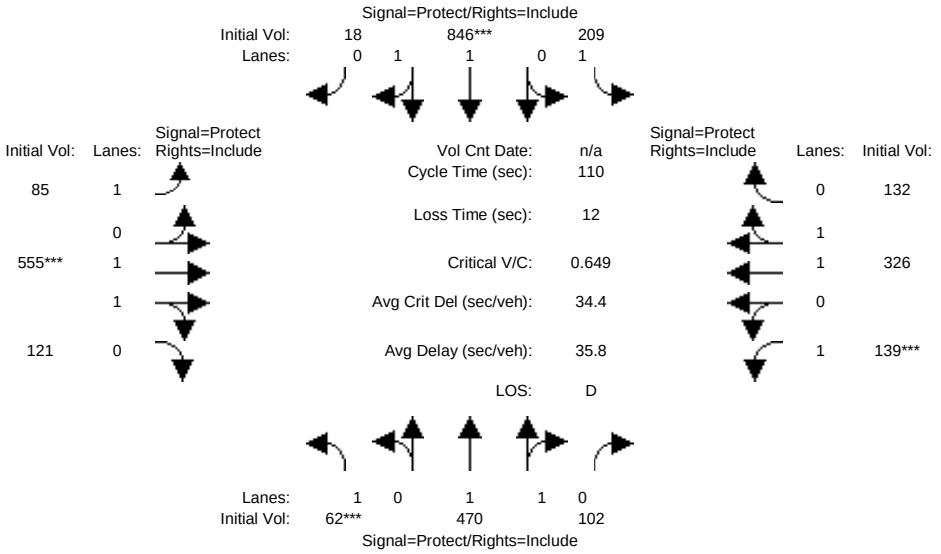


Street Name:	Rengstorff Avenue						Middlefield Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	9	10	10	9	10	10	9	10	10	9	10	10
Y+R:	4.0	5.0	5.0	4.0	5.0	5.0	4.0	5.0	5.0	4.0	5.0	5.0
Volume Module:												
Base Vol:	93	977	92	51	368	12	113	243	41	171	494	287
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	93	977	92	51	368	12	113	243	41	171	494	287
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	15	0	0	0	40	0	0	14	14	0	15	0
Initial Fut:	108	977	92	51	408	12	113	257	55	171	509	287
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	115	1039	98	54	434	13	120	273	59	182	541	305
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	1039	98	54	434	13	120	273	59	182	541	305
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	115	1039	98	54	434	13	120	273	59	182	541	305
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.94	0.94	0.95	0.95	0.95	0.95	0.93	0.93	0.95	0.90	0.90
Lanes:	1.00	1.83	0.17	1.00	1.94	0.06	1.00	1.65	0.35	1.00	1.28	0.72
Final Sat.:	1805	3256	307	1805	3493	103	1805	2896	620	1805	2184	1231
Capacity Analysis Module:												
Vol/Sat:	0.06	0.32	0.32	0.03	0.12	0.12	0.07	0.09	0.09	0.10	0.25	0.25
Crit Moves:		****		****			****				****	
Green/Cycle:	0.19	0.41	0.41	0.08	0.30	0.30	0.09	0.19	0.19	0.21	0.32	0.32
Volume/Cap:	0.33	0.78	0.78	0.37	0.42	0.42	0.78	0.49	0.49	0.49	0.78	0.78
Delay/Veh:	38.7	31.2	31.2	49.4	31.5	31.5	71.9	40.0	40.0	39.4	38.0	38.0
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	31.2	31.2	49.4	31.5	31.5	71.9	40.0	40.0	39.4	38.0	38.0
LOS by Move:	D	C	C	D	C	C	E	D	D	D	D	D
HCM2kAvgQ:	4	19	19	2	6	6	6	6	6	6	15	15

