

APPENDIX I
Transportation Reports



HEXAGON TRANSPORTATION CONSULTANTS, INC.

Memorandum

Date: June 29, 2022

To: Chris Sensenig, Raimi + Associates

From: Huy Tran, T.E.
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Subject: Moffett Park Specific Plan CEQA Transportation Analysis

Hexagon Transportation Consultants, Inc. has completed a Vehicle-Miles Traveled (VMT) analysis for the proposed Moffett Park Specific Plan (MPSP) project located in Sunnyvale, CA in an area generally bounded by SR 237 to the south, Caribbean Drive to the east and north, and Enterprise Way to the west. As proposed, the buildout of the MPSP project would consist of 20,000 residential units, approximately 27.389 million s.f. of office, 4.602 million s.f. of industrial, 607,209 s.f. of hotel, 558,095 s.f. of retail, and 326,122 s.f. of institutional land uses. The non-residential land uses would total approximately 33.482 million s.f., equating to approximately 95,683 jobs. The project site is shown in Figure 1.

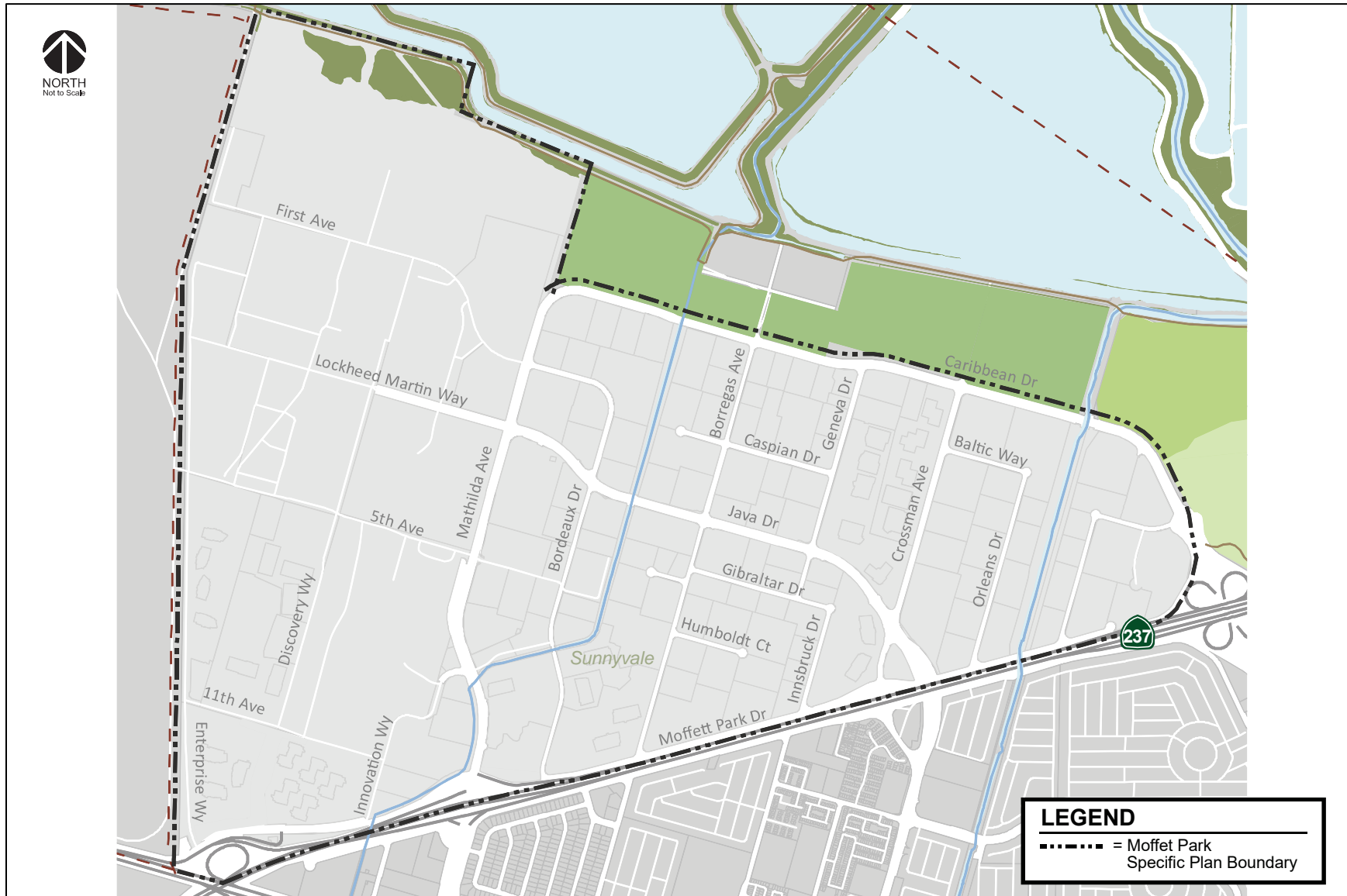
Vehicle Miles Traveled

Pursuant to SB 743, the Governor's Office of Planning and Research (OPR) published the finalized *Updates to the CEQA Guidelines* in December 2018. The guidelines stated that level of service will no longer be considered an environmental impact under CEQA and consider vehicle-miles-traveled (VMT) the most appropriate measure of transportation impact.

Project VMT is defined as the total distance traveled by vehicles to and from the proposed project over a typical day. In order to estimate VMT for the various land use components, the citywide travel demand forecast model was updated in April 2022 and used. The citywide model is the best available model to represent travel within the City of Sunnyvale and serves as the primary forecasting tool for the city. The model is a mathematical representation of travel within the nine Bay Area counties, as well as the Santa Cruz, San Benito, Monterey, and San Joaquin counties. The base model structure was developed by the Metropolitan Transportation Commission (MTC) and further refined by the City/County Association of Governments and Santa Clara Valley Transportation Authority for use within San Mateo County and Santa Clara County. The City further refined this model for application with Sunnyvale to add more detail to the zone structure and transportation network.

There are four main components of the model: 1) trip generation, 2) trip distribution, 3) mode choice, and 4) trip assignment. The model uses socioeconomic inputs (i.e., population, income, employment) aggregated into geographic areas, called transportation analysis zones (TAZ) to estimate travel within the model area. There are 207 TAZs within the model to represent the City of Sunnyvale, 53 of which represent the Moffett Park area. The model was used to estimate the proposed project's effect on VMT in accordance with the City's VMT guidelines.

Figure 1
Moffett Park Specific Plan Area Boundary



VMT Impact Threshold

According to the City of Sunnyvale *Transportation Analysis Guideline for Vehicle Miles Traveled and Local Transportation Analysis*, published in October 2021, a mixed land use development must analyze each land use separately. The document also specified different VMT impact thresholds, screening criteria, and analysis methodologies for different land uses. The MPSP proposes a combination of residential, office, retail, hotel, and institution land uses. Per the Council Policy 1.2.8 and City's guidelines, the following VMT thresholds of significance, are applied for the respective land uses:

Residential Land Uses

Projects that include residential uses are said to create a significant VMT impact when the estimated project-generated VMT exceeds the existing countywide average residential VMT per capita, minus 15 percent. Since this project is utilizing the citywide travel demand forecast model (see Appendix) to estimate project-generated VMT, the model is also used to estimate existing countywide average residential VMT per capita, to ensure the VMT analysis is consistent in its methodology. As shown in Table 1 below, the existing countywide average residential VMT per capita is estimated at 12.98. Therefore, the residential VMT threshold of significance, calculated at 15 percent below the countywide average, would be 11.03.

Employment Land Uses

Projects that include employment land uses are said to create a significant VMT impact when the estimated project-generated VMT exceeds the existing countywide average employment VMT per employee, minus 15 percent. Since this project is utilizing the citywide travel demand forecast model (see Appendix) to estimate project-generated VMT, the model is also used to estimate existing countywide average employment VMT per employee, to ensure the VMT analysis is consistent in its methodology. As shown in Table 1 below, the existing countywide average employment VMT per employee is estimated at 18.49. Therefore, the employment VMT threshold of significance, calculated at 15 percent below the countywide average, would be 15.72.

Table 1
VMT Impact Thresholds

Scenario/Threshold	Residential VMT per Capita	Employment VMT per Employee
Year 2020 Existing Countywide VMT ¹	12.98	18.49
VMT Impact Threshold ²	11.03	15.72

Notes:

¹ Determined using the City of Sunnyvale Travel Demand Model updated in April 2022.

² Council Policy 1.2.8 indicates that the project VMT impact threshold to be 15% less than the Year 2020 Existing Countywide VMT average.

Hotel Land Uses

The MPSP proposes approximately 607,209 s.f. of hotel land use under buildout conditions. The proposed hotels are expected to be business hotels that would mostly serve the immediate office uses within Moffett Park. Guests at these hotels would be conveniently located within close proximity to offices that are within walking/biking distances. It is assumed that the proposed hotels would reduce overall VMT as hotel patrons no longer need to reside in hotels further away from the offices in Moffett

Park. Additionally, hotel employees were also included in the VMT analysis for employment land use. Therefore, the hotel land use proposed by MPSP would result in a less than significant VMT impact.

Retail Land Uses

Per Council Policy 1.2.8 and the City's VMT guidelines, retail projects with less than 100,000 s.f. are considered local-serving or as determined by the City to be local-serving are exempt from completing a VMT analysis. The MPSP proposes approximately 558,095 s.f. of retail land use under buildout conditions. The retail land uses are expected to be spread out across Moffett Park, including general retails, restaurants, and grocery stores. These land uses would be serving mostly the Moffett Park and are considered and determined by the City to be local-serving. Local-serving retail would reduce the travel distances for its patrons, as patrons would no longer need to travel longer distances to do the same kind of activities (i.e buy groceries). This would lead to a net reduction in total VMT generated by retail land uses. Therefore, the retail land use proposed by MPSP would result in a less than significant VMT impact.

Institutional Land Uses

The MPSP proposes approximately 326,122 s.f. of institution land use under buildout conditions. This would include the existing Foothill College Center on Innovation Way and a new elementary school. It is assumed that the new elementary school would serve the future residents within the Moffett Park area under buildout conditions. Therefore, the elementary school would be considered local-serving and would reduce overall VMT for institution land uses. The institutional land use would result in a less than significant VMT impact.

VMT Evaluation

Since the project is expected to be a long-range project, it is anticipated that the long-range regional land use growth is needed to support the level of development proposed at the project site. The most readily available long-range forecast year is the year 2040 cumulative conditions, which assumes the buildout of the City of Sunnyvale General Plan, the Downtown Specific Plan, Lawrence Station Area Plan update, the El Camino Real Specific Plan, the Fortinet Precise Plan, and regional growth projected by the Association of Bay Area Governments (ABAG) modified by VTA/C/CAG for model land use inputs. A detailed description of the citywide travel demand forecast model's existing conditions validation and cumulative scenario assumptions are included in the Appendix. Shown below in Table 2 is a summary of the land use inputs for the model area under cumulative with MPSP scenario.

District Parking Concept

The MPSP under full buildout conditions would implement a district parking strategy, where parking is mostly centralized in a series of shared parking garages located along Mathilda Avenue and Caribbean Drive (Figure 2). Minimal parking for residential and retail uses will be located along the Java Drive corridor. Only a small number of areas will have all parking located on-site. It is assumed that with District Parking, anyone coming into the Moffett Park will only need to park once and use other modes of transportation to complete all of their activities within Moffett Park. The Moffett Park area will provide a variety of multimodal transportation options such as bicycle and walking networks, rental bikes and scooters, etc... Therefore, it is assumed that travel within Moffett Park is not vehicular trips and would thus not count towards VMT.

Figure 2
District Parking Concept

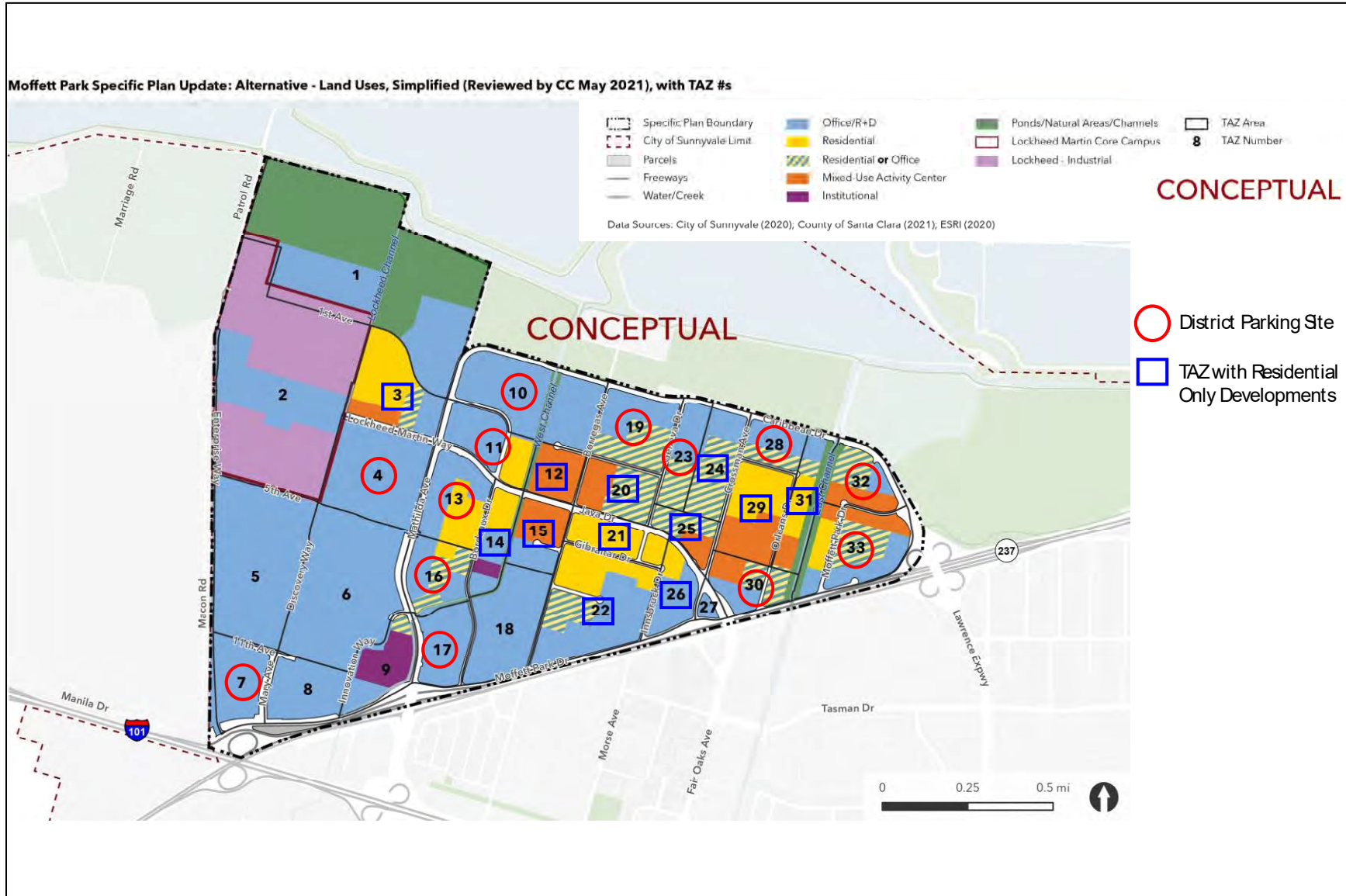


Table 2
2040 Cumulative with MPSP Model Land Use Input Summary

County	Total Households	Total Population	Employed Residents	Total Employments
San Francisco	483,686	1,167,689	620,054	872,489
San Mateo	317,509	914,309	445,533	470,273
Santa Clara	918,891	2,692,323	1,250,650	1,409,649
Alameda	734,071	2,083,458	1,019,973	953,132
Contra Costa	475,412	1,386,523	665,873	497,928
Solano	169,294	509,796	242,486	150,983
Napa	54,694	158,040	75,565	83,361
Sonoma	219,066	596,627	286,492	243,580
Marin	111,584	277,254	131,575	134,963
City of Sunnyvale	99,868	234,425	145,476	169,635
MPSP	20,000	42,000	26,600	95,683

Residential Land Uses

According to Council Policy 1.2.8 and the City's VMT guidelines, residential land uses are evaluated based on a VMT per capita metric. Using the model, this metric is calculated only for the home-based trips in the model, per OPR's Technical Advisory on Evaluating Transportation Impacts in CEQA. Based on the latest citywide travel demand model, the existing countywide average residential VMT is 12.98. Therefore, City's residential VMT impact threshold, at 15% below the existing countywide average, would be 11.03 VMT per capita.

Based on the Sunnyvale model, the project is projected to generate 9.47 VMT per capita under year 2040 cumulative with project conditions and thus would not have a VMT impact (see Table 3). Therefore, the MPSP's residential land uses VMT impact would be less than significant.

Employment Land Uses

According to Council Policy 1.2.8 and the City's VMT guidelines, general employment (including hotel employees) land uses are evaluated based on an employment VMT per employee metric. Using the model, this metric is calculated only for home-based work trips, per OPR's Technical Advisory on Evaluating Transportation Impacts in CEQA. Based on the latest citywide travel demand model, the existing countywide average employment VMT is 18.49 per employee. Therefore, the City's jobs VMT impact threshold, at 15% below the existing countywide average, would be 15.72 VMT per employee.

Based on the Sunnyvale model, the project is projected to generate 14.14 VMT per employee under year 2040 cumulative with project conditions and thus would not have a VMT impact (see Table 3). Therefore, the MPSP's employment land uses VMT impact would be less than significant.

**Table 3
Employment and Residential VMT Evaluation**

Scenario	Residential VMT ¹	Population	Residential VMT per Capita ²	Employment VMT ³	Jobs	Employment VMT per Employee ⁴
Year 2020 Existing Countywide VMT	25,380,474	1,955,426	12.98	20,068,560	1,085,370	18.49
VMT Impact Threshold ⁵	--	--	11.03	--	--	15.72
MPSP	397,593	42,000	9.47	1,353,390	95,683	14.14
VMT Impact?	--	--	No	--	--	No

Notes:

¹ Residential VMT = Home-Based Trip Productions * Distance

² Residential VMT per Capita = Residential VMT / Population

³ Employment VMT = Home-Based Work Trip Attactions * Distance

⁴ Employment VMT per Employee = Employment VMT / Jobs

⁵ Council Policy 1.2.8 indicates that the project VMT impact threshold to be 15% less than the Year 2020 Existing Countywide VMT average.

MPSP Impact to Transit Facilities

The City's Transportation Analysis Guidelines require an evaluation of transit facilities. However, there are no established impact criteria by either VTA or the City of Sunnyvale. For the purpose of this study, the MPSP is said to create a potentially significant transit impact if:

1. The project is expected to generate increased transit demand that may not be accommodated by the existing transit services; or
2. The project is expected to reduce transit availability or access to transit facilities.

Transit Demand and Availability

Under cumulative + MPSP conditions, the model estimated that approximately 37% of all trips generated by the Moffett Park land uses would be non-driving trips (see Table 4). Approximately half of these trips would be internal to Moffett Park (trips that begin and end in Moffett Park), and the other half of these non-driving trips would have one trip-end outside of Moffett Park.

The non-driving trips internal to Moffett Park, would all be relatively short trips. Under the District Parking concept, these trips are assumed to use non-driving modes such as walking, biking, or scooters to move around within the Moffett Park area. It is assumed that these non-driving trips would generate minimal transit demand.

The non-driving trips external to Moffett Park would have one trip end outside of Moffett Park. It is anticipated that a larger number of these non-driving trips would use private shuttles (59%) as part of the Moffett Park's aggressive TDM measures. The model estimated that approximately 24% of all external non-driving trips (or 4% of all trips) generated by Moffett Park would use public transit (see Table 4).

The draft MPSP Mobility section includes goals (Goal M-3, Goal M-4) and policies (all policies under Goal M-3, Goal M-4) to improve the public transit serving Moffett Park by improving transit convenience, connectivity, and capacity. It is anticipated that the City, in coordination with the Santa Clara Valley Transportation Authority (VTA) and the Moffett Park's Transportation Management Association (TMA) will develop the necessary transit capacity that could accommodate the anticipated increase in transit demand. The MPSP's Goal M-3 and Goal M-4 would seek to increase transit availability and access to transit facilities in the Moffett Park Area. Therefore, the MPSP's impact on transit facilities would be *less than significant*.

**Table 4
Cumulative + MPSP Non-Driving Mode Split for Moffett Park Area**

Mode Split under MPSP Buildout	
Daily	
<i>Internal (trips within Moffett Park) % of Total Trips</i>	
Driving	0%
Non-Driving	20%
<i>Bike/Walk % of Non-Driving</i>	100%
<i>External (entering/leaving Moffett Park) % of Total Trips</i>	
Driving	63%
Non-Driving	17%
<i>Bike/Walk % of Non-Driving</i>	18%
<i>Transit % of Non-Driving</i>	24%
<i>Shuttle % of Non-Driving</i>	59%
<i>Total</i>	
Driving	63%
Non-Driving	37%
<i>Bike/Walk % of Non-Driving</i>	62%
<i>Transit % of Non-Driving</i>	11%
<i>Shuttle % of Non-Driving</i>	27%

MPSP Impact to Bicycle and Pedestrian Facilities

The City’s Transportation Analysis Guidelines require an evaluation of bicycle and pedestrian facilities. However, there are no established impact criteria by either VTA or the City of Sunnyvale. For the purpose of this study, the MPSP is said to create a potentially significant bicycle or pedestrian impact if:

1. The project reduces, severs, or eliminates existing or planned pedestrian or bicycle facilities; or
2. The project creates demand for pedestrian or bicycle facilities that do not currently exist.

Under cumulative + MPSP conditions, all trips internal to Moffett Park are expected to be non-driving trips. These trips are envisioned to use non-driving modes such as walking, biking, or scooters to move around within the Moffett Park area. Therefore, it is anticipated that the MPSP would generate a considerable number of bicycle and pedestrian trips on the bicycle and pedestrian facilities within the Moffett Park area. As discussed above, it is estimated that these trips would account for approximately 20% of all trips generated by Moffett Park.

As shown in Table 4 above, it is estimated that approximately 18% of all external non-driving trips (or 3% of all trips) generated by Moffett Park would be walking or biking trips with one trip end outside of Moffett Park.

The draft MPSP Mobility Section includes goals (Goal M-2 and Goal M-4) and policies (all policies under Goal M-2 and Goal M-4) to improve the safety, connectivity and comfort level of the bicycle and pedestrian network within the Moffett Park area. It is expected that the planned bicycle and pedestrian network within and accessing the Moffett Park area would be sufficient to accommodate the anticipated demand. Therefore, the MPSP’s impact on transit facilities would be *less than significant*.



HEXAGON TRANSPORTATION CONSULTANTS, INC.



Moffett Park Specific Plan Update

Transportation Impact Analysis



Prepared for:

City of Sunnyvale



December 15, 2022



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Executive Summary

This report presents the results of the transportation impact analysis conducted for the Moffett Park Specific Plan update (MPSP) in Sunnyvale, California. The proposed MPSP study area is generally bounded by SR 237 to the south, Caribbean Drive to the east and north, and Enterprise Way to the west. As proposed, the buildout of the MPSP project would consist of 20,000 residential units, approximately 27.389 million s.f. of office, 4.603 million s.f. of industrial, 607,209 s.f. of hotel, 558,095 s.f. of retail, and 326,122 s.f. of institutional land uses. The non-residential land uses would total approximately 33.482 million s.f.

This study was conducted for the purpose of identifying the potential non-CEQA transportation operational adverse effects of the proposed MPSP. The potential adverse effects of the proposed MPSP were evaluated in accordance with the standards set forth by the City of Sunnyvale and the Santa Clara County Valley Transportation Authority (VTA) Congestion Management Program (CMP). The proposed MPSP will generate more than 100 peak hour trips. The traffic analysis is based on the AM and PM peak hour levels of service for 59 signalized intersections and 6 unsignalized intersections. Four of the study intersections are within the City of Mountain View, one is within the City of Cupertino, and eight are within the City of Santa Clara. Fourteen of the study intersections are CMP intersections. The study intersections were selected to include locations where the proposed MPSP is expected to generate 10 or more peak-hour trips per lane.

The Santa Clara County VTA CMP guidelines require that the CMP freeway segments be evaluated to determine the impact of added traffic for projects that generate trips equal to or greater than one percent of the freeway segment's capacity. The proposed MPSP Update is expected to generate added traffic volume on multiple freeway segments along US 101, SR 237, SR 85, SR 87, I-680, and I-880. The traffic analysis also includes a capacity analysis for 25 freeway ramps.

Intersection Level of Service Analysis

The results of the intersection level of service analysis under Existing, Background, and Cumulative scenarios, with and without the project, are summarized in Tables ES-1 and ES-2. The following intersections were adversely affected under either Background+MPSP or Cumulative+MPSP scenarios during at least one peak hour:

1. Ellis Street & Manila Avenue
4. Ellis Street & Fairchild Drive
7. Enterprise Way & Manila Avenue/W. Moffett Park Drive
8. N. Mary Avenue & Central Expressway
9. US 101 Northbound On-Ramp & W. Moffett Park Drive
10. Innovation Way & 11th Avenue
16. N. Mathilda Avenue & W. Moffett Park Drive/SR 237 Westbound Off-Ramp
25. Borregas Avenue & Java Drive
29. Crossman Avenue & E. Java Drive
30. Crossman Avenue & Moffett Park Drive
39. Lawrence Expressway & Persian Drive/Elko Drive
40. Lawrence Expressway & Tasman Drive
41. Lawrence Expressway & Lakehaven Drive/Sandia Avenue
44. Lawrence Expressway & E. Duane Avenue/Oakmead Parkway
45. Lawrence Expressway & E. Arques Avenue
46. Oakmead Parkway/Corvin Drive & Central Expressway

**Table ES- 1
Intersection Level of Service Summary – Signalized Intersections**

#	Intersection	Peak Hour	Count Date ⁽¹⁾	Existing Conditions		Background Conditions		Background+MPSP Conditions				Cumulative Conditions		Cumulative+MPSP Conditions				
				LOS Std.	Avg. Delay (sec)	LOS	Avg. Delay (sec)	LOS	Avg. Delay (sec)	LOS	In Crit. Delay (sec)	Incr. In Crit. V/C	Avg. Delay (sec)	LOS	Avg. Delay (sec)	LOS	In Crit. Delay (sec)	Incr. In Crit. V/C
2	Ellis Street & US 101 NB Ramps (MV◊)	AM	02/04/20	D	21.0	C+	21.9	C+	22.8	C+	0.9	0.070	23.6	C	30.8	C	8.9	0.214
		PM	02/04/20		21.1	C+	26.1	C	33.9	C-	8.9	0.174	31.5	C	30.0	C	-2.2	-0.032
3	Ellis Street & US 101 SB Ramps (MV◊)	AM	02/04/20	D	17.7	B	19.1	B-	21.7	C+	3.2	0.129	27.7	C	22.9	C+	-7.6	-0.066
		PM	02/04/20		15.3	B	16.3	B	21.4	C+	10.7	0.168	21.3	C+	20.7	C+	-0.2	0.001
4	Ellis Street & Fairchild Drive (MV)	AM	02/04/20	D	14.6	B	16.8	B	16.4	B	-0.4	0.000	21.1	C+	19.7	B-	-1.0	-0.019
		PM	02/04/20		16.1	B	50.6	D	64.8	E	22.5	0.043	92.4	F	93.2	F	0.9	0.000
5	Ferguson Drive & Central Expressway (County*)	AM	02/06/20	E	11.0	B+	13.1	B	13.6	B	0.0	0.019	14.9	B	13.2	B	-0.1	-0.022
		PM	11/13/18		3.7	A	5.6	A	6.0	A	0.0	0.004	8.1	A	5.8	A	0.0	0.006
6	Enterprise Way & 11th Avenue	AM	02/04/20	D	8.8	A	8.7	A	9.2	A	0.8	0.148	10.3	B+	10.0	B+	0.0	0.082
		PM	02/04/20		12.9	B	12.7	B	13.0	B	2.2	0.144	13.5	B	13.0	B	1.8	-0.015
7	Enterprise Way & Manila Avenue/W. Moffett Park Drive	AM	02/04/20	D	19.7	B-	24.9	C	85.3	F	75.7	0.313	21.3	C+	23.8	C	2.6	0.052
		PM	02/04/20		10.4	B+	12.1	B	28.4	C	26.7	0.189	11.7	B+	13.7	B	3.5	0.021
8	N. Mary Avenue & Central Expressway (County*)	AM	02/06/20	E	53.9	D-	102.0	F	105.9	F	9.1	0.015	> 120	F	> 120	F	-50.3	-0.066
		PM	12/13/18		60.1	E	63.2	E	65.9	E	6.9	0.042	68.8	E	72.4	E	12.0	0.046
9	US 101 NB On-Ramp & W. Moffett Park Drive (◊)	AM	02/04/20	D	4.7	A	4.1	A	5.0	A	0.0	0.011	4.2	A	5.0	A	0.0	0.010
		PM	02/04/20		10.9	B+	17.6	B	76.4	E-	76.3	0.330	17.5	B	22.2	C+	4.8	0.074
11	Innovation Way & W. Moffett Park Drive	AM	02/04/20	D	20.0	C+	23.7	C	23.7	C	2.3	0.143	24.2	C	36.3	D+	17.7	0.238
		PM	02/04/20		17.4	B	21.2	C+	24.1	C	5.1	0.116	21.5	C+	21.6	C+	-0.1	-0.013
12	N. Mathilda Avenue & 1st Avenue/Bordeaux Drive (+)	AM	02/04/20	E	15.3	B	16.1	B	27.8	C	15.6	0.234	17.8	B	19.1	B-	0.9	0.074
		PM	02/04/20		18.6	B-	20.5	C+	55.1	E+	48.4	0.576	19.3	B-	21.8	C+	3.0	0.197
13	N. Mathilda Avenue & Lockheed Martin Way/W. Java Drive (*)	AM	-	E	26.2	C	30.9	C	31.5	C	6.4	0.085	30.3	C	38.5	D+	9.4	0.222
		PM	-		37.5	D+	44.1	D	50.7	D	16.5	0.192	43.1	D	42.1	D	2.3	0.042
14	N. Mathilda Avenue & 5th Avenue (+)	AM	02/04/20	E	18.6	B-	22.1	C+	18.5	B-	-9.2	-0.014	19.4	B-	28.6	C	11.9	0.181
		PM	02/04/20		39.2	D	42.8	D	51.0	D-	11.3	0.258	44.3	D	57.2	E+	7.9	0.175
15	N. Mathilda Avenue & Innovation Way (+)	AM	-	E	23.6	C	23.7	C	49.8	D	47.5	0.358	41.2	D	61.6	E	42.1	0.200
		PM	-		52.1	D-	50.5	D	78.3	E-	45.1	0.349	48.6	D	51.7	D-	3.9	0.214
16	N. Mathilda Avenue & W. Moffett Park Drive/SR 237 WB Off-Ramp (+◊)	AM	-	E	38.2	D+	68.5	E	> 120	F	372.0	0.847	60.2	E	> 120	F	167.3	0.424
		PM	-		67.3	E	52.3	D-	87.9	F	61.4	0.204	67.1	E	64.4	E	3.4	0.025
18	N. Mathilda Avenue & SR 237 EB Ramps (+◊)	AM	-	E	33.1	C-	36.0	D+	41.1	D	6.3	0.138	34.3	C-	34.9	C-	-3.5	0.044
		PM	-		21.1	C+	25.6	C	32.7	C-	39.9	0.277	21.5	C+	32.5	C-	42.1	0.261
19	N. Mathilda Avenue & Ross Drive (+)	AM	-	E	20.6	C+	28.5	C	31.8	C	-9.8	0.029	24.3	C	23.5	C	5.4	0.081
		PM	-		21.9	C+	26.6	C	25.5	C	-0.6	-0.003	23.5	C	23.3	C	-1.5	-0.038
20	N. Mathilda Avenue & W. Maude Avenue (*)	AM	02/05/20	E	44.6	D	51.7	D-	52.0	D-	1.9	0.020	70.1	E	66.7	E	-2.3	-0.006
		PM	10/30/18		47.2	D	51.5	D-	52.4	D-	0.6	0.019	53.2	D-	59.4	E+	14.1	0.087
21	Bordeaux Drive & W. Java Drive	AM	02/04/20	D	18.1	B-	17.9	B	21.5	C+	3.3	0.150	22.8	C+	20.1	C+	-8.2	0.075
		PM	02/04/20		17.4	B	26.3	C	28.4	C	3.0	0.128	26.5	C	33.2	C-	8.8	0.313
23	Bordeaux Drive & Innovation Way	AM	02/04/20	D	25.3	C	26.1	C	39.2	D	14.5	0.180	29.2	C	30.8	C	2.0	-0.040
		PM	02/04/20		29.8	C	30.0	C	30.5	C	0.5	0.098	29.6	C	33.1	C-	4.1	0.141

Notes:
 * = CMP, ◊ = Caltrans, + = Regionally Significant Roadway, County = County of Santa Clara, MV = Mountain View
 (1) "-" indicates that volumes from the Mary Avenue Extension Study by Kimley Horn were used.
 ">120" indicates this signalized intersection experiences lengthy delay that is beyond the reasonable calculation range of the HCM 2000 methodology.
BOLD indicates an unacceptable level of service
BOLD and boxed indicates an adverse intersection effect

Table ES- 1 (continued)
Intersection Level of Service Summary – Signalized Intersections

#	Intersection	Peak Hour	Count Date	Existing Conditions		Background Conditions		Background+MPSP Conditions			Cumulative Conditions		Cumulative+MPSP Conditions					
				LOS	Avg. Delay (sec)	LOS	Avg. Delay (sec)	LOS	Avg. Delay (sec)	In Crit. Delay (sec)	Incr. V/C	LOS	Avg. Delay (sec)	LOS	In Crit. Delay (sec)	Incr. V/C		
24	Borregas Avenue/Carl Road & Caribbean Drive (+)	AM	02/04/20	E	8.9	A	10.4	B+	17.3	B	22.4	0.151	12.5	B	19.4	B-	24.6	0.180
		PM	02/04/20		11.2	B+	10.9	B+	13.7	B	5.1	0.252	13.1	B	13.9	B	4.9	0.132
25	Borregas Avenue & Java Drive	AM	02/04/20	D	23.1	C	34.0	C-	61.1	E	37.5	0.221	33.6	C-	51.1	D-	24.3	0.205
		PM	02/04/20		21.4	C+	27.2	C	38.5	D+	12.4	0.175	29.2	C	29.8	C	0.5	0.198
27	Geneva Drive & E. Java Drive	AM	02/04/20	D	15.9	B	19.5	B-	27.8	C	10.7	0.114	21.4	C+	40.7	D	23.7	0.206
		PM	02/04/20		14.5	B	19.2	B-	29.9	C	13.4	0.159	27.1	C	31.4	C	6.6	0.073
28	Crossman Avenue & E. Caribbean Drive (+)	AM	02/04/20	E	6.9	A	8.0	A	13.4	B	3.9	0.135	9.9	A	17.4	B	6.5	0.088
		PM	02/04/20		15.6	B	14.2	B	20.9	C+	10.2	0.372	16.1	B	21.6	C+	13.2	0.181
29	Crossman Avenue & E. Java Drive	AM	02/04/20	D	20.6	C+	19.7	B-	22.4	C+	-6.5	0.174	20.2	C+	21.5	C+	-7.3	0.121
		PM	02/04/20		37.8	D+	41.5	D	58.7	E+	34.5	0.284	43.3	D	50.6	D	15.4	0.146
30	Crossman Avenue & Moffett Park Drive (◊)	AM	02/04/20	D	14.1	B	16.6	B	28.5	C	19.5	0.433	16.2	B	16.2	B	1.6	0.013
		PM	02/04/20		18.6	B-	19.8	B-	60.5	E	60.4	0.578	20.9	C+	31.7	C	13.0	0.314
33	Fair Oaks Avenue/E. Java Drive & Fair Oaks Way/Kensington Place	AM	02/05/20	D	22.5	C+	23.1	C	32.9	C-	12.4	0.161	22.9	C+	23.7	C	1.4	0.038
		PM	02/05/20		20.0	B-	20.0	B-	21.2	C+	3.3	0.136	20.0	C+	20.2	C+	2.5	0.062
34	Fair Oaks Avenue & Tasman Drive	AM	02/05/20	D	32.3	C-	39.9	D	41.7	D	3.4	0.096	40.4	D	40.4	D	-0.4	0.012
		PM	02/05/20		36.9	D+	44.1	D	46.6	D	2.4	0.039	42.4	D	44.9	D	5.6	0.119
35	Fair Oaks Avenue & E. Weddell Drive	AM	02/05/20	D	17.9	B	17.4	B	16.4	B	-1.3	0.014	18.8	B-	17.0	B	-0.2	-0.039
		PM	02/05/20		16.5	B	18.1	B-	17.5	B	0.2	0.015	18.5	B-	17.5	B	-0.1	-0.003
36	Fair Oaks Avenue & US 101 NB Ramps (◊)	AM	02/05/20	D	19.2	B-	21.4	C+	24.0	C	1.8	0.061	20.8	C+	20.1	C+	-1.1	-0.025
		PM	02/05/20		26.3	C	26.2	C	26.5	C	0.3	0.009	25.6	C	25.8	C	-0.2	0.002
37	Twin Creeks Driveway & E. Caribbean Drive (+)	AM	02/05/20	E	10.9	B+	12.3	B	14.5	B	3.3	0.113	18.1	B-	20.8	C+	-0.6	-0.009
		PM	02/05/20		11.2	B+	12.6	B	13.4	B	3.1	0.164	14.2	B	14.0	B	1.5	0.050
38	E. Caribbean Drive & Moffett Park Drive/Baylands Park (+)	AM	02/05/20	E	10.2	B+	11.4	B+	19.5	B-	4.5	0.148	13.8	B	53.9	D-	78.7	0.527
		PM	02/05/20		32.2	C-	34.9	C-	45.7	D	21.0	0.139	34.8	C-	46.9	D	30.0	0.154
39	Lawrence Expressway & Persian Drive/Elko Drive (County)	AM	02/05/20	E	59.3	E+	60.3	E	63.3	E	-0.8	0.041	64.1	E	62.2	E	-0.6	0.021
		PM	02/05/20		54.7	D-	71.2	E	88.9	F	9.8	0.065	76.1	E-	77.6	E-	2.1	0.014
40	Lawrence Expressway & Tasman Drive (County*)	AM	02/06/20	E	50.9	D	79.4	E-	94.4	F	-14.4	0.079	93.5	F	91.0	F	0.5	0.024
		PM	11/01/18		57.0	E+	116.6	F	>120	F	20.7	0.167	114.1	F	96.0	F	-47.0	0.124
41	Lawrence Expressway & Lakehaven Drive/Sandia Avenue (County)	AM	02/05/20	E	95.7	F	>120	F	>120	F	23.4	0.033	>120	F	>120	F	6.2	0.044
		PM	02/05/20		73.8	E	>120	F	>120	F	26.4	0.024	>120	F	>120	F	-31.7	-0.063
42	Lawrence Expressway & US 101 NB Off-Ramp (County◊)	AM	02/05/20	E	9.6	A	11.5	B+	12.0	B+	1.0	0.035	12.6	B	12.1	B	0.3	0.007
		PM	02/05/20		14.0	B	22.2	C+	21.8	C+	-4.4	0.005	20.6	C+	26.7	C	9.6	0.010
43	Lawrence Expressway & US 101 SB Off-Ramp (County◊)	AM	02/05/20	E	8.4	A	10.7	B+	10.5	B+	0.0	0.023	22.2	C+	18.0	B-	-0.1	-0.010
		PM	02/05/20		26.7	C	32.3	C-	32.7	C-	1.0	-0.003	33.0	C-	37.6	D+	-1.0	-0.001
44	Lawrence Expressway & E. Duane Avenue/Oakmead Parkway (County)	AM	02/05/20	E	38.5	D+	82.1	F	91.8	F	14.4	0.035	>120	F	>120	F	10.0	0.088
		PM	02/05/20		48.3	D	84.5	F	83.4	F	-1.3	-0.004	90.0	F	88.6	F	-4.6	0.150
45	Lawrence Expressway & E. Arques Avenue (County*)	AM	02/06/20	E	55.3	E+	>120	F	>120	F	6.6	0.035	>120	F	>120	F	-44.7	0.007
		PM	11/13/18		71.6	E	115.0	F	114.2	F	0.4	0.003	>120	F	>120	F	-11.3	-0.038
46	Oakmead Parkway/Corvin Drive & Central Expressway (County*)	AM	02/06/20	E	49.7	D	88.0	F	85.0	F	-6.7	-0.010	77.9	E-	81.5	F	5.8	0.013
		PM	11/13/18		46.9	D	89.2	F	91.0	F	-0.7	0.010	116.3	F	>120	F	-0.9	-0.011

Notes:
 * = CMP, ◊ = Caltrans, + = Regionally Significant Roadway, County = County of Santa Clara
 ">120" indicates this signalized intersection experiences lengthy delay that is beyond the reasonable calculation range of the HCM 2000 methodology.
BOLD indicates an unacceptable level of service
BOLD and boxed indicates an adverse intersection effect

Table ES- 1 (continued)
Intersection Level of Service Summary – Signalized Intersections

#	Intersection	Peak Hour	Count Date ⁽¹⁾	LOS Std.	Existing Conditions		Background Conditions		Background+MPSP Conditions			Cumulative Conditions		Cumulative+MPSP Conditions				
					Avg. Delay (sec)	LOS	Avg. Delay (sec)	LOS	Avg. Delay (sec)	LOS	In Crit. Delay (sec)	Incr. In Crit. V/C	Avg. Delay (sec)	LOS	Avg. Delay (sec)	LOS	In Crit. Delay (sec)	Incr. In Crit. V/C
47	Great America Parkway & Tasman Drive (SC*)	AM	02/06/20	E	38.2	D+	56.3	E+	55.5	E+	7.5	0.066	52.4	D-	52.5	D-	0.2	-0.007
		PM	11/15/18		28.4	C	62.7	E	75.0	E	27.5	0.061	31.0	C	30.1	C	-1.8	-0.017
48	Mathilda Avenue & California Ave (+)	AM	02/05/20	E	35.2	D+	37.5	D+	41.1	D	5.1	0.036	49.6	D	44.0	D	-7.8	-0.041
		PM	02/05/20		36.3	D+	30.3	C	30.8	C	0.9	0.009	31.8	C	30.8	C	-3.2	-0.038
49	Mathilda Avenue & Indio Way (+)	AM	02/05/20	E	40.2	D	42.0	D	42.3	D	0.1	0.001	41.6	D	40.1	D	-1.1	-0.017
		PM	02/05/20		40.9	D	45.3	D	47.0	D	2.6	0.014	42.0	D	42.2	D	0.8	-0.012
50	Mathilda Avenue & Almanor Ave/Ahwanee Ave (+)	AM	-	E	25.1	C	26.1	C	26.2	C	-7.6	-0.018	29.9	C	28.3	C	-2.4	0.029
		PM	-		28.8	C	29.8	C	30.2	C	0.0	0.000	34.3	C-	33.2	C-	-2.9	-0.008
51	Mathilda Avenue & US 101 SB Ramps (+◇)	AM	-	E	15.1	B	17.1	B	17.4	B	0.5	0.007	17.9	B	16.0	B	-2.2	0.090
		PM	-		20.8	C+	27.8	C	31.8	C	8.2	0.023	22.3	C+	38.7	D+	45.2	0.162
52	Mathilda Avenue & US 101 NB Ramps (+◇)	AM	-	E	32.1	C-	33.9	C-	39.8	D	5.6	0.060	42.4	D	72.7	E	49.9	0.154
		PM	-		25.8	C	32.5	C-	29.6	C	-5.7	-0.085	34.6	C-	28.2	C	-13.5	-0.077
53	Mathilda Avenue & El Camino Real (*)	AM	02/04/20	E	50.2	D	51.2	D-	51.0	D-	-0.3	-0.001	55.8	E+	55.9	E+	-0.5	-0.006
		PM	10/30/18		45.7	D	51.8	D-	51.9	D-	0.1	0.004	56.0	E+	54.7	D-	-2.8	-0.028
54	Sunnyvale Saratoga Road & Fremont Avenue (*)	AM	02/04/20	E	48.2	D	48.0	D	47.7	D	-0.7	-0.004	49.7	D	50.4	D	1.1	0.008
		PM	10/30/18		47.8	D	52.0	D-	51.6	D-	-0.8	-0.003	54.5	D-	53.6	D-	-1.1	-0.007
55	Sunnyvale Saratoga Road & Remington Drive (*)	AM	02/04/20	E	42.0	D	51.5	D-	52.4	D-	0.5	0.004	53.4	D-	52.0	D-	-1.0	-0.009
		PM	10/30/18		43.6	D	47.8	D	48.8	D	1.5	0.017	44.3	D	45.1	D	0.6	0.000
56	Sunnyvale Saratoga Road/De Anza Blvd & Homestead Road (CU*)	AM	02/04/20	E	45.9	D	47.3	D	47.5	D	0.0	0.002	49.1	D	48.7	D	-0.3	0.002
		PM	10/30/18		40.0	D	42.8	D	43.6	D	1.4	0.013	41.8	D	40.3	D	-3.1	-0.040
57	De Anza Blvd & I-280 NB Ramps (*◇)	AM	02/04/20	E	18.4	B-	19.8	B-	20.0	B-	0.4	0.004	20.4	C+	19.6	B-	-1.1	-0.004
		PM	10/30/18		30.5	C	29.4	C	29.2	C	-0.3	-0.004	29.0	C	28.9	C	-0.2	-0.003
58	De Anza Blvd & I-280 SB Ramps (*◇)	AM	02/04/20	E	25.6	C	26.0	C	26.0	C	0.0	0.000	26.3	C	25.9	C	-0.2	-0.004
		PM	10/30/18		22.1	C+	27.5	C	27.4	C	0.1	0.002	27.8	C	26.9	C	2.0	0.026
59	Mary Avenue & Maude Avenue	AM	02/05/20	D	30.1	C	30.0	C	31.4	C	2.9	0.030	35.5	D+	35.9	D+	-2.2	-0.027
		PM	02/05/20		32.2	C-	36.4	D+	35.6	D+	0.5	0.037	45.0	D	45.9	D	1.2	0.019
60	Patrick Henry Drive & Tasman Drive (SC)	AM	02/05/20	D	18.3	B-	15.7	B	17.1	B	2.4	0.052	15.7	B	15.5	B	-0.4	0.020
		PM	02/05/20		15.4	B	20.1	C+	18.8	B-	-1.1	-0.001	23.3	C	20.7	C+	-7.1	-0.064
61	Old Ironsides Drive & Tasman Drive (SC)	AM	02/05/20	D	5.4	A	5.3	A	6.7	A	2.2	0.045	6.9	A	5.1	A	-2.8	-0.026
		PM	02/05/20		11.3	B+	15.7	B	16.3	B	0.8	0.064	13.3	B	13.6	B	0.7	0.049
62	Convention Center Drive & Tasman Drive (SC)	AM	02/05/20	D	8.4	A	11.1	B+	10.6	B+	-0.7	-0.005	10.2	B+	9.7	A	-0.5	-0.005
		PM	02/05/20		10.8	B+	10.4	B+	10.4	B+	0.0	0.001	9.8	A	9.9	A	0.0	0.000
63	Centennial Blvd & Tasman Drive (SC)	AM	02/05/20	D	15.8	B	16.3	B	16.5	B	0.3	0.003	19.5	B-	19.8	B-	0.4	0.003
		PM	02/05/20		15.7	B	34.9	C-	35.1	D+	1.0	0.006	47.6	D	42.6	D	-8.9	-0.029
64	Calle Del Sol & Tasman Drive (SC)	AM	02/05/20	D	13.9	B	27.6	C	27.7	C	0.1	0.003	61.3	E	58.2	E+	-3.1	-0.011
		PM	02/05/20		15.6	B	24.2	C	24.0	C	-0.5	-0.010	41.5	D	39.7	D	-4.9	-0.032
65	Lick Mill Blvd & Tasman Drive (SC)	AM	02/05/20	D	27.6	C	27.4	C	27.6	C	0.3	0.001	30.9	C	31.5	C	0.1	-0.014
		PM	02/05/20		22.8	C+	34.5	C-	36.6	D+	3.8	0.028	40.4	D	41.5	D	0.3	0.000

Notes:
 * = CMP, ◇ = Caltrans, + = Regionally Significant Intersection, SC = Santa Clara, CU = Cupertino
 (1) "*" indicates that volumes from the Mary Avenue Extension Study by Kimley Horn were used.
BOLD indicates an unacceptable level of service

**Table ES- 2
Intersection Level of Service Summary – Unsignalized Intersections**

#	Intersection	Control ⁽¹⁾	Peak Hour	Count Date	LOS Std.	Existing Conditions			Background Conditions			Background+MPSP Conditions			Cumulative Conditions			Cumulative+MPSP Conditions						
						Delay (sec)	LOS	Signal Warrant Met	Delay (sec)	LOS	Signal Warrant Met	Delay (sec)	Incr. in LOS	Incr. in V/C	Signal Warrant Met	Delay (sec)	LOS	Signal Warrant Met	Delay (sec)	Incr. in LOS	Incr. in V/C	Signal Warrant Met		
1	Ellis Street & Manila Avenue (MV)	AWSC	AM	02/04/20	D	30.9	D	Yes	48.8	E	Yes	>120	F	-	-	Yes	42.7	E	Yes	78.1	F	-	-	Yes
			PM	02/04/20	D	17.8	C	No	22.0	C	No	38.6	E	-	-	No	23.2	C	No	26.8	D	-	-	No
10	Innovation Way & 11th Avenue	AWSC	AM	02/04/20	D	25.8	D	No	27.4	D	No	>120	F	116.8	0.586	Yes	87.0	F	Yes	>120	F	113.8	0.732	Yes
			PM	02/04/20	D	11.6	B	Yes	14.2	B	Yes	26.2	D	12.0	0.294	Yes	38.9	E	Yes	55.1	F	16.2	0.112	Yes
22	Bordeaux Drive & 5th Avenue	One-Way Stop	AM	02/04/20	D	10.4	B		10.4	B		11.6	B	1.2	0.000		11.4	B		10.5	B	-0.9	0.000	
			PM	02/04/20	D	11.8	B		11.8	B		12.3	B	0.5	0.000		12.2	B		12.2	B	0.0	0.000	
26	Borregas Avenue & Moffett Park Drive	AWSC	AM	02/04/20	D	12.0	B		15.6	C		21.8	C	6.2	0.105		16.1	C		13.2	B	-2.9	-0.090	
			PM	02/04/20	D	13.2	B		13.2	B		13.7	B	0.5	0.024		13.3	B		18.6	C	5.3	0.146	
31	Persian Drive & SR 237 EB Off-Ramp (ϕ)	One-Way Stop	AM	02/05/20	D	12.1	B		12.9	B		14.0	B	-	-		12.8	B		13.4	B	-	-	
			PM	02/05/20	D	12.0	B		12.0	B		14.0	B	-	-		12.2	B		12.6	B	-	-	
32	Persian Drive/La Rochelle Terrace & Fair Oaks Way	Two-Way Stop	AM	02/05/20	D	13.0	B		13.0	B		17.5	C	4.5	0.000		13.4	B		13.0	B	-0.4	0.000	
			PM	02/05/20	D	15.3	C		15.7	C		32.1	D	16.4	0.000		20.3	C		29.7	D	9.4	0.000	

Notes:
 MV = Mountain View, ϕ = Caltrans
 ">120" indicates this unsignalized intersection experiences lengthy delay that is beyond the reasonable calculation range of the HCM 2000 methodology.
 (1) Delay, LOS and volume-to-capacity ratio reported for side-street stop-controlled intersections represent the movement with the worst delay. Those reported for all-way stop-controlled intersections represent intersection average.
BOLD indicates an unacceptable level of service
BOLD and boxed indicates an adverse intersection effect

Potential Intersection Improvements

Improvements were studied for each intersection experiencing adverse effects under either Background+MPSP or Cumulative+MPSP scenarios. Potential improvement strategies are shown in Table ES-3.

**Table ES- 3
Potential Intersection Improvements**

#	Intersection	Potential Improvement	Notes
1	Ellis St & Manila Ave	Signalize Intersection	<p>The East Whisman Precise Plan Development Impact Fee Nexus Study also include other lane geometry improvements.</p> <p>Future projects within the MPSP shall contribute their fair share towards the intersection improvement.</p>
4	Ellis St & Fairchild Dr	Widen southbound Ellis Street to include two through lanes	<p>This improvement is identified in the East Whisman Precise Plan Development Impact Fee Nexus Study.</p> <p>Future projects within the MPSP shall contribute their fair share towards the intersection improvement.</p>
7	Enterprise Way & Manila Ave/Moffett Park Dr	There are no feasible at-grade intersection improvements	<p>The proposed Mary Avenue extension, identified in the City of Sunnyvale Traffic Impact Fee Update Study, could potential improve operations at this intersection, depending on final design. The City of Sunnyvale is currently analyzing different alternatives for the Mary Avenue overcrossing.</p> <p>Future projects within the MPSP will be required to pay the TIF, which would constitute their fair share contributions towards the Mary Avenue overcrossing.</p>
8	Mary Ave & Central Expwy	Widen westbound Central Expressway to include a third left-turn lane. It is assumed that with the additional left-turn, the intersection signal timing would also be optimized.	<p>This improvement is identified in the Sunnyvale TIF. Future projects within the MPSP will be required to pay the TIF, which would constitute their fair share contributions towards the improvement.</p>
9	US 101 Nothbound On-Ramp & Moffett Park Dr	There are no feasible at-grade intersection improvements	<p>VTA is currently studying options to improve traffic operations along US 101 and SR 237 in the project vicinity. However, the study is still in its early stages.</p> <p>If improvements are identified that would improve operations at this intersection, future projects within the MPSP shall contribute their fair share towards the identified improvement.</p>
10	Innovation Wy & 11th Ave	Signalize Intersection. Eastbound should be restriped to 1 left, 1 through, and 1 right turn lanes.	<p>Future projects within the MPSP shall contribute their fair share towards the intersection improvement.</p>
16	Mathilda Ave & Moffett Park Dr/ SR 237 Westbound Off-Ramp	There are no feasible at-grade intersection improvements	<p>The proposed Mary Avenue extension, identified in the City of Sunnyvale Traffic Impact Fee Update Study, could potential improve operations at this intersection, depending on final design. The City of Sunnyvale is currently analyzing different alternatives for the Mary Avenue overcrossing.</p> <p>Future projects within the MPSP will be required to pay the TIF, which would constitute their fair share contributions towards the Mary Avenue overcrossing.</p>

Table ES-3 (continued)

#	Intersection	Potential Improvement	Notes
25	Borregas Ave & Java Dr	There are no feasible at-grade intersection improvements. Multimodal improvements at this intersection include reducing the curb radius at the corners of this intersection, and converting the intersection to a protected intersection.	Future projects within the MPSP shall contribute their fair share towards the intersection improvement.
29	Crossman Ave & Java Dr	There are no feasible at-grade intersection improvements. Multimodal improvements at this intersection include reducing the curb radius at the corners of this intersection, removing the pork chop islands, and converting the intersection to a protected intersection.	Future projects within the MPSP shall contribute their fair share towards the intersection improvement.
30	Crossman Ave & Moffett Park Dr	Widen southbound to include 1 left, 1 through, and 1 right-turn lane. Right of way acquisitions may be necessary	Future projects within the MPSP shall contribute their fair share towards the intersection improvement.
39	Lawrence Expwy & Persian Dr/ Elko Dr	There are no feasible at-grade intersection improvements. Multimodal improvements at this intersection include removing the pork chop islands on the west side of the intersection, and installing sidewalk along eastbound Persian Drive.	Future projects within the MPSP shall contribute their fair share towards the intersection improvement.
40	Lawrence Expwy & Tasman Dr	The City of Sunnyvale Traffic Impact Fee Update Study, identified an improvement to depress the light rail tracks under the intersection. At the time of this report, there are no finalized plans for this improvement.	Future projects within the MPSP will be required to pay the TIF, which would constitute their fair share contributions towards the improvement.
41	Lawrence Expwy & Lakehaven Dr/ Sandia Ave	The City of Sunnyvale Traffic Impact Fee Update Study, identified an improvement to convert the Lawrence Expressway & Bridgewood Way intersection into a signalized four-way intersection. This will make it possible for vehicles on Bridgewood Way to make a left turn directly onto Lawrence Expressway.	Future projects within the MPSP will be required to pay the TIF, which would constitute their fair share contributions towards the improvement.
44	Lawrence Expwy & Duane Ave/ Oakmead Pkwy	The City of Sunnyvale Traffic Impact Fee Update Study, identified an improvement to grade separate this intersection. At the time of this report, there are no finalized plans for this improvement.	Future projects within the MPSP will be required to pay the TIF, which would constitute their fair share contributions towards the improvement.
45	Lawrence Expwy & Arques Ave	The City of Sunnyvale Traffic Impact Fee Update Study, identified an improvement to grade separate this intersection. At the time of this report, there are no finalized plans for this improvement.	Future projects within the MPSP will be required to pay the TIF, which would constitute their fair share contributions towards the improvement.
46	Oakmead Pkwy/Corvin Dr & Central Expwy	The Lawrence Station Area Plan Update TIA, identified an improvement to widen westbound Central Expressway to include two left-turn lanes. The south receiving leg would require restriping to allow for two receiving lanes and merge to one lane as the roadway narrows.	Future projects within the MPSP shall contribute their fair share towards the intersection improvement.

Freeway Level of Service Analysis

Freeway segment volumes under Cumulative + MPSP conditions were estimated using the STDFM. It should be noted that the STDFM assumed improvements from the VTA's Valley Transportation Plan (VTP) 2040, including freeway express lane projects along SR 85, SR 87, SR 237, US 101, I-280/I-680, and I-880 in the project vicinity and two express lanes along SR 85, between I-280 and SR 87, and along US 101 between Cochrane Road and Santa Clara/San Mateo County limits. The additional express lane along US 101 and SR 85 would provide additional capacity on the freeway. However, as a conservative approach, express lane and mixed-flow lane levels of service assumed the worse of existing conditions and cumulative conditions.

Freeway segments that would operate at LOS F under the cumulative + MPSP conditions are identified below. Segments, where the proposed MPSP would cause an adverse effect, are bolded.

Mixed Flow Lanes – AM Peak Hour

- **US 101, northbound Blossom Hill Road to SR 92**
- **US 101, southbound from SR 92 to Embarcadero Road**
- **SR 85, northbound from I-280 to El Camino Real**
- **SR 237, eastbound from SR 85 to Sylvan Avenue and from US 101 to Mathilda Avenue**
- **SR 237, westbound from I-880 to US 101**
- **SR 87, northbound from SR 85 to Taylor Street and from Skyport Drive to US 101**
- **I-880, southbound from SR 92 to Mowry Avenue and from SR 262 to SR 237**
- **I-680, southbound from Stoneridge Drive to Mission Boulevard**
- I-880, northbound from I-280 to Gish Road
- I-880, southbound from SR 237 to Montague Expressway and from Brokaw Road to North 1st Street

Express Lanes – AM Peak Hour

- **US 101, northbound from Hellyer Avenue to Tully Road, from Story Road to McKee Road, from Mabury Road to Oakland Road, from Old Bayshore Road to Lawrence Expressway, and from Oregon Expressway to Whipple Avenue**
- **US 101, southbound from Whipple Avenue to Oregon Expressway**
- **SR 85, northbound from Fremont Avenue to El Camino Real**
- **SR 237, westbound from McCarthy Boulevard to Lafayette Street**
- **SR 87, northbound from Capitol Expressway to I-280 and from Skyport Drive to US 101**
- **I-880, southbound from SR 92 to SR 237**
- **I-680, from SR 84 to Scott Creek Boulevard**
- I-680, southbound from Scott Creek Road to Jacklin Road

Mixed-Flow Lanes – PM Peak Hour

- **US 101, northbound from SR 237 to SR 94**
- **US 101, southbound from SR 94 to Santa Clara Street**
- **SR 85, southbound from SR 237 to Homestead Road**
- **SR 237, eastbound from US 101 to I-880**
- **SR 237, westbound from Lafayette Street to SR 85**

- **SR 87, northbound from Almaden Expressway to I-280**
- **SR 87, southbound from US 101 to Almaden Expressway**
- **I-880, northbound from SR 237 to Fremont Boulevard and from Stevenson Boulevard to SR 94**
- **I-680, northbound from SR 262 to Sunol Boulevard**
- I-880, northbound from Stevens Creek Boulevard to Gish Road
- I-880, southbound from SR 237 to I-280
- I-680, northbound Jacklin Road to SR 262
- SR 85, southbound from US 101 to SR 237

Express Lanes – PM Peak Hour

- **US 101, northbound from San Antonio Road to Whipple Avenue**
- **US 101, southbound from Whipple Avenue to Oregon Expressway, from Rengstorff Avenue to Shoreline Boulevard, and from Mathilda Avenue to Mabury Road**
- **SR 85, southbound from SR 237 to Homestead Road**
- **SR 237, eastbound from Caribbean Drive to I-880**
- **I-880, northbound from SR 237 to SR 94**
- **I-680, northbound from Scott Creek Road to SR 262**
- I-880, southbound from Montague Expressway to US 101
- I-680, northbound from Calaveras Boulevard to Scott Creek Road

While the express lane projects would not resolve the congestion and LOS F on the freeway segments, they would improve freeway traffic flow. The MPSP shall require future projects within the proposed plan area to participate in VTA's Voluntary Freeway Contribution Program and contribute their fair share towards the identified express lane projects.

VTA is also currently studying options to improve traffic operations along US 101 and SR 237 in the project vicinity. However, the study is still in its early stages. If improvements are identified that would improve freeway operations, future projects within the MPSP shall contribute their fair share towards the identified improvement.

Freeway Ramp Capacity Analysis

All study freeway ramps would continue to operate below capacity under all study scenarios with the exception of the SR 237 eastbound on-ramp from southbound Caribbean Drive during the PM peak hour under background + MPSP and cumulative + MPSP conditions.

VTA is currently studying potential improvements to the SR 237 interchanges, which include potential improvements at the Caribbean/SR 237 interchange. The MPSP shall require future projects within the proposed plan area to contribute their fair share towards any identified improvements.

1. Introduction

This report presents the results of the transportation impact analysis conducted for the Moffett Park Specific Plan update (MPSP) in Sunnyvale, California (see Figure 1). The proposed MPSP study area is generally bounded by SR 237 to the south, Caribbean Drive to the east and north, and Enterprise Way to the west. As proposed, the buildout of the MPSP project would consist of 20,000 residential units, approximately 27.389 million s.f. of office, 4.603 million s.f. of industrial, 607,209 s.f. of hotel, 558,095 s.f. of retail, and 326,122 s.f. of institutional land uses. The non-residential land uses would total approximately 33.482 million s.f.

Scope of Study

This study was conducted for the purpose of identifying the potential non-CEQA transportation operational adverse effects of the proposed MPSP. The potential adverse effects of the proposed MPSP were evaluated in accordance with the standards set forth by the City of Sunnyvale and the Santa Clara County Valley Transportation Authority (VTA) Congestion Management Program (CMP). The proposed MPSP will generate more than 100 peak hour trips. The traffic analysis is based on the AM and PM peak hour levels of service for 59 signalized intersections and 6 unsignalized intersections. Four of the study intersections are within the City of Mountain View, one is within the City of Cupertino, and eight are within the City of Santa Clara. Fourteen of the study intersections are CMP intersections. The study intersections were selected to include locations where the proposed MPSP is expected to generate 10 or more peak-hour trips per lane.

The Santa Clara County VTA CMP guidelines require that the CMP freeway segments be evaluated to determine the impact of added traffic for projects that generate trips equal to or greater than one percent of the freeway segment's capacity. The proposed MPSP Update is expected to generate added traffic volume on multiple freeway segments along US 101, SR 237, SR 85, SR 87, I-680, and I-880. The traffic analysis also includes a capacity analysis for 25 freeway ramps.

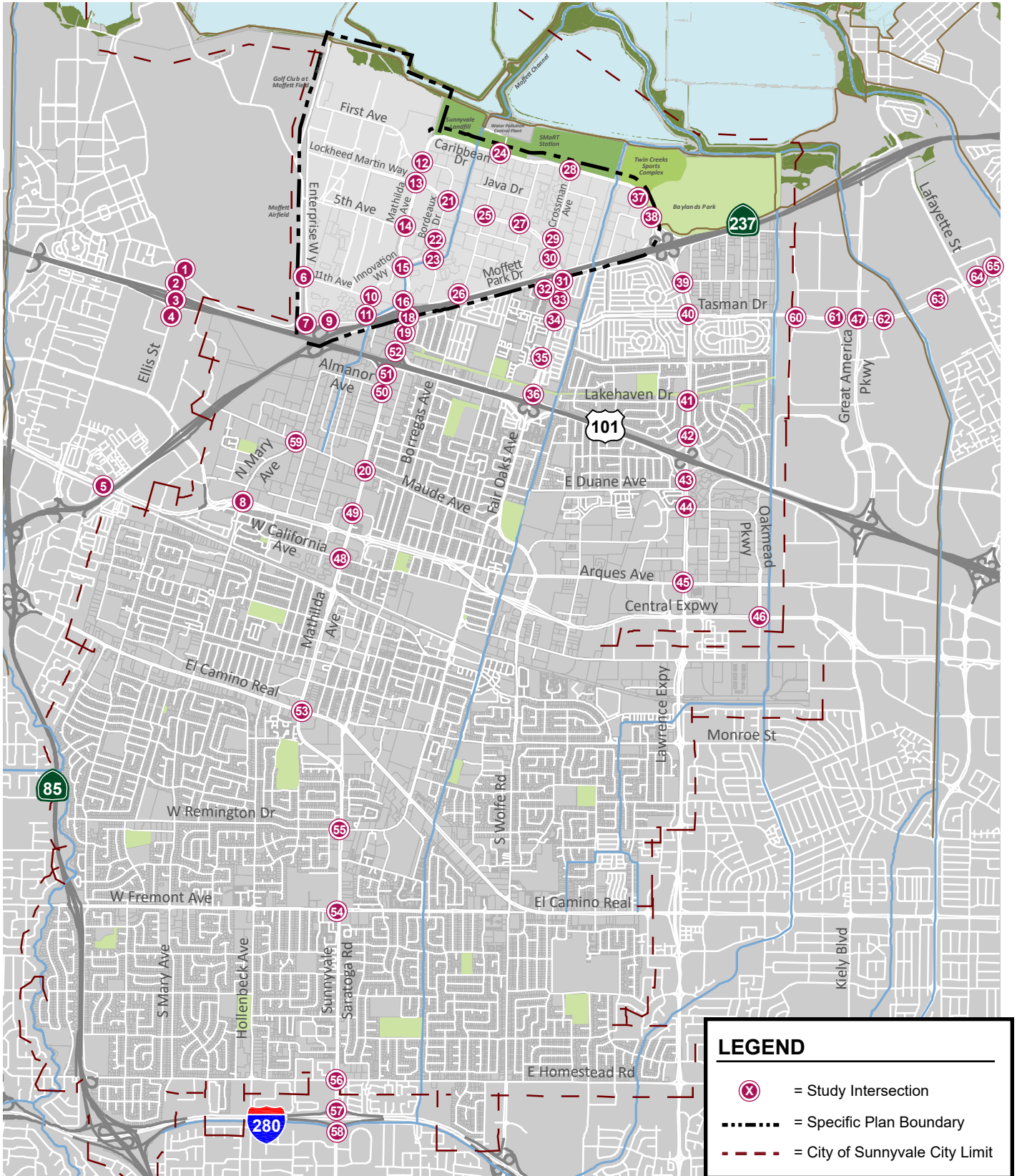


Figure 1
Proposed Study Intersection Locations

Study Intersections

1. Ellis Street & Manila Avenue (Mountain View) (Unsignalized)
2. Ellis Street & US 101 NB Ramps (Mountain View)
3. Ellis Street & US 101 SB Ramps (Mountain View)
4. Ellis Street & Fairchild Drive (Mountain View)
5. Ferguson Drive & Central Expressway *
6. Enterprise Way & 11th Avenue
7. Enterprise Way & Manila Avenue/W. Moffett Park Drive
8. N. Mary Avenue & Central Expressway *
9. US 101 NB On-Ramp & W. Moffett Park Drive
10. Innovation Way & 11th Avenue (Unsignalized)
11. Innovation Way & W. Moffett Park Drive
12. N. Mathilda Avenue & 1st Avenue/Bordeaux Drive
13. N. Mathilda Avenue & Lockheed Martin Way/W. Java Drive *
14. N. Mathilda Avenue & 5th Avenue
15. N. Mathilda Avenue & Innovation Way
16. N. Mathilda Avenue & W. Moffett Park Drive/SR 237 WB Off-Ramp
18. N. Mathilda Avenue & SR 237 EB Ramps
19. N. Mathilda Avenue & Ross Drive
20. N. Mathilda Avenue & W. Maude Avenue *
21. Bordeaux Drive & W. Java Drive
22. Bordeaux Drive & 5th Avenue (Unsignalized)
23. Bordeaux Drive Innovation Way
24. Borregas Avenue/Carl Road & Caribbean Drive
25. Borregas Avenue & Java Drive
26. Borregas Avenue & Moffett Park Drive (Unsignalized)
27. Geneva Drive & E. Java Drive
28. Crossman Avenue & E. Caribbean Drive
29. Crossman Avenue & E. Java Drive
30. Crossman Avenue & Moffett Park Drive
31. Persian Drive & SR 237 EB Off-Ramp (Unsignalized)
32. Persian Drive/La Rochelle Terrace & Fair Oaks Way (Unsignalized)
33. Fair Oaks Avenue/E. Java Drive & Fair Oaks Way/Kensington Place
34. Fair Oaks Avenue & Tasman Drive
35. Fair Oaks Avenue & E. Weddell Drive
36. Fair Oaks Avenue & US 101 NB Ramps
37. Twin Creeks Driveway & E. Caribbean Drive
38. E. Caribbean Drive & Moffett Park Drive/Baylands Park
39. Lawrence Expressway & Persian Drive/Elko Drive
40. Lawrence Expressway & Tasman Drive *
41. Lawrence Expressway & Lakehaven Drive/Sandia Avenue
42. Lawrence Expressway & US 101 NB Off-Ramp
43. Lawrence Expressway & US 101 SB Off-Ramp
44. Lawrence Expressway & E. Duane Avenue/Oakmead Parkway
45. Lawrence Expressway & E. Arques Avenue *
46. Oakmead Parkway/Corvin Drive & Central Expressway *
47. Great America Parkway & Tasman Drive (Santa Clara) *
48. Mathilda Avenue & California Avenue
49. Mathilda Avenue & Indio Way
50. Mathilda Avenue & Almanor Avenue/Ahwanee Avenue

51. Mathilda Avenue & US 101 SB Ramps
52. Mathilda Avenue & US 101 NB Ramps
53. Mathilda Avenue & El Camino Real *
54. Sunnyvale Saratoga Road & Fremont Avenue *
55. Sunnyvale Saratoga Road & Remington Drive *
56. Sunnyvale Saratoga Road/De Anza Boulevard & Homestead Road (Cupertino) *
57. De Anza Boulevard & I-280 NB Ramps *
58. De Anza Boulevard & I-280 SB Ramps *
59. Mary Avenue & Maude Avenue
60. Patrick Henry Drive & Tasman Drive (Santa Clara)
61. Old Ironsides Drive & Tasman Drive (Santa Clara)
62. Convention Center Drive & Tasman Drive (Santa Clara)
63. Centennial Boulevard & Tasman Drive (Santa Clara)
64. Calle Del Sol & Tasman Drive (Santa Clara)
65. Lick Mill Boulevard & Tasman Drive (Santa Clara)

* Denotes CMP intersections

Freeway Segments

1. US 101 between SR 92 and SR 85 (South)
2. SR 237 between El Camino Real and I-880
3. I-680 between I-580 and Calaveras Boulevard/SR 237
4. I-880 between SR 92 and I-280
5. SR 87 between US 101 and SR 85
6. SR 85 between US 101 and I-280

Study Freeway Ramps

US 101 and Ellis Street Interchange

1. Northbound Off-Ramp to Ellis Street
2. Northbound On-Ramp from Ellis Street
3. Southbound Off-Ramp to Ellis Street
4. Southbound On-Ramp from Ellis Street

US 101 and Moffett Park Drive Interchange

5. Northbound On-Ramp from Moffett Park Drive

US 101 and Mathilda Avenue Interchange

6. Northbound Off-Ramp to Mathilda Avenue
7. Southbound Off-Ramp to Mathilda Avenue
8. Southbound On-Ramp from Southbound Mathilda Avenue

US 101 and Fair Oaks Avenue Interchange

9. Northbound Off-Ramp to Fair Oaks Avenue
10. Northbound On-Ramp from Fair Oaks Avenue
11. Southbound On-Ramp from Southbound Fair Oaks Avenue

US 101 and Lawrence Expressway Interchange

12. Northbound Off-Ramp to Lawrence Expressway
13. Northbound On-Ramp from Southbound Lawrence Expressway
14. Southbound Off-Ramp to Lawrence Expressway

15. Southbound On-Ramp from Southbound Lawrence Expressway

SR 237 and Mathilda Avenue Interchange

16. Westbound Off-Ramp to Mathilda Avenue
17. Westbound On-Ramp from Mathilda Avenue
18. Eastbound Off-Ramp to Mathilda Avenue
19. Eastbound On-Ramp from Mathilda Avenue

SR 237 and Java Drive Interchange

20. Westbound On-Ramp from Crossman Avenue & Moffett Park Drive
21. Eastbound Off-Ramp to Persian Drive

SR 237 and Caribbean Drive Interchange

22. Westbound Off-Ramp to Northbound Caribbean Drive
23. Westbound On-Ramp from Southbound Caribbean Drive
24. Eastbound Off-Ramp to Northbound Caribbean Drive
25. Eastbound On-Ramp from Southbound Caribbean Drive

Traffic conditions at the study intersections were analyzed for both the weekday AM and PM peak hours of adjacent street traffic. The AM peak hour is expected to occur between 7:00 AM and 10:00 AM and the PM peak hour is expected to occur between 4:00 PM and 7:00 PM on a regular weekday. These are the peak commute hours during which most traffic congestion occurs on the roadways.

Traffic conditions were evaluated for the following scenarios:

Scenario 1: *Existing Conditions.* Existing traffic volumes at the study intersections are based on traffic counts conducted in February 2020, as well as the 2018 CMP TRAFFIX database. The study intersections were evaluated with a level of service analysis using TRAFFIX software in accordance with the *2000 Highway Capacity Manual* methodology. Study freeway segments were analyzed in accordance with the VTA CMP method, and study freeway ramps were analyzed using demand to capacity ratios.

Scenario 2: *Background Conditions.* The Background conditions assumed a horizon year of year 2028. Traffic volumes were estimated using the Sunnyvale Traffic Demand Forecast Model. All approved projects within the City are included. Land use growth outside of the City referenced the ABAG projections,

Scenario 3: *Background+MPSP Conditions.* A partial buildout of the MPSP was added to the Background conditions land use to represent the Background+MPSP conditions. Traffic volumes were estimated using the Sunnyvale Traffic Demand Forecast Model. The Background+MPSP scenario is compared against the Background scenario to determine non-CEQA transportation operational effects.

Scenario 4: *Cumulative Conditions.* The Cumulative conditions assumed a horizon year of year 2040. Traffic volumes were estimated using the Sunnyvale Traffic Demand Forecast Model. Within the City, the buildout of the General Plan, the El Camino Real Specific Plan, the Lawrence Station Area Plan Update, the proposed Fortinet Specific Plan, and the Downtown Specific Plan Update. Land use growth outside of the City referenced the ABAG projections,

Scenario 5: Cumulative+MPSP Conditions. The full buildout of the MPSP was added to the Cumulative conditions land use to represent the Cumulative+MPSP conditions. Traffic volumes were estimated using the Sunnyvale Traffic Demand Forecast Model. The Cumulative+MPSP scenario is compared against the Cumulative scenario to determine non-CEQA transportation operational effects.

Methodology

This section presents the methods used to determine the existing traffic conditions described above. It includes descriptions of the data requirements, the analysis methodologies, and the applicable level of service standards.

Data Requirements

The data required for the analysis were obtained from previous traffic counts, the City of Sunnyvale, Santa Clara County, the VTA CMP TRAFFIX database, Caltrans, and field observations. The following data were collected from these sources:

- existing traffic volumes,
- existing lane configurations, and
- signal timing and phasing.

Level of Service Standards and Analysis Methodologies

Traffic conditions at the study intersections were evaluated using level of service (LOS). *Level of Service* is a qualitative description of operating conditions ranging from LOS A, or free-flow conditions with little or no delay, to LOS F, or jammed conditions with excessive delays. The various analysis methods are described below.

Signalized Study Intersections

The Cities of Sunnyvale, Mountain View, Cupertino, and Santa Clara, the County of Santa Clara, and Caltrans all use the *Highway Capacity Manual* (HCM) 2000 operations method for level of service analysis at signalized intersections. This methodology is applied using TRAFFIX software. The HCM 2000 operations method evaluates signalized intersection operations on the basis of average control delay time for all vehicles at the intersection. Since TRAFFIX is also the CMP-designated traffic impact analysis tool, the City of Sunnyvale employs the CMP default values for the analysis parameters within the software.

The Cities of Sunnyvale, Mountain View, Cupertino, and Santa Clara, the County of Santa Clara, and Caltrans level of service standards for signalized intersections are all LOS D or better. Within the City of Sunnyvale, intersections on roadways considered to be “regionally significant” have a standard of LOS E. In the study area, signalized intersections within Sunnyvale along Mathilda Avenue, Caribbean Drive, El Camino Real, Sunnyvale-Saratoga Road, Central Expressway and Lawrence Expressway are considered regionally significant. The correlation between average control delay and level of service is shown in Table 1.

CMP Intersections

The designated level of service analysis methodology for the CMP is also the HCM 2000 operations method for signalized intersections, using TRAFFIX. The CMP level of service standard for signalized intersections under the jurisdiction of the Cities of Sunnyvale, Mountain View, Cupertino and Santa Clara, the County of Santa Clara, and Caltrans is LOS E or better.

Table 1
Signalized Intersection Level of Service Definitions Based on Control Delay

Level of Service	Description	Average Control Delay Per Vehicle (sec.)
A	Signal progression is extremely favorable. Most vehicles arrive during the green phase and do not stop at all. Short cycle lengths may also contribute to the very low vehicle delay.	10.0 or less
B+	Operations characterized by good signal progression and/or short cycle lengths.	10.1 to 12.0
B	More vehicles stop than with LOS A, causing higher levels of average vehicle delay.	12.1 to 18.0
B-		18.1 to 20.0
C+	Higher delays may result from fair signal progression and/or longer cycle lengths. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant, though many still pass through the	20.1 to 23.0
C		23.1 to 32.0
C-		32.1 to 35.0
D+	The influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable signal progression, long cycle lengths, or high volume-to-capacity (V/C) ratios. Many vehicles stop and	35.1 to 39.0
D		39.1 to 51.0
D-		51.1 to 55.0
E+	This is considered to be the limit of acceptable delay. These high delay values generally indicate poor signal progression, long cycle lengths, and high volume-to-capacity (V/C) ratios. Individual cycle failures occur frequently.	55.1 to 60.0
E		60.1 to 75.0
E-		75.1 to 80.0
F	This level of delay is considered unacceptable by most drivers. This condition often occurs with oversaturation, that is, when arrival flow rates exceed the capacity of the intersection. Poor progression and long cycle lengths may also be major-contributing causes of such delay levels.	greater than 80.0

Source: Transportation Research Board, *Highway Capacity Manual 2000* (Washington, D.C., 2000) p10-16.

Unsignalized Study Intersections

The level of service for the unsignalized intersections was evaluated using the 2000 HCM methodology. Level of service for unsignalized (stop-controlled and yield-controlled) intersections is evaluated based on the delay experienced by vehicles on the controlled approaches. For two-way or T-intersections, operations are defined by the average control delay experienced by the worst approach. For all-way stop controlled intersections, the level of service is reported based on the average delay for all approaches. The City of Sunnyvale level of service standard for unsignalized intersections is LOS D or better. The City of Mountain View does not have an adopted level of service standard for unsignalized intersections. However, the City strives to maintain LOS D for unsignalized intersections.

The correlation between delay and level of service for unsignalized intersections is shown in Table 2.

Table 2
Unsignalized Intersection Level of Service Based on Delay

Level of Service	Description	Average Control Delay Per Vehicle (sec.)
A	Little or no traffic delay	10.0 or less
B	Short Traffic delays	10.1 to 15.0
C	Average traffic delays	15.1 to 25.0
D	Long traffic delays	25.1 to 35.0
E	Very long traffic delays	35.1 to 50.0
F	Extreme traffic delays	greater than 50.0

Source: Transportation Research Board, *Highway Capacity Manual 2000* (Washington, D.C., 2000) p17-2.

Traffic Signal Warrant Analysis

An assessment of the need for signalization was conducted for unsignalized study intersections. For this study, the need for signalization was assessed on the basis of the peak hour volume signal warrant (Warrant #3) described in the 2014 California Manual on Uniform Traffic Control Devices (CA MUTCD). This method provides an indication of whether traffic conditions and peak-hour traffic levels are, or would be, sufficient to justify the installation of a traffic signal. It should be noted that it is just one of the factors/warrants used to indicate whether installation of a traffic control signal is justified.

Freeway Segments

Within Santa Clara County, freeway segments are analyzed as prescribed in the Santa Clara County CMP technical guideline. The level of service for freeway segments is estimated based on vehicle density. Density is calculated by the following formula:

$$D = V / (N \cdot S)$$

Where:

D = density, in vehicles per mile per lane (vpmpl)

V = peak hour volume, in vehicle per hour (vph)

N = number of travel lanes

S = average travel speed, in miles per hour (mph)

The vehicle density on a segment is correlated to level of service as shown in Table 3. The CMP requires that mixed-flow lanes and auxiliary lanes be analyzed separately from high-occupancy vehicle (HOV) lanes (otherwise known as carpool lanes). The CMP specifies that a capacity of 2,300 vehicles per hour per lane (vphpl) be used for segments three lanes or wider in one direction, and a capacity of 2,200 vphpl be used for segments two lanes wide in one direction. HOV lanes are specified as having a capacity of 1,650 vphpl.

Freeway segments within the County of San Mateo are evaluated by using the volume-to-capacity (V/C) ratio method according to the City/County Association of Governments (C/CAG) CMP guidelines. The CMP specifies varying capacities to be used based on the number of lanes and the free-flow travel speed. The County of San Mateo freeway segment V/C ratio is correlated to level of service as shown in Table 3.

Freeway segments within Alameda County are evaluated by using V/C ratios according to the Alameda County Transportation Commission (ACTC) guidelines. The CMP specifies that a capacity of 2,000 vehicles per hour per lane (vphpl) be used for all freeway segments. The Alameda County freeway segment V/C ratio is correlated to level of service as shown in Table 3.

Table 3
Freeway Segment Level of Service Definitions

Level of Service	Description	San Mateo County ¹	Santa Clara County ²	Alameda County ³
		Maximum V/C Ratio	Density (vehicles/mile/ lane)	Maximum V/C Ratio
A	Average operating speeds at the free-flow speed generally prevail. Vehicles are almost completely unimpeded in their ability to maneuver within the traffic stream.	0.28	11.0 or less	0.35
B	Speeds at the free-flow speed are generally maintained. The ability to maneuver within the traffic stream is only slightly restricted, and the general level of physical and psychological comfort provided to drivers is still high.	0.46	11.0 to 18.0	0.58
C	Speeds at or near the free-flow speed of the freeway prevail. Freedom to maneuver within the traffic stream is noticeably restricted, and lane changes require more vigilance on the part of the driver.	0.67	18.0 to 26.0	0.75
D	Speeds begin to decline slightly with increased flows at this level. Freedom to maneuver within the traffic stream is more noticeably limited, and the driver experiences reduced physical and psychological comfort levels.	0.85	26.0 to 46.0	0.90
E	At this level, the freeway operates at or near capacity. Operations in this level are volatile, because there are virtually no usable gaps in the traffic stream, leaving little room to maneuver within the traffic stream.	1	46.0 to 58.0	1
F	Vehicular flow breakdowns occurs. Large queues form behind breakdown points.	greater than 1	greater than 58.0	greater than 1

Source:

1. City/County Association of Governments of San Mateo County, Final San Mateo County Congestion Management Program 2019, Table B-1 (65 mph free-flow speed).
2. Santa Clara County Valley Transportation Authority, Transportation Impact Analysis Guidelines, Updated October 2014.
3. Alameda County Congestion Management Agency, *2020 Multimodal Monitoring Report*, Table A-1.

Freeway Ramps

A freeway ramp analysis was performed in order to verify that the freeway ramps have sufficient capacity to serve the existing traffic volumes. This analysis consisted of a volume-to-capacity ratio evaluation of the freeway ramps at the study interchanges. The ramp capacities were obtained from the *Highway Capacity Manual 2000*, and considered the free-flow speed, number of lanes on the ramp, and ramp metering.

2. Existing Conditions

This chapter describes the Existing conditions for transportation facilities in the vicinity of the Moffett Park Specific Plan (MPSP) study area, including the roadway network, transit service, pedestrian and bicycle facilities.

Existing Roadway Network

Regional access to the project site is provided via US 101, SR 85, and SR 237.

US 101 is an eight-lane freeway (three mixed-flow lanes and one HOV lane in each direction) within the vicinity of Sunnyvale. MPSP study area access to and from US 101 is provided via its interchanges at Ellis Street, SR 237, Moffett Park Drive, Mathilda Avenue, Fair Oaks Avenue, and Lawrence Expressway.

SR 85 is a six-lane freeway (two mixed-flow lanes and one HOV lane in each direction) that begins at the US 101 interchange east of Shoreline Boulevard, extends south towards San Jose, and terminates at the US 101 interchange south of Silicon Valley Boulevard/Bernal Road. MPSP study area access to and from SR 85 is provided via interchanges with SR 237 and US 101.

SR 237 is a four-lane to six-lane freeway within the vicinity of Sunnyvale that extends west to El Camino Real and east to I-880 in Milpitas. East of Mathilda Avenue, SR 237 has two mixed-flow lanes and one HOV lane in each direction. West of Mathilda Avenue, SR 237 has two mixed-flow lanes in each direction. MPSP study area access to and from SR 237 is provided via its interchanges at Mathilda Avenue, Fair Oaks Avenue, and Lawrence Expressway.

Major roadways within or near the MPSP study area include Lawrence Expressway/Caribbean Drive, Central Expressway, Mathilda Avenue, Fair Oaks Avenue/Java Drive, Tasman Drive, Moffett Park Drive, Bordeaux Drive, and Borregas Avenue.

Lawrence Expressway is a north-south, eight-lane expressway with a raised median and a posted speed limit of 50 mph. It begins at Saratoga Avenue in the south, crosses through Sunnyvale, and extends northward where it transitions into Caribbean Drive at SR 237. Caribbean Drive is a six-lane roadway with a raised median and a posted speed limit of 45 mph. HOV lanes are present on Lawrence Expressway between Stevens Creek Boulevard and Oakmead Parkway. Lawrence Expressway connects with US 101 and SR 237 via full-access freeway interchanges. Lawrence Expressway includes sidewalks along both sides on most segments and crosswalks at signalized intersections. Caribbean Drive includes sidewalks along portions of some segments and has crosswalks at signalized intersections. There are no bike lanes on Lawrence Expressway, but bikes are allowed to ride on the shoulders. Bike lanes are present on Caribbean Drive north of Moffett Park Drive. On-street parking is permitted on the north side of Caribbean Drive between Borregas Avenue and Mathilda Avenue.

Lawrence Expressway/Caribbean Drive provides regional access to the MPSP study area via its interchanges with SR 237, US 101, and Central Expressway.

Central Expressway is an east-west, four-lane to six-lane expressway. It begins at Trimble Road in the east, crosses Sunnyvale, extends westward, and transitions into Alma Street. In the study area, Central Expressway has two eastbound lanes and two westbound lanes and a posted speed limit of 50 mph. Central Expressway is mostly grade-separated within Sunnyvale except at Mary Avenue. The Mary Avenue intersection has crosswalks with pedestrian push buttons and signal heads across all legs. There are no sidewalks or bike lanes along Central Expressway, but bikes are allowed to ride on the shoulders. On-street parking is not permitted on this roadway. Central Expressway has intersections at Mary Avenue and Oakmead Parkway, and interchanges at Mathilda Avenue, Fair Oaks Avenue, Wolfe Road, and Lawrence Expressway.

Mathilda Avenue is a north-south, six-lane roadway with a posted speed limit of 35 to 45 mph. It extends from E. Caribbean Drive south past El Camino Real, where it transitions to Sunnyvale-Saratoga Road and extends south into Cupertino and Saratoga. There are sidewalks on both sides of the street for the whole length of the roadway, except on portions that coincide with VTA Light Rail north of 5th Avenue and the west side of the street between SR 237 and Ross Drive. Crosswalks, pedestrian push buttons, and signal heads are present at all major intersections. Bike lanes are generally present along Mathilda Avenue north of Iowa Avenue, and a bike route is marked north of Innovation Way. On-street parking is permitted along certain segments of the roadway. Mathilda Avenue provides regional access to the MPSP study area via its interchanges with SR 237, US 101, and Central Expressway.

Fair Oaks Avenue is a north-south, four-lane to six-lane roadway with a posted speed limit of 30 mph. It begins at Remington Drive in the south and extends northward where it transitions into Java Drive at SR 237. Java Drive is a four-lane roadway with a posted speed limit of 45 mph and a raised median containing the VTA Light Rail tracks. Sidewalks exist on both sides of most Fair Oaks Avenue segments and include crosswalks, pedestrian push buttons, and signal heads at all major intersections. Java Drive includes sidewalks along most segments and has crosswalks at signalized intersections. Bike lanes are present along Fair Oaks Avenue between Crossman Avenue and Tasman Drive, Evelyn Avenue and Kifer Road, and south of Old San Francisco Road. Bike lanes are planned on Java Drive between Mathilda Avenue & Crossman Avenue. On-street parking is generally permitted between Old San Francisco Road and Bryan Avenue and between Arques Avenue and Wolfe Road. Fair Oaks Avenue provides regional access to the MPSP study area via its interchanges with SR 237, US 101 and Central Expressway.

Tasman Drive is an east-west, two-lane to four-lane roadway with a posted speed limit of 40 mph in the project vicinity. Tasman Drive begins at Morse Avenue in the west and extends east past I-880 and transitions into Great Mall Parkway. The VTA Light Rail tracks are present in the middle of Tasman Drive east of Fair Oaks Avenue. Tasman Drive includes sidewalks along some segments in both directions of travel and crosswalks at signalized intersections. Bike routes or lanes are provided, and on-street parking is prohibited within the project vicinity. Tasman Drive provides regional access to the MPSP study area via its intersections with Fair Oaks Avenue and Lawrence Expressway.

Moffett Park Drive is an east-west, two-lane to four-lane roadway with a posted speed limit of 40 mph in the project vicinity. Moffett Park Drive begins at Manila Avenue in the west, extends east until Mathilda Avenue, then continues from Bordeaux Drive to Baylands Park. Moffett Park Drive includes sidewalks on one side of the roadway on some segments. Crosswalks are provided at all signalized intersections and two unsignalized intersections. Bike routes, lanes, or Class I bike paths are provided on Moffett Park Drive. On-street parking is prohibited within the project vicinity. Moffett Park Drive provides regional access to the MPSP study area via its intersections with Mathilda Avenue and Caribbean Drive.

Bordeaux Drive is a two-lane roadway with a posted speed limit of 30 mph. Bordeaux Drive begins at Moffett Park Drive in the south and extends north until it transitions into 1st Avenue at Mathilda Avenue. Bordeaux Drive includes sidewalks on at least one side of the roadway on all segments. Crosswalks are provided at all signalized intersections, two unsignalized intersections, and some mid-block locations. Bike lanes are provided between Mathilda Avenue and Moffett Park Drive. On-street parking is not permitted on Bordeaux Drive. Bordeaux Drive provides regional access to the MPSP study area via its intersections with Caribbean Drive and Moffett Park Drive.

Borregas Avenue is a two-lane roadway with a posted speed limit of 35 mph. Borregas Avenue begins at Moffett Park Drive in the south and extends north until it transitions into Carl Drive. Borregas Avenue includes sidewalks on at least one side of the roadway on all segments. Crosswalks are provided at all signalized and some unsignalized intersections, with a mid-street crosswalk north of Java Drive. Bike lanes are provided along the entirety of Borregas Avenue. On-street parking is generally permitted along the west side of the roadway.

Existing Bicycle Facilities

Bicycle facilities in the vicinity of the MPSP study area include shared-use paths, bicycle lanes, buffered bicycle lanes, bicycle routes, bicycle boulevards, and separated bikeways. Shared-use paths are shared between pedestrians and bicyclists and separated from motor vehicle traffic. Bicycle lanes are lanes on roadways designated for bicycle travel adjacent to vehicle traffic. Buffered bicycle lanes are dedicated lanes for bicycle travel separated from vehicle traffic by a painted buffer. Bicycle routes are streets that accommodate bicycles with pavement markings and signage but are not separate from the travel lanes. Bicycle boulevards are local streets where bicyclists have priority but share roadway space with motor vehicles. Separated bikeways are on-street bikeways separated from vehicle traffic by a physical barrier.

The existing bicycle facilities in the study area are shown on Figure 2. Information about bicycle facilities in the study area is available in the *Sunnyvale Active Transportation Plan* (August 2020) and the *Sunnyvale Bike Map & Guide to Safe Cycling* (2018). The San Francisco Bay Trail, a walking and cycling path around the entire San Francisco Bay, is accessible from Caribbean Drive. Additional Class I bike paths exist along Moffett Park Drive between Innovation Way and Borregas Avenue, on the bridge crossing SR 237 at Borregas Avenue, on 5th Avenue west of Bordeaux Drive, on Caribbean Drive west of Borregas Avenue, and along the Sunnyvale West Channel northeast of Innovation Way. The following on-street bicycle facilities exist within the immediate vicinity of the MPSP study area north of SR 237:

Bike Lanes:

- Enterprise Way between Moffett Park Drive and 5th Avenue
- 5th Avenue between Enterprise Way and C Street
- 11th Avenue between Enterprise Way and Innovation Way
- Discovery Way between 11th Avenue and 5th Avenue (Class IIB)
- E Street between 5th Avenue and Lockheed Martin Way
- Innovation Way between 11th Avenue and Bordeaux Drive
- Moffett Park Drive between Enterprise Way and Innovation Way and between Borregas Avenue and Caribbean Drive
- 1st Avenue between E Street and Mathilda Avenue
- Caribbean Drive between 1st Avenue/Bordeaux Drive and Moffett Park Drive/Baylands Park
- Bordeaux Drive between Moffett Park Drive and Mathilda Avenue
- Borregas Avenue between Moffett Park Drive and Caribbean Drive

- Crossman Avenue between Moffett Park Drive and Caribbean Drive

Bicycle routes are present along Mathilda Avenue between Innovation Way and 1st Avenue/Bordeaux Drive and on the eastbound lane of Moffett Park Drive east of Borregas Avenue for about 520 feet until the bike lane begins. A bicycle boulevard exists on D Street between 11th Avenue and 5th Avenue.

Overall, the existing bicycle facilities in the MPSP study area provide adequate connections for bicycles. Bicycle lanes are also planned on Java Drive between Mathilda Avenue and Crossman Avenue.

Existing Pedestrian Facilities

Within the immediate vicinity of the MPSP study area, sidewalks and crosswalks are missing along many sections of the roadways. As shown on Figure 3, sidewalk is missing on both sides of the street for most of Orleans Drive, Baltic Way, Caspian Drive, Humboldt Court, and Gibraltar Drive, as well as on portions of Caribbean Drive, Lockheed Martin Way, E Street, Moffett Park Drive, and Geneva Drive. The remaining road segments in the study area have sidewalks on at least one side of the street. Figure 3 also shows the missing crosswalks at controlled intersections. Crosswalks are missing on some legs of signalized intersections, including Mathilda Avenue & 1st Avenue/Bordeaux Drive and Caribbean Drive & Moffett Park Drive. Crosswalks are also missing at some unsignalized intersections along 1st Avenue, J Street, Lockheed Martin Way, 5th Avenue, Moffett Park Drive, Bordeaux Drive, Borregas Avenue, Geneva Drive, Gibraltar Drive, Humboldt Court, Innsbruck Drive, Orleans Drive, Caspian Court, and Baltic Way.

Existing Transit Service

Existing transit services in the vicinity of the MPSP study area are provided by VTA, ACE, and Google Shuttles. Public bus routes that are serving the MPSP study area are described in Table 4 and shown on Figure 4.

Table 4
Existing Transit Services

Bus Route	Route Description	Nearest Bus Stops	Weekday Hours of Operation	Headway
Local Bus 56	Lockheed Martin Transit Center to Tamien Station	Lockheed Martin Transit Center and stops along Java Dr at Mathilda Ave, Bordeaux Dr, Borregas Ave, and Crossman Ave	5:22 AM - 10:40 PM	30 - 35 min
Express Route 121	Gilroy / Morgan Hill to Lockheed Martin Station	Lockheed Martin Transit Center	NB: 4:30 AM - 9:06 AM SB: 2:52 PM - 6:56 PM	58 - 138 min
Rapid Bus 523	San Jose State to Lockheed Martin via De Anza College	Lockheed Martin Transit Center and Mathilda Avenue & Innovation Way	6:13 AM - 10:38 PM	15 - 20 min
ACE Red Line	Great America ACE Station to North Sunnyvale	Lockheed Martin Transit Center, 1st St & C St, Crossman Ave & Java Dr, Caribbean Dr & Moffett Park Dr	WB: 6:06 AM - 9:52 AM EB: 3:14 PM - 6:39 PM	50 - 85 min

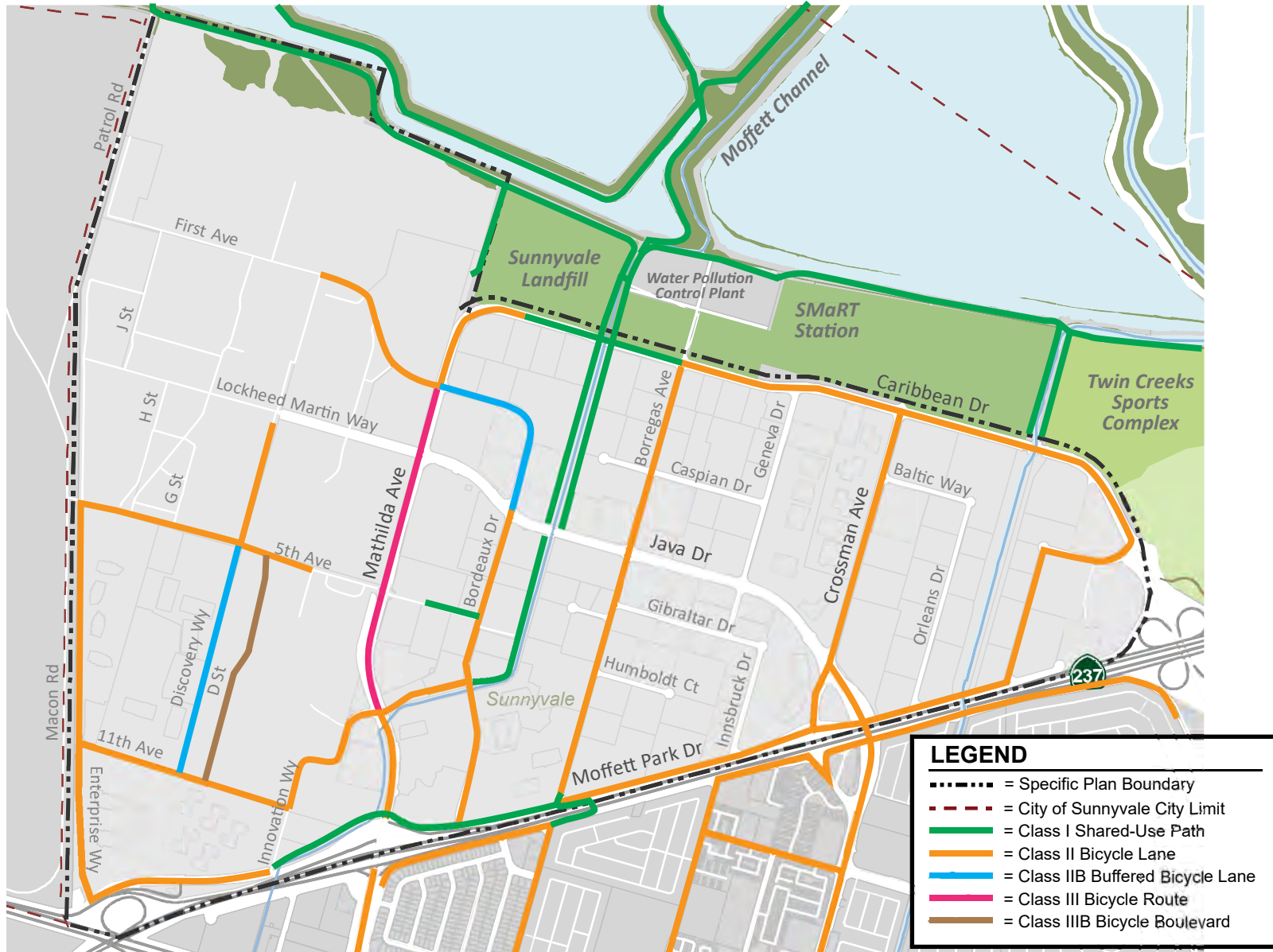


Figure 2
Existing Bicycle Facilities

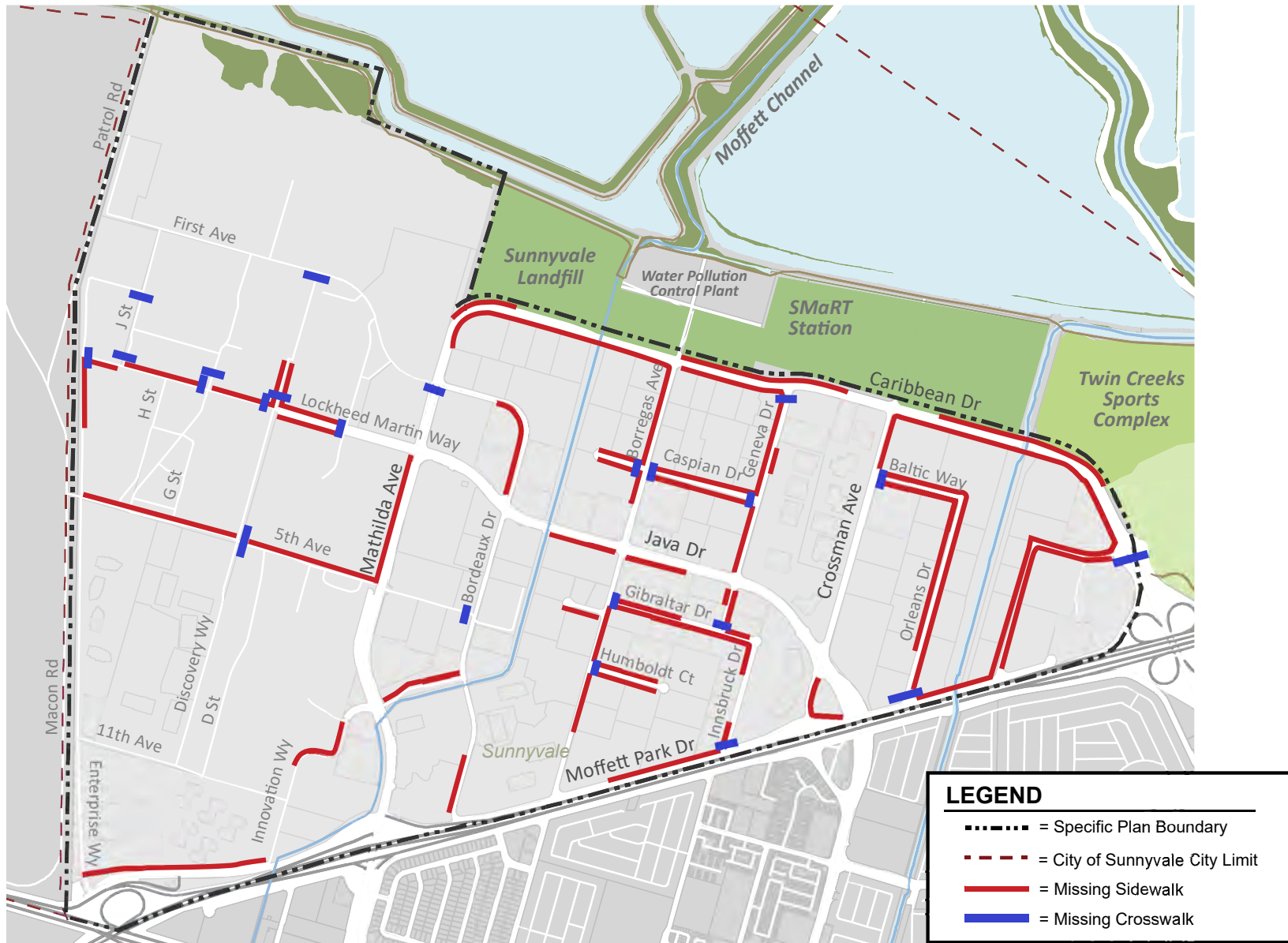


Figure 3
Existing Pedestrian Facilities

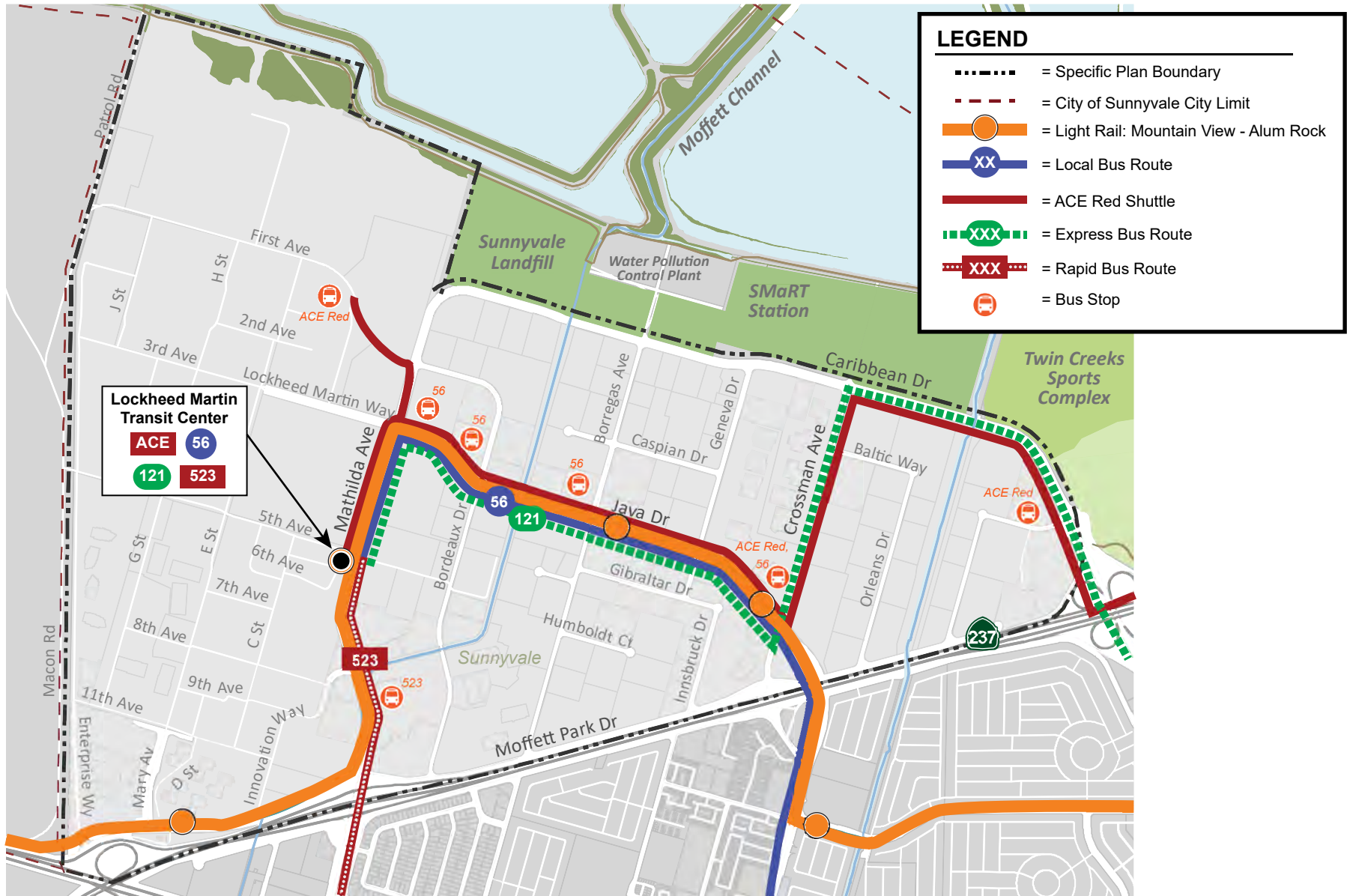


Figure 4
Existing Transit Services

Light Rail Service

Commuter Light Rail service between San Jose, Sunnyvale, and Mountain View is provided by VTA. The VTA Orange Line provides service in the MPSP study area.

VTA Orange Line

The VTA Orange Line provides Light Rail service from Mountain View to Alum Rock with four stops in the study area along Moffett Park Drive, Mathilda Avenue, and Java Drive. Light Rail service in the study area is provided with approximately 20-minute headways during weekdays from 5:30 AM to 12:46 AM the next day. Weekend service is provided with approximately 30-minute headways from 5:58 AM to 12:46 AM. The Orange Line, VTA bus routes 56 and 523, and the ACE Red Shuttle all stop at the Lockheed Martin Transit Center, which is located at Mathilda Avenue and 5th Avenue. In general, there are continuous pedestrian facilities between the light rail stations and nearby office buildings. Bicycle lanes or routes are present on Mathilda Avenue, Bordeaux Drive, Borregas Avenue, and Crossman Avenue.

Light Rail Operations at Study Intersections

VTA light rail runs through and adjacent to many study intersections in the MPSP area. Light rail trains were observed to have preemption at the intersections between Ellis Street and Mathilda Avenue. Therefore, trains were not delayed by the signals. Trains do not have preemption along Java Drive. However, traffic demand on the cross streets is light, and trains are not much delayed. Trains do not have preemption along Fair Oaks Avenue and Tasman Drive. Trains at these intersections were often observed to be delayed by red lights.

Study intersections on Ellis Street are impacted by light rail operations. At the Ellis Street & Manila Avenue intersection, long queues were observed to build up when trains traveled through Manila Avenue, but queues dissipated relatively quickly. This affected the northbound right-turn movement during the AM peak hour and the westbound left-turn movement during the PM peak hour. At the Ellis Street & US 101 NB Ramps intersection, the westbound movement was skipped over when the train traveled past the intersection. The westbound left-turn movement is already in high demand during the AM peak hour. The train passing through the westbound approach resulted in a longer westbound left-turn queue that required an additional 1-2 cycles to clear.

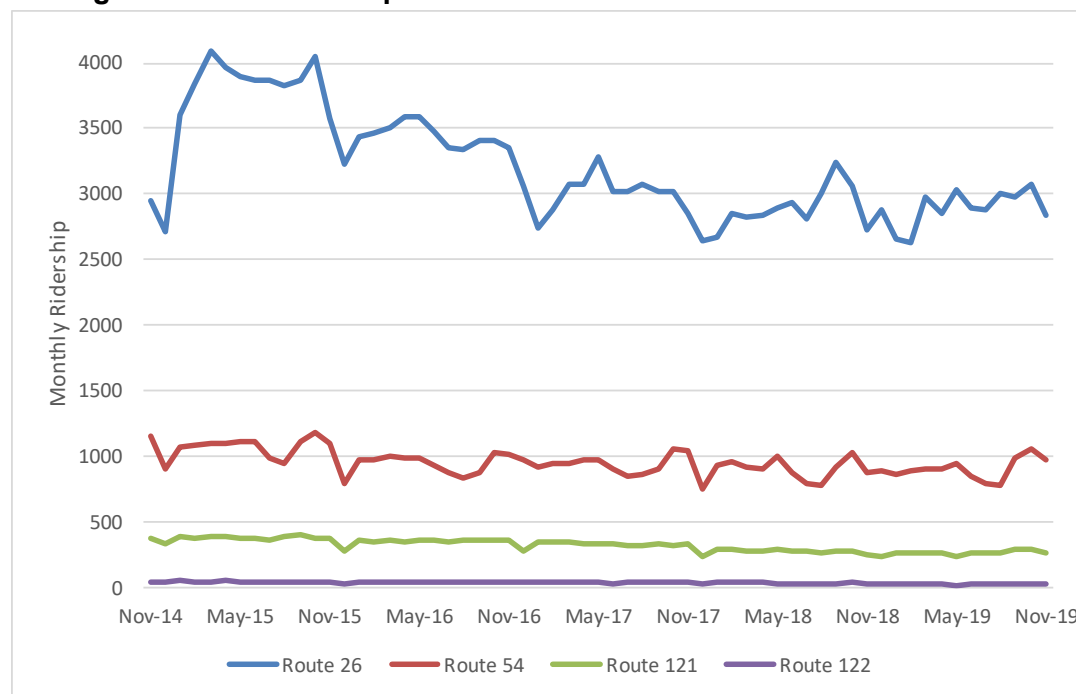
Some intersections with light rail operations have left-turning movements into and out of the office areas that receive heavy demand. For these left-turning movements and some through movements, longer queues were observed when the trains traveled past the intersection, and these queues would require 1-2 signal cycles to clear. Examples of such intersections include Enterprise Way & Moffett Park Drive, Mathilda Avenue & 5th Avenue, Mathilda Avenue & Java Drive, and Borregas Avenue & Java Drive.

Some minor streets at intersections with light rail operations receive relatively low demand. Vehicles at these minor street approaches were observed to experience long wait times when the train traveled through the intersection. However, since the demand was low, long queues did not accumulate. Long wait times were also observed for some major street approaches and light rail trains due to pedestrians crossing half of the street to the light rail stations. This was observed at intersections along Java Drive and Tasman Drive.

VTA Ridership Analysis

As of December 28, 2019, VTA is providing several new and updated bus and Light Rail routes to their service. Of the bus routes that provide service to the MPSP study area, Local Bus 56 and Rapid Bus 523 are upgraded routes, and Express Routes 121 and 122 experienced no changes. As shown on Figure 5, previous routes were used to demonstrate ridership between 2014 and 2019 for the new bus routes in the study area. Routes 26 and 54 represent the new routes 56 and 523, respectively. Therefore, these routes are subject to change, and the data is for informational purposes only.

**Figure 5
Average VTA Bus Ridership**

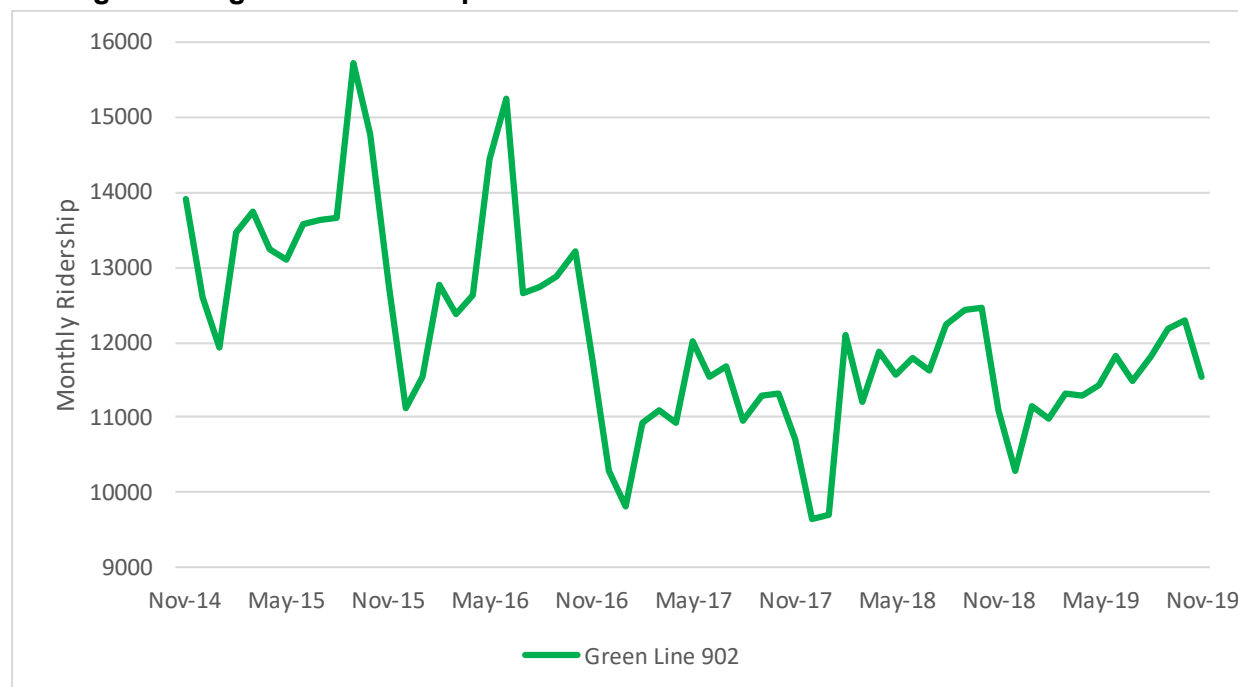


In addition to the new bus routes, VTA Light Rail added the Orange Line in 2019. This line replaces parts of the original Green Line and Blue Line. Since the Green Line previously operated in the MPSP study area, the ridership between 2014 and 2019 are shown on Figure 6. However, since the Orange Line has different service, this data is for informational purposes only.

VTA transit stop usage for stops located within the MPSP study area are shown on Figure 7. The VTA Bus Stop Inventory (updated in July 2019) indicates that before the COVID-19 pandemic, daily ridership at the bus stops in the MPSP study area fluctuated between 0 and 240 patrons. The results show that five VTA bus stops received zero patrons, including southbound Crossman & Java, westbound 1st & Mathilda, an eastbound stop at Lockheed Martin Transit Center, eastbound 1st & C Street, and northbound Mathilda & Java. Conversely, two eastbound stops at the Lockheed Martin Transit Center (Bay 4 and Bay 6) received over 100 patrons daily.

The VTA Light Rail Stops data (updated in November 2019) indicates that pre-COVID, daily ridership at the Light Rail stations in the MPSP study area fluctuated between 54 and 204 patrons. The Bayshore / NASA station received the lowest usage in the area, while the Lockheed Martin Transit Center station received the highest usage.

Figure 6
Average VTA Light Rail Ridership



Existing Intersection Lane Configurations

The existing lane configurations at the study intersections were determined by Google satellite imagery and observations in the field and are shown on Figure 8.

Existing Traffic Volumes

The existing traffic volumes for most intersections were obtained from peak hour traffic counts collected in February 2020. The existing PM traffic counts for the CMP intersections were collected in 2018. The CMP intersections are counted every two years. Eight intersections used volumes from Kimley Horn that were used in the Mary Avenue Study. The existing AM and PM peak hour traffic volumes are shown graphically on Figure 9. Traffic count data are included in Appendix A. Traffic volumes at the study intersections for all scenarios of the traffic study are tabulated in Appendix B.

Existing Intersection Levels of Service

Intersection levels of service were evaluated against the respective city and CMP standards. The results of the intersection level of service analysis under Existing conditions are summarized in Tables 5 and 6 and shown on Figure 10. The results of the analysis show that the following intersection currently operates at an unacceptable level:

41. Lawrence Expressway & Lakehaven Drive – AM Peak Hour

Additionally, the unsignalized intersection at Ellis Street & Manila Avenue meets the CA MUTCD signal warrant criteria during the AM peak hour and the intersection at Innovation Way & 11th Avenue meets the signal warrant criteria during the PM peak hour. The intersection levels of service calculation sheets are included in Appendix C. The signal warrant worksheets are included in Appendix D.

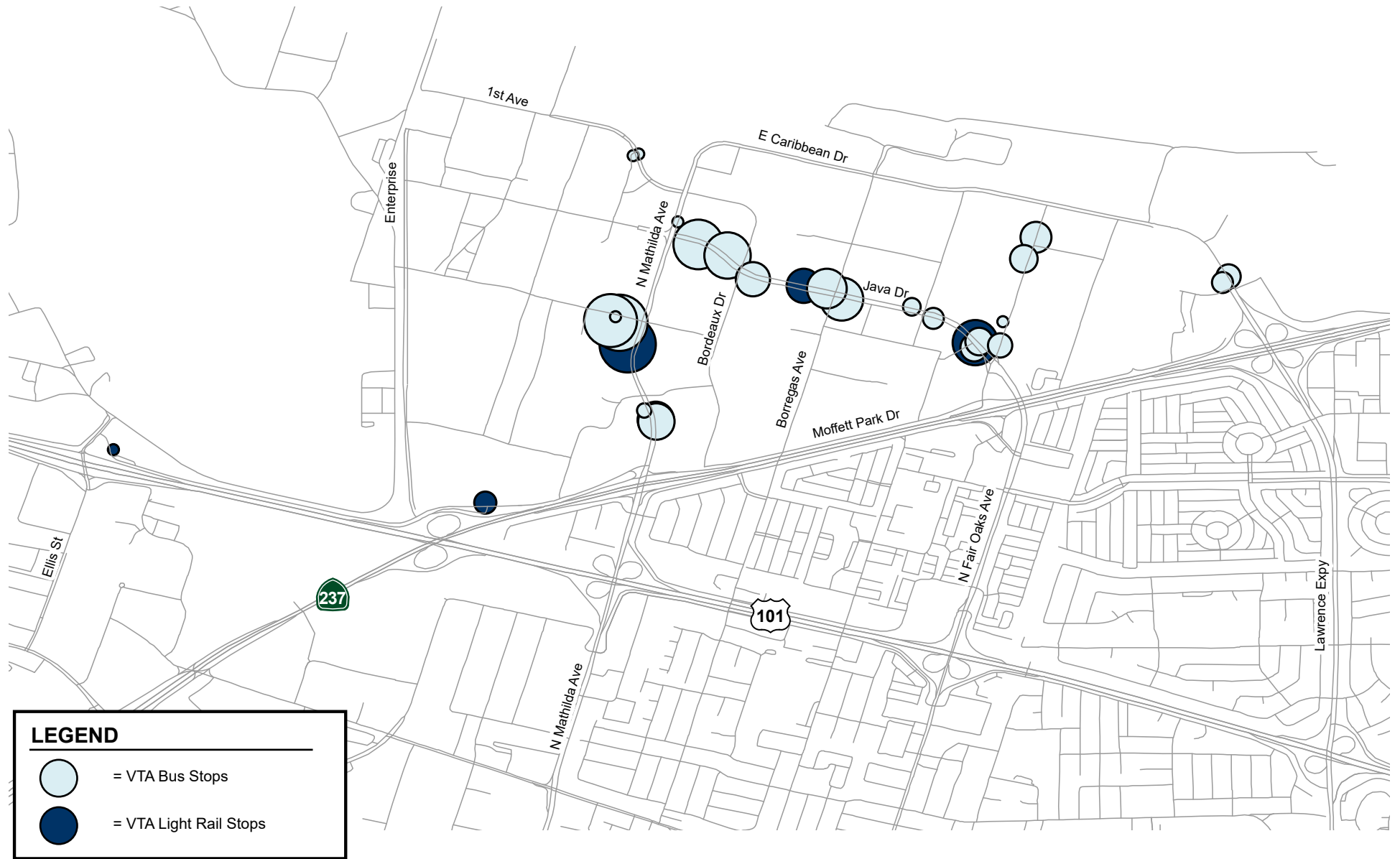
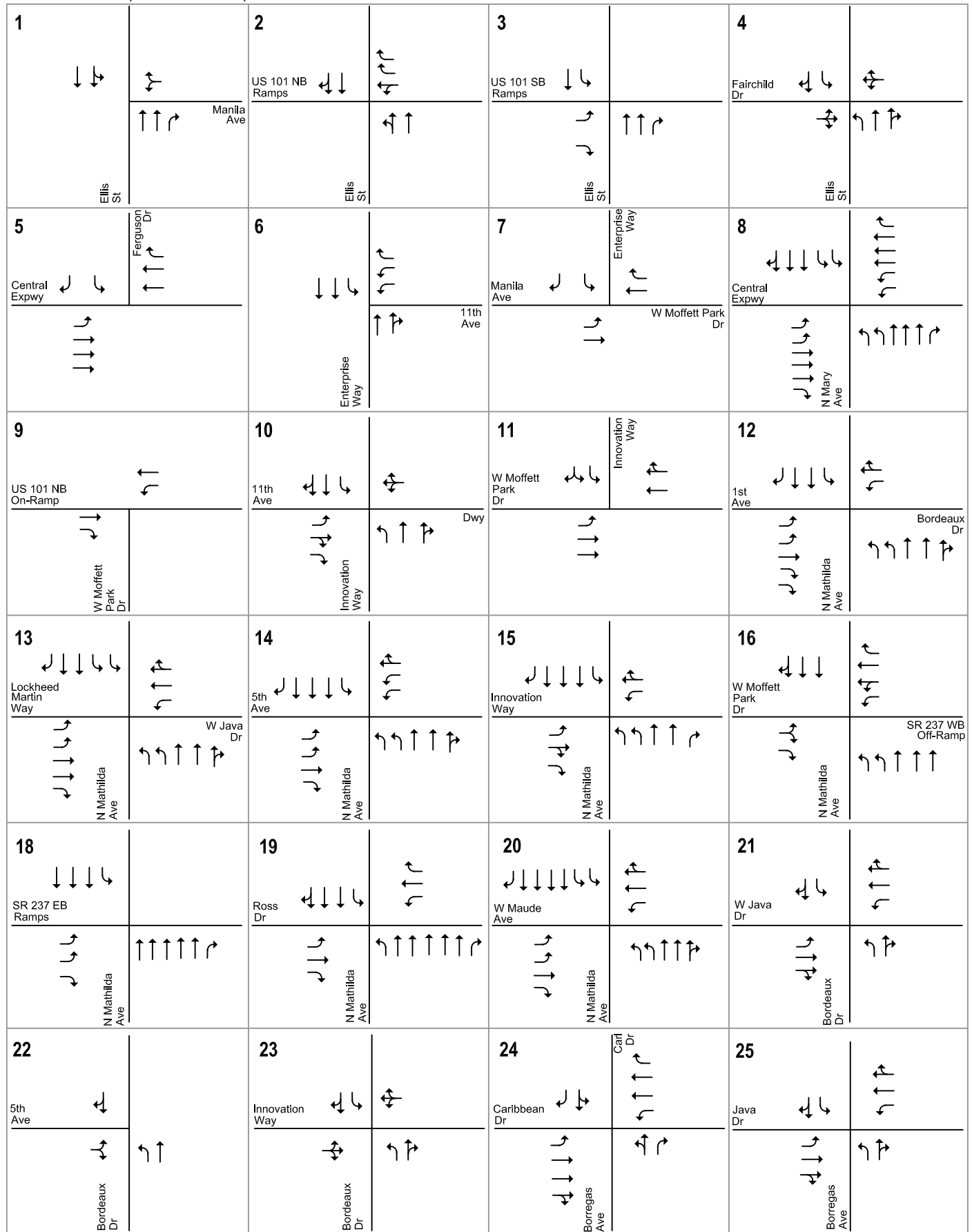


Figure 7
VTA Transit Stops

Moffett Park Specific Plan Update

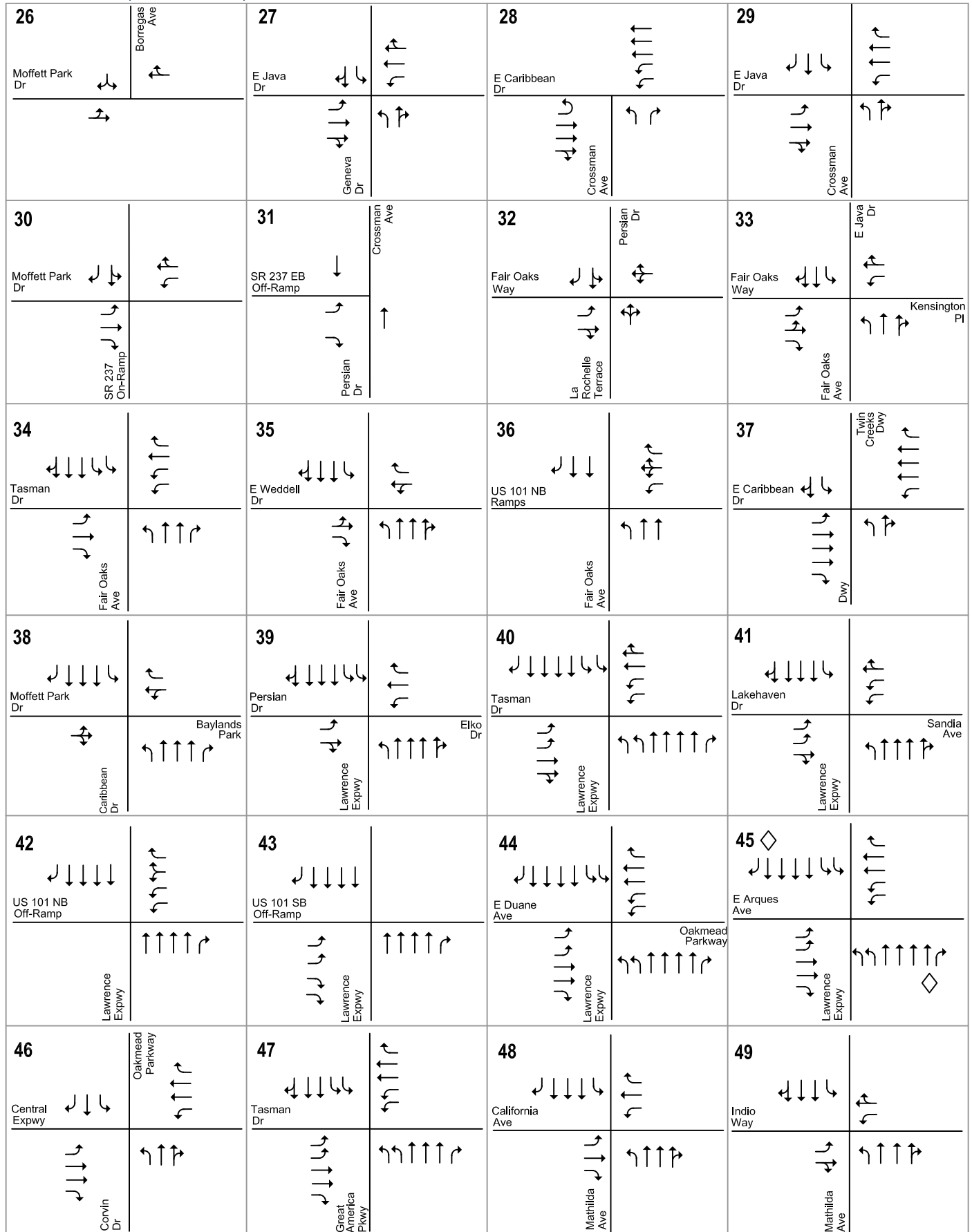


LEGEND

◊ = HOV Lane

Figure 8
Existing Lane Configurations

Moffett Park Specific Plan Update

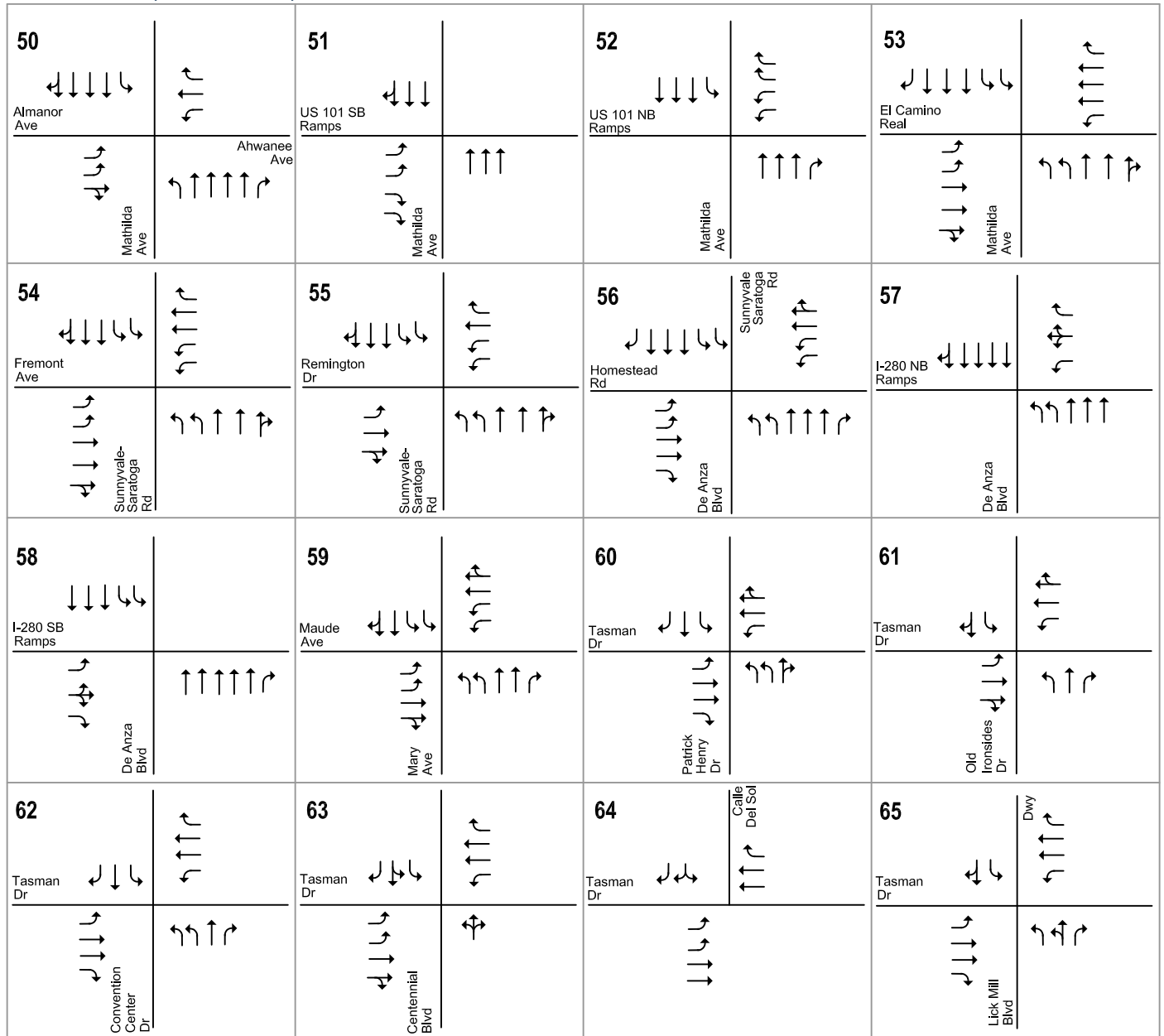


LEGEND

◇ = HOV Lane

Figure 8 (continued)
Existing Lane Configurations

Moffett Park Specific Plan Update

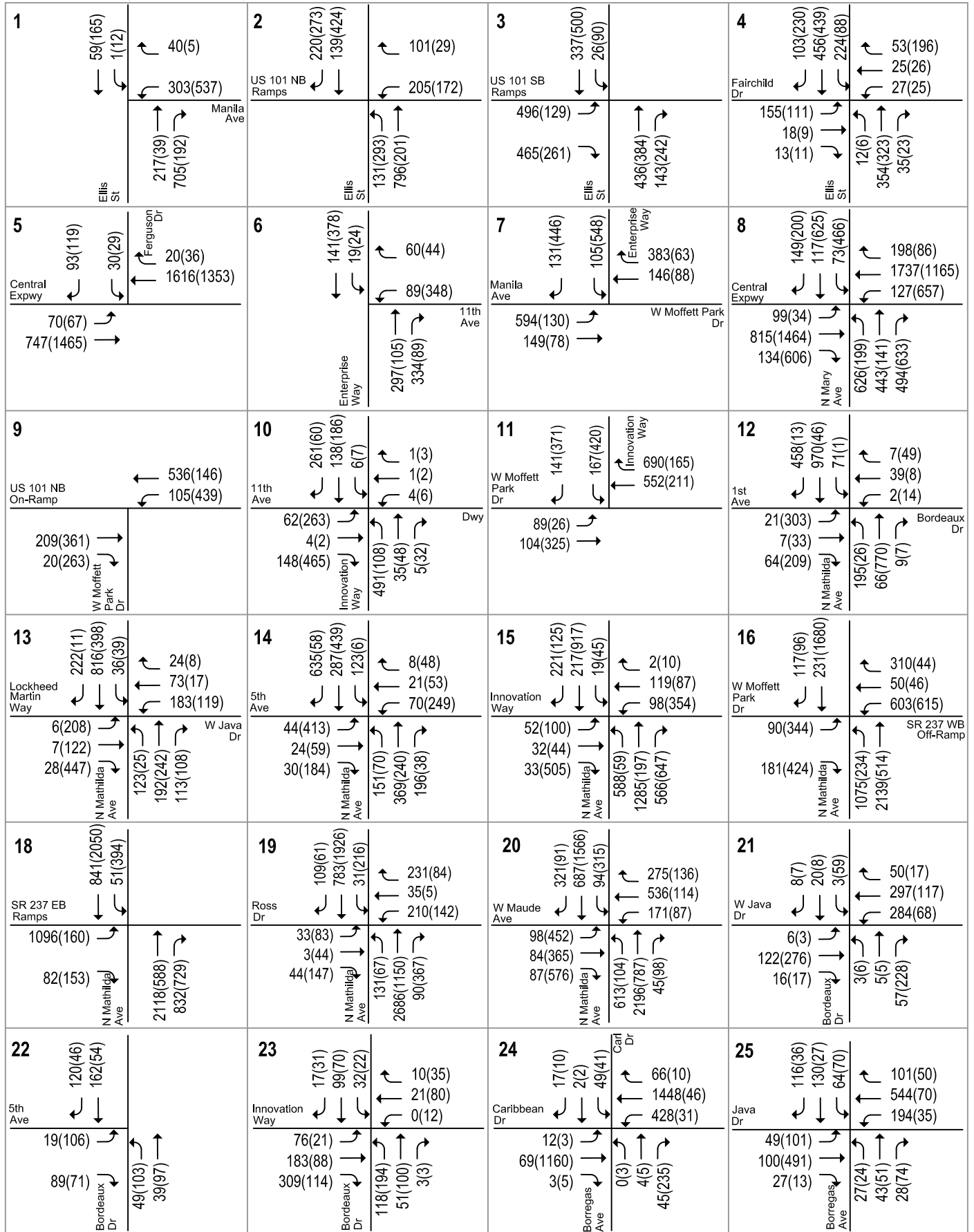


LEGEND

= HOV Lane

Figure 8 (continued)
Existing Lane Configurations

Moffett Park Specific Plan Update



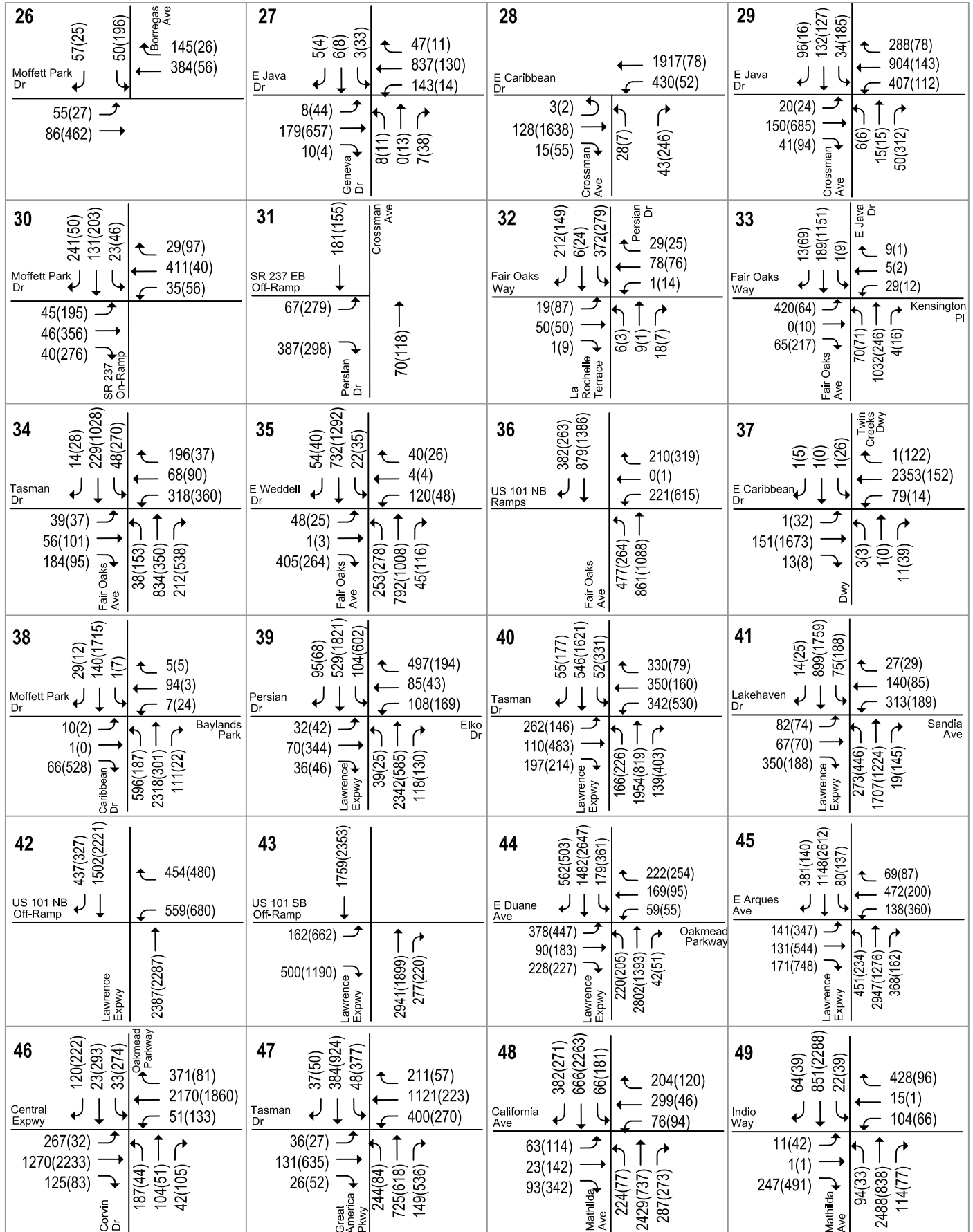
LEGEND

XX(X) = AM(PM) Peak-Hour Traffic Volumes

Figure 9
Existing Traffic Volumes



Moffett Park Specific Plan Update



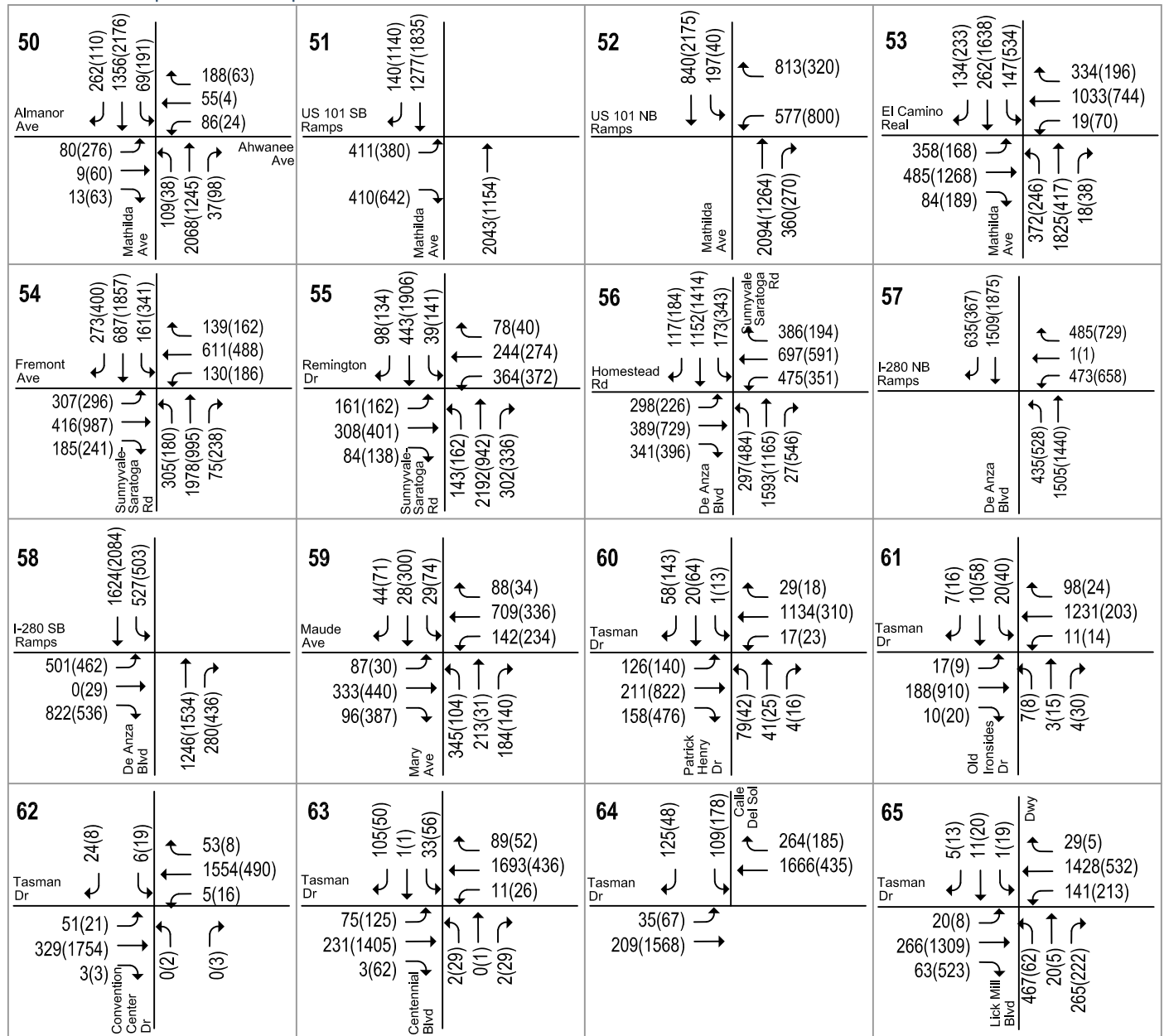
LEGEND

XX(X) = AM(PM) Peak-Hour Traffic Volumes

Figure 9 (continued)
Existing Traffic Volumes



Moffett Park Specific Plan Update



LEGEND

XX(XX) = AM(PM) Peak-Hour Traffic Volumes

Figure 9 (continued)
Existing Traffic Volumes

Table 5
Existing Intersection Levels of Service – Signalized Intersections

#	Intersection	Peak Hour	Count Date ⁽¹⁾	LOS Std.	Existing	
					Avg. Delay (sec)	LOS
2	Ellis Street & US 101 NB Ramps (MV◇)	AM	02/04/20	D	21.0	C+
		PM	02/04/20		21.1	C+
3	Ellis Street & US 101 SB Ramps (MV◇)	AM	02/04/20	D	17.7	B
		PM	02/04/20		15.3	B
4	Ellis Street & Fairchild Drive (MV)	AM	02/04/20	D	14.6	B
		PM	02/04/20		16.1	B
5	Ferguson Drive & Central Expressway (County*)	AM	02/06/20	E	11.0	B+
		PM	11/13/18		3.7	A
6	Enterprise Way & 11th Avenue	AM	02/04/20	D	8.8	A
		PM	02/04/20		12.9	B
7	Enterprise Way & Manila Avenue/W. Moffett Park Drive	AM	02/04/20	D	19.7	B-
		PM	02/04/20		10.4	B+
8	N. Mary Avenue & Central Expressway (County*)	AM	02/06/20	E	53.9	D-
		PM	12/13/18		60.1	E
9	US 101 NB On-Ramp & W. Moffett Park Drive (◇)	AM	02/04/20	D	4.7	A
		PM	02/04/20		10.9	B+
11	Innovation Way & W. Moffett Park Drive	AM	02/04/20	D	20.0	C+
		PM	02/04/20		17.4	B
12	N. Mathilda Avenue & 1st Avenue/Bordeaux Drive (+)	AM	02/04/20	E	15.3	B
		PM	02/04/20		18.6	B-
13	N. Mathilda Avenue & Lockheed Martin Way/W. Java Drive (*)	AM	-	E	26.2	C
		PM	-		37.5	D+
14	N. Mathilda Avenue & 5th Avenue (+)	AM	02/04/20	E	18.6	B-
		PM	02/04/20		39.2	D
15	N. Mathilda Avenue & Innovation Way (+)	AM	-	E	23.6	C
		PM	-		52.1	D-
16	N. Mathilda Avenue & W. Moffett Park Drive/SR 237 WB Off-Ramp (+◇)	AM	-	E	38.2	D+
		PM	-		67.3	E
18	N. Mathilda Avenue & SR 237 EB Ramps (+◇)	AM	-	E	33.1	C-
		PM	-		21.1	C+
19	N. Mathilda Avenue & Ross Drive (+)	AM	-	E	20.6	C+
		PM	-		21.9	C+
20	N. Mathilda Avenue & W. Maude Avenue (*)	AM	02/05/20	E	44.6	D
		PM	10/30/18		47.2	D
21	Bordeaux Drive & W. Java Drive	AM	02/04/20	D	18.1	B-
		PM	02/04/20		17.4	B
23	Bordeaux Drive & Innovation Way	AM	02/04/20	D	25.3	C
		PM	02/04/20		29.8	C

Notes:
 * = CMP, ◇ = Caltrans, + = Regionally Significant Roadway, County = County of Santa Clara, MV = Mountain View
 (1) "-" indicates that volumes from the Mary Avenue Extension Study by Kimley Horn were used.

Table 5 (continued)
Existing Intersection Levels of Service – Signalized Intersections

#	Intersection	Peak Hour	Count Date	LOS Std.	Existing	
					Avg. Delay (sec)	LOS
24	Borregas Avenue/Carl Road & Caribbean Drive (+)	AM	02/04/20	E	8.9	A
		PM	02/04/20		11.2	B+
25	Borregas Avenue & Java Drive	AM	02/04/20	D	23.1	C
		PM	02/04/20		21.4	C+
27	Geneva Drive & E. Java Drive	AM	02/04/20	D	15.9	B
		PM	02/04/20		14.5	B
28	Crossman Avenue & E. Caribbean Drive (+)	AM	02/04/20	E	6.9	A
		PM	02/04/20		15.6	B
29	Crossman Avenue & E. Java Drive	AM	02/04/20	D	20.6	C+
		PM	02/04/20		37.8	D+
30	Crossman Avenue & Moffett Park Drive (◇)	AM	02/04/20	D	14.1	B
		PM	02/04/20		18.6	B-
33	Fair Oaks Avenue/E. Java Drive & Fair Oaks Way/Kensington Place	AM	02/05/20	D	22.5	C+
		PM	02/05/20		20.0	B-
34	Fair Oaks Avenue & Tasman Drive	AM	02/05/20	D	32.3	C-
		PM	02/05/20		36.9	D+
35	Fair Oaks Avenue & E. Weddell Drive	AM	02/05/20	D	17.9	B
		PM	02/05/20		16.5	B
36	Fair Oaks Avenue & US 101 NB Ramps (◇)	AM	02/05/20	D	19.2	B-
		PM	02/05/20		26.3	C
37	Twin Creeks Driveway & E. Caribbean Drive (+)	AM	02/05/20	E	10.9	B+
		PM	02/05/20		11.2	B+
38	E. Caribbean Drive & Moffett Park Drive/Baylands Park (+)	AM	02/05/20	E	10.2	B+
		PM	02/05/20		32.2	C-
39	Lawrence Expressway & Persian Drive/Elko Drive (County)	AM	02/05/20	E	59.3	E+
		PM	02/05/20		54.7	D-
40	Lawrence Expressway & Tasman Drive (County*)	AM	02/06/20	E	50.9	D
		PM	11/01/18		57.0	E+
41	Lawrence Expressway & Lakehaven Drive/Sandia Avenue (County)	AM	02/05/20	E	95.7	F
		PM	02/05/20		73.8	E
42	Lawrence Expressway & US 101 NB Off-Ramp (County◇)	AM	02/05/20	E	9.6	A
		PM	02/05/20		14.0	B
43	Lawrence Expressway & US 101 SB Off-Ramp (County◇)	AM	02/05/20	E	8.4	A
		PM	02/05/20		26.7	C
44	Lawrence Expressway & E. Duane Avenue/Oakmead Parkway (County)	AM	02/05/20	E	38.5	D+
		PM	02/05/20		48.3	D
45	Lawrence Expressway & E. Arques Avenue (County*)	AM	02/06/20	E	55.3	E+
		PM	11/13/18		71.6	E
46	Oakmead Parkway/Corvin Drive & Central Expressway (County*)	AM	02/06/20	E	49.7	D
		PM	11/13/18		46.9	D

Notes:
 * = CMP, ◇ = Caltrans, + = Regionally Significant Roadway, County = County of Santa Clara
BOLD indicates unacceptable level of service

Table 5 (continued)
Existing Intersection Levels of Service – Signalized Intersections

#	Intersection	Peak Hour	Count Date ⁽¹⁾	LOS Std.	Existing	
					Avg. Delay (sec)	LOS
47	Great America Parkway & Tasman Drive (SC [*])	AM	02/06/20	E	38.2	D+
		PM	11/15/18		28.4	C
48	Mathilda Avenue & California Ave (+)	AM	02/05/20	E	35.2	D+
		PM	02/05/20		36.3	D+
49	Mathilda Avenue & Indio Way (+)	AM	02/05/20	E	40.2	D
		PM	02/05/20		40.9	D
50	Mathilda Avenue & Almanor Ave/Ahwanee Ave (+)	AM	-	E	25.1	C
		PM	-		28.8	C
51	Mathilda Avenue & US 101 SB Ramps (+◇)	AM	-	E	15.1	B
		PM	-		20.8	C+
52	Mathilda Avenue & US 101 NB Ramps (+◇)	AM	-	E	32.1	C-
		PM	-		25.8	C
53	Mathilda Avenue & El Camino Real (*)	AM	02/04/20	E	50.2	D
		PM	10/30/18		45.7	D
54	Sunnyvale Saratoga Road & Fremont Avenue (*)	AM	02/04/20	E	48.2	D
		PM	10/30/18		47.8	D
55	Sunnyvale Saratoga Road & Remington Drive (*)	AM	02/04/20	E	42.0	D
		PM	10/30/18		43.6	D
56	Sunnyvale Saratoga Road/De Anza Blvd & Homestead Road (CU [*])	AM	02/04/20	E	45.9	D
		PM	10/30/18		40.0	D
57	De Anza Blvd & I-280 NB Ramps (*◇)	AM	02/04/20	E	18.4	B-
		PM	10/30/18		30.5	C
58	De Anza Blvd & I-280 SB Ramps (*◇)	AM	02/04/20	E	25.6	C
		PM	10/30/18		22.1	C+
59	Mary Avenue & Maude Avenue	AM	02/05/20	D	30.1	C
		PM	02/05/20		32.2	C-
60	Patrick Henry Drive & Tasman Drive (SC)	AM	02/05/20	D	18.3	B-
		PM	02/05/20		15.4	B
61	Old Ironsides Drive & Tasman Drive (SC)	AM	02/05/20	D	5.4	A
		PM	02/05/20		11.3	B+
62	Convention Center Drive & Tasman Drive (SC)	AM	02/05/20	D	8.4	A
		PM	02/05/20		10.8	B+
63	Centennial Blvd & Tasman Drive (SC)	AM	02/05/20	D	15.8	B
		PM	02/05/20		15.7	B
64	Calle Del Sol & Tasman Drive (SC)	AM	02/05/20	D	13.9	B
		PM	02/05/20		15.6	B
65	Lick Mill Blvd & Tasman Drive (SC)	AM	02/05/20	D	27.6	C
		PM	02/05/20		22.8	C+

Notes:
^{*} = CMP, ◇ = Caltrans, + = Regionally Significant Intersection, SC = Santa Clara, CU = Cupertino
 (1) "-" indicates that volumes from the Mary Avenue Extension Study by Kimley Horn were used.

Table 6
Existing Intersection Levels of Service – Unsignalized Intersections

#	Intersection	Control ⁽¹⁾	LOS Standard	Peak Hour	Count Date	Existing		
						Delay (sec)	LOS	Signal Warrant Met
1	Ellis Street & Manila Avenue (MV)	AWSC	D	AM	02/04/20	30.9	D	Yes
				PM	02/04/20	17.8	C	No
10	Innovation Way & 11th Avenue	AWSC	D	AM	02/04/20	25.8	D	No
				PM	02/04/20	11.6	B	Yes
22	Bordeaux Drive & 5th Avenue	One-Way Stop	D	AM	02/04/20	10.4	B	-
				PM	02/04/20	11.8	B	-
26	Borregas Avenue & Moffett Park Drive	AWSC	D	AM	02/04/20	12.0	B	-
				PM	02/04/20	13.2	B	-
31	Persian Drive & SR 237 EB Off-Ramp (◊)	One-Way Stop	D	AM	02/05/20	12.1	B	-
				PM	02/05/20	12.0	B	-
32	Persian Drive/La Rochelle Terrace & Fair Oaks Way	Two-Way Stop	D	AM	02/05/20	13.0	B	-
				PM	02/05/20	15.3	C	-

Notes:

MV = Mountain View, ◊ = Caltrans

">120" indicates this unsignalized intersection experiences lengthy delay that is beyond the reasonable calculation range of the HCM 2000 methodology.

(1) Delay, LOS and volume-to-capacity ratio reported for side-street stop-controlled intersections represent the movement with the worst delay. Those reported for all-way stop-controlled intersections represent intersection average.

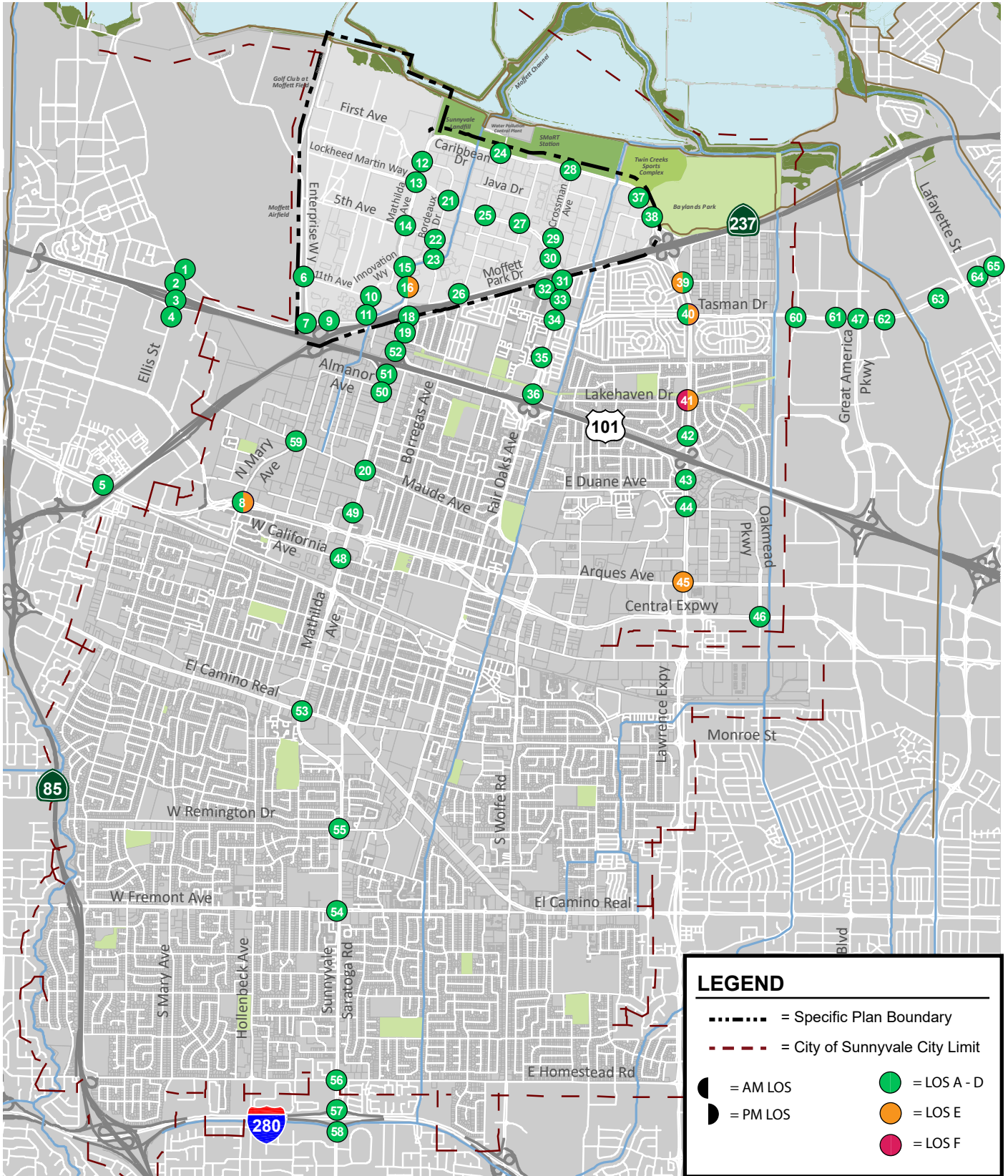


Figure 10
Existing Intersection Levels of Service

3. Transportation Operation Analysis

This chapter describes the future conditions for transportation facilities in the vicinity of the Moffett Park Specific Plan (MPSP) study area, including the roadway network, traffic volumes, and intersection and freeway levels of service.

Future Scenario Traffic Volumes

The year 2028 background and year 2040 cumulative forecasts of intersection turning movements, freeway traffic, and ramp volumes were completed using the Sunnyvale Travel Demand Forecast Model (STDFM). The STDFM is a mathematical representation of travel within the nine counties in the San Francisco Bay Area and is calibrated to represent travel within the City of Sunnyvale. The model uses socioeconomic data, such as the number of jobs and households, for different geographic areas (transportation analysis zones) to predict the travel from place to place in the future. There are 187 transportation analysis zones within the model to represent the City of Sunnyvale. The STDFM was calibrated and validated to year 2020 conditions to conduct land use and transportation-related studies for the Moffett Park Specific Plan as well as the Mary Avenue Overcrossing study. This modeling effort consists of a limited update to be used for the transportation study for the proposed Moffett Park Specific Plan (MPSP) project.

Year 2028 Background Land Uses

The year 2028 background land uses for the Moffett Park area were provided by Raimi + Associates. The year 2028 background land uses for the remaining of the City were estimated using a straight-line interpolation between the year 2040 cumulative and year 2020 existing land uses. Land uses outside the City of Sunnyvale were estimated using a straight-line interpolation between the VTA bi-county model's year 2025 and year 2040 land use. In addition, land uses were adjusted to reflect the approved projects from the Cities of Sunnyvale, Mountain View, Cupertino, and Santa Clara. Table 7 summarizes the year 2028 background conditions land uses.

Year 2028 Background + MPSP Land Uses

The year 2028 background + MPSP land uses for the Moffett Park area were provided by Raimi + Associates. Given the horizon year of year 2028, which is only 6 years from existing conditions, a partial buildout of the MPSP is assumed under the background + MPSP scenario. As shown on Table 7, compared to background conditions, an additional 6,069 households and 23,352 jobs are assumed in the Moffett Park Area.

Year 2040 Cumulative Land Uses

The year 2040 cumulative land uses within the City of Sunnyvale assumed the buildout of the general plan, the LSAP Update, the El Camino Real Corridor Specific Plan, the proposed Fortinet Master Plan, and the update to the Downtown Specific Plan. The year 2040 cumulative land uses outside the City of Sunnyvale were obtained from VTA bi-county model's 2040 land uses and adjusted to reflect the approved and pending projects in adjacent Cities of Mountain View, Cupertino, and Santa Clara). The number of households, population, and jobs for the nine Bay Area counties, City of Sunnyvale, and the Moffett Park area between the year 2040 cumulative are summarized in Table 8.

Year 2040 Cumulative + MPSP Project Land Uses

The year 2040 cumulative + MPSP land uses for the Moffett Park area were provided by Raimi + Associates. The full buildout of the MPSP would include a total of 20,000 households and 95,683 jobs in the Moffett Park area (see Table 8).

Future Roadway Network Improvements

Year 2028 Background

The year 2028 background roadway network included the following improvements when compared to year 2020 existing conditions:

Regional Vehicular Roadway Improvements:

- Widening of the northbound SR 85 to eastbound SR 237 connector ramp to 2 lanes
- Auxiliary lanes on eastbound SR 237 from Mathilda Avenue to Fair Oaks Avenue, southbound US 101 from Ellis Street to SR 237 and from Lawrence Expressway to Great America Parkway

Local Vehicular Roadway Improvements:

- Java Drive road diet to one vehicle lane and one bus/bike lane in each direction between Mathilda Avenue and Crossman Avenue

Bicycle Network Improvements:

- Class I multi-use trail along Manila Avenue/Moffett Park Drive from Ellis Street to Innovation Way
- Class I multi-use trail along the south side of Gibraltar Drive between Borregas Avenue and Innsbruck Drive
- Class II bicycle lane along the north side of Gibraltar Drive between Borregas Avenue and Innsbruck Drive
- Class IIB buffered bicycle lane on Geneva Drive, Caspian Drive, Baltic Way and Orleans Drive

Year 2028 Background + MPSP

The year 2028 background + MPSP roadway network included the following improvements when compared to background conditions:

Vehicular Roadway Network Improvements:

- A new north/south street connecting Moffett Park Drive to Humboldt Court
- A new east/west street, north of Java Drive, connecting Crossman Avenue and Orleans Drive

Year 2040 Cumulative

The year 2040 cumulative roadway network included the following improvements when compared to the background conditions:

Regional Vehicular Roadway Improvements:

- In the project vicinity, express lanes along SR 85, SR 87, SR 237, US 101, I-280/I-680, and I-880
- Two express lanes along SR 85, between I-280 and SR 87, and US 101 between Cochrane Road and Santa Clara/San Mateo County limits

Table 7
Land Uses under Year 2020 Existing, Year 2028 Background, and Year 2028 Background + MPSP Scenarios

Location	Total Households			Total Population			Total Jobs		
	Existing	Background	Background + MPSP	Existing	Background	Background + MPSP	Existing	Background	Background + MPSP
County									
San Francisco	372,932	406,825	406,825	891,058	973,744	973,744	644,199	675,627	675,627
San Mateo	270,396	281,108	281,108	781,516	811,154	811,154	391,124	393,574	393,574
Santa Clara	661,798	729,693	735,762	1,955,426	2,155,085	2,167,830	1,085,370	1,193,641	1,216,994
Alameda	590,099	635,510	635,510	1,678,587	1,805,766	1,805,766	812,749	816,587	816,587
Contra Costa	401,482	425,908	425,908	1,152,278	1,229,831	1,229,831	412,288	407,998	407,998
Solano	149,728	156,412	156,412	443,430	466,589	466,589	158,908	140,424	140,424
Napa	50,445	51,863	51,863	144,319	148,780	148,780	83,810	73,476	73,476
Sonoma	194,602	202,660	202,660	515,732	543,430	543,430	231,061	220,050	220,050
Marin	105,894	107,746	107,746	263,713	266,020	266,020	130,174	124,952	124,952
City of Sunnyvale	61,246	71,847	77,916	155,805	176,145	188,890	84,100	105,905	129,258
Moffett Park	0	0	6,069	0	0	12,745	35,212	46,562	69,914

Table 8
Land Uses under Year 2040 Cumulative and Year 2040 Cumulative + MPSP Scenarios

Location	Total Households		Total Population		Total Jobs	
	Cumulative	Cumulative + MPSP	Cumulative	Cumulative + MPSP	Cumulative	Cumulative + MPSP
County						
San Francisco	483,686	483,686	1,167,689	1,167,689	872,489	872,489
San Mateo	317,509	317,509	914,309	914,309	470,273	470,273
Santa Clara	867,576	918,891	2,556,347	2,692,323	1,365,550	1,409,649
Alameda	734,071	734,071	2,083,458	2,083,458	953,132	953,132
Contra Costa	475,412	475,412	1,386,523	1,386,523	497,928	497,928
Solano	169,294	169,294	509,796	509,796	150,983	150,983
Napa	54,694	54,694	158,040	158,040	83,361	83,361
Sonoma	219,066	219,066	596,627	596,627	243,580	243,580
Marin	111,584	111,584	277,254	277,254	134,963	134,963
City of Sunnyvale	79,868	99,868	192,425	234,425	125,536	169,635
Moffett Park	0	20,000	0	42,000	51,584	95,683

Local Vehicular Roadway Improvements:

- Caribbean Drive road diet, west of Moffett Park Drive, to two lanes in each direction
- Extension of Mary Avenue between Almanor Avenue and 11th Avenue with one HOV lane with bike/pedestrian facilities in each direction
- Caltrain grade separation at Mary Avenue

Bicycle Network Improvements:

- Stevens Creek Trail extension between Dale Avenue/Heatherstone Way and Fremont Avenue
- Class I multi-use trail along Evelyn Avenue between Mathilda Place and Sunnyvale/Mountain View city limits
- Bernardo Avenue undercrossing at Central Expressway

Transit System Improvements:

- Transit signal prioritization along Mathilda Avenue and Java Drive (see details below)
- Caltrain Business Plan 2040 (see details below)

Transit Signal Priority

The roadway capacities for Mathilda Avenue and Java Drive within the Moffett Park area in the model were increased by 50 and 100 vehicles per hour per lane in the model, respectively, to account for the implementation of the transit signal priority to provide more green times along these two corridors to accommodate and prioritize transit services.

Caltrain Business Plan 2040

According to the Caltrain Business Plan, the Caltrain Local and Express trains would run 4 and 3 times per hour per direction during the peak and off-peak periods, respectively. Additionally, the High-Speed Rail (HSR) Gilroy-Diridon and Gilroy-San Francisco would run 4 times per hour per direction during the peak periods. During the off-peak periods, the HSR Gilroy-SF would run 3 times per hour per direction. Therefore, the frequencies for Caltrain and HSR in the model under year 2040 cumulative conditions were updated accordingly.

Year 2040 Cumulative + MPSP

The year 2040 cumulative + MPSP roadway network included the following improvements when compared to the year 2040 cumulative conditions:

Vehicular Roadway Network Improvements

- A new north/south street connecting Moffett Park Drive to Humboldt Court
- A new east/west street, north of Java Drive, connecting Borregas Avenue and Crossman Avenue
- A new north/south street, between Discovery Way and Mathilda Avenue, connecting 1st Avenue and 5th Avenue
- A new east/west street, north of Java Drive, connecting Crossman Avenue and Orleans Drive
- Connection of Discovery Way of one lane in each direction to 1st Ave and provision of Class 1 bike trail
- Lockheed Martin Way, between E Street and Mathilda Avenue, open to the public
- Extension of Bordeaux Drive west to Discovery Way
- Conversion of the south approach of the Caribbean Drive/Twin Creeks intersection to open to the public

Multimodal Roadway Network Improvements:

- Class II bike lane on Mathilda Avenue from Innovation Way to Bordeaux Drive

Transit System Improvements:

VTA Rapid Bus Line 523 and Local Bus Line 56 currently end at the Lockheed Martin Transit Center located near the Mathilda Avenue/5th Avenue intersection. The improvements would extend Line 523 to the Crossman Avenue/Java Drive intersection and Line 56 to the Mathilda Avenue/SR 237 WB off-ramp intersection with bus turnarounds at the intersections.

MPSP District Parking Concept

The MPSP under full buildout conditions would implement a district parking strategy, where parking is mostly centralized in a series of shared parking garages located along Mathilda Avenue and Caribbean Drive (Figure 11). Minimal parking for residential and retail uses will be located along the Java Drive corridor. Only a small number of areas will have all parking located on-site. It is assumed that with District Parking, anyone coming into Moffett Park will only need to park once and use other modes of transportation to complete all of their activities within Moffett Park. The Moffett Park area will provide a variety of multimodal transportation options such as bicycle and walking networks, rental bikes and scooters, etc. Some areas within Moffett Park would not have adequate parking to serve the demand. Thus, traffic bound for and originating from areas with inadequate parking to serve the demand were reassigned to other areas with available parking based on the District Parking Plan provided by the City.

Other Model Refinements

There are limited roadways (gateways) for vehicles to enter and exit the Moffett Park area. During the AM peak hour, the peak direction at the gateways is the direction vehicles would take to enter the Moffett Park area. During the PM peak hour, the peak direction at the gateways is the direction vehicles would take to exit Moffett Park. The peak direction vehicular demands at the gateways would exceed their hourly capacity without additional demand management programs.

It is assumed that the MPSP would implement a series of Transportation Demand Management (TDM) measures and/or future transit improvements that would reduce the peak hour driving mode share down to approximately 50% for all trip-making activities during the peak hours so that the gateway demands would be reduced enough that the demand can be served by the available capacity. Peak hour vehicular demand is reduced accordingly for both the AM and PM peak hours.

To ensure the vehicular gateways to the Moffett Park area would function under- or at-capacity, and to achieve the peak hour Single Occupancy Vehicle driving mode share goal identified in the MPSP, City staff have indicated that future development would not be allowed to occur until vehicular demand reduction or capacity enhancing measures are implemented, and are developing the relevant thresholds and monitoring mechanisms.

Turn-Movement Adjustments

Separate model runs were conducted for all existing (year 2020) conditions, background (year 2028) conditions, background + MPSP conditions, cumulative (year 2040) conditions, and cumulative + MPSP conditions. The forecast intersection turning movement volumes were adjusted based on existing intersection counts and the existing model run results using the delta method to generate the background, background + MPSP, cumulative and cumulative + MPSP scenario traffic volumes (see Figures 12 to 15, respectively).

Moffett Park Specific Plan Update: Alternative - Land Uses, Simplified (Reviewed by CC May 2021), with TAZ #s

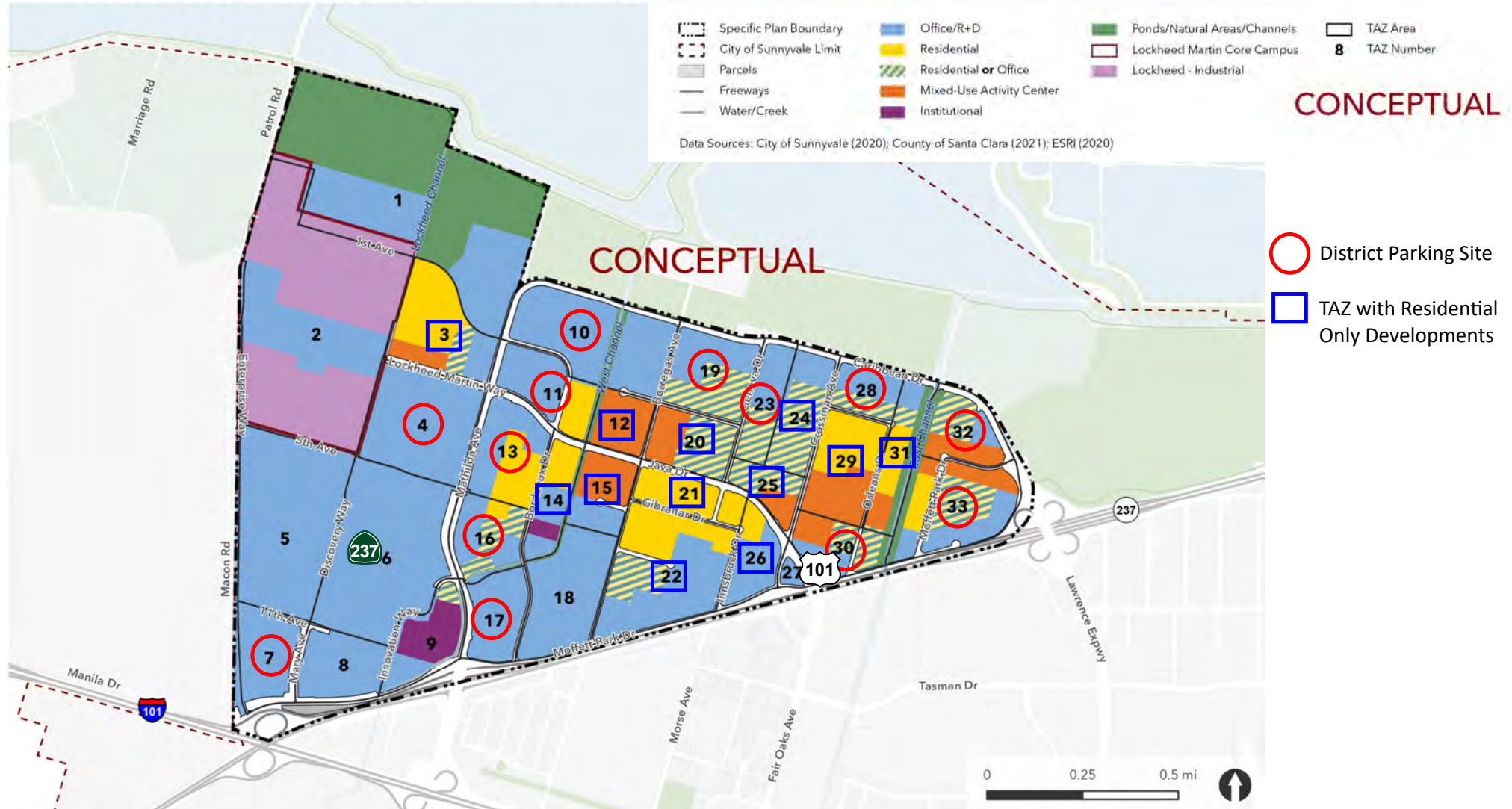
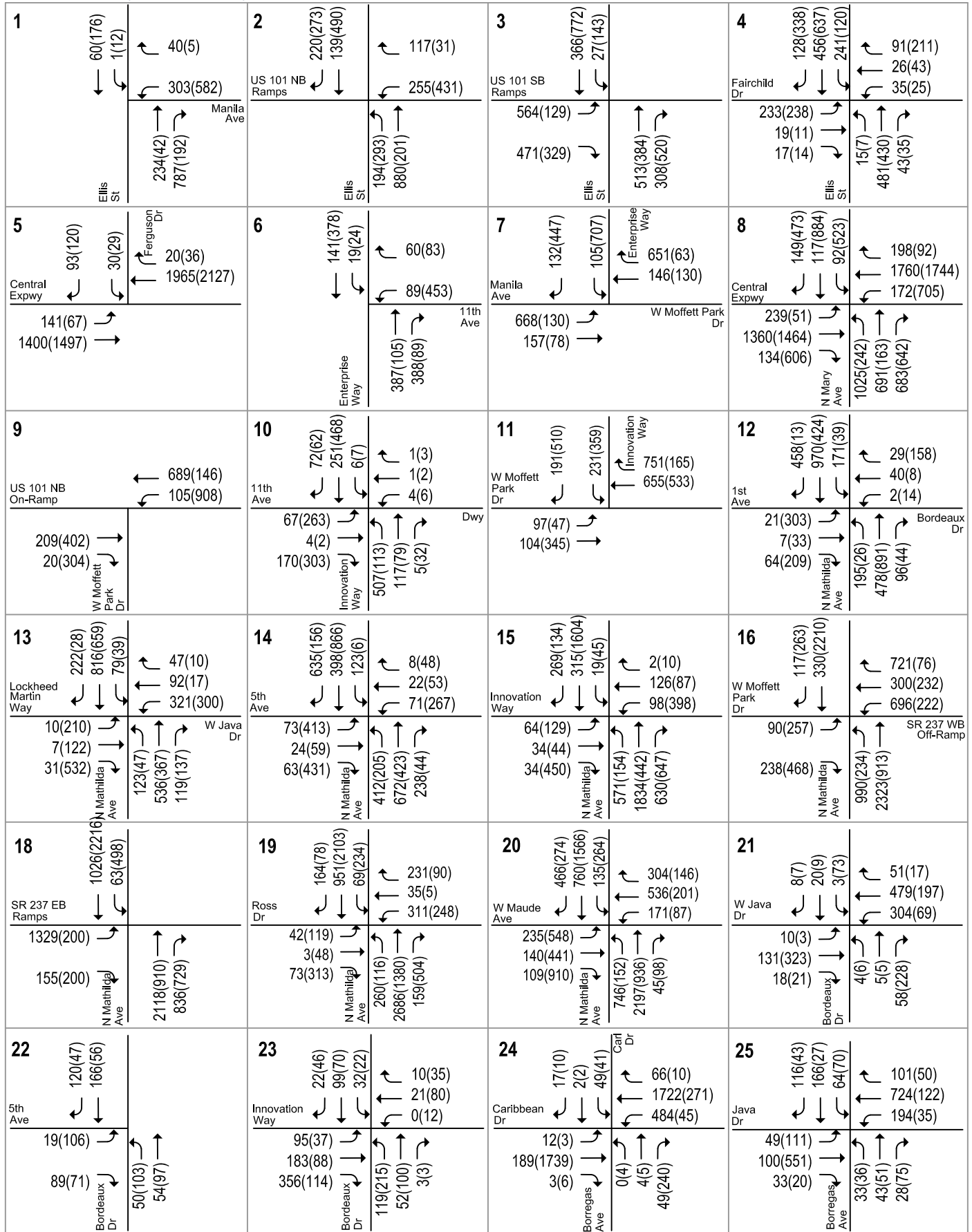


Figure 11
MPSP District Parking Concept

Moffett Park Specific Plan Update



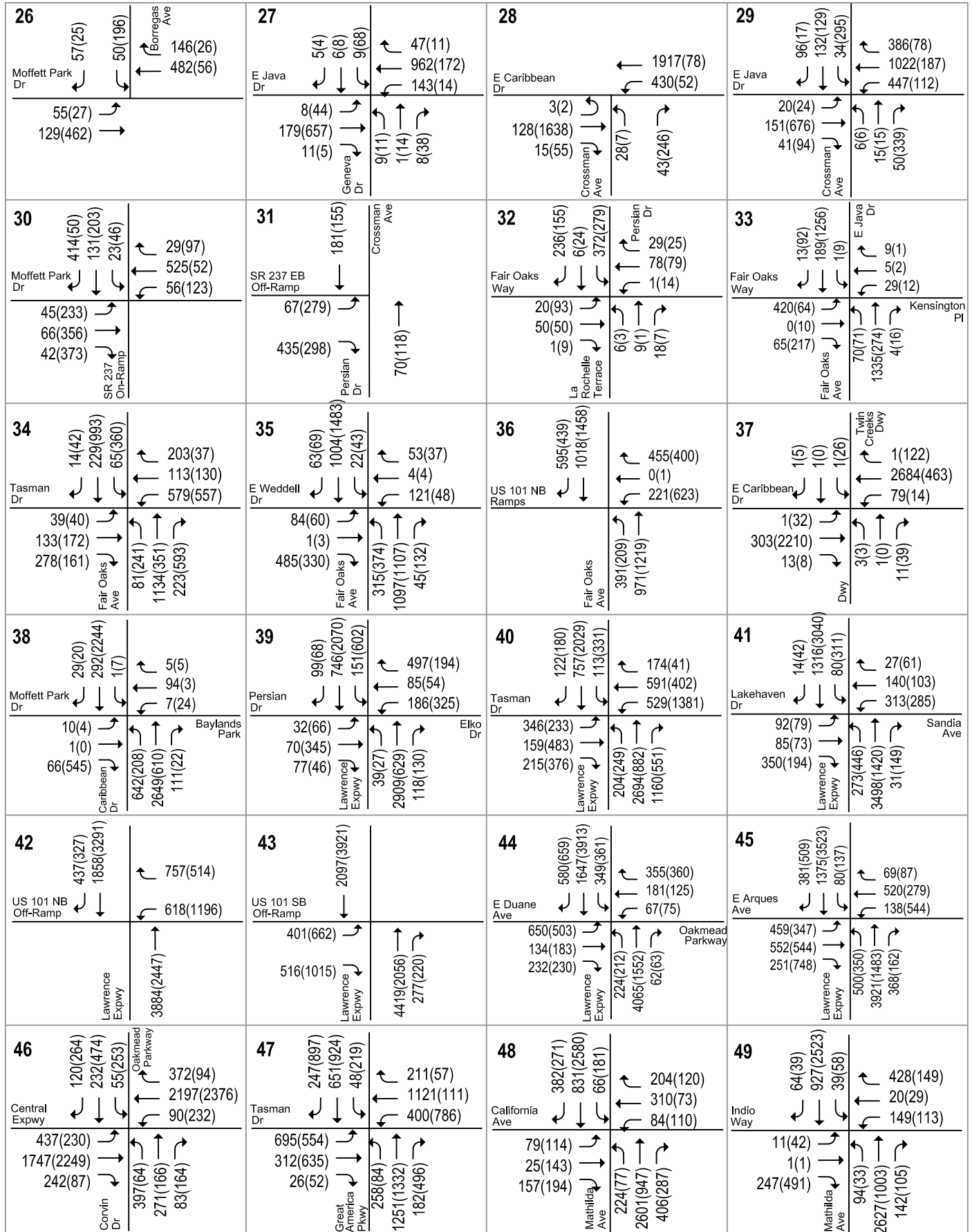
LEGEND

XX(XX) = AM(PM) Peak-Hour Traffic Volumes

Figure 12
Background Traffic Volumes



Moffett Park Specific Plan Update



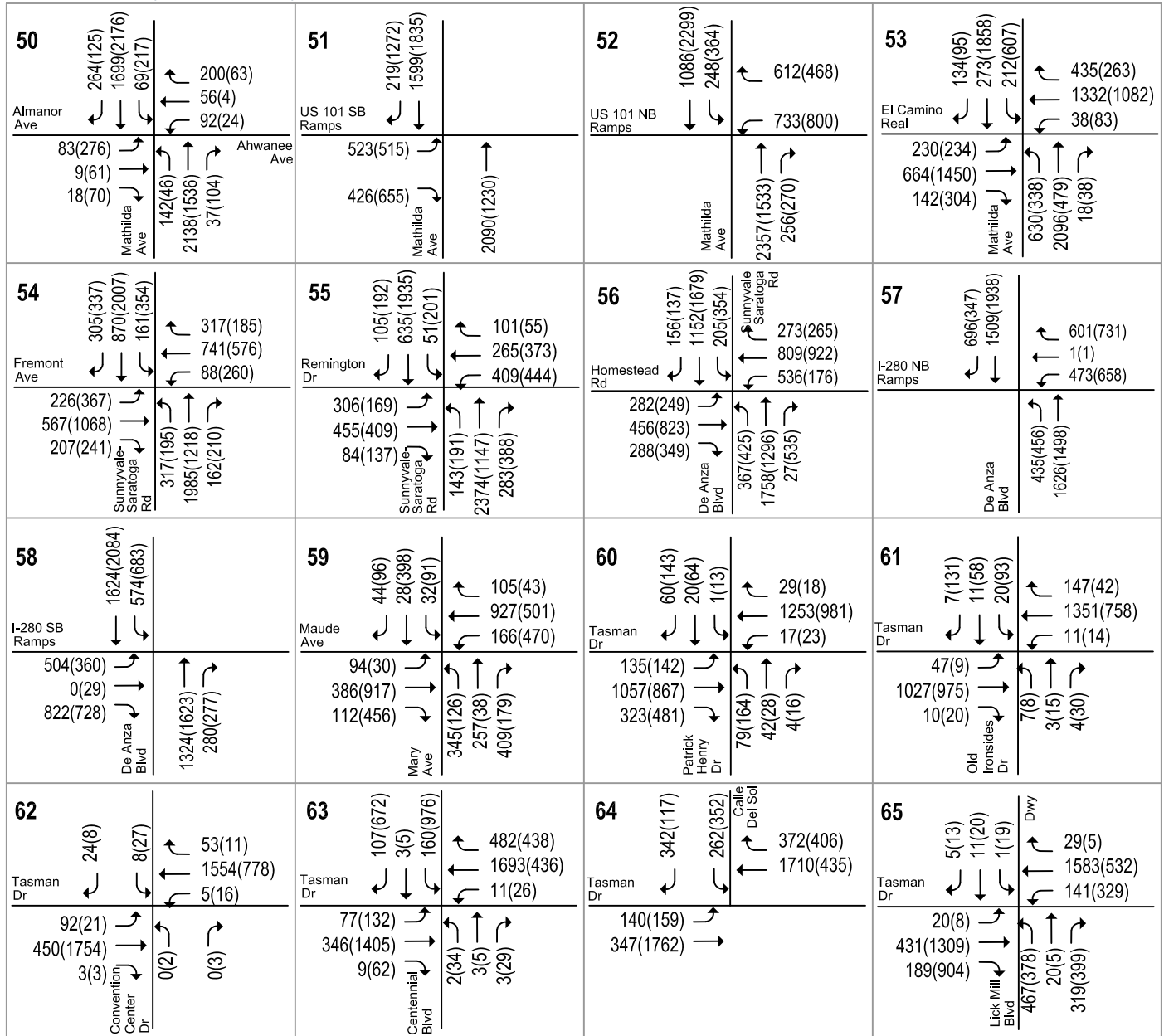
LEGEND

XX(XX) = AM(PM) Peak-Hour Traffic Volumes

Figure 12 (continued)
Background Traffic Volumes



Moffett Park Specific Plan Update

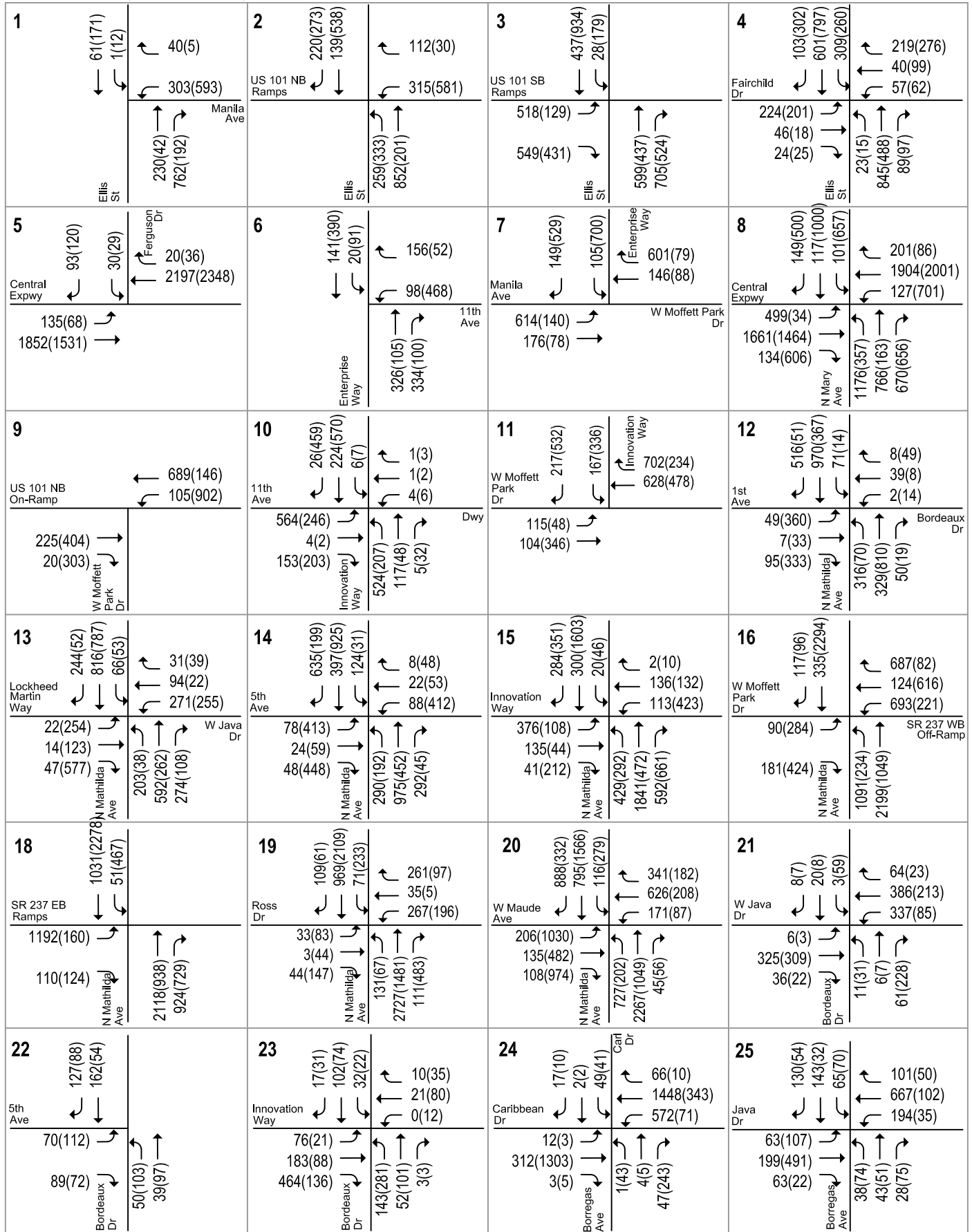


LEGEND

XX(X) = AM(PM) Peak-Hour Traffic Volumes

Figure 12 (continued)
Background Traffic Volumes

Moffett Park Specific Plan Update



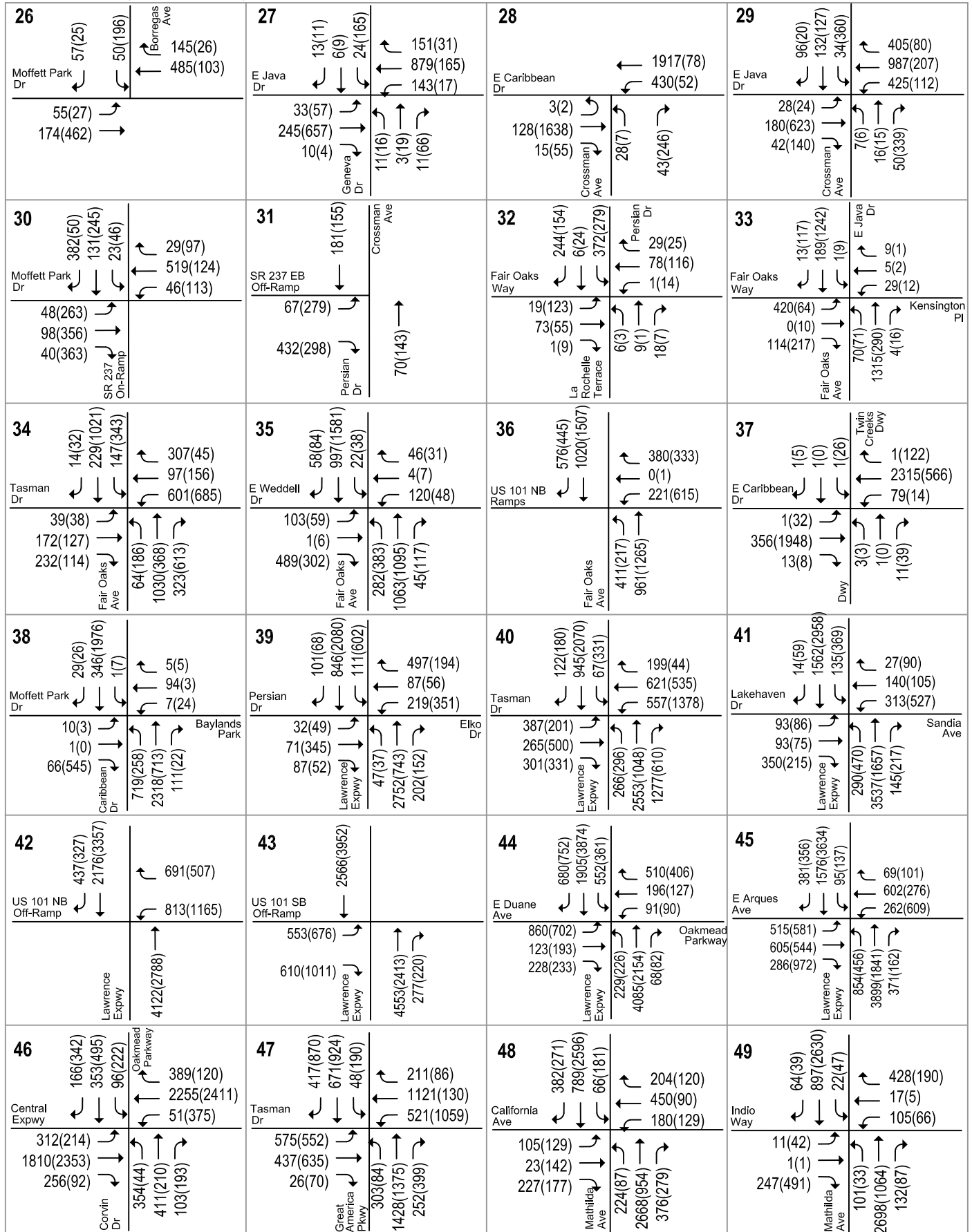
LEGEND

XX(XX) = AM(PM) Peak-Hour Traffic Volumes

Figure 13
Cumulative Traffic Volumes



Moffett Park Specific Plan Update



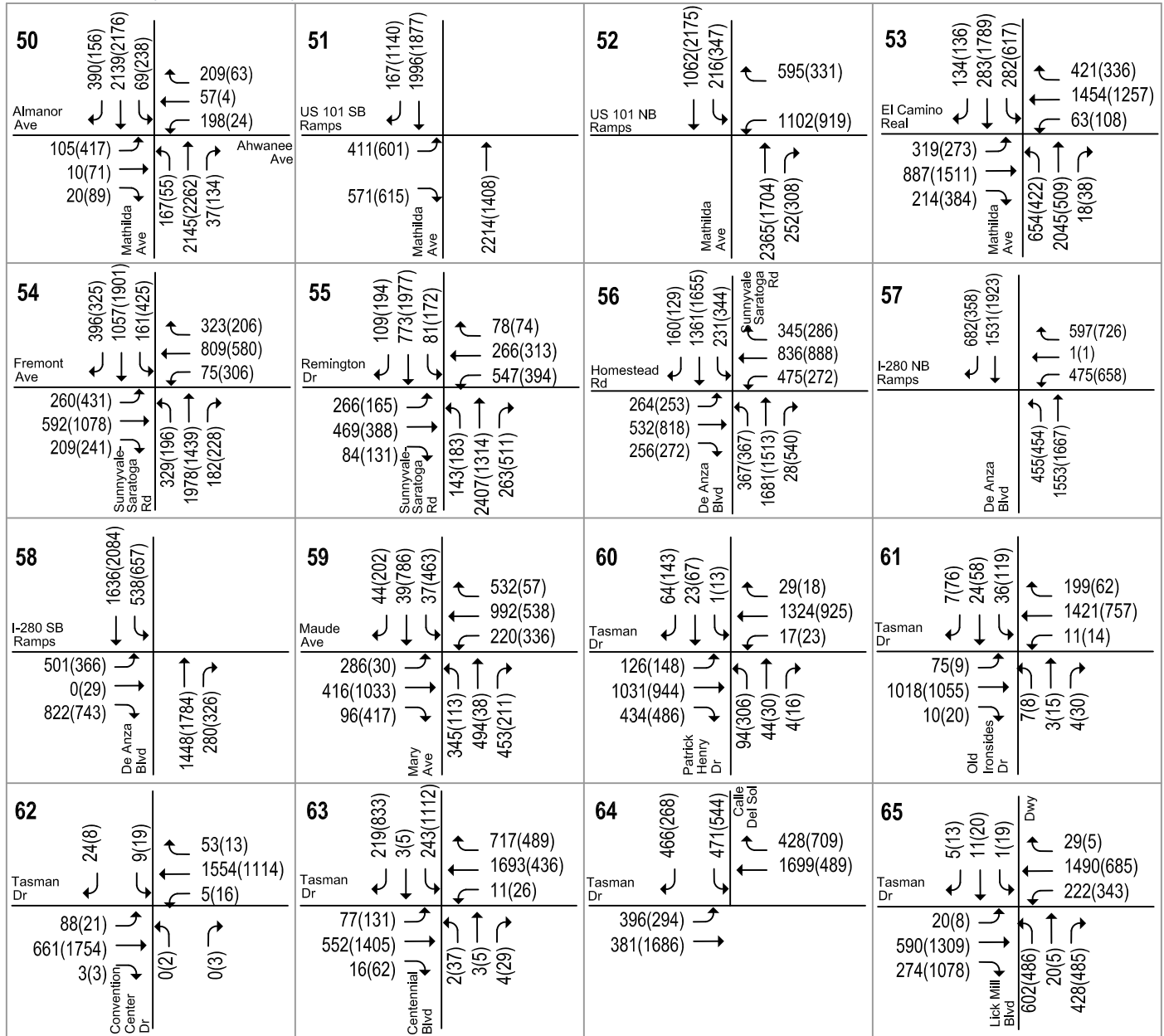
LEGEND

XX(XX) = AM(PM) Peak-Hour Traffic Volumes

Figure 13 (continued)
Cumulative Traffic Volumes



Moffett Park Specific Plan Update

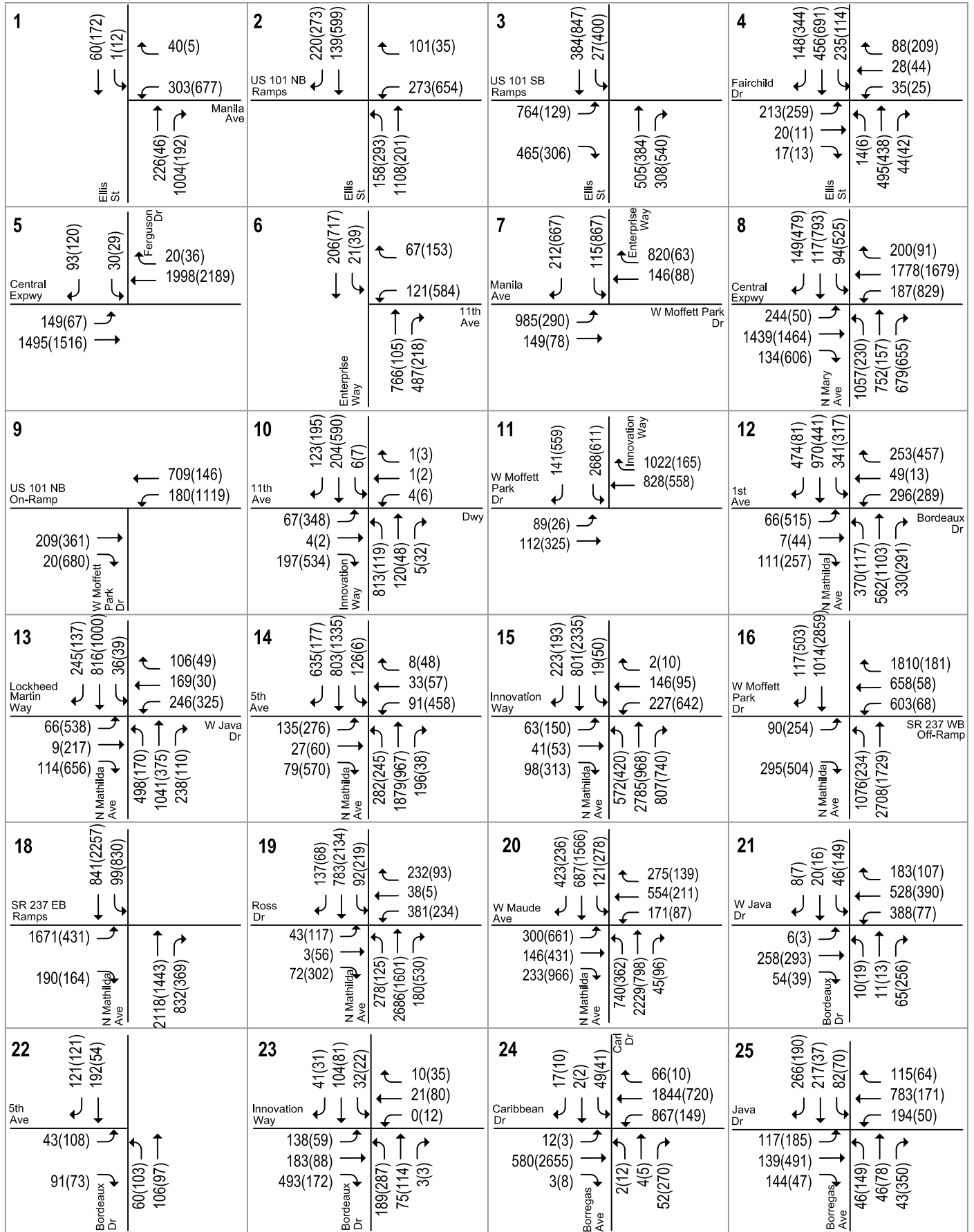


LEGEND

XX(X) = AM(PM) Peak-Hour Traffic Volumes

Figure 13 (continued)
Cumulative Traffic Volumes

Moffett Park Specific Plan Update



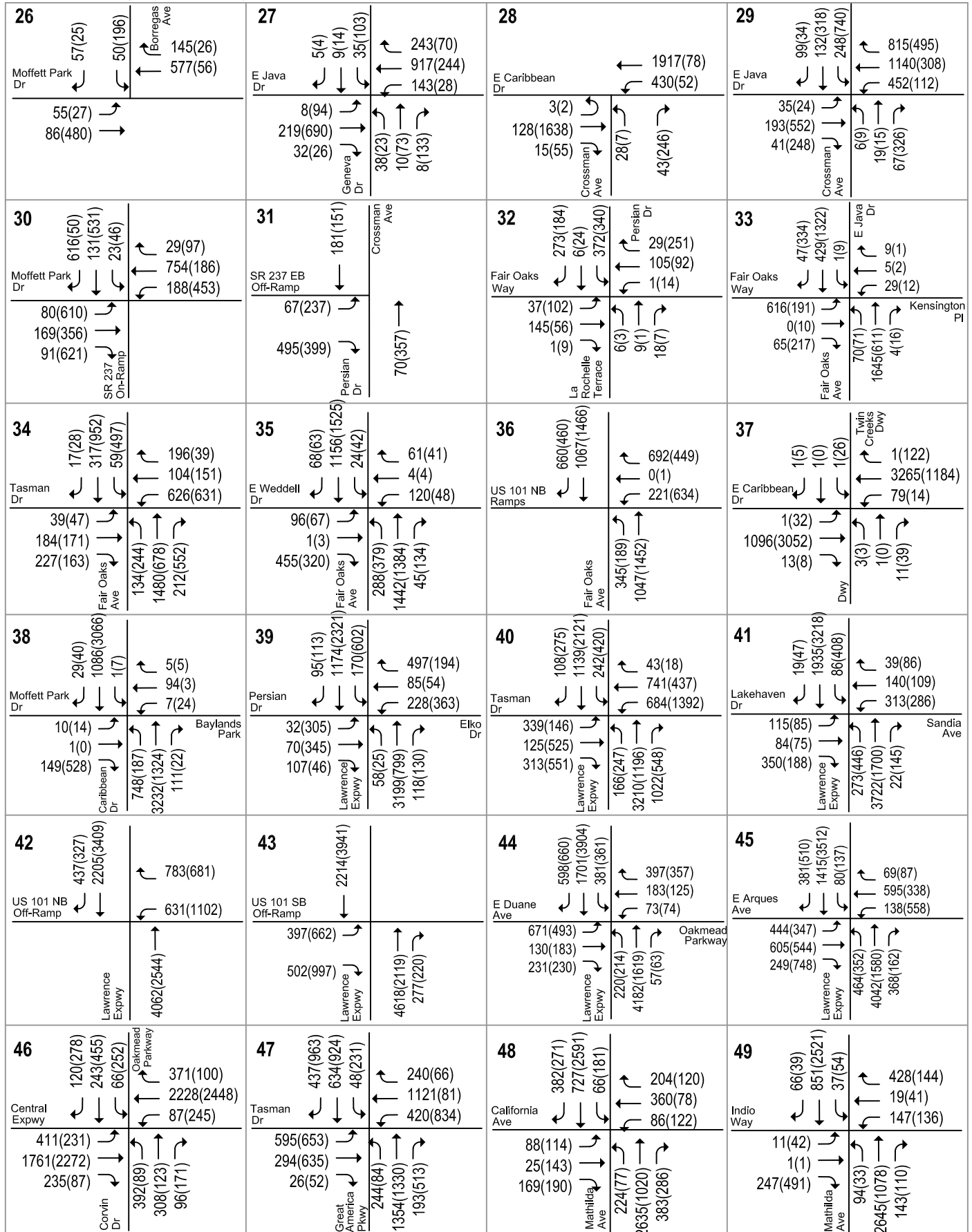
LEGEND

XX(XX) = AM(PM) Peak-Hour Traffic Volumes

Figure 14
Background Plus MPSP Traffic Volumes



Moffett Park Specific Plan Update



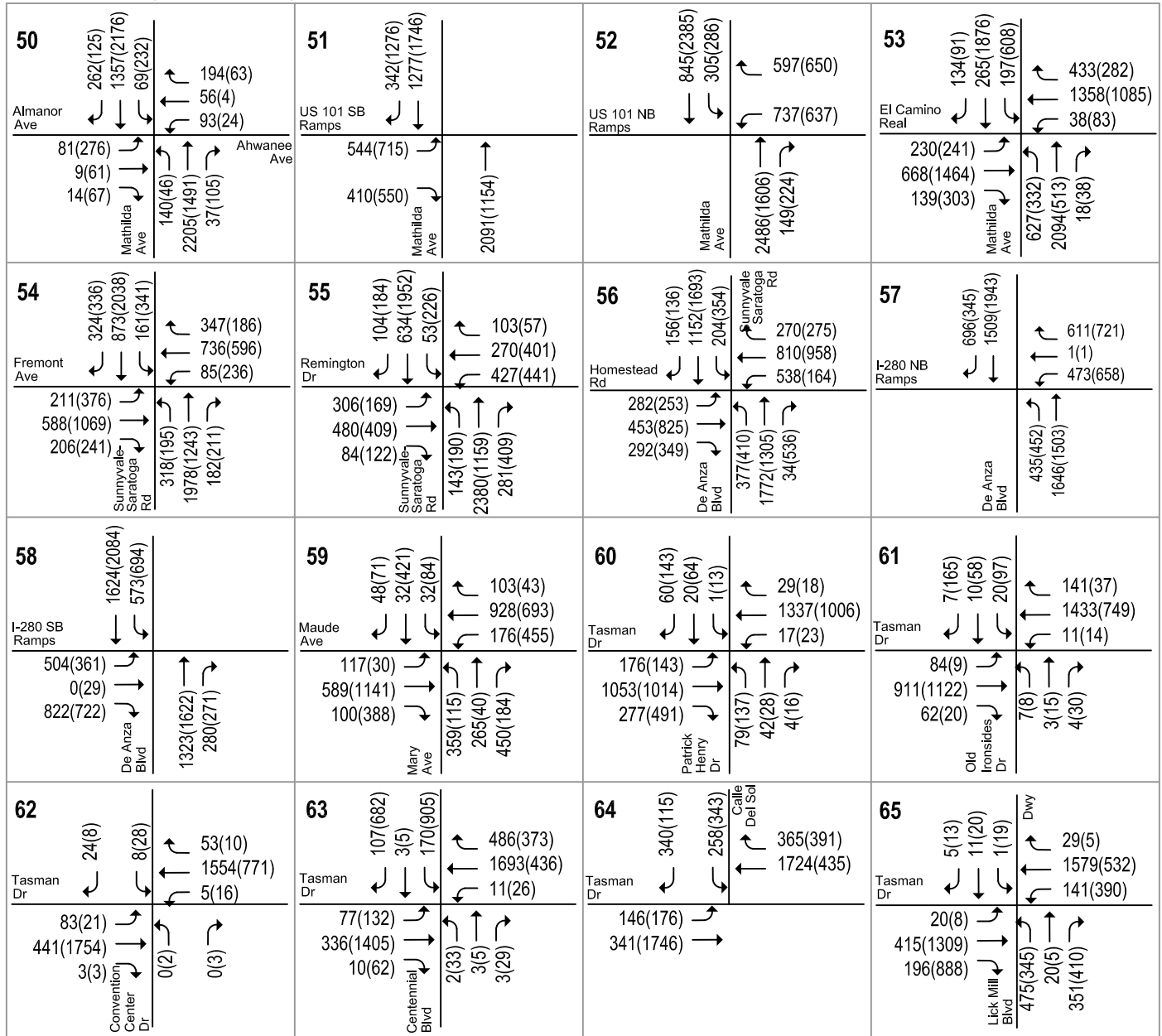
LEGEND

XX(XX) = AM(PM) Peak-Hour Traffic Volumes

Figure 14 (continued)
Background Plus MPSP Traffic Volumes



Moffett Park Specific Plan Update

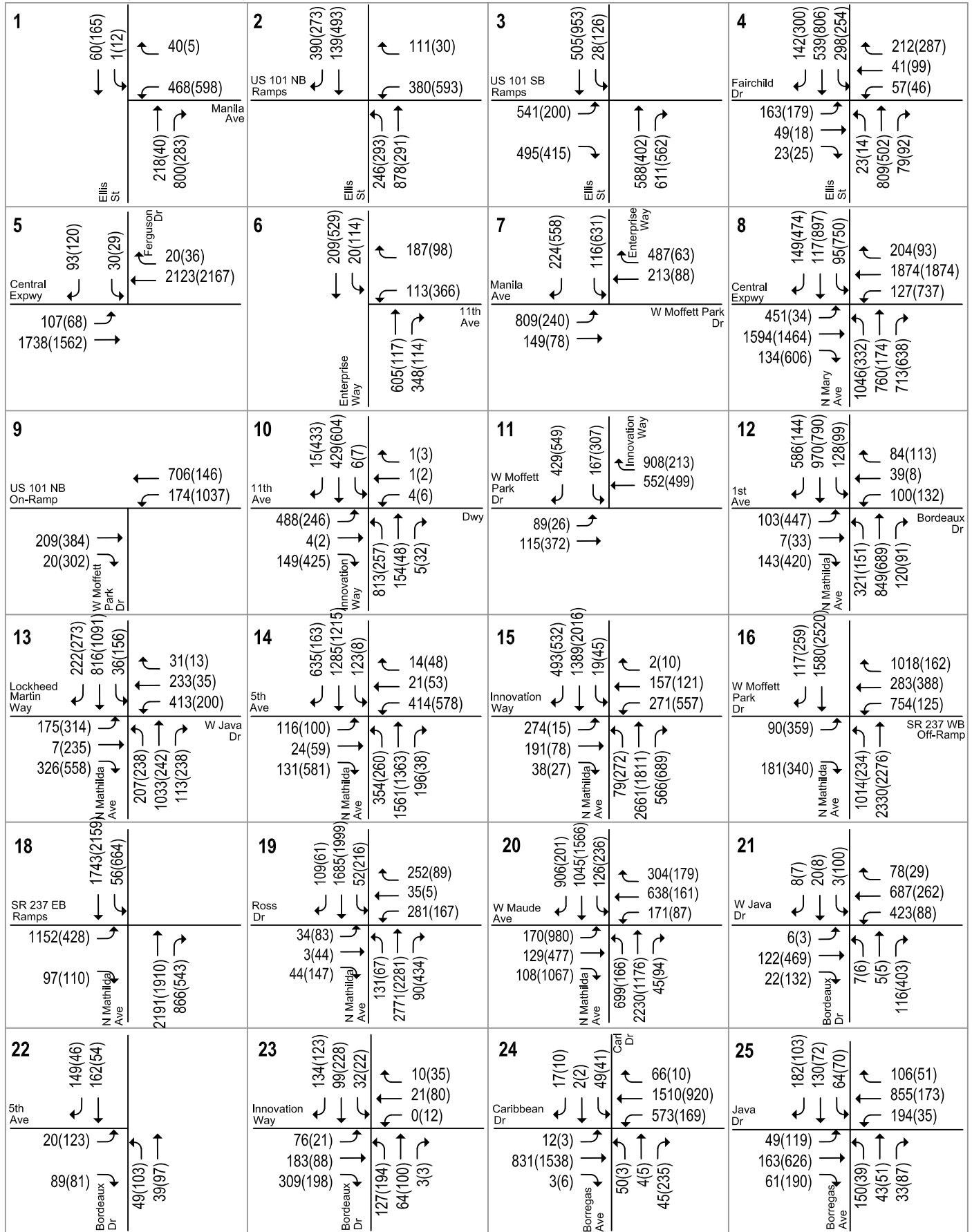


LEGEND

XX(X) = AM(PM) Peak-Hour Traffic Volumes

Figure 14 (continued)
Background Plus MPSP Traffic Volumes

Moffett Park Specific Plan Update



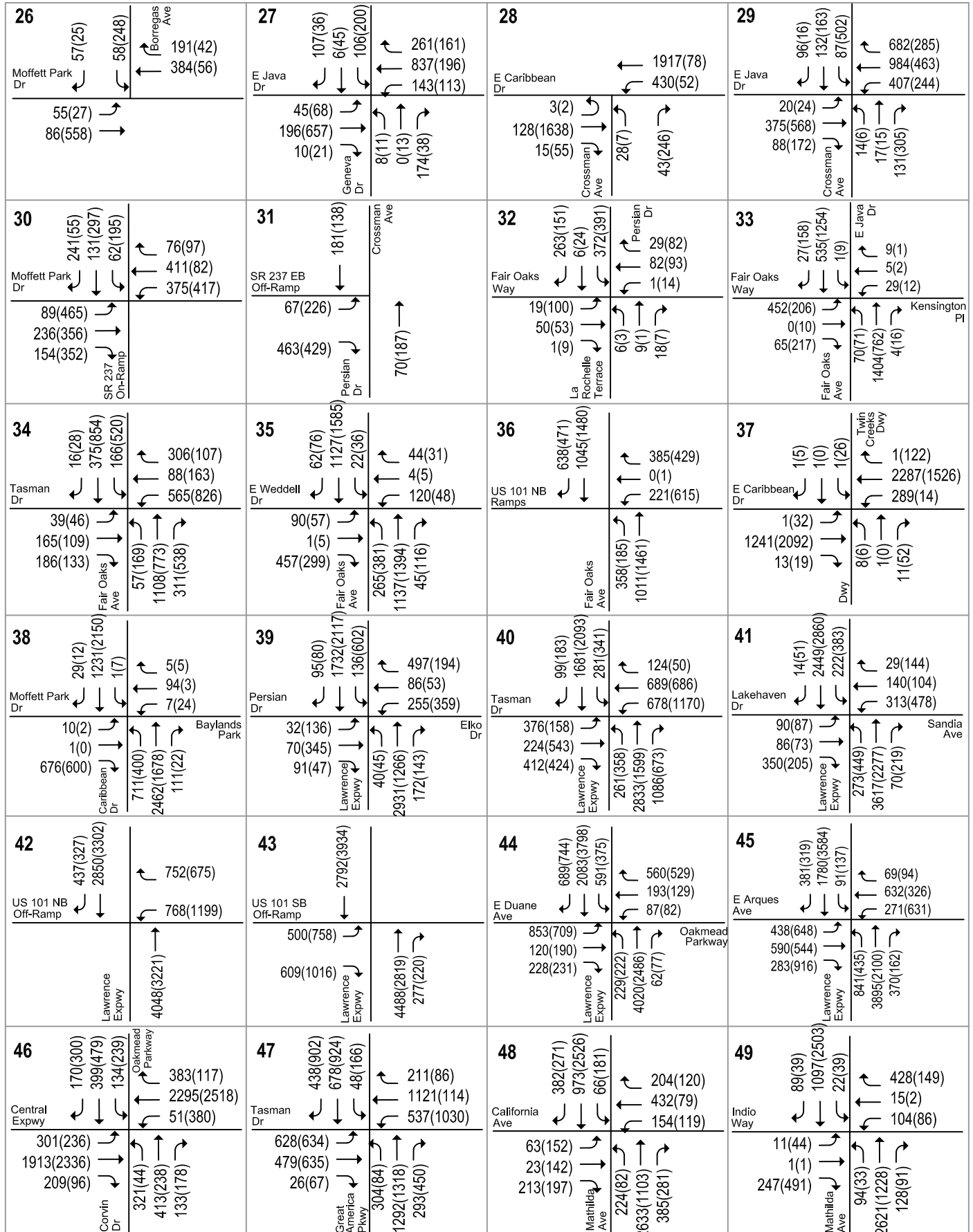
LEGEND

XX(XX) = AM(PM) Peak-Hour Traffic Volumes

Figure 15
Cumulative Plus MPSP Traffic Volumes



Moffett Park Specific Plan Update



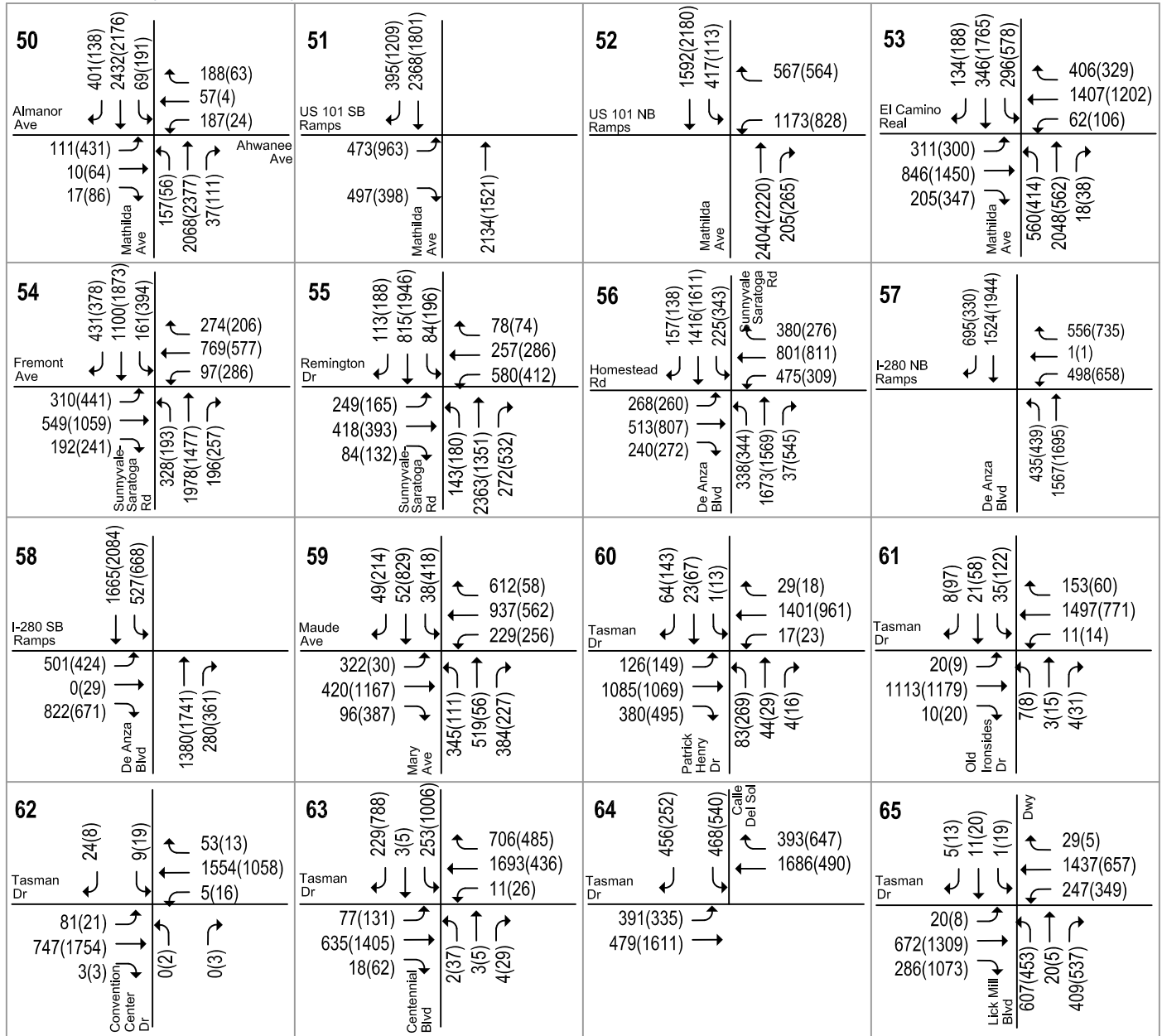
LEGEND

XX(X) = AM(PM) Peak-Hour Traffic Volumes

Figure 15 (continued)
Cumulative Plus MPSP Traffic Volumes



Moffett Park Specific Plan Update



LEGEND

XX(XX) = AM(PM) Peak-Hour Traffic Volumes

Figure 15 (continued)
Cumulative Plus MPSP Traffic Volumes

Intersection Levels of Service Results Under Background Scenarios

The results of the intersection level of service analysis under Background and Background+MPSP conditions are summarized in Tables 9 and 10, and also shown graphically on Figures 16 and 17. Listed below are study intersections that would operate at unacceptable levels of service during the Background+MPSP scenario. Bold indicates an adverse effect caused by the project.

- 1. Ellis Street & Manila Avenue – AM and PM Peak Hours**
- 4. Ellis Street & Fairchild Drive – PM Peak Hour**
- 7. Enterprise Way & Manila Avenue/W. Moffett Park Drive – AM Peak Hour**
- 8. N. Mary Avenue & Central Expressway – AM Peak Hour**
- 9. US 101 Northbound On-Ramp & W. Moffett Park Drive – PM Peak Hour**
- 10. Innovation Way & 11th Avenue – AM Peak Hour**
- 16. N. Mathilda Avenue & W. Moffett Park Drive/SR 237 Westbound Off-Ramp – AM and PM Peak Hours**
- 25. Borregas Avenue & Java Drive – AM Peak Hour**
- 29. Crossman Avenue & E. Java Drive – PM Peak Hour**
- 30. Crossman Avenue & Moffett Park Drive – PM Peak Hour**
- 39. Lawrence Expressway & Persian Drive/Elko Drive – PM Peak Hour**
- 40. Lawrence Expressway & Tasman Drive – AM and PM Peak Hours**
- 41. Lawrence Expressway & Lakehaven Drive/Sandia Avenue – AM and PM Peak Hours**
- 44. Lawrence Expressway & E. Duane Avenue/Oakmead Parkway – AM and PM Peak Hours**
- 45. Lawrence Expressway & E. Arques Avenue – AM and PM Peak Hours**
- 46. Oakmead Parkway/Corvin Drive & Central Expressway – AM and PM Peak Hours**

**Table 9
Background and Background+MPSP Intersection Levels of Service – Signalized Intersections**

#	Intersection	Peak Hour	LOS Std.	Background Conditions		Background+MPSP Conditions			
				Avg. Delay (sec)	LOS	Avg. Delay (sec)	LOS	Incr. In Crit. Delay (sec)	Incr. In Crit. V/C
2	Ellis Street & US 101 NB Ramps (MV◊)	AM	D	21.9	C+	22.8	C+	0.9	0.070
		PM		26.1	C	33.9	C-	8.9	0.174
3	Ellis Street & US 101 SB Ramps (MV◊)	AM	D	19.1	B-	21.7	C+	3.2	0.129
		PM		16.3	B	21.4	C+	10.7	0.168
4	Ellis Street & Fairchild Drive (MV)	AM	D	16.8	B	16.4	B	-0.4	0.000
		PM		50.6	D	64.8	E	22.5	0.043
5	Ferguson Drive & Central Expressway (County*)	AM	E	13.1	B	13.6	B	0.0	0.019
		PM		5.6	A	6.0	A	0.0	0.004
6	Enterprise Way & 11th Avenue	AM	D	8.7	A	9.2	A	0.8	0.148
		PM		12.7	B	13.0	B	2.2	0.144
7	Enterprise Way & Manila Avenue/W. Moffett Park Drive	AM	D	24.9	C	85.3	F	75.7	0.313
		PM		12.1	B	28.4	C	26.7	0.189
8	N. Mary Avenue & Central Expressway (County*)	AM	E	102.0	F	105.9	F	9.1	0.015
		PM		63.2	E	65.9	E	6.9	0.042
9	US 101 NB On-Ramp & W. Moffett Park Drive (◊)	AM	D	4.1	A	5.0	A	0.0	0.011
		PM		17.6	B	76.4	E-	76.3	0.330
11	Innovation Way & W. Moffett Park Drive	AM	D	23.7	C	23.7	C	2.3	0.143
		PM		21.2	C+	24.1	C	5.1	0.116
12	N. Mathilda Avenue & 1st Avenue/Bordeaux Drive (+)	AM	E	16.1	B	27.8	C	15.6	0.234
		PM		20.5	C+	55.1	E+	48.4	0.576
13	N. Mathilda Avenue & Lockheed Martin Way/W. Java Drive (*)	AM	E	30.9	C	31.5	C	6.4	0.085
		PM		44.1	D	50.7	D	16.5	0.192
14	N. Mathilda Avenue & 5th Avenue (+)	AM	E	22.1	C+	18.5	B-	-9.2	-0.014
		PM		42.8	D	51.0	D-	11.3	0.258
15	N. Mathilda Avenue & Innovation Way (+)	AM	E	23.7	C	49.8	D	47.5	0.358
		PM		50.5	D	78.3	E-	45.1	0.349
16	N. Mathilda Avenue & W. Moffett Park Drive/SR 237 WB Off-Ramp (+◊)	AM	E	68.5	E	>120	F	372.0	0.847
		PM		52.3	D-	87.9	F	61.4	0.204
18	N. Mathilda Avenue & SR 237 EB Ramps (+◊)	AM	E	36.0	D+	41.1	D	6.3	0.138
		PM		25.6	C	32.7	C-	39.9	0.277
19	N. Mathilda Avenue & Ross Drive (+)	AM	E	28.5	C	31.8	C	-9.8	0.029
		PM		26.6	C	25.5	C	-0.6	-0.003
20	N. Mathilda Avenue & W. Maude Avenue (*)	AM	E	51.7	D-	52.0	D-	1.9	0.020
		PM		51.5	D-	52.4	D-	0.6	0.019
21	Bordeaux Drive & W. Java Drive	AM	D	17.9	B	21.5	C+	3.3	0.150
		PM		26.3	C	28.4	C	3.0	0.128
23	Bordeaux Drive & Innovation Way	AM	D	26.1	C	39.2	D	14.5	0.180
		PM		30.0	C	30.5	C	0.5	0.098

Notes:

* = CMP, ◊ = Caltrans, + = Regionally Significant Roadway, County = County of Santa Clara, MV = Mountain View

">120" indicates this signalized intersection experiences lengthy delay that is beyond the reasonable calculation range of the HCM 2000 methodology.

BOLD indicates an unacceptable level of service

BOLD and boxed indicates an adverse intersection effect

Table 9 (continued)
Background and Background+MPSP Intersection Levels of Service – Signalized Intersections

#	Intersection	Peak Hour	LOS Std.	Background Conditions		Background+MPSP Conditions			
				Avg. Delay (sec)	LOS	Avg. Delay (sec)	LOS	Incr. In Crit. Delay (sec)	Incr. In Crit. V/C
24	Borregas Avenue/Carl Road & Caribbean Drive (+)	AM	E	10.4	B+	17.3	B	22.4	0.151
		PM		10.9	B+	13.7	B	5.1	0.252
25	Borregas Avenue & Java Drive	AM	D	34.0	C-	61.1	E	37.5	0.221
		PM		27.2	C	38.5	D+	12.4	0.175
27	Geneva Drive & E. Java Drive	AM	D	19.5	B-	27.8	C	10.7	0.114
		PM		19.2	B-	29.9	C	13.4	0.159
28	Crossman Avenue & E. Caribbean Drive (+)	AM	E	8.0	A	13.4	B	3.9	0.135
		PM		14.2	B	20.9	C+	10.2	0.372
29	Crossman Avenue & E. Java Drive	AM	D	19.7	B-	22.4	C+	-6.5	0.174
		PM		41.5	D	58.7	E+	34.5	0.284
30	Crossman Avenue & Moffett Park Drive (◇)	AM	D	16.6	B	28.5	C	19.5	0.433
		PM		19.8	B-	60.5	E	60.4	0.578
33	Fair Oaks Avenue/E. Java Drive & Fair Oaks Way/Kensington Place	AM	D	23.1	C	32.9	C-	12.4	0.161
		PM		20.0	B-	21.2	C+	3.3	0.136
34	Fair Oaks Avenue & Tasman Drive	AM	D	39.9	D	41.7	D	3.4	0.096
		PM		44.1	D	46.6	D	2.4	0.039
35	Fair Oaks Avenue & E. Weddell Drive	AM	D	17.4	B	16.4	B	-1.3	0.014
		PM		18.1	B-	17.5	B	0.2	0.015
36	Fair Oaks Avenue & US 101 NB Ramps (◇)	AM	D	21.4	C+	24.0	C	1.8	0.061
		PM		26.2	C	26.5	C	0.3	0.009
37	Twin Creeks Driveway & E. Caribbean Drive (+)	AM	E	12.3	B	14.5	B	3.3	0.113
		PM		12.6	B	13.4	B	3.1	0.164
38	E. Caribbean Drive & Moffett Park Drive/Baylands Park (+)	AM	E	11.4	B+	19.5	B-	4.5	0.148
		PM		34.9	C-	45.7	D	21.0	0.139
39	Lawrence Expressway & Persian Drive/Elko Drive (County)	AM	E	60.3	E	63.3	E	-0.8	0.041
		PM		71.2	E	88.9	F	9.8	0.065
40	Lawrence Expressway & Tasman Drive (County*)	AM	E	79.4	E-	94.4	F	-14.4	0.079
		PM		116.6	F	>120	F	20.7	0.167
41	Lawrence Expressway & Lakehaven Drive/Sandia Avenue (County)	AM	E	>120	F	>120	F	23.4	0.033
		PM		>120	F	>120	F	26.4	0.024
42	Lawrence Expressway & US 101 NB Off-Ramp (County◇)	AM	E	11.5	B+	12.0	B+	1.0	0.035
		PM		22.2	C+	21.8	C+	-4.4	0.005
43	Lawrence Expressway & US 101 SB Off-Ramp (County◇)	AM	E	10.7	B+	10.5	B+	0.0	0.023
		PM		32.3	C-	32.7	C-	1.0	-0.003
44	Lawrence Expressway & E. Duane Avenue/Oakmead Parkway (County)	AM	E	82.1	F	91.8	F	14.4	0.035
		PM		84.5	F	83.4	F	-1.3	-0.004
45	Lawrence Expressway & E. Arques Avenue (County*)	AM	E	>120	F	>120	F	6.6	0.035
		PM		115.0	F	114.2	F	0.4	0.003
46	Oakmead Parkway/Corvin Drive & Central Expressway (County*)	AM	E	88.0	F	85.0	F	-6.7	-0.010
		PM		89.2	F	91.0	F	-0.7	0.010

Notes:

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BOLD indicates an unacceptable level of service

BOLD and boxed indicates an adverse intersection effect

Table 9 (continued)
Background and Background+MPSP Intersection Levels of Service – Signalized Intersections

#	Intersection	Peak Hour	LOS Std.	Background Conditions		Background+MPSP Conditions			
				Avg. Delay (sec)	LOS	Avg. Delay (sec)	LOS	Incr. In Crit. Delay (sec)	Incr. In Crit. V/C
47	Great America Parkway & Tasman Drive (SC*)	AM	E	56.3	E+	55.5	E+	7.5	0.066
		PM		62.7	E	75.0	E	27.5	0.061
48	Mathilda Avenue & California Ave (+)	AM	E	37.5	D+	41.1	D	5.1	0.036
		PM		30.3	C	30.8	C	0.9	0.009
49	Mathilda Avenue & Indio Way (+)	AM	E	42.0	D	42.3	D	0.1	0.001
		PM		45.3	D	47.0	D	2.6	0.014
50	Mathilda Avenue & Almanor Ave/Ahwanee Ave (+)	AM	E	26.1	C	26.2	C	-7.6	-0.018
		PM		29.8	C	30.2	C	0.0	0.000
51	Mathilda Avenue & US 101 SB Ramps (+◇)	AM	E	17.1	B	17.4	B	0.5	0.007
		PM		27.8	C	31.8	C	8.2	0.023
52	Mathilda Avenue & US 101 NB Ramps (+◇)	AM	E	33.9	C-	39.8	D	5.6	0.060
		PM		32.5	C-	29.6	C	-5.7	-0.085
53	Mathilda Avenue & El Camino Real (*)	AM	E	51.2	D-	51.0	D-	-0.3	-0.001
		PM		51.8	D-	51.9	D-	0.1	0.004
54	Sunnyvale Saratoga Road & Fremont Avenue (*)	AM	E	48.0	D	47.7	D	-0.7	-0.004
		PM		52.0	D-	51.6	D-	-0.8	-0.003
55	Sunnyvale Saratoga Road & Remington Drive (*)	AM	E	51.5	D-	52.4	D-	0.5	0.004
		PM		47.8	D	48.8	D	1.5	0.017
56	Sunnyvale Saratoga Road/De Anza Blvd & Homestead Road (CU*)	AM	E	47.3	D	47.5	D	0.0	0.002
		PM		42.8	D	43.6	D	1.4	0.013
57	De Anza Blvd & I-280 NB Ramps (*◇)	AM	E	19.8	B-	20.0	C	0.4	0.004
		PM		29.4	C	29.2	C	-0.3	-0.004
58	De Anza Blvd & I-280 SB Ramps (*◇)	AM	E	26.0	C	26.0	C	0.0	0.000
		PM		27.5	C	27.4	C	0.1	0.002
59	Mary Avenue & Maude Avenue	AM	D	30.0	C	31.4	C	2.9	0.030
		PM		36.4	D+	35.6	D+	0.5	0.037
60	Patrick Henry Drive & Tasman Drive (SC)	AM	D	15.7	B	17.1	B	2.4	0.052
		PM		20.1	C+	18.8	B-	-1.1	-0.001
61	Old Ironsides Drive & Tasman Drive (SC)	AM	D	5.3	A	6.7	A	2.2	0.045
		PM		15.7	B	16.3	B	0.8	0.064
62	Convention Center Drive & Tasman Drive (SC)	AM	D	11.1	B+	10.6	B+	-0.7	-0.005
		PM		10.4	B+	10.4	B+	0.0	0.001
63	Centennial Blvd & Tasman Drive (SC)	AM	D	16.3	B	16.5	B	0.3	0.003
		PM		34.9	C-	35.1	D+	1.0	0.006
64	Calle Del Sol & Tasman Drive (SC)	AM	D	27.6	C	27.7	C	0.1	0.003
		PM		24.2	C	24.0	C	-0.5	-0.010
65	Lick Mill Blvd & Tasman Drive (SC)	AM	D	27.4	C	27.6	C	0.3	0.001
		PM		34.5	C-	36.6	D+	3.8	0.028

Notes:

* = CMP, ◇ = Caltrans, + = Regionally Significant Roadway, County = County of Santa Clara

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Table 10
Background and Background+MPSP Intersection Levels of Service – Unsignalized Intersections

#	Intersection	Control ⁽¹⁾	Peak Hour	Background Conditions			Background+MPSP Conditions				
				Delay (sec)	LOS	Signal Warrant Met	Delay (sec)	LOS	Incr. in Delay	Incr. in V/C	Signal Warrant Met
1	Ellis Street & Manila Avenue (MV)	AWSC	AM	48.8	E	Yes	>120	F	-	-	Yes
			PM	22.0	C	No	38.6	E	-	-	No
10	Innovation Way & 11th Avenue	AWSC	AM	27.4	D	No	>120	F	116.8	0.586	Yes
			PM	14.2	B	Yes	26.2	D	12.0	0.294	Yes
22	Bordeaux Drive & 5th Avenue	One-Way Stop	AM	10.4	B		11.6	B	1.2	0.000	
			PM	11.8	B		12.3	B	0.5	0.000	
26	Borregas Avenue & Moffett Park Drive	AWSC	AM	15.6	C		21.8	C	6.2	0.105	
			PM	13.2	B		13.7	B	0.5	0.024	
31	Persian Drive & SR 237 EB Off-Ramp (◊)	One-Way Stop	AM	12.9	B		14.0	B	-	-	
			PM	12.0	B		14.0	B	-	-	
32	Persian Drive/La Rochelle Terrace & Fair Oaks Way	Two-Way Stop	AM	13.0	B		17.5	C	4.5	0.000	
			PM	15.7	C		32.1	D	16.4	0.000	

Notes:

MV = Mountain View, ◊ = Caltrans

">120" indicates this unsignalized intersection experiences lengthy delay that is beyond the reasonable calculation range of the HCM 2000 methodology.

(1) Delay, LOS and volume-to-capacity ratio reported for side-street stop-controlled intersections represent the movement with the worst delay. Those reported for all-way stop-controlled intersections represent intersection average.

BOLD indicates an unacceptable level of service

BOLD and boxed indicates an adverse intersection effect

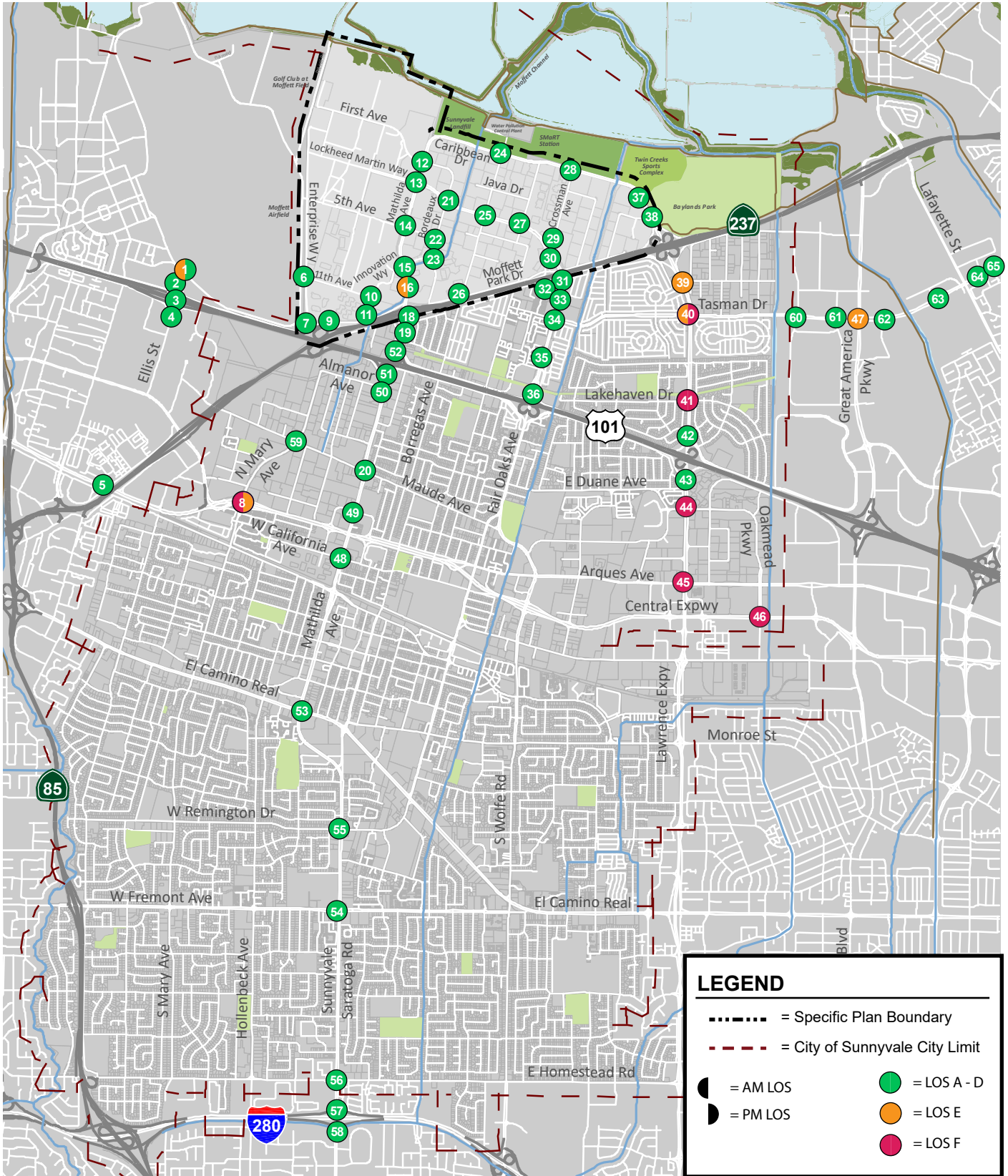


Figure 16
Background Conditions LOS Summary

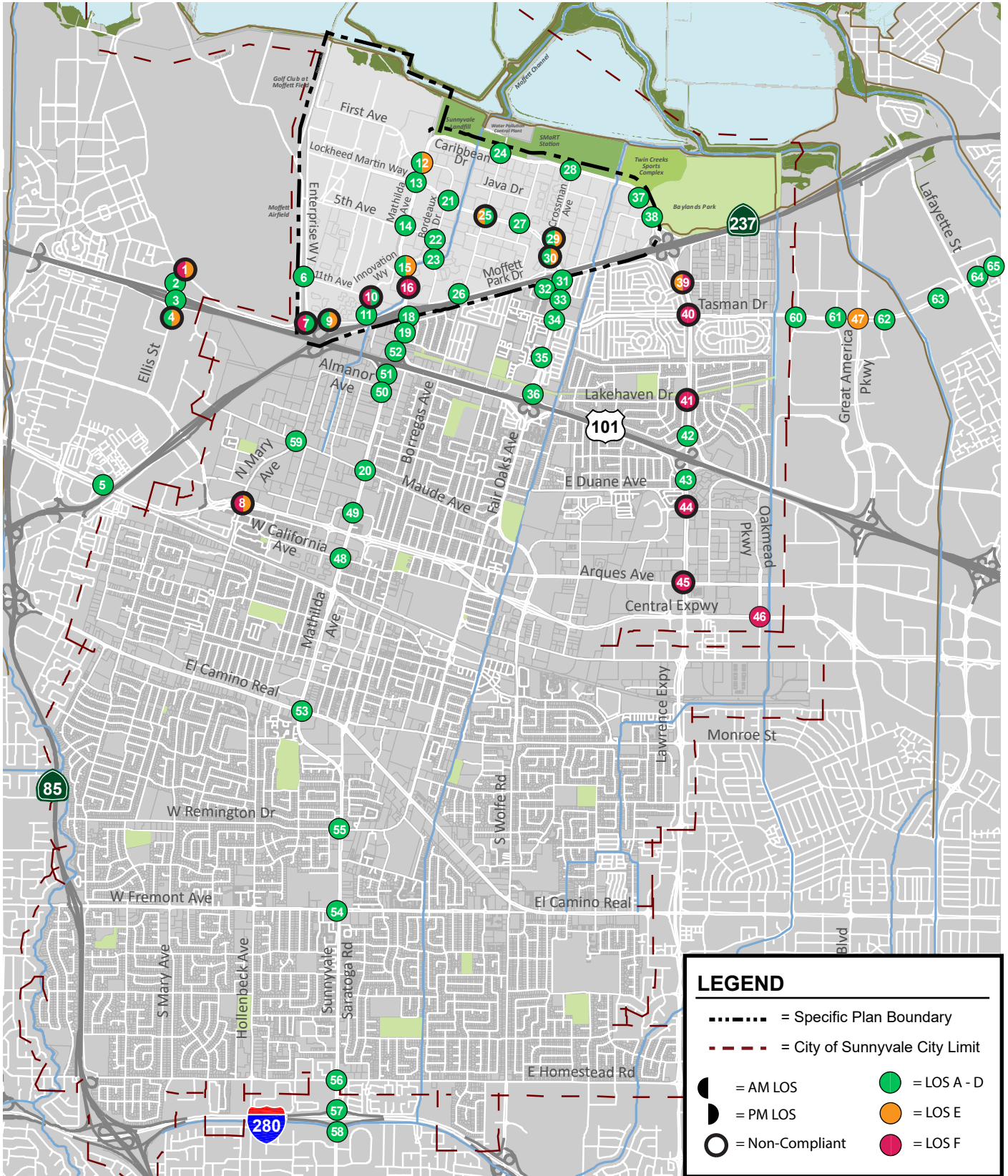


Figure 17
Background Plus MPSP Conditions LOS Summary

Adverse Effects and Recommended Improvements

The intersection effects and recommended modifications to improve the intersections to pre-project conditions or better are described below (see Tables 11 and 12). It should be noted that the City is conducting a MPSP Traffic Impact Fee (TIF) Nexus Study for intersection and freeway improvements not already included in the Citywide TIF.

Ellis Street & Manila Avenue (#1)

Mountain View does not have an adopted level of service standard for unsignalized intersections. However, the City strives to maintain LOS D for unsignalized intersections. The unsignalized intersection of Ellis Street & Manila Avenue would operate at an unacceptable LOS E during the AM peak hour under Background conditions. The project would degrade the intersection to LOS F during the AM peak hour, LOS E during the PM peak hour, and would bring the intersection to an oversaturated state.

Improvement: The intersection meets the signal warrant during the AM peak hour under all scenarios (see Appendix D). The East Whisman Precise Plan Development Impact Fee Nexus Study, approved by the Mountain View City Council in May 2022, identified a traffic signal at this location. Other lane geometry and multimodal improvements are also identified as part of the signalization improvement. This improvement will require installation of signal poles, upgrades to curb ramps, and depending on the final design, may also require additional pavement at the southwest quadrant of the intersection.

Implementation of the new traffic signal would address the adverse intersection effect and bring the intersection to LOS B+ during the AM and PM peak hours. Future projects within the MPSP shall contribute their fair share towards the intersection improvements.

Ellis Street & Fairchild Drive (#4)

The intersection of Ellis Street & Fairchild Drive would operate at an acceptable LOS B during the PM peak hour under Background conditions. The project would degrade intersection operations to LOS E, which constitutes an adverse effect per Mountain View's guidelines.

Improvement: The East Whisman Precise Plan Development Impact Fee Nexus Study, approved by the Mountain View City Council in May 2022, identified an improvement to widen southbound Ellis Street to include two through lanes. There are already two receiving lanes on the south leg of the intersection. Depending on the final design, this improvement will likely require relocation of signal poles, relocation of sidewalks, new curb ramps, and approximately 2 feet of pavement widening on southbound Ellis Street.

Implementation of this improvement would address the adverse intersection effect and bring the intersection to LOS B during the PM peak hour. Future projects within the MPSP shall contribute their fair share towards the intersection improvements.

Enterprise Way & Manila Avenue/Moffett Park Drive (#7)

The intersection of Enterprise Way & Manila Avenue/Moffett Park Drive would operate at an acceptable LOS C during the AM peak hour under Background conditions. The project would degrade intersection operations to LOS F, which constitutes an adverse effect per Sunnyvale's guidelines.

Improvement: There are no feasible at-grade intersection improvements. The adverse effect is caused by MPSP traffic entering the Moffett Park area via Manila Avenue (eastbound) and Moffett Park Drive (westbound). The proposed Mary Avenue extension, identified in the *City of Sunnyvale Traffic Impact Fee Update Study*, dated September 7, 2017, would connect the

current northern end of Mary Avenue at Almanor Avenue to the intersection of Discovery Way and 11th Avenue via an overcrossing. The City of Sunnyvale is currently analyzing different alternatives for the Mary Avenue overcrossing.

Depending on the final design, additional capacity may be provided for vehicles to enter into the Moffett Park area, which would help address the intersection operations deficiencies. Future projects within the MPSP will be required to pay the TIF, which would constitute their fair share contributions towards the Mary Avenue overcrossing.

Mary Avenue & Central Expressway (#8)

The intersection of Lawrence Expressway & Lakehaven Drive/Sandia Avenue would operate at an unacceptable LOS F during the AM peak hour. The project would increase the average critical delay by more than 4 seconds and the critical v/c value by more than 0.01 for the intersection. Therefore, the intersection would have an adverse effect per County's guidelines.

Improvement: The *City of Sunnyvale Traffic Impact Fee Update Study*, dated September 7, 2017, identified an improvement to widen westbound Central Expressway to include a third left-turn lane. It is assumed that with the additional left-turn, the intersection signal timing would also be optimized. This improvement will require partial median removal and pavement widening by approximately 12 feet to accommodate the third left-turn lane. Signal pole upgrade may be required as well.

The intersection would remain operating at LOS F with Implementation of this improvement, but would improve intersection operations to better than background no project conditions. Future projects within the MPSP will be required to pay the TIF, which would constitute their fair share contributions towards the improvements.

US 101 Northbound On-Ramp & Moffett Park Drive (#9)

The intersection of US 101 Northbound On-Ramp & Moffett Park Drive would operate at an acceptable LOS B during the PM peak hour. The project would degrade intersection operations to LOS E, which constitutes an adverse effect per Caltrans' guidelines.

Improvement: VTA is currently studying options to improve traffic operations along US 101 and SR 237 in the project vicinity. However, the study is still in its early stages.

If improvements are identified that would improve operations at this intersection, future projects within the MPSP shall contribute their fair share towards the identified improvements.

Innovation Way & 11th Avenue (#10)

The unsignalized intersection of Innovation Way & 11th Avenue would operate at an acceptable LOS D during the AM peak hour under Background conditions. The project would degrade the intersection operations to LOS F, and would meet the signal warrant criteria, which constitutes an adverse effect per Sunnyvale's guidelines.

Improvement: Signalizing this intersection would be needed to improve intersection operations. The intersection could retain its existing lane geometry, except the eastbound approach should be restriped to include 1 left-turn, 1 through, and 1 right-turn lane. This restriping would eliminate the existing dual right-turn lanes, and improve pedestrian safety as vehicles on the inside right-turn lane may have difficulty seeing crossing pedestrians. The intersection would operate with protected phasing for the north/south legs, and split or permitted phasing for the east/west legs. Periodic monitoring of traffic operations at this intersection should be conducted

to determine if and when signalization is needed. This improvement will require installation of signal poles, and likely upgrades to curb ramps.

The improvement would restore intersection operations to an acceptable LOS C. Future projects within the MPSP shall contribute their fair share towards the intersection improvements.

Mathilda Avenue & Moffett Park Drive/SR 237 Westbound Off-Ramp (#16)

The intersection of Mathilda Avenue & Moffett Park Drive/SR 237 Westbound Off-Ramp would operate at an acceptable LOS E or better under Background conditions. The project would degrade intersection operations to LOS F, which constitutes an adverse effect per Sunnyvale’s guidelines.

Improvement: There are no feasible at-grade intersection improvements. The adverse effect is caused by MPSP traffic entering the Moffett Park area in the morning, and leaving the area in the evening. The proposed Mary Avenue extension, identified in the *City of Sunnyvale Traffic Impact Fee Update Study*, dated September 7, 2017, would connect the current northern end of Mary Avenue at Almanor Avenue to the intersection of Discovery Way and 11th Avenue via an overcrossing. The City of Sunnyvale is currently analyzing different alternatives for the Mary Avenue overcrossing.

Depending on the final design, additional capacity may be provided for vehicles to enter into and exiting the Moffett Park area, which would help address the intersection operations deficiencies. Future projects within the MPSP will be required to pay the TIF, which would constitute their fair share contributions towards the Mary Avenue overcrossing.

Borregas Avenue & Java Drive (#25)

The intersection of Borregas Avenue & Java Drive would operate at an acceptable LOS C- during the AM peak hour under Background conditions. The project would degrade intersection operations to an unacceptable LOS E, which constitutes an adverse effect per Sunnyvale’s guidelines.

Improvement: There are no feasible at-grade intersection improvements. Multimodal improvements at this intersection include reducing the curb radius at the corners of this intersection, and converting the intersection to a protected intersection. These improvements would improve safety for pedestrian and bicyclists by slowing right-turning vehicles’ speed, and reducing pedestrian and bicyclists’ exposure to vehicles. Reducing the curb radius would require removal of pavement and extending the pedestrian sidewalk at all four corners of the intersection to “square up” the intersection. New curb ramps will also be required. Signal pole relocation may be required as well.

While these improvements would not address the intersection operational deficiency, they would encourage residents and employees to use alternative modes of transportation, such as walking, or biking, and reduce vehicular trip making. Future projects within the MPSP shall contribute their fair share towards the intersection improvements.

Crossman Avenue & Java Drive (#29)

The intersection of Crossman Avenue & Java Drive would operate at an acceptable LOS D during the PM peak hour under Background conditions. The project would degrade intersection operations to an unacceptable LOS E+, which constitutes an adverse effect per Sunnyvale’s guidelines.

Improvement: There are no feasible at-grade intersection improvements. Multimodal improvements at this intersection include reducing the curb radius at the corners of this intersection, removing the pork chop islands, and converting the intersection to a protected intersection. These improvements would improve safety for pedestrian and bicyclists by slowing

right-turning vehicles' speed, and reducing pedestrian and bicyclists' exposure to vehicles. Reducing the curb radius and removing the porkchop islands would require removal of pavement and extending the pedestrian sidewalk at the corners of the intersection to "square up" the intersection. New curb ramps and signal pole relocation will also be required. Signal pole relocation may be required as well.

While these improvements would not address the intersection operational deficiency, they would encourage residents and employees to use alternative modes of transportation, such as walking, or biking, and reduce vehicular trip making. Future projects within the MPSP shall contribute their fair share towards the intersection improvements.

Crossman Avenue & Moffett Park Drive (#30)

The intersection of Crossman Avenue & Moffett Park Drive would operate at an acceptable LOS B- during the PM peak hour. The project would degrade intersection operations to LOS E, which constitutes an adverse effect per Caltrans' guidelines.

Improvement: Improvement at this intersection would require widening the southbound approach to include one left-turn, one through, and one right-turn lane. Right of way acquisitions may be necessary. This improvement would require pavement widening by approximately 12 feet, signal pole relocation, and new curb ramps.

With this improvement, the intersection operations would improve to an acceptable LOS D. Future projects within the MPSP shall contribute their fair share towards the intersection improvements.

Lawrence Expressway & Persian Drive/Elko Drive (#39)

The intersection of Lawrence Expressway & Persian Drive/Elko Drive would operate at an acceptable LOS E during the PM peak hour under Background conditions. The project would degrade intersection operations to LOS F, which constitutes an adverse effect per County's guidelines.

Improvement: There are no feasible at-grade intersection improvements. Multimodal improvements at this intersection include removing the pork chop islands on the west side of the intersection, and installing sidewalk along eastbound Persian Drive. These improvements would improve safety for pedestrian and bicyclists by slowing right-turning vehicles' speed, and reducing pedestrian and bicyclists' exposure to vehicles. Reducing the curb radius and removing the porkchop islands would require removal of pavement and extending the pedestrian sidewalk at the corners of the intersection. Signal pole relocation, and new curb ramps will also be required.

While these improvements would not address the intersection operational deficiency, they would encourage residents and employees to use alternative modes of transportation, such as walking, or biking, and reduce vehicular trip making. Future projects within the MPSP shall contribute their fair share towards the intersection improvements.

Lawrence Expressway & Tasman Drive (#40)

The intersection of Lawrence Expressway & Tasman Drive would operate at an acceptable LOS E during the AM peak hour, and an unacceptable LOS F during the PM peak hour under Background conditions. The project would degrade intersection operations to LOS F during the AM peak hour, and increase the average critical delay by more than 4 seconds and critical v/c value by more than 0.01 for the intersection, which constitutes an adverse effect per CMP's guidelines.

Improvement: The *City of Sunnyvale Traffic Impact Fee Update Study*, dated September 7, 2017, identified an improvement to depress the light rail tracks under the intersection. At the time of this report, there are no finalized plans for this improvement.

It is assumed that the proposed improvement would restore intersection operations to an acceptable level of service. Future projects within the MPSP will be required to pay the TIF, which would constitute their fair share contributions towards the improvement.

Lawrence Expressway & Lakehaven Drive/Sandia Avenue (#41)

The intersection of Lawrence Expressway & Lakehaven Drive/Sandia Avenue would operate at an unacceptable LOS F under Background conditions. The project would increase the average critical delay by more than 4 seconds and the critical v/c value by more than 0.01 for the intersection, which constitutes an adverse effect per County's guidelines.

Improvement: The *City of Sunnyvale Traffic Impact Fee Update Study*, dated September 7, 2017, identified an improvement to convert the Lawrence Expressway & Bridgewood Way intersection into a signalized four-way intersection. This will make it possible for vehicles on Bridgewood Way to make a left turn directly onto Lawrence Expressway. Installation of traffic signals, removal of the median on Lawrence Expressway, and installing new curb ramps will be required as part of this improvement.

It is expected that the signal at Bridgewood Way would improve the intersection operations at the Lakehaven Drive intersection. Future projects within the MPSP will be required to pay the TIF, which would constitute their fair share contributions towards the improvements.

Lawrence Expressway & E. Duane Avenue/Oakmead Parkway (#44)

The intersection of Lawrence Expressway & E. Duane Avenue/Oakmead Parkway would operate at an unacceptable LOS F during the AM peak hour under Background conditions. The project would increase the average critical delay by more than 4 seconds and the critical V/C value by more than 0.01 for the intersection, which constitutes an adverse effect per County's guidelines.

Improvement: The *City of Sunnyvale Traffic Impact Fee Update Study*, dated September 7, 2017, identified an improvement to grade separate this intersection. At the time of this report, there are no finalized plans for this improvement.

It is assumed that the finalized reconfiguration plan would restore intersection operations to an acceptable level of service. Future projects within the MPSP will be required to pay the TIF, which would constitute their fair share contributions towards the improvements.

Lawrence Expressway & Arques Avenue (#45)

The intersection of Lawrence Expressway & Arques Avenue would operate at an unacceptable LOS F during the AM peak hour under Background conditions. The project would increase the average critical delay by more than 4 seconds and the critical V/C value by more than 0.01 for the intersection, which constitutes an adverse effect per CMP's guidelines.

Improvement: The *City of Sunnyvale Traffic Impact Fee Update Study*, dated September 7, 2017, identified an improvement to grade separate this intersection. At the time of this report, there are no finalized plans for this improvement.

It is assumed that the finalized reconfiguration plan would restore intersection operations to an acceptable level of service. Future projects within the MPSP will be required to pay the TIF, which would constitute their fair share contributions towards the improvements.

Table 11
Background+MPSP Intersection Levels of Service with Improvements – Signalized Intersections

#	Intersection	Peak Hour	LOS Std.	Background Conditions		Background+MPSP Conditions				Improved	
				Avg. Delay (sec)	LOS	Avg. Delay (sec)	LOS	Incr. In Crit. Delay (sec)	Incr. In Crit. V/C	Avg. Delay (sec)	LOS
4	Ellis Street & Fairchild Drive (MV)	AM	D	16.8	B	16.4	B	-0.4	0.000	17.3	B
		PM		50.6	D	64.8	E	22.5	0.043	14.6	B
7	Enterprise Way & Manila Avenue/W. Moffett Park Drive	AM	D	24.9	C	85.3	F	75.7	0.313	Potential Mary Avenue Overcrossing	
		PM		12.1	B	28.4	C	26.7	0.189		
8	N. Mary Avenue & Central Expressway (County*)	AM	E	102.0	F	105.9	F	9.1	0.015	82.1	F
		PM		63.2	E	65.9	E	6.9	0.042	64.7	E
9	US 101 NB On-Ramp & W. Moffett Park Drive (◊)	AM	D	4.1	A	5.0	A	0.0	0.011	VTA Studying Potential SR 237/ US 101 Improvements	
		PM		17.6	B	76.4	E-	76.3	0.330		
16	N. Mathilda Avenue & W. Moffett Park Drive/SR 237 WB Off-Ramp (+◊)	AM	E	68.5	E	>120	F	372.0	0.847	Potential Mary Avenue Overcrossing	
		PM		52.3	D-	87.9	F	61.4	0.204		
25	Borregas Avenue & Java Drive	AM	D	34.0	C-	61.1	E	37.5	0.221	Multimodal Improvements	
		PM		27.2	C	38.5	D+	12.4	0.175		
29	Crossman Avenue & E. Java Drive	AM	D	19.7	B-	22.4	C+	-6.5	0.174	Multimodal Improvements	
		PM		41.5	D	58.7	E+	34.5	0.284		
30	Crossman Avenue & Moffett Park Drive (◊)	AM	D	16.6	B	28.5	C	19.5	0.433	28.5	C
		PM		19.8	B-	60.5	E	60.4	0.578	50.6	D
39	Lawrence Expressway & Persian Drive/Elko Drive (County)	AM	E	60.3	E	63.3	E	-0.8	0.041	Multimodal Improvements	
		PM		71.2	E	88.9	F	9.8	0.065		
40	Lawrence Expressway & Tasman Drive (County*)	AM	E	79.4	E-	94.4	F	-14.4	0.079	Depress LRT under intersection	
		PM		116.6	F	>120	F	20.7	0.167		
41	Lawrence Expressway & Lakehaven Drive/Sandia Avenue (County)	AM	E	>120	F	>120	F	23.4	0.033	Signalize Lawrence/ Bridgewood intersection	
		PM		>120	F	>120	F	26.4	0.024		
44	Lawrence Expressway & E. Duane Avenue/Oakmead Parkway (County)	AM	E	82.1	F	91.8	F	14.4	0.035	Potential Future Interchange	
		PM		84.5	F	83.4	F	-1.3	-0.004		
45	Lawrence Expressway & E. Arques Avenue (County*)	AM	E	>120	F	>120	F	6.6	0.035	Potential Future Interchange	
		PM		115.0	F	114.2	F	0.4	0.003		

Notes:
 * = CMP, ◊ = Caltrans, + = Regionally Significant Roadway, County = County of Santa Clara
 ">120" indicates this signalized intersection experiences lengthy delay that is beyond the reasonable calculation range of the HCM2000 methodology.
BOLD indicates unacceptable level of service
BOLD and boxed indicates an adverse intersection effect

Table 12
Background+MPSP Intersection Levels of Service with Improvements – Unsignalized Intersections

#	Intersection	Control ⁽¹⁾	Peak Hour	LOS Std.	Background Conditions			Background + MPSP Conditions				Improved			
					Delay (sec)	LOS	Signal Warrant Met	Delay (sec)	LOS	Incr. in Delay	Incr. in V/C	Signal Warrant Met	Delay (sec)	Delay (sec)	LOS
1	Ellis Street & Manila Avenue (MV)	AWSC	AM	D	48.8	E	Yes	>120	F	-	-	Yes	-	-	-
			PM	C	22.0	No	38.6	E	-	-	No	-	-	-	
		Signal	AM	-	-	-	-	-	-	-	-	-	10.4	10.4	B+
			PM	-	-	-	-	-	-	-	-	-	10.4	10.4	B+
10	Innovation Way & 11th Avenue	AWSC	AM	D	27.4	D	Yes	>120	F	116.8	0.586	Yes	-	-	-
			PM	B	14.2	Yes	26.2	D	12.0	0.294	Yes	-	-	-	
		Signal	AM	-	-	-	-	-	-	-	-	-	20.8	20.8	C+
			PM	-	-	-	-	-	-	-	-	-	24.7	24.7	C

Notes:

MV = Mountain View

">120" indicates this unsignalized intersection experiences lengthy delay that is beyond the reasonable calculation range of the HCM2000 methodology.

(1) Delay, LOS and volume-to-capacity ratio reported for side-street stop-controlled intersections represent the movement with the worst delay. Those reported for all-way stop-controlled intersections represent intersection average.

BOLD indicates an unacceptable level of service

BOLD and boxed indicates an adverse intersection effect

Intersection Levels of Service Results Under Cumulative Scenarios

The results of the intersection level of service analysis under Cumulative and Cumulative+MPSP conditions are summarized in Tables 13 and 14, also shown graphically on Figures 18 and 19. It should be noted that under Cumulative conditions, major regional express lane projects are assumed to be completed, which would considerably alleviate local traffic congestion. Furthermore, under the Cumulative+MPSP scenario, the MPSP assumes aggressive TDM reductions, especially during the peak hours that would reduce the Moffett Park area’s trip generation to below Background+MPSP levels during the peak hours. Therefore, there are fewer adverse intersection effects under Cumulative+MPSP conditions.

Listed below are study intersections that would operate at unacceptable levels of service during the Cumulative+MPSP scenario. Bold indicates an adverse effect caused by the project.

- 1. **Ellis Street & Manila Avenue – AM Peak Hour**
- 4. Ellis Street & Fairchild Drive – PM Peak Hour
- 8. N. Mary Avenue & Central Expressway – AM Peak Hour
- 10. **Innovation Way & 11th Avenue – AM and PM Peak Hour**
- 16. **N. Mathilda Avenue & W. Moffett Park Drive/SR 237 Westbound Off-Ramp – AM Peak Hour**
- 40. **Lawrence Expressway & Tasman Drive – AM and PM Peak Hours**
- 41. **Lawrence Expressway & Lakehaven Drive/Sandia Avenue – AM and PM Peak Hours**
- 44. **Lawrence Expressway & E. Duane Avenue/Oakmead Parkway – AM and PM Peak Hours**
- 45. Lawrence Expressway & E. Arques Avenue – AM and PM Peak Hours
- 46. **Oakmead Parkway/Corvin Drive & Central Expressway – AM and PM Peak Hours**
- 64. Calle Del Sol & Tasman Drive – AM Peak Hour

Table 13
Cumulative and Cumulative+MPSP Intersection Levels of Service – Signalized Intersections

#	Intersection	Peak Hour	LOS Std.	Cumulative Conditions		Cumulative+MPSP Conditions			
				Avg. Delay (sec)	LOS	Avg. Delay (sec)	LOS	Incr. In Crit. Delay (sec)	Incr. In Crit. V/C
2	Ellis Street & US 101 NB Ramps (MV◊)	AM	D	23.6	C	30.8	C	8.9	0.214
		PM		31.5	C	30.0	C	-2.2	-0.032
3	Ellis Street & US 101 SB Ramps (MV◊)	AM	D	27.7	C	22.9	C+	-7.6	-0.066
		PM		21.3	C+	20.7	C+	-0.2	0.001
4	Ellis Street & Fairchild Drive (MV)	AM	D	21.1	C+	19.7	B-	-1.0	-0.019
		PM		92.4	F	93.2	F	0.9	0.000
5	Ferguson Drive & Central Expressway (County*)	AM	E	14.9	B	13.2	B	-0.1	-0.022
		PM		8.1	A	5.8	A	0.0	0.006
6	Enterprise Way & 11th Avenue	AM	D	10.3	B+	10.0	B+	0.0	0.082
		PM		13.5	B	13.0	B	1.8	-0.015
7	Enterprise Way & Manila Avenue/W. Moffett Park Drive	AM	D	21.3	C+	23.8	C	2.6	0.052
		PM		11.7	B+	13.7	B	3.5	0.021
8	N. Mary Avenue & Central Expressway (County*)	AM	E	>120	F	>120	F	-50.3	-0.066
		PM		68.8	E	72.4	E	12.0	0.046
9	US 101 NB On-Ramp & W. Moffett Park Drive (◊)	AM	D	4.2	A	5.0	A	0.0	0.010
		PM		17.5	B	22.2	C+	4.8	0.074
11	Innovation Way & W. Moffett Park Drive	AM	D	24.2	C	36.3	D+	17.7	0.238
		PM		21.5	C+	21.6	C+	-0.1	-0.013
12	N. Mathilda Avenue & 1st Avenue/Bordeaux Drive (+)	AM	E	17.8	B	19.1	B-	0.9	0.074
		PM		19.3	B-	21.8	C+	3.0	0.197
13	N. Mathilda Avenue & Lockheed Martin Way/W. Java Drive (*)	AM	E	30.3	C	38.5	D+	9.4	0.222
		PM		43.1	D	42.1	D	2.3	0.042
14	N. Mathilda Avenue & 5th Avenue (+)	AM	E	19.4	B-	28.6	C	11.9	0.181
		PM		44.3	D	57.2	E+	7.9	0.175
15	N. Mathilda Avenue & Innovation Way (+)	AM	E	41.2	D	61.6	E	42.1	0.200
		PM		48.6	D	51.7	D-	3.9	0.214
16	N. Mathilda Avenue & W. Moffett Park Drive/SR 237 WB Off-Ramp (+◊)	AM	E	60.2	E	>120	F	167.3	0.424
		PM		67.1	E	64.4	E	3.4	0.025
18	N. Mathilda Avenue & SR 237 EB Ramps (+◊)	AM	E	34.3	C-	34.9	C-	-3.5	0.044
		PM		21.5	C+	32.5	C-	42.1	0.261
19	N. Mathilda Avenue & Ross Drive (+)	AM	E	24.3	C	23.5	C	5.4	0.081
		PM		23.5	C	23.3	C	-1.5	-0.038
20	N. Mathilda Avenue & W. Maude Avenue (*)	AM	E	70.1	E	66.7	E	-2.3	-0.006
		PM		53.2	D-	59.4	E+	14.1	0.087
21	Bordeaux Drive & W. Java Drive	AM	D	22.8	C+	20.1	C+	-8.2	0.075
		PM		26.5	C	33.2	C-	8.8	0.313
23	Bordeaux Drive & Innovation Way	AM	D	29.2	C	30.8	C	2.0	-0.040
		PM		29.6	C	33.1	C-	4.1	0.141

Notes:

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BOLD indicates an unacceptable level of service

BOLD and boxed indicates an adverse intersection effect

Table 13 (continued)
Cumulative and Cumulative+MPSP Intersection Levels of Service – Signalized Intersections

#	Intersection	Peak Hour	Count	Date	LOS Std.	Existing Conditions		Cumulative Conditions			
						Avg. Delay (sec)	LOS	Avg. Delay (sec)	LOS	Incr. In Crit. Delay (sec)	Incr. In Crit. V/C
24	Borregas Avenue/Carl Road & Caribbean Drive (+)	AM	02/04/20	02/04/20	E	8.9	A	12.5	B	0.0	0.000
		PM	02/04/20	02/04/20		11.2	B+	13.1	B	2.1	0.193
25	Borregas Avenue & Java Drive	AM	02/04/20	02/04/20	D	23.1	C	33.6	C-	11.1	0.290
		PM	02/04/20	02/04/20		21.4	C+	29.2	C	5.0	0.148
27	Geneva Drive & E. Java Drive	AM	02/04/20	02/04/20	D	15.9	B	21.4	C+	4.0	0.357
		PM	02/04/20	02/04/20		14.5	B	27.1	C	13.3	0.294
28	Crossman Avenue & E. Caribbean Drive (+)	AM	02/04/20	02/04/20	E	6.9	A	9.9	A	1.6	0.202
		PM	02/04/20	02/04/20		15.6	B	16.1	B	0.8	0.290
29	Crossman Avenue & E. Java Drive	AM	02/04/20	02/04/20	D	20.6	C+	20.2	C+	0.6	0.022
		PM	02/04/20	02/04/20		37.8	D+	43.3	D	7.0	0.123
30	Crossman Avenue & Moffett Park Drive (◊)	AM	02/04/20	02/04/20	D	14.1	B	16.2	B	0.1	0.073
		PM	02/04/20	02/04/20		18.6	B-	20.9	C+	2.8	0.086
33	Fair Oaks Avenue/E. Java Drive & Fair Oaks Way/Kensington Place	AM	02/05/20	02/05/20	D	22.5	C+	22.9	C+	0.8	0.089
		PM	02/05/20	02/05/20		20.0	B-	20.0	C+	-0.1	0.043
34	Fair Oaks Avenue & Tasman Drive	AM	02/05/20	02/05/20	D	32.3	C-	40.4	D	14.8	0.254
		PM	02/05/20	02/05/20		36.9	D+	42.4	D	6.2	0.147
35	Fair Oaks Avenue & E. Weddell Drive	AM	02/05/20	02/05/20	D	17.9	B	18.8	B-	-1.9	0.127
		PM	02/05/20	02/05/20		16.5	B	18.5	B-	3.1	0.139
36	Fair Oaks Avenue & US 101 NB Ramps (◊)	AM	02/05/20	02/05/20	D	19.2	B-	20.8	C+	1.4	0.055
		PM	02/05/20	02/05/20		26.3	C	25.6	C	-0.6	0.010
37	Twin Creeks Driveway & E. Caribbean Drive (+)	AM	02/05/20	02/05/20	E	10.9	B+	18.1	B-	7.7	0.219
		PM	02/05/20	02/05/20		11.2	B+	14.2	B	4.0	0.243
38	E. Caribbean Drive & Moffett Park Drive/Baylands Park (+)	AM	02/05/20	02/05/20	E	10.2	B+	13.8	B	17.8	0.069
		PM	02/05/20	02/05/20		32.2	C-	34.8	C-	6.4	0.105
39	Lawrence Expressway & Persian Drive/Elko Drive (County)	AM	02/05/20	02/05/20	E	59.3	E+	64.1	E	-4.0	0.071
		PM	02/05/20	02/05/20		54.7	D-	76.1	E-	34.5	0.159
40	Lawrence Expressway & Tasman Drive (County*)	AM	02/06/20	02/06/20	E	50.9	D	93.5	F	111.5	0.460
		PM	11/01/18	11/01/18		57.0	E+	114.1	F	110.5	0.359
41	Lawrence Expressway & Lakehaven Drive/Sandía Avenue (County)	AM	02/05/20	02/05/20	E	0.0	F	>120	F	69.6	0.359
		PM	02/05/20	02/05/20		0.0	E	>120	F	173.8	0.384
42	Lawrence Expressway & US 101 NB Off-Ramp (County◊)	AM	02/05/20	02/05/20	E	9.6	A	12.6	B	3.3	0.368
		PM	02/05/20	02/05/20		14.0	B	20.6	C+	7.3	0.263
43	Lawrence Expressway & US 101 SB Off-Ramp (County◊)	AM	02/05/20	02/05/20	E	8.4	A	22.2	C+	2.2	0.264
		PM	02/05/20	02/05/20		26.7	C	33.0	C-	13.3	0.164
44	Lawrence Expressway & E. Duane Avenue/Oakmead Parkway (County)	AM	02/05/20	02/05/20	E	38.5	D+	>120	F	148.7	0.607
		PM	02/05/20	02/05/20		48.3	D	90.0	F	74.9	0.275
45	Lawrence Expressway & E. Arques Avenue (County*)	AM	02/06/20	02/06/20	E	55.3	E+	>120	F	212.2	0.264
		PM	11/13/18	11/13/18		71.6	E	>120	F	132.4	0.387
46	Oakmead Parkway/Corvin Drive & Central Expressway (County*)	AM	02/06/20	02/06/20	E	49.7	D	77.9	E-	46.1	0.528
		PM	11/13/18	11/13/18		46.9	D	116.3	F	108.5	0.293

Notes:

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Table 13 (continued)
Cumulative and Cumulative+MPSP Intersection Levels of Service – Signalized Intersections

#	Intersection	Peak Hour	Cumulative Conditions		Cumulative+MPSP Conditions				
			LOS Std.	Avg. Delay (sec)	LOS	Avg. Delay (sec)	LOS	Incr. In Crit. Delay (sec)	Incr. In Crit. V/C
47	Great America Parkway & Tasman Drive (SC*)	AM	E	52.4	D-	52.5	D-	0.2	-0.007
		PM		31.0	C	30.1	C	-1.8	-0.017
48	Mathilda Avenue & California Ave (+)	AM	E	49.6	D	44.0	D	-7.8	-0.041
		PM		31.8	C	30.8	C	-3.2	-0.038
49	Mathilda Avenue & Indio Way (+)	AM	E	41.6	D	40.1	D	-1.1	-0.017
		PM		42.0	D	42.2	D	0.8	-0.012
50	Mathilda Avenue & Almanor Ave/Ahwanee Ave (+)	AM	E	29.9	C	28.3	C	-2.4	0.029
		PM		34.3	C-	33.2	C-	-2.9	-0.008
51	Mathilda Avenue & US 101 SB Ramps (+◇)	AM	E	17.9	B	16.0	B	-2.2	0.090
		PM		22.3	C+	38.7	D+	45.2	0.162
52	Mathilda Avenue & US 101 NB Ramps (+◇)	AM	E	42.4	D	72.7	E	49.9	0.154
		PM		34.6	C-	28.2	C	-13.5	-0.077
53	Mathilda Avenue & El Camino Real (*)	AM	E	55.8	E+	55.9	E+	-0.5	-0.006
		PM		56.0	E+	54.7	D-	-2.8	-0.028
54	Sunnyvale Saratoga Road & Fremont Avenue (*)	AM	E	49.7	D	50.4	D	1.1	0.008
		PM		54.5	D-	53.6	D-	-1.1	-0.007
55	Sunnyvale Saratoga Road & Remington Drive (*)	AM	E	53.4	D-	52.0	D-	-1.0	-0.009
		PM		44.3	D	45.1	D	0.6	0.000
56	Sunnyvale Saratoga Road/De Anza Blvd & Homestead Road (CU*)	AM	E	49.1	D	48.7	D	-0.3	0.002
		PM		41.8	D	40.3	D	-3.1	-0.040
57	De Anza Blvd & I-280 NB Ramps (*◇)	AM	E	20.4	C+	19.6	C	-1.1	-0.004
		PM		29.0	C	28.9	C	-0.2	-0.003
58	De Anza Blvd & I-280 SB Ramps (*◇)	AM	E	26.3	C	25.9	C	-0.2	-0.004
		PM		27.8	C	26.9	C	2.0	0.026
59	Mary Avenue & Maude Avenue	AM	D	35.5	D+	35.9	D+	-2.2	-0.027
		PM		45.0	D	45.9	D	1.2	0.019
60	Patrick Henry Drive & Tasman Drive (SC)	AM	D	15.7	B	15.5	B	-0.4	0.020
		PM		23.3	C	20.7	C+	-7.1	-0.064
61	Old Ironsides Drive & Tasman Drive (SC)	AM	D	6.9	A	5.1	A	-2.8	-0.026
		PM		13.3	B	13.6	B	0.7	0.049
62	Convention Center Drive & Tasman Drive (SC)	AM	D	10.2	B+	9.7	A	-0.5	-0.005
		PM		9.8	A	9.9	A	0.0	0.000
63	Centennial Blvd & Tasman Drive (SC)	AM	D	19.5	B-	19.8	B-	0.4	0.003
		PM		47.6	D	42.6	D	-8.9	-0.029
64	Calle Del Sol & Tasman Drive (SC)	AM	D	61.3	E	58.2	E+	-3.1	-0.011
		PM		41.5	D	39.7	D	-4.9	-0.032
65	Lick Mill Blvd & Tasman Drive (SC)	AM	D	30.9	C	31.5	C	0.1	-0.014
		PM		40.4	D	41.5	D	0.3	0.000

Notes:

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BOLD indicates unacceptable level of service

Table 14
Cumulative and Cumulative+MPSP Intersection Levels of Service – Unsignalized Intersections

#	Intersection	Control ⁽¹⁾	Peak Hour	Count Date	Cumulative Conditions			Cumulative+MPSP Conditions				
					Delay (sec)	LOS	Signal Warrant Met	Delay (sec)	LOS	Incr. in Delay	Incr. in V/C	Signal Warrant Met
1	Ellis Street & Manila Avenue (MV)	AWSC	AM	02/04/20	42.7	E	Yes	78.1	F	-	-	Yes
			PM	02/04/20	23.2	C	No	26.8	D	-	-	No
10	Innovation Way & 11th Avenue	AWSC	AM	02/04/20	87.0	F	Yes	>120	F	113.8	0.732	Yes
			PM	02/04/20	38.9	E	Yes	55.1	F	16.2	0.112	Yes
22	Bordeaux Drive & 5th Avenue	One-Way Stop	AM	02/04/20	11.4	B		10.5	B	-0.9	0.000	
			PM	02/04/20	12.2	B		12.2	B	0.0	0.000	
26	Borregas Avenue & Moffett Park Drive	AWSC	AM	02/04/20	16.1	C		13.2	B	-2.9	-0.090	
			PM	02/04/20	13.3	B		18.6	C	5.3	0.146	
31	Persian Drive & SR 237 EB Off-Ramp (◊)	One-Way Stop	AM	02/05/20	12.8	B		13.4	B	-	-	
			PM	02/05/20	12.2	B		12.6	B	-	-	
32	Persian Drive/La Rochelle Terrace & Fair Oaks Way	Two-Way Stop	AM	02/05/20	13.4	B		13.0	B	-0.4	0.000	
			PM	02/05/20	20.3	C		29.7	D	9.4	0.000	

Notes:

MV = Mountain View, ◊ = Caltrans

">120" indicates this unsignalized intersection experiences lengthy delay that is beyond the reasonable calculation range of the HCM 2000 methodology.

(1) Delay, LOS and volume-to-capacity ratio reported for side-street stop-controlled intersections represent the movement with the worst delay. Those reported for all-way stop-controlled intersections represent intersection average.

BOLD indicates an unacceptable level of service

BOLD and boxed indicates an adverse intersection effect

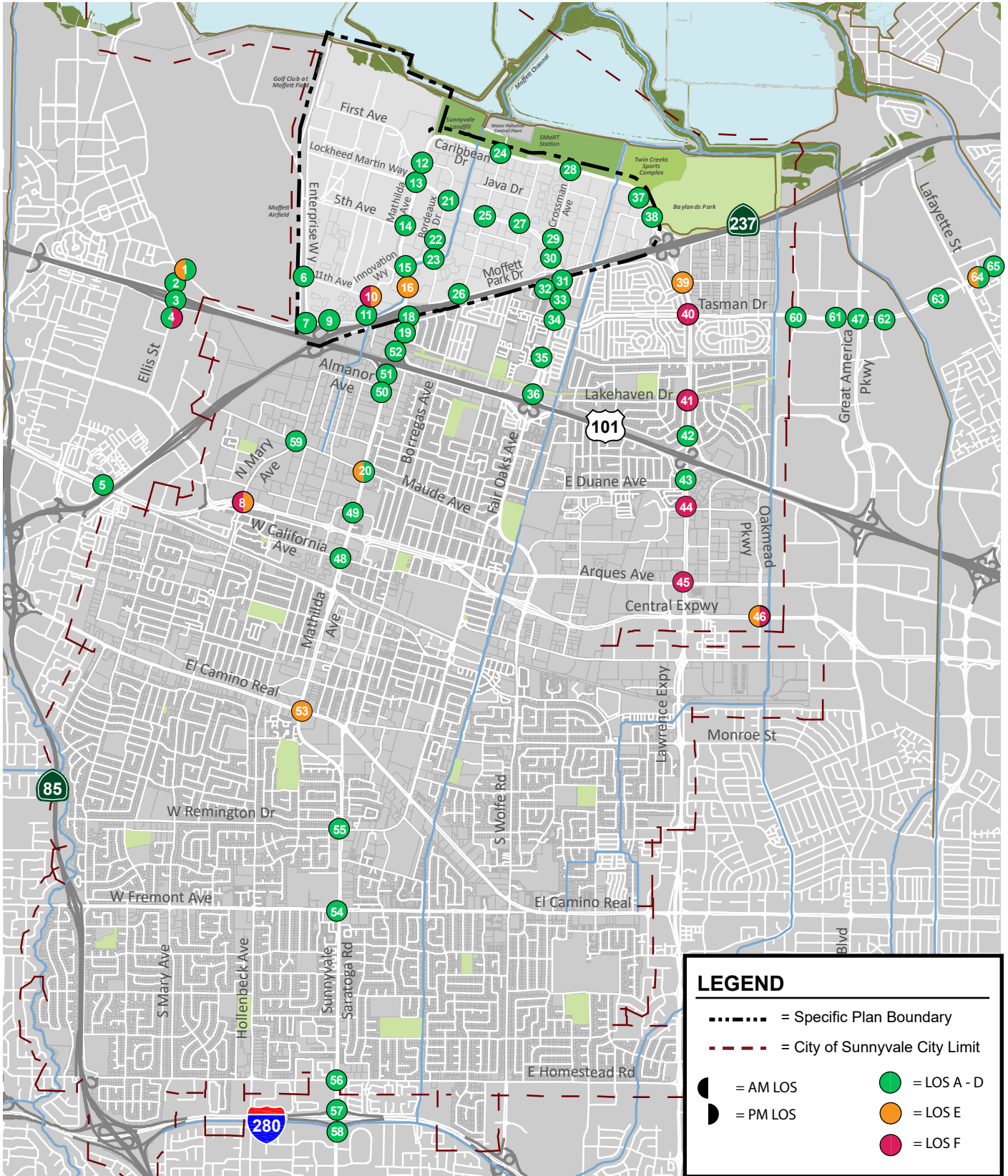


Figure 18
Cumulative Conditions LOS Summary

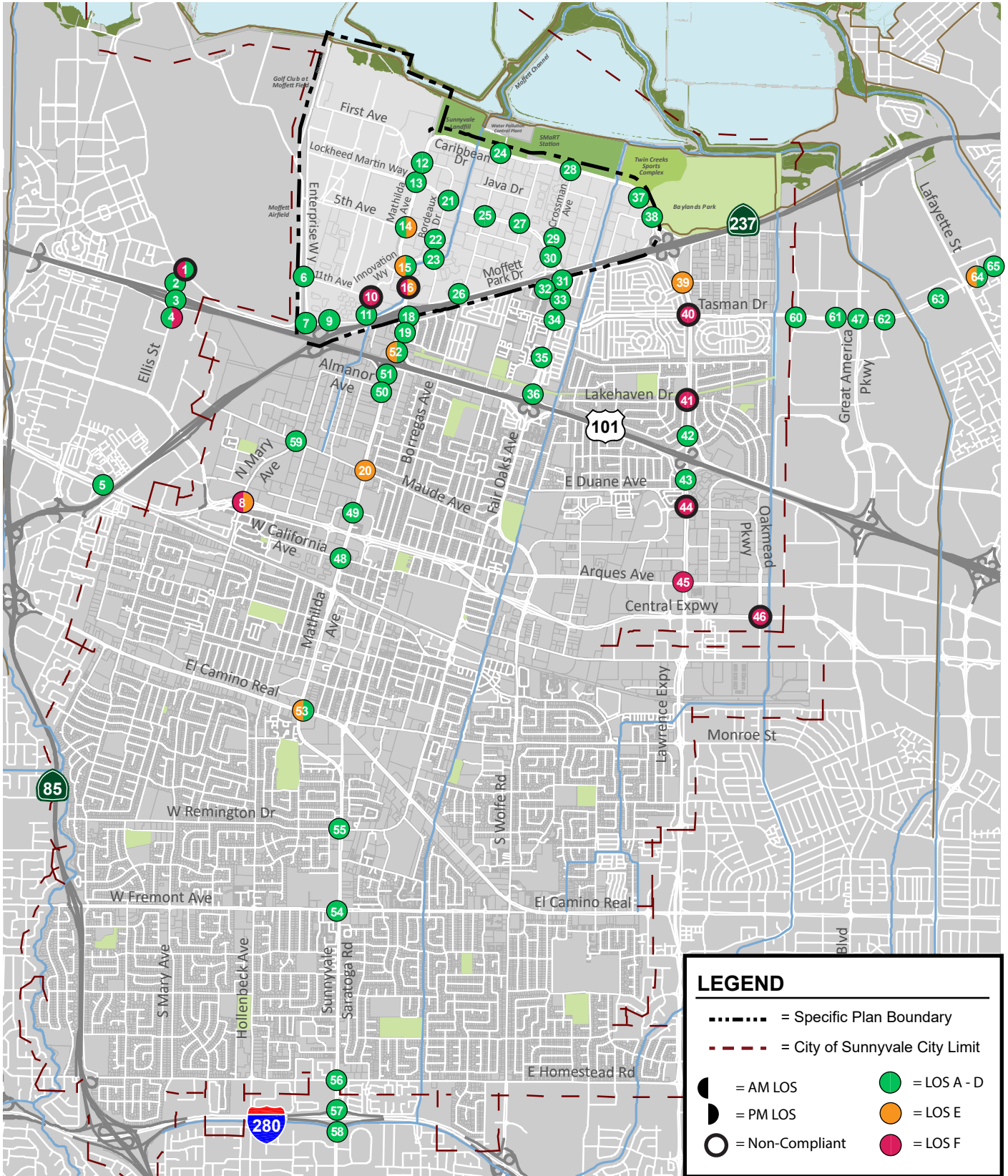


Figure 19
Cumulative Plus MPSP Conditions LOS Summary

Adverse Effects and Recommended Improvements

For intersections #1, #10, #40, #41, #44, the improvements are identical to those described under background + MPSP scenario. The intersection effects and recommended improvements for the remaining adversely affected intersection under cumulative + MPSP scenario are described below (see Tables 15 and 16).

N. Mathilda Avenue & W. Moffett Park Drive/SR 237 Westbound Off-Ramp (#16)

The intersection of N. Mathilda Avenue & W. Moffett Park Drive/SR 237 Westbound Off-Ramp would operate at an acceptable LOS E during the AM peak hour under Cumulative conditions. The project would cause the intersection to operate at an unacceptable LOS F during the AM peak hour, which constitutes an adverse effect per Sunnyvale's guidelines.

Improvement: Under cumulative + MPSP conditions, the Mary Avenue extension is assumed with 1 HOV lane in each direction. The City of Sunnyvale is currently analyzing different alternatives for the Mary Avenue overcrossing. An alternative with more vehicular capacity would help reduce congestion on Mathilda Avenue. There are no other feasible improvements at this intersection given the right-of-way constraints.

Oakmead Parkway/Corvin Drive & Central Expressway (#46)

The intersection of Oakmead Parkway/Corvin Drive & Central Expressway would operate at an acceptable LOS E- during the AM peak hour under Cumulative conditions. The project would degrade intersection operations to LOS F, which constitutes an adverse effect per County's guidelines.

Improvement: The *Lawrence Station Area Plan Update TIA*, dated August 31, 2020, identified an improvement to widen westbound Central Expressway to include two left-turn lanes. The south receiving leg would require restriping to allow for two receiving lanes and merge to one lane as the roadway narrows. It is assumed that with the additional left-turn, the intersection signal timing would also be optimized. The improvements will require partial median removal and pavement widening by approximately 12 feet to accommodate the third left-turn lane. Signal pole relocation and upgrades will be required as well.

With the proposed improvements, intersection operations would be restored to an acceptable LOS E during the AM peak hour. Future projects within the MPSP shall contribute their fair share towards the intersection improvements.

Table 15
Cumulative+MPSP Intersection Levels of Service with Improvements – Signalized Intersections

#	Intersection	Peak Hour	LOS Std.	Cumulative Conditions		Cumulative+MPSP Conditions				Improved	
				Avg. Delay (sec)	LOS	Avg. Delay (sec)	LOS	Incr. In Crit. Delay (sec)	Incr. In Crit. V/C	Avg. Delay (sec)	LOS
16	N. Mathilda Avenue & W. Moffett Park Drive/SR 237 WB Off-Ramp (+ϕ)	AM	E	60.2	E	>120	F	167.3	0.424	Improvement Not Feasible	
		PM	E	67.1	E	64.4	E	3.4	0.025		
40	Lawrence Expressway & Tasman Drive (County*)	AM	E	93.5	F	91.0	F	0.5	0.024	Depress LRT under intersection	
		PM	E	114.1	F	96.0	F	-47.0	0.124		
41	Lawrence Expressway & Lakehaven Drive/Sandía Avenue (County)	AM	E	>120	F	>120	F	6.2	0.044	Signalize Lawrence/Bridgewood intersection	
		PM	E	>120	F	>120	F	-31.7	-0.063		
44	Lawrence Expressway & E. Duane Avenue/Oakmead Parkway (County)	AM	E	>120	F	>120	F	10.0	0.088	Potential Future Interchange	
		PM	E	90.0	F	88.6	F	-4.6	0.150		
46	Oakmead Parkway/Corvin Drive & Central Expressway (County*)	AM	E	77.9	E-	81.5	F	5.8	0.013	67.1	E
		PM	E	116.3	F	>120	F	-0.9	-0.011	99.2	F

Notes:
 * = CMP, ϕ = Caltrans, + = Regionally Significant Roadway, County = County of Santa Clara
 ">120" indicates this signalized intersection experiences lengthy delay that is beyond the reasonable calculation range of the HCM2000 methodology.
BOLD indicates unacceptable level of service
BOLD and boxed indicates an adverse intersection effect

Table 16
Cumulative and Cumulative+MPSP Intersection Levels of Service with Improvements – Unsignalized Intersections

#	Intersection	Control (1)	Peak Hour	LOS Std.	Cumulative Conditions			Cumulative+MPSP Conditions				Improved			
					Delay (sec)	LOS	Signal Warrant Met	Delay (sec)	LOS	Incr. in Delay	Incr. in V/C	Signal Warrant Met	Delay (sec)	Delay (sec)	LOS
1	Ellis Street & Manila Avenue (MV)	AWSC	AM	D	42.7	E	Yes	78.1	F	-	-	Yes	-	-	-
			PM	D	23.2	C	No	26.8	D	-	-	No	-	-	-
		Signal	AM	-	-	-	-	-	-	-	-	-	8.1	8.1	A
			PM	-	-	-	-	-	-	-	-	-	9.6	9.6	A
10	Innovation Way & 11th Avenue	AWSC	AM	D	87.0	F	Yes	>120	F	113.8	0.732	Yes	-	-	-
			PM	D	38.9	E	Yes	55.1	F	16.2	0.112	Yes	-	-	-
		Signal	AM	-	-	-	-	-	-	-	-	-	49.3	49.3	D
			PM	-	-	-	-	-	-	-	-	-	25.2	25.2	C

Notes:
 MV = Mountain View
 ">120" indicates this unsignalized intersection experiences lengthy delay that is beyond the reasonable calculation range of the HCM2000 methodology.
 (1) Delay, LOS and volume-to-capacity ratio reported for side-street stop-controlled intersections represent the movement with the worst delay. Those reported for all-way stop-controlled intersections represent intersection average.
BOLD indicates an unacceptable level of service
BOLD and boxed indicates an adverse intersection effect

Freeway Segment Level of Service Analysis

Existing Freeway Levels of Service

Existing weekday AM and PM peak-hour traffic volumes on the study freeway segments were obtained from the *2018 CMP Annual Monitoring Report* for segments within Santa Clara County, the *2017 San Mateo County Congestion Management Project* for segments within San Mateo County, and the *2018 Alameda CTC LOS Monitoring Study* for segments within Alameda County. The existing freeway levels of service during the weekday peak hours of traffic are summarized on Figures 20 to 23.

Adverse Effect Criteria

The VTA CMP guidelines require freeway levels of service to be calculated based on density. However, congested freeway speed (used to measure density) cannot be accurately modeled. For the purpose of this study, freeway levels of service under the cumulative + MPSP conditions are instead calculated based on the volume to capacity (V/C) ratio. A freeway segment is assumed to operate at LOS F under the cumulative + MPSP conditions if:

- The freeway segment already operates at LOS F under existing conditions, or
- The STDFM forecasts the freeway segment to operate at a V/C ratio above one under the cumulative + MPSP conditions.

The VTA CMP guidelines also define that a project would cause a freeway adverse effect if the freeway segment is projected to operate at an unacceptable level of service under the cumulative + MPSP conditions and the project would add traffic exceeding 1% of the freeway capacity. The CMP specifies that a capacity of 2,300 vehicles per hour per lane (vphpl) be used for mixed-flow lane segments that are three lanes or wider in one direction, and a capacity of 2,200 vphpl be used for mixed-flow lane segments that are two lanes wide in one direction. A capacity of 1,650 vphpl was used for high occupancy vehicle (HOV) lanes.

Cumulative + MPSP Freeway Levels of Service

Freeway segment volumes under Cumulative + MPSP conditions were estimated using the STDFM. It should be noted that the STDFM assumed improvements from the VTA's Valley Transportation Plan (VTP) 2040, including freeway express lane projects along SR 85, SR 87, SR 237, US 101, I-280/I-680, and I-880 in the project vicinity and two express lanes along SR 85, between I-280 and SR 87, and along US 101 between Cochrane Road and Santa Clara/San Mateo County limits. The additional express lane along US 101 and SR 85 would provide additional capacity on the freeway. However, as a conservative approach, express lane and mixed-flow lane levels of service assumed the worse of existing conditions and cumulative conditions.

Freeway segments that would operate at LOS F under the cumulative + MPSP conditions are shown on Figures 24 to 27 and identified below. Segments, where the proposed MPSP would cause an adverse effect, are bolded.

Mixed Flow Lanes – AM Peak Hour

- **US 101, northbound Blossom Hill Road to SR 92**
- **US 101, southbound from SR 92 to Embarcadero Road**
- **SR 85, northbound from I-280 to El Camino Real**
- **SR 237, eastbound from SR 85 to Sylvan Avenue and from US 101 to Mathilda Avenue**
- **SR 237, westbound from I-880 to US 101**
- **SR 87, northbound from SR 85 to Taylor Street and from Skyport Drive to US 101**

- **I-880, southbound from SR 92 to Mowry Avenue and from SR 262 to SR 237**
- **I-680, southbound from Stoneridge Drive to Mission Boulevard**
- I-880, northbound from I-280 to Gish Road
- I-880, southbound from SR 237 to Montague Expressway and from Brokaw Road to North 1st Street

Express Lanes – AM Peak Hour

- **US 101, northbound from Hellyer Avenue to Tully Road, from Story Road to McKee Road, from Mabury Road to Oakland Road, from Old Bayshore Road to Lawrence Expressway, and from Oregon Expressway to Whipple Avenue**
- **US 101, southbound from Whipple Avenue to Oregon Expressway**
- **SR 85, northbound from Fremont Avenue to El Camino Real**
- **SR 237, westbound from McCarthy Boulevard to Lafayette Street**
- **SR 87, northbound from Capitol Expressway to I-280 and from Skyport Drive to US 101**
- **I-880, southbound from SR 92 to SR 237**
- **I-680, from SR 84 to Scott Creek Boulevard**
- I-680, southbound from Scott Creek Road to Jacklin Road

Mixed-Flow Lanes – PM Peak Hour

- **US 101, northbound from SR 237 to SR 94**
- **US 101, southbound from SR 94 to Santa Clara Street**
- **SR 85, southbound from SR 237 to Homestead Road**
- **SR 237, eastbound from US 101 to I-880**
- **SR 237, westbound from Lafayette Street to SR 85**
- **SR 87, northbound from Almaden Expressway to I-280**
- **SR 87, southbound from US 101 to Almaden Expressway**
- **I-880, northbound from SR 237 to Fremont Boulevard and from Stevenson Boulevard to SR 94**
- **I-680, northbound from SR 262 to Sunol Boulevard**
- I-880, northbound from Stevens Creek Boulevard to Gish Road
- I-880, southbound from SR 237 to I-280
- I-680, northbound Jacklin Road to SR 262
- SR 85, southbound from US 101 to SR 237

Express Lanes – PM Peak Hour

- **US 101, northbound from San Antonio Road to Whipple Avenue**
- **US 101, southbound from Whipple Avenue to Oregon Expressway, from Rengstorff Avenue to Shoreline Boulevard, and from Mathilda Avenue to Mabury Road**
- **SR 85, southbound from SR 237 to Homestead Road**
- **SR 237, eastbound from Caribbean Drive to I-880**
- **I-880, northbound from SR 237 to SR 94**
- **I-680, northbound from Scott Creek Road to SR 262**
- I-880, southbound from Montague Expressway to US 101
- I-680, northbound from Calaveras Boulevard to Scott Creek Road

While the express lane projects would not resolve the congestion and LOS F on the freeway segments, they would improve freeway traffic flow. The MPSP shall require future projects within the proposed

plan area to participate in VTA's Voluntary Freeway Contribution Program and contribute their fair share towards the identified express lane projects.

VTA is also currently studying options to improve traffic operations along US 101 and SR 237 in the project vicinity. However, the study is still in its early stages. If improvements are identified that would improve freeway operations, future projects within the MPSP shall contribute their fair share towards the identified improvement.

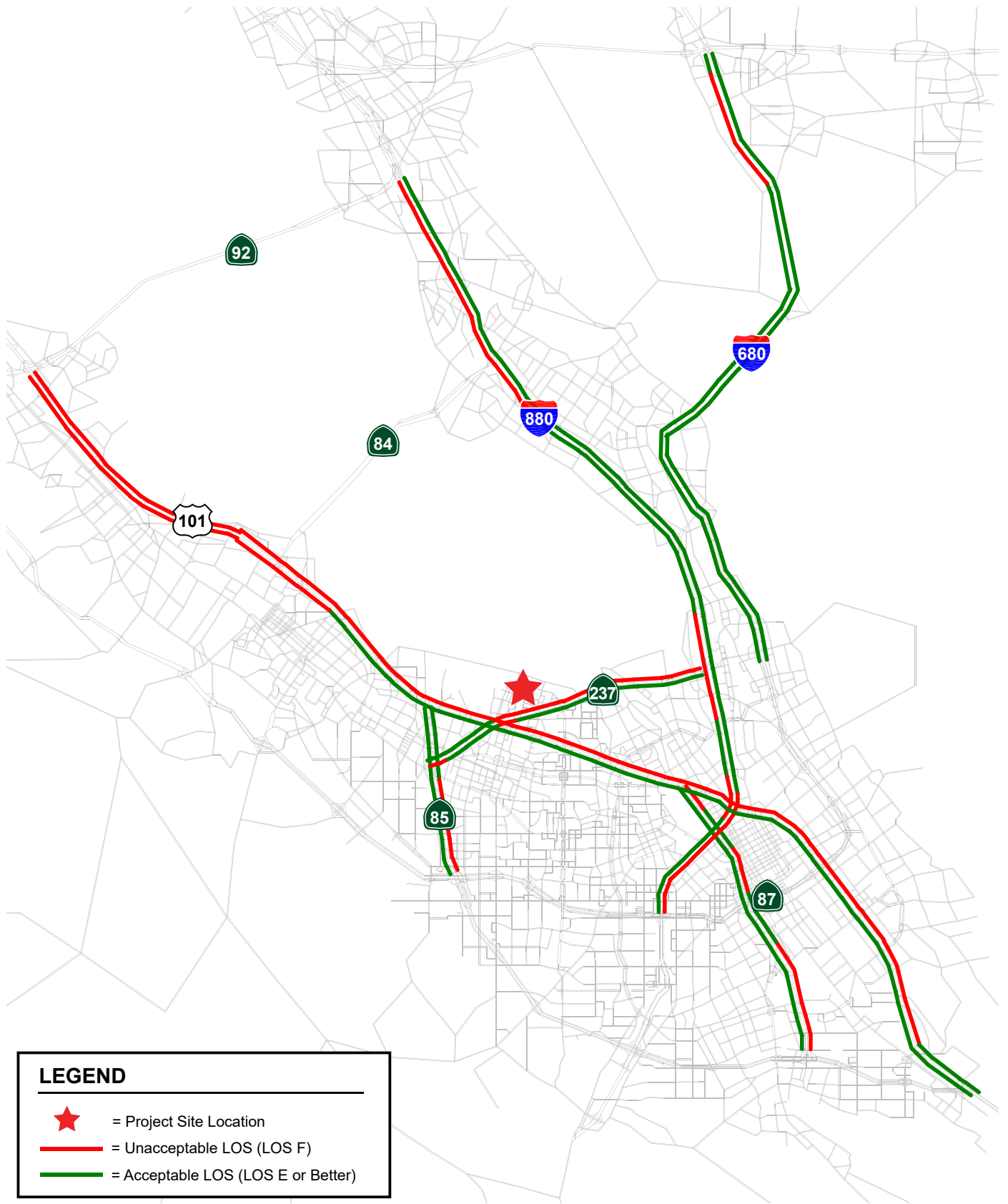
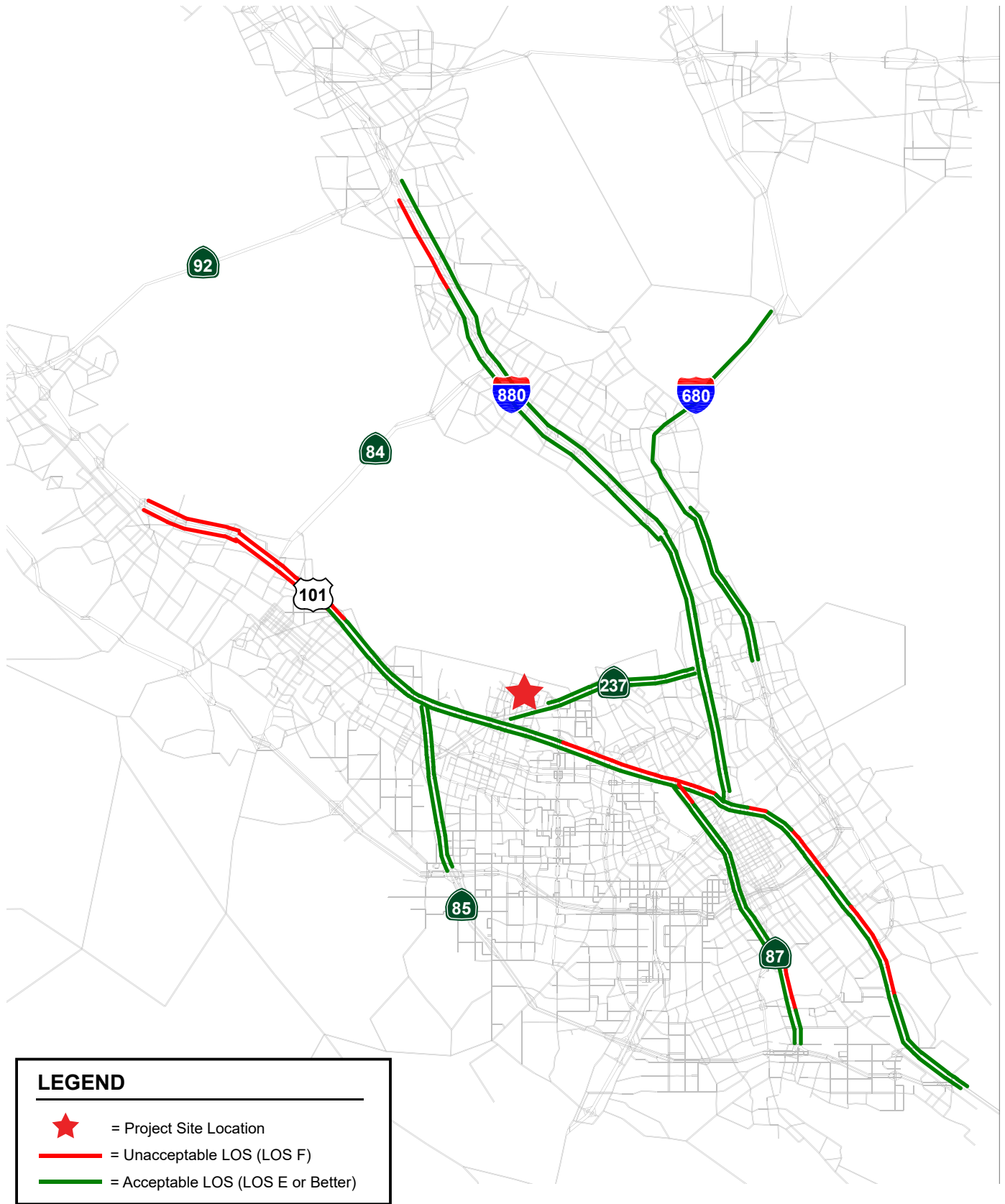


Figure 20
Existing Freeway Levels of Service Summary - AM Peak-Hour - Mixed Flow Lanes



LEGEND

- = Project Site Location
- = Unacceptable LOS (LOS F)
- = Acceptable LOS (LOS E or Better)

Figure 21
Existing Freeway Levels of Service Summary - AM Peak-Hour - HOV Lanes

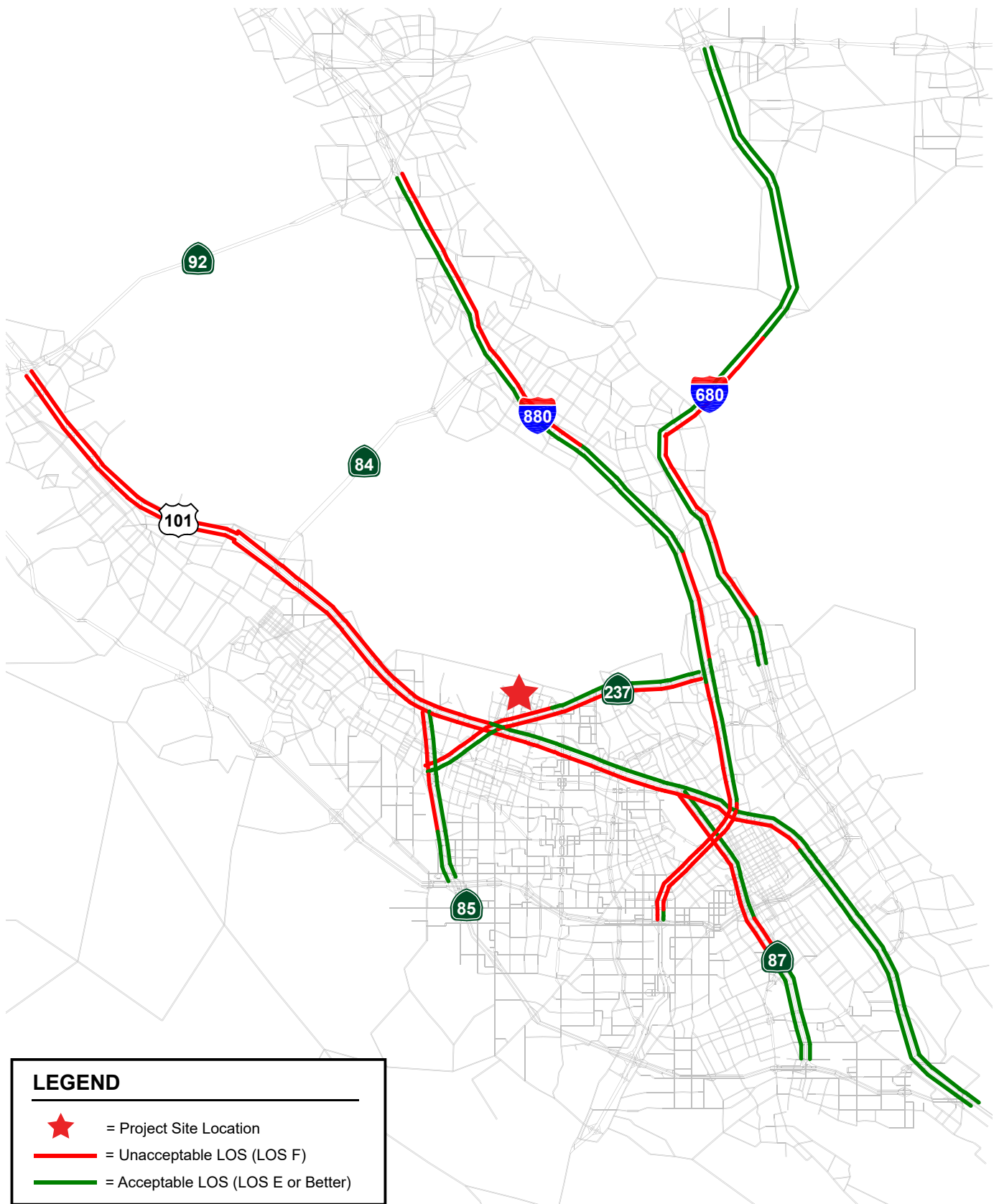


Figure 22
Existing Freeway Levels of Service Summary - PM Peak-Hour - Mixed Flow Lanes

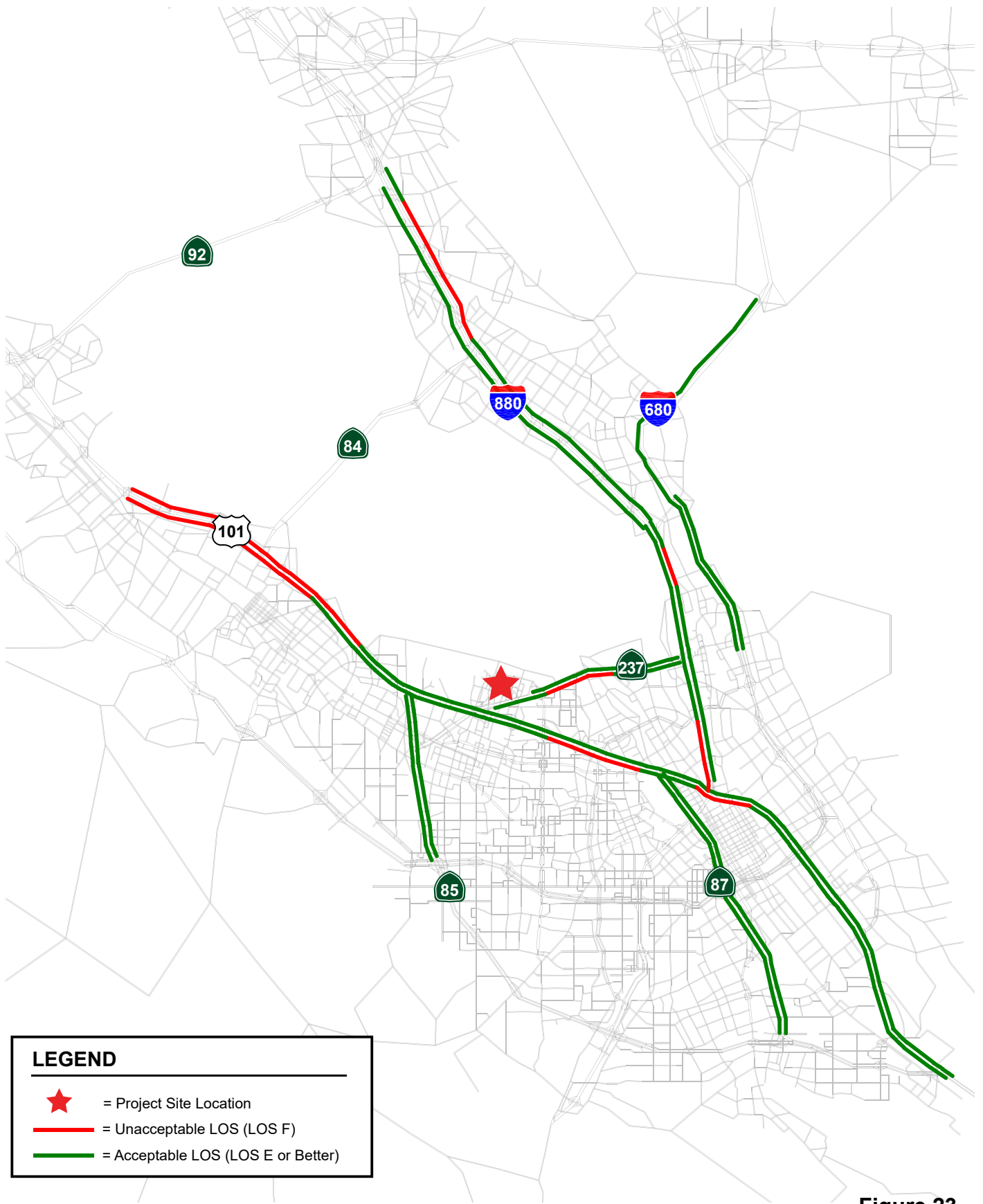


Figure 23
Existing Freeway Levels of Service Summary - PM Peak-Hour - HOV Lanes

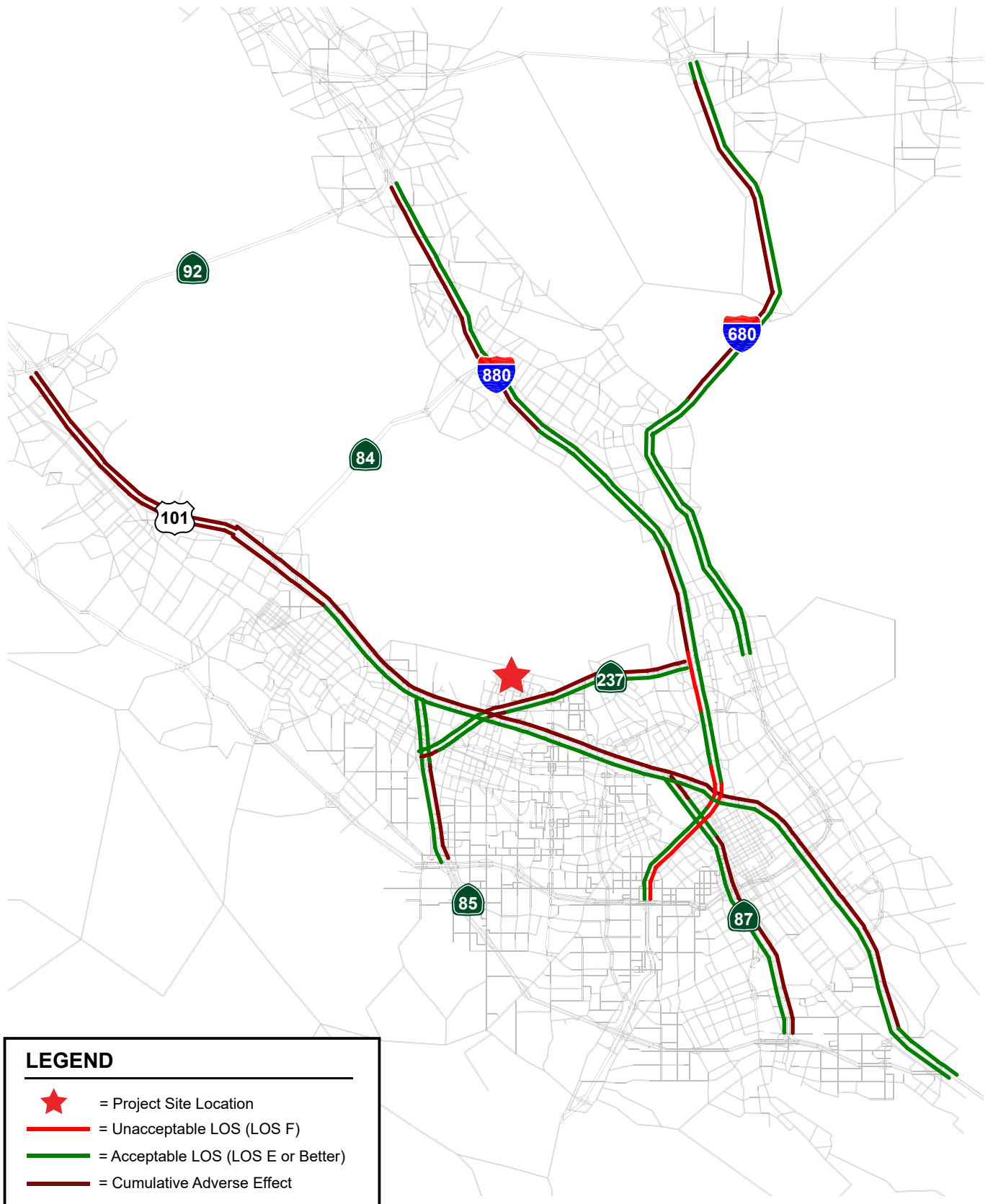


Figure 24
MPSP Freeway Adverse Effect Analysis Summary - AM Peak-Hour - Mixed Flow Lanes

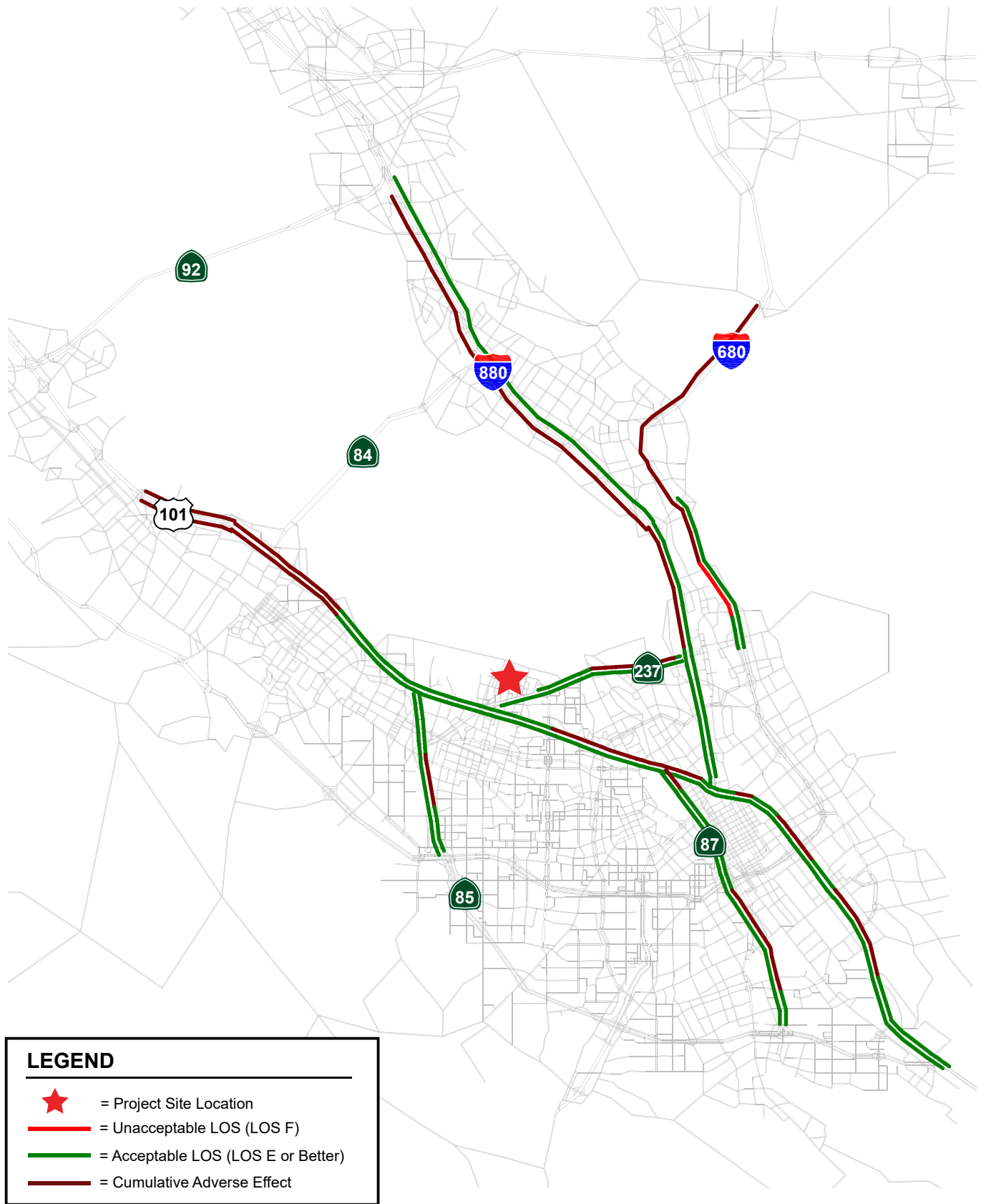


Figure 25
MPSP Freeway Adverse Effect Analysis Summary - AM Peak-Hour - HOV Lanes

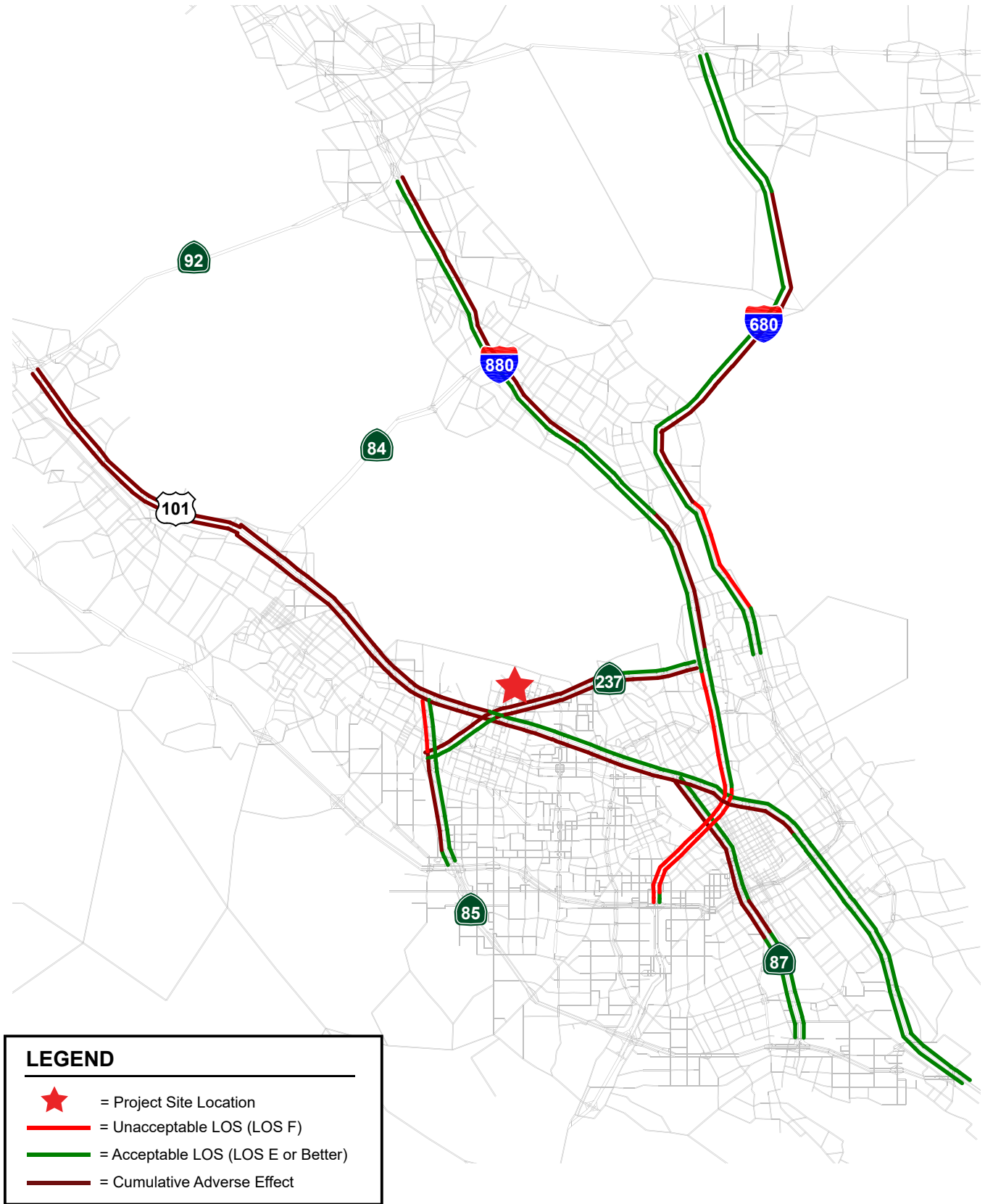


Figure 26
MPSP Freeway Adverse Effect Analysis Summary - PM Peak-Hour - Mixed Flow Lanes

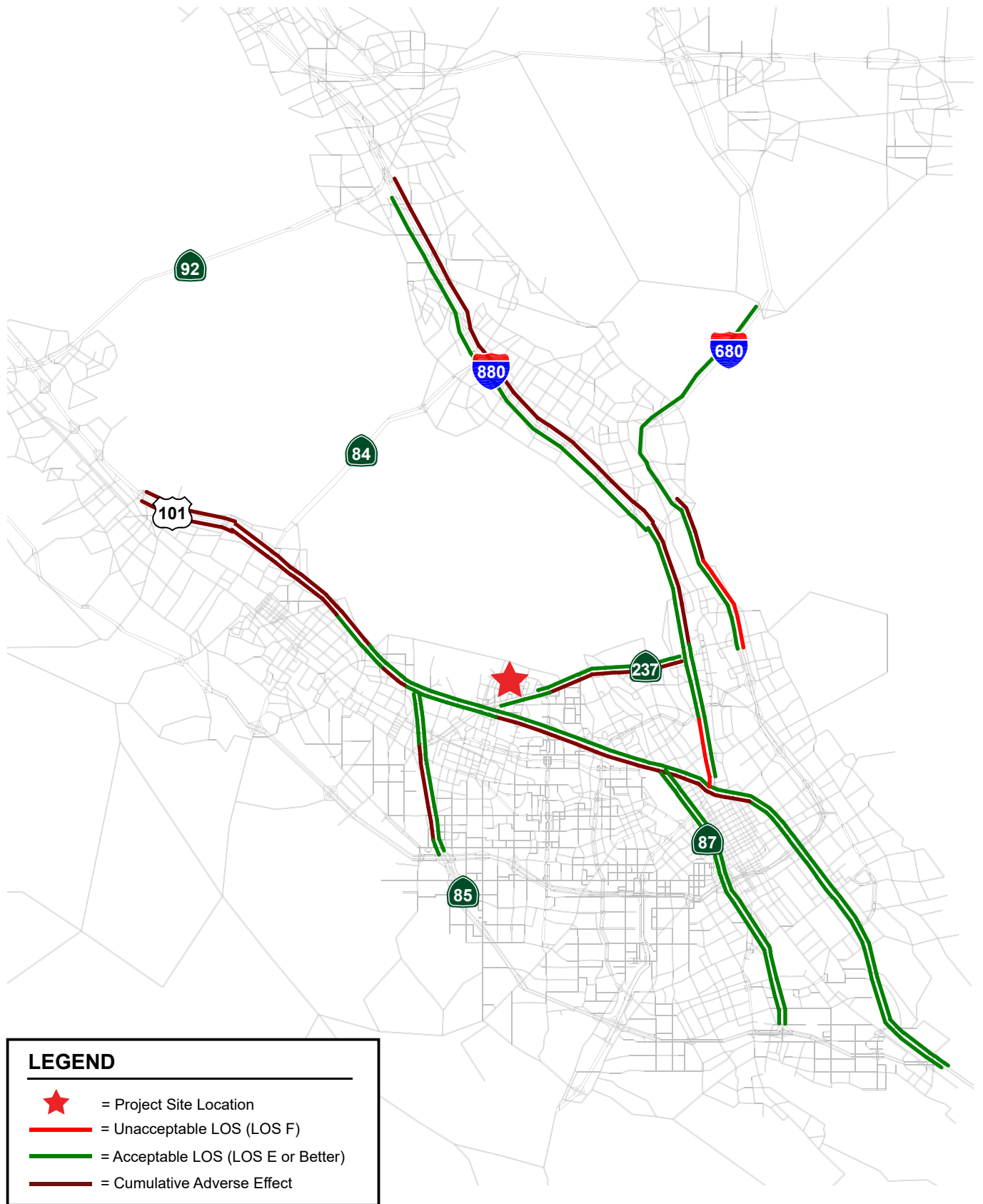


Figure 27
MPSP Freeway Adverse Effect Analysis Summary - PM Peak-Hour - HOV Lanes

Freeway Ramp Capacity Analysis

This analysis consists of a volume-to-capacity ratio evaluation of the study freeway ramps. The ramp capacities were obtained from the *Highway Capacity Manual 2000* (Chapter 25), which considers both the free-flow speed and the number of lanes on the study ramps. As a conservative approach, on-ramps that currently have ramp meter equipment are analyzed with a capacity of 900 vehicles per hour per lane. The peak-hour freeway ramp volumes were obtained from recent traffic counts and Caltrans (see Table 17).

Definition of Adverse Freeway Ramp Adverse Effect

For the purpose of this study, the MPSP is said to create an adverse effect on a freeway ramp if its implementation:

- Would cause the volume-to-capacity (V/C) ratio of the freeway ramp to exceed 1.0; or
- Would increase the amount of traffic on a freeway ramp that is already exceeding its capacity by more than one percent (1%) of the ramp's capacity.

The freeway ramp volumes under existing conditions were obtained from intersection counts and Caltrans and all future scenarios were estimated using the STDFM and adjusted based on the counts. As shown on Table 17, all study freeway ramps would continue to operate below capacity under all study scenarios with the exception of the SR 237 eastbound on-ramp from southbound Caribbean Drive during the PM peak hour under background + MPSP and cumulative + MPSP conditions.

VTA is currently studying potential improvements to the SR 237 interchanges, which include potential improvements at the Caribbean/SR 237 interchange. The MPSP shall require future projects within the proposed plan area to contribute their fair share towards any identified improvements.

**Table 17
Freeway Ramp Capacity Analysis**

Interchange	Ramp	Type	Peak Hour	Lanes			Capacity ²	Existing		Background		Background + MPSP		Cumulative		Cumulative + MPSP					
				Mixed-Flow	HOV	Meter ¹		Peak Volume ³	V/C	Peak Volume	V/C	Peak Volume	V/C	Projec t Trips	% of Capacity	Peak Volume	V/C	Peak Volume	V/C	Projec t Trips	% of Capacity
US 101 / Ellis Street	NB Off-Ramp to Ellis Street	Diagonal	AM	1	-	-	2,100	306	0.15	372	0.18	373	0.18	13	1%	427	0.20	491	0.23	7	0%
			PM	1	-	-	2,100	201	0.10	462	0.22	689	0.33	263	13%	611	0.29	623	0.30	77	4%
	NB On-Ramp from Ellis Street	Diagonal	AM	1	1	Equipment Present	900	351	0.39	351	0.39	351	0.39	141	16%	438	0.49	632	0.70	455	51%
			PM	1	1	Equipment Present	900	566	0.63	566	0.63	566	0.63	441	49%	566	0.63	566	0.63	450	50%
US 101 / Moffett Park Drive	SB Off-Ramp to Ellis Street	Diagonal	AM	1	-	-	2,000	961	0.48	1,035	0.52	1,213	0.61	786	39%	1,067	0.53	1,036	0.52	555	28%
			PM	1	-	-	2,000	390	0.20	390	0.20	408	0.20	251	13%	493	0.25	615	0.31	349	17%
	SB On-Ramp from Ellis Street	Diagonal	AM	1	1	Equipment Present	900	154	0.17	303	0.34	303	0.34	18	2%	668	0.74	582	0.65	43	5%
			PM	1	1	Equipment Present	900	222	0.25	443	0.49	628	0.70	233	26%	470	0.52	461	0.51	60	7%
US 101 / Moffett Park Drive	NB On-Ramp from Moffett Park Drive	Diagonal	AM	1	-	-	2,000	125	0.06	125	0.06	200	0.10	84	4%	125	0.06	194	0.10	78	4%
			PM	1	-	-	2,000	702	0.35	1,211	0.61	1,800	0.90	1,563	78%	1,205	0.60	1,339	0.67	959	48%
US 101 / Mathilda Avenue	NB Off-Ramp to Mathilda Avenue	Diagonal	AM	1	-	-	2,000	1,390	0.70	1,390	0.70	1,390	0.70	320	16%	1,697	0.85	1,740	0.87	645	32%
			PM	1	-	-	2,000	1,120	0.56	1,178	0.59	1,287	0.64	599	30%	1,250	0.63	1,392	0.70	595	30%
	SB Off-Ramp to Mathilda Avenue	Diagonal	AM	1	-	-	2,000	601	0.30	729	0.36	715	0.36	604	30%	753	0.38	1,407	0.70	796	40%
			PM	1	-	-	2,000	581	0.29	736	0.37	772	0.39	401	20%	760	0.38	782	0.39	666	33%
US 101 / Fair Oaks Avenue	SB On-Ramp from SB Mathilda Avenue	Loop	AM	1	1	Equipment Present	900	143	0.16	203	0.23	299	0.33	280	31%	164	0.18	383	0.43	341	38%
			PM	1	1	Equipment Present	900	383	0.43	510	0.57	693	0.77	601	67%	383	0.43	630	0.70	593	66%
US 101 / Fair Oaks Avenue	NB Off-Ramp to Fair Oaks Avenue	Diagonal	AM	1	-	-	2,000	431	0.22	640	0.32	1,131	0.57	843	42%	562	0.28	851	0.43	578	29%
			PM	1	-	-	2,000	935	0.47	1,024	0.51	1,084	0.54	119	6%	935	0.47	1,036	0.52	212	11%
	NB On-Ramp from Fair Oaks Avenue	Diagonal	AM	1	1	Equipment Present	900	540	0.60	620	0.69	634	0.70	71	8%	622	0.69	630	0.70	35	4%
			PM	1	1	Equipment Present	900	510	0.57	630	0.70	630	0.70	118	13%	643	0.71	637	0.71	72	8%
US 101 / Fair Oaks Avenue	SB On-Ramp from SB Fair Oaks Avenue	Loop	AM	1	1	Equipment Present	900	284	0.32	299	0.33	284	0.32	109	12%	284	0.32	284	0.32	153	17%
			PM	1	1	Equipment Present	900	162	0.18	169	0.19	298	0.33	266	30%	164	0.18	238	0.26	210	23%
Lawrence Expressway	NB Off-Ramp to Lawrence Expressway	Diagonal	AM	2	-	-	3,800	1,358	0.36	1,720	0.45	1,759	0.46	930	24%	1,849	0.49	1,865	0.49	872	23%
			PM	2	-	-	3,800	1,160	0.31	1,710	0.45	1,783	0.47	256	7%	1,672	0.44	1,874	0.49	283	7%
	NB On-Ramp from SB Lawrence Expressway	Diagonal	AM	1	1	Equipment Present	900	135	0.15	149	0.17	291	0.32	1	0%	135	0.15	224	0.25	4	0%
			PM	1	1	Equipment Present	900	319	0.35	624	0.69	675	0.75	8	1%	737	0.82	638	0.71	6	1%
	SB Off-Ramp to Lawrence Expressway	Diagonal	AM	2	-	-	3,800	661	0.17	916	0.24	898	0.24	58	2%	1,162	0.31	1,108	0.29	54	1%
			PM	2	-	-	3,800	1,852	0.49	1,852	0.49	1,852	0.49	47	1%	1,852	0.49	1,852	0.49	13	0%
SB On-Ramp from SB Lawrence Expressway	Loop	AM	1	1	Equipment Present	900	257	0.29	332	0.37	573	0.64	229	25%	376	0.42	775	0.86	406	45%	
		PM	1	1	Equipment Present	900	401	0.45	414	0.46	600	0.67	456	51%	417	0.46	415	0.46	399	44%	
SR 237 / Mathilda Avenue	WB Off-Ramp to Mathilda Avenue	Diagonal	AM	2	-	-	3,800	671	0.18	1,425	0.38	3,014	0.79	3,014	79%	1,212	0.32	2,487	0.65	1,874	49%
			PM	2	-	-	3,800	666	0.18	666	0.18	666	0.18	320	8%	880	0.23	666	0.18	273	7%
	WB On-Ramp from Mathilda Avenue	Diagonal	AM	1	-	Equipment Present	900	266	0.30	320	0.36	734	0.82	601	67%	303	0.34	829	0.92	696	77%
			PM	1	-	Equipment Present	900	708	0.79	708	0.79	777	0.86	446	50%	708	0.79	708	0.79	265	29%
EB Off-Ramp to Mathilda Avenue	Diagonal	AM	2	-	-	4,100	801	0.20	1,107	0.27	1,484	0.36	1,293	32%	925	0.23	872	0.21	774	19%	
		PM	2	-	-	4,100	374	0.09	461	0.11	656	0.16	552	13%	374	0.09	599	0.15	550	13%	
EB On-Ramp from Mathilda Avenue	Diagonal	AM	1	-	-	2,000	687	0.34	701	0.35	692	0.35	122	6%	722	0.36	723	0.36	79	4%	
		PM	1	-	-	2,000	725	0.36	779	0.39	801	0.40	739	37%	789	0.39	809	0.40	568	28%	
SR 237 / Java Drive	WB On-Ramp from Crossman Avenue & Moffett Park Drive	Diagonal	AM	1	-	-	2,000	206	0.10	206	0.10	363	0.18	259	13%	206	0.10	614	0.31	510	26%
			PM	1	-	-	2,000	535	0.27	691	0.35	1,604	0.80	1,557	78%	720	0.36	1,067	0.53	1,018	51%
SR 237 / Java Drive	EB Off-Ramp to Persian Drive	Diagonal	AM	1	-	-	2,000	454	0.23	481	0.24	555	0.28	417	21%	489	0.24	513	0.26	355	18%
			PM	1	-	-	2,000	577	0.29	577	0.29	636	0.32	165	8%	577	0.29	655	0.33	183	9%
SR 237 / Caribbean Drive	WB Off-Ramp to NB Caribbean Drive	Diagonal	AM	1	-	-	1,900	116	0.06	148	0.08	1,483	0.78	1,483	78%	116	0.06	1,075	0.57	1,075	57%
			PM	1	-	-	1,900	584	0.31	824	0.43	987	0.52	987	52%	875	0.46	1,342	0.71	1,174	62%
	WB On-Ramp from SB Caribbean Drive	Diagonal	AM	1	-	Equipment Present	900	20	0.02	20	0.02	114	0.13	94	10%	20	0.02	73	0.08	53	6%
			PM	1	-	Equipment Present	900	50	0.06	144	0.16	106	0.12	52	6%	66	0.07	66	0.07	16	2%
	EB Off-Ramp to NB Caribbean Drive	Loop	AM	1	-	-	1,900	1,402	0.74	1,402	0.74	1,590	0.84	198	10%	1,402	0.74	1,462	0.77	70	4%
			PM	1	-	-	1,900	76	0.04	76	0.04	76	0.04	3	0%	76	0.04	77	0.04	2	0%
EB On-Ramp from SB Caribbean Drive	Loop	AM	1	-	Equipment Present	900	121	0.13	121	0.13	671	0.75	671	75%	238	0.26	881	0.98	880	98%	
		PM	1	-	Equipment Present	900	492	0.55	567	0.63	959	1.07	959	107%	555	0.62	958	1.06	958	106%	

Notes:

NB=northbound, SB=southbound, WB=westbound, EB=eastbound, v/c = volume-to-capacity ratio

¹ As a conservative approach, if an on-ramp has meter equipment present, the ramp is analyzed assuming it is metered.

² Ramp capacities were obtained from the Highway Capacity Manual, 2000 (pg 25-4), and considered the free-flow speed, the number of lanes on the ramp, and ramp metering.

³ Peak-hour volumes are obtained from intersection counts and Caltrans.

Transit Facilities

Per the VTA TIA Guidelines (dated October 2014), an analysis of the project’s effect on transit travel times should be included, and if *“increased transit vehicle delay is found, the Lead Agency [City of Sunnyvale] should work with VTA to identify feasible transit priority measures near the affected facility and include contributions to any applicable projects that improve transit speed and reliability in the TIA.”*

The City of Sunnyvale, in coordination with VTA, has identified various transit improvements within and near the Moffett Park area that would greatly enhance the transit services and transit travel times. These improvements include the following:

- Mathilda Avenue: transit signal prioritization to reduce transit vehicle wait times at signalized intersections and improve transit travel times.
- Java Drive: transit signal prioritization and dedicated bus/bike lane to reduce transit vehicle wait times at signalized intersections and improve transit travel times.
- Bus Route Extensions: VTA Rapid Bus Line 523 and Local Bus Line 56 currently end at the Lockheed Martin Transit Center located near the Mathilda Avenue/5th Avenue intersection. The improvements would extend Line 523 to the Crossman Avenue/Java Drive intersection and Line 56 to the Mathilda Avenue/SR 237 WB off-ramp intersection.

These improvements would improve transit travel times and promote alternative mode of transportation for Moffett Park residents and employees. They would also support the MPSP’s TDM policies.