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Plus Project PM

Intersection #11: Rengstorff Avenue and Middlefield Road

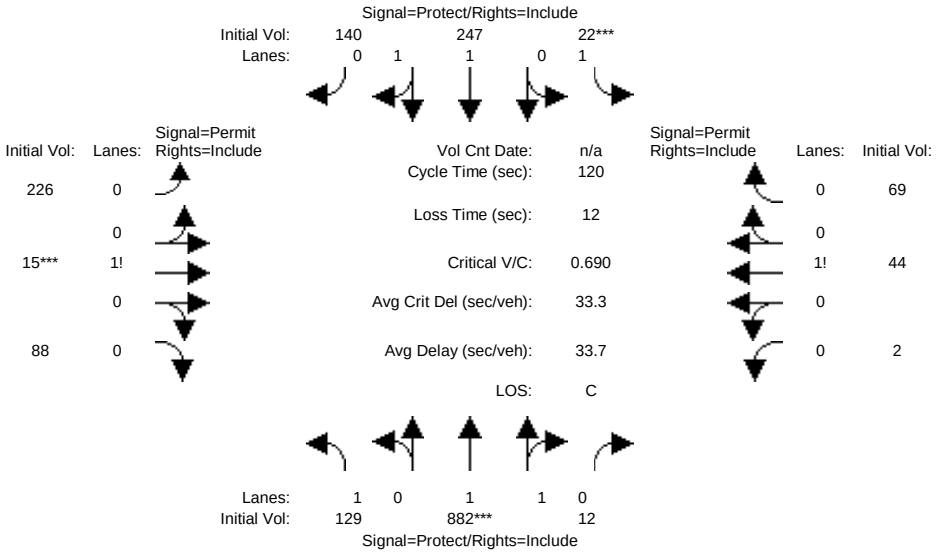


Street Name:	Rengstorff Avenue						Middlefield Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	9	10	10	9	10	10	9	10	10	9	10	10
Y+R:	4.0	5.0	5.0	4.0	5.0	5.0	4.0	5.0	5.0	4.0	5.0	5.0
Volume Module:												
Base Vol:	48	470	102	209	806	18	85	533	99	139	312	132
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	470	102	209	806	18	85	533	99	139	312	132
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	14	0	0	0	40	0	0	22	22	0	14	0
Initial Fut:	62	470	102	209	846	18	85	555	121	139	326	132
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	66	500	109	222	900	19	90	590	129	148	347	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	66	500	109	222	900	19	90	590	129	148	347	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	66	500	109	222	900	19	90	590	129	148	347	140
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.92	0.92	0.95	0.95	0.95	0.95	0.92	0.92	0.95	0.91	0.91
Lanes:	1.00	1.64	0.36	1.00	1.96	0.04	1.00	1.64	0.36	1.00	1.42	0.58
Final Sat.:	1805	2886	626	1805	3524	75	1805	2884	629	1805	2459	996
Capacity Analysis Module:												
Vol/Sat:	0.04	0.17	0.17	0.12	0.26	0.26	0.05	0.20	0.20	0.08	0.14	0.14
Crit Moves:	****				****			****			****	
Green/Cycle:	0.08	0.27	0.27	0.19	0.38	0.38	0.16	0.31	0.31	0.12	0.27	0.27
Volume/Cap:	0.45	0.64	0.64	0.64	0.67	0.67	0.32	0.67	0.67	0.67	0.52	0.52
Uniform Del:	48.1	35.4	35.4	40.9	28.3	28.3	41.1	33.3	33.3	46.2	34.0	34.0
IncremntDel:	2.1	1.5	1.5	4.0	1.3	1.3	0.7	1.7	1.7	7.7	0.5	0.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	50.3	36.9	36.9	44.9	29.6	29.6	41.8	35.0	35.0	53.9	34.6	34.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.3	36.9	36.9	44.9	29.6	29.6	41.8	35.0	35.0	53.9	34.6	34.6
LOS by Move:	D	D	D	D	C	C	D	D	D	D	C	C
HCM2kAvgQ:	3	10	10	8	14	14	3	12	12	6	8	8