**Moffett Park Specific Plan Update
Transportation Impact Analysis
Technical Appendices**

December 15, 2022

Appendix A

Traffic Counts



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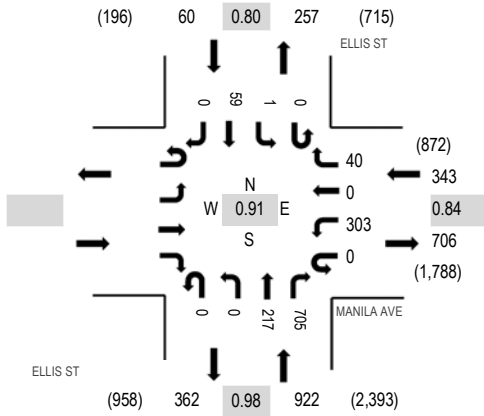
Location: 1 ELLIS ST & MANILA AVE AM

Date: Tuesday, February 4, 2020

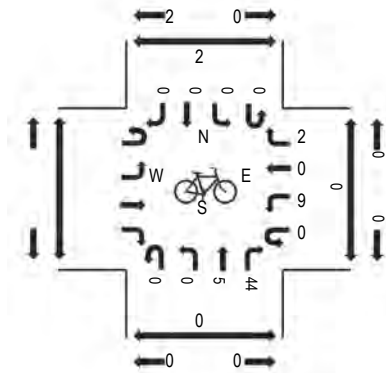
Peak Hour: 08:15 AM - 09:15 AM

Peak 15-Minutes: 08:30 AM - 08:45 AM

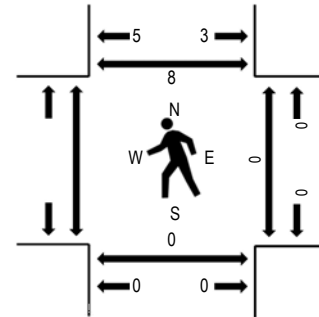
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	MANILA AVE Eastbound				MANILA AVE Westbound				ELLIS ST Northbound				ELLIS ST Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM					0	41	0	14	0	0	60	73	0	1	22	0	211	964	0	0	1	
7:15 AM					0	64	0	8	0	0	38	109	0	1	17	0	237	1,069	0	0	1	
7:30 AM					0	83	0	15	0	0	50	96	0	2	12	0	258	1,154	0	0	1	
7:45 AM					0	69	0	8	1	0	46	115	0	1	18	0	258	1,262	0	0	1	
8:00 AM					0	80	0	14	1	0	54	152	0	1	14	0	316	1,322	0	0	4	
8:15 AM					0	84	0	17	0	0	47	161	0	0	13	0	322	1,325	0	0	3	
8:30 AM					0	107	0	8	0	0	64	164	0	0	23	0	366	1,299	0	0	4	
8:45 AM					0	56	0	8	0	0	54	190	0	1	9	0	318	1,215	0	0	1	
9:00 AM					0	56	0	7	0	0	52	190	0	0	14	0	319	1,175	0	0	0	
9:15 AM					0	37	0	3	1	0	47	192	0	0	16	0	296		0	0	3	
9:30 AM					0	47	0	3	0	0	50	165	0	0	17	0	282		0	0	1	
9:45 AM					0	41	0	2	1	0	46	174	0	0	14	0	278		0	0	4	

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks					0	1	0	1	0	0	3	2	0	0	2	0	9
Lights					0	286	0	38	0	0	202	658	0	1	43	0	1,228
Mediums					0	16	0	1	0	0	12	45	0	0	14	0	88
Total					0	303	0	40	0	0	217	705	0	1	59	0	1,325



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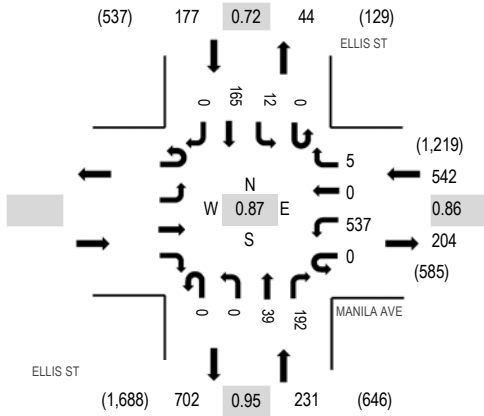
Location: 1 ELLIS ST & MANILA AVE PM

Date: Tuesday, February 4, 2020

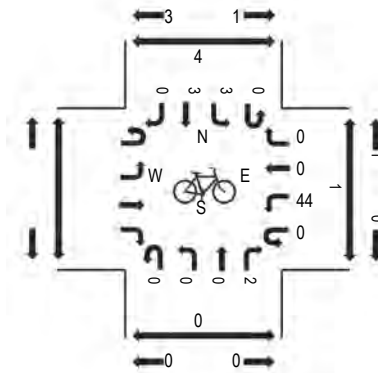
Peak Hour: 05:00 PM - 06:00 PM

Peak 15-Minutes: 05:30 PM - 05:45 PM

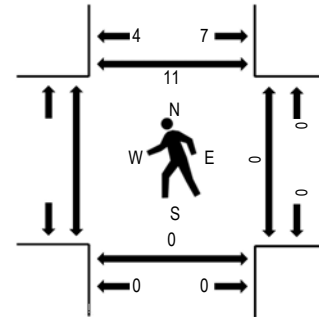
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	MANILA AVE Eastbound				MANILA AVE Westbound				ELLIS ST Northbound				ELLIS ST Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM					0	66	0	0	0	0	8	37	0	10	80	0	201	770	0	0	1	
4:15 PM					0	64	0	0	0	0	8	39	0	7	53	0	171	807	0	0	1	
4:30 PM					0	87	0	1	0	0	12	47	0	7	54	0	208	872	0	0	0	
4:45 PM					0	80	0	3	0	0	9	49	0	7	42	0	190	936	0	0	2	
5:00 PM					0	125	0	1	0	0	14	42	0	1	55	0	238	950	0	0	5	
5:15 PM					0	133	0	0	0	0	12	51	0	2	38	0	236	912	0	0	1	
5:30 PM					0	154	0	3	0	0	9	53	0	7	46	0	272	862	0	0	3	
5:45 PM					0	125	0	1	0	0	4	46	0	2	26	0	204	753	0	0	2	
6:00 PM					0	110	0	4	0	0	6	44	0	2	34	0	200	682	0	0	0	
6:15 PM					0	113	0	2	1	0	9	47	0	1	13	0	186		0	0	2	
6:30 PM					0	92	0	1	1	0	8	32	0	2	27	0	163		0	0	2	
6:45 PM					0	53	0	1	0	0	13	45	0	5	16	0	133		0	0	0	

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks					0	0	0	0	0	0	0	0	0	0	0	0	0
Lights					0	523	0	4	0	0	38	179	0	12	160	0	916
Mediums					0	14	0	1	0	0	1	13	0	0	5	0	34
Total					0	537	0	5	0	0	39	192	0	12	165	0	950



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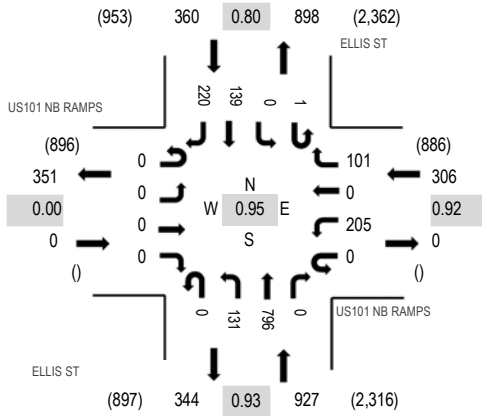
Location: 2 ELLIS ST & US101 NB RAMPS AM

Date: Tuesday, February 4, 2020

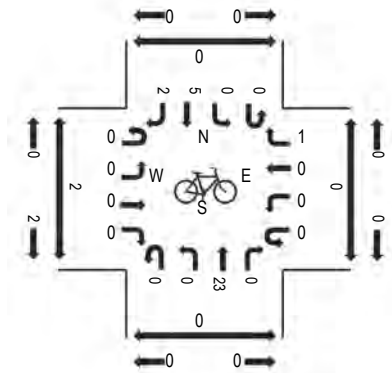
Peak Hour: 08:15 AM - 09:15 AM

Peak 15-Minutes: 08:30 AM - 08:45 AM

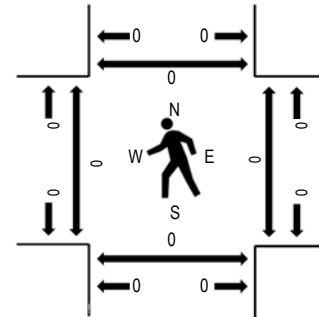
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	US101 NB RAMPS Eastbound				US101 NB RAMPS Westbound				ELLIS ST Northbound				ELLIS ST Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	0	0	0	0	25	0	36	0	17	96	0	0	0	27	36	237	1,102	1	0	0	0
7:15 AM	0	0	0	0	0	31	0	18	0	16	124	0	0	0	18	57	264	1,237	1	0	0	0
7:30 AM	0	0	0	0	0	30	0	28	0	24	120	0	0	0	25	71	298	1,354	0	0	0	0
7:45 AM	0	0	0	0	0	36	1	21	0	17	139	0	0	0	25	64	303	1,474	0	0	0	0
8:00 AM	0	0	0	0	0	44	0	33	0	28	173	0	0	0	32	62	372	1,568	0	0	0	0
8:15 AM	0	0	0	0	0	56	0	20	0	26	185	0	0	0	28	66	381	1,593	0	0	0	0
8:30 AM	0	0	0	0	0	38	0	25	0	29	199	0	0	0	53	74	418	1,587	0	0	0	0
8:45 AM	0	0	0	0	0	52	0	26	0	38	213	0	0	0	29	39	397	1,519	0	0	0	0
9:00 AM	0	0	0	0	0	59	0	30	0	38	199	0	1	0	29	41	397	1,485	0	0	0	0
9:15 AM	0	0	0	0	0	61	0	38	0	20	200	0	0	0	29	27	375		0	0	0	0
9:30 AM	0	0	0	0	0	44	0	42	0	24	179	0	0	0	37	24	350		0	0	0	0
9:45 AM	0	0	0	0	0	59	1	32	0	27	185	0	0	0	30	29	363		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	1	0	1	1	0	0	0	2	1	6
Lights	0	0	0	0	0	195	0	97	0	110	737	0	1	0	119	205	1,464
Mediums	0	0	0	0	0	10	0	3	0	20	58	0	0	0	18	14	123
Total	0	0	0	0	0	205	0	101	0	131	796	0	1	0	139	220	1,593



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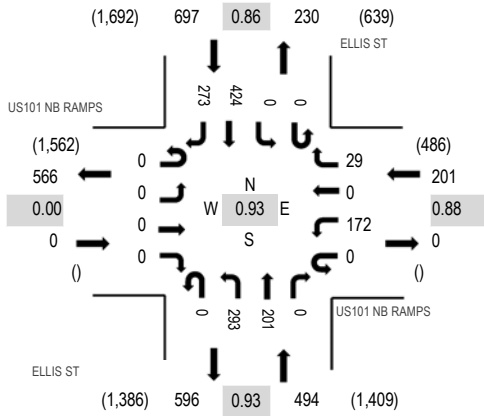
Location: 2 ELLIS ST & US101 NB RAMPS PM

Date: Tuesday, February 4, 2020

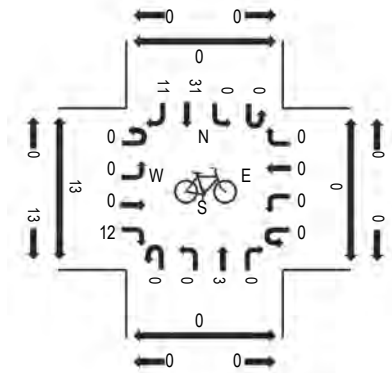
Peak Hour: 05:00 PM - 06:00 PM

Peak 15-Minutes: 05:30 PM - 05:45 PM

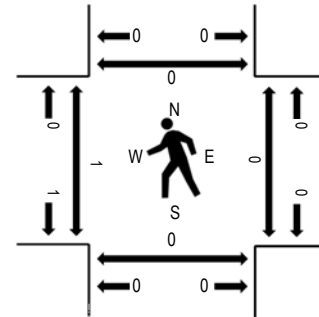
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	US101 NB RAMPS Eastbound				US101 NB RAMPS Westbound				ELLIS ST Northbound				ELLIS ST Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	0	0	0	0	27	0	10	0	81	33	0	0	0	87	63	301	1,138	0	0	0	0
4:15 PM	0	0	0	0	0	19	0	6	1	68	45	0	0	0	67	47	253	1,186	0	0	0	0
4:30 PM	0	0	0	0	0	27	0	8	0	81	46	0	0	0	64	67	293	1,287	0	0	0	0
4:45 PM	0	0	0	0	0	35	0	9	0	65	49	0	0	0	79	54	291	1,369	0	0	0	0
5:00 PM	0	0	0	0	0	40	0	14	0	73	44	0	0	0	120	58	349	1,392	0	0	0	0
5:15 PM	0	0	0	0	0	41	0	4	0	77	60	0	0	0	105	67	354	1,373	0	0	0	0
5:30 PM	0	0	0	0	0	49	0	8	0	63	53	0	0	0	116	86	375	1,306	1	0	0	0
5:45 PM	0	0	0	0	0	42	0	3	0	80	44	0	0	0	83	62	314	1,169	0	0	0	0
6:00 PM	0	0	0	0	0	49	0	2	0	78	52	0	0	0	101	48	330	1,057	0	0	0	0
6:15 PM	0	0	0	0	0	33	0	7	0	82	44	0	0	0	55	66	287		2	0	0	0
6:30 PM	0	0	0	0	0	21	0	7	0	50	34	0	0	0	67	59	238		1	0	0	0
6:45 PM	0	0	0	0	0	19	0	6	0	55	51	0	0	0	39	32	202		2	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Lights	0	0	0	0	0	169	0	29	0	284	188	0	0	0	415	264	1,349
Mediums	0	0	0	0	0	2	0	0	0	9	13	0	0	0	9	9	42
Total	0	0	0	0	0	172	0	29	0	293	201	0	0	0	424	273	1,392



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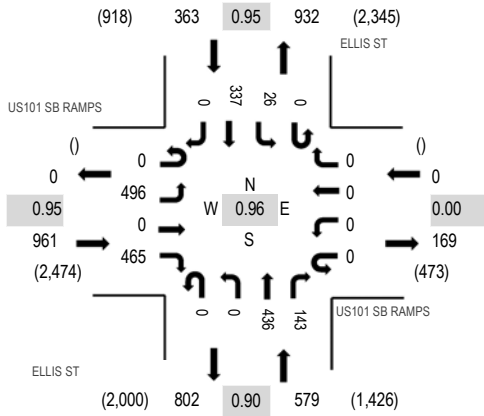
Location: 3 ELLIS ST & US101 SB RAMPS AM

Date: Tuesday, February 4, 2020

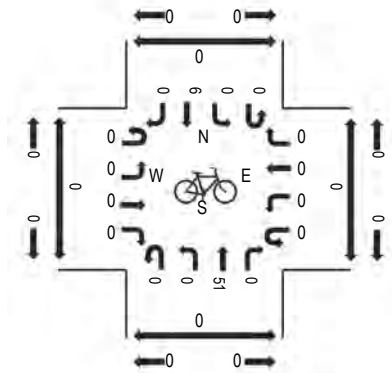
Peak Hour: 08:30 AM - 09:30 AM

Peak 15-Minutes: 09:00 AM - 09:15 AM

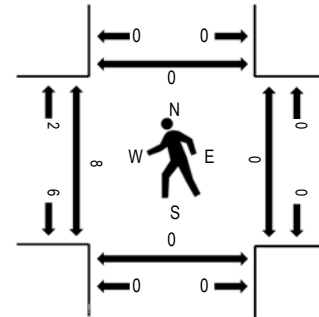
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	US101 SB RAMPS Eastbound				US101 SB RAMPS Westbound				ELLIS ST Northbound				ELLIS ST Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	75	1	68	0	0	0	0	0	0	50	21	0	9	42	0	266	1,208	1	0	0	0
7:15 AM	0	92	0	68	0	0	0	0	0	0	44	28	0	5	44	0	281	1,327	2	1	1	0
7:30 AM	0	84	1	82	0	0	0	0	0	0	65	29	0	7	48	0	316	1,463	0	0	0	0
7:45 AM	0	98	0	82	0	0	0	0	0	0	63	42	0	4	56	0	345	1,606	1	0	0	0
8:00 AM	0	111	0	75	0	0	0	0	0	0	89	28	0	12	70	0	385	1,749	5	0	0	0
8:15 AM	0	127	0	88	0	0	0	0	0	0	87	32	0	3	80	0	417	1,858	2	0	0	0
8:30 AM	0	117	0	109	0	0	0	0	0	0	106	34	0	5	88	0	459	1,903	4	0	0	0
8:45 AM	0	132	0	122	0	0	0	0	0	0	118	33	0	5	78	0	488	1,897	1	0	0	0
9:00 AM	0	123	0	119	0	0	0	0	0	0	121	40	0	8	83	0	494	1,861	1	0	0	0
9:15 AM	0	124	0	115	0	0	0	0	0	0	91	36	0	8	88	0	462		2	0	0	0
9:30 AM	0	121	0	113	0	0	0	0	0	0	95	40	0	5	79	0	453		2	0	0	0
9:45 AM	0	107	0	120	0	0	0	0	0	0	105	29	0	8	83	0	452		4	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	0	0	2	0	0	3
Lights	0	449	0	435	0	0	0	0	0	0	402	132	0	21	322	0	1,761
Mediums	0	47	0	30	0	0	0	0	0	0	33	11	0	3	15	0	139
Total	0	496	0	465	0	0	0	0	0	0	436	143	0	26	337	0	1,903



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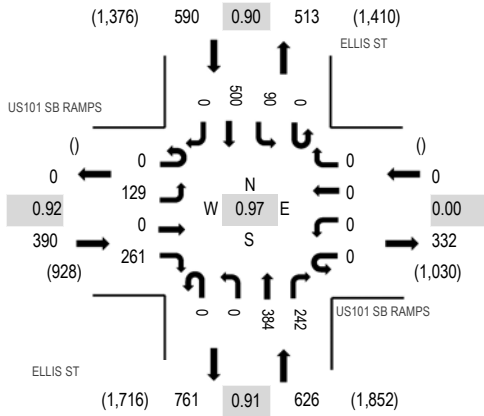
Location: 3 ELLIS ST & US101 SB RAMPS PM

Date: Tuesday, February 4, 2020

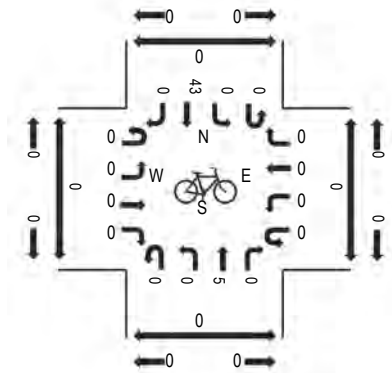
Peak Hour: 05:15 PM - 06:15 PM

Peak 15-Minutes: 05:30 PM - 05:45 PM

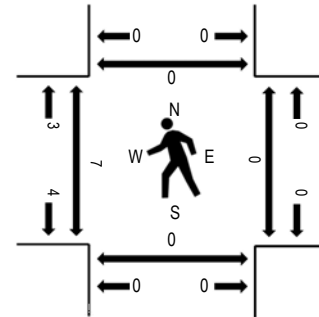
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	US101 SB RAMPS Eastbound				US101 SB RAMPS Westbound				ELLIS ST Northbound				ELLIS ST Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	21	0	31	0	0	0	0	0	0	93	69	0	35	75	0	324	1,251	0	0	0	0
4:15 PM	0	26	0	40	0	0	0	0	0	0	89	62	0	17	68	0	302	1,332	2	0	0	0
4:30 PM	0	26	0	27	0	0	0	0	0	0	96	72	0	21	67	0	309	1,434	1	0	0	0
4:45 PM	0	27	0	40	0	0	0	0	0	0	86	52	0	25	86	0	316	1,541	1	0	0	0
5:00 PM	0	28	0	41	0	0	0	0	0	0	88	91	0	33	124	0	405	1,600	4	0	0	0
5:15 PM	0	35	0	56	0	0	0	0	0	0	102	61	0	28	122	0	404	1,606	3	0	0	0
5:30 PM	0	29	0	64	0	0	0	0	0	0	85	72	0	23	143	0	416	1,529	2	0	0	0
5:45 PM	0	34	0	72	0	0	0	0	0	0	94	48	0	16	111	0	375	1,418	0	0	0	0
6:00 PM	0	31	0	69	0	0	0	0	0	0	103	61	0	23	124	0	411	1,305	2	0	0	0
6:15 PM	0	26	0	49	0	0	0	0	0	0	98	62	0	4	88	0	327		3	0	0	0
6:30 PM	0	19	0	70	0	0	0	0	0	0	68	65	0	16	67	0	305		0	0	0	0
6:45 PM	0	31	0	36	0	0	0	0	0	0	75	60	0	14	46	0	262		2	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Lights	0	121	0	253	0	0	0	0	0	0	371	241	0	89	492	0	1,567
Mediums	0	8	0	8	0	0	0	0	0	0	13	1	0	1	7	0	38
Total	0	129	0	261	0	0	0	0	0	0	384	242	0	90	500	0	1,606



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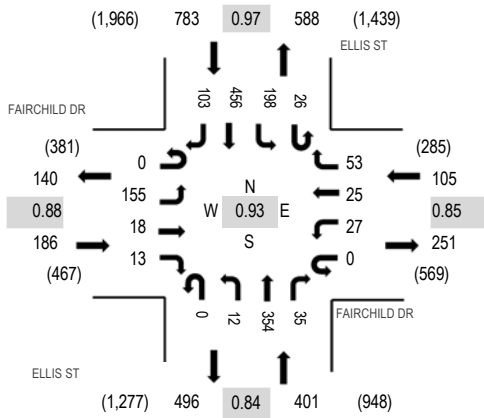
Location: 4 ELLIS ST & FAIRCHILD DR AM

Date: Tuesday, February 4, 2020

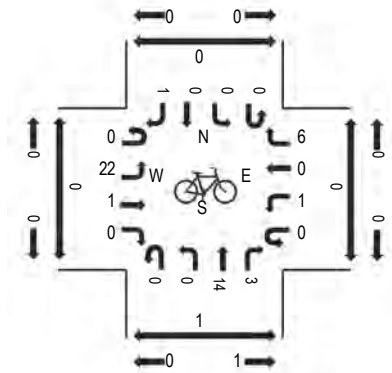
Peak Hour: 08:45 AM - 09:45 AM

Peak 15-Minutes: 09:00 AM - 09:15 AM

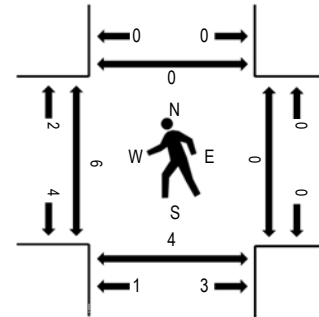
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	FAIRCHILD DR Eastbound				FAIRCHILD DR Westbound				ELLIS ST Northbound				ELLIS ST Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	21	1	2	0	1	4	10	0	2	39	4	0	26	67	19	196	890	1	0	1	0
7:15 AM	0	18	2	1	0	4	1	10	0	1	44	6	1	18	75	20	201	987	1	0	1	0
7:30 AM	0	29	3	3	0	5	5	15	0	0	49	3	0	30	70	20	232	1,103	0	0	0	0
7:45 AM	0	31	4	2	0	4	3	7	0	2	64	7	1	22	94	20	261	1,215	1	0	0	0
8:00 AM	0	37	1	8	0	6	3	19	0	3	65	9	0	28	83	31	293	1,345	5	0	3	0
8:15 AM	0	33	4	1	0	8	4	18	0	4	67	7	2	42	103	24	317	1,448	1	0	1	0
8:30 AM	0	43	2	4	0	6	4	19	0	3	72	4	4	39	109	35	344	1,474	3	0	2	0
8:45 AM	0	39	3	4	0	7	12	17	0	2	99	7	5	47	117	32	391	1,475	0	0	0	0
9:00 AM	0	43	7	3	0	9	4	12	0	2	103	14	3	53	119	24	396	1,431	2	0	1	0
9:15 AM	0	32	3	1	0	7	5	11	0	4	70	7	10	52	119	22	343		2	0	2	0
9:30 AM	0	41	5	5	0	4	4	13	0	4	82	7	8	46	101	25	345		2	0	1	0
9:45 AM	0	26	5	0	0	5	6	13	0	2	80	10	14	41	120	25	347		4	0	3	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
Lights	0	151	16	13	0	25	24	48	0	11	319	33	25	195	428	94	1,382
Mediums	0	4	2	0	0	2	1	5	0	1	34	2	1	3	28	9	92
Total	0	155	18	13	0	27	25	53	0	12	354	35	26	198	456	103	1,475



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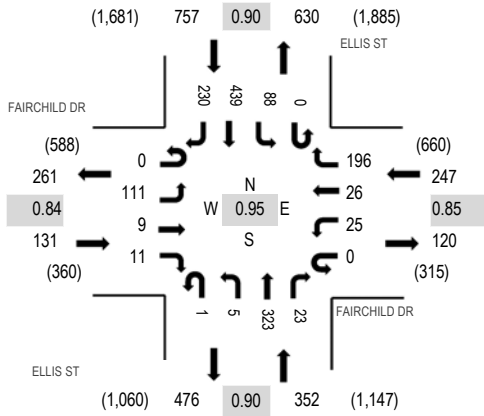
Location: 4 ELLIS ST & FAIRCHILD DR PM

Date: Tuesday, February 4, 2020

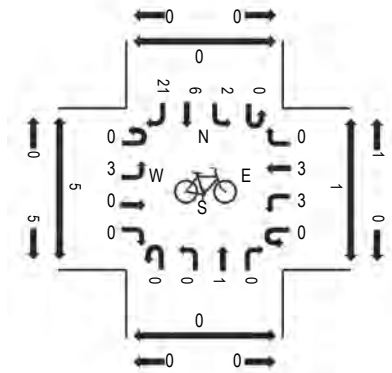
Peak Hour: 05:15 PM - 06:15 PM

Peak 15-Minutes: 06:00 PM - 06:15 PM

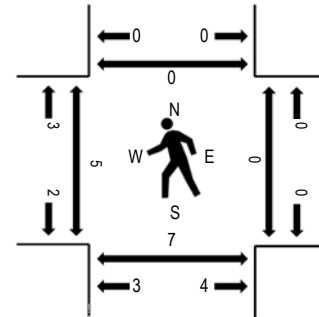
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	FAIRCHILD DR Eastbound				FAIRCHILD DR Westbound				ELLIS ST Northbound				ELLIS ST Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	29	5	4	0	7	2	27	0	1	106	7	2	10	45	30	275	1,147	0	0	1	0
4:15 PM	0	24	4	2	0	3	3	27	0	0	112	9	0	16	66	26	292	1,237	1	0	2	0
4:30 PM	0	22	3	0	0	3	7	36	0	2	115	10	0	17	54	22	291	1,308	3	0	3	0
4:45 PM	0	23	2	2	0	4	8	39	0	0	82	13	0	20	66	30	289	1,406	2	0	2	0
5:00 PM	0	29	2	5	0	5	7	52	0	3	95	7	0	13	92	55	365	1,462	2	0	3	0
5:15 PM	0	33	3	1	0	8	5	54	0	2	77	6	0	21	100	53	363	1,487	3	0	3	0
5:30 PM	0	19	0	4	0	7	5	44	1	2	93	4	0	27	112	71	389	1,441	2	0	1	0
5:45 PM	0	27	2	3	0	6	9	48	0	0	65	5	0	21	115	44	345	1,345	0	0	0	0
6:00 PM	0	32	4	3	0	4	7	50	0	1	88	8	0	19	112	62	390	1,239	0	0	3	0
6:15 PM	0	21	2	2	0	2	4	69	0	5	70	3	0	19	79	41	317		2	0	2	0
6:30 PM	0	25	1	1	0	2	9	44	0	2	69	4	0	12	86	38	293		0	0	0	0
6:45 PM	0	17	2	2	0	5	5	43	0	1	77	2	0	12	47	26	239		0	0	1	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Lights	0	108	9	11	0	25	22	194	1	5	308	21	0	88	426	227	1,445
Mediums	0	3	0	0	0	0	4	2	0	0	15	2	0	0	13	2	41
Total	0	111	9	11	0	25	26	196	1	5	323	23	0	88	439	230	1,487



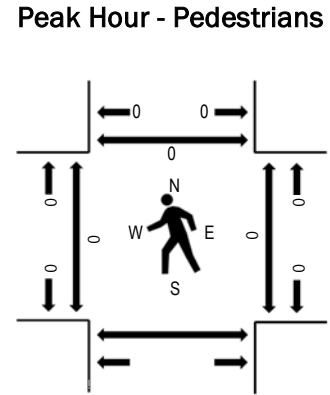
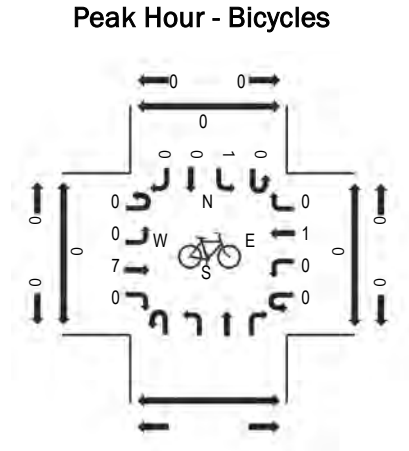
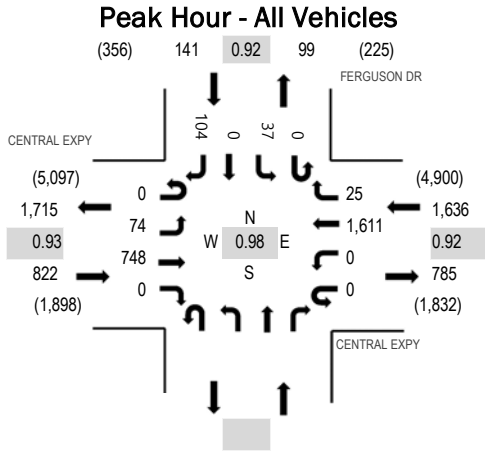
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Location: 5 FERGUSON DR & CENTRAL EXPY AM

Date: Thursday, February 6, 2020

Peak Hour: 08:15 AM - 09:15 AM

Peak 15-Minutes: 08:15 AM - 08:30 AM



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	CENTRAL EXPY Eastbound				CENTRAL EXPY Westbound				Northbound			FERGUSON DR Southbound				Total	Rolling Hour	Pedestrian Crossings				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right	West	East	South	North
	7:00 AM	0	6	67	0	0	0	360	5				0	2	0			13	453	2,233	0	0
7:15 AM	0	4	110	0	0	0	417	8				0	3	0	20	562	2,386	0	0	0		
7:30 AM	0	7	117	0	0	0	464	7				0	11	0	21	627	2,489	0	0	0		
7:45 AM	0	8	130	0	0	0	420	0				0	10	0	23	591	2,512	0	0	0		
8:00 AM	0	12	159	0	0	0	414	0				0	2	0	19	606	2,576	0	0	0		
8:15 AM	0	12	208	0	0	0	410	0				0	9	0	26	665	2,599	0	0	0		
8:30 AM	0	15	190	0	0	0	407	8				0	5	0	25	650	2,538	0	0	0		
8:45 AM	0	31	190	0	0	0	385	12				0	14	0	23	655	2,465	0	0	0		
9:00 AM	0	16	160	0	0	0	409	5				0	9	0	30	629	2,345	0	0	0		
9:15 AM	0	12	141	0	0	0	408	6				0	10	0	27	604		0	0	0		
9:30 AM	0	15	137	0	0	0	384	15				0	6	0	20	577		0	0	0		
9:45 AM	0	14	137	0	0	0	349	7				0	5	0	23	535		0	0	0		

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	0	0	0	2	0					0	0	0	0	3
Bicycles on Road	0	0	7	0	0	0	1	0					0	1	0	0	9
Lights	0	73	728	0	0	0	1,584	25					0	35	0	102	2,547
Mediums	0	1	12	0	0	0	24	0					0	1	0	2	40
Total	0	74	748	0	0	0	1,611	25					0	37	0	104	2,599



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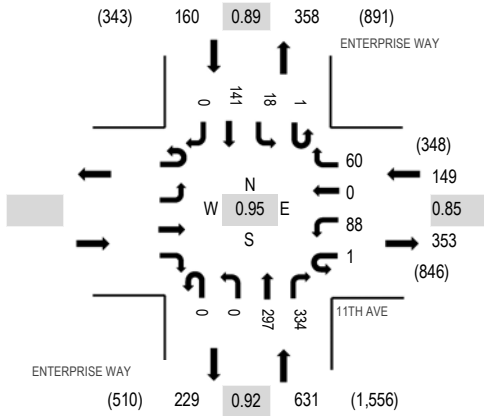
Location: 6 ENTERPRISE WAY & 11TH AVE AM

Date: Tuesday, February 4, 2020

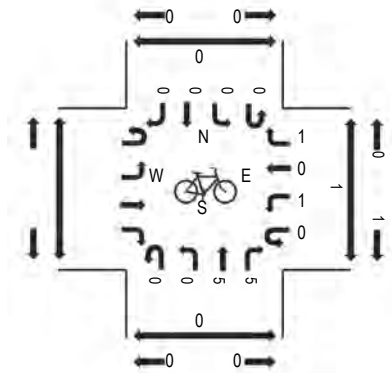
Peak Hour: 09:00 AM - 10:00 AM

Peak 15-Minutes: 09:00 AM - 09:15 AM

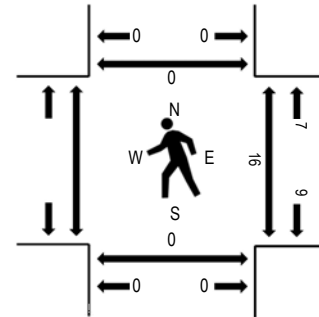
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	11TH AVE Eastbound				11TH AVE Westbound				ENTERPRISE WAY Northbound				ENTERPRISE WAY Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM					0	10	0	2	0	0	58	25	0	1	10	0	106	510	4	0	0	
7:15 AM					0	12	0	3	0	0	54	33	0	4	13	0	119	587	1	0	0	
7:30 AM					0	13	0	3	0	0	38	49	0	3	18	0	124	661	3	0	0	
7:45 AM					0	16	0	9	0	0	59	54	0	4	19	0	161	748	3	0	0	
8:00 AM					0	17	0	11	0	0	49	80	0	4	22	0	183	797	6	0	0	
8:15 AM					0	17	0	14	0	0	73	66	0	6	17	0	193	861	4	0	0	
8:30 AM					0	24	0	19	0	0	67	66	0	2	33	0	211	887	3	0	0	
8:45 AM					0	20	0	9	0	0	65	89	0	7	20	0	210	922	9	0	0	
9:00 AM					0	21	0	15	0	0	77	94	1	4	35	0	247	940	3	0	0	
9:15 AM					1	25	0	12	0	0	68	82	0	4	27	0	219		5	0	0	
9:30 AM					0	21	0	23	0	0	76	81	0	2	43	0	246		3	0	0	
9:45 AM					0	21	0	10	0	0	76	77	0	8	36	0	228		5	0	0	

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks					0	0	0	0	0	0	0	1	0	0	0	0	1
Lights					1	82	0	46	0	0	285	302	1	17	127	0	861
Mediums					0	6	0	14	0	0	12	31	0	1	14	0	78
Total					1	88	0	60	0	0	297	334	1	18	141	0	940



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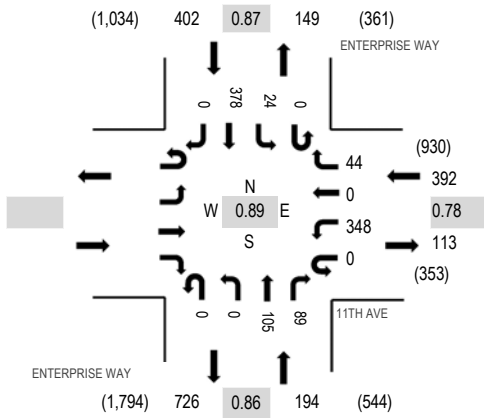
Location: 6 ENTERPRISE WAY & 11TH AVE PM

Date: Tuesday, February 4, 2020

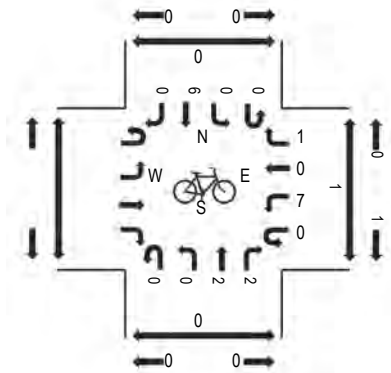
Peak Hour: 05:00 PM - 06:00 PM

Peak 15-Minutes: 05:15 PM - 05:30 PM

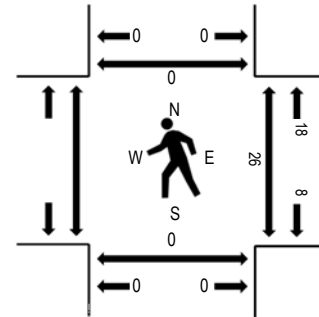
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	Eastbound				11TH AVE Westbound				ENTERPRISE WAY Northbound				ENTERPRISE WAY Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM					0	45	0	12	0	0	17	16	1	3	88	0	182	772	8	0	0	
4:15 PM					0	48	0	6	1	0	26	26	0	6	84	0	197	816	1	0	0	
4:30 PM					0	46	0	10	0	0	19	20	0	13	105	0	213	897	5	0	0	
4:45 PM					0	59	0	9	0	0	24	30	0	2	56	0	180	939	8	0	0	
5:00 PM					0	70	0	18	0	0	16	27	0	5	90	0	226	988	5	0	0	
5:15 PM					0	112	0	13	0	0	25	27	0	8	93	0	278	960	10	0	0	
5:30 PM					0	94	0	4	0	0	26	16	0	4	111	0	255	868	6	0	0	
5:45 PM					0	72	0	9	0	0	38	19	0	7	84	0	229	796	5	0	0	
6:00 PM					0	71	0	9	0	0	20	26	0	2	70	0	198	748	5	0	0	
6:15 PM					0	72	0	5	0	0	18	24	0	2	65	0	186		4	0	0	
6:30 PM					0	67	0	9	0	0	8	26	0	2	71	0	183		9	0	0	
6:45 PM					0	64	0	6	0	0	13	36	0	6	56	0	181		4	0	0	

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks					0	0	0	0	0	0	0	0	0	0	0	0	0
Lights					0	340	0	33	0	0	96	82	0	24	369	0	944
Mediums					0	8	0	11	0	0	9	7	0	0	9	0	44
Total					0	348	0	44	0	0	105	89	0	24	378	0	988



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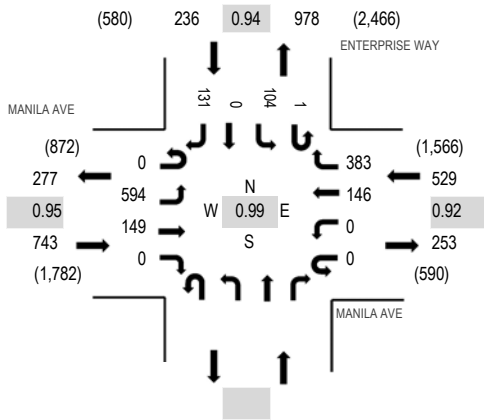
Location: 7 ENTERPRISE WAY & MANILA AVE AM

Date: Tuesday, February 4, 2020

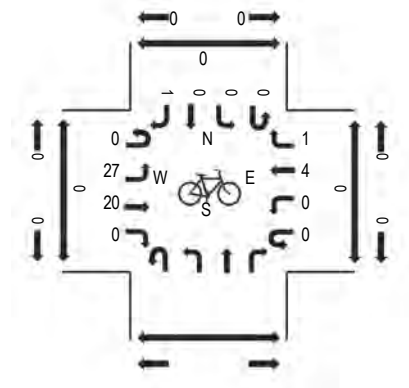
Peak Hour: 08:30 AM - 09:30 AM

Peak 15-Minutes: 08:45 AM - 09:00 AM

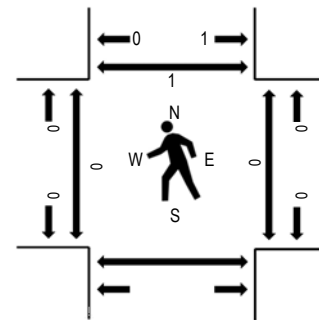
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	MANILA AVE Eastbound				MANILA AVE Westbound				ENTERPRISE WAY Northbound				ENTERPRISE WAY Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
	7:00 AM	0	56	19	0	0	0	45	54	0	0	0	0	0	11	0			11	196	991	0
7:15 AM	0	76	19	0	0	0	64	42	0	0	0	0	10	0	16	227	1,131	0	0	0		
7:30 AM	0	86	23	0	0	0	72	61	0	0	0	0	12	0	17	271	1,265	0	0	1		
7:45 AM	0	91	25	0	0	0	50	85	0	0	0	0	19	0	27	297	1,371	0	0	0		
8:00 AM	0	119	24	0	0	0	65	76	0	0	0	0	18	0	34	336	1,453	0	0	0		
8:15 AM	0	134	29	0	0	0	78	82	0	0	0	0	16	0	22	361	1,495	0	0	0		
8:30 AM	0	125	37	0	0	0	64	79	0	0	0	0	27	0	45	377	1,508	0	0	1		
8:45 AM	0	152	36	0	0	0	45	98	0	0	0	0	22	0	26	379	1,497	0	0	0		
9:00 AM	0	163	35	0	0	0	24	98	0	0	0	0	27	0	31	378	1,484	0	0	0		
9:15 AM	0	154	41	0	0	0	13	108	1	0	0	0	28	0	29	374		0	0	0		
9:30 AM	0	144	27	0	0	0	12	118	0	0	0	0	30	0	35	366		0	0	0		
9:45 AM	0	142	25	0	0	0	11	122	0	0	0	0	30	0	36	366		0	0	0		

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	2
Lights	0	551	142	0	0	0	139	381	1	91	0	118	1	91	0	118	1,423
Mediums	0	43	7	0	0	0	6	2	0	13	0	12	0	13	0	12	83
Total	0	594	149	0	0	0	146	383	1	104	0	131	1	104	0	131	1,508



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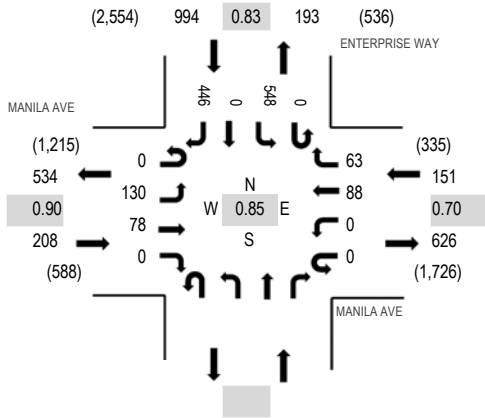
Location: 7 ENTERPRISE WAY & MANILA AVE PM

Date: Tuesday, February 4, 2020

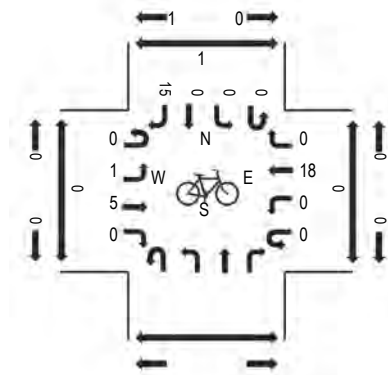
Peak Hour: 05:15 PM - 06:15 PM

Peak 15-Minutes: 05:30 PM - 05:45 PM

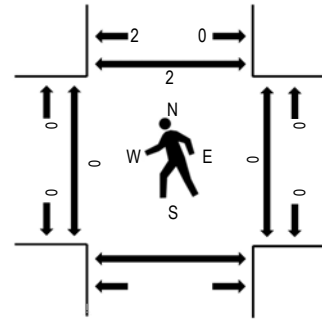
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	MANILA AVE Eastbound				MANILA AVE Westbound				ENTERPRISE WAY Northbound				ENTERPRISE WAY Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
	4:00 PM	0	29	25	0	0	0	5	14	0	133	0	53	259	1,030	0			0	0	0	
4:15 PM	0	21	28	0	0	0	8	15	0	125	0	58	255	1,060	0	0	0	0				
4:30 PM	0	28	21	0	0	0	7	14	0	113	0	80	263	1,147	0	0	0	0				
4:45 PM	0	37	19	0	0	0	9	9	0	96	0	83	253	1,284	0	0	0	0				
5:00 PM	0	25	11	0	0	0	13	15	0	115	0	110	289	1,352	0	0	0	0				
5:15 PM	0	39	17	0	0	0	19	10	0	138	0	119	342	1,353	0	0	0	1				
5:30 PM	0	30	28	0	0	0	26	17	0	165	0	134	400	1,298	0	0	0	0				
5:45 PM	0	36	12	0	0	0	25	31	0	117	0	100	321	1,158	0	0	0	1				
6:00 PM	0	25	21	0	0	0	18	5	0	128	0	93	290	1,095	0	0	0	0				
6:15 PM	0	34	10	0	0	0	21	13	0	122	0	87	287		0	0	0	0				
6:30 PM	0	30	8	0	0	0	10	6	0	128	0	78	260		0	0	0	1				
6:45 PM	0	40	14	0	0	0	12	13	0	132	0	47	258		0	0	0	0				

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	122	75	0	0	0	86	60	0	538	0	435	1,316				
Mediums	0	8	3	0	0	0	2	3	0	10	0	11	37				
Total	0	130	78	0	0	0	88	63	0	548	0	446	1,353				



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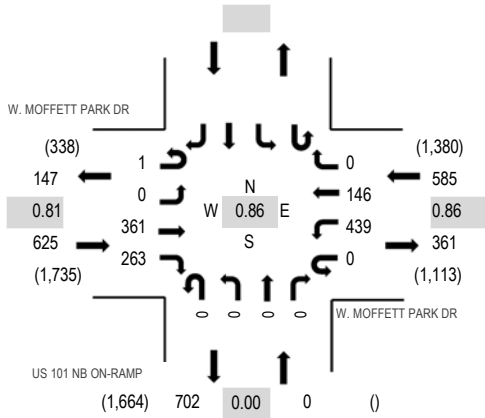
Location: 9 US 101 NB ON-RAMP & W. MOFFETT PARK DR PM

Date: Tuesday, February 4, 2020

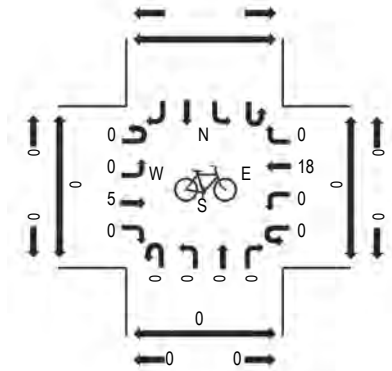
Peak Hour: 05:15 PM - 06:15 PM

Peak 15-Minutes: 05:30 PM - 05:45 PM

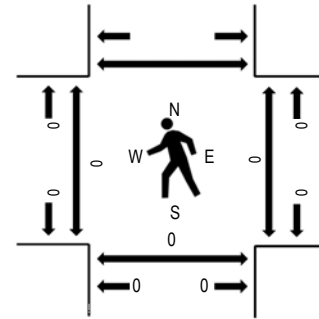
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	W. MOFFETT PARK DR Eastbound				W. MOFFETT PARK DR Westbound				US 101 NB ON-RAMP Northbound				Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	0	119	43	0	59	21	0	0	0	0	0	0	0	0	0	242	973	0	0	1	
4:15 PM	0	0	115	36	0	100	21	0	0	0	0	0	0	0	0	0	272	980	0	0	0	
4:30 PM	0	0	96	43	0	78	20	0	0	0	0	0	0	0	0	0	237	1,004	0	0	0	
4:45 PM	0	0	79	41	0	81	21	0	0	0	0	0	0	0	0	0	222	1,120	0	0	0	
5:00 PM	0	0	74	53	0	91	31	0	0	0	0	0	0	0	0	0	249	1,199	0	0	1	
5:15 PM	0	0	86	68	0	117	25	0	0	0	0	0	0	0	0	0	296	1,210	0	0	0	
5:30 PM	1	0	109	82	0	119	42	0	0	0	0	0	0	0	0	0	353	1,159	0	0	0	
5:45 PM	0	0	74	53	0	117	57	0	0	0	0	0	0	0	0	0	301	1,024	0	0	0	
6:00 PM	0	0	92	60	0	86	22	0	0	0	0	0	0	0	0	0	260	943	0	0	0	
6:15 PM	0	0	79	51	0	84	31	0	0	0	0	0	0	0	0	0	245		0	0	0	
6:30 PM	0	0	90	49	0	61	18	0	0	0	0	0	0	0	0	0	218		0	0	0	
6:45 PM	0	0	100	42	0	50	28	0	0	0	0	0	0	0	0	0	220		0	0	0	

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	1	0	357	254	0	421	140	0	0	0	0	0	0	0	0	0	1,173
Mediums	0	0	4	9	0	18	6	0	0	0	0	0	0	0	0	0	37
Total	1	0	361	263	0	439	146	0	0	0	0	0	0	0	0	0	1,210



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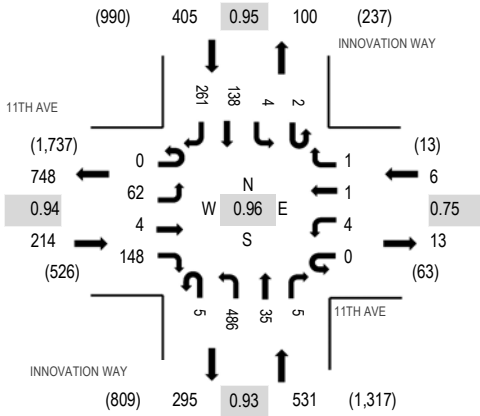
Location: 10 INNOVATION WAY & 11TH AVE AM

Date: Tuesday, February 4, 2020

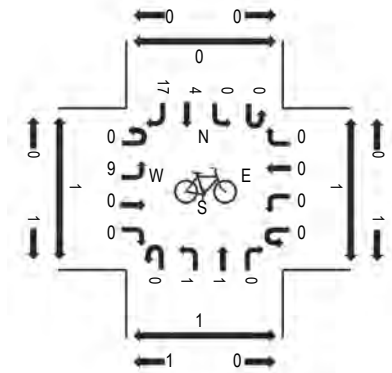
Peak Hour: 08:45 AM - 09:45 AM

Peak 15-Minutes: 09:30 AM - 09:45 AM

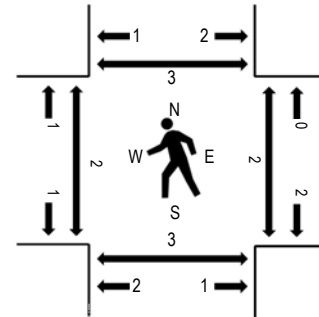
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	11TH AVE Eastbound				11TH AVE Westbound				INNOVATION WAY Northbound				INNOVATION WAY Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	7	2	21	1	2	0	0	0	49	5	4	0	0	16	10	117	664	0	0	0	0
7:15 AM	0	8	0	17	0	0	0	0	1	66	7	3	0	1	19	11	133	787	0	0	0	0
7:30 AM	0	7	0	27	0	0	0	0	0	65	2	6	0	4	34	31	176	892	1	0	0	1
7:45 AM	0	13	0	31	1	0	0	0	0	105	2	10	0	2	36	38	238	989	0	3	3	0
8:00 AM	0	12	1	22	0	2	0	0	0	101	7	5	0	1	49	40	240	1,051	0	2	2	0
8:15 AM	0	13	0	36	0	1	0	0	0	102	5	3	1	1	35	41	238	1,098	0	1	0	0
8:30 AM	0	16	0	37	0	0	0	0	1	98	12	4	0	0	52	53	273	1,128	1	1	1	0
8:45 AM	0	20	1	36	0	1	1	0	1	122	9	1	0	1	47	60	300	1,156	2	1	1	2
9:00 AM	0	16	2	38	0	1	0	1	1	119	10	1	1	0	35	62	287	1,131	0	0	0	0
9:15 AM	0	11	1	33	0	1	0	0	3	106	13	2	1	2	29	66	268		0	0	1	1
9:30 AM	0	15	0	41	0	1	0	0	0	139	3	1	0	1	27	73	301		0	1	1	0
9:45 AM	0	13	1	28	0	0	0	0	0	116	7	0	0	0	47	63	275		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2
Lights	0	29	4	124	0	4	1	1	5	471	34	5	2	4	130	237	1,051
Mediums	0	33	0	24	0	0	0	0	0	15	1	0	0	0	7	23	103
Total	0	62	4	148	0	4	1	1	5	486	35	5	2	4	138	261	1,156



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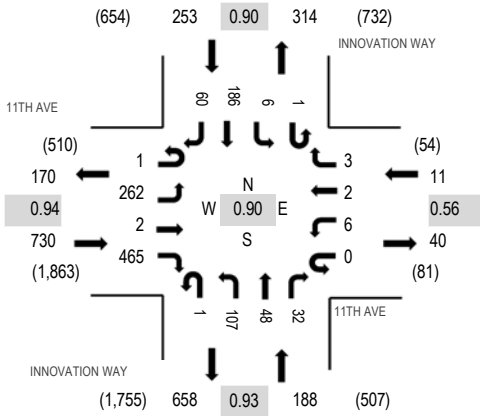
Location: 10 INNOVATION WAY & 11TH AVE PM

Date: Tuesday, February 4, 2020

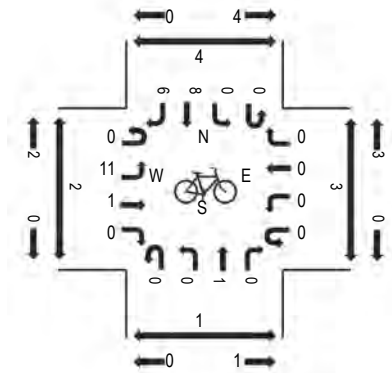
Peak Hour: 04:45 PM - 05:45 PM

Peak 15-Minutes: 05:00 PM - 05:15 PM

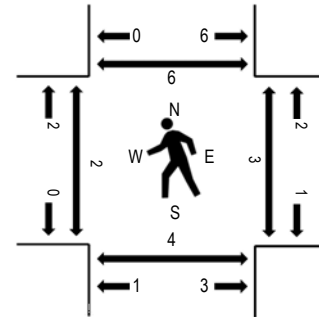
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	11TH AVE Eastbound				11TH AVE Westbound				INNOVATION WAY Northbound				INNOVATION WAY Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	46	0	127	0	6	0	1	0	25	17	1	1	0	28	16	268	1,072	1	1	2	6
4:15 PM	0	60	1	108	0	10	0	2	0	17	14	3	0	0	32	17	264	1,131	3	0	0	0
4:30 PM	0	45	1	111	0	3	2	0	3	25	16	2	0	0	33	23	264	1,172	0	1	1	0
4:45 PM	0	66	0	123	0	2	0	1	0	24	10	4	0	2	31	13	276	1,182	0	1	1	0
5:00 PM	1	72	0	122	0	3	2	0	0	29	16	8	0	1	56	17	327	1,147	1	0	0	1
5:15 PM	0	65	1	117	0	1	0	1	1	27	9	14	1	2	52	14	305	1,026	1	1	2	3
5:30 PM	0	59	1	103	0	0	0	1	0	27	13	6	0	1	47	16	274	927	0	1	1	2
5:45 PM	0	44	3	85	0	1	0	1	0	35	9	3	0	1	48	11	241	885	0	3	3	1
6:00 PM	0	45	1	84	0	4	0	0	0	14	5	7	0	0	31	15	206	859	0	0	0	0
6:15 PM	0	30	0	77	0	6	0	1	0	24	2	14	0	0	36	16	206		0	0	0	0
6:30 PM	0	31	0	101	0	5	0	0	0	32	10	2	0	1	33	17	232		1	1	1	1
6:45 PM	0	30	0	103	0	1	0	0	0	31	7	1	1	0	21	20	215		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	251	2	437	0	6	2	3	1	97	43	32	1	6	186	50	1,117
Mediums	1	11	0	28	0	0	0	0	0	10	5	0	0	0	0	10	65
Total	1	262	2	465	0	6	2	3	1	107	48	32	1	6	186	60	1,182



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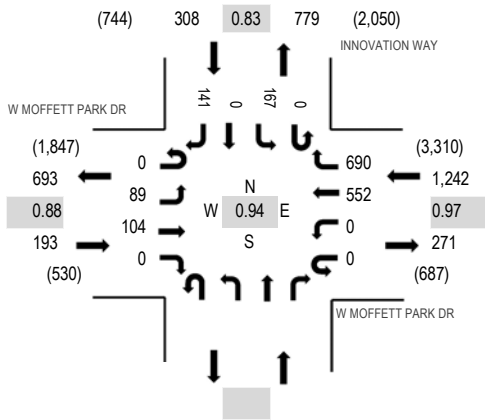
Location: 11 INNOVATION WAY & W MOFFETT PARK DR AM

Date: Tuesday, February 4, 2020

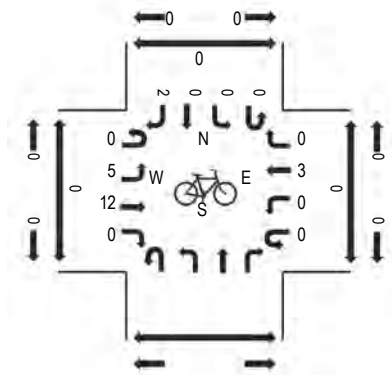
Peak Hour: 08:00 AM - 09:00 AM

Peak 15-Minutes: 08:30 AM - 08:45 AM

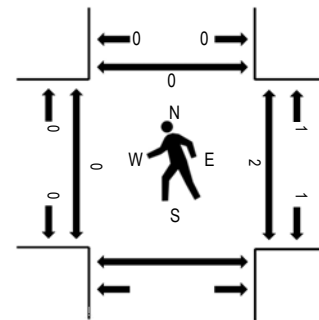
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	W MOFFETT PARK DR Eastbound				W MOFFETT PARK DR Westbound				INNOVATION WAY Northbound				INNOVATION WAY Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
	7:00 AM	0	13	10	0	0	0	103	80	0	0	0	0	0	20	0			22	248	1,234	0
7:15 AM	0	15	10	0	0	0	106	101	0	0	0	0	0	14	0	22	268	1,414	0	0	0	
7:30 AM	0	8	22	0	0	0	132	119	0	0	0	0	0	19	0	28	328	1,550	0	0	0	
7:45 AM	0	17	25	0	0	0	134	152	0	0	0	0	0	32	0	30	390	1,688	0	0	0	
8:00 AM	0	17	25	0	0	0	135	180	0	0	0	0	0	40	0	31	428	1,743	0	2	0	
8:15 AM	0	19	20	0	0	0	142	149	0	0	0	0	0	40	0	34	404	1,710	0	0	0	
8:30 AM	0	31	25	0	0	0	140	177	0	0	0	0	0	50	0	43	466	1,719	0	0	0	
8:45 AM	0	22	34	0	0	0	135	184	0	0	0	0	0	37	0	33	445	1,661	0	0	0	
9:00 AM	0	28	22	0	0	0	110	169	0	0	0	0	0	36	0	30	395	1,607	0	1	1	
9:15 AM	0	28	36	0	0	0	109	173	0	0	0	0	0	42	0	25	413		0	0	0	
9:30 AM	0	21	33	0	0	0	116	182	0	0	0	0	0	35	0	21	408		0	0	0	
9:45 AM	0	19	30	0	0	0	136	146	0	0	0	0	0	30	0	30	391		0	0	0	

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	2	5
Lights	0	87	97	0	0	0	536	686	0	0	0	0	0	157	0	123	1,686
Mediums	0	2	7	0	0	0	13	4	0	0	0	0	0	10	0	16	52
Total	0	89	104	0	0	0	552	690	0	0	0	0	0	167	0	141	1,743



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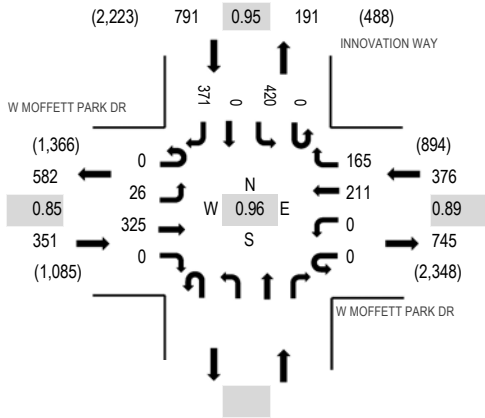
Location: 11 INNOVATION WAY & W MOFFETT PARK DR PM

Date: Tuesday, February 4, 2020

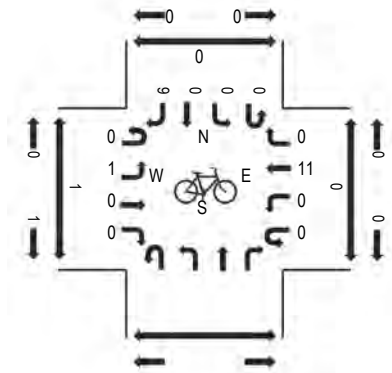
Peak Hour: 05:00 PM - 06:00 PM

Peak 15-Minutes: 05:15 PM - 05:30 PM

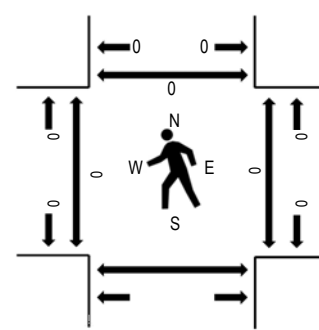
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	W MOFFETT PARK DR Eastbound				W MOFFETT PARK DR Westbound				INNOVATION WAY Northbound				INNOVATION WAY Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
	4:00 PM	0	7	109	0	0	0	28	30	0	128	0	58	360	1,444	0			0	0	0	
4:15 PM	0	8	104	0	0	0	30	23	0	124	0	91	380	1,454	0	0	0	0				
4:30 PM	0	8	81	0	0	0	25	33	0	127	0	71	345	1,471	0	0	0	0				
4:45 PM	0	9	70	0	0	0	35	30	0	147	0	68	359	1,516	0	0	0	0				
5:00 PM	0	5	74	0	0	0	36	44	0	132	0	79	370	1,518	0	0	0	0				
5:15 PM	0	8	82	0	0	0	39	45	0	118	0	105	397	1,465	0	0	0	0				
5:30 PM	0	11	94	0	0	0	65	41	0	87	0	92	390	1,379	0	0	0	0				
5:45 PM	0	2	75	0	0	0	71	35	0	83	0	95	361	1,295	0	0	0	0				
6:00 PM	0	8	80	0	0	0	47	20	0	96	0	66	317	1,240	0	0	0	0				
6:15 PM	0	4	75	0	0	0	42	34	0	89	0	67	311		0	0	0	0				
6:30 PM	0	5	73	0	0	0	28	37	0	115	0	48	306		0	0	0	0				
6:45 PM	0	10	83	0	0	0	45	31	0	102	0	35	306		0	0	0	0				

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	25	322	0	0	0	206	156	0	416	0	345	1,470				
Mediums	0	1	3	0	0	0	5	9	0	4	0	26	48				
Total	0	26	325	0	0	0	211	165	0	420	0	371	1,518				



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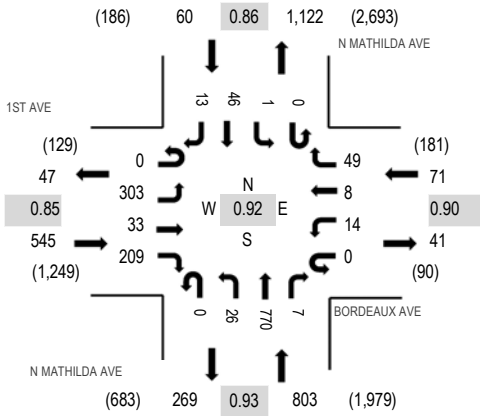
Location: 12 N MATHILDA AVE & BORDEAUX AVE PM

Date: Tuesday, February 4, 2020

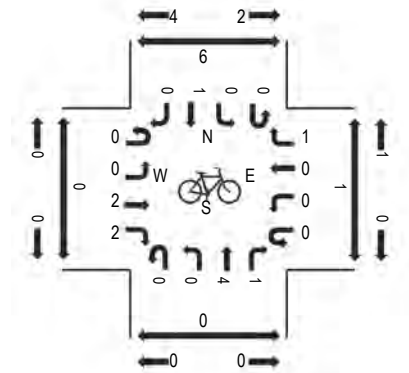
Peak Hour: 04:30 PM - 05:30 PM

Peak 15-Minutes: 05:15 PM - 05:30 PM

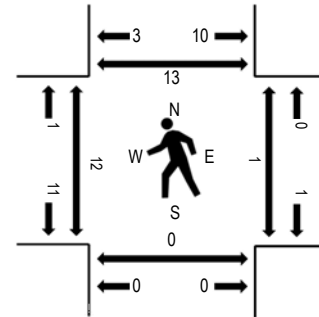
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	1ST AVE Eastbound				BORDEAUX AVE Westbound				N MATHILDA AVE Northbound				N MATHILDA AVE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	45	6	33	0	1	0	10	0	7	169	3	0	0	11	4	289	1,355	0	0	0	3
4:15 PM	1	58	2	30	0	3	3	15	1	6	211	1	0	0	12	2	345	1,424	0	0	0	1
4:30 PM	0	72	5	43	0	4	2	13	0	6	182	1	0	0	13	2	343	1,479	1	0	0	4
4:45 PM	0	71	7	55	0	2	2	12	0	6	210	0	0	0	8	5	378	1,465	1	0	0	2
5:00 PM	0	79	10	42	0	5	2	13	0	4	182	4	0	0	13	4	358	1,385	6	1	0	2
5:15 PM	0	81	11	69	0	3	2	11	0	10	196	2	0	1	12	2	400	1,294	4	0	0	5
5:30 PM	0	59	5	52	0	3	0	8	0	5	173	3	0	1	16	4	329	1,101	1	3	0	9
5:45 PM	0	54	5	46	0	5	4	11	2	7	139	3	1	1	14	6	298	984	4	1	0	7
6:00 PM	0	42	2	40	0	3	2	17	0	10	132	1	1	1	12	4	267	855	3	1	0	8
6:15 PM	0	43	4	32	0	5	2	5	0	3	102	0	0	1	7	3	207		1	3	0	4
6:30 PM	0	32	4	28	0	3	0	4	0	2	125	0	2	0	9	3	212		1	0	0	1
6:45 PM	0	39	5	37	0	1	0	5	1	2	68	0	1	1	7	2	169		2	3	0	4

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	296	32	205	0	14	6	49	0	23	767	6	0	1	42	10	1,451
Mediums	0	7	1	4	0	0	2	0	0	3	3	1	0	0	4	3	28
Total	0	303	33	209	0	14	8	49	0	26	770	7	0	1	46	13	1,479



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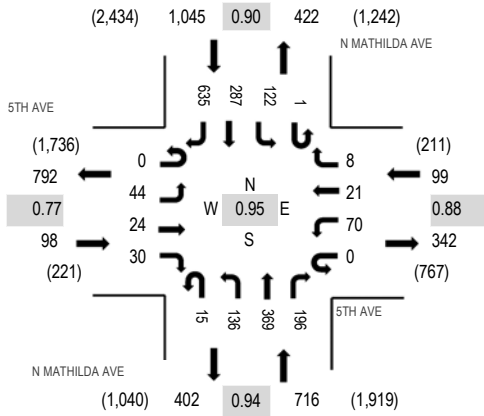
Location: 14 N MATHILDA AVE & 5TH AVE AM

Date: Tuesday, February 4, 2020

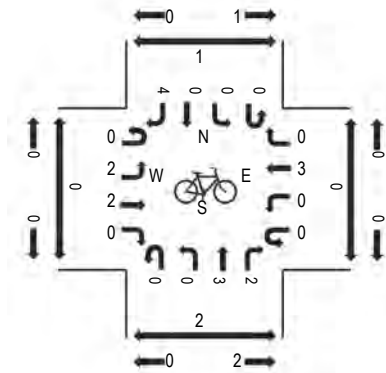
Peak Hour: 08:45 AM - 09:45 AM

Peak 15-Minutes: 08:45 AM - 09:00 AM

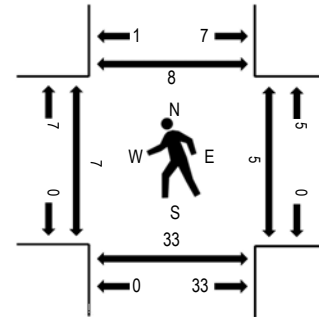
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	5TH AVE Eastbound				5TH AVE Westbound				N MATHILDA AVE Northbound				N MATHILDA AVE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	0	0	8	0	6	1	0	1	16	78	16	0	2	38	34	200	1,085	0	0	1	0
7:15 AM	0	8	5	1	0	4	3	1	0	14	88	24	2	10	35	51	246	1,287	0	1	3	0
7:30 AM	0	6	3	4	0	8	3	0	4	17	87	34	0	13	49	69	297	1,539	0	0	4	1
7:45 AM	0	5	3	8	0	16	6	2	5	18	93	29	0	16	57	84	342	1,681	1	0	6	3
8:00 AM	0	7	1	7	0	8	4	2	4	20	110	30	0	33	70	106	402	1,853	0	1	4	2
8:15 AM	0	8	3	11	0	8	1	0	9	26	118	40	2	23	90	159	498	1,916	0	10	10	0
8:30 AM	0	12	3	4	0	11	2	2	6	15	102	43	0	35	78	126	439	1,898	1	3	3	1
8:45 AM	0	8	2	6	0	21	4	0	4	34	92	52	0	36	77	178	514	1,958	1	5	13	1
9:00 AM	0	5	7	11	0	16	5	2	5	26	99	54	0	29	58	148	465	1,847	1	0	4	1
9:15 AM	0	19	9	4	0	18	5	5	4	31	78	47	1	22	80	157	480		5	0	10	4
9:30 AM	0	12	6	9	0	15	7	1	2	45	100	43	0	35	72	152	499		0	0	6	2
9:45 AM	0	7	4	5	0	20	2	2	4	40	77	35	1	20	59	127	403		1	1	7	2

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	2	0	0	0	4	0	6
Lights	0	36	22	15	0	49	15	6	15	126	354	162	1	122	261	608	1,792
Mediums	0	8	2	15	0	21	6	2	0	10	13	34	0	0	22	27	160
Total	0	44	24	30	0	70	21	8	15	136	369	196	1	122	287	635	1,958



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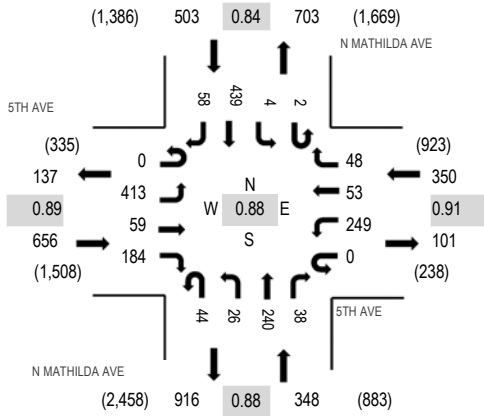
Location: 14 N MATHILDA AVE & 5TH AVE PM

Date: Tuesday, February 4, 2020

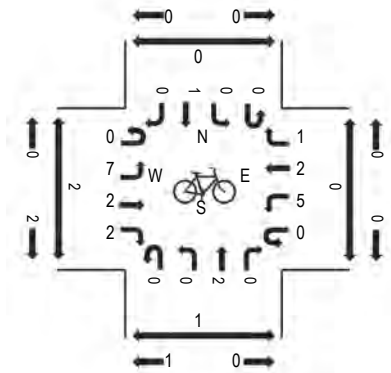
Peak Hour: 04:45 PM - 05:45 PM

Peak 15-Minutes: 05:15 PM - 05:30 PM

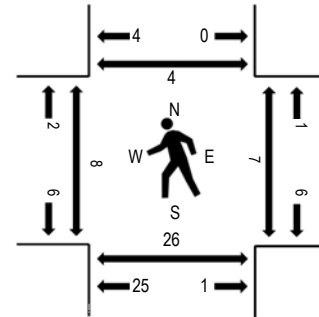
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	5TH AVE Eastbound				5TH AVE Westbound				N MATHILDA AVE Northbound				N MATHILDA AVE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	64	18	34	0	53	10	14	10	11	52	10	0	0	101	13	390	1,622	0	0	5	0
4:15 PM	0	76	13	33	0	57	9	19	20	6	47	8	1	0	92	8	389	1,687	1	0	5	1
4:30 PM	0	80	8	44	0	54	7	11	14	7	50	2	0	2	122	6	407	1,827	2	1	7	2
4:45 PM	0	110	8	41	0	48	10	13	3	3	61	10	0	1	115	13	436	1,857	0	2	6	0
5:00 PM	0	97	15	52	0	77	13	8	12	12	53	4	1	1	96	14	455	1,826	2	2	7	1
5:15 PM	0	111	14	60	0	67	16	15	13	7	58	12	1	0	142	13	529	1,684	4	0	8	3
5:30 PM	0	95	22	31	0	57	14	12	16	4	68	12	0	2	86	18	437	1,465	2	3	5	0
5:45 PM	0	95	8	21	0	47	14	16	7	3	60	10	0	1	99	24	405	1,376	3	0	2	3
6:00 PM	0	74	7	34	0	54	4	3	3	7	27	3	0	1	89	7	313	1,252	2	0	6	1
6:15 PM	0	58	3	27	0	48	11	9	12	6	35	6	0	0	89	6	310		2	0	2	2
6:30 PM	0	60	8	28	0	44	5	13	15	2	31	8	0	3	117	14	348		2	0	3	3
6:45 PM	0	36	3	20	0	61	4	6	16	5	29	13	0	2	77	9	281		0	0	4	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	397	53	173	0	239	38	48	44	19	232	26	2	4	434	47	1,756
Mediums	0	16	6	11	0	10	15	0	0	7	8	12	0	0	5	11	101
Total	0	413	59	184	0	249	53	48	44	26	240	38	2	4	439	58	1,857



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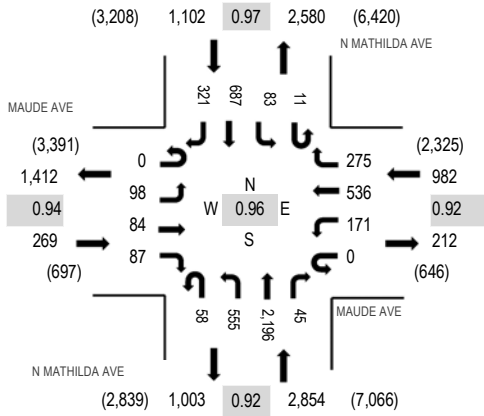
Location: 20 N MATHILDA AVE & MAUDE AVE AM

Date: Wednesday, February 5, 2020

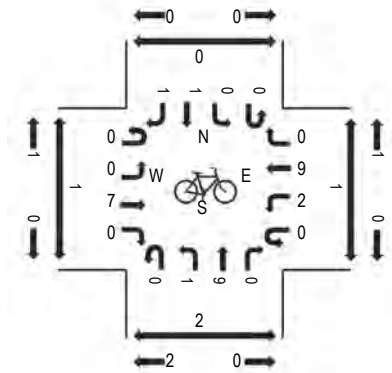
Peak Hour: 08:15 AM - 09:15 AM

Peak 15-Minutes: 08:15 AM - 08:30 AM

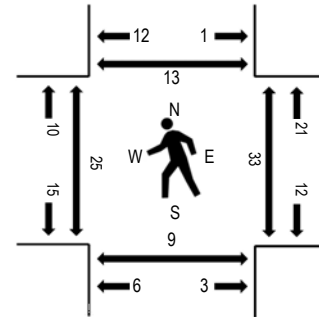
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	MAUDE AVE Eastbound				MAUDE AVE Westbound				N MATHILDA AVE Northbound				N MATHILDA AVE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	19	10	7	0	12	43	56	6	35	189	12	3	27	120	47	586	3,484	0	2	1	2
7:15 AM	0	11	9	6	0	35	57	53	4	44	277	10	3	30	144	52	735	3,989	0	10	1	4
7:30 AM	0	15	15	21	0	51	64	51	4	85	418	15	1	28	164	53	985	4,614	3	8	0	1
7:45 AM	1	14	11	22	0	45	94	67	11	127	481	23	2	20	188	72	1,178	4,945	6	2	2	0
8:00 AM	0	23	12	11	0	47	118	63	9	107	446	16	3	22	147	67	1,091	5,013	2	4	3	6
8:15 AM	0	23	22	22	0	43	131	69	15	128	601	20	2	27	186	71	1,360	5,207	5	6	2	5
8:30 AM	0	21	18	13	0	42	127	69	15	132	623	7	1	19	158	71	1,316	5,057	4	10	1	2
8:45 AM	0	29	23	26	0	38	152	76	10	152	471	7	3	19	153	87	1,246	4,903	4	12	2	2
9:00 AM	0	25	21	26	0	48	126	61	18	143	501	11	5	18	190	92	1,285	4,799	12	5	4	4
9:15 AM	0	17	22	32	0	25	107	52	20	117	507	11	4	17	192	87	1,210		5	6	5	6
9:30 AM	0	29	21	23	0	34	83	35	18	127	464	14	4	27	188	95	1,162		11	9	7	9
9:45 AM	0	27	23	27	0	34	83	34	15	114	468	18	4	21	174	100	1,142		14	4	8	3

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	2	0	0	0	0	0	1	0	1	4	2	0	2	4	1	17
Lights	0	82	84	76	0	167	527	271	58	547	2,169	40	11	77	667	307	5,083
Mediums	0	14	0	11	0	4	9	3	0	7	23	3	0	4	16	13	107
Total	0	98	84	87	0	171	536	275	58	555	2,196	45	11	83	687	321	5,207



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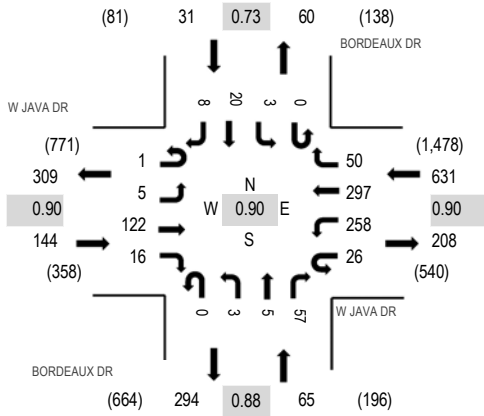
Location: 21 BORDEAUX DR & W JAVA DR AM

Date: Tuesday, February 4, 2020

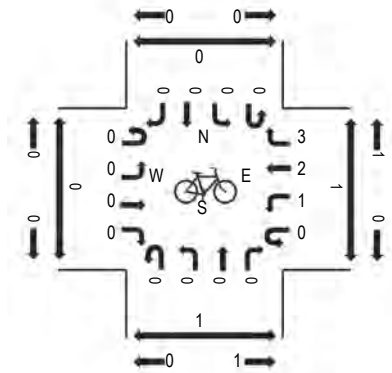
Peak Hour: 08:30 AM - 09:30 AM

Peak 15-Minutes: 08:45 AM - 09:00 AM

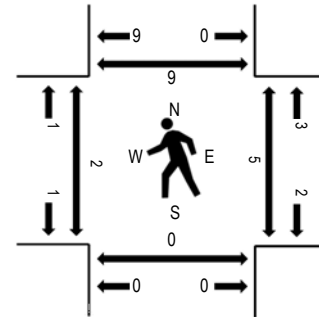
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	W JAVA DR Eastbound				W JAVA DR Westbound				BORDEAUX DR Northbound				BORDEAUX DR Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	1	10	4	4	20	45	3	0	3	1	6	0	0	0	1	98	502	1	0	0	0
7:15 AM	0	3	13	4	3	27	36	0	0	0	0	11	0	0	5	1	103	572	0	2	1	4
7:30 AM	2	1	22	4	1	24	37	6	0	3	2	7	0	2	4	0	115	667	2	3	1	2
7:45 AM	0	1	23	4	7	38	74	8	0	2	1	23	0	1	3	1	186	739	3	3	0	6
8:00 AM	1	5	24	2	4	46	62	5	0	0	1	13	0	2	2	1	168	794	0	1	0	3
8:15 AM	0	1	29	2	7	65	61	10	0	0	2	14	0	1	5	1	198	843	0	1	0	2
8:30 AM	1	1	32	3	9	58	53	8	0	0	1	12	0	1	5	3	187	871	0	1	0	2
8:45 AM	0	3	29	8	8	70	84	14	0	0	3	10	0	0	9	3	241	867	0	1	0	1
9:00 AM	0	1	27	2	3	62	83	13	0	2	0	17	0	2	4	1	217	817	2	2	0	3
9:15 AM	0	0	34	3	6	68	77	15	0	1	1	18	0	0	2	1	226		0	1	0	3
9:30 AM	0	1	26	2	3	46	65	13	0	1	0	18	0	2	6	0	183		1	3	1	1
9:45 AM	2	0	25	2	8	48	62	9	0	0	3	20	1	3	7	1	191		0	1	0	1

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	2
Lights	1	5	114	15	26	253	269	49	0	2	3	50	0	3	17	8	815
Mediums	0	0	8	1	0	4	28	1	0	1	2	6	0	0	3	0	54
Total	1	5	122	16	26	258	297	50	0	3	5	57	0	3	20	8	871



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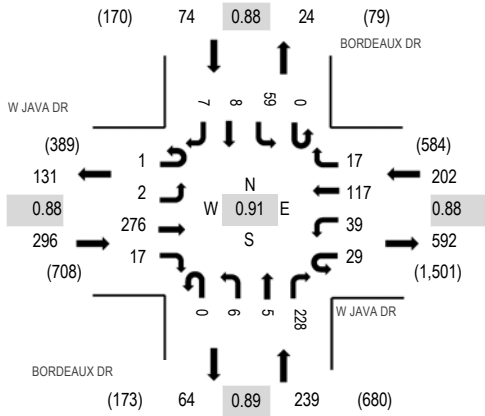
Location: 21 BORDEAUX DR & W JAVA DR PM

Date: Tuesday, February 4, 2020

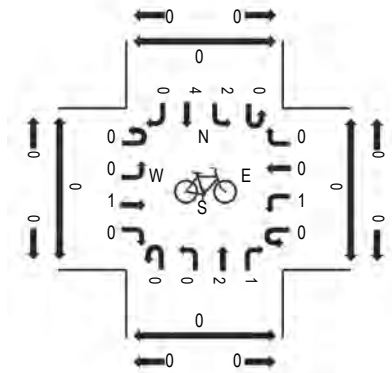
Peak Hour: 04:45 PM - 05:45 PM

Peak 15-Minutes: 05:00 PM - 05:15 PM

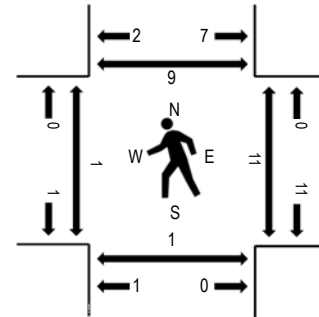
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	W JAVA DR Eastbound				W JAVA DR Westbound				BORDEAUX DR Northbound				BORDEAUX DR Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	0	59	1	4	10	32	1	0	2	4	66	0	11	1	3	194	723	0	3	1	0
4:15 PM	1	1	50	1	3	11	30	2	0	2	3	62	0	7	1	3	177	751	0	6	3	0
4:30 PM	1	0	55	2	6	9	23	2	0	1	3	60	0	8	0	2	172	779	0	4	1	0
4:45 PM	0	0	60	3	8	12	30	3	0	1	2	49	0	8	2	2	180	811	0	4	0	0
5:00 PM	1	1	80	2	9	10	31	5	0	1	2	58	0	17	2	3	222	803	0	6	1	6
5:15 PM	0	1	70	5	2	8	29	6	0	0	1	60	0	19	3	1	205	758	0	1	0	1
5:30 PM	0	0	66	7	10	9	27	3	0	4	0	61	0	15	1	1	204	709	1	0	0	2
5:45 PM	0	0	50	2	7	9	35	9	0	1	4	36	0	15	2	2	172	649	0	3	0	1
6:00 PM	2	1	57	3	8	13	24	8	0	0	2	46	0	11	2	0	177	616	0	2	0	2
6:15 PM	1	0	42	3	1	11	34	4	0	0	2	48	0	7	3	0	156		0	0	1	4
6:30 PM	0	1	36	2	1	11	30	4	0	2	1	46	0	7	1	2	144		1	0	0	1
6:45 PM	1	0	39	1	6	9	23	2	0	1	1	48	0	7	1	0	139		0	0	0	1

Peak Rolling Hour Flow Rates

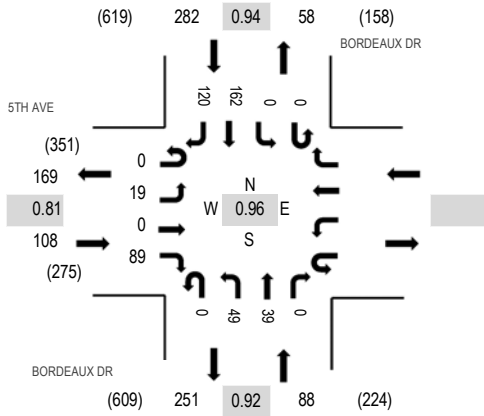
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	1	2	252	17	29	30	107	15	0	5	5	225	0	58	8	7	761
Mediums	0	0	24	0	0	9	10	2	0	1	0	3	0	1	0	0	50
Total	1	2	276	17	29	39	117	17	0	6	5	228	0	59	8	7	811



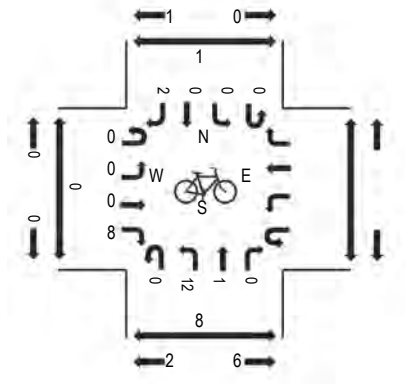
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Location: 22 BORDEAUX DR & 5TH AVE AM
Date: Tuesday, February 4, 2020
Peak Hour: 08:45 AM - 09:45 AM
Peak 15-Minutes: 08:45 AM - 09:00 AM

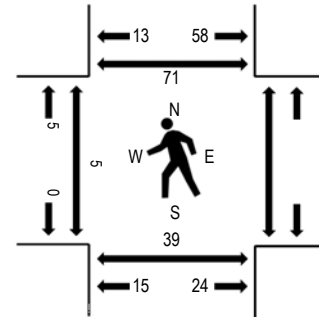
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	5TH AVE Eastbound				Westbound				BORDEAUX DR Northbound				BORDEAUX DR Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	2	0	8					3	8	6	0	0	0	15	8	50	267	0	1	3	
7:15 AM	0	2	0	15					1	6	10	0	0	0	24	7	65	295	1	5	11	
7:30 AM	0	0	0	21					0	8	5	0	0	0	16	12	62	329	1	11	8	
7:45 AM	0	9	0	16					0	13	13	0	0	0	25	14	90	353	0	7	15	
8:00 AM	0	3	0	14					0	6	9	0	0	0	35	11	78	387	1	8	11	
8:15 AM	0	7	0	19					0	8	5	0	0	0	36	24	99	433	2	9	12	
8:30 AM	0	4	0	17					0	6	5	0	0	0	34	20	86	452	1	10	14	
8:45 AM	0	2	0	23					0	16	8	0	0	0	42	33	124	478	1	13	14	
9:00 AM	0	6	0	29					0	10	10	0	0	0	42	27	124	464	2	12	14	
9:15 AM	0	6	0	21					0	10	10	0	0	0	41	30	118		2	11	26	
9:30 AM	0	5	0	16					0	13	11	0	0	0	37	30	112		0	3	17	
9:45 AM	0	8	0	22					0	12	12	0	0	0	37	19	110		0	11	9	

Peak Rolling Hour Flow Rates

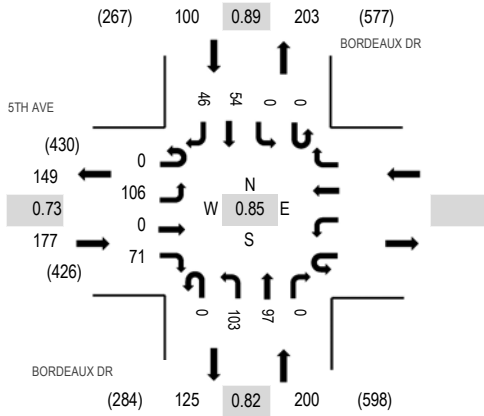
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0					0	0	0	0	0	0	1	0	1
Lights	0	19	0	63					0	24	33	0	0	0	152	117	408
Mediums	0	0	0	26					0	25	6	0	0	0	9	3	69
Total	0	19	0	89					0	49	39	0	0	0	162	120	478



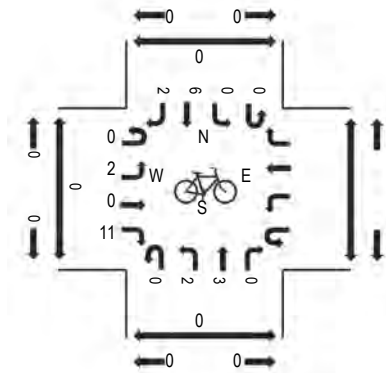
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Location: 22 BORDEAUX DR & 5TH AVE PM
Date: Tuesday, February 4, 2020
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:30 PM - 05:45 PM

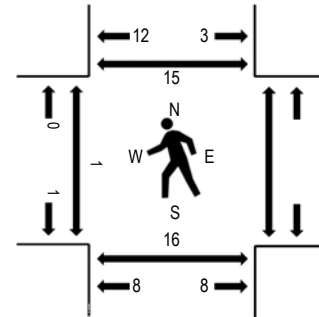
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	5TH AVE Eastbound				Westbound				BORDEAUX DR Northbound				BORDEAUX DR Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	22	0	13					0	28	24	0	0	0	15	14	116	416	1	16	12	
4:15 PM	0	22	0	9					0	20	30	0	0	0	9	11	101	418	0	7	12	
4:30 PM	0	19	0	14					0	18	35	0	0	0	14	7	107	439	1	7	9	
4:45 PM	0	21	0	10					0	17	22	0	0	0	8	14	92	472	3	6	7	
5:00 PM	0	26	0	12					0	32	22	0	0	0	13	13	118	477	1	4	1	
5:15 PM	0	33	0	14					0	27	26	0	0	0	12	10	122	464	0	6	6	
5:30 PM	0	32	0	29					0	27	28	0	0	0	11	13	140	447	0	3	6	
5:45 PM	0	15	0	16					0	17	21	0	0	0	18	10	97	404	0	3	2	
6:00 PM	0	21	0	9					0	30	22	0	0	0	10	13	105	398	3	3	2	
6:15 PM	0	15	0	5					0	34	30	0	0	0	9	12	105		0	4	1	
6:30 PM	1	19	0	12					0	23	27	0	0	0	4	11	97		1	1	2	
6:45 PM	0	27	0	10					0	20	18	0	0	0	8	8	91		0	1	3	

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right					
Articulated Trucks	0	0	0	0					0	0	0	0	0	0	0	0	0				
Lights	0	104	0	56					0	82	97	0	0	0	48	46	433				
Mediums	0	2	0	15					0	21	0	0	0	0	6	0	44				
Total	0	106	0	71					0	103	97	0	0	0	54	46	477				



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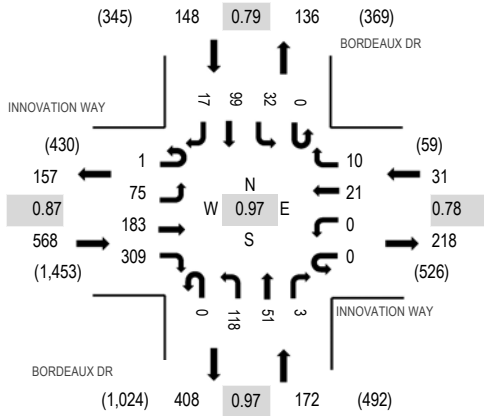
Location: 23 BORDEAUX DR & INNOVATION WAY AM

Date: Tuesday, February 4, 2020

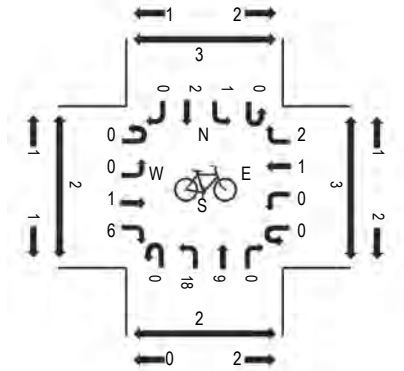
Peak Hour: 08:30 AM - 09:30 AM

Peak 15-Minutes: 08:30 AM - 08:45 AM

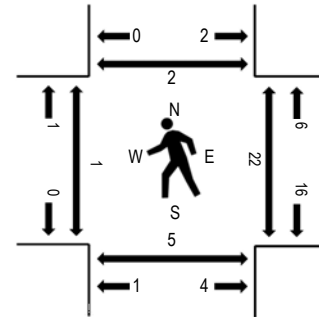
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	INNOVATION WAY Eastbound				INNOVATION WAY Westbound				BORDEAUX DR Northbound				BORDEAUX DR Southbound				Total	Rolling Hour	Pedestrian Crossings				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North	
7:00 AM	0	17	18	31	0	0	0	0	0	7	8	0	0	0	1	7	6	95	599	0	3	0	0
7:15 AM	0	20	24	66	0	0	3	0	0	21	8	1	0	4	13	3	163	715	0	3	2	0	
7:30 AM	0	7	28	52	0	0	1	1	0	20	14	0	0	4	15	8	150	756	0	3	1	0	
7:45 AM	0	19	45	55	0	0	3	0	0	31	14	0	0	7	13	4	191	844	0	2	2	0	
8:00 AM	0	11	50	75	0	0	2	3	0	36	7	3	0	2	18	4	211	876	0	4	1	0	
8:15 AM	0	14	42	72	0	0	3	0	0	36	11	1	0	3	20	2	204	893	0	7	4	0	
8:30 AM	1	24	55	83	0	0	4	1	0	36	10	0	0	6	13	5	238	919	0	5	1	1	
8:45 AM	0	8	45	64	0	0	6	3	0	33	17	0	0	11	30	6	223	877	0	4	4	1	
9:00 AM	0	20	43	62	0	0	7	3	0	32	14	3	0	6	33	5	228	874	1	5	0	0	
9:15 AM	0	23	40	100	0	0	4	3	0	17	10	0	0	9	23	1	230		0	8	0	0	
9:30 AM	0	18	32	75	0	0	1	1	0	28	16	0	0	5	16	4	196		0	1	2	0	
9:45 AM	0	18	34	62	0	0	8	2	0	33	24	1	0	3	26	9	220		0	10	2	0	

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	75	180	306	0	0	19	9	0	110	26	3	0	30	73	16	847
Mediums	1	0	3	3	0	0	2	1	0	8	25	0	0	2	26	1	72
Total	1	75	183	309	0	0	21	10	0	118	51	3	0	32	99	17	919



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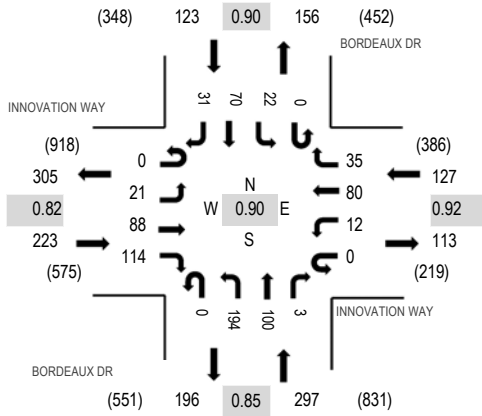
Location: 23 BORDEAUX DR & INNOVATION WAY PM

Date: Tuesday, February 4, 2020

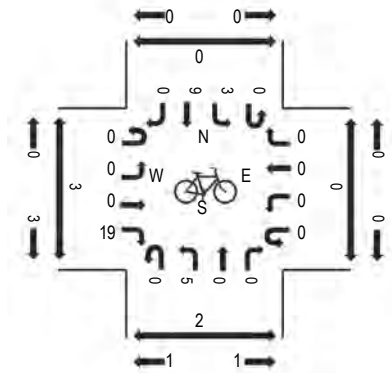
Peak Hour: 05:15 PM - 06:15 PM

Peak 15-Minutes: 06:00 PM - 06:15 PM

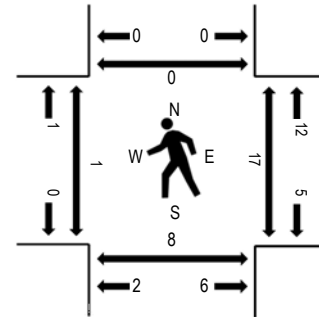
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	INNOVATION WAY Eastbound				INNOVATION WAY Westbound				BORDEAUX DR Northbound				BORDEAUX DR Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	11	7	26	0	4	23	3	0	45	31	1	1	0	15	16	183	676	0	7	4	0
4:15 PM	0	7	9	30	0	5	16	5	0	50	24	0	0	2	17	10	175	679	0	7	0	0
4:30 PM	0	12	5	33	0	4	28	7	0	32	20	1	0	3	17	9	171	696	0	4	2	0
4:45 PM	0	6	9	24	0	8	21	7	0	33	16	0	0	4	11	8	147	716	0	11	2	0
5:00 PM	0	1	13	33	0	5	22	10	0	45	24	0	0	3	15	15	186	742	1	1	1	1
5:15 PM	0	7	20	25	0	3	20	9	0	49	28	1	0	6	15	9	192	770	1	4	3	0
5:30 PM	0	3	15	29	0	4	21	13	0	47	28	0	0	5	18	8	191	769	0	7	1	0
5:45 PM	0	3	23	28	0	2	17	9	0	42	13	0	0	7	21	8	173	734	0	1	1	0
6:00 PM	0	8	30	32	0	3	22	4	0	56	31	2	0	4	16	6	214	722	0	5	3	0
6:15 PM	0	7	20	31	0	3	15	17	0	52	23	1	0	4	9	9	191		0	2	0	0
6:30 PM	0	11	11	19	0	1	20	11	0	41	16	0	0	1	14	11	156		0	0	1	0
6:45 PM	0	2	9	16	0	1	20	3	0	58	21	0	0	3	14	14	161		0	3	1	1

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	21	88	112	0	12	79	35	0	191	77	3	0	21	54	31	724
Mediums	0	0	0	2	0	0	1	0	0	3	23	0	0	1	16	0	46
Total	0	21	88	114	0	12	80	35	0	194	100	3	0	22	70	31	770



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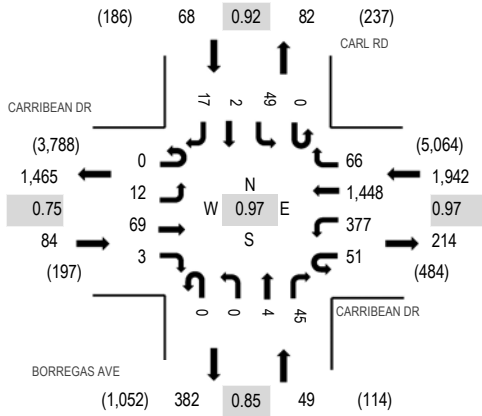
Location: 24 BORREGAS AVE & CARRIBEAN DR AM

Date: Tuesday, February 4, 2020

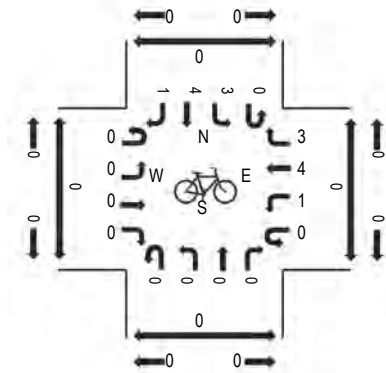
Peak Hour: 08:45 AM - 09:45 AM

Peak 15-Minutes: 09:00 AM - 09:15 AM

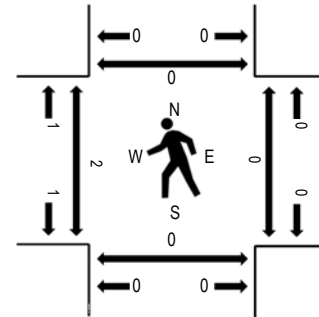
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	CARRIBEAN DR Eastbound				CARRIBEAN DR Westbound				BORREGAS AVE Northbound				CARL RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	0	4	1	2	50	187	15	0	0	1	3	0	9	0	1	273	1,394	0	0	0	0
7:15 AM	0	3	7	2	6	52	217	12	0	0	1	4	0	6	1	4	315	1,641	0	0	0	1
7:30 AM	0	1	8	1	5	71	258	14	0	0	1	6	0	8	1	2	376	1,853	0	0	0	0
7:45 AM	0	9	7	2	8	89	285	15	0	0	1	5	0	7	0	2	430	1,958	1	0	0	0
8:00 AM	1	2	19	2	14	86	348	26	0	1	1	7	0	9	1	3	520	2,048	0	1	0	0
8:15 AM	0	1	9	3	7	108	354	13	0	1	2	8	0	12	2	7	527	2,082	1	0	0	0
8:30 AM	0	1	12	0	10	101	316	14	0	1	0	7	0	13	1	5	481	2,077	1	0	0	0
8:45 AM	0	2	15	1	8	109	348	13	0	0	0	6	0	14	0	4	520	2,143	0	0	0	0
9:00 AM	0	3	13	2	15	110	367	9	0	0	1	15	0	14	0	5	554	2,119	1	0	0	0
9:15 AM	0	4	24	0	8	77	362	24	0	0	0	10	0	8	2	3	522		1	0	0	0
9:30 AM	0	3	17	0	20	81	371	20	0	0	3	14	0	13	0	5	547		0	0	0	0
9:45 AM	0	5	12	1	9	94	320	16	0	3	1	11	0	16	1	7	496		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	1	1	27	0	0	0	3	0	14	0	3	49
Lights	0	8	57	3	51	370	1,431	12	0	0	3	40	0	16	1	7	1,999
Mediums	0	4	12	0	0	6	16	27	0	0	1	2	0	19	1	7	95
Total	0	12	69	3	51	377	1,448	66	0	0	4	45	0	49	2	17	2,143



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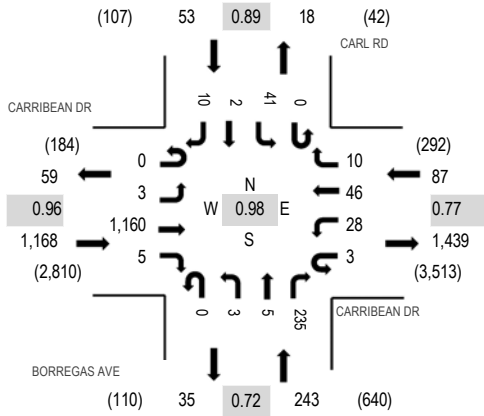
Location: 24 BORREGAS AVE & CARRIBEAN DR PM

Date: Tuesday, February 4, 2020

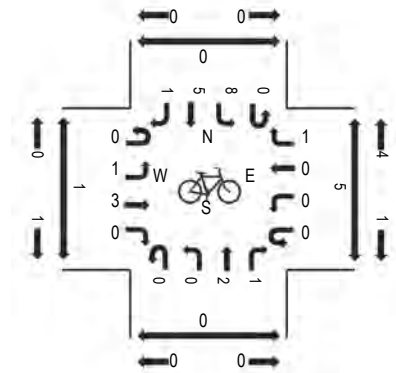
Peak Hour: 04:30 PM - 05:30 PM

Peak 15-Minutes: 04:30 PM - 04:45 PM

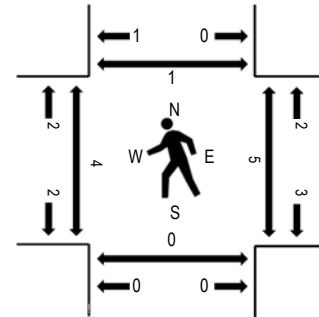
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	CARRIBEAN DR Eastbound				CARRIBEAN DR Westbound				BORREGAS AVE Northbound				CARL RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	3	218	2	1	6	15	5	0	1	0	59	0	10	0	0	320	1,443	0	0	0	0
4:15 PM	0	4	255	4	0	7	11	3	0	0	0	47	0	11	2	3	347	1,520	0	6	0	3
4:30 PM	0	2	300	1	1	7	11	3	0	0	1	55	0	11	0	5	397	1,551	1	0	0	1
4:45 PM	0	0	287	1	2	9	14	4	0	1	2	45	0	10	1	3	379	1,501	1	2	0	0
5:00 PM	0	1	273	0	0	9	9	3	0	1	1	82	0	15	1	2	397	1,451	2	2	0	0
5:15 PM	0	0	300	3	0	3	12	0	0	1	1	53	0	5	0	0	378	1,324	0	1	0	0
5:30 PM	0	1	262	3	6	10	20	2	0	0	0	35	0	7	0	1	347	1,179	1	0	0	0
5:45 PM	0	0	232	2	6	11	19	2	0	0	0	50	0	3	0	4	329	1,091	0	1	0	0
6:00 PM	0	1	188	2	3	6	14	1	0	0	0	49	0	4	1	1	270	955	0	1	0	0
6:15 PM	0	0	160	0	2	3	10	2	0	1	0	51	0	3	0	1	233		0	1	0	0
6:30 PM	0	0	180	0	2	8	11	0	0	1	0	55	0	1	0	1	259		0	0	0	0
6:45 PM	1	0	124	0	1	8	10	0	0	0	0	48	0	1	0	0	193		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	3	1,149	5	3	26	42	10	0	2	5	234	0	38	2	10	1,529
Mediums	0	0	11	0	0	2	4	0	0	1	0	1	0	3	0	0	22
Total	0	3	1,160	5	3	28	46	10	0	3	5	235	0	41	2	10	1,551



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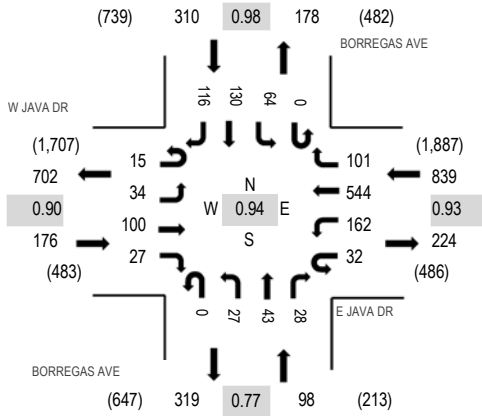
Location: 25 BORREGAS AVE & E JAVA DR AM

Date: Tuesday, February 4, 2020

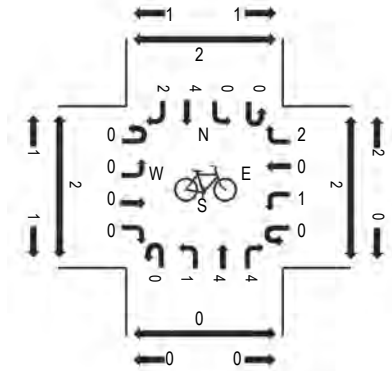
Peak Hour: 08:45 AM - 09:45 AM

Peak 15-Minutes: 09:00 AM - 09:15 AM

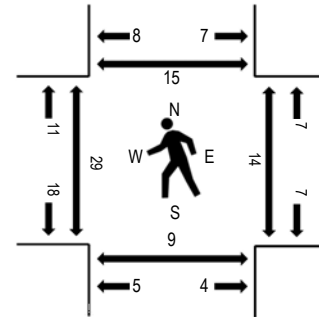
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	W JAVA DR Eastbound				E JAVA DR Westbound				BORREGAS AVE Northbound				BORREGAS AVE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	5	4	9	2	0	6	62	23	0	0	6	1	0	4	13	14	149	736	1	8	0	2
7:15 AM	5	8	9	2	5	12	62	19	0	3	8	1	0	4	2	18	158	858	3	11	1	2
7:30 AM	4	11	14	5	1	7	61	10	0	5	8	2	0	7	13	23	171	990	8	9	2	3
7:45 AM	4	14	25	2	1	19	114	17	0	5	5	0	0	7	14	31	258	1,111	7	3	2	6
8:00 AM	6	11	22	3	2	16	109	19	0	3	6	6	0	9	22	37	271	1,202	4	2	2	3
8:15 AM	7	13	18	6	1	33	110	26	0	4	10	2	0	8	16	36	290	1,311	5	4	2	3
8:30 AM	0	14	24	9	4	33	103	22	0	2	9	5	0	6	24	37	292	1,400	2	0	1	0
8:45 AM	3	11	22	4	5	43	145	33	0	5	7	5	0	7	28	31	349	1,423	6	5	1	6
9:00 AM	3	8	25	10	7	40	145	26	0	8	19	7	0	13	38	31	380	1,384	14	1	3	3
9:15 AM	7	9	28	8	16	49	138	18	0	8	10	9	0	19	27	33	379		8	6	4	2
9:30 AM	2	6	25	5	4	30	116	24	0	6	7	7	0	25	37	21	315		1	2	1	4
9:45 AM	5	12	28	6	7	31	98	15	0	4	14	6	0	24	32	28	310		3	6	0	2

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	0	0	1	0	0	0	0	3	0	0	2	1	0	8
Lights	14	31	87	26	32	160	522	101	0	16	28	26	0	60	122	109	1,334
Mediums	1	3	12	1	0	1	22	0	0	11	12	2	0	2	7	7	81
Total	15	34	100	27	32	162	544	101	0	27	43	28	0	64	130	116	1,423



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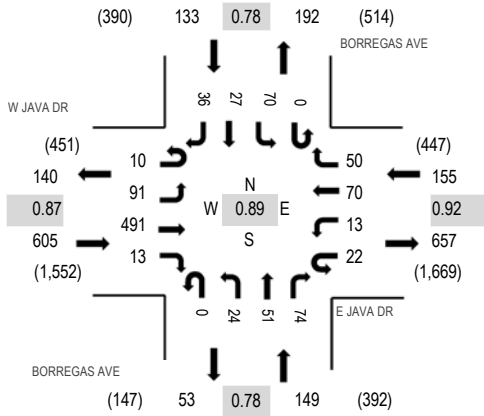
Location: 25 BORREGAS AVE & E JAVA DR PM

Date: Tuesday, February 4, 2020

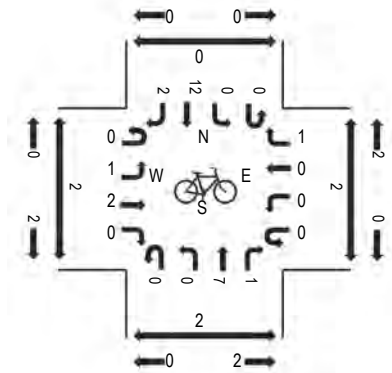
Peak Hour: 04:45 PM - 05:45 PM

Peak 15-Minutes: 05:00 PM - 05:15 PM

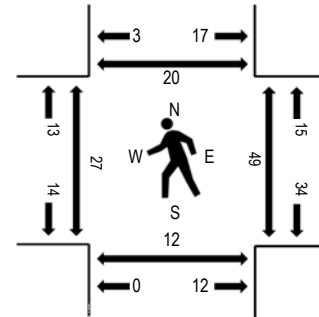
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	W JAVA DR Eastbound				E JAVA DR Westbound				BORREGAS AVE Northbound				BORREGAS AVE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	4	23	99	7	7	5	24	5	0	7	14	7	0	13	1	13	229	897	3	14	4	3
4:15 PM	3	14	93	4	8	4	21	6	0	6	11	8	0	11	3	9	201	960	4	10	5	1
4:30 PM	2	22	118	1	8	3	14	11	0	8	11	13	0	20	5	6	242	1,027	0	8	3	4
4:45 PM	3	15	95	3	1	6	22	14	0	5	11	16	0	17	9	8	225	1,042	7	9	5	3
5:00 PM	2	33	135	4	7	0	18	11	0	8	18	22	0	16	8	10	292	1,038	10	18	3	12
5:15 PM	1	19	133	3	6	4	17	9	0	4	12	19	0	27	4	10	268	999	5	11	0	5
5:30 PM	4	24	128	3	8	3	13	16	0	7	10	17	0	10	6	8	257	942	5	11	4	0
5:45 PM	2	16	92	6	3	1	26	10	0	9	13	10	0	19	5	9	221	887	1	9	2	7
6:00 PM	3	20	114	1	5	5	19	9	0	5	12	14	0	26	9	11	253	846	0	8	6	2
6:15 PM	2	21	82	2	1	5	20	9	0	8	11	19	0	15	4	12	211		0	7	2	6
6:30 PM	1	20	75	5	1	3	21	12	0	9	15	7	0	20	7	6	202		4	4	0	1
6:45 PM	3	17	75	0	3	3	13	7	0	6	13	7	0	19	5	9	180		0	3	1	3

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	10	83	475	10	22	13	57	48	0	15	49	71	0	69	25	34	981
Mediums	0	8	16	3	0	0	13	2	0	9	2	3	0	1	2	2	61
Total	10	91	491	13	22	13	70	50	0	24	51	74	0	70	27	36	1,042



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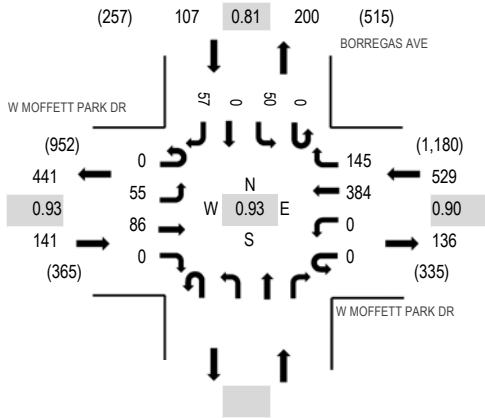
Location: 26 BORREGAS AVE & W MOFFETT PARK DR AM

Date: Tuesday, February 4, 2020

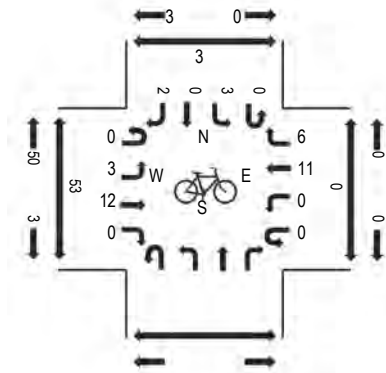
Peak Hour: 08:30 AM - 09:30 AM

Peak 15-Minutes: 09:00 AM - 09:15 AM

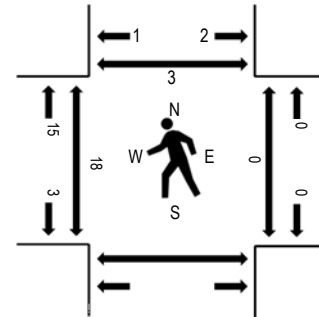
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	W MOFFETT PARK DR Eastbound				W MOFFETT PARK DR Westbound				BORREGAS AVE Northbound				BORREGAS AVE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
	7:00 AM	0	11	5	0	0	0	20	20	0	7	0	5	68	405	1			0	0	0	
7:15 AM	0	16	11	0	0	0	25	18	0	8	0	6	84	476	2	0	0	0				
7:30 AM	0	12	25	0	0	0	61	11	0	8	0	6	123	541	1	0	0	0				
7:45 AM	0	10	16	0	0	0	53	26	0	14	0	11	130	595	2	0	1	1				
8:00 AM	0	11	22	0	0	0	55	32	0	8	0	11	139	668	1	0	1	1				
8:15 AM	0	10	19	0	0	0	65	37	0	9	0	9	149	738	4	0	0	0				
8:30 AM	0	17	18	0	0	0	89	26	0	10	0	17	177	777	4	0	1	1				
8:45 AM	0	11	22	0	0	0	104	43	0	10	0	13	203	753	6	0	0	0				
9:00 AM	0	10	25	0	0	0	99	42	0	19	0	14	209	729	5	0	1	1				
9:15 AM	0	17	21	0	0	0	92	34	0	11	0	13	188	777	3	0	1	1				
9:30 AM	0	12	15	0	0	0	67	38	0	7	0	14	153	777	3	0	0	0				
9:45 AM	0	14	15	0	0	0	86	37	0	10	0	17	179	777	1	0	0	0				

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	44	63	0	0	0	359	142	0	46	0	51	0	46	0	51	705
Mediums	0	11	23	0	0	0	25	3	0	4	0	6	0	4	0	6	72
Total	0	55	86	0	0	0	384	145	0	50	0	57	0	50	0	57	777



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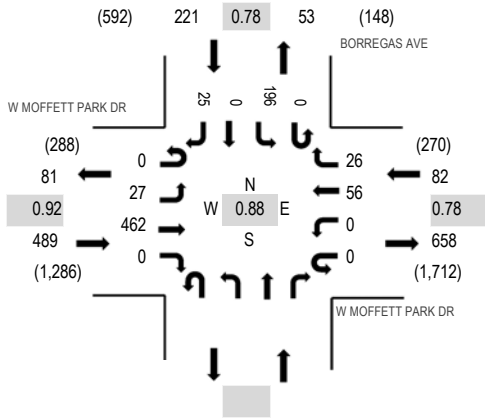
Location: 26 BORREGAS AVE & W MOFFETT PARK DR PM

Date: Tuesday, February 4, 2020

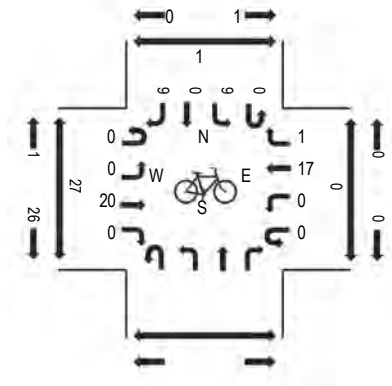
Peak Hour: 04:30 PM - 05:30 PM

Peak 15-Minutes: 05:00 PM - 05:15 PM

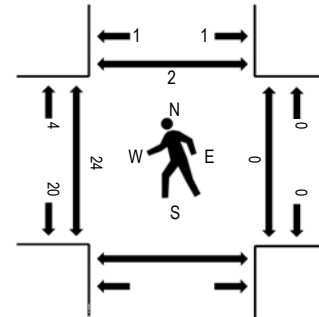
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	W MOFFETT PARK DR Eastbound				W MOFFETT PARK DR Westbound				BORREGAS AVE Northbound				BORREGAS AVE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
	4:00 PM	0	7	77	0	0	0	23	5	0	36	0	5	153	687	0			0	1		
4:15 PM	0	4	93	0	0	0	16	5	0	36	0	8	162	758	5	0	2					
4:30 PM	0	6	116	0	0	0	20	8	0	38	0	3	191	792	2	0	1					
4:45 PM	0	8	99	0	0	0	9	5	0	52	0	8	181	787	6	0	0					
5:00 PM	0	9	118	0	0	0	20	5	0	66	0	6	224	775	9	0	0					
5:15 PM	0	4	129	0	0	0	7	8	0	40	0	8	196	730	7	0	1					
5:30 PM	0	7	112	0	0	0	15	7	1	38	0	6	186	703	4	0	0					
5:45 PM	0	4	88	0	0	0	21	8	0	42	0	6	169	687	2	0	1					
6:00 PM	0	10	93	0	0	0	16	3	0	42	0	15	179	686	4	0	0					
6:15 PM	0	4	100	0	0	0	17	4	0	38	0	6	169		5	0	0					
6:30 PM	0	8	94	0	0	0	16	3	0	38	0	11	170		4	0	0					
6:45 PM	0	8	88	0	0	0	22	7	0	39	0	4	168		8	0	3					

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	23	448	0	0	0	37	23	0	194	0	23	748				
Mediums	0	4	14	0	0	0	19	3	0	2	0	2	44				
Total	0	27	462	0	0	0	56	26	0	196	0	25	792				



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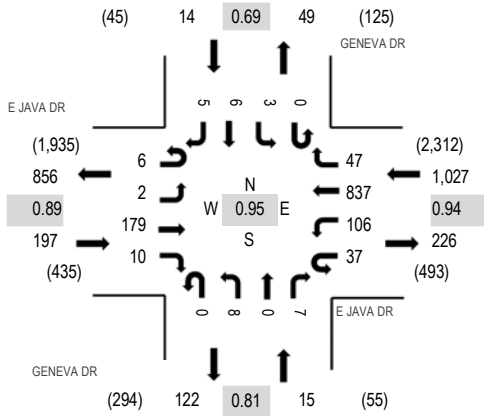
Location: 27 GENEVA DR & E JAVA DR AM

Date: Tuesday, February 4, 2020

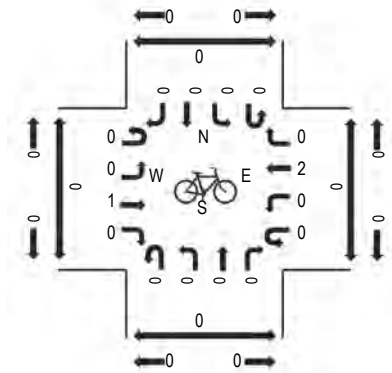
Peak Hour: 08:45 AM - 09:45 AM

Peak 15-Minutes: 09:15 AM - 09:30 AM

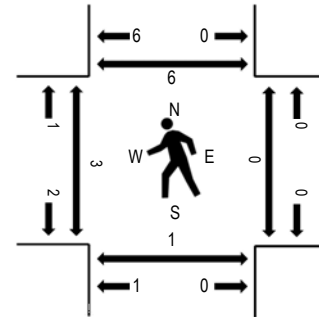
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	E JAVA DR Eastbound				E JAVA DR Westbound				GENEVA DR Northbound				GENEVA DR Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	1	1	10	2	2	13	89	7	0	4	0	0	0	3	0	0	132	638	0	0	0	0
7:15 AM	0	1	14	2	3	8	100	8	0	1	1	0	0	2	0	1	141	725	0	1	1	1
7:30 AM	2	0	18	2	4	16	88	7	0	1	0	1	0	2	0	0	141	825	3	0	3	3
7:45 AM	0	2	25	3	2	17	151	14	0	4	2	1	0	1	2	0	224	925	1	3	0	7
8:00 AM	0	0	33	3	4	14	141	11	0	4	0	4	0	2	2	1	219	1,022	0	1	1	2
8:15 AM	0	0	21	2	3	27	167	7	0	4	0	2	0	4	2	2	241	1,117	1	0	1	0
8:30 AM	1	1	37	1	3	23	162	4	0	4	1	0	0	3	1	0	241	1,205	1	0	1	0
8:45 AM	1	0	32	3	8	29	222	14	0	5	0	2	0	1	3	1	321	1,253	0	0	0	2
9:00 AM	1	0	42	2	15	17	220	14	0	0	0	2	0	0	1	0	314	1,187	1	0	1	1
9:15 AM	3	0	54	4	10	32	211	9	0	2	0	0	0	2	1	1	329		0	0	0	0
9:30 AM	1	2	51	1	4	28	184	10	0	1	0	3	0	0	1	3	289		2	0	0	3
9:45 AM	3	0	50	3	8	28	147	7	0	1	2	3	0	2	1	0	255		1	0	1	1

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	3	0	0	0	2	2	0	0	0	0	0	0	0	0	7
Lights	6	2	161	9	37	101	820	44	0	7	0	6	0	2	2	1	1,198
Mediums	0	0	15	1	0	5	15	1	0	1	0	1	0	1	4	4	48
Total	6	2	179	10	37	106	837	47	0	8	0	7	0	3	6	5	1,253



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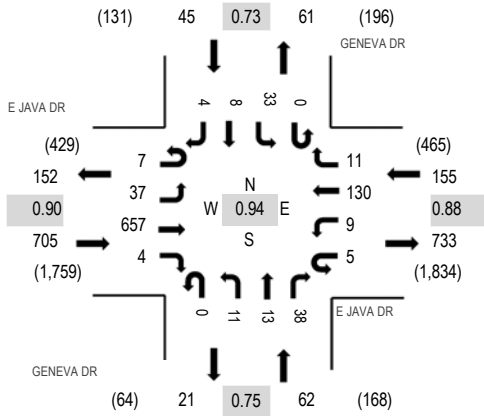
Location: 27 GENEVA DR & E JAVA DR PM

Date: Tuesday, February 4, 2020

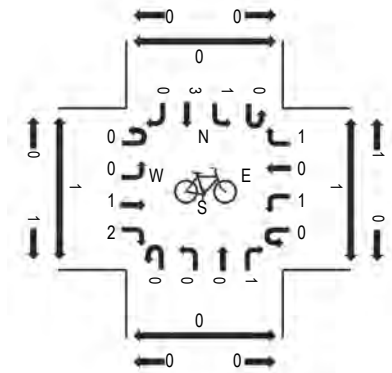
Peak Hour: 04:45 PM - 05:45 PM

Peak 15-Minutes: 05:00 PM - 05:15 PM

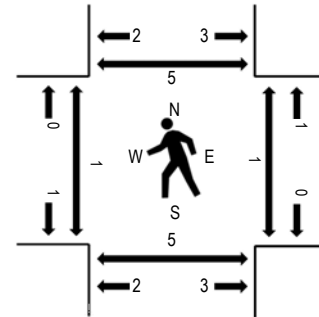
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	E JAVA DR Eastbound				E JAVA DR Westbound				GENEVA DR Northbound				GENEVA DR Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	3	16	113	2	0	2	29	3	0	2	2	7	0	9	4	3	195	834	1	3	1	2
4:15 PM	2	12	127	5	0	0	29	4	0	2	2	8	0	8	5	0	204	895	0	0	1	1
4:30 PM	2	9	144	2	0	1	33	2	0	2	9	11	0	2	3	0	220	944	1	0	2	4
4:45 PM	1	7	141	1	0	0	35	3	0	4	3	7	0	6	3	4	215	967	1	0	1	1
5:00 PM	2	10	165	3	3	4	33	4	0	2	5	9	0	15	1	0	256	943	0	0	2	1
5:15 PM	0	9	186	0	2	2	28	1	0	5	2	7	0	9	2	0	253	919	0	0	1	2
5:30 PM	4	11	165	0	0	3	34	3	0	0	3	15	0	3	2	0	243	852	0	1	1	1
5:45 PM	1	4	111	1	2	1	33	14	0	0	2	12	0	8	2	0	191	775	0	0	1	1
6:00 PM	1	7	155	1	0	0	33	13	0	4	2	7	0	7	1	1	232	746	1	0	0	3
6:15 PM	0	6	118	1	2	2	31	5	0	4	0	5	0	8	2	2	186		0	0	0	4
6:30 PM	0	4	98	1	1	4	31	4	0	2	1	11	0	8	0	1	166		0	0	1	0
6:45 PM	2	8	98	0	2	1	23	5	0	1	1	9	0	10	2	0	162		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	7	37	637	3	5	6	118	10	0	8	12	34	0	33	0	4	914
Mediums	0	0	20	1	0	3	12	1	0	3	1	4	0	0	8	0	53
Total	7	37	657	4	5	9	130	11	0	11	13	38	0	33	8	4	967



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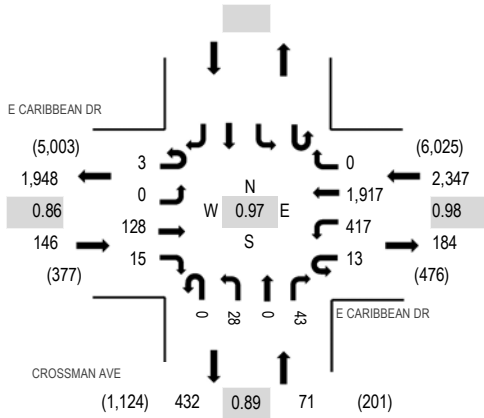
Location: 28 CROSSMAN AVE & E CARIBBEAN DR AM

Date: Tuesday, February 4, 2020

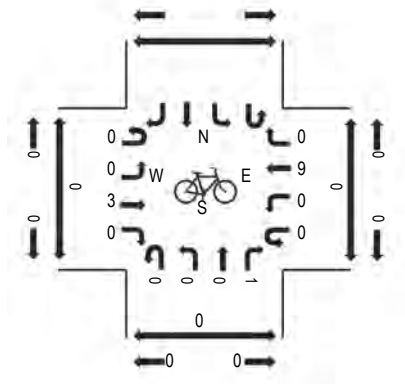
Peak Hour: 08:15 AM - 09:15 AM

Peak 15-Minutes: 09:00 AM - 09:15 AM

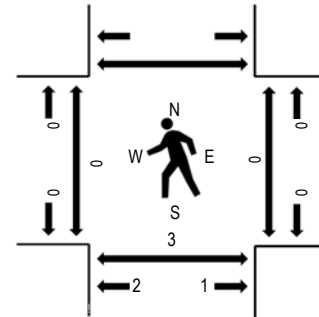
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	E CARIBBEAN DR Eastbound				E CARIBBEAN DR Westbound				CROSSMAN AVE Northbound				Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	0	16	1	5	64	258	0	0	0	8	0	3					355	1,612	0	0	0
7:15 AM	0	0	13	2	7	47	261	0	0	0	4	0	8					342	1,866	1	0	0
7:30 AM	0	0	23	3	3	72	321	0	0	0	2	0	8					432	2,169	0	0	0
7:45 AM	0	0	19	2	9	95	343	0	0	0	8	0	7					483	2,342	0	0	0
8:00 AM	0	0	26	5	9	94	460	0	0	0	7	0	8					609	2,514	0	1	0
8:15 AM	0	0	31	2	1	93	503	0	0	0	7	0	8					645	2,564	0	0	1
8:30 AM	2	0	28	7	4	111	440	0	0	0	5	0	8					605	2,532	0	0	0
8:45 AM	1	0	33	3	2	104	491	0	0	0	10	0	11					655	2,550	0	0	2
9:00 AM	0	0	36	3	6	109	483	0	0	0	6	0	16					659	2,477	0	0	0
9:15 AM	0	0	32	9	0	100	451	0	0	0	11	0	10					613		0	0	0
9:30 AM	0	0	39	9	1	91	458	0	0	0	15	0	10					623		0	0	0
9:45 AM	0	0	27	5	2	93	434	0	0	0	14	0	7					582		0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
Articulated Trucks	0	0	23	0	0	0	18	0	0	0	1	0	0					42
Lights	2	0	80	9	13	394	1,859	0	0	0	22	0	35					2,414
Mediums	1	0	25	6	0	23	40	0	0	0	5	0	8					108
Total	3	0	128	15	13	417	1,917	0	0	0	28	0	43					2,564



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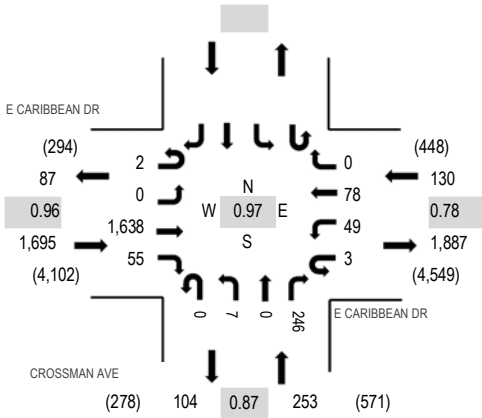
Location: 28 CROSSMAN AVE & E CARIBBEAN DR PM

Date: Tuesday, February 4, 2020

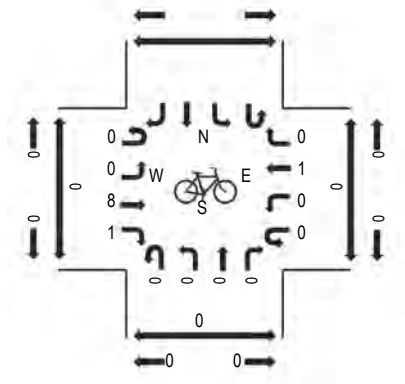
Peak Hour: 04:30 PM - 05:30 PM

Peak 15-Minutes: 04:45 PM - 05:00 PM

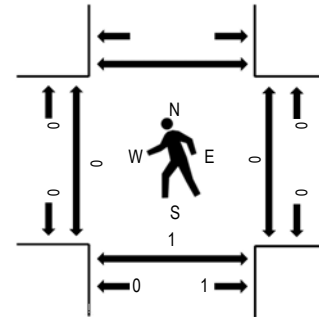
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	E CARIBBEAN DR Eastbound				E CARIBBEAN DR Westbound				CROSSMAN AVE Northbound				Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	0	366	5	1	8	21	0	0	4	0	35					440	1,951	1	0	0	
4:15 PM	0	0	353	10	3	10	18	0	0	4	0	59					457	2,033	1	2	0	
4:30 PM	0	0	418	13	1	9	17	0	0	4	0	56					518	2,078	0	0	0	
4:45 PM	0	0	428	12	0	9	22	0	0	3	0	62					536	2,025	0	0	0	
5:00 PM	2	0	389	16	1	15	23	0	0	0	0	76					522	1,895	0	0	1	
5:15 PM	0	0	403	14	1	16	16	0	0	0	0	52					502	1,765	0	0	0	
5:30 PM	0	0	356	7	1	23	35	0	0	2	0	41					465	1,561	0	0	0	
5:45 PM	0	0	287	14	1	28	37	0	0	3	0	36					406	1,433	0	0	0	
6:00 PM	0	0	289	5	0	20	27	0	0	0	0	51					392	1,275	0	0	0	
6:15 PM	0	0	235	3	0	10	15	0	0	2	0	33					298		0	0	0	
6:30 PM	0	0	268	7	0	11	19	0	0	0	0	32					337		0	0	0	
6:45 PM	0	0	200	2	1	11	18	0	0	2	0	14					248		0	0	1	

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	1	0	0	0	0	0	0	1					2
Lights	2	0	1,623	52	2	47	72	0	0	6	0	238					2,042
Mediums	0	0	15	3	0	2	6	0	0	1	0	7					34
Total	2	0	1,638	55	3	49	78	0	0	7	0	246					2,078



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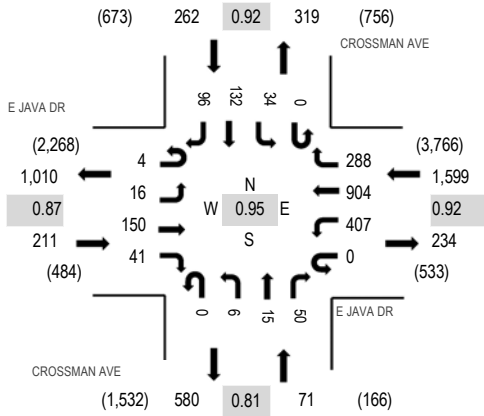
Location: 29 CROSSMAN AVE & E JAVA DR AM

Date: Tuesday, February 4, 2020

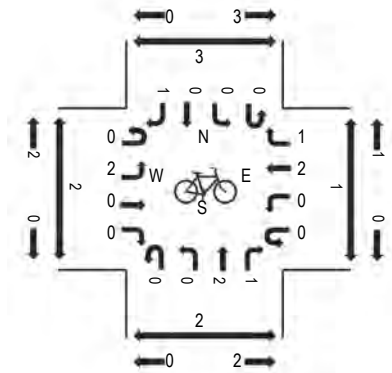
Peak Hour: 08:45 AM - 09:45 AM

Peak 15-Minutes: 09:00 AM - 09:15 AM

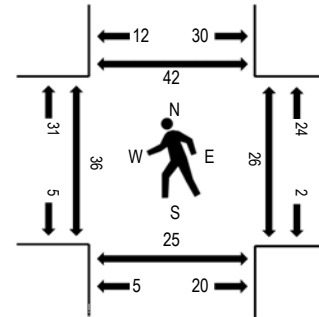
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	E JAVA DR Eastbound				E JAVA DR Westbound				CROSSMAN AVE Northbound				CROSSMAN AVE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	1	2	9	5	0	51	97	34	0	2	2	6	0	3	15	8	235	1,196	5	1	3	3
7:15 AM	0	2	15	1	0	54	111	36	0	1	2	5	0	5	28	10	270	1,370	10	0	0	9
7:30 AM	0	1	12	6	0	68	100	44	0	1	0	5	0	2	33	8	280	1,514	11	1	1	8
7:45 AM	0	5	24	3	0	84	162	55	0	3	1	12	0	5	40	17	411	1,678	6	4	4	7
8:00 AM	1	7	26	12	1	97	140	47	0	2	4	10	0	8	28	26	409	1,804	7	3	2	6
8:15 AM	0	5	22	10	0	91	164	46	0	2	3	9	0	12	27	23	414	1,960	7	7	10	5
8:30 AM	0	7	27	6	2	110	167	57	0	2	3	5	0	8	24	26	444	2,101	13	3	4	9
8:45 AM	3	2	32	16	0	85	246	71	0	3	4	11	0	5	33	26	537	2,143	16	11	8	15
9:00 AM	1	7	31	4	0	117	242	77	0	0	3	12	0	7	36	28	565	2,089	10	8	7	14
9:15 AM	0	3	46	13	0	100	228	75	0	2	7	13	0	11	35	22	555		5	5	8	7
9:30 AM	0	4	41	8	0	105	188	65	0	1	1	14	0	11	28	20	486		5	2	2	6
9:45 AM	0	4	49	11	0	109	171	69	0	3	1	11	0	6	39	10	483		9	4	6	5

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	3	1	0	0	3	1	0	0	0	0	0	0	1	1	10
Lights	3	14	132	36	0	402	887	275	0	6	13	50	0	28	114	89	2,049
Mediums	1	2	15	4	0	5	14	12	0	0	2	0	0	6	17	6	84
Total	4	16	150	41	0	407	904	288	0	6	15	50	0	34	132	96	2,143



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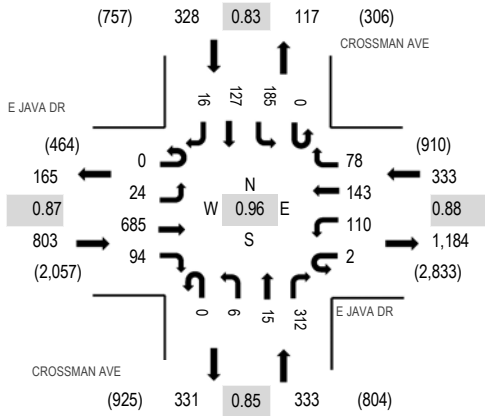
Location: 29 CROSSMAN AVE & E JAVA DR PM

Date: Tuesday, February 4, 2020

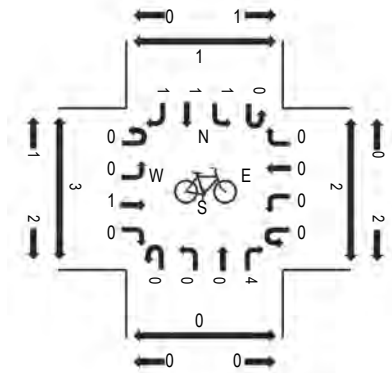
Peak Hour: 05:00 PM - 06:00 PM

Peak 15-Minutes: 05:15 PM - 05:30 PM

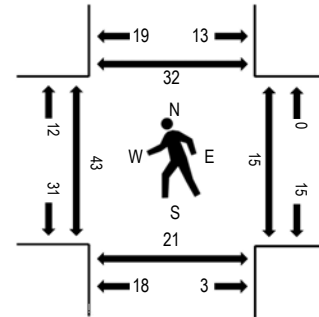
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	E JAVA DR Eastbound				E JAVA DR Westbound				CROSSMAN AVE Northbound				CROSSMAN AVE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	1	10	103	24	0	22	24	14	0	3	5	27	0	26	23	3	285	1,370	15	9	11	9
4:15 PM	0	5	109	33	0	32	31	13	0	2	1	24	0	18	31	6	305	1,540	9	6	7	6
4:30 PM	0	6	180	27	0	19	20	25	0	5	3	59	0	34	32	6	416	1,705	11	7	8	6
4:45 PM	0	6	125	23	2	16	35	34	0	1	2	67	0	19	29	5	364	1,725	9	1	1	9
5:00 PM	0	6	168	30	0	21	32	26	0	0	2	71	0	52	41	6	455	1,797	19	11	12	12
5:15 PM	0	6	195	30	1	25	29	15	0	2	6	90	0	34	34	3	470	1,747	8	2	1	4
5:30 PM	0	7	157	18	1	33	38	24	0	0	1	87	0	44	24	2	436	1,605	6	0	2	6
5:45 PM	0	5	165	16	0	31	44	13	0	4	6	64	0	55	28	5	436	1,485	10	2	6	10
6:00 PM	0	5	162	18	1	30	40	14	0	0	2	70	0	33	22	8	405	1,361	6	3	3	5
6:15 PM	0	4	120	19	0	15	29	18	0	5	3	73	0	19	18	5	328		7	9	6	7
6:30 PM	0	2	113	23	0	30	34	5	0	3	2	60	0	15	25	4	316		18	2	5	8
6:45 PM	0	1	115	20	3	38	24	9	0	1	0	53	0	19	25	4	312		12	4	6	5

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	19	673	91	2	107	129	75	0	5	14	311	0	185	125	15	1,751
Mediums	0	5	12	3	0	3	14	3	0	1	1	1	0	0	2	1	46
Total	0	24	685	94	2	110	143	78	0	6	15	312	0	185	127	16	1,797



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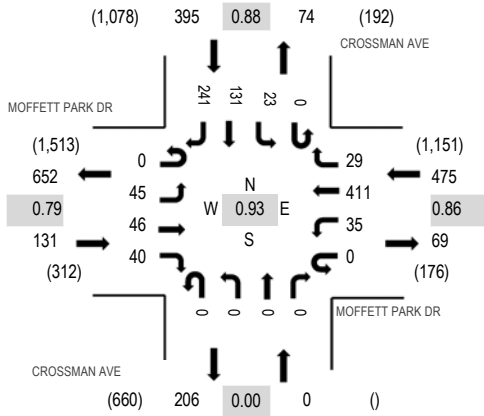
Location: 30 CROSSMAN AVE & MOFFETT PARK DR AM

Date: Tuesday, February 4, 2020

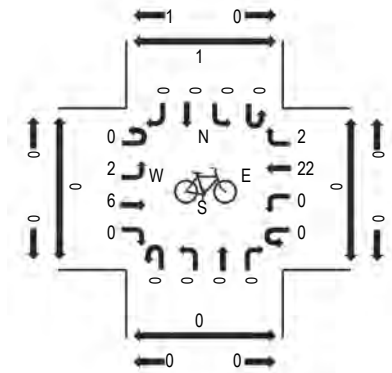
Peak Hour: 08:30 AM - 09:30 AM

Peak 15-Minutes: 08:45 AM - 09:00 AM

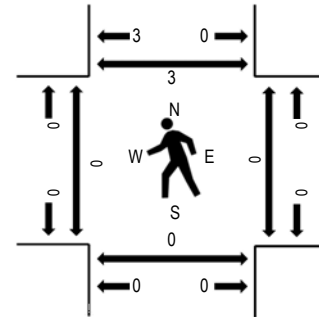
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	MOFFETT PARK DR Eastbound				MOFFETT PARK DR Westbound				CROSSMAN AVE Northbound				CROSSMAN AVE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	3	8	4	0	9	29	5	0	0	0	0	0	4	18	29	109	642	0	0	0	0
7:15 AM	0	3	5	5	0	7	34	3	0	0	0	0	0	4	32	35	128	778	0	0	0	1
7:30 AM	0	7	8	8	0	9	66	6	0	0	0	0	0	6	48	38	196	853	0	0	0	2
7:45 AM	0	10	9	8	0	25	56	10	0	0	0	0	0	7	48	36	209	898	0	0	0	1
8:00 AM	0	10	4	11	0	11	87	17	0	0	0	0	0	8	62	35	245	959	0	0	0	0
8:15 AM	0	7	8	7	0	14	89	3	0	0	0	0	0	6	37	32	203	977	0	0	0	0
8:30 AM	0	5	11	10	0	16	91	10	0	0	0	0	0	6	29	63	241	1,001	0	0	0	0
8:45 AM	0	10	12	7	0	10	122	10	0	0	0	0	0	5	35	59	270	975	0	0	0	2
9:00 AM	0	16	13	13	0	3	116	3	0	0	0	0	0	4	38	57	263	940	0	0	0	0
9:15 AM	0	14	10	10	0	6	82	6	0	0	0	0	0	8	29	62	227		0	0	0	1
9:30 AM	0	8	8	9	0	2	93	9	0	0	0	0	0	5	33	48	215		0	0	0	1
9:45 AM	0	8	13	10	0	3	80	9	0	0	0	0	0	4	34	74	235		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	3
Lights	0	44	46	36	0	32	406	27	0	0	0	0	0	22	120	225	958
Mediums	0	1	0	4	0	2	5	2	0	0	0	0	0	1	9	16	40
Total	0	45	46	40	0	35	411	29	0	0	0	0	0	23	131	241	1,001



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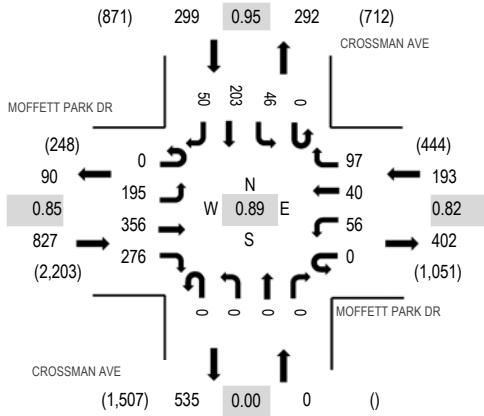
Location: 30 CROSSMAN AVE & MOFFETT PARK DR PM

Date: Tuesday, February 4, 2020

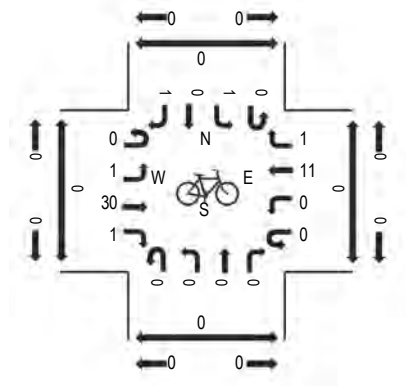
Peak Hour: 05:00 PM - 06:00 PM

Peak 15-Minutes: 05:00 PM - 05:15 PM

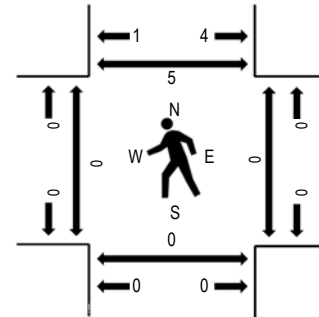
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	MOFFETT PARK DR Eastbound				MOFFETT PARK DR Westbound				CROSSMAN AVE Northbound				CROSSMAN AVE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	24	71	66	0	11	7	9	0	0	0	0	0	4	47	15	254	1,117	0	0	0	0
4:15 PM	0	19	84	52	0	11	3	7	0	0	0	0	0	7	62	18	263	1,232	0	0	0	0
4:30 PM	0	48	86	59	0	13	5	17	0	0	0	0	0	6	70	8	312	1,313	0	0	0	4
4:45 PM	0	42	85	48	0	16	3	16	0	0	0	0	0	9	64	5	288	1,311	0	0	0	2
5:00 PM	0	52	99	92	0	20	10	14	0	0	0	0	0	8	65	9	369	1,319	0	0	0	1
5:15 PM	0	51	94	67	0	17	6	25	0	0	0	0	0	8	65	11	344	1,221	0	0	0	1
5:30 PM	0	50	85	65	0	6	10	26	0	0	0	0	0	17	37	14	310	1,150	0	0	0	1
5:45 PM	0	42	78	52	0	13	14	32	0	0	0	0	0	13	36	16	296	1,117	0	0	0	2
6:00 PM	0	45	57	63	0	7	10	17	0	0	0	0	0	6	48	18	271	1,082	0	0	0	1
6:15 PM	0	45	78	57	0	10	8	26	0	0	0	0	0	6	30	13	273		0	0	0	0
6:30 PM	0	40	74	62	0	8	7	15	0	0	0	0	0	6	50	15	277		0	0	0	0
6:45 PM	0	42	65	64	0	10	7	8	0	0	0	0	0	5	44	16	261		0	0	0	2

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	194	350	275	0	56	40	96	0	0	0	0	0	45	201	46	1,303
Mediums	0	1	6	1	0	0	0	1	0	0	0	0	0	1	2	4	16
Total	0	195	356	276	0	56	40	97	0	0	0	0	0	46	203	50	1,319



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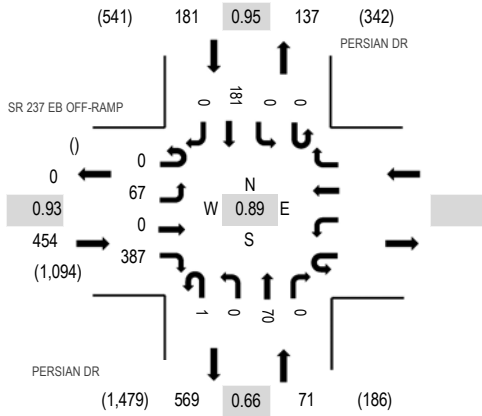
Location: 31 PERSIAN DR & SR 237 EB OFF-RAMP AM

Date: Wednesday, February 5, 2020

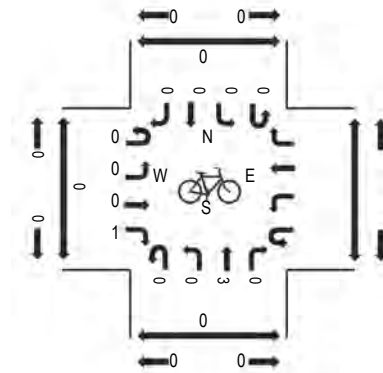
Peak Hour: 08:45 AM - 09:45 AM

Peak 15-Minutes: 08:45 AM - 09:00 AM

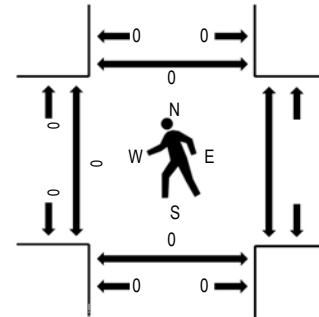
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SR 237 EB OFF-RAMP				PERSIAN DR				PERSIAN DR				Total	Rolling Hour	Pedestrian Crossings							
	Eastbound				Westbound				Northbound						Southbound				West	East	South	North
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			U-Turn	Left	Thru	Right				
7:00 AM	0	9	0	40					0	0	9	0	0	0	0	14	0	72	444	0	0	0
7:15 AM	0	11	0	44					0	0	9	0	0	0	0	31	0	95	538	0	0	0
7:30 AM	0	7	0	53					0	0	19	0	0	0	0	32	0	111	626	0	0	0
7:45 AM	0	15	0	65					0	0	30	0	0	0	0	56	0	166	667	0	0	0
8:00 AM	0	4	0	86					0	0	15	0	0	0	0	61	0	166	700	0	0	0
8:15 AM	0	18	0	85					0	0	15	0	0	0	0	65	0	183	691	0	0	0
8:30 AM	0	13	0	77					0	0	7	0	0	0	0	55	0	152	681	0	0	0
8:45 AM	0	15	0	99					1	0	19	0	0	0	0	65	0	199	706	0	0	0
9:00 AM	0	15	0	92					0	0	10	0	0	0	0	40	0	157	677	0	0	0
9:15 AM	0	16	0	95					0	0	18	0	0	0	0	44	0	173		0	0	0
9:30 AM	0	21	0	101					0	0	23	0	0	0	0	32	0	177		0	0	0
9:45 AM	0	13	0	100					0	0	11	0	0	0	0	46	0	170		0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0					0	0	0	0	0	0	1	0	1
Lights	0	65	0	385					1	0	68	0	0	0	173	0	692
Mediums	0	2	0	2					0	0	2	0	0	0	7	0	13
Total	0	67	0	387					1	0	70	0	0	0	181	0	706



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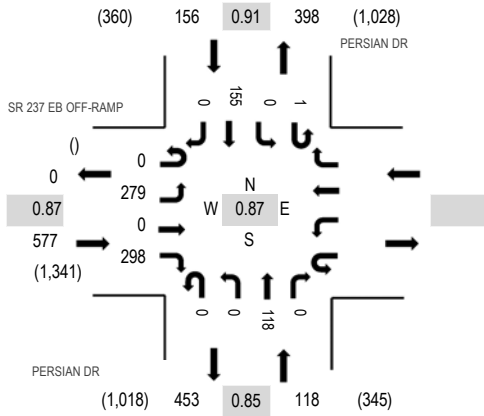
Location: 31 PERSIAN DR & SR 237 EB OFF-RAMP PM

Date: Wednesday, February 5, 2020

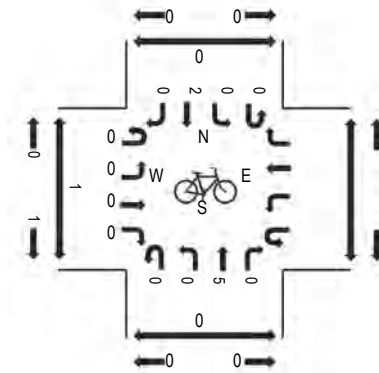
Peak Hour: 05:30 PM - 06:30 PM

Peak 15-Minutes: 05:45 PM - 06:00 PM

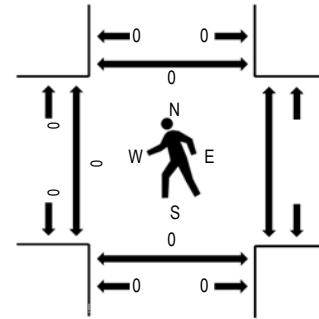
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SR 237 EB OFF-RAMP				PERSIAN DR				PERSIAN DR				Total	Rolling Hour	Pedestrian Crossings							
	Eastbound				Westbound				Northbound						Southbound				West	East	South	North
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			U-Turn	Left	Thru	Right				
4:00 PM	0	44	0	39	0	0	21	0	0	0	0	14	0	118	562	0	0	0				
4:15 PM	0	27	0	32	0	0	26	0	0	0	0	24	0	109	642	0	0	0				
4:30 PM	0	63	0	37	0	0	31	0	0	0	0	20	0	151	698	0	0	0				
4:45 PM	0	78	0	43	0	0	37	0	0	0	0	26	0	184	736	0	0	0				
5:00 PM	0	82	0	36	0	0	47	0	0	0	0	33	0	198	797	0	0	0				
5:15 PM	0	51	0	49	0	0	36	0	0	0	0	29	0	165	823	0	0	0				
5:30 PM	0	59	0	48	0	0	40	0	0	0	0	42	0	189	851	0	0	0				
5:45 PM	0	76	0	89	0	0	37	0	1	0	0	42	0	245	810	0	0	0				
6:00 PM	0	80	0	86	0	0	22	0	0	0	0	36	0	224	687	0	0	0				
6:15 PM	0	64	0	75	0	0	19	0	0	0	0	35	0	193	0	0	0	0				
6:30 PM	0	38	0	59	0	0	19	0	0	0	0	32	0	148	0	0	0	0				
6:45 PM	0	20	0	66	0	0	10	0	0	0	0	26	0	122	0	0	0	0				

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	2
Lights	0	269	0	292	0	0	116	0	1	0	0	153	0	831	0	0	831
Mediums	0	10	0	5	0	0	2	0	0	0	0	1	0	18	0	0	18
Total	0	279	0	298	0	0	118	0	1	0	0	155	0	851	0	0	851



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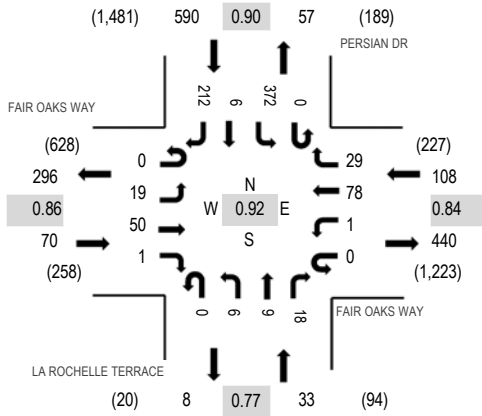
Location: 32 LA ROCHELLE TERRACE & FAIR OAKS WAY AM

Date: Wednesday, February 5, 2020

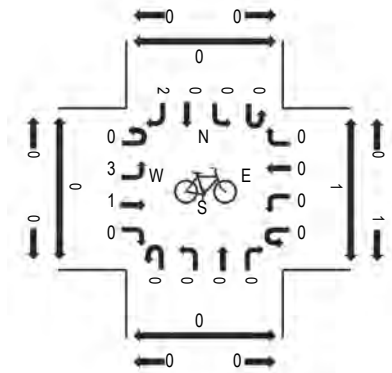
Peak Hour: 08:00 AM - 09:00 AM

Peak 15-Minutes: 08:45 AM - 09:00 AM

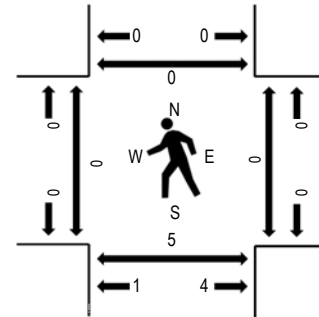
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	FAIR OAKS WAY Eastbound				FAIR OAKS WAY Westbound				LA ROCHELLE TERRACE Northbound				PERSIAN DR Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
	7:00 AM	0	2	6	0	0	1	4	7	0	1	1	1	0	44	1			10	78	519	0
7:15 AM	0	4	11	0	0	0	10	5	0	1	1	4	0	51	0	28	115	643	0	0	4	0
7:30 AM	0	14	15	0	0	0	7	5	0	3	0	7	0	63	0	24	138	729	0	0	2	0
7:45 AM	0	23	13	0	0	0	15	6	0	2	2	5	0	74	0	48	188	772	0	0	3	0
8:00 AM	0	3	13	1	0	1	20	8	0	2	3	5	0	91	2	53	202	801	0	0	1	0
8:15 AM	0	6	10	0	0	0	24	8	0	2	1	0	0	96	2	52	201	774	0	0	3	0
8:30 AM	0	1	16	0	0	0	20	5	0	1	2	5	0	85	1	45	181	758	0	0	1	0
8:45 AM	0	9	11	0	0	0	14	8	0	1	3	8	0	100	1	62	217	770	0	0	0	0
9:00 AM	0	5	14	0	0	1	11	3	0	0	1	7	0	94	1	38	175	740	0	0	0	0
9:15 AM	0	12	12	1	0	1	7	6	0	1	2	4	0	101	3	35	185		0	0	0	0
9:30 AM	0	12	17	0	0	0	13	6	0	2	4	4	0	106	0	29	193		0	0	0	0
9:45 AM	0	10	17	0	1	1	9	0	0	0	1	7	0	105	2	34	187		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Lights	0	19	49	1	0	1	76	29	0	6	9	18	0	369	6	207	790
Mediums	0	0	1	0	0	0	2	0	0	0	0	0	0	3	0	3	9
Total	0	19	50	1	0	1	78	29	0	6	9	18	0	372	6	212	801



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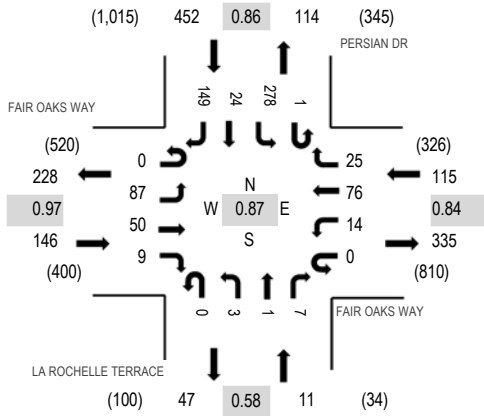
Location: 32 LA ROCHELLE TERRACE & FAIR OAKS WAY PM

Date: Wednesday, February 5, 2020

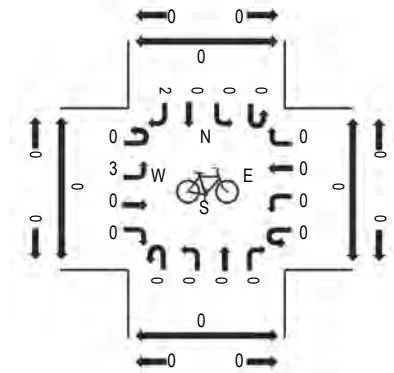
Peak Hour: 05:30 PM - 06:30 PM

Peak 15-Minutes: 05:45 PM - 06:00 PM

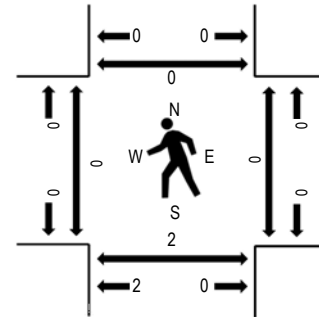
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	FAIR OAKS WAY Eastbound				FAIR OAKS WAY Westbound				LA ROCHELLE TERRACE Northbound				PERSIAN DR Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
	4:00 PM	0	12	10	2	0	1	11	9	0	1	0	4	0	36	3			17	106	458	0
4:15 PM	0	13	11	0	0	2	10	14	0	1	0	1	0	35	0	20	107	502	0	0	1	0
4:30 PM	0	21	9	0	0	3	7	9	0	0	2	1	0	38	3	14	107	557	0	0	1	0
4:45 PM	0	30	17	1	0	1	11	7	0	0	0	1	0	53	0	17	138	615	0	0	0	0
5:00 PM	0	33	14	0	0	5	15	12	0	0	0	1	0	48	6	16	150	685	0	0	0	0
5:15 PM	0	24	16	3	0	3	20	14	0	2	1	3	0	50	3	23	162	720	0	0	1	0
5:30 PM	0	31	15	2	0	3	17	6	0	1	0	0	0	52	4	34	165	724	0	0	0	0
5:45 PM	0	28	12	2	0	4	20	5	0	2	1	3	0	79	10	42	208	700	0	0	0	0
6:00 PM	0	19	14	3	0	2	20	4	0	0	0	1	1	77	6	38	185	632	0	0	2	0
6:15 PM	0	9	9	2	0	5	19	10	0	0	0	3	0	70	4	35	166		0	0	0	0
6:30 PM	0	7	11	2	0	3	15	11	0	0	0	1	0	51	3	37	141		0	0	1	0
6:45 PM	0	3	15	0	0	5	15	8	0	0	1	3	0	46	4	40	140		0	0	2	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	1	3
Lights	0	85	50	9	0	14	75	25	0	3	1	7	1	272	24	148	714
Mediums	0	2	0	0	0	0	0	0	0	0	0	0	0	5	0	0	7
Total	0	87	50	9	0	14	76	25	0	3	1	7	1	278	24	149	724



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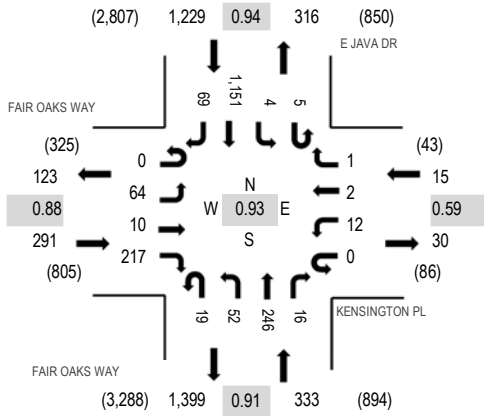
Location: 33 FAIR OAKS WAY & KENSINGTON PL PM

Date: Wednesday, February 5, 2020

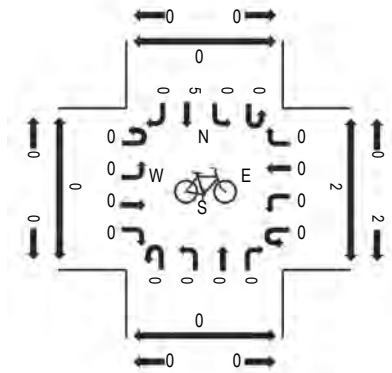
Peak Hour: 05:00 PM - 06:00 PM

Peak 15-Minutes: 05:15 PM - 05:30 PM

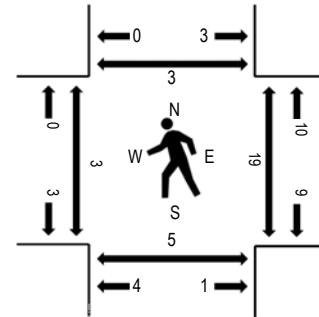
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	FAIR OAKS WAY Eastbound				KENSINGTON PL Westbound				FAIR OAKS WAY Northbound				E JAVA DR Southbound				Total	Rolling Hour	Pedestrian Crossings				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North	
4:00 PM	0	16	1	35	0	2	0	1	4	11	50	1	1	1	0	149	10	281	1,312	0	6	2	0
4:15 PM	0	6	1	35	0	3	0	1	6	16	39	2	1	2	182	10	304	1,469	1	9	0	1	
4:30 PM	0	11	1	34	0	2	0	0	4	12	53	0	1	1	219	7	345	1,665	0	17	1	0	
4:45 PM	0	11	1	61	0	3	2	0	9	6	56	1	0	2	219	11	382	1,785	0	12	1	0	
5:00 PM	0	14	2	49	0	4	0	0	3	9	50	1	1	1	281	23	438	1,868	1	4	2	0	
5:15 PM	0	14	3	53	0	7	0	1	4	20	63	8	1	0	309	17	500	1,838	0	6	2	2	
5:30 PM	0	16	1	51	0	1	1	0	4	11	63	4	2	0	297	14	465	1,711	1	6	1	0	
5:45 PM	0	20	4	64	0	0	1	0	8	12	70	3	1	3	264	15	465	1,553	1	3	0	1	
6:00 PM	0	27	2	65	0	6	0	0	7	12	51	5	1	3	215	14	408	1,369	0	3	0	1	
6:15 PM	0	19	7	56	0	4	0	0	9	14	58	8	1	3	174	20	373		1	0	0	0	
6:30 PM	0	20	1	41	0	0	0	0	3	17	43	5	1	0	164	12	307		0	2	0	0	
6:45 PM	0	26	3	34	0	2	1	1	4	13	39	3	0	3	138	14	281		4	0	0	0	

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	58	10	217	0	12	2	1	19	51	234	16	5	4	1,141	68	1,838
Mediums	0	6	0	0	0	0	0	0	0	1	12	0	0	0	10	1	30
Total	0	64	10	217	0	12	2	1	19	52	246	16	5	4	1,151	69	1,868



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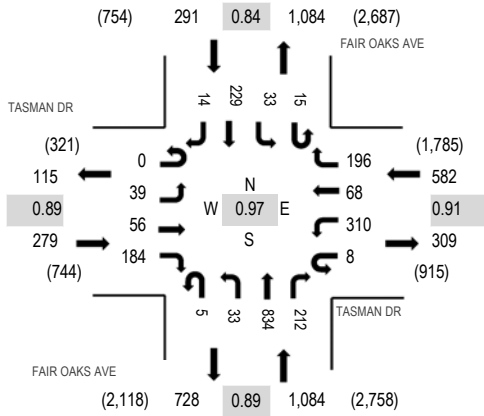
Location: 34 FAIR OAKS AVE & TASMAN DR AM

Date: Wednesday, February 5, 2020

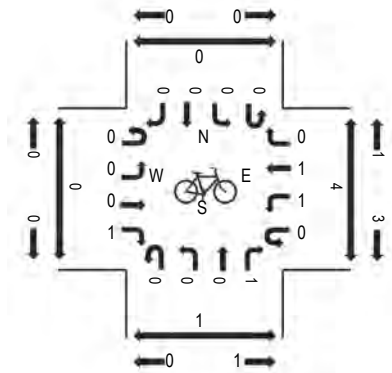
Peak Hour: 08:45 AM - 09:45 AM

Peak 15-Minutes: 08:45 AM - 09:00 AM

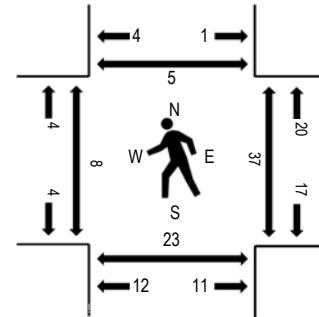
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	TASMAN DR Eastbound				TASMAN DR Westbound				FAIR OAKS AVE Northbound				FAIR OAKS AVE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	3	3	18	2	57	7	26	0	9	108	30	2	4	27	1	297	1,676	2	6	3	2
7:15 AM	0	2	6	28	4	100	11	30	1	5	89	34	2	3	47	2	364	1,929	3	3	2	3
7:30 AM	0	9	10	51	2	96	13	31	1	7	113	75	3	8	39	2	460	2,102	1	9	5	2
7:45 AM	0	7	22	50	5	110	24	50	0	9	153	67	0	10	47	1	555	2,148	1	7	3	3
8:00 AM	0	4	13	48	4	101	25	66	5	11	156	60	4	6	43	4	550	2,172	1	3	3	2
8:15 AM	0	9	18	41	6	91	21	68	1	12	149	59	6	6	48	2	537	2,171	9	8	6	3
8:30 AM	0	9	9	42	4	57	10	59	1	10	170	71	5	5	52	2	506	2,207	3	10	10	4
8:45 AM	0	13	15	41	4	94	19	59	2	4	210	49	7	12	46	4	579	2,236	2	5	5	2
9:00 AM	0	10	10	44	2	84	19	49	1	11	186	62	0	5	61	5	549	2,193	0	13	5	0
9:15 AM	0	10	17	40	0	67	18	55	2	11	239	53	3	6	49	3	573		5	10	5	2
9:30 AM	0	6	14	59	2	65	12	33	0	7	199	48	5	10	73	2	535		1	9	8	1
9:45 AM	0	15	12	36	3	81	7	32	1	9	218	40	5	5	70	2	536		3	9	6	4

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	3
Lights	0	37	55	182	8	294	64	187	4	33	820	209	15	29	214	14	2,165
Mediums	0	2	0	2	0	15	4	9	1	0	14	3	0	4	14	0	68
Total	0	39	56	184	8	310	68	196	5	33	834	212	15	33	229	14	2,236



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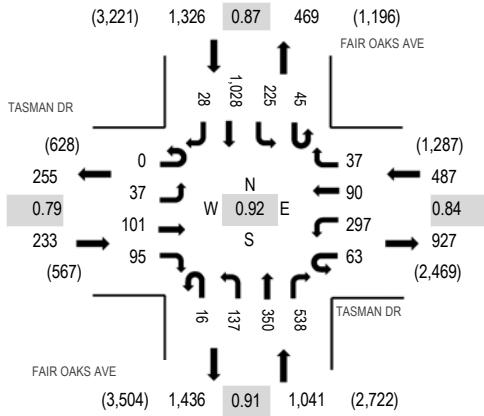
Location: 34 FAIR OAKS AVE & TASMAN DR PM

Date: Wednesday, February 5, 2020

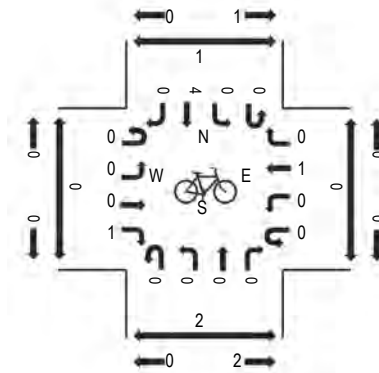
Peak Hour: 05:15 PM - 06:15 PM

Peak 15-Minutes: 05:15 PM - 05:30 PM

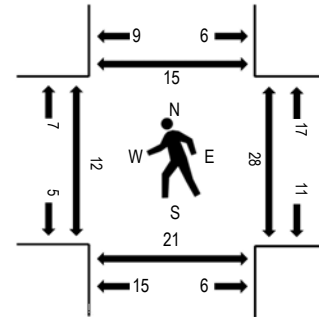
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	TASMAN DR Eastbound				TASMAN DR Westbound				FAIR OAKS AVE Northbound				FAIR OAKS AVE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	3	14	13	14	61	13	7	4	22	65	115	7	43	136	5	522	2,410	2	9	4	6
4:15 PM	0	1	14	13	11	52	18	11	3	23	58	120	4	53	161	7	549	2,616	2	10	5	4
4:30 PM	0	12	21	28	7	56	18	5	2	24	69	146	10	50	185	6	639	2,905	4	17	2	12
4:45 PM	0	7	21	15	10	58	11	4	3	23	70	174	15	54	227	8	700	3,045	0	8	0	7
5:00 PM	0	5	25	23	23	74	11	6	5	25	59	162	14	60	229	7	728	3,080	1	9	6	2
5:15 PM	0	6	26	13	16	64	15	12	5	28	95	175	9	68	301	5	838	3,087	2	11	9	4
5:30 PM	0	6	27	24	13	74	27	8	3	29	108	133	12	41	271	3	779	2,847	2	4	3	5
5:45 PM	0	13	19	24	11	66	25	9	6	40	67	138	16	55	236	10	735	2,584	5	4	7	5
6:00 PM	0	12	29	34	23	93	23	8	2	40	80	92	8	61	220	10	735	2,307	3	9	2	1
6:15 PM	0	9	19	20	16	71	13	12	6	35	82	84	14	39	169	9	598		7	11	11	12
6:30 PM	0	6	14	16	10	57	18	18	7	27	53	82	11	47	144	6	516		1	9	9	1
6:45 PM	0	4	10	21	13	77	16	9	8	22	67	36	10	35	124	6	458		0	7	2	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
Lights	0	36	101	95	63	293	90	33	16	136	344	529	45	220	1,021	28	3,050
Mediums	0	1	0	0	0	4	0	4	0	0	6	9	0	5	7	0	36
Total	0	37	101	95	63	297	90	37	16	137	350	538	45	225	1,028	28	3,087



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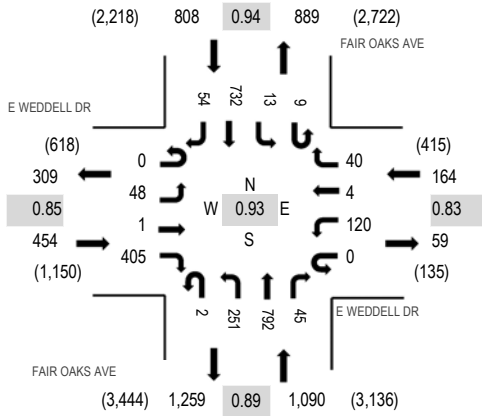
Location: 35 FAIR OAKS AVE & E WEDDELL DR AM

Date: Wednesday, February 5, 2020

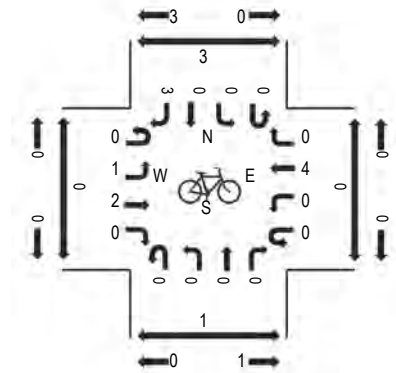
Peak Hour: 07:30 AM - 08:30 AM

Peak 15-Minutes: 08:15 AM - 08:30 AM

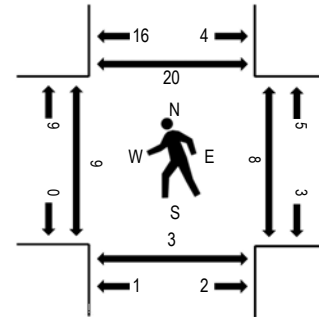
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	E WEDDELL DR Eastbound				E WEDDELL DR Westbound				FAIR OAKS AVE Northbound				FAIR OAKS AVE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	4	1	54	0	26	0	3	1	11	139	3	1	1	101	1	346	1,986	2	1	2	6
7:15 AM	0	4	0	55	0	21	2	4	1	23	130	7	2	3	168	5	425	2,264	3	1	1	5
7:30 AM	0	12	0	95	0	33	1	16	0	48	170	2	0	1	197	3	578	2,516	2	0	1	0
7:45 AM	0	13	0	90	0	33	1	14	0	55	216	7	4	1	186	17	637	2,505	1	1	0	6
8:00 AM	0	11	0	100	0	35	2	3	0	80	190	20	1	7	157	18	624	2,493	2	6	1	5
8:15 AM	0	12	1	120	0	19	0	7	2	68	216	16	4	4	192	16	677	2,455	4	1	1	9
8:30 AM	0	8	2	88	0	27	2	6	0	31	236	7	0	2	155	3	567	2,430	6	1	0	4
8:45 AM	0	8	1	94	0	32	0	3	0	44	250	9	1	3	172	8	625	2,482	5	0	2	1
9:00 AM	0	4	0	83	0	27	2	3	1	41	218	9	6	0	188	4	586	2,440	2	3	1	2
9:15 AM	0	12	0	89	0	26	1	8	0	40	284	7	5	1	173	6	652		6	1	2	4
9:30 AM	0	5	0	97	0	23	0	6	0	34	237	9	1	1	204	2	619		6	0	0	2
9:45 AM	0	10	3	74	0	22	3	4	1	39	228	6	3	1	182	7	583		2	1	0	1