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Plus Project AM

Intersection #12: Rengstorff Avenue and Leghorn Avenue

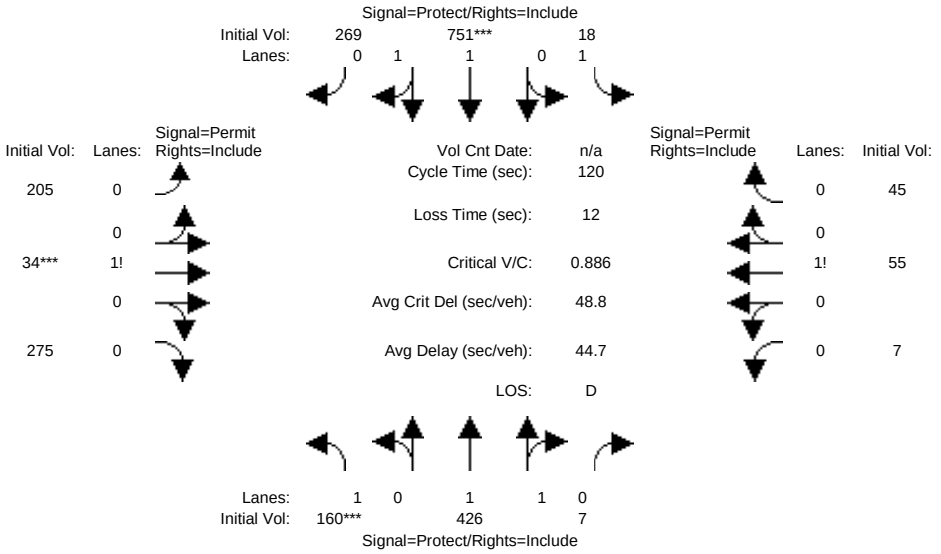


Street Name:	Rengstorff Avenue						Leghorn Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	9	8	8	9	9	9	8	8	8	8	8	8
Y+R:	3.5	4.6	4.6	3.5	4.6	4.6	4.6	4.6	4.6	4.6	4.6	4.6
Volume Module:												
Base Vol:	129	882	12	22	243	135	176	15	48	2	44	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:	129	882	12	22	243	135	176	15	48	2	44	69
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	4	5	50	0	40	0	0	0
Initial Fut:	129	882	12	22	247	140	226	15	88	2	44	69
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
PHF Volume:	154	1050	14	26	294	167	269	18	105	2	52	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	154	1050	14	26	294	167	269	18	105	2	52	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	154	1050	14	26	294	167	269	18	105	2	52	82
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.90	0.90	0.66	0.66	0.66	0.91	0.91	0.91
Lanes:	1.00	1.97	0.03	1.00	1.28	0.72	0.69	0.04	0.27	0.02	0.38	0.60
Final Sat.:	1805	3554	48	1805	2180	1235	866	57	337	30	665	1042
Capacity Analysis Module:												
Vol/Sat:	0.09	0.30	0.30	0.01	0.13	0.13	0.31	0.31	0.31	0.08	0.08	0.08
Crit Moves:		****		****				****				
Green/Cycle:	0.18	0.40	0.40	0.08	0.29	0.29	0.42	0.42	0.42	0.42	0.42	0.42
Volume/Cap:	0.46	0.73	0.73	0.19	0.46	0.46	0.73	0.73	0.73	0.19	0.19	0.19
Delay/Veh:	44.6	32.4	32.4	52.8	35.1	35.1	34.3	34.3	34.3	21.8	21.8	21.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.6	32.4	32.4	52.8	35.1	35.1	34.3	34.3	34.3	21.8	21.8	21.8
LOS by Move:	D	C	C	D	D	D	C	C	C	C	C	C
HCM2kAvgQ:	5	18	18	1	7	7	13	13	13	3	3	3

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Plus Project PM

Intersection #12: Rengstorff Avenue and Leghorn Avenue



Street Name:	Rengstorff Avenue						Leghorn Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	9	8	8	9	9	9	8	8	8	8	8	8
Y+R:	3.5	4.6	4.6	3.5	4.0	4.6	4.6	4.6	4.6	4.6	4.6	4.6
Volume Module:												
Base Vol:	160	426	7	18	696	234	198	34	235	7	55	45
Growth Adj:	1.00	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	426	7	18	696	234	198	34	235	7	55	45
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	55	35	7	0	40	0	0	0
Initial Fut:	160	426	7	18	751	269	205	34	275	7	55	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	172	458	8	19	808	289	220	37	296	8	59	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	172	458	8	19	808	289	220	37	296	8	59	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	172	458	8	19	808	289	220	37	296	8	59	48
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.91	0.91	0.75	0.75	0.75	0.91	0.91	0.91
Lanes:	1.00	1.97	0.03	1.00	1.47	0.53	0.40	0.07	0.53	0.07	0.51	0.42
Final Sat.:	1805	3545	58	1805	2552	914	571	95	766	113	891	729
Capacity Analysis Module:												
Vol/Sat:	0.10	0.13	0.13	0.01	0.32	0.32	0.39	0.39	0.39	0.07	0.07	0.07
Crit Moves:	****				****			****				
Green/Cycle:	0.11	0.29	0.29	0.17	0.36	0.36	0.44	0.44	0.44	0.44	0.44	0.44
Volume/Cap:	0.89	0.44	0.44	0.06	0.89	0.89	0.89	0.89	0.89	0.15	0.15	0.15
Uniform Del:	52.8	34.4	34.4	41.7	36.3	36.3	31.1	31.1	31.1	20.5	20.5	20.5
IncremntDel:	35.1	0.3	0.3	0.1	8.0	8.0	14.4	14.4	14.4	0.1	0.1	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	87.9	34.6	34.6	41.8	44.3	44.3	45.5	45.5	45.5	20.6	20.6	20.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	87.9	34.6	34.6	41.8	44.3	44.3	45.5	45.5	45.5	20.6	20.6	20.6
LOS by Move:	F	C	C	D	D	D	D	D	D	C	C	C
HCM2kAvgQ:	9	7	7	1	23	23	22	22	22	2	2	2

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

Appendix I – Vehicle Miles Traveled (VMT) Reports

Vehicle Miles Traveled (VMT) methodology: The VMT Estimation Tool was provided by the City of Palo Alto to TJKM for use in this analysis. City staff requested that TJKM utilize the tool to determine the applicable VMT per Capita applicable to the project and to the significance threshold (13.33 daily miles per capita). The outputs from the tool as shown on the following pages present the VMT per Capita for each applicable traffic analysis zone (TAZ) described on Table 13 of this report.

Santa Clara Countywide VMT Evaluation Tool Report

Project Details

Timestamp of Analysis: June 24, 2020, 06:19:22 PM

Project Name: Test 2020

Project Description: Residential

Project Location

Jurisdiction:
Palo Alto

Inside Transit Priority Area (TPA)?
No (Fail)

APN	TAZ	12755035	482
14708039	529		
14771012	409		
14703041	456		
12771016	524		
14701007	477		
12755030	482		

Analysis Details

Santa Clara Countywide VMT Evaluation Tool Version: 1

Data Version: VTA Countywide Model December 2019

Analysis Methodology: TAZ

Baseline Year: 2020

Project Land Use

Residential:

Single Family DU:

Multifamily DU:

Total DUs: 0

Non-Residential:

Office KSF:

Local Serving Retail KSF:

Industrial KSF:

Residential Affordability (percent of all units):

Extremely Low Income: 0 %

Very Low Income: 0 %

Low Income: 0 %

Parking:

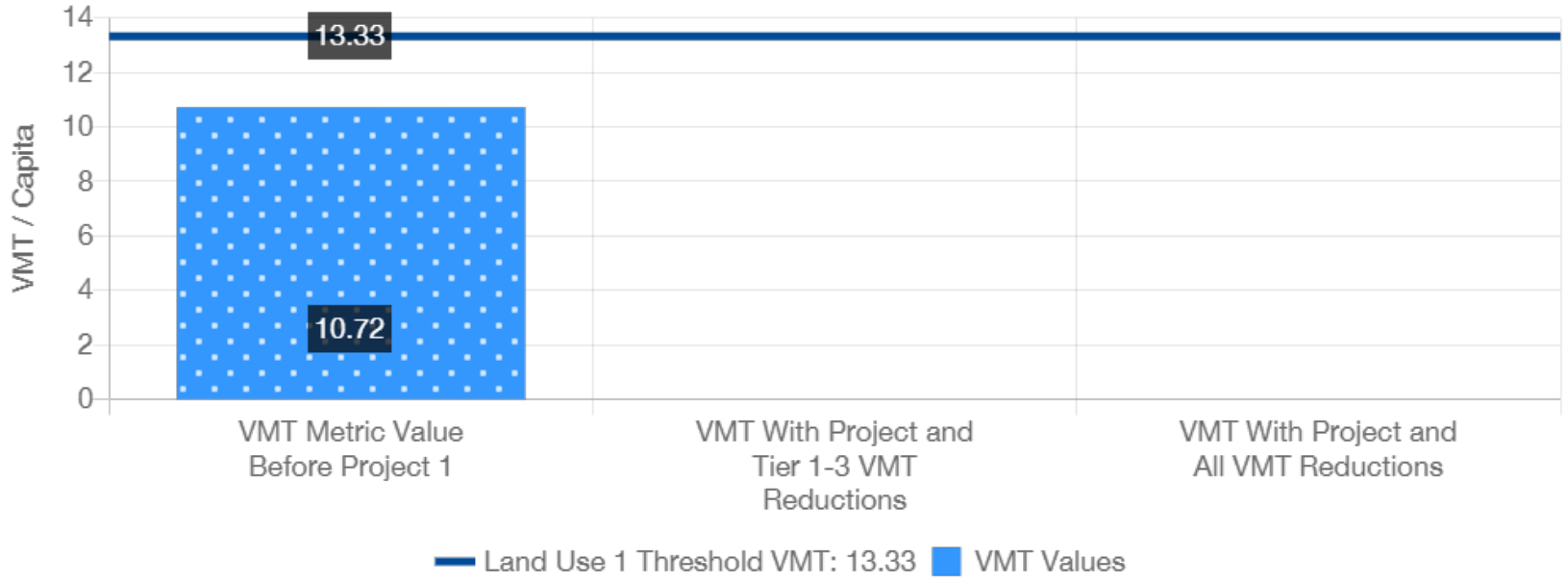
Motor Vehicle Parking:

Bicycle Parking:

Residential Vehicle Miles Traveled (VMT) Screening Results

Land Use Type 1:	Residential
VMT Without Project:	Home-based VMT per Capita
VMT Baseline Description 1:	County Average
VMT Baseline Value 1:	13.33
TAZ:	409
VMT Threshold Description 1:	0%
Land Use 1 has been Pre-Screened by the Local Jurisdiction:	N/A

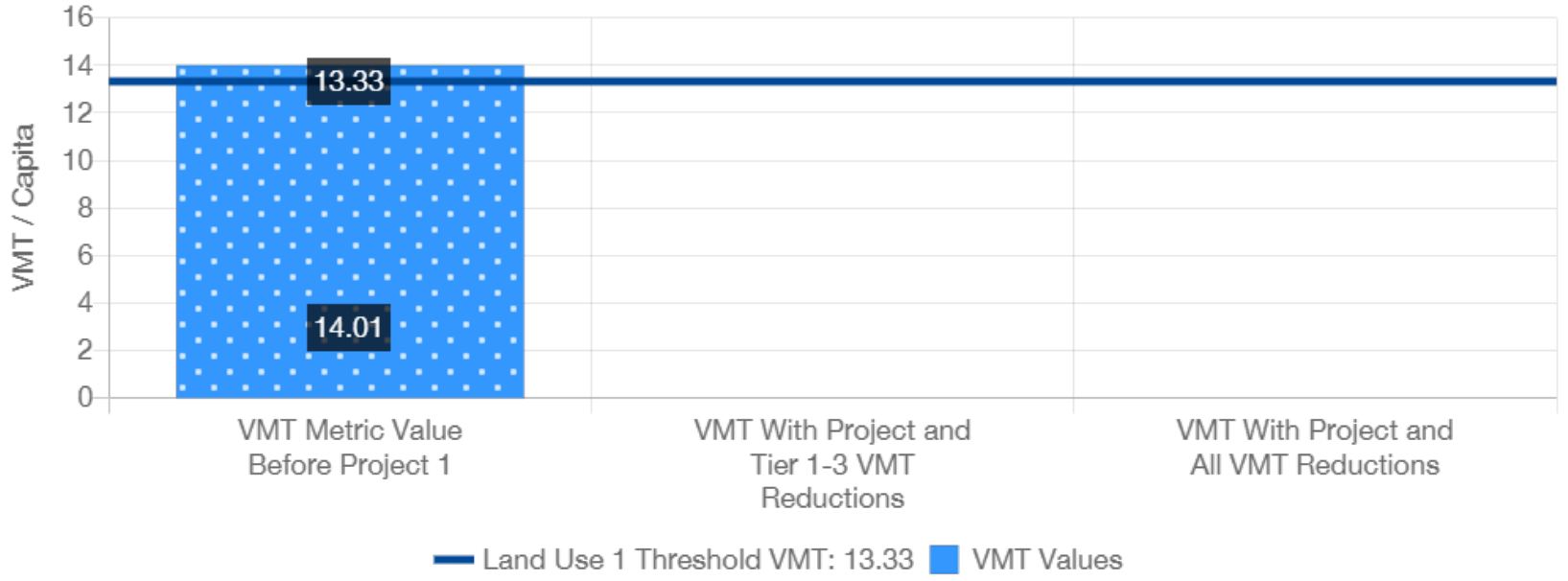
	Without Project	With Project & Tier 1-3 VMT Reductions	With Project & All VMT Reductions
Project Generated Vehicle Miles Traveled (VMT) Rate	10.72	null	null
Low VMT Screening Analysis	Yes (Pass)	null	null



Residential Vehicle Miles Traveled (VMT) Screening Results

Land Use Type 1:	Residential
VMT Without Project:	Home-based VMT per Capita
VMT Baseline Description 1:	County Average
VMT Baseline Value 1:	13.33
TAZ:	456
VMT Threshold Description 1:	0%
Land Use 1 has been Pre-Screened by the Local Jurisdiction:	N/A