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	5	0	0	0	0	0	0	1	0	0	0	0	0	6
Lights	0	48	1	399	0	120	4	40	2	249	781	44	9	13	722	54	2,486
Mediums	0	0	0	1	0	0	0	0	0	2	10	1	0	0	10	0	24
Total	0	48	1	405	0	120	4	40	2	251	792	45	9	13	732	54	2,516



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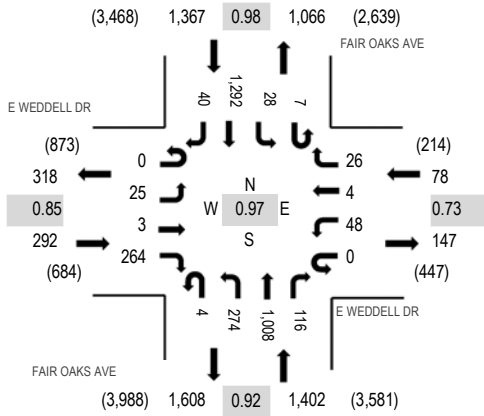
Location: 35 FAIR OAKS AVE & E WEDDELL DR PM

Date: Wednesday, February 5, 2020

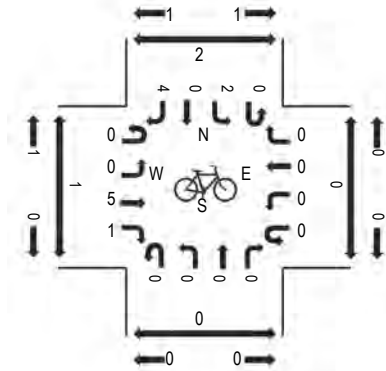
Peak Hour: 05:00 PM - 06:00 PM

Peak 15-Minutes: 05:00 PM - 05:15 PM

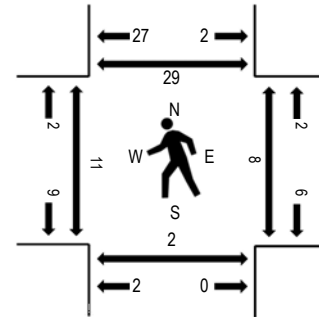
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	E WEDDELL DR Eastbound				E WEDDELL DR Westbound				FAIR OAKS AVE Northbound				FAIR OAKS AVE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	4	1	34	0	9	2	4	2	39	194	21	0	5	180	8	503	2,378	0	0	1	4
4:15 PM	0	11	3	31	0	11	0	4	1	47	189	15	1	9	222	8	552	2,687	0	1	2	5
4:30 PM	0	5	1	35	0	11	1	4	0	43	244	24	2	5	257	4	636	2,908	3	3	4	10
4:45 PM	1	8	1	51	0	12	2	6	1	58	219	24	2	2	293	7	687	3,077	0	4	1	3
5:00 PM	0	10	0	76	0	11	1	7	2	69	278	33	3	8	305	9	812	3,139	2	3	0	4
5:15 PM	0	5	1	55	0	12	1	2	0	76	247	22	0	8	335	9	773	3,045	5	1	1	10
5:30 PM	0	4	1	73	0	16	1	11	1	56	251	35	1	5	340	10	805	2,952	4	3	1	12
5:45 PM	0	6	1	60	0	9	1	6	1	73	232	26	3	7	312	12	749	2,687	0	1	0	3
6:00 PM	0	7	3	55	0	11	1	0	2	76	180	35	2	14	321	11	718	2,430	0	1	0	6
6:15 PM	0	10	1	38	0	15	1	2	1	77	195	42	1	11	271	15	680		3	0	0	16
6:30 PM	0	2	4	38	0	18	0	3	1	62	156	27	1	13	207	8	540		2	3	5	15
6:45 PM	0	11	0	37	0	14	1	4	0	71	101	32	1	7	201	12	492		0	1	0	3

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	25	3	263	0	48	4	26	4	273	986	116	7	28	1,282	40	3,105
Mediums	0	0	0	1	0	0	0	0	0	1	22	0	0	0	10	0	34
Total	0	25	3	264	0	48	4	26	4	274	1,008	116	7	28	1,292	40	3,139



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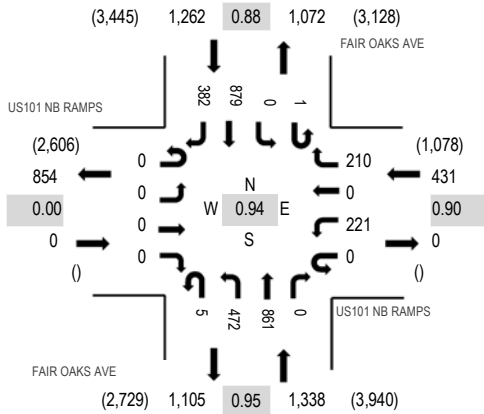
Location: 36 FAIR OAKS AVE & US101 NB RAMPS AM

Date: Wednesday, February 5, 2020

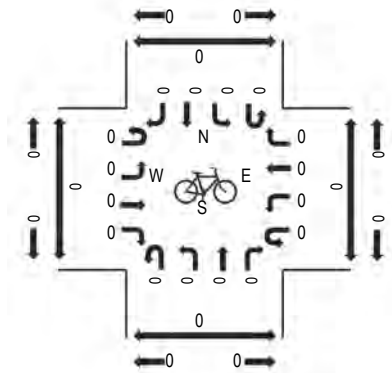
Peak Hour: 07:30 AM - 08:30 AM

Peak 15-Minutes: 07:45 AM - 08:00 AM

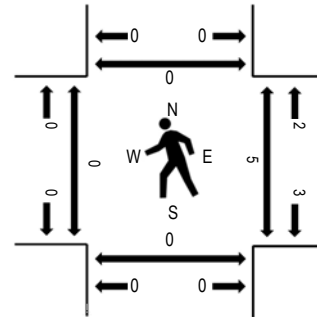
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	US101 NB RAMPS Eastbound				US101 NB RAMPS Westbound				FAIR OAKS AVE Northbound				FAIR OAKS AVE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	0	0	0	0	45	0	80	1	86	76	0	0	0	82	92	462	2,557	0	3	0	0
7:15 AM	0	0	0	0	0	36	0	64	1	111	99	0	0	0	161	90	562	2,836	0	0	0	0
7:30 AM	0	0	0	0	0	72	0	65	0	129	146	0	0	0	204	111	727	3,031	0	3	0	0
7:45 AM	0	0	0	0	0	85	0	47	1	127	220	0	0	0	245	81	806	3,004	0	1	0	0
8:00 AM	0	0	0	0	0	37	0	54	1	116	269	0	0	0	180	84	741	2,951	0	1	0	0
8:15 AM	0	0	0	0	0	27	0	44	3	100	226	0	1	0	250	106	757	2,948	0	0	0	0
8:30 AM	0	0	0	0	0	20	0	14	2	139	263	0	0	0	171	91	700	2,929	0	2	0	0
8:45 AM	0	0	0	0	0	27	0	24	2	123	282	0	0	0	197	98	753	2,994	0	1	0	0
9:00 AM	0	0	0	0	0	34	0	32	2	107	248	0	0	0	198	117	738	2,955	0	0	0	0
9:15 AM	0	0	0	0	0	18	2	48	2	118	266	0	0	0	165	119	738		0	3	0	0
9:30 AM	0	0	0	0	0	32	0	55	1	123	225	0	0	0	212	117	765		0	0	0	0
9:45 AM	0	0	0	0	0	45	0	71	1	115	209	0	0	0	169	104	714		0	1	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	1	1	0	0	0	4	1	7
Lights	0	0	0	0	0	214	0	207	5	464	854	0	1	0	865	379	2,989
Mediums	0	0	0	0	0	7	0	3	0	7	6	0	0	0	10	2	35
Total	0	0	0	0	0	221	0	210	5	472	861	0	1	0	879	382	3,031



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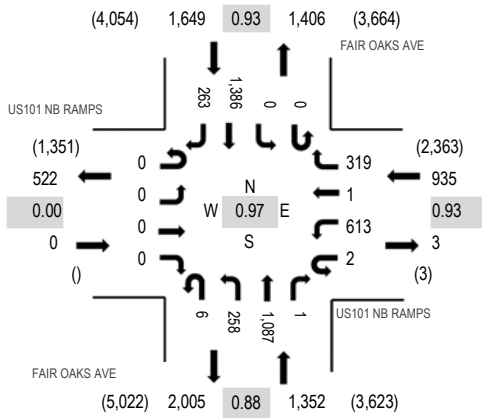
Location: 36 FAIR OAKS AVE & US101 NB RAMPS PM

Date: Wednesday, February 5, 2020

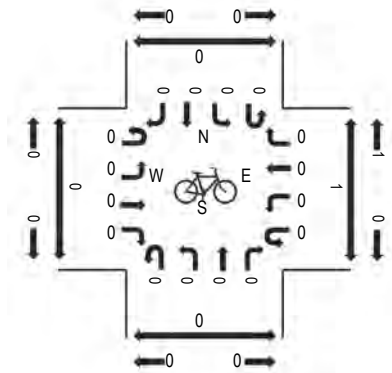
Peak Hour: 05:00 PM - 06:00 PM

Peak 15-Minutes: 05:30 PM - 05:45 PM

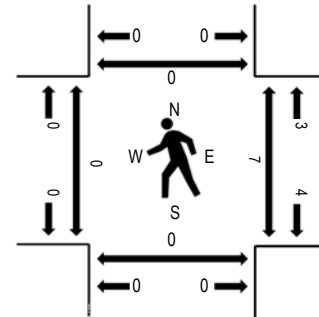
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	US101 NB RAMPS Eastbound				US101 NB RAMPS Westbound				FAIR OAKS AVE Northbound				FAIR OAKS AVE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	0	0	0	0	78	0	63	0	55	209	0	0	0	192	31	628	3,005	0	1	0	0
4:15 PM	0	0	0	0	0	117	0	52	2	65	208	0	0	0	237	29	710	3,359	0	3	0	0
4:30 PM	0	0	0	0	0	105	0	53	1	62	266	0	0	0	266	40	793	3,641	0	2	0	0
4:45 PM	0	0	0	0	0	145	0	69	2	48	247	0	0	0	325	38	874	3,864	0	5	0	0
5:00 PM	0	0	0	0	0	117	0	76	3	67	314	1	0	0	361	43	982	3,936	0	3	0	0
5:15 PM	0	0	0	0	1	178	0	76	0	64	261	0	0	0	339	73	992	3,844	0	1	0	0
5:30 PM	0	0	0	0	0	154	0	83	2	65	269	0	0	0	366	77	1,016	3,696	0	2	0	0
5:45 PM	0	0	0	0	1	164	1	84	1	62	243	0	0	0	320	70	946	3,393	0	1	0	0
6:00 PM	0	0	0	0	0	124	0	80	0	73	239	0	0	0	313	61	890	3,099	0	2	0	0
6:15 PM	0	0	0	0	0	130	0	69	1	65	237	0	0	0	298	44	844		0	0	0	0
6:30 PM	0	0	0	0	0	127	0	58	1	67	190	0	0	0	232	38	713		0	0	0	0
6:45 PM	0	0	0	0	0	100	0	58	2	71	160	0	0	0	219	42	652		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	0	0	0	2	612	1	317	6	257	1,068	1	0	0	1,376	262	3,902
Mediums	0	0	0	0	0	1	0	2	0	1	19	0	0	0	10	1	34
Total	0	0	0	0	2	613	1	319	6	258	1,087	1	0	0	1,386	263	3,936



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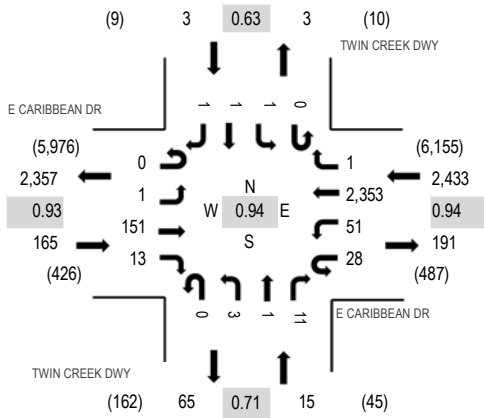
Location: 37 TWIN CREEK DWY & E CARIBBEAN DR AM

Date: Wednesday, February 5, 2020

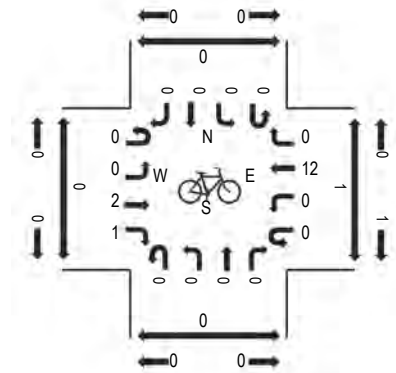
Peak Hour: 08:45 AM - 09:45 AM

Peak 15-Minutes: 09:00 AM - 09:15 AM

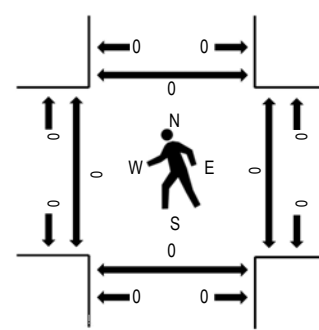
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	E CARIBBEAN DR Eastbound				E CARIBBEAN DR Westbound				TWIN CREEK DWY Northbound				TWIN CREEK DWY Southbound				Total	Rolling Hour	Pedestrian Crossings					
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North		
7:00 AM	0	0	19	1	0	11	320	0	0	0	1	0	4	0	0	0	1	1	358	1,765	0	0	0	1
7:15 AM	0	0	21	1	3	8	394	0	0	0	2	0	2	0	0	0	0	0	431	1,978	0	0	0	0
7:30 AM	0	0	28	2	3	7	414	0	0	0	1	0	5	0	0	0	0	0	460	2,097	0	0	0	0
7:45 AM	0	0	26	2	1	12	473	0	0	0	0	0	2	0	0	0	0	0	516	2,194	0	1	0	1
8:00 AM	1	0	25	2	4	11	521	2	0	0	1	0	3	0	1	0	0	0	571	2,316	0	0	0	0
8:15 AM	0	2	42	2	6	6	486	1	0	0	0	0	3	0	0	0	0	2	550	2,440	1	0	0	0
8:30 AM	0	0	37	4	7	13	492	2	0	0	1	0	1	0	0	0	0	0	557	2,531	0	1	1	0
8:45 AM	0	0	37	6	12	15	563	0	0	0	1	0	2	0	0	1	1	1	638	2,616	0	0	0	0
9:00 AM	0	0	37	4	4	16	629	0	0	0	1	0	3	0	1	0	0	0	695	2,554	0	0	0	0
9:15 AM	0	1	42	0	7	12	577	0	0	0	0	1	1	0	0	0	0	0	641		0	0	0	0
9:30 AM	0	0	35	3	5	8	584	1	0	0	1	0	5	0	0	0	0	0	642		0	0	0	0
9:45 AM	0	0	42	4	8	9	508	0	0	0	1	0	3	0	0	1	0	0	576		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
Articulated Trucks	0	0	13	0	0	0	0	21	0	0	0	0	1	0	1	0	0	36
Lights	0	1	113	12	28	48	2,281	1	0	0	2	0	9	0	0	1	1	2,497
Mediums	0	0	25	1	0	3	51	0	0	0	1	1	1	0	0	0	0	83
Total	0	1	151	13	28	51	2,353	1	0	0	3	1	11	0	1	1	1	2,616



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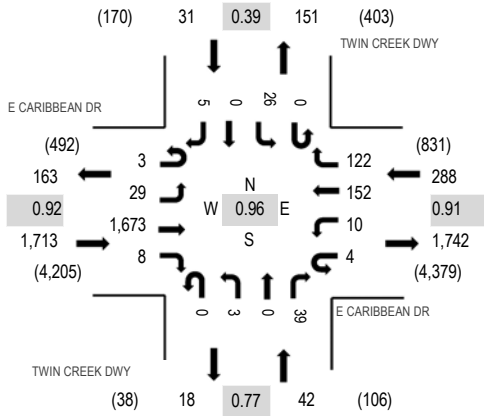
Location: 37 TWIN CREEK DWY & E CARIBBEAN DR PM

Date: Wednesday, February 5, 2020

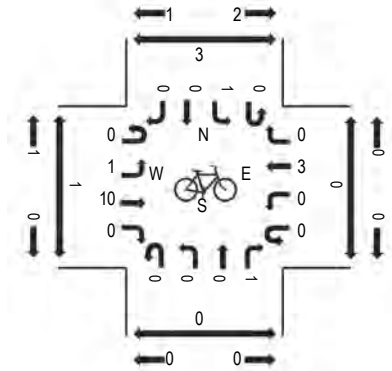
Peak Hour: 04:30 PM - 05:30 PM

Peak 15-Minutes: 05:00 PM - 05:15 PM

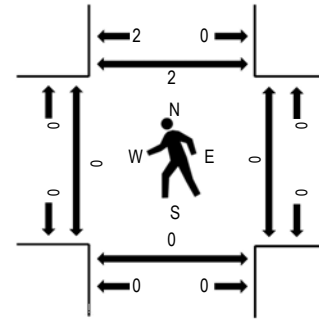
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	E CARIBBEAN DR Eastbound				E CARIBBEAN DR Westbound				TWIN CREEK DWY Northbound				TWIN CREEK DWY Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
	4:00 PM	0	6	360	2	1	0	28	16	0	0	0	15	0	2	0			2	432	1,862	0
4:15 PM	0	7	352	1	1	2	33	17	0	0	0	11	0	6	0	3	433	1,972	0	0	0	0
4:30 PM	0	16	393	2	1	0	36	25	0	0	0	12	0	7	0	0	492	2,074	0	0	0	1
4:45 PM	0	5	398	0	1	3	40	34	0	1	0	7	0	12	0	4	505	2,027	0	0	0	1
5:00 PM	0	5	455	3	2	0	35	30	0	0	0	10	0	2	0	0	542	1,925	0	0	0	0
5:15 PM	3	3	427	3	0	7	41	33	0	2	0	10	0	5	0	1	535	1,820	0	0	0	0
5:30 PM	0	5	348	2	3	1	58	16	0	2	0	9	0	1	0	0	445	1,675	0	0	0	1
5:45 PM	0	5	311	0	1	0	54	20	0	0	0	7	0	4	0	1	403	1,618	0	0	0	0
6:00 PM	0	4	335	1	2	0	55	32	0	1	0	3	0	3	0	1	437	1,525	0	0	0	0
6:15 PM	0	6	289	1	1	4	32	37	0	0	0	4	0	15	0	1	390		0	0	0	0
6:30 PM	1	2	237	0	0	1	28	39	0	0	0	4	0	74	0	2	388		0	0	0	0
6:45 PM	0	5	209	3	1	2	23	35	0	1	0	7	0	21	0	3	310		0	0	1	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
Lights	3	28	1,642	7	4	10	140	122	0	3	0	38	0	26	0	4	2,027
Mediums	0	1	31	1	0	0	11	0	0	0	0	1	0	0	0	1	46
Total	3	29	1,673	8	4	10	152	122	0	3	0	39	0	26	0	5	2,074



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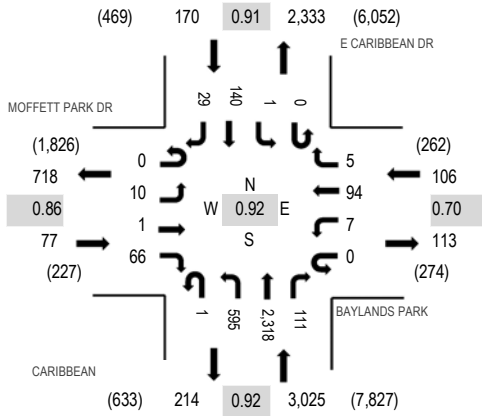
Location: 38 CARIBBEAN & BAYLANDS PARK AM

Date: Wednesday, February 5, 2020

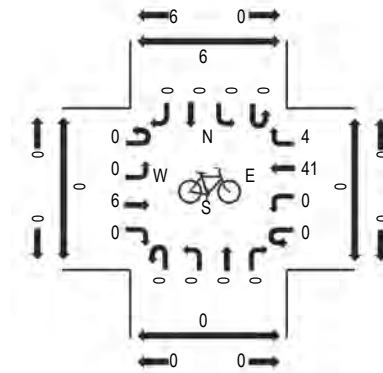
Peak Hour: 08:00 AM - 09:00 AM

Peak 15-Minutes: 08:45 AM - 09:00 AM

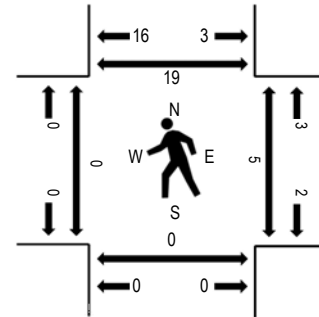
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	MOFFETT PARK DR Eastbound				BAYLANDS PARK Westbound				CARIBBEAN Northbound				E CARIBBEAN DR Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
	7:00 AM	0	1	0	14	0	0	4	0	2	59	328	7	0	1	24			0	440	2,199	0
7:15 AM	0	2	0	7	0	1	10	1	0	88	382	10	0	0	12	7	520	2,601	0	1	0	2
7:30 AM	0	1	0	9	0	0	10	1	1	103	372	13	0	0	31	4	545	2,927	0	0	0	1
7:45 AM	0	2	0	25	0	2	15	0	1	131	466	19	0	0	28	5	694	3,156	0	0	0	1
8:00 AM	0	5	0	10	0	2	21	2	0	136	606	29	0	0	27	4	842	3,378	0	2	0	6
8:15 AM	0	3	0	16	0	3	33	0	0	144	567	31	0	1	41	7	846	3,375	0	0	0	2
8:30 AM	0	1	1	22	0	0	20	3	1	141	522	26	0	0	28	9	774	3,345	0	3	0	2
8:45 AM	0	1	0	18	0	2	20	0	0	174	623	25	0	0	44	9	916	3,373	0	0	0	9
9:00 AM	0	0	0	17	0	2	28	2	0	160	553	32	0	0	43	2	839	3,208	0	1	0	0
9:15 AM	0	2	0	24	0	4	37	2	0	139	523	37	0	0	42	6	816		0	0	0	0
9:30 AM	0	0	0	23	0	3	16	0	0	139	557	17	0	2	37	8	802		0	1	0	1
9:45 AM	0	0	0	23	0	2	15	1	2	115	523	23	0	0	40	7	751		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	2	0	0	0	0	0	0	29	0	0	0	14	0	45
Lights	0	9	1	59	0	7	94	5	1	588	2,242	111	0	1	103	28	3,249
Mediums	0	1	0	5	0	0	0	0	0	7	47	0	0	0	23	1	84
Total	0	10	1	66	0	7	94	5	1	595	2,318	111	0	1	140	29	3,378



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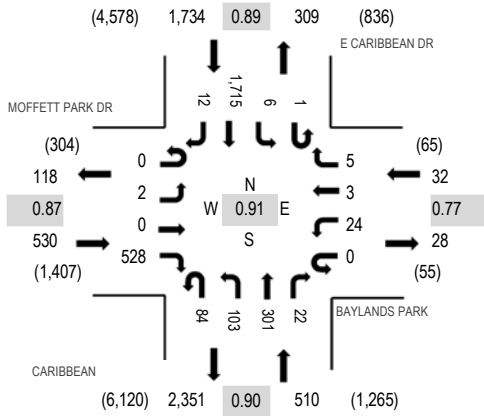
Location: 38 CARIBBEAN & BAYLANDS PARK PM

Date: Wednesday, February 5, 2020

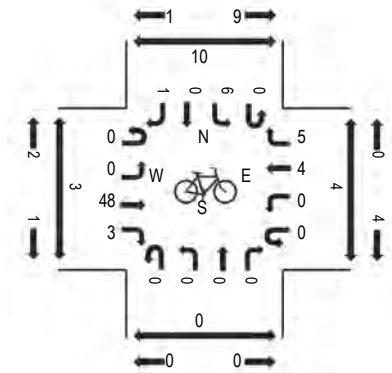
Peak Hour: 04:45 PM - 05:45 PM

Peak 15-Minutes: 05:00 PM - 05:15 PM

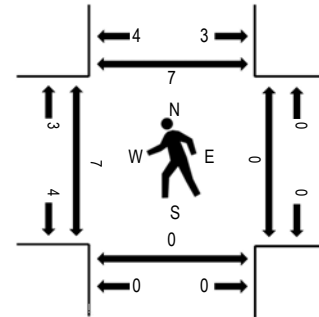
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	MOFFETT PARK DR Eastbound				BAYLANDS PARK Westbound				CARIBBEAN Northbound				E CARIBBEAN DR Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	0	0	109	0	2	0	1	6	15	45	5	0	3	422	2	610	2,563	0	0	0	1
4:15 PM	0	2	0	133	0	1	1	0	7	26	49	2	0	3	417	0	641	2,726	0	0	0	0
4:30 PM	0	0	0	119	0	2	1	2	5	17	62	5	0	1	429	1	644	2,781	0	0	0	0
4:45 PM	0	0	0	135	0	4	1	1	16	15	79	3	0	3	410	1	668	2,806	4	0	0	3
5:00 PM	0	2	0	156	0	4	1	2	17	23	65	6	0	1	492	4	773	2,705	1	0	0	1
5:15 PM	0	0	0	123	0	8	0	0	29	28	86	5	0	2	413	2	696	2,513	2	0	0	2
5:30 PM	0	0	0	114	0	8	1	2	22	37	71	8	1	0	400	5	669	2,335	0	0	0	1
5:45 PM	0	0	0	113	0	5	0	2	15	33	75	2	0	1	320	1	567	2,172	0	0	0	0
6:00 PM	0	1	1	102	0	5	3	0	9	23	86	1	0	1	346	3	581	2,047	0	0	1	0
6:15 PM	0	0	0	109	0	6	0	2	3	18	66	0	0	0	313	1	518		0	0	0	0
6:30 PM	0	2	0	91	0	0	0	0	5	21	73	1	0	1	310	2	506		0	0	0	0
6:45 PM	0	0	0	95	0	0	0	0	4	17	59	0	0	0	266	1	442		1	0	0	0

Peak Rolling Hour Flow Rates

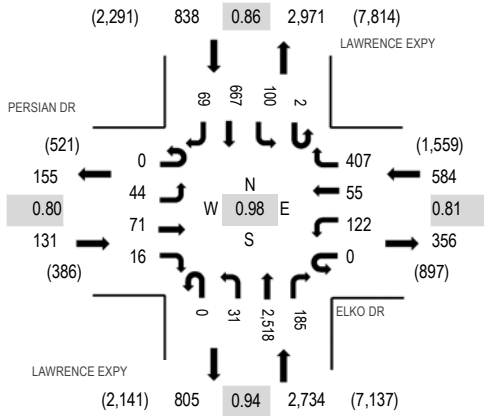
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	1	1	0	0	0	3	0	5
Lights	0	2	0	521	0	24	3	5	84	102	290	22	1	6	1,684	11	2,755
Mediums	0	0	0	7	0	0	0	0	0	0	10	0	0	0	28	1	46
Total	0	2	0	528	0	24	3	5	84	103	301	22	1	6	1,715	12	2,806



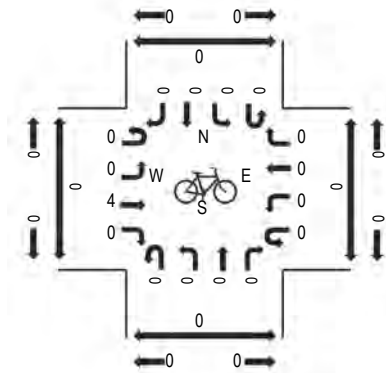
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Location: 39 LAWRENCE EXPY & ELKO DR AM
Date: Wednesday, February 5, 2020
Peak Hour: 09:00 AM - 10:00 AM
Peak 15-Minutes: 09:30 AM - 09:45 AM

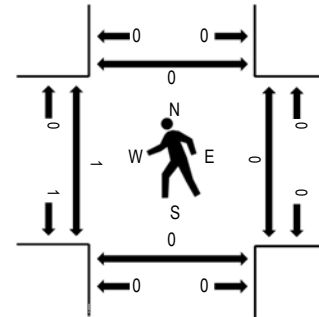
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	PERSIAN DR Eastbound				ELKO DR Westbound				LAWRENCE EXPY Northbound				LAWRENCE EXPY Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	9	15	4	0	11	1	39	0	3	289	31	0	21	152	11	586	3,059	0	0	0	0
7:15 AM	0	6	15	5	0	18	7	54	0	7	417	27	0	15	141	17	729	3,507	0	1	0	1
7:30 AM	0	10	8	5	0	19	8	58	0	6	450	21	0	21	121	20	747	3,834	0	0	0	0
7:45 AM	0	9	20	19	0	19	21	80	0	9	589	39	0	25	145	22	997	4,055	0	0	0	0
8:00 AM	0	7	10	6	0	28	19	104	0	15	635	29	0	32	124	25	1,034	4,027	0	0	0	1
8:15 AM	0	10	25	10	0	25	21	166	0	12	578	25	0	23	132	29	1,056	4,063	0	0	0	0
8:30 AM	0	6	15	1	0	36	24	147	0	3	540	25	0	24	128	19	968	4,028	0	0	0	1
8:45 AM	0	13	23	4	0	38	23	9	0	11	618	24	0	28	145	33	969	4,159	0	0	0	0
9:00 AM	0	6	13	3	0	33	18	119	0	8	657	44	0	22	134	13	1,070	4,287	0	0	0	0
9:15 AM	0	14	20	3	0	29	20	119	0	5	561	38	0	35	162	15	1,021		0	0	0	0
9:30 AM	0	16	25	4	0	24	11	112	0	11	630	53	1	18	178	16	1,099		1	0	0	0
9:45 AM	0	8	13	6	0	36	6	57	0	7	670	50	1	25	193	25	1,097		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	1	0	0	13	0	0	0	6	0	20
Lights	0	42	69	15	0	111	51	360	0	29	2,473	181	2	95	645	67	4,140
Mediums	0	2	2	1	0	11	4	46	0	2	32	4	0	5	16	2	127
Total	0	44	71	16	0	122	55	407	0	31	2,518	185	2	100	667	69	4,287



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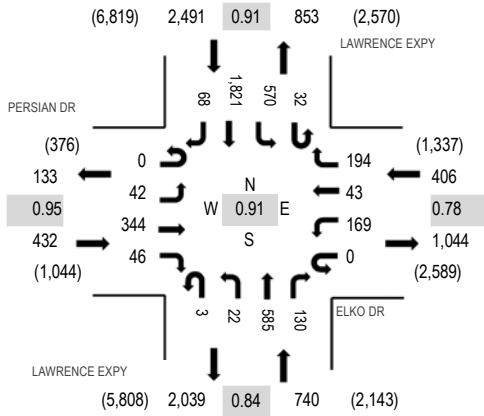
Location: 39 LAWRENCE EXPY & ELKO DR PM

Date: Wednesday, February 5, 2020

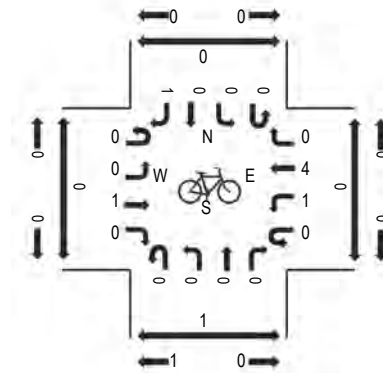
Peak Hour: 04:45 PM - 05:45 PM

Peak 15-Minutes: 05:15 PM - 05:30 PM

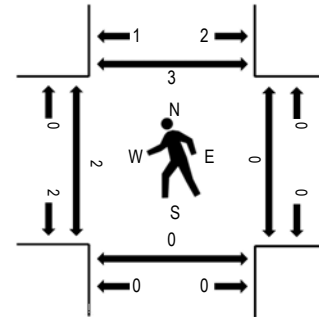
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	PERSIAN DR Eastbound				ELKO DR Westbound				LAWRENCE EXPY Northbound				LAWRENCE EXPY Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	5	40	22	0	41	5	68	0	4	137	22	8	70	469	9	900	3,882	0	0	0	0
4:15 PM	0	4	39	15	0	31	7	40	0	2	181	15	26	122	516	11	1,009	3,944	0	0	0	0
4:30 PM	0	13	55	9	0	21	7	46	0	3	142	46	18	121	476	13	970	4,049	0	0	0	0
4:45 PM	0	13	88	11	0	41	3	53	0	8	135	36	11	153	436	15	1,003	4,069	0	0	0	0
5:00 PM	0	11	91	12	0	42	13	63	1	6	120	21	5	123	437	17	962	3,971	2	0	0	1
5:15 PM	0	13	74	9	0	46	18	44	0	1	185	35	12	157	509	11	1,114	3,945	0	0	0	2
5:30 PM	0	5	91	14	0	40	9	34	2	7	145	38	4	137	439	25	990	3,753	0	0	0	0
5:45 PM	0	4	84	15	0	53	21	48	1	3	105	37	6	124	385	19	905	3,607	0	0	0	0
6:00 PM	0	10	86	21	0	59	10	65	1	1	122	41	1	137	359	23	936	3,490	0	0	0	1
6:15 PM	0	5	54	19	0	41	10	48	2	3	139	32	4	132	411	22	922		0	0	1	1
6:30 PM	0	8	46	20	0	44	14	77	1	12	145	40	1	88	333	15	844		0	0	0	0
6:45 PM	0	4	28	6	0	52	19	104	0	0	131	35	2	51	346	10	788		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	2	0	0	4	1	0	0	1	1	9
Lights	0	41	316	45	0	168	42	192	3	22	575	122	32	558	1,799	66	3,981
Mediums	0	1	28	1	0	1	1	0	0	0	6	7	0	12	21	1	79
Total	0	42	344	46	0	169	43	194	3	22	585	130	32	570	1,821	68	4,069



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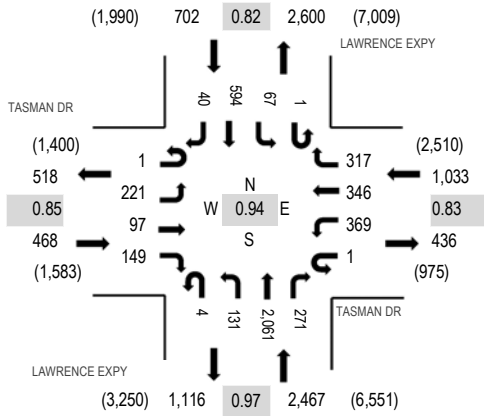
Location: 40 LAWRENCE EXPY & TASMAN DR AM

Date: Thursday, February 6, 2020

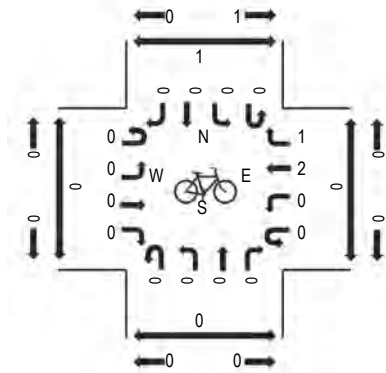
Peak Hour: 08:45 AM - 09:45 AM

Peak 15-Minutes: 08:45 AM - 09:00 AM

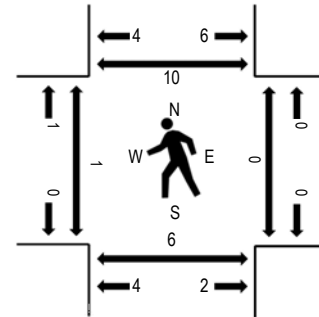
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	TASMAN DR Eastbound				TASMAN DR Westbound				LAWRENCE EXPY Northbound				LAWRENCE EXPY Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	30	16	62	1	41	27	10	0	21	347	44	0	7	137	12	755	3,656	1	0	2	0
7:15 AM	0	39	15	59	0	66	43	21	0	15	417	19	1	5	130	17	847	3,941	1	0	0	1
7:30 AM	0	64	14	76	0	59	50	27	0	23	407	19	0	4	125	8	876	4,227	0	0	0	0
7:45 AM	0	67	24	98	0	50	93	63	0	38	557	18	0	13	142	15	1,178	4,443	0	0	0	2
8:00 AM	0	66	30	54	0	64	91	93	0	50	433	21	0	10	117	11	1,040	4,503	1	0	0	1
8:15 AM	0	63	27	60	0	75	90	77	0	55	495	31	0	14	128	18	1,133	4,637	1	0	0	0
8:30 AM	0	66	28	43	0	97	72	75	0	20	481	43	0	10	145	12	1,092	4,637	0	0	0	4
8:45 AM	1	66	25	40	0	106	97	85	0	41	545	44	0	18	156	14	1,238	4,670	0	0	0	2
9:00 AM	0	60	23	39	0	110	121	100	2	23	507	64	0	6	109	10	1,174	4,475	1	0	3	3
9:15 AM	0	54	25	45	0	79	56	68	1	36	512	87	0	21	138	11	1,133		0	0	2	3
9:30 AM	0	41	24	25	1	74	72	64	1	31	497	76	1	22	191	5	1,125		0	0	1	2
9:45 AM	0	48	19	47	0	83	64	45	2	27	415	86	2	21	174	10	1,043		0	0	0	1

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	1	3	0	0	2	1	0	0	2	14	1	0	0	6	1	31
Lights	1	219	92	147	1	319	323	287	4	127	2,022	263	1	66	555	35	4,462
Mediums	0	1	2	2	0	48	22	30	0	2	25	7	0	1	33	4	177
Total	1	221	97	149	1	369	346	317	4	131	2,061	271	1	67	594	40	4,670



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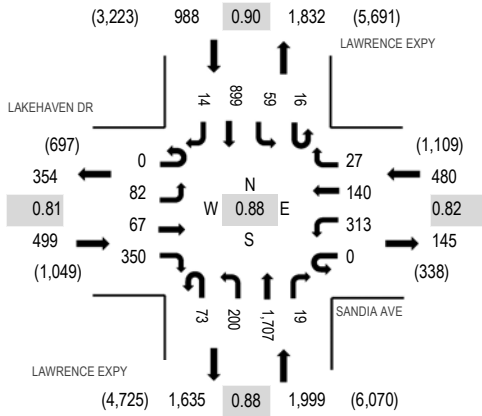
Location: 41 LAWRENCE EXPY & SANDIA AVE AM

Date: Wednesday, February 5, 2020

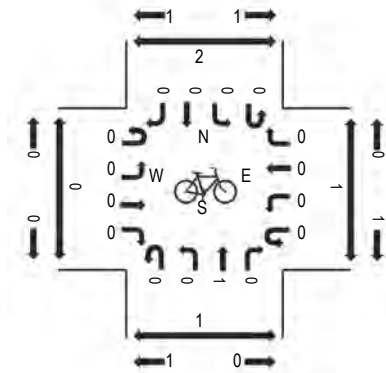
Peak Hour: 07:15 AM - 08:15 AM

Peak 15-Minutes: 07:45 AM - 08:00 AM

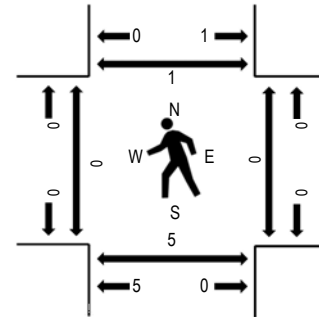
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	LAKEHAVEN DR Eastbound				SANDIA AVE Westbound				LAWRENCE EXPY Northbound				LAWRENCE EXPY Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	22	4	40	0	64	12	3	27	33	344	17	1	5	213	4	789	3,834	0	0	5	0
7:15 AM	0	16	9	62	0	78	25	5	20	32	417	6	1	13	263	1	948	3,966	0	0	5	1
7:30 AM	0	13	15	96	0	73	36	3	20	53	396	9	1	9	244	4	972	3,878	0	0	0	0
7:45 AM	0	32	21	101	0	85	49	13	16	64	539	4	6	22	168	5	1,125	3,838	0	0	0	0
8:00 AM	0	21	22	91	0	77	30	6	17	51	355	0	8	15	224	4	921	3,752	0	0	0	0
8:15 AM	0	12	11	56	0	52	13	7	17	40	412	0	2	7	227	4	860	3,671	0	0	0	0
8:30 AM	0	13	8	63	0	90	17	5	16	22	416	0	6	11	262	3	932	3,854	0	0	2	1
8:45 AM	0	15	6	45	0	50	12	6	22	29	535	0	1	9	308	1	1,039	3,901	0	0	0	1
9:00 AM	0	15	13	44	0	61	13	4	16	14	385	0	4	15	250	6	840	3,865	0	0	1	2
9:15 AM	0	15	6	39	0	56	12	7	18	24	567	9	5	13	267	5	1,043		0	0	1	2
9:30 AM	0	23	7	41	0	51	14	8	21	25	497	13	3	7	267	2	979		0	0	3	2
9:45 AM	0	19	10	23	0	60	10	2	16	23	503	10	2	12	308	5	1,003		0	0	0	2

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	9	0	0	0	11	0	20
Lights	0	79	66	342	0	311	138	27	71	195	1,688	19	16	58	860	14	3,884
Mediums	0	3	1	8	0	2	2	0	2	5	10	0	0	1	28	0	62
Total	0	82	67	350	0	313	140	27	73	200	1,707	19	16	59	899	14	3,966



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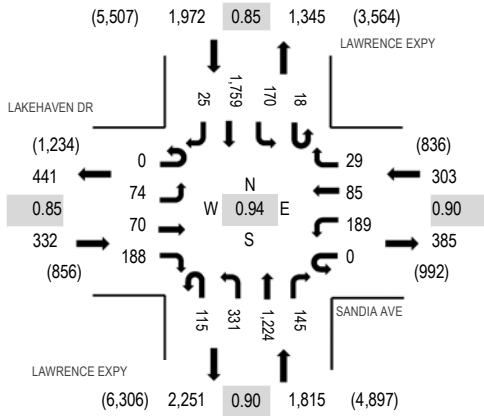
Location: 41 LAWRENCE EXPY & SANDIA AVE PM

Date: Wednesday, February 5, 2020

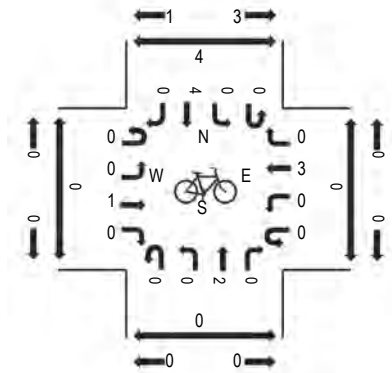
Peak Hour: 05:00 PM - 06:00 PM

Peak 15-Minutes: 05:15 PM - 05:30 PM

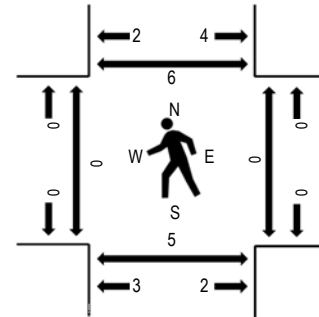
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	LAKEHAVEN DR Eastbound				SANDIA AVE Westbound				LAWRENCE EXPY Northbound				LAWRENCE EXPY Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	16	15	29	0	41	14	2	27	61	201	28	5	31	418	5	893	3,891	0	0	1	7
4:15 PM	0	16	8	23	0	37	23	5	27	71	283	21	2	27	481	8	1,032	4,119	0	5	0	11
4:30 PM	0	23	17	37	0	46	21	6	33	66	254	34	6	27	385	5	960	4,257	1	0	2	6
4:45 PM	0	11	14	41	0	45	26	7	36	68	295	34	5	35	382	7	1,006	4,348	0	0	0	1
5:00 PM	0	13	13	43	0	33	15	10	26	72	288	28	5	35	531	9	1,121	4,422	0	0	1	1
5:15 PM	0	26	20	54	0	47	28	7	31	88	344	39	5	40	434	7	1,170	4,335	0	0	2	1
5:30 PM	0	15	16	48	0	56	16	5	23	94	304	40	2	47	381	4	1,051	4,082	0	0	0	1
5:45 PM	0	20	21	43	0	53	26	7	35	77	288	38	6	48	413	5	1,080	3,993	0	0	2	3
6:00 PM	0	22	18	38	0	33	22	11	30	79	247	41	5	50	433	5	1,034	3,783	0	0	2	0
6:15 PM	0	22	16	37	0	45	17	8	45	71	227	22	4	31	366	6	917		0	0	0	0
6:30 PM	0	9	8	40	3	48	13	9	35	102	275	36	7	25	339	13	962		0	0	0	0
6:45 PM	0	17	15	32	0	38	9	4	26	73	209	25	6	26	382	8	870		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	5	0	0	0	1	0	6
Lights	0	70	70	185	0	189	85	29	115	329	1,204	145	18	168	1,752	25	4,384
Mediums	0	4	0	3	0	0	0	0	0	2	15	0	0	2	6	0	32
Total	0	74	70	188	0	189	85	29	115	331	1,224	145	18	170	1,759	25	4,422



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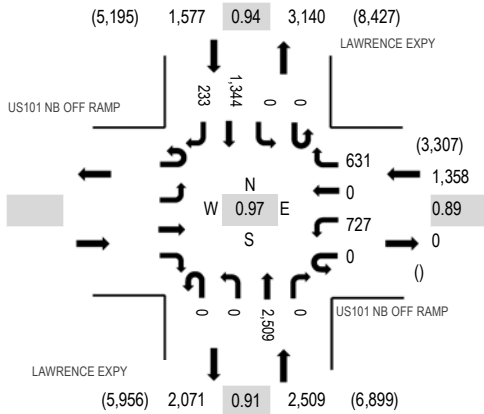
Location: 42 LAWRENCE EXPY & US101 NB OFF RAMP AM

Date: Wednesday, February 5, 2020

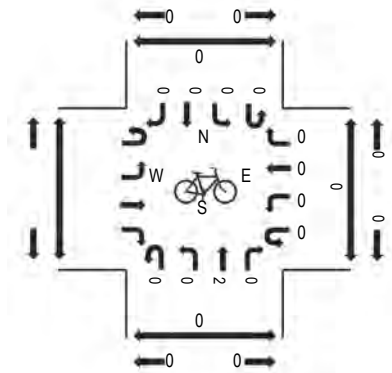
Peak Hour: 09:00 AM - 10:00 AM

Peak 15-Minutes: 09:45 AM - 10:00 AM

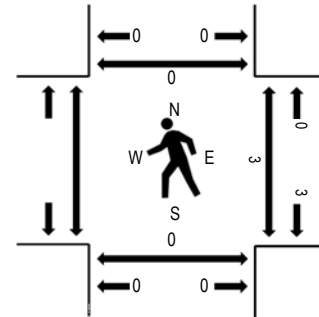
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	US101 NB OFF RAMP Eastbound				US101 NB OFF RAMP Westbound				LAWRENCE EXPY Northbound				LAWRENCE EXPY Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM					0	102	0	109	0	0	366	0	0	0	268	94	939	4,718	1	0	0	
7:15 AM					0	102	0	106	0	0	417	0	0	0	357	109	1,091	5,193	1	0	0	
7:30 AM					0	150	0	98	0	0	536	0	0	0	401	122	1,307	5,339	0	0	0	
7:45 AM					0	160	0	128	0	0	641	0	0	0	329	123	1,381	5,335	0	0	0	
8:00 AM					0	105	0	107	0	0	683	0	0	0	396	123	1,414	5,239	0	0	0	
8:15 AM					0	144	0	121	0	0	527	0	0	0	376	69	1,237	5,184	3	0	0	
8:30 AM					0	154	0	105	0	0	626	0	0	0	331	87	1,303	5,347	0	0	0	
8:45 AM					0	135	0	123	0	0	594	0	0	0	375	58	1,285	5,326	1	0	0	
9:00 AM					0	146	0	145	0	0	711	0	0	0	296	61	1,359	5,444	2	0	0	
9:15 AM					0	183	0	141	0	0	659	0	0	0	353	64	1,400		0	0	0	
9:30 AM					0	183	0	180	0	0	537	0	0	0	337	45	1,282		1	0	0	
9:45 AM					0	215	0	165	0	0	602	0	0	0	358	63	1,403		0	0	0	

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks					0	5	0	8	0	0	8	0	0	0	6	0	27
Lights					0	704	0	614	0	0	2,481	0	0	0	1,283	230	5,312
Mediums					0	18	0	9	0	0	20	0	0	0	55	3	105
Total					0	727	0	631	0	0	2,509	0	0	0	1,344	233	5,444



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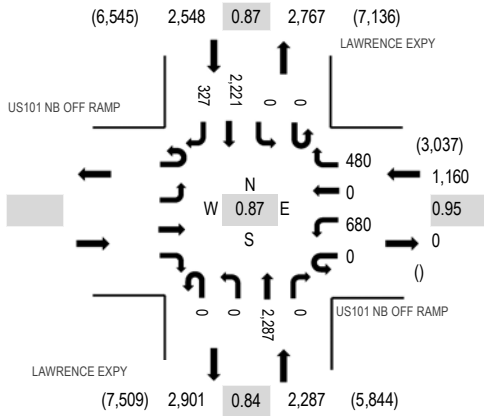
Location: 42 LAWRENCE EXPY & US101 NB OFF RAMP PM

Date: Wednesday, February 5, 2020

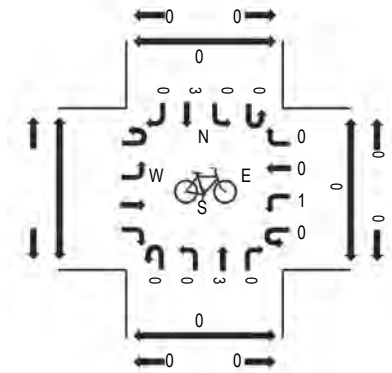
Peak Hour: 05:00 PM - 06:00 PM

Peak 15-Minutes: 05:15 PM - 05:30 PM

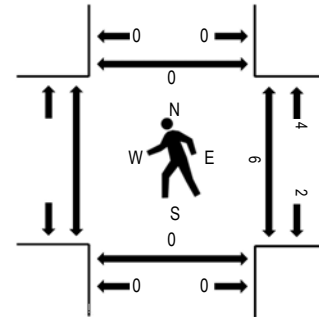
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	US101 NB OFF RAMP Eastbound				US101 NB OFF RAMP Westbound				LAWRENCE EXPY Northbound				LAWRENCE EXPY Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM					0	109	0	75	0	0	419	0	0	0	485	41	1,129	4,851	0	0	0	
4:15 PM					0	127	0	95	0	0	430	0	0	0	469	40	1,161	5,120	1	0	0	
4:30 PM					0	109	0	114	0	0	549	0	0	0	464	51	1,287	5,681	1	0	0	
4:45 PM					0	145	0	108	0	0	506	0	0	0	439	76	1,274	5,828	2	0	0	
5:00 PM					0	175	0	118	0	0	484	0	0	0	561	60	1,398	5,995	1	0	0	
5:15 PM					0	179	0	125	0	0	684	0	0	0	649	85	1,722	5,824	0	0	0	
5:30 PM					0	164	0	127	0	0	575	0	0	0	474	94	1,434	5,303	2	0	0	
5:45 PM					0	162	0	110	0	0	544	0	0	0	537	88	1,441	4,974	3	0	0	
6:00 PM					0	147	0	101	0	0	448	0	0	0	463	68	1,227	4,580	2	0	0	
6:15 PM					0	144	0	120	0	0	444	0	0	0	425	68	1,201		0	0	0	
6:30 PM					0	129	0	104	0	0	406	0	0	0	403	63	1,105		0	0	0	
6:45 PM					0	155	0	95	0	0	355	0	0	0	395	47	1,047		0	0	0	

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks					0	1	0	1	0	0	4	0	0	0	1	0	7
Lights					0	668	0	478	0	0	2,261	0	0	0	2,214	327	5,948
Mediums					0	11	0	1	0	0	22	0	0	0	6	0	40
Total					0	680	0	480	0	0	2,287	0	0	0	2,221	327	5,995



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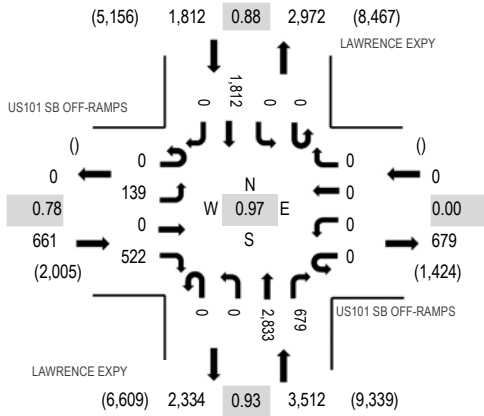
Location: 43 LAWRENCE EXPY & US101 SB OFF-RAMPS AM

Date: Wednesday, February 5, 2020

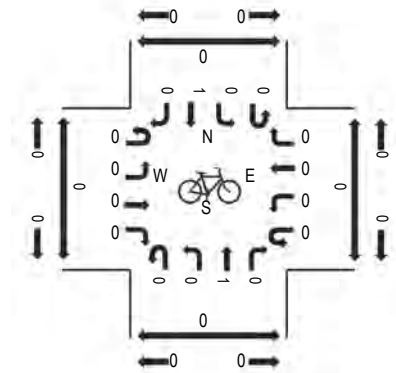
Peak Hour: 09:00 AM - 10:00 AM

Peak 15-Minutes: 09:15 AM - 09:30 AM

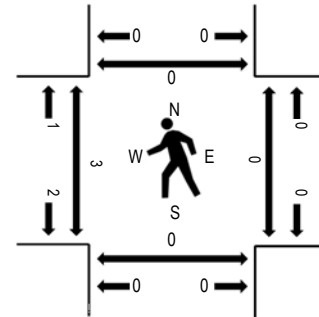
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	US101 SB OFF-RAMPS Eastbound				US101 SB OFF-RAMPS Westbound				LAWRENCE EXPY Northbound				LAWRENCE EXPY Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
	7:00 AM	0	37	0	87	0	0	0	0	0	0	477	113	0	0	328			0	1,042	4,876	0
7:15 AM	0	45	0	104	0	0	0	0	0	0	496	123	0	0	401	0	1,169	5,185	0	0	0	0
7:30 AM	0	55	0	112	0	0	0	0	0	0	597	128	0	0	432	0	1,324	5,407	0	0	0	0
7:45 AM	0	114	0	128	0	0	0	0	0	0	571	104	0	0	424	0	1,341	5,507	0	0	0	0
8:00 AM	0	57	0	117	0	0	0	0	0	0	707	46	0	0	424	0	1,351	5,639	0	0	0	0
8:15 AM	0	38	0	133	0	0	0	0	0	0	714	60	0	0	446	0	1,391	5,762	0	2	0	0
8:30 AM	0	38	0	123	0	0	0	0	0	0	754	66	0	0	443	0	1,424	5,915	0	1	0	0
8:45 AM	0	29	0	127	0	0	0	0	0	0	766	105	0	0	446	0	1,473	5,946	0	0	0	0
9:00 AM	0	27	0	101	0	0	0	0	0	0	793	165	0	0	388	0	1,474	5,985	0	0	0	0
9:15 AM	0	44	0	129	0	0	0	0	0	0	733	158	0	0	480	0	1,544		1	0	0	0
9:30 AM	0	27	0	158	0	0	0	0	0	0	663	180	0	0	427	0	1,455		0	0	0	0
9:45 AM	0	41	0	134	0	0	0	0	0	0	644	176	0	0	517	0	1,512		2	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	6	0	0	0	0	0	0	9	3	0	0	7	0	25
Lights	0	137	0	500	0	0	0	0	0	0	2,793	651	0	0	1,748	0	5,829
Mediums	0	2	0	16	0	0	0	0	0	0	31	25	0	0	57	0	131
Total	0	139	0	522	0	0	0	0	0	0	2,833	679	0	0	1,812	0	5,985



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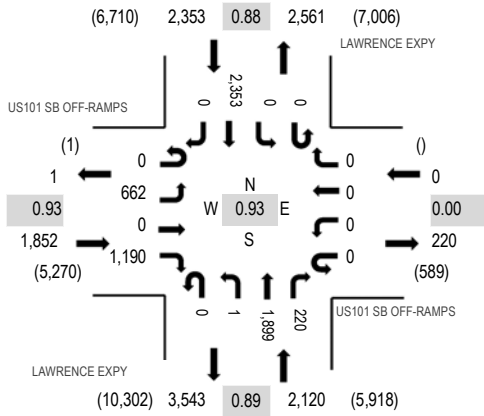
Location: 43 LAWRENCE EXPY & US101 SB OFF-RAMPS PM

Date: Wednesday, February 5, 2020

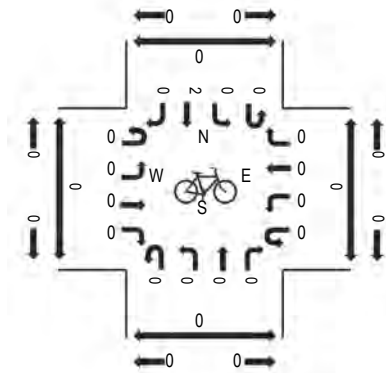
Peak Hour: 04:30 PM - 05:30 PM

Peak 15-Minutes: 05:15 PM - 05:30 PM

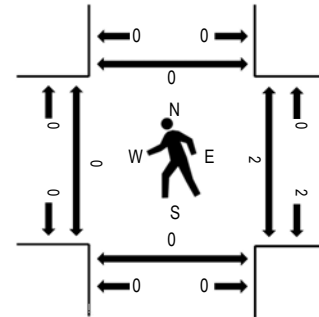
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	US101 SB OFF-RAMPS Eastbound				US101 SB OFF-RAMPS Westbound				LAWRENCE EXPY Northbound				LAWRENCE EXPY Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
	4:00 PM	0	119	0	333	0	0	0	0	0	0	390	48	0	0	558			0	1,448	6,044	0
4:15 PM	0	149	0	325	0	0	0	0	0	0	416	51	0	0	572	0	1,513	6,135	0	4	0	0
4:30 PM	0	179	0	329	0	0	0	0	0	0	486	64	0	0	509	0	1,567	6,325	0	0	0	0
4:45 PM	0	152	0	275	0	0	0	0	0	0	450	49	0	0	590	0	1,516	6,263	0	1	0	0
5:00 PM	0	160	0	326	0	0	0	0	0	0	422	52	0	0	579	0	1,539	6,218	0	1	0	0
5:15 PM	0	171	0	260	0	0	0	0	0	1	541	55	0	0	675	0	1,703	6,145	0	0	0	0
5:30 PM	0	174	0	290	0	0	0	0	0	0	458	49	0	0	534	0	1,505	5,938	0	0	0	0
5:45 PM	0	150	0	266	0	0	0	0	0	0	438	46	0	0	571	0	1,471	5,805	0	1	0	0
6:00 PM	0	118	0	298	0	0	0	0	0	0	438	43	0	0	569	0	1,466	5,636	0	0	0	0
6:15 PM	0	125	0	320	0	0	0	0	0	0	469	43	0	0	539	0	1,496		1	0	0	0
6:30 PM	0	95	0	279	0	0	0	0	0	0	423	38	0	0	537	0	1,372		2	0	0	0
6:45 PM	0	86	0	291	0	0	0	0	0	0	397	51	0	0	477	0	1,302		2	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	3	1	0	0	2	0	6
Lights	0	653	0	1,183	0	0	0	0	0	1	1,870	218	0	0	2,325	0	6,250
Mediums	0	9	0	7	0	0	0	0	0	0	26	1	0	0	26	0	69
Total	0	662	0	1,190	0	0	0	0	0	1	1,899	220	0	0	2,353	0	6,325



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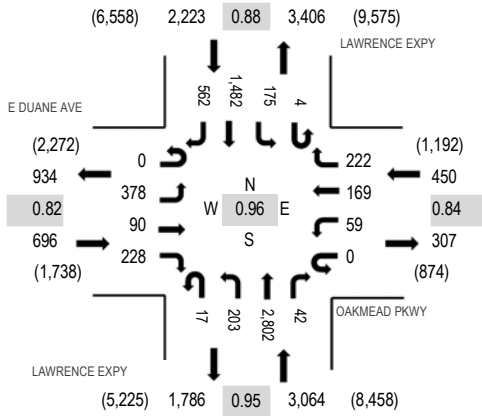
Location: 44 LAWRENCE EXPY & OAKMEAD PKWY AM

Date: Wednesday, February 5, 2020

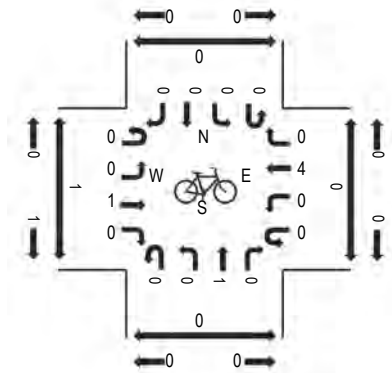
Peak Hour: 07:45 AM - 08:45 AM

Peak 15-Minutes: 07:45 AM - 08:00 AM

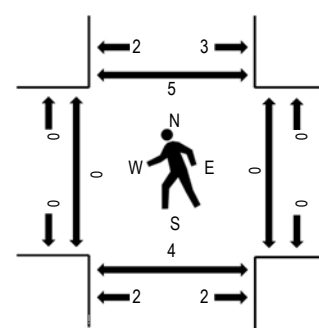
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	E DUANE AVE				OAKMEAD PKWY				LAWRENCE EXPY				LAWRENCE EXPY				Total	Rolling Hour	Pedestrian Crossings			
	Eastbound				Westbound				Northbound				Southbound						West	East	South	North
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right						
7:00 AM	0	48	3	24	0	10	9	21	3	16	521	5	1	50	328	75	1,114	5,479	2	1	0	4
7:15 AM	0	52	6	40	0	11	12	49	3	43	525	11	0	42	334	102	1,230	5,947	0	2	1	5
7:30 AM	0	81	12	43	0	8	33	28	3	65	654	10	0	29	356	146	1,468	6,256	1	0	1	1
7:45 AM	0	103	31	78	0	12	55	51	4	61	684	4	1	45	369	169	1,667	6,433	0	0	0	1
8:00 AM	0	114	30	66	0	13	44	56	6	37	664	14	0	48	376	114	1,582	6,370	0	0	0	0
8:15 AM	0	83	11	38	0	19	38	46	3	67	699	11	3	35	354	132	1,539	6,270	0	0	3	4
8:30 AM	0	78	18	46	0	15	32	69	4	38	755	13	0	47	383	147	1,645	6,277	0	0	1	0
8:45 AM	0	103	29	35	0	15	37	93	5	23	681	15	0	46	397	125	1,604	6,154	0	0	0	6
9:00 AM	0	106	20	30	0	21	16	78	8	26	676	6	1	55	347	92	1,482	6,097	0	0	1	8
9:15 AM	0	98	17	31	0	19	19	75	6	30	691	5	0	45	379	131	1,546		1	1	0	0
9:30 AM	0	89	16	36	0	12	19	60	1	23	659	10	1	57	438	101	1,522		0	0	0	0
9:45 AM	1	82	17	23	0	19	16	62	4	29	633	4	1	57	450	149	1,547		1	2	1	1

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	3	0	0	0	0	0	0	0	0	9	0	0	0	4	1	17
Lights	0	369	90	228	0	59	168	219	17	200	2,761	41	4	166	1,434	552	6,308
Mediums	0	6	0	0	0	0	1	3	0	3	32	1	0	9	44	9	108
Total	0	378	90	228	0	59	169	222	17	203	2,802	42	4	175	1,482	562	6,433



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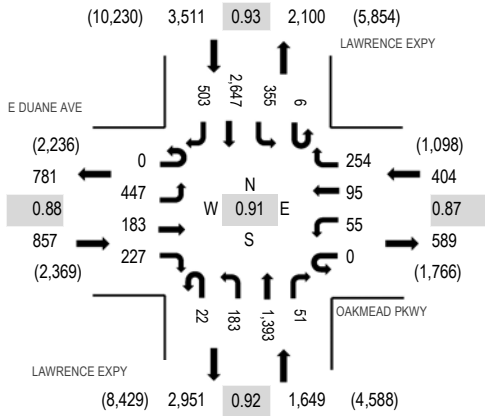
Location: 44 LAWRENCE EXPY & OAKMEAD PKWY PM

Date: Wednesday, February 5, 2020

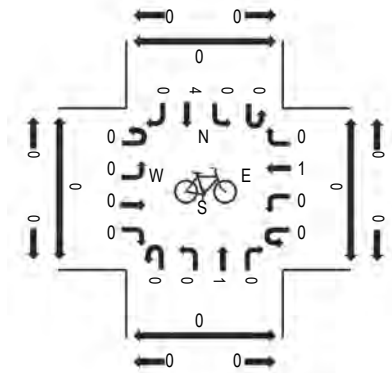
Peak Hour: 04:30 PM - 05:30 PM

Peak 15-Minutes: 05:15 PM - 05:30 PM

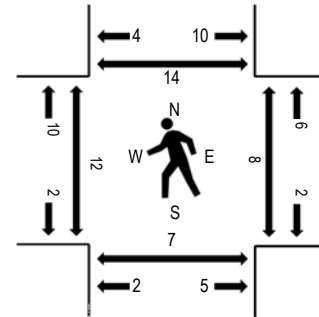
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	E DUANE AVE Eastbound				OAKMEAD PKWY Westbound				LAWRENCE EXPY Northbound				LAWRENCE EXPY Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	94	41	46	0	12	12	52	6	42	288	16	0	73	701	107	1,490	6,062	0	1	0	1
4:15 PM	0	95	31	39	0	17	24	48	2	28	311	8	1	66	685	95	1,450	6,110	2	5	4	0
4:30 PM	0	107	42	51	0	11	10	44	5	44	388	11	0	84	683	92	1,572	6,421	4	1	2	4
4:45 PM	0	74	41	52	0	13	28	65	3	45	352	10	2	97	642	126	1,550	6,387	5	2	1	5
5:00 PM	0	126	48	55	0	13	32	60	9	50	289	17	0	81	635	123	1,538	6,343	0	3	1	2
5:15 PM	0	140	52	69	0	18	25	85	5	44	364	13	4	93	687	162	1,761	6,276	3	2	3	3
5:30 PM	0	105	47	56	0	7	23	76	4	51	319	12	4	124	552	158	1,538	6,082	0	2	1	3
5:45 PM	0	120	56	41	0	11	30	61	10	37	292	19	1	118	533	177	1,506	6,020	8	0	11	7
6:00 PM	0	121	53	59	0	13	27	71	8	26	286	13	1	107	538	148	1,471	5,880	0	0	3	2
6:15 PM	0	122	36	45	0	9	12	51	6	35	330	13	1	97	679	131	1,567		0	0	0	0
6:30 PM	0	75	31	39	0	9	9	40	11	43	342	20	2	90	677	88	1,476		0	0	4	0
6:45 PM	0	85	22	53	0	11	19	50	10	35	303	13	7	71	589	98	1,366		0	0	1	2

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	1	0	0	0	0	0	2	0	0	2	0	0	0	2	0	7
Lights	0	439	182	226	0	55	95	249	22	181	1,377	50	6	350	2,627	490	6,349
Mediums	0	7	1	1	0	0	0	3	0	2	14	1	0	5	18	13	65
Total	0	447	183	227	0	55	95	254	22	183	1,393	51	6	355	2,647	503	6,421



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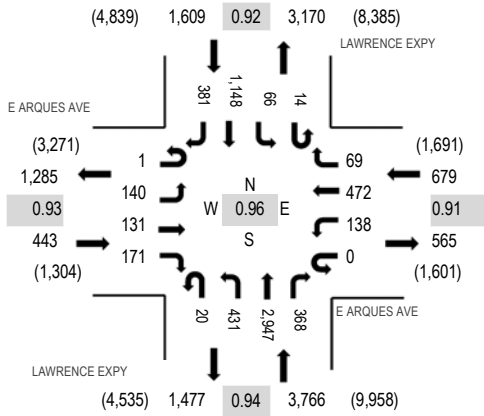
Location: 45 LAWRENCE EXPY & E ARQUES AVE AM

Date: Thursday, February 6, 2020

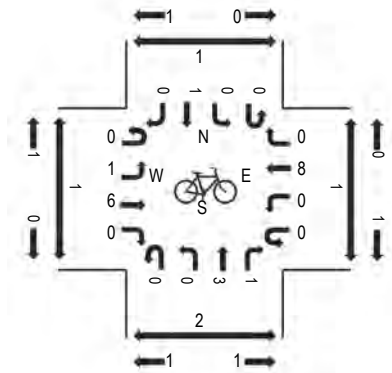
Peak Hour: 08:00 AM - 09:00 AM

Peak 15-Minutes: 08:30 AM - 08:45 AM

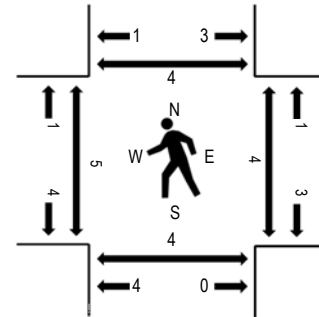
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	E ARQUES AVE Eastbound				E ARQUES AVE Westbound				LAWRENCE EXPY Northbound				LAWRENCE EXPY Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	21	9	18	0	14	25	9	8	46	517	29	3	8	268	49	1,024	5,101	0	0	0	1
7:15 AM	0	28	16	28	0	29	57	5	1	49	517	49	3	8	299	55	1,144	5,672	1	1	0	0
7:30 AM	0	32	18	31	0	20	63	11	0	73	699	68	2	13	316	59	1,405	6,164	0	1	1	0
7:45 AM	0	25	33	24	0	40	86	20	4	85	730	70	3	12	335	61	1,528	6,443	0	0	1	0
8:00 AM	1	39	32	47	0	31	119	14	8	88	722	83	5	17	292	97	1,595	6,497	2	1	1	0
8:15 AM	0	36	24	41	0	45	117	25	3	89	738	103	2	21	307	85	1,636	6,469	2	1	0	0
8:30 AM	0	26	43	43	0	28	125	10	4	128	787	87	1	14	280	108	1,684	6,311	1	0	1	2
8:45 AM	0	39	32	40	0	34	111	20	5	126	700	95	6	14	269	91	1,582	6,160	0	2	2	2
9:00 AM	0	42	35	56	0	48	78	13	12	104	637	128	5	3	302	104	1,567	6,194	3	2	0	1
9:15 AM	1	41	39	53	0	45	100	15	4	102	544	105	8	19	291	111	1,478		0	1	0	0
9:30 AM	0	39	49	68	0	30	100	23	2	111	577	113	9	12	282	118	1,533		2	1	3	1
9:45 AM	0	52	46	57	0	63	101	17	7	112	559	130	9	24	303	136	1,616		1	2	1	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	2	0	2	0	0	1	0	0	2	4	0	0	0	3	1	15
Lights	1	131	124	161	0	135	456	68	18	426	2,901	366	13	64	1,096	374	6,334
Mediums	0	7	7	8	0	3	15	1	2	3	42	2	1	2	49	6	148
Total	1	140	131	171	0	138	472	69	20	431	2,947	368	14	66	1,148	381	6,497



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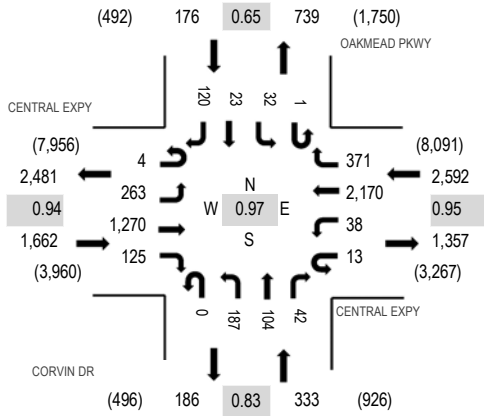
Location: 46 CORVIN DR & CENTRAL EXPY AM

Date: Thursday, February 6, 2020

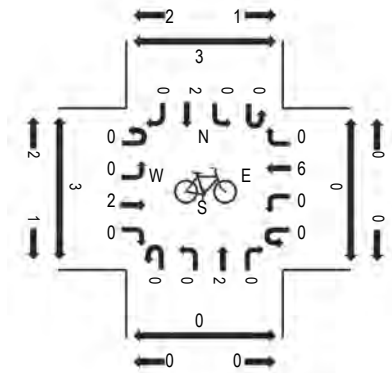
Peak Hour: 08:00 AM - 09:00 AM

Peak 15-Minutes: 08:45 AM - 09:00 AM

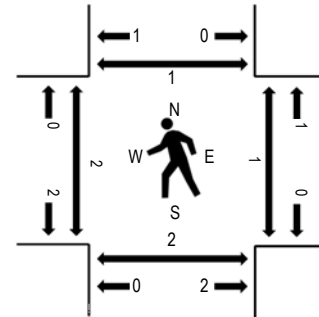
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	CENTRAL EXPY Eastbound				CENTRAL EXPY Westbound				CORVIN DR Northbound				OAKMEAD PKWY Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	8	119	8	4	19	651	39	0	7	4	5	0	0	2	7	873	4,090	0	0	0	0
7:15 AM	1	17	140	12	3	11	669	41	0	14	10	9	0	6	4	16	953	4,395	0	0	0	0
7:30 AM	0	21	177	13	5	6	694	61	0	30	12	20	0	5	4	26	1,074	4,599	0	0	0	0
7:45 AM	3	31	268	26	3	6	634	68	0	56	22	10	0	8	5	50	1,190	4,722	1	0	0	1
8:00 AM	2	45	271	20	3	8	540	102	0	66	27	12	1	8	6	67	1,178	4,763	1	0	0	1
8:15 AM	1	71	309	33	4	6	540	93	0	35	22	10	0	10	6	17	1,157	4,741	1	0	0	0
8:30 AM	0	83	348	29	3	13	526	85	0	43	27	10	0	9	3	18	1,197	4,746	0	0	1	0
8:45 AM	1	64	342	43	3	11	564	91	0	43	28	10	0	5	8	18	1,231	4,709	0	1	1	0
9:00 AM	1	72	291	38	4	8	561	79	0	45	19	12	0	3	5	18	1,156	4,616	3	0	0	0
9:15 AM	3	72	271	33	1	6	518	82	0	85	20	14	0	10	9	38	1,162		0	0	0	0
9:30 AM	3	67	262	32	5	8	528	92	0	86	21	8	0	3	4	41	1,160		0	0	0	0
9:45 AM	2	54	223	30	5	13	608	67	0	40	32	12	0	4	8	40	1,138		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	2	0	0	0	5	1	0	0	0	0	0	0	0	0	8
Lights	4	260	1,251	124	13	36	2,133	364	0	184	100	40	1	31	21	118	4,680
Mediums	0	3	17	1	0	2	32	6	0	3	4	2	0	1	2	2	75
Total	4	263	1,270	125	13	38	2,170	371	0	187	104	42	1	32	23	120	4,763



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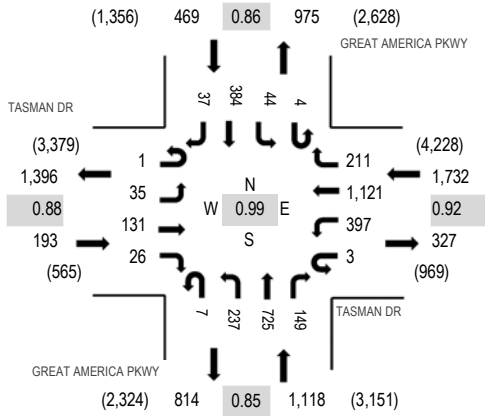
Location: 47 GREAT AMERICA PKWY & TASMAN DR AM

Date: Thursday, February 6, 2020

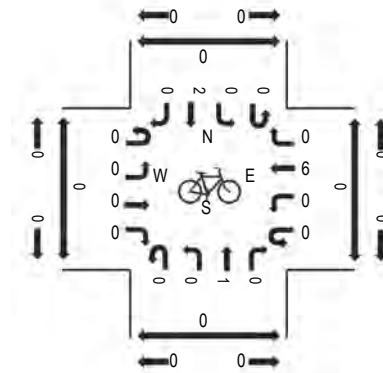
Peak Hour: 08:15 AM - 09:15 AM

Peak 15-Minutes: 08:15 AM - 08:30 AM

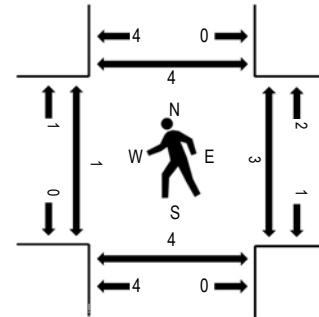
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	TASMAN DR Eastbound				TASMAN DR Westbound				GREAT AMERICA PKWY Northbound				GREAT AMERICA PKWY Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	6	18	7	1	53	76	15	11	35	100	20	1	6	74	2	425	2,495	0	0	0	1
7:15 AM	0	7	21	5	4	67	150	27	9	58	99	29	1	13	58	6	554	2,919	1	0	0	0
7:30 AM	1	5	23	7	4	62	186	41	12	49	144	37	0	11	66	3	651	3,254	1	0	1	1
7:45 AM	0	10	32	11	2	108	260	58	6	55	174	31	2	15	95	6	865	3,485	0	0	0	1
8:00 AM	0	10	30	14	0	85	268	59	6	65	146	36	2	13	109	6	849	3,498	0	0	1	0
8:15 AM	0	8	37	4	1	75	286	47	4	60	197	44	0	13	103	10	889	3,512	1	0	1	1
8:30 AM	0	6	27	10	0	98	320	55	1	67	178	30	0	7	78	5	882	3,491	0	1	1	1
8:45 AM	1	11	34	9	1	115	262	50	2	58	171	39	3	13	95	14	878	3,447	0	2	2	1
9:00 AM	0	10	33	3	1	109	253	59	0	52	179	36	1	11	108	8	863	3,307	0	0	0	1
9:15 AM	1	9	33	8	1	77	210	43	2	62	229	60	0	11	119	3	868		0	0	3	0
9:30 AM	1	9	32	12	3	100	218	45	0	62	187	57	2	9	98	3	838		2	0	3	1
9:45 AM	0	9	39	12	3	82	144	44	1	45	167	39	2	9	134	8	738		1	0	0	1

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	2	1	2	0	0	1	0	0	2	2	0	10
Lights	1	34	114	19	2	378	1,087	200	7	224	710	137	4	37	372	36	3,362
Mediums	0	1	17	7	1	17	33	9	0	13	14	12	0	5	10	1	140
Total	1	35	131	26	3	397	1,121	211	7	237	725	149	4	44	384	37	3,512



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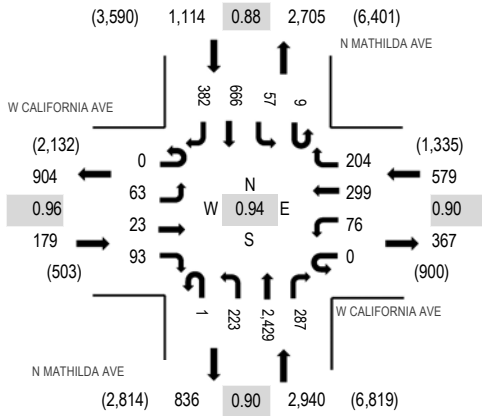
Location: 48 N MATHILDA AVE & W CALIFORNIA AVE AM

Date: Wednesday, February 5, 2020

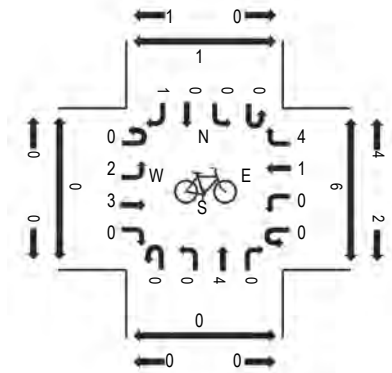
Peak Hour: 08:15 AM - 09:15 AM

Peak 15-Minutes: 08:30 AM - 08:45 AM

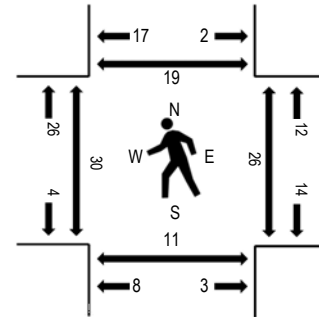
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	W CALIFORNIA AVE Eastbound				W CALIFORNIA AVE Westbound				N MATHILDA AVE Northbound				N MATHILDA AVE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
	7:00 AM	0	5	4	12	0	7	7	29	0	13	156	21	1	21	144			49	469	3,035	0
7:15 AM	0	8	3	10	0	14	3	47	0	19	241	34	1	10	175	50	615	3,587	4	1	1	0
7:30 AM	0	11	5	17	0	29	13	51	0	23	407	45	1	4	275	64	945	4,234	2	6	0	3
7:45 AM	0	13	9	21	0	29	21	47	0	34	437	35	1	15	296	48	1,006	4,575	2	4	0	2
8:00 AM	0	18	3	19	0	30	38	55	1	40	479	59	1	7	199	72	1,021	4,568	3	6	3	4
8:15 AM	0	16	5	20	0	29	55	57	0	51	635	79	2	13	221	79	1,262	4,812	6	5	2	1
8:30 AM	0	12	5	23	0	21	81	59	0	56	678	82	3	13	167	86	1,286	4,752	6	9	3	2
8:45 AM	0	19	6	19	0	12	66	51	0	40	482	55	1	13	140	95	999	4,618	10	9	3	10
9:00 AM	0	16	7	31	0	14	97	37	1	76	634	71	3	18	138	122	1,265	4,644	8	3	3	6
9:15 AM	0	15	7	32	0	23	61	40	0	53	532	65	1	13	204	156	1,202		2	7	1	7
9:30 AM	0	21	6	30	0	12	49	48	1	47	515	70	5	14	189	145	1,152		4	6	2	6
9:45 AM	0	18	9	28	0	12	50	41	1	40	449	62	2	12	168	133	1,025		2	5	9	6

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	7	0	0	0	2	1	10
Lights	0	63	23	92	0	73	297	198	1	220	2,392	284	9	56	637	374	4,719
Mediums	0	0	0	1	0	3	2	6	0	3	30	3	0	1	27	7	83
Total	0	63	23	93	0	76	299	204	1	223	2,429	287	9	57	666	382	4,812



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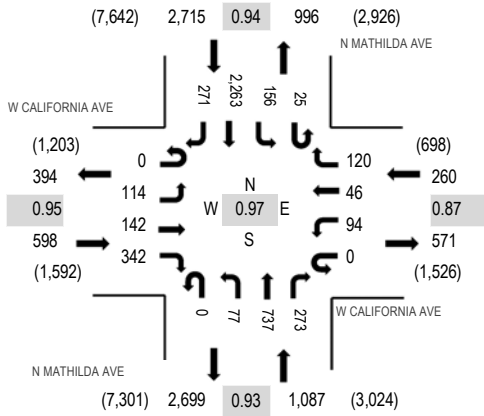
Location: 48 N MATHILDA AVE & W CALIFORNIA AVE PM

Date: Wednesday, February 5, 2020

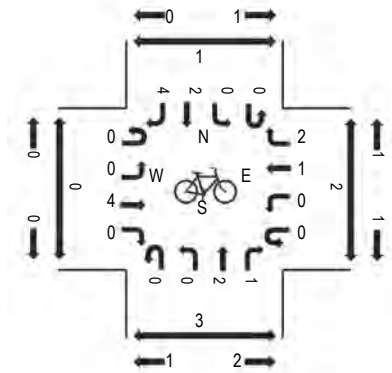
Peak Hour: 05:15 PM - 06:15 PM

Peak 15-Minutes: 05:15 PM - 05:30 PM

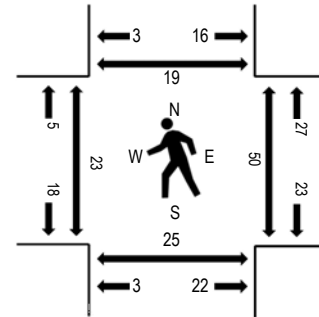
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	W CALIFORNIA AVE Eastbound				W CALIFORNIA AVE Westbound				N MATHILDA AVE Northbound				N MATHILDA AVE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
	4:00 PM	0	37	17	67	0	7	5	28	1	20	188	44	5	40	403			72	934	4,133	5
4:15 PM	0	35	23	57	0	14	12	36	0	18	159	45	3	46	552	95	1,095	4,247	2	4	5	0
4:30 PM	0	40	29	61	0	8	11	31	0	10	145	57	5	37	550	86	1,070	4,356	2	4	3	2
4:45 PM	0	43	30	79	0	13	10	33	1	17	159	57	2	42	453	95	1,034	4,477	3	3	2	2
5:00 PM	0	43	38	71	0	15	14	34	0	14	154	37	3	43	523	59	1,048	4,603	3	6	4	11
5:15 PM	0	32	45	81	0	30	11	28	0	13	187	55	4	45	593	80	1,204	4,660	3	12	6	7
5:30 PM	0	29	35	103	0	18	11	31	0	12	206	81	5	32	577	51	1,191	4,577	5	16	4	6
5:45 PM	0	20	42	95	0	28	19	31	0	27	172	78	9	33	538	68	1,160	4,490	11	11	8	4
6:00 PM	0	33	20	63	0	18	5	30	0	25	172	59	7	46	555	72	1,105	4,220	4	11	7	2
6:15 PM	0	26	22	60	0	23	6	23	0	19	181	79	5	40	567	70	1,121		2	10	7	6
6:30 PM	0	34	27	67	0	17	7	44	1	16	191	75	7	36	505	77	1,104		8	3	1	1
6:45 PM	0	17	12	59	0	11	8	28	0	14	184	51	7	28	417	54	890		2	6	1	1

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	2
Lights	0	112	141	342	0	94	45	115	0	75	723	271	25	155	2,250	270	4,618
Mediums	0	2	1	0	0	0	1	4	0	2	14	2	0	1	12	1	40
Total	0	114	142	342	0	94	46	120	0	77	737	273	25	156	2,263	271	4,660



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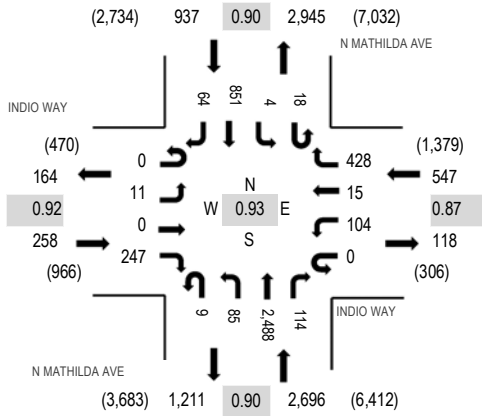
Location: 49 N MATHILDA AVE & INDIO WAY AM

Date: Wednesday, February 5, 2020

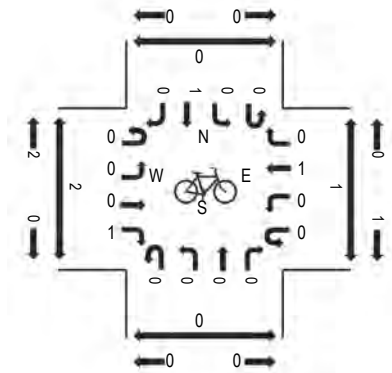
Peak Hour: 08:15 AM - 09:15 AM

Peak 15-Minutes: 08:15 AM - 08:30 AM

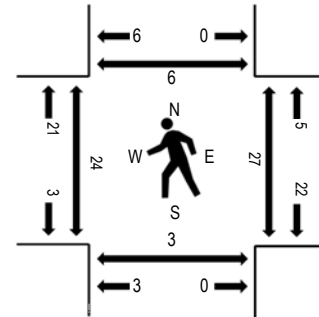
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	INDIO WAY Eastbound				INDIO WAY Westbound				N MATHILDA AVE Northbound				N MATHILDA AVE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	0	0	66	0	8	0	63	2	4	175	17	4	0	131	19	489	3,022	0	5	0	0
7:15 AM	0	2	0	74	0	6	1	64	3	9	267	24	4	1	157	11	623	3,503	0	4	0	1
7:30 AM	0	2	0	92	0	20	3	92	4	12	431	18	3	4	230	15	926	4,075	6	5	1	5
7:45 AM	0	2	0	72	0	17	2	104	3	12	475	20	2	2	267	6	984	4,303	4	9	0	2
8:00 AM	0	9	0	78	0	30	2	83	5	18	516	14	4	2	192	17	970	4,273	4	2	1	0
8:15 AM	0	3	0	71	0	32	2	123	2	14	669	25	2	1	240	11	1,195	4,438	5	6	0	1
8:30 AM	0	3	0	41	0	21	6	95	1	22	697	28	6	0	218	16	1,154	4,291	5	7	1	3
8:45 AM	0	2	0	45	0	26	5	100	2	22	497	27	6	3	201	18	954	4,189	3	4	1	0
9:00 AM	0	3	0	90	0	25	2	110	4	27	625	34	4	0	192	19	1,135	4,196	11	10	1	2
9:15 AM	0	4	0	104	0	13	1	85	4	38	507	36	3	0	232	21	1,048		2	9	0	3
9:30 AM	0	5	0	105	0	26	2	80	5	42	522	17	7	0	216	25	1,052		2	10	1	5
9:45 AM	0	8	0	85	0	23	3	104	5	22	456	33	4	0	197	21	961		3	7	0	5

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	1	0	0	0	0	8	0	0	0	3	0	12
Lights	0	11	0	242	0	102	15	425	8	82	2,448	113	18	4	811	60	4,339
Mediums	0	0	0	5	0	1	0	3	1	3	32	1	0	0	37	4	87
Total	0	11	0	247	0	104	15	428	9	85	2,488	114	18	4	851	64	4,438



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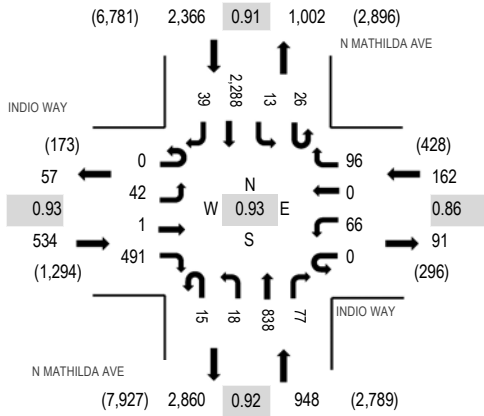
Location: 49 N MATHILDA AVE & INDIO WAY PM

Date: Wednesday, February 5, 2020

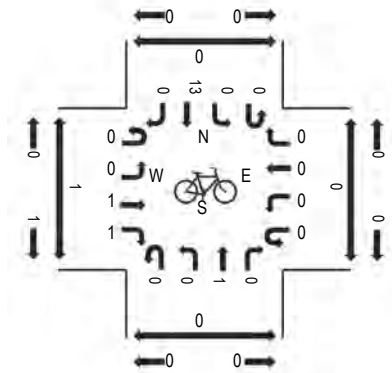
Peak Hour: 05:00 PM - 06:00 PM

Peak 15-Minutes: 05:00 PM - 05:15 PM

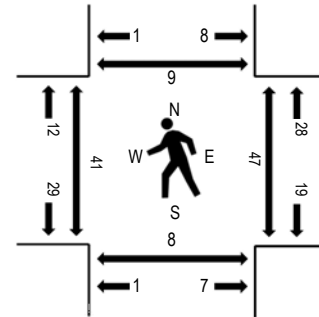
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	INDIO WAY Eastbound				INDIO WAY Westbound				N MATHILDA AVE Northbound				N MATHILDA AVE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	14	0	68	0	9	0	17	3	4	190	21	4	6	451	9	796	3,651	3	3	0	1
4:15 PM	0	6	0	65	0	9	1	12	3	3	204	22	5	4	650	12	996	3,935	1	1	0	0
4:30 PM	0	7	0	74	0	11	0	16	4	5	181	16	6	7	581	15	923	3,948	5	4	1	0
4:45 PM	0	19	0	100	0	13	0	33	7	5	180	23	7	3	532	14	936	3,998	1	8	0	0
5:00 PM	0	11	0	109	0	13	0	20	0	6	207	21	4	6	673	10	1,080	4,010	9	10	0	2
5:15 PM	0	8	1	118	0	20	0	29	4	6	214	18	4	3	574	10	1,009	3,928	10	11	0	1
5:30 PM	0	11	0	136	0	16	0	23	4	3	223	20	6	1	521	9	973	3,850	15	21	7	6
5:45 PM	0	12	0	128	0	17	0	24	7	3	194	18	12	3	520	10	948	3,770	7	5	1	0
6:00 PM	0	12	2	118	1	16	0	36	4	3	206	27	4	0	561	8	998	3,631	5	3	1	1
6:15 PM	0	7	0	109	0	20	0	20	4	1	205	20	5	3	528	9	931		5	0	0	0
6:30 PM	0	5	0	79	0	8	0	15	6	8	225	26	12	3	498	8	893		9	0	2	7
6:45 PM	0	3	0	72	0	8	0	21	3	3	210	19	7	2	453	8	809		3	1	1	4

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2
Lights	0	42	1	491	0	66	0	96	15	17	822	77	26	13	2,256	38	3,960
Mediums	0	0	0	0	0	0	0	0	0	1	15	0	0	0	31	1	48
Total	0	42	1	491	0	66	0	96	15	18	838	77	26	13	2,288	39	4,010



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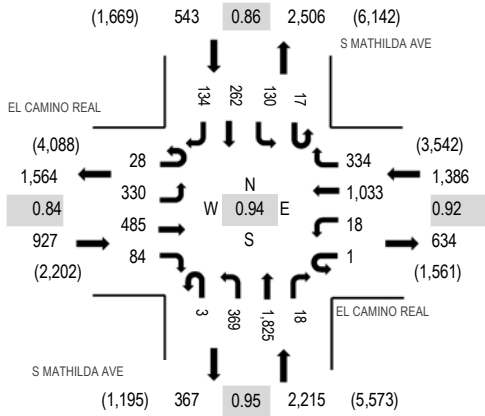
Location: 53 S MATHILDA AVE & EL CAMINO REAL AM

Date: Tuesday, February 4, 2020

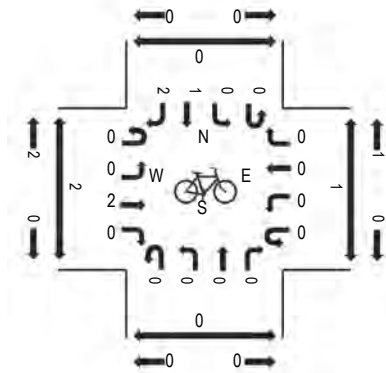
Peak Hour: 08:00 AM - 09:00 AM

Peak 15-Minutes: 08:30 AM - 08:45 AM

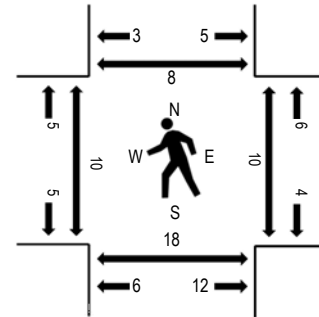
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	EL CAMINO REAL Eastbound				EL CAMINO REAL Westbound				S MATHILDA AVE Northbound				S MATHILDA AVE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	11	22	45	5	1	1	126	45	2	43	147	2	0	20	45	29	544	3,354	2	2	4	2
7:15 AM	11	25	56	12	0	1	157	36	1	52	217	4	5	29	48	24	678	4,051	0	3	1	2
7:30 AM	8	42	65	13	0	8	225	54	2	78	272	1	3	23	128	34	956	4,639	0	1	8	3
7:45 AM	6	95	76	8	0	11	266	74	6	73	364	4	6	28	114	45	1,176	5,027	0	6	3	3
8:00 AM	8	75	92	14	0	4	255	72	0	96	478	4	6	34	66	37	1,241	5,071	5	1	5	0
8:15 AM	10	84	134	24	1	6	250	86	1	106	423	4	6	38	61	32	1,266	4,999	0	1	1	1
8:30 AM	3	97	148	27	0	2	293	85	0	81	475	2	3	28	66	34	1,344	4,950	2	3	5	5
8:45 AM	7	74	111	19	0	6	235	91	2	86	449	8	2	30	69	31	1,220	4,695	3	5	7	2
9:00 AM	10	61	86	21	0	4	211	77	3	87	492	5	2	25	59	26	1,169	4,561	2	2	5	3
9:15 AM	6	56	120	22	4	5	275	67	0	93	411	3	5	32	91	27	1,217		4	1	7	5
9:30 AM	8	68	94	22	2	10	208	54	4	82	380	4	5	34	92	22	1,089		3	4	6	5
9:45 AM	7	53	124	17	0	8	163	63	2	84	430	10	5	30	63	27	1,086		4	5	11	4

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	2	0	0	1	2	0	0	2	3	0	0	0	0	0	10
Lights	28	330	463	84	1	17	1,004	329	3	364	1,808	17	17	129	254	133	4,981
Mediums	0	0	20	0	0	0	27	5	0	3	14	1	0	1	8	1	80
Total	28	330	485	84	1	18	1,033	334	3	369	1,825	18	17	130	262	134	5,071



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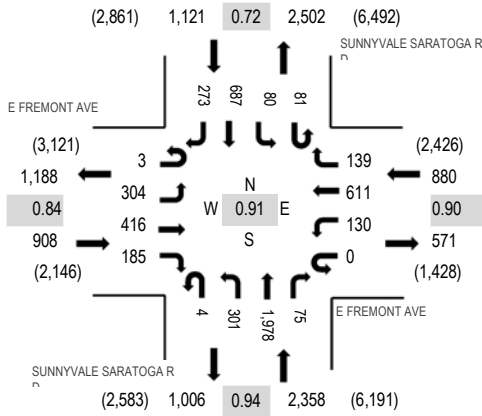
Location: 54 SUNNYVALE SARATOGA RD & E FREMONT AVE AM

Date: Tuesday, February 4, 2020

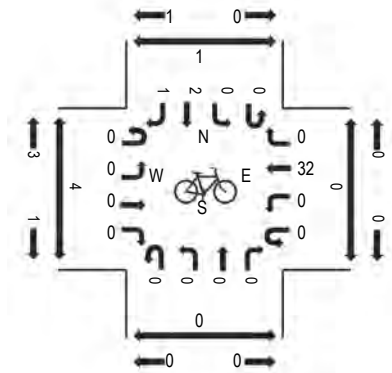
Peak Hour: 07:45 AM - 08:45 AM

Peak 15-Minutes: 07:45 AM - 08:00 AM

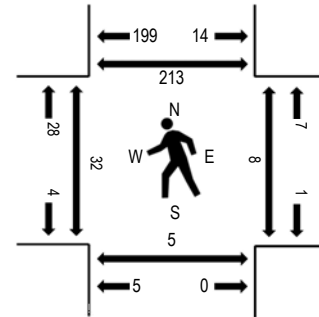
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	E FREMONT AVE Eastbound				E FREMONT AVE Westbound				SUNNYVALE SARATOGA RDSUNNYVALE SARATOGA RD Northbound				SUNNYVALE SARATOGA RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
	7:00 AM	1	13	19	13	0	8	77	22	1	35	220	5	4	6	104			31	559	3,838	4
7:15 AM	1	44	37	18	0	22	126	27	0	43	243	16	16	9	107	52	761	4,565	1	0	0	6
7:30 AM	0	45	45	16	0	11	224	19	0	75	373	9	29	17	122	92	1,077	5,028	8	0	7	57
7:45 AM	1	72	67	50	0	15	203	11	0	104	513	16	33	41	200	115	1,441	5,267	23	7	5	181
8:00 AM	0	95	133	50	0	48	130	38	1	88	428	13	31	24	149	58	1,286	5,114	6	0	0	18
8:15 AM	1	70	127	42	0	39	131	45	1	55	474	25	12	6	160	36	1,224	5,048	0	0	0	11
8:30 AM	1	67	89	43	0	28	147	45	2	54	563	21	5	9	178	64	1,316	5,048	3	1	0	3
8:45 AM	7	67	103	41	0	31	154	35	0	54	551	22	7	16	165	35	1,288	4,938	2	2	0	3
9:00 AM	5	66	111	41	0	38	146	32	0	49	485	39	7	9	150	42	1,220	4,672	2	3	2	9
9:15 AM	2	68	92	36	0	34	152	33	0	78	464	34	14	14	146	57	1,224		3	7	2	25
9:30 AM	0	53	82	34	0	37	119	31	2	42	472	34	20	13	196	71	1,206		10	4	8	12
9:45 AM	0	79	71	28	0	35	96	37	0	38	410	39	4	15	141	29	1,022		2	2	0	17

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	3	0	0	0	2	0	5
Lights	3	304	415	185	0	129	606	139	4	294	1,960	75	81	80	662	270	5,207
Mediums	0	0	1	0	0	1	5	0	0	7	15	0	0	0	23	3	55
Total	3	304	416	185	0	130	611	139	4	301	1,978	75	81	80	687	273	5,267



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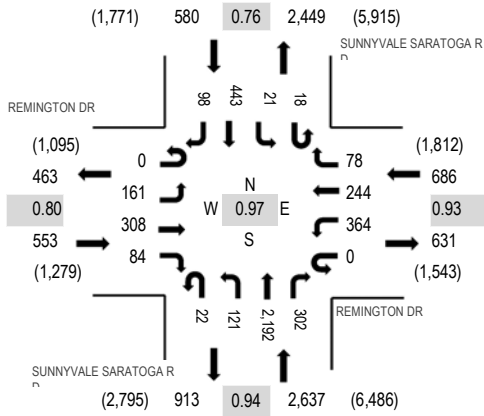
Location: 55 SUNNYVALE SARATOGA RD & REMINGTON DR AM

Date: Tuesday, February 4, 2020

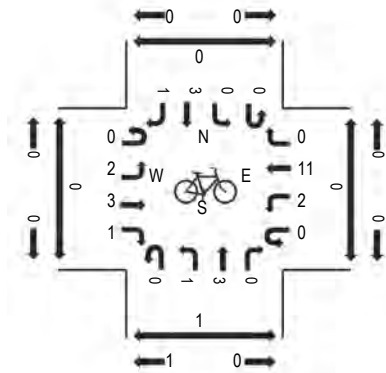
Peak Hour: 08:00 AM - 09:00 AM

Peak 15-Minutes: 08:00 AM - 08:15 AM

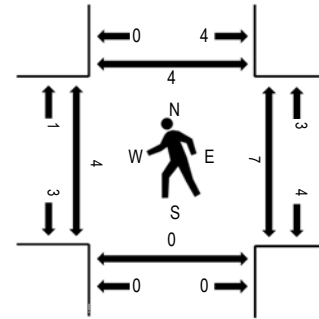
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	REMINGTON DR Eastbound				REMINGTON DR Westbound				SUNNYVALE SARATOGA RDS Northbound				SUNNYVALE SARATOGA RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
	7:00 AM	0	10	7	20	0	38	17	6	3	13	190	27	1	1	64			5	402	2,885	0
7:15 AM	0	22	23	13	0	60	33	4	1	14	240	36	2	4	94	10	556	3,636	0	0	0	1
7:30 AM	0	24	44	22	0	108	59	14	7	19	310	65	3	5	163	12	855	4,189	5	2	0	3
7:45 AM	0	42	48	22	0	97	80	7	3	52	417	68	1	5	204	26	1,072	4,442	6	3	0	0
8:00 AM	0	37	101	22	0	95	91	11	3	43	541	75	4	3	79	48	1,153	4,456	0	2	0	2
8:15 AM	0	60	91	22	0	88	60	20	7	27	502	71	2	7	135	17	1,109	4,350	2	1	0	0
8:30 AM	0	31	52	19	0	88	47	26	4	18	605	77	8	5	111	17	1,108	4,292	2	1	0	2
8:45 AM	0	33	64	21	0	93	46	21	8	33	544	79	4	6	118	16	1,086	4,200	0	3	0	0
9:00 AM	0	30	88	21	0	92	53	24	10	22	510	69	3	7	108	10	1,047	4,007	3	1	0	1
9:15 AM	0	23	57	24	0	91	46	19	7	16	513	64	3	9	171	8	1,051		4	4	0	4
9:30 AM	0	23	55	20	0	89	43	22	4	17	500	88	0	11	140	4	1,016		0	2	0	3
9:45 AM	0	21	48	19	0	63	36	25	3	29	456	76	1	7	101	8	893		0	3	0	2

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	1	2	0	0	0	0	0	0	0	5	0	0	0	1	0	9
Lights	0	159	306	81	0	362	241	78	22	117	2,163	299	17	21	432	97	4,395
Mediums	0	1	0	3	0	2	3	0	0	4	24	3	1	0	10	1	52
Total	0	161	308	84	0	364	244	78	22	121	2,192	302	18	21	443	98	4,456



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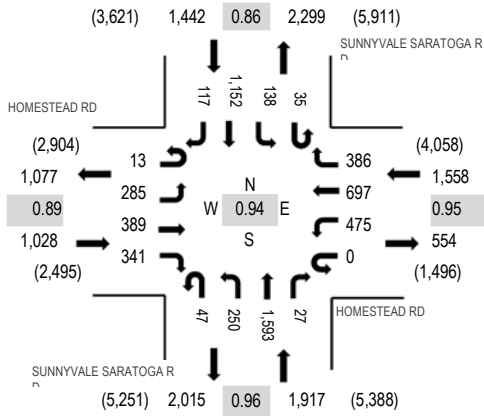
Location: 56 SUNNYVALE SARATOGA RD & HOMESTEAD RD AM

Date: Tuesday, February 4, 2020

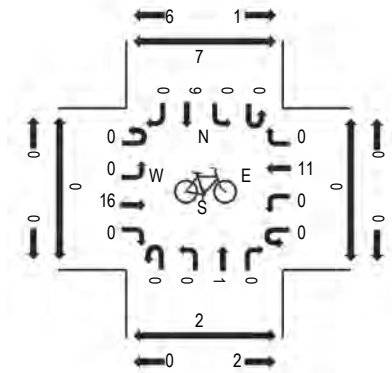
Peak Hour: 08:00 AM - 09:00 AM

Peak 15-Minutes: 08:15 AM - 08:30 AM

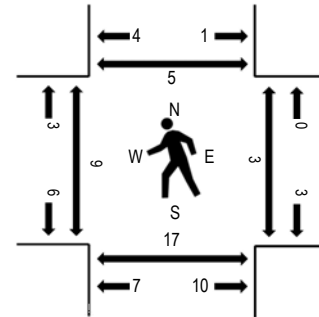
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	HOMESTEAD RD Eastbound				HOMESTEAD RD Westbound				SUNNYVALE SARATOGA RDS Northbound				SUNNYVALE SARATOGA RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
	7:00 AM	0	20	26	33	1	43	82	18	11	56	228	17	1	12	145			10	703	4,265	2
7:15 AM	0	21	51	61	0	96	118	34	8	73	281	22	4	9	178	9	965	5,050	1	2	2	4
7:30 AM	2	23	67	72	0	122	143	59	13	69	353	13	7	28	246	28	1,245	5,667	2	0	1	1
7:45 AM	3	52	97	82	0	137	200	90	13	68	291	18	8	44	218	31	1,352	5,856	3	0	4	1
8:00 AM	10	84	98	72	0	119	130	105	9	62	375	7	10	38	340	29	1,488	5,945	2	3	3	1
8:15 AM	0	81	111	98	0	119	224	83	14	70	395	5	9	38	297	38	1,582	5,844	3	0	2	1
8:30 AM	2	66	96	82	0	133	182	89	9	59	425	12	10	29	213	27	1,434	5,615	4	0	7	1
8:45 AM	1	54	84	89	0	104	161	109	15	59	398	3	6	33	302	23	1,441	5,555	0	0	5	2
9:00 AM	0	67	77	72	0	128	190	110	15	56	381	11	6	29	218	27	1,387	5,352	3	1	6	0
9:15 AM	0	71	86	75	0	118	140	83	14	84	404	7	3	29	220	19	1,353		3	1	1	6
9:30 AM	0	46	107	81	0	95	129	65	8	60	392	25	8	34	297	27	1,374		0	2	5	1
9:45 AM	0	40	73	62	0	118	114	67	23	62	377	18	2	41	214	27	1,238		5	0	4	1

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	2	0	0	3	5	0	0	0	1	0	11
Lights	13	279	384	338	0	466	683	380	46	241	1,570	26	35	137	1,132	112	5,842
Mediums	0	6	5	3	0	9	12	6	1	6	18	1	0	1	19	5	92
Total	13	285	389	341	0	475	697	386	47	250	1,593	27	35	138	1,152	117	5,945



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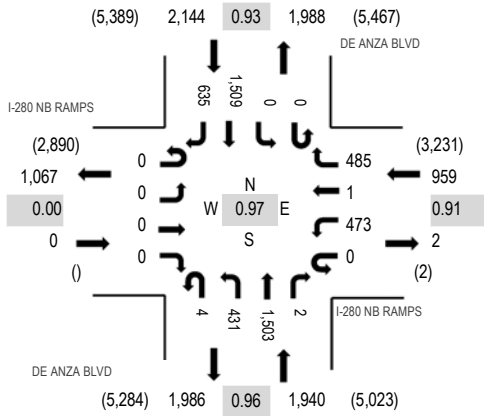
Location: 57 DE ANZA BLVD & I-280 NB RAMPS AM

Date: Tuesday, February 4, 2020

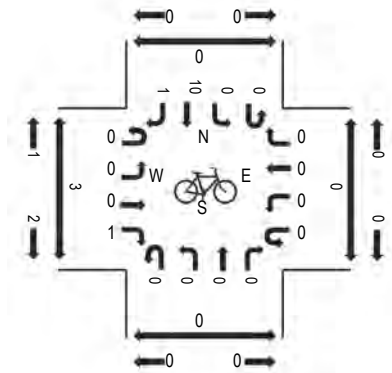
Peak Hour: 08:00 AM - 09:00 AM

Peak 15-Minutes: 08:00 AM - 08:15 AM

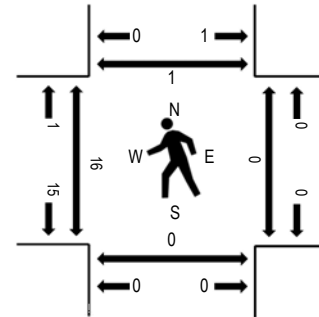
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	I-280 NB RAMPS Eastbound				I-280 NB RAMPS Westbound				DE ANZA BLVD Northbound				DE ANZA BLVD Southbound				Total	Rolling Hour	Pedestrian Crossings				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North	
7:00 AM	0	0	0	0	0	88	1	137	0	48	174	0	0	0	0	133	104	685	3,812	0	0	0	0
7:15 AM	0	0	0	0	0	65	0	133	0	91	238	0	0	0	0	196	140	863	4,424	2	0	0	0
7:30 AM	0	0	0	0	0	67	0	122	0	158	334	0	0	0	0	218	197	1,096	4,837	6	0	0	0
7:45 AM	0	0	0	0	0	73	0	149	2	125	358	0	0	0	0	279	182	1,168	4,956	4	0	0	0
8:00 AM	0	0	0	0	0	94	1	131	1	135	359	0	0	0	0	385	191	1,297	5,043	3	0	0	0
8:15 AM	0	0	0	0	0	109	0	128	3	113	365	0	0	0	0	386	172	1,276	4,943	5	0	0	1
8:30 AM	0	0	0	0	0	121	0	92	0	101	410	1	0	0	0	350	140	1,215	4,826	0	0	0	0
8:45 AM	0	0	0	0	0	149	0	134	0	82	369	1	0	0	0	388	132	1,255	4,835	8	0	0	0
9:00 AM	0	0	0	0	0	199	0	143	0	100	325	0	0	0	0	323	107	1,197	4,788	3	0	0	0
9:15 AM	0	0	0	0	0	179	0	133	2	65	315	0	0	0	0	356	109	1,159		7	2	0	1
9:30 AM	0	0	0	0	0	208	0	179	1	93	289	0	0	0	0	340	114	1,224		0	0	0	0
9:45 AM	0	0	0	0	0	214	1	181	0	96	269	0	0	0	0	355	92	1,208		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
Articulated Trucks	0	0	0	0	0	3	0	2	0	0	4	0	0	0	0	2	0	11
Lights	0	0	0	0	0	446	1	475	4	422	1,477	2	0	0	1,479	628	4,934	
Mediums	0	0	0	0	0	24	0	8	0	9	22	0	0	0	28	7	98	
Total	0	0	0	0	0	473	1	485	4	431	1,503	2	0	0	1,509	635	5,043	



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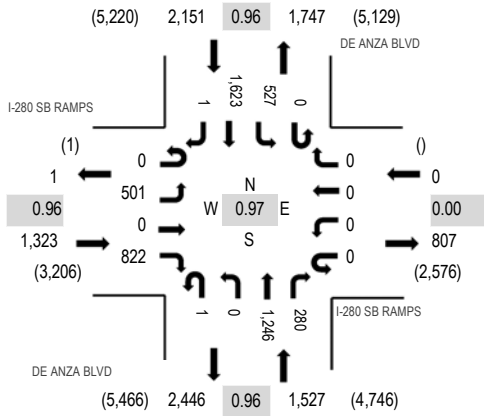
Location: 58 DE ANZA BLVD & I-280 SB RAMPS AM

Date: Tuesday, February 4, 2020

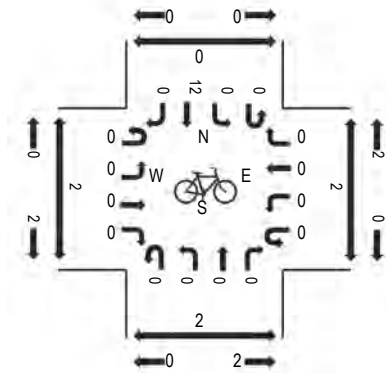
Peak Hour: 08:45 AM - 09:45 AM

Peak 15-Minutes: 08:45 AM - 09:00 AM

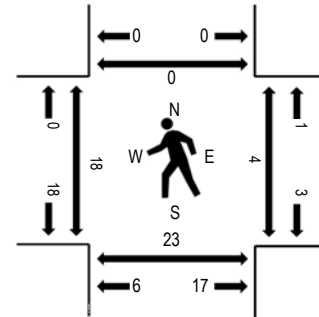
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	I-280 SB RAMPS Eastbound				I-280 SB RAMPS Westbound				DE ANZA BLVD Northbound				DE ANZA BLVD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	35	0	40	0	0	0	0	0	0	190	59	0	70	149	0	543	3,305	0	0	0	0
7:15 AM	0	61	0	75	0	0	0	0	0	0	280	85	0	120	139	0	760	3,991	2	0	1	0
7:30 AM	0	106	0	76	0	0	0	0	0	0	364	113	0	120	166	0	945	4,469	4	0	1	0
7:45 AM	0	112	0	133	0	0	0	0	0	0	364	117	0	143	188	0	1,057	4,719	5	0	0	0
8:00 AM	0	141	2	123	0	0	0	0	0	0	371	101	0	145	346	0	1,229	4,948	1	0	0	0
8:15 AM	0	152	2	172	0	0	0	0	0	0	341	85	0	150	336	0	1,238	4,961	5	0	5	0
8:30 AM	0	169	1	187	0	0	0	0	0	0	292	93	2	153	298	0	1,195	4,935	0	0	1	0
8:45 AM	0	166	0	197	0	0	0	0	0	0	310	67	0	170	376	0	1,286	5,001	4	0	2	0
9:00 AM	0	125	0	213	0	0	0	0	0	0	339	68	0	105	391	1	1,242	4,919	7	1	8	0
9:15 AM	0	112	0	229	0	0	0	0	1	0	265	59	0	140	406	0	1,212		6	2	9	0
9:30 AM	0	98	0	183	0	0	0	0	0	0	332	86	0	112	450	0	1,261		1	1	4	0
9:45 AM	0	112	0	184	0	0	0	0	0	0	290	74	0	136	408	0	1,204		0	0	5	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	1	0	1	0	0	0	0	0	0	0	2	0	1	5	0	10
Lights	0	490	0	784	0	0	0	0	1	0	1,222	240	0	518	1,560	1	4,816
Mediums	0	10	0	37	0	0	0	0	0	0	24	38	0	8	58	0	175
Total	0	501	0	822	0	0	0	0	1	0	1,246	280	0	527	1,623	1	5,001



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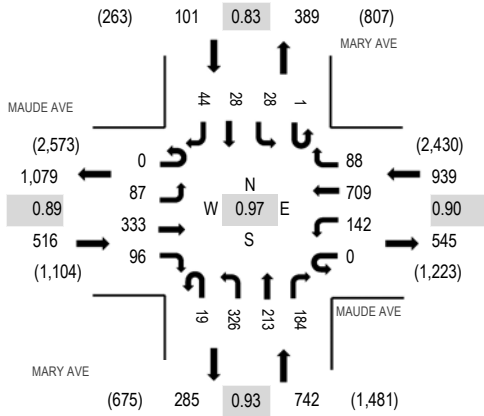
Location: 59 MARY AVE & MAUDE AVE AM

Date: Wednesday, February 5, 2020

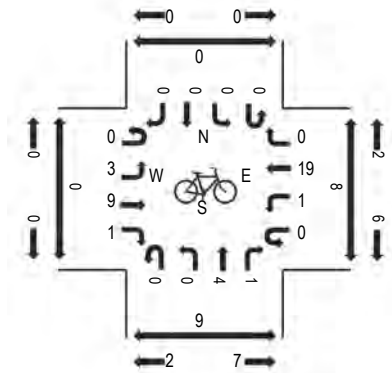
Peak Hour: 08:45 AM - 09:45 AM

Peak 15-Minutes: 08:45 AM - 09:00 AM

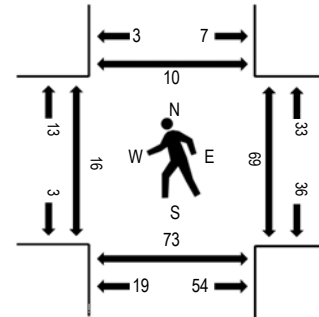
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	MAUDE AVE Eastbound				MAUDE AVE Westbound				MARY AVE Northbound				MARY AVE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	8	33	4	0	21	78	7	0	18	8	8	1	2	2	4	194	1,058	0	0	1	0
7:15 AM	0	4	39	12	0	19	97	11	0	20	10	18	0	1	3	3	237	1,278	1	4	9	1
7:30 AM	0	11	33	7	0	28	98	16	1	26	17	20	0	5	2	5	269	1,510	1	4	9	1
7:45 AM	0	15	44	9	0	36	150	20	2	19	12	28	0	11	4	8	358	1,777	0	2	5	0
8:00 AM	0	5	49	11	0	18	184	23	2	31	33	32	0	7	4	15	414	2,014	2	10	8	2
8:15 AM	0	9	50	14	0	42	200	25	1	45	15	45	0	5	5	13	469	2,177	3	8	5	2
8:30 AM	0	15	61	21	0	30	212	16	5	68	32	47	0	4	7	18	536	2,284	0	9	20	0
8:45 AM	0	22	77	19	0	43	234	23	1	75	49	28	0	9	6	9	595	2,298	5	22	15	4
9:00 AM	0	16	80	19	0	34	193	26	5	76	55	52	0	5	3	13	577	2,206	3	14	18	1
9:15 AM	0	22	81	31	0	34	153	19	12	92	48	53	0	8	11	12	576		4	15	15	2
9:30 AM	0	27	95	27	0	31	129	20	1	83	61	51	1	6	8	10	550		4	18	25	3
9:45 AM	0	24	77	33	0	34	106	20	8	62	61	45	0	14	5	14	503		8	10	26	6

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	2	0	2	0	1	2	0	0	1	0	1	0	1	0	1	11
Lights	0	82	300	90	0	133	678	67	19	316	212	180	0	19	25	39	2,160
Mediums	0	3	33	4	0	8	29	21	0	9	1	3	1	8	3	4	127
Total	0	87	333	96	0	142	709	88	19	326	213	184	1	28	28	44	2,298



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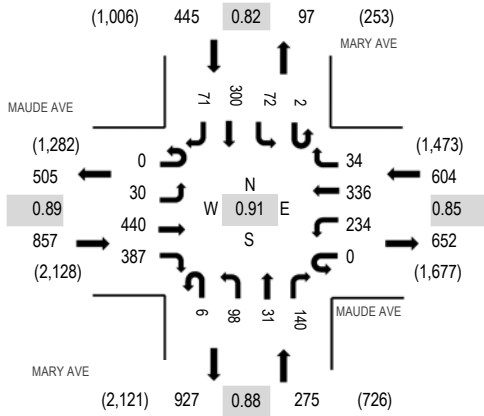
Location: 59 MARY AVE & MAUDE AVE PM

Date: Wednesday, February 5, 2020

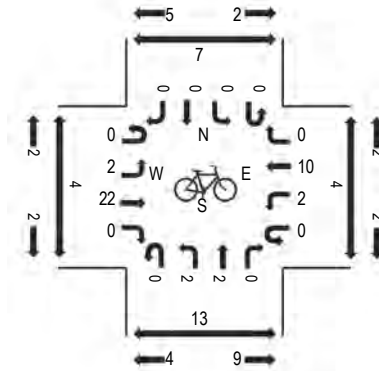
Peak Hour: 05:00 PM - 06:00 PM

Peak 15-Minutes: 05:00 PM - 05:15 PM

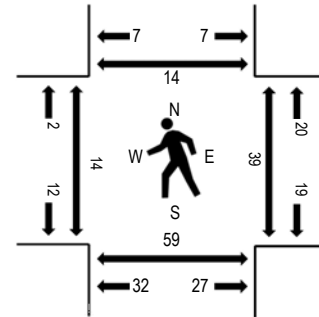
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	MAUDE AVE Eastbound				MAUDE AVE Westbound				MARY AVE Northbound				MARY AVE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	8	78	46	0	20	67	7	1	27	8	36	1	30	27	10	366	1,594	4	14	12	7
4:15 PM	0	9	79	59	0	38	45	7	1	25	6	29	1	13	38	17	367	1,827	9	9	22	11
4:30 PM	0	8	85	62	0	32	54	11	1	26	4	49	1	21	45	11	410	2,019	5	13	19	3
4:45 PM	0	7	95	77	0	43	79	8	0	27	7	33	1	11	49	14	451	2,114	7	5	12	9
5:00 PM	0	15	128	97	0	40	88	7	0	32	11	45	1	29	87	19	599	2,181	5	19	19	6
5:15 PM	0	4	102	91	0	71	91	15	2	25	10	37	0	17	73	21	559	2,049	5	12	18	4
5:30 PM	0	6	102	103	0	55	66	9	1	19	3	33	1	13	80	14	505	1,877	2	5	10	3
5:45 PM	0	5	108	96	0	68	91	3	3	22	7	25	0	13	60	17	518	1,745	2	3	12	1
6:00 PM	0	5	98	89	0	46	75	4	0	16	13	30	0	11	67	13	467	1,558	1	6	1	3
6:15 PM	0	4	79	82	0	55	71	3	0	7	5	23	0	8	41	9	387		3	7	2	7
6:30 PM	0	4	85	76	0	33	54	8	0	16	3	17	0	9	53	15	373		3	5	0	2
6:45 PM	0	5	86	45	0	37	70	2	1	18	6	16	0	4	30	11	331		0	5	3	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Lights	0	29	428	382	0	232	335	15	6	98	31	139	2	70	299	71	2,137
Mediums	0	1	11	5	0	2	1	19	0	0	0	1	0	2	1	0	43
Total	0	30	440	387	0	234	336	34	6	98	31	140	2	72	300	71	2,181



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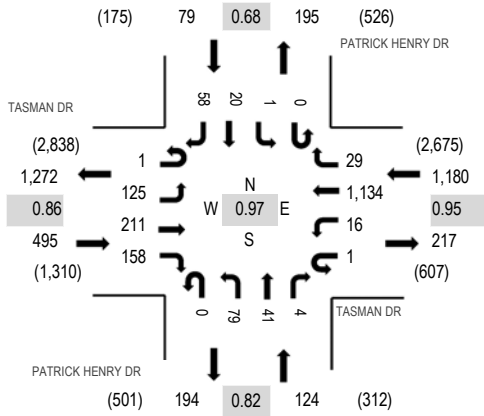
Location: 60 PATRICK HENRY DR & TASMAN DR AM

Date: Wednesday, February 5, 2020

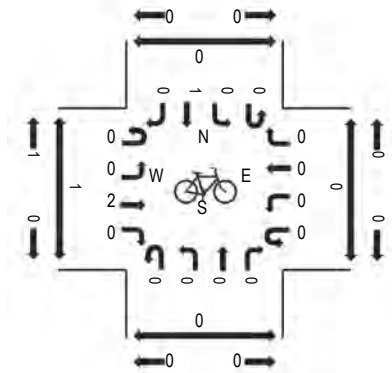
Peak Hour: 08:00 AM - 09:00 AM

Peak 15-Minutes: 08:45 AM - 09:00 AM

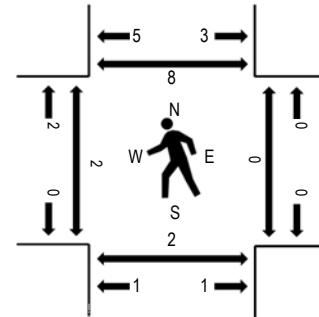
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	TASMAN DR Eastbound				TASMAN DR Westbound				PATRICK HENRY DR Northbound				PATRICK HENRY DR Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	12	25	24	0	1	80	7	0	12	10	0	0	1	3	3	178	1,060	0	0	1	0
7:15 AM	0	8	33	9	0	0	146	4	0	11	6	0	0	1	2	6	226	1,344	1	0	0	0
7:30 AM	0	12	31	25	0	2	170	5	0	19	9	0	0	0	0	7	280	1,578	0	0	0	0
7:45 AM	0	18	52	25	1	2	231	11	0	23	8	0	0	1	2	2	376	1,768	1	0	0	1
8:00 AM	0	25	52	34	1	1	302	8	0	16	9	1	0	0	3	10	462	1,878	0	0	1	2
8:15 AM	1	28	52	30	0	5	287	7	0	19	12	0	0	1	4	14	460	1,822	2	0	0	3
8:30 AM	0	30	47	34	0	3	283	5	0	25	11	3	0	0	9	20	470	1,778	0	0	0	3
8:45 AM	0	42	60	60	0	7	262	9	0	19	9	0	0	0	4	14	486	1,696	0	0	1	0
9:00 AM	0	34	51	31	1	8	229	11	0	17	13	0	0	0	4	7	406	1,534	0	0	0	0
9:15 AM	0	42	63	52	2	6	202	8	0	12	7	1	0	3	3	15	416		1	0	0	1
9:30 AM	0	30	57	38	0	7	197	11	0	15	9	3	0	0	8	13	388		0	0	2	0
9:45 AM	0	43	62	38	1	8	136	8	0	7	5	1	0	0	9	6	324		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	3
Lights	1	123	198	128	1	15	1,098	27	0	76	35	4	0	1	18	52	1,777
Mediums	0	2	13	30	0	1	33	2	0	3	6	0	0	0	2	6	98
Total	1	125	211	158	1	16	1,134	29	0	79	41	4	0	1	20	58	1,878



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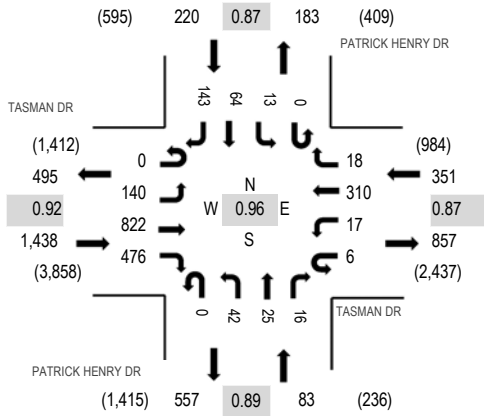
Location: 60 PATRICK HENRY DR & TASMAN DR PM

Date: Wednesday, February 5, 2020

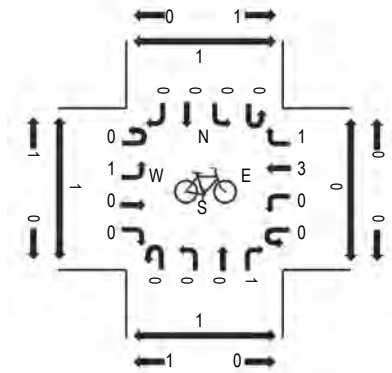
Peak Hour: 04:30 PM - 05:30 PM

Peak 15-Minutes: 04:45 PM - 05:00 PM

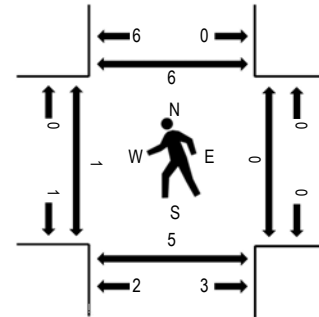
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	TASMAN DR Eastbound				TASMAN DR Westbound				PATRICK HENRY DR Northbound				PATRICK HENRY DR Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	6	221	90	1	2	42	4	0	3	1	3	0	1	20	23	417	1,949	0	0	1	1
4:15 PM	0	17	237	80	0	6	71	2	0	7	1	3	0	2	14	25	465	2,046	0	0	0	0
4:30 PM	0	11	269	108	3	8	50	5	0	10	5	3	0	4	18	28	522	2,092	0	0	2	3
4:45 PM	0	33	240	117	1	3	70	6	0	9	7	2	0	2	17	38	545	2,085	0	0	0	1
5:00 PM	0	53	162	108	1	2	100	4	0	10	6	4	0	6	20	38	514	1,997	0	0	0	0
5:15 PM	0	43	151	143	1	4	90	3	0	13	7	7	0	1	9	39	511	1,960	1	0	3	2
5:30 PM	0	42	158	159	0	3	82	2	0	12	2	2	0	0	14	39	515	1,932	0	0	1	0
5:45 PM	0	37	140	115	2	2	74	2	0	15	11	2	0	3	12	42	457	1,842	0	0	0	0
6:00 PM	0	35	191	93	0	5	83	2	0	12	10	5	0	2	10	29	477	1,727	0	0	1	0
6:15 PM	0	18	232	76	0	2	81	2	0	9	3	8	0	4	17	31	483		0	0	1	1
6:30 PM	1	9	193	74	2	3	71	2	0	11	11	3	0	1	13	31	425		0	0	2	2
6:45 PM	0	3	156	37	0	1	84	0	0	12	4	3	0	5	10	27	342		0	0	1	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
Lights	0	139	801	466	6	17	294	14	0	38	24	15	0	13	63	141	2,031
Mediums	0	1	21	10	0	0	16	4	0	4	1	0	0	0	1	2	60
Total	0	140	822	476	6	17	310	18	0	42	25	16	0	13	64	143	2,092



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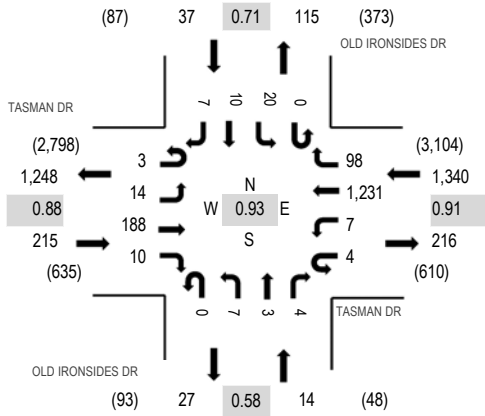
Location: 61 OLD IRONSIDES DR & TASMAN DR AM

Date: Wednesday, February 5, 2020

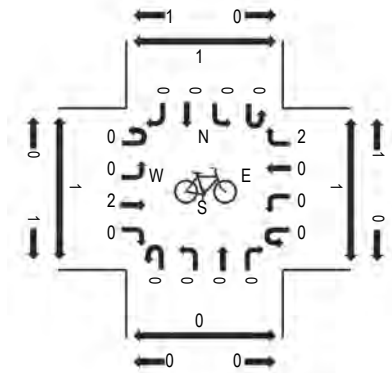
Peak Hour: 08:00 AM - 09:00 AM

Peak 15-Minutes: 08:15 AM - 08:30 AM

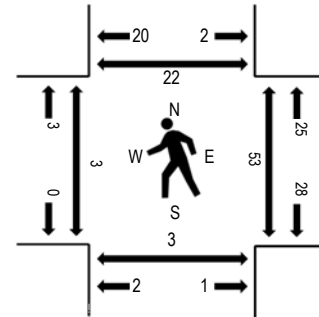
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	TASMAN DR Eastbound				TASMAN DR Westbound				OLD IRONSIDES DR Northbound				OLD IRONSIDES DR Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	0	32	0	1	0	119	22	0	0	1	1	0	2	2	0	180	1,016	0	2	1	2
7:15 AM	0	3	32	0	0	2	153	16	0	1	2	0	0	3	0	1	213	1,244	0	11	0	5
7:30 AM	1	0	31	4	1	1	209	19	0	0	1	1	0	3	0	2	273	1,461	1	12	0	3
7:45 AM	2	3	55	1	1	2	249	24	0	3	1	2	0	2	3	2	350	1,575	4	16	0	9
8:00 AM	1	1	50	3	2	4	312	23	0	4	0	1	0	4	2	1	408	1,606	0	6	1	4
8:15 AM	2	5	41	3	0	2	340	25	0	2	2	1	0	2	3	2	430	1,555	0	11	0	8
8:30 AM	0	3	46	2	1	0	290	28	0	1	0	2	0	8	3	3	387	1,439	0	15	0	6
8:45 AM	0	5	51	2	1	1	289	22	0	0	1	0	0	6	2	1	381	1,389	3	21	2	4
9:00 AM	1	6	43	3	2	5	250	35	0	2	0	0	0	3	3	4	357	1,252	0	12	1	6
9:15 AM	0	8	57	8	0	8	192	30	0	5	3	1	0	0	2	0	314		0	19	1	3
9:30 AM	2	6	50	4	2	3	219	33	0	2	6	0	0	3	3	4	337		1	10	2	1
9:45 AM	1	4	57	6	1	6	124	35	0	0	0	2	0	6	0	2	244		0	14	1	6

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	3
Lights	3	12	171	10	4	5	1,185	95	0	7	3	4	0	13	9	6	1,527
Mediums	0	2	17	0	0	2	43	3	0	0	0	0	0	7	1	1	76
Total	3	14	188	10	4	7	1,231	98	0	7	3	4	0	20	10	7	1,606



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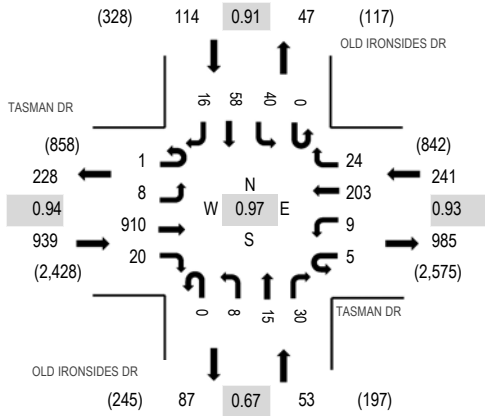
Location: 61 OLD IRONSIDES DR & TASMAN DR PM

Date: Wednesday, February 5, 2020

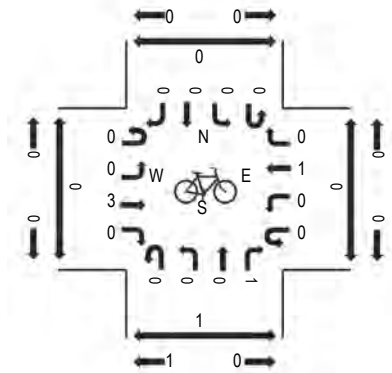
Peak Hour: 04:00 PM - 05:00 PM

Peak 15-Minutes: 04:15 PM - 04:30 PM

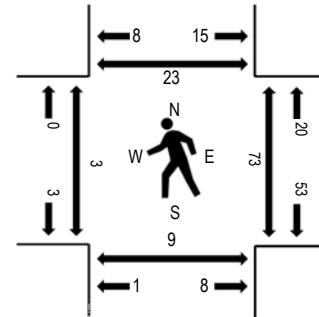
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	TASMAN DR Eastbound				TASMAN DR Westbound				OLD IRONSIDES DR Northbound				OLD IRONSIDES DR Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	1	227	5	2	1	51	4	0	0	2	4	0	11	14	3	325	1,347	1	20	2	7
4:15 PM	1	1	241	6	1	5	42	6	0	3	1	7	0	11	16	5	346	1,338	2	13	2	7
4:30 PM	0	3	237	2	0	2	62	7	0	2	6	6	0	6	7	3	343	1,291	0	14	3	6
4:45 PM	0	3	205	7	2	1	48	7	0	3	6	13	0	12	21	5	333	1,270	0	26	2	3
5:00 PM	1	1	174	4	1	3	80	2	0	1	4	6	0	10	19	10	316	1,232	0	11	1	6
5:15 PM	0	1	152	1	3	2	63	4	0	3	3	24	0	12	23	8	299	1,230	3	11	3	6
5:30 PM	0	2	161	9	1	1	67	5	0	5	5	29	2	8	18	9	322	1,261	1	17	1	9
5:45 PM	1	3	156	13	0	6	64	3	0	1	6	14	0	5	14	9	295	1,282	1	19	1	6
6:00 PM	0	1	198	4	2	4	72	3	0	2	4	8	0	5	5	6	314	1,216	0	19	0	0
6:15 PM	1	2	221	3	1	4	64	4	0	0	4	7	0	7	4	8	330		1	16	2	4
6:30 PM	0	1	222	7	1	0	79	4	0	5	2	7	0	4	5	6	343		0	10	0	3
6:45 PM	1	1	147	1	0	1	56	1	0	0	2	2	0	2	7	8	229		0	5	1	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
Lights	1	6	888	19	5	9	182	20	0	8	14	29	0	33	56	15	1,285
Mediums	0	2	20	0	0	0	21	4	0	0	1	1	0	7	2	1	59
Total	1	8	910	20	5	9	203	24	0	8	15	30	0	40	58	16	1,347



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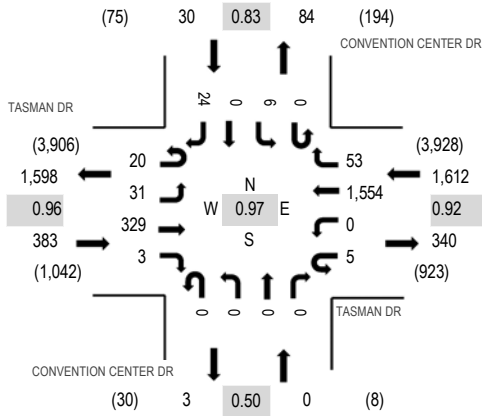
Location: 62 CONVENTION CENTER DR & TASMAN DR AM

Date: Wednesday, February 5, 2020

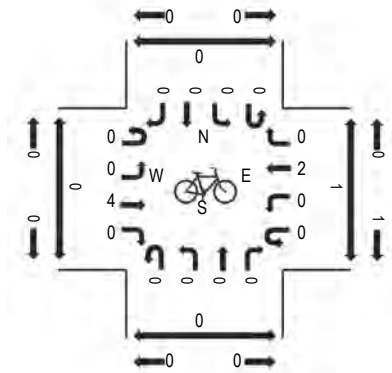
Peak Hour: 08:15 AM - 09:15 AM

Peak 15-Minutes: 08:30 AM - 08:45 AM

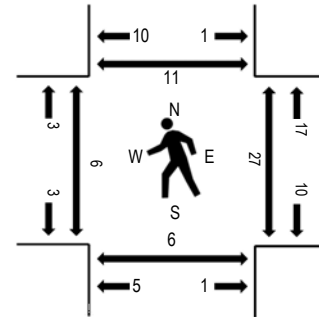
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	TASMAN DR Eastbound				TASMAN DR Westbound				CONVENTION CENTER DR Northbound				CONVENTION CENTER DR Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	3	2	41	1	0	0	139	5	0	0	0	1	0	0	0	1	193	1,309	1	7	6	1
7:15 AM	6	5	52	0	2	0	220	5	0	0	0	0	0	1	0	3	294	1,596	2	6	1	1
7:30 AM	0	5	62	0	2	0	270	4	0	0	0	0	0	1	0	1	345	1,806	2	9	2	6
7:45 AM	8	6	72	1	0	0	374	7	0	0	1	0	0	1	0	7	477	1,985	4	2	3	1
8:00 AM	10	6	76	0	2	2	367	8	0	1	1	0	0	0	0	7	480	2,010	0	3	0	0
8:15 AM	5	11	83	0	1	0	380	17	0	0	0	0	0	0	0	7	504	2,025	0	7	1	0
8:30 AM	8	1	69	0	0	0	422	14	0	0	0	0	0	3	0	7	524	1,959	1	9	0	5
8:45 AM	5	8	95	0	2	0	375	14	0	0	0	0	0	0	0	3	502	1,875	2	6	3	4
9:00 AM	2	11	82	3	2	0	377	8	0	0	0	0	0	3	0	7	495	1,734	3	5	2	2
9:15 AM	3	5	90	10	2	2	302	16	0	0	0	1	0	1	0	6	438		8	9	2	4
9:30 AM	3	7	85	6	3	4	311	12	0	1	1	0	0	1	0	6	440		3	1	3	0
9:45 AM	2	8	84	0	2	1	248	6	0	1	0	0	0	1	0	8	361		0	2	5	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	2	1	1	0	5	0	0	0	0	0	0	0	0	0	9
Lights	19	30	295	2	4	0	1,495	52	0	0	0	0	0	6	0	23	1,926
Mediums	1	1	32	0	0	0	54	1	0	0	0	0	0	0	0	1	90
Total	20	31	329	3	5	0	1,554	53	0	0	0	0	0	6	0	24	2,025



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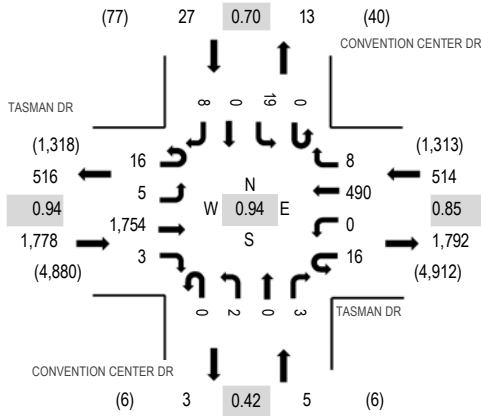
Location: 62 CONVENTION CENTER DR & TASMAN DR PM

Date: Wednesday, February 5, 2020

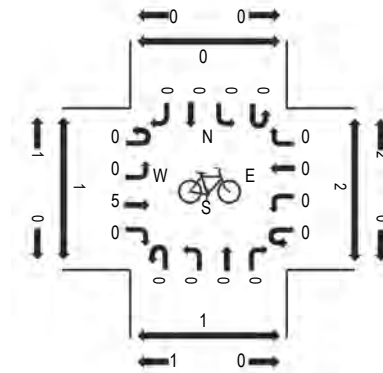
Peak Hour: 05:00 PM - 06:00 PM

Peak 15-Minutes: 05:30 PM - 05:45 PM

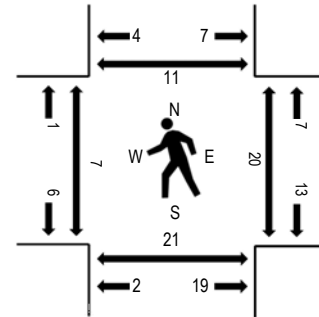
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	TASMAN DR Eastbound				TASMAN DR Westbound				CONVENTION CENTER DR Northbound				CONVENTION CENTER DR Southbound				Total	Rolling Hour	Pedestrian Crossings				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North	
4:00 PM	0	2	375	0	4	0	73	1	0	0	0	0	0	0	3	0	3	461	2,035	0	5	6	4
4:15 PM	1	3	412	1	2	0	82	0	0	0	0	0	0	3	0	5	509	2,154	0	9	2	0	
4:30 PM	2	2	431	2	2	0	85	2	0	0	0	1	0	3	0	4	534	2,225	0	2	2	2	
4:45 PM	0	2	423	0	4	0	93	2	0	0	0	0	0	0	0	7	531	2,308	0	5	4	4	
5:00 PM	4	2	470	0	4	0	94	0	0	0	0	0	0	5	0	1	580	2,324	3	4	2	3	
5:15 PM	4	2	427	1	7	0	131	2	0	0	0	1	0	3	0	2	580	2,245	0	4	4	2	
5:30 PM	2	1	446	1	3	0	150	3	0	1	0	0	0	7	0	3	617	2,186	0	6	10	3	
5:45 PM	6	0	411	1	2	0	115	3	0	1	0	2	0	4	0	2	547	2,082	4	6	5	3	
6:00 PM	1	2	377	0	7	0	106	3	0	0	0	0	0	1	0	4	501	1,917	0	1	5	2	
6:15 PM	0	3	404	0	8	0	97	2	0	0	0	0	0	2	0	5	521		3	0	21	1	
6:30 PM	1	0	378	0	2	0	128	1	0	0	0	0	0	0	0	3	513		0	6	4	2	
6:45 PM	5	2	273	0	2	0	93	0	0	0	0	0	0	3	0	4	382		4	0	5	2	

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
Lights	16	5	1,720	3	15	0	467	8	0	2	0	3	0	19	0	8	2,266
Mediums	0	0	34	0	1	0	22	0	0	0	0	0	0	0	0	0	57
Total	16	5	1,754	3	16	0	490	8	0	2	0	3	0	19	0	8	2,324



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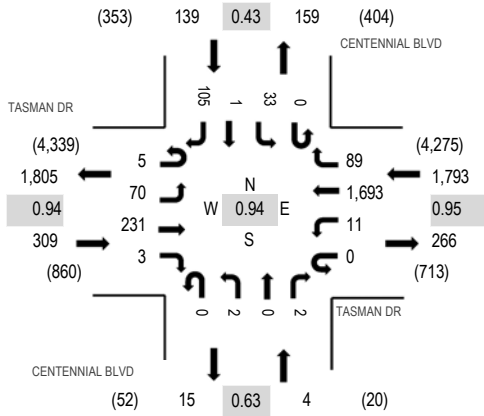
Location: 63 CENTENNIAL BLVD & TASMAN DR AM

Date: Wednesday, February 5, 2020

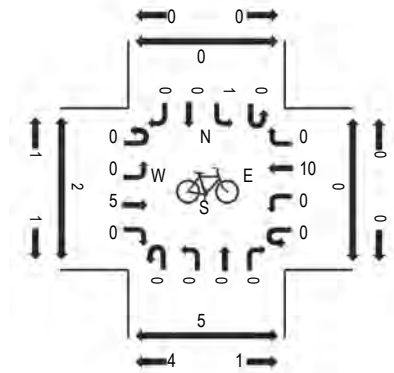
Peak Hour: 08:00 AM - 09:00 AM

Peak 15-Minutes: 08:45 AM - 09:00 AM

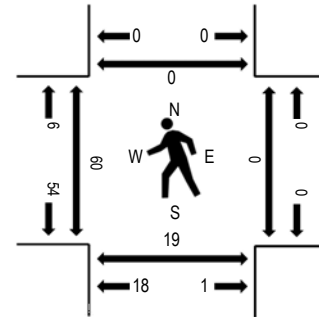
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	TASMAN DR Eastbound				TASMAN DR Westbound				CENTENNIAL BLVD Northbound				CENTENNIAL BLVD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	10	25	1	0	0	191	12	0	0	0	0	0	1	0	3	243	1,422	9	0	1	0
7:15 AM	2	15	35	0	0	2	208	13	0	0	0	0	0	7	0	18	300	1,707	11	0	7	0
7:30 AM	4	10	47	2	0	2	292	9	0	1	0	0	0	4	0	9	380	1,985	5	0	0	0
7:45 AM	3	18	45	2	1	0	332	11	0	0	0	0	0	20	0	67	499	2,148	16	0	4	0
8:00 AM	0	7	62	0	0	4	432	12	0	0	0	1	0	2	1	7	528	2,245	13	0	1	0
8:15 AM	1	24	57	0	0	2	447	25	0	0	0	0	0	8	0	14	578	2,240	12	0	8	0
8:30 AM	3	21	44	1	0	2	422	36	0	0	0	0	0	4	0	10	543	2,150	16	0	2	0
8:45 AM	1	18	68	2	0	3	392	16	0	2	0	1	0	19	0	74	596	2,045	19	0	8	0
9:00 AM	0	23	56	2	1	1	395	15	0	0	0	0	0	11	1	18	523	1,841	14	0	4	3
9:15 AM	9	11	64	4	1	5	362	14	0	2	3	1	0	3	0	9	488		17	1	1	0
9:30 AM	4	16	54	3	1	4	322	19	0	3	1	1	0	2	2	6	438		13	0	2	1
9:45 AM	2	20	60	4	0	2	243	24	0	2	1	1	0	6	0	27	392		17	0	7	1

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	1	1	0	0	0	4	1	0	0	0	0	0	0	0	2	9
Lights	5	57	212	3	0	11	1,651	75	0	2	0	2	0	25	1	83	2,127
Mediums	0	12	18	0	0	0	38	13	0	0	0	0	0	8	0	20	109
Total	5	70	231	3	0	11	1,693	89	0	2	0	2	0	33	1	105	2,245



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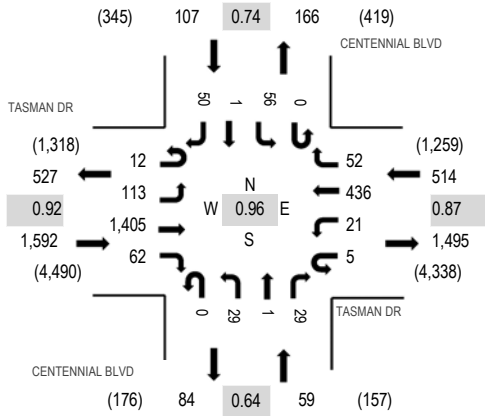
Location: 63 CENTENNIAL BLVD & TASMAN DR PM

Date: Wednesday, February 5, 2020

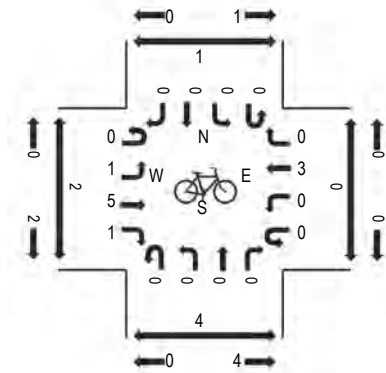
Peak Hour: 05:15 PM - 06:15 PM

Peak 15-Minutes: 05:15 PM - 05:30 PM

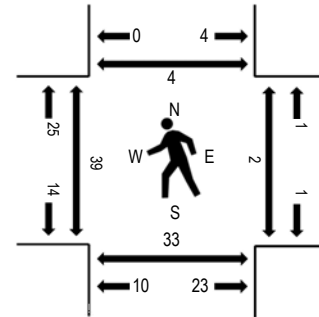
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	TASMAN DR Eastbound				TASMAN DR Westbound				CENTENNIAL BLVD Northbound				CENTENNIAL BLVD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	5	16	309	7	0	0	61	7	0	2	1	2	0	15	0	8	433	2,023	21	0	3	2
4:15 PM	1	50	321	11	0	2	55	23	0	7	1	5	0	27	1	22	526	2,117	18	0	3	1
4:30 PM	2	36	321	18	0	0	64	28	0	5	0	5	0	34	0	19	532	2,185	21	0	6	0
4:45 PM	2	7	385	6	2	3	84	4	0	2	0	6	0	19	0	12	532	2,224	8	0	3	0
5:00 PM	2	10	372	9	2	2	96	6	0	4	0	5	0	13	0	6	527	2,267	10	0	1	1
5:15 PM	5	27	395	9	1	2	121	8	0	4	1	3	0	11	0	7	594	2,272	7	1	6	2
5:30 PM	2	41	314	13	2	1	123	24	0	1	0	6	0	22	0	22	571	2,164	14	1	15	1
5:45 PM	3	34	347	22	2	15	106	12	0	5	0	4	0	15	1	9	575	2,148	7	0	9	1
6:00 PM	2	11	349	18	0	3	86	8	0	19	0	16	0	8	0	12	532	1,961	11	0	3	0
6:15 PM	0	11	341	8	1	1	84	9	0	10	0	10	0	3	0	8	486		7	0	1	1
6:30 PM	0	23	341	10	1	1	104	11	0	12	2	11	0	16	0	23	555		8	0	2	0
6:45 PM	0	2	262	10	0	3	85	6	0	4	0	4	0	10	0	2	388		4	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	3
Lights	12	97	1,386	62	5	21	420	46	0	29	1	29	0	45	1	42	2,196
Mediums	0	14	19	0	0	0	15	6	0	0	0	0	0	11	0	8	73
Total	12	113	1,405	62	5	21	436	52	0	29	1	29	0	56	1	50	2,272



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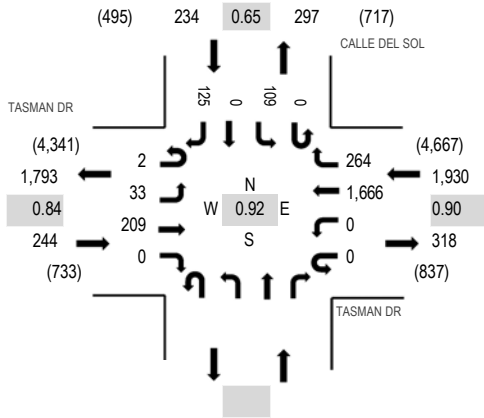
Location: 64 CALLE DEL SOL & TASMAN DR AM

Date: Wednesday, February 5, 2020

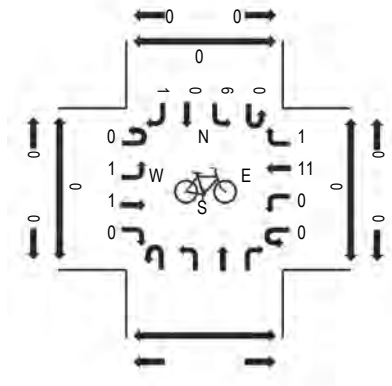
Peak Hour: 07:45 AM - 08:45 AM

Peak 15-Minutes: 08:00 AM - 08:15 AM

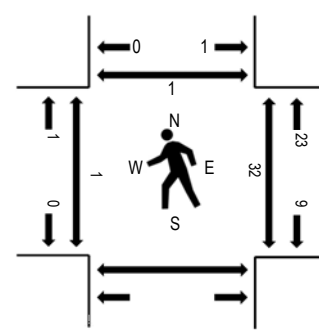
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	TASMAN DR Eastbound				TASMAN DR Westbound				CALLE DEL SOL Northbound				CALLE DEL SOL Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	2	26	0	0	0	188	30					0	4	0	8	258	1,493	0	2	0	
7:15 AM	0	5	42	0	0	0	216	30					0	8	0	17	318	1,890	0	6	0	
7:30 AM	0	9	49	0	0	0	287	41					0	3	0	17	406	2,188	0	4	0	
7:45 AM	0	13	47	0	0	0	337	69					0	23	0	22	511	2,408	0	8	0	
8:00 AM	0	7	65	0	0	0	444	91					0	23	0	25	655	2,408	1	5	0	
8:15 AM	1	7	47	0	0	0	426	42					0	45	0	48	616	2,334	0	14	1	
8:30 AM	1	6	50	0	0	0	459	62					0	18	0	30	626	2,245	0	5	0	
8:45 AM	0	9	75	0	0	0	330	43					0	23	0	31	511	2,121	0	20	0	
9:00 AM	1	6	64	0	0	0	407	71					0	5	0	27	581	1,994	1	19	0	
9:15 AM	0	7	59	0	0	0	362	55					0	18	0	26	527		0	5	0	
9:30 AM	2	4	56	0	0	0	341	52					0	14	0	33	502		2	3	2	
9:45 AM	1	10	62	0	0	0	238	46					0	11	0	16	384		0	4	0	

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	1	0	0	0	0	5	1					0	0	0	0	7
Lights	2	29	192	0	0	0	1,623	261					0	105	0	119	2,331
Mediums	0	3	17	0	0	0	38	2					0	4	0	6	70
Total	2	33	209	0	0	0	1,666	264					0	109	0	125	2,408



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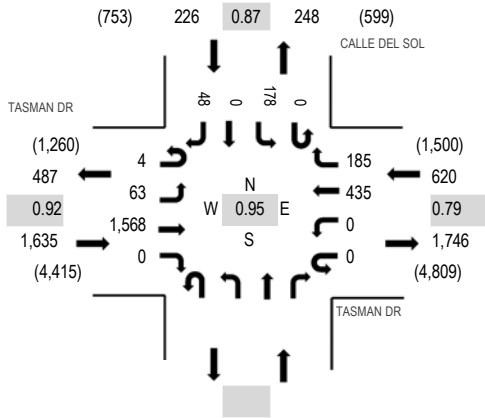
Location: 64 CALLE DEL SOL & TASMAN DR PM

Date: Wednesday, February 5, 2020

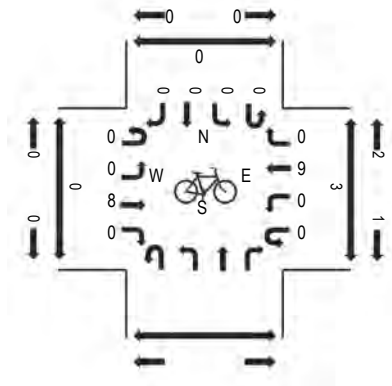
Peak Hour: 04:45 PM - 05:45 PM

Peak 15-Minutes: 05:30 PM - 05:45 PM

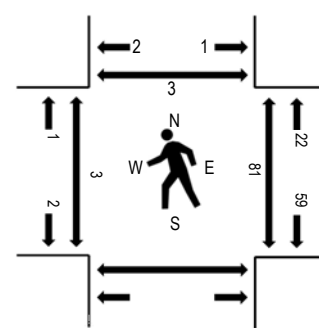
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	TASMAN DR Eastbound				TASMAN DR Westbound				CALLE DEL SOL Northbound				CALLE DEL SOL Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	1	16	297	0	0	0	60	17					0	41	0	10	442	2,101	0	11	0	
4:15 PM	0	14	365	0	0	0	75	34					0	39	0	14	541	2,279	0	24	0	
4:30 PM	1	18	351	0	0	0	65	29					0	36	0	19	519	2,346	1	11	1	
4:45 PM	1	15	426	0	0	0	82	38					0	31	0	6	599	2,481	0	13	0	
5:00 PM	0	17	382	0	0	0	105	58					0	41	0	17	620	2,448	2	9	2	
5:15 PM	0	12	395	0	0	0	101	37					0	51	0	12	608	2,395	0	18	0	
5:30 PM	3	19	365	0	0	0	147	52					0	55	0	13	654	2,357	1	41	1	
5:45 PM	0	24	319	0	0	0	102	28					0	71	0	22	566	2,252	0	20	2	
6:00 PM	0	15	353	0	0	0	87	30					0	75	0	7	567	2,119	0	13	0	
6:15 PM	0	14	357	0	0	0	88	29					0	71	0	11	570		0	14	2	
6:30 PM	2	27	336	0	0	0	110	22					0	46	0	6	549		0	22	0	
6:45 PM	0	15	255	0	0	0	85	19					0	51	0	8	433		0	4	0	

Peak Rolling Hour Flow Rates

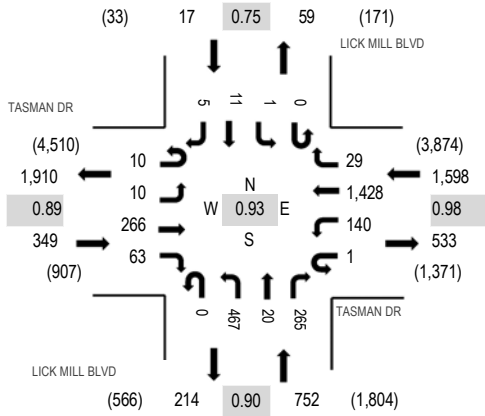
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0					0	0	0	1	1
Lights	4	58	1,543	0	0	0	425	183					0	178	0	42	2,433
Mediums	0	5	25	0	0	0	10	2					0	0	0	5	47
Total	4	63	1,568	0	0	0	435	185					0	178	0	48	2,481



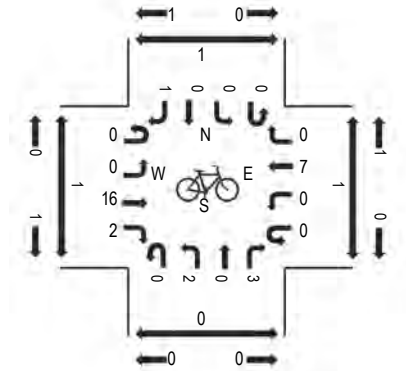
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Location: 65 LICK MILL BLVD & TASMAN DR AM
Date: Wednesday, February 5, 2020
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 08:00 AM - 08:15 AM

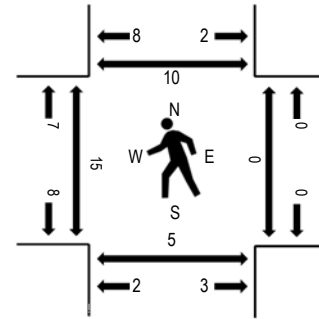
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	TASMAN DR Eastbound				TASMAN DR Westbound				LICK MILL BLVD Northbound				LICK MILL BLVD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	1	1	29	5	0	25	167	5	0	42	8	21	0	1	2	0	307	1,748	2	0	0	4
7:15 AM	4	1	38	12	0	21	186	6	0	58	5	35	0	0	2	0	368	2,170	2	0	2	3
7:30 AM	0	0	37	15	1	38	226	5	0	77	3	42	0	0	1	0	445	2,472	4	0	0	2
7:45 AM	3	1	57	16	0	54	339	9	0	91	3	53	0	0	2	0	628	2,716	1	0	3	1
8:00 AM	4	3	83	14	0	28	371	8	0	129	2	81	0	1	4	1	729	2,688	2	0	0	2
8:15 AM	2	4	72	18	1	30	345	6	0	123	10	56	0	0	2	1	670	2,556	6	0	2	4
8:30 AM	1	2	54	15	0	28	373	6	0	124	5	75	0	0	3	3	689	2,470	6	0	0	3
8:45 AM	1	1	83	21	1	22	301	5	0	86	10	66	0	1	2	0	600	2,342	2	0	3	1
9:00 AM	1	2	60	10	0	25	323	9	0	92	9	64	0	1	1	0	597	2,182	0	0	3	0
9:15 AM	0	3	70	11	0	37	309	4	0	79	7	62	0	0	2	0	584		0	0	0	1
9:30 AM	0	4	59	12	2	39	273	7	0	95	3	65	0	1	0	1	561		4	0	1	3
9:45 AM	2	0	58	17	1	31	203	4	0	73	10	40	0	0	1	0	440		3	0	1	6

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	4	0	0	1	0	0	0	0	0	0	5
Lights	10	9	248	59	1	136	1,393	29	0	457	20	263	0	1	11	5	2,642
Mediums	0	1	18	4	0	4	31	0	0	9	0	2	0	0	0	0	69
Total	10	10	266	63	1	140	1,428	29	0	467	20	265	0	1	11	5	2,716



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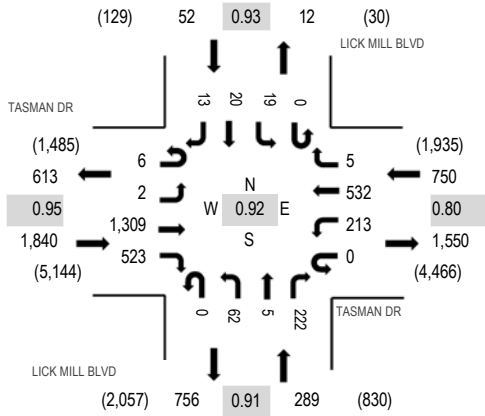
Location: 65 LICK MILL BLVD & TASMAN DR PM

Date: Wednesday, February 5, 2020

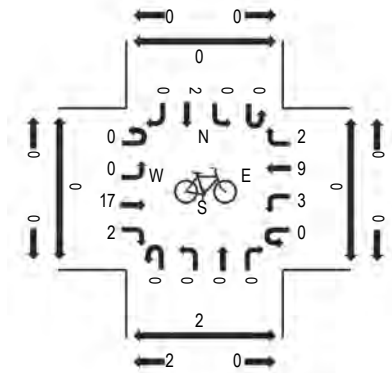
Peak Hour: 04:45 PM - 05:45 PM

Peak 15-Minutes: 05:30 PM - 05:45 PM

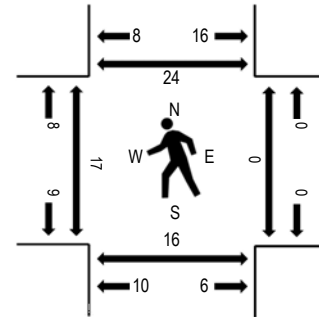
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	TASMAN DR Eastbound				TASMAN DR Westbound				LICK MILL BLVD Northbound				LICK MILL BLVD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	1	0	273	103	1	29	78	2	0	4	0	41	0	6	1	2	541	2,429	1	0	3	1
4:15 PM	1	1	294	126	1	54	89	2	0	11	0	30	0	5	4	1	619	2,612	0	0	5	1
4:30 PM	0	0	258	119	0	44	73	1	0	16	0	44	0	7	6	0	568	2,705	7	0	6	2
4:45 PM	3	2	324	156	0	56	94	2	0	14	1	35	0	4	8	2	701	2,931	5	0	1	5
5:00 PM	0	0	321	130	0	37	151	0	0	10	3	57	0	8	2	5	724	2,913	2	0	5	9
5:15 PM	0	0	322	127	0	57	113	2	0	18	1	58	0	4	6	4	712	2,908	2	0	1	4
5:30 PM	3	0	342	110	0	63	174	1	0	20	0	72	0	3	4	2	794	2,925	8	0	9	6
5:45 PM	1	0	335	89	0	53	105	2	0	16	0	70	0	6	5	1	683	2,800	0	0	3	3
6:00 PM	3	1	348	91	1	75	113	1	1	7	1	71	0	2	3	1	719	2,696	1	0	1	1
6:15 PM	0	2	375	117	1	62	91	0	0	11	2	62	0	1	3	2	729		0	0	2	0
6:30 PM	3	0	301	109	0	51	119	1	0	15	0	63	0	1	4	2	669		5	0	1	2
6:45 PM	1	1	257	94	0	48	88	0	0	16	1	59	0	3	10	1	579		2	0	0	3

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Lights	6	2	1,285	518	0	213	519	5	0	57	5	220	0	19	20	12	2,881
Mediums	0	0	23	5	0	0	13	0	0	5	0	2	0	0	0	1	49
Total	6	2	1,309	523	0	213	532	5	0	62	5	222	0	19	20	13	2,931

Int #	North/South	East/West	Northbound				Southbound				Eastbound				Westbound				Grand Total
			L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
			1	Mathilda Avenue	Lockheed Martin Way/Java Drive	123	192	113	428	36	816	222	1074	6	7	28	41	183	
2	Mathilda Avenue	Innovation Way	588	1285	68	1941	13	223	221	457	52	32	33	117	98	55	2	155	2670
3	Mathilda Avenue	Moffett Park Drive/WB SR-237 Ramp	1075	1699	440	3214	6	231	117	354	32	58	181	271	603	50	310	963	4802
4	Mathilda Avenue	EB SR-237 Ramps	0	2118	832	2950	51	841	0	892	1096	0	82	1178	0	0	0	0	5020
5	Mathilda Avenue	Ross Drive	131	2686	90	2907	31	783	109	923	33	3	44	80	210	35	231	476	4386
6	Mathilda Avenue	NB US-101 Ramps	0	2094	360	2454	197	840	0	1037	0	0	0	0	577	0	813	1390	4881
7	Mathilda Avenue	SB US-101 Ramps	0	2043	0	2043	0	1277	140	1417	411	0	410	821	0	0	0	0	4281
8	Mathilda Avenue	Almanor Avenue/Ahwanee Avenue	109	2068	37	2214	69	1356	262	1687	80	9	13	102	86	55	188	329	4332
9	Mathilda Avenue	Maude Avenue	603	2196	45	2844	94	687	321	1102	98	84	87	269	171	536	275	982	5197
10	Mathilda Avenue	El Camino Real	372	1825	18	2215	147	262	134	543	358	485	84	927	19	1033	334	1386	5071
11	Sunnyvale-Saratoga Road	Remington Drive	143	2192	302	2637	39	443	98	580	161	308	84	553	364	244	78	686	4456
12	Sunnyvale-Saratoga Road	Fremont Avenue	305	1978	75	2358	161	687	273	1121	307	416	185	908	130	611	139	880	5267
13	Sunnyvale-Saratoga Road	Homestead Road	297	1593	27	1917	173	1152	117	1442	298	389	341	1028	475	697	386	1558	5945
14	Innovation Way	11th Avenue	491	35	5	531	6	138	261	405	62	4	148	214	4	1	1	6	1156
15	Innovation Way	Moffett Park Drive	0	0	0	0	167	0	141	308	89	104	0	193	0	552	690	1242	1743
16	Discovery Way	11th Avenue	0	0	0	0	1	0	0	1	0	213	0	213	0	731	1	732	946
17	Enterprise Way	11th Avenue	0	397	334	731	19	41	0	60	0	0	0	0	89	0	60	149	940
18	Enterprise Way	Moffett Park Drive	0	0	0	0	105	0	131	236	594	149	0	743	0	146	383	529	1508
19	Mary Avenue	Almanor Avenue	0	10	100	110	4	10	0	14	0	0	0	0	201	0	8	209	333
20	Mary Avenue	Maude Avenue	345	213	184	742	29	28	44	101	87	333	96	516	142	709	88	939	2298
21	Mary Avenue	Central Expwy	629	558	502	1689	83	107	179	369	157	840	161	1158	141	1807	355	2303	5519
22	Mary Avenue	Evelyn Avenue	88	1028	28	1144	56	347	179	582	156	153	26	335	56	412	260	728	2789
23	Mary Avenue	El Camino Real	168	668	76	912	102	263	164	529	145	464	68	677	95	1183	236	1514	3632
24	Mary Avenue	Remington Drive	47	542	80	669	57	348	35	440	62	117	43	222	114	153	72	339	1670
25	Mary Avenue	Fremont Avenue	193	380	57	630	141	163	161	465	188	371	71	630	42	866	189	1097	2822
26	Mary Avenue	Homestead Road	86	103	36	225	216	73	84	373	88	527	115	730	55	710	194	959	2287

Int #	North/South	East/West	Northbound				Southbound				Eastbound				Westbound				Grand Total
			L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
			1	Mathilda Avenue	Lockheed Martin Way/Java Drive	25	242	108	375	39	398	11	448	208	122	447	777	119	
2	Mathilda Avenue	Innovation Way	59	197	150	406	3	937	125	1065	100	44	505	649	312	87	10	409	2529
3	Mathilda Avenue	Moffett Park Drive/WB SR-237 Ramp	234	287	227	748	42	1638	96	1776	74	270	424	768	615	46	44	705	3997
4	Mathilda Avenue	EB SR-237 Ramps	0	588	729	1317	394	2050	0	2444	160	0	153	313	0	0	0	0	4074
5	Mathilda Avenue	Ross Drive	67	1150	367	1584	216	1926	61	2203	83	44	147	274	142	5	84	231	4292
6	Mathilda Avenue	NB US-101 Ramps	0	1264	270	1534	40	2175	0	2215	0	0	0	0	800	0	320	1120	4869
7	Mathilda Avenue	SB US-101 Ramps	0	1154	0	1154	0	1835	1140	2975	380	0	642	1022	0	0	0	0	5151
8	Mathilda Avenue	Almanor Avenue/Ahwanee Avenue	38	1245	98	1381	191	2176	110	2477	276	60	63	399	24	4	63	91	4348
9	Mathilda Avenue	Maude Avenue	113	993	137	1243	334	1998	217	2549	327	482	597	1406	129	182	125	436	5634
10	Mathilda Avenue	El Camino Real	194	418	58	670	510	1642	348	2500	227	1361	153	1741	82	688	188	958	5869
11	Sunnyvale-Saratoga Road	Remington Drive	145	936	317	1398	131	2173	124	2428	161	373	119	653	359	248	51	658	5137
12	Sunnyvale-Saratoga Road	Fremont Avenue	196	1063	264	1523	397	1969	391	2757	293	871	236	1400	201	447	166	814	6494
13	Sunnyvale-Saratoga Road	Homestead Road	467	1298	627	2392	383	1525	166	2074	166	707	291	1164	304	453	173	930	6560
14	Innovation Way	11th Avenue	108	48	32	188	7	186	60	253	263	2	465	730	6	2	3	11	1182
15	Innovation Way	Moffett Park Drive	0	0	0	0	433	0	371	804	26	335	0	361	0	211	165	376	1541
16	Discovery Way	11th Avenue	0	0	0	0	0	0	1	1	1	483	0	484	0	173	0	173	658
17	Enterprise Way	11th Avenue	0	105	89	194	24	378	0	402	0	0	0	0	248	0	44	292	888
18	Enterprise Way	Moffett Park Drive	0	0	0	0	548	0	446	994	130	78	0	208	0	88	63	151	1353
19	Mary Avenue	Almanor Avenue	0	1	157	158	8	14	0	22	0	0	0	0	253	0	1	254	434
20	Mary Avenue	Maude Avenue	104	31	140	275	74	300	71	445	30	440	387	857	234	336	34	604	2181
21	Mary Avenue	Central Expwy	230	150	574	954	399	815	219	1433	47	1645	725	2417	769	1368	90	2227	7031
22	Mary Avenue	Evelyn Avenue	33	396	41	470	207	1257	280	1744	318	450	88	856	73	259	130	462	3532
23	Mary Avenue	El Camino Real	107	248	89	444	212	776	209	1197	209	1414	204	1827	174	970	149	1293	4761
24	Mary Avenue	Remington Drive	46	325	118	489	130	758	46	934	16	221	72	309	140	155	39	334	2066
25	Mary Avenue	Fremont Avenue	164	212	92	468	243	566	183	992	207	1110	195	1512	143	523	122	788	3760
26	Mary Avenue	Homestead Road	23	21	26	70	428	12	104	544	105	844	18	967	23	462	221	706	2287

Appendix B
Volume Summary

**Intersection Volumes
AM Peak Hour**

Int.#[Model#](Traffix#) 1 6626 1
 Intersection Name: Ellis Street and Manila Drive
 Peak Hour: AM