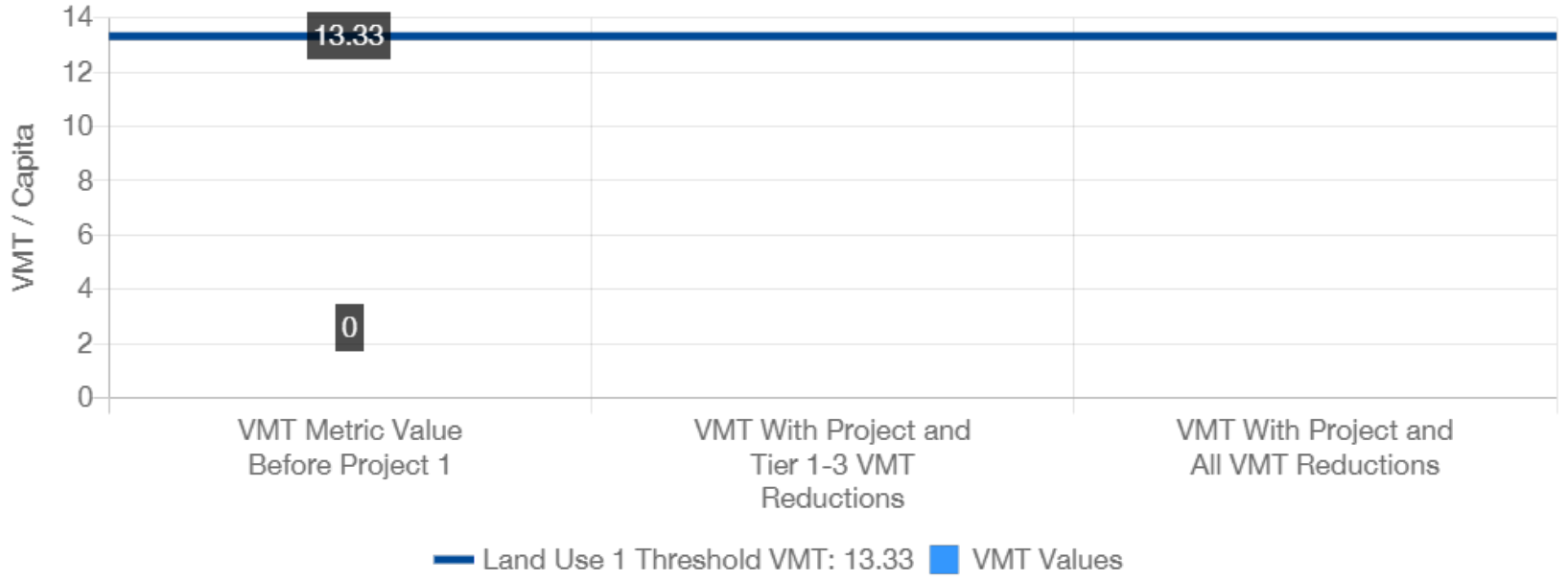
	Without Project	With Project & Tier 1-3 VMT Reductions	With Project & All VMT Reductions
Project Generated Vehicle Miles Traveled (VMT) Rate	14.01	null	null
Low VMT Screening Analysis	No (Fail)	null	null



Residential Vehicle Miles Traveled (VMT) Screening Results

Land Use Type 1:	Residential
VMT Without Project:	Home-based VMT per Capita
VMT Baseline Description 1:	County Average
VMT Baseline Value 1:	13.33
TAZ:	477
VMT Threshold Description 1:	0%
Land Use 1 has been Pre-Screened by the Local Jurisdiction:	N/A

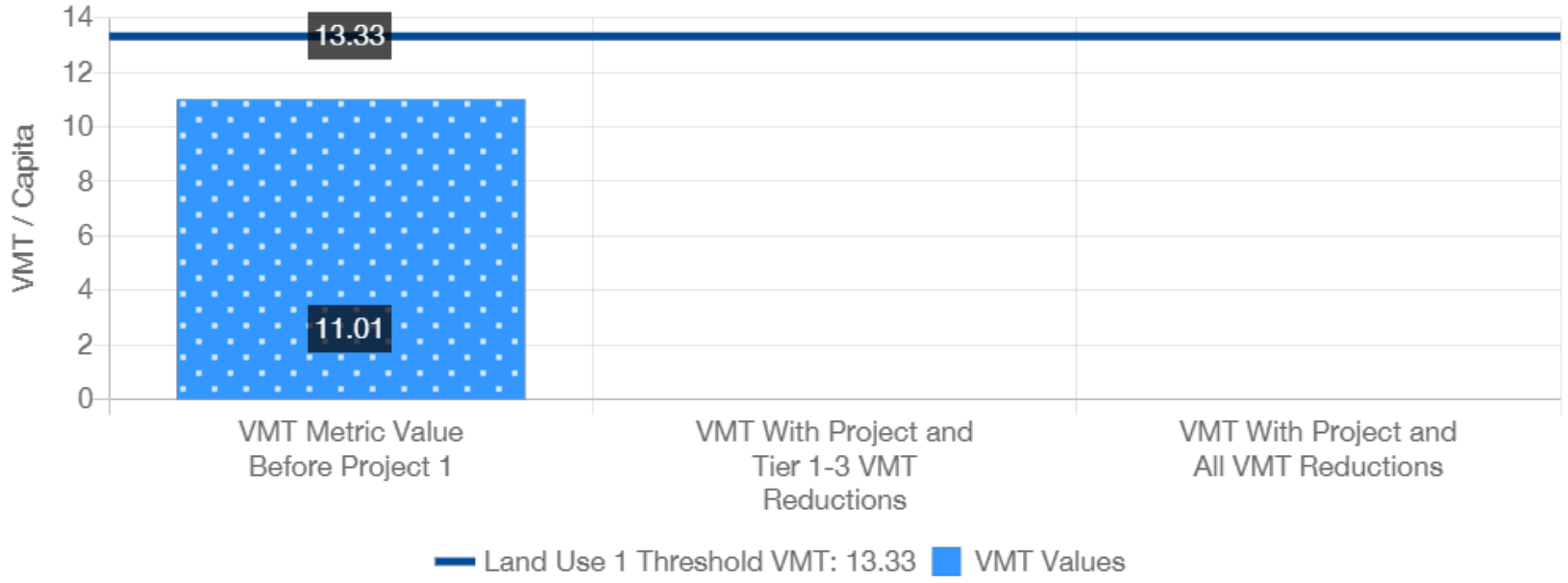
	Without Project	With Project & Tier 1-3 VMT Reductions	With Project & All VMT Reductions
Project Generated Vehicle Miles Traveled (VMT) Rate	0	null	null
Low VMT Screening Analysis	Yes (Pass)	null	null



Residential Vehicle Miles Traveled (VMT) Screening Results

Land Use Type 1:	Residential
VMT Without Project:	Home-based VMT per Capita
VMT Baseline Description 1:	County Average
VMT Baseline Value 1:	13.33
TAZ:	482
VMT Threshold Description 1:	0%
Land Use 1 has been Pre-Screened by the Local Jurisdiction:	N/A

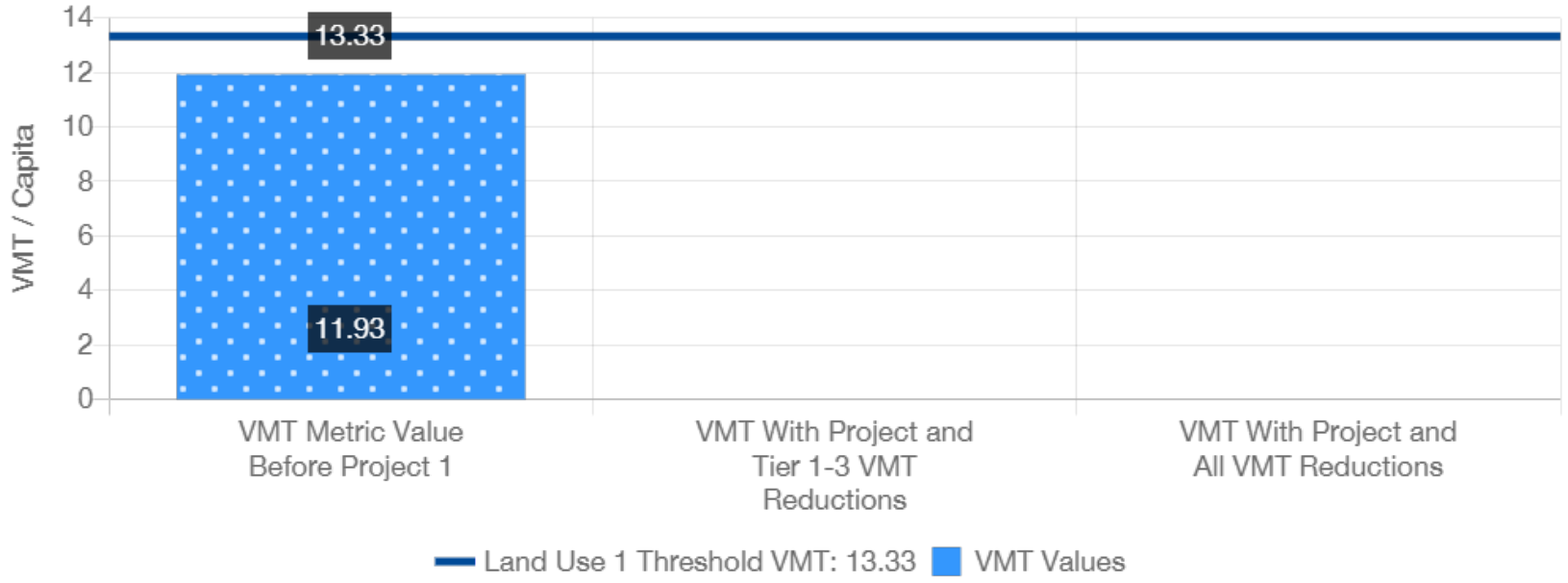
	Without Project	With Project & Tier 1-3 VMT Reductions	With Project & All VMT Reductions
Project Generated Vehicle Miles Traveled (VMT) Rate	11.01	null	null
Low VMT Screening Analysis	Yes (Pass)	null	null