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	0	59	1	40	0	303	705	217	0	0	0	0	1,325
Model - 2020 Existing	0	14	1	22	0	317	533	126	0	0	0	0	1,013
Model - 2020 Existing Plus Project	0	14	1	25	0	530	571	126	0	0	0	0	1,267
Model - 2028 Background	0	15	1	1	0	227	615	143	0	0	0	0	1,002
Model - 2028 Background Plus Project	0	15	1	2	0	152	832	135	0	0	0	0	1,137
Model - 2040 Cumulative	0	16	1	1	0	269	590	139	0	0	0	0	1,016
Model - 2040 Cumulative with Project	0	15	1	4	0	482	628	127	0	0	0	0	1,257
Existing Plus Project Conditions	0	59	1	43	0	516	743	217	0	0	0	0	1,579
2028 Background Conditions	0	60	1	40	0	303	787	234	0	0	0	0	1,425
2028 Background Plus Project Conditions	0	60	1	40	0	303	1,004	226	0	0	0	0	1,634
2040 Cumulative No Project Conditions	0	61	1	40	0	303	762	230	0	0	0	0	1,397
2040 Cumulative with Project Conditions	0	60	1	40	0	468	800	218	0	0	0	0	1,587

Int.#[Model#](Traffix#) 2 9000 2
 Intersection Name: Ellis Street and US 101 NB Ramps
 Peak Hour: AM

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	220	139	0	101	0	205	0	796	131	0	0	0	1,592
Model - 2020 Existing	289	44	0	90	0	453	0	573	132	0	0	0	1,581
Model - 2020 Existing Plus Project	499	46	0	90	0	518	0	599	132	0	0	0	1,884
Model - 2028 Background	220	23	0	106	0	503	0	657	195	0	0	0	1,704
Model - 2028 Background Plus Project	144	24	0	89	0	521	0	885	159	0	0	0	1,822
Model - 2040 Cumulative	249	36	0	101	0	563	0	629	260	0	0	0	1,838
Model - 2040 Cumulative with Project	459	38	0	100	0	628	0	655	247	0	0	0	2,127
Existing Plus Project Conditions	430	141	0	101	0	270	0	822	131	0	0	0	1,895
2028 Background Conditions	220	139	0	117	0	255	0	880	194	0	0	0	1,805
2028 Background Plus Project Conditions	220	139	0	101	0	273	0	1,108	158	0	0	0	1,999
2040 Cumulative No Project Conditions	220	139	0	112	0	315	0	852	259	0	0	0	1,897
2040 Cumulative with Project Conditions	390	139	0	111	0	380	0	878	246	0	0	0	2,144

Int.#[Model#](Traffix#) 3 8994 3
 Intersection Name: Ellis Street and US 101 SB Ramps
 Peak Hour: AM

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	0	337	26	0	0	0	143	436	0	465	0	496	1,903
Model - 2020 Existing	0	486	10	0	0	0	216	164	0	447	0	539	1,862
Model - 2020 Existing Plus Project	0	554	10	0	0	0	216	164	0	447	0	562	1,953
Model - 2028 Background	0	515	11	0	0	0	381	241	0	453	0	607	2,208
Model - 2028 Background Plus Project	0	533	11	0	0	0	381	233	0	431	0	807	2,396
Model - 2040 Cumulative	0	586	12	0	0	0	778	327	0	531	0	561	2,795
Model - 2040 Cumulative with Project	0	654	12	0	0	0	684	316	0	477	0	584	2,727
Existing Plus Project Conditions	0	405	26	0	0	0	143	436	0	465	0	519	1,994
2028 Background Conditions	0	366	27	0	0	0	308	513	0	471	0	564	2,249
2028 Background Plus Project Conditions	0	384	27	0	0	0	308	505	0	465	0	764	2,453
2040 Cumulative No Project Conditions	0	437	28	0	0	0	705	599	0	549	0	518	2,836
2040 Cumulative with Project Conditions	0	505	28	0	0	0	611	588	0	495	0	541	2,768

**Intersection Volumes
AM Peak Hour**

Int.#[Model#](Traffix#) 4 80000 4
 Intersection Name: Ellis Street and Fairchild Drive
 Peak Hour: AM

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	103	456	224	53	25	27	35	354	12	13	18	155	1,475
Model - 2020 Existing	207	525	201	32	1	6	100	117	2	5	4	228	1,428
Model - 2020 Existing Plus Project	293	525	201	32	2	6	100	117	2	5	7	228	1,518
Model - 2028 Background	232	517	218	70	2	14	108	244	5	9	5	306	1,730
Model - 2028 Background Plus Project	252	501	212	67	4	14	109	258	4	9	6	286	1,722
Model - 2040 Cumulative	160	670	286	198	16	36	154	608	13	16	32	297	2,486
Model - 2040 Cumulative with Project	246	608	275	191	17	36	144	572	13	15	35	236	2,388
Existing Plus Project Conditions	189	456	224	53	26	27	35	354	12	13	21	155	1,565
2028 Background Conditions	128	456	241	91	26	35	43	481	15	17	19	233	1,785
2028 Background Plus Project Conditions	148	456	235	88	28	35	44	495	14	17	20	213	1,793
2040 Cumulative No Project Conditions	103	601	309	219	40	57	89	845	23	24	46	224	2,580
2040 Cumulative with Project Conditions	142	539	298	212	41	57	79	809	23	23	49	163	2,435

Int.#[Model#](Traffix#) 5 10307 5315
 Intersection Name: Ferguson Drive and Central Expressway
 Peak Hour: AM

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	93	0	30	20	1,616	0	0	0	0	0	747	70	2,576
Model - 2020 Existing	0	0	0	0	1,855	0	0	0	0	0	919	0	2,774
Model - 2020 Existing Plus Project	0	0	0	0	1,855	0	0	0	0	0	919	0	2,774
Model - 2028 Background	0	0	0	0	2,204	0	0	0	0	0	1,572	71	3,847
Model - 2028 Background Plus Project	0	0	0	0	2,237	0	0	0	0	0	1,667	79	3,983
Model - 2040 Cumulative	0	0	0	0	2,436	0	0	0	0	0	2,024	65	4,525
Model - 2040 Cumulative with Project	0	0	0	0	2,362	0	0	0	0	0	1,910	37	4,309
Existing Plus Project Conditions	93	0	30	20	1,616	0	0	0	0	0	747	70	2,576
2028 Background Conditions	93	0	30	20	1,965	0	0	0	0	0	1,400	141	3,649
2028 Background Plus Project Conditions	93	0	30	20	1,998	0	0	0	0	0	1,495	149	3,785
2040 Cumulative No Project Conditions	93	0	30	20	2,197	0	0	0	0	0	1,852	135	4,327
2040 Cumulative with Project Conditions	93	0	30	20	2,123	0	0	0	0	0	1,738	107	4,111

Int.#[Model#](Traffix#) 6 8094 6
 Intersection Name: Enterprise Way and 11th Avenue
 Peak Hour: AM

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	0	141	19	60	0	89	334	297	0	0	0	0	940
Model - 2020 Existing	0	57	1	4	0	22	104	213	0	0	0	0	401
Model - 2020 Existing Plus Project	0	125	1	35	0	37	136	492	0	0	0	0	826
Model - 2028 Background	0	53	1	3	0	22	158	303	0	0	0	0	540
Model - 2028 Background Plus Project	0	122	3	11	0	54	257	682	0	0	0	0	1,129
Model - 2040 Cumulative	0	57	2	100	0	31	86	242	0	0	0	0	518
Model - 2040 Cumulative with Project	0	125	2	131	0	46	118	521	0	0	0	0	943
Existing Plus Project Conditions	0	209	19	91	0	104	366	576	0	0	0	0	1,365
2028 Background Conditions	0	141	19	60	0	89	388	387	0	0	0	0	1,084
2028 Background Plus Project Conditions	0	206	21	67	0	121	487	766	0	0	0	0	1,668
2040 Cumulative No Project Conditions	0	141	20	156	0	98	334	326	0	0	0	0	1,075
2040 Cumulative with Project Conditions	0	209	20	187	0	113	348	605	0	0	0	0	1,482

**Intersection Volumes
AM Peak Hour**

Int.#[Model#](Traffix#) 7 6615 7
 Intersection Name: Enterprise Way and Manila Avenue/W. Moffett Park Drive
 Peak Hour: AM

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	131	0	105	383	146	0	0	0	0	0	149	594	1,508
Model - 2020 Existing	69	0	82	113	266	0	0	0	0	0	229	306	1,065
Model - 2020 Existing Plus Project	144	0	105	113	397	0	0	0	0	0	229	501	1,489
Model - 2028 Background	70	0	74	381	152	0	0	0	0	0	237	380	1,294
Model - 2028 Background Plus Project	150	0	92	550	2	0	0	0	0	0	136	697	1,627
Model - 2040 Cumulative	87	0	70	331	202	0	0	0	0	0	256	326	1,272
Model - 2040 Cumulative with Project	162	0	93	217	333	0	0	0	0	0	93	521	1,419
Existing Plus Project Conditions	206	0	128	383	277	0	0	0	0	0	149	789	1,932
2028 Background Conditions	132	0	105	651	146	0	0	0	0	0	157	668	1,859
2028 Background Plus Project Conditions	212	0	115	820	146	0	0	0	0	0	149	985	2,427
2040 Cumulative No Project Conditions	149	0	105	601	146	0	0	0	0	0	176	614	1,791
2040 Cumulative with Project Conditions	224	0	116	487	213	0	0	0	0	0	149	809	1,998

Int.#[Model#](Traffix#) 8 6288 5320
 Intersection Name: N. Mary Avenue and Central Expressway
 Peak Hour: AM

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	149	117	73	198	1,737	127	494	443	626	134	815	99	5,012
Model - 2020 Existing	166	84	73	81	2,383	142	193	692	672	0	643	231	5,360
Model - 2020 Existing Plus Project	169	88	73	84	2,383	200	236	692	672	0	643	231	5,471
Model - 2028 Background	153	83	92	79	2,406	187	382	940	1,071	0	1,188	371	6,952
Model - 2028 Background Plus Project	153	80	94	83	2,424	202	378	1,001	1,103	0	1,267	376	7,161
Model - 2040 Cumulative	156	72	101	84	2,550	66	369	1,015	1,222	0	1,489	631	7,755
Model - 2040 Cumulative with Project	159	76	95	87	2,520	124	412	1,009	1,092	0	1,422	583	7,579
Existing Plus Project Conditions	152	121	73	201	1,737	185	537	443	626	134	815	99	5,123
2028 Background Conditions	149	117	92	198	1,760	172	683	691	1,025	134	1,360	239	6,620
2028 Background Plus Project Conditions	149	117	94	200	1,778	187	679	752	1,057	134	1,439	244	6,830
2040 Cumulative No Project Conditions	149	117	101	201	1,904	127	670	766	1,176	134	1,661	499	7,505
2040 Cumulative with Project Conditions	149	117	95	204	1,874	127	713	760	1,046	134	1,594	451	7,264

Int.#[Model#](Traffix#) 9 6605 9
 Intersection Name: US 101 NB On-Ramp and W. Moffett Park Drive
 Peak Hour: AM

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	0	0	0	0	536	105	0	0	0	20	209	0	870
Model - 2020 Existing	0	0	0	0	380	9	0	0	0	0	310	0	699
Model - 2020 Existing Plus Project	0	0	0	0	397	78	0	0	0	0	310	0	785
Model - 2028 Background	0	0	0	0	533	9	0	0	0	0	309	0	851
Model - 2028 Background Plus Project	0	0	0	0	553	84	0	0	0	0	225	0	862
Model - 2040 Cumulative	0	0	0	0	533	9	0	0	0	0	326	0	868
Model - 2040 Cumulative with Project	0	0	0	0	550	78	0	0	0	0	184	0	812
Existing Plus Project Conditions	0	0	0	0	553	174	0	0	0	20	209	0	956
2028 Background Conditions	0	0	0	0	689	105	0	0	0	20	209	0	1,023
2028 Background Plus Project Conditions	0	0	0	0	709	180	0	0	0	20	209	0	1,118
2040 Cumulative No Project Conditions	0	0	0	0	689	105	0	0	0	20	225	0	1,039
2040 Cumulative with Project Conditions	0	0	0	0	706	174	0	0	0	20	209	0	1,109

**Intersection Volumes
AM Peak Hour**

Int.#[Model#](Traffix#) 10 6602 10
 Intersection Name: Innovation Way and 11th Avenue
 Peak Hour: AM

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	261	138	6	1	1	4	5	35	491	148	4	62	1,156
Model - 2020 Existing	332	156	0	0	0	0	0	97	390	93	0	12	1,080
Model - 2020 Existing Plus Project	332	361	0	0	0	0	0	134	679	93	0	12	1,611
Model - 2028 Background	91	269	0	0	0	0	0	179	406	115	0	17	1,077
Model - 2028 Background Plus Project	156	222	0	0	0	0	0	182	712	142	0	17	1,431
Model - 2040 Cumulative	33	242	0	0	0	0	0	179	423	98	0	514	1,489
Model - 2040 Cumulative with Project	19	447	0	0	0	0	0	216	712	94	0	438	1,926
Existing Plus Project Conditions	261	343	6	1	1	4	5	72	780	148	4	62	1,687
2028 Background Conditions	72	251	6	1	1	4	5	117	507	170	4	67	1,205
2028 Background Plus Project Conditions	123	204	6	1	1	4	5	120	813	197	4	67	1,545
2040 Cumulative No Project Conditions	26	224	6	1	1	4	5	117	524	153	4	564	1,629
2040 Cumulative with Project Conditions	15	429	6	1	1	4	5	154	813	149	4	488	2,069

Int.#[Model#](Traffix#) 11 6604 11
 Intersection Name: Innovation Way and W. Moffett Park Drive
 Peak Hour: AM

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	141	0	167	690	552	0	0	0	0	0	104	89	1,743
Model - 2020 Existing	112	0	238	813	274	0	0	0	0	0	81	229	1,747
Model - 2020 Existing Plus Project	324	0	238	1,019	274	0	0	0	0	0	102	229	2,186
Model - 2028 Background	162	0	302	874	377	0	0	0	0	0	72	237	2,024
Model - 2028 Background Plus Project	86	0	339	1,145	550	0	0	0	0	0	89	136	2,345
Model - 2040 Cumulative	188	0	226	825	350	0	0	0	0	0	71	255	1,915
Model - 2040 Cumulative with Project	400	0	192	1,031	227	0	0	0	0	0	92	92	2,034
Existing Plus Project Conditions	353	0	167	896	552	0	0	0	0	0	125	89	2,182
2028 Background Conditions	191	0	231	751	655	0	0	0	0	0	104	97	2,029
2028 Background Plus Project Conditions	141	0	268	1,022	828	0	0	0	0	0	112	89	2,460
2040 Cumulative No Project Conditions	217	0	167	702	628	0	0	0	0	0	104	115	1,933
2040 Cumulative with Project Conditions	429	0	167	908	552	0	0	0	0	0	115	89	2,260

Int.#[Model#](Traffix#) 12 60105 12
 Intersection Name: N. Mathilda Avenue and 1st Avenue/Bordeaux Drive
 Peak Hour: AM

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	458	970	71	7	39	2	9	66	195	64	7	21	1,909
Model - 2020 Existing	393	1,062	80	6	0	0	30	67	282	19	10	12	1,961
Model - 2020 Existing Plus Project	463	1,062	137	82	0	98	100	587	287	67	10	66	2,959
Model - 2028 Background	218	846	180	28	1	0	117	479	157	5	0	7	2,038
Model - 2028 Background Plus Project	409	683	350	252	10	294	351	563	457	66	4	57	3,496
Model - 2040 Cumulative	451	846	80	7	0	0	71	330	403	50	0	40	2,278
Model - 2040 Cumulative with Project	521	691	137	83	0	98	141	850	408	98	0	94	3,121
Existing Plus Project Conditions	528	970	128	83	39	100	79	586	200	112	7	75	2,907
2028 Background Conditions	458	970	171	29	40	2	96	478	195	64	7	21	2,531
2028 Background Plus Project Conditions	474	970	341	253	49	296	330	562	370	111	7	66	3,829
2040 Cumulative No Project Conditions	516	970	71	8	39	2	50	329	316	95	7	49	2,452
2040 Cumulative with Project Conditions	586	970	128	84	39	100	120	849	321	143	7	103	3,450

**Intersection Volumes
AM Peak Hour**

Int.#[Model#](Traffix#) 13 9333 1412
 Intersection Name: N. Mathilda Avenue and Lockheed Martin Way/W. Java Drive
 Peak Hour: AM

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	222	816	36	24	73	183	113	192	123	28	7	6	1,823
Model - 2020 Existing	347	678	56	56	91	149	88	315	218	10	14	9	2,031
Model - 2020 Existing Plus Project	347	777	56	56	230	291	88	756	222	289	14	162	3,288
Model - 2028 Background	342	411	99	79	110	287	94	659	201	13	11	13	2,319
Model - 2028 Background Plus Project	370	620	53	138	187	212	213	1,164	593	96	16	69	3,731
Model - 2040 Cumulative	369	442	86	63	112	237	249	715	298	29	21	25	2,646
Model - 2040 Cumulative with Project	333	541	14	63	251	379	79	1,156	302	308	10	178	3,614
Existing Plus Project Conditions	222	915	36	24	212	325	113	633	127	307	7	159	3,080
2028 Background Conditions	222	816	79	47	92	321	119	536	123	31	7	10	2,403
2028 Background Plus Project Conditions	245	816	36	106	169	246	238	1,041	498	114	9	66	3,584
2040 Cumulative No Project Conditions	244	816	66	31	94	271	274	592	203	47	14	22	2,674
2040 Cumulative with Project Conditions	222	816	36	31	233	413	113	1,033	207	326	7	175	3,612

Int.#[Model#](Traffix#) 14 5896 14
 Intersection Name: N. Mathilda Avenue and 5th Avenue
 Peak Hour: AM

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	635	287	123	8	21	70	196	369	151	30	24	44	1,958
Model - 2020 Existing	765	71	1	0	3	57	63	583	304	79	2	38	1,966
Model - 2020 Existing Plus Project	765	959	1	6	3	383	63	1,169	368	162	2	76	3,957
Model - 2028 Background	530	182	1	0	4	58	105	886	565	112	2	67	2,512
Model - 2028 Background Plus Project	339	587	4	0	15	78	26	2,093	435	128	5	129	3,839
Model - 2040 Cumulative	527	181	2	0	4	75	159	1,189	443	97	2	72	2,751
Model - 2040 Cumulative with Project	160	1,069	1	6	1	401	0	1,775	507	180	0	110	4,210
Existing Plus Project Conditions	635	1,175	123	14	21	396	196	955	215	113	24	82	3,949
2028 Background Conditions	635	398	123	8	22	71	238	672	412	63	24	73	2,739
2028 Background Plus Project Conditions	635	803	126	8	33	91	196	1,879	282	79	27	135	4,294
2040 Cumulative No Project Conditions	635	397	124	8	22	88	292	975	290	48	24	78	2,981
2040 Cumulative with Project Conditions	635	1,285	123	14	21	414	196	1,561	354	131	24	116	4,874

Int.#[Model#](Traffix#) 15 8263 15
 Intersection Name: N. Mathilda Avenue and Innovation Way
 Peak Hour: AM

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	221	217	19	2	119	98	566	1,285	588	33	32	52	3,232
Model - 2020 Existing	61	146	2	0	14	51	302	1,269	846	0	3	6	2,700
Model - 2020 Existing Plus Project	270	1,235	2	0	35	209	302	2,089	846	0	59	6	5,053
Model - 2028 Background	109	244	2	0	21	51	366	1,818	822	1	5	18	3,457
Model - 2028 Background Plus Project	63	730	2	0	41	180	543	2,769	823	65	12	17	5,245
Model - 2040 Cumulative	124	229	3	0	31	66	328	1,825	617	8	106	330	3,667
Model - 2040 Cumulative with Project	333	1,318	0	0	52	224	37	2,645	113	5	162	228	5,117
Existing Plus Project Conditions	430	1,306	19	2	140	256	566	2,105	588	33	88	52	5,585
2028 Background Conditions	269	315	19	2	126	98	630	1,834	571	34	34	64	3,996
2028 Background Plus Project Conditions	223	801	19	2	146	227	807	2,785	572	98	41	63	5,784
2040 Cumulative No Project Conditions	284	300	20	2	136	113	592	1,841	429	41	135	376	4,269
2040 Cumulative with Project Conditions	493	1,389	19	2	157	271	566	2,661	79	38	191	274	6,140

**Intersection Volumes
AM Peak Hour**

Int.#[Model#](Traffix#)
Intersection Name:
Peak Hour:

16 50783 16
N. Mathilda Avenue and W. Moffett Park Drive/SR 237 WB Off-Ramp
AM

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	117	231	0	310	50	603	0	2,139	1,075	181	0	90	4,796
Model - 2020 Existing	0	195	0	296	610	489	0	2,246	477	314	0	3	4,630
Model - 2020 Existing Plus Project	0	1,440	0	627	769	550	0	2,377	477	314	0	3	6,557
Model - 2028 Background	0	294	0	707	860	582	0	2,430	392	371	0	0	5,636
Model - 2028 Background Plus Project	0	978	0	1,796	1,218	0	0	2,815	478	428	0	0	7,713
Model - 2040 Cumulative	0	299	0	673	684	579	0	2,306	493	292	0	0	5,326
Model - 2040 Cumulative with Project	0	1,544	0	1,004	843	640	0	2,437	416	283	0	0	7,167
Existing Plus Project Conditions	117	1,476	0	641	209	664	0	2,270	1,075	181	0	90	6,723
2028 Background Conditions	117	330	0	721	300	696	0	2,323	990	238	0	90	5,805
2028 Background Plus Project Conditions	117	1,014	0	1,810	658	603	0	2,708	1,076	295	0	90	8,371
2040 Cumulative No Project Conditions	117	335	0	687	124	693	0	2,199	1,091	181	0	90	5,517
2040 Cumulative with Project Conditions	117	1,580	0	1,018	283	754	0	2,330	1,014	181	0	90	7,367

Int.#[Model#](Traffix#)
Intersection Name:
Peak Hour:

18 9165 18
N. Mathilda Avenue and SR 237 EB Ramps
AM

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	0	841	51	0	0	0	832	2,118	0	82	0	1,096	5,020
Model - 2020 Existing	0	794	70	0	0	0	738	2,006	0	61	0	717	4,386
Model - 2020 Existing Plus Project	0	1,506	129	0	0	0	738	2,099	0	61	0	717	5,250
Model - 2028 Background	0	979	82	0	0	0	742	1,873	0	134	0	950	4,760
Model - 2028 Background Plus Project	0	687	118	0	0	0	697	2,001	0	169	0	1,292	4,964
Model - 2040 Cumulative	0	984	16	0	0	0	830	1,986	0	89	0	813	4,718
Model - 2040 Cumulative with Project	0	1,696	75	0	0	0	772	2,079	0	76	0	773	5,471
Existing Plus Project Conditions	0	1,553	110	0	0	0	832	2,211	0	82	0	1,096	5,884
2028 Background Conditions	0	1,026	63	0	0	0	836	2,118	0	155	0	1,329	5,527
2028 Background Plus Project Conditions	0	841	99	0	0	0	832	2,118	0	190	0	1,671	5,751
2040 Cumulative No Project Conditions	0	1,031	51	0	0	0	924	2,118	0	110	0	1,192	5,426
2040 Cumulative with Project Conditions	0	1,743	56	0	0	0	866	2,191	0	97	0	1,152	6,105

Int.#[Model#](Traffix#)
Intersection Name:
Peak Hour:

19 6014 19
N. Mathilda Avenue and Ross Drive
AM

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	109	783	31	231	35	210	90	2,686	131	44	3	33	4,386
Model - 2020 Existing	28	749	76	77	4	295	122	2,663	65	7	3	3	4,092
Model - 2020 Existing Plus Project	28	1,465	76	77	4	309	122	2,707	65	7	3	4	4,867
Model - 2028 Background	83	917	114	75	3	396	191	2,528	194	36	2	12	4,551
Model - 2028 Background Plus Project	56	663	137	78	7	466	212	2,607	212	35	3	13	4,489
Model - 2040 Cumulative	23	935	116	107	3	352	143	2,704	54	7	2	3	4,449
Model - 2040 Cumulative with Project	23	1,651	97	98	3	366	120	2,748	48	7	1	4	5,166
Existing Plus Project Conditions	109	1,499	31	231	35	224	90	2,730	131	44	3	34	5,161
2028 Background Conditions	164	951	69	231	35	311	159	2,686	260	73	3	42	4,984
2028 Background Plus Project Conditions	137	783	92	232	38	381	180	2,686	278	72	3	43	4,925
2040 Cumulative No Project Conditions	109	969	71	261	35	267	111	2,727	131	44	3	33	4,761
2040 Cumulative with Project Conditions	109	1,685	52	252	35	281	90	2,771	131	44	3	34	5,487

**Intersection Volumes
AM Peak Hour**

Int.#[Model#](Traffix#) 20 8945 1413
 Intersection Name: N. Mathilda Avenue and W. Maude Avenue
 Peak Hour: AM

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	321	687	94	275	536	171	45	2,196	613	87	84	98	5,207
Model - 2020 Existing	185	884	116	312	371	208	87	2,134	460	47	52	17	4,873
Model - 2020 Existing Plus Project	203	1,134	126	312	383	227	116	2,134	460	47	52	17	5,211
Model - 2028 Background	330	957	157	341	367	191	60	2,135	593	69	108	154	5,462
Model - 2028 Background Plus Project	287	695	143	308	389	206	54	2,167	587	193	114	219	5,362
Model - 2040 Cumulative	752	992	138	378	461	81	37	2,205	574	68	103	125	5,914
Model - 2040 Cumulative with Project	770	1,242	148	341	473	100	66	2,168	546	68	97	89	6,108
Existing Plus Project Conditions	339	937	104	275	548	190	74	2,196	613	87	84	98	5,545
2028 Background Conditions	466	760	135	304	536	171	45	2,197	746	109	140	235	5,844
2028 Background Plus Project Conditions	423	687	121	275	554	171	45	2,229	740	233	146	300	5,924
2040 Cumulative No Project Conditions	888	795	116	341	626	171	45	2,267	727	108	135	206	6,425
2040 Cumulative with Project Conditions	906	1,045	126	304	638	171	45	2,230	699	108	129	170	6,571

Int.#[Model#](Traffix#) 21 5780 21
 Intersection Name: Bordeaux Drive and W. Java Drive
 Peak Hour: AM

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	8	20	3	50	297	284	57	5	3	16	122	6	871
Model - 2020 Existing	0	19	31	0	294	96	5	0	4	1	108	3	561
Model - 2020 Existing Plus Project	0	19	39	14	595	182	60	0	4	1	108	3	1,025
Model - 2028 Background	0	0	4	1	476	116	6	0	5	3	117	7	735
Model - 2028 Background Plus Project	0	16	74	133	525	200	13	6	11	39	244	0	1,261
Model - 2040 Cumulative	0	0	0	14	383	149	9	1	12	21	311	0	900
Model - 2040 Cumulative with Project	0	0	8	28	684	235	64	0	8	7	96	0	1,130
Existing Plus Project Conditions	8	20	11	64	598	370	112	5	3	16	122	6	1,335
2028 Background Conditions	8	20	3	51	479	304	58	5	4	18	131	10	1,091
2028 Background Plus Project Conditions	8	20	46	183	528	388	65	11	10	54	258	6	1,577
2040 Cumulative No Project Conditions	8	20	3	64	386	337	61	6	11	36	325	6	1,263
2040 Cumulative with Project Conditions	8	20	3	78	687	423	116	5	7	22	122	6	1,497

Int.#[Model#](Traffix#) 22 5897 22
 Intersection Name: Bordeaux Drive and 5th Avenue
 Peak Hour: AM

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	120	162	0	0	0	0	0	39	49	89	0	19	478
Model - 2020 Existing	0	19	0	0	0	0	0	51	1	0	0	0	71
Model - 2020 Existing Plus Project	22	19	0	0	0	0	0	68	1	0	0	0	110
Model - 2028 Background	0	23	0	0	0	0	0	66	2	0	0	0	91
Model - 2028 Background Plus Project	1	49	0	0	0	0	0	118	12	2	0	24	206
Model - 2040 Cumulative	7	14	0	0	0	0	0	15	2	0	0	51	89
Model - 2040 Cumulative with Project	29	1	0	0	0	0	0	32	1	0	0	1	64
Existing Plus Project Conditions	142	162	0	0	0	0	0	56	49	89	0	19	517
2028 Background Conditions	120	166	0	0	0	0	0	54	50	89	0	19	498
2028 Background Plus Project Conditions	121	192	0	0	0	0	0	106	60	91	0	43	613
2040 Cumulative No Project Conditions	127	162	0	0	0	0	0	39	50	89	0	70	537
2040 Cumulative with Project Conditions	149	162	0	0	0	0	0	39	49	89	0	20	508

**Intersection Volumes
AM Peak Hour**

Int.#[Model#](Traffix#) 23 8333 23
 Intersection Name: Bordeaux Drive and Innovation Way
 Peak Hour: AM

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	17	99	32	10	21	0	3	51	118	309	183	76	919
Model - 2020 Existing	6	5	0	0	0	0	0	3	39	262	0	44	359
Model - 2020 Existing Plus Project	129	5	0	0	0	0	0	15	39	262	0	67	517
Model - 2028 Background	11	1	0	0	0	0	0	4	40	309	0	63	428
Model - 2028 Background Plus Project	30	10	0	0	0	0	0	27	110	446	0	106	729
Model - 2040 Cumulative	0	8	0	0	0	0	0	4	64	417	0	10	503
Model - 2040 Cumulative with Project	123	0	0	0	0	0	0	16	48	117	0	33	337
Existing Plus Project Conditions	140	99	32	10	21	0	3	63	118	309	183	99	1,077
2028 Background Conditions	22	99	32	10	21	0	3	52	119	356	183	95	992
2028 Background Plus Project Conditions	41	104	32	10	21	0	3	75	189	493	183	138	1,289
2040 Cumulative No Project Conditions	17	102	32	10	21	0	3	52	143	464	183	76	1,103
2040 Cumulative with Project Conditions	134	99	32	10	21	0	3	64	127	309	183	76	1,058

Int.#[Model#](Traffix#) 24 5894 24
 Intersection Name: Borregas Avenue/Carl Road and Caribbean Drive
 Peak Hour: AM

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	17	2	49	66	1,448	428	45	4	0	3	69	12	2,143
Model - 2020 Existing	0	0	0	0	1,536	110	6	0	0	0	87	0	1,739
Model - 2020 Existing Plus Project	0	0	0	0	1,689	111	6	0	49	0	606	0	2,461
Model - 2028 Background	0	0	0	0	1,810	166	10	0	0	0	207	0	2,193
Model - 2028 Background Plus Project	0	0	0	0	1,932	549	13	0	2	0	598	0	3,094
Model - 2040 Cumulative	0	0	0	0	1,445	254	8	0	1	0	330	0	2,038
Model - 2040 Cumulative with Project	0	0	0	0	1,598	255	3	0	50	0	849	0	2,755
Existing Plus Project Conditions	17	2	49	66	1,601	429	45	4	49	3	588	12	2,865
2028 Background Conditions	17	2	49	66	1,722	484	49	4	0	3	189	12	2,597
2028 Background Plus Project Conditions	17	2	49	66	1,844	867	52	4	2	3	580	12	3,498
2040 Cumulative No Project Conditions	17	2	49	66	1,448	572	47	4	1	3	312	12	2,533
2040 Cumulative with Project Conditions	17	2	49	66	1,510	573	45	4	50	3	831	12	3,162

Int.#[Model#](Traffix#) 25 7901 25
 Intersection Name: Borregas Avenue and Java Drive
 Peak Hour: AM

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	116	130	64	101	544	194	28	43	27	27	100	49	1,423
Model - 2020 Existing	4	15	6	0	431	194	0	1	13	3	51	54	772
Model - 2020 Existing Plus Project	56	15	6	5	619	194	5	1	125	3	51	54	1,134
Model - 2028 Background	4	51	6	0	611	145	0	0	19	9	49	31	925
Model - 2028 Background Plus Project	154	102	24	14	670	119	15	4	32	120	90	122	1,466
Model - 2040 Cumulative	18	28	7	0	554	105	0	0	24	39	150	68	993
Model - 2040 Cumulative with Project	70	0	1	5	742	10	5	0	136	37	114	18	1,138
Existing Plus Project Conditions	168	130	64	106	732	194	33	43	139	27	100	49	1,785
2028 Background Conditions	116	166	64	101	724	194	28	43	33	33	100	49	1,651
2028 Background Plus Project Conditions	266	217	82	115	783	194	43	46	46	144	139	117	2,192
2040 Cumulative No Project Conditions	130	143	65	101	667	194	28	43	38	63	199	63	1,734
2040 Cumulative with Project Conditions	182	130	64	106	855	194	33	43	150	61	163	49	2,030

**Intersection Volumes
AM Peak Hour**

Int.#[Model#](Traffix#) 26 5893 26
 Intersection Name: Borregas Avenue and Moffett Park Drive
 Peak Hour: AM

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	57	0	50	145	384	0	0	0	0	0	86	55	777
Model - 2020 Existing	0	0	0	0	172	0	0	0	0	0	126	0	298
Model - 2020 Existing Plus Project	0	0	8	46	172	0	0	0	0	0	126	0	352
Model - 2028 Background	0	0	0	1	270	0	0	0	0	0	169	0	440
Model - 2028 Background Plus Project	0	0	0	0	365	0	0	0	0	0	77	0	442
Model - 2040 Cumulative	0	0	0	0	273	0	0	0	0	0	214	0	487
Model - 2040 Cumulative with Project	0	0	8	46	65	0	0	0	0	0	110	0	229
Existing Plus Project Conditions	57	0	58	191	384	0	0	0	0	0	86	55	831
2028 Background Conditions	57	0	50	146	482	0	0	0	0	0	129	55	919
2028 Background Plus Project Conditions	57	0	50	145	577	0	0	0	0	0	86	55	970
2040 Cumulative No Project Conditions	57	0	50	145	485	0	0	0	0	0	174	55	966
2040 Cumulative with Project Conditions	57	0	58	191	384	0	0	0	0	0	86	55	831

Int.#[Model#](Traffix#) 27 4341 27
 Intersection Name: Geneva Drive and E. Java Drive
 Peak Hour: AM

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	5	6	3	47	837	143	7	0	8	10	179	8	1,253
Model - 2020 Existing	0	0	1	18	689	153	6	2	3	0	66	0	938
Model - 2020 Existing Plus Project	94	0	83	128	689	153	169	2	3	0	66	12	1,399
Model - 2028 Background	0	0	7	18	814	152	7	3	4	1	54	0	1,060
Model - 2028 Background Plus Project	0	3	33	214	769	123	7	12	33	22	106	0	1,322
Model - 2040 Cumulative	8	0	22	122	731	86	10	5	6	0	132	25	1,147
Model - 2040 Cumulative with Project	102	0	104	232	654	67	173	0	0	0	83	37	1,452
Existing Plus Project Conditions	99	6	85	157	837	143	170	0	8	10	179	20	1,714
2028 Background Conditions	5	6	9	47	962	143	8	1	9	11	179	8	1,388
2028 Background Plus Project Conditions	5	9	35	243	917	143	8	10	38	32	219	8	1,667
2040 Cumulative No Project Conditions	13	6	24	151	879	143	11	3	11	10	245	33	1,529
2040 Cumulative with Project Conditions	107	6	106	261	837	143	174	0	8	10	196	45	1,893

Int.#[Model#](Traffix#) 28 8931 28
 Intersection Name: Crossman Avenue and E. Caribbean Drive
 Peak Hour: AM

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	0	0	0	0	1,917	430	43	0	28	15	128	3	2,564
Model - 2020 Existing	0	0	0	0	1,639	388	27	0	6	5	81	0	2,146
Model - 2020 Existing Plus Project	0	0	0	0	1,655	388	232	0	142	5	692	0	3,114
Model - 2028 Background	0	0	0	0	1,955	403	40	0	21	3	218	0	2,640
Model - 2028 Background Plus Project	0	0	0	0	2,369	570	298	0	112	20	593	0	3,962
Model - 2040 Cumulative	0	0	0	0	1,681	308	30	0	19	21	284	0	2,343
Model - 2040 Cumulative with Project	0	0	0	0	1,697	270	235	0	155	5	895	0	3,257
Existing Plus Project Conditions	0	0	0	0	1,933	430	248	0	164	15	739	3	3,532
2028 Background Conditions	0	0	0	0	2,233	445	56	0	43	15	265	3	3,060
2028 Background Plus Project Conditions	0	0	0	0	2,647	612	314	0	134	30	640	3	4,380
2040 Cumulative No Project Conditions	0	0	0	0	1,959	430	46	0	41	31	331	3	2,841
2040 Cumulative with Project Conditions	0	0	0	0	1,975	430	251	0	177	15	942	3	3,793

**Intersection Volumes
AM Peak Hour**

Int.#[Model#](Traffix#) 29 5895 29
 Intersection Name: Crossman Avenue and E. Java Drive
 Peak Hour: AM

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	96	132	34	288	904	407	50	15	6	41	150	20	2,143
Model - 2020 Existing	3	10	71	226	866	541	57	0	1	1	87	1	1,864
Model - 2020 Existing Plus Project	3	10	171	503	866	541	145	1	8	47	282	1	2,578
Model - 2028 Background	1	0	16	324	984	581	40	0	0	0	88	1	2,035
Model - 2028 Background Plus Project	6	6	285	753	1,102	586	74	4	0	0	130	16	2,962
Model - 2040 Cumulative	1	1	24	343	949	559	50	1	2	2	117	9	2,058
Model - 2040 Cumulative with Project	0	1	124	620	946	470	138	2	9	48	312	0	2,670
Existing Plus Project Conditions	96	132	134	565	904	407	138	16	13	87	345	20	2,857
2028 Background Conditions	96	132	34	386	1,022	447	50	15	6	41	151	20	2,400
2028 Background Plus Project Conditions	99	132	248	815	1,140	452	67	19	6	41	193	35	3,247
2040 Cumulative No Project Conditions	96	132	34	405	987	425	50	16	7	42	180	28	2,402
2040 Cumulative with Project Conditions	96	132	87	682	984	407	131	17	14	88	375	20	3,033

Int.#[Model#](Traffix#) 30 11620 30
 Intersection Name: Crossman Avenue and Moffett Park Drive
 Peak Hour: AM

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	241	131	23	29	411	35	0	0	0	40	46	45	1,001
Model - 2020 Existing	198	46	297	18	391	21	0	0	0	33	40	41	1,085
Model - 2020 Existing Plus Project	198	47	445	69	391	350	0	0	0	147	178	82	1,907
Model - 2028 Background	371	2	194	9	505	42	0	0	0	35	60	33	1,251
Model - 2028 Background Plus Project	573	2	1	1	734	174	0	0	0	84	163	76	1,808
Model - 2040 Cumulative	339	1	188	14	499	32	0	0	0	33	92	44	1,242
Model - 2040 Cumulative with Project	176	2	336	65	124	361	0	0	0	147	230	85	1,526
Existing Plus Project Conditions	241	132	171	80	411	364	0	0	0	154	184	86	1,823
2028 Background Conditions	414	131	23	29	525	56	0	0	0	42	66	45	1,331
2028 Background Plus Project Conditions	616	131	23	29	754	188	0	0	0	91	169	80	2,081
2040 Cumulative No Project Conditions	382	131	23	29	519	46	0	0	0	40	98	48	1,316
2040 Cumulative with Project Conditions	241	131	62	76	411	375	0	0	0	154	236	89	1,775

Int.#[Model#](Traffix#) 31 8987 31
 Intersection Name: Persian Drive and SR 237 EB Off-Ramp
 Peak Hour: AM

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	0	181	0	0	0	0	0	70	0	387	0	67	705
Model - 2020 Existing	0	224	0	0	0	0	0	81	0	324	0	74	703
Model - 2020 Existing Plus Project	0	224	0	0	0	0	0	81	0	355	0	74	734
Model - 2028 Background	0	164	0	0	0	0	0	63	0	372	0	53	652
Model - 2028 Background Plus Project	0	138	0	0	0	0	0	36	0	432	0	67	673
Model - 2040 Cumulative	0	171	0	0	0	0	0	77	0	369	0	64	681
Model - 2040 Cumulative with Project	0	150	0	0	0	0	0	75	0	400	0	57	682
Existing Plus Project Conditions	0	181	0	0	0	0	0	70	0	418	0	67	736
2028 Background Conditions	0	181	0	0	0	0	0	70	0	435	0	67	753
2028 Background Plus Project Conditions	0	181	0	0	0	0	0	70	0	495	0	67	813
2040 Cumulative No Project Conditions	0	181	0	0	0	0	0	70	0	432	0	67	750
2040 Cumulative with Project Conditions	0	181	0	0	0	0	0	70	0	463	0	67	781

**Intersection Volumes
AM Peak Hour**

Int.#[Model#](Traffix#) 32 8971 32
 Intersection Name: Persian Drive/La Rochelle Terrace and Fair Oaks Way
 Peak Hour: AM

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	212	6	372	29	78	1	18	9	6	1	50	19	801
Model - 2020 Existing	54	0	494	77	20	0	0	0	0	0	63	5	713
Model - 2020 Existing Plus Project	73	0	494	77	26	0	0	0	0	0	63	5	738
Model - 2028 Background	78	0	458	56	6	0	0	0	0	0	40	6	644
Model - 2028 Background Plus Project	115	0	456	13	47	0	0	0	0	0	158	23	812
Model - 2040 Cumulative	86	0	455	72	18	0	0	0	0	0	86	5	722
Model - 2040 Cumulative with Project	105	0	445	72	24	0	0	0	0	0	63	4	713
Existing Plus Project Conditions	231	6	372	29	84	1	18	9	6	1	50	19	826
2028 Background Conditions	236	6	372	29	78	1	18	9	6	1	50	20	826
2028 Background Plus Project Conditions	273	6	372	29	105	1	18	9	6	1	145	37	1,002
2040 Cumulative No Project Conditions	244	6	372	29	78	1	18	9	6	1	73	19	856
2040 Cumulative with Project Conditions	263	6	372	29	82	1	18	9	6	1	50	19	856

Int.#[Model#](Traffix#) 33 11623 33
 Intersection Name: Fair Oaks Avenue/E. Java Drive and Fair Oaks Way/Kensington Place
 Peak Hour: AM

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	13	189	1	9	5	29	4	1,032	70	65	0	420	1,837
Model - 2020 Existing	26	189	0	0	0	0	0	1,213	71	138	0	419	2,056
Model - 2020 Existing Plus Project	40	559	0	0	0	0	0	1,302	71	138	0	516	2,626
Model - 2028 Background	10	135	0	0	0	0	0	1,516	53	127	0	372	2,213
Model - 2028 Background Plus Project	60	429	0	0	0	0	0	1,826	0	0	0	615	2,930
Model - 2040 Cumulative	26	165	0	0	0	0	0	1,496	65	187	0	354	2,293
Model - 2040 Cumulative with Project	40	535	0	0	0	0	0	1,585	56	58	0	451	2,725
Existing Plus Project Conditions	27	559	1	9	5	29	4	1,121	70	65	0	517	2,407
2028 Background Conditions	13	189	1	9	5	29	4	1,335	70	65	0	420	2,140
2028 Background Plus Project Conditions	47	429	1	9	5	29	4	1,645	70	65	0	616	2,920
2040 Cumulative No Project Conditions	13	189	1	9	5	29	4	1,315	70	114	0	420	2,169
2040 Cumulative with Project Conditions	27	535	1	9	5	29	4	1,404	70	65	0	452	2,601

Int.#[Model#](Traffix#) 34 4353 34
 Intersection Name: Fair Oaks Avenue and Tasman Drive
 Peak Hour: AM

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	14	229	48	196	68	318	212	834	38	184	56	39	2,236
Model - 2020 Existing	11	299	17	164	78	582	230	1,067	104	242	50	52	2,896
Model - 2020 Existing Plus Project	21	510	36	164	78	582	230	1,145	104	242	50	55	3,217
Model - 2028 Background	4	224	34	171	123	843	241	1,367	147	336	127	31	3,648
Model - 2028 Background Plus Project	14	387	28	111	114	890	206	1,713	200	285	178	1	4,127
Model - 2040 Cumulative	3	234	116	275	107	865	341	1,263	130	290	166	23	3,813
Model - 2040 Cumulative with Project	13	445	135	274	98	829	329	1,341	123	244	159	26	4,016
Existing Plus Project Conditions	24	440	67	196	68	318	212	912	38	184	56	42	2,557
2028 Background Conditions	14	229	65	203	113	579	223	1,134	81	278	133	39	3,091
2028 Background Plus Project Conditions	17	317	59	196	104	626	212	1,480	134	227	184	39	3,595
2040 Cumulative No Project Conditions	14	229	147	307	97	601	323	1,030	64	232	172	39	3,255
2040 Cumulative with Project Conditions	16	375	166	306	88	565	311	1,108	57	186	165	39	3,382

**Intersection Volumes
AM Peak Hour**

Int.#[Model#](Traffix#) 35 6548 35
 Intersection Name: Fair Oaks Avenue and E. Weddell Drive
 Peak Hour: AM

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	54	732	22	40	4	120	45	792	253	405	1	48	2,516
Model - 2020 Existing	30	1,068	25	44	26	140	110	1,288	143	235	27	69	3,205
Model - 2020 Existing Plus Project	34	1,198	25	44	26	140	110	1,362	143	235	27	69	3,413
Model - 2028 Background	39	1,340	24	57	4	141	98	1,593	205	315	5	105	3,926
Model - 2028 Background Plus Project	44	1,492	27	65	4	135	94	1,938	178	285	5	117	4,384
Model - 2040 Cumulative	34	1,333	25	50	26	129	79	1,559	172	319	27	124	3,877
Model - 2040 Cumulative with Project	38	1,463	20	48	24	117	78	1,633	155	287	25	111	3,999
Existing Plus Project Conditions	58	862	22	40	4	120	45	866	253	405	1	48	2,724
2028 Background Conditions	63	1,004	22	53	4	121	45	1,097	315	485	1	84	3,294
2028 Background Plus Project Conditions	68	1,156	24	61	4	120	45	1,442	288	455	1	96	3,760
2040 Cumulative No Project Conditions	58	997	22	46	4	120	45	1,063	282	489	1	103	3,230
2040 Cumulative with Project Conditions	62	1,127	22	44	4	120	45	1,137	265	457	1	90	3,374

Int.#[Model#](Traffix#) 36 9152 36
 Intersection Name: Fair Oaks Avenue and US 101 NB Ramps
 Peak Hour: AM

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	382	879	0	210	0	221	0	861	477	0	0	0	3,030
Model - 2020 Existing	554	892	0	601	0	119	0	940	171	0	0	0	3,277
Model - 2020 Existing Plus Project	616	917	0	606	0	119	0	990	171	0	0	0	3,419
Model - 2028 Background	767	1,031	0	846	0	83	0	1,050	85	0	0	0	3,862
Model - 2028 Background Plus Project	832	1,080	0	1,083	0	48	0	1,126	39	0	0	0	4,208
Model - 2040 Cumulative	748	1,033	0	771	0	80	0	1,040	105	0	0	0	3,777
Model - 2040 Cumulative with Project	810	1,058	0	776	0	75	0	1,090	52	0	0	0	3,861
Existing Plus Project Conditions	444	904	0	215	0	221	0	911	477	0	0	0	3,172
2028 Background Conditions	595	1,018	0	455	0	221	0	971	391	0	0	0	3,651
2028 Background Plus Project Conditions	660	1,067	0	692	0	221	0	1,047	345	0	0	0	4,032
2040 Cumulative No Project Conditions	576	1,020	0	380	0	221	0	961	411	0	0	0	3,569
2040 Cumulative with Project Conditions	638	1,045	0	385	0	221	0	1,011	358	0	0	0	3,658

Int.#[Model#](Traffix#) 37 4342 37
 Intersection Name: Twin Creeks Driveway and E. Caribbean Drive
 Peak Hour: AM

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	1	1	1	1	2,353	79	11	1	3	13	151	1	2,616
Model - 2020 Existing	0	0	0	0	2,027	0	0	0	0	0	107	0	2,134
Model - 2020 Existing Plus Project	0	0	0	0	2,027	210	0	0	5	0	992	0	3,234
Model - 2028 Background	0	0	0	0	2,358	0	0	0	0	0	259	0	2,617
Model - 2028 Background Plus Project	0	0	0	0	2,939	0	0	0	0	0	1,052	0	3,991
Model - 2040 Cumulative	0	0	0	0	1,989	0	0	0	0	0	312	0	2,301
Model - 2040 Cumulative with Project	0	0	0	0	1,961	210	0	0	5	0	1,197	0	3,373
Existing Plus Project Conditions	1	1	1	1	2,353	289	11	1	8	13	1,036	1	3,716
2028 Background Conditions	1	1	1	1	2,684	79	11	1	3	13	303	1	3,099
2028 Background Plus Project Conditions	1	1	1	1	3,265	79	11	1	3	13	1,096	1	4,473
2040 Cumulative No Project Conditions	1	1	1	1	2,315	79	11	1	3	13	356	1	2,783
2040 Cumulative with Project Conditions	1	1	1	1	2,287	289	11	1	8	13	1,241	1	3,855

**Intersection Volumes
AM Peak Hour**

Int.#[Model#](Traffix#) 38 5705 38
 Intersection Name: E. Caribbean Drive and Moffett Park Drive/Baylands Park
 Peak Hour: AM

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	29	140	1	5	94	7	111	2,318	596	66	1	10	3,378
Model - 2020 Existing	1	106	0	0	0	0	0	2,026	869	199	0	1	3,202
Model - 2020 Existing Plus Project	1	991	0	0	0	0	0	2,207	869	881	0	1	4,950
Model - 2028 Background	1	258	0	0	0	0	0	2,357	915	110	0	1	3,642
Model - 2028 Background Plus Project	0	1,052	0	0	0	0	0	2,940	1,021	282	0	0	5,295
Model - 2040 Cumulative	0	312	0	0	0	0	0	1,989	992	127	0	0	3,420
Model - 2040 Cumulative with Project	0	1,197	0	0	0	0	0	2,170	984	809	0	0	5,160
Existing Plus Project Conditions	29	1,025	1	5	94	7	111	2,499	596	748	1	10	5,126
2028 Background Conditions	29	292	1	5	94	7	111	2,649	642	66	1	10	3,907
2028 Background Plus Project Conditions	29	1,086	1	5	94	7	111	3,232	748	149	1	10	5,473
2040 Cumulative No Project Conditions	29	346	1	5	94	7	111	2,318	719	66	1	10	3,707
2040 Cumulative with Project Conditions	29	1,231	1	5	94	7	111	2,462	711	676	1	10	5,338

Int.#[Model#](Traffix#) 39 10218 39
 Intersection Name: Lawrence Expressway and Persian Drive/Elko Drive
 Peak Hour: AM

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	95	529	104	497	85	108	118	2,342	39	36	70	32	4,055
Model - 2020 Existing	46	437	200	118	2	109	312	2,969	71	69	4	91	4,428
Model - 2020 Existing Plus Project	46	1,323	225	118	2	145	312	3,148	71	73	4	91	5,558
Model - 2028 Background	50	654	247	92	2	187	309	3,536	70	110	4	61	5,322
Model - 2028 Background Plus Project	40	1,082	266	81	2	229	287	3,826	90	140	3	59	6,105
Model - 2040 Cumulative	52	754	207	101	4	220	396	3,379	79	120	5	79	5,396
Model - 2040 Cumulative with Project	46	1,640	232	61	3	256	366	3,558	72	124	4	61	6,423
Existing Plus Project Conditions	95	1,415	129	497	85	144	118	2,521	39	40	70	32	5,185
2028 Background Conditions	99	746	151	497	85	186	118	2,909	39	77	70	32	5,009
2028 Background Plus Project Conditions	95	1,174	170	497	85	228	118	3,199	58	107	70	32	5,833
2040 Cumulative No Project Conditions	101	846	111	497	87	219	202	2,752	47	87	71	32	5,052
2040 Cumulative with Project Conditions	95	1,732	136	497	86	255	172	2,931	40	91	70	32	6,137

Int.#[Model#](Traffix#) 40 4354 5603
 Intersection Name: Lawrence Expressway and Tasman Drive
 Peak Hour: AM

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	55	546	52	330	350	342	139	1,954	166	197	110	262	4,503
Model - 2020 Existing	18	511	85	553	337	94	329	2,722	174	44	132	76	5,075
Model - 2020 Existing Plus Project	18	1,247	299	553	405	215	329	3,002	174	155	132	76	6,605
Model - 2028 Background	85	722	146	291	578	281	1,350	3,462	212	62	181	160	7,530
Model - 2028 Background Plus Project	71	1,104	275	72	728	436	1,212	3,978	98	160	147	153	8,434
Model - 2040 Cumulative	85	910	100	333	608	309	1,467	3,321	274	148	287	201	8,043
Model - 2040 Cumulative with Project	62	1,646	314	207	676	430	1,276	3,601	269	259	246	190	9,176
Existing Plus Project Conditions	55	1,282	266	330	418	463	139	2,234	166	308	110	262	6,033
2028 Background Conditions	122	757	113	174	591	529	1,160	2,694	204	215	159	346	7,064
2028 Background Plus Project Conditions	108	1,139	242	43	741	684	1,022	3,210	166	313	125	339	8,132
2040 Cumulative No Project Conditions	122	945	67	199	621	557	1,277	2,553	266	301	265	387	7,560
2040 Cumulative with Project Conditions	99	1,681	281	124	689	678	1,086	2,833	261	412	224	376	8,744

**Intersection Volumes
AM Peak Hour**

Int.#[Model#](Traffix#) 41 9637 41
 Intersection Name: Lawrence Expressway and Lakehaven Drive/Sandia Avenue
 Peak Hour: AM

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	14	899	75	27	140	313	19	1,707	273	350	67	82	3,966
Model - 2020 Existing	87	546	15	39	7	218	131	3,035	246	456	7	151	4,938
Model - 2020 Existing Plus Project	87	1,433	102	48	7	218	131	3,115	246	456	7	151	6,001
Model - 2028 Background	82	963	20	38	4	210	143	4,826	245	426	25	161	7,143
Model - 2028 Background Plus Project	92	1,582	26	51	4	205	134	5,050	233	405	24	184	7,990
Model - 2040 Cumulative	80	1,209	75	32	3	207	257	4,865	263	448	33	162	7,634
Model - 2040 Cumulative with Project	78	2,096	162	41	3	205	182	4,945	245	420	26	159	8,562
Existing Plus Project Conditions	14	1,786	162	36	140	313	19	1,787	273	350	67	82	5,029
2028 Background Conditions	14	1,316	80	27	140	313	31	3,498	273	350	85	92	6,219
2028 Background Plus Project Conditions	19	1,935	86	39	140	313	22	3,722	273	350	84	115	7,098
2040 Cumulative No Project Conditions	14	1,562	135	27	140	313	145	3,537	290	350	93	93	6,699
2040 Cumulative with Project Conditions	14	2,449	222	29	140	313	70	3,617	273	350	86	90	7,653

Int.#[Model#](Traffix#) 42 70003 42
 Intersection Name: Lawrence Expressway and US 101 NB Off-Ramp
 Peak Hour: AM

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	437	1,502	0	454	0	559	0	2,387	0	0	0	0	5,339
Model - 2020 Existing	0	854	0	794	0	219	0	2,618	0	0	0	0	4,485
Model - 2020 Existing Plus Project	0	1,528	0	855	0	219	0	2,618	0	0	0	0	5,220
Model - 2028 Background	0	1,210	0	1,097	0	278	0	4,115	0	0	0	0	6,700
Model - 2028 Background Plus Project	0	1,557	0	1,123	0	291	0	4,293	0	0	0	0	7,264
Model - 2040 Cumulative	0	1,528	0	1,031	0	473	0	4,353	0	0	0	0	7,385
Model - 2040 Cumulative with Project	0	2,202	0	1,092	0	428	0	4,279	0	0	0	0	8,001
Existing Plus Project Conditions	437	2,176	0	515	0	559	0	2,387	0	0	0	0	6,074
2028 Background Conditions	437	1,858	0	757	0	618	0	3,884	0	0	0	0	7,554
2028 Background Plus Project Conditions	437	2,205	0	783	0	631	0	4,062	0	0	0	0	8,118
2040 Cumulative No Project Conditions	437	2,176	0	691	0	813	0	4,122	0	0	0	0	8,239
2040 Cumulative with Project Conditions	437	2,850	0	752	0	768	0	4,048	0	0	0	0	8,855

Int.#[Model#](Traffix#) 43 70004 43
 Intersection Name: Lawrence Expressway and US 101 SB Off-Ramp
 Peak Hour: AM

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	0	1,759	0	0	0	0	277	2,941	0	500	0	162	5,639
Model - 2020 Existing	0	841	0	0	0	0	0	2,895	0	746	0	236	4,718
Model - 2020 Existing Plus Project	0	1,067	0	0	0	0	0	2,895	0	746	0	236	4,944
Model - 2028 Background	0	1,179	0	0	0	0	0	4,373	0	762	0	475	6,789
Model - 2028 Background Plus Project	0	1,296	0	0	0	0	0	4,572	0	748	0	471	7,087
Model - 2040 Cumulative	0	1,648	0	0	0	0	0	4,507	0	856	0	627	7,638
Model - 2040 Cumulative with Project	0	1,874	0	0	0	0	0	4,442	0	855	0	574	7,745
Existing Plus Project Conditions	0	1,985	0	0	0	0	277	2,941	0	500	0	162	5,865
2028 Background Conditions	0	2,097	0	0	0	0	277	4,419	0	516	0	401	7,710
2028 Background Plus Project Conditions	0	2,214	0	0	0	0	277	4,618	0	502	0	397	8,008
2040 Cumulative No Project Conditions	0	2,566	0	0	0	0	277	4,553	0	610	0	553	8,559
2040 Cumulative with Project Conditions	0	2,792	0	0	0	0	277	4,488	0	609	0	500	8,666

**Intersection Volumes
AM Peak Hour**

Int.#[Model#](Traffix#) 44 8937 44
 Intersection Name: Lawrence Expressway and E. Duane Avenue/Oakmead Parkway
 Peak Hour: AM

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	562	1,482	179	222	169	59	42	2,802	220	228	90	378	6,433
Model - 2020 Existing	327	883	379	292	41	81	97	2,645	61	43	16	442	5,307
Model - 2020 Existing Plus Project	336	1,061	418	342	41	81	97	2,645	61	43	16	442	5,583
Model - 2028 Background	345	1,048	549	425	53	89	117	3,908	65	47	60	714	7,420
Model - 2028 Background Plus Project	363	1,102	581	467	55	95	112	4,025	61	46	56	735	7,698
Model - 2040 Cumulative	445	1,306	752	580	68	113	123	3,928	70	41	49	924	8,399
Model - 2040 Cumulative with Project	454	1,484	791	630	65	109	117	3,863	70	40	46	917	8,586
Existing Plus Project Conditions	571	1,660	218	272	169	59	42	2,802	220	228	90	378	6,709
2028 Background Conditions	580	1,647	349	355	181	67	62	4,065	224	232	134	650	8,546
2028 Background Plus Project Conditions	598	1,701	381	397	183	73	57	4,182	220	231	130	671	8,824
2040 Cumulative No Project Conditions	680	1,905	552	510	196	91	68	4,085	229	228	123	860	9,527
2040 Cumulative with Project Conditions	689	2,083	591	560	193	87	62	4,020	229	228	120	853	9,715

Int.#[Model#](Traffix#) 45 8952 5611
 Intersection Name: Lawrence Expressway and E. Arques Avenue
 Peak Hour: AM

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	381	1,148	80	69	472	138	368	2,947	451	171	131	141	6,497
Model - 2020 Existing	177	757	27	36	331	12	19	2,759	691	60	139	241	5,249
Model - 2020 Existing Plus Project	177	961	27	49	361	21	19	2,759	691	60	139	241	5,505
Model - 2028 Background	133	984	27	4	379	9	19	3,733	740	140	560	559	7,287
Model - 2028 Background Plus Project	162	1,024	27	4	454	9	19	3,854	704	138	613	544	7,552
Model - 2040 Cumulative	169	1,185	42	5	461	136	22	3,711	1,094	175	613	615	8,228
Model - 2040 Cumulative with Project	144	1,389	38	18	491	145	21	3,707	1,081	172	598	538	8,342
Existing Plus Project Conditions	381	1,352	80	82	502	147	368	2,947	451	171	131	141	6,753
2028 Background Conditions	381	1,375	80	69	520	138	368	3,921	500	251	552	459	8,614
2028 Background Plus Project Conditions	381	1,415	80	69	595	138	368	4,042	464	249	605	444	8,850
2040 Cumulative No Project Conditions	381	1,576	95	69	602	262	371	3,899	854	286	605	515	9,515
2040 Cumulative with Project Conditions	381	1,780	91	69	632	271	370	3,895	841	283	590	438	9,641

Int.#[Model#](Traffix#) 46 4797 5325
 Intersection Name: Oakmead Parkway/Corvin Drive and Central Expressway
 Peak Hour: AM

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	120	23	33	371	2,170	51	42	104	187	125	1,270	267	4,763
Model - 2020 Existing	9	55	29	150	2,284	87	11	16	5	43	1,131	556	4,376
Model - 2020 Existing Plus Project	13	101	67	150	2,324	88	41	18	5	43	1,234	556	4,640
Model - 2028 Background	7	264	51	151	2,311	126	52	183	215	160	1,608	726	5,854
Model - 2028 Background Plus Project	5	275	62	147	2,342	123	65	220	210	153	1,622	700	5,924
Model - 2040 Cumulative	55	385	92	168	2,369	0	72	323	172	174	1,671	601	6,082
Model - 2040 Cumulative with Project	59	431	130	162	2,409	1	102	325	139	127	1,774	590	6,249
Existing Plus Project Conditions	124	69	71	371	2,210	52	72	106	187	125	1,373	267	5,027
2028 Background Conditions	120	232	55	372	2,197	90	83	271	397	242	1,747	437	6,243
2028 Background Plus Project Conditions	120	243	66	371	2,228	87	96	308	392	235	1,761	411	6,318
2040 Cumulative No Project Conditions	166	353	96	389	2,255	51	103	411	354	256	1,810	312	6,556
2040 Cumulative with Project Conditions	170	399	134	383	2,295	51	133	413	321	209	1,913	301	6,722

**Intersection Volumes
AM Peak Hour**

Int.#[Model#](Traffix#) 47 4348 1207
 Intersection Name: Great America Parkway and Tasman Drive
 Peak Hour: AM

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	37	384	48	211	1,121	400	149	725	244	26	131	36	3,512
Model - 2020 Existing	46	770	93	153	763	464	144	837	155	0	152	107	3,684
Model - 2020 Existing Plus Project	67	777	93	153	769	480	185	837	156	0	194	160	3,871
Model - 2028 Background	256	1,037	39	137	706	450	177	1,363	169	0	333	766	5,433
Model - 2028 Background Plus Project	446	1,020	29	182	629	484	188	1,466	131	0	315	666	5,556
Model - 2040 Cumulative	426	1,057	50	87	613	585	247	1,540	214	0	458	646	5,923
Model - 2040 Cumulative with Project	447	1,064	46	69	619	601	288	1,404	215	0	500	699	5,952
Existing Plus Project Conditions	58	391	48	211	1,127	416	190	725	245	26	173	89	3,699
2028 Background Conditions	247	651	48	211	1,121	400	182	1,251	258	26	312	695	5,402
2028 Background Plus Project Conditions	437	634	48	240	1,121	420	193	1,354	244	26	294	595	5,606
2040 Cumulative No Project Conditions	417	671	48	211	1,121	521	252	1,428	303	26	437	575	6,010
2040 Cumulative with Project Conditions	438	678	48	211	1,121	537	293	1,292	304	26	479	628	6,055

Int.#[Model#](Traffix#) 48 4916 48
 Intersection Name: Mathilda Avenue and California Avenue
 Peak Hour: AM

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	382	666	66	204	299	76	287	2,429	224	93	23	63	4,812
Model - 2020 Existing	117	692	132	122	75	102	154	2,208	205	147	7	142	4,103
Model - 2020 Existing Plus Project	125	876	135	122	75	102	163	2,208	205	147	7	142	4,307
Model - 2028 Background	103	857	99	92	86	110	273	2,380	171	211	9	158	4,549
Model - 2028 Background Plus Project	88	753	75	71	136	112	250	2,414	169	223	9	167	4,467
Model - 2040 Cumulative	73	815	96	77	226	206	243	2,447	164	281	6	184	4,818
Model - 2040 Cumulative with Project	81	999	99	71	208	180	252	2,412	157	267	6	134	4,866
Existing Plus Project Conditions	390	850	69	204	299	76	296	2,429	224	93	23	63	5,016
2028 Background Conditions	382	831	66	204	310	84	406	2,601	224	157	25	79	5,369
2028 Background Plus Project Conditions	382	727	66	204	360	86	383	2,635	224	169	25	88	5,349
2040 Cumulative No Project Conditions	382	789	66	204	450	180	376	2,668	224	227	23	105	5,694
2040 Cumulative with Project Conditions	382	973	66	204	432	154	385	2,633	224	213	23	63	5,752

Int.#[Model#](Traffix#) 49 9031 49
 Intersection Name: Mathilda Avenue and Indio Way
 Peak Hour: AM

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	64	851	22	428	15	104	114	2,488	94	247	1	11	4,439
Model - 2020 Existing	279	809	52	324	160	115	60	2,334	81	17	1	21	4,253
Model - 2020 Existing Plus Project	342	1,009	56	367	160	115	60	2,334	81	17	1	21	4,563
Model - 2028 Background	264	885	69	297	165	160	88	2,473	71	12	0	17	4,501
Model - 2028 Background Plus Project	281	746	67	300	164	158	89	2,491	73	12	0	17	4,398
Model - 2040 Cumulative	241	855	47	252	162	116	78	2,544	88	14	0	18	4,415
Model - 2040 Cumulative with Project	304	1,055	51	295	154	109	74	2,467	78	13	0	18	4,618
Existing Plus Project Conditions	127	1,051	26	471	15	104	114	2,488	94	247	1	11	4,749
2028 Background Conditions	64	927	39	428	20	149	142	2,627	94	247	1	11	4,749
2028 Background Plus Project Conditions	66	851	37	428	19	147	143	2,645	94	247	1	11	4,689
2040 Cumulative No Project Conditions	64	897	22	428	17	105	132	2,698	101	247	1	11	4,723
2040 Cumulative with Project Conditions	89	1,097	22	428	15	104	128	2,621	94	247	1	11	4,857

**Intersection Volumes
AM Peak Hour**

Int.#[Model#](Traffix#) 50 6552 50
 Intersection Name: Mathilda Avenue and Almanor Ave/Ahwanee Ave
 Peak Hour: AM

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	262	1,356	69	188	55	86	37	2,068	109	13	9	80	4,332
Model - 2020 Existing	314	1,221	162	200	4	39	68	2,275	67	6	0	56	4,412
Model - 2020 Existing Plus Project	325	1,514	162	200	4	39	68	2,275	67	6	0	62	4,722
Model - 2028 Background	316	1,564	156	212	5	45	57	2,345	100	11	0	59	4,870
Model - 2028 Background Plus Project	280	1,222	137	206	5	46	58	2,412	98	7	0	57	4,528
Model - 2040 Cumulative	442	2,004	131	221	6	151	55	2,352	125	13	1	81	5,582
Model - 2040 Cumulative with Project	453	2,297	121	197	6	140	51	2,260	115	10	1	87	5,738
Existing Plus Project Conditions	273	1,649	69	188	55	86	37	2,068	109	13	9	86	4,642
2028 Background Conditions	264	1,699	69	200	56	92	37	2,138	142	18	9	83	4,807
2028 Background Plus Project Conditions	262	1,357	69	194	56	93	37	2,205	140	14	9	81	4,517
2040 Cumulative No Project Conditions	390	2,139	69	209	57	198	37	2,145	167	20	10	105	5,546
2040 Cumulative with Project Conditions	401	2,432	69	188	57	187	37	2,068	157	17	10	111	5,734

Int.#[Model#](Traffix#) 51 91089 51
 Intersection Name: Mathilda Avenue and US 101 SB Ramps
 Peak Hour: AM

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	140	1,277	0	0	0	0	0	2,043	0	410	0	411	4,281
Model - 2020 Existing	243	1,025	0	0	0	0	0	1,954	0	674	0	584	4,480
Model - 2020 Existing Plus Project	471	1,397	0	0	0	0	0	1,954	0	674	0	655	5,151
Model - 2028 Background	322	1,347	0	0	0	0	0	2,001	0	690	0	696	5,056
Model - 2028 Background Plus Project	445	988	0	0	0	0	0	2,002	0	655	0	717	4,807
Model - 2040 Cumulative	270	1,744	0	0	0	0	0	2,125	0	835	0	575	5,549
Model - 2040 Cumulative with Project	498	2,116	0	0	0	0	0	2,045	0	761	0	646	6,066
Existing Plus Project Conditions	368	1,649	0	0	0	0	0	2,043	0	410	0	482	4,952
2028 Background Conditions	219	1,599	0	0	0	0	0	2,090	0	426	0	523	4,857
2028 Background Plus Project Conditions	342	1,277	0	0	0	0	0	2,091	0	410	0	544	4,664
2040 Cumulative No Project Conditions	167	1,996	0	0	0	0	0	2,214	0	571	0	411	5,359
2040 Cumulative with Project Conditions	395	2,368	0	0	0	0	0	2,134	0	497	0	473	5,867

Int.#[Model#](Traffix#) 52 9311 52
 Intersection Name: Mathilda Avenue and US 101 NB Ramps
 Peak Hour: AM

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	0	840	197	813	0	577	360	2,094	0	0	0	0	4,881
Model - 2020 Existing	0	885	168	715	0	381	398	2,140	0	0	0	0	4,687
Model - 2020 Existing Plus Project	0	1,415	369	715	0	452	398	2,179	0	0	0	0	5,528
Model - 2028 Background	0	1,131	219	514	0	537	294	2,403	0	0	0	0	5,098
Model - 2028 Background Plus Project	0	890	276	499	0	541	187	2,532	0	0	0	0	4,925
Model - 2040 Cumulative	0	1,107	187	497	0	906	290	2,411	0	0	0	0	5,398
Model - 2040 Cumulative with Project	0	1,637	388	469	0	977	243	2,450	0	0	0	0	6,164
Existing Plus Project Conditions	0	1,370	398	813	0	648	360	2,133	0	0	0	0	5,722
2028 Background Conditions	0	1,086	248	612	0	733	256	2,357	0	0	0	0	5,292
2028 Background Plus Project Conditions	0	845	305	597	0	737	149	2,486	0	0	0	0	5,119
2040 Cumulative No Project Conditions	0	1,062	216	595	0	1,102	252	2,365	0	0	0	0	5,592
2040 Cumulative with Project Conditions	0	1,592	417	567	0	1,173	205	2,404	0	0	0	0	6,358

**Intersection Volumes
AM Peak Hour**

Int.#[Model#](Traffix#) 53 8982 1407
 Intersection Name: Mathilda Avenue and El Camino Real
 Peak Hour: AM

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	134	262	147	334	1,033	19	18	1,825	372	84	485	358	5,071
Model - 2020 Existing	103	425	137	497	1,397	8	0	1,621	551	236	318	251	5,544
Model - 2020 Existing Plus Project	158	488	151	497	1,397	8	0	1,624	551	236	318	251	5,679
Model - 2028 Background	29	436	202	598	1,696	27	0	1,892	809	294	497	123	6,603
Model - 2028 Background Plus Project	27	428	187	596	1,722	27	0	1,890	806	291	501	123	6,598
Model - 2040 Cumulative	1	446	272	584	1,818	52	0	1,841	833	366	720	212	7,145
Model - 2040 Cumulative with Project	56	509	286	569	1,771	51	0	1,844	739	357	679	204	7,065
Existing Plus Project Conditions	189	325	161	334	1,033	19	18	1,828	372	84	485	358	5,206
2028 Background Conditions	134	273	212	435	1,332	38	18	2,096	630	142	664	230	6,204
2028 Background Plus Project Conditions	134	265	197	433	1,358	38	18	2,094	627	139	668	230	6,201
2040 Cumulative No Project Conditions	134	283	282	421	1,454	63	18	2,045	654	214	887	319	6,774
2040 Cumulative with Project Conditions	134	346	296	406	1,407	62	18	2,048	560	205	846	311	6,639

Int.#[Model#](Traffix#) 54 9048 1401
 Intersection Name: Sunnyvale Saratoga Road and Fremont Avenue
 Peak Hour: AM

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	273	687	161	139	611	130	75	1,978	305	185	416	307	5,267
Model - 2020 Existing	502	997	140	239	775	378	364	2,019	37	129	631	446	6,657
Model - 2020 Existing Plus Project	537	1,040	148	239	775	443	378	2,019	37	129	631	520	6,896
Model - 2028 Background	534	1,180	124	417	905	256	451	2,026	49	151	782	328	7,203
Model - 2028 Background Plus Project	553	1,183	97	447	900	248	471	2,017	50	150	803	307	7,226
Model - 2040 Cumulative	625	1,367	102	423	973	217	471	1,948	61	153	807	377	7,524
Model - 2040 Cumulative with Project	660	1,410	110	374	933	282	485	1,919	60	136	764	451	7,584
Existing Plus Project Conditions	308	730	169	139	611	195	89	1,978	305	185	416	381	5,506
2028 Background Conditions	305	870	161	317	741	88	162	1,985	317	207	567	226	5,946
2028 Background Plus Project Conditions	324	873	161	347	736	85	182	1,978	318	206	588	211	6,010
2040 Cumulative No Project Conditions	396	1,057	161	323	809	75	182	1,978	329	209	592	260	6,370
2040 Cumulative with Project Conditions	431	1,100	161	274	769	97	196	1,978	328	192	549	310	6,385

Int.#[Model#](Traffix#) 55 9043 1402
 Intersection Name: Sunnyvale Saratoga Road and Remington Drive
 Peak Hour: AM

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	98	443	39	78	244	364	302	2,192	143	84	308	161	4,456
Model - 2020 Existing	30	758	80	269	138	538	806	1,906	41	152	329	144	5,191
Model - 2020 Existing Plus Project	34	800	83	269	138	571	829	1,906	42	174	329	144	5,319
Model - 2028 Background	37	950	92	292	159	583	755	2,088	28	104	476	289	5,853
Model - 2028 Background Plus Project	36	949	94	294	164	601	749	2,094	28	85	501	289	5,884
Model - 2040 Cumulative	41	1,088	122	266	160	721	703	2,121	37	81	490	249	6,079
Model - 2040 Cumulative with Project	45	1,130	125	261	151	754	726	2,077	38	103	439	232	6,081
Existing Plus Project Conditions	102	485	42	78	244	397	325	2,192	144	106	308	161	4,584
2028 Background Conditions	105	635	51	101	265	409	283	2,374	143	84	455	306	5,211
2028 Background Plus Project Conditions	104	634	53	103	270	427	281	2,380	143	84	480	306	5,265
2040 Cumulative No Project Conditions	109	773	81	78	266	547	263	2,407	143	84	469	266	5,486
2040 Cumulative with Project Conditions	113	815	84	78	257	580	272	2,363	143	84	418	249	5,456

**Intersection Volumes
AM Peak Hour**

Int.#[Model#](Traffix#) 56 9052 214
 Intersection Name: Sunnysvale Saratoga Road/De Anza Blvd and Homestead Road
 Peak Hour: AM

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	117	1,152	173	386	697	475	27	1,593	297	341	389	298	5,945
Model - 2020 Existing	149	1,529	165	203	801	665	158	1,871	345	604	445	277	7,212
Model - 2020 Existing Plus Project	149	1,584	165	238	801	665	167	1,871	345	604	445	281	7,315
Model - 2028 Background	188	1,528	197	90	913	726	158	2,036	415	551	512	261	7,575
Model - 2028 Background Plus Project	188	1,521	196	87	914	728	165	2,050	425	555	509	261	7,599
Model - 2040 Cumulative	192	1,738	223	162	940	608	159	1,959	415	519	588	243	7,746
Model - 2040 Cumulative with Project	189	1,793	217	197	905	575	168	1,951	386	503	569	247	7,700
Existing Plus Project Conditions	117	1,207	173	421	697	475	36	1,593	297	341	389	302	6,048
2028 Background Conditions	156	1,152	205	273	809	536	27	1,758	367	288	456	282	6,309
2028 Background Plus Project Conditions	156	1,152	204	270	810	538	34	1,772	377	292	453	282	6,340
2040 Cumulative No Project Conditions	160	1,361	231	345	836	475	28	1,681	367	256	532	264	6,536
2040 Cumulative with Project Conditions	157	1,416	225	380	801	475	37	1,673	338	240	513	268	6,523

Int.#[Model#](Traffix#) 57 8198 213
 Intersection Name: De Anza Blvd and I-280 NB Ramps
 Peak Hour: AM

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	635	1,509	0	485	1	473	0	1,505	435	0	0	0	5,043
Model - 2020 Existing	563	2,235	0	155	0	483	0	2,218	471	0	0	0	6,125
Model - 2020 Existing Plus Project	576	2,235	0	155	0	506	0	2,232	471	0	0	0	6,175
Model - 2028 Background	624	2,183	0	271	0	449	0	2,339	429	0	0	0	6,295
Model - 2028 Background Plus Project	624	2,181	0	281	0	446	0	2,359	408	0	0	0	6,299
Model - 2040 Cumulative	610	2,257	0	267	0	485	0	2,266	491	0	0	0	6,376
Model - 2040 Cumulative with Project	623	2,250	0	226	0	508	0	2,280	447	0	0	0	6,334
Existing Plus Project Conditions	648	1,509	0	485	1	496	0	1,519	435	0	0	0	5,093
2028 Background Conditions	696	1,509	0	601	1	473	0	1,626	435	0	0	0	5,341
2028 Background Plus Project Conditions	696	1,509	0	611	1	473	0	1,646	435	0	0	0	5,371
2040 Cumulative No Project Conditions	682	1,531	0	597	1	475	0	1,553	455	0	0	0	5,294
2040 Cumulative with Project Conditions	695	1,524	0	556	1	498	0	1,567	435	0	0	0	5,276

Int.#[Model#](Traffix#) 58 8199 212
 Intersection Name: De Anza Blvd and I-280 SB Ramps
 Peak Hour: AM

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	0	1,624	527	0	0	0	280	1,246	0	822	0	501	5,000
Model - 2020 Existing	0	1,943	775	0	0	0	239	1,861	0	370	0	827	6,015
Model - 2020 Existing Plus Project	0	1,972	775	0	0	0	247	1,861	0	370	0	863	6,088
Model - 2028 Background	0	1,810	822	0	0	0	228	1,939	0	247	0	830	5,876
Model - 2028 Background Plus Project	0	1,805	821	0	0	0	230	1,938	0	249	0	830	5,873
Model - 2040 Cumulative	0	1,955	786	0	0	0	220	2,063	0	342	0	695	6,061
Model - 2040 Cumulative with Project	0	1,984	774	0	0	0	228	1,995	0	326	0	731	6,038
Existing Plus Project Conditions	0	1,653	527	0	0	0	288	1,246	0	822	0	537	5,073
2028 Background Conditions	0	1,624	574	0	0	0	280	1,324	0	822	0	504	5,128
2028 Background Plus Project Conditions	0	1,624	573	0	0	0	280	1,323	0	822	0	504	5,126
2040 Cumulative No Project Conditions	0	1,636	538	0	0	0	280	1,448	0	822	0	501	5,225
2040 Cumulative with Project Conditions	0	1,665	527	0	0	0	280	1,380	0	822	0	501	5,175

**Intersection Volumes
AM Peak Hour**

Int.#[Model#](Traffix#) 59 9013 59
 Intersection Name: Mary Avenue and Maude Avenue
 Peak Hour: AM

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	44	28	29	88	709	142	184	213	345	96	333	87	2,298
Model - 2020 Existing	25	11	9	106	469	59	96	98	644	89	56	59	1,721
Model - 2020 Existing Plus Project	30	24	10	186	469	68	96	123	664	89	60	95	1,914
Model - 2028 Background	24	11	12	123	687	83	321	142	629	105	109	66	2,312
Model - 2028 Background Plus Project	29	15	12	121	688	93	362	150	658	93	312	89	2,622
Model - 2040 Cumulative	25	22	17	550	752	137	365	379	594	89	139	258	3,327
Model - 2040 Cumulative with Project	30	35	18	630	697	146	296	404	614	77	143	294	3,384
Existing Plus Project Conditions	49	41	30	168	709	151	184	238	365	96	337	123	2,491
2028 Background Conditions	44	28	32	105	927	166	409	257	345	112	386	94	2,905
2028 Background Plus Project Conditions	48	32	32	103	928	176	450	265	359	100	589	117	3,199
2040 Cumulative No Project Conditions	44	39	37	532	992	220	453	494	345	96	416	286	3,954
2040 Cumulative with Project Conditions	49	52	38	612	937	229	384	519	345	96	420	322	4,003

Int.#[Model#](Traffix#) 60 4778 60
 Intersection Name: Patrick Henry Drive and Tasman Drive
 Peak Hour: AM

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	58	20	1	29	1,134	17	4	41	79	158	211	126	1,878
Model - 2020 Existing	17	0	0	0	841	0	0	0	20	51	363	181	1,473
Model - 2020 Existing Plus Project	17	0	0	0	918	0	0	0	20	51	417	182	1,605
Model - 2028 Background	19	0	0	0	960	0	0	1	12	216	1,209	190	2,607
Model - 2028 Background Plus Project	19	0	0	0	1,044	0	0	1	12	170	1,205	231	2,682
Model - 2040 Cumulative	23	3	0	0	1,031	0	0	3	35	327	1,183	179	2,784
Model - 2040 Cumulative with Project	23	3	0	0	1,108	0	0	3	24	273	1,237	180	2,851
Existing Plus Project Conditions	58	20	1	29	1,211	17	4	41	79	158	265	127	2,010
2028 Background Conditions	60	20	1	29	1,253	17	4	42	79	323	1,057	135	3,020
2028 Background Plus Project Conditions	60	20	1	29	1,337	17	4	42	79	277	1,053	176	3,095
2040 Cumulative No Project Conditions	64	23	1	29	1,324	17	4	44	94	434	1,031	126	3,191
2040 Cumulative with Project Conditions	64	23	1	29	1,401	17	4	44	83	380	1,085	126	3,257

Int.#[Model#](Traffix#) 61 4787 61
 Intersection Name: Old Ironsides Drive and Tasman Drive
 Peak Hour: AM

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	7	10	20	98	1,231	11	4	3	7	10	188	17	1,606
Model - 2020 Existing	0	14	2	124	840	0	0	0	0	105	257	0	1,342
Model - 2020 Existing Plus Project	1	14	2	124	916	0	0	0	0	119	352	0	1,528
Model - 2028 Background	0	15	2	173	960	0	0	0	0	82	1,096	30	2,358
Model - 2028 Background Plus Project	0	14	2	167	1,042	0	0	0	0	157	980	67	2,429
Model - 2040 Cumulative	0	28	18	225	1,030	0	0	0	0	37	1,087	58	2,483
Model - 2040 Cumulative with Project	1	25	17	179	1,106	0	0	0	0	51	1,182	3	2,564
Existing Plus Project Conditions	8	10	20	98	1,307	11	4	3	7	24	283	17	1,792
2028 Background Conditions	7	11	20	147	1,351	11	4	3	7	10	1,027	47	2,645
2028 Background Plus Project Conditions	7	10	20	141	1,433	11	4	3	7	62	911	84	2,693
2040 Cumulative No Project Conditions	7	24	36	199	1,421	11	4	3	7	10	1,018	75	2,815
2040 Cumulative with Project Conditions	8	21	35	153	1,497	11	4	3	7	10	1,113	20	2,882

**Intersection Volumes
AM Peak Hour**

Int.#[Model#](Traffix#) 62 6036 62
 Intersection Name: Convention Center Drive and Tasman Drive
 Peak Hour: AM

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	24	0	6	53	1,554	5	0	0	0	3	329	51	2,025
Model - 2020 Existing	43	0	5	70	1,335	0	0	0	0	0	287	100	1,840
Model - 2020 Existing Plus Project	43	0	5	70	1,338	0	0	0	0	0	373	100	1,929
Model - 2028 Background	40	0	7	22	1,254	0	0	0	0	0	408	141	1,872
Model - 2028 Background Plus Project	40	0	7	30	1,254	0	0	0	0	0	399	132	1,862
Model - 2040 Cumulative	39	0	8	19	1,248	0	0	0	0	0	619	137	2,070
Model - 2040 Cumulative with Project	38	0	8	19	1,251	0	0	0	0	0	705	130	2,151
Existing Plus Project Conditions	24	0	6	53	1,557	5	0	0	0	3	415	51	2,114
2028 Background Conditions	24	0	8	53	1,554	5	0	0	0	3	450	92	2,189
2028 Background Plus Project Conditions	24	0	8	53	1,554	5	0	0	0	3	441	83	2,171
2040 Cumulative No Project Conditions	24	0	9	53	1,554	5	0	0	0	3	661	88	2,397
2040 Cumulative with Project Conditions	24	0	9	53	1,554	5	0	0	0	3	747	81	2,476

Int.#[Model#](Traffix#) 63 6035 63
 Intersection Name: Centennial Blvd and Tasman Drive
 Peak Hour: AM

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	105	1	33	89	1,693	11	2	0	2	3	231	75	2,245
Model - 2020 Existing	0	0	0	2	1,344	43	15	0	61	41	251	0	1,757
Model - 2020 Existing Plus Project	10	0	10	2	1,344	43	15	0	61	43	334	0	1,862
Model - 2028 Background	2	2	127	395	1,220	36	16	3	53	47	366	2	2,269
Model - 2028 Background Plus Project	2	2	137	399	1,228	35	16	3	54	48	356	2	2,282
Model - 2040 Cumulative	114	2	210	630	1,099	32	17	3	53	54	572	2	2,788
Model - 2040 Cumulative with Project	124	2	220	619	1,092	28	17	3	53	56	655	2	2,871
Existing Plus Project Conditions	115	1	43	89	1,693	11	2	0	2	5	314	75	2,350
2028 Background Conditions	107	3	160	482	1,693	11	3	3	2	9	346	77	2,896
2028 Background Plus Project Conditions	107	3	170	486	1,693	11	3	3	2	10	336	77	2,901
2040 Cumulative No Project Conditions	219	3	243	717	1,693	11	4	3	2	16	552	77	3,540
2040 Cumulative with Project Conditions	229	3	253	706	1,693	11	4	3	2	18	635	77	3,634

Int.#[Model#](Traffix#) 64 6040 64
 Intersection Name: Calle Del Sol and Tasman Drive
 Peak Hour: AM

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	125	0	109	264	1,666	0	0	0	0	0	209	35	2,408
Model - 2020 Existing	33	0	55	306	1,357	0	0	0	0	0	221	45	2,017
Model - 2020 Existing Plus Project	33	0	55	306	1,357	0	0	0	0	0	319	45	2,115
Model - 2028 Background	250	0	208	414	1,401	0	0	0	0	0	359	150	2,782
Model - 2028 Background Plus Project	248	0	204	407	1,415	0	0	0	0	0	353	156	2,783
Model - 2040 Cumulative	374	0	417	470	1,390	0	0	0	0	0	393	406	3,450
Model - 2040 Cumulative with Project	364	0	414	435	1,377	0	0	0	0	0	491	401	3,482
Existing Plus Project Conditions	125	0	109	264	1,666	0	0	0	0	0	307	35	2,506
2028 Background Conditions	342	0	262	372	1,710	0	0	0	0	0	347	140	3,173
2028 Background Plus Project Conditions	340	0	258	365	1,724	0	0	0	0	0	341	146	3,174
2040 Cumulative No Project Conditions	466	0	471	428	1,699	0	0	0	0	0	381	396	3,841
2040 Cumulative with Project Conditions	456	0	468	393	1,686	0	0	0	0	0	479	391	3,873

**Intersection Volumes
AM Peak Hour**

Int.#[Model#](Traffix#)
Intersection Name:
Peak Hour:

65 6066 65
Lick Mill Blvd and Tasman Drive
AM

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	5	11	1	29	1,428	141	265	20	467	63	266	20	2,716
Model - 2020 Existing	0	0	0	0	1,320	268	185	0	342	40	236	0	2,391
Model - 2020 Existing Plus Project	0	0	0	0	1,320	293	185	0	347	52	318	0	2,515
Model - 2028 Background	0	0	0	0	1,475	252	239	0	339	166	401	0	2,872
Model - 2028 Background Plus Project	0	0	0	0	1,471	262	271	0	350	173	385	0	2,912
Model - 2040 Cumulative	0	0	0	0	1,382	349	348	0	477	251	560	0	3,367
Model - 2040 Cumulative with Project	0	0	0	0	1,329	374	329	0	482	263	642	0	3,419
Existing Plus Project Conditions	5	11	1	29	1,428	166	265	20	472	75	348	20	2,840
2028 Background Conditions	5	11	1	29	1,583	141	319	20	467	189	431	20	3,216
2028 Background Plus Project Conditions	5	11	1	29	1,579	141	351	20	475	196	415	20	3,243
2040 Cumulative No Project Conditions	5	11	1	29	1,490	222	428	20	602	274	590	20	3,692
2040 Cumulative with Project Conditions	5	11	1	29	1,437	247	409	20	607	286	672	20	3,744

**Intersection Volumes
PM Peak Hour**

Int.#[Model#](Traffix#) 1 6626 1
 Intersection Name: Ellis Street and Manila Drive
 Peak Hour: PM

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	0	165	12	5	0	537	192	39	0	0	0	0	950
Model - 2020 Existing	0	126	14	6	0	516	294	26	0	0	0	0	982
Model - 2020 Existing Plus Project	0	126	18	7	0	521	442	26	0	0	0	0	1,140
Model - 2028 Background	0	137	1	4	0	561	201	29	0	0	0	0	933
Model - 2028 Background Plus Project	0	133	3	1	0	656	280	33	0	0	0	0	1,106
Model - 2040 Cumulative	0	132	2	5	0	572	237	29	0	0	0	0	977
Model - 2040 Cumulative with Project	0	123	6	6	0	577	385	27	0	0	0	0	1,124
Existing Plus Project Conditions	0	165	16	6	0	542	340	39	0	0	0	0	1,108
2028 Background Conditions	0	176	12	5	0	582	192	42	0	0	0	0	1,009
2028 Background Plus Project Conditions	0	172	12	5	0	677	192	46	0	0	0	0	1,104
2040 Cumulative No Project Conditions	0	171	12	5	0	593	192	42	0	0	0	0	1,015
2040 Cumulative with Project Conditions	0	165	12	5	0	598	283	40	0	0	0	0	1,103

Int.#[Model#](Traffix#) 2 9000 2
 Intersection Name: Ellis Street and US 101 NB Ramps
 Peak Hour: PM

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	273	424	0	29	0	172	0	201	293	0	0	0	1,392
Model - 2020 Existing	494	148	0	18	0	201	0	302	306	0	0	0	1,469
Model - 2020 Existing Plus Project	536	148	0	18	0	213	0	448	306	0	0	0	1,669
Model - 2028 Background	484	214	0	20	0	460	0	209	270	0	0	0	1,657
Model - 2028 Background Plus Project	466	323	0	24	0	683	0	289	267	0	0	0	2,052
Model - 2040 Cumulative	442	262	0	19	0	610	0	246	346	0	0	0	1,925
Model - 2040 Cumulative with Project	484	217	0	19	0	622	0	392	305	0	0	0	2,039
Existing Plus Project Conditions	315	424	0	29	0	184	0	347	293	0	0	0	1,592
2028 Background Conditions	273	490	0	31	0	431	0	201	293	0	0	0	1,719
2028 Background Plus Project Conditions	273	599	0	35	0	654	0	201	293	0	0	0	2,055
2040 Cumulative No Project Conditions	273	538	0	30	0	581	0	201	333	0	0	0	1,956
2040 Cumulative with Project Conditions	273	493	0	30	0	593	0	291	293	0	0	0	1,973

Int.#[Model#](Traffix#) 3 8994 3
 Intersection Name: Ellis Street and US 101 SB Ramps
 Peak Hour: PM

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	0	500	90	0	0	0	242	384	0	261	0	129	1,606
Model - 2020 Existing	0	260	88	0	0	0	488	320	0	246	0	285	1,687
Model - 2020 Existing Plus Project	0	279	88	0	0	0	526	320	0	246	0	423	1,882
Model - 2028 Background	0	532	141	0	0	0	766	291	0	314	0	186	2,230
Model - 2028 Background Plus Project	0	607	398	0	0	0	786	297	0	291	0	258	2,637
Model - 2040 Cumulative	0	694	177	0	0	0	770	373	0	416	0	218	2,648
Model - 2040 Cumulative with Project	0	713	124	0	0	0	808	338	0	400	0	356	2,739
Existing Plus Project Conditions	0	519	90	0	0	0	280	384	0	261	0	267	1,801
2028 Background Conditions	0	772	143	0	0	0	520	384	0	329	0	129	2,277
2028 Background Plus Project Conditions	0	847	400	0	0	0	540	384	0	306	0	129	2,606
2040 Cumulative No Project Conditions	0	934	179	0	0	0	524	437	0	431	0	129	2,634
2040 Cumulative with Project Conditions	0	953	126	0	0	0	562	402	0	415	0	200	2,658

**Intersection Volumes
PM Peak Hour**

Int.#[Model#](Traffix#) 4 80000 4
 Intersection Name: Ellis Street and Fairchild Drive
 Peak Hour: PM

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	230	439	88	196	26	25	23	323	6	11	9	111	1,487
Model - 2020 Existing	233	215	60	220	24	40	19	412	11	5	2	175	1,416
Model - 2020 Existing Plus Project	233	224	60	231	24	40	19	426	11	5	2	175	1,450
Model - 2028 Background	341	413	92	235	41	36	31	519	12	8	4	302	2,034
Model - 2028 Background Plus Project	347	467	86	233	42	33	38	527	11	7	4	323	2,118
Model - 2040 Cumulative	305	573	232	300	97	77	93	577	20	19	11	265	2,569
Model - 2040 Cumulative with Project	303	582	226	311	97	61	88	591	19	19	11	243	2,551
Existing Plus Project Conditions	230	448	88	207	26	25	23	337	6	11	9	111	1,521
2028 Background Conditions	338	637	120	211	43	25	35	430	7	14	11	238	2,109
2028 Background Plus Project Conditions	344	691	114	209	44	25	42	438	6	13	11	259	2,196
2040 Cumulative No Project Conditions	302	797	260	276	99	62	97	488	15	25	18	201	2,640
2040 Cumulative with Project Conditions	300	806	254	287	99	46	92	502	14	25	18	179	2,622

Int.#[Model#](Traffix#) 5 10307 5315
 Intersection Name: Ferguson Drive and Central Expressway
 Peak Hour: PM

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	119	0	29	36	1,353	0	0	0	0	0	1,465	67	3,069
Model - 2020 Existing	0	0	0	0	1,757	0	0	0	0	0	2,064	0	3,821
Model - 2020 Existing Plus Project	0	0	0	0	1,757	0	0	0	0	0	2,095	0	3,852
Model - 2028 Background	1	0	0	0	2,531	0	0	0	0	0	2,096	0	4,628
Model - 2028 Background Plus Project	1	0	0	0	2,593	0	0	0	0	0	2,115	0	4,709
Model - 2040 Cumulative	1	0	0	0	2,752	0	0	0	0	0	2,130	1	4,884
Model - 2040 Cumulative with Project	1	0	0	0	2,571	0	0	0	0	0	2,161	1	4,734
Existing Plus Project Conditions	119	0	29	36	1,353	0	0	0	0	0	1,496	67	3,100
2028 Background Conditions	120	0	29	36	2,127	0	0	0	0	0	1,497	67	3,876
2028 Background Plus Project Conditions	120	0	29	36	2,189	0	0	0	0	0	1,516	67	3,957
2040 Cumulative No Project Conditions	120	0	29	36	2,348	0	0	0	0	0	1,531	68	4,132
2040 Cumulative with Project Conditions	120	0	29	36	2,167	0	0	0	0	0	1,562	68	3,982

Int.#[Model#](Traffix#) 6 8094 6
 Intersection Name: Enterprise Way and 11th Avenue
 Peak Hour: PM

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	0	378	24	44	0	348	89	105	0	0	0	0	988
Model - 2020 Existing	0	300	1	4	0	125	34	119	0	0	0	0	583
Model - 2020 Existing Plus Project	0	439	24	50	0	125	48	172	0	0	0	0	858
Model - 2028 Background	0	282	1	43	0	230	33	44	0	0	0	0	633
Model - 2028 Background Plus Project	0	639	16	113	0	361	163	97	0	0	0	0	1,389
Model - 2040 Cumulative	0	312	68	12	0	245	45	78	0	0	0	0	760
Model - 2040 Cumulative with Project	0	451	91	58	0	143	59	131	0	0	0	0	933
Existing Plus Project Conditions	0	517	47	90	0	348	103	158	0	0	0	0	1,263
2028 Background Conditions	0	378	24	83	0	453	89	105	0	0	0	0	1,132
2028 Background Plus Project Conditions	0	717	39	153	0	584	218	105	0	0	0	0	1,816
2040 Cumulative No Project Conditions	0	390	91	52	0	468	100	105	0	0	0	0	1,206
2040 Cumulative with Project Conditions	0	529	114	98	0	366	114	117	0	0	0	0	1,338

**Intersection Volumes
PM Peak Hour**

Int.#[Model#](Traffix#) 7 6615 7
 Intersection Name: Enterprise Way and Manila Avenue/W. Moffett Park Drive
 Peak Hour: PM

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	446	0	548	63	88	0	0	0	0	0	78	130	1,353
Model - 2020 Existing	435	0	271	59	86	0	0	0	0	0	184	123	1,158
Model - 2020 Existing Plus Project	464	0	271	59	86	0	0	0	0	0	234	223	1,337
Model - 2028 Background	436	0	430	9	128	0	0	0	0	0	106	95	1,204
Model - 2028 Background Plus Project	656	0	590	0	0	0	0	0	0	0	0	283	1,529
Model - 2040 Cumulative	518	0	423	75	38	0	0	0	0	0	115	133	1,302
Model - 2040 Cumulative with Project	547	0	354	0	17	0	0	0	0	0	165	233	1,316
Existing Plus Project Conditions	475	0	548	63	88	0	0	0	0	0	128	230	1,532
2028 Background Conditions	447	0	707	63	130	0	0	0	0	0	78	130	1,555
2028 Background Plus Project Conditions	667	0	867	63	88	0	0	0	0	0	78	290	2,053
2040 Cumulative No Project Conditions	529	0	700	79	88	0	0	0	0	0	78	140	1,614
2040 Cumulative with Project Conditions	558	0	631	63	88	0	0	0	0	0	78	240	1,658

Int.#[Model#](Traffix#) 8 6288 5320
 Intersection Name: N. Mary Avenue and Central Expressway
 Peak Hour: PM

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	200	625	466	86	1,165	657	633	141	199	606	1,464	34	6,276
Model - 2020 Existing	302	463	185	41	1,444	565	71	109	280	0	2,432	215	6,107
Model - 2020 Existing Plus Project	302	463	278	86	1,444	601	71	120	280	0	2,432	225	6,302
Model - 2028 Background	575	722	242	47	2,023	613	80	131	323	0	2,284	232	7,272
Model - 2028 Background Plus Project	581	631	244	46	1,958	737	93	125	311	0	2,311	231	7,268
Model - 2040 Cumulative	602	838	376	3	2,280	609	94	131	438	0	2,363	188	7,922
Model - 2040 Cumulative with Project	576	735	469	48	2,153	645	76	142	413	0	2,294	198	7,749
Existing Plus Project Conditions	200	625	559	131	1,165	693	633	152	199	606	1,464	44	6,471
2028 Background Conditions	473	884	523	92	1,744	705	642	163	242	606	1,464	51	7,589
2028 Background Plus Project Conditions	479	793	525	91	1,679	829	655	157	230	606	1,464	50	7,558
2040 Cumulative No Project Conditions	500	1,000	657	86	2,001	701	656	163	357	606	1,464	34	8,225
2040 Cumulative with Project Conditions	474	897	750	93	1,874	737	638	174	332	606	1,464	34	8,073

Int.#[Model#](Traffix#) 9 6605 9
 Intersection Name: US 101 NB On-Ramp and W. Moffett Park Drive
 Peak Hour: PM

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	0	0	0	0	146	439	0	0	0	263	361	0	1,209
Model - 2020 Existing	0	0	0	0	145	468	0	0	0	0	454	0	1,067
Model - 2020 Existing Plus Project	0	0	0	0	145	603	0	0	0	0	454	0	1,202
Model - 2028 Background	0	0	0	0	137	937	0	0	0	41	495	0	1,610
Model - 2028 Background Plus Project	0	0	0	0	0	1,148	0	0	0	417	172	0	1,737
Model - 2040 Cumulative	0	0	0	0	113	931	0	0	0	40	497	0	1,581
Model - 2040 Cumulative with Project	0	0	0	0	17	1,066	0	0	0	39	477	0	1,599
Existing Plus Project Conditions	0	0	0	0	146	574	0	0	0	263	361	0	1,344
2028 Background Conditions	0	0	0	0	146	908	0	0	0	304	402	0	1,760
2028 Background Plus Project Conditions	0	0	0	0	146	1,119	0	0	0	680	361	0	2,306
2040 Cumulative No Project Conditions	0	0	0	0	146	902	0	0	0	303	404	0	1,755
2040 Cumulative with Project Conditions	0	0	0	0	146	1,037	0	0	0	302	384	0	1,869

**Intersection Volumes
PM Peak Hour**

Int.#[Model#](Traffix#) 10 6602 10
 Intersection Name: Innovation Way and 11th Avenue
 Peak Hour: PM

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	60	186	7	3	2	6	32	48	108	465	2	263	1,182
Model - 2020 Existing	6	124	0	0	0	0	0	94	291	390	0	56	961
Model - 2020 Existing Plus Project	6	158	0	0	0	0	0	94	341	612	0	56	1,267
Model - 2028 Background	8	406	0	0	0	0	0	125	296	228	0	56	1,119
Model - 2028 Background Plus Project	141	528	0	0	0	0	0	44	302	459	0	141	1,615
Model - 2040 Cumulative	405	508	0	0	0	0	0	83	390	128	0	39	1,553
Model - 2040 Cumulative with Project	379	542	0	0	0	0	0	30	440	350	0	39	1,780
Existing Plus Project Conditions	60	220	7	3	2	6	32	48	158	687	2	263	1,488
2028 Background Conditions	62	468	7	3	2	6	32	79	113	303	2	263	1,340
2028 Background Plus Project Conditions	195	590	7	3	2	6	32	48	119	534	2	348	1,886
2040 Cumulative No Project Conditions	459	570	7	3	2	6	32	48	207	203	2	246	1,785
2040 Cumulative with Project Conditions	433	604	7	3	2	6	32	48	257	425	2	246	2,065

Int.#[Model#](Traffix#) 11 6604 11
 Intersection Name: Innovation Way and W. Moffett Park Drive
 Peak Hour: PM

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	371	0	420	165	211	0	0	0	0	0	325	26	1,518
Model - 2020 Existing	314	0	714	451	297	0	0	0	0	0	371	83	2,230
Model - 2020 Existing Plus Project	331	0	714	451	318	0	0	0	0	0	397	83	2,294
Model - 2028 Background	453	0	653	446	619	0	0	0	0	0	391	104	2,666
Model - 2028 Background Plus Project	502	0	905	435	644	0	0	0	0	0	171	0	2,657
Model - 2040 Cumulative	475	0	630	520	564	0	0	0	0	0	392	105	2,686
Model - 2040 Cumulative with Project	492	0	601	499	585	0	0	0	0	0	418	59	2,654
Existing Plus Project Conditions	388	0	420	165	232	0	0	0	0	0	351	26	1,582
2028 Background Conditions	510	0	359	165	533	0	0	0	0	0	345	47	1,959
2028 Background Plus Project Conditions	559	0	611	165	558	0	0	0	0	0	325	26	2,244
2040 Cumulative No Project Conditions	532	0	336	234	478	0	0	0	0	0	346	48	1,974
2040 Cumulative with Project Conditions	549	0	307	213	499	0	0	0	0	0	372	26	1,966

Int.#[Model#](Traffix#) 12 60105 12
 Intersection Name: N. Mathilda Avenue and 1st Avenue/Bordeaux Drive
 Peak Hour: PM

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	13	46	1	49	8	14	7	770	26	209	33	303	1,479
Model - 2020 Existing	38	86	6	50	0	0	12	882	36	235	0	274	1,619
Model - 2020 Existing Plus Project	131	509	91	122	0	118	84	882	117	322	0	361	2,737
Model - 2028 Background	12	464	44	159	0	0	49	1,003	8	129	0	135	2,003
Model - 2028 Background Plus Project	106	481	322	458	5	275	296	1,264	127	283	11	486	4,114
Model - 2040 Cumulative	76	407	19	42	0	0	24	922	80	359	0	331	2,260
Model - 2040 Cumulative with Project	169	830	104	114	0	118	96	789	161	446	0	418	3,245
Existing Plus Project Conditions	106	469	86	121	8	132	79	770	107	296	33	390	2,597
2028 Background Conditions	13	424	39	158	8	14	44	891	26	209	33	303	2,162
2028 Background Plus Project Conditions	81	441	317	457	13	289	291	1,103	117	257	44	515	3,925
2040 Cumulative No Project Conditions	51	367	14	49	8	14	19	810	70	333	33	360	2,128
2040 Cumulative with Project Conditions	144	790	99	113	8	132	91	689	151	420	33	447	3,117

**Intersection Volumes
PM Peak Hour**

Int.#[Model#](Traffix#) 13 9333 1412
 Intersection Name: N. Mathilda Avenue and Lockheed Martin Way/W. Java Drive
 Peak Hour: PM

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	11	398	39	8	17	119	108	242	25	447	122	208	1,744
Model - 2020 Existing	12	252	57	13	18	53	196	704	20	105	82	213	1,725
Model - 2020 Existing Plus Project	233	556	160	13	31	53	348	704	220	105	194	273	2,890
Model - 2028 Background	29	513	51	15	6	234	225	829	42	190	75	215	2,424
Model - 2028 Background Plus Project	138	854	49	54	31	259	198	1,090	165	314	177	543	3,872
Model - 2040 Cumulative	53	641	71	44	23	189	174	724	33	235	83	259	2,529
Model - 2040 Cumulative with Project	274	945	174	18	36	134	326	705	233	216	195	319	3,575
Existing Plus Project Conditions	232	702	142	8	30	119	260	242	225	447	234	268	2,909
2028 Background Conditions	28	659	39	10	17	300	137	367	47	532	122	210	2,468
2028 Background Plus Project Conditions	137	1,000	39	49	30	325	110	375	170	656	217	538	3,646
2040 Cumulative No Project Conditions	52	787	53	39	22	255	108	262	38	577	123	254	2,570
2040 Cumulative with Project Conditions	273	1,091	156	13	35	200	238	242	238	558	235	314	3,593

Int.#[Model#](Traffix#) 14 5896 14
 Intersection Name: N. Mathilda Avenue and 5th Avenue
 Peak Hour: PM

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	58	439	6	48	53	249	38	240	70	184	59	413	1,857
Model - 2020 Existing	69	341	1	0	7	209	23	260	140	401	4	659	2,114
Model - 2020 Existing Plus Project	69	631	1	0	7	375	23	1,171	208	534	4	659	3,682
Model - 2028 Background	167	768	1	0	6	227	29	443	275	648	3	654	3,221
Model - 2028 Background Plus Project	188	1,237	1	0	11	418	0	987	315	787	5	440	4,389
Model - 2040 Cumulative	210	827	26	0	7	372	30	472	262	665	4	460	3,335
Model - 2040 Cumulative with Project	174	1,117	3	0	0	538	18	1,383	330	798	0	159	4,520
Existing Plus Project Conditions	58	729	6	48	53	415	38	1,151	138	317	59	413	3,425
2028 Background Conditions	156	866	6	48	53	267	44	423	205	431	59	413	2,971
2028 Background Plus Project Conditions	177	1,335	6	48	57	458	38	967	245	570	60	276	4,237
2040 Cumulative No Project Conditions	199	925	31	48	53	412	45	452	192	448	59	413	3,277
2040 Cumulative with Project Conditions	163	1,215	8	48	53	578	38	1,363	260	581	59	100	4,466

Int.#[Model#](Traffix#) 15 8263 15
 Intersection Name: N. Mathilda Avenue and Innovation Way
 Peak Hour: PM

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	125	917	45	10	87	354	647	197	59	505	44	100	3,090
Model - 2020 Existing	7	939	5	0	4	232	115	381	89	315	8	100	2,195
Model - 2020 Existing Plus Project	188	1,352	5	0	4	366	143	1,720	89	315	43	100	4,325
Model - 2028 Background	16	1,626	2	0	4	276	94	626	184	281	7	129	3,245
Model - 2028 Background Plus Project	75	2,357	10	0	12	520	208	1,152	450	195	17	150	5,146
Model - 2040 Cumulative	233	1,625	6	0	49	301	129	656	322	132	7	108	3,568
Model - 2040 Cumulative with Project	414	2,038	1	0	38	435	157	1,995	302	17	42	15	5,454
Existing Plus Project Conditions	306	1,330	45	10	87	488	675	1,536	59	505	79	100	5,220
2028 Background Conditions	134	1,604	45	10	87	398	647	442	154	450	44	129	4,144
2028 Background Plus Project Conditions	193	2,335	50	10	95	642	740	968	420	313	53	150	5,969
2040 Cumulative No Project Conditions	351	1,603	46	10	132	423	661	472	292	212	44	108	4,354
2040 Cumulative with Project Conditions	532	2,016	45	10	121	557	689	1,811	272	27	78	15	6,173

**Intersection Volumes
PM Peak Hour**

Int.#[Model#](Traffix#) 16 50783 16
 Intersection Name: N. Mathilda Avenue and W. Moffett Park Drive/SR 237 WB Off-Ramp
 Peak Hour: PM

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	96	1,680	0	44	46	615	0	514	234	424	0	344	3,997
Model - 2020 Existing	233	1,254	0	22	168	547	0	489	345	995	0	90	4,143
Model - 2020 Existing Plus Project	438	1,480	0	102	168	547	0	1,716	364	995	0	165	5,975
Model - 2028 Background	400	1,784	0	54	354	154	0	888	309	1,039	0	3	4,985
Model - 2028 Background Plus Project	640	2,433	0	159	180	0	0	1,704	256	1,075	0	0	6,447
Model - 2040 Cumulative	191	1,868	0	60	738	153	0	1,024	155	990	0	30	5,209
Model - 2040 Cumulative with Project	396	2,094	0	140	510	57	0	2,251	174	911	0	105	6,638
Existing Plus Project Conditions	301	1,906	0	124	46	615	0	1,741	253	424	0	419	5,829
2028 Background Conditions	263	2,210	0	76	232	222	0	913	234	468	0	257	4,875
2028 Background Plus Project Conditions	503	2,859	0	181	58	68	0	1,729	234	504	0	254	6,390
2040 Cumulative No Project Conditions	96	2,294	0	82	616	221	0	1,049	234	424	0	284	5,300
2040 Cumulative with Project Conditions	259	2,520	0	162	388	125	0	2,276	234	340	0	359	6,663

Int.#[Model#](Traffix#) 18 9165 18
 Intersection Name: N. Mathilda Avenue and SR 237 EB Ramps
 Peak Hour: PM

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	0	2,050	394	0	0	0	729	588	0	153	0	160	4,074
Model - 2020 Existing	0	2,113	302	0	0	0	514	551	0	103	0	282	3,865
Model - 2020 Existing Plus Project	0	2,113	499	0	0	0	514	1,523	0	103	0	557	5,309
Model - 2028 Background	0	2,279	406	0	0	0	465	873	0	150	0	322	4,495
Model - 2028 Background Plus Project	0	2,320	738	0	0	0	154	1,406	0	114	0	553	5,285
Model - 2040 Cumulative	0	2,341	375	0	0	0	507	901	0	74	0	275	4,473
Model - 2040 Cumulative with Project	0	2,222	572	0	0	0	328	1,873	0	60	0	550	5,605
Existing Plus Project Conditions	0	2,050	591	0	0	0	729	1,560	0	153	0	435	5,518
2028 Background Conditions	0	2,216	498	0	0	0	729	910	0	200	0	200	4,753
2028 Background Plus Project Conditions	0	2,257	830	0	0	0	369	1,443	0	164	0	431	5,494
2040 Cumulative No Project Conditions	0	2,278	467	0	0	0	729	938	0	124	0	160	4,696
2040 Cumulative with Project Conditions	0	2,159	664	0	0	0	543	1,910	0	110	0	428	5,814

Int.#[Model#](Traffix#) 19 6014 19
 Intersection Name: N. Mathilda Avenue and Ross Drive
 Peak Hour: PM

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	61	1,926	216	84	5	142	367	1,150	67	147	44	83	4,292
Model - 2020 Existing	14	2,031	171	36	3	133	144	1,010	6	77	7	19	3,651
Model - 2020 Existing Plus Project	14	2,031	171	36	3	133	144	1,810	6	77	7	21	4,453
Model - 2028 Background	31	2,208	189	42	1	239	281	1,240	55	243	11	55	4,595
Model - 2028 Background Plus Project	21	2,239	174	45	3	225	307	1,461	64	232	19	53	4,843
Model - 2040 Cumulative	13	2,214	188	49	2	187	260	1,341	6	64	6	16	4,346
Model - 2040 Cumulative with Project	11	2,104	166	41	1	158	211	2,141	5	57	4	18	4,917
Existing Plus Project Conditions	61	1,926	216	84	5	142	367	1,950	67	147	44	85	5,094
2028 Background Conditions	78	2,103	234	90	5	248	504	1,380	116	313	48	119	5,238
2028 Background Plus Project Conditions	68	2,134	219	93	5	234	530	1,601	125	302	56	117	5,484
2040 Cumulative No Project Conditions	61	2,109	233	97	5	196	483	1,481	67	147	44	83	5,006
2040 Cumulative with Project Conditions	61	1,999	216	89	5	167	434	2,281	67	147	44	83	5,593

**Intersection Volumes
PM Peak Hour**

Int.#[Model#](Traffix#) 20 8945 1413
 Intersection Name: N. Mathilda Avenue and W. Maude Avenue
 Peak Hour: PM

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	91	1,566	315	136	114	87	98	787	104	576	365	452	4,691
Model - 2020 Existing	130	2,343	526	74	66	97	71	562	98	319	286	68	4,640
Model - 2020 Existing Plus Project	130	2,343	526	74	66	137	109	689	98	412	286	68	4,938
Model - 2028 Background	313	2,129	475	84	153	86	71	711	146	653	362	164	5,347
Model - 2028 Background Plus Project	275	2,053	489	77	163	96	69	573	356	709	352	277	5,489
Model - 2040 Cumulative	371	2,143	490	120	160	38	29	824	196	717	403	646	6,137
Model - 2040 Cumulative with Project	240	1,972	447	117	113	78	67	951	160	810	398	596	5,949
Existing Plus Project Conditions	91	1,566	315	136	114	127	136	914	104	669	365	452	4,989
2028 Background Conditions	274	1,566	264	146	201	87	98	936	152	910	441	548	5,623
2028 Background Plus Project Conditions	236	1,566	278	139	211	87	96	798	362	966	431	661	5,831
2040 Cumulative No Project Conditions	332	1,566	279	182	208	87	56	1,049	202	974	482	1,030	6,447
2040 Cumulative with Project Conditions	201	1,566	236	179	161	87	94	1,176	166	1,067	477	980	6,390

Int.#[Model#](Traffix#) 21 5780 21
 Intersection Name: Bordeaux Drive and W. Java Drive
 Peak Hour: PM

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	7	8	59	17	117	68	228	5	6	17	276	3	811
Model - 2020 Existing	0	0	8	0	43	11	151	0	15	5	380	14	627
Model - 2020 Existing Plus Project	0	0	57	6	92	14	406	0	15	115	540	14	1,259
Model - 2028 Background	0	1	22	0	123	12	123	0	6	9	427	7	730
Model - 2028 Background Plus Project	0	8	98	90	316	20	179	8	28	27	397	0	1,171
Model - 2040 Cumulative	0	0	0	6	139	28	71	2	40	10	413	0	709
Model - 2040 Cumulative with Project	0	0	49	12	188	31	326	0	0	120	573	0	1,299
Existing Plus Project Conditions	7	8	108	23	166	71	483	5	6	127	436	3	1,443
2028 Background Conditions	7	9	73	17	197	69	228	5	6	21	323	3	958
2028 Background Plus Project Conditions	7	16	149	107	390	77	256	13	19	39	293	3	1,369
2040 Cumulative No Project Conditions	7	8	59	23	213	85	228	7	31	22	309	3	995
2040 Cumulative with Project Conditions	7	8	100	29	262	88	403	5	6	132	469	3	1,512

Int.#[Model#](Traffix#) 22 5897 22
 Intersection Name: Bordeaux Drive and 5th Avenue
 Peak Hour: PM

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	46	54	0	0	0	0	0	97	103	71	0	106	477
Model - 2020 Existing	0	51	0	0	0	0	0	131	3	0	0	0	185
Model - 2020 Existing Plus Project	0	51	0	0	0	0	0	131	3	9	0	11	205
Model - 2028 Background	1	53	0	0	0	0	0	95	1	0	0	0	150
Model - 2028 Background Plus Project	75	24	0	0	0	0	0	74	3	2	0	2	180
Model - 2040 Cumulative	42	15	0	0	0	0	0	25	3	1	0	6	92
Model - 2040 Cumulative with Project	0	11	0	0	0	0	0	10	0	10	0	17	48
Existing Plus Project Conditions	46	54	0	0	0	0	0	97	103	80	0	117	497
2028 Background Conditions	47	56	0	0	0	0	0	97	103	71	0	106	480
2028 Background Plus Project Conditions	121	54	0	0	0	0	0	97	103	73	0	108	556
2040 Cumulative No Project Conditions	88	54	0	0	0	0	0	97	103	72	0	112	526
2040 Cumulative with Project Conditions	46	54	0	0	0	0	0	97	103	81	0	123	504

**Intersection Volumes
PM Peak Hour**

Int.#[Model#](Traffix#) 23 8333 23
 Intersection Name: Bordeaux Drive and Innovation Way
 Peak Hour: PM

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	31	70	22	35	80	12	3	100	194	114	88	21	770
Model - 2020 Existing	36	11	0	0	0	0	0	5	107	116	0	9	284
Model - 2020 Existing Plus Project	164	165	0	0	0	0	0	5	107	178	0	9	628
Model - 2028 Background	51	2	0	0	0	0	0	3	128	76	0	25	285
Model - 2028 Background Plus Project	5	22	0	0	0	0	0	19	200	174	0	47	467
Model - 2040 Cumulative	0	15	0	0	0	0	0	6	194	138	0	0	353
Model - 2040 Cumulative with Project	128	169	0	0	0	0	0	1	16	200	0	0	514
Existing Plus Project Conditions	159	224	22	35	80	12	3	100	194	176	88	21	1,114
2028 Background Conditions	46	70	22	35	80	12	3	100	215	114	88	37	822
2028 Background Plus Project Conditions	31	81	22	35	80	12	3	114	287	172	88	59	984
2040 Cumulative No Project Conditions	31	74	22	35	80	12	3	101	281	136	88	21	884
2040 Cumulative with Project Conditions	123	228	22	35	80	12	3	100	194	198	88	21	1,104

Int.#[Model#](Traffix#) 24 5894 24
 Intersection Name: Borregas Avenue/Carl Road and Caribbean Drive
 Peak Hour: PM

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	10	2	41	10	46	31	235	5	3	5	1,160	3	1,551
Model - 2020 Existing	0	0	0	0	130	22	16	0	0	0	1,205	0	1,373
Model - 2020 Existing Plus Project	0	0	0	0	707	120	16	0	0	1	1,440	0	2,284
Model - 2028 Background	0	0	0	0	355	36	21	0	1	1	1,784	0	2,198
Model - 2028 Background Plus Project	0	0	0	0	804	140	51	0	9	3	2,700	0	3,707
Model - 2040 Cumulative	0	0	0	0	427	62	24	0	40	0	1,348	0	1,901
Model - 2040 Cumulative with Project	0	0	0	0	1,004	160	0	0	0	1	1,583	0	2,748
Existing Plus Project Conditions	10	2	41	10	623	129	235	5	3	6	1,395	3	2,462
2028 Background Conditions	10	2	41	10	271	45	240	5	4	6	1,739	3	3,767
2028 Background Plus Project Conditions	10	2	41	10	720	149	270	5	12	8	2,655	3	3,885
2040 Cumulative No Project Conditions	10	2	41	10	343	71	243	5	43	5	1,303	3	2,079
2040 Cumulative with Project Conditions	10	2	41	10	920	169	235	5	3	6	1,538	3	2,942

Int.#[Model#](Traffix#) 25 7901 25
 Intersection Name: Borregas Avenue and Java Drive
 Peak Hour: PM

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	36	27	70	50	70	35	74	51	24	13	491	101	1,042
Model - 2020 Existing	1	6	56	0	38	13	0	3	7	11	587	19	741
Model - 2020 Existing Plus Project	50	46	56	1	109	13	12	3	7	179	792	31	1,299
Model - 2028 Background	8	1	52	0	90	12	1	1	19	18	647	29	878
Model - 2028 Background Plus Project	155	16	17	14	139	28	276	30	132	45	526	103	1,481
Model - 2040 Cumulative	19	11	46	0	70	10	1	1	57	20	517	25	777
Model - 2040 Cumulative with Project	68	51	7	1	141	6	13	0	22	188	722	37	1,256
Existing Plus Project Conditions	85	67	70	51	141	35	86	51	24	181	696	113	1,600
2028 Background Conditions	43	27	70	50	122	35	75	51	36	20	551	111	1,191
2028 Background Plus Project Conditions	190	37	70	64	171	50	350	78	149	47	491	185	1,882
2040 Cumulative No Project Conditions	54	32	70	50	102	35	75	51	74	22	491	107	1,163
2040 Cumulative with Project Conditions	103	72	70	51	173	35	87	51	39	190	626	119	1,616

**Intersection Volumes
PM Peak Hour**

Int.#[Model#](Traffix#) 26 5893 26
 Intersection Name: Borregas Avenue and Moffett Park Drive
 Peak Hour: PM

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	25	0	196	26	56	0	0	0	0	0	462	27	792
Model - 2020 Existing	0	0	0	0	85	0	0	0	0	0	412	0	497
Model - 2020 Existing Plus Project	0	0	52	16	85	0	0	0	0	0	509	0	662
Model - 2028 Background	0	0	0	0	67	0	0	0	0	0	353	0	420
Model - 2028 Background Plus Project	0	0	0	0	75	0	0	0	0	0	430	0	505
Model - 2040 Cumulative	0	0	0	0	132	0	0	0	0	0	411	0	543
Model - 2040 Cumulative with Project	0	0	52	16	1	0	0	0	0	0	508	0	577
Existing Plus Project Conditions	25	0	248	42	56	0	0	0	0	0	559	27	957
2028 Background Conditions	25	0	196	26	56	0	0	0	0	0	462	27	792
2028 Background Plus Project Conditions	25	0	196	26	56	0	0	0	0	0	480	27	810
2040 Cumulative No Project Conditions	25	0	196	26	103	0	0	0	0	0	462	27	839
2040 Cumulative with Project Conditions	25	0	248	42	56	0	0	0	0	0	558	27	956

Int.#[Model#](Traffix#) 27 4341 27
 Intersection Name: Geneva Drive and E. Java Drive
 Peak Hour: PM

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	4	8	33	11	130	14	38	13	11	4	657	44	967
Model - 2020 Existing	0	0	33	2	50	15	71	0	5	0	713	0	889
Model - 2020 Existing Plus Project	25	36	68	132	81	111	71	0	5	17	863	11	1,420
Model - 2028 Background	0	0	68	2	92	13	60	1	4	1	700	0	941
Model - 2028 Background Plus Project	0	6	103	61	164	29	166	60	17	22	746	50	1,424
Model - 2040 Cumulative	7	1	165	22	85	18	99	6	10	0	552	13	978
Model - 2040 Cumulative with Project	32	37	200	152	116	114	50	0	0	17	702	24	1,444
Existing Plus Project Conditions	29	44	68	141	161	110	38	13	11	21	807	55	1,498
2028 Background Conditions	4	8	68	11	172	14	38	14	11	5	657	44	1,046
2028 Background Plus Project Conditions	4	14	103	70	244	28	133	73	23	26	690	94	1,502
2040 Cumulative No Project Conditions	11	9	165	31	165	17	66	19	16	4	657	57	1,217
2040 Cumulative with Project Conditions	36	45	200	161	196	113	38	13	11	21	657	68	1,559

Int.#[Model#](Traffix#) 28 8931 28
 Intersection Name: Crossman Avenue and E. Caribbean Drive
 Peak Hour: PM

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	0	0	0	0	78	52	246	0	7	55	1,638	2	2,078
Model - 2020 Existing	0	0	0	0	144	35	217	0	9	15	1,263	0	1,683
Model - 2020 Existing Plus Project	0	0	0	0	813	330	217	0	14	90	1,450	0	2,914
Model - 2028 Background	0	0	0	0	383	107	216	0	6	75	1,802	0	2,589
Model - 2028 Background Plus Project	0	0	0	0	902	309	60	0	39	642	2,704	0	4,656
Model - 2040 Cumulative	0	0	0	0	474	119	185	0	15	26	1,559	0	2,378
Model - 2040 Cumulative with Project	0	0	0	0	1,143	414	28	0	20	101	1,746	0	3,452
Existing Plus Project Conditions	0	0	0	0	747	347	246	0	12	130	1,825	2	3,309
2028 Background Conditions	0	0	0	0	317	124	246	0	7	115	2,177	2	2,988
2028 Background Plus Project Conditions	0	0	0	0	836	326	246	0	37	682	3,079	2	5,208
2040 Cumulative No Project Conditions	0	0	0	0	408	136	246	0	13	66	1,934	2	2,805
2040 Cumulative with Project Conditions	0	0	0	0	1,077	431	246	0	18	141	2,121	2	4,036

**Intersection Volumes
PM Peak Hour**

Int.#[Model#](Traffix#) 29 5895 29
 Intersection Name: Crossman Avenue and E. Java Drive
 Peak Hour: PM

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	16	127	185	78	143	112	312	15	6	94	685	24	1,797
Model - 2020 Existing	1	52	174	27	62	172	531	1	5	72	919	4	2,020
Model - 2020 Existing Plus Project	1	91	316	232	318	334	531	1	5	104	919	4	2,856
Model - 2028 Background	2	54	284	24	106	122	558	0	0	64	910	1	2,125
Model - 2028 Background Plus Project	19	243	729	444	227	81	545	0	8	226	786	4	3,312
Model - 2040 Cumulative	5	49	349	29	126	142	558	1	1	118	857	2	2,237
Model - 2040 Cumulative with Project	0	88	491	234	382	304	524	0	0	150	802	0	2,975
Existing Plus Project Conditions	16	166	327	283	399	274	312	15	6	126	685	24	2,633
2028 Background Conditions	17	129	295	78	187	112	339	15	6	94	676	24	1,972
2028 Background Plus Project Conditions	34	318	740	495	308	112	326	15	9	248	552	24	3,181
2040 Cumulative No Project Conditions	20	127	360	80	207	112	339	15	6	140	623	24	2,053
2040 Cumulative with Project Conditions	16	163	502	285	463	244	305	15	6	172	568	24	2,763

Int.#[Model#](Traffix#) 30 11620 30
 Intersection Name: Crossman Avenue and Moffett Park Drive
 Peak Hour: PM

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	50	203	46	97	40	56	0	0	0	276	356	195	1,319
Model - 2020 Existing	103	146	46	445	93	132	0	0	0	209	422	84	1,680
Model - 2020 Existing Plus Project	116	198	207	445	93	436	0	0	0	209	422	286	2,412
Model - 2028 Background	76	137	31	431	105	199	0	0	0	306	422	122	1,829
Model - 2028 Background Plus Project	40	474	37	45	239	529	0	0	0	554	32	499	2,449
Model - 2040 Cumulative	95	188	34	390	177	189	0	0	0	296	411	152	1,932
Model - 2040 Cumulative with Project	108	240	195	168	135	493	0	0	0	285	186	354	2,164
Existing Plus Project Conditions	63	255	207	97	40	360	0	0	0	276	356	397	2,051
2028 Background Conditions	50	203	46	97	52	123	0	0	0	373	356	233	1,533
2028 Background Plus Project Conditions	50	531	46	97	186	453	0	0	0	621	356	610	2,950
2040 Cumulative No Project Conditions	50	245	46	97	124	113	0	0	0	363	356	263	1,657
2040 Cumulative with Project Conditions	55	297	195	97	82	417	0	0	0	352	356	465	2,316

Int.#[Model#](Traffix#) 31 8987 31
 Intersection Name: Persian Drive and SR 237 EB Off-Ramp
 Peak Hour: PM

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	0	155	0	0	0	0	0	118	0	298	0	279	850
Model - 2020 Existing	0	134	0	0	0	0	0	190	0	105	0	95	524
Model - 2020 Existing Plus Project	0	134	0	0	0	0	0	234	0	249	0	95	712
Model - 2028 Background	0	90	0	0	0	0	0	187	0	101	0	63	441
Model - 2028 Background Plus Project	0	130	0	0	0	0	0	429	0	206	0	53	818
Model - 2040 Cumulative	0	120	0	0	0	0	0	215	0	92	0	54	481
Model - 2040 Cumulative with Project	0	117	0	0	0	0	0	259	0	236	0	42	654
Existing Plus Project Conditions	0	155	0	0	0	0	0	162	0	442	0	279	1,038
2028 Background Conditions	0	155	0	0	0	0	0	118	0	298	0	279	850
2028 Background Plus Project Conditions	0	151	0	0	0	0	0	357	0	399	0	237	1,144
2040 Cumulative No Project Conditions	0	155	0	0	0	0	0	143	0	298	0	279	875
2040 Cumulative with Project Conditions	0	138	0	0	0	0	0	187	0	429	0	226	980

**Intersection Volumes
PM Peak Hour**

Int.#[Model#](Traffix#) 32 8971 32
 Intersection Name: Persian Drive/La Rochelle Terrace and Fair Oaks Way
 Peak Hour: PM

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	149	24	279	25	76	14	7	1	3	9	50	87	724
Model - 2020 Existing	45	0	195	187	57	0	0	0	0	0	26	2	512
Model - 2020 Existing Plus Project	45	0	340	255	57	0	0	0	0	0	26	2	725
Model - 2028 Background	51	0	141	179	60	0	0	0	0	0	11	8	450
Model - 2028 Background Plus Project	80	0	256	413	73	0	0	0	0	0	32	17	871
Model - 2040 Cumulative	50	0	162	176	97	0	0	0	0	0	31	38	554
Model - 2040 Cumulative with Project	47	0	307	244	74	0	0	0	0	0	29	15	716
Existing Plus Project Conditions	149	24	424	93	76	14	7	1	3	9	50	87	937
2028 Background Conditions	155	24	279	25	79	14	7	1	3	9	50	93	739
2028 Background Plus Project Conditions	184	24	340	251	92	14	7	1	3	9	56	102	1,083
2040 Cumulative No Project Conditions	154	24	279	25	116	14	7	1	3	9	55	123	810
2040 Cumulative with Project Conditions	151	24	391	82	93	14	7	1	3	9	53	100	928

Int.#[Model#](Traffix#) 33 11623 33
 Intersection Name: Fair Oaks Avenue/E. Java Drive and Fair Oaks Way/Kensington Place
 Peak Hour: PM

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	69	1,151	9	1	2	12	16	246	71	217	10	64	1,868
Model - 2020 Existing	127	1,498	0	0	0	0	0	170	118	131	0	91	2,135
Model - 2020 Existing Plus Project	168	1,510	0	0	0	0	0	642	120	131	0	242	2,813
Model - 2028 Background	150	1,603	0	0	0	0	0	198	89	97	0	55	2,192
Model - 2028 Background Plus Project	392	1,669	0	0	0	0	0	535	93	71	0	218	2,978
Model - 2040 Cumulative	175	1,589	0	0	0	0	0	214	100	111	0	82	2,271
Model - 2040 Cumulative with Project	216	1,601	0	0	0	0	0	686	102	102	0	233	2,940
Existing Plus Project Conditions	110	1,163	9	1	2	12	16	718	73	217	10	215	2,546
2028 Background Conditions	92	1,256	9	1	2	12	16	274	71	217	10	64	2,024
2028 Background Plus Project Conditions	334	1,322	9	1	2	12	16	611	71	217	10	191	2,796
2040 Cumulative No Project Conditions	117	1,242	9	1	2	12	16	290	71	217	10	64	2,051
2040 Cumulative with Project Conditions	158	1,254	9	1	2	12	16	762	71	217	10	206	2,718

Int.#[Model#](Traffix#) 34 4353 34
 Intersection Name: Fair Oaks Avenue and Tasman Drive
 Peak Hour: PM

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	28	1,028	270	37	90	360	538	350	153	95	101	37	3,087
Model - 2020 Existing	41	1,028	561	20	30	369	557	262	154	72	111	5	3,210
Model - 2020 Existing Plus Project	41	1,028	738	82	37	510	557	667	154	91	111	13	4,029
Model - 2028 Background	55	993	651	15	70	566	612	263	242	138	182	8	3,795
Model - 2028 Background Plus Project	0	952	788	22	91	640	571	590	245	140	181	15	4,235
Model - 2040 Cumulative	45	1,021	634	28	96	694	632	280	187	91	137	6	3,851
Model - 2040 Cumulative with Project	38	854	811	90	103	835	540	685	170	110	119	14	4,369
Existing Plus Project Conditions	28	1,028	447	99	97	501	538	755	153	114	101	45	3,906
2028 Background Conditions	42	993	360	37	130	557	593	351	241	161	172	40	3,677
2028 Background Plus Project Conditions	28	952	497	39	151	631	552	678	244	163	171	47	4,153
2040 Cumulative No Project Conditions	32	1,021	343	45	156	685	613	368	186	114	127	38	3,728
2040 Cumulative with Project Conditions	28	854	520	107	163	826	538	773	169	133	109	46	4,266

**Intersection Volumes
PM Peak Hour**

Int.#[Model#](Traffix#) 35 6548 35
 Intersection Name: Fair Oaks Avenue and E. Weddell Drive
 Peak Hour: PM

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	40	1,292	35	26	4	48	116	1,008	278	264	3	25	3,139
Model - 2020 Existing	51	1,385	34	21	23	87	108	925	152	107	23	26	2,942
Model - 2020 Existing Plus Project	51	1,389	34	21	23	87	108	1,224	152	107	23	26	3,245
Model - 2028 Background	80	1,576	42	32	1	76	124	1,024	248	173	2	61	3,439
Model - 2028 Background Plus Project	74	1,618	41	36	1	74	126	1,301	253	163	5	68	3,760
Model - 2040 Cumulative	95	1,674	37	26	26	61	109	1,012	257	145	26	60	3,528
Model - 2040 Cumulative with Project	87	1,678	35	26	24	60	104	1,311	255	142	25	58	3,805
Existing Plus Project Conditions	40	1,296	35	26	4	48	116	1,307	278	264	3	25	3,442
2028 Background Conditions	69	1,483	43	37	4	48	132	1,107	374	330	3	60	3,690
2028 Background Plus Project Conditions	63	1,525	42	41	4	48	134	1,384	379	320	3	67	4,010
2040 Cumulative No Project Conditions	84	1,581	38	31	7	48	117	1,095	383	302	6	59	3,751
2040 Cumulative with Project Conditions	76	1,585	36	31	5	48	116	1,394	381	299	5	57	4,033

Int.#[Model#](Traffix#) 36 9152 36
 Intersection Name: Fair Oaks Avenue and US 101 NB Ramps
 Peak Hour: PM

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	263	1,386	0	319	1	615	0	1,088	264	0	0	0	3,936
Model - 2020 Existing	565	1,014	0	522	0	133	0	665	149	0	0	0	3,048
Model - 2020 Existing Plus Project	591	1,014	0	618	0	142	0	861	149	0	0	0	3,375
Model - 2028 Background	741	1,086	0	603	0	141	0	796	94	0	0	0	3,461
Model - 2028 Background Plus Project	762	1,094	0	652	0	152	0	1,029	74	0	0	0	3,763
Model - 2040 Cumulative	747	1,135	0	536	0	115	0	842	102	0	0	0	3,477
Model - 2040 Cumulative with Project	773	1,108	0	632	0	124	0	1,038	70	0	0	0	3,745
Existing Plus Project Conditions	289	1,386	0	415	1	624	0	1,284	264	0	0	0	4,263
2028 Background Conditions	439	1,458	0	400	1	623	0	1,219	209	0	0	0	4,349
2028 Background Plus Project Conditions	460	1,466	0	449	1	634	0	1,452	189	0	0	0	4,651
2040 Cumulative No Project Conditions	445	1,507	0	333	1	615	0	1,265	217	0	0	0	4,383
2040 Cumulative with Project Conditions	471	1,480	0	429	1	615	0	1,461	185	0	0	0	4,642

Int.#[Model#](Traffix#) 37 4342 37
 Intersection Name: Twin Creeks Driveway and E. Caribbean Drive
 Peak Hour: PM

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	5	0	26	122	152	14	39	0	3	8	1,673	32	2,074
Model - 2020 Existing	0	0	0	0	179	0	0	0	0	0	1,482	0	1,661
Model - 2020 Existing Plus Project	0	0	0	0	1,139	0	13	0	3	11	1,626	0	2,792
Model - 2028 Background	0	0	0	0	490	0	0	0	0	0	2,019	0	2,509
Model - 2028 Background Plus Project	0	0	0	0	1,211	0	0	0	0	0	2,861	0	4,072
Model - 2040 Cumulative	0	0	0	0	593	0	0	0	0	0	1,757	0	2,350
Model - 2040 Cumulative with Project	0	0	0	0	1,553	0	13	0	3	11	1,901	0	3,481
Existing Plus Project Conditions	5	0	26	122	1,112	14	52	0	6	19	1,817	32	3,205
2028 Background Conditions	5	0	26	122	463	14	39	0	3	8	2,210	32	2,922
2028 Background Plus Project Conditions	5	0	26	122	1,184	14	39	0	3	8	3,052	32	4,485
2040 Cumulative No Project Conditions	5	0	26	122	566	14	39	0	3	8	1,948	32	2,763
2040 Cumulative with Project Conditions	5	0	26	122	1,526	14	52	0	6	19	2,092	32	3,894

**Intersection Volumes
PM Peak Hour**

Int.#[Model#](Traffix#) 38 5705 38
 Intersection Name: E. Caribbean Drive and Moffett Park Drive/Baylands Park
 Peak Hour: PM

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	12	1,715	7	5	3	24	22	301	187	528	0	2	2,806
Model - 2020 Existing	2	1,480	0	0	0	0	0	175	579	787	0	2	3,025
Model - 2020 Existing Plus Project	2	1,654	0	0	0	0	0	1,140	721	842	0	2	4,361
Model - 2028 Background	10	2,009	0	0	0	0	0	484	600	804	0	4	3,911
Model - 2028 Background Plus Project	30	2,831	0	0	0	0	0	1,198	468	377	0	14	4,918
Model - 2040 Cumulative	16	1,741	0	0	0	0	0	587	650	804	0	3	3,801
Model - 2040 Cumulative with Project	0	1,915	0	0	0	0	0	1,552	792	859	0	0	5,118
Existing Plus Project Conditions	12	1,889	7	5	3	24	22	1,266	329	583	0	2	4,142
2028 Background Conditions	20	2,244	7	5	3	24	22	610	208	545	0	4	3,692
2028 Background Plus Project Conditions	40	3,066	7	5	3	24	22	1,324	187	528	0	14	5,220
2040 Cumulative No Project Conditions	26	1,976	7	5	3	24	22	713	258	545	0	3	3,582
2040 Cumulative with Project Conditions	12	2,150	7	5	3	24	22	1,678	400	600	0	2	4,903

Int.#[Model#](Traffix#) 39 10218 39
 Intersection Name: Lawrence Expressway and Persian Drive/Elko Drive
 Peak Hour: PM

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	68	1,821	602	194	43	169	130	585	25	46	344	42	4,069
Model - 2020 Existing	44	2,038	112	193	4	354	114	1,009	67	113	1	55	4,104
Model - 2020 Existing Plus Project	76	2,075	112	193	4	362	114	1,532	75	113	1	142	4,799
Model - 2028 Background	32	2,287	66	148	15	510	114	1,053	69	100	2	79	4,475
Model - 2028 Background Plus Project	89	2,538	82	111	15	548	97	1,223	65	107	2	318	5,195
Model - 2040 Cumulative	24	2,297	92	160	17	536	136	1,167	79	119	2	62	4,691
Model - 2040 Cumulative with Project	56	2,334	89	146	14	544	127	1,690	87	114	2	149	5,352
Existing Plus Project Conditions	100	1,858	602	194	43	177	130	1,108	33	46	344	129	4,764
2028 Background Conditions	68	2,070	602	194	54	325	130	629	27	46	345	66	4,556
2028 Background Plus Project Conditions	113	2,321	602	194	54	363	130	799	25	46	345	305	5,297
2040 Cumulative No Project Conditions	68	2,080	602	194	56	351	152	743	37	52	345	49	4,729
2040 Cumulative with Project Conditions	80	2,117	602	194	53	359	143	1,266	45	47	345	136	5,387

Int.#[Model#](Traffix#) 40 4354 5603
 Intersection Name: Lawrence Expressway and Tasman Drive
 Peak Hour: PM

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	177	1,621	331	79	160	530	403	819	226	214	483	146	5,189
Model - 2020 Existing	6	2,237	262	212	312	520	180	819	23	464	344	158	5,537
Model - 2020 Existing Plus Project	9	2,260	276	228	463	520	243	1,370	85	557	387	158	6,556
Model - 2028 Background	9	2,645	243	109	554	1,371	328	882	46	626	337	245	7,395
Model - 2028 Background Plus Project	104	2,737	351	49	589	1,382	325	1,196	44	801	386	141	8,105
Model - 2040 Cumulative	9	2,686	258	119	687	1,368	387	1,048	93	581	361	213	7,810
Model - 2040 Cumulative with Project	12	2,709	272	135	838	1,160	450	1,599	155	674	404	170	8,578
Existing Plus Project Conditions	180	1,644	345	95	311	530	466	1,370	288	307	526	146	6,208
2028 Background Conditions	180	2,029	331	41	402	1,381	551	882	249	376	483	233	7,138
2028 Background Plus Project Conditions	275	2,121	420	18	437	1,392	548	1,196	247	551	525	146	7,876
2040 Cumulative No Project Conditions	180	2,070	331	44	535	1,378	610	1,048	296	331	500	201	7,524
2040 Cumulative with Project Conditions	183	2,093	341	50	686	1,170	673	1,599	358	424	543	158	8,278

**Intersection Volumes
PM Peak Hour**

Int.#[Model#](Traffix#) 41 9637 41
 Intersection Name: Lawrence Expressway and Lakehaven Drive/Sandia Avenue
 Peak Hour: PM

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	25	1,759	188	29	85	189	145	1,224	446	188	70	74	4,422
Model - 2020 Existing	117	3,074	29	15	2	110	155	947	349	202	9	59	5,068
Model - 2020 Existing Plus Project	117	3,074	43	69	2	110	157	1,567	349	202	9	60	5,759
Model - 2028 Background	134	4,355	152	47	20	206	159	1,143	343	208	12	64	6,843
Model - 2028 Background Plus Project	139	4,533	249	72	26	207	155	1,423	331	199	14	70	7,418
Model - 2040 Cumulative	151	4,273	210	76	22	448	227	1,380	373	229	14	71	7,474
Model - 2040 Cumulative with Project	143	4,175	224	130	21	399	229	2,000	352	219	12	72	7,976
Existing Plus Project Conditions	25	1,759	202	83	85	189	147	1,844	446	188	70	75	5,113
2028 Background Conditions	42	3,040	311	61	103	285	149	1,420	446	194	73	79	6,203
2028 Background Plus Project Conditions	47	3,218	408	86	109	286	145	1,700	446	188	75	85	6,793
2040 Cumulative No Project Conditions	59	2,958	369	90	105	527	217	1,657	470	215	75	86	6,828
2040 Cumulative with Project Conditions	51	2,860	383	144	104	478	219	2,277	449	205	73	87	7,330

Int.#[Model#](Traffix#) 42 70003 42
 Intersection Name: Lawrence Expressway and US 101 NB Off-Ramp
 Peak Hour: PM

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	327	2,221	0	480	0	680	0	2,287	0	0	0	0	5,995
Model - 2020 Existing	0	3,151	0	302	0	716	0	1,148	0	0	0	0	5,317
Model - 2020 Existing Plus Project	0	3,151	0	470	0	750	0	1,581	0	0	0	0	5,952
Model - 2028 Background	0	4,221	0	336	0	1,232	0	1,308	0	0	0	0	7,097
Model - 2028 Background Plus Project	0	4,339	0	503	0	1,138	0	1,405	0	0	0	0	7,385
Model - 2040 Cumulative	0	4,287	0	329	0	1,201	0	1,649	0	0	0	0	7,466
Model - 2040 Cumulative with Project	0	4,232	0	497	0	1,235	0	2,082	0	0	0	0	8,046
Existing Plus Project Conditions	327	2,221	0	648	0	714	0	2,720	0	0	0	0	6,630
2028 Background Conditions	327	3,291	0	514	0	1,196	0	2,447	0	0	0	0	7,775
2028 Background Plus Project Conditions	327	3,409	0	681	0	1,102	0	2,544	0	0	0	0	8,063
2040 Cumulative No Project Conditions	327	3,357	0	507	0	1,165	0	2,788	0	0	0	0	8,144
2040 Cumulative with Project Conditions	327	3,302	0	675	0	1,199	0	3,221	0	0	0	0	8,724

Int.#[Model#](Traffix#) 43 70004 43
 Intersection Name: Lawrence Expressway and US 101 SB Off-Ramp
 Peak Hour: PM

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	0	2,353	0	0	0	0	220	1,899	0	1,190	0	662	6,324
Model - 2020 Existing	0	3,068	0	0	0	0	0	1,363	0	943	0	257	5,631
Model - 2020 Existing Plus Project	0	3,068	0	0	0	0	0	1,769	0	948	0	339	6,124
Model - 2028 Background	0	4,636	0	0	0	0	0	1,520	0	768	0	248	7,172
Model - 2028 Background Plus Project	0	4,656	0	0	0	0	0	1,583	0	750	0	243	7,232
Model - 2040 Cumulative	0	4,667	0	0	0	0	0	1,877	0	764	0	271	7,579
Model - 2040 Cumulative with Project	0	4,649	0	0	0	0	0	2,283	0	769	0	353	8,054
Existing Plus Project Conditions	0	2,353	0	0	0	0	220	2,305	0	1,195	0	744	6,817
2028 Background Conditions	0	3,921	0	0	0	0	220	2,056	0	1,015	0	662	7,874
2028 Background Plus Project Conditions	0	3,941	0	0	0	0	220	2,119	0	997	0	662	7,939
2040 Cumulative No Project Conditions	0	3,952	0	0	0	0	220	2,413	0	1,011	0	676	8,272
2040 Cumulative with Project Conditions	0	3,934	0	0	0	0	220	2,819	0	1,016	0	758	8,747

**Intersection Volumes
PM Peak Hour**

Int.#[Model#](Traffix#) 44 8937 44
 Intersection Name: Lawrence Expressway and E. Duane Avenue/Oakmead Parkway
 Peak Hour: PM

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	503	2,647	361	254	95	55	51	1,393	205	227	183	447	6,421
Model - 2020 Existing	560	2,557	896	312	35	123	51	1,068	60	25	20	383	6,090
Model - 2020 Existing Plus Project	560	2,557	965	435	37	123	51	1,400	60	25	20	390	6,623
Model - 2028 Background	716	3,823	867	418	65	143	63	1,227	67	28	19	439	7,875
Model - 2028 Background Plus Project	717	3,814	877	415	65	142	63	1,294	69	28	18	429	7,931
Model - 2040 Cumulative	809	3,784	841	464	67	158	82	1,829	81	31	30	638	8,814
Model - 2040 Cumulative with Project	801	3,708	910	587	69	150	77	2,161	77	29	27	645	9,241
Existing Plus Project Conditions	503	2,647	430	377	97	55	51	1,725	205	227	183	454	6,954
2028 Background Conditions	659	3,913	361	360	125	75	63	1,552	212	230	183	503	8,236
2028 Background Plus Project Conditions	660	3,904	361	357	125	74	63	1,619	214	230	183	493	8,283
2040 Cumulative No Project Conditions	752	3,874	361	406	127	90	82	2,154	226	233	193	702	9,200
2040 Cumulative with Project Conditions	744	3,798	375	529	129	82	77	2,486	222	231	190	709	9,572

Int.#[Model#](Traffix#) 45 8952 5611
 Intersection Name: Lawrence Expressway and E. Arques Avenue
 Peak Hour: PM

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	140	2,612	137	87	200	360	162	1,276	234	748	544	347	6,847
Model - 2020 Existing	201	2,545	75	34	621	76	6	743	193	349	651	244	5,738
Model - 2020 Existing Plus Project	201	2,545	75	34	671	98	6	1,002	193	349	651	311	6,136
Model - 2028 Background	570	3,456	21	23	700	260	5	950	309	335	506	227	7,362
Model - 2028 Background Plus Project	571	3,445	20	23	759	274	5	1,047	311	331	545	200	7,531
Model - 2040 Cumulative	417	3,567	25	48	697	325	6	1,308	415	573	530	478	8,389
Model - 2040 Cumulative with Project	380	3,517	24	41	747	347	6	1,567	394	517	507	545	8,592
Existing Plus Project Conditions	140	2,612	137	87	250	382	162	1,535	234	748	544	414	7,245
2028 Background Conditions	509	3,523	137	87	279	544	162	1,483	350	748	544	347	8,713
2028 Background Plus Project Conditions	510	3,512	137	87	338	558	162	1,580	352	748	544	347	8,875
2040 Cumulative No Project Conditions	356	3,634	137	101	276	609	162	1,841	456	972	544	581	9,669
2040 Cumulative with Project Conditions	319	3,584	137	94	326	631	162	2,100	435	916	544	648	9,896

Int.#[Model#](Traffix#) 46 4797 5325
 Intersection Name: Oakmead Parkway/Corvin Drive and Central Expressway
 Peak Hour: PM

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	222	293	274	81	1,860	133	105	51	44	83	2,233	32	5,411
Model - 2020 Existing	72	36	758	40	1,628	35	104	128	101	15	1,538	113	4,568
Model - 2020 Existing Plus Project	72	36	806	40	1,735	40	104	156	101	19	1,538	135	4,782
Model - 2028 Background	114	217	700	53	2,144	134	163	243	121	19	1,554	311	5,773
Model - 2028 Background Plus Project	128	198	698	59	2,216	147	170	200	146	19	1,577	312	5,870
Model - 2040 Cumulative	192	238	614	79	2,179	277	192	287	73	24	1,658	295	6,108
Model - 2040 Cumulative with Project	150	222	662	76	2,286	282	177	315	59	28	1,641	317	6,215
Existing Plus Project Conditions	222	293	322	81	1,967	138	105	79	44	87	2,233	54	5,625
2028 Background Conditions	264	474	253	94	2,376	232	164	166	64	87	2,249	230	6,653
2028 Background Plus Project Conditions	278	455	252	100	2,448	245	171	123	89	87	2,272	231	6,751
2040 Cumulative No Project Conditions	342	495	222	120	2,411	375	193	210	44	92	2,353	214	7,071
2040 Cumulative with Project Conditions	300	479	239	117	2,518	380	178	238	44	96	2,336	236	7,161

**Intersection Volumes
PM Peak Hour**

Int.#[Model#](Traffix#) 47 4348 1207
 Intersection Name: Great America Parkway and Tasman Drive
 Peak Hour: PM

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	50	924	377	57	223	270	536	618	84	52	635	27	3,853
Model - 2020 Existing	168	871	487	45	487	270	393	564	103	132	613	26	4,159
Model - 2020 Existing Plus Project	200	871	487	45	487	270	444	564	118	132	661	108	4,387
Model - 2028 Background	1,015	788	283	45	242	786	353	1,278	71	123	212	553	5,749
Model - 2028 Background Plus Project	1,081	761	299	54	176	834	370	1,276	59	132	254	652	5,948
Model - 2040 Cumulative	988	753	245	74	283	1,059	256	1,321	77	150	295	551	6,052
Model - 2040 Cumulative with Project	1,020	711	215	74	249	1,030	307	1,264	92	147	343	633	6,085
Existing Plus Project Conditions	82	924	377	57	223	270	587	618	99	52	683	109	4,081
2028 Background Conditions	897	924	219	57	111	786	496	1,332	84	52	635	554	6,147
2028 Background Plus Project Conditions	963	924	231	66	81	834	513	1,330	84	52	635	653	6,366
2040 Cumulative No Project Conditions	870	924	190	86	130	1,059	399	1,375	84	70	635	552	6,373
2040 Cumulative with Project Conditions	902	924	166	86	114	1,030	450	1,318	84	67	635	634	6,410

Int.#[Model#](Traffix#) 48 4916 48
 Intersection Name: Mathilda Avenue and California Avenue
 Peak Hour: PM

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	271	2,263	181	120	46	94	273	737	77	342	142	114	4,660
Model - 2020 Existing	175	2,149	182	47	30	58	199	479	85	456	5	100	3,965
Model - 2020 Existing Plus Project	175	2,149	182	47	30	58	201	628	85	483	5	123	4,166
Model - 2028 Background	141	2,466	147	37	57	74	213	689	79	258	6	88	4,255
Model - 2028 Background Plus Project	142	2,477	152	39	62	86	212	762	79	253	6	91	4,361
Model - 2040 Cumulative	165	2,482	168	45	74	93	205	696	95	236	5	115	4,379
Model - 2040 Cumulative with Project	158	2,412	138	43	63	83	207	845	90	263	4	138	4,444
Existing Plus Project Conditions	271	2,263	181	120	46	94	275	886	77	369	142	137	4,861
2028 Background Conditions	271	2,580	181	120	73	110	287	947	77	194	143	114	5,097
2028 Background Plus Project Conditions	271	2,591	181	120	78	122	286	1,020	77	190	143	114	5,193
2040 Cumulative No Project Conditions	271	2,596	181	120	90	129	279	954	87	177	142	129	5,155
2040 Cumulative with Project Conditions	271	2,526	181	120	79	119	281	1,103	82	197	142	152	5,253

Int.#[Model#](Traffix#) 49 9031 49
 Intersection Name: Mathilda Avenue and Indio Way
 Peak Hour: PM

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	39	2,288	39	96	1	66	77	838	33	491	1	42	4,011
Model - 2020 Existing	411	2,245	102	82	25	118	46	556	26	143	2	93	3,849
Model - 2020 Existing Plus Project	521	2,245	102	82	25	144	50	720	27	143	2	98	4,159
Model - 2028 Background	266	2,480	121	135	53	165	74	721	20	109	2	70	4,216
Model - 2028 Background Plus Project	264	2,478	117	130	65	188	79	796	19	107	2	72	4,317
Model - 2040 Cumulative	201	2,587	110	176	29	112	56	782	20	119	1	90	4,283
Model - 2040 Cumulative with Project	311	2,460	88	135	26	138	60	946	21	113	1	95	4,394
Existing Plus Project Conditions	149	2,288	39	96	1	92	81	1,002	34	491	1	47	4,321
2028 Background Conditions	39	2,523	58	149	29	113	105	1,003	33	491	1	42	4,586
2028 Background Plus Project Conditions	39	2,521	54	144	41	136	110	1,078	33	491	1	42	4,690
2040 Cumulative No Project Conditions	39	2,630	47	190	5	66	87	1,064	33	491	1	42	4,695
2040 Cumulative with Project Conditions	39	2,503	39	149	2	86	91	1,228	33	491	1	44	4,706

**Intersection Volumes
PM Peak Hour**

Int.#[Model#](Traffix#) 50 6552 50
 Intersection Name: Mathilda Avenue and Almanor Ave/Ahwanee Ave
 Peak Hour: PM

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	110	2,176	191	63	4	24	98	1,245	38	63	60	276	4,348
Model - 2020 Existing	99	2,819	203	113	1	74	25	744	10	74	3	315	4,480
Model - 2020 Existing Plus Project	99	2,819	203	113	1	74	25	859	11	74	3	329	4,610
Model - 2028 Background	114	2,696	229	112	1	60	31	1,035	18	81	4	285	4,666
Model - 2028 Background Plus Project	114	2,526	244	111	1	61	32	990	18	78	4	294	4,473
Model - 2040 Cumulative	145	2,724	250	99	1	57	61	1,761	27	100	14	456	5,695
Model - 2040 Cumulative with Project	127	2,384	192	98	1	54	38	1,876	28	97	7	470	5,372
Existing Plus Project Conditions	110	2,176	191	63	4	24	98	1,360	39	63	60	290	4,478
2028 Background Conditions	125	2,176	217	63	4	24	104	1,536	46	70	61	276	4,702
2028 Background Plus Project Conditions	125	2,176	232	63	4	24	105	1,491	46	67	61	276	4,670
2040 Cumulative No Project Conditions	156	2,176	238	63	4	24	134	2,262	55	89	71	417	5,689
2040 Cumulative with Project Conditions	138	2,176	191	63	4	24	111	2,377	56	86	64	431	5,721

Int.#[Model#](Traffix#) 51 91089 51
 Intersection Name: Mathilda Avenue and US 101 SB Ramps
 Peak Hour: PM

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	1,140	1,835	0	0	0	0	0	1,154	0	642	0	380	5,151
Model - 2020 Existing	590	2,113	0	0	0	0	0	784	0	1,006	0	199	4,692
Model - 2020 Existing Plus Project	665	2,113	0	0	0	0	0	897	0	1,006	0	561	5,242
Model - 2028 Background	722	2,016	0	0	0	0	0	860	0	1,026	0	334	4,958
Model - 2028 Background Plus Project	726	2,024	0	0	0	0	0	742	0	862	0	534	4,888
Model - 2040 Cumulative	584	2,155	0	0	0	0	0	1,038	0	964	0	420	5,161
Model - 2040 Cumulative with Project	659	2,079	0	0	0	0	0	1,151	0	624	0	782	5,295
Existing Plus Project Conditions	1,215	1,835	0	0	0	0	0	1,267	0	642	0	742	5,701
2028 Background Conditions	1,272	1,835	0	0	0	0	0	1,230	0	655	0	515	5,507
2028 Background Plus Project Conditions	1,276	1,746	0	0	0	0	0	1,154	0	550	0	715	5,441
2040 Cumulative No Project Conditions	1,140	1,877	0	0	0	0	0	1,408	0	615	0	601	5,641
2040 Cumulative with Project Conditions	1,209	1,801	0	0	0	0	0	1,521	0	398	0	963	5,892

Int.#[Model#](Traffix#) 52 9311 52
 Intersection Name: Mathilda Avenue and US 101 NB Ramps
 Peak Hour: PM

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	0	2,175	40	320	0	800	270	1,264	0	0	0	0	4,869
Model - 2020 Existing	0	1,979	264	399	0	727	221	761	0	0	0	0	4,351
Model - 2020 Existing Plus Project	0	2,067	264	632	0	727	221	1,277	0	0	0	0	5,188
Model - 2028 Background	0	2,103	588	547	0	637	167	1,030	0	0	0	0	5,072
Model - 2028 Background Plus Project	0	2,189	510	729	0	564	175	1,103	0	0	0	0	5,270
Model - 2040 Cumulative	0	1,896	571	410	0	846	259	1,201	0	0	0	0	5,183
Model - 2040 Cumulative with Project	0	1,984	337	643	0	755	216	1,717	0	0	0	0	5,652
Existing Plus Project Conditions	0	2,263	40	553	0	800	270	1,780	0	0	0	0	5,706
2028 Background Conditions	0	2,299	364	468	0	800	270	1,533	0	0	0	0	5,734
2028 Background Plus Project Conditions	0	2,385	286	650	0	637	224	1,606	0	0	0	0	5,788
2040 Cumulative No Project Conditions	0	2,175	347	331	0	919	308	1,704	0	0	0	0	5,784
2040 Cumulative with Project Conditions	0	2,180	113	564	0	828	265	2,220	0	0	0	0	6,170

**Intersection Volumes
PM Peak Hour**

Int.#[Model#](Traffix#) 53 8982 1407
 Intersection Name: Mathilda Avenue and El Camino Real
 Peak Hour: PM

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	233	1,638	534	196	744	70	38	417	246	189	1,268	168	5,741
Model - 2020 Existing	180	1,644	578	136	465	43	0	355	206	549	1,062	147	5,365
Model - 2020 Existing Plus Project	232	1,644	578	136	465	43	0	408	206	549	1,062	174	5,497
Model - 2028 Background	42	1,864	651	203	803	56	0	417	298	664	1,244	213	6,455
Model - 2028 Background Plus Project	38	1,882	652	222	806	56	0	451	292	663	1,258	220	6,540
Model - 2040 Cumulative	83	1,795	661	276	978	81	0	447	382	744	1,305	252	7,004
Model - 2040 Cumulative with Project	135	1,771	622	269	923	79	0	500	374	707	1,244	279	6,903
Existing Plus Project Conditions	285	1,638	534	196	744	70	38	470	246	189	1,268	195	5,873
2028 Background Conditions	95	1,858	607	263	1,082	83	38	479	338	304	1,450	234	6,831
2028 Background Plus Project Conditions	91	1,876	608	282	1,085	83	38	513	332	303	1,464	241	6,916
2040 Cumulative No Project Conditions	136	1,789	617	336	1,257	108	38	509	422	384	1,511	273	7,380
2040 Cumulative with Project Conditions	188	1,765	578	329	1,202	106	38	562	414	347	1,450	300	7,279

Int.#[Model#](Traffix#) 54 9048 1401
 Intersection Name: Sunnyvale Saratoga Road and Fremont Avenue
 Peak Hour: PM

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	400	1,857	341	162	488	186	238	995	180	241	987	296	6,371
Model - 2020 Existing	470	2,059	150	65	698	295	321	968	83	54	581	266	6,010
Model - 2020 Existing Plus Project	523	2,059	150	65	698	295	350	1,006	83	70	581	276	6,156
Model - 2028 Background	407	2,209	163	88	786	369	293	1,191	98	8	662	337	6,611
Model - 2028 Background Plus Project	406	2,240	144	89	806	345	294	1,216	98	5	663	346	6,652
Model - 2040 Cumulative	395	2,103	234	109	790	415	311	1,412	99	27	672	401	6,968
Model - 2040 Cumulative with Project	448	2,075	203	109	787	395	340	1,450	96	43	653	411	7,010
Existing Plus Project Conditions	453	1,857	341	162	488	186	267	1,033	180	257	987	306	6,517
2028 Background Conditions	337	2,007	354	185	576	260	210	1,218	195	241	1,068	367	7,018
2028 Background Plus Project Conditions	336	2,038	341	186	596	236	211	1,243	195	241	1,069	376	7,068
2040 Cumulative No Project Conditions	325	1,901	425	206	580	306	228	1,439	196	241	1,078	431	7,356
2040 Cumulative with Project Conditions	378	1,873	394	206	577	286	257	1,477	193	241	1,059	441	7,382

Int.#[Model#](Traffix#) 55 9043 1402
 Intersection Name: Sunnyvale Saratoga Road and Remington Drive
 Peak Hour: PM

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	134	1,906	141	40	274	372	336	942	162	138	401	162	5,008
Model - 2020 Existing	108	2,073	258	73	348	608	401	679	70	45	102	19	4,784
Model - 2020 Existing Plus Project	108	2,073	282	73	348	626	422	716	70	46	107	19	4,890
Model - 2028 Background	166	2,102	318	88	447	680	453	884	99	44	110	26	5,417
Model - 2028 Background Plus Project	158	2,119	343	90	475	677	474	896	98	29	110	26	5,495
Model - 2040 Cumulative	168	2,144	289	107	387	630	576	1,051	91	38	89	22	5,592
Model - 2040 Cumulative with Project	162	2,113	313	107	360	648	597	1,088	88	39	94	22	5,631
Existing Plus Project Conditions	134	1,906	165	40	274	390	357	979	162	139	406	162	5,114
2028 Background Conditions	192	1,935	201	55	373	444	388	1,147	191	137	409	169	5,641
2028 Background Plus Project Conditions	184	1,952	226	57	401	441	409	1,159	190	122	409	169	5,719
2040 Cumulative No Project Conditions	194	1,977	172	74	313	394	511	1,314	183	131	388	165	5,816
2040 Cumulative with Project Conditions	188	1,946	196	74	286	412	532	1,351	180	132	393	165	5,855

**Intersection Volumes
PM Peak Hour**

Int.#[Model#](Traffix#) 56 9052 214
 Intersection Name: Sunnyvale Saratoga Road/De Anza Blvd and Homestead Road
 Peak Hour: PM

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	184	1,414	343	194	591	351	546	1,165	484	396	729	226	6,623
Model - 2020 Existing	246	1,947	178	122	279	351	386	1,455	681	598	679	105	7,027
Model - 2020 Existing Plus Project	255	1,947	178	122	279	388	391	1,511	681	598	679	112	7,141
Model - 2028 Background	199	2,212	189	193	610	176	375	1,586	622	551	773	128	7,614
Model - 2028 Background Plus Project	198	2,226	189	203	646	164	376	1,595	607	551	775	132	7,662
Model - 2040 Cumulative	191	2,188	179	214	576	272	380	1,803	564	474	768	132	7,741
Model - 2040 Cumulative with Project	200	2,144	171	204	499	309	385	1,859	541	474	757	139	7,682
Existing Plus Project Conditions	193	1,414	343	194	591	388	551	1,221	484	396	729	233	6,737
2028 Background Conditions	137	1,679	354	265	922	176	535	1,296	425	349	823	249	7,210
2028 Background Plus Project Conditions	136	1,693	354	275	958	164	536	1,305	410	349	825	253	7,258
2040 Cumulative No Project Conditions	129	1,655	344	286	888	272	540	1,513	367	272	818	253	7,337
2040 Cumulative with Project Conditions	138	1,611	343	276	811	309	545	1,569	344	272	807	260	7,285

Int.#[Model#](Traffix#) 57 8198 213
 Intersection Name: De Anza Blvd and I-280 NB Ramps
 Peak Hour: PM

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	367	1,875	0	729	1	658	0	1,440	528	0	0	0	5,598
Model - 2020 Existing	664	2,233	0	818	0	412	0	1,706	289	0	0	0	6,122
Model - 2020 Existing Plus Project	664	2,254	0	827	0	434	0	1,734	289	0	0	0	6,202
Model - 2028 Background	644	2,296	0	820	0	343	0	1,764	217	0	0	0	6,084
Model - 2028 Background Plus Project	642	2,301	0	810	0	339	0	1,769	213	0	0	0	6,074
Model - 2040 Cumulative	655	2,281	0	815	0	372	0	1,933	215	0	0	0	6,271
Model - 2040 Cumulative with Project	627	2,302	0	824	0	394	0	1,961	200	0	0	0	6,308
Existing Plus Project Conditions	367	1,896	0	738	1	680	0	1,468	528	0	0	0	5,678
2028 Background Conditions	347	1,938	0	731	1	658	0	1,498	456	0	0	0	5,629
2028 Background Plus Project Conditions	345	1,943	0	721	1	658	0	1,503	452	0	0	0	5,623
2040 Cumulative No Project Conditions	358	1,923	0	726	1	658	0	1,667	454	0	0	0	5,787
2040 Cumulative with Project Conditions	330	1,944	0	735	1	658	0	1,695	439	0	0	0	5,802

Int.#[Model#](Traffix#) 58 8199 212
 Intersection Name: De Anza Blvd and I-280 SB Ramps
 Peak Hour: PM

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	0	2,084	503	0	0	0	436	1,534	0	536	29	462	5,584
Model - 2020 Existing	0	2,269	377	0	0	0	500	1,411	0	669	0	582	5,808
Model - 2020 Existing Plus Project	0	2,302	388	0	0	0	535	1,411	0	669	0	640	5,945
Model - 2028 Background	0	2,078	557	0	0	0	341	1,500	0	861	0	480	5,817
Model - 2028 Background Plus Project	0	2,068	568	0	0	0	335	1,499	0	855	0	481	5,806
Model - 2040 Cumulative	0	2,118	531	0	0	0	390	1,661	0	876	0	486	6,062
Model - 2040 Cumulative with Project	0	2,151	542	0	0	0	425	1,618	0	804	0	544	6,084
Existing Plus Project Conditions	0	2,117	514	0	0	0	471	1,534	0	536	29	520	5,721
2028 Background Conditions	0	2,084	683	0	0	0	277	1,623	0	728	29	360	5,784
2028 Background Plus Project Conditions	0	2,084	694	0	0	0	271	1,622	0	722	29	361	5,783
2040 Cumulative No Project Conditions	0	2,084	657	0	0	0	326	1,784	0	743	29	366	5,989
2040 Cumulative with Project Conditions	0	2,084	668	0	0	0	361	1,741	0	671	29	424	5,978

**Intersection Volumes
PM Peak Hour**

Int.#[Model#](Traffix#) 59 9013 59
 Intersection Name: Mary Avenue and Maude Avenue
 Peak Hour: PM

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	71	300	74	34	336	234	140	31	104	387	440	30	2,181
Model - 2020 Existing	97	132	97	19	175	117	72	20	120	529	211	48	1,637
Model - 2020 Existing Plus Project	109	175	97	20	199	117	88	38	120	529	345	48	1,885
Model - 2028 Background	122	230	114	28	340	353	111	27	142	623	688	28	2,806
Model - 2028 Background Plus Project	96	253	107	28	532	338	116	29	131	530	912	26	3,098
Model - 2040 Cumulative	228	618	486	42	377	219	143	27	129	570	804	43	3,686
Model - 2040 Cumulative with Project	240	661	441	43	401	139	159	45	127	529	938	42	3,765
Existing Plus Project Conditions	83	343	74	35	360	234	156	49	104	387	574	30	2,429
2028 Background Conditions	96	398	91	43	501	470	179	38	126	456	917	30	3,345
2028 Background Plus Project Conditions	71	421	84	43	693	455	184	40	115	388	1,141	30	3,665
2040 Cumulative No Project Conditions	202	786	463	57	538	336	211	38	113	417	1,033	30	4,224
2040 Cumulative with Project Conditions	214	829	418	58	562	256	227	56	111	387	1,167	30	4,315

Int.#[Model#](Traffix#) 60 4778 60
 Intersection Name: Patrick Henry Drive and Tasman Drive
 Peak Hour: PM

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	143	64	13	18	310	23	16	25	42	476	822	140	2,092
Model - 2020 Existing	221	1	0	0	720	0	0	1	145	22	678	31	1,819
Model - 2020 Existing Plus Project	222	1	0	0	756	0	0	1	145	31	803	32	1,991
Model - 2028 Background	111	1	0	0	1,391	0	0	4	267	27	723	33	2,557
Model - 2028 Background Plus Project	110	1	0	0	1,416	0	0	4	240	37	870	34	2,712
Model - 2040 Cumulative	86	4	0	0	1,335	0	0	6	409	32	800	39	2,711
Model - 2040 Cumulative with Project	87	4	0	0	1,371	0	0	5	372	41	925	40	2,845
Existing Plus Project Conditions	144	64	13	18	346	23	16	25	42	485	947	141	2,264
2028 Background Conditions	143	64	13	18	981	23	16	28	164	481	867	142	2,940
2028 Background Plus Project Conditions	143	64	13	18	1,006	23	16	28	137	491	1,014	143	3,096
2040 Cumulative No Project Conditions	143	67	13	18	925	23	16	30	306	486	944	148	3,119
2040 Cumulative with Project Conditions	143	67	13	18	961	23	16	29	269	495	1,069	149	3,252

Int.#[Model#](Traffix#) 61 4787 61
 Intersection Name: Old Ironsides Drive and Tasman Drive
 Peak Hour: PM

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	16	58	40	24	203	14	30	15	8	20	910	9	1,347
Model - 2020 Existing	0	29	116	36	721	0	0	0	0	22	655	0	1,579
Model - 2020 Existing Plus Project	21	29	119	36	735	0	1	0	0	22	779	0	1,742
Model - 2028 Background	115	11	169	54	1,276	0	0	0	0	3	720	0	2,348
Model - 2028 Background Plus Project	149	6	173	49	1,267	0	0	0	0	2	867	0	2,513
Model - 2040 Cumulative	60	1	195	74	1,275	0	0	0	0	0	800	0	2,405
Model - 2040 Cumulative with Project	81	1	198	72	1,289	0	1	0	0	0	924	0	2,566
Existing Plus Project Conditions	37	58	43	24	217	14	31	15	8	20	1,034	9	1,510
2028 Background Conditions	131	58	93	42	758	14	30	15	8	20	975	9	2,153
2028 Background Plus Project Conditions	165	58	97	37	749	14	30	15	8	20	1,122	9	2,324
2040 Cumulative No Project Conditions	76	58	119	62	757	14	30	15	8	20	1,055	9	2,223
2040 Cumulative with Project Conditions	97	58	122	60	771	14	31	15	8	20	1,179	9	2,384

**Intersection Volumes
PM Peak Hour**

Int.#[Model#](Traffix#) 62 6036 62
 Intersection Name: Convention Center Drive and Tasman Drive
 Peak Hour: PM

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	8	0	19	8	490	16	3	0	2	3	1,754	21	2,324
Model - 2020 Existing	152	0	64	11	651	0	0	0	0	0	1,404	88	2,370
Model - 2020 Existing Plus Project	152	0	64	11	651	0	0	0	0	0	1,478	88	2,444
Model - 2028 Background	135	0	72	14	939	0	0	0	0	0	770	79	2,009
Model - 2028 Background Plus Project	131	0	73	13	932	0	0	0	0	0	843	80	2,072
Model - 2040 Cumulative	141	0	50	16	1,275	0	0	0	0	0	717	77	2,276
Model - 2040 Cumulative with Project	134	0	50	16	1,219	0	0	0	0	0	791	74	2,284
Existing Plus Project Conditions	8	0	19	8	490	16	3	0	2	3	1,828	21	2,398
2028 Background Conditions	8	0	27	11	778	16	3	0	2	3	1,754	21	2,623
2028 Background Plus Project Conditions	8	0	28	10	771	16	3	0	2	3	1,754	21	2,616
2040 Cumulative No Project Conditions	8	0	19	13	1,114	16	3	0	2	3	1,754	21	2,953
2040 Cumulative with Project Conditions	8	0	19	13	1,058	16	3	0	2	3	1,754	21	2,897

Int.#[Model#](Traffix#) 63 6035 63
 Intersection Name: Centennial Blvd and Tasman Drive
 Peak Hour: PM

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	50	1	56	52	436	26	29	1	29	62	1,405	125	2,272
Model - 2020 Existing	2	0	2	1	608	20	51	0	51	64	1,404	0	2,203
Model - 2020 Existing Plus Project	2	0	2	1	608	21	51	0	51	64	1,478	0	2,278
Model - 2028 Background	624	4	922	387	274	16	41	4	56	56	779	7	3,170
Model - 2028 Background Plus Project	634	4	851	322	256	16	40	4	55	57	851	7	3,097
Model - 2040 Cumulative	785	4	1,058	438	447	18	37	4	59	56	706	6	3,618
Model - 2040 Cumulative with Project	740	4	952	434	434	19	35	4	59	55	780	6	3,522
Existing Plus Project Conditions	50	1	56	52	436	27	29	1	29	62	1,479	125	2,347
2028 Background Conditions	672	5	976	438	436	26	29	5	34	62	1,405	132	4,220
2028 Background Plus Project Conditions	682	5	905	373	436	26	29	5	33	62	1,405	132	4,093
2040 Cumulative No Project Conditions	833	5	1,112	489	436	26	29	5	37	62	1,405	131	4,570
2040 Cumulative with Project Conditions	788	5	1,006	485	436	26	29	5	37	62	1,405	131	4,415

Int.#[Model#](Traffix#) 64 6040 64
 Intersection Name: Calle Del Sol and Tasman Drive
 Peak Hour: PM

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	48	0	178	185	435	0	0	0	0	0	1,568	67	2,481
Model - 2020 Existing	91	0	284	90	539	0	0	0	0	0	1,416	41	2,461
Model - 2020 Existing Plus Project	91	0	284	90	540	0	0	0	0	0	1,416	82	2,503
Model - 2028 Background	160	0	458	311	519	0	0	0	0	0	1,610	133	3,191
Model - 2028 Background Plus Project	158	0	449	296	437	0	0	0	0	0	1,594	150	3,084
Model - 2040 Cumulative	311	0	650	614	593	0	0	0	0	0	1,534	268	3,970
Model - 2040 Cumulative with Project	295	0	646	552	594	0	0	0	0	0	1,459	309	3,855
Existing Plus Project Conditions	48	0	178	185	436	0	0	0	0	0	1,568	108	2,523
2028 Background Conditions	117	0	352	406	435	0	0	0	0	0	1,762	159	3,231
2028 Background Plus Project Conditions	115	0	343	391	435	0	0	0	0	0	1,746	176	3,206
2040 Cumulative No Project Conditions	268	0	544	709	489	0	0	0	0	0	1,686	294	3,990
2040 Cumulative with Project Conditions	252	0	540	647	490	0	0	0	0	0	1,611	335	3,875

**Intersection Volumes
PM Peak Hour**

Int.#[Model#](Traffic#)
Intersection Name:
Peak Hour:

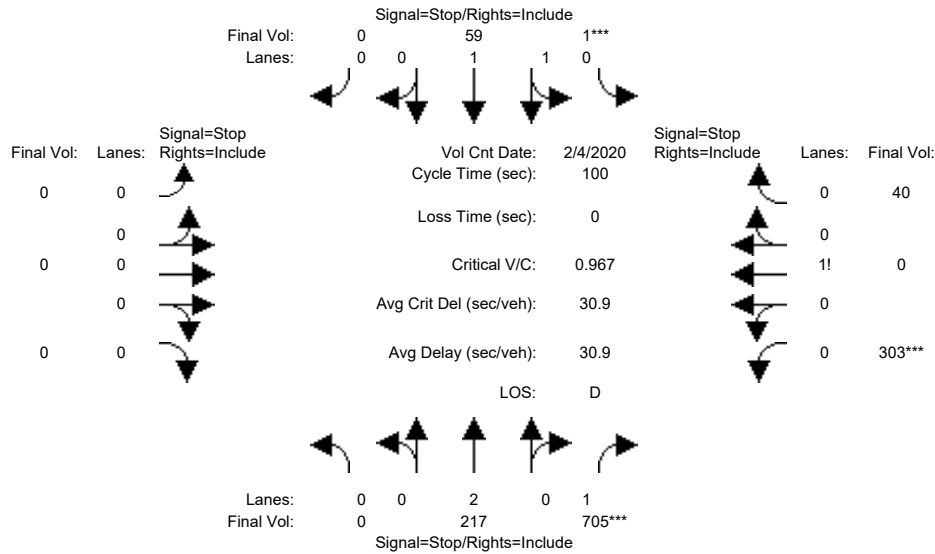
65 6066 65
Lick Mill Blvd and Tasman Drive
PM

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	13	20	19	5	532	213	222	5	62	523	1,309	8	2,931
Model - 2020 Existing	0	0	0	0	565	252	243	0	63	279	1,420	0	2,822
Model - 2020 Existing Plus Project	0	0	0	0	565	258	295	0	63	279	1,420	0	2,880
Model - 2028 Background	0	0	0	0	450	368	420	0	379	660	1,408	0	3,685
Model - 2028 Background Plus Project	0	0	0	0	385	429	431	0	346	644	1,400	0	3,635
Model - 2040 Cumulative	0	0	0	0	718	382	506	0	487	834	1,351	0	4,278
Model - 2040 Cumulative with Project	0	0	0	0	690	388	558	0	454	829	1,275	0	4,194
Existing Plus Project Conditions	13	20	19	5	532	219	274	5	62	523	1,309	8	2,989
2028 Background Conditions	13	20	19	5	532	329	399	5	378	904	1,309	8	3,921
2028 Background Plus Project Conditions	13	20	19	5	532	390	410	5	345	888	1,309	8	3,944
2040 Cumulative No Project Conditions	13	20	19	5	685	343	485	5	486	1,078	1,309	8	4,456
2040 Cumulative with Project Conditions	13	20	19	5	657	349	537	5	453	1,073	1,309	8	4,448

Appendix C
Level of Service Calculations

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

Intersection #1: Ellis St & Manila Ave



Street Name: Ellis St Manila Ave
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

Table with 12 columns for volume data: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module table with 12 columns for adjustment, lanes, and final saturation values.