Residential Vehicle Miles Traveled (VMT) Screening Results

Land Use Type 1:	Residential
VMT Without Project:	Home-based VMT per Capita
VMT Baseline Description 1:	County Average
VMT Baseline Value 1:	13.33
TAZ:	524
VMT Threshold Description 1:	0%
Land Use 1 has been Pre-Screened by the Local Jurisdiction:	N/A

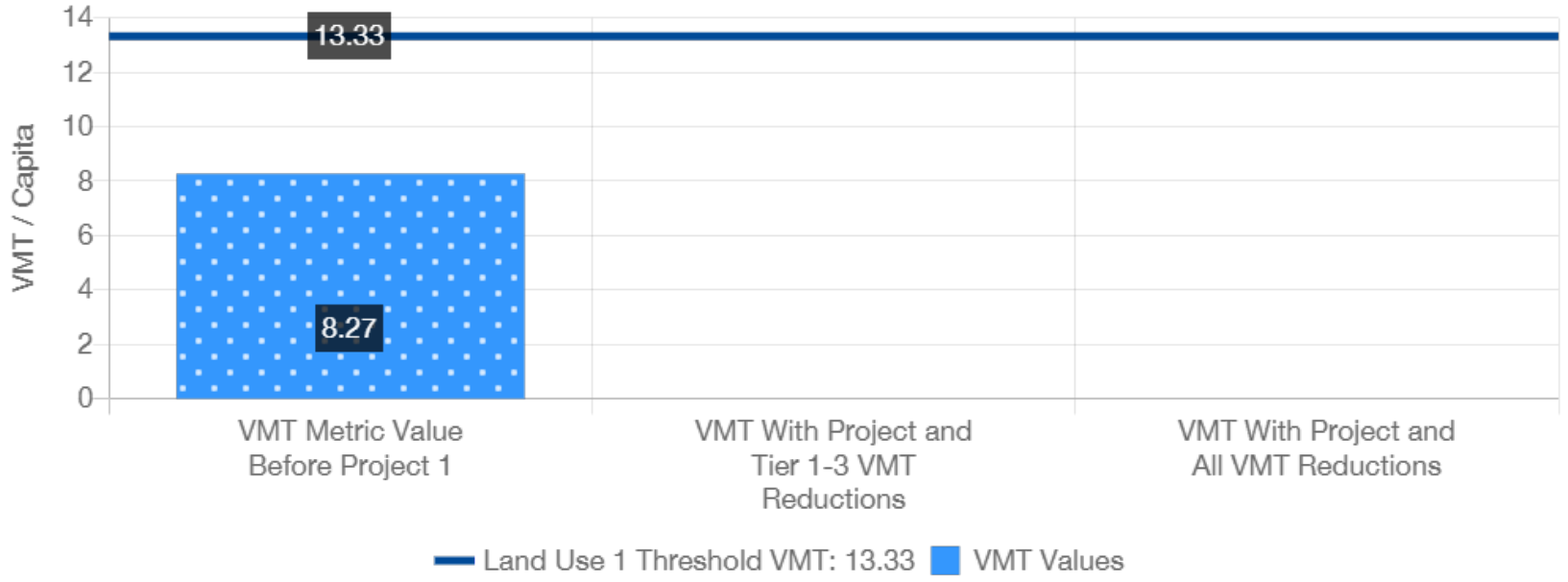
	Without Project	With Project & Tier 1-3 VMT Reductions	With Project & All VMT Reductions
Project Generated Vehicle Miles Traveled (VMT) Rate	11.93	null	null
Low VMT Screening Analysis	Yes (Pass)	null	null



Residential Vehicle Miles Traveled (VMT) Screening Results

Land Use Type 1:	Residential
VMT Without Project:	Home-based VMT per Capita
VMT Baseline Description 1:	County Average
VMT Baseline Value 1:	13.33
TAZ:	529
VMT Threshold Description 1:	0%
Land Use 1 has been Pre-Screened by the Local Jurisdiction:	N/A

	Without Project	With Project & Tier 1-3 VMT Reductions	With Project & All VMT Reductions
Project Generated Vehicle Miles Traveled (VMT) Rate	8.27	null	null
Low VMT Screening Analysis	Yes (Pass)	null	null



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