Capacity Analysis Module table with 12 columns for delay, LOS, and queue length metrics.

Note: Queue reported is the number of cars per lane.
Peak Hour Volume Signal Warrant Report [Urban]

Intersection #1 Ellis St & Manila Ave

Future Volume Alternative: Peak Hour Warrant Met

	North Bound					South Bound					East Bound					West Bound				
Approach:																				
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	2	0	1	0	1	1	0	0	0	0	0	0	0	0	0	1	0	0
Initial Vol:	0	217	705			1	59	0			0	0	0	0		303	0	40		
Major Street Volume:											982									
Minor Approach Volume:											343									
Minor Approach Volume Threshold:											291									

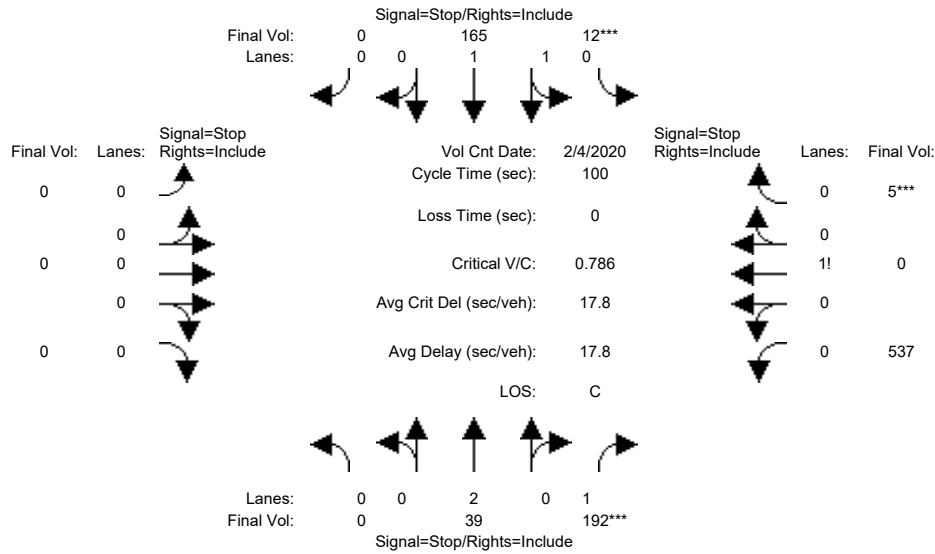
SIGNAL WARRANT DISCLAIMER

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 PM

Intersection #1: Ellis St & Manila Ave



Street Name:	Ellis St						Manila Ave					
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
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Volume Module:	>>	Count	Date:	4 Feb 2020	<<	5:00- 6:00						
Base Vol:	0	39	192	12	165	0	0	0	0	537	0	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	39	192	12	165	0	0	0	0	537	0	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	39	192	12	165	0	0	0	0	537	0	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	39	192	12	165	0	0	0	0	537	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	39	192	12	165	0	0	0	0	537	0	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	39	192	12	165	0	0	0	0	537	0	5

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:	0.00	2.00	1.00	0.14	1.86	0.00	0.00	0.00	0.00	0.99	0.00	0.01
Final Sat.:	0	1090	611	72	997	0	0	0	0	683	0	6

Capacity Analysis Module:												
Vol/Sat:	xxxx	0.04	0.31	0.17	0.17	xxxx	xxxx	xxxx	xxxx	0.79	xxxx	0.79
Crit Moves:			****	****								****
Delay/Veh:	0.0	9.1	10.5	10.2	10.2	0.0	0.0	0.0	0.0	23.5	0.0	23.5
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:	0.0	9.1	10.5	10.2	10.2	0.0	0.0	0.0	0.0	23.5	0.0	23.5
LOS by Move:	*	A	B	B	B	*	*	*	*	C	*	C
ApproachDel:		10.3			10.2		xxxxxxx				23.5	
Delay Adj:		1.00			1.00		xxxxxxx				1.00	
ApprAdjDel:		10.3			10.2		xxxxxxx				23.5	
LOS by Appr:		B			B			*			C	
AllWayAvgQ:	0.0	0.0	0.4	0.2	0.2	0.0	0.0	0.0	0.0	2.9	2.9	2.9

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #1 Ellis St & Manila Ave

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound					South Bound					East Bound					West Bound									
Movement:	L	T	R	L	R	L	T	R	L	R	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Stop Sign					Stop Sign					Stop Sign					Stop Sign									
Lanes:	0	0	2	0	1	0	1	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0
Initial Vol:	0	39	192			12	165	0			0	0	0	0		537	0	5							
Major Street Volume:											542														
Minor Approach Volume:											231														
Minor Approach Volume Threshold:	485																								

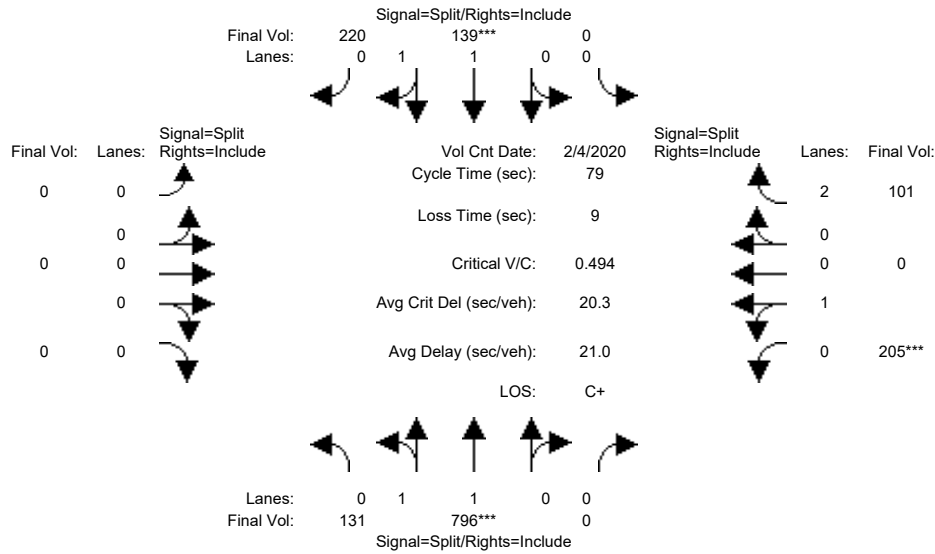
SIGNAL WARRANT DISCLAIMER

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 AM

Intersection #2: Ellis St & US 101 NB Ramps



Street Name:	Ellis St						US 101 NB Ramps					
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	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:	4 Feb 2020	<<	8:15 - 9:15						
Base Vol:	131	796	0	0	139	220	0	0	0	205	0	101
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	131	796	0	0	139	220	0	0	0	205	0	101
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:	131	796	0	0	139	220	0	0	0	205	0	101
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	131	796	0	0	139	220	0	0	0	205	0	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	131	796	0	0	139	220	0	0	0	205	0	101
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	131	796	0	0	139	220	0	0	0	205	0	101

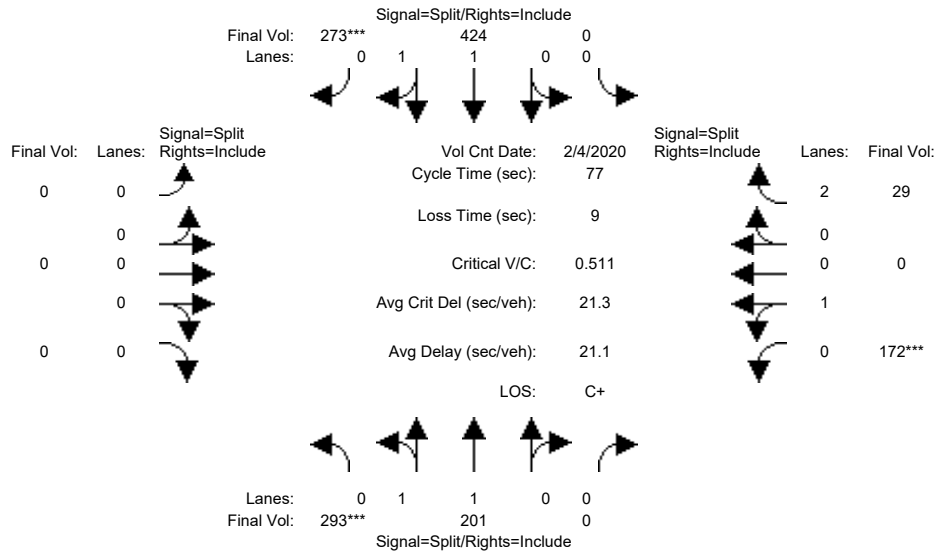
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.98	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.83
Lanes:	0.29	1.71	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	523	3177	0	0	1900	1750	0	0	0	1800	0	3150

Capacity Analysis Module:												
Vol/Sat:	0.25	0.25	0.00	0.00	0.07	0.13	0.00	0.00	0.00	0.11	0.00	0.03
Crit Moves:	****			****						****		
Green Time:	35.8	35.8	0.0	0.0	18.0	18.0	0.0	0.0	0.0	16.3	0.0	16.3
Volume/Cap:	0.55	0.55	0.00	0.00	0.32	0.55	0.00	0.00	0.00	0.55	0.00	0.16
Uniform Del:	15.8	15.8	0.0	0.0	25.4	27.0	0.0	0.0	0.0	28.1	0.0	25.7
IncrementDel:	0.4	0.4	0.0	0.0	0.2	1.0	0.0	0.0	0.0	1.8	0.0	0.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	16.2	16.2	0.0	0.0	25.6	28.0	0.0	0.0	0.0	29.9	0.0	25.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.2	16.2	0.0	0.0	25.6	28.0	0.0	0.0	0.0	29.9	0.0	25.8
LOS by Move:	B	B	A	A	C	C	A	A	A	C	A	C
HCM2kAvgQ:	8	8	0	0	3	6	0	0	0	5	0	1

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

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

Intersection #2: Ellis St & US 101 NB Ramps



Street Name:	Ellis St						US 101 NB Ramps					
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	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:	4 Feb 2020	<<	5:00 - 6:00						
Base Vol:	293	201	0	0	424	273	0	0	0	172	0	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:	293	201	0	0	424	273	0	0	0	172	0	29
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:	293	201	0	0	424	273	0	0	0	172	0	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	293	201	0	0	424	273	0	0	0	172	0	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	293	201	0	0	424	273	0	0	0	172	0	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	293	201	0	0	424	273	0	0	0	172	0	29

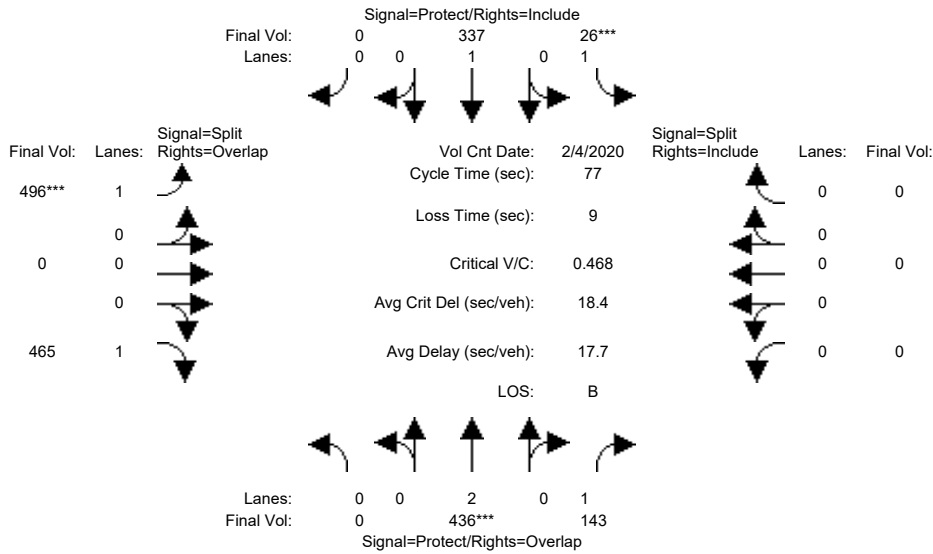
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92	0.95	0.95	0.83
Lanes:	1.00	1.00	0.00	0.00	1.20	0.80	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	1750	1900	0	0	2250	1449	0	0	0	1800	0	3150

Capacity Analysis Module:												
Vol/Sat:	0.17	0.11	0.00	0.00	0.19	0.19	0.00	0.00	0.00	0.10	0.00	0.01
Crit Moves:	***					***				***		
Green Time:	25.2	25.2	0.0	0.0	28.4	28.4	0.0	0.0	0.0	14.4	0.0	14.4
Volume/Cap:	0.51	0.32	0.00	0.00	0.51	0.51	0.00	0.00	0.00	0.51	0.00	0.05
Uniform Del:	20.9	19.5	0.0	0.0	18.9	18.9	0.0	0.0	0.0	28.1	0.0	25.7
IncrementDel:	0.5	0.1	0.0	0.0	0.3	0.3	0.0	0.0	0.0	1.3	0.0	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	21.4	19.6	0.0	0.0	19.2	19.2	0.0	0.0	0.0	29.5	0.0	25.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.4	19.6	0.0	0.0	19.2	19.2	0.0	0.0	0.0	29.5	0.0	25.7
LOS by Move:	C+	B-	A	A	B-	B-	A	A	A	C	A	C
HCM2kAvgQ:	6	3	0	0	7	7	0	0	0	4	0	0

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

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

Intersection #3: Ellis St & US 101 SB Ramps



Street Name:	Ellis St						US 101 SB Ramps					
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	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	4 Feb 2020	<<	8:30 - 9:30						
Base Vol:	0	436	143	26	337	0	496	0	465	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	436	143	26	337	0	496	0	465	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	436	143	26	337	0	496	0	465	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	436	143	26	337	0	496	0	465	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	436	143	26	337	0	496	0	465	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	436	143	26	337	0	496	0	465	0	0	0

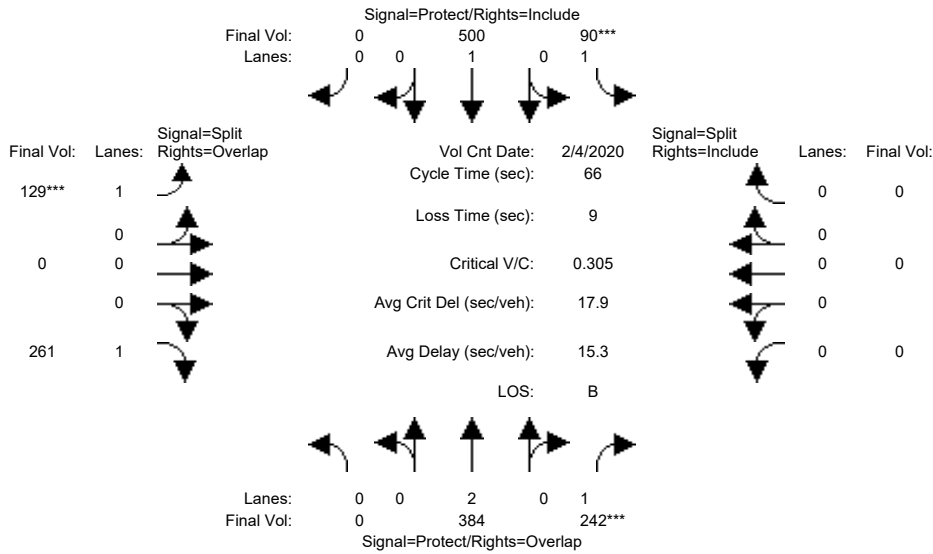
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	1750	1750	1900	0	1750	0	1750	0	0	0

Capacity Analysis Module:												
Vol/Sat:	0.00	0.11	0.08	0.01	0.18	0.00	0.28	0.00	0.27	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green Time:	0.0	17.6	17.6	7.0	24.6	0.0	43.4	0.0	43.4	0.0	0.0	0.0
Volume/Cap:	0.00	0.50	0.36	0.16	0.56	0.00	0.50	0.00	0.47	0.00	0.00	0.00
Uniform Del:	0.0	25.9	25.0	32.3	21.7	0.0	10.2	0.0	10.0	0.0	0.0	0.0
IncrementDel:	0.0	0.5	0.6	0.5	1.1	0.0	0.4	0.0	0.4	0.0	0.0	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	26.4	25.5	32.8	22.8	0.0	10.6	0.0	10.3	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	26.4	25.5	32.8	22.8	0.0	10.6	0.0	10.3	0.0	0.0	0.0
LOS by Move:	A	C	C	C-	C+	A	B+	A	B+	A	A	A
HCM2kAvgQ:	0	4	3	1	7	0	8	0	7	0	0	0

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

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

Intersection #3: Ellis St & US 101 SB Ramps



Street Name:	Ellis St						US 101 SB Ramps					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	4 Feb 2020	<<	5:15 - 6:15						
Base Vol:	0	384	242	90	500	0	129	0	261	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	384	242	90	500	0	129	0	261	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	384	242	90	500	0	129	0	261	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	384	242	90	500	0	129	0	261	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	384	242	90	500	0	129	0	261	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	384	242	90	500	0	129	0	261	0	0	0

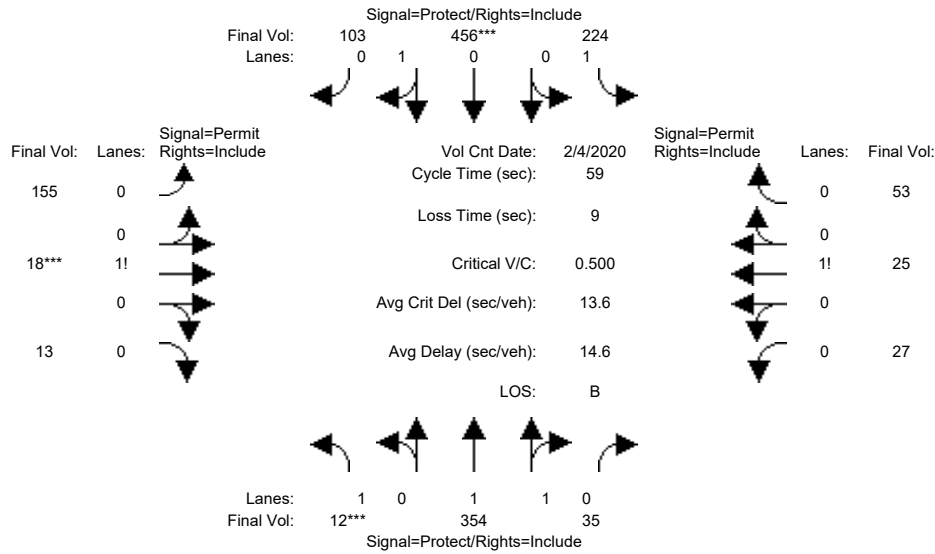
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	1750	1750	1900	0	1750	0	1750	0	0	0

Capacity Analysis Module:												
Vol/Sat:	0.00	0.10	0.14	0.05	0.26	0.00	0.07	0.00	0.15	0.00	0.00	0.00
Crit Moves:			****	****			****					
Green Time:	0.0	23.3	23.3	8.7	31.9	0.0	25.1	0.0	25.1	0.0	0.0	0.0
Volume/Cap:	0.00	0.29	0.39	0.39	0.54	0.00	0.19	0.00	0.39	0.00	0.00	0.00
Uniform Del:	0.0	15.4	16.1	26.3	11.9	0.0	13.7	0.0	14.9	0.0	0.0	0.0
IncrementDel:	0.0	0.1	0.4	1.1	0.7	0.0	0.1	0.0	0.4	0.0	0.0	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	15.5	16.5	27.4	12.6	0.0	13.8	0.0	15.3	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	15.5	16.5	27.4	12.6	0.0	13.8	0.0	15.3	0.0	0.0	0.0
LOS by Move:	A	B	B	C	B	A	B	A	B	A	A	A
HCM2kAvgQ:	0	3	4	2	7	0	2	0	4	0	0	0

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

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

Intersection #4: Ellis St & Fairchild Dr



Street Name:	Ellis St						Fairchild Dr					
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:	4 Feb 2020	<<	8:45 - 9:45						
Base Vol:	12	354	35	224	456	103	155	18	13	27	25	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	354	35	224	456	103	155	18	13	27	25	53
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	354	35	224	456	103	155	18	13	27	25	53
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	12	354	35	224	456	103	155	18	13	27	25	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	354	35	224	456	103	155	18	13	27	25	53
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	12	354	35	224	456	103	155	18	13	27	25	53

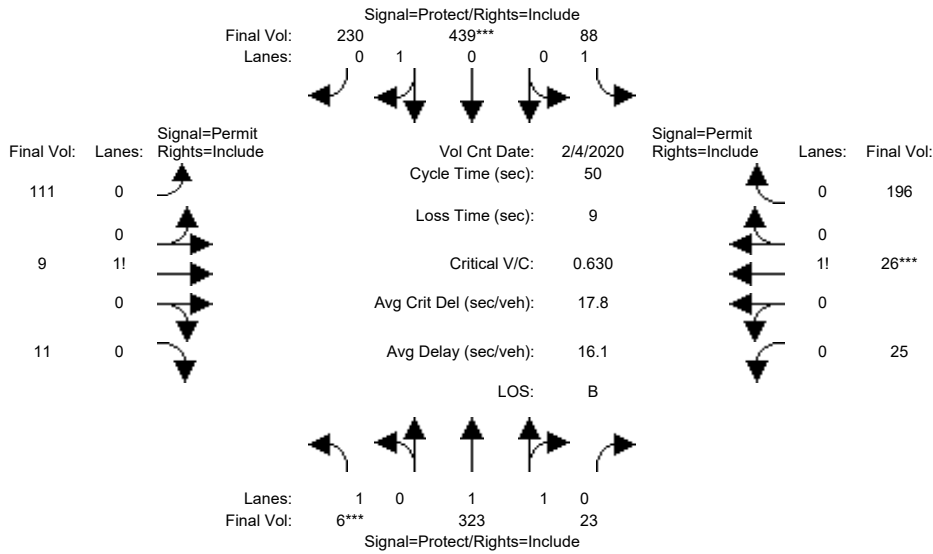
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.82	0.18	1.00	0.82	0.18	0.83	0.10	0.07	0.26	0.24	0.50
Final Sat.:	1750	3367	333	1750	1468	332	1458	169	122	450	417	883

Capacity Analysis Module:												
Vol/Sat:	0.01	0.11	0.11	0.13	0.31	0.31	0.11	0.11	0.11	0.06	0.06	0.06
Crit Moves:	***			***			***			***		
Green Time:	7.0	22.2	22.2	16.8	32.0	32.0	11.0	11.0	11.0	11.0	11.0	11.0
Volume/Cap:	0.06	0.28	0.28	0.45	0.57	0.57	0.57	0.57	0.57	0.32	0.32	0.32
Uniform Del:	23.1	12.8	12.8	17.3	8.9	8.9	21.9	21.9	21.9	20.8	20.8	20.8
IncrementDel:	0.1	0.1	0.1	0.6	0.8	0.8	2.4	2.4	2.4	0.6	0.6	0.6
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	23.2	12.9	12.9	18.0	9.8	9.8	24.3	24.3	24.3	21.4	21.4	21.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.2	12.9	12.9	18.0	9.8	9.8	24.3	24.3	24.3	21.4	21.4	21.4
LOS by Move:	C	B	B	B	A	A	C	C	C	C+	C+	C+
HCM2kAvgQ:	0	3	3	4	7	7	4	4	4	2	2	2

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

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

Intersection #4: Ellis St & Fairchild Dr



Street Name:	Ellis St						Fairchild Dr					
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:	4 Feb 2020	<<	5:15 - 6:15						
Base Vol:	6	323	23	88	439	230	111	9	11	25	26	196
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	323	23	88	439	230	111	9	11	25	26	196
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:	6	323	23	88	439	230	111	9	11	25	26	196
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	323	23	88	439	230	111	9	11	25	26	196
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	323	23	88	439	230	111	9	11	25	26	196
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	6	323	23	88	439	230	111	9	11	25	26	196

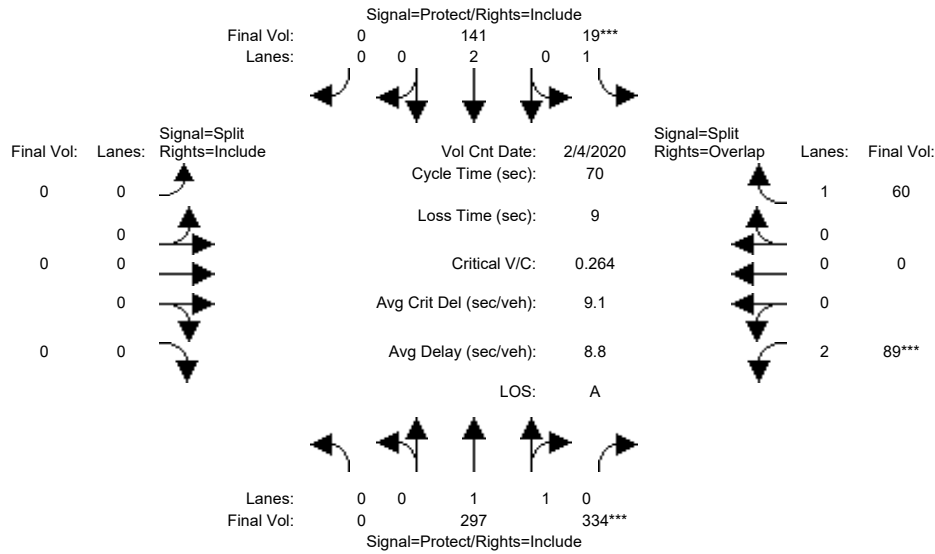
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.86	0.14	1.00	0.66	0.34	0.85	0.07	0.08	0.10	0.11	0.79
Final Sat.:	1750	3454	246	1750	1181	619	1483	120	147	177	184	1389

Capacity Analysis Module:												
Vol/Sat:	0.00	0.09	0.09	0.05	0.37	0.37	0.07	0.07	0.07	0.14	0.14	0.14
Crit Moves:	***				***						***	
Green Time:	7.0	18.2	18.2	12.8	24.0	24.0	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.02	0.26	0.26	0.20	0.77	0.77	0.37	0.37	0.37	0.71	0.71	0.71
Uniform Del:	18.6	11.1	11.1	14.6	10.8	10.8	17.3	17.3	17.3	18.6	18.6	18.6
IncrementDel:	0.0	0.1	0.1	0.2	4.4	4.4	0.7	0.7	0.7	6.4	6.4	6.4
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	18.6	11.2	11.2	14.8	15.2	15.2	18.0	18.0	18.0	25.1	25.1	25.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.6	11.2	11.2	14.8	15.2	15.2	18.0	18.0	18.0	25.1	25.1	25.1
LOS by Move:	B-	B+	B+	B	B	B	B	B	B	C	C	C
HCM2kAvgQ:	0	2	2	1	9	9	2	2	2	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 AM

Intersection #6: Enterprise Way & 11th Ave

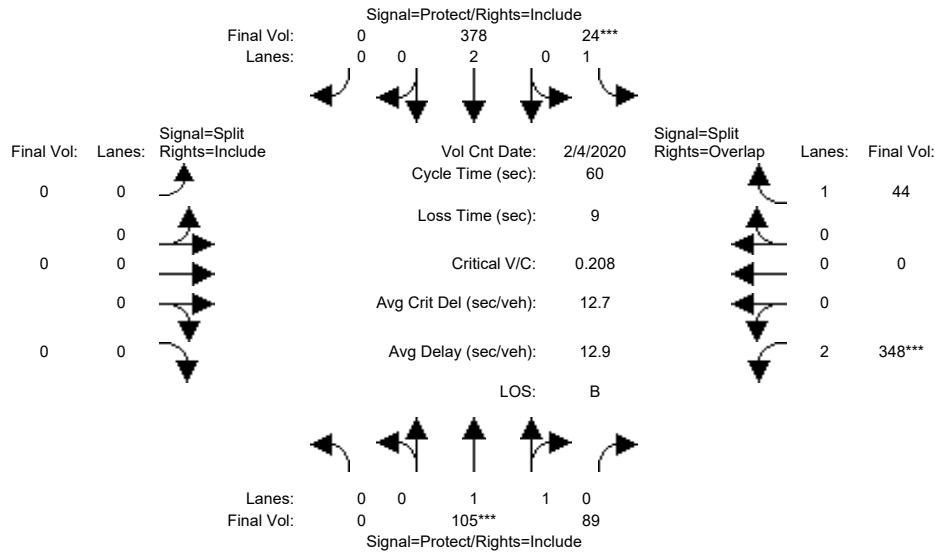


Street Name:	Enterprise Way						11th Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	4 Feb 2020 << 9:00 - 10:00											
Base Vol:	0	297	334	19	141	0	0	0	0	89	0	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	297	334	19	141	0	0	0	0	89	0	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	297	334	19	141	0	0	0	0	89	0	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	297	334	19	141	0	0	0	0	89	0	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	297	334	19	141	0	0	0	0	89	0	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	297	334	19	141	0	0	0	0	89	0	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	3800	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.19	0.01	0.04	0.00	0.00	0.00	0.00	0.03	0.00	0.03
Crit Moves:	****			****						****		
Green Time:	0.0	44.0	44.0	7.0	51.0	0.0	0.0	0.0	0.0	10.0	0.0	17.0
Volume/Cap:	0.00	0.25	0.30	0.11	0.05	0.00	0.00	0.00	0.00	0.20	0.00	0.14
Uniform Del:	0.0	5.7	6.0	28.7	2.7	0.0	0.0	0.0	0.0	26.5	0.0	20.8
IncrementDel:	0.0	0.1	0.1	0.3	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.2
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	5.8	6.1	28.9	2.7	0.0	0.0	0.0	0.0	26.7	0.0	20.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	5.8	6.1	28.9	2.7	0.0	0.0	0.0	0.0	26.7	0.0	20.9
LOS by Move:	A	A	A	C	A	A	A	A	A	C	A	C+
HCM2kAvgQ:	0	3	4	0	0	0	0	0	0	1	0	1

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

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

Intersection #6: Enterprise Way & 11th Ave



Street Name:	Enterprise Way						11th Ave					
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	10	7	10	0	0	0	0	10	0	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:	4 Feb 2020	<<	5:00 - 6:00						
Base Vol:	0	105	89	24	378	0	0	0	0	348	0	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:	0	105	89	24	378	0	0	0	0	348	0	44
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	105	89	24	378	0	0	0	0	348	0	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	105	89	24	378	0	0	0	0	348	0	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	105	89	24	378	0	0	0	0	348	0	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	105	89	24	378	0	0	0	0	348	0	44

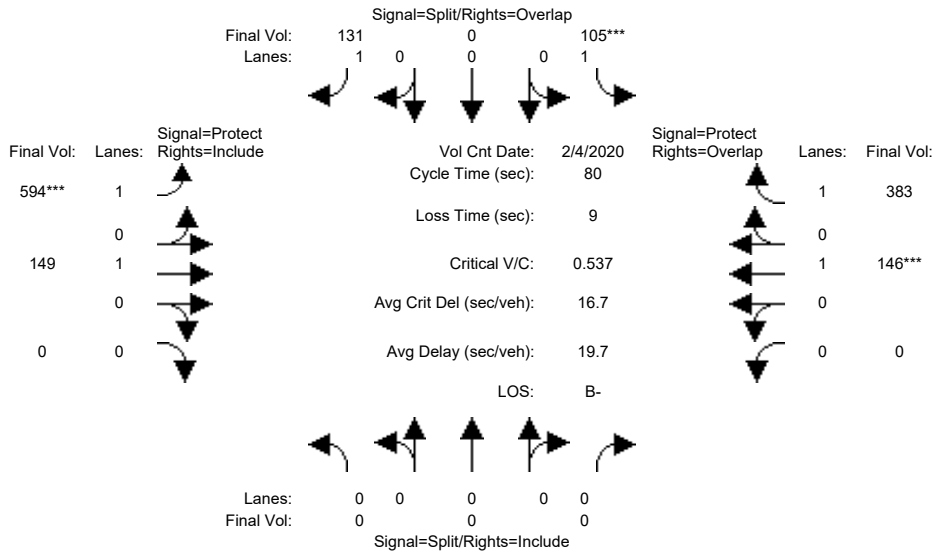
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	1.06	0.94	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	2001	1696	1750	3800	0	0	0	0	3150	0	1750

Capacity Analysis Module:												
Vol/Sat:	0.00	0.05	0.05	0.01	0.10	0.00	0.00	0.00	0.00	0.11	0.00	0.03
Crit Moves:	****			****						****		
Green Time:	0.0	14.2	14.2	7.0	21.2	0.0	0.0	0.0	0.0	29.8	0.0	36.8
Volume/Cap:	0.00	0.22	0.22	0.12	0.28	0.00	0.00	0.00	0.00	0.22	0.00	0.04
Uniform Del:	0.0	18.5	18.5	23.7	14.0	0.0	0.0	0.0	0.0	8.5	0.0	4.6
IncrementDel:	0.0	0.1	0.1	0.3	0.1	0.0	0.0	0.0	0.0	0.1	0.0	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	18.6	18.6	24.0	14.1	0.0	0.0	0.0	0.0	8.6	0.0	4.6
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	18.6	18.6	24.0	14.1	0.0	0.0	0.0	0.0	8.6	0.0	4.6
LOS by Move:	A	B-	B-	C	B	A	A	A	A	A	A	A
HCM2kAvgQ:	0	1	1	1	3	0	0	0	0	2	0	0

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

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

Intersection #7: Enterprise Way & Manila Ave/W Moffett Park Dr



Street Name:	Enterprise Way						Manila Ave/W Moffett Park Dr					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	4 Feb 2020	<<	8:30 - 9:30						
Base Vol:	0	0	0	105	0	131	594	149	0	0	146	383
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	105	0	131	594	149	0	0	146	383
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	105	0	131	594	149	0	0	146	383
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	105	0	131	594	149	0	0	146	383
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	105	0	131	594	149	0	0	146	383
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	105	0	131	594	149	0	0	146	383

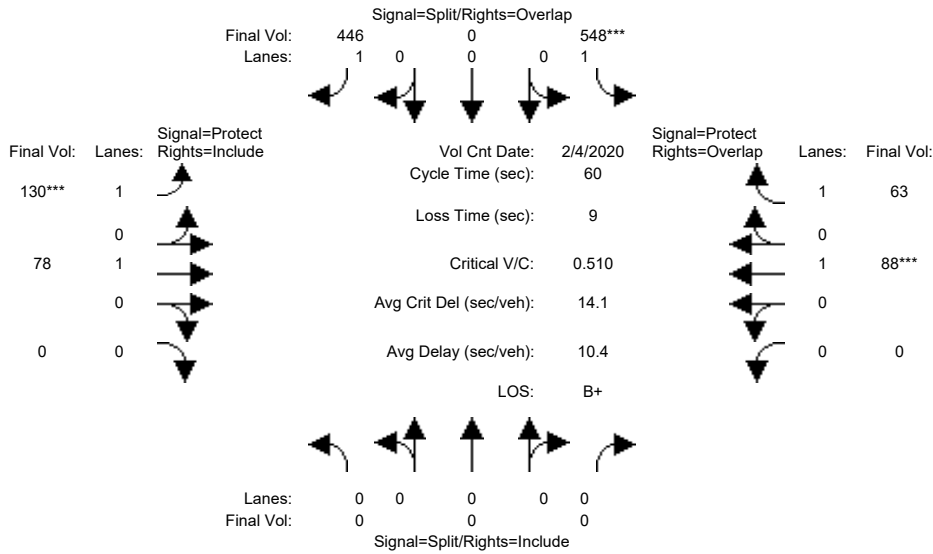
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	1750	0	1750	1750	1900	0	0	1900	1750

Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.07	0.34	0.08	0.00	0.00	0.08	0.22
Crit Moves:				****			****			****		
Green Time:	0.0	0.0	0.0	10.0	0.0	59.7	49.7	61.0	0.0	0.0	11.3	21.3
Volume/Cap:	0.00	0.00	0.00	0.48	0.00	0.10	0.55	0.10	0.00	0.00	0.55	0.82
Uniform Del:	0.0	0.0	0.0	32.6	0.0	2.8	8.7	2.4	0.0	0.0	32.0	27.6
IncrementDel:	0.0	0.0	0.0	1.7	0.0	0.0	0.6	0.0	0.0	0.0	2.3	11.3
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	34.2	0.0	2.8	9.2	2.5	0.0	0.0	34.3	38.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	34.2	0.0	2.8	9.2	2.5	0.0	0.0	34.3	38.9
LOS by Move:	A	A	A	C-	A	A	A	A	A	A	C-	D+
HCM2kAvgQ:	0	0	0	3	0	1	9	1	0	0	3	10

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

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

Intersection #7: Enterprise Way & Manila Ave/W Moffett Park Dr



Street Name:	Enterprise Way						Manila Ave/W Moffett Park Dr					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	4 Feb 2020	<<	5:15 - 6:15						
Base Vol:	0	0	0	548	0	446	130	78	0	0	88	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	548	0	446	130	78	0	0	88	63
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	548	0	446	130	78	0	0	88	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	548	0	446	130	78	0	0	88	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	548	0	446	130	78	0	0	88	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	548	0	446	130	78	0	0	88	63

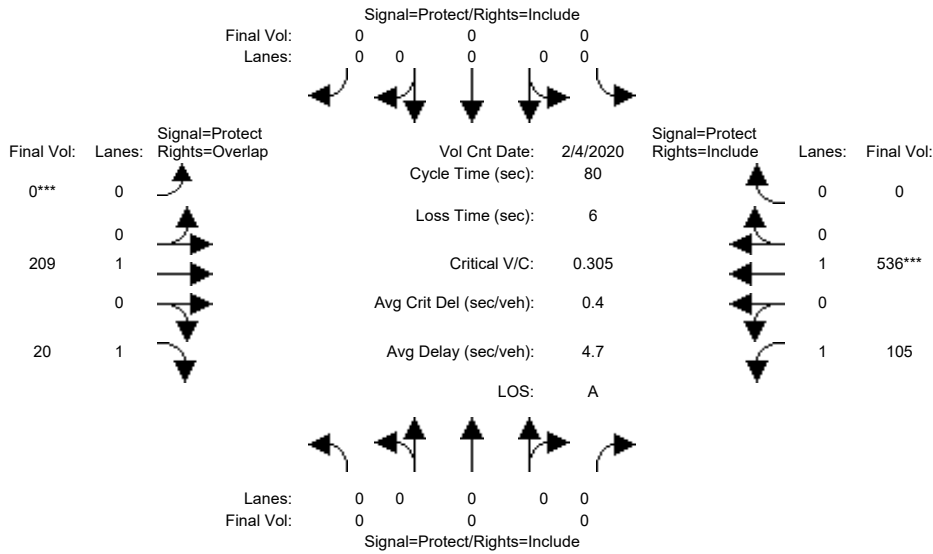
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	1750	0	1750	1750	1900	0	0	1900	1750

Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.31	0.00	0.25	0.07	0.04	0.00	0.00	0.05	0.04
Crit Moves:				****			****			****		
Green Time:	0.0	0.0	0.0	33.1	0.0	41.0	7.9	17.9	0.0	0.0	10.0	43.1
Volume/Cap:	0.00	0.00	0.00	0.57	0.00	0.37	0.57	0.14	0.00	0.00	0.28	0.05
Uniform Del:	0.0	0.0	0.0	8.8	0.0	4.0	24.5	15.4	0.0	0.0	21.8	2.5
IncrementDel:	0.0	0.0	0.0	0.8	0.0	0.2	3.3	0.1	0.0	0.0	0.5	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	9.5	0.0	4.2	27.8	15.5	0.0	0.0	22.3	2.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	9.5	0.0	4.2	27.8	15.5	0.0	0.0	22.3	2.5
LOS by Move:	A	A	A	A	A	A	C	B	A	A	C+	A
HCM2kAvgQ:	0	0	0	7	0	4	3	1	0	0	1	0

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

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

Intersection #9: US 101 NB On-Ramp & W Moffett Park Dr



Street Name:	US 101 NB On-Ramp						W Moffett Park Dr					
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	10	10	7	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:	4 Feb 2020	<<	8:15 - 9:15						
Base Vol:	0	0	0	0	0	0	0	209	20	105	536	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	209	20	105	536	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	209	20	105	536	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	209	20	105	536	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	209	20	105	536	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	209	20	105	536	0

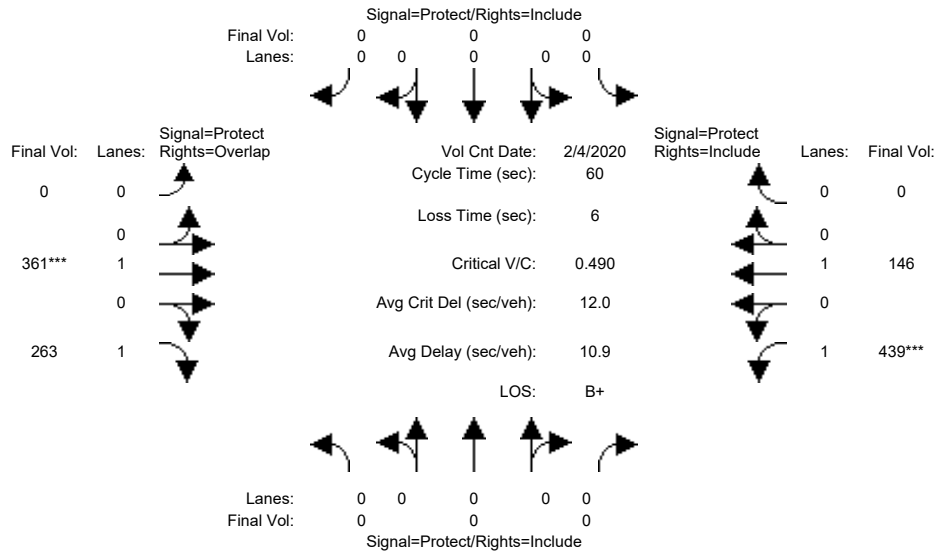
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	0	0	0	0	0	0	0	1900	1750	1750	1900	0

Capacity Analysis Module:													
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.11	0.01	0.06	0.28	0.00	
Crit Moves:							****						
Green Time:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	43.5	43.5	30.5	74.0	0.0	
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.20	0.02	0.16	0.30	0.00	
Uniform Del:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9.3	8.4	16.3	0.3	0.0	
IncrementDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.1	0.1	0.0	
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Delay Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00	
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9.4	8.4	16.4	0.4	0.0	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9.4	8.4	16.4	0.4	0.0	
LOS by Move:	A	A	A	A	A	A	A	A	A	B	A	A	
HCM2kAvgQ:	0	0	0	0	0	0	0	3	0	2	2	0	

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

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

Intersection #9: US 101 NB On-Ramp & W Moffett Park Dr



Street Name:	US 101 NB On-Ramp						W Moffett Park Dr					
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	10	10	7	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:	4 Feb 2020 << 5:15 - 6:15											
Base Vol:	0	0	0	0	0	0	0	361	263	439	146	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	361	263	439	146	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	361	263	439	146	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	361	263	439	146	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	361	263	439	146	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
Final Volume:	0	0	0	0	0	0	0	361	263	439	146	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	0	0	0	0	0	0	0	1900	1750	1750	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.19	0.15	0.25	0.08	0.00
Crit Moves:	****											
Green Time:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23.3	23.3	30.7	54.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.49	0.39	0.49	0.09	0.00
Uniform Del:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13.9	13.2	9.5	0.3	0.0
IncrementDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.4	0.4	0.0	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14.4	13.6	10.0	0.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14.4	13.6	10.0	0.3	0.0
LOS by Move:	A	A	A	A	A	A	A	B	B	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	5	4	6	0	0

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

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

Intersection #10: Innovation Way & 11th Ave

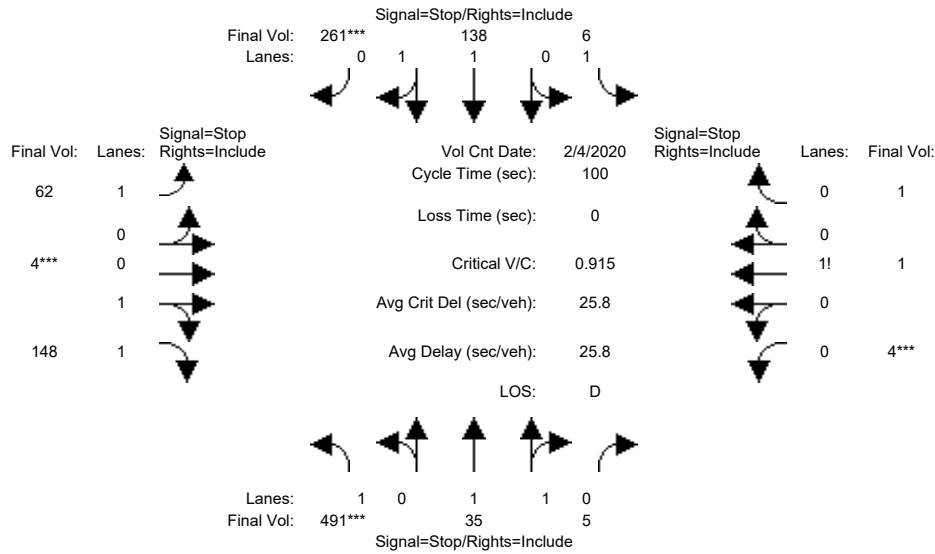


Table with columns: Street Name, Approach, Movement, L, T, R for North, South, East, and West bounds.

Table for Min. Green times for each approach and movement.

Table for Volume Module: >> Count Date: 4 Feb 2020 << 8:45 - 9:45. Includes Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table for Saturation Flow Module: Adjustment, Lanes, Final Sat. for each approach.

Table for Capacity Analysis Module: Vol/Sat, Crit Moves, Delay/Veh, Delay Adj, AdjDel/Veh, LOS by Move, ApproachDel, Delay Adj, ApprAdjDel, LOS by Appr, AllWayAvgQ.

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #10 Innovation Way & 11th Ave

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:	1	0	1	1	0		1	0	1	1	0	
Initial Vol:	491	35	5	6	138	261	62	4	148	4	1	1
Major Street Volume:							936					
Minor Approach Volume:							214					
Minor Approach Volume Threshold:	403											

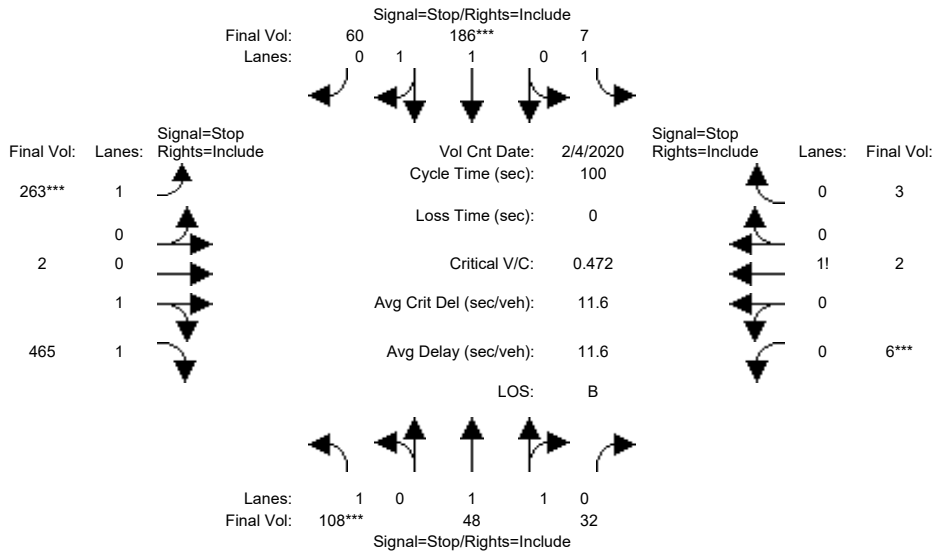
SIGNAL WARRANT DISCLAIMER

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 PM

Intersection #10: Innovation Way & 11th Ave



Street Name: Innovation Way 11th Ave
 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: 4 Feb 2020 << 4:45 - 5:45

Base Vol:	108	48	32	7	186	60	263	2	465	6	2	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	108	48	32	7	186	60	263	2	465	6	2	3
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	108	48	32	7	186	60	263	2	465	6	2	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	108	48	32	7	186	60	263	2	465	6	2	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	108	48	32	7	186	60	263	2	465	6	2	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	108	48	32	7	186	60	263	2	465	6	2	3

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.20	0.80	1.00	1.51	0.49	1.00	0.01	1.99	0.55	0.18	0.27
Final Sat.:	460	594	423	467	773	257	557	6	1358	277	92	139

Capacity Analysis Module:

Vol/Sat:	0.23	0.08	0.08	0.01	0.24	0.23	0.47	0.34	0.34	0.02	0.02	0.02
Crit Moves:	****				****		****			****		
Delay/Veh:	12.3	10.1	9.6	10.1	11.4	11.0	14.4	10.4	10.4	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:	12.3	10.1	9.6	10.1	11.4	11.0	14.4	10.4	10.4	9.7	9.7	9.7
LOS by Move:	B	B	A	B	B	B	B	B	B	A	A	A
ApproachDel:		11.3			11.3			11.8			9.7	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		11.3			11.3			11.8			9.7	
LOS by Appr:		B			B			B			A	
AllWayAvgQ:	0.3	0.1	0.1	0.0	0.3	0.3	0.8	0.5	0.5	0.0	0.0	0.0

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

Peak Hour Volume Signal Warrant Report [Urban]

 Intersection #10 Innovation Way & 11th Ave

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:	1	0	1	1	1	0	1	0	1	1	1	0
Initial Vol:	108	48	32	7	186	60	263	2	465	6	2	3
Major Street Volume:							741					
Minor Approach Volume:							253					
Minor Approach Volume Threshold:							503					

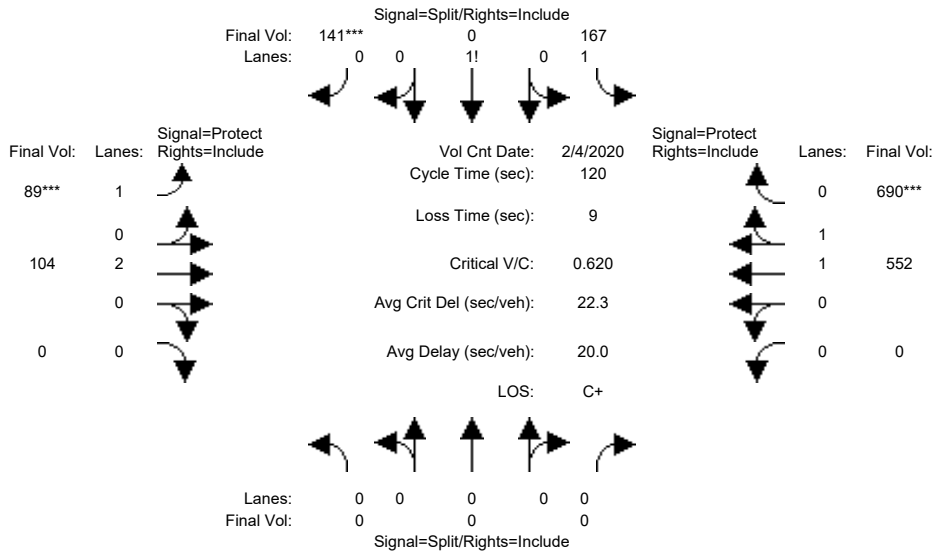
SIGNAL WARRANT DISCLAIMER

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 AM

Intersection #11: Innovation Way & W Moffett Park Dr

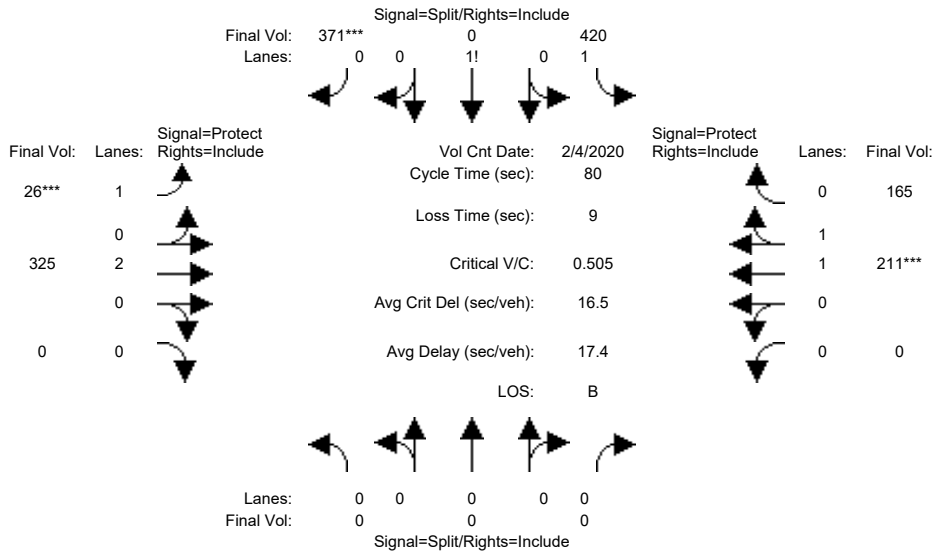


Street Name:	Innovation Way						W Moffett Park Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	4 Feb 2020 << 8:00 - 9:00											
Base Vol:	0	0	0	167	0	141	89	104	0	0	552	690
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	167	0	141	89	104	0	0	552	690
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	167	0	141	89	104	0	0	552	690
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	167	0	141	89	104	0	0	552	690
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	167	0	141	89	104	0	0	552	690
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	167	0	141	89	104	0	0	552	690
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.37	0.00	0.63	1.00	2.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	2401	0	1099	1750	3800	0	0	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.13	0.05	0.03	0.00	0.00	0.29	0.39
Crit Moves:						****	****					****
Green Time:	0.0	0.0	0.0	24.8	0.0	24.8	9.8	86.2	0.0	0.0	76.3	76.3
Volume/Cap:	0.00	0.00	0.00	0.34	0.00	0.62	0.62	0.04	0.00	0.00	0.46	0.62
Uniform Del:	0.0	0.0	0.0	40.6	0.0	43.3	53.3	4.9	0.0	0.0	11.2	13.1
IncrementDel:	0.0	0.0	0.0	0.2	0.0	2.4	8.0	0.0	0.0	0.0	0.1	0.6
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	40.8	0.0	45.7	61.3	4.9	0.0	0.0	11.3	13.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	40.8	0.0	45.7	61.3	4.9	0.0	0.0	11.3	13.7
LOS by Move:	A	A	A	D	A	D	E	A	A	A	B+	B
HCM2kAvgQ:	0	0	0	4	0	9	4	1	0	0	10	16

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

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

Intersection #11: Innovation Way & W Moffett Park Dr



Street Name:	Innovation Way						W Moffett Park Dr					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	4 Feb 2020	<<	5:00 - 6:00						
Base Vol:	0	0	0	420	0	371	26	325	0	0	211	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:	0	0	0	420	0	371	26	325	0	0	211	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:	0	0	0	420	0	371	26	325	0	0	211	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	420	0	371	26	325	0	0	211	165
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	420	0	371	26	325	0	0	211	165
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	420	0	371	26	325	0	0	211	165

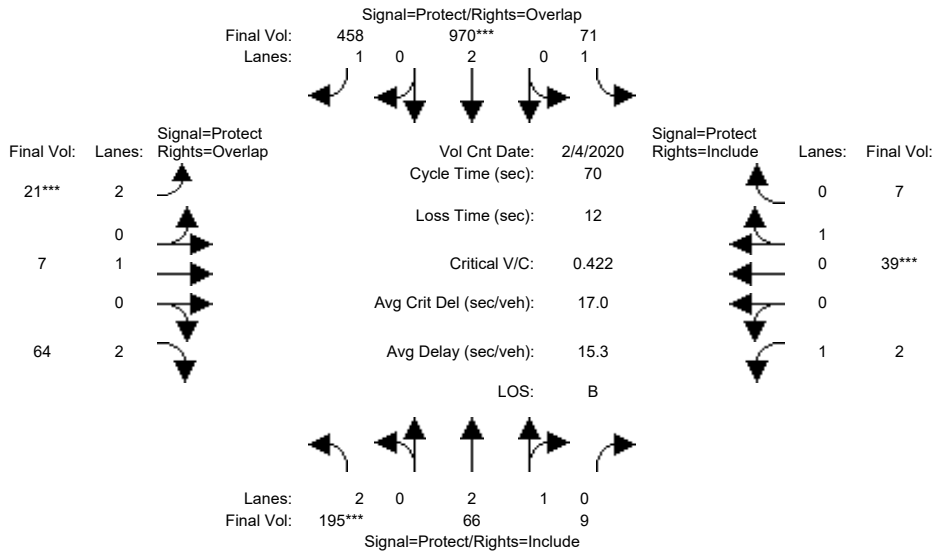
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95
Lanes:	0.00	0.00	0.00	1.36	0.00	0.64	1.00	2.00	0.00	0.00	1.10	0.90
Final Sat.:	0	0	0	2383	0	1117	1750	3800	0	0	2075	1623

Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.18	0.00	0.33	0.01	0.09	0.00	0.00	0.10	0.10
Crit Moves:						****	****				****	
Green Time:	0.0	0.0	0.0	49.0	0.0	49.0	7.0	22.0	0.0	0.0	15.0	15.0
Volume/Cap:	0.00	0.00	0.00	0.29	0.00	0.54	0.17	0.31	0.00	0.00	0.54	0.54
Uniform Del:	0.0	0.0	0.0	7.3	0.0	9.0	33.8	23.0	0.0	0.0	29.4	29.4
IncrementDel:	0.0	0.0	0.0	0.1	0.0	0.4	0.5	0.2	0.0	0.0	0.9	0.9
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	7.4	0.0	9.4	34.3	23.2	0.0	0.0	30.3	30.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	7.4	0.0	9.4	34.3	23.2	0.0	0.0	30.3	30.3
LOS by Move:	A	A	A	A	A	A	C-	C	A	A	C	C
HCM2kAvgQ:	0	0	0	4	0	9	1	3	0	0	4	4

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

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

Intersection #12: N Mathilda Ave & 1st Ave/Bordeaux Dr



Street Name:	N Mathilda Ave						1st Ave/Bordeaux Dr					
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:	4 Feb 2020	<<	8:45 - 9:45											
Base Vol:	195	66	9	71	970	458	21	7	64	2	39	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:	195	66	9	71	970	458	21	7	64	2	39	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:	195	66	9	71	970	458	21	7	64	2	39	7					
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Volume:	195	66	9	71	970	458	21	7	64	2	39	7					
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0					
Reduced Vol:	195	66	9	71	970	458	21	7	64	2	39	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					
Final Volume:	195	66	9	71	970	458	21	7	64	2	39	7					

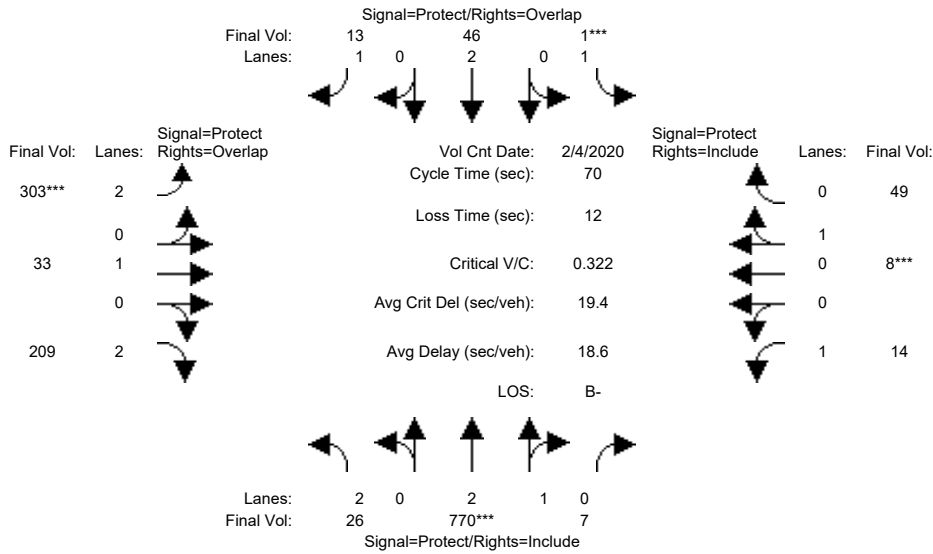
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.92	1.00	0.92	0.83	1.00	0.83	0.92	0.95	0.95
Lanes:	2.00	2.63	0.37	1.00	2.00	1.00	2.00	1.00	2.00	1.00	0.85	0.15
Final Sat.:	3150	4927	672	1750	3800	1750	3150	1900	3150	1750	1526	274

Capacity Analysis Module:												
Vol/Sat:	0.06	0.01	0.01	0.04	0.26	0.26	0.01	0.00	0.02	0.00	0.03	0.03
Crit Moves:	***				****		****				****	
Green Time:	8.0	24.1	24.1	16.9	33.0	40.0	7.0	10.0	18.0	7.0	10.0	10.0
Volume/Cap:	0.54	0.04	0.04	0.17	0.54	0.46	0.07	0.03	0.08	0.01	0.18	0.18
Uniform Del:	29.3	15.2	15.2	21.0	13.1	8.7	28.5	25.8	19.7	28.4	26.4	26.4
IncrementDel:	1.7	0.0	0.0	0.2	0.3	0.3	0.1	0.0	0.0	0.0	0.3	0.3
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	30.9	15.2	15.2	21.2	13.5	9.0	28.6	25.8	19.8	28.4	26.7	26.7
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:	30.9	15.2	15.2	21.2	13.5	9.0	28.6	25.8	19.8	28.4	26.7	26.7
LOS by Move:	C	B	B	C+	B	A	C	C	B-	C	C	C
HCM2kAvgQ:	2	0	0	1	8	6	0	0	1	0	1	1

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

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

Intersection #12: N Mathilda Ave & 1st Ave/Bordeaux Dr



Street Name:	N Mathilda Ave						1st Ave/Bordeaux Dr					
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:	4 Feb 2020	<<	4:30 - 5:30						
Base Vol:	26	770	7	1	46	13	303	33	209	14	8	49
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	770	7	1	46	13	303	33	209	14	8	49
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	26	770	7	1	46	13	303	33	209	14	8	49
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	26	770	7	1	46	13	303	33	209	14	8	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	770	7	1	46	13	303	33	209	14	8	49
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	26	770	7	1	46	13	303	33	209	14	8	49

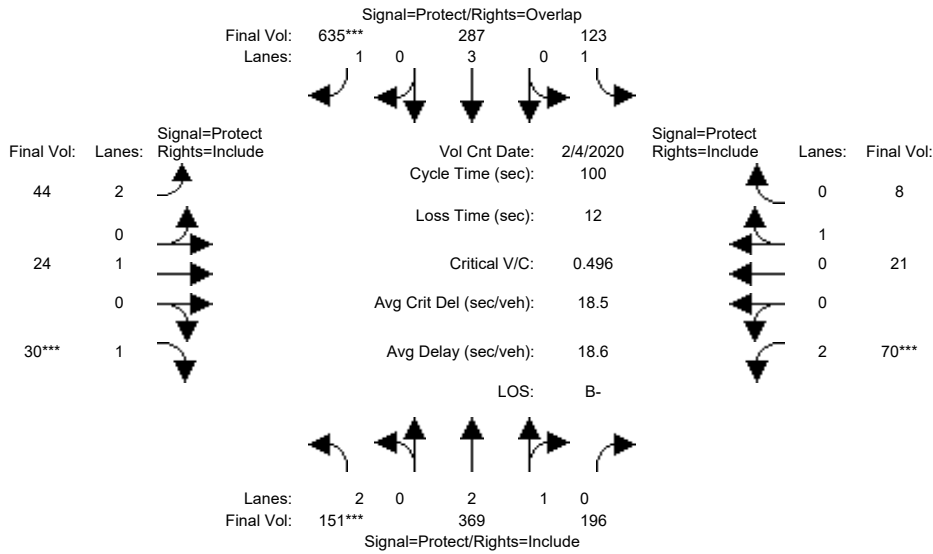
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.92	1.00	0.92	0.83	1.00	0.83	0.92	0.95	0.95
Lanes:	2.00	2.97	0.03	1.00	2.00	1.00	2.00	1.00	2.00	1.00	0.14	0.86
Final Sat.:	3150	5549	50	1750	3800	1750	3150	1900	3150	1750	253	1547

Capacity Analysis Module:												
Vol/Sat:	0.01	0.14	0.14	0.00	0.01	0.01	0.10	0.02	0.07	0.01	0.03	0.03
Crit Moves:	****			****			****			****		
Green Time:	12.9	24.2	24.2	7.0	18.4	35.1	16.8	15.8	28.6	11.0	10.0	10.0
Volume/Cap:	0.04	0.40	0.40	0.01	0.05	0.01	0.40	0.08	0.16	0.05	0.22	0.22
Uniform Del:	23.5	17.4	17.4	28.4	19.3	8.7	22.4	21.4	13.1	25.0	26.6	26.6
IncrementDel:	0.0	0.1	0.1	0.0	0.0	0.0	0.4	0.1	0.1	0.1	0.4	0.4
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	23.6	17.5	17.5	28.4	19.3	8.7	22.7	21.5	13.2	25.1	27.0	27.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.6	17.5	17.5	28.4	19.3	8.7	22.7	21.5	13.2	25.1	27.0	27.0
LOS by Move:	C	B	B	C	B-	A	C+	C+	B	C	C	C
HCM2kAvgQ:	0	4	4	0	0	0	4	1	2	0	1	1

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

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

Intersection #14: N Mathilda Ave & 5th Ave



Street Name:	N Mathilda Ave						5th Ave					
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:	4 Feb 2020	<<	8:45 - 9:45												
Base Vol:	151	369	196	123	287	635	44	24	30	70	21	8						
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
Initial Bse:	151	369	196	123	287	635	44	24	30	70	21	8						
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0						
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0						
Initial Fut:	151	369	196	123	287	635	44	24	30	70	21	8						
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
PHF Volume:	151	369	196	123	287	635	44	24	30	70	21	8						
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0						
Reduced Vol:	151	369	196	123	287	635	44	24	30	70	21	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						
Final Volume:	151	369	196	123	287	635	44	24	30	70	21	8						

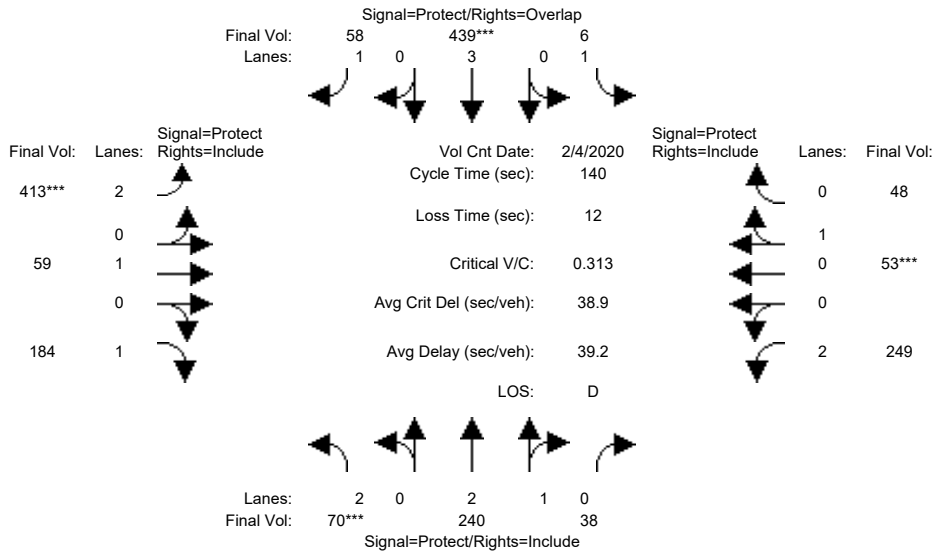
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	0.95	0.95
Lanes:	2.00	2.00	1.00	1.00	3.00	1.00	2.00	1.00	1.00	2.00	0.72	0.28
Final Sat.:	3150	3800	1750	1750	5700	1750	3150	1900	1750	3150	1303	497

Capacity Analysis Module:												
Vol/Sat:	0.05	0.10	0.11	0.07	0.05	0.36	0.01	0.01	0.02	0.02	0.02	0.02
Crit Moves:	***					****			****	****		
Green Time:	10.0	43.6	43.6	27.4	61.0	68.0	7.0	10.0	10.0	7.0	10.0	10.0
Volume/Cap:	0.48	0.22	0.26	0.26	0.08	0.53	0.20	0.13	0.17	0.32	0.16	0.16
Uniform Del:	42.6	17.6	17.9	28.4	8.0	8.0	43.9	41.0	41.2	44.2	41.2	41.2
IncrementDel:	1.2	0.0	0.1	0.3	0.0	0.5	0.4	0.3	0.5	0.8	0.4	0.4
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	43.7	17.6	18.0	28.7	8.0	8.5	44.3	41.3	41.7	45.1	41.6	41.6
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:	43.7	17.6	18.0	28.7	8.0	8.5	44.3	41.3	41.7	45.1	41.6	41.6
LOS by Move:	D	B	B	C	A	A	D	D	D	D	D	D
HCM2kAvgQ:	3	3	4	3	1	10	1	1	1	2	1	1

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

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

Intersection #14: N Mathilda Ave & 5th Ave



Street Name:	N Mathilda Ave						5th Ave					
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:	4 Feb 2020	<<	4:45 - 5:45						
Base Vol:	70	240	38	6	439	58	413	59	184	249	53	48
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	240	38	6	439	58	413	59	184	249	53	48
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	240	38	6	439	58	413	59	184	249	53	48
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	240	38	6	439	58	413	59	184	249	53	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	240	38	6	439	58	413	59	184	249	53	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
Final Volume:	70	240	38	6	439	58	413	59	184	249	53	48

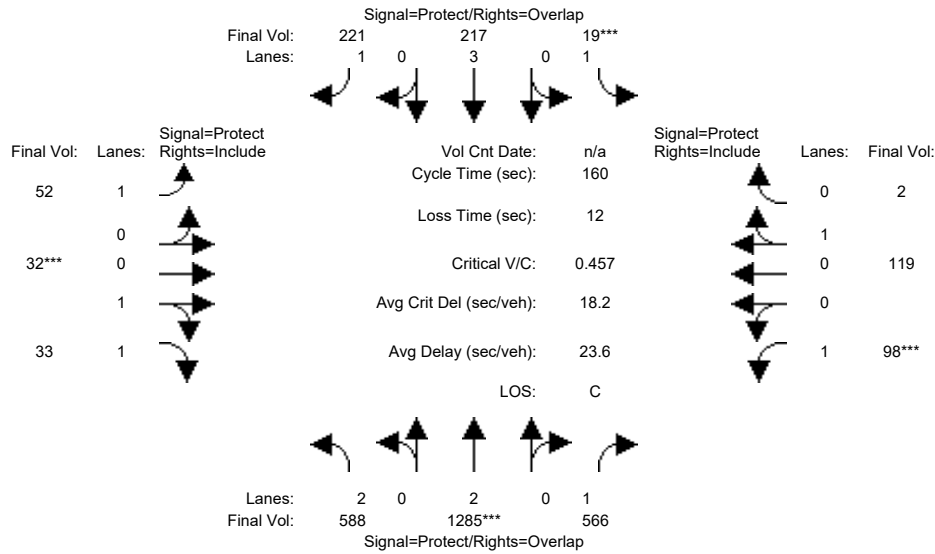
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.92	1.00	0.92	0.83	1.00	0.92	0.83	0.95	0.95
Lanes:	2.00	2.57	0.43	1.00	3.00	1.00	2.00	1.00	1.00	2.00	0.52	0.48
Final Sat.:	3150	4834	765	1750	5700	1750	3150	1900	1750	3150	945	855

Capacity Analysis Module:												
Vol/Sat:	0.02	0.05	0.05	0.00	0.08	0.03	0.13	0.03	0.11	0.08	0.06	0.06
Crit Moves:	***				***		***				***	
Green Time:	9.9	26.1	26.1	18.3	34.4	93.0	58.6	47.8	47.8	35.9	25.1	25.1
Volume/Cap:	0.31	0.27	0.27	0.03	0.31	0.05	0.31	0.09	0.31	0.31	0.31	0.31
Uniform Del:	61.8	48.8	48.8	53.1	43.1	8.2	27.2	31.4	34.0	42.0	50.0	50.0
IncrementDel:	0.8	0.1	0.1	0.0	0.1	0.0	0.1	0.1	0.3	0.2	0.6	0.6
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	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	48.9	48.9	53.2	43.3	8.2	27.4	31.4	34.3	42.2	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:	62.6	48.9	48.9	53.2	43.3	8.2	27.4	31.4	34.3	42.2	50.5	50.5
LOS by Move:	E	D	D	D-	D	A	C	C	C-	D	D	D
HCM2kAvgQ:	2	3	3	0	5	1	7	2	6	5	4	4

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

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

Intersection #15: N Mathilda Ave & Innovation Way



Street Name:	N Mathilda Ave						Innovation Way					
	North Bound			South Bound			East Bound			West Bound		
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:	588	1285	566	19	217	221	52	32	33	98	119	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	588	1285	566	19	217	221	52	32	33	98	119	2
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:	588	1285	566	19	217	221	52	32	33	98	119	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	588	1285	566	19	217	221	52	32	33	98	119	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	588	1285	566	19	217	221	52	32	33	98	119	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	588	1285	566	19	217	221	52	32	33	98	119	2

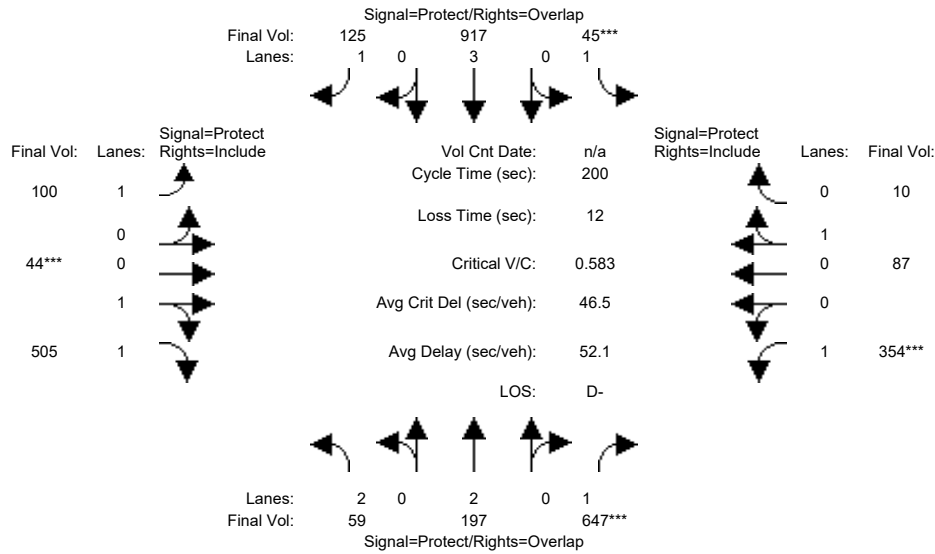
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	2.00	2.00	1.00	1.00	3.00	1.00	1.00	0.98	1.02	1.00	0.98	0.02
Final Sat.:	3150	3800	1750	1750	5700	1750	1750	1772	1828	1750	1770	30

Capacity Analysis Module:												
Vol/Sat:	0.19	0.34	0.32	0.01	0.04	0.13	0.03	0.02	0.02	0.06	0.07	0.07
Crit Moves:	****			****			****			****		
Green Time:	78.7	112	131.0	7.0	40.7	52.0	11.3	10.0	10.0	18.6	17.3	17.3
Volume/Cap:	0.38	0.48	0.40	0.25	0.15	0.39	0.42	0.29	0.29	0.48	0.62	0.62
Uniform Del:	25.4	10.7	3.9	74.0	46.2	41.7	71.2	71.6	71.6	66.2	68.2	68.2
IncrcmntDel:	0.2	0.1	0.2	1.7	0.0	0.4	2.3	0.7	0.7	1.8	6.0	6.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	25.6	10.8	4.1	75.7	46.3	42.2	73.6	72.3	72.3	68.0	74.2	74.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.6	10.8	4.1	75.7	46.3	42.2	73.6	72.3	72.3	68.0	74.2	74.2
LOS by Move:	C	B+	A	E-	D	D	E	E	E	E	E	E
HCM2kAvgQ:	10	14	8	1	3	9	3	2	2	5	6	6

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

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

Intersection #15: N Mathilda Ave & Innovation Way



Street Name:	N Mathilda Ave						Innovation Way					
	North Bound			South Bound			East Bound			West Bound		
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:	59	197	647	45	917	125	100	44	505	354	87	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	59	197	647	45	917	125	100	44	505	354	87	10
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:	59	197	647	45	917	125	100	44	505	354	87	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	59	197	647	45	917	125	100	44	505	354	87	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	197	647	45	917	125	100	44	505	354	87	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	59	197	647	45	917	125	100	44	505	354	87	10

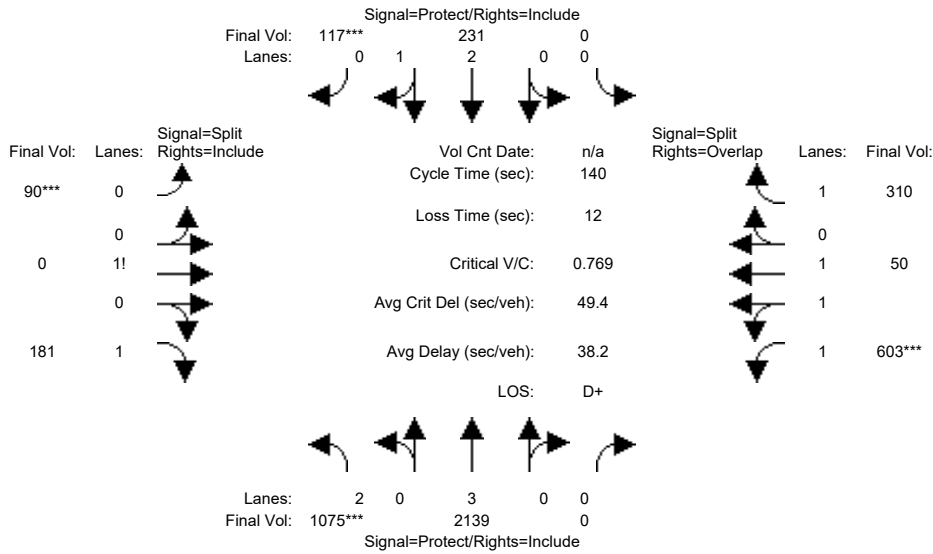
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	2.00	2.00	1.00	1.00	3.00	1.00	1.00	0.16	1.84	1.00	0.90	0.10
Final Sat.:	3150	3800	1750	1750	5700	1750	1750	289	3311	1750	1614	186

Capacity Analysis Module:												
Vol/Sat:	0.02	0.05	0.37	0.03	0.16	0.07	0.06	0.15	0.15	0.20	0.05	0.05
Crit Moves:			****	****				****		****		
Green Time:	11.8	57.4	126.9	8.8	54.4	117.1	62.6	52.3	52.3	69.4	59.1	59.1
Volume/Cap:	0.32	0.18	0.58	0.58	0.59	0.12	0.18	0.58	0.58	0.58	0.18	0.18
Uniform Del:	90.2	53.6	21.2	93.8	63.1	18.5	50.0	64.3	64.3	53.4	52.5	52.5
IncrementDel:	1.0	0.1	0.8	10.9	0.6	0.1	0.2	0.9	0.9	1.4	0.2	0.2
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	91.2	53.7	22.0	104.6	63.7	18.6	50.2	65.3	65.3	54.9	52.6	52.6
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:	91.2	53.7	22.0	104.6	63.7	18.6	50.2	65.3	65.3	54.9	52.6	52.6
LOS by Move:	F	D-	C+	F	E	B-	D	E	E	D-	D-	D-
HCM2kAvgQ:	2	4	24	3	16	4	5	15	15	19	4	4

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

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

Intersection #16: N Mathilda Ave & W Moffett Park Dr/SR 237 WB Off-Ramp



Street Name:	N Mathilda Ave						W Moffett Park Dr/SR 237 WB Off-R					
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	0	0	10	10	10	0	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:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	1075	2139	0	0	231	117	90	0	181	603	50	310
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1075	2139	0	0	231	117	90	0	181	603	50	310
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:	1075	2139	0	0	231	117	90	0	181	603	50	310
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1075	2139	0	0	231	117	90	0	181	603	50	310
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1075	2139	0	0	231	117	90	0	181	603	50	310
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	1075	2139	0	0	231	117	90	0	181	603	50	310

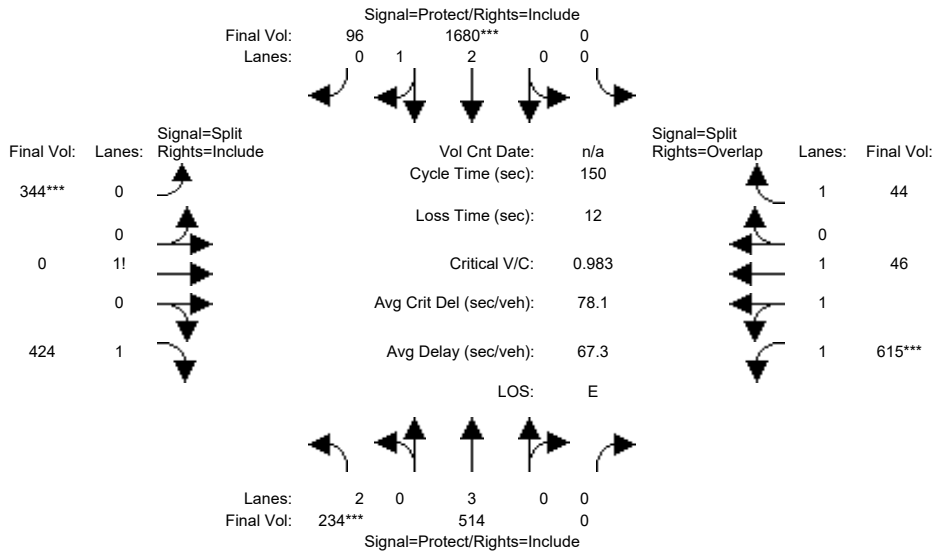
Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	2.00	1.00	0.50	0.00	1.50	2.00	1.00	1.00
Final Sat.:	3150	5700	0	0	3800	1750	873	0	2627	3150	1900	1750

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.34	0.38	0.00	0.00	0.06	0.07	0.10	0.00	0.07	0.19	0.03	0.18
Crit Moves:	***				****	****	****			****		
Green Time:	62.2	74.3	0.0	0.0	12.2	12.2	18.8	0.0	18.8	34.9	34.9	34.9
Volume/Cap:	0.77	0.71	0.00	0.00	0.70	0.77	0.77	0.00	0.51	0.77	0.11	0.71
Uniform Del:	32.8	24.6	0.0	0.0	62.1	62.5	58.5	0.0	56.4	48.8	40.5	48.0
IncrementDel:	2.7	0.8	0.0	0.0	4.4	7.8	9.9	0.0	0.9	4.3	0.0	5.4
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Delay/Veh:	35.5	25.4	0.0	0.0	66.5	70.3	68.4	0.0	57.2	53.1	40.5	53.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.5	25.4	0.0	0.0	66.5	70.3	68.4	0.0	57.2	53.1	40.5	53.4
LOS by Move:	D+	C	A	A	E	E	E	A	E+	D-	D	D-
HCM2kAvgQ:	23	23	0	0	5	6	8	0	5	16	2	14

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

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

Intersection #16: N Mathilda Ave & W Moffett Park Dr/SR 237 WB Off-Ramp



Street Name:	N Mathilda Ave						W Moffett Park Dr/SR 237 WB Off-R					
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	0	0	10	10	10	0	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:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	234	514	0	0	1680	96	344	0	424	615	46	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:	234	514	0	0	1680	96	344	0	424	615	46	44
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	234	514	0	0	1680	96	344	0	424	615	46	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	234	514	0	0	1680	96	344	0	424	615	46	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	234	514	0	0	1680	96	344	0	424	615	46	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	234	514	0	0	1680	96	344	0	424	615	46	44

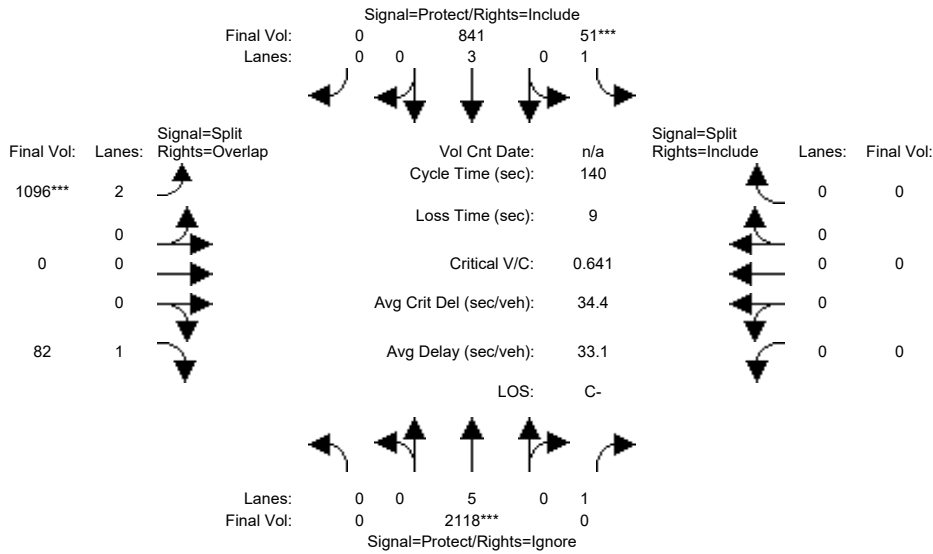
Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	2.83	0.17	0.62	0.00	1.38	2.00	1.00	1.00
Final Sat.:	3150	5700	0	0	5297	303	1083	0	2417	3150	1900	1750

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.07	0.09	0.00	0.00	0.32	0.32	0.32	0.00	0.18	0.20	0.02	0.03
Crit Moves:	***			****			****			****		
Green Time:	11.3	59.7	0.0	0.0	48.4	48.4	48.5	0.0	48.5	29.8	29.8	29.8
Volume/Cap:	0.98	0.23	0.00	0.00	0.98	0.98	0.98	0.00	0.54	0.98	0.12	0.13
Uniform Del:	69.2	29.9	0.0	0.0	50.4	50.4	50.4	0.0	41.7	59.9	49.4	49.4
IncrementDel:	53.4	0.1	0.0	0.0	17.2	17.2	27.9	0.0	0.4	30.3	0.0	0.2
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Delay/Veh:	122.6	29.9	0.0	0.0	67.6	67.6	78.3	0.0	42.1	90.2	49.4	49.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	122.6	29.9	0.0	0.0	67.6	67.6	78.3	0.0	42.1	90.2	49.4	49.6
LOS by Move:	F	C	A	A	E	E	E-	A	D	F	D	D
HCM2kAvgQ:	8	5	0	0	31	31	31	0	12	22	2	2

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

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

Intersection #18: N Mathilda Ave & SR 237 EB Ramps



Street Name:	N Mathilda Ave						SR 237 EB Ramps					
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	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	2118	832	51	841	0	1096	0	82	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2118	832	51	841	0	1096	0	82	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2118	832	51	841	0	1096	0	82	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2118	0	51	841	0	1096	0	82	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2118	0	51	841	0	1096	0	82	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	2118	0	51	841	0	1096	0	82	0	0	0

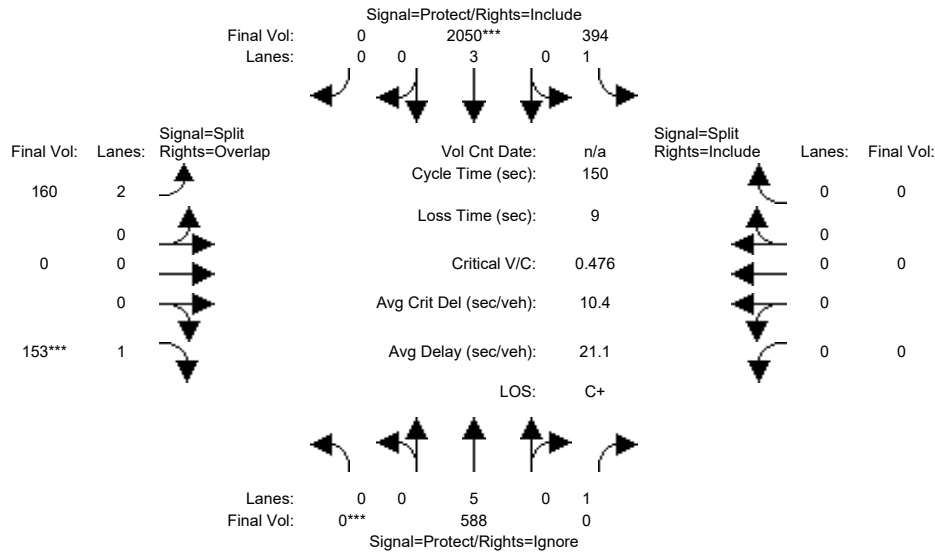
Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	5.00	1.00	1.00	3.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	9500	1750	1750	5700	0	3150	0	1750	0	0	0

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.22	0.00	0.03	0.15	0.00	0.35	0.00	0.05	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green Time:	0.0	48.4	0.0	7.0	55.4	0.0	75.6	0.0	75.6	0.0	0.0	0.0
Volume/Cap:	0.00	0.64	0.00	0.58	0.37	0.00	0.64	0.00	0.09	0.00	0.00	0.00
Uniform Del:	0.0	38.5	0.0	65.1	30.0	0.0	22.7	0.0	15.6	0.0	0.0	0.0
IncrementDel:	0.0	0.4	0.0	9.6	0.1	0.0	0.9	0.0	0.0	0.0	0.0	0.0
InitQueueDel:	0.0	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	1.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	39.0	0.0	74.7	30.1	0.0	23.6	0.0	15.6	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	39.0	0.0	74.7	30.1	0.0	23.6	0.0	15.6	0.0	0.0	0.0
LOS by Move:	A	D+	A	E	C	A	C	A	B	A	A	A
HCM2kAvgQ:	0	15	0	2	8	0	20	0	2	0	0	0

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

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

Intersection #18: N Mathilda Ave & SR 237 EB Ramps



Street Name:	N Mathilda Ave						SR 237 EB Ramps					
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	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	588	729	394	2050	0	160	0	153	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	588	729	394	2050	0	160	0	153	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	588	729	394	2050	0	160	0	153	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	588	0	394	2050	0	160	0	153	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	588	0	394	2050	0	160	0	153	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	588	0	394	2050	0	160	0	153	0	0	0

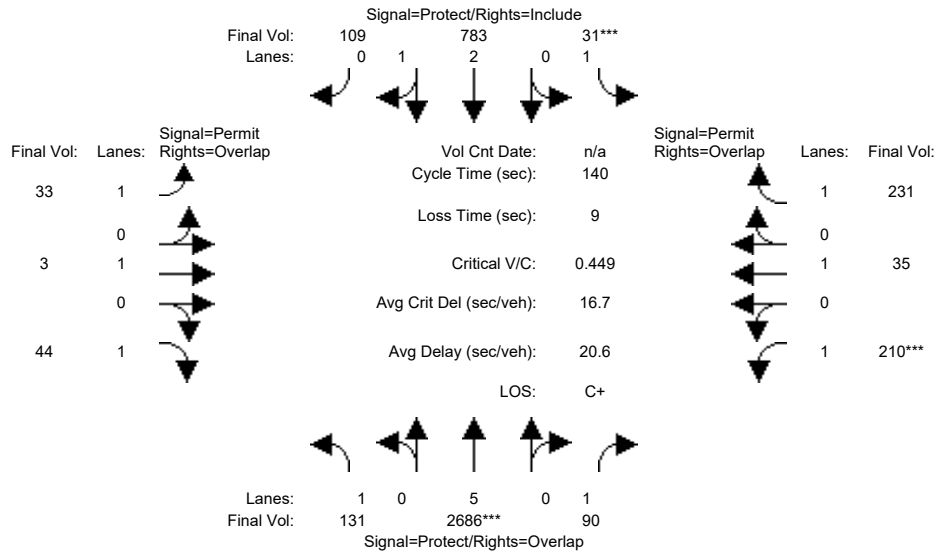
Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	5.00	1.00	1.00	3.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	9500	1750	1750	5700	0	3150	0	1750	0	0	0

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.06	0.00	0.23	0.36	0.00	0.05	0.00	0.09	0.00	0.00	0.00
Crit Moves:	***			***			***			***		
Green Time:	0.0	25.9	0.0	87.5	113	0.0	27.6	0.0	27.6	0.0	0.0	0.0
Volume/Cap:	0.00	0.36	0.00	0.39	0.48	0.00	0.28	0.00	0.48	0.00	0.00	0.00
Uniform Del:	0.0	54.7	0.0	16.8	7.0	0.0	52.6	0.0	54.7	0.0	0.0	0.0
IncrementDel:	0.0	0.1	0.0	0.2	0.1	0.0	0.3	0.0	1.1	0.0	0.0	0.0
InitQueueDel:	0.0	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	1.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	54.8	0.0	17.0	7.0	0.0	52.9	0.0	55.9	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	54.8	0.0	17.0	7.0	0.0	52.9	0.0	55.9	0.0	0.0	0.0
LOS by Move:	A	D-	A	B	A	A	D-	A	E+	A	A	A
HCM2kAvgQ:	0	5	0	10	12	0	4	0	7	0	0	0

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

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

Intersection #19: N Mathilda Ave & Ross Dr



Street Name:	N Mathilda Ave						Ross Dr					
	North Bound			South Bound			East Bound			West Bound		
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:	131	2686	90	31	783	109	33	3	44	210	35	231
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	131	2686	90	31	783	109	33	3	44	210	35	231
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:	131	2686	90	31	783	109	33	3	44	210	35	231
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	131	2686	90	31	783	109	33	3	44	210	35	231
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	131	2686	90	31	783	109	33	3	44	210	35	231
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	131	2686	90	31	783	109	33	3	44	210	35	231

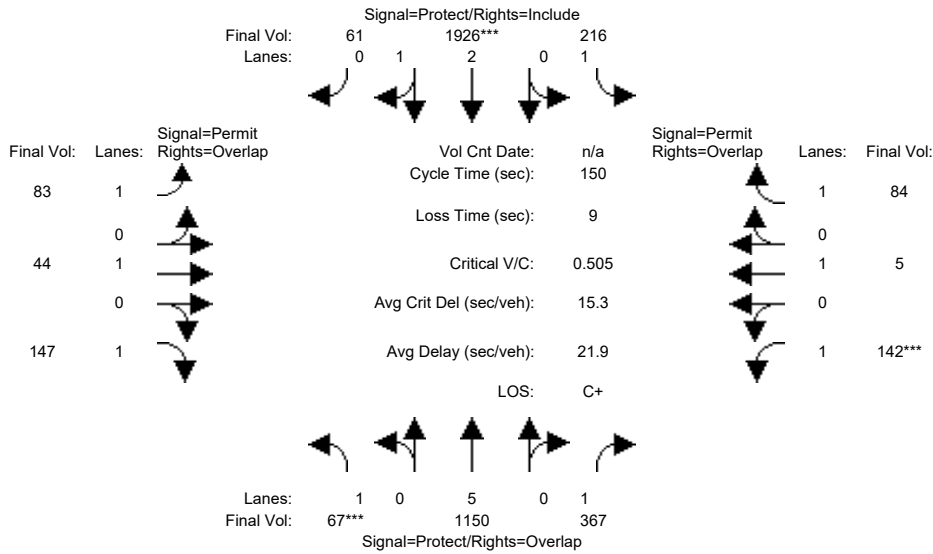
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	5.00	1.00	1.00	2.62	0.38	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	9500	1750	1750	4915	684	1750	1900	1750	1750	1900	1750

Capacity Analysis Module:												
Vol/Sat:	0.07	0.28	0.05	0.02	0.16	0.16	0.02	0.00	0.03	0.12	0.02	0.13
Crit Moves:	****			****						****		
Green Time:	30.1	87.1	87.1	7.0	64.0	64.0	36.9	36.9	67.0	36.9	36.9	43.9
Volume/Cap:	0.35	0.45	0.08	0.35	0.35	0.35	0.07	0.01	0.05	0.45	0.07	0.42
Uniform Del:	46.7	14.0	10.6	64.3	24.5	24.5	38.7	38.0	19.5	43.1	38.6	38.0
IncrementDel:	0.6	0.1	0.0	2.5	0.1	0.1	0.1	0.0	0.0	0.7	0.1	0.5
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	47.2	14.0	10.6	66.8	24.6	24.6	38.7	38.0	19.5	43.8	38.7	38.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.2	14.0	10.6	66.8	24.6	24.6	38.7	38.0	19.5	43.8	38.7	38.5
LOS by Move:	D	B	B+	E	C	C	D+	D+	B-	D	D+	D+
HCM2kAvgQ:	5	11	2	1	8	8	1	0	1	8	1	8

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

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

Intersection #19: N Mathilda Ave & Ross Dr



Street Name:	N Mathilda Ave						Ross Dr					
	North Bound			South Bound			East Bound			West Bound		
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:	67	1150	367	216	1926	61	83	44	147	142	5	84
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	67	1150	367	216	1926	61	83	44	147	142	5	84
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	67	1150	367	216	1926	61	83	44	147	142	5	84
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	67	1150	367	216	1926	61	83	44	147	142	5	84
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	1150	367	216	1926	61	83	44	147	142	5	84
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	67	1150	367	216	1926	61	83	44	147	142	5	84

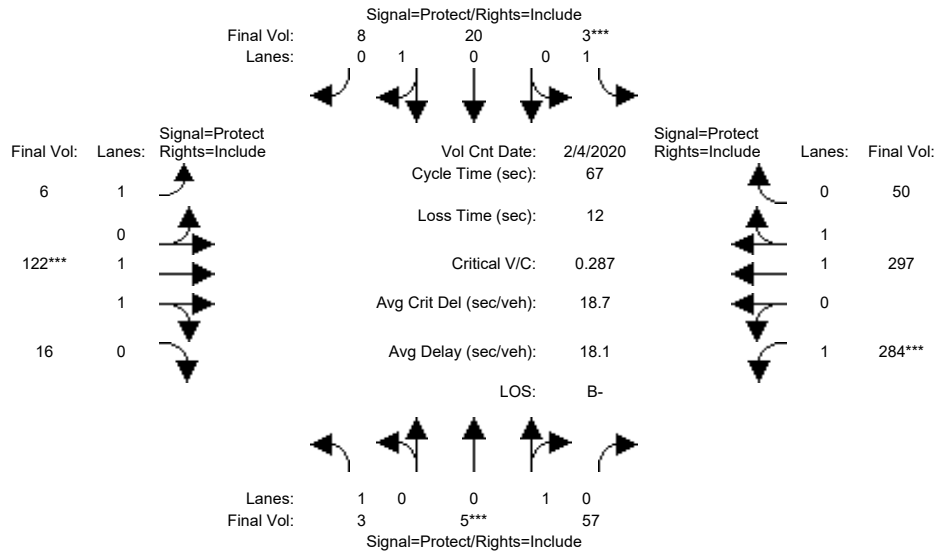
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	5.00	1.00	1.00	2.90	0.10	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	9500	1750	1750	5428	172	1750	1900	1750	1750	1900	1750

Capacity Analysis Module:												
Vol/Sat:	0.04	0.12	0.21	0.12	0.35	0.35	0.05	0.02	0.08	0.08	0.00	0.05
Crit Moves:	***				****					****		
Green Time:	11.4	73.6	73.6	43.3	105	105.5	24.1	24.1	35.5	24.1	24.1	67.4
Volume/Cap:	0.50	0.25	0.43	0.43	0.50	0.50	0.29	0.14	0.35	0.50	0.02	0.11
Uniform Del:	66.6	22.2	24.6	43.3	10.2	10.2	55.4	54.1	47.7	57.5	53.0	23.9
IncrementDel:	3.1	0.0	0.3	0.6	0.1	0.1	0.6	0.2	0.5	1.5	0.0	0.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	69.7	22.2	25.0	43.9	10.3	10.3	56.0	54.3	48.2	59.0	53.0	23.9
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:	69.7	22.2	25.0	43.9	10.3	10.3	56.0	54.3	48.2	59.0	53.0	23.9
LOS by Move:	E	C+	C	D	B+	B+	E+	D-	D	E+	D-	C
HCM2kAvgQ:	3	6	11	8	14	14	4	2	6	7	0	2

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

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

Intersection #21: Bordeaux Dr & W Java Dr

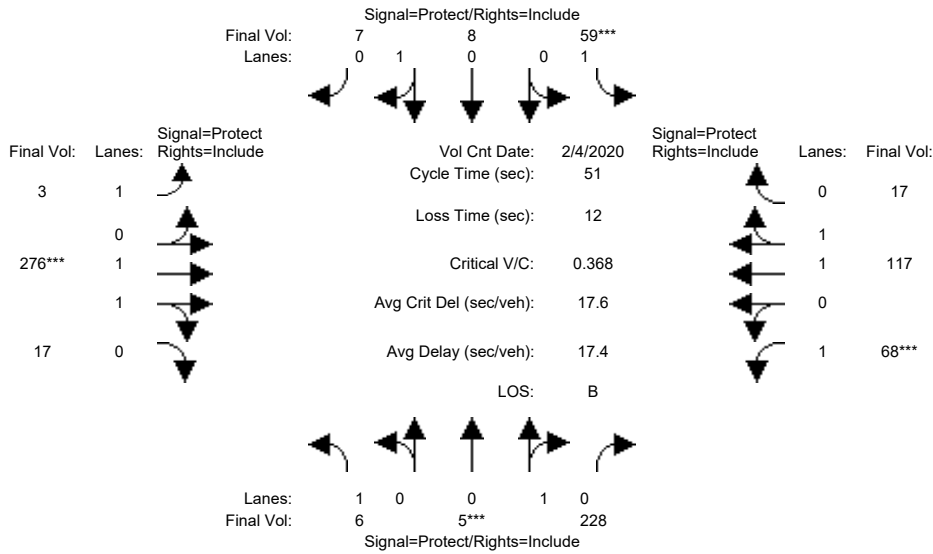


Street Name:	Bordeaux Dr						W Java Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	4 Feb 2020 << 8:30 - 9:30											
Base Vol:	3	5	57	3	20	8	6	122	16	284	297	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:	3	5	57	3	20	8	6	122	16	284	297	50
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	5	57	3	20	8	6	122	16	284	297	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	5	57	3	20	8	6	122	16	284	297	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	5	57	3	20	8	6	122	16	284	297	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	3	5	57	3	20	8	6	122	16	284	297	50
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	0.08	0.92	1.00	0.71	0.29	1.00	1.76	0.24	1.00	1.70	0.30
Final Sat.:	1750	145	1655	1750	1286	514	1750	3271	429	1750	3166	533
Capacity Analysis Module:												
Vol/Sat:	0.00	0.03	0.03	0.00	0.02	0.02	0.00	0.04	0.04	0.16	0.09	0.09
Crit Moves:	****			****			****			****		
Green Time:	7.0	10.0	10.0	7.0	10.0	10.0	15.6	10.0	10.0	28.0	22.4	22.4
Volume/Cap:	0.02	0.23	0.23	0.02	0.10	0.10	0.01	0.25	0.25	0.39	0.28	0.28
Uniform Del:	26.9	25.1	25.1	26.9	24.6	24.6	19.7	25.2	25.2	13.5	16.4	16.4
IncrementDel:	0.0	0.4	0.4	0.0	0.2	0.2	0.0	0.2	0.2	0.3	0.1	0.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	26.9	25.6	25.6	26.9	24.8	24.8	19.8	25.4	25.4	13.9	16.5	16.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.9	25.6	25.6	26.9	24.8	24.8	19.8	25.4	25.4	13.9	16.5	16.5
LOS by Move:	C	C	C	C	C	C	B-	C	C	B	B	B
HCM2kAvgQ:	0	1	1	0	1	1	0	1	1	4	3	3

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

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

Intersection #21: Bordeaux Dr & W Java Dr



Street Name:	Bordeaux Dr						W Java Dr					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
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:	4 Feb 2020	<<	4:45 - 5:45						
Base Vol:	6	5	228	59	8	7	3	276	17	68	117	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	5	228	59	8	7	3	276	17	68	117	17
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	5	228	59	8	7	3	276	17	68	117	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	5	228	59	8	7	3	276	17	68	117	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	5	228	59	8	7	3	276	17	68	117	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	6	5	228	59	8	7	3	276	17	68	117	17

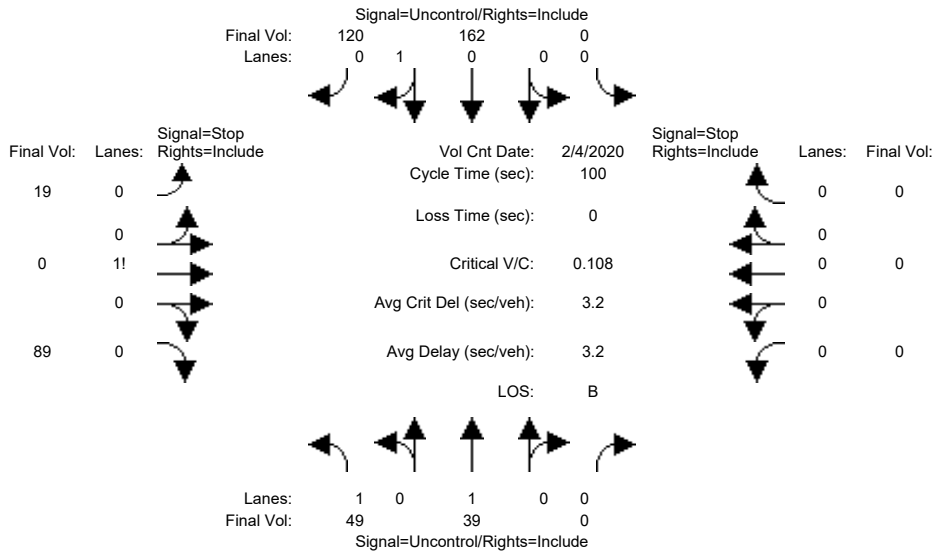
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	0.02	0.98	1.00	0.53	0.47	1.00	1.88	0.12	1.00	1.74	0.26
Final Sat.:	1750	39	1761	1750	960	840	1750	3485	215	1750	3230	469

Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.13	0.03	0.01	0.01	0.00	0.08	0.08	0.04	0.04	0.04
Crit Moves:	****			****			****			****		
Green Time:	9.1	15.0	15.0	7.0	12.9	12.9	7.0	10.0	10.0	7.0	10.0	10.0
Volume/Cap:	0.02	0.44	0.44	0.25	0.03	0.03	0.01	0.40	0.40	0.28	0.18	0.18
Uniform Del:	17.3	14.6	14.6	19.6	14.3	14.3	19.0	17.9	17.9	19.7	17.1	17.1
IncrementDel:	0.0	0.6	0.6	0.5	0.0	0.0	0.0	0.4	0.4	0.6	0.1	0.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	17.3	15.2	15.2	20.2	14.3	14.3	19.0	18.3	18.3	20.4	17.2	17.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.3	15.2	15.2	20.2	14.3	14.3	19.0	18.3	18.3	20.4	17.2	17.2
LOS by Move:	B	B	B	C+	B	B	B-	B-	B-	C+	B	B
HCM2kAvgQ:	0	3	3	1	0	0	0	2	2	1	1	1

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

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

Intersection #22: Bordeaux Dr & 5th Ave



Street Name: Bordeaux Dr 5th Ave
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:	>> Count Date: 4 Feb 2020 << 8:45 - 9:45											
Base Vol:	49	39	0	0	162	120	19	0	89	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	49	39	0	0	162	120	19	0	89	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	49	39	0	0	162	120	19	0	89	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	49	39	0	0	162	120	19	0	89	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	49	39	0	0	162	120	19	0	89	0	0	0

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.4	6.5	6.2	xxxxxx	xxxx	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	4.0	3.3	xxxxxx	xxxx	xxxxxx

Capacity Module:

Cnflct Vol:	282	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	359	359	222	xxxx	xxxx	xxxxxx
Potent Cap.:	1292	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	644	571	823	xxxx	xxxx	xxxxxx
Move Cap.:	1292	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	625	549	823	xxxx	xxxx	xxxxxx
Volume/Cap:	0.04	xxxx	xxxx	xxxx	xxxx	xxxx	0.03	0.00	0.11	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	0.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	7.9	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	779	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	0.5	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	10.4	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	*	*
ApproachDel:	xxxxxxx				xxxxxxx			10.4		xxxxxxx		
ApproachLOS:	*				*			B		*		*

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

Peak Hour Delay Signal Warrant Report

Intersection #22 Bordeaux Dr & 5th Ave

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:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	1 0 1 0 0	0 0 0 1 0	0 0 1! 0 0	0 0 0 0 0
Initial Vol:	49 39 0	0 162 120	19 0 89	0 0 0 0
ApproachDel:	xxxxxxx	xxxxxxx	10.4	xxxxxxx

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.3]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=108]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=478]
FAIL - Total volume less than 650 for intersection
with less than four approaches.

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.

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #22 Bordeaux Dr & 5th Ave

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:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	1 0 1 0 0	0 0 0 1 0	0 0 1! 0 0	0 0 0 0 0
Initial Vol:	49 39 0	0 162 120	19 0 89	0 0 0 0

Major Street Volume: 370
Minor Approach Volume: 108
Minor Approach Volume Threshold: 627

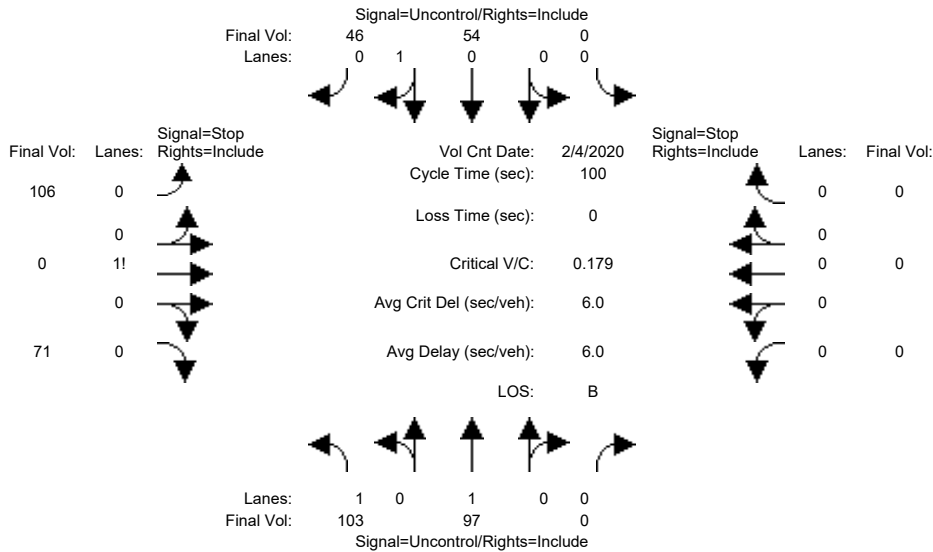
SIGNAL WARRANT DISCLAIMER

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

Intersection #22: Bordeaux Dr & 5th Ave



Street Name: Bordeaux Dr 5th Ave
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:	>>	Count	Date:	4 Feb 2020	<<	5:00 - 6:00						
Base Vol:	103	97	0	0	54	46	106	0	71	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	103	97	0	0	54	46	106	0	71	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	103	97	0	0	54	46	106	0	71	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	103	97	0	0	54	46	106	0	71	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	103	97	0	0	54	46	106	0	71	0	0	0

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.4	6.5	6.2	xxxxxx	xxxx	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	4.0	3.3	xxxxxx	xxxx	xxxxxx

Capacity Module:

Cnflict Vol:	100	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	380	380	77	xxxx	xxxx	xxxxxx
Potent Cap.:	1505	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	626	556	990	xxxx	xxxx	xxxxxx
Move Cap.:	1505	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	593	518	990	xxxx	xxxx	xxxxxx
Volume/Cap:	0.07	xxxx	xxxx	xxxx	xxxx	xxxx	0.18	0.00	0.07	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	0.2	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	7.6	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	707	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	1.0	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	11.8	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	*	*
ApproachDel:	xxxxxxx			xxxxxxx				11.8		xxxxxxx		
ApproachLOS:	*			*				B		*		

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

Peak Hour Delay Signal Warrant Report

Intersection #22 Bordeaux Dr & 5th Ave

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:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	1 0 1 0 0	0 0 0 1 0	0 0 1! 0 0	0 0 0 0 0
Initial Vol:	103 97 0	0 54 46	106 0 71	0 0 0 0
ApproachDel:	xxxxxxx	xxxxxxx	11.8	xxxxxxx

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.6]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=177]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=477]
FAIL - Total volume less than 650 for intersection
with less than four approaches.

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).

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #22 Bordeaux Dr & 5th Ave

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:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	1 0 1 0 0	0 0 0 1 0	0 0 1! 0 0	0 0 0 0 0
Initial Vol:	103 97 0	0 54 46	106 0 71	0 0 0 0

Major Street Volume: 300
Minor Approach Volume: 177
Minor Approach Volume Threshold: 700

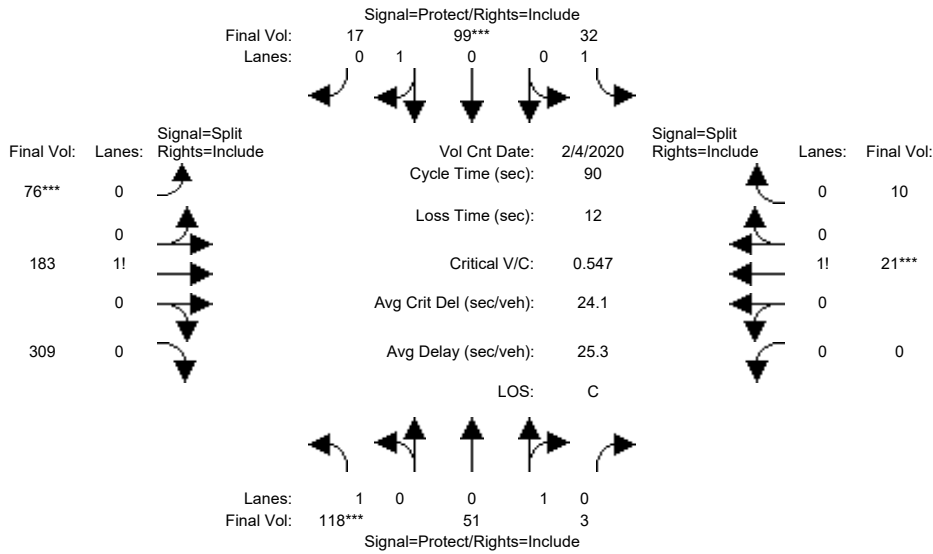
SIGNAL WARRANT DISCLAIMER

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 AM

Intersection #23: Bordeaux Dr & Innovation Way

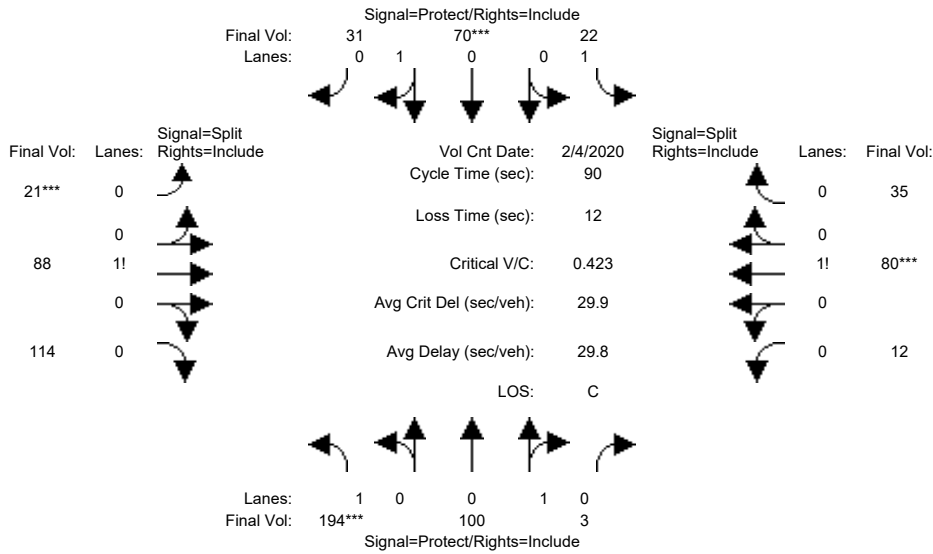


Street Name:	Bordeaux Dr						Innovation Way					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	4 Feb 2020 << 8:30 - 9:30											
Base Vol:	118	51	3	32	99	17	76	183	309	0	21	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	118	51	3	32	99	17	76	183	309	0	21	10
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:	118	51	3	32	99	17	76	183	309	0	21	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	118	51	3	32	99	17	76	183	309	0	21	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	118	51	3	32	99	17	76	183	309	0	21	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	118	51	3	32	99	17	76	183	309	0	21	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.92	0.92	0.95	0.95
Lanes:	1.00	0.94	0.06	1.00	0.85	0.15	0.13	0.32	0.55	0.00	0.68	0.32
Final Sat.:	1750	1700	100	1750	1536	264	234	564	952	0	1219	581
Capacity Analysis Module:												
Vol/Sat:	0.07	0.03	0.03	0.02	0.06	0.06	0.32	0.32	0.32	0.00	0.02	0.02
Crit Moves:	***			****			****			****		
Green Time:	10.0	11.8	11.8	8.2	10.0	10.0	48.0	48.0	48.0	0.0	10.0	10.0
Volume/Cap:	0.61	0.23	0.23	0.20	0.58	0.58	0.61	0.61	0.61	0.00	0.16	0.16
Uniform Del:	38.1	35.1	35.1	37.8	38.0	38.0	14.5	14.5	14.5	0.0	36.2	36.2
IncrementDel:	5.5	0.5	0.5	0.6	4.2	4.2	1.2	1.2	1.2	0.0	0.4	0.4
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00
Delay/Veh:	43.6	35.6	35.6	38.5	42.2	42.2	15.7	15.7	15.7	0.0	36.5	36.5
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:	43.6	35.6	35.6	38.5	42.2	42.2	15.7	15.7	15.7	0.0	36.5	36.5
LOS by Move:	D	D+	D+	D+	D	D	B	B	B	A	D+	D+
HCM2kAvgQ:	4	2	2	1	3	3	12	12	12	0	1	1

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

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

Intersection #23: Bordeaux Dr & Innovation Way



Street Name:	Bordeaux Dr						Innovation Way					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	4 Feb 2020	<< 5:15	- 6:15
Base Vol:	194 100 3	22 70 31	21 88 114	12 80 35	
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	
Initial Bse:	194 100 3	22 70 31	21 88 114	12 80 35	
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:	194 100 3	22 70 31	21 88 114	12 80 35	
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	
PHF Volume:	194 100 3	22 70 31	21 88 114	12 80 35	
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0	
Reduced Vol:	194 100 3	22 70 31	21 88 114	12 80 35	
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	
Final Volume:	194 100 3	22 70 31	21 88 114	12 80 35	

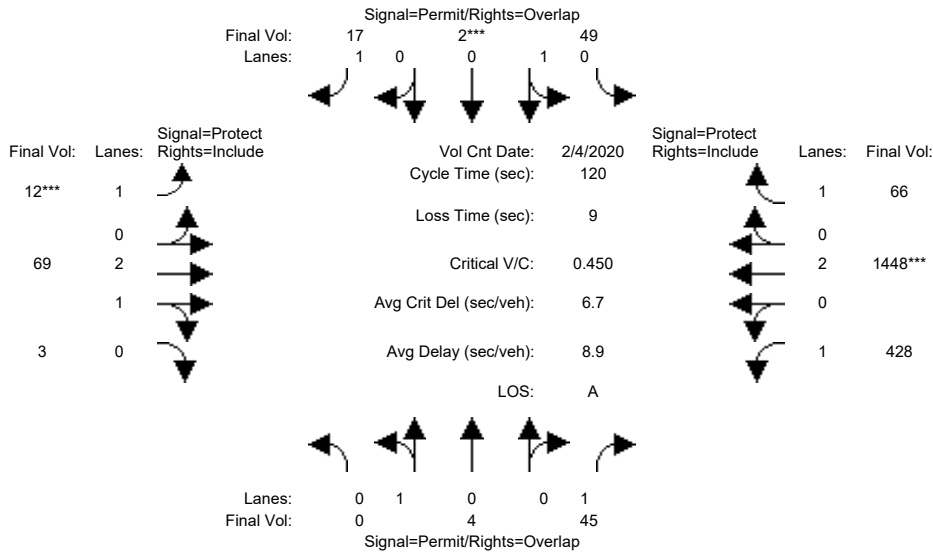
Saturation Flow Module:												
Sat/Lane:	1900 1900 1900	1900 1900 1900	1900 1900 1900	1900 1900 1900	1900 1900 1900	1900 1900 1900						
Adjustment:	0.92 0.95 0.95	0.92 0.95 0.95	0.92 0.95 0.95	0.92 0.92 0.92	0.92 0.92 0.92	0.92 0.92 0.92						
Lanes:	1.00 0.97 0.03	1.00 0.69 0.31	0.09 0.39 0.52	0.09 0.63 0.28								
Final Sat.:	1750 1748 52	1750 1248 552	165 691 895	165 1102 482								

Capacity Analysis Module:												
Vol/Sat:	0.11 0.06 0.06	0.01 0.06 0.06	0.13 0.13 0.13	0.07 0.07 0.07								
Crit Moves:	***	****	****	****								
Green Time:	23.6 20.9 20.9	14.6 11.9 11.9	27.1 27.1 27.1	15.4 15.4 15.4								
Volume/Cap:	0.42 0.25 0.25	0.08 0.42 0.42	0.42 0.42 0.42	0.42 0.42 0.42								
Uniform Del:	27.6 28.2 28.2	32.0 35.9 35.9	25.2 25.2 25.2	33.3 33.3 33.3								
IncrementDel:	0.6 0.3 0.3	0.1 1.2 1.2	0.6 0.6 0.6	1.0 1.0 1.0								
InitQueueDel:	0.0 0.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0								
Delay Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00								
Delay/Veh:	28.2 28.5 28.5	32.1 37.1 37.1	25.8 25.8 25.8	34.3 34.3 34.3								
User DelAdj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00								
AdjDel/Veh:	28.2 28.5 28.5	32.1 37.1 37.1	25.8 25.8 25.8	34.3 34.3 34.3								
LOS by Move:	C C C	C- D+ D+	C C C	C- C- C-								
HCM2kAvgQ:	5 3 3	1 3 3	5 5 5	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 AM

Intersection #24: Borregas Ave/Carl Rd & Caribbean Dr



Street Name:	Borregas Ave/Carl Rd						Caribbean Dr					
	North Bound			South Bound			East Bound			West Bound		
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:	4 Feb 2020	<<	8:45 - 9:45						
Base Vol:	0	4	45	49	2	17	12	69	3	428	1448	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:	0	4	45	49	2	17	12	69	3	428	1448	66
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	4	45	49	2	17	12	69	3	428	1448	66
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	4	45	49	2	17	12	69	3	428	1448	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	4	45	49	2	17	12	69	3	428	1448	66
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	4	45	49	2	17	12	69	3	428	1448	66

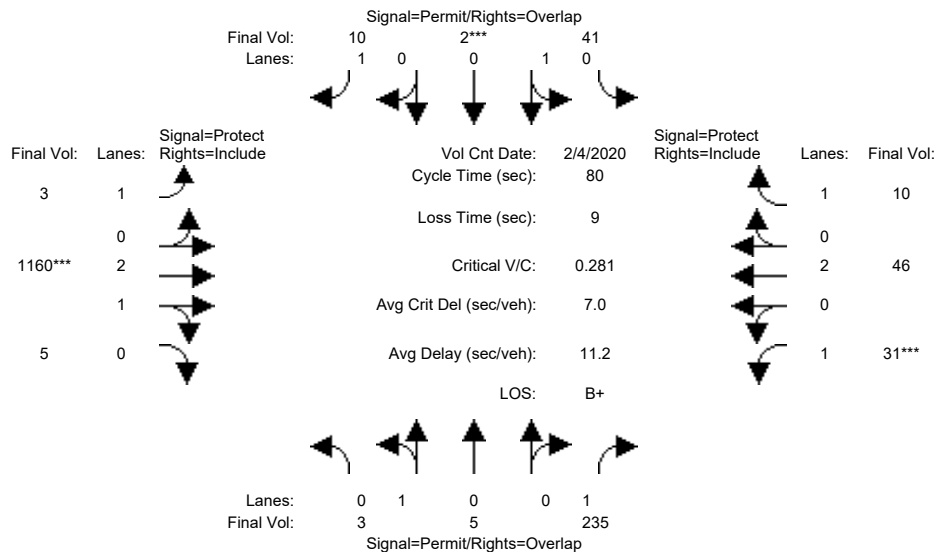
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	0.96	0.04	1.00	1.00	2.87	0.13	1.00	2.00	1.00
Final Sat.:	0	1800	1750	1729	71	1750	1750	5366	233	1750	3800	1750

Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.03	0.03	0.03	0.01	0.01	0.01	0.01	0.24	0.38	0.04
Crit Moves:					****		****				****	
Green Time:	0.0	10.0	85.3	10.0	10.0	17.0	7.0	25.7	25.7	75.3	94.0	94.0
Volume/Cap:	0.00	0.03	0.04	0.34	0.34	0.07	0.12	0.06	0.06	0.39	0.49	0.05
Uniform Del:	0.0	50.5	5.1	51.9	51.9	44.6	53.6	37.6	37.6	11.0	4.6	2.9
IncrementDel:	0.0	0.1	0.0	1.4	1.4	0.1	0.5	0.0	0.0	0.2	0.1	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	0.0	50.6	5.2	53.2	53.2	44.8	54.1	37.6	37.6	11.2	4.7	2.9
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	50.6	5.2	53.2	53.2	44.8	54.1	37.6	37.6	11.2	4.7	2.9
LOS by Move:	A	D	A	D-	D-	D	D-	D+	D+	B+	A	A
HCM2kAvgQ:	0	0	1	2	2	1	1	1	1	8	9	1

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

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

Intersection #24: Borregas Ave/Carl Rd & Caribbean Dr



Street Name:	Borregas Ave/Carl Rd						Caribbean Dr					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
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:	4 Feb 2020	<<	4:30 - 5:30											
Base Vol:	3	5	235	41	2	10	3	1160	5	31	46	10					
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Initial Bse:	3	5	235	41	2	10	3	1160	5	31	46	10					
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0					
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0					
Initial Fut:	3	5	235	41	2	10	3	1160	5	31	46	10					
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Volume:	3	5	235	41	2	10	3	1160	5	31	46	10					
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0					
Reduced Vol:	3	5	235	41	2	10	3	1160	5	31	46	10					
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Final Volume:	3	5	235	41	2	10	3	1160	5	31	46	10					

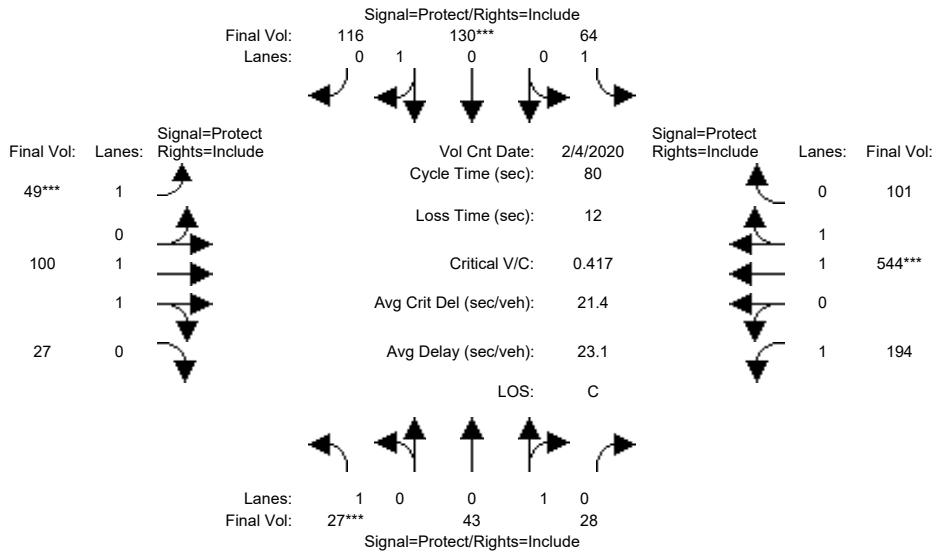
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	0.37	0.63	1.00	0.95	0.05	1.00	1.00	2.99	0.01	1.00	2.00	1.00
Final Sat.:	675	1125	1750	1716	84	1750	1750	5576	24	1750	3800	1750

Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.13	0.02	0.02	0.01	0.00	0.21	0.21	0.02	0.01	0.01
Crit Moves:					****			****		****		
Green Time:	10.0	10.0	17.0	10.0	10.0	35.1	25.1	54.0	54.0	7.0	35.9	35.9
Volume/Cap:	0.04	0.04	0.63	0.19	0.19	0.01	0.01	0.31	0.31	0.20	0.03	0.01
Uniform Del:	30.8	30.8	28.7	31.4	31.4	12.7	18.9	5.3	5.3	33.9	12.3	12.2
IncrementDel:	0.1	0.1	3.5	0.4	0.4	0.0	0.0	0.0	0.0	0.7	0.0	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	30.8	30.8	32.2	31.8	31.8	12.7	18.9	5.4	5.4	34.6	12.3	12.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.8	30.8	32.2	31.8	31.8	12.7	18.9	5.4	5.4	34.6	12.3	12.2
LOS by Move:	C	C	C-	C	C	B	B-	A	A	C-	B	B
HCM2kAvgQ:	0	0	6	1	1	0	0	4	4	1	0	0

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

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

Intersection #25: Borregas Ave & Java Dr

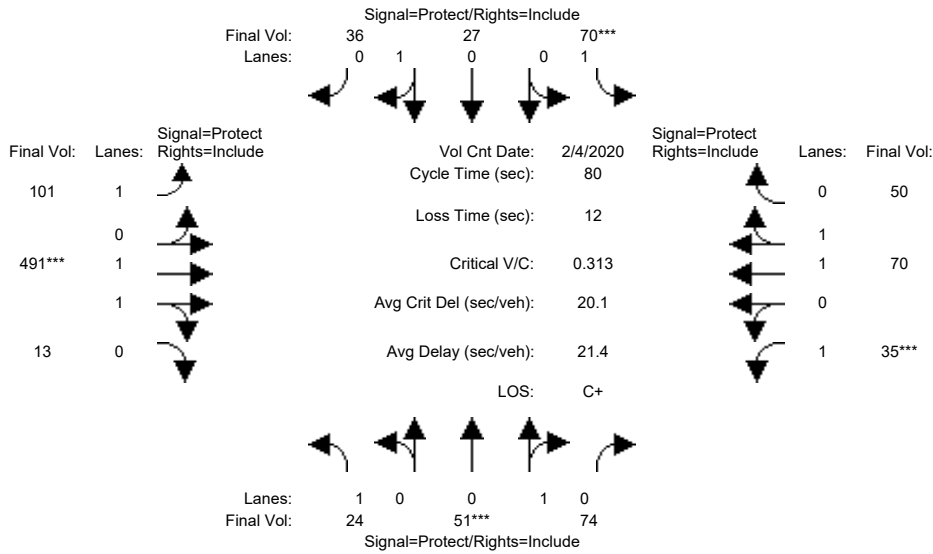


Street Name:	Borregas Ave						Java Dr					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 4 Feb 2020 << 8:45 - 9:45												
Base Vol:	27	43	28	64	130	116	49	100	27	194	544	101
Growth Adj:	1.00	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	43	28	64	130	116	49	100	27	194	544	101
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	43	28	64	130	116	49	100	27	194	544	101
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	27	43	28	64	130	116	49	100	27	194	544	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	43	28	64	130	116	49	100	27	194	544	101
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	27	43	28	64	130	116	49	100	27	194	544	101
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	0.61	0.39	1.00	0.53	0.47	1.00	1.56	0.44	1.00	1.68	0.32
Final Sat.:	1750	1090	710	1750	951	849	1750	2913	786	1750	3120	579
Capacity Analysis Module:												
Vol/Sat:	0.02	0.04	0.04	0.04	0.14	0.14	0.03	0.03	0.03	0.11	0.17	0.17
Crit Moves:	***				***		***				***	
Green Time:	7.0	18.1	18.1	12.7	23.7	23.7	7.0	19.8	19.8	17.5	30.3	30.3
Volume/Cap:	0.18	0.17	0.17	0.23	0.46	0.46	0.32	0.14	0.14	0.51	0.46	0.46
Uniform Del:	33.8	25.0	25.0	29.4	22.9	22.9	34.3	23.5	23.5	27.4	18.7	18.7
IncrementDel:	0.6	0.2	0.2	0.4	0.6	0.6	1.2	0.1	0.1	1.1	0.2	0.2
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	34.4	25.2	25.2	29.9	23.6	23.6	35.5	23.6	23.6	28.5	19.0	19.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.4	25.2	25.2	29.9	23.6	23.6	35.5	23.6	23.6	28.5	19.0	19.0
LOS by Move:	C-	C	C	C	C	C	D+	C	C	C	B-	B-
HCM2kAvgQ:	1	2	2	1	5	5	1	1	1	4	6	6

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

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

Intersection #25: Borregas Ave & Java Dr



Street Name:	Borregas Ave						Java Dr					
	North Bound			South Bound			East Bound			West Bound		
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:	4 Feb 2020	<<	4:45 - 5:45						
Base Vol:	24	51	74	70	27	36	101	491	13	35	70	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:	24	51	74	70	27	36	101	491	13	35	70	50
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:	24	51	74	70	27	36	101	491	13	35	70	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	24	51	74	70	27	36	101	491	13	35	70	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	51	74	70	27	36	101	491	13	35	70	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	24	51	74	70	27	36	101	491	13	35	70	50

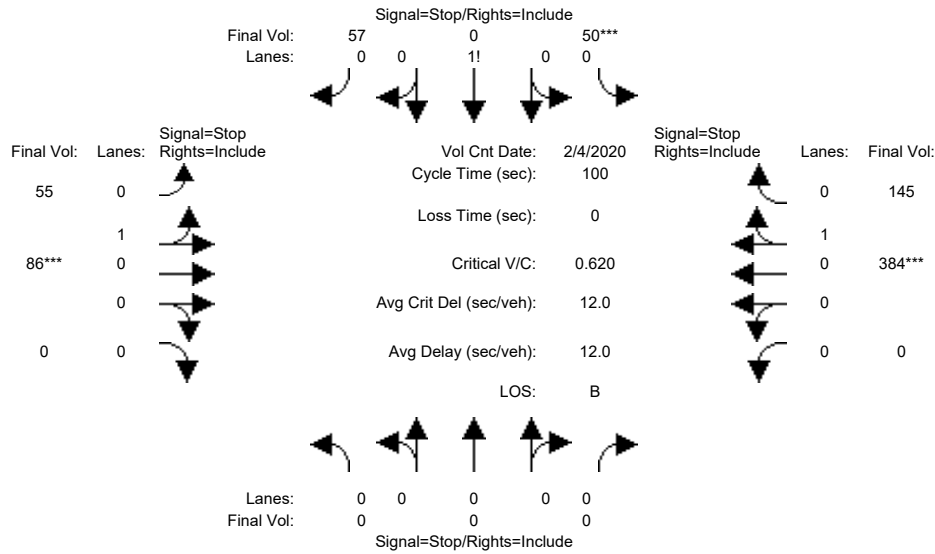
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.97	0.95	0.92	0.99	0.95
Lanes:	1.00	0.41	0.59	1.00	0.43	0.57	1.00	1.95	0.05	1.00	1.14	0.86
Final Sat.:	1750	734	1066	1750	771	1029	1750	3604	95	1750	2157	1541

Capacity Analysis Module:												
Vol/Sat:	0.01	0.07	0.07	0.04	0.04	0.04	0.06	0.14	0.14	0.02	0.03	0.03
Crit Moves:	****			****			****			****		
Green Time:	11.2	17.2	17.2	9.9	16.0	16.0	16.8	33.8	33.8	7.0	24.0	24.0
Volume/Cap:	0.10	0.32	0.32	0.32	0.18	0.18	0.27	0.32	0.32	0.23	0.11	0.11
Uniform Del:	30.0	26.5	26.5	32.0	26.5	26.5	26.5	15.4	15.4	34.0	20.2	20.2
IncrementDel:	0.2	0.5	0.5	0.9	0.2	0.2	0.4	0.1	0.1	0.8	0.0	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	30.2	26.9	26.9	32.8	26.8	26.8	26.9	15.5	15.5	34.8	20.3	20.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.2	26.9	26.9	32.8	26.8	26.8	26.9	15.5	15.5	34.8	20.3	20.3
LOS by Move:	C	C	C	C-	C	C	C	B	B	C-	C+	C+
HCM2kAvgQ:	1	3	3	2	1	1	2	4	4	1	1	1

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

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

Intersection #26: Borregas Ave & Moffett Park Dr



Street Name:	Borregas Ave						Moffett Park Dr					
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: 4 Feb 2020 << 8:30 - 9:30												
Base Vol:	0	0	0	50	0	57	55	86	0	0	384	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:	0	0	0	50	0	57	55	86	0	0	384	145
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	50	0	57	55	86	0	0	384	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	50	0	57	55	86	0	0	384	145
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	50	0	57	55	86	0	0	384	145
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	50	0	57	55	86	0	0	384	145
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:	0.00	0.00	0.00	0.47	0.00	0.53	0.39	0.61	0.00	0.00	0.73	0.27
Final Sat.:	0	0	0	304	0	346	285	445	0	0	619	234
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.16	xxxx	0.16	0.19	0.19	xxxx	xxxx	0.62	0.62
Crit Moves:				****				****			****	
Delay/Veh:	0.0	0.0	0.0	8.9	0.0	8.9	8.9	8.9	0.0	0.0	13.5	13.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	8.9	0.0	8.9	8.9	8.9	0.0	0.0	13.5	13.5
LOS by Move:	*	*	*	A	*	A	A	A	*	*	B	B
ApproachDel:	xxxxxx				8.9			8.9			13.5	
Delay Adj:	xxxxxx				1.00			1.00			1.00	
ApprAdjDel:	xxxxxx				8.9			8.9			13.5	
LOS by Appr:	*			A			A			B		
AllWayAvgQ:	0.0	0.0	0.0	0.2	0.2	0.2	0.2	0.2	0.2	1.5	1.5	1.5

Note: Queue reported is the number of cars per lane.
 Peak Hour Volume Signal Warrant Report [Urban]

 Intersection #26 Borregas Ave & Moffett Park Dr

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	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Initial Vol:	0	0	0		50	0	57		55	86	0		0	384	145	
Major Street Volume:					670											
Minor Approach Volume:					107											
Minor Approach Volume Threshold:					326											

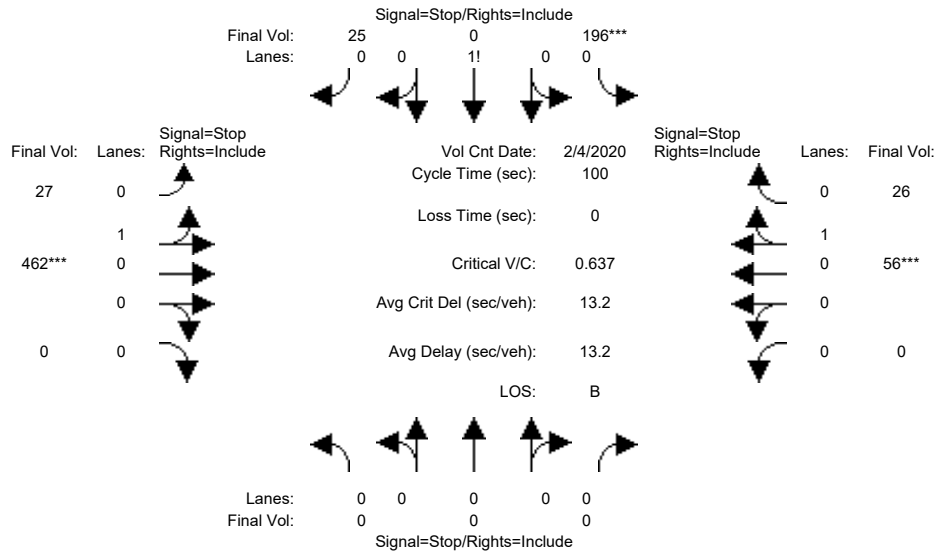
SIGNAL WARRANT DISCLAIMER

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 PM

Intersection #26: Borregas Ave & Moffett Park Dr



Street Name:	Borregas Ave						Moffett Park Dr					
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: 4 Feb 2020 << 4:30 - 5:30												
Base Vol:	0	0	0	196	0	25	27	462	0	0	56	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	196	0	25	27	462	0	0	56	26
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	196	0	25	27	462	0	0	56	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	196	0	25	27	462	0	0	56	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	196	0	25	27	462	0	0	56	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	196	0	25	27	462	0	0	56	26
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:	0.00	0.00	0.00	0.89	0.00	0.11	0.06	0.94	0.00	0.00	0.68	0.32
Final Sat.:	0	0	0	567	0	72	42	725	0	0	477	221
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.35	xxxx	0.35	0.64	0.64	xxxx	xxxx	0.12	0.12
Crit Moves:				****				****			****	
Delay/Veh:	0.0	0.0	0.0	10.8	0.0	10.8	15.0	15.0	0.0	0.0	8.5	8.5
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:	0.0	0.0	0.0	10.8	0.0	10.8	15.0	15.0	0.0	0.0	8.5	8.5
LOS by Move:	*	*	*	B	*	B	C	C	*	*	A	A
ApproachDel:	xxxxxx				10.8			15.0			8.5	
Delay Adj:	xxxxxx				1.00			1.00			1.00	
ApprAdjDel:	xxxxxx				10.8			15.0			8.5	
LOS by Appr:	*				B			C			A	
AllWayAvgQ:	0.0	0.0	0.0	0.4	0.4	0.4	1.6	1.6	1.6	0.1	0.1	0.1

Note: Queue reported is the number of cars per lane.
 Peak Hour Volume Signal Warrant Report [Urban]

 Intersection #26 Borregas Ave & Moffett Park Dr

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	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Initial Vol:	0	0	0	0	196	0	25		27	462	0	0	0	56	26	
Major Street Volume:					571											
Minor Approach Volume:					221											
Minor Approach Volume Threshold:					369											

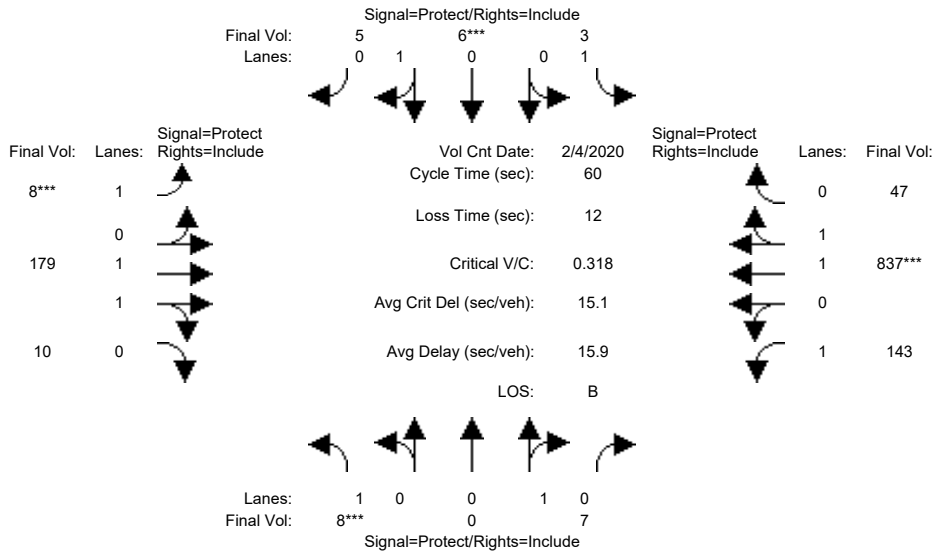
SIGNAL WARRANT DISCLAIMER

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 AM

Intersection #27: Geneva Dr & E Java Dr



Street Name:	Geneva Dr						E Java Dr					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	4 Feb 2020	<<	8:45 - 9:45						
Base Vol:	8	0	7	3	6	5	8	179	10	143	837	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:	8	0	7	3	6	5	8	179	10	143	837	47
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	0	7	3	6	5	8	179	10	143	837	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	0	7	3	6	5	8	179	10	143	837	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	0	7	3	6	5	8	179	10	143	837	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
Final Volume:	8	0	7	3	6	5	8	179	10	143	837	47

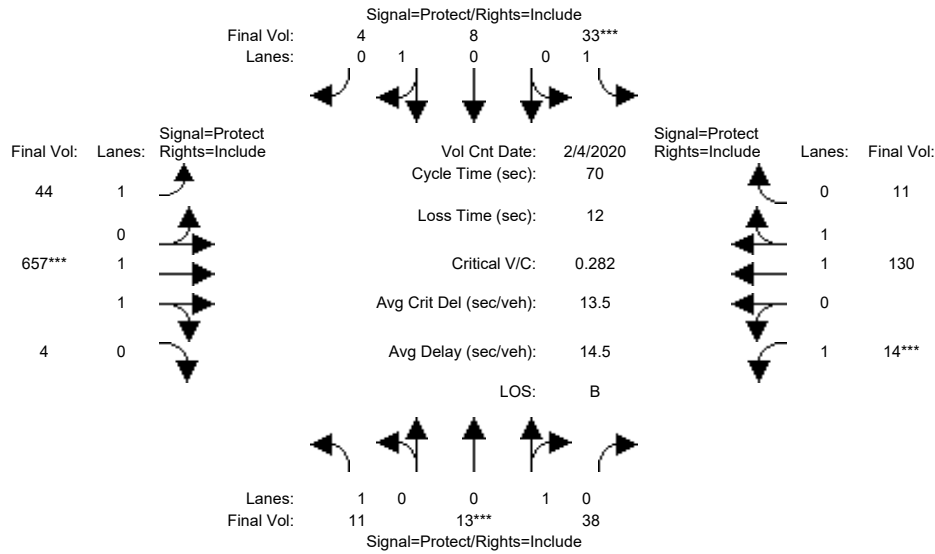
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	0.95	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	0.00	1.00	1.00	0.55	0.45	1.00	1.89	0.11	1.00	1.89	0.11
Final Sat.:	1750	0	1800	1750	982	818	1750	3504	196	1750	3503	197

Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.01	0.01	0.00	0.05	0.05	0.08	0.24	0.24
Crit Moves:	****			****			****			****		
Green Time:	7.0	0.0	10.0	7.0	10.0	10.0	7.0	18.2	18.2	12.8	24.0	24.0
Volume/Cap:	0.04	0.00	0.02	0.01	0.04	0.04	0.04	0.17	0.17	0.38	0.60	0.60
Uniform Del:	23.5	0.0	20.9	23.4	21.0	21.0	23.5	15.3	15.3	20.2	14.2	14.2
IncrementDel:	0.1	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.7	0.7	0.7
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	23.6	0.0	20.9	23.5	21.0	21.0	23.6	15.4	15.4	20.9	14.9	14.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.6	0.0	20.9	23.5	21.0	21.0	23.6	15.4	15.4	20.9	14.9	14.9
LOS by Move:	C	A	C+	C	C+	C+	C	B	B	C+	B	B
HCM2kAvgQ:	0	0	0	0	0	0	0	1	1	2	7	7

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

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

Intersection #27: Geneva Dr & E Java Dr



Street Name:	Geneva Dr						E Java Dr					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
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:	4 Feb 2020	<<	4:45 - 5:45						
Base Vol:	11	13	38	33	8	4	44	657	4	14	130	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	13	38	33	8	4	44	657	4	14	130	11
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	13	38	33	8	4	44	657	4	14	130	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	13	38	33	8	4	44	657	4	14	130	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	13	38	33	8	4	44	657	4	14	130	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	11	13	38	33	8	4	44	657	4	14	130	11

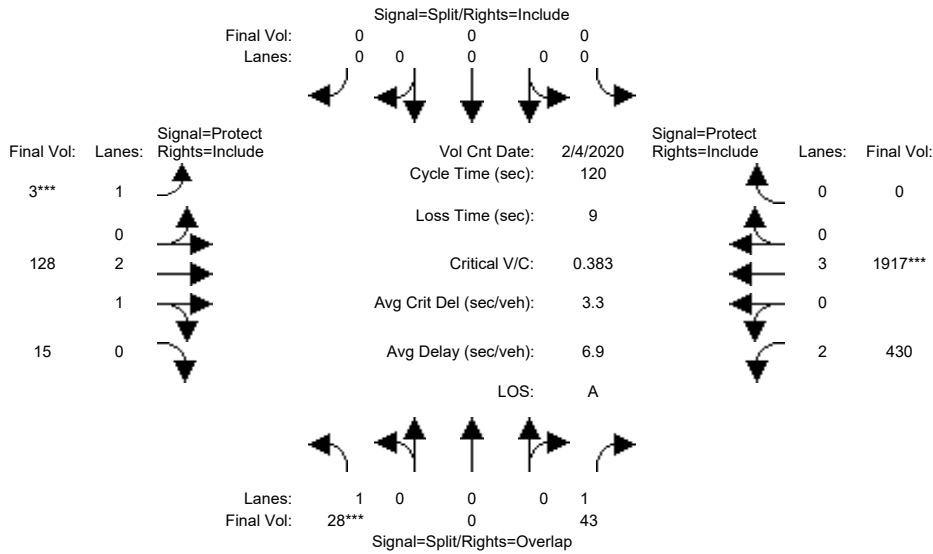
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	1.00	0.25	0.75	1.00	0.67	0.33	1.00	1.99	0.01	1.00	1.84	0.16
Final Sat.:	1750	459	1341	1750	1200	600	1750	3678	22	1750	3411	289

Capacity Analysis Module:												
Vol/Sat:	0.01	0.03	0.03	0.02	0.01	0.01	0.03	0.18	0.18	0.01	0.04	0.04
Crit Moves:	****			****			****			****		
Green Time:	7.0	10.0	10.0	7.0	10.0	10.0	16.9	34.0	34.0	7.0	24.1	24.1
Volume/Cap:	0.06	0.20	0.20	0.19	0.05	0.05	0.10	0.37	0.37	0.08	0.11	0.11
Uniform Del:	28.5	26.5	26.5	28.9	25.9	25.9	20.7	11.3	11.3	28.6	15.6	15.6
IncrementDel:	0.2	0.4	0.4	0.5	0.1	0.1	0.1	0.1	0.1	0.2	0.0	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	28.7	26.8	26.8	29.4	26.0	26.0	20.8	11.4	11.4	28.8	15.7	15.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.7	26.8	26.8	29.4	26.0	26.0	20.8	11.4	11.4	28.8	15.7	15.7
LOS by Move:	C	C	C	C	C	C	C+	B+	B+	C	B	B
HCM2kAvgQ:	0	1	1	1	0	0	1	4	4	0	1	1

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

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

Intersection #28: Crossman Ave & Caribbean Dr

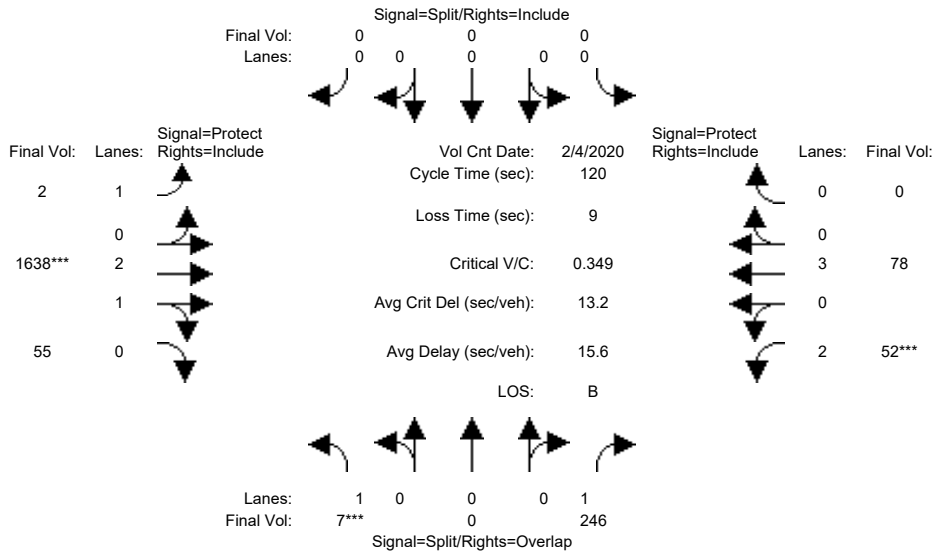


Street Name:	Crossman Ave						Caribbean Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	4 Feb 2020 << 8:15 - 9:15											
Base Vol:	28	0	43	0	0	0	3	128	15	430	1917	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:	28	0	43	0	0	0	3	128	15	430	1917	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:	28	0	43	0	0	0	3	128	15	430	1917	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	28	0	43	0	0	0	3	128	15	430	1917	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	0	43	0	0	0	3	128	15	430	1917	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:	28	0	43	0	0	0	3	128	15	430	1917	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95	0.83	1.00	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	1.00	2.67	0.33	2.00	3.00	0.00
Final Sat.:	1750	0	1750	0	0	0	1750	5012	587	3150	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.02	0.00	0.00	0.00	0.00	0.03	0.03	0.14	0.34	0.00
Crit Moves:	***						***			***		
Green Time:	10.0	0.0	72.7	0.0	0.0	0.0	0.5	38.3	38.3	62.7	100	0.0
Volume/Cap:	0.19	0.00	0.04	0.00	0.00	0.00	0.40	0.08	0.08	0.26	0.40	0.00
Uniform Del:	51.2	0.0	9.6	0.0	0.0	0.0	59.6	28.6	28.6	15.8	2.4	0.0
IncrementDel:	0.6	0.0	0.0	0.0	0.0	0.0	31.8	0.0	0.0	0.1	0.1	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	51.9	0.0	9.6	0.0	0.0	0.0	91.4	28.6	28.6	15.9	2.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.9	0.0	9.6	0.0	0.0	0.0	91.4	28.6	28.6	15.9	2.4	0.0
LOS by Move:	D-	A	A	A	A	A	F	C	C	B	A	A
HCM2kAvgQ:	1	0	1	0	0	0	0	1	1	5	6	0

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

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

Intersection #28: Crossman Ave & Caribbean Dr

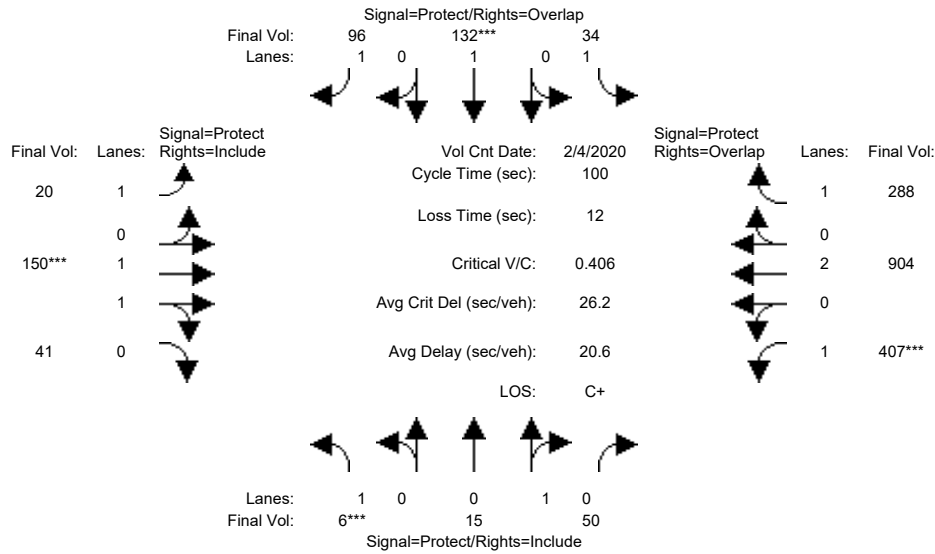


Street Name:	Crossman Ave						Caribbean Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 4 Feb 2020 << 4:30 - 5:30												
Base Vol:	7	0	246	0	0	0	2	1638	55	52	78	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:	7	0	246	0	0	0	2	1638	55	52	78	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:	7	0	246	0	0	0	2	1638	55	52	78	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	0	246	0	0	0	2	1638	55	52	78	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	0	246	0	0	0	2	1638	55	52	78	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
Final Volume:	7	0	246	0	0	0	2	1638	55	52	78	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.83	1.00	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	1.00	2.90	0.10	2.00	3.00	0.00
Final Sat.:	1750	0	1750	0	0	0	1750	5418	182	3150	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.14	0.00	0.00	0.00	0.00	0.30	0.30	0.02	0.01	0.00
Crit Moves:	***						***			***		
Green Time:	28.3	0.0	35.3	0.0	0.0	0.0	1.1	75.7	75.7	7.0	81.6	0.0
Volume/Cap:	0.02	0.00	0.48	0.00	0.00	0.00	0.12	0.48	0.48	0.28	0.02	0.00
Uniform Del:	35.2	0.0	34.8	0.0	0.0	0.0	59.0	11.7	11.7	54.1	6.2	0.0
IncrementDel:	0.0	0.0	0.7	0.0	0.0	0.0	3.4	0.1	0.1	0.8	0.0	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	35.2	0.0	35.5	0.0	0.0	0.0	62.3	11.8	11.8	54.9	6.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.2	0.0	35.5	0.0	0.0	0.0	62.3	11.8	11.8	54.9	6.2	0.0
LOS by Move:	D+	A	D+	A	A	A	E	B+	B+	D-	A	A
HCM2kAvgQ:	0	0	8	0	0	0	0	11	11	1	0	0

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

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

Intersection #29: Crossman Ave & E Java Dr



Street Name:	Crossman Ave						E Java Dr					
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:	4 Feb 2020	<<	8:45 - 9:45						
Base Vol:	6	15	50	34	132	96	20	150	41	407	904	288
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	15	50	34	132	96	20	150	41	407	904	288
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:	6	15	50	34	132	96	20	150	41	407	904	288
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	15	50	34	132	96	20	150	41	407	904	288
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	15	50	34	132	96	20	150	41	407	904	288
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	6	15	50	34	132	96	20	150	41	407	904	288

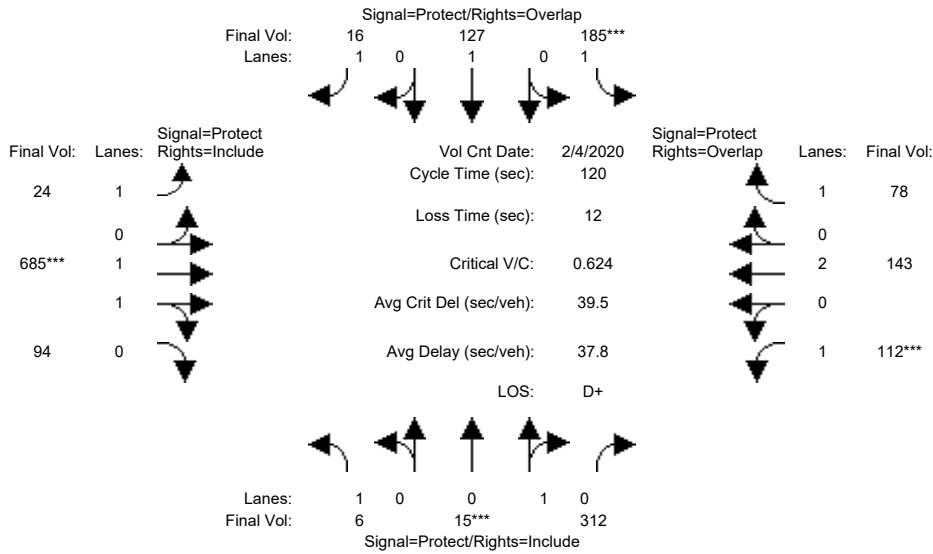
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	0.23	0.77	1.00	1.00	1.00	1.00	1.56	0.44	1.00	2.00	1.00
Final Sat.:	1750	415	1385	1750	1900	1750	1750	2905	794	1750	3800	1750

Capacity Analysis Module:												
Vol/Sat:	0.00	0.04	0.04	0.02	0.07	0.05	0.01	0.05	0.05	0.23	0.24	0.16
Crit Moves:	***			***			***			***		
Green Time:	7.0	13.5	13.5	9.4	15.9	30.7	14.8	11.8	11.8	53.3	50.3	59.7
Volume/Cap:	0.05	0.27	0.27	0.21	0.44	0.18	0.08	0.44	0.44	0.44	0.47	0.28
Uniform Del:	43.4	38.8	38.8	41.8	38.0	25.4	36.7	41.0	41.0	14.2	16.2	9.7
IncrementDel:	0.2	0.6	0.6	0.6	1.0	0.2	0.1	0.7	0.7	0.3	0.2	0.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	43.6	39.4	39.4	42.4	39.0	25.6	36.8	41.7	41.7	14.6	16.4	9.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.6	39.4	39.4	42.4	39.0	25.6	36.8	41.7	41.7	14.6	16.4	9.9
LOS by Move:	D	D	D	D	D	C	D+	D	D	B	B	A
HCM2kAvgQ:	0	2	2	1	4	2	1	3	3	8	9	5

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

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

Intersection #29: Crossman Ave & E Java Dr



Street Name:	Crossman Ave						E Java Dr					
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:	4 Feb 2020	<<	5:00 - 6:00						
Base Vol:	6	15	312	185	127	16	24	685	94	112	143	78
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	15	312	185	127	16	24	685	94	112	143	78
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:	6	15	312	185	127	16	24	685	94	112	143	78
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	15	312	185	127	16	24	685	94	112	143	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	15	312	185	127	16	24	685	94	112	143	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
Final Volume:	6	15	312	185	127	16	24	685	94	112	143	78

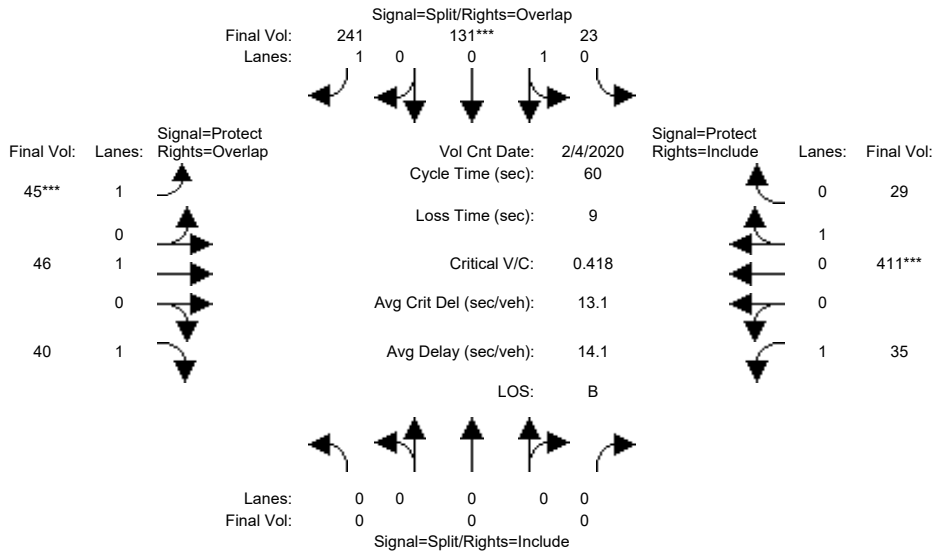
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	0.05	0.95	1.00	1.00	1.00	1.00	1.75	0.25	1.00	2.00	1.00
Final Sat.:	1750	83	1717	1750	1900	1750	1750	3253	446	1750	3800	1750

Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.18	0.11	0.07	0.01	0.01	0.21	0.21	0.06	0.04	0.04
Crit Moves:	****			****			****			****		
Green Time:	22.7	34.9	34.9	20.3	32.5	54.2	21.7	40.5	40.5	12.3	31.0	51.4
Volume/Cap:	0.02	0.62	0.62	0.62	0.25	0.02	0.08	0.62	0.62	0.62	0.15	0.10
Uniform Del:	39.5	36.9	36.9	46.3	34.2	18.2	40.8	33.4	33.4	51.6	34.3	20.5
IncrementDel:	0.0	2.4	2.4	4.1	0.3	0.0	0.1	1.0	1.0	6.7	0.1	0.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	39.6	39.2	39.2	50.4	34.4	18.2	40.9	34.4	34.4	58.4	34.3	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:	39.6	39.2	39.2	50.4	34.4	18.2	40.9	34.4	34.4	58.4	34.3	20.6
LOS by Move:	D	D	D	D	C-	B-	D	C-	C-	E+	C-	C+
HCM2kAvgQ:	0	11	11	7	3	0	1	12	12	5	2	2

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

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

Intersection #30: Crossman Ave & Moffett Park Dr

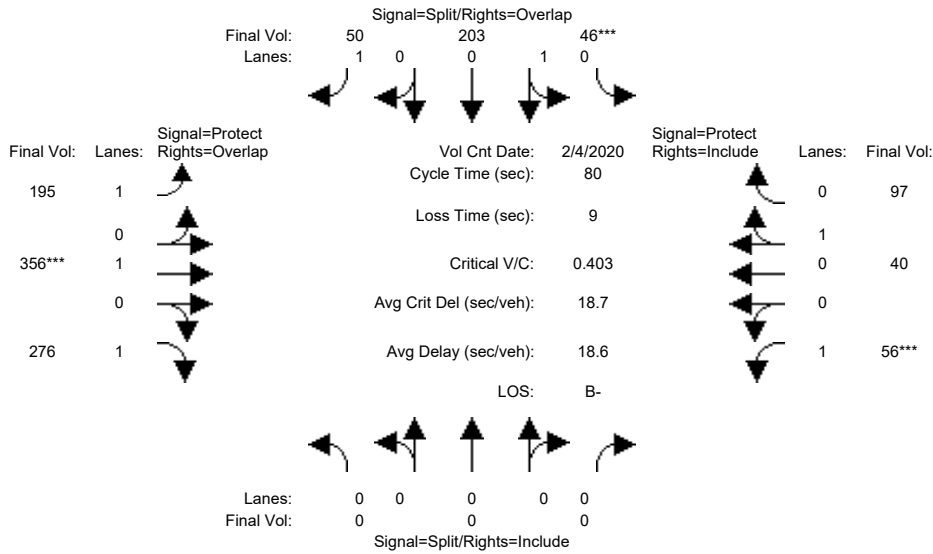


Street Name:	Crossman Ave						Moffett Park Dr					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 4 Feb 2020 << 8:30 - 9:30												
Base Vol:	0	0	0	23	131	241	45	46	40	35	411	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:	0	0	0	23	131	241	45	46	40	35	411	29
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	23	131	241	45	46	40	35	411	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	23	131	241	45	46	40	35	411	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	23	131	241	45	46	40	35	411	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	23	131	241	45	46	40	35	411	29
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	0.00	0.00	0.00	0.15	0.85	1.00	1.00	1.00	1.00	1.00	0.93	0.07
Final Sat.:	0	0	0	269	1531	1750	1750	1900	1750	1750	1681	119
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.09	0.14	0.03	0.02	0.02	0.02	0.24	0.24
Crit Moves:				****			****			****		
Green Time:	0.0	0.0	0.0	11.4	11.4	18.4	7.0	23.3	23.3	16.3	32.6	32.6
Volume/Cap:	0.00	0.00	0.00	0.45	0.45	0.45	0.22	0.06	0.06	0.07	0.45	0.45
Uniform Del:	0.0	0.0	0.0	21.5	21.5	16.7	24.0	11.5	11.5	16.2	8.3	8.3
IncrementDel:	0.0	0.0	0.0	0.9	0.9	0.6	0.5	0.0	0.0	0.1	0.3	0.3
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	22.5	22.5	17.3	24.6	11.5	11.5	16.3	8.6	8.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	22.5	22.5	17.3	24.6	11.5	11.5	16.3	8.6	8.6
LOS by Move:	A	A	A	C+	C+	B	C	B+	B+	B	A	A
HCM2kAvgQ:	0	0	0	3	3	4	1	1	1	1	5	5

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

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

Intersection #30: Crossman Ave & Moffett Park Dr

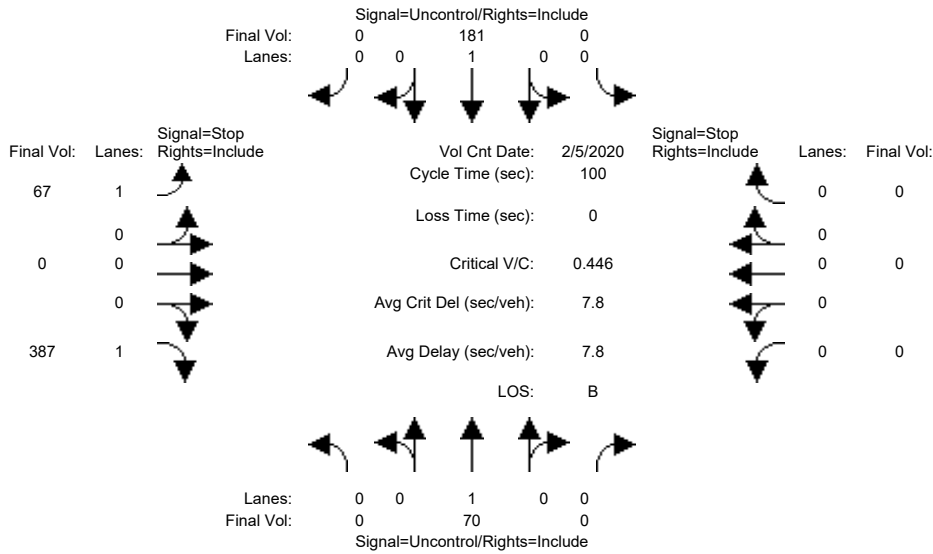


Street Name:	Crossman Ave						Moffett Park Dr					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 4 Feb 2020 << 5:00 - 6:00												
Base Vol:	0	0	0	46	203	50	195	356	276	56	40	97
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	46	203	50	195	356	276	56	40	97
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	46	203	50	195	356	276	56	40	97
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	46	203	50	195	356	276	56	40	97
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	46	203	50	195	356	276	56	40	97
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	46	203	50	195	356	276	56	40	97
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	0.00	0.00	0.00	0.18	0.82	1.00	1.00	1.00	1.00	1.00	0.29	0.71
Final Sat.:	0	0	0	333	1467	1750	1750	1900	1750	1750	526	1274
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.14	0.14	0.03	0.11	0.19	0.16	0.03	0.08	0.08
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	27.2	27.2	47.8	20.7	36.8	36.8	7.0	23.2	23.2
Volume/Cap:	0.00	0.00	0.00	0.41	0.41	0.05	0.43	0.41	0.34	0.37	0.26	0.26
Uniform Del:	0.0	0.0	0.0	20.2	20.2	6.7	24.8	14.3	13.8	34.4	21.9	21.9
IncrementDel:	0.0	0.0	0.0	0.4	0.4	0.0	0.7	0.3	0.3	1.5	0.3	0.3
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	20.7	20.7	6.7	25.4	14.7	14.1	35.9	22.1	22.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	20.7	20.7	6.7	25.4	14.7	14.1	35.9	22.1	22.1
LOS by Move:	A	A	A	C+	C+	A	C	B	B	D+	C+	C+
HCM2kAvgQ:	0	0	0	5	5	1	5	6	5	2	3	3

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

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

Intersection #31: Persian Dr & SR 237 EB Off-Ramp



Street Name: Persian Dr SR 237 EB Off-Ramp
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:	>> Count Date: 5 Feb 2020 << 8:45 - 9:45											
Base Vol:	0	70	0	0	181	0	67	0	387	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	70	0	0	181	0	67	0	387	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	70	0	0	181	0	67	0	387	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	70	0	0	181	0	67	0	387	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	70	0	0	181	0	67	0	387	0	0	0

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	251	xxxx	181	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	742	xxxx	867	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	742	xxxx	867	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.09	xxxx	0.45	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.3	xxxx	2.3	xxxx	xxxx	xxxxx			
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	10.3	xxxx	12.5	xxxxx	xxxx	xxxxx			
LOS by Move:	*	*	*	*	*	*	B	*	B	*	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*			
ApproachDel:	xxxxxxx			xxxxxxx			12.1			xxxxxxx					
ApproachLOS:	*			*			B			*					

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

Peak Hour Delay Signal Warrant Report

 Intersection #31 Persian Dr & SR 237 EB Off-Ramp

 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:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 1 0 0	0 0 1 0 0	1 0 0 0 1	0 0 0 0 0
Initial Vol:	0 70 0	0 181 0	67 0 387	0 0 0
ApproachDel:	xxxxxx	xxxxxx	12.1	xxxxxx

Approach[eastbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=1.5]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=454]

SUCCEED - Approach volume >= 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=705]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

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.

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #31 Persian Dr & SR 237 EB Off-Ramp

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:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 1 0 0	0 0 1 0 0	1 0 0 0 1	0 0 0 0 0
Initial Vol:	0 70 0	0 181 0	67 0 387	0 0 0

Major Street Volume: 251

Minor Approach Volume: 454

Minor Approach Volume Threshold: 727

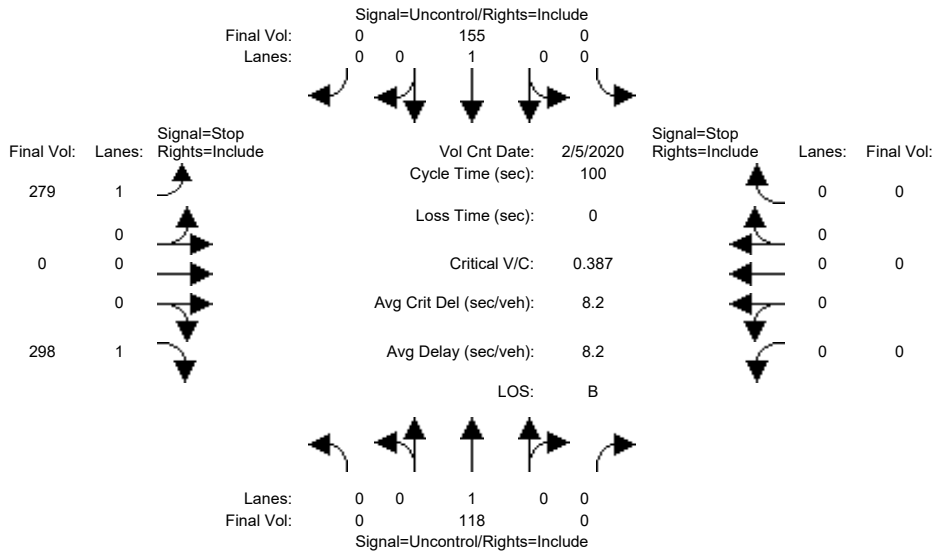
SIGNAL WARRANT DISCLAIMER

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

Intersection #31: Persian Dr & SR 237 EB Off-Ramp



Street Name: Persian Dr SR 237 EB Off-Ramp
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Table with columns for Volume Module, Count, Date (5 Feb 2020), and various traffic metrics (Base Vol, Growth Adj, Initial Bse, etc.) for each approach and movement.

Table for Critical Gap Module showing Critical Gap (6.4, 6.2) and FollowUpTime (3.5, 3.3) for different movements.

Table for Capacity Module showing Cnflct Vol (273, 155), Potent Cap. (721, 896), Move Cap. (721, 896), and Volume/Cap. (0.39, 0.33).

Table for Level Of Service Module showing 2Way95thQ (1.8, 1.5), Control Del (13.1, 11.0), LOS by Move (B, B), Shared Cap., Shared Queue, Shrd ConDel, Shared LOS, ApproachDel (12.0), and ApproachLOS (B).

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

Peak Hour Delay Signal Warrant Report

Intersection #31 Persian Dr & SR 237 EB Off-Ramp

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:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 1 0 0	0 0 1 0 0	1 0 0 0 1	0 0 0 0 0
Initial Vol:	0 118 0	0 155 0	279 0 298	0 0 0 0
ApproachDel:	xxxxxxx	xxxxxxx	12.0	xxxxxxx

Approach[eastbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=1.9]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=577]
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=850]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #31 Persian Dr & SR 237 EB Off-Ramp

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:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 1 0 0	0 0 1 0 0	1 0 0 0 1	0 0 0 0 0
Initial Vol:	0 118 0	0 155 0	279 0 298	0 0 0 0

Major Street Volume: 273
Minor Approach Volume: 577
Minor Approach Volume Threshold: 701

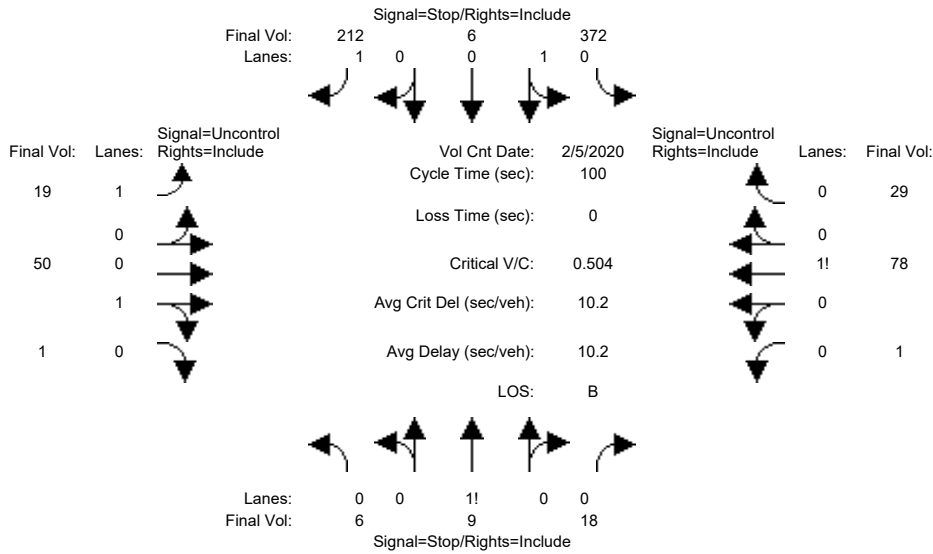
SIGNAL WARRANT DISCLAIMER

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

Intersection #32: Persian Dr/La Rochelle Terrace & Fair Oaks Way



Street Name: Persian Dr/La Rochelle Terrace Fair Oaks Way
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:	Count Date: 5 Feb 2020 << 8:00 - 9:00											
Base Vol:	6	9	18	372	6	212	19	50	1	1	78	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:	6	9	18	372	6	212	19	50	1	1	78	29
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:	6	9	18	372	6	212	19	50	1	1	78	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	9	18	372	6	212	19	50	1	1	78	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	6	9	18	372	6	212	19	50	1	1	78	29

Critical Gap Module:

Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx

Capacity Module:

Cnflct Vol:	292	198	51	197	184	93	107	xxxx	xxxxxx	51	xxxx	xxxxxx
Potent Cap.:	664	702	1023	767	714	970	1497	xxxx	xxxxxx	1568	xxxx	xxxxxx
Move Cap.:	510	692	1023	738	705	970	1497	xxxx	xxxxxx	1568	xxxx	xxxxxx
Volume/Cap:	0.01	0.01	0.02	0.50	0.01	0.22	0.01	xxxx	xxxx	0.00	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxxx	xxxx	xxxx	0.8	0.0	xxxx	xxxxxx	0.0	xxxx	xxxxxx
Control Del:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	9.7	7.4	xxxx	xxxxxx	7.3	xxxx	xxxxxx
LOS by Move:	*	*	*	*	*	A	A	*	*	A	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	779	xxxxxx	738	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	0.1	xxxxxx	3.0	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	9.8	xxxxxx	14.9	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	A	*	B	*	*	*	*	*	*	*	*
ApproachDel:	9.8			13.0			xxxxxxx			xxxxxxx		
ApproachLOS:	A			B			*			*		*

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

Peak Hour Delay Signal Warrant Report

Intersection #32 Persian Dr/La Rochelle Terrace & Fair Oaks Way

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	Uncontrolled	Uncontrolled
Lanes:	0 0 1! 0 0	0 1 0 0 1	1 0 0 1 0	0 0 1! 0 0
Initial Vol:	6 9 18	372 6 212	19 50 1	1 78 29
ApproachDel:	9.8	13.0	xxxxxx	xxxxxx

Approach[northbound][lanes=1][control=Stop Sign]
 Signal Warrant Rule #1: [vehicle-hours=0.1]
 FAIL - Vehicle-hours less than 4 for one lane approach.
 Signal Warrant Rule #2: [approach volume=33]
 FAIL - Approach volume less than 100 for one lane approach.
 Signal Warrant Rule #3: [approach count=4][total volume=801]
 SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[southbound][lanes=2][control=Stop Sign]
 Signal Warrant Rule #1: [vehicle-hours=2.1]
 FAIL - Vehicle-hours less than 5 for two or more lane approach.
 Signal Warrant Rule #2: [approach volume=590]
 SUCCEED - Approach volume >= 150 for two or more lane approach.
 Signal Warrant Rule #3: [approach count=4][total volume=801]
 SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER
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Peak Hour Volume Signal Warrant Report [Urban]

 Intersection #32 Persian Dr/La Rochelle Terrace & Fair Oaks Way

 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	Uncontrolled	Uncontrolled
Lanes:	0 0 1! 0 0	0 1 0 0 1	1 0 0 1 0	0 0 1! 0 0
Initial Vol:	6 9 18	372 6 212	19 50 1	1 78 29

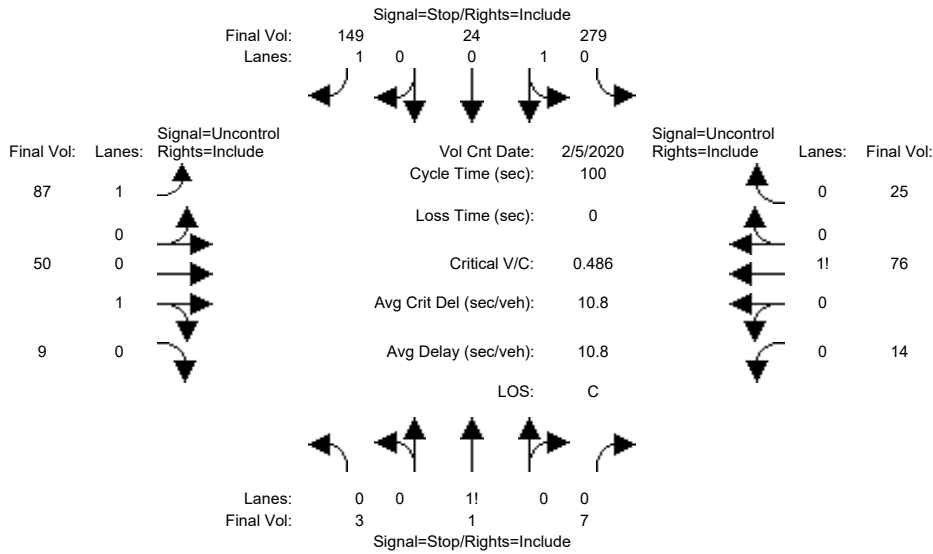
Major Street Volume: 178
 Minor Approach Volume: 590
 Minor Approach Volume Threshold: 1116

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).

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

Intersection #32: Persian Dr/La Rochelle Terrace & Fair Oaks Way



Street Name: Persian Dr/La Rochelle Terrace Fair Oaks Way
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Table with columns for Volume Module, Count, Date (5 Feb 2020), and various traffic metrics (Base Vol, Growth Adj, Initial Bse, etc.) for each approach.

Table for Critical Gap Module showing Critical Gap and FollowUpTim values for each approach.

Table for Capacity Module showing Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap. for each approach.

Table for Level Of Service Module showing 2Way95thQ, Control Del, LOS by Move, Shared Cap., Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS for each approach.

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

Peak Hour Delay Signal Warrant Report

Intersection #32 Persian Dr/La Rochelle Terrace & Fair Oaks Way

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	Uncontrolled	Uncontrolled
Lanes:	0 0 1! 0 0	0 1 0 0 1	1 0 0 1 0	0 0 1! 0 0
Initial Vol:	3 1 7	279 24 149	87 50 9	14 76 25
ApproachDel:	10.3	15.3	xxxxxx	xxxxxx

Approach[northbound][lanes=1][control=Stop Sign]
 Signal Warrant Rule #1: [vehicle-hours=0.0]
 FAIL - Vehicle-hours less than 4 for one lane approach.
 Signal Warrant Rule #2: [approach volume=11]
 FAIL - Approach volume less than 100 for one lane approach.
 Signal Warrant Rule #3: [approach count=4][total volume=724]
 FAIL - Total volume less than 650 for intersection
 with less than four approaches.

Approach[southbound][lanes=2][control=Stop Sign]
 Signal Warrant Rule #1: [vehicle-hours=1.9]
 FAIL - Vehicle-hours less than 5 for two or more lane approach.
 Signal Warrant Rule #2: [approach volume=452]
 SUCCEED - Approach volume >= 150 for two or more lane approach.
 Signal Warrant Rule #3: [approach count=4][total volume=724]
 FAIL - Total volume less than 650 for intersection
 with less than four approaches.

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).

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Peak Hour Volume Signal Warrant Report [Urban]

 Intersection #32 Persian Dr/La Rochelle Terrace & Fair Oaks Way

 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	Uncontrolled	Uncontrolled
Lanes:	0 0 1! 0 0	0 1 0 0 1	1 0 0 1 0	0 0 1! 0 0
Initial Vol:	3 1 7	279 24 149	87 50 9	14 76 25

Major Street Volume: 261
 Minor Approach Volume: 452
 Minor Approach Volume Threshold: 952

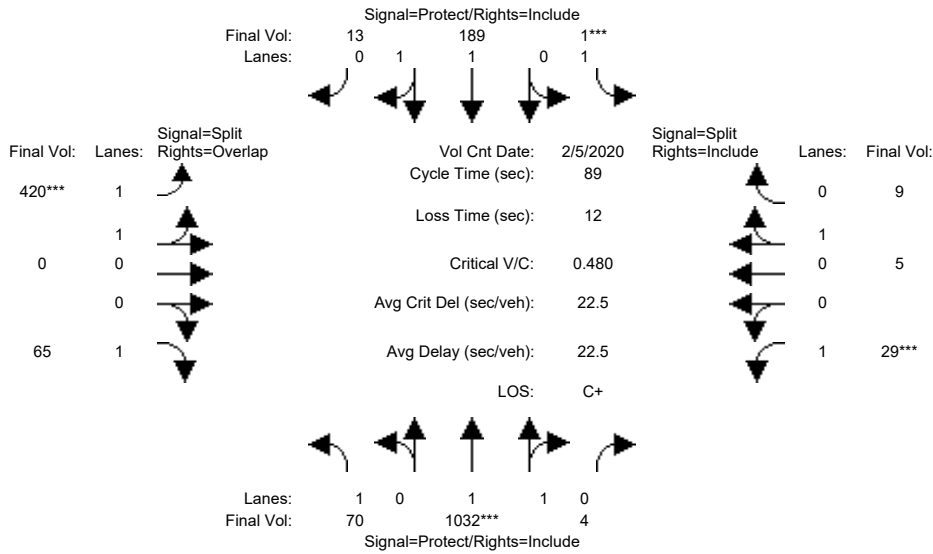
SIGNAL WARRANT DISCLAIMER

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

Intersection #33: Fair Oaks Ave/E Java Dr & Fair Oaks Way/Kensington Pl



Street Name:	Fair Oaks Ave/E Java Dr						Fair Oaks Way/Kensington Pl					
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:	5 Feb 2020	<<	9:00 - 10:00						
Base Vol:	70	1032	4	1	189	13	420	0	65	29	5	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	1032	4	1	189	13	420	0	65	29	5	9
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	1032	4	1	189	13	420	0	65	29	5	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	1032	4	1	189	13	420	0	65	29	5	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	1032	4	1	189	13	420	0	65	29	5	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	70	1032	4	1	189	13	420	0	65	29	5	9

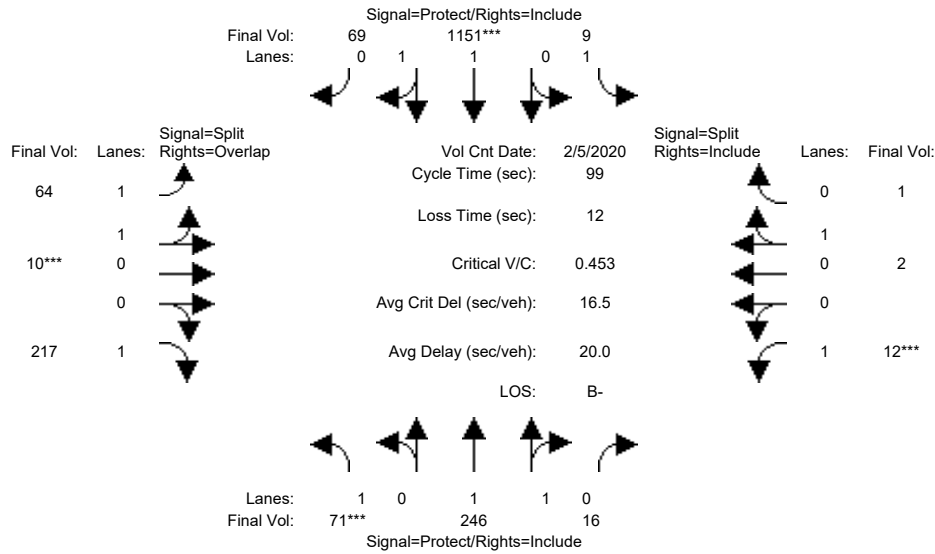
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.93	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	1.99	0.01	1.00	1.87	0.13	2.00	0.00	1.00	1.00	0.36	0.64
Final Sat.:	1750	3686	14	1750	3462	238	3550	0	1750	1750	643	1157

Capacity Analysis Module:												
Vol/Sat:	0.04	0.28	0.28	0.00	0.05	0.05	0.12	0.00	0.04	0.02	0.01	0.01
Crit Moves:	****			****			****			****		
Green Time:	20.2	42.2	42.2	7.0	28.9	28.9	17.8	0.0	38.1	10.0	10.0	10.0
Volume/Cap:	0.18	0.59	0.59	0.01	0.17	0.17	0.59	0.00	0.09	0.15	0.07	0.07
Uniform Del:	27.7	17.1	17.1	37.8	21.4	21.4	32.3	0.0	15.1	35.7	35.3	35.3
IncrementDel:	0.2	0.5	0.5	0.0	0.1	0.1	1.3	0.0	0.1	0.3	0.1	0.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Delay/Veh:	27.9	17.6	17.6	37.8	21.5	21.5	33.6	0.0	15.2	36.0	35.5	35.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.9	17.6	17.6	37.8	21.5	21.5	33.6	0.0	15.2	36.0	35.5	35.5
LOS by Move:	C	B	B	D+	C+	C+	C-	A	B	D+	D+	D+
HCM2kAvgQ:	2	10	10	0	2	2	6	0	1	1	0	0

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

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

Intersection #33: Fair Oaks Ave/E Java Dr & Fair Oaks Way/Kensington Pl



Street Name:	Fair Oaks Ave/E Java Dr						Fair Oaks Way/Kensington Pl					
	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:	5 Feb 2020	<<	5:00 - 6:00						
Base Vol:	71	246	16	9	1151	69	64	10	217	12	2	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	71	246	16	9	1151	69	64	10	217	12	2	1
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:	71	246	16	9	1151	69	64	10	217	12	2	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	71	246	16	9	1151	69	64	10	217	12	2	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	246	16	9	1151	69	64	10	217	12	2	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	71	246	16	9	1151	69	64	10	217	12	2	1

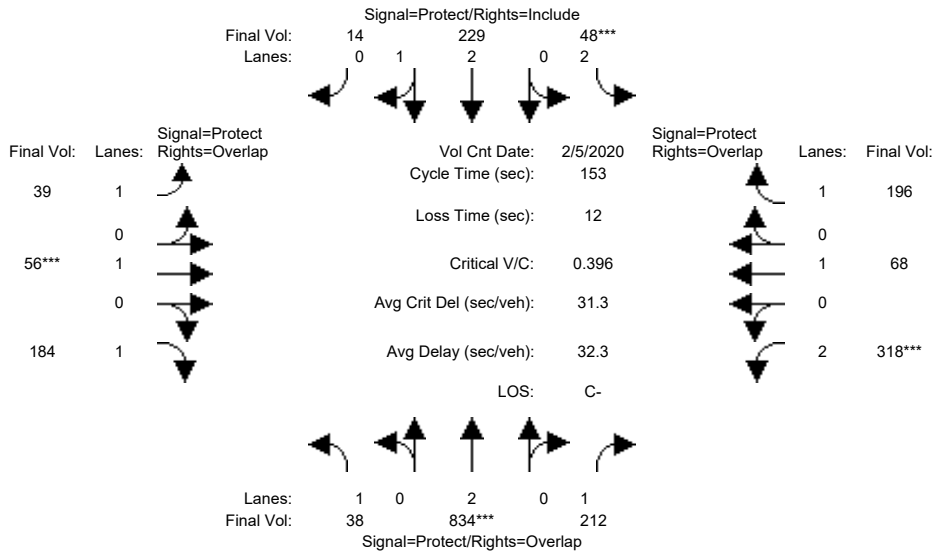
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.93	0.95	0.92	0.92	0.95	0.95
Lanes:	1.00	1.87	0.13	1.00	1.88	0.12	1.73	0.27	1.00	1.00	0.67	0.33
Final Sat.:	1750	3474	226	1750	3491	209	3070	480	1750	1750	1200	600

Capacity Analysis Module:												
Vol/Sat:	0.04	0.07	0.07	0.01	0.33	0.33	0.02	0.02	0.12	0.01	0.00	0.00
Crit Moves:	***			****			****			****		
Green Time:	7.2	38.4	38.4	26.9	58.2	58.2	11.6	11.6	18.8	10.0	10.0	10.0
Volume/Cap:	0.56	0.18	0.18	0.02	0.56	0.56	0.18	0.18	0.65	0.07	0.02	0.02
Uniform Del:	44.4	19.9	19.9	26.4	12.5	12.5	39.4	39.4	37.1	40.3	40.1	40.1
IncrementDel:	5.6	0.1	0.1	0.0	0.3	0.3	0.2	0.2	4.6	0.2	0.0	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	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	20.0	20.0	26.4	12.9	12.9	39.6	39.6	41.7	40.4	40.1	40.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.0	20.0	20.0	26.4	12.9	12.9	39.6	39.6	41.7	40.4	40.1	40.1
LOS by Move:	D	B-	B-	C	B	B	D	D	D	D	D	D
HCM2kAvgQ:	2	3	3	0	12	12	1	1	8	0	0	0

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

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

Intersection #34: Fair Oaks Ave & Tasman Dr

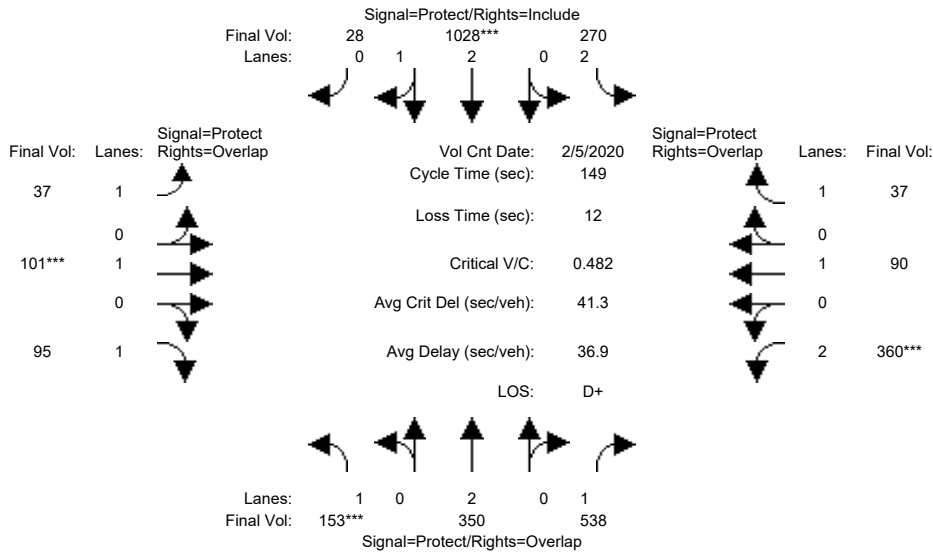


Street Name:	Fair Oaks Ave						Tasman Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	5 Feb 2020 << 8:45 - 9:45											
Base Vol:	38	834	212	48	229	14	39	56	184	318	68	196
Growth Adj:	1.00	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	834	212	48	229	14	39	56	184	318	68	196
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:	38	834	212	48	229	14	39	56	184	318	68	196
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	38	834	212	48	229	14	39	56	184	318	68	196
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	834	212	48	229	14	39	56	184	318	68	196
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	38	834	212	48	229	14	39	56	184	318	68	196
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	0.98	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.82	0.18	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	5277	323	1750	1900	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.22	0.12	0.02	0.04	0.04	0.02	0.03	0.11	0.10	0.04	0.11
Crit Moves:	****			****			****			****		
Green Time:	37.5	84.1	122.7	7.0	53.6	53.6	16.0	11.3	48.8	38.7	33.9	40.9
Volume/Cap:	0.09	0.40	0.15	0.33	0.12	0.12	0.21	0.40	0.33	0.40	0.16	0.42
Uniform Del:	44.6	19.9	3.4	70.7	33.8	33.8	62.7	67.6	39.7	47.5	48.1	46.2
IncrementDel:	0.1	0.1	0.1	1.4	0.0	0.0	0.6	1.9	0.3	0.3	0.2	0.6
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	44.7	20.0	3.5	72.1	33.8	33.8	63.3	69.5	40.0	47.9	48.2	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:	44.7	20.0	3.5	72.1	33.8	33.8	63.3	69.5	40.0	47.9	48.2	46.8
LOS by Move:	D	C+	A	E	C-	C-	E	E	D	D	D	D
HCM2kAvgQ:	1	11	2	1	2	2	2	3	7	7	2	8

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

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

Intersection #34: Fair Oaks Ave & Tasman Dr



Street Name:	Fair Oaks Ave						Tasman Dr					
	North Bound			South Bound			East Bound			West Bound		
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:	5 Feb 2020	<< 5:15	- 6:15
Base Vol:	153 350 538	270 1028	28	37 101	95 360 90 37
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	153 350 538	270 1028	28	37 101 95	360 90 37
Added Vol:	0 0 0	0 0 0	0	0 0 0	0 0 0
PasserByVol:	0 0 0	0 0 0	0	0 0 0	0 0 0
Initial Fut:	153 350 538	270 1028	28	37 101 95	360 90 37
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Volume:	153 350 538	270 1028	28	37 101 95	360 90 37
Reduct Vol:	0 0 0	0 0 0	0	0 0 0	0 0 0
Reduced Vol:	153 350 538	270 1028	28	37 101 95	360 90 37
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00	1.00 1.00 1.00	1.00 1.00 1.00
Final Volume:	153 350 538	270 1028	28	37 101 95	360 90 37

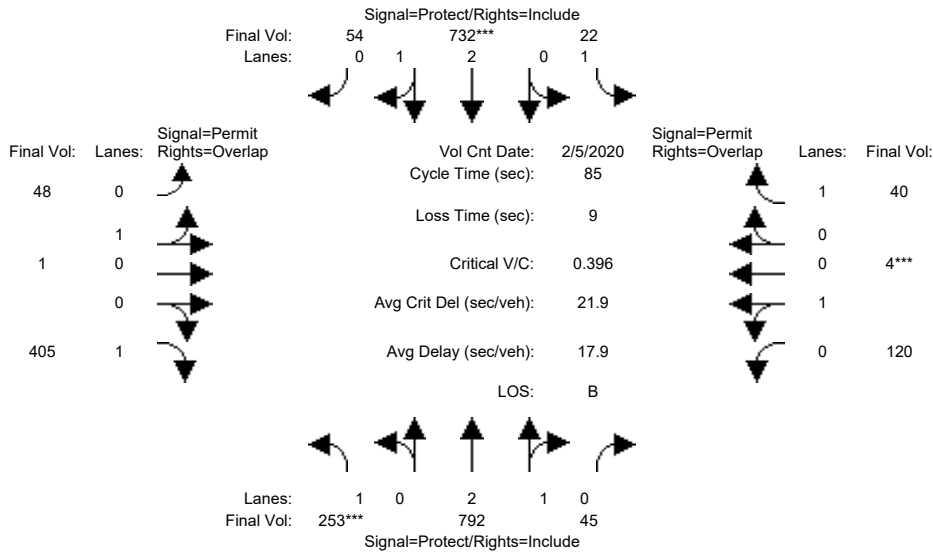
Saturation Flow Module:												
Sat/Lane:	1900 1900 1900	1900 1900 1900	1900	1900 1900 1900	1900 1900 1900							
Adjustment:	0.92 1.00 0.92	0.83 0.98 0.95	0.92	0.92 1.00 0.92	0.83 1.00 0.92							
Lanes:	1.00 2.00 1.00	2.00 2.92 0.08	1.00	1.00 1.00 1.00	2.00 1.00 1.00							
Final Sat.:	1750 3800 1750	3150 5451 148	1750	1750 1900 1750	3150 1900 1750							

Capacity Analysis Module:												
Vol/Sat:	0.09 0.09 0.31	0.09 0.19 0.19	0.02	0.05 0.05 0.05	0.11 0.05 0.02							
Crit Moves:	***	****	****	****	****							
Green Time:	27.0 59.1 94.4	26.2 58.3 58.3	21.3	16.4 43.4 35.3	30.4 56.6							
Volume/Cap:	0.48 0.23 0.49	0.49 0.48 0.48	0.15	0.48 0.19 0.48	0.23 0.06							
Uniform Del:	54.7 29.9 14.5	55.3 34.1 34.1	55.9	62.3 39.5 49.0	49.5 29.2							
IncrementDel:	1.2 0.1 0.3	0.7 0.2 0.2	0.3	1.7 0.2 0.5	0.3 0.0							
InitQueueDel:	0.0 0.0 0.0	0.0 0.0 0.0	0.0	0.0 0.0 0.0	0.0 0.0							
Delay Adj:	1.00 1.00 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 30.0 14.8	56.0 34.2 34.2	56.2	64.0 39.7 49.5	49.8 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 1.00							
AdjDel/Veh:	55.9 30.0 14.8	56.0 34.2 34.2	56.2	64.0 39.7 49.5	49.8 29.3							
LOS by Move:	E+ C B	E+ C- C-	E+ E	D D D	D C							
HCM2kAvgQ:	7 5 14	6 12 12	2	5 3 8	3 1							

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

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

Intersection #35: Fair Oaks Ave & E Weddell Dr



Street Name:	Fair Oaks Ave						E Weddell Dr					
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:	5 Feb 2020	<<	7:30 - 8:30						
Base Vol:	253	792	45	22	732	54	48	1	405	120	4	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	253	792	45	22	732	54	48	1	405	120	4	40
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:	253	792	45	22	732	54	48	1	405	120	4	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	253	792	45	22	732	54	48	1	405	120	4	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	253	792	45	22	732	54	48	1	405	120	4	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	253	792	45	22	732	54	48	1	405	120	4	40

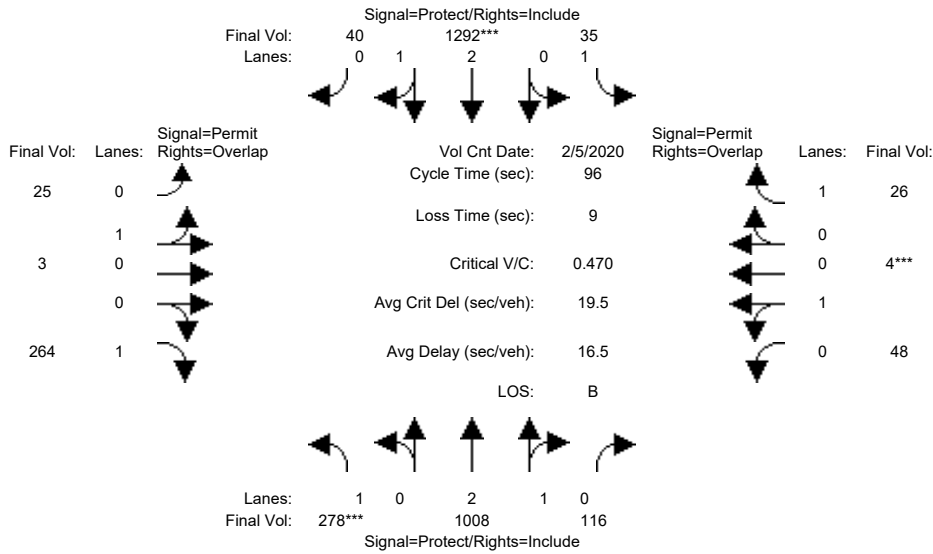
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.83	0.17	1.00	2.79	0.21	0.98	0.02	1.00	0.97	0.03	1.00
Final Sat.:	1750	5299	301	1750	5215	385	1763	37	1750	1742	58	1750

Capacity Analysis Module:												
Vol/Sat:	0.14	0.15	0.15	0.01	0.14	0.14	0.03	0.03	0.23	0.07	0.07	0.02
Crit Moves:	****				****						****	
Green Time:	31.1	39.5	39.5	21.7	30.2	30.2	14.8	14.8	45.8	14.8	14.8	36.5
Volume/Cap:	0.40	0.32	0.32	0.05	0.40	0.40	0.16	0.16	0.43	0.40	0.40	0.05
Uniform Del:	20.0	14.3	14.3	23.8	20.6	20.6	29.8	29.8	11.7	31.1	31.1	14.1
IncrementDel:	0.4	0.1	0.1	0.0	0.1	0.1	0.2	0.2	0.3	0.8	0.8	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	20.4	14.4	14.4	23.9	20.7	20.7	30.0	30.0	12.0	32.0	32.0	14.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.4	14.4	14.4	23.9	20.7	20.7	30.0	30.0	12.0	32.0	32.0	14.2
LOS by Move:	C+	B	B	C	C+	C+	C	C	B	C	C	B
HCM2kAvgQ:	5	5	5	0	5	5	1	1	7	3	3	1

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

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

Intersection #35: Fair Oaks Ave & E Weddell Dr



Street Name:	Fair Oaks Ave						E Weddell Dr					
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:	5 Feb 2020	<<	5:00 - 6:00						
Base Vol:	278	1008	116	35	1292	40	25	3	264	48	4	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	278	1008	116	35	1292	40	25	3	264	48	4	26
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:	278	1008	116	35	1292	40	25	3	264	48	4	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	278	1008	116	35	1292	40	25	3	264	48	4	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	278	1008	116	35	1292	40	25	3	264	48	4	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	278	1008	116	35	1292	40	25	3	264	48	4	26

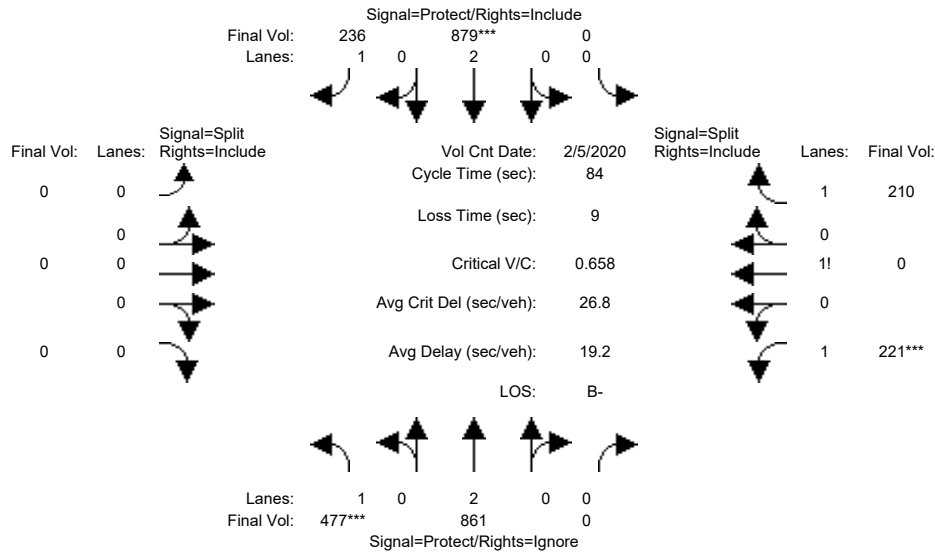
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.68	0.32	1.00	2.91	0.09	0.89	0.11	1.00	0.92	0.08	1.00
Final Sat.:	1750	5021	578	1750	5432	168	1607	193	1750	1662	138	1750

Capacity Analysis Module:												
Vol/Sat:	0.16	0.20	0.20	0.02	0.24	0.24	0.02	0.02	0.15	0.03	0.03	0.01
Crit Moves:	***			****						****		
Green Time:	30.8	56.5	56.5	20.5	46.2	46.2	10.0	10.0	40.8	10.0	10.0	30.5
Volume/Cap:	0.49	0.34	0.34	0.09	0.49	0.49	0.15	0.15	0.35	0.28	0.28	0.05
Uniform Del:	26.3	10.2	10.2	30.3	17.0	17.0	39.1	39.1	18.7	39.7	39.7	22.7
IncrementDel:	0.7	0.1	0.1	0.1	0.1	0.1	0.4	0.4	0.3	0.8	0.8	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	27.0	10.2	10.2	30.4	17.1	17.1	39.5	39.5	19.0	40.5	40.5	22.7
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:	27.0	10.2	10.2	30.4	17.1	17.1	39.5	39.5	19.0	40.5	40.5	22.7
LOS by Move:	C	B+	B+	C	B	B	D	D	B-	D	D	C+
HCM2kAvgQ:	7	6	6	1	9	9	1	1	6	2	2	1

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

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

Intersection #36: Fair Oaks Ave & US 101 NB Ramps



Street Name:	Fair Oaks Ave						US 101 NB Ramps					
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	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	0.0	4.0	4.0	0.0	0.0	0.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	5 Feb 2020	<<	7:30 - 8:30						
Base Vol:	477	861	0	0	879	382	0	0	0	221	0	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:	477	861	0	0	879	382	0	0	0	221	0	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:	477	861	0	0	879	382	0	0	0	221	0	210
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	477	861	0	0	879	382	0	0	0	221	0	210
Reduct Vol:	0	0	0	0	0	146	0	0	0	0	0	0
Reduced Vol:	477	861	0	0	879	236	0	0	0	221	0	210
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	477	861	0	0	879	236	0	0	0	221	0	210

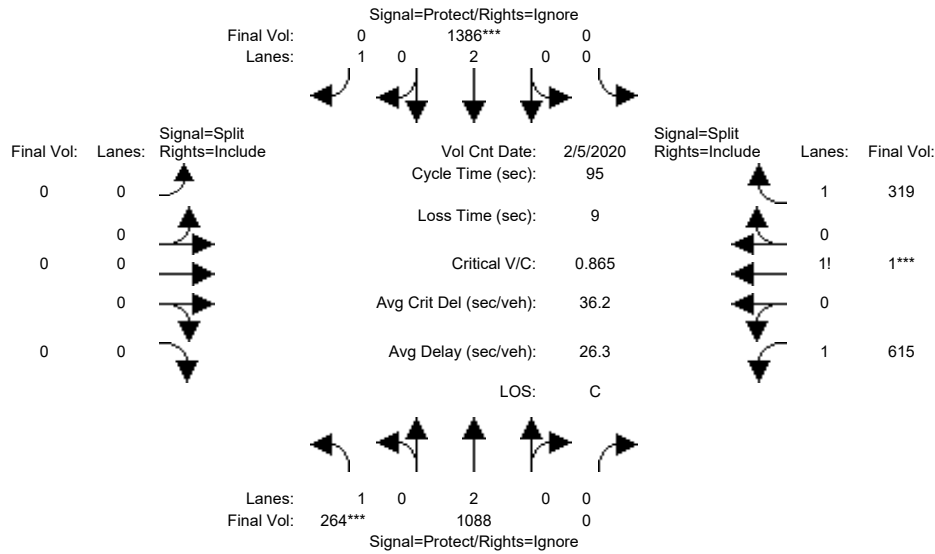
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	1.51	0.00	1.49
Final Sat.:	1750	3800	0	0	3800	1750	0	0	0	2647	0	2603

Capacity Analysis Module:												
Vol/Sat:	0.27	0.23	0.00	0.00	0.23	0.13	0.00	0.00	0.00	0.08	0.00	0.08
Crit Moves:	****				****					****		
Green Time:	34.8	64.3	0.0	0.0	29.5	29.5	0.0	0.0	0.0	10.7	0.0	10.7
Volume/Cap:	0.66	0.30	0.00	0.00	0.66	0.38	0.00	0.00	0.00	0.66	0.00	0.64
Uniform Del:	19.8	3.0	0.0	0.0	23.0	20.4	0.0	0.0	0.0	34.9	0.0	34.8
IncrementDel:	2.2	0.1	0.0	0.0	1.2	0.4	0.0	0.0	0.0	2.5	0.0	2.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	22.0	3.0	0.0	0.0	24.2	20.8	0.0	0.0	0.0	37.4	0.0	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:	22.0	3.0	0.0	0.0	24.2	20.8	0.0	0.0	0.0	37.4	0.0	36.8
LOS by Move:	C+	A	A	A	C	C+	A	A	A	D+	A	D+
HCM2kAvgQ:	12	3	0	0	10	5	0	0	0	5	0	5

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

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

Intersection #36: Fair Oaks Ave & US 101 NB Ramps



Street Name:	Fair Oaks Ave						US 101 NB Ramps					
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	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	0.0	4.0	4.0	0.0	0.0	0.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	5 Feb 2020	<<	5:00 - 6:00						
Base Vol:	264	1088	0	0	1386	263	0	0	0	615	1	319
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	264	1088	0	0	1386	263	0	0	0	615	1	319
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	264	1088	0	0	1386	263	0	0	0	615	1	319
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	264	1088	0	0	1386	0	0	0	0	615	1	319
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	264	1088	0	0	1386	0	0	0	0	615	1	319
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	264	1088	0	0	1386	0	0	0	0	615	1	319

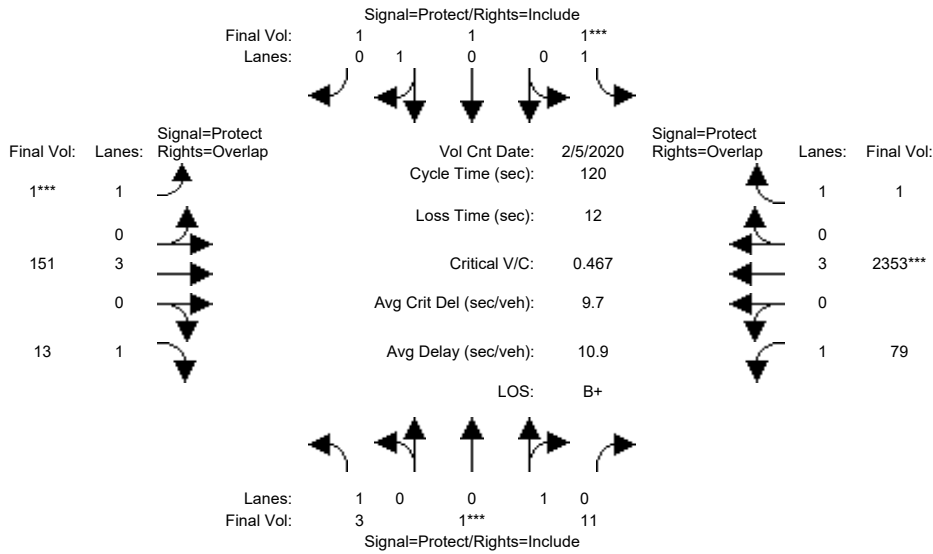
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	1.65	0.01	1.34
Final Sat.:	1750	3800	0	0	3800	1750	0	0	0	2900	4	2346

Capacity Analysis Module:												
Vol/Sat:	0.15	0.29	0.00	0.00	0.36	0.00	0.00	0.00	0.00	0.21	0.27	0.14
Crit Moves:	***				***						***	
Green Time:	16.6	56.6	0.0	0.0	40.1	0.0	0.0	0.0	0.0	29.4	29.4	29.4
Volume/Cap:	0.86	0.48	0.00	0.00	0.86	0.00	0.00	0.00	0.00	0.69	0.86	0.44
Uniform Del:	38.1	10.9	0.0	0.0	25.0	0.0	0.0	0.0	0.0	28.8	30.9	26.2
IncrementDel:	21.8	0.2	0.0	0.0	5.2	0.0	0.0	0.0	0.0	1.5	7.4	0.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00
Delay/Veh:	59.9	11.0	0.0	0.0	30.2	0.0	0.0	0.0	0.0	30.2	38.4	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:	59.9	11.0	0.0	0.0	30.2	0.0	0.0	0.0	0.0	30.2	38.4	26.4
LOS by Move:	E+	B+	A	A	C	A	A	A	A	C	D+	C
HCM2kAvgQ:	11	9	0	0	19	0	0	0	0	11	17	6

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

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

Intersection #37: Twin Creeks Dwy & E Caribbean Dr



Street Name:	Twin Creeks Dwy						E Caribbean Dr					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
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:	5 Feb 2020	<<	8:45 - 9:45						
Base Vol:	3	1	11	1	1	1	1	151	13	79	2353	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	1	11	1	1	1	1	151	13	79	2353	1
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	1	11	1	1	1	1	151	13	79	2353	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	1	11	1	1	1	1	151	13	79	2353	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	1	11	1	1	1	1	151	13	79	2353	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	3	1	11	1	1	1	1	151	13	79	2353	1

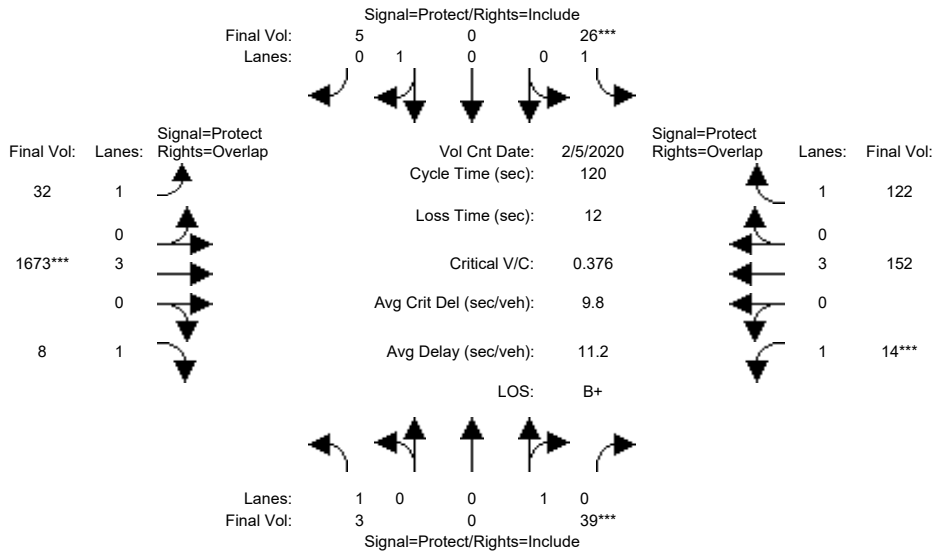
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.08	0.92	1.00	0.50	0.50	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	150	1650	1750	900	900	1750	5700	1750	1750	5700	1750

Capacity Analysis Module:												
Vol/Sat:	0.00	0.01	0.01	0.00	0.00	0.00	0.00	0.03	0.01	0.05	0.41	0.00
Crit Moves:	****			****			****			****		
Green Time:	7.0	10.0	10.0	7.0	10.0	10.0	7.0	53.5	60.5	37.5	84.0	91.0
Volume/Cap:	0.03	0.08	0.08	0.01	0.01	0.01	0.01	0.06	0.01	0.14	0.59	0.00
Uniform Del:	53.3	50.8	50.8	53.2	50.5	50.5	53.2	18.9	14.8	29.7	9.2	3.5
IncrementDel:	0.1	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.2	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	53.4	51.0	51.0	53.3	50.5	50.5	53.3	18.9	14.9	29.8	9.4	3.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.4	51.0	51.0	53.3	50.5	50.5	53.3	18.9	14.9	29.8	9.4	3.5
LOS by Move:	D-	D	D	D-	D	D	D-	B-	B	C	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	1	0	2	14	0

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

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

Intersection #37: Twin Creeks Dwy & E Caribbean Dr



Street Name:	Twin Creeks Dwy						E Caribbean Dr					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
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:	5 Feb 2020	<<	4:30 - 5:30						
Base Vol:	3	0	39	26	0	5	32	1673	8	14	152	122
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	0	39	26	0	5	32	1673	8	14	152	122
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	0	39	26	0	5	32	1673	8	14	152	122
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	0	39	26	0	5	32	1673	8	14	152	122
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	0	39	26	0	5	32	1673	8	14	152	122
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	3	0	39	26	0	5	32	1673	8	14	152	122

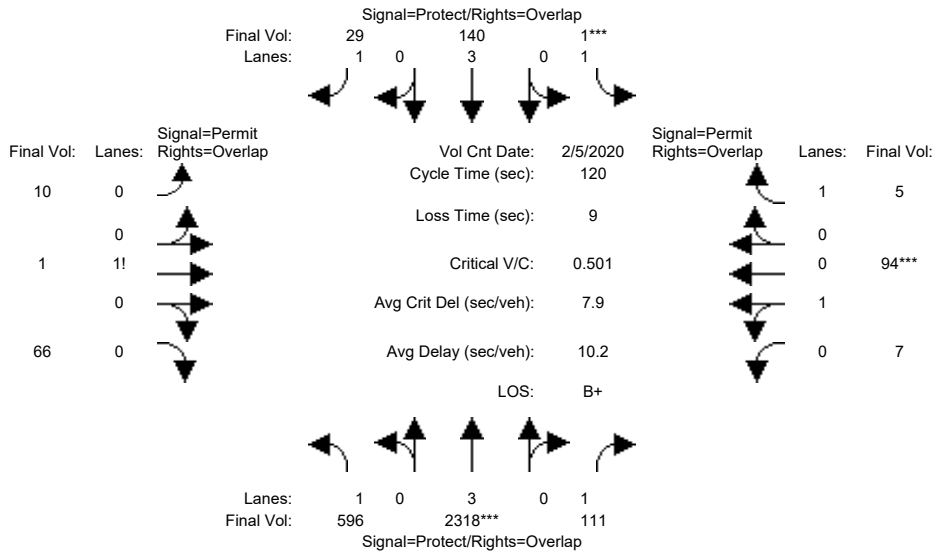
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	1.00	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	0	1800	1750	0	1800	1750	5700	1750	1750	5700	1750

Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.02	0.01	0.00	0.00	0.02	0.29	0.00	0.01	0.03	0.07
Crit Moves:			****	****			****			****		
Green Time:	16.2	0.0	10.0	7.0	0.0	7.0	37.5	84.0	100.2	7.0	53.5	60.5
Volume/Cap:	0.01	0.00	0.26	0.25	0.00	0.05	0.06	0.42	0.01	0.14	0.06	0.14
Uniform Del:	44.9	0.0	51.5	54.0	0.0	53.4	28.9	7.6	1.6	53.6	18.9	15.8
IncrementDel:	0.0	0.0	0.9	1.3	0.0	0.2	0.0	0.1	0.0	0.6	0.0	0.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	45.0	0.0	52.5	55.3	0.0	53.5	29.0	7.7	1.6	54.2	18.9	15.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.0	0.0	52.5	55.3	0.0	53.5	29.0	7.7	1.6	54.2	18.9	15.9
LOS by Move:	D	A	D-	E+	A	D-	C	A	A	D-	B-	B
HCM2kAvgQ:	0	0	2	1	0	0	1	9	0	1	1	2

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

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

Intersection #38: E Carribean Dr & Moffett Park Dr/Baylands Park



Street Name:	E Carribean Dr						Moffett Park Dr/Baylands Park					
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:	5 Feb 2020	<<	8:00 - 9:00						
Base Vol:	596	2318	111	1	140	29	10	1	66	7	94	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	596	2318	111	1	140	29	10	1	66	7	94	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	596	2318	111	1	140	29	10	1	66	7	94	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	596	2318	111	1	140	29	10	1	66	7	94	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	596	2318	111	1	140	29	10	1	66	7	94	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	596	2318	111	1	140	29	10	1	66	7	94	5

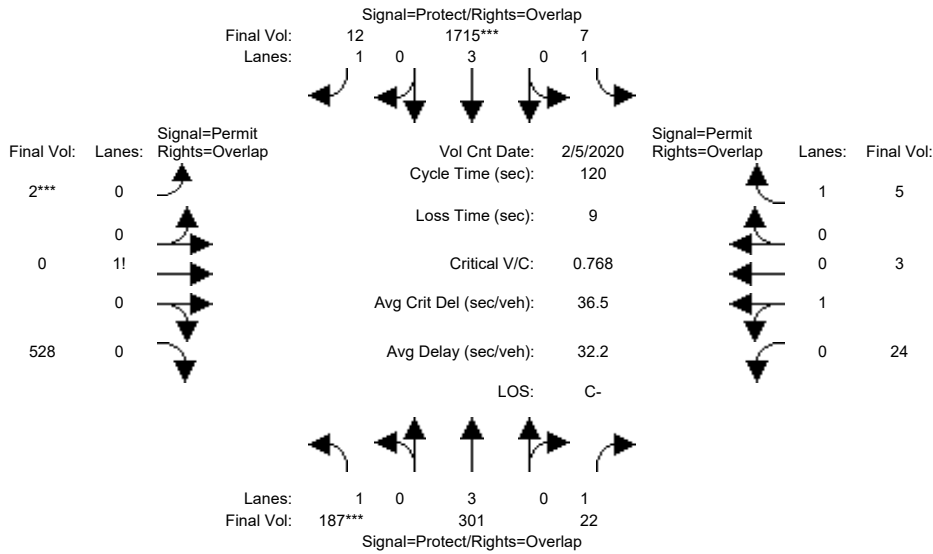
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	0.13	0.01	0.86	0.07	0.93	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	227	23	1500	125	1675	1750

Capacity Analysis Module:												
Vol/Sat:	0.34	0.41	0.06	0.00	0.02	0.02	0.04	0.04	0.04	0.06	0.06	0.00
Crit Moves:	****			****						****		
Green Time:	79.0	91.4	91.4	7.0	19.3	19.3	12.6	12.6	91.7	12.6	12.6	19.6
Volume/Cap:	0.52	0.53	0.08	0.01	0.15	0.10	0.42	0.42	0.06	0.53	0.53	0.02
Uniform Del:	10.6	5.7	3.6	53.2	43.3	42.9	50.3	50.3	3.5	50.9	50.9	42.1
IncramntDel:	0.4	0.1	0.0	0.0	0.1	0.2	1.5	1.5	0.0	3.0	3.0	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	11.0	5.9	3.7	53.3	43.4	43.1	51.8	51.8	3.5	53.9	53.9	42.1
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:	11.0	5.9	3.7	53.3	43.4	43.1	51.8	51.8	3.5	53.9	53.9	42.1
LOS by Move:	B+	A	A	D-	D	D	D-	D-	A	D-	D-	D
HCM2kAvgQ:	12	11	1	0	1	1	3	3	1	4	4	0

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

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

Intersection #38: E Carribean Dr & Moffett Park Dr/Baylands Park



Street Name:	E Carribean Dr						Moffett Park Dr/Baylands Park					
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:	5 Feb 2020	<<	4:45 - 5:45						
Base Vol:	187	301	22	7	1715	12	2	0	528	24	3	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	187	301	22	7	1715	12	2	0	528	24	3	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	187	301	22	7	1715	12	2	0	528	24	3	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	187	301	22	7	1715	12	2	0	528	24	3	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	187	301	22	7	1715	12	2	0	528	24	3	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	187	301	22	7	1715	12	2	0	528	24	3	5

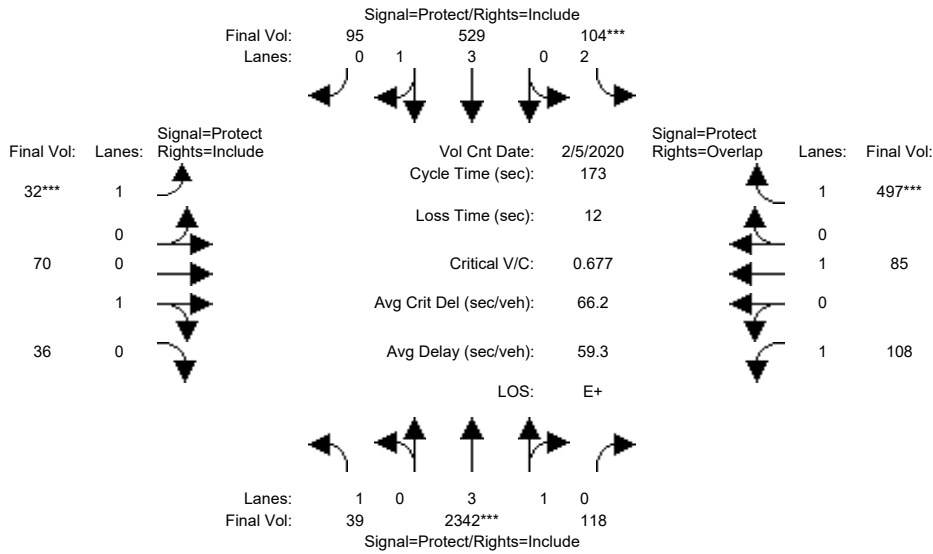
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	0.01	0.00	0.99	0.89	0.11	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	7	0	1743	1600	200	1750

Capacity Analysis Module:												
Vol/Sat:	0.11	0.05	0.01	0.00	0.30	0.01	0.30	0.00	0.30	0.02	0.02	0.00
Crit Moves:	***			****			****					
Green Time:	16.7	37.5	37.5	26.2	47.0	47.0	47.3	0.0	64.0	47.3	47.3	73.5
Volume/Cap:	0.77	0.17	0.04	0.02	0.77	0.02	0.77	0.00	0.57	0.04	0.04	0.00
Uniform Del:	49.8	30.0	28.7	36.8	31.8	22.4	31.6	0.0	18.7	22.4	22.4	9.0
IncrementDel:	13.8	0.0	0.0	0.0	1.7	0.0	5.2	0.0	0.8	0.0	0.0	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Delay/Veh:	63.5	30.0	28.8	36.8	33.4	22.4	36.8	0.0	19.6	22.4	22.4	9.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	63.5	30.0	28.8	36.8	33.4	22.4	36.8	0.0	19.6	22.4	22.4	9.0
LOS by Move:	E	C	C	D+	C-	C+	D+	A	B-	C+	C+	A
HCM2kAvgQ:	9	3	1	0	19	0	20	0	14	1	1	0

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

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

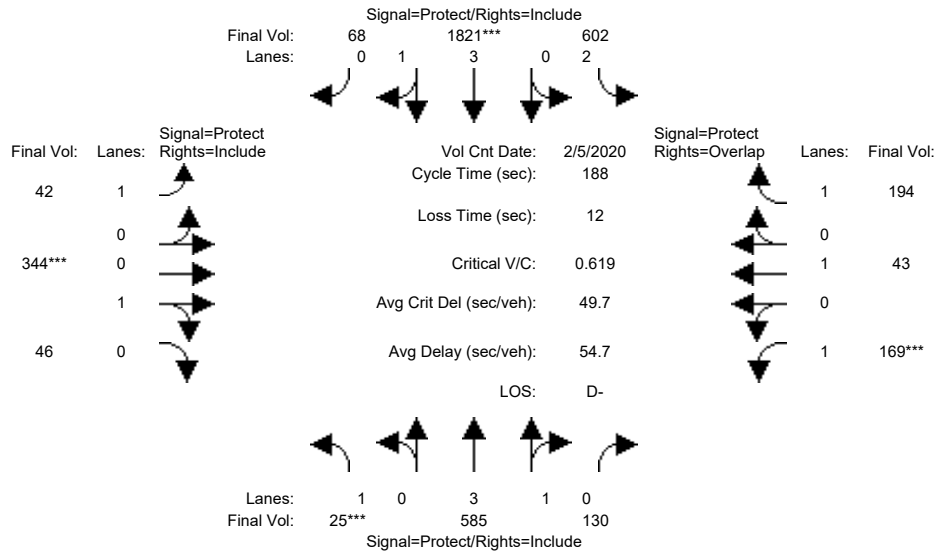
Intersection #39: Lawrence Expwy & Persian Dr/Elko Dr



Street Name:	Lawrence Expwy						Persian Dr/Elko Dr					
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	103	103	13	108	108	14	16	16	16	21	21
Y+R:	5.5	6.2	6.2	5.7	6.2	6.2	5.0	5.8	5.8	5.6	5.3	5.3
Volume Module: >> Count Date: 5 Feb 2020 << 7:45 - 8:45												
Base Vol:	39	2342	118	104	529	95	32	70	36	108	85	497
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	39	2342	118	104	529	95	32	70	36	108	85	497
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:	39	2342	118	104	529	95	32	70	36	108	85	497
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	39	2342	118	104	529	95	32	70	36	108	85	497
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	2342	118	104	529	95	32	70	36	108	85	497
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	39	2342	118	104	529	95	32	70	36	108	85	497
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	0.99	0.95	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	3.80	0.20	2.00	3.37	0.63	1.00	0.66	0.34	1.00	1.00	1.00
Final Sat.:	1750	7140	360	3150	6356	1141	1750	1189	611	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.33	0.33	0.03	0.08	0.08	0.02	0.06	0.06	0.06	0.04	0.28
Crit Moves:	****			****			****			****		
Green Time:	8.5	103	102.8	13.3	108	107.8	14.0	16.2	16.2	16.4	20.7	34.0
Volume/Cap:	0.45	0.55	0.55	0.43	0.13	0.13	0.23	0.63	0.63	0.65	0.37	1.44
Uniform Del:	80.0	21.2	21.2	76.2	13.4	13.4	74.4	75.5	75.5	75.5	70.2	69.5
IncrementDel:	3.8	0.2	0.2	1.2	0.0	0.0	0.8	7.4	7.4	8.8	1.0	215.8
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	83.8	21.3	21.3	77.4	13.4	13.4	75.2	82.9	82.9	84.4	71.2	285.3
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:	83.8	21.3	21.3	77.4	13.4	13.4	75.2	82.9	82.9	84.4	71.2	285.3
LOS by Move:	F	C+	C+	E-	B	B	E-	F	F	F	E	F
HCM2kAvgQ:	2	19	19	4	3	3	2	7	7	7	4	50

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

Intersection #39: Lawrence Expwy & Persian Dr/Elko Dr



Street Name:	Lawrence Expwy						Persian Dr/Elko Dr					
	North Bound			South Bound			East Bound			West Bound		
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	48	48	42	82	82	24	50	50	24	51	51
Y+R:	5.5	6.2	6.2	5.7	6.2	6.2	5.0	5.8	5.8	5.6	5.3	5.3

Volume Module:	>>	Count	Date:	5 Feb 2020	<<	4:45 - 5:45						
Base Vol:	25	585	130	602	1821	68	42	344	46	169	43	194
Growth Adj:	1.00	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	585	130	602	1821	68	42	344	46	169	43	194
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:	25	585	130	602	1821	68	42	344	46	169	43	194
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	585	130	602	1821	68	42	344	46	169	43	194
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	585	130	602	1821	68	42	344	46	169	43	194
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	25	585	130	602	1821	68	42	344	46	169	43	194

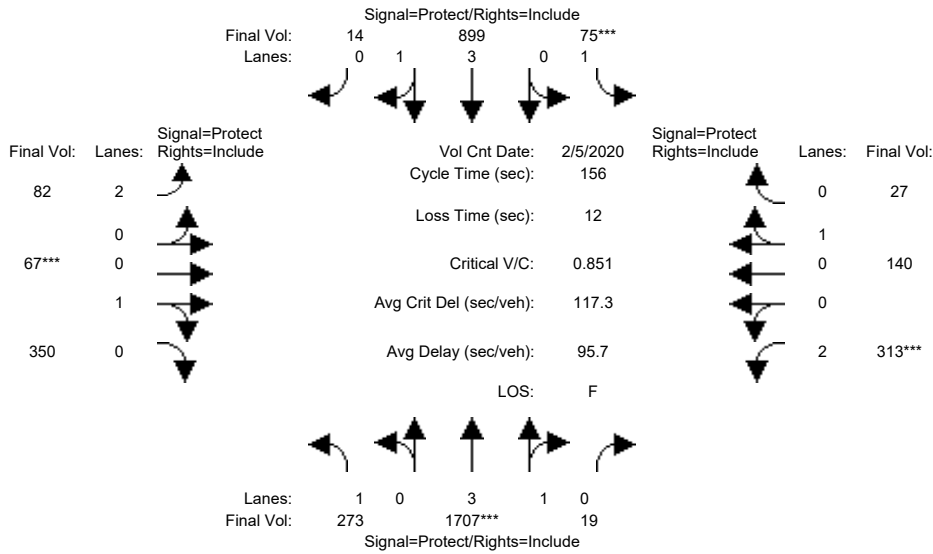
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.83	0.99	0.95	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	3.24	0.76	2.00	3.85	0.15	1.00	0.88	0.12	1.00	1.00	1.00
Final Sat.:	1750	6134	1363	3150	7230	270	1750	1588	212	1750	1900	1750

Capacity Analysis Module:												
Vol/Sat:	0.01	0.10	0.10	0.19	0.25	0.25	0.02	0.22	0.22	0.10	0.02	0.11
Crit Moves:	***			****			****			****		
Green Time:	9.5	47.8	47.8	42.3	81.8	81.8	24.0	50.2	50.2	24.4	50.7	93.0
Volume/Cap:	0.28	0.38	0.38	0.85	0.58	0.58	0.19	0.81	0.81	0.74	0.08	0.22
Uniform Del:	86.0	57.8	57.8	69.8	40.1	40.1	73.3	64.5	64.5	78.8	51.3	27.0
IncrementDel:	1.8	0.1	0.1	9.5	0.3	0.3	0.4	10.1	10.1	12.5	0.1	0.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	87.7	57.9	57.9	79.3	40.4	40.4	73.7	74.5	74.5	91.3	51.4	27.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	87.7	57.9	57.9	79.3	40.4	40.4	73.7	74.5	74.5	91.3	51.4	27.1
LOS by Move:	F	E+	E+	E-	D	D	E	E	E	F	D-	C
HCM2kAvgQ:	1	8	8	22	20	20	2	23	23	11	2	7

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

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

Intersection #41: Lawrence Expwy & Lakehaven Dr

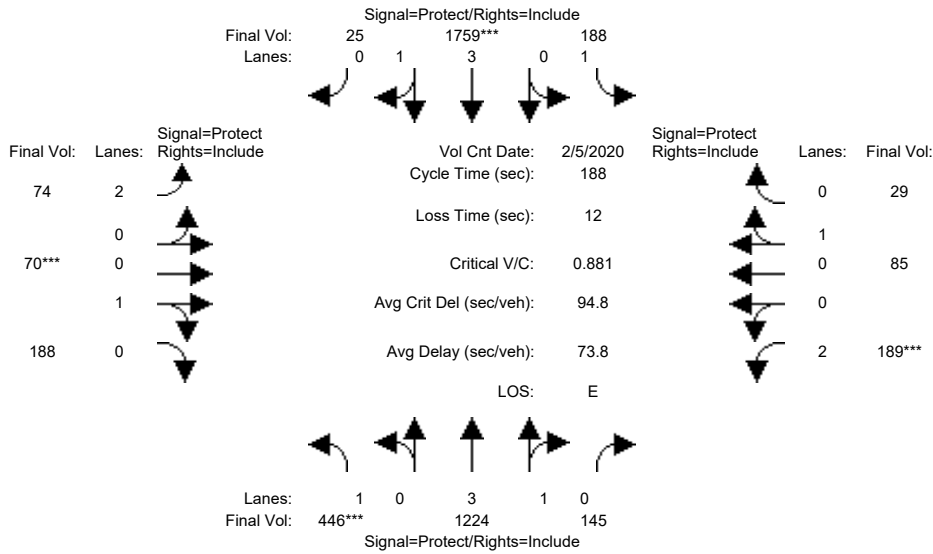


Street Name:	Lawrence Expwy						Lakehaven Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	33	63	63	13	42	42	12	31	31	26	45	45
Y+R:	6.1	6.2	6.2	5.6	6.2	6.2	5.5	6.0	6.0	5.6	6.1	6.1
Volume Module: >> Count Date:	5 Feb 2020 << 7:15 - 8:15											
Base Vol:	273	1707	19	75	899	14	82	67	350	313	140	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	273	1707	19	75	899	14	82	67	350	313	140	27
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:	273	1707	19	75	899	14	82	67	350	313	140	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	273	1707	19	75	899	14	82	67	350	313	140	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	273	1707	19	75	899	14	82	67	350	313	140	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	273	1707	19	75	899	14	82	67	350	313	140	27
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.99	0.95	0.41	0.38	0.66	0.58	0.38	0.38
Lanes:	1.00	3.95	0.05	1.00	3.94	0.06	2.00	0.25	0.75	2.00	0.84	0.16
Final Sat.:	1750	7417	83	1750	7385	115	1575	181	944	2205	604	116
Capacity Analysis Module:												
Vol/Sat:	0.16	0.23	0.23	0.04	0.12	0.12	0.05	0.37	0.37	0.14	0.23	0.23
Crit Moves:	****			****			****			****		
Green Time:	32.9	62.8	62.8	13.4	41.8	41.8	11.5	31.0	31.0	26.4	44.9	44.9
Volume/Cap:	0.74	0.57	0.57	0.50	0.45	0.45	0.71	1.87	1.87	0.84	0.81	0.81
Uniform Del:	57.5	36.2	36.2	68.1	47.6	47.6	70.6	62.5	62.5	62.7	51.5	51.5
IncrcmntDel:	7.7	0.3	0.3	2.6	0.2	0.2	18.0	406	406.5	15.4	20.2	20.2
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.01	1.14	1.14	1.00	1.04	1.04	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	66.0	41.4	41.4	70.7	49.8	49.8	88.6	469	469.0	78.1	71.7	71.7
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:	66.0	41.4	41.4	70.7	49.8	49.8	88.6	469	469.0	78.1	71.7	71.7
LOS by Move:	E	D	D	E	D	D	F	F	F	E-	E	E
HCM2kAvgQ:	14	17	17	4	9	9	4	30	52	11	10	10

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

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

Intersection #41: Lawrence Expwy & Lakehaven Dr

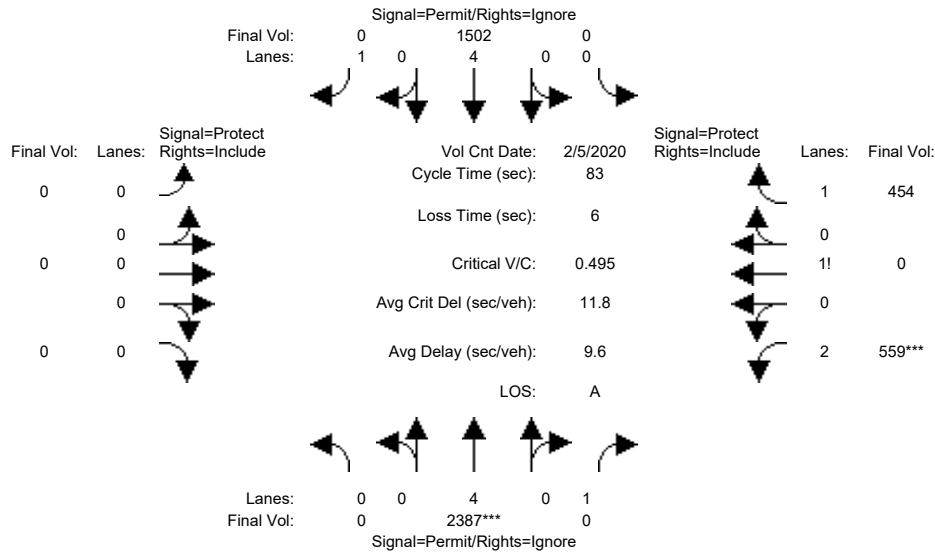


Street Name:	Lawrence Expwy						Lakehaven Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	56	88	88	27	59	59	12	31	31	18	38	38
Y+R:	6.1	6.2	6.2	5.6	6.2	6.2	5.5	6.0	6.0	5.6	6.1	6.1
Volume Module: >> Count Date: 5 Feb 2020 << 5:00 - 6:00												
Base Vol:	446	1224	145	188	1759	25	74	70	188	189	85	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:	446	1224	145	188	1759	25	74	70	188	189	85	29
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:	446	1224	145	188	1759	25	74	70	188	189	85	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	446	1224	145	188	1759	25	74	70	188	189	85	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	446	1224	145	188	1759	25	74	70	188	189	85	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	446	1224	145	188	1759	25	74	70	188	189	85	29
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.99	0.95	0.41	0.38	0.66	0.58	0.38	0.38
Lanes:	1.00	3.56	0.44	1.00	3.94	0.06	2.00	0.39	0.61	2.00	0.75	0.25
Final Sat.:	1750	6704	794	1750	7395	105	1575	284	763	2205	537	183
Capacity Analysis Module:												
Vol/Sat:	0.25	0.18	0.18	0.11	0.24	0.24	0.05	0.25	0.25	0.09	0.16	0.16
Crit Moves:	***			****			****			****		
Green Time:	55.9	87.8	87.8	27.4	58.8	58.8	11.5	31.0	31.0	18.4	37.9	37.9
Volume/Cap:	0.86	0.39	0.39	0.74	0.76	0.76	0.77	1.49	1.49	0.88	0.79	0.79
Uniform Del:	62.3	32.7	32.7	76.9	58.2	58.2	86.9	78.5	78.5	83.7	71.2	71.2
IncramntDel:	13.3	0.1	0.1	10.8	1.5	1.5	30.4	250	250.5	30.4	24.0	24.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.99	0.81	0.81	1.00	1.07	1.07	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	74.8	26.7	26.7	87.6	63.9	63.9	117.3	329	329.0	114.1	95.2	95.2
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:	74.8	26.7	26.7	87.6	63.9	63.9	117.3	329	329.0	114.1	95.2	95.2
LOS by Move:	E	C	C	F	E	E	F	F	F	F	F	F
HCM2kAvgQ:	26	10	10	11	24	24	4	20	33	9	8	8

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

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

Intersection #42: Lawrence Expwy & US 101 NB Ramps

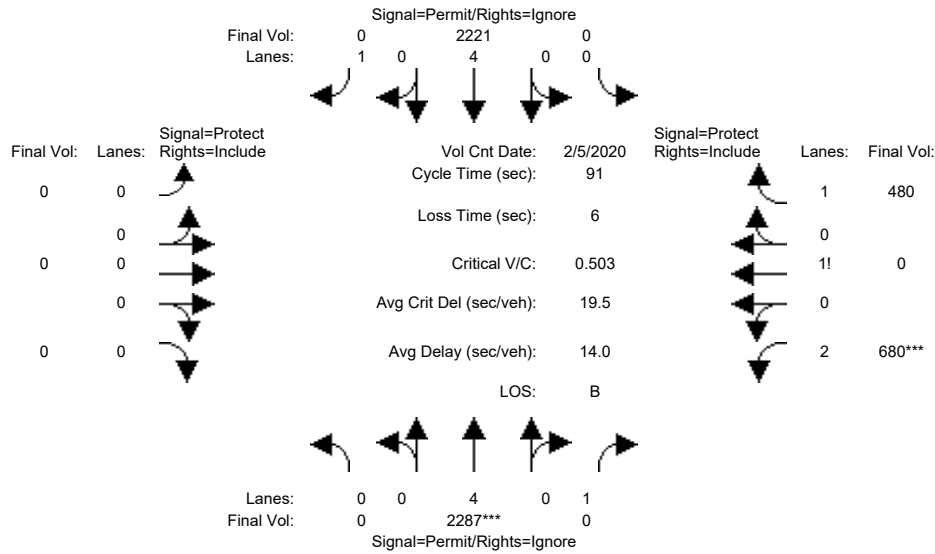


Street Name:	Lawrence Expwy						US 101 NB Ramps					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	51	51	0	51	51	0	0	0	21	21	21
Y+R:	0.0	6.2	6.2	0.0	6.2	6.2	0.0	0.0	0.0	5.0	0.0	5.0
Volume Module: >> Count Date: 5 Feb 2020 << 7:30 - 8:30												
Base Vol:	0	2387	0	0	1502	437	0	0	0	559	0	454
Growth Adj:	1.00	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	2387	0	0	1502	437	0	0	0	559	0	454
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	2387	0	0	1502	437	0	0	0	559	0	454
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2387	0	0	1502	0	0	0	0	559	0	454
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2387	0	0	1502	0	0	0	0	559	0	454
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	2387	0	0	1502	0	0	0	0	559	0	454
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.82	1.00	0.92
Lanes:	0.00	4.00	1.00	0.00	4.00	1.00	0.00	0.00	0.00	2.48	0.00	1.52
Final Sat.:	0	7600	1750	0	7600	1750	0	0	0	3855	0	2659
Capacity Analysis Module:												
Vol/Sat:	0.00	0.31	0.00	0.00	0.20	0.00	0.00	0.00	0.00	0.15	0.00	0.17
Crit Moves:	****									****		
Green Time:	0.0	50.8	0.0	0.0	50.8	0.0	0.0	0.0	0.0	21.0	21.0	21.0
Volume/Cap:	0.00	0.51	0.00	0.00	0.32	0.00	0.00	0.00	0.00	0.57	0.00	0.67
Uniform Del:	0.0	9.1	0.0	0.0	7.8	0.0	0.0	0.0	0.0	27.1	0.0	27.9
IncrcmntDel:	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.0	1.2
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.55	0.00	0.00	0.55	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	5.1	0.0	0.0	4.3	0.0	0.0	0.0	0.0	27.5	0.0	29.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	5.1	0.0	0.0	4.3	0.0	0.0	0.0	0.0	27.5	0.0	29.2
LOS by Move:	A	A	A	A	A	A	A	A	A	C	A	C
HCM2kAvgQ:	0	5	0	0	2	0	0	0	0	7	0	9

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

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

Intersection #42: Lawrence Expwy & US 101 NB Ramps



Street Name:	Lawrence Expwy						US 101 NB Ramps					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	56	56	0	56	56	0	0	0	24	24	24
Y+R:	0.0	6.2	6.2	0.0	6.2	6.2	0.0	0.0	0.0	5.0	0.0	5.0

Volume Module:	>> Count	Date:	5 Feb 2020	<< 5:00 - 6:00
Base Vol:	0 2287	0	0 2221	327
Growth Adj:	1.00 1.00	1.00	1.00 1.00	1.00
Initial Bse:	0 2287	0	0 2221	327
Added Vol:	0 0	0	0 0	0
PasserByVol:	0 0	0	0 0	0
Initial Fut:	0 2287	0	0 2221	327
User Adj:	1.00 1.00	0.00	1.00 1.00	0.00
PHF Adj:	1.00 1.00	0.00	1.00 1.00	0.00
PHF Volume:	0 2287	0	0 2221	0
Reduct Vol:	0 0	0	0 0	0
Reduced Vol:	0 2287	0	0 2221	0
PCE Adj:	1.00 1.00	0.00	1.00 1.00	0.00
MLF Adj:	1.00 1.00	0.00	1.00 1.00	0.00
Final Volume:	0 2287	0	0 2221	0

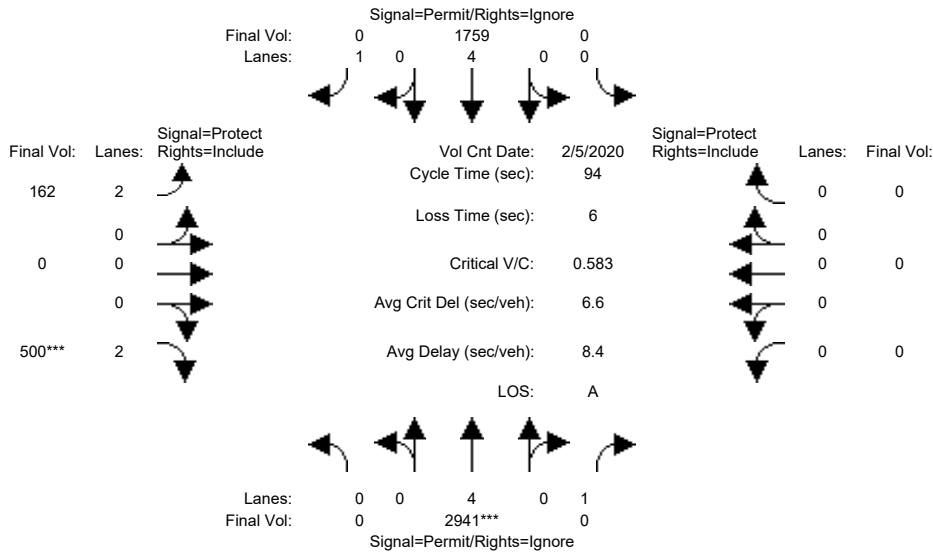
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.84	1.00	0.92
Lanes:	0.00	4.00	1.00	0.00	4.00	1.00	0.00	0.00	0.00	2.51	0.00	1.49
Final Sat.:	0	7600	1750	0	7600	1750	0	0	0	4015	0	2611

Capacity Analysis Module:												
Vol/Sat:	0.00	0.30	0.00	0.00	0.29	0.00	0.00	0.00	0.00	0.17	0.00	0.18
Crit Moves:	****									****		
Green Time:	0.0	55.8	0.0	0.0	55.8	0.0	0.0	0.0	0.0	24.0	24.0	24.0
Volume/Cap:	0.00	0.49	0.00	0.00	0.48	0.00	0.00	0.00	0.00	0.64	0.00	0.70
Uniform Del:	0.0	9.7	0.0	0.0	9.6	0.0	0.0	0.0	0.0	29.7	0.0	30.2
IncrementDel:	0.0	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.8	0.0	1.3
InitQueueDel:	0.0	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	1.42	0.00	0.00	0.54	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	13.9	0.0	0.0	5.3	0.0	0.0	0.0	0.0	30.5	0.0	31.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	13.9	0.0	0.0	5.3	0.0	0.0	0.0	0.0	30.5	0.0	31.5
LOS by Move:	A	B	A	A	A	A	A	A	A	C	A	C
HCM2kAvgQ:	0	12	0	0	5	0	0	0	0	9	0	10

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

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

Intersection #43: Lawrence Expwy & US 101 SB Ramps

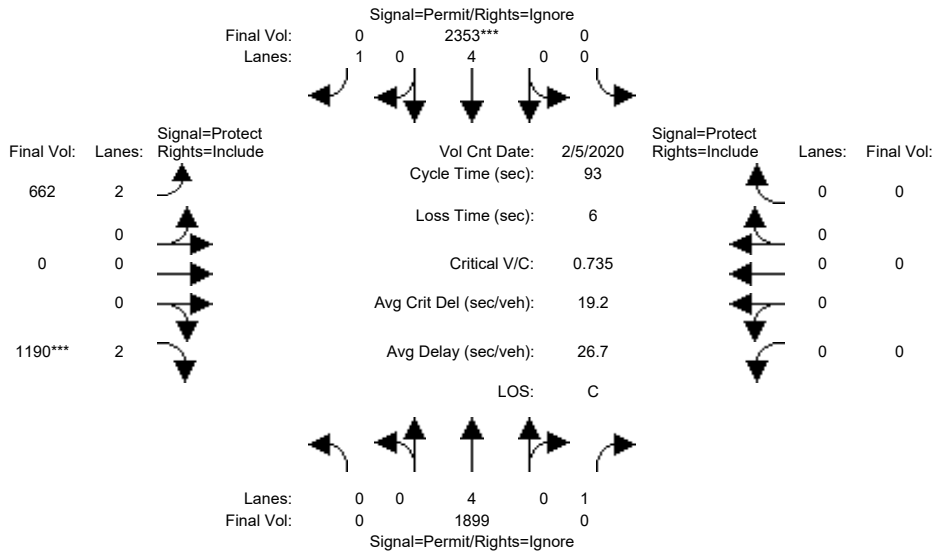


Street Name:	Lawrence Expwy						US 101 SB Ramps					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	69	69	0	51	51	13	13	13	0	0	0
Y+R:	0.0	6.2	6.2	0.0	6.2	6.2	5.5	0.0	5.5	0.0	0.0	0.0
Volume Module: >> Count Date: 5 Feb 2020 << 8:00 - 9:00	0	2941	277	0	1759	0	162	0	500	0	0	0
Base Vol:	0	2941	277	0	1759	0	162	0	500	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2941	277	0	1759	0	162	0	500	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2941	277	0	1759	0	162	0	500	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2941	0	0	1759	0	162	0	500	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2941	0	0	1759	0	162	0	500	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	2941	0	0	1759	0	162	0	500	0	0	0
Saturation Flow Module:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	4.00	1.00	0.00	4.00	1.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	7600	1750	0	7600	1750	3150	0	3150	0	0	0
Capacity Analysis Module:	0.00	0.39	0.00	0.00	0.23	0.00	0.05	0.00	0.16	0.00	0.00	0.00
Vol/Sat:	0.00	0.39	0.00	0.00	0.23	0.00	0.05	0.00	0.16	0.00	0.00	0.00
Crit Moves:	****								****			
Green Time:	0.0	68.8	0.0	0.0	50.8	0.0	12.5	12.5	19.2	0.0	0.0	0.0
Volume/Cap:	0.00	0.53	0.00	0.00	0.43	0.00	0.39	0.00	0.78	0.00	0.00	0.00
Uniform Del:	0.0	5.5	0.0	0.0	12.9	0.0	37.2	0.0	35.4	0.0	0.0	0.0
IncrementDel:	0.0	0.1	0.0	0.0	0.1	0.0	0.6	0.0	6.0	0.0	0.0	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.10	0.00	0.00	0.70	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.7	0.0	0.0	9.1	0.0	37.8	0.0	41.3	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.7	0.0	0.0	9.1	0.0	37.8	0.0	41.3	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	D+	A	D	A	A	A
HCM2kAvgQ:	0	2	0	0	5	0	3	0	10	0	0	0

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

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

Intersection #43: Lawrence Expwy & US 101 SB Ramps

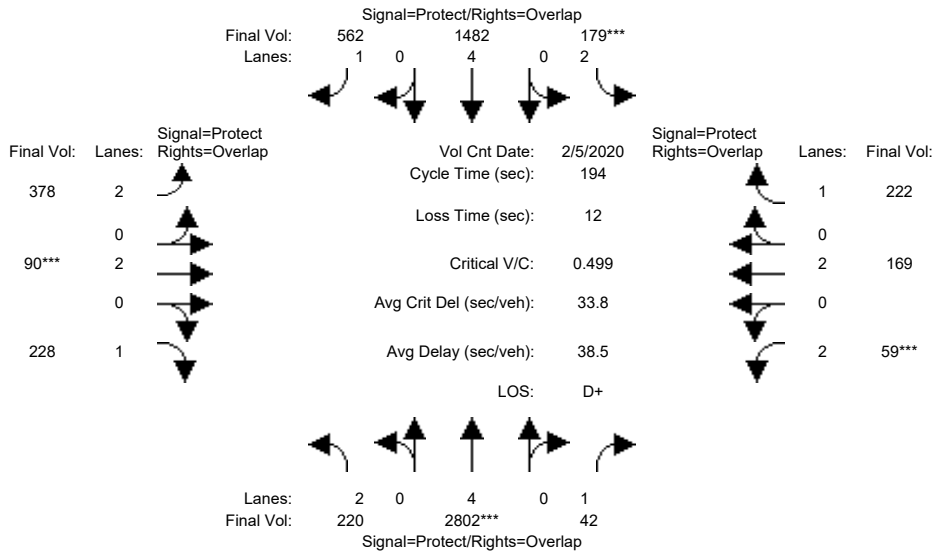


Street Name:	Lawrence Expwy						US 101 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	65	65	0	48	48	17	17	17	0	0	0
Y+R:	0.0	6.2	6.2	0.0	6.2	6.2	5.5	0.0	5.5	0.0	0.0	0.0
Volume Module: >> Count Date: 5 Feb 2020 << 4:30 - 5:30												
Base Vol:	0	1899	220	0	2353	0	662	0	1190	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1899	220	0	2353	0	662	0	1190	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1899	220	0	2353	0	662	0	1190	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1899	0	0	2353	0	662	0	1190	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1899	0	0	2353	0	662	0	1190	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1899	0	0	2353	0	662	0	1190	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	4.00	1.00	0.00	4.00	1.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	7600	1750	0	7600	1750	3150	0	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.00	0.00	0.31	0.00	0.21	0.00	0.38	0.00	0.00	0.00
Crit Moves:				****			****					
Green Time:	0.0	64.8	0.0	0.0	47.8	0.0	16.5	16.5	39.2	0.0	0.0	0.0
Volume/Cap:	0.00	0.36	0.00	0.00	0.60	0.00	1.18	0.00	0.90	0.00	0.00	0.00
Uniform Del:	0.0	5.7	0.0	0.0	15.9	0.0	38.3	0.0	25.0	0.0	0.0	0.0
IncrementDel:	0.0	0.0	0.0	0.0	0.3	0.0	100.2	0.0	8.3	0.0	0.0	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.27	0.00	0.00	0.74	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	1.6	0.0	0.0	12.1	0.0	138.5	0.0	33.3	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	1.6	0.0	0.0	12.1	0.0	138.5	0.0	33.3	0.0	0.0	0.0
LOS by Move:	A	A	A	A	B	A	F	A	C-	A	A	A
HCM2kAvgQ:	0	2	0	0	10	0	22	0	23	0	0	0

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

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

Intersection #44: Lawrence Expwy & E Duane Ave/Oakmead Pkwy



Street Name:	Lawrence Expwy						E Duane Ave/Oakmead Pkwy					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	20	99	99	21	100	100	24	36	36	15	26	26
Y+R:	6.4	6.2	6.2	6.3	6.2	6.2	5.6	5.5	5.5	5.6	5.6	5.6

Volume Module:	>>	Count	Date:	5 Feb 2020	<<	7:45 AM - 8:45 AM						
Base Vol:	220	2802	42	179	1482	562	378	90	228	59	169	222
Growth Adj:	1.00	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	2802	42	179	1482	562	378	90	228	59	169	222
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:	220	2802	42	179	1482	562	378	90	228	59	169	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	220	2802	42	179	1482	562	378	90	228	59	169	222
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	220	2802	42	179	1482	562	378	90	228	59	169	222
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	220	2802	42	179	1482	562	378	90	228	59	169	222

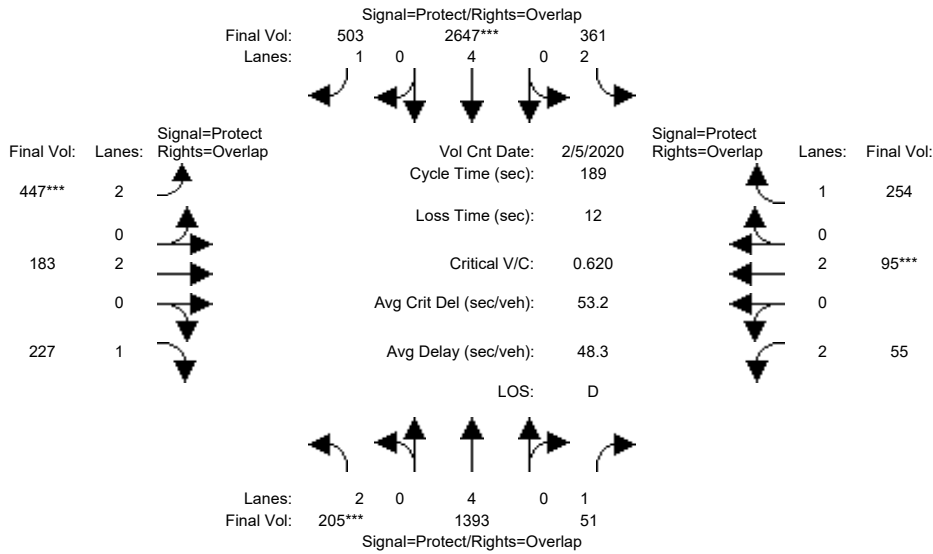
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	7600	1750	3150	7600	1750	3150	3800	1750	3150	3800	1750

Capacity Analysis Module:												
Vol/Sat:	0.07	0.37	0.02	0.06	0.20	0.32	0.12	0.02	0.13	0.02	0.04	0.13
Crit Moves:	****			****			****			****		
Green Time:	19.6	98.8	114.2	20.7	99.8	124.2	24.4	35.5	55.1	15.4	26.4	47.1
Volume/Cap:	0.69	0.72	0.04	0.53	0.38	0.50	0.95	0.13	0.46	0.24	0.33	0.52
Uniform Del:	84.3	37.0	16.8	82.1	28.4	18.5	84.2	66.3	57.2	83.8	75.8	63.7
IncrcmntDel:	6.4	0.7	0.0	1.6	0.1	0.4	33.4	0.1	0.7	0.5	0.4	1.2
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.75	0.60	1.00	0.74	0.47	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	90.7	28.5	10.1	83.7	21.2	9.0	117.6	66.4	57.9	84.3	76.1	64.9
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:	90.7	28.5	10.1	83.7	21.2	9.0	117.6	66.4	57.9	84.3	76.1	64.9
LOS by Move:	F	C	B+	F	C+	A	F	E	E+	F	E-	E
HCM2kAvgQ:	7	25	1	6	9	9	17	2	12	2	5	12

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

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

Intersection #44: Lawrence Expwy & E Duane Ave/Oakmead Pkwy



Street Name:	Lawrence Expwy						E Duane Ave/Oakmead Pkwy					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	22	79	79	29	86	86	32	48	48	10	25	25
Y+R:	6.4	6.2	6.2	6.3	6.2	6.2	5.6	5.5	5.5	5.6	5.6	5.6

Volume Module:	>>	Count	Date:	5 Feb 2020	<<	4:30 - 5:30						
Base Vol:	205	1393	51	361	2647	503	447	183	227	55	95	254
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	205	1393	51	361	2647	503	447	183	227	55	95	254
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:	205	1393	51	361	2647	503	447	183	227	55	95	254
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	205	1393	51	361	2647	503	447	183	227	55	95	254
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	205	1393	51	361	2647	503	447	183	227	55	95	254
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	205	1393	51	361	2647	503	447	183	227	55	95	254

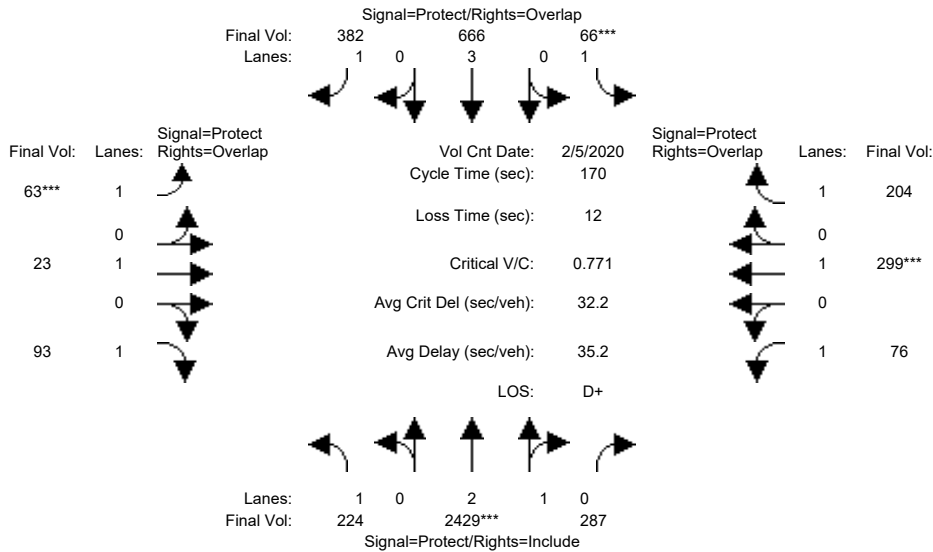
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	7600	1750	3150	7600	1750	3150	3800	1750	3150	3800	1750

Capacity Analysis Module:												
Vol/Sat:	0.07	0.18	0.03	0.11	0.35	0.29	0.14	0.05	0.13	0.02	0.03	0.15
Crit Moves:	***			****			****			****		
Green Time:	21.5	78.4	88.7	28.6	85.4	117.6	32.2	47.2	68.7	10.3	25.3	53.8
Volume/Cap:	0.57	0.44	0.06	0.76	0.77	0.46	0.83	0.19	0.36	0.32	0.19	0.51
Uniform Del:	79.4	39.6	27.4	76.9	43.6	18.9	75.8	55.8	44.0	85.9	72.7	56.5
IncrementDel:	2.2	0.1	0.0	6.9	1.1	0.3	10.7	0.1	0.3	1.1	0.2	0.9
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.88	0.81	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	81.6	34.9	22.3	83.9	44.7	19.3	86.4	55.9	44.3	87.0	72.9	57.4
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:	81.6	34.9	22.3	83.9	44.7	19.3	86.4	55.9	44.3	87.0	72.9	57.4
LOS by Move:	F	C-	C+	F	D	B-	F	E+	D	F	E	E+
HCM2kAvgQ:	7	12	1	13	32	16	17	4	10	2	2	13

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

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

Intersection #48: Mathilda Ave & California Ave



Street Name:	Mathilda Ave						California Ave					
	North Bound			South Bound			East Bound			West Bound		
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:	5 Feb 2020	<< 8:15	- 9:15
Base Vol:	224 2429 287	66 666 382	63 23 93	76 299 204	
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:	224 2429 287	66 666 382	63 23 93	76 299 204	
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:	224 2429 287	66 666 382	63 23 93	76 299 204	
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:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	
PHF Volume:	224 2429 287	66 666 382	63 23 93	76 299 204	
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0	
Reduced Vol:	224 2429 287	66 666 382	63 23 93	76 299 204	
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	
Final Volume:	224 2429 287	66 666 382	63 23 93	76 299 204	

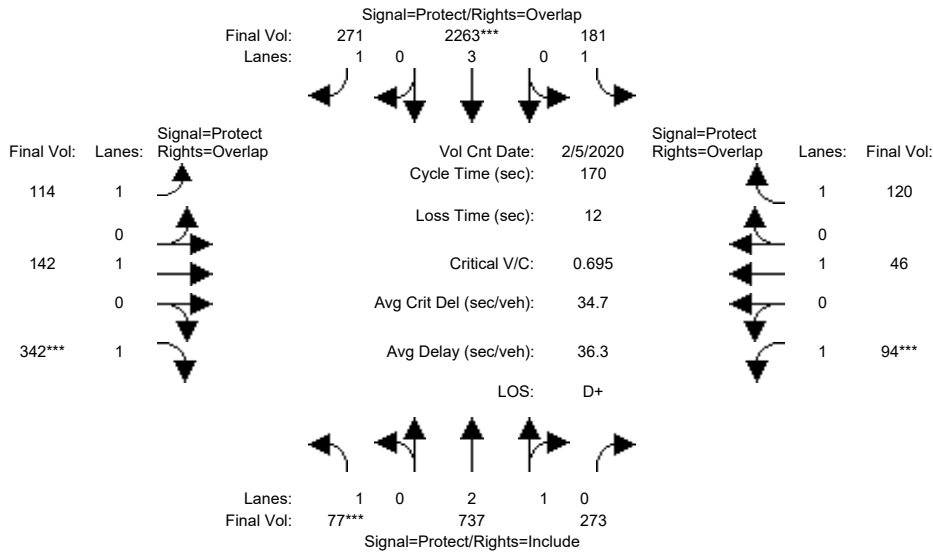
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.67	0.33	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	5007	592	1750	5700	1750	1750	1900	1750	1750	1900	1750

Capacity Analysis Module:												
Vol/Sat:	0.13	0.49	0.49	0.04	0.12	0.22	0.04	0.01	0.05	0.04	0.16	0.12
Crit Moves:	****			****			****			****		
Green Time:	47.6	107	107.0	8.3	67.8	75.7	7.9	24.5	72.1	18.1	34.7	43.0
Volume/Cap:	0.46	0.77	0.77	0.77	0.29	0.49	0.77	0.08	0.13	0.41	0.77	0.46
Uniform Del:	50.5	22.7	22.7	79.9	34.8	33.5	80.1	63.0	29.8	70.9	63.9	53.7
IncrementDel:	0.7	1.1	1.1	33.9	0.1	0.5	35.2	0.1	0.1	1.5	9.1	0.8
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	51.2	23.7	23.7	113.8	34.9	33.9	115.3	63.1	29.8	72.4	73.0	54.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.2	23.7	23.7	113.8	34.9	33.9	115.3	63.1	29.8	72.4	73.0	54.4
LOS by Move:	D-	C	C	F	C-	C-	F	E	C	E	E	D-
HCM2kAvgQ:	10	34	34	4	7	15	5	1	3	4	16	10

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

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

Intersection #48: Mathilda Ave & California Ave

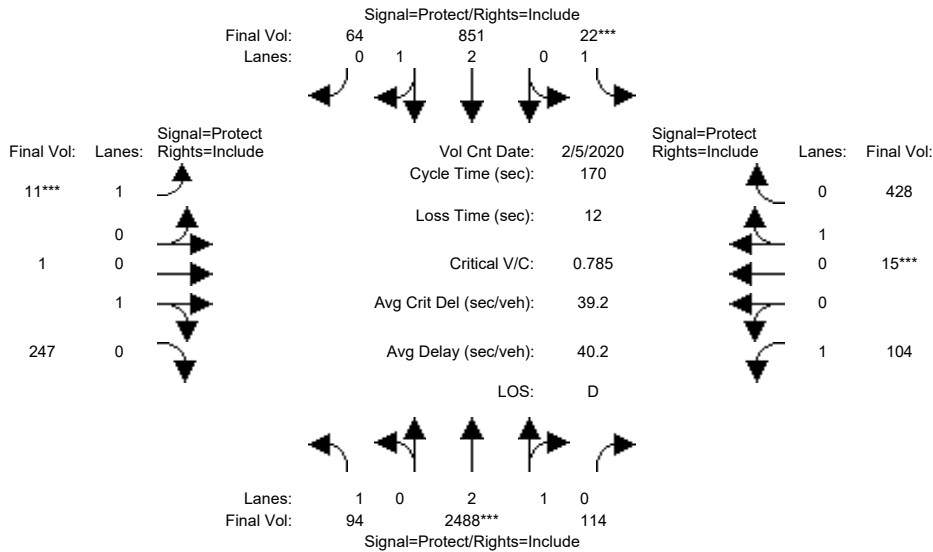


Street Name:	Mathilda Ave						California Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Feb 2020 << 5:15 - 6:15												
Base Vol:	77	737	273	181	2263	271	114	142	342	94	46	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	77	737	273	181	2263	271	114	142	342	94	46	120
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:	77	737	273	181	2263	271	114	142	342	94	46	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	77	737	273	181	2263	271	114	142	342	94	46	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	737	273	181	2263	271	114	142	342	94	46	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	77	737	273	181	2263	271	114	142	342	94	46	120
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.16	0.84	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	4084	1513	1750	5700	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.18	0.18	0.10	0.40	0.15	0.07	0.07	0.20	0.05	0.02	0.07
Crit Moves:	***			****			****		****	****		
Green Time:	10.8	68.5	68.5	39.3	97.1	123.4	26.4	37.0	47.8	13.1	23.8	63.1
Volume/Cap:	0.70	0.45	0.45	0.45	0.70	0.21	0.42	0.34	0.70	0.70	0.17	0.18
Uniform Del:	78.0	36.9	36.9	56.0	25.9	7.5	64.9	56.2	54.6	76.5	64.4	36.1
IncrementDel:	17.5	0.1	0.1	0.8	0.7	0.1	1.1	0.5	4.3	14.6	0.3	0.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	95.5	37.1	37.1	56.8	26.6	7.6	66.0	56.7	58.9	91.1	64.7	36.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	95.5	37.1	37.1	56.8	26.6	7.6	66.0	56.7	58.9	91.1	64.7	36.2
LOS by Move:	F	D+	D+	E+	C	A	E	E+	E+	F	E	D+
HCM2kAvgQ:	4	12	12	8	26	5	6	6	18	6	2	4

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

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

Intersection #49: Mathilda Ave & Indio Way

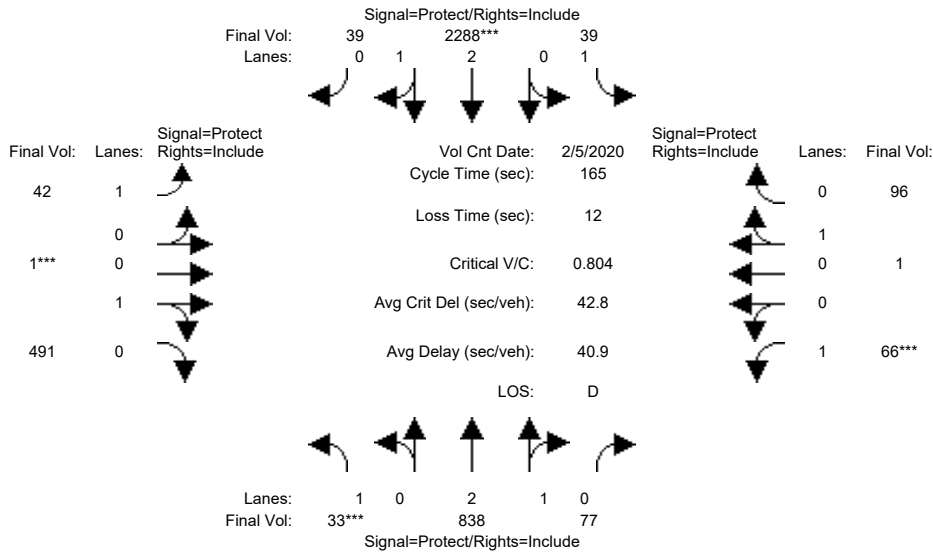


Street Name:	Mathilda Ave						Indio Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Feb 2020 << 8:15 - 9:15												
Base Vol:	94	2488	114	22	851	64	11	1	247	104	15	428
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	94	2488	114	22	851	64	11	1	247	104	15	428
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:	94	2488	114	22	851	64	11	1	247	104	15	428
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	94	2488	114	22	851	64	11	1	247	104	15	428
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	2488	114	22	851	64	11	1	247	104	15	428
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	94	2488	114	22	851	64	11	1	247	104	15	428
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	2.86	0.14	1.00	2.78	0.22	1.00	0.01	0.99	1.00	0.03	0.97
Final Sat.:	1750	5354	245	1750	5208	392	1750	7	1793	1750	61	1739
Capacity Analysis Module:												
Vol/Sat:	0.05	0.46	0.46	0.01	0.16	0.16	0.01	0.14	0.14	0.06	0.25	0.25
Crit Moves:	****			****			****			****		
Green Time:	25.0	94.1	94.1	7.0	76.1	76.1	7.0	39.7	39.7	17.1	49.9	49.9
Volume/Cap:	0.36	0.84	0.84	0.31	0.36	0.36	0.15	0.59	0.59	0.59	0.84	0.84
Uniform Del:	65.3	31.6	31.6	79.1	31.0	31.0	78.6	57.9	57.9	73.1	56.3	56.3
IncrementDel:	0.9	2.2	2.2	2.4	0.1	0.1	1.0	2.2	2.2	5.2	11.4	11.4
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	66.2	33.8	33.8	81.5	31.1	31.1	79.6	60.1	60.1	78.3	67.7	67.7
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:	66.2	33.8	33.8	81.5	31.1	31.1	79.6	60.1	60.1	78.3	67.7	67.7
LOS by Move:	E	C-	C-	F	C	C	E-	E	E	E-	E	E
HCM2kAvgQ:	4	37	37	1	10	10	1	12	12	6	25	25

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

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

Intersection #49: Mathilda Ave & Indio Way



Street Name:	Mathilda Ave						Indio Way					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	5 Feb 2020	<<	5:00 - 6:00						
Base Vol:	33	838	77	39	2288	39	42	1	491	66	1	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:	33	838	77	39	2288	39	42	1	491	66	1	96
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	33	838	77	39	2288	39	42	1	491	66	1	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	33	838	77	39	2288	39	42	1	491	66	1	96
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	838	77	39	2288	39	42	1	491	66	1	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
Final Volume:	33	838	77	39	2288	39	42	1	491	66	1	96

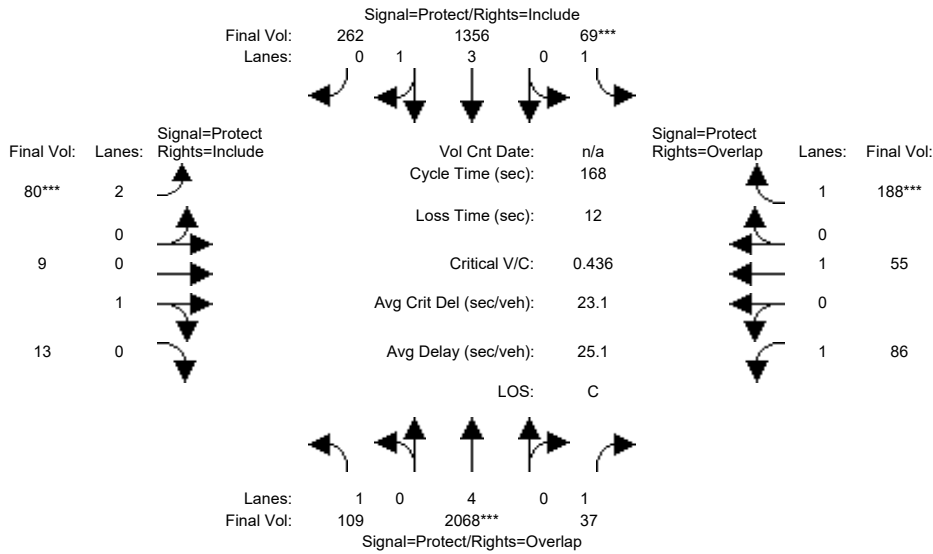
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	2.74	0.26	1.00	2.95	0.05	1.00	0.01	0.99	1.00	0.01	0.99
Final Sat.:	1750	5128	471	1750	5506	94	1750	4	1796	1750	19	1781

Capacity Analysis Module:												
Vol/Sat:	0.02	0.16	0.16	0.02	0.42	0.42	0.02	0.27	0.27	0.04	0.05	0.05
Crit Moves:	***			***			***			***		
Green Time:	7.0	71.8	71.8	18.7	83.5	83.5	25.7	54.9	54.9	7.6	36.8	36.8
Volume/Cap:	0.44	0.38	0.38	0.20	0.82	0.82	0.15	0.82	0.82	0.82	0.24	0.24
Uniform Del:	77.1	31.4	31.4	66.4	34.4	34.4	60.2	50.5	50.5	78.0	52.7	52.7
IncrementDel:	4.2	0.1	0.1	0.5	2.0	2.0	0.3	8.9	8.9	46.5	0.3	0.3
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	81.3	31.5	31.5	66.9	36.5	36.5	60.5	59.4	59.4	124.6	53.0	53.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	81.3	31.5	31.5	66.9	36.5	36.5	60.5	59.4	59.4	124.6	53.0	53.0
LOS by Move:	F	C	C	E	D+	D+	E	E+	E+	F	D-	D-
HCM2kAvgQ:	2	10	10	2	33	33	2	26	26	5	4	4

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

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

Intersection #50: Mathilda Ave & Almanor Ave



Street Name:	Mathilda Ave						Almanor Ave					
	North Bound			South Bound			East Bound			West Bound		
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:	109	2068	37	69	1356	262	80	9	13	86	55	188
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	109	2068	37	69	1356	262	80	9	13	86	55	188
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:	109	2068	37	69	1356	262	80	9	13	86	55	188
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	109	2068	37	69	1356	262	80	9	13	86	55	188
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	109	2068	37	69	1356	262	80	9	13	86	55	188
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	109	2068	37	69	1356	262	80	9	13	86	55	188

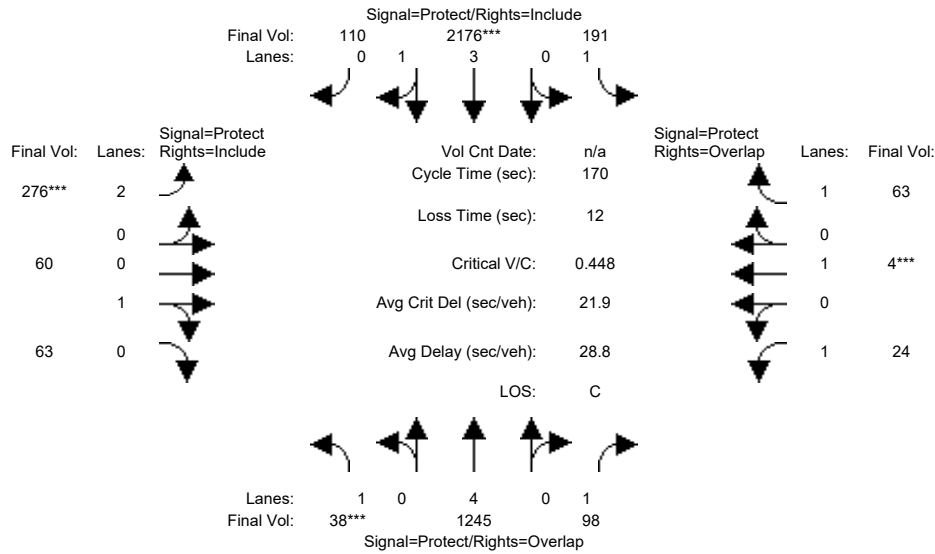
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.99	0.95	0.83	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	4.00	1.00	1.00	3.33	0.67	2.00	0.41	0.59	1.00	1.00	1.00
Final Sat.:	1750	7600	1750	1750	6284	1214	3150	736	1064	1750	1900	1750

Capacity Analysis Module:												
Vol/Sat:	0.06	0.27	0.02	0.04	0.22	0.22	0.03	0.01	0.01	0.05	0.03	0.11
Crit Moves:	****			****			****			****		
Green Time:	26.9	105	120.7	15.2	93.1	93.1	9.8	19.2	19.2	15.9	25.3	40.5
Volume/Cap:	0.39	0.44	0.03	0.44	0.39	0.39	0.44	0.11	0.11	0.52	0.19	0.45
Uniform Del:	63.2	16.3	6.8	72.3	21.3	21.3	76.4	66.7	66.7	72.4	62.4	54.2
IncrementDel:	0.9	0.1	0.0	1.9	0.1	0.1	1.7	0.2	0.2	2.9	0.3	0.8
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	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	16.4	6.8	74.3	21.3	21.3	78.1	66.9	66.9	75.4	62.7	54.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.1	16.4	6.8	74.3	21.3	21.3	78.1	66.9	66.9	75.4	62.7	54.9
LOS by Move:	E	B	A	E	C+	C+	E-	E	E	E-	E	D-
HCM2kAvgQ:	5	13	1	4	11	11	3	1	1	5	2	9

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

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

Intersection #50: Mathilda Ave & Almanor Ave



Street Name:	Mathilda Ave						Almanor Ave					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
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:	38	1245	98	191	2176	110	276	60	63	24	4	63
Growth Adj:	1.00	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	1245	98	191	2176	110	276	60	63	24	4	63
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	38	1245	98	191	2176	110	276	60	63	24	4	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	38	1245	98	191	2176	110	276	60	63	24	4	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	1245	98	191	2176	110	276	60	63	24	4	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	38	1245	98	191	2176	110	276	60	63	24	4	63

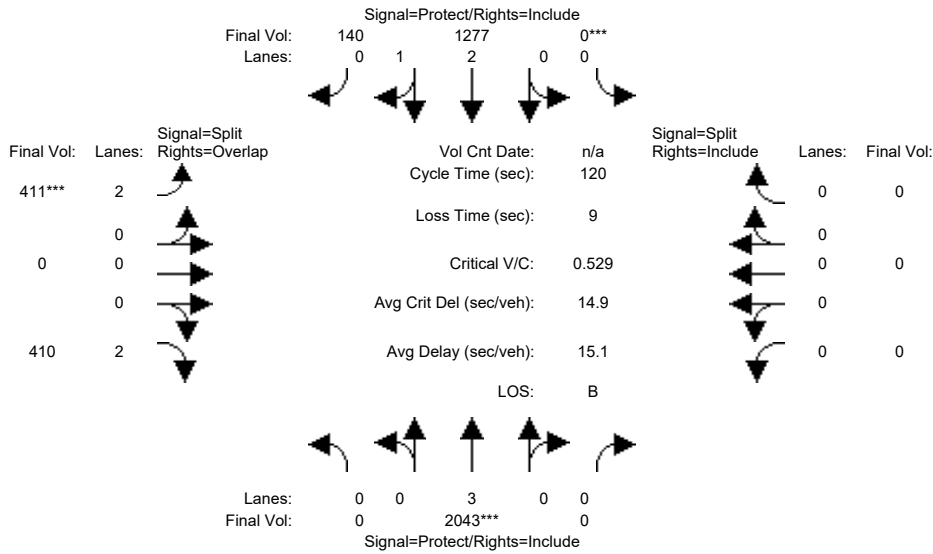
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.99	0.95	0.83	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	4.00	1.00	1.00	3.80	0.20	2.00	0.49	0.51	1.00	1.00	1.00
Final Sat.:	1750	7600	1750	1750	7139	361	3150	878	922	1750	1900	1750

Capacity Analysis Module:												
Vol/Sat:	0.02	0.16	0.06	0.11	0.30	0.30	0.09	0.07	0.07	0.01	0.00	0.04
Crit Moves:	***			***			***			***		
Green Time:	7.8	70.0	85.6	46.7	109	108.9	31.3	25.8	25.8	15.5	10.0	56.7
Volume/Cap:	0.48	0.40	0.11	0.40	0.48	0.48	0.48	0.45	0.45	0.15	0.04	0.11
Uniform Del:	79.1	35.2	22.2	50.2	15.8	15.8	62.0	65.7	65.7	71.2	75.5	39.2
IncrementDel:	4.4	0.1	0.1	0.5	0.1	0.1	0.6	1.2	1.2	0.4	0.1	0.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	83.6	35.2	22.3	50.8	15.9	15.9	62.6	66.8	66.8	71.6	75.6	39.3
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:	83.6	35.2	22.3	50.8	15.9	15.9	62.6	66.8	66.8	71.6	75.6	39.3
LOS by Move:	F	D+	C+	D	B	B	E	E	E	E	E-	D
HCM2kAvgQ:	2	11	3	8	15	15	8	6	6	1	0	2

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

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

Intersection #51: Mathilda Ave & US 101 SB Ramps



Street Name:	Mathilda Ave						US 101 SB Ramps					
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	10	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	2043	0	0	1277	140	411	0	410	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2043	0	0	1277	140	411	0	410	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2043	0	0	1277	140	411	0	410	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2043	0	0	1277	140	411	0	410	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2043	0	0	1277	140	411	0	410	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	2043	0	0	1277	140	411	0	410	0	0	0

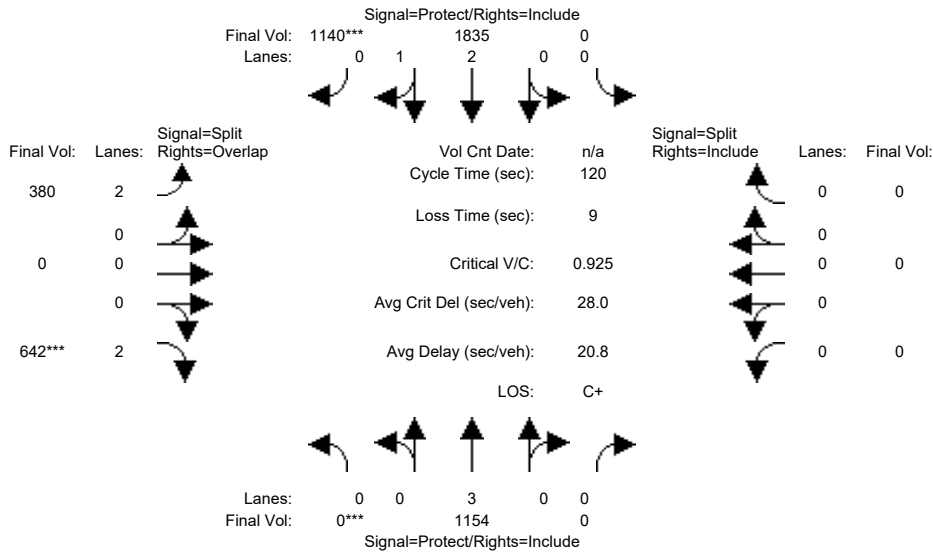
Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.99	0.95	0.83	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	3.00	0.00	0.00	2.69	0.31	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	5700	0	0	5046	553	3150	0	3150	0	0	0

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.36	0.00	0.00	0.25	0.25	0.13	0.00	0.13	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green Time:	0.0	81.4	0.0	0.0	81.4	81.4	29.6	0.0	29.6	0.0	0.0	0.0
Volume/Cap:	0.00	0.53	0.00	0.00	0.37	0.37	0.53	0.00	0.53	0.00	0.00	0.00
Uniform Del:	0.0	9.7	0.0	0.0	8.3	8.3	39.1	0.0	39.1	0.0	0.0	0.0
IncrementDel:	0.0	0.1	0.0	0.0	0.1	0.1	0.7	0.0	0.7	0.0	0.0	0.0
InitQueueDel:	0.0	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	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	9.8	0.0	0.0	8.4	8.4	39.8	0.0	39.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	9.8	0.0	0.0	8.4	8.4	39.8	0.0	39.8	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	D	A	D	A	A	A
HCM2kAvgQ:	0	12	0	0	7	7	8	0	8	0	0	0

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

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

Intersection #51: Mathilda Ave & US 101 SB Ramps



Street Name:	Mathilda Ave						US 101 SB Ramps					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	0	1154	0	0	1835	1140	380	0	642	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1154	0	0	1835	1140	380	0	642	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1154	0	0	1835	1140	380	0	642	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1154	0	0	1835	1140	380	0	642	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1154	0	0	1835	1140	380	0	642	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1154	0	0	1835	1140	380	0	642	0	0	0

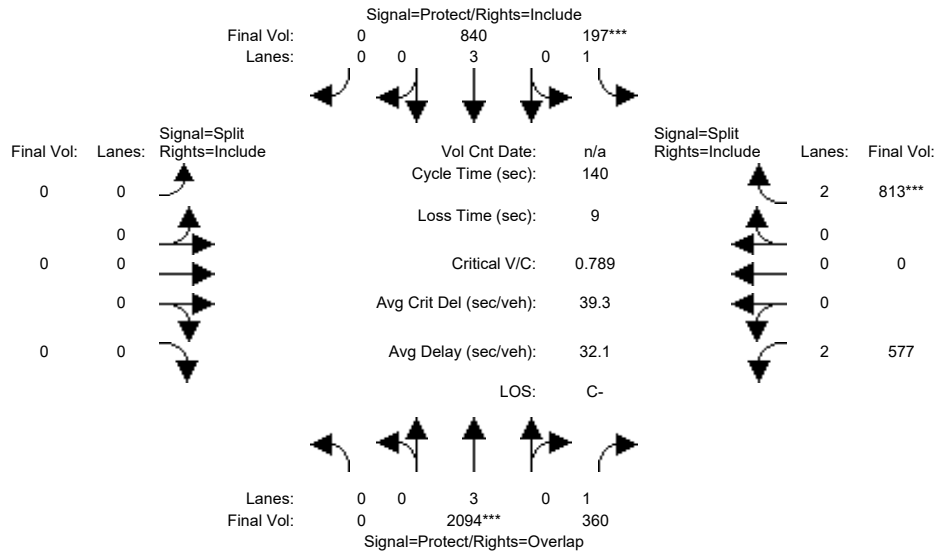
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	3.00	0.00	0.00	2.00	1.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	5700	0	0	3800	1750	3150	0	3150	0	0	0

Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.00	0.00	0.48	0.65	0.12	0.00	0.20	0.00	0.00	0.00
Crit Moves:	***					***			***			
Green Time:	0.0	84.5	0.0	0.0	84.5	84.5	26.5	0.0	26.5	0.0	0.0	0.0
Volume/Cap:	0.00	0.29	0.00	0.00	0.69	0.92	0.55	0.00	0.92	0.00	0.00	0.00
Uniform Del:	0.0	6.6	0.0	0.0	10.1	15.0	41.5	0.0	45.8	0.0	0.0	0.0
IncrementDel:	0.0	0.0	0.0	0.0	0.5	5.2	0.9	0.0	18.2	0.0	0.0	0.0
InitQueueDel:	0.0	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	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	6.6	0.0	0.0	10.6	20.2	42.4	0.0	64.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	6.6	0.0	0.0	10.6	20.2	42.4	0.0	64.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	B+	C+	D	A	E	A	A	A
HCM2kAvgQ:	0	5	0	0	20	43	8	0	18	0	0	0

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

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

Intersection #52: Mathilda Ave & US 101 NB Ramps



Street Name:	Mathilda Ave						US 101 NB Ramps					
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	10	7	10	0	0	0	0	10	0	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:	0	2094	360	197	840	0	0	0	0	577	0	813
Growth Adj:	1.00	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	2094	360	197	840	0	0	0	0	577	0	813
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	2094	360	197	840	0	0	0	0	577	0	813
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2094	360	197	840	0	0	0	0	577	0	813
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2094	360	197	840	0	0	0	0	577	0	813
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	2094	360	197	840	0	0	0	0	577	0	813

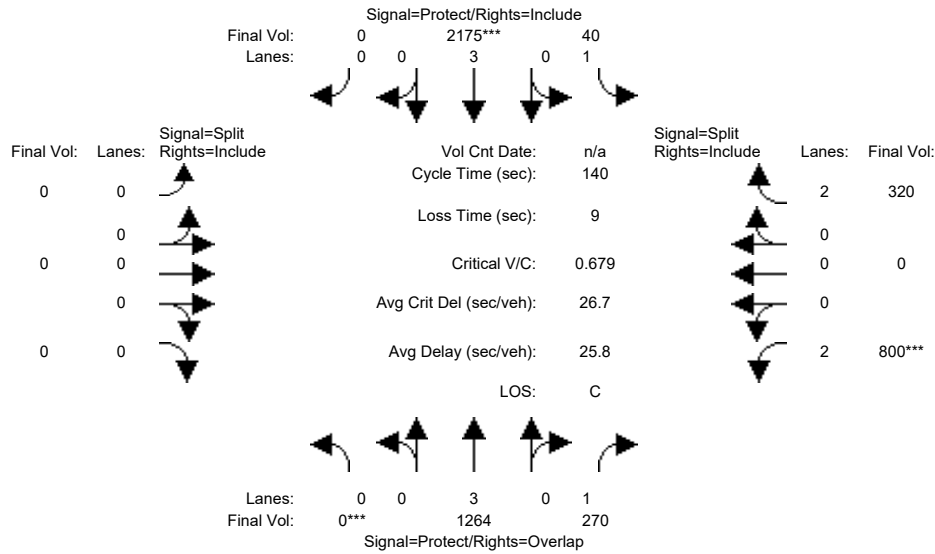
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.83
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	0	5700	1750	1750	5700	0	0	0	0	3150	0	3150

Capacity Analysis Module:												
Vol/Sat:	0.00	0.37	0.21	0.11	0.15	0.00	0.00	0.00	0.00	0.18	0.00	0.26
Crit Moves:	****		****								****	
Green Time:	0.0	65.2	111.0	20.0	85.2	0.0	0.0	0.0	0.0	45.8	0.0	45.8
Volume/Cap:	0.00	0.79	0.26	0.79	0.24	0.00	0.00	0.00	0.00	0.56	0.00	0.79
Uniform Del:	0.0	31.6	3.8	58.0	12.6	0.0	0.0	0.0	0.0	38.8	0.0	42.7
IncrementDel:	0.0	1.7	0.1	15.4	0.0	0.0	0.0	0.0	0.0	0.7	0.0	4.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	33.2	3.9	73.4	12.6	0.0	0.0	0.0	0.0	39.5	0.0	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:	0.0	33.2	3.9	73.4	12.6	0.0	0.0	0.0	0.0	39.5	0.0	46.9
LOS by Move:	A	C-	A	E	B	A	A	A	A	D	A	D
HCM2kAvgQ:	0	26	4	9	5	0	0	0	0	12	0	20

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

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

Intersection #52: Mathilda Ave & US 101 NB Ramps



Street Name:	Mathilda Ave						US 101 NB Ramps					
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	10	7	10	0	0	0	0	10	0	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:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	1264	270	40	2175	0	0	0	0	800	0	320
Growth Adj:	1.00	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	1264	270	40	2175	0	0	0	0	800	0	320
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	1264	270	40	2175	0	0	0	0	800	0	320
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1264	270	40	2175	0	0	0	0	800	0	320
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1264	270	40	2175	0	0	0	0	800	0	320
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1264	270	40	2175	0	0	0	0	800	0	320

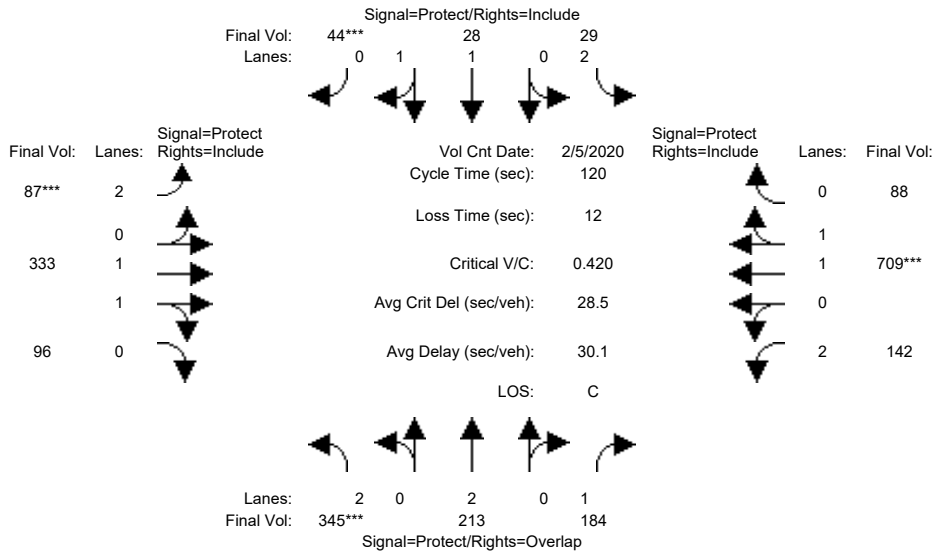
Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.83
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	0	5700	1750	1750	5700	0	0	0	0	3150	0	3150

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.22	0.15	0.02	0.38	0.00	0.00	0.00	0.00	0.25	0.00	0.10
Crit Moves:	***			***						***		
Green Time:	0.0	64.2	116.5	14.5	78.7	0.0	0.0	0.0	0.0	52.3	0.0	52.3
Volume/Cap:	0.00	0.48	0.19	0.22	0.68	0.00	0.00	0.00	0.00	0.68	0.00	0.27
Uniform Del:	0.0	26.4	2.3	57.6	21.7	0.0	0.0	0.0	0.0	36.8	0.0	30.5
IncrementDel:	0.0	0.1	0.1	0.6	0.6	0.0	0.0	0.0	0.0	1.6	0.0	0.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	26.5	2.4	58.2	22.3	0.0	0.0	0.0	0.0	38.4	0.0	30.7
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	26.5	2.4	58.2	22.3	0.0	0.0	0.0	0.0	38.4	0.0	30.7
LOS by Move:	A	C	A	E+	C+	A	A	A	A	D+	A	C
HCM2kAvgQ:	0	12	2	2	22	0	0	0	0	18	0	6

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

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

Intersection #59: Mary Ave & Maude Ave



Street Name:	Mary Ave						Maude Ave					
	North Bound			South Bound			East Bound			West Bound		
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:	5 Feb 2020	<<	8:45 - 9:45											
Base Vol:	345	213	184	29	28	44	87	333	96	142	709	88					
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Initial Bse:	345	213	184	29	28	44	87	333	96	142	709	88					
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0					
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0					
Initial Fut:	345	213	184	29	28	44	87	333	96	142	709	88					
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Volume:	345	213	184	29	28	44	87	333	96	142	709	88					
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0					
Reduced Vol:	345	213	184	29	28	44	87	333	96	142	709	88					
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Final Volume:	345	213	184	29	28	44	87	333	96	142	709	88					

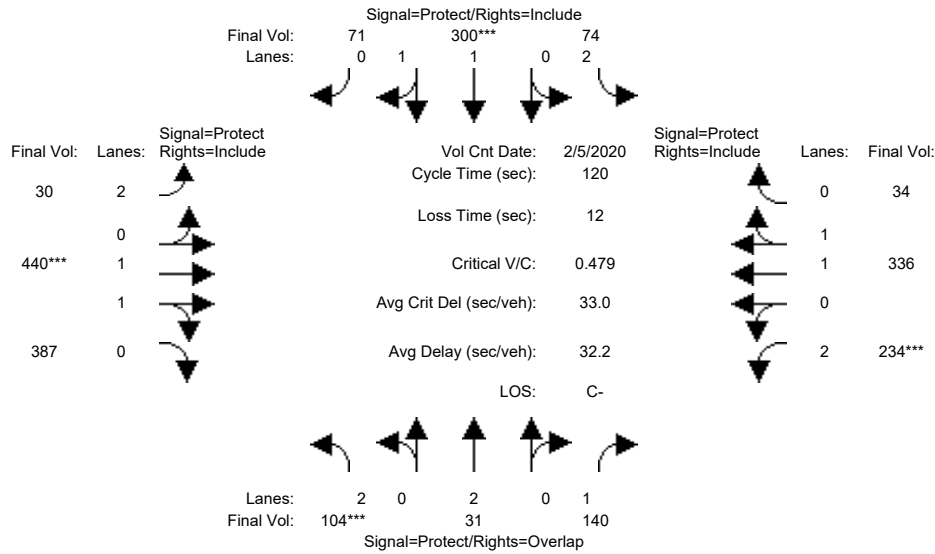
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.98	0.95	0.83	0.98	0.95
Lanes:	2.00	2.00	1.00	2.00	1.00	1.00	2.00	1.54	0.46	2.00	1.77	0.23
Final Sat.:	3150	3800	1750	3150	1900	1750	3150	2871	828	3150	3291	408

Capacity Analysis Module:												
Vol/Sat:	0.11	0.06	0.11	0.01	0.01	0.03	0.03	0.12	0.12	0.05	0.22	0.22
Crit Moves:	***					***	***				***	
Green Time:	30.4	23.8	46.4	16.7	10.0	10.0	7.7	44.9	44.9	22.6	59.9	59.9
Volume/Cap:	0.43	0.28	0.27	0.07	0.18	0.30	0.43	0.31	0.31	0.24	0.43	0.43
Uniform Del:	37.5	40.9	25.2	44.9	51.2	51.7	54.1	26.5	26.5	41.4	19.2	19.2
IncrementDel:	0.4	0.2	0.2	0.1	0.2	0.7	1.5	0.1	0.1	0.2	0.2	0.2
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	37.9	41.1	25.4	45.0	51.4	52.4	55.5	26.7	26.7	41.6	19.4	19.4
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:	37.9	41.1	25.4	45.0	51.4	52.4	55.5	26.7	26.7	41.6	19.4	19.4
LOS by Move:	D+	D	C	D	D-	D-	E+	C	C	D	B-	B-
HCM2kAvgQ:	6	3	5	1	1	2	2	6	6	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 PM

Intersection #59: Mary Ave & Maude Ave



Street Name:	Mary Ave						Maude Ave					
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:	5 Feb 2020	<<	5:00 - 6:00						
Base Vol:	104	31	140	74	300	71	30	440	387	234	336	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	104	31	140	74	300	71	30	440	387	234	336	34
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	104	31	140	74	300	71	30	440	387	234	336	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	104	31	140	74	300	71	30	440	387	234	336	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	104	31	140	74	300	71	30	440	387	234	336	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	104	31	140	74	300	71	30	440	387	234	336	34

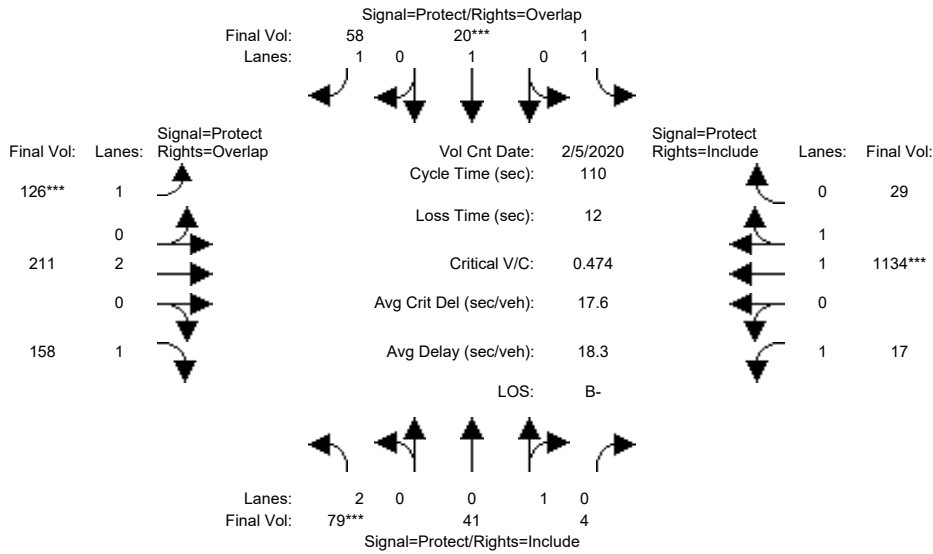
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.98	0.95	0.83	1.00	0.95	0.83	0.98	0.95
Lanes:	2.00	2.00	1.00	2.00	1.61	0.39	2.00	1.04	0.96	2.00	1.81	0.19
Final Sat.:	3150	3800	1750	3150	2991	708	3150	1967	1730	3150	3360	340

Capacity Analysis Module:												
Vol/Sat:	0.03	0.01	0.08	0.02	0.10	0.10	0.01	0.22	0.22	0.07	0.10	0.10
Crit Moves:	***				***			***			***	
Green Time:	8.3	19.6	38.2	13.7	25.1	25.1	27.5	56.0	56.0	18.6	47.1	47.1
Volume/Cap:	0.48	0.05	0.25	0.21	0.48	0.48	0.04	0.48	0.48	0.48	0.25	0.25
Uniform Del:	53.8	42.3	30.3	48.2	41.7	41.7	36.0	22.0	22.0	46.3	24.6	24.6
IncrementDel:	1.7	0.0	0.2	0.3	0.5	0.5	0.0	0.2	0.2	0.7	0.1	0.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	55.5	42.3	30.5	48.5	42.2	42.2	36.0	22.2	22.2	47.0	24.7	24.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.5	42.3	30.5	48.5	42.2	42.2	36.0	22.2	22.2	47.0	24.7	24.7
LOS by Move:	E+	D	C	D	D	D	D+	C+	C+	D	C	C
HCM2kAvgQ:	2	0	4	2	6	6	1	11	11	5	4	4

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

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

Intersection #60: Patrick Henry Dr & Tasman Dr



Street Name:	Patrick Henry Dr						Tasman Dr					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	6	8	8	6	8	8	8	15	15	8	8	8
Y+R:	6.0	6.0	6.0	6.0	6.0	6.0	6.1	6.1	6.1	6.1	6.1	6.1

Volume Module:	>>	Count	Date:	5 Feb 2020	<<	8:00 - 9:00						
Base Vol:	79	41	4	1	20	58	126	211	158	17	1134	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:	79	41	4	1	20	58	126	211	158	17	1134	29
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	79	41	4	1	20	58	126	211	158	17	1134	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	79	41	4	1	20	58	126	211	158	17	1134	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	41	4	1	20	58	126	211	158	17	1134	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	79	41	4	1	20	58	126	211	158	17	1134	29

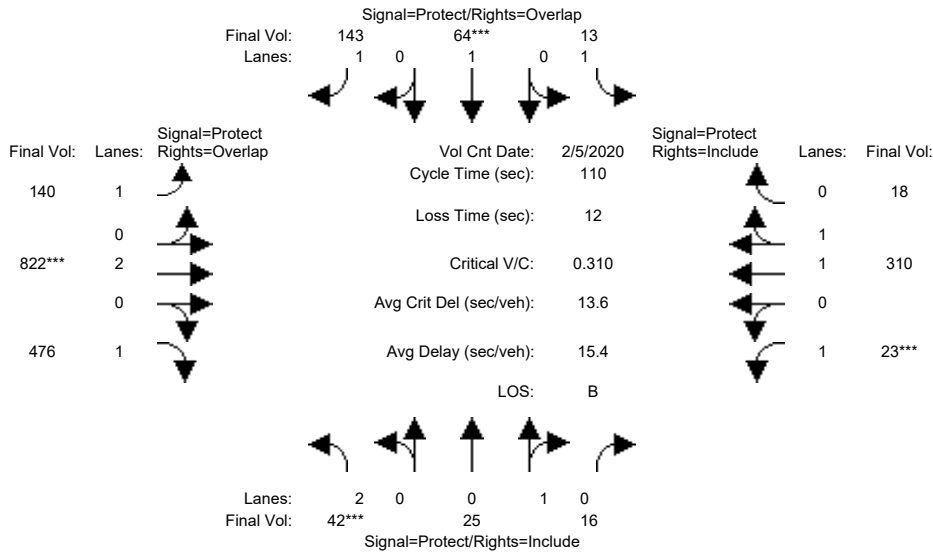
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	2.00	0.91	0.09	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.95	0.05
Final Sat.:	3150	1640	160	1750	1900	1750	1750	3800	1750	1750	3608	92

Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.00	0.01	0.03	0.07	0.06	0.09	0.01	0.31	0.31
Crit Moves:	***				***		***				***	
Green Time:	6.0	8.0	8.0	6.0	8.0	23.7	15.7	54.8	60.8	29.2	68.3	68.3
Volume/Cap:	0.46	0.34	0.34	0.01	0.14	0.15	0.51	0.11	0.16	0.04	0.51	0.51
Uniform Del:	50.4	48.5	48.5	49.2	47.8	35.1	43.6	14.7	12.1	30.0	11.5	11.5
IncrementDel:	1.9	1.6	1.6	0.0	0.5	0.2	1.7	0.0	0.1	0.0	0.2	0.2
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	52.4	50.1	50.1	49.2	48.3	35.2	45.3	14.7	12.2	30.0	11.7	11.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.4	50.1	50.1	49.2	48.3	35.2	45.3	14.7	12.2	30.0	11.7	11.7
LOS by Move:	D-	D	D	D	D	D+	D	B	B	C	B+	B+
HCM2kAvgQ:	2	2	2	0	1	2	4	2	3	0	11	11

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

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

Intersection #60: Patrick Henry Dr & Tasman Dr



Street Name:	Patrick Henry Dr						Tasman Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	6	8	8	6	8	8	8	15	15	8	8	8
Y+R:	6.0	6.0	6.0	6.0	6.0	6.0	6.1	6.1	6.1	6.1	6.1	6.1

Volume Module:	>>	Count	Date:	5 Feb 2020	<<	4:30-5:30						
Base Vol:	42	25	16	13	64	143	140	822	476	23	310	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	42	25	16	13	64	143	140	822	476	23	310	18
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:	42	25	16	13	64	143	140	822	476	23	310	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	42	25	16	13	64	143	140	822	476	23	310	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	25	16	13	64	143	140	822	476	23	310	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	42	25	16	13	64	143	140	822	476	23	310	18

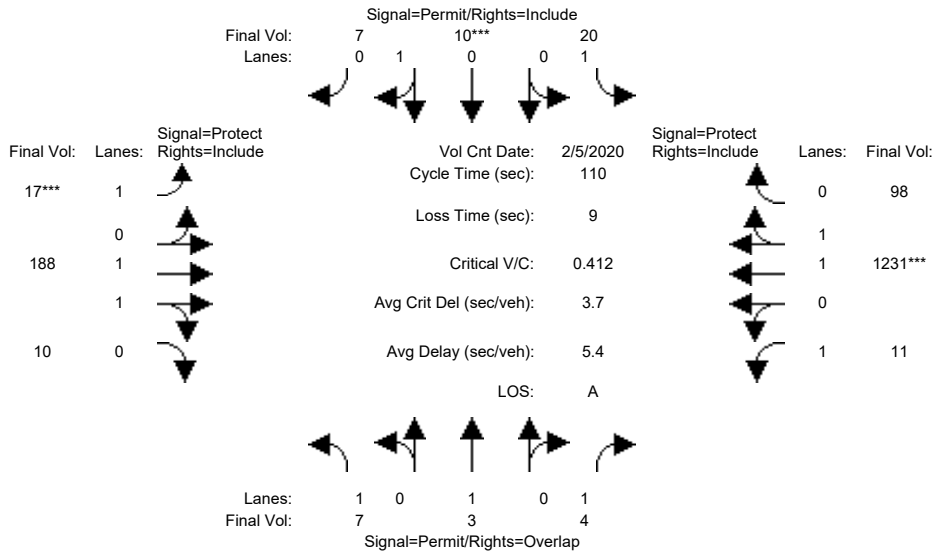
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	2.00	0.61	0.39	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.89	0.11
Final Sat.:	3150	1098	702	1750	1900	1750	1750	3800	1750	1750	3497	203

Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.01	0.03	0.08	0.08	0.22	0.27	0.01	0.09	0.09
Crit Moves:	***			***			***			***		
Green Time:	6.0	9.9	9.9	7.4	11.3	49.6	38.3	72.7	78.7	8.0	42.4	42.4
Volume/Cap:	0.24	0.25	0.25	0.11	0.33	0.18	0.23	0.33	0.38	0.18	0.23	0.23
Uniform Del:	49.8	46.6	46.6	48.2	45.8	18.1	25.4	8.1	6.1	47.9	22.8	22.8
IncrementDel:	0.7	0.8	0.8	0.4	1.0	0.1	0.2	0.1	0.2	0.7	0.1	0.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	50.6	47.4	47.4	48.6	46.8	18.2	25.6	8.2	6.3	48.6	22.9	22.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.6	47.4	47.4	48.6	46.8	18.2	25.6	8.2	6.3	48.6	22.9	22.9
LOS by Move:	D	D	D	D	D	B-	C	A	A	D	C+	C+
HCM2kAvgQ:	1	2	2	1	2	3	3	6	7	1	4	4

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

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

Intersection #61: Old Ironsides Dr & Tasman Dr

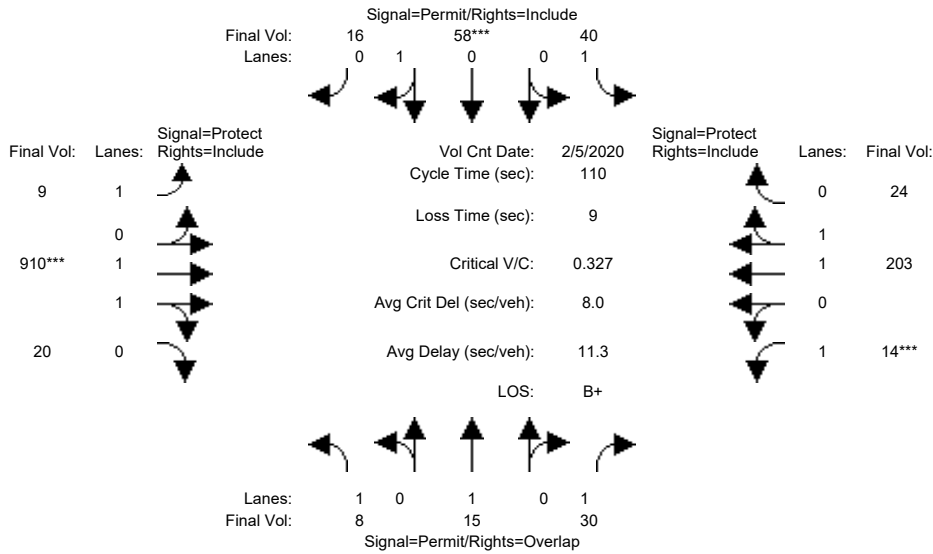


Street Name:	Old Ironsides Dr						Tasman Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	6	6	6	4	4	4	5	10	10	4	10	10
Y+R:	6.0	6.0	6.0	6.0	6.0	6.0	5.5	6.0	6.0	5.5	6.0	6.0
Volume Module: >> Count Date:	5 Feb 2020 << 8:00 - 9:00											
Base Vol:	7	3	4	20	10	7	17	188	10	11	1231	98
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	3	4	20	10	7	17	188	10	11	1231	98
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:	7	3	4	20	10	7	17	188	10	11	1231	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	3	4	20	10	7	17	188	10	11	1231	98
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	3	4	20	10	7	17	188	10	11	1231	98
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	7	3	4	20	10	7	17	188	10	11	1231	98
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.00	1.00	1.00	0.59	0.41	1.00	1.90	0.10	1.00	1.85	0.15
Final Sat.:	1750	1900	1750	1750	1059	741	1750	3513	187	1750	3427	273
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.01	0.01	0.01	0.05	0.05	0.01	0.36	0.36
Crit Moves:				****			****			****		
Green Time:	4.0	4.0	31.7	4.0	4.0	4.0	5.0	69.3	69.3	27.7	92.0	92.0
Volume/Cap:	0.11	0.04	0.01	0.31	0.26	0.26	0.21	0.08	0.08	0.02	0.43	0.43
Uniform Del:	51.3	51.2	27.9	51.6	51.6	51.6	50.6	8.0	8.0	31.0	2.3	2.3
IncrementDel:	0.7	0.3	0.0	2.6	2.1	2.1	1.3	0.0	0.0	0.0	0.1	0.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	52.0	51.4	27.9	54.3	53.7	53.7	52.0	8.0	8.0	31.0	2.4	2.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.0	51.4	27.9	54.3	53.7	53.7	52.0	8.0	8.0	31.0	2.4	2.4
LOS by Move:	D-	D-	C	D-	D-	D-	D-	A	A	C	A	A
HCM2kAvgQ:	0	0	0	1	1	1	1	1	1	0	6	6

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

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

Intersection #61: Old Ironsides Dr & Tasman Dr



Street Name:	Old Ironsides Dr						Tasman Dr					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	6	6	6	4	4	4	5	10	10	4	10	10
Y+R:	6.0	6.0	6.0	6.0	6.0	6.0	5.5	6.0	6.0	5.5	6.0	6.0

Volume Module:	>>	Count	Date:	5 Feb 2020	<<	4:00 - 5:00						
Base Vol:	8	15	30	40	58	16	9	910	20	14	203	24
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	15	30	40	58	16	9	910	20	14	203	24
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	15	30	40	58	16	9	910	20	14	203	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	15	30	40	58	16	9	910	20	14	203	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	15	30	40	58	16	9	910	20	14	203	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	8	15	30	40	58	16	9	910	20	14	203	24

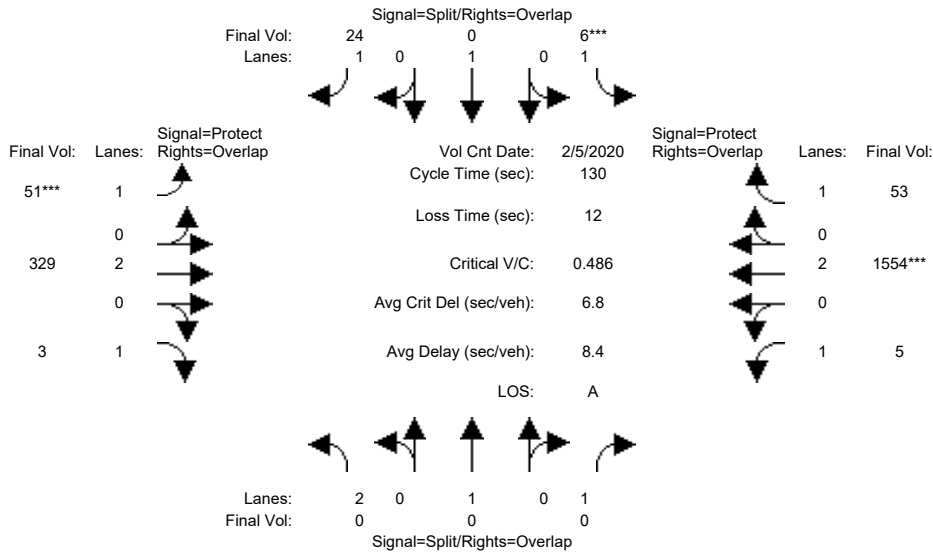
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	1.00	1.00	1.00	1.00	0.78	0.22	1.00	1.96	0.04	1.00	1.78	0.22
Final Sat.:	1750	1900	1750	1750	1411	389	1750	3620	80	1750	3309	391

Capacity Analysis Module:												
Vol/Sat:	0.00	0.01	0.02	0.02	0.04	0.04	0.01	0.25	0.25	0.01	0.06	0.06
Crit Moves:					****			****			****	
Green Time:	13.6	13.6	17.6	13.6	13.6	13.6	29.1	83.4	83.4	4.0	58.2	58.2
Volume/Cap:	0.04	0.06	0.11	0.18	0.33	0.33	0.02	0.33	0.33	0.22	0.12	0.12
Uniform Del:	42.4	42.5	39.5	43.2	44.0	44.0	29.9	4.3	4.3	51.5	13.0	13.0
IncrementDel:	0.1	0.1	0.2	0.4	0.9	0.9	0.0	0.1	0.1	1.7	0.0	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	42.5	42.7	39.6	43.6	44.9	44.9	29.9	4.4	4.4	53.2	13.0	13.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.5	42.7	39.6	43.6	44.9	44.9	29.9	4.4	4.4	53.2	13.0	13.0
LOS by Move:	D	D	D	D	D	D	C	A	A	D-	B	B
HCM2kAvgQ:	0	0	1	1	3	3	0	5	5	0	2	2

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

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

Intersection #62: Convention Center Dr & Tasman Dr

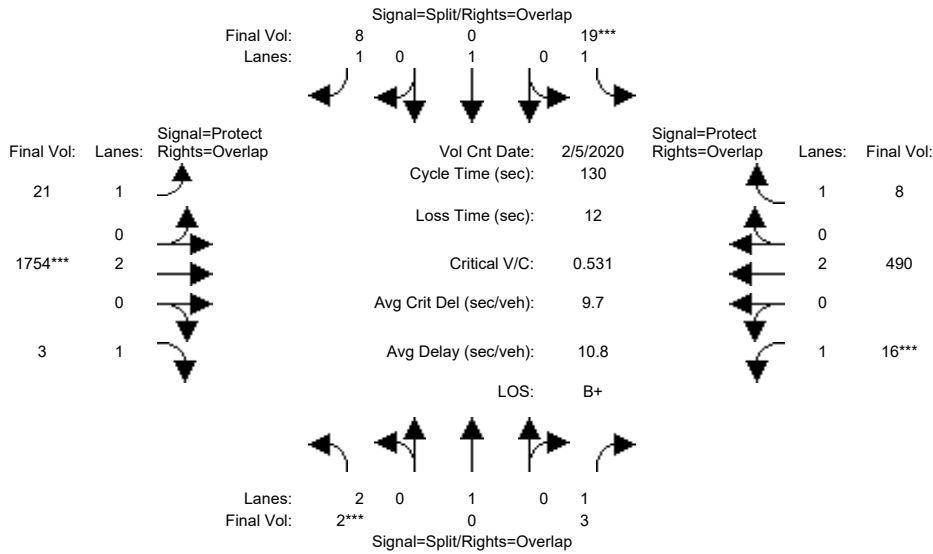


Street Name:	Convention Center Dr						Tasman Dr						
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Min. Green:	7	7	7	7	7	7	6	15	15	8	10	10	
Y+R:	5.5	5.5	5.5	5.5	5.5	5.5	6.0	6.0	6.0	6.0	6.0	6.0	
Volume Module: >> Count Date:	5 Feb 2020 << 8:15 - 9:15												
Base Vol:	0	0	0	6	0	24	51	329	3	5	1554	53	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	0	0	0	6	0	24	51	329	3	5	1554	53	
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	0	0	0	6	0	24	51	329	3	5	1554	53	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	0	0	0	6	0	24	51	329	3	5	1554	53	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	0	0	0	6	0	24	51	329	3	5	1554	53	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Final Volume:	0	0	0	6	0	24	51	329	3	5	1554	53	
Saturation Flow Module:													
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	
Final Sat.:	3150	1900	1750	1750	1900	1750	1750	3800	1750	1750	3800	1750	
Capacity Analysis Module:													
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.01	0.03	0.09	0.00	0.00	0.41	0.03	
Crit Moves:				****				****					
Green Time:	0.0	0.0	0.0	7.0	0.0	14.4	7.4	72.4	72.4	38.6	104	110.6	
Volume/Cap:	0.00	0.00	0.00	0.06	0.00	0.12	0.51	0.16	0.00	0.01	0.51	0.04	
Uniform Del:	0.0	0.0	0.0	58.4	0.0	52.1	59.6	14.0	12.8	32.2	4.5	1.5	
IncrementDel:	0.0	0.0	0.0	0.3	0.0	0.3	4.5	0.0	0.0	0.0	0.2	0.0	
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Delay/Veh:	0.0	0.0	0.0	58.7	0.0	52.4	64.1	14.0	12.8	32.2	4.7	1.5	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.0	0.0	58.7	0.0	52.4	64.1	14.0	12.8	32.2	4.7	1.5	
LOS by Move:	A	A	A	E+	A	D-	E	B	B	C-	A	A	
HCM2kAvgQ:	0	0	0	0	0	1	2	3	0	0	10	0	

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

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

Intersection #62: Convention Center Dr & Tasman Dr



Street Name:	Convention Center Dr						Tasman Dr					
	North Bound			South Bound			East Bound			West Bound		
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	7	7	7	7	7	6	15	15	8	10	10
Y+R:	5.5	5.5	5.5	5.5	5.5	5.5	6.0	6.0	6.0	6.0	6.0	6.0

Volume Module:	>>	Count	Date:	5 Feb 2020	<<	5:00 - 6:00						
Base Vol:	2	0	3	19	0	8	21	1754	3	16	490	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	0	3	19	0	8	21	1754	3	16	490	8
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	0	3	19	0	8	21	1754	3	16	490	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	0	3	19	0	8	21	1754	3	16	490	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	0	3	19	0	8	21	1754	3	16	490	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
Final Volume:	2	0	3	19	0	8	21	1754	3	16	490	8

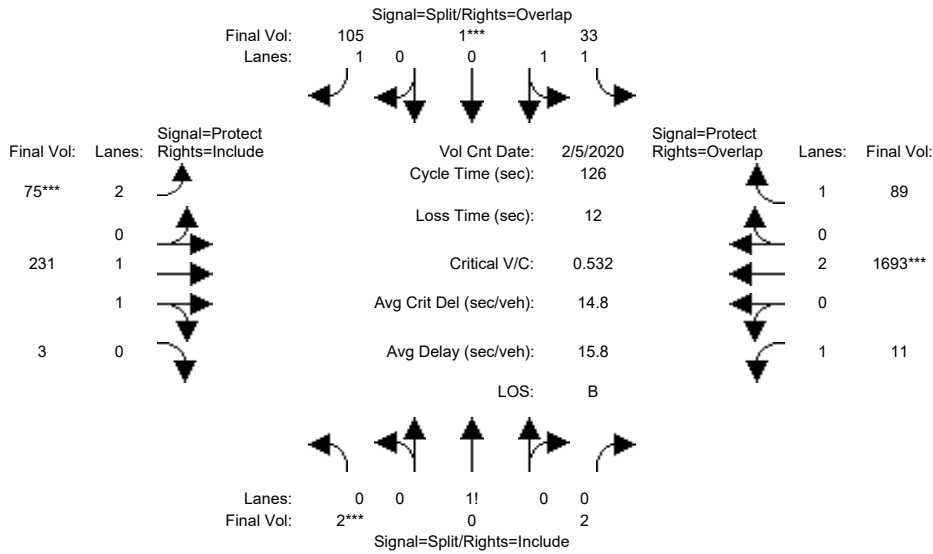
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	1900	1750	1750	1900	1750	1750	3800	1750	1750	3800	1750

Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.00	0.01	0.46	0.00	0.01	0.13	0.00
Crit Moves:	***			***			***			***		
Green Time:	7.0	0.0	15.0	7.0	0.0	34.4	27.4	96.0	103.0	8.0	76.6	83.6
Volume/Cap:	0.01	0.00	0.01	0.20	0.00	0.02	0.06	0.63	0.00	0.15	0.22	0.01
Uniform Del:	58.2	0.0	51.0	58.8	0.0	35.3	41.0	8.3	2.8	57.8	12.6	8.3
IncrementDel:	0.0	0.0	0.0	1.1	0.0	0.0	0.1	0.4	0.0	0.6	0.0	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	58.3	0.0	51.0	59.9	0.0	35.3	41.0	8.7	2.8	58.4	12.6	8.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.3	0.0	51.0	59.9	0.0	35.3	41.0	8.7	2.8	58.4	12.6	8.3
LOS by Move:	E+	A	D	E+	A	D+	D	A	A	E+	B	A
HCM2kAvgQ:	0	0	0	1	0	0	1	17	0	1	4	0

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

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

Intersection #63: Centennial Blvd & Tasman Dr



Street Name:	Centennial Blvd						Tasman Dr					
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	8	20	20	5	20	20
Y+R:	5.5	5.5	5.5	6.0	6.0	6.0	5.5	6.0	6.0	6.0	6.0	6.0

Volume Module:	>>	Count	Date:	5 Feb 2020	<<	8:00 - 9:00						
Base Vol:	2	0	2	33	1	105	75	231	3	11	1693	89
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	0	2	33	1	105	75	231	3	11	1693	89
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:	2	0	2	33	1	105	75	231	3	11	1693	89
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	0	2	33	1	105	75	231	3	11	1693	89
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	0	2	33	1	105	75	231	3	11	1693	89
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	2	0	2	33	1	105	75	231	3	11	1693	89

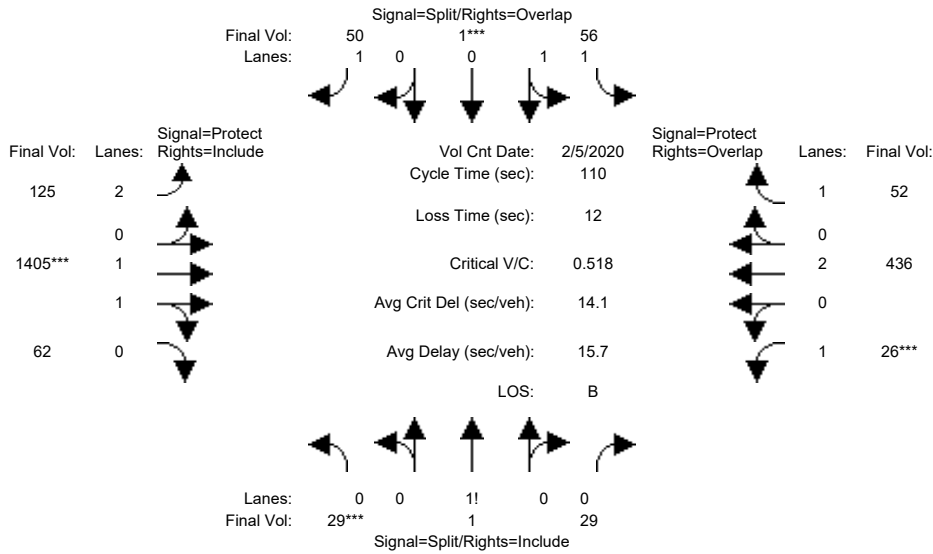
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.93	0.95	0.92	0.83	0.97	0.95	0.92	1.00	0.92
Lanes:	0.50	0.00	0.50	1.94	0.06	1.00	2.00	1.97	0.03	1.00	2.00	1.00
Final Sat.:	875	0	875	3446	104	1750	3150	3653	47	1750	3800	1750

Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.01	0.06	0.02	0.06	0.06	0.01	0.45	0.05
Crit Moves:	***			****			****			****		
Green Time:	10.0	0.0	10.0	10.0	10.0	18.0	8.0	75.2	75.2	18.8	86.0	96.0
Volume/Cap:	0.03	0.00	0.03	0.12	0.12	0.42	0.38	0.11	0.11	0.04	0.65	0.07
Uniform Del:	53.5	0.0	53.5	53.9	53.9	49.2	56.6	10.9	10.9	45.9	11.5	3.8
IncrementDel:	0.1	0.0	0.1	0.2	0.2	1.1	1.2	0.0	0.0	0.1	0.6	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	53.6	0.0	53.6	54.1	54.1	50.4	57.8	11.0	11.0	46.0	12.1	3.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.6	0.0	53.6	54.1	54.1	50.4	57.8	11.0	11.0	46.0	12.1	3.8
LOS by Move:	D-	A	D-	D-	D-	D	E+	B+	B+	D	B	A
HCM2kAvgQ:	0	0	0	1	1	4	2	2	2	0	18	1

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

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

Intersection #63: Centennial Blvd & Tasman Dr



Street Name:	Centennial Blvd						Tasman Dr					
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	8	20	20	5	20	20
Y+R:	5.5	5.5	5.5	6.0	6.0	6.0	5.5	6.0	6.0	6.0	6.0	6.0

Volume Module:	>> Count	Date:	5 Feb 2020	<< 5:15 - 6:15
Base Vol:	29 1 29	56 1 50	125 1405 62	26 436 52
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	29 1 29	56 1 50	125 1405 62	26 436 52
Added Vol:	0 0 0	0 0 0	0 0 0	0 0 0
PasserByVol:	0 0 0	0 0 0	0 0 0	0 0 0
Initial Fut:	29 1 29	56 1 50	125 1405 62	26 436 52
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Volume:	29 1 29	56 1 50	125 1405 62	26 436 52
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	29 1 29	56 1 50	125 1405 62	26 436 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
Final Volume:	29 1 29	56 1 50	125 1405 62	26 436 52

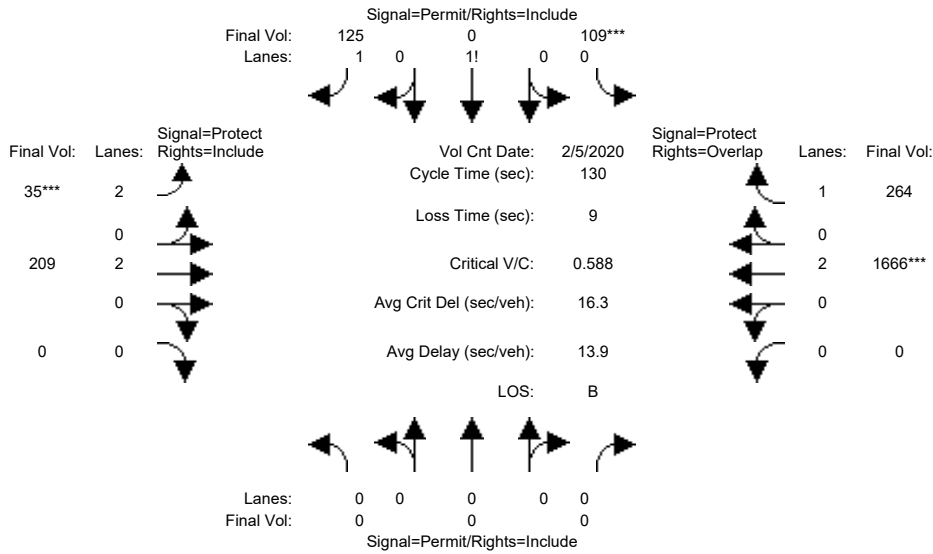
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.93	0.95	0.92	0.83	0.97	0.95	0.92	1.00	0.92
Lanes:	0.49	0.02	0.49	1.97	0.03	1.00	2.00	1.91	0.09	1.00	2.00	1.00
Final Sat.:	860	30	860	3488	62	1750	3150	3544	156	1750	3800	1750

Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.02	0.02	0.03	0.04	0.40	0.40	0.01	0.11	0.03
Crit Moves:	***			****			****			****		
Green Time:	10.0	10.0	10.0	10.0	10.0	32.3	22.3	73.0	73.0	5.0	55.7	65.7
Volume/Cap:	0.37	0.37	0.37	0.18	0.18	0.10	0.20	0.60	0.60	0.33	0.23	0.05
Uniform Del:	47.0	47.0	47.0	46.2	46.2	28.3	36.4	10.3	10.3	50.9	15.1	9.2
IncrementDel:	1.5	1.5	1.5	0.3	0.3	0.1	0.2	0.4	0.4	2.4	0.1	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	48.5	48.5	48.5	46.5	46.5	28.3	36.6	10.7	10.7	53.3	15.2	9.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.5	48.5	48.5	46.5	46.5	28.3	36.6	10.7	10.7	53.3	15.2	9.2
LOS by Move:	D	D	D	D	D	C	D+	B+	B+	D-	B	A
HCM2kAvgQ:	2	2	2	1	1	1	2	14	14	1	4	1

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

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

Intersection #64: Calle Del Sol & Tasman Dr



Street Name:	Calle Del Sol						Tasman Dr					
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	10	0	10	8	10	0	0	10	10
Y+R:	4.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:	>>	Count	Date:	5 Feb 2020	<<	7:45 - 8:45						
Base Vol:	0	0	0	109	0	125	35	209	0	0	1666	264
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	109	0	125	35	209	0	0	1666	264
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	109	0	125	35	209	0	0	1666	264
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	109	0	125	35	209	0	0	1666	264
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	109	0	125	35	209	0	0	1666	264
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	109	0	125	35	209	0	0	1666	264

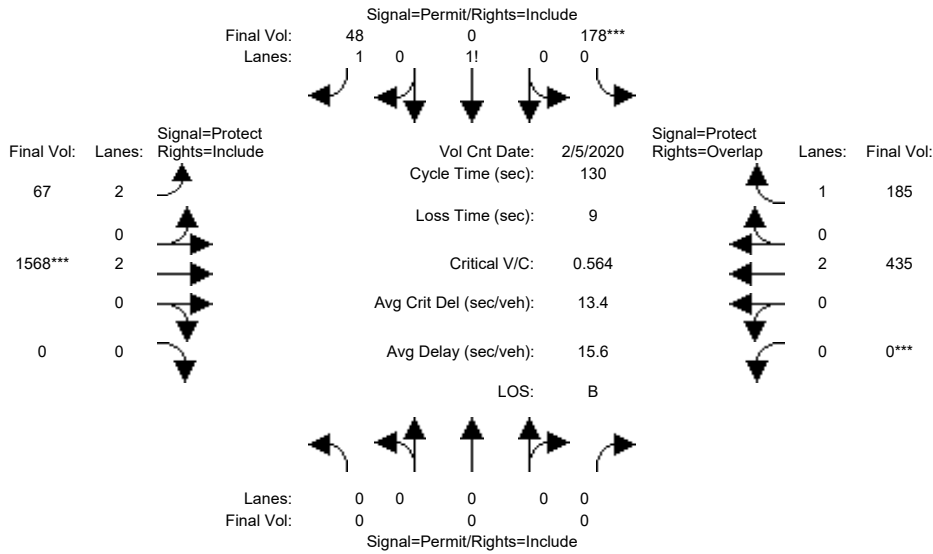
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.64	0.00	1.36	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1112	0	2388	3150	3800	0	0	3800	1750

Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.05	0.01	0.06	0.00	0.00	0.44	0.15
Crit Moves:				****			****			****		
Green Time:	0.0	0.0	0.0	20.6	0.0	20.6	8.0	100	0.0	0.0	92.4	92.4
Volume/Cap:	0.00	0.00	0.00	0.62	0.00	0.33	0.18	0.07	0.00	0.00	0.62	0.21
Uniform Del:	0.0	0.0	0.0	51.0	0.0	48.5	57.9	3.6	0.0	0.0	9.7	6.4
IncrementDel:	0.0	0.0	0.0	3.1	0.0	0.3	0.4	0.0	0.0	0.0	0.4	0.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	54.1	0.0	48.8	58.3	3.6	0.0	0.0	10.1	6.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	54.1	0.0	48.8	58.3	3.6	0.0	0.0	10.1	6.5
LOS by Move:	A	A	A	D-	A	D	E+	A	A	A	B+	A
HCM2kAvgQ:	0	0	0	8	0	4	1	1	0	0	17	4

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

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

Intersection #64: Calle Del Sol & Tasman Dr



Street Name:	Calle Del Sol						Tasman Dr					
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	10	0	10	8	10	0	0	10	10
Y+R:	4.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:	>>	Count	Date:	5 Feb 2020	<<	4:45 - 5:45						
Base Vol:	0	0	0	178	0	48	67	1568	0	0	435	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	0	0	178	0	48	67	1568	0	0	435	185
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	178	0	48	67	1568	0	0	435	185
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	178	0	48	67	1568	0	0	435	185
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	178	0	48	67	1568	0	0	435	185
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	178	0	48	67	1568	0	0	435	185

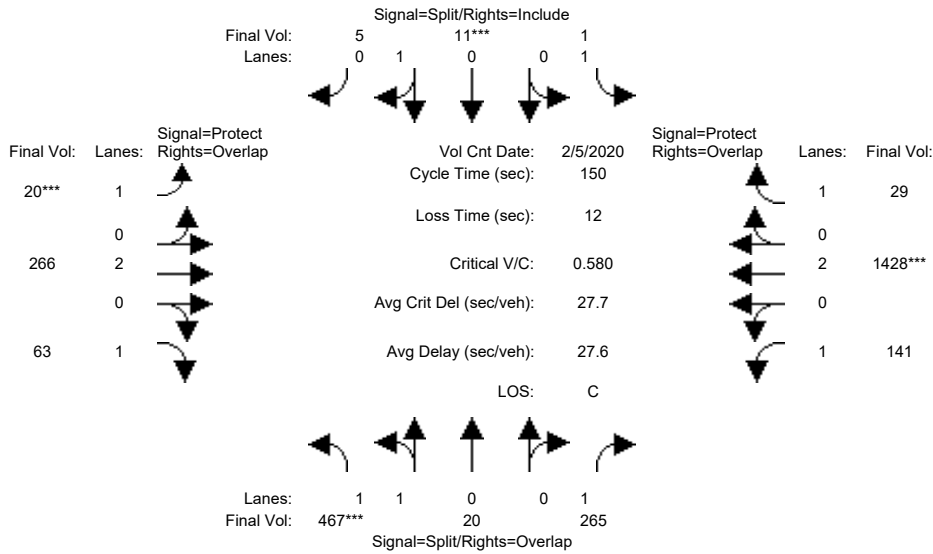
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.88	0.00	1.12	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1581	0	1963	3150	3800	0	0	3800	1750

Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.00	0.02	0.02	0.41	0.00	0.00	0.11	0.11
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	25.9	0.0	25.9	33.2	95.1	0.0	0.0	61.8	61.8
Volume/Cap:	0.00	0.00	0.00	0.56	0.00	0.12	0.08	0.56	0.00	0.00	0.24	0.22
Uniform Del:	0.0	0.0	0.0	46.9	0.0	42.7	36.8	8.0	0.0	0.0	20.2	20.0
IncrementDel:	0.0	0.0	0.0	1.9	0.0	0.0	0.0	0.3	0.0	0.0	0.1	0.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	48.8	0.0	42.7	36.8	8.3	0.0	0.0	20.3	20.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	48.8	0.0	42.7	36.8	8.3	0.0	0.0	20.3	20.1
LOS by Move:	A	A	A	D	A	D	D+	A	A	A	C+	C+
HCM2kAvgQ:	0	0	0	8	0	2	1	14	0	0	5	4

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

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

Intersection #65: Lick Mill Blvd & Tasman Dr



Street Name:	Lick Mill Blvd						Tasman Dr					
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	6	6	6	5	10	10	6	10	10
Y+R:	5.0	5.0	5.0	5.5	5.5	5.5	5.5	6.0	6.0	5.5	6.0	6.0

Volume Module:	>>	Count	Date:	5 Feb 2020	<<	7:45 - 8:45						
Base Vol:	467	20	265	1	11	5	20	266	63	141	1428	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:	467	20	265	1	11	5	20	266	63	141	1428	29
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:	467	20	265	1	11	5	20	266	63	141	1428	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	467	20	265	1	11	5	20	266	63	141	1428	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	467	20	265	1	11	5	20	266	63	141	1428	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	467	20	265	1	11	5	20	266	63	141	1428	29

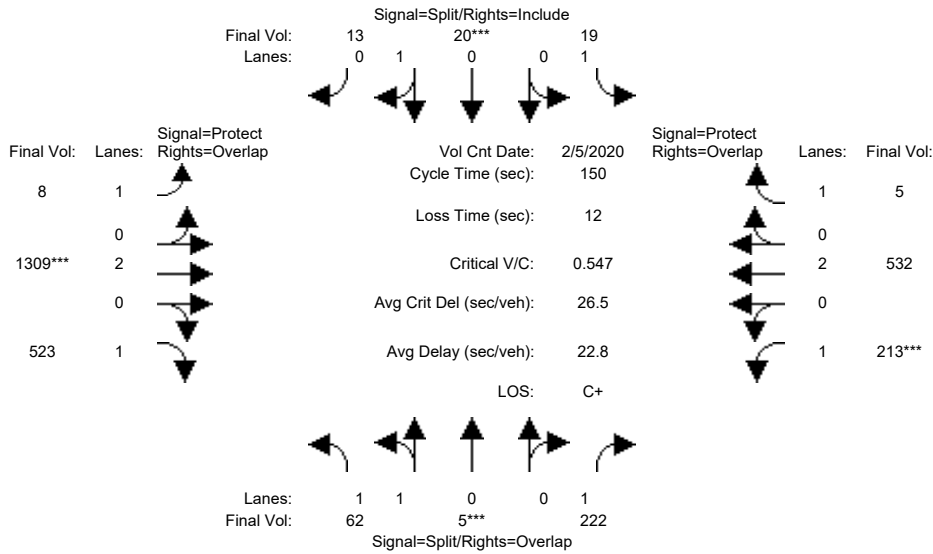
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.92	0.08	1.00	1.00	0.69	0.31	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3404	146	1750	1750	1237	562	1750	3800	1750	1750	3800	1750

Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.15	0.00	0.01	0.01	0.01	0.07	0.04	0.08	0.38	0.02
Crit Moves:	***				***		***				***	
Green Time:	34.0	34.0	86.4	6.0	6.0	6.0	5.0	45.6	79.5	52.5	93.0	99.0
Volume/Cap:	0.61	0.61	0.26	0.01	0.22	0.22	0.34	0.23	0.07	0.23	0.61	0.03
Uniform Del:	52.0	52.0	15.9	69.2	69.7	69.7	70.9	39.1	17.2	34.5	17.3	8.8
IncrementDel:	1.3	1.3	0.1	0.1	1.6	1.6	3.5	0.1	0.0	0.2	0.5	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	53.3	53.3	16.0	69.2	71.3	71.3	74.4	39.2	17.2	34.7	17.8	8.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.3	53.3	16.0	69.2	71.3	71.3	74.4	39.2	17.2	34.7	17.8	8.8
LOS by Move:	D-	D-	B	E	E	E	E	D	B	C-	B	A
HCM2kAvgQ:	11	11	6	0	1	1	1	4	1	5	20	0

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

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

Intersection #65: Lick Mill Blvd & Tasman Dr



Street Name:	Lick Mill Blvd						Tasman Dr					
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	6	6	6	5	10	10	6	10	10
Y+R:	5.0	5.0	5.0	5.5	5.5	5.5	5.5	6.0	6.0	5.5	6.0	6.0

Volume Module:	>>	Count	Date:	5 Feb 2020	<<	4:45 - 5:45						
Base Vol:	62	5	222	19	20	13	8	1309	523	213	532	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	62	5	222	19	20	13	8	1309	523	213	532	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	62	5	222	19	20	13	8	1309	523	213	532	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	62	5	222	19	20	13	8	1309	523	213	532	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	5	222	19	20	13	8	1309	523	213	532	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	62	5	222	19	20	13	8	1309	523	213	532	5

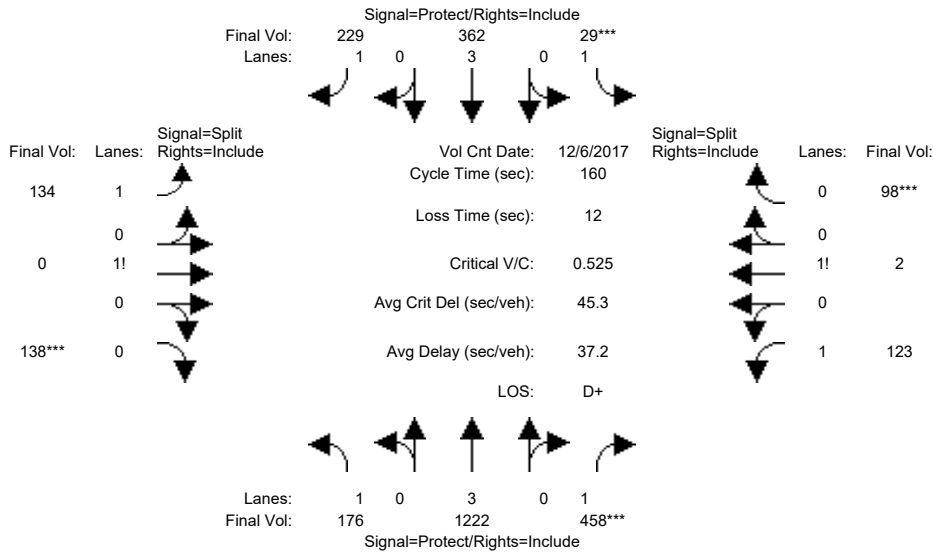
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.85	0.15	1.00	1.00	0.61	0.39	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3285	265	1750	1750	1091	709	1750	3800	1750	1750	3800	1750

Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.13	0.01	0.02	0.02	0.00	0.34	0.30	0.12	0.14	0.00
Crit Moves:	****			****			****			****		
Green Time:	10.0	10.0	41.9	6.0	6.0	6.0	23.5	90.1	100.1	31.9	98.5	104.5
Volume/Cap:	0.28	0.28	0.45	0.27	0.46	0.46	0.03	0.57	0.45	0.57	0.21	0.00
Uniform Del:	66.6	66.6	44.7	69.9	70.4	70.4	53.6	18.2	11.8	53.0	10.3	6.9
IncrementDel:	0.7	0.7	0.7	2.1	4.6	4.6	0.0	0.4	0.3	2.2	0.0	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	67.2	67.2	45.3	72.0	75.0	75.0	53.7	18.6	12.1	55.1	10.3	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:	67.2	67.2	45.3	72.0	75.0	75.0	53.7	18.6	12.1	55.1	10.3	6.9
LOS by Move:	E	E	D	E	E	E	D-	B-	B	E+	B+	A
HCM2kAvgQ:	2	2	9	1	2	2	0	18	12	10	5	0

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

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

Intersection #97: Wolfe Rd & Central Expwy Ramps



Street Name:	Wolfe Rd						Central Expwy Ramps					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	6 Dec 2017	<< 8:00 AM	- 9:00 AM							
Base Vol:	176	1222	458	29	362	229	134	0	138	123	2	98
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	176	1222	458	29	362	229	134	0	138	123	2	98
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:	176	1222	458	29	362	229	134	0	138	123	2	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	176	1222	458	29	362	229	134	0	138	123	2	98
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	176	1222	458	29	362	229	134	0	138	123	2	98
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	176	1222	458	29	362	229	134	0	138	123	2	98

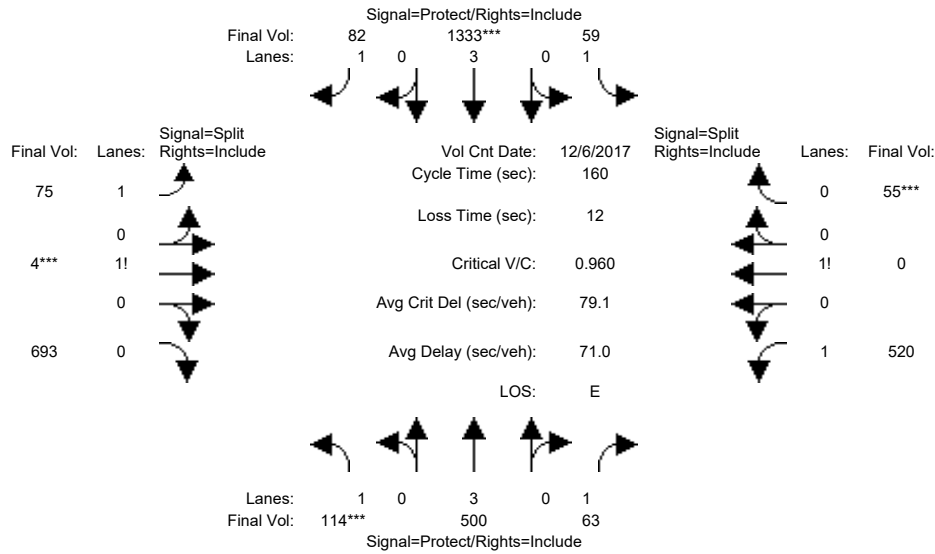
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.95	0.92	0.92	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.33	0.00	0.67	1.38	0.01	0.61
Final Sat.:	1750	5700	1750	1750	5700	1750	2333	0	1200	2416	22	1062

Capacity Analysis Module:												
Vol/Sat:	0.10	0.21	0.26	0.02	0.06	0.13	0.06	0.00	0.11	0.05	0.09	0.09
Crit Moves:			****	****					****			****
Green Time:	37.2	78.7	78.7	7.0	48.5	48.5	34.6	0.0	34.6	27.7	27.7	27.7
Volume/Cap:	0.43	0.44	0.53	0.38	0.21	0.43	0.27	0.00	0.53	0.29	0.53	0.53
Uniform Del:	52.4	26.3	28.0	74.4	41.5	44.7	52.2	0.0	55.6	57.6	60.2	60.2
IncrcmntDel:	0.7	0.1	0.6	3.1	0.1	0.6	0.1	0.0	1.1	0.2	1.3	1.3
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Delay/Veh:	53.1	26.4	28.6	77.5	41.6	45.3	52.3	0.0	56.6	57.8	61.5	61.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.1	26.4	28.6	77.5	41.6	45.3	52.3	0.0	56.6	57.8	61.5	61.5
LOS by Move:	D-	C	C	E-	D	D	D-	A	E+	E+	E	E
HCM2kAvgQ:	8	12	16	2	4	10	4	0	10	4	8	8

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

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

Intersection #97: Wolfe Rd & Central Expwy Ramps



Street Name:	Wolfe Rd						Central Expwy Ramps					
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:	6 Dec 2017	<< 5:00 PM	6:00 PM							
Base Vol:	114	500	63	59	1333	82	75	4	693	520	0	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	114	500	63	59	1333	82	75	4	693	520	0	55
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:	114	500	63	59	1333	82	75	4	693	520	0	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	114	500	63	59	1333	82	75	4	693	520	0	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	500	63	59	1333	82	75	4	693	520	0	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	114	500	63	59	1333	82	75	4	693	520	0	55

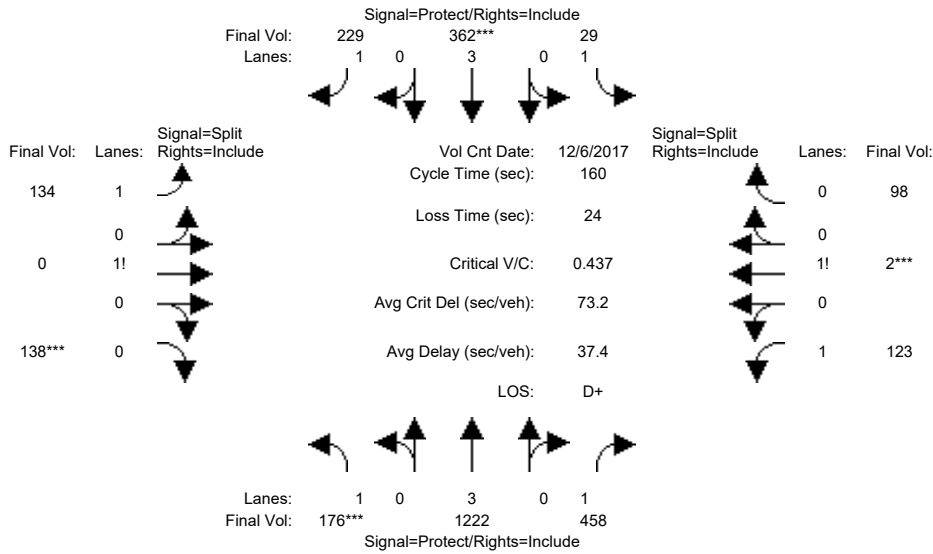
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.05	0.01	0.94	1.83	0.00	0.17
Final Sat.:	1750	5700	1750	1750	5700	1750	1842	10	1696	3194	0	306

Capacity Analysis Module:												
Vol/Sat:	0.07	0.09	0.04	0.03	0.23	0.05	0.04	0.41	0.41	0.16	0.00	0.18
Crit Moves:	***				***			***				***
Green Time:	10.9	33.3	33.3	16.6	39.0	39.0	68.1	68.1	68.1	30.0	0.0	30.0
Volume/Cap:	0.96	0.42	0.17	0.33	0.96	0.19	0.10	0.96	0.96	0.87	0.00	0.96
Uniform Del:	74.4	55.0	52.1	66.5	59.7	48.0	27.5	44.6	44.6	63.1	0.0	64.4
IncrementDel:	69.7	0.2	0.2	1.0	15.5	0.2	0.0	22.3	22.3	11.7	0.0	26.9
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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:	144.0	55.3	52.3	67.6	75.3	48.2	27.5	66.9	66.9	74.8	0.0	91.3
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:	144.0	55.3	52.3	67.6	75.3	48.2	27.5	66.9	66.9	74.8	0.0	91.3
LOS by Move:	F	E+	D-	E	E-	D	C	E	E	E	A	F
HCM2kAvgQ:	9	7	3	3	26	3	2	42	42	17	0	21

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

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

Intersection #101: Wolfe Rd & Central Expwy Ramps



Street Name:	Wolfe Rd						Central Expwy Ramps					
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	75	10	7	75	10	10	25	10	10	25	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:	6 Dec 2017	<< 8:00 AM	- 9:00 AM							
Base Vol:	176	1222	458	29	362	229	134	0	138	123	2	98
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	176	1222	458	29	362	229	134	0	138	123	2	98
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:	176	1222	458	29	362	229	134	0	138	123	2	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	176	1222	458	29	362	229	134	0	138	123	2	98
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	176	1222	458	29	362	229	134	0	138	123	2	98
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	176	1222	458	29	362	229	134	0	138	123	2	98

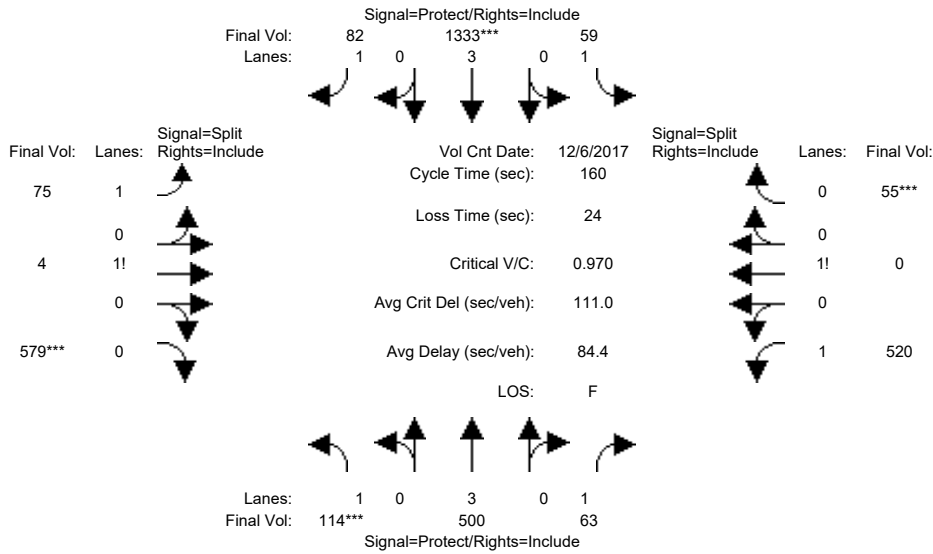
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.95	0.92	0.92	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.33	0.00	0.67	1.38	0.01	0.61
Final Sat.:	1750	5700	1750	1750	5700	1750	2333	0	1200	2416	22	1062

Capacity Analysis Module:												
Vol/Sat:	0.10	0.21	0.26	0.02	0.06	0.13	0.06	0.00	0.11	0.05	0.09	0.09
Crit Moves:	****				****				****		****	
Green Time:	16.8	84.0	84.0	7.8	75.0	75.0	19.2	0.0	19.2	25.0	25.0	25.0
Volume/Cap:	0.96	0.41	0.50	0.34	0.14	0.28	0.48	0.00	0.96	0.33	0.59	0.59
Uniform Del:	71.2	23.0	24.5	73.6	24.1	26.0	65.7	0.0	70.0	60.0	62.7	62.7
IncrementDel:	54.0	0.1	0.4	2.3	0.0	0.2	0.6	0.0	41.9	0.3	2.5	2.5
InitQueueDel:	0.0	3.6	0.0	63.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.73	0.73	1.00	0.81	0.81	1.00	0.00	1.00	1.00	1.00	1.00
Delay/Veh:	125.2	20.4	18.2	138.9	23.6	21.3	66.4	0.0	111.9	60.3	65.2	65.2
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:	125.2	20.4	18.2	138.9	23.6	21.3	66.4	0.0	111.9	60.3	65.2	65.2
LOS by Move:	F	C+	B-	F	C	C+	E	A	F	E	E	E
HCM2kAvgQ:	11	8	11	2	2	5	5	0	14	4	9	9

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

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

Intersection #101: Wolfe Rd & Central Expwy Ramps



Street Name:	Wolfe Rd						Central Expwy Ramps					
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	60	60	10	60	60	30	30	30	25	25	25
Y+R:	6.1	6.1	6.1	5.0	6.1	6.1	6.1	6.1	6.1	5.9	5.9	5.9

Volume Module:	>> Count	Date:	6 Dec 2017	<< 5:00 PM	- 6:00 PM
Base Vol:	114 500 63	59 1333 82	75 4 693	520 0 55	
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	
Initial Bse:	114 500 63	59 1333 82	75 4 693	520 0 55	
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:	114 500 63	59 1333 82	75 4 693	520 0 55	
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	
PHF Volume:	114 500 63	59 1333 82	75 4 693	520 0 55	
Reduct Vol:	0 0 0	0 0 0	0 0 114	0 0 0	
Reduced Vol:	114 500 63	59 1333 82	75 4 579	520 0 55	
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	
Final Volume:	114 500 63	59 1333 82	75 4 579	520 0 55	

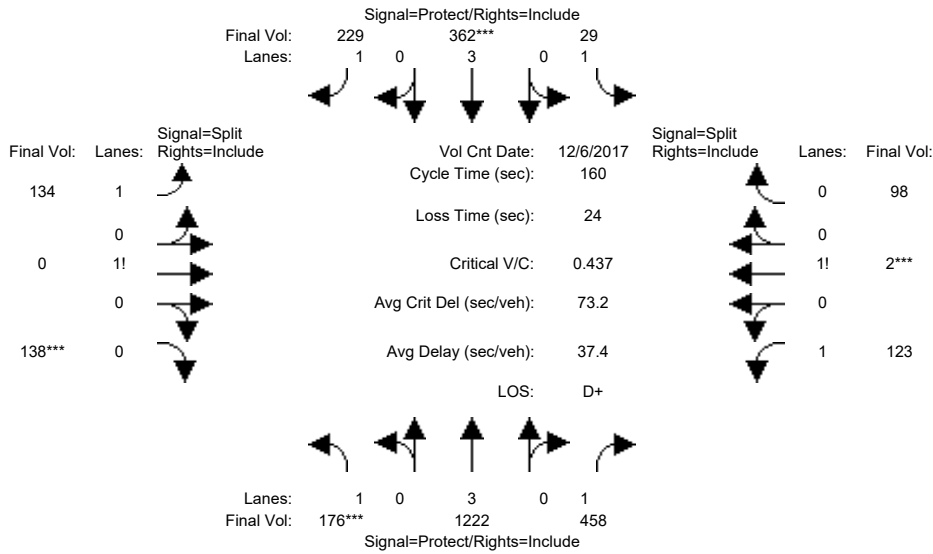
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.06	0.01	0.93	1.83	0.00	0.17
Final Sat.:	1750	5700	1750	1750	5700	1750	1859	12	1677	3194	0	306

Capacity Analysis Module:												
Vol/Sat:	0.07	0.09	0.04	0.03	0.23	0.05	0.04	0.35	0.35	0.16	0.00	0.18
Crit Moves:	***			***			***			***		
Green Time:	10.0	60.0	60.0	10.0	60.0	60.0	41.0	41.0	41.0	25.0	0.0	25.0
Volume/Cap:	1.04	0.23	0.10	0.54	0.62	0.12	0.16	1.35	1.35	1.04	0.00	1.15
Uniform Del:	75.0	34.3	32.4	72.8	40.8	32.8	46.1	59.5	59.5	67.5	0.0	67.5
IncramntDel:	97.9	0.1	0.1	5.3	0.6	0.1	0.0	170	169.6	49.6	0.0	89.3
InitQueueDel:	0.0	1.7	0.0	65.8	2.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.96	0.60	0.60	0.96	0.60	0.60	1.00	1.00	1.00	1.00	0.00	1.00
Delay/Veh:	169.6	22.3	19.5	140.7	28.0	19.8	46.1	229	229.1	117.1	0.0	156.8
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:	169.6	22.3	19.5	140.7	28.0	19.8	46.1	229	229.1	117.1	0.0	156.8
LOS by Move:	F	C+	B-	F	C	B-	D	F	F	F	A	F
HCM2kAvgQ:	8	3	1	4	14	2	3	54	54	21	0	25

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

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

Intersection #102: Wolfe Rd & Central Expwy Ramps



Street Name:	Wolfe Rd						Central Expwy Ramps					
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	75	10	7	75	10	10	25	10	10	25	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:	6 Dec 2017	<< 8:00 AM - 9:00 AM
Base Vol:	176 1222 458	29 362 229	134 0 138	123 2 98
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	176 1222 458	29 362 229	134 0 138	123 2 98
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:	176 1222 458	29 362 229	134 0 138	123 2 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:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Volume:	176 1222 458	29 362 229	134 0 138	123 2 98
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	176 1222 458	29 362 229	134 0 138	123 2 98
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Final Volume:	176 1222 458	29 362 229	134 0 138	123 2 98

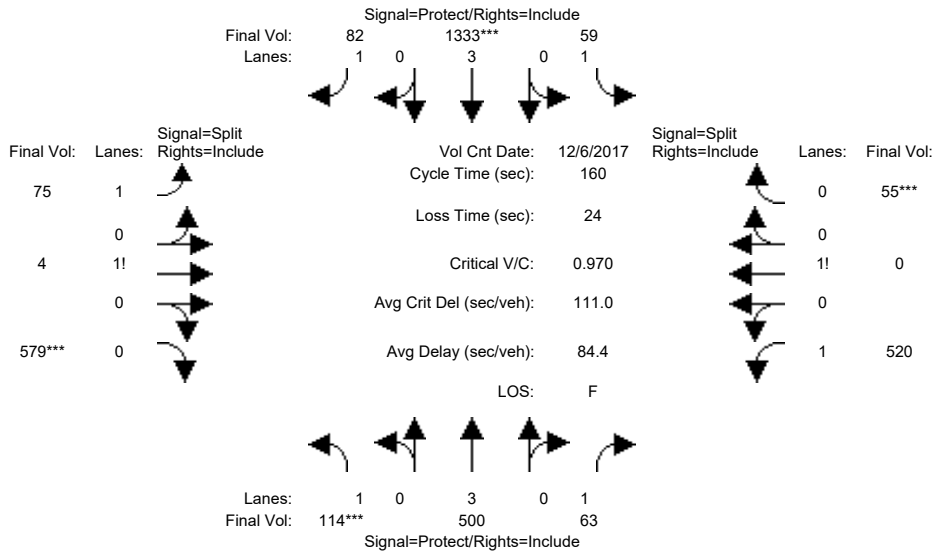
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.95	0.92	0.92	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.33	0.00	0.67	1.38	0.01	0.61
Final Sat.:	1750	5700	1750	1750	5700	1750	2333	0	1200	2416	22	1062

Capacity Analysis Module:												
Vol/Sat:	0.10	0.21	0.26	0.02	0.06	0.13	0.06	0.00	0.11	0.05	0.09	0.09
Crit Moves:	***			***			***			***		
Green Time:	16.8	84.0	84.0	7.8	75.0	75.0	19.2	0.0	19.2	25.0	25.0	25.0
Volume/Cap:	0.96	0.41	0.50	0.34	0.14	0.28	0.48	0.00	0.96	0.33	0.59	0.59
Uniform Del:	71.2	23.0	24.5	73.6	24.1	26.0	65.7	0.0	70.0	60.0	62.7	62.7
IncrementDel:	54.0	0.1	0.4	2.3	0.0	0.2	0.6	0.0	41.9	0.3	2.5	2.5
InitQueueDel:	0.0	3.6	0.0	63.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.73	0.73	1.00	0.81	0.81	1.00	0.00	1.00	1.00	1.00	1.00
Delay/Veh:	125.2	20.4	18.2	138.9	23.6	21.3	66.4	0.0	111.9	60.3	65.2	65.2
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:	125.2	20.4	18.2	138.9	23.6	21.3	66.4	0.0	111.9	60.3	65.2	65.2
LOS by Move:	F	C+	B-	F	C	C+	E	A	F	E	E	E
HCM2kAvgQ:	13	8	11	1	2	5	5	0	14	4	9	9

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

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

Intersection #102: Wolfe Rd & Central Expwy Ramps



Street Name:	Wolfe Rd						Central Expwy Ramps					
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	60	60	10	60	60	30	30	30	25	25	25
Y+R:	6.1	6.1	6.1	5.0	6.1	6.1	6.1	6.1	6.1	5.9	5.9	5.9

Volume Module:	>> Count	Date:	6 Dec 2017	<< 5:00 PM	- 6:00 PM							
Base Vol:	114	500	63	59	1333	82	75	4	693	520	0	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	114	500	63	59	1333	82	75	4	693	520	0	55
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:	114	500	63	59	1333	82	75	4	693	520	0	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	114	500	63	59	1333	82	75	4	693	520	0	55
Reduct Vol:	0	0	0	0	0	0	0	0	114	0	0	0
Reduced Vol:	114	500	63	59	1333	82	75	4	579	520	0	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	114	500	63	59	1333	82	75	4	579	520	0	55

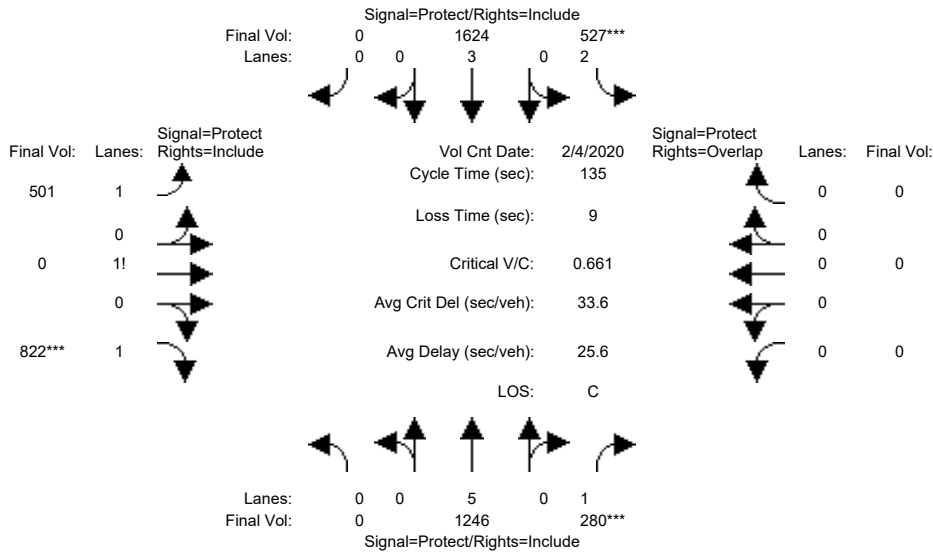
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.06	0.01	0.93	1.83	0.00	0.17
Final Sat.:	1750	5700	1750	1750	5700	1750	1859	12	1677	3194	0	306

Capacity Analysis Module:												
Vol/Sat:	0.07	0.09	0.04	0.03	0.23	0.05	0.04	0.35	0.35	0.16	0.00	0.18
Crit Moves:	***				****				****			****
Green Time:	10.0	60.0	60.0	10.0	60.0	60.0	41.0	41.0	41.0	25.0	0.0	25.0
Volume/Cap:	1.04	0.23	0.10	0.54	0.62	0.12	0.16	1.35	1.35	1.04	0.00	1.15
Uniform Del:	75.0	34.3	32.4	72.8	40.8	32.8	46.1	59.5	59.5	67.5	0.0	67.5
IncrcmntDel:	97.9	0.1	0.1	5.3	0.6	0.1	0.0	170	169.6	49.6	0.0	89.3
InitQueueDel:	0.0	1.7	0.0	65.8	2.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.96	0.60	0.60	0.96	0.60	0.60	1.00	1.00	1.00	1.00	0.00	1.00
Delay/Veh:	169.6	22.3	19.5	140.7	28.0	19.8	46.1	229	229.1	117.1	0.0	156.8
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:	169.6	22.3	19.5	140.7	28.0	19.8	46.1	229	229.1	117.1	0.0	156.8
LOS by Move:	F	C+	B-	F	C	B-	D	F	F	F	A	F
HCM2kAvgQ:	10	4	1	3	13	2	3	54	54	21	0	25

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

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

Intersection #212: I-280 S Ramps/De Anza Blvd 1637-212 [CMP 2010]

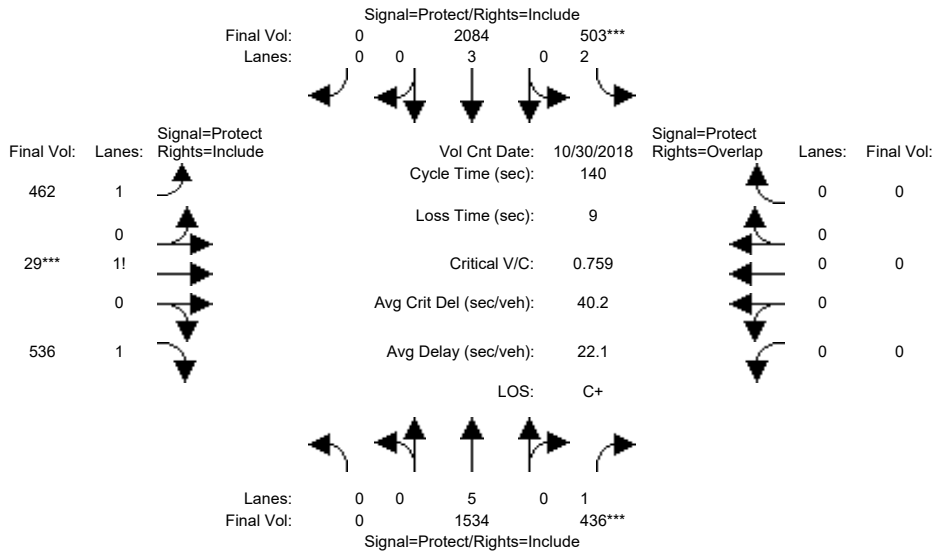


Street Name:	De Anza Boulevard						I-280 S. Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module: >> Count Date:	4 Feb 2020 << 8:45 - 9:45											
Base Vol:	0	1246	280	527	1624	0	501	0	822	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1246	280	527	1624	0	501	0	822	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1246	280	527	1624	0	501	0	822	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1246	280	527	1624	0	501	0	822	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1246	280	527	1624	0	501	0	822	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1246	280	527	1624	0	501	0	822	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	5.00	1.00	2.00	3.00	0.00	1.38	0.00	1.62	0.00	0.00	0.00
Final Sat.:	0	9500	1750	3150	5700	0	2413	0	2837	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.16	0.17	0.28	0.00	0.21	0.00	0.29	0.00	0.00	0.00
Crit Moves:			****	****					****			
Green Time:	0.0	32.7	32.7	34.2	66.8	0.0	59.2	0.0	59.2	0.0	0.0	0.0
Volume/Cap:	0.00	0.54	0.66	0.66	0.58	0.00	0.47	0.00	0.66	0.00	0.00	0.00
Uniform Del:	0.0	44.6	46.2	45.2	24.1	0.0	26.9	0.0	30.0	0.0	0.0	0.0
IncrementDel:	0.0	0.3	3.9	2.1	0.3	0.0	0.1	0.0	0.8	0.0	0.0	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.79	0.79	0.77	0.35	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	35.4	40.2	37.1	8.6	0.0	27.0	0.0	30.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	35.4	40.2	37.1	8.6	0.0	27.0	0.0	30.8	0.0	0.0	0.0
LOS by Move:	A	D+	D	D+	A	A	C	A	C	A	A	A
HCM2kAvgQ:	0	8	11	10	8	0	11	0	18	0	0	0

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

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

Intersection #212: I-280 S Ramps/De Anza Blvd 1637-212 [CMP 2010]

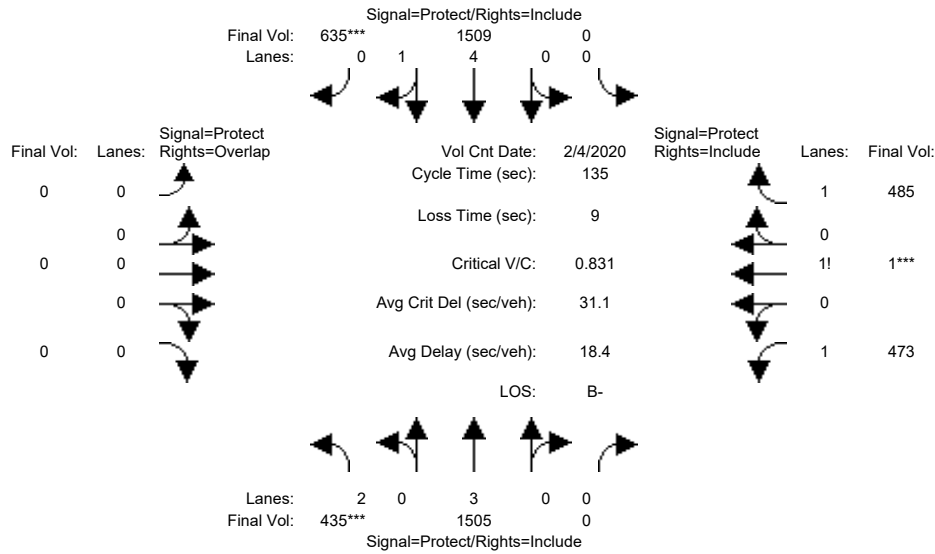


Street Name:	De Anza Boulevard						I-280 S. Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module: >> Count Date: 30 Oct 2018 << 5:00 - 6:00 PM												
Base Vol:	0	1534	436	503	2084	0	462	29	536	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1534	436	503	2084	0	462	29	536	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1534	436	503	2084	0	462	29	536	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1534	436	503	2084	0	462	29	536	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1534	436	503	2084	0	462	29	536	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1534	436	503	2084	0	462	29	536	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92
Lanes:	0.00	5.00	1.00	2.00	3.00	0.00	1.44	0.05	1.51	0.00	0.00	0.00
Final Sat.:	0	9500	1750	3150	5700	0	2516	96	2638	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.25	0.16	0.37	0.00	0.18	0.30	0.20	0.00	0.00	0.00
Crit Moves:			****	****				****				
Green Time:	0.0	45.9	45.9	29.4	75.4	0.0	55.6	55.6	55.6	0.0	0.0	0.0
Volume/Cap:	0.00	0.49	0.76	0.76	0.68	0.00	0.46	0.76	0.51	0.00	0.00	0.00
Uniform Del:	0.0	37.7	42.1	52.0	23.5	0.0	31.1	36.4	31.9	0.0	0.0	0.0
IncrementDel:	0.0	0.1	5.8	5.1	0.6	0.0	0.2	2.6	0.2	0.0	0.0	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.67	0.67	0.82	0.22	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	25.5	34.2	47.8	5.9	0.0	31.3	39.0	32.1	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	25.5	34.2	47.8	5.9	0.0	31.3	39.0	32.1	0.0	0.0	0.0
LOS by Move:	A	C	C-	D	A	A	C	D+	C-	A	A	A
HCM2kAvgQ:	0	8	17	11	8	0	11	22	12	0	0	0

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

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

Intersection #213: I-280 N Ramps/De Anza Blvd 1636-213 [CMP 2010]

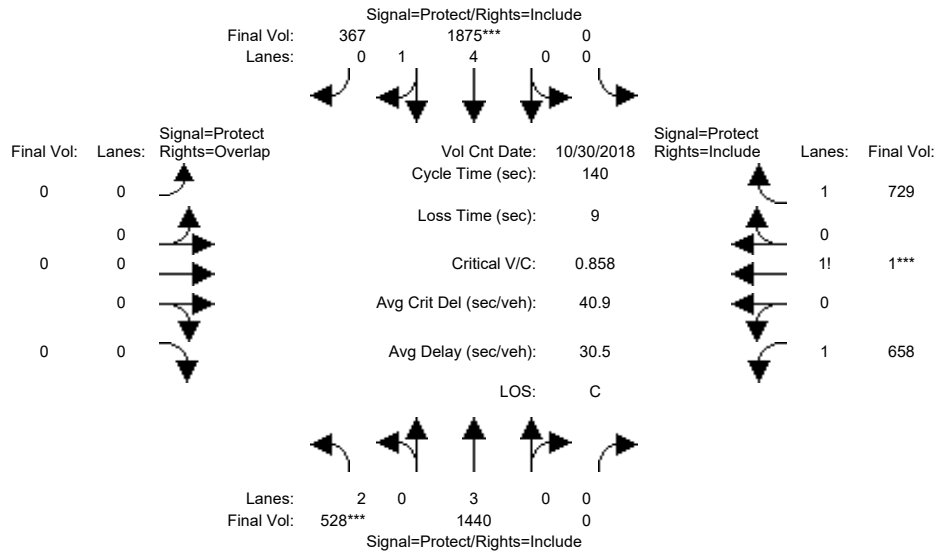


Street Name:	De Anza Boulevard						I-280 N. Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	7	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module: >> Count Date: 4 Feb 2020 << 8:00 - 9:00												
Base Vol:	435	1505	0	0	1509	635	0	0	0	473	1	485
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	435	1505	0	0	1509	635	0	0	0	473	1	485
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:	435	1505	0	0	1509	635	0	0	0	473	1	485
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	435	1505	0	0	1509	635	0	0	0	473	1	485
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	435	1505	0	0	1509	635	0	0	0	473	1	485
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	435	1505	0	0	1509	635	0	0	0	473	1	485
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	2.00	3.00	0.00	0.00	4.00	1.00	0.00	0.00	0.00	1.49	0.01	1.50
Final Sat.:	3150	5700	0	0	7600	1750	0	0	0	2612	4	2634
Capacity Analysis Module:												
Vol/Sat:	0.14	0.26	0.00	0.00	0.20	0.36	0.00	0.00	0.00	0.18	0.27	0.18
Crit Moves:	****					****					****	
Green Time:	22.4	81.4	0.0	0.0	59.0	59.0	0.0	0.0	0.0	44.6	44.6	44.6
Volume/Cap:	0.83	0.44	0.00	0.00	0.45	0.83	0.00	0.00	0.00	0.55	0.83	0.56
Uniform Del:	54.4	14.4	0.0	0.0	26.7	33.6	0.0	0.0	0.0	37.0	41.7	37.1
IncrementDel:	10.8	0.1	0.0	0.0	0.1	2.4	0.0	0.0	0.0	0.4	5.2	0.4
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.87	0.00	0.00	0.00	0.48	0.48	0.00	0.00	0.00	1.00	1.00	1.00
Delay/Veh:	58.0	0.1	0.0	0.0	13.0	18.6	0.0	0.0	0.0	37.3	46.9	37.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.0	0.1	0.0	0.0	13.0	18.6	0.0	0.0	0.0	37.3	46.9	37.5
LOS by Move:	E+	A	A	A	B	B-	A	A	A	D+	D	D+
HCM2kAvgQ:	11	1	0	0	6	20	0	0	0	12	22	12

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

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

Intersection #213: I-280 N Ramps/De Anza Blvd 1636-213 [CMP 2010]

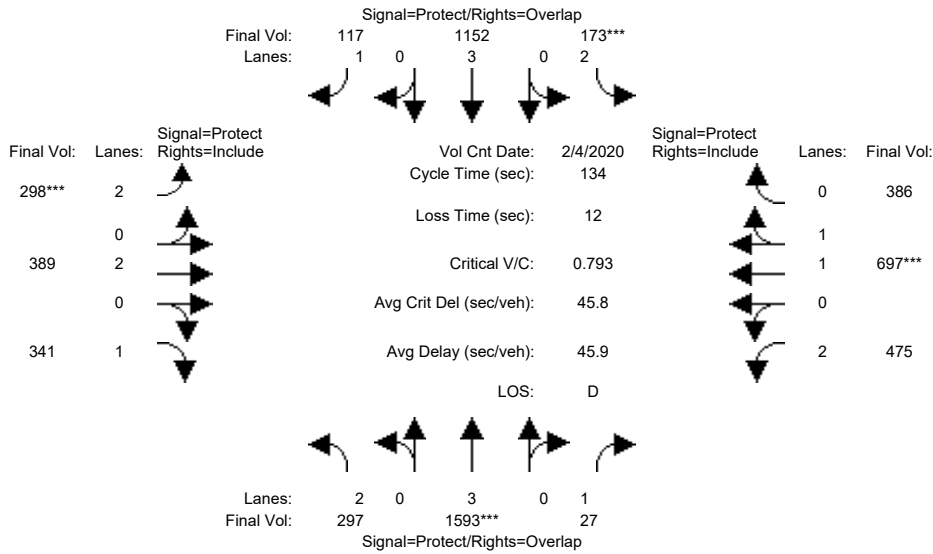


Street Name:	De Anza Boulevard						I-280 N. Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	7	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module: >> Count Date:	30 Oct 2018 << 5:00 - 6:00 PM											
Base Vol:	528	1440	0	0	1875	367	0	0	0	658	1	729
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	528	1440	0	0	1875	367	0	0	0	658	1	729
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:	528	1440	0	0	1875	367	0	0	0	658	1	729
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	528	1440	0	0	1875	367	0	0	0	658	1	729
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	528	1440	0	0	1875	367	0	0	0	658	1	729
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	528	1440	0	0	1875	367	0	0	0	658	1	729
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.95	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	2.00	3.00	0.00	0.00	4.15	0.85	0.00	0.00	0.00	1.47	0.01	1.52
Final Sat.:	3150	5700	0	0	7858	1538	0	0	0	2579	3	2668
Capacity Analysis Module:												
Vol/Sat:	0.17	0.25	0.00	0.00	0.24	0.24	0.00	0.00	0.00	0.26	0.40	0.27
Crit Moves:	***			****						****		
Green Time:	27.3	66.3	0.0	0.0	38.9	38.9	0.0	0.0	0.0	64.7	64.7	64.7
Volume/Cap:	0.86	0.53	0.00	0.00	0.86	0.86	0.00	0.00	0.00	0.55	0.86	0.59
Uniform Del:	54.5	26.0	0.0	0.0	47.9	47.9	0.0	0.0	0.0	27.2	33.5	27.8
IncrementDel:	11.6	0.2	0.0	0.0	3.1	3.1	0.0	0.0	0.0	0.3	4.8	0.4
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.84	0.40	0.00	0.00	0.74	0.74	0.00	0.00	0.00	1.00	1.00	1.00
Delay/Veh:	57.2	10.6	0.0	0.0	38.7	38.7	0.0	0.0	0.0	27.4	38.4	28.2
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:	57.2	10.6	0.0	0.0	38.7	38.7	0.0	0.0	0.0	27.4	38.4	28.2
LOS by Move:	E+	B+	A	A	D+	D+	A	A	A	C	D+	C
HCM2kAvgQ:	14	8	0	0	17	17	0	0	0	15	31	16

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

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

Intersection #214: De Anza Blvd/Homestead Rd 1617-214 [CMP 2010]



Street Name:	De Anza Boulevard						Homestead Road					
	North Bound			South Bound			East Bound			West Bound		
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:	4 Feb 2020	<<	8:00 AM - 9:00 AM						
Base Vol:	297	1593	27	173	1152	117	298	389	341	475	697	386
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	297	1593	27	173	1152	117	298	389	341	475	697	386
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:	297	1593	27	173	1152	117	298	389	341	475	697	386
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	297	1593	27	173	1152	117	298	389	341	475	697	386
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	297	1593	27	173	1152	117	298	389	341	475	697	386
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	297	1593	27	173	1152	117	298	389	341	475	697	386

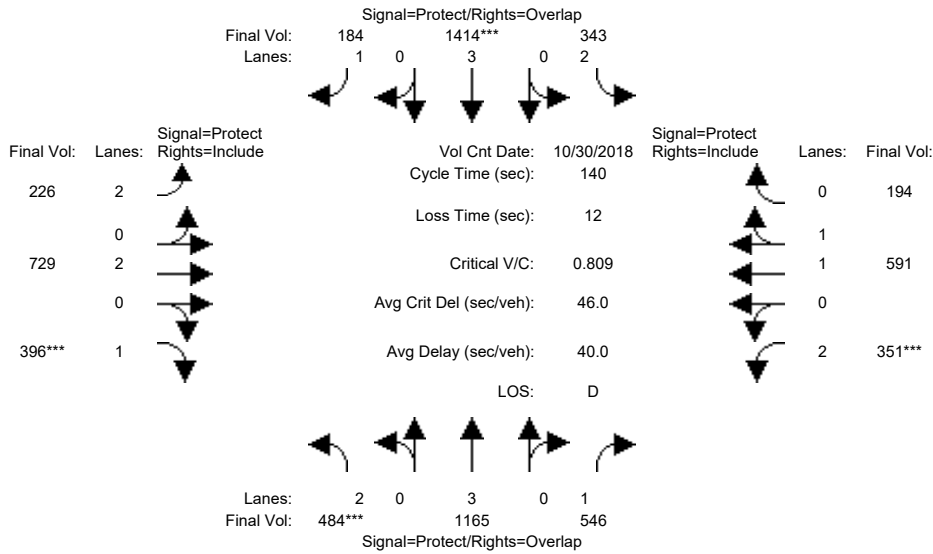
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.99	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.27	0.73
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	2380	1318

Capacity Analysis Module:												
Vol/Sat:	0.09	0.28	0.02	0.05	0.20	0.07	0.09	0.10	0.19	0.15	0.29	0.29
Crit Moves:	****			****			****			****		
Green Time:	18.0	47.2	75.8	9.3	38.5	54.5	16.0	36.9	36.9	28.6	49.5	49.5
Volume/Cap:	0.70	0.79	0.03	0.79	0.70	0.16	0.79	0.37	0.71	0.71	0.79	0.79
Uniform Del:	55.5	39.0	12.8	61.4	42.6	25.3	57.4	39.2	43.7	48.8	37.7	37.7
IncrementDel:	5.3	2.2	0.0	17.8	1.4	0.1	11.0	0.2	4.8	3.5	3.3	3.3
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	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	41.2	12.8	79.2	44.0	25.4	68.4	39.4	48.5	52.3	40.9	40.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.7	41.2	12.8	79.2	44.0	25.4	68.4	39.4	48.5	52.3	40.9	40.9
LOS by Move:	E	D	B	E-	D	C	E	D	D	D-	D	D
HCM2kAvgQ:	7	20	1	5	14	3	9	6	15	12	22	22

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

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

Intersection #214: De Anza Blvd/Homestead Rd 1617-214 [CMP 2010]

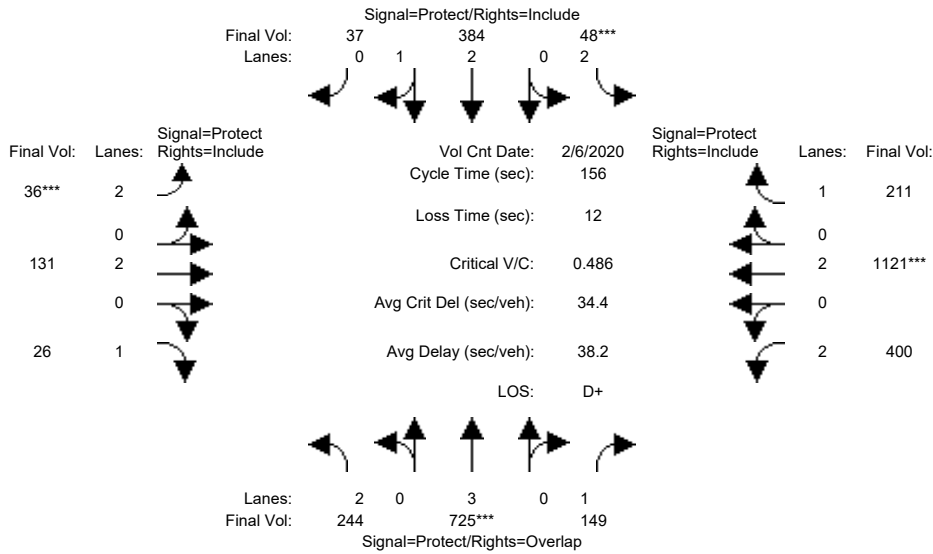


Street Name:	De Anza Boulevard						Homestead Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module: >> Count Date: 30 Oct 2018 << 5:30 - 6:30 PM												
Base Vol:	484	1165	546	343	1414	184	226	729	396	351	591	194
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	484	1165	546	343	1414	184	226	729	396	351	591	194
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:	484	1165	546	343	1414	184	226	729	396	351	591	194
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	484	1165	546	343	1414	184	226	729	396	351	591	194
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	484	1165	546	343	1414	184	226	729	396	351	591	194
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	484	1165	546	343	1414	184	226	729	396	351	591	194
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.98	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.49	0.51
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	2785	914
Capacity Analysis Module:												
Vol/Sat:	0.15	0.20	0.31	0.11	0.25	0.11	0.07	0.19	0.23	0.11	0.21	0.21
Crit Moves:	***			****					****	****		
Green Time:	26.6	45.4	64.7	24.2	42.9	57.7	14.8	39.2	39.2	19.3	43.7	43.7
Volume/Cap:	0.81	0.63	0.68	0.63	0.81	0.26	0.68	0.69	0.81	0.81	0.68	0.68
Uniform Del:	54.3	40.2	29.5	53.8	44.7	27.0	60.3	44.9	46.9	58.6	42.1	42.1
IncrementDel:	8.1	0.7	2.3	2.4	2.9	0.2	5.6	1.9	9.7	10.8	1.7	1.7
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.84	0.68	0.43	0.86	0.71	0.53	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	53.9	28.1	14.9	48.7	34.5	14.6	66.0	46.8	56.6	69.4	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:	53.9	28.1	14.9	48.7	34.5	14.6	66.0	46.8	56.6	69.4	43.7	43.7
LOS by Move:	D-	C	B	D	C-	B	E	D	E+	E	D	D
HCM2kAvgQ:	12	11	12	7	17	3	7	13	18	11	14	14

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

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

Intersection #1207: GREAT AMERICA/TASMAN

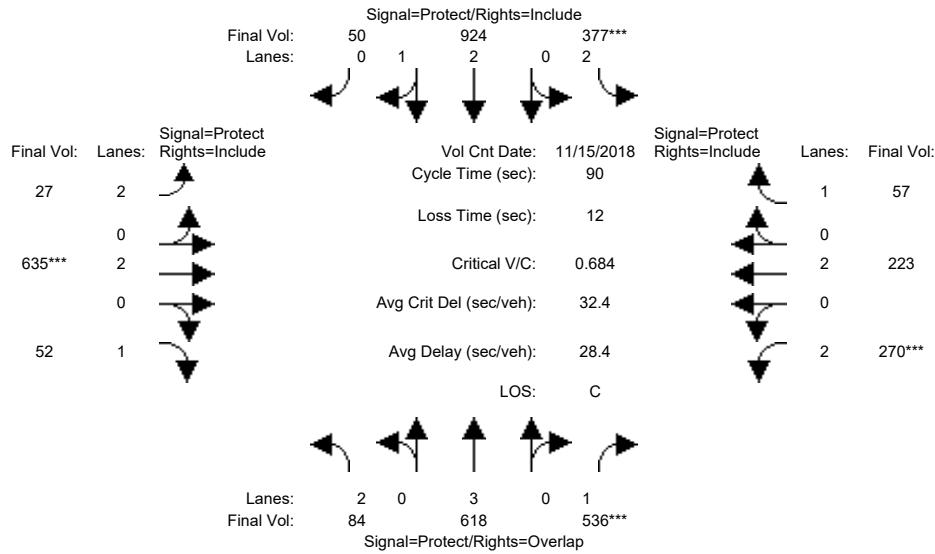


Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	8	12	12	7	12	12	7	10	10	8	10	10
Y+R:	5.0	6.7	6.7	5.0	6.7	6.7	5.0	6.4	6.4	5.0	6.4	6.4
Volume Module: >> Count Date: 6 Feb 2020 << 8:15 - 9:15												
Base Vol:	244	725	149	48	384	37	36	131	26	400	1121	211
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	244	725	149	48	384	37	36	131	26	400	1121	211
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:	244	725	149	48	384	37	36	131	26	400	1121	211
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	244	725	149	48	384	37	36	131	26	400	1121	211
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	244	725	149	48	384	37	36	131	26	400	1121	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:	244	725	149	48	384	37	36	131	26	400	1121	211
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	2.73	0.27	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5107	492	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.13	0.09	0.02	0.08	0.08	0.01	0.03	0.01	0.13	0.30	0.12
Crit Moves:	****			****			****			****		
Green Time:	23.2	39.2	104.2	7.0	23.0	23.0	7.0	32.8	32.8	65.0	90.8	90.8
Volume/Cap:	0.52	0.51	0.13	0.34	0.51	0.51	0.25	0.16	0.07	0.30	0.51	0.21
Uniform Del:	61.3	50.1	9.4	72.3	61.3	61.3	72.0	50.4	49.4	30.4	19.3	15.5
IncrcmntDel:	4.1	1.3	0.2	6.4	2.2	2.2	4.3	0.4	0.4	0.6	0.8	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:	65.4	51.4	9.6	78.7	63.5	63.5	76.3	50.8	49.7	31.0	20.1	15.9
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:	65.4	51.4	9.6	78.7	63.5	63.5	76.3	50.8	49.7	31.0	20.1	15.9
LOS by Move:	E	D-	A	E-	E	E	E-	D	D	C	C+	B
HCM2kAvgQ:	7	10	3	2	7	7	1	2	1	8	16	5

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

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

Intersection #1207: GREAT AMERICA/TASMAN

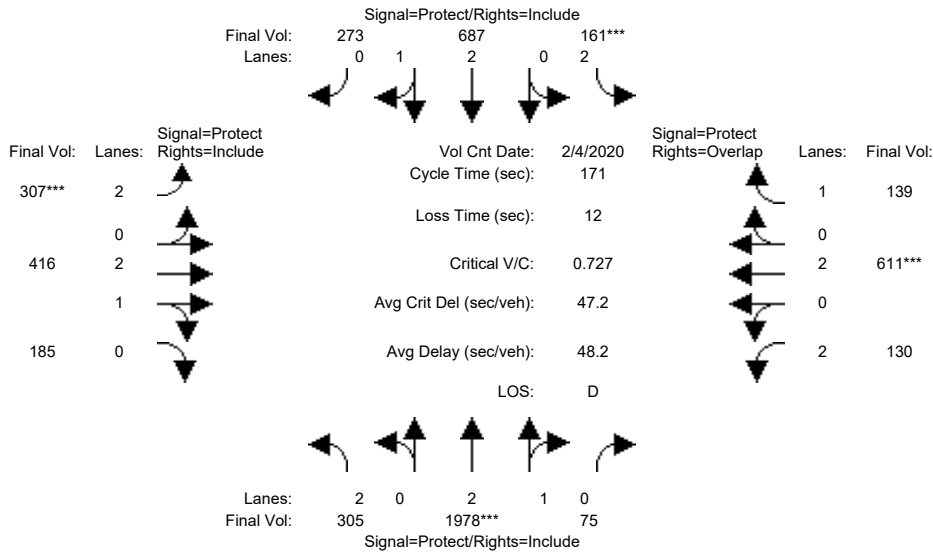


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 15 Nov 2018 << 4:45 - 5:45 PM												
Base Vol:	84	618	536	377	924	50	27	635	52	270	223	57
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	84	618	536	377	924	50	27	635	52	270	223	57
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:	84	618	536	377	924	50	27	635	52	270	223	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	84	618	536	377	924	50	27	635	52	270	223	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	618	536	377	924	50	27	635	52	270	223	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	84	618	536	377	924	50	27	635	52	270	223	57
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.98	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	2.84	0.16	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5312	287	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.11	0.31	0.12	0.17	0.17	0.01	0.17	0.03	0.09	0.06	0.03
Crit Moves:			****	****				****		****		
Green Time:	13.8	29.0	40.3	15.7	30.9	30.9	13.7	22.0	22.0	11.3	19.6	19.6
Volume/Cap:	0.17	0.34	0.68	0.68	0.51	0.51	0.06	0.68	0.12	0.68	0.27	0.15
Uniform Del:	33.1	23.2	19.8	34.8	23.5	23.5	32.6	30.9	26.5	37.7	29.3	28.5
IncrementDel:	0.2	0.1	2.5	3.6	0.2	0.2	0.0	2.1	0.1	4.9	0.2	0.2
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	33.3	23.3	22.3	38.4	23.7	23.7	32.7	33.0	26.6	42.6	29.5	28.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.3	23.3	22.3	38.4	23.7	23.7	32.7	33.0	26.6	42.6	29.5	28.7
LOS by Move:	C-	C	C+	D+	C	C	C-	C-	C	D	C	C
HCM2kAvgQ:	1	4	14	7	8	8	0	8	1	4	2	1

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

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

Intersection #1401: Sunnyvale-Saratoga Rd / Fremont Ave



Street Name:	Sunnyvale-Saratoga Road						Fremont Avenue					
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:	4 Feb 2020	<<	7:45 - 8:45						
Base Vol:	305	1978	75	161	687	273	307	416	185	130	611	139
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	305	1978	75	161	687	273	307	416	185	130	611	139
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	305	1978	75	161	687	273	307	416	185	130	611	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	305	1978	75	161	687	273	307	416	185	130	611	139
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	305	1978	75	161	687	273	307	416	185	130	611	139
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	305	1978	75	161	687	273	307	416	185	130	611	139

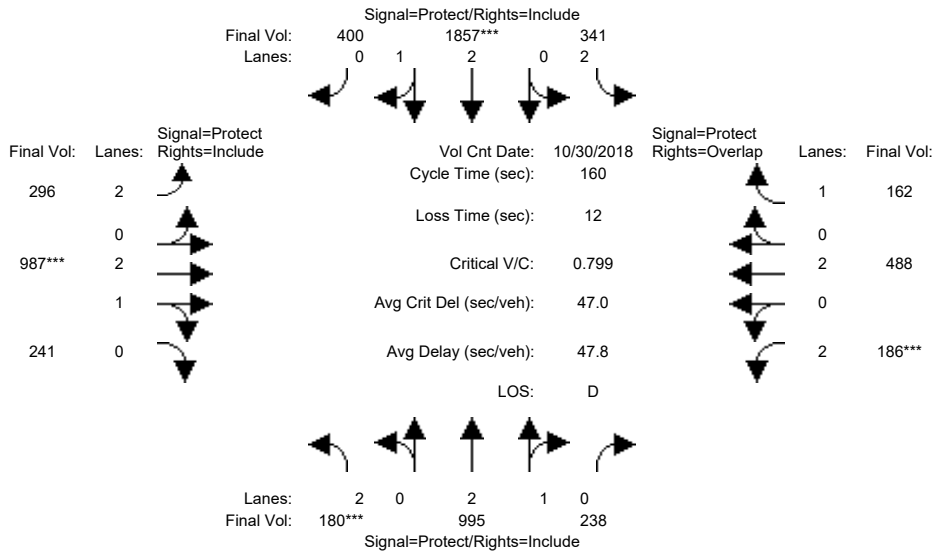
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.83	1.00	0.95	0.83	1.00	0.95	0.83	1.00	0.92
Lanes:	2.00	2.89	0.11	2.00	2.12	0.88	2.00	2.04	0.96	2.00	2.00	1.00
Final Sat.:	3150	5395	205	3150	4005	1592	3150	3874	1723	3150	3800	1750

Capacity Analysis Module:												
Vol/Sat:	0.10	0.37	0.37	0.05	0.17	0.17	0.10	0.11	0.11	0.04	0.16	0.08
Crit Moves:	****			****			****			****		
Green Time:	35.5	86.2	86.2	12.0	62.8	62.8	22.9	43.9	43.9	16.9	37.8	49.8
Volume/Cap:	0.47	0.73	0.73	0.73	0.47	0.47	0.73	0.42	0.42	0.42	0.73	0.27
Uniform Del:	59.5	33.2	33.2	77.9	41.3	41.3	71.0	52.9	52.9	72.5	61.8	46.6
IncrementDel:	0.5	1.0	1.0	11.4	0.2	0.2	6.2	0.2	0.2	0.9	3.2	0.3
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	60.0	34.1	34.1	89.3	41.5	41.5	77.3	53.1	53.1	73.4	65.0	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:	60.0	34.1	34.1	89.3	41.5	41.5	77.3	53.1	53.1	73.4	65.0	46.9
LOS by Move:	E	C-	C-	F	D	D	E-	D-	D-	E	E	D
HCM2kAvgQ:	8	27	27	5	13	13	11	9	9	4	16	6

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

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

Intersection #1401: Sunnyvale-Saratoga Rd / Fremont Ave



Street Name:	Sunnyvale-Saratoga Road						Fremont Avenue					
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:	30 Oct 2018	<<	5:15 - 6:15 PM						
Base Vol:	180	995	238	341	1857	400	296	987	241	186	488	162
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	995	238	341	1857	400	296	987	241	186	488	162
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:	180	995	238	341	1857	400	296	987	241	186	488	162
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	180	995	238	341	1857	400	296	987	241	186	488	162
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	995	238	341	1857	400	296	987	241	186	488	162
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	180	995	238	341	1857	400	296	987	241	186	488	162

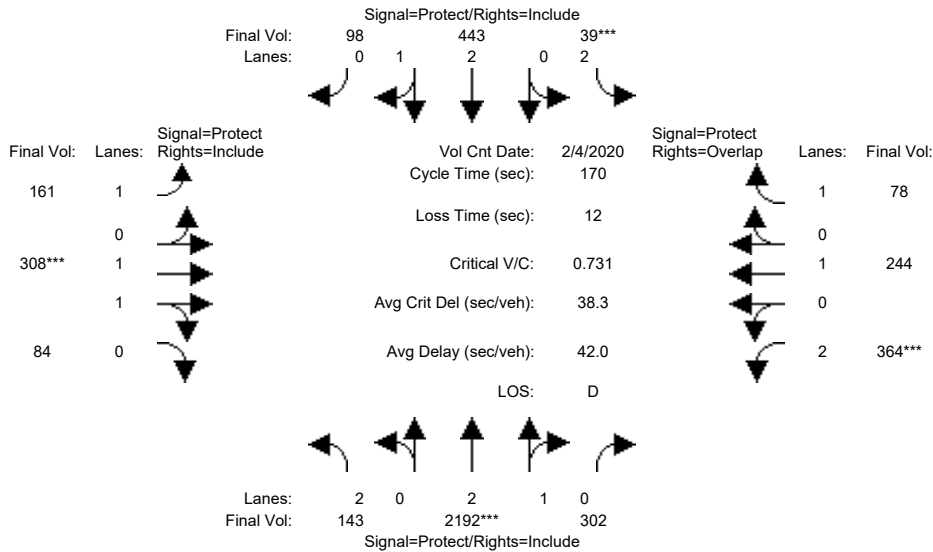
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	0.99	0.95	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	2.00	2.40	0.60	2.00	2.45	0.55	2.00	2.39	0.61	2.00	2.00	1.00
Final Sat.:	3150	4518	1081	3150	4606	992	3150	4500	1099	3150	3800	1750

Capacity Analysis Module:												
Vol/Sat:	0.06	0.22	0.22	0.11	0.40	0.40	0.09	0.22	0.22	0.06	0.13	0.09
Crit Moves:	***			****			****			****		
Green Time:	11.4	61.8	61.8	30.4	80.8	80.8	23.6	43.9	43.9	11.8	32.2	62.6
Volume/Cap:	0.80	0.57	0.57	0.57	0.80	0.80	0.64	0.80	0.80	0.80	0.64	0.24
Uniform Del:	73.1	38.6	38.6	58.9	32.9	32.9	64.2	53.9	53.9	72.9	58.6	32.7
IncrementDel:	17.9	0.4	0.4	1.3	1.7	1.7	3.0	3.0	3.0	17.4	1.8	0.2
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	91.1	39.0	39.0	60.2	34.5	34.5	67.2	57.0	57.0	90.3	60.4	32.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	91.1	39.0	39.0	60.2	34.5	34.5	67.2	57.0	57.0	90.3	60.4	32.8
LOS by Move:	F	D+	D+	E	C-	C-	E	E+	E+	F	E	C-
HCM2kAvgQ:	5	15	15	9	30	30	9	20	20	7	12	6

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

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

Intersection #1402: Sunnyvale-Saratoga Rd / Remington Dr



Street Name:	Sunnyvale-Saratoga Road						Remington Drive					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
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:	4 Feb 2020	<<	8:00 AM - 9:00 AM											
Base Vol:	143	2192	302	39	443	98	161	308	84	364	244	78					
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Initial Bse:	143	2192	302	39	443	98	161	308	84	364	244	78					
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:	143	2192	302	39	443	98	161	308	84	364	244	78					
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Volume:	143	2192	302	39	443	98	161	308	84	364	244	78					
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0					
Reduced Vol:	143	2192	302	39	443	98	161	308	84	364	244	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					
Final Volume:	143	2192	302	39	443	98	161	308	84	364	244	78					

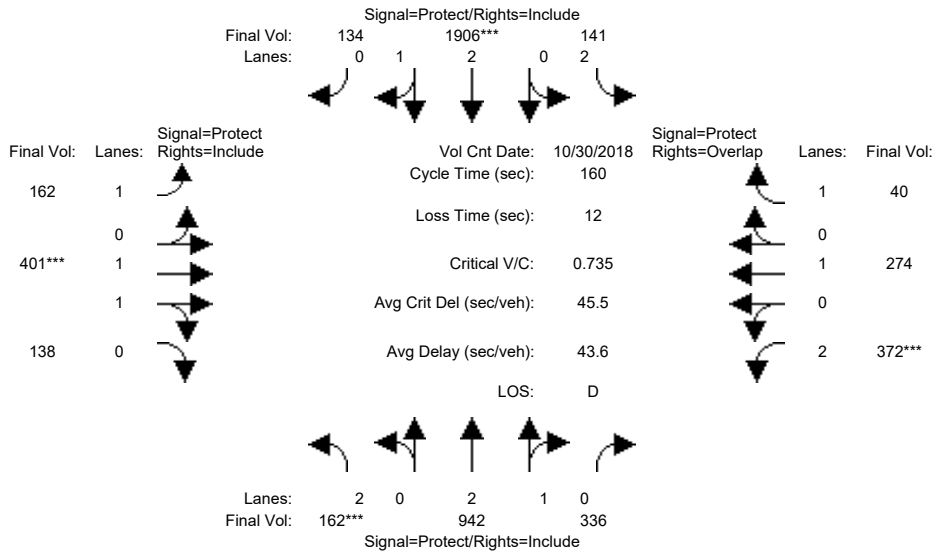
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	0.99	0.95	0.92	0.98	0.95	0.83	1.00	0.92
Lanes:	2.00	2.62	0.38	2.00	2.44	0.56	1.00	1.56	0.44	2.00	1.00	1.00
Final Sat.:	3150	4921	678	3150	4584	1014	1750	2907	793	3150	1900	1750

Capacity Analysis Module:												
Vol/Sat:	0.05	0.45	0.45	0.01	0.10	0.10	0.09	0.11	0.11	0.12	0.13	0.04
Crit Moves:	****			****			****			****		
Green Time:	34.5	101	100.8	7.0	73.4	73.4	20.9	24.0	24.0	26.2	29.2	36.2
Volume/Cap:	0.22	0.75	0.75	0.30	0.22	0.22	0.75	0.75	0.75	0.75	0.75	0.21
Uniform Del:	56.6	25.4	25.4	79.1	30.4	30.4	72.0	70.1	70.1	68.8	66.9	55.1
IncrcmntDel:	0.2	1.0	1.0	1.3	0.0	0.0	13.4	6.0	6.0	6.5	9.1	0.3
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	56.8	26.4	26.4	80.4	30.4	30.4	85.4	76.2	76.2	75.3	76.0	55.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.8	26.4	26.4	80.4	30.4	30.4	85.4	76.2	76.2	75.3	76.0	55.4
LOS by Move:	E+	C	C	F	C	C	F	E-	E-	E-	E-	E+
HCM2kAvgQ:	4	31	31	1	6	6	10	11	11	12	13	4

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

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

Intersection #1402: Sunnyvale-Saratoga Rd / Remington Dr



Street Name:	Sunnyvale-Saratoga Road						Remington Drive					
	North Bound			South Bound			East Bound			West Bound		
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:	30 Oct 2018	<<	5:15 - 6:15 PM						
Base Vol:	162	942	336	141	1906	134	162	401	138	372	274	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	162	942	336	141	1906	134	162	401	138	372	274	40
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:	162	942	336	141	1906	134	162	401	138	372	274	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	162	942	336	141	1906	134	162	401	138	372	274	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	162	942	336	141	1906	134	162	401	138	372	274	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	162	942	336	141	1906	134	162	401	138	372	274	40

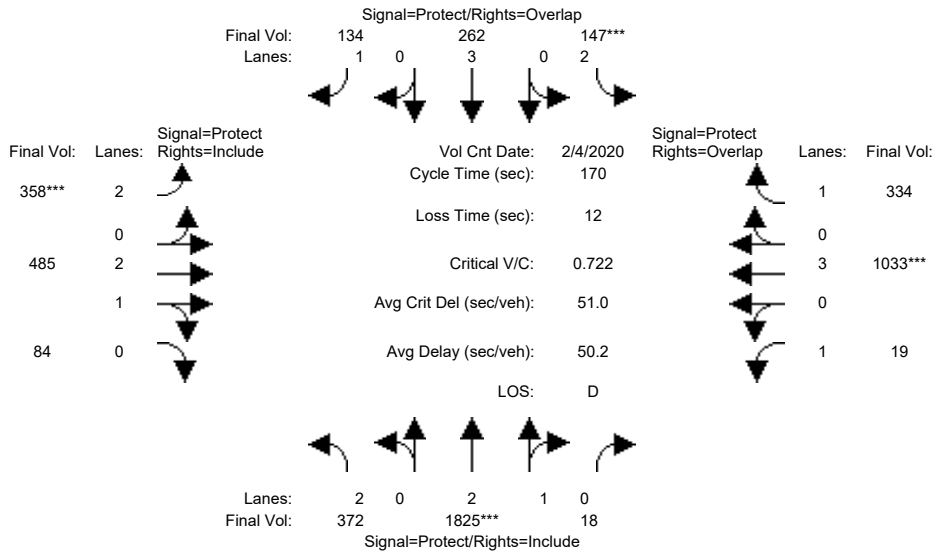
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	0.98	0.95	0.92	0.98	0.95	0.83	1.00	0.92
Lanes:	2.00	2.18	0.82	2.00	2.80	0.20	1.00	1.47	0.53	2.00	1.00	1.00
Final Sat.:	3150	4126	1472	3150	5232	368	1750	2752	947	3150	1900	1750

Capacity Analysis Module:												
Vol/Sat:	0.05	0.23	0.23	0.04	0.36	0.36	0.09	0.15	0.15	0.12	0.14	0.02
Crit Moves:	***			****			****			****		
Green Time:	11.2	75.7	75.7	14.8	79.3	79.3	22.5	31.7	31.7	25.7	35.0	49.8
Volume/Cap:	0.73	0.48	0.48	0.48	0.73	0.73	0.66	0.73	0.73	0.73	0.66	0.07
Uniform Del:	72.9	28.8	28.8	68.9	32.0	32.0	65.1	60.2	60.2	63.9	57.1	38.8
IncrementDel:	12.1	0.1	0.1	1.3	1.0	1.0	6.5	3.9	3.9	5.5	3.9	0.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	85.0	28.9	28.9	70.2	33.0	33.0	71.6	64.1	64.1	69.4	60.9	38.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	85.0	28.9	28.9	70.2	33.0	33.0	71.6	64.1	64.1	69.4	60.9	38.9
LOS by Move:	F	C	C	E	C-	C-	E	E	E	E	E	D+
HCM2kAvgQ:	5	14	14	4	27	27	9	14	14	12	13	1

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

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

Intersection #1407: El Camino Real (SR 82) / Mathilda Ave



Street Name:	Mathilda Avenue						El Camino Real					
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:	4 Feb 2020	<<	8:00 AM - 9:00 AM						
Base Vol:	372	1825	18	147	262	134	358	485	84	19	1033	334
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	372	1825	18	147	262	134	358	485	84	19	1033	334
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:	372	1825	18	147	262	134	358	485	84	19	1033	334
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	372	1825	18	147	262	134	358	485	84	19	1033	334
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	372	1825	18	147	262	134	358	485	84	19	1033	334
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	372	1825	18	147	262	134	358	485	84	19	1033	334

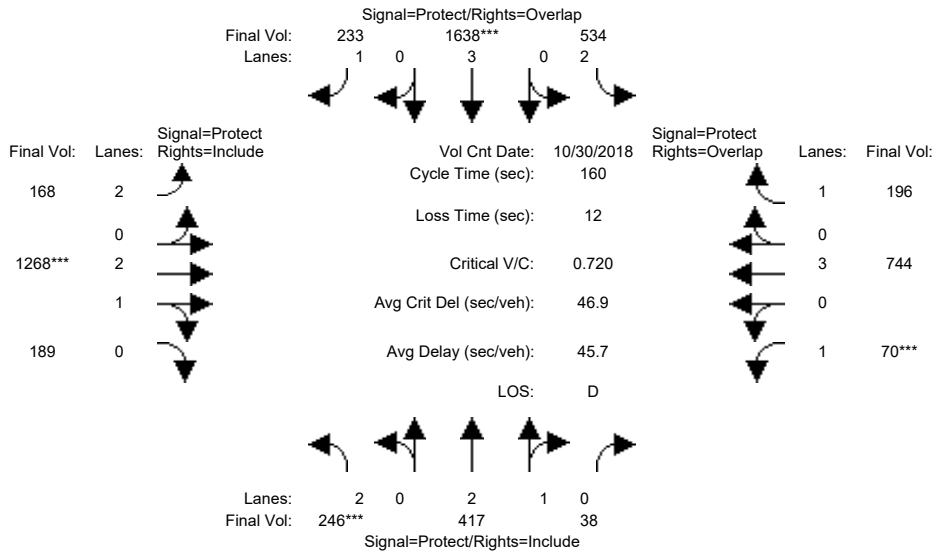
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.83	1.00	0.92	0.83	0.99	0.95	0.92	1.00	0.92
Lanes:	2.00	2.97	0.03	2.00	3.00	1.00	2.00	2.54	0.46	1.00	3.00	1.00
Final Sat.:	3150	5545	55	3150	5700	1750	3150	4772	827	1750	5700	1750

Capacity Analysis Module:												
Vol/Sat:	0.12	0.33	0.33	0.05	0.05	0.08	0.11	0.10	0.10	0.01	0.18	0.19
Crit Moves:	****			****			****			****		
Green Time:	59.1	77.5	77.5	11.0	29.4	56.2	26.8	49.4	49.4	20.0	42.7	53.7
Volume/Cap:	0.34	0.72	0.72	0.72	0.27	0.23	0.72	0.35	0.35	0.09	0.72	0.60
Uniform Del:	41.0	37.5	37.5	78.0	60.9	41.2	68.1	47.6	47.6	66.9	58.2	49.2
IncrementDel:	0.2	1.0	1.0	11.9	0.1	0.2	5.2	0.1	0.1	0.2	1.8	1.9
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	41.2	38.5	38.5	89.9	61.1	41.4	73.2	47.7	47.7	67.1	60.0	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:	41.2	38.5	38.5	89.9	61.1	41.4	73.2	47.7	47.7	67.1	60.0	51.1
LOS by Move:	D	D+	D+	F	E	D	E	D	D	E	E	D-
HCM2kAvgQ:	8	26	26	5	4	5	12	8	8	1	17	16

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

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

Intersection #1407: El Camino Real (SR 82) / Mathilda Ave



Street Name:	Mathilda Avenue						El Camino Real					
	North Bound			South Bound			East Bound			West Bound		
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:	30 Oct 2018	<<	5:15 - 6:15 PM						
Base Vol:	246	417	38	534	1638	233	168	1268	189	70	744	196
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	246	417	38	534	1638	233	168	1268	189	70	744	196
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:	246	417	38	534	1638	233	168	1268	189	70	744	196
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	246	417	38	534	1638	233	168	1268	189	70	744	196
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	246	417	38	534	1638	233	168	1268	189	70	744	196
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	246	417	38	534	1638	233	168	1268	189	70	744	196

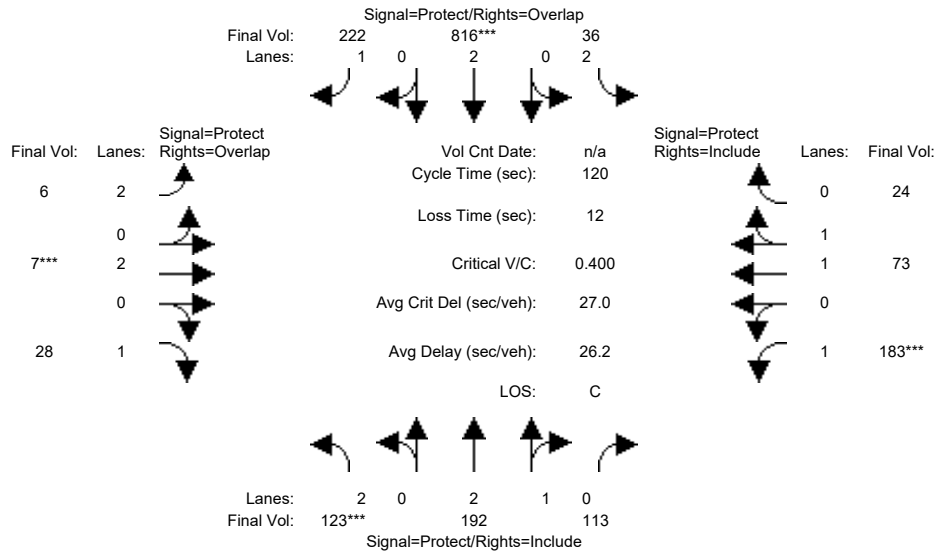
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	1.00	0.92	0.83	0.99	0.95	0.92	1.00	0.92
Lanes:	2.00	2.74	0.26	2.00	3.00	1.00	2.00	2.60	0.40	1.00	3.00	1.00
Final Sat.:	3150	5132	468	3150	5700	1750	3150	4873	726	1750	5700	1750

Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.08	0.17	0.29	0.13	0.05	0.26	0.26	0.04	0.13	0.11
Crit Moves:	***			****			****			****		
Green Time:	17.4	26.3	26.3	54.9	63.9	83.3	19.4	57.9	57.9	8.9	47.4	102.3
Volume/Cap:	0.72	0.49	0.49	0.49	0.72	0.26	0.44	0.72	0.72	0.72	0.44	0.18
Uniform Del:	69.0	60.8	60.8	41.5	40.5	21.2	65.3	44.1	44.1	74.3	45.6	11.7
IncrementDel:	7.3	0.4	0.4	0.4	1.1	0.1	0.8	1.3	1.3	22.8	0.2	0.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	76.2	61.2	61.2	41.9	41.6	21.4	66.1	45.4	45.4	97.2	45.8	11.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	76.2	61.2	61.2	41.9	41.6	21.4	66.1	45.4	45.4	97.2	45.8	11.8
LOS by Move:	E-	E	E	D	D	C+	E	D	D	F	D	B+
HCM2kAvgQ:	8	7	7	12	22	6	5	21	21	5	10	4

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

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

Intersection #1412: Mathilda Ave / Java Dr



Street Name:	Mathilda Avenue						Java Drive					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	123	192	113	36	816	222	6	7	28	183	73	24
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	123	192	113	36	816	222	6	7	28	183	73	24
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	123	192	113	36	816	222	6	7	28	183	73	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	123	192	113	36	816	222	6	7	28	183	73	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	123	192	113	36	816	222	6	7	28	183	73	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	123	192	113	36	816	222	6	7	28	183	73	24

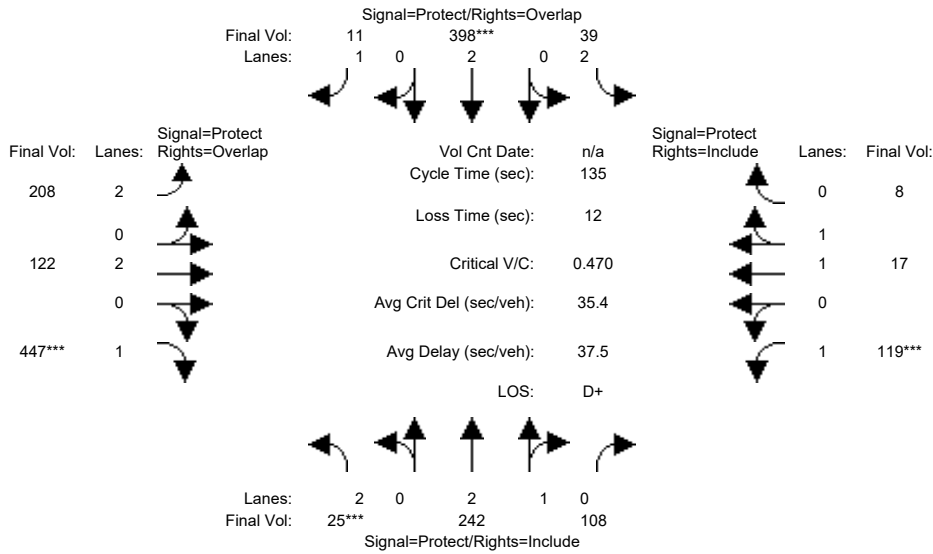
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	0.98	0.95
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	1.00	1.49	0.51
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	3800	1750	1750	2784	915

Capacity Analysis Module:												
Vol/Sat:	0.04	0.05	0.06	0.01	0.21	0.13	0.00	0.00	0.02	0.10	0.03	0.03
Crit Moves:	***				****			***		****		
Green Time:	10.7	40.8	40.8	28.6	58.7	74.6	15.9	10.0	20.7	28.6	22.7	22.7
Volume/Cap:	0.44	0.15	0.19	0.05	0.44	0.20	0.01	0.02	0.09	0.44	0.14	0.14
Uniform Del:	51.8	27.5	27.9	35.2	19.9	9.8	45.2	50.5	41.8	38.9	40.5	40.5
IncrementDel:	1.1	0.0	0.1	0.0	0.2	0.1	0.0	0.0	0.1	0.7	0.1	0.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	52.9	27.5	28.0	35.3	20.1	9.9	45.3	50.5	41.9	39.6	40.6	40.6
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:	52.9	27.5	28.0	35.3	20.1	9.9	45.3	50.5	41.9	39.6	40.6	40.6
LOS by Move:	D-	C	C	D+	C+	A	D	D	D	D	D	D
HCM2kAvgQ:	3	2	3	1	9	4	0	0	1	6	1	1

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

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

Intersection #1412: Mathilda Ave / Java Dr



Street Name:	Mathilda Avenue						Java Drive					
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:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	25	242	108	39	398	11	208	122	447	119	17	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	242	108	39	398	11	208	122	447	119	17	8
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	242	108	39	398	11	208	122	447	119	17	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	242	108	39	398	11	208	122	447	119	17	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	242	108	39	398	11	208	122	447	119	17	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
Final Volume:	25	242	108	39	398	11	208	122	447	119	17	8

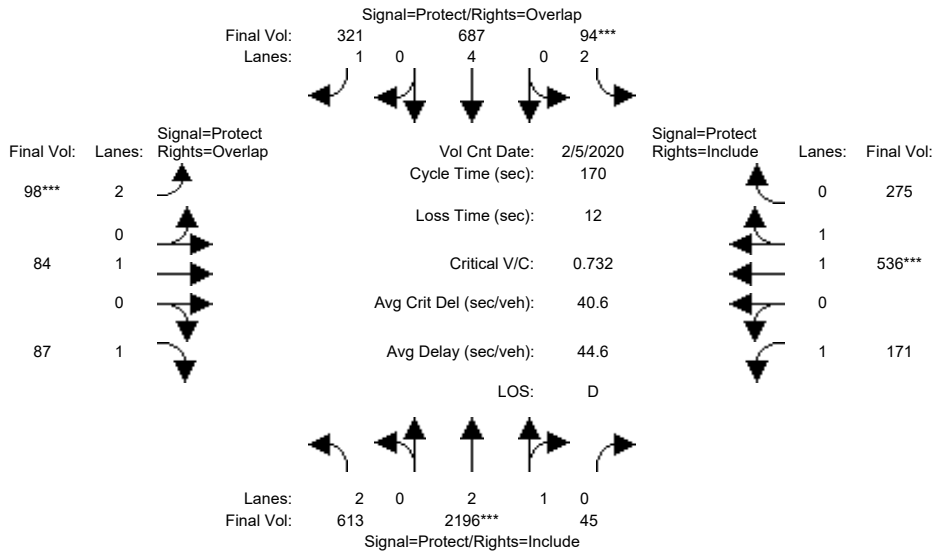
Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.95	0.83	1.00	0.92	0.83	1.00	0.92	0.92	0.99	0.95
Lanes:	2.00	2.04	0.96	2.00	2.00	1.00	2.00	2.00	1.00	1.00	1.34	0.66
Final Sat.:	3150	3870	1727	3150	3800	1750	3150	3800	1750	1750	2515	1184

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.01	0.06	0.06	0.01	0.10	0.01	0.07	0.03	0.26	0.07	0.01	0.01
Crit Moves:	***			****			****		****	****		
Green Time:	7.0	23.1	23.1	16.2	32.3	71.7	39.5	62.8	69.8	21.0	44.3	44.3
Volume/Cap:	0.15	0.37	0.37	0.10	0.44	0.01	0.23	0.07	0.49	0.44	0.02	0.02
Uniform Del:	61.2	49.5	49.5	52.9	43.6	14.9	36.2	20.0	21.2	51.7	30.7	30.7
IncrementDel:	0.4	0.2	0.2	0.1	0.3	0.0	0.1	0.0	0.4	1.1	0.0	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	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	49.7	49.7	53.1	44.0	14.9	36.3	20.0	21.6	52.8	30.7	30.7
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:	61.6	49.7	49.7	53.1	44.0	14.9	36.3	20.0	21.6	52.8	30.7	30.7
LOS by Move:	E	D	D	D-	D	B	D+	B-	C+	D-	C	C
HCM2kAvgQ:	1	4	4	1	7	0	4	1	13	5	0	0

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

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

Intersection #1413: Mathilda Ave / Maude Ave



Street Name:	Mathilda Avenue						Maude Avenue					
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:	5 Feb 2020	<< 8:15	- 9:15							
Base Vol:	613	2196	45	94	687	321	98	84	87	171	536	275
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	613	2196	45	94	687	321	98	84	87	171	536	275
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:	613	2196	45	94	687	321	98	84	87	171	536	275
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	613	2196	45	94	687	321	98	84	87	171	536	275
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	613	2196	45	94	687	321	98	84	87	171	536	275
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	613	2196	45	94	687	321	98	84	87	171	536	275

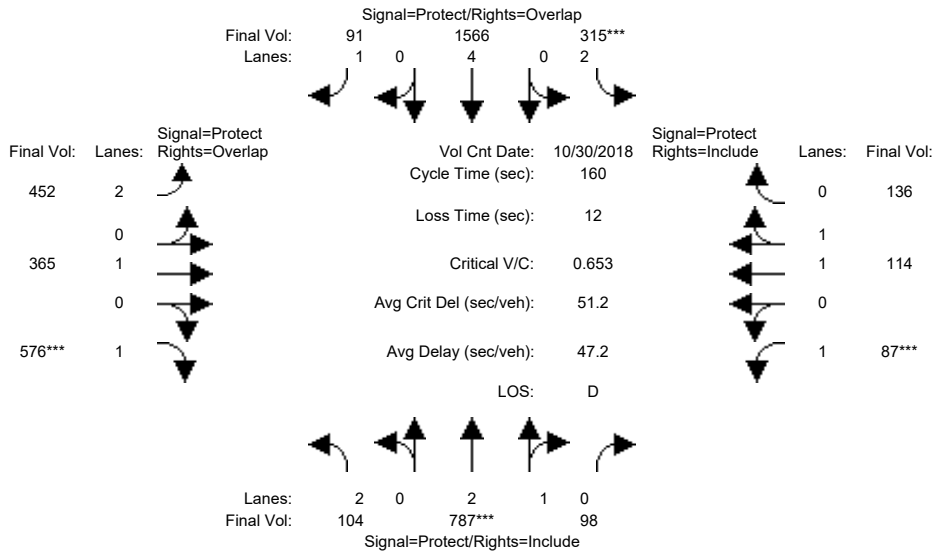
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.83	1.00	0.92	0.83	1.00	0.92	0.92	0.99	0.95
Lanes:	2.00	2.94	0.06	2.00	4.00	1.00	2.00	1.00	1.00	1.00	1.30	0.70
Final Sat.:	3150	5487	112	3150	7600	1750	3150	1900	1750	1750	2444	1254

Capacity Analysis Module:												
Vol/Sat:	0.19	0.40	0.40	0.03	0.09	0.18	0.03	0.04	0.05	0.10	0.22	0.22
Crit Moves:	****			****			****			****		
Green Time:	56.0	92.9	92.9	7.0	43.9	51.1	7.2	21.8	77.9	36.3	50.9	50.9
Volume/Cap:	0.59	0.73	0.73	0.72	0.35	0.61	0.73	0.34	0.11	0.46	0.73	0.73
Uniform Del:	47.4	29.2	29.2	80.5	51.5	50.9	80.4	67.6	26.3	58.3	53.4	53.4
IncrementDel:	0.9	0.9	0.9	18.3	0.1	2.1	18.7	0.8	0.1	0.9	2.6	2.6
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	48.3	30.1	30.1	98.8	51.6	53.0	99.1	68.4	26.3	59.2	56.0	56.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.3	30.1	30.1	98.8	51.6	53.0	99.1	68.4	26.3	59.2	56.0	56.0
LOS by Move:	D	C	C	F	D-	D-	F	E	C	E+	E+	E+
HCM2kAvgQ:	15	28	28	3	7	15	3	4	3	8	20	20

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

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

Intersection #1413: Mathilda Ave / Maude Ave



Street Name:	Mathilda Avenue						Maude Avenue					
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:	30 Oct 2018	<<	4:30 - 5:30 PM						
Base Vol:	104	787	98	315	1566	91	452	365	576	87	114	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:	104	787	98	315	1566	91	452	365	576	87	114	136
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:	104	787	98	315	1566	91	452	365	576	87	114	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	104	787	98	315	1566	91	452	365	576	87	114	136
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	104	787	98	315	1566	91	452	365	576	87	114	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
Final Volume:	104	787	98	315	1566	91	452	365	576	87	114	136

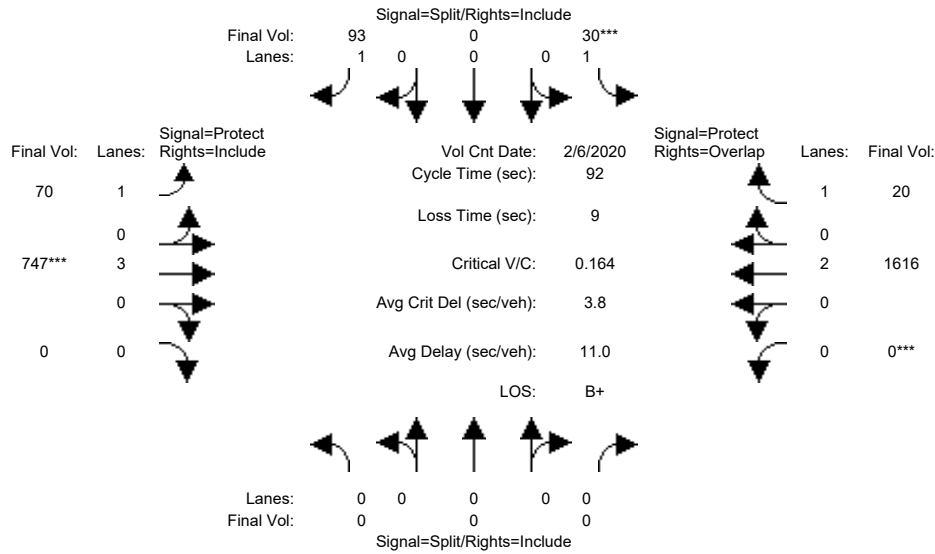
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.66	0.34	2.00	4.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	3150	4979	620	3150	7600	1750	3150	1900	1750	1750	1900	1750

Capacity Analysis Module:												
Vol/Sat:	0.03	0.16	0.16	0.10	0.21	0.05	0.14	0.19	0.33	0.05	0.06	0.08
Crit Moves:	****			****			****			****		
Green Time:	11.1	38.7	38.7	24.5	52.2	105.4	53.3	69.9	81.0	12.2	28.9	28.9
Volume/Cap:	0.48	0.65	0.65	0.65	0.63	0.08	0.43	0.44	0.65	0.65	0.33	0.43
Uniform Del:	71.7	54.6	54.6	63.7	45.8	9.8	41.6	31.4	29.1	71.9	57.2	58.3
IncrementDel:	1.6	1.2	1.2	3.2	0.5	0.0	0.3	0.4	1.7	11.0	0.3	0.5
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	73.3	55.7	55.7	66.9	46.3	9.8	41.8	31.7	30.8	82.9	57.4	58.8
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:	73.3	55.7	55.7	66.9	46.3	9.8	41.8	31.7	30.8	82.9	57.4	58.8
LOS by Move:	E	E+	E+	E	D	A	D	C	C	F	E+	E+
HCM2kAvgQ:	3	13	13	9	16	2	10	12	22	6	5	7

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

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

Intersection #5315: CENTRAL EXPWY/HWY 237-FERGUSON



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	9	0	9	9	72	0	0	58	58
Y+R:	0.0	0.0	0.0	4.6	0.0	4.6	4.8	5.8	0.0	0.0	5.8	5.8

Volume Module:	Count Date: 6 Feb 2020 << 8:00 - 9:00											
Base Vol:	0	0	0	30	0	93	70	747	0	0	1616	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	30	0	93	70	747	0	0	1616	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	30	0	93	70	747	0	0	1616	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	30	0	93	70	747	0	0	1616	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	30	0	93	70	747	0	0	1616	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	30	0	93	70	747	0	0	1616	20

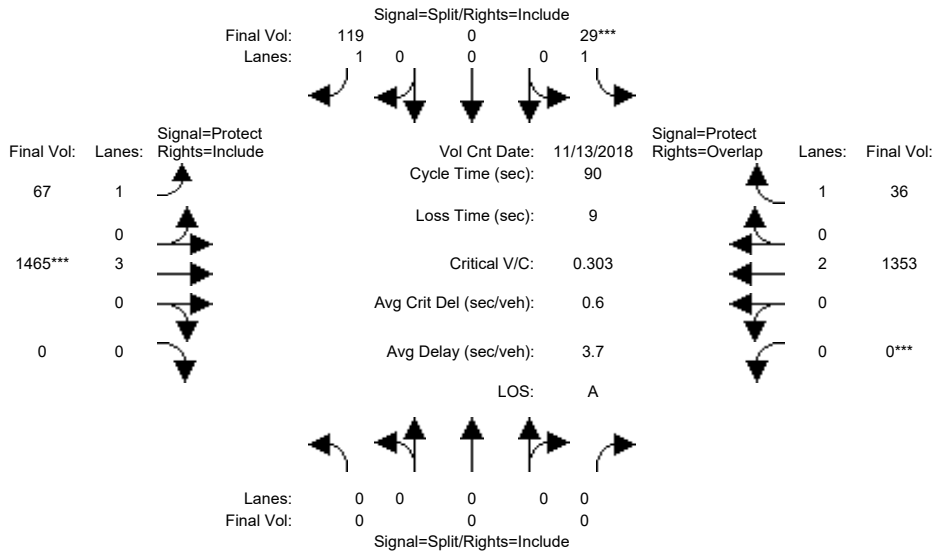
Saturation Flow Module:	Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900											
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1750	0	1750	1750	5700	0	0	3800	1750

Capacity Analysis Module:	Vol/Sat: 0.00 0.00 0.00 0.02 0.00 0.05 0.04 0.13 0.00 0.00 0.43 0.01											
Crit Moves:				****				****				****
Green Time:	0.0	0.0	0.0	9.4	0.0	9.4	9.2	72.2	0.0	0.0	58.2	67.6
Volume/Cap:	0.00	0.00	0.00	0.17	0.00	0.52	0.40	0.17	0.00	0.00	0.67	0.02
Uniform Del:	0.0	0.0	0.0	37.7	0.0	39.2	38.8	2.5	0.0	0.0	10.8	3.3
IncrcmntDel:	0.0	0.0	0.0	0.4	0.0	2.7	1.5	0.0	0.0	0.0	0.8	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	38.2	0.0	41.9	40.3	2.5	0.0	0.0	11.6	3.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	38.2	0.0	41.9	40.3	2.5	0.0	0.0	11.6	3.3
LOS by Move:	A	A	A	D+	A	D	D	A	A	A	B+	A
HCM2kAvgQ:	0	0	0	1	0	3	2	2	0	0	15	0

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

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

Intersection #5315: CENTRAL EXPWY/HWY 237-FERGUSON

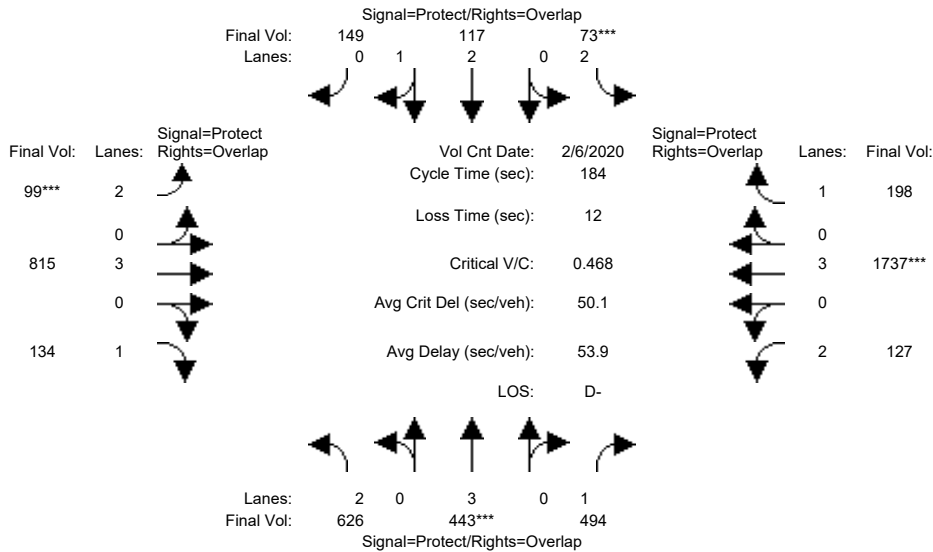


Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	13	0	13	8	71	0	0	58	58
Y+R:	0.0	0.0	0.0	4.6	0.0	4.6	4.8	5.8	0.0	0.0	5.8	5.8
Volume Module: >> Count Date: 13 Nov 2018 << 4:30 - 5:30 PM												
Base Vol:	0	0	0	29	0	119	67	1465	0	0	1353	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	29	0	119	67	1465	0	0	1353	36
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	29	0	119	67	1465	0	0	1353	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	29	0	119	67	1465	0	0	1353	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	29	0	119	67	1465	0	0	1353	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	29	0	119	67	1465	0	0	1353	36
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1750	0	1750	1750	5700	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.07	0.04	0.26	0.00	0.00	0.36	0.02
Crit Moves:				****				****				****
Green Time:	0.0	0.0	0.0	20.2	0.0	20.2	8.3	68.7	0.0	0.0	60.4	80.6
Volume/Cap:	0.00	0.00	0.00	0.07	0.00	0.30	0.41	0.34	0.00	0.00	0.53	0.02
Uniform Del:	0.0	0.0	0.0	28.4	0.0	30.0	39.8	3.5	0.0	0.0	7.8	0.5
IncrcmntDel:	0.0	0.0	0.0	0.1	0.0	0.4	1.7	0.0	0.0	0.0	0.2	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00	0.00	0.37	0.00
Delay/Veh:	0.0	0.0	0.0	28.5	0.0	30.4	41.5	0.0	0.0	0.0	3.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	28.5	0.0	30.4	41.5	0.0	0.0	0.0	3.1	0.0
LOS by Move:	A	A	A	C	A	C	D	A	A	A	A	A
HCM2kAvgQ:	0	0	0	1	0	3	2	1	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 AM

Intersection #5320: CENTRAL EXPWY/MARY AVE

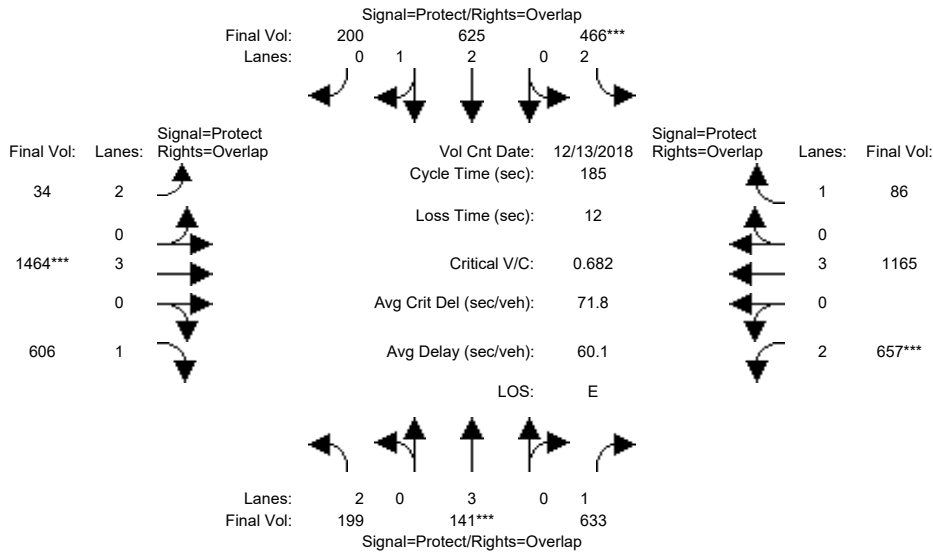


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	38	60	60	14	35	35	12	70	70	17	75	75
Y+R:	6.1	6.0	6.0	6.2	5.9	5.9	6.2	6.2	6.2	6.3	6.2	6.2
Volume Module: >> Count Date: 6 Feb 2020 << 8:00 - 9:00												
Base Vol:	626	443	494	73	117	149	99	815	134	127	1737	198
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	626	443	494	73	117	149	99	815	134	127	1737	198
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:	626	443	494	73	117	149	99	815	134	127	1737	198
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	626	443	494	73	117	149	99	815	134	127	1737	198
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	626	443	494	73	117	149	99	815	134	127	1737	198
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	626	443	494	73	117	149	99	815	134	127	1737	198
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.20	0.08	0.28	0.02	0.03	0.09	0.03	0.14	0.08	0.04	0.30	0.11
Crit Moves:	****			****			****			****		
Green Time:	37.9	60.0	76.7	13.8	35.1	46.9	11.8	69.8	107.7	16.7	74.8	88.6
Volume/Cap:	0.96	0.24	0.68	0.31	0.16	0.33	0.49	0.38	0.13	0.44	0.75	0.23
Uniform Del:	72.4	45.3	43.6	80.6	62.2	55.8	83.2	41.4	17.1	79.2	46.6	27.9
IncrementDel:	26.7	0.1	2.6	0.7	0.0	0.2	1.9	0.1	0.1	1.1	1.4	0.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	99.1	45.4	46.1	81.3	62.2	56.1	85.1	41.5	17.2	80.3	48.0	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:	99.1	45.4	46.1	81.3	62.2	56.1	85.1	41.5	17.2	80.3	48.0	28.0
LOS by Move:	F	D	D	F	E	E+	F	D	B	F	D	C
HCM2kAvgQ:	25	6	24	2	3	7	4	11	3	4	28	7

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

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

Intersection #5320: CENTRAL EXPWY/MARY AVE

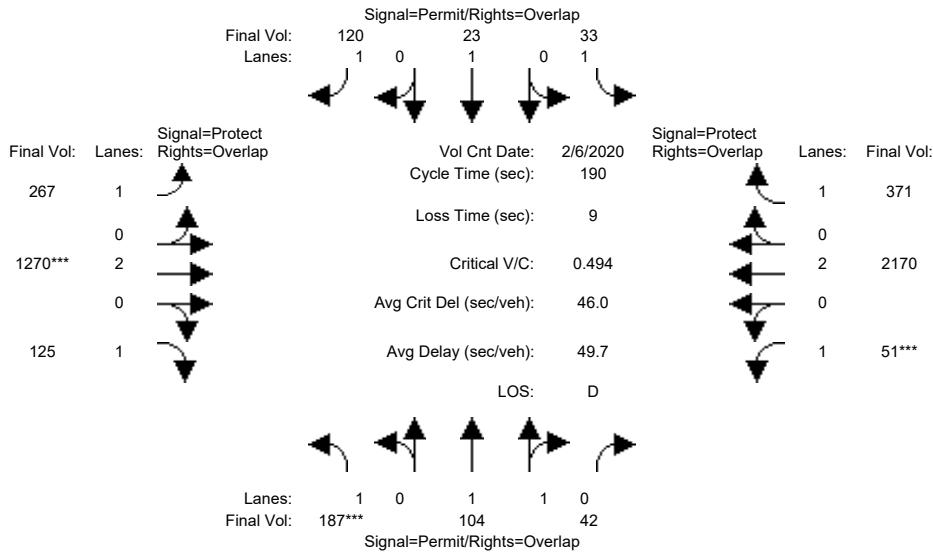


Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	16	37	37	29	50	50	9	52	52	43	86	86
Y+R:	6.1	6.0	6.0	6.2	5.9	5.9	6.2	6.2	6.2	6.3	6.2	6.2
Volume Module: >> Count Date: 13 Dec 2018 << 4:45 - 5:45 PM												
Base Vol:	199	141	633	466	625	200	34	1464	606	657	1165	86
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	199	141	633	466	625	200	34	1464	606	657	1165	86
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	199	141	633	466	625	200	34	1464	606	657	1165	86
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	199	141	633	466	625	200	34	1464	606	657	1165	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	199	141	633	466	625	200	34	1464	606	657	1165	86
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	199	141	633	466	625	200	34	1464	606	657	1165	86
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	2.25	0.75	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	4241	1357	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.02	0.36	0.15	0.15	0.15	0.01	0.26	0.35	0.21	0.20	0.05
Crit Moves:	****			****			****			****		
Green Time:	16.9	37.0	83.2	32.8	52.9	62.7	9.8	57.0	73.9	46.2	93.4	126.2
Volume/Cap:	0.69	0.12	0.80	0.83	0.52	0.44	0.20	0.83	0.87	0.83	0.40	0.07
Uniform Del:	81.5	60.7	43.8	73.5	55.3	47.4	83.9	59.6	51.1	65.7	28.5	9.8
IncrcmntDel:	7.0	0.0	6.0	10.5	0.3	0.2	0.6	3.6	11.2	7.7	0.1	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.07	1.14	1.03	1.25	1.60
Delay/Veh:	88.5	60.8	49.9	83.9	55.6	47.6	84.5	67.3	69.2	75.6	35.6	15.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	88.5	60.8	49.9	83.9	55.6	47.6	84.5	67.3	69.2	75.6	35.6	15.7
LOS by Move:	F	E	D	F	E+	D	F	E	E	E-	D+	B
HCM2kAvgQ:	8	2	34	16	13	12	1	28	37	23	16	3

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

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

Intersection #5325: CENTRAL EXPWY/CORVIN DR-OAKMEAD PKWY

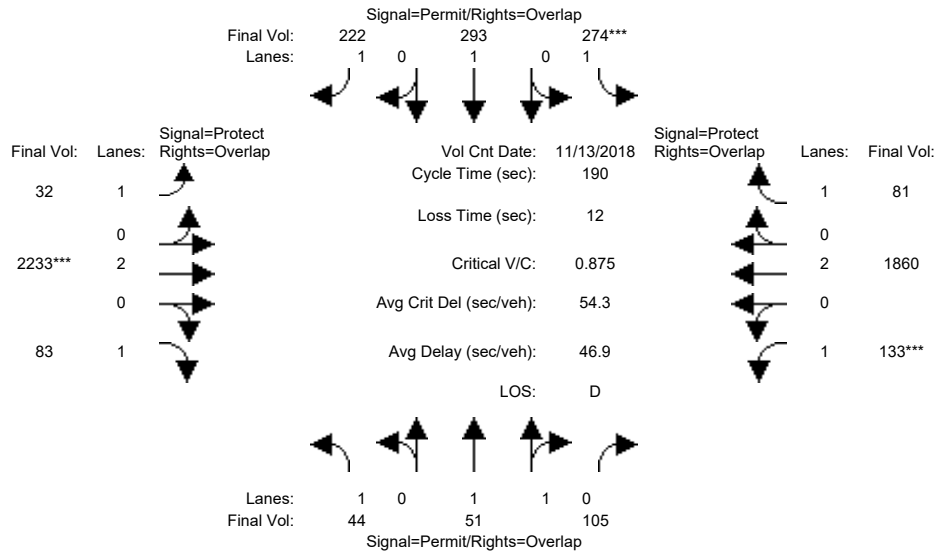


Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	29	29	29	30	30	30	31	124	124	20	113	113
Y+R:	5.7	5.7	5.7	5.5	5.5	5.5	5.0	6.2	6.2	5.1	6.2	6.2
Volume Module: >> Count Date: 6 Feb 2020 << 8:00 AM - 9:00 AM												
Base Vol:	187	104	42	33	23	120	267	1270	125	51	2170	371
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	187	104	42	33	23	120	267	1270	125	51	2170	371
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:	187	104	42	33	23	120	267	1270	125	51	2170	371
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	187	104	42	33	23	120	267	1270	125	51	2170	371
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	187	104	42	33	23	120	267	1270	125	51	2170	371
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	187	104	42	33	23	120	267	1270	125	51	2170	371
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.41	0.59	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	2635	1064	1750	1900	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.04	0.04	0.02	0.01	0.07	0.15	0.33	0.07	0.03	0.57	0.21
Crit Moves:	****							****			****	
Green Time:	29.3	29.3	49.2	29.5	29.5	60.5	31.0	124	123.8	19.9	113	112.8
Volume/Cap:	0.69	0.26	0.15	0.12	0.08	0.22	0.93	0.51	0.11	0.28	0.96	0.36
Uniform Del:	76.1	70.8	54.3	69.1	68.6	47.4	78.5	17.3	12.4	78.4	36.6	19.9
IncrementDel:	7.5	0.2	0.1	0.2	0.1	0.2	36.2	0.2	0.0	0.8	11.4	0.2
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.13	2.25	2.25	1.00	1.00	1.00
Delay/Veh:	83.6	71.0	54.4	69.3	68.7	47.6	124.9	39.1	27.9	79.3	47.9	20.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	83.6	71.0	54.4	69.3	68.7	47.6	124.9	39.1	27.9	79.3	47.9	20.1
LOS by Move:	F	E	D-	E	E	D	F	D	C	E-	D	C+
HCM2kAvgQ:	12	4	3	2	1	5	20	31	6	3	64	12

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

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

Intersection #5325: CENTRAL EXPWY/CORVIN DR-OAKMEAD PKWY

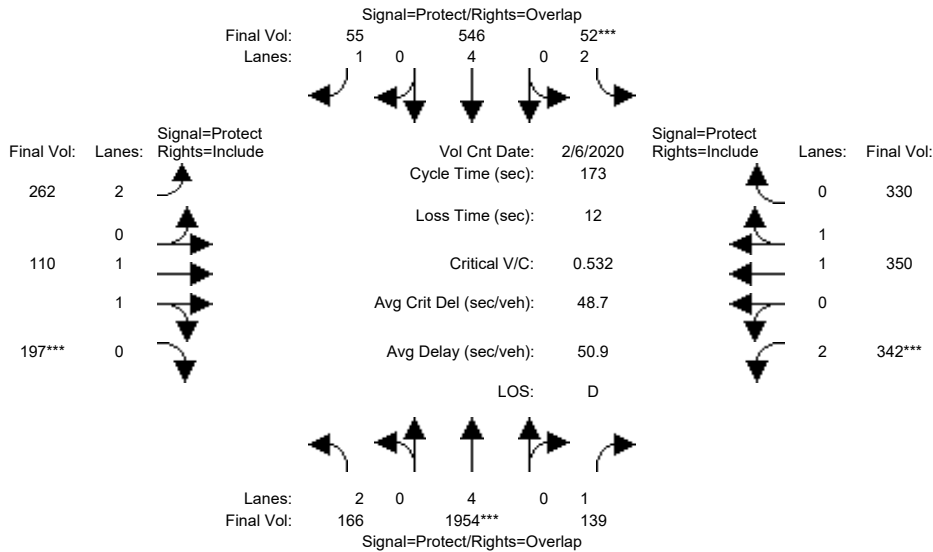


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	36	36	36	37	37	37	9	124	124	13	128	128
Y+R:	5.7	5.7	5.7	5.5	5.5	5.5	5.0	6.2	6.2	5.1	6.2	6.2
Volume Module: >> Count Date: 13 Nov 2018 << 5:15 - 6:15 PM												
Base Vol:	44	51	105	274	293	222	32	2233	83	133	1860	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:	44	51	105	274	293	222	32	2233	83	133	1860	81
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	51	105	274	293	222	32	2233	83	133	1860	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	51	105	274	293	222	32	2233	83	133	1860	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	51	105	274	293	222	32	2233	83	133	1860	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:	44	51	105	274	293	222	32	2233	83	133	1860	81
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.06	0.16	0.15	0.13	0.02	0.59	0.05	0.08	0.49	0.05
Crit Moves:				****				****				****
Green Time:	37.0	37.0	53.1	37.0	37.0	46.3	9.3	125	124.9	16.1	132	131.7
Volume/Cap:	0.13	0.14	0.21	0.80	0.79	0.52	0.38	0.89	0.07	0.89	0.71	0.07
Uniform Del:	63.2	63.3	52.4	73.0	72.8	62.3	87.6	27.1	11.7	86.1	17.5	9.4
IncrcmntDel:	0.2	0.1	0.1	13.0	11.1	1.2	2.8	4.6	0.0	44.1	0.9	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.52	1.52	1.00	1.63	1.63
Delay/Veh:	63.4	63.4	52.6	86.0	83.9	63.4	90.3	45.9	17.9	130.2	29.4	15.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	63.4	63.4	52.6	86.0	83.9	63.4	90.3	45.9	17.9	130.2	29.4	15.3
LOS by Move:	E	E	D-	F	F	E	F	D	B	F	C	B
HCM2kAvgQ:	2	2	5	18	18	12	2	61	3	11	41	3

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

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

Intersection #5603: LAWRENCE EXPWY/TASMAN DR

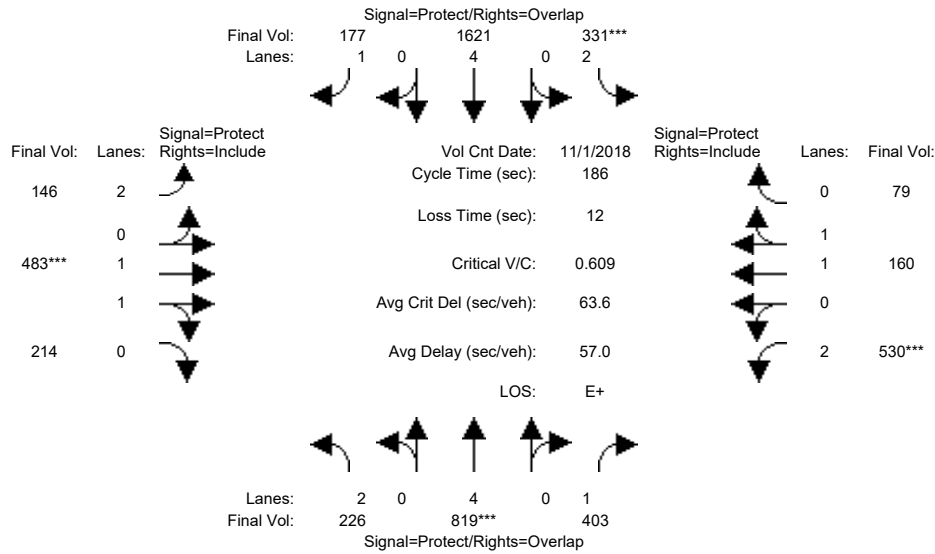


Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	17	71	71	13	67	67	18	38	38	25	45	45
Y+R:	7.1	6.2	6.2	7.1	6.2	6.2	7.0	6.1	6.1	7.1	6.2	6.2
Volume Module: >> Count Date: 6 Feb 2020 << 8:00 - 9:00												
Base Vol:	166	1954	139	52	546	55	262	110	197	342	350	330
Growth Adj:	1.00	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	1954	139	52	546	55	262	110	197	342	350	330
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:	166	1954	139	52	546	55	262	110	197	342	350	330
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	166	1954	139	52	546	55	262	110	197	342	350	330
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	166	1954	139	52	546	55	262	110	197	342	350	330
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	166	1954	139	52	546	55	262	110	197	342	350	330
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.95
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	3150	7600	1750	3150	7600	1750	3150	1900	1750	3150	1903	1794
Capacity Analysis Module:												
Vol/Sat:	0.05	0.26	0.08	0.02	0.07	0.03	0.08	0.06	0.11	0.11	0.18	0.18
Crit Moves:	****			****			****			****		
Green Time:	16.9	70.8	95.7	12.9	66.8	84.8	18.0	37.9	38.0	24.9	44.8	44.8
Volume/Cap:	0.54	0.63	0.14	0.22	0.19	0.06	0.80	0.26	0.51	0.75	0.71	0.71
Uniform Del:	74.3	40.6	18.8	75.3	35.1	23.2	75.7	56.0	59.4	71.1	58.2	58.2
IncrcmntDel:	1.9	0.4	0.1	0.5	0.0	0.0	13.0	0.1	0.8	7.1	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:	76.3	41.1	18.8	75.8	35.2	23.3	88.8	56.1	60.1	78.2	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:	76.3	41.1	18.8	75.8	35.2	23.3	88.8	56.1	60.1	78.2	60.7	60.7
LOS by Move:	E-	D	B-	E-	D+	C	F	E+	E	E-	E	E
HCM2kAvgQ:	5	22	5	2	5	2	9	5	10	11	17	17

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

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

Intersection #5603: LAWRENCE EXPWY/TASMAN DR



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	19	52	52	25	58	58	39	46	46	37	44	44
Y+R:	7.1	6.2	6.2	7.1	6.2	6.2	7.0	6.1	6.1	7.1	6.2	6.2

Volume Module:	>> Count Date: 1 Nov 2018 << 4:45 - 5:45 PM											
Base Vol:	226	819	403	331	1621	177	146	483	214	530	160	79
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	226	819	403	331	1621	177	146	483	214	530	160	79
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:	226	819	403	331	1621	177	146	483	214	530	160	79
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	226	819	403	331	1621	177	146	483	214	530	160	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	226	819	403	331	1621	177	146	483	214	530	160	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
Final Volume:	226	819	403	331	1621	177	146	483	214	530	160	79

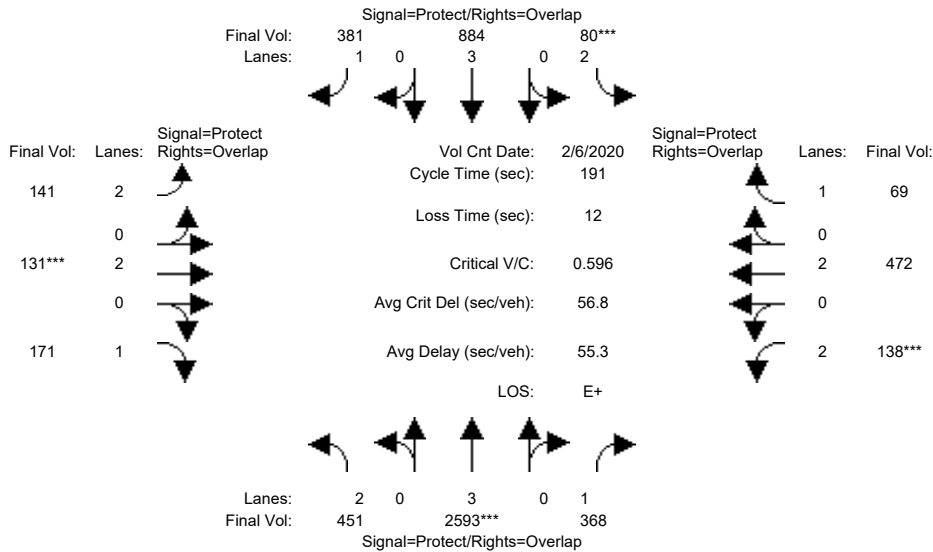
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.99	0.95	0.83	0.99	0.95
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	1.37	0.63	2.00	1.32	0.68
Final Sat.:	3150	7600	1750	3150	7600	1750	3150	2563	1136	3150	2476	1223

Capacity Analysis Module:												
Vol/Sat:	0.07	0.11	0.23	0.11	0.21	0.10	0.05	0.19	0.19	0.17	0.06	0.06
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	19.7	52.0	96.5	27.8	60.1	104.4	44.3	49.8	49.8	44.5	50.0	50.0
Volume/Cap:	0.68	0.39	0.44	0.70	0.66	0.18	0.19	0.70	0.70	0.70	0.24	0.24
Uniform Del:	80.1	54.1	28.0	75.2	54.2	19.9	56.6	61.5	61.5	64.8	53.2	53.2
IncrcmntDel:	5.5	0.1	0.3	4.8	0.7	0.1	0.1	2.3	2.3	3.0	0.1	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	85.6	54.2	28.4	80.0	54.9	20.0	56.7	63.8	63.8	67.8	53.3	53.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	85.6	54.2	28.4	80.0	54.9	20.0	56.7	63.8	63.8	67.8	53.3	53.3
LOS by Move:	F	D-	C	F	D-	C+	E+	E	E	E	D-	D-
HCM2kAvgQ:	8	10	18	11	20	7	4	18	18	17	5	5

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

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

Intersection #5611: LAWRENCE EXPWY/ARQUES AVE



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	27	100	100	19	91	91	14	36	36	13	35	35
Y+R:	6.3	6.2	6.2	6.1	6.2	6.2	5.9	5.7	5.7	5.9	5.7	5.7

Volume Module:	>>	Count	Date:	6 Feb 2020	<<	8:00 - 9:00
Base Vol:	451	2947	368	80	1148	381
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	451	2947	368	80	1148	381
Added Vol:	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0
Initial Fut:	451	2947	368	80	1148	381
User Adj:	1.00	0.88	1.00	1.00	0.77	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	451	2593	368	80	884	381
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	451	2593	368	80	884	381
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	451	2593	368	80	884	381

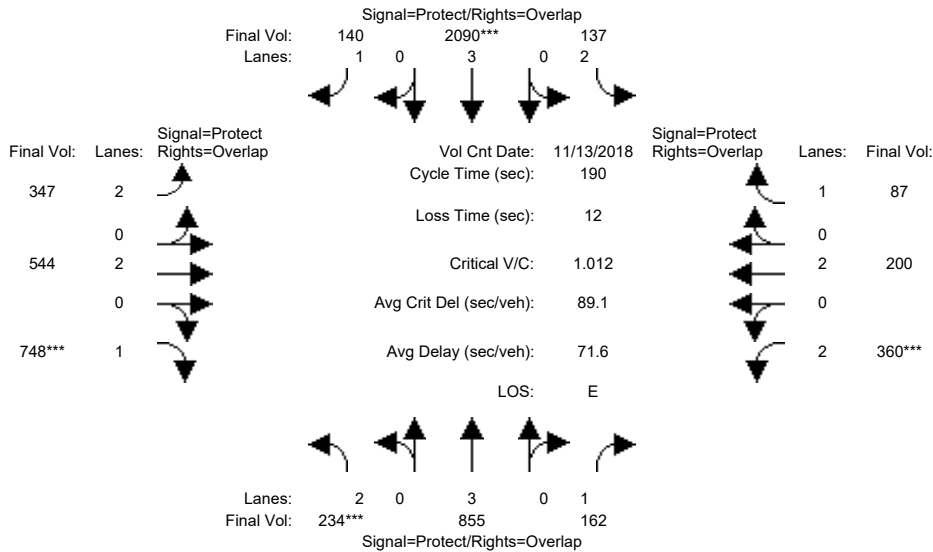
Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.84	0.83	1.00	
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1601	3150	3800	

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.14	0.45	0.21	0.03	0.16	0.22	0.04	0.03	0.11	0.04	0.12	0.04
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	26.7	99.8	112.9	18.9	90.8	104.9	14.1	36.3	63.0	13.1	35.3	54.2
Volume/Cap:	1.02	0.87	0.36	0.26	0.33	0.40	0.61	0.18	0.32	0.64	0.67	0.14
Uniform Del:	82.1	40.0	20.2	79.5	31.1	24.8	85.8	64.9	48.0	86.6	72.5	51.0
IncrementDel:	49.2	3.1	0.2	0.4	0.1	0.3	4.5	0.1	0.4	6.3	2.6	0.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.27	1.38	1.00	0.80	0.68	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	131.3	53.8	28.1	80.0	25.0	17.2	90.3	65.0	48.4	92.9	75.0	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:	131.3	53.8	28.1	80.0	25.0	17.2	90.3	65.0	48.4	92.9	75.0	51.1
LOS by Move:	F	D-	C	E-	C	B	F	E	D	F	E-	D-
HCM2kAvgQ:	21	48	15	2	8	9	6	3	8	6	13	3

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

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

Intersection #5611: LAWRENCE EXPWY/ARQUES AVE



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	22	86	86	15	79	79	24	41	41	24	41	41
Y+R:	6.3	6.2	6.2	6.1	6.2	6.2	5.9	5.7	5.7	5.9	5.7	5.7

Volume Module:	>> Count Date: 13 Nov 2018 << 4:30 - 5:30 PM											
Base Vol:	234	1276	162	137	2612	140	347	544	748	360	200	87
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	234	1276	162	137	2612	140	347	544	748	360	200	87
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:	234	1276	162	137	2612	140	347	544	748	360	200	87
User Adj:	1.00	0.67	1.00	1.00	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	234	855	162	137	2090	140	347	544	748	360	200	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	234	855	162	137	2090	140	347	544	748	360	200	87
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	234	855	162	137	2090	140	347	544	748	360	200	87

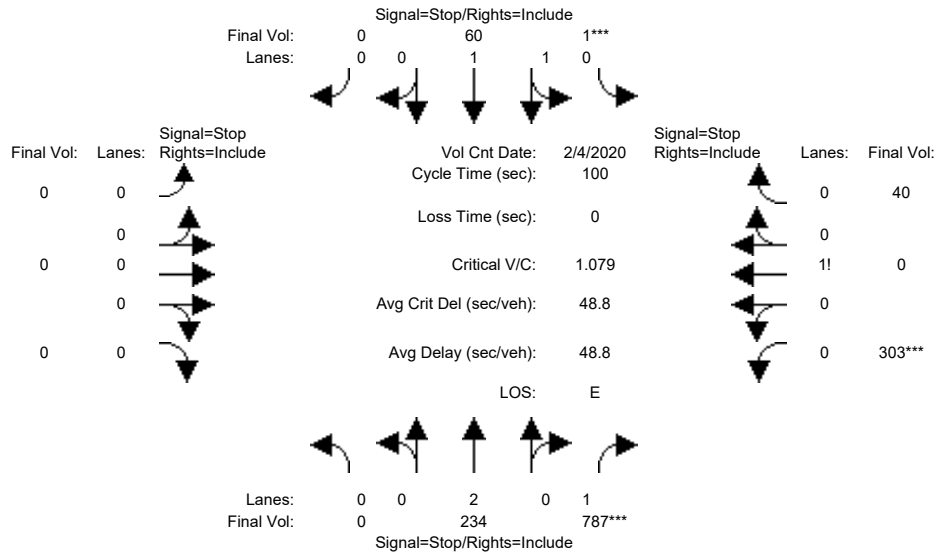
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.84	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1601	3150	3800	1750

Capacity Analysis Module:												
Vol/Sat:	0.07	0.15	0.09	0.04	0.37	0.08	0.11	0.14	0.47	0.11	0.05	0.05
Crit Moves:	****			****			****		****	****		
Green Time:	22.0	86.0	110.0	15.0	79.0	107.4	28.4	53.0	75.0	24.0	48.6	63.6
Volume/Cap:	0.64	0.33	0.16	0.55	0.88	0.14	0.74	0.51	1.18	0.90	0.21	0.15
Uniform Del:	80.2	33.5	18.6	84.3	51.2	19.5	77.2	57.6	57.5	81.9	55.6	44.3
IncrcmntDel:	3.9	0.1	0.1	2.6	4.2	0.1	6.0	0.4	98.0	23.5	0.1	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.83	0.62	1.00	1.15	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	84.1	28.0	11.6	86.9	63.1	26.1	83.2	58.1	155.5	105.4	55.7	44.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	84.1	28.0	11.6	86.9	63.1	26.1	83.2	58.1	155.5	105.4	55.7	44.4
LOS by Move:	F	C	B+	F	E	C	F	E+	F	F	E+	D
HCM2kAvgQ:	9	8	3	4	38	5	13	13	64	15	4	4

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

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

Intersection #1: Ellis St & Manila Ave



Street Name: Ellis St Manila Ave

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: 4 Feb 2020 << 8:15 - 9:15

Base Vol:	0	234	787	1	60	0	0	0	0	303	0	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	234	787	1	60	0	0	0	0	303	0	40
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	234	787	1	60	0	0	0	0	303	0	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	234	787	1	60	0	0	0	0	303	0	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	234	787	1	60	0	0	0	0	303	0	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	234	787	1	60	0	0	0	0	303	0	40

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:	0.00	2.00	1.00	0.03	1.97	0.00	0.00	0.00	0.00	0.88	0.00	0.12
Final Sat.:	0	1275	729	17	1035	0	0	0	0	535	0	71

Capacity Analysis Module:

Vol/Sat:	xxxx	0.18	1.08	0.06	0.06	xxxx	xxxx	xxxx	xxxx	0.57	xxxx	0.57
Crit Moves:			****	****						****		
Delay/Veh:	0.0	9.6	77.7	9.7	9.7	0.0	0.0	0.0	0.0	16.3	0.0	16.3
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:	0.0	9.6	77.7	9.7	9.7	0.0	0.0	0.0	0.0	16.3	0.0	16.3
LOS by Move:	*	A	F	A	A	*	*	*	*	C	*	C
ApproachDel:		62.1			9.7		xxxxxxx				16.3	
Delay Adj:		1.00			1.00		xxxxxxx				1.00	
ApprAdjDel:		62.1			9.7		xxxxxxx				16.3	
LOS by Appr:		F			A		*				C	
AllWayAvgQ:	0.0	0.2	14.2	0.1	0.1	0.0	0.0	0.0	0.0	1.2	1.2	1.2

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #1 Ellis St & Manila Ave

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	2	0	1	0	1	1	0	0	0	0	0	0	0	0	0	1	0	0
Initial Vol:	0	234	787			1	60	0			0	0	0	0		303	0	40		
Major Street Volume:											1082									
Minor Approach Volume:											343									
Minor Approach Volume Threshold:											258									

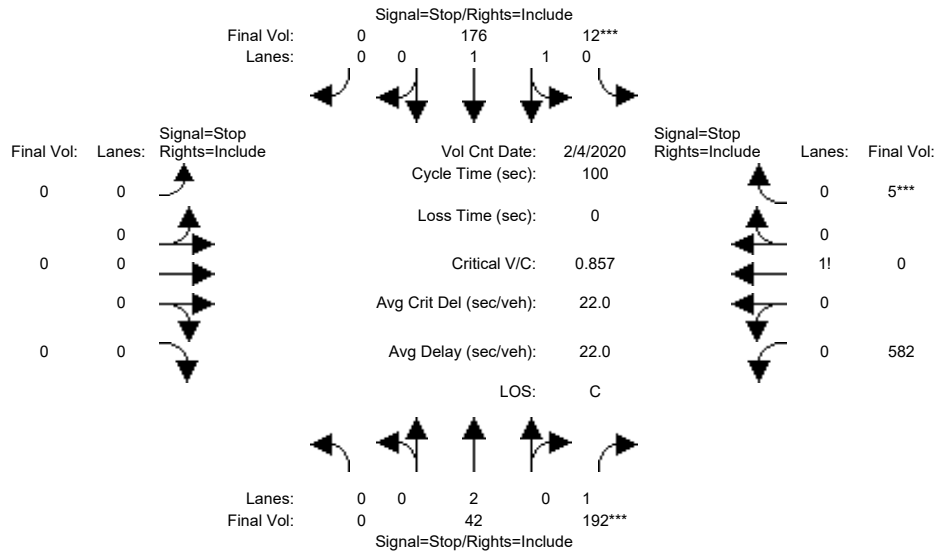
SIGNAL WARRANT DISCLAIMER

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 PM

Intersection #1: Ellis St & Manila Ave



Street Name:	Ellis St						Manila Ave					
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:	4 Feb 2020	<<	5:00- 6:00						
Base Vol:	0	42	192	12	176	0	0	0	0	582	0	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	42	192	12	176	0	0	0	0	582	0	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	42	192	12	176	0	0	0	0	582	0	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	42	192	12	176	0	0	0	0	582	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	42	192	12	176	0	0	0	0	582	0	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	42	192	12	176	0	0	0	0	582	0	5

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:	0.00	2.00	1.00	0.13	1.87	0.00	0.00	0.00	0.00	0.99	0.00	0.01
Final Sat.:	0	1067	595	67	985	0	0	0	0	679	0	6

Capacity Analysis Module:												
Vol/Sat:	xxxx	0.04	0.32	0.18	0.18	xxxx	xxxx	xxxx	xxxx	0.86	xxxx	0.86
Crit Moves:			****	****								****
Delay/Veh:	0.0	9.3	10.9	10.5	10.5	0.0	0.0	0.0	0.0	30.3	0.0	30.3
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:	0.0	9.3	10.9	10.5	10.5	0.0	0.0	0.0	0.0	30.3	0.0	30.3
LOS by Move:	*	A	B	B	B	*	*	*	*	D	*	D
ApproachDel:		10.6			10.5		xxxxxxx				30.3	
Delay Adj:		1.00			1.00		xxxxxxx				1.00	
ApprAdjDel:		10.6			10.5		xxxxxxx				30.3	
LOS by Appr:		B			B			*			D	
AllWayAvgQ:	0.0	0.0	0.4	0.2	0.2	0.0	0.0	0.0	0.0	4.2	4.2	4.2

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

Peak Hour Volume Signal Warrant Report [Urban]

 Intersection #1 Ellis St & Manila Ave

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	2	0	1	0	1	1	0	0	0	0	0	0	0	0	0	1	0	0
Initial Vol:	0		42		192	12		176		0	0		0		0	582		0		5
Major Street Volume:											587									
Minor Approach Volume:											234									
Minor Approach Volume Threshold:	460																			

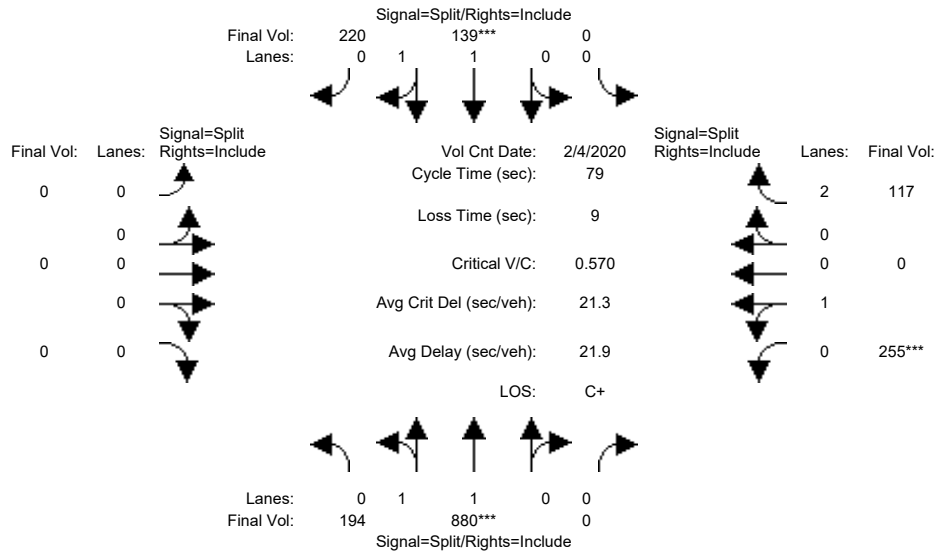
SIGNAL WARRANT DISCLAIMER

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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 AM

Intersection #2: Ellis St & US 101 NB Ramps



Street Name:	Ellis St						US 101 NB Ramps					
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	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:	4 Feb 2020	<<	8:15 - 9:15						
Base Vol:	194	880	0	0	139	220	0	0	0	255	0	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:	194	880	0	0	139	220	0	0	0	255	0	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:	194	880	0	0	139	220	0	0	0	255	0	117
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	194	880	0	0	139	220	0	0	0	255	0	117
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	194	880	0	0	139	220	0	0	0	255	0	117
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	194	880	0	0	139	220	0	0	0	255	0	117

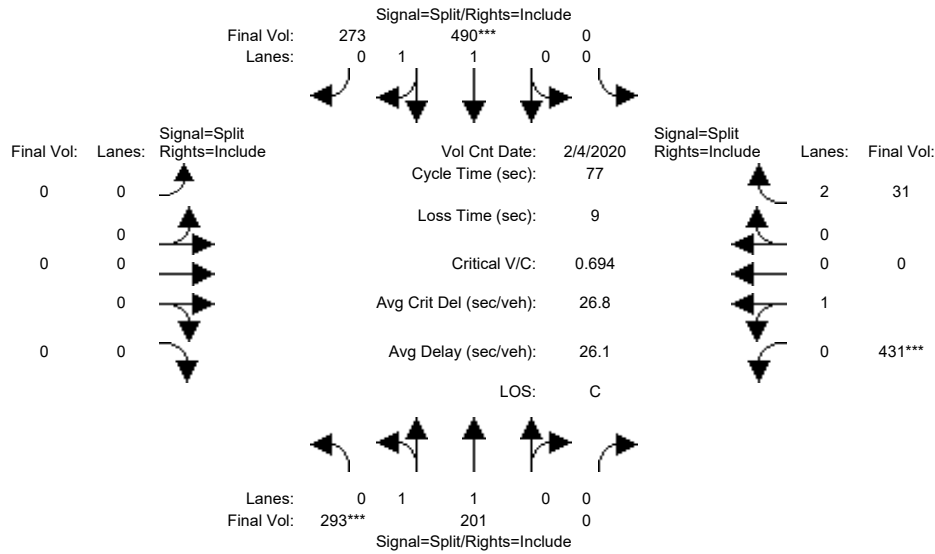
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.98	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.83
Lanes:	0.37	1.63	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	668	3031	0	0	1900	1750	0	0	0	1800	0	3150

Capacity Analysis Module:												
Vol/Sat:	0.29	0.29	0.00	0.00	0.07	0.13	0.00	0.00	0.00	0.14	0.00	0.04
Crit Moves:	****			****						****		
Green Time:	36.4	36.4	0.0	0.0	15.8	15.8	0.0	0.0	0.0	17.8	0.0	17.8
Volume/Cap:	0.63	0.63	0.00	0.00	0.37	0.63	0.00	0.00	0.00	0.63	0.00	0.17
Uniform Del:	16.2	16.2	0.0	0.0	27.3	28.9	0.0	0.0	0.0	27.6	0.0	24.6
IncrementDel:	0.8	0.8	0.0	0.0	0.2	2.3	0.0	0.0	0.0	3.2	0.0	0.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	16.9	16.9	0.0	0.0	27.5	31.2	0.0	0.0	0.0	30.8	0.0	24.7
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:	16.9	16.9	0.0	0.0	27.5	31.2	0.0	0.0	0.0	30.8	0.0	24.7
LOS by Move:	B	B	A	A	C	C	A	A	A	C	A	C
HCM2kAvgQ:	10	10	0	0	3	6	0	0	0	7	0	1

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

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

Intersection #2: Ellis St & US 101 NB Ramps



Street Name:	Ellis St						US 101 NB Ramps					
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	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:	4 Feb 2020	<<	5:00 - 6:00						
Base Vol:	293	201	0	0	490	273	0	0	0	431	0	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	293	201	0	0	490	273	0	0	0	431	0	31
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:	293	201	0	0	490	273	0	0	0	431	0	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	293	201	0	0	490	273	0	0	0	431	0	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	293	201	0	0	490	273	0	0	0	431	0	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
Final Volume:	293	201	0	0	490	273	0	0	0	431	0	31

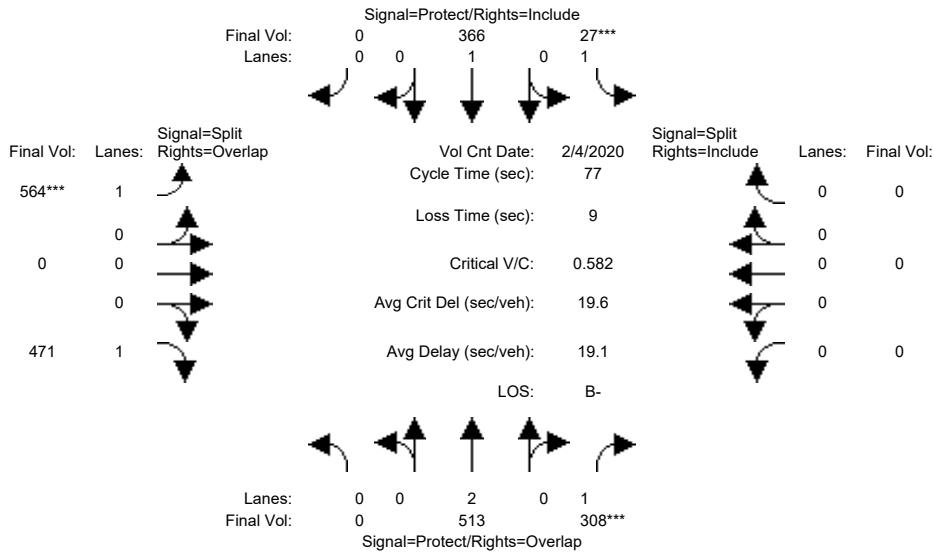
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92	0.95	0.95	0.83
Lanes:	1.00	1.00	0.00	0.00	1.26	0.74	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	1750	1900	0	0	2375	1323	0	0	0	1800	0	3150

Capacity Analysis Module:												
Vol/Sat:	0.17	0.11	0.00	0.00	0.21	0.21	0.00	0.00	0.00	0.24	0.00	0.01
Crit Moves:	***				****					****		
Green Time:	18.6	18.6	0.0	0.0	22.9	22.9	0.0	0.0	0.0	26.6	0.0	26.6
Volume/Cap:	0.69	0.44	0.00	0.00	0.69	0.69	0.00	0.00	0.00	0.69	0.00	0.03
Uniform Del:	26.6	24.8	0.0	0.0	24.0	24.0	0.0	0.0	0.0	21.7	0.0	16.7
IncrementDel:	3.0	0.3	0.0	0.0	1.9	1.9	0.0	0.0	0.0	3.4	0.0	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	29.6	25.1	0.0	0.0	25.9	25.9	0.0	0.0	0.0	25.1	0.0	16.7
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:	29.6	25.1	0.0	0.0	25.9	25.9	0.0	0.0	0.0	25.1	0.0	16.7
LOS by Move:	C	C	A	A	C	C	A	A	A	C	A	B
HCM2kAvgQ:	7	4	0	0	9	9	0	0	0	10	0	0

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

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

Intersection #3: Ellis St & US 101 SB Ramps



Street Name:	Ellis St						US 101 SB Ramps					
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	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	4 Feb 2020	<<	8:30 - 9:30						
Base Vol:	0	513	308	27	366	0	564	0	471	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	513	308	27	366	0	564	0	471	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	513	308	27	366	0	564	0	471	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	513	308	27	366	0	564	0	471	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	513	308	27	366	0	564	0	471	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	513	308	27	366	0	564	0	471	0	0	0

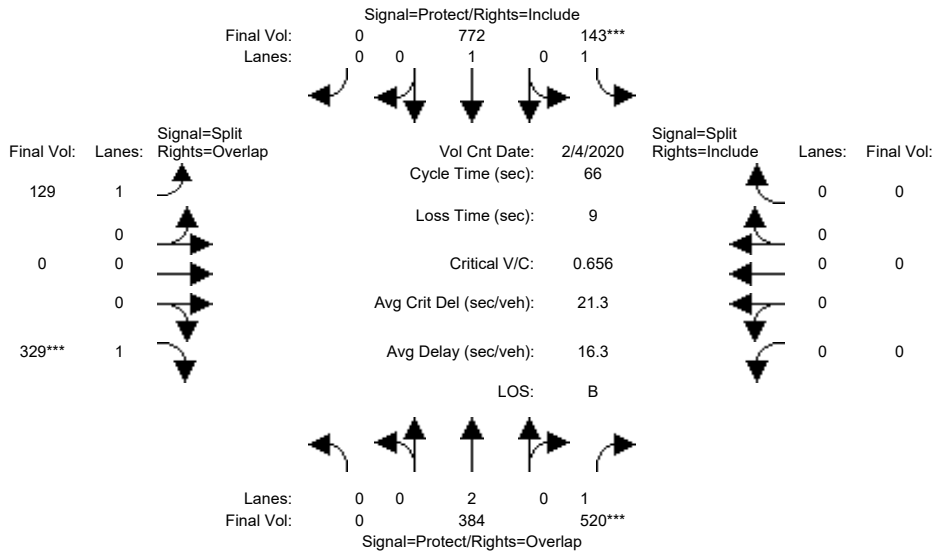
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	1750	1750	1900	0	1750	0	1750	0	0	0

Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.18	0.02	0.19	0.00	0.32	0.00	0.27	0.00	0.00	0.00
Crit Moves:			****	****			****					
Green Time:	0.0	21.5	21.5	7.0	28.5	0.0	39.5	0.0	39.5	0.0	0.0	0.0
Volume/Cap:	0.00	0.48	0.63	0.17	0.52	0.00	0.63	0.00	0.53	0.00	0.00	0.00
Uniform Del:	0.0	23.1	24.2	32.3	18.9	0.0	13.5	0.0	12.5	0.0	0.0	0.0
IncrementDel:	0.0	0.3	2.6	0.5	0.7	0.0	1.4	0.0	0.6	0.0	0.0	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	23.4	26.8	32.8	19.6	0.0	14.9	0.0	13.1	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	23.4	26.8	32.8	19.6	0.0	14.9	0.0	13.1	0.0	0.0	0.0
LOS by Move:	A	C	C	C-	B-	A	B	A	B	A	A	A
HCM2kAvgQ:	0	5	7	1	7	0	11	0	8	0	0	0

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

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

Intersection #3: Ellis St & US 101 SB Ramps

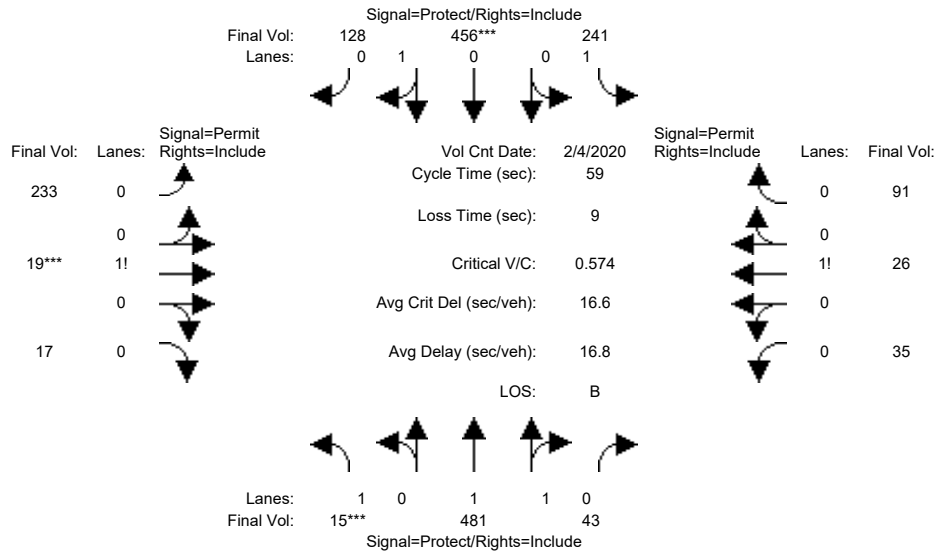


Street Name:	Ellis St						US 101 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	4 Feb 2020 << 5:15 - 6:15											
Base Vol:	0	384	520	143	772	0	129	0	329	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	384	520	143	772	0	129	0	329	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	384	520	143	772	0	129	0	329	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	384	520	143	772	0	129	0	329	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	384	520	143	772	0	129	0	329	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	384	520	143	772	0	129	0	329	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	1750	1750	1900	0	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.10	0.30	0.08	0.41	0.00	0.07	0.00	0.19	0.00	0.00	0.00
Crit Moves:			****	****					****			
Green Time:	0.0	29.9	29.9	8.2	38.1	0.0	18.9	0.0	18.9	0.0	0.0	0.0
Volume/Cap:	0.00	0.22	0.66	0.66	0.70	0.00	0.26	0.00	0.66	0.00	0.00	0.00
Uniform Del:	0.0	11.0	14.1	27.5	9.9	0.0	18.1	0.0	20.7	0.0	0.0	0.0
IncrementDel:	0.0	0.1	2.0	7.1	2.1	0.0	0.3	0.0	3.2	0.0	0.0	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	11.1	16.1	34.6	12.0	0.0	18.4	0.0	23.9	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	11.1	16.1	34.6	12.0	0.0	18.4	0.0	23.9	0.0	0.0	0.0
LOS by Move:	A	B+	B	C-	B	A	B-	A	C	A	A	A
HCM2kAvgQ:	0	2	9	3	11	0	2	0	8	0	0	0

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

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

Intersection #4: Ellis St & Fairchild Dr

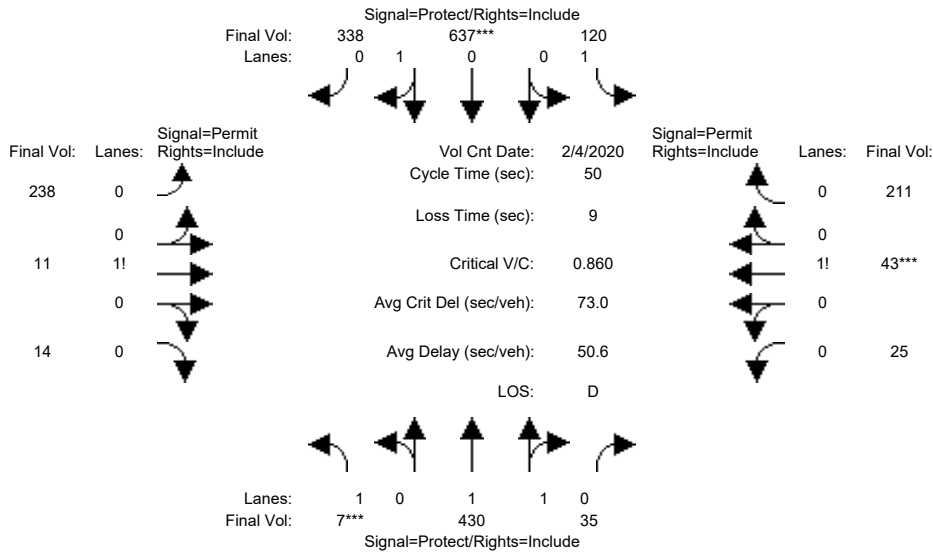


Street Name:	Ellis St						Fairchild Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	4 Feb 2020 << 8:45 - 9:45											
Base Vol:	15	481	43	241	456	128	233	19	17	35	26	91
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	481	43	241	456	128	233	19	17	35	26	91
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	481	43	241	456	128	233	19	17	35	26	91
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	481	43	241	456	128	233	19	17	35	26	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	481	43	241	456	128	233	19	17	35	26	91
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	15	481	43	241	456	128	233	19	17	35	26	91
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.83	0.17	1.00	0.78	0.22	0.87	0.07	0.06	0.23	0.17	0.60
Final Sat.:	1750	3396	304	1750	1405	395	1516	124	111	403	299	1048
Capacity Analysis Module:												
Vol/Sat:	0.01	0.14	0.14	0.14	0.32	0.32	0.15	0.15	0.15	0.09	0.09	0.09
Crit Moves:	***			****			****					
Green Time:	7.0	20.0	20.0	16.2	29.2	29.2	13.8	13.8	13.8	13.8	13.8	13.8
Volume/Cap:	0.07	0.42	0.42	0.50	0.66	0.66	0.66	0.66	0.66	0.37	0.37	0.37
Uniform Del:	23.1	15.0	15.0	18.0	11.2	11.2	20.4	20.4	20.4	18.9	18.9	18.9
IncrementDel:	0.1	0.2	0.2	0.8	1.8	1.8	3.8	3.8	3.8	0.6	0.6	0.6
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	23.3	15.3	15.3	18.8	12.9	12.9	24.3	24.3	24.3	19.5	19.5	19.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.3	15.3	15.3	18.8	12.9	12.9	24.3	24.3	24.3	19.5	19.5	19.5
LOS by Move:	C	B	B	B-	B	B	C	C	C	B-	B-	B-
HCM2kAvgQ:	0	4	4	4	8	8	6	6	6	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 PM

Intersection #4: Ellis St & Fairchild Dr

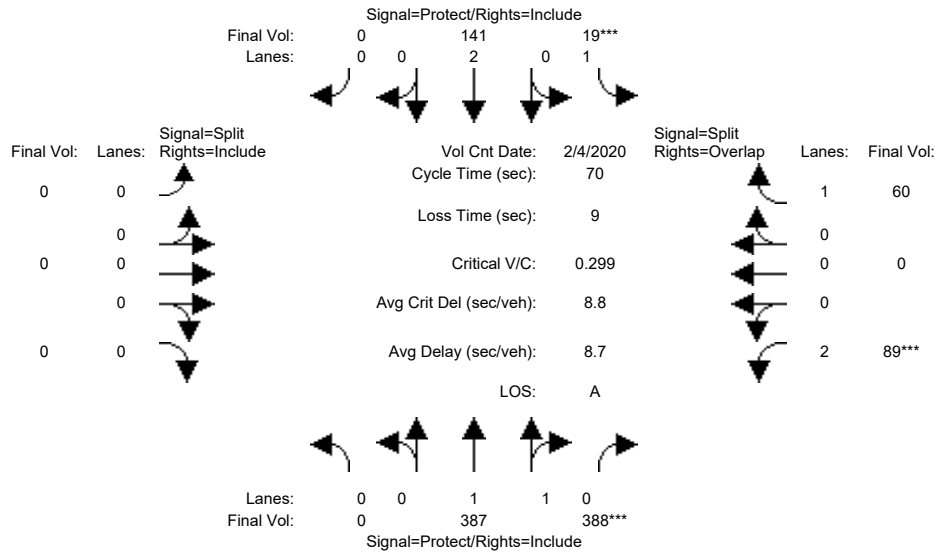


Street Name:	Ellis St						Fairchild Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	4 Feb 2020 << 5:15 - 6:15											
Base Vol:	7	430	35	120	637	338	238	11	14	25	43	211
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	430	35	120	637	338	238	11	14	25	43	211
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:	7	430	35	120	637	338	238	11	14	25	43	211
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	430	35	120	637	338	238	11	14	25	43	211
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	430	35	120	637	338	238	11	14	25	43	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
Final Volume:	7	430	35	120	637	338	238	11	14	25	43	211
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.85	0.15	1.00	0.65	0.35	0.91	0.04	0.05	0.09	0.15	0.76
Final Sat.:	1750	3421	278	1750	1176	624	1584	73	93	157	270	1323
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.13	0.07	0.54	0.54	0.15	0.15	0.15	0.16	0.16	0.16
Crit Moves:	***				***						***	
Green Time:	7.0	18.2	18.2	12.8	24.0	24.0	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.03	0.34	0.34	0.27	1.13	1.13	0.75	0.75	0.75	0.80	0.80	0.80
Uniform Del:	18.6	11.5	11.5	14.9	13.0	13.0	18.8	18.8	18.8	19.0	19.0	19.0
IncrementDel:	0.0	0.2	0.2	0.3	72.4	72.4	8.8	8.8	8.8	12.1	12.1	12.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	18.6	11.7	11.7	15.2	85.4	85.4	27.6	27.6	27.6	31.1	31.1	31.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.6	11.7	11.7	15.2	85.4	85.4	27.6	27.6	27.6	31.1	31.1	31.1
LOS by Move:	B-	B+	B+	B	F	F	C	C	C	C	C	C
HCM2kAvgQ:	0	3	3	2	31	31	6	6	6	7	7	7

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

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

Intersection #6: Enterprise Way & 11th Ave

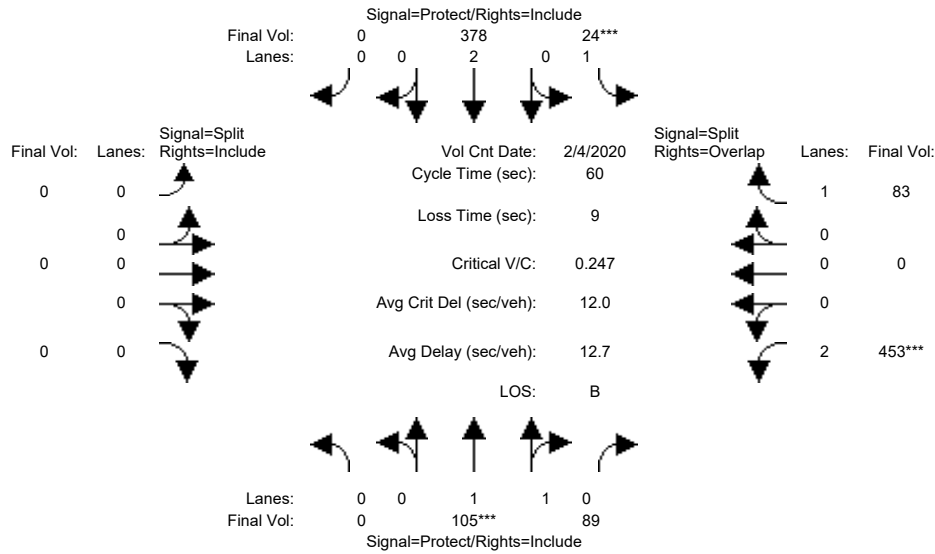


Street Name:	Enterprise Way						11th Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	4 Feb 2020 << 9:00 - 10:00											
Base Vol:	0	387	388	19	141	0	0	0	0	89	0	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	387	388	19	141	0	0	0	0	89	0	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	387	388	19	141	0	0	0	0	89	0	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	387	388	19	141	0	0	0	0	89	0	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	387	388	19	141	0	0	0	0	89	0	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	387	388	19	141	0	0	0	0	89	0	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	3800	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.22	0.01	0.04	0.00	0.00	0.00	0.00	0.03	0.00	0.03
Crit Moves:	****			****						****		
Green Time:	0.0	44.0	44.0	7.0	51.0	0.0	0.0	0.0	0.0	10.0	0.0	17.0
Volume/Cap:	0.00	0.32	0.35	0.11	0.05	0.00	0.00	0.00	0.00	0.20	0.00	0.14
Uniform Del:	0.0	6.1	6.2	28.7	2.7	0.0	0.0	0.0	0.0	26.5	0.0	20.8
IncrementDel:	0.0	0.1	0.1	0.3	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.2
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	6.1	6.3	28.9	2.7	0.0	0.0	0.0	0.0	26.7	0.0	20.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	6.1	6.3	28.9	2.7	0.0	0.0	0.0	0.0	26.7	0.0	20.9
LOS by Move:	A	A	A	C	A	A	A	A	A	C	A	C+
HCM2kAvgQ:	0	4	4	0	0	0	0	0	0	1	0	1

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

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

Intersection #6: Enterprise Way & 11th Ave



Street Name:	Enterprise Way						11th Ave					
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	10	7	10	0	0	0	0	10	0	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:	4 Feb 2020	<<	5:00 - 6:00						
Base Vol:	0	105	89	24	378	0	0	0	0	453	0	83
Growth Adj:	1.00	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	105	89	24	378	0	0	0	0	453	0	83
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	105	89	24	378	0	0	0	0	453	0	83
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	105	89	24	378	0	0	0	0	453	0	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	105	89	24	378	0	0	0	0	453	0	83
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	105	89	24	378	0	0	0	0	453	0	83

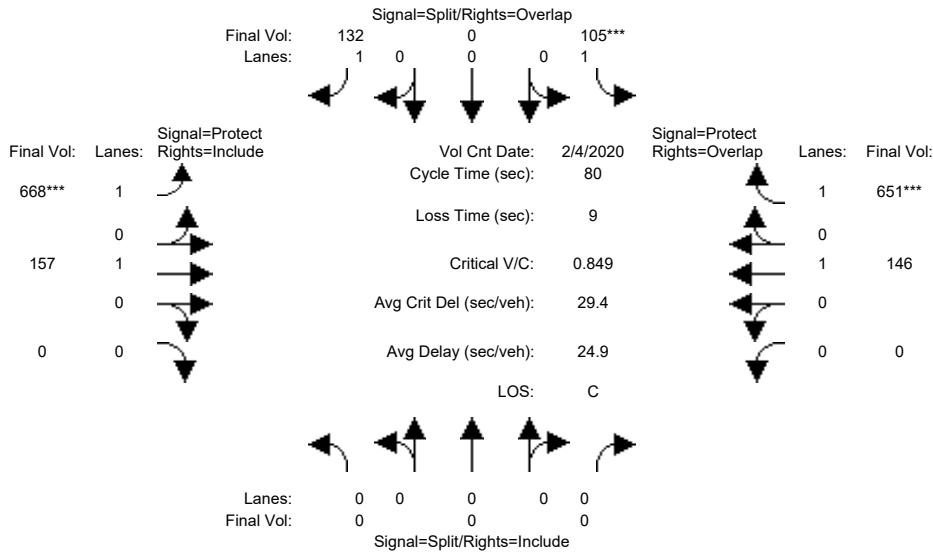
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	1.06	0.94	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	2001	1696	1750	3800	0	0	0	0	3150	0	1750

Capacity Analysis Module:												
Vol/Sat:	0.00	0.05	0.05	0.01	0.10	0.00	0.00	0.00	0.00	0.14	0.00	0.05
Crit Moves:	****			****						****		
Green Time:	0.0	11.8	11.8	7.0	18.8	0.0	0.0	0.0	0.0	32.2	0.0	39.2
Volume/Cap:	0.00	0.27	0.27	0.12	0.32	0.00	0.00	0.00	0.00	0.27	0.00	0.07
Uniform Del:	0.0	20.5	20.5	23.7	15.7	0.0	0.0	0.0	0.0	7.5	0.0	3.8
IncrementDel:	0.0	0.2	0.2	0.3	0.2	0.0	0.0	0.0	0.0	0.1	0.0	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	20.7	20.7	24.0	15.9	0.0	0.0	0.0	0.0	7.6	0.0	3.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	20.7	20.7	24.0	15.9	0.0	0.0	0.0	0.0	7.6	0.0	3.8
LOS by Move:	A	C+	C+	C	B	A	A	A	A	A	A	A
HCM2kAvgQ:	0	2	2	1	3	0	0	0	0	3	0	1

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

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

Intersection #7: Enterprise Way & Manila Ave/W Moffett Park Dr



Street Name:	Enterprise Way						Manila Ave/W Moffett Park Dr					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	4 Feb 2020	<<	8:30 - 9:30						
Base Vol:	0	0	0	105	0	132	668	157	0	0	146	651
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	105	0	132	668	157	0	0	146	651
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	105	0	132	668	157	0	0	146	651
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	105	0	132	668	157	0	0	146	651
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	105	0	132	668	157	0	0	146	651
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	105	0	132	668	157	0	0	146	651

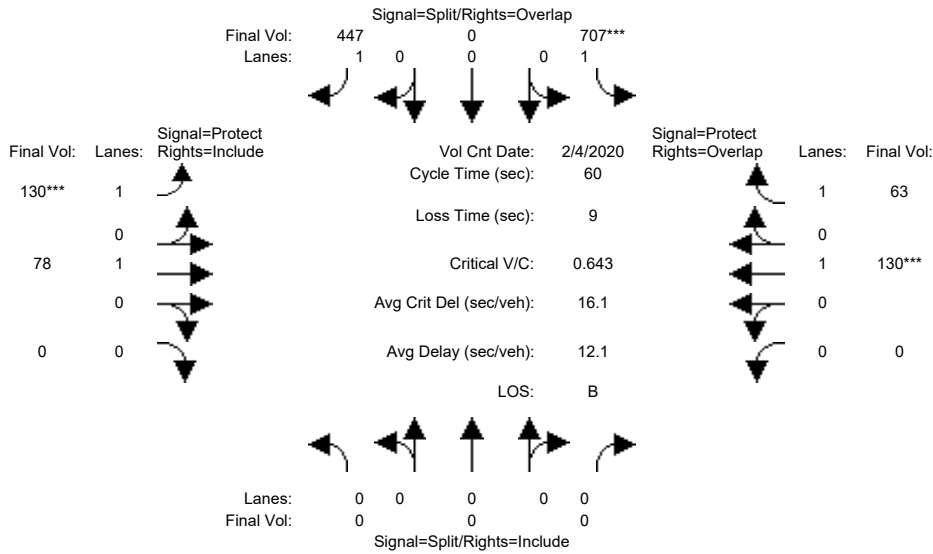
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	1750	0	1750	1750	1900	0	0	1900	1750

Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.08	0.38	0.08	0.00	0.00	0.08	0.37
Crit Moves:				****			****					****
Green Time:	0.0	0.0	0.0	10.0	0.0	47.0	37.0	61.0	0.0	0.0	24.0	34.0
Volume/Cap:	0.00	0.00	0.00	0.48	0.00	0.13	0.82	0.11	0.00	0.00	0.26	0.88
Uniform Del:	0.0	0.0	0.0	32.6	0.0	7.3	18.7	2.5	0.0	0.0	21.3	21.1
IncrementDel:	0.0	0.0	0.0	1.7	0.0	0.1	6.9	0.0	0.0	0.0	0.2	11.4
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	34.2	0.0	7.4	25.6	2.5	0.0	0.0	21.5	32.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	34.2	0.0	7.4	25.6	2.5	0.0	0.0	21.5	32.5
LOS by Move:	A	A	A	C-	A	A	C	A	A	A	C+	C-
HCM2kAvgQ:	0	0	0	3	0	2	18	1	0	0	3	17

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

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

Intersection #7: Enterprise Way & Manila Ave/W Moffett Park Dr



Street Name:	Enterprise Way						Manila Ave/W Moffett Park Dr					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	4 Feb 2020	<<	5:15 - 6:15						
Base Vol:	0	0	0	707	0	447	130	78	0	0	130	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	707	0	447	130	78	0	0	130	63
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	707	0	447	130	78	0	0	130	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	707	0	447	130	78	0	0	130	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	707	0	447	130	78	0	0	130	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	707	0	447	130	78	0	0	130	63

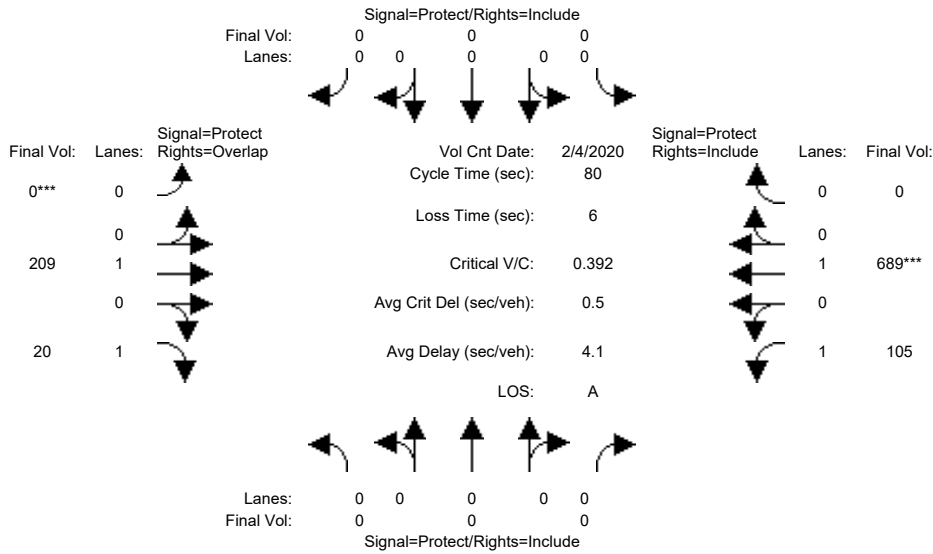
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	1750	0	1750	1750	1900	0	0	1900	1750

Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.40	0.00	0.26	0.07	0.04	0.00	0.00	0.07	0.04
Crit Moves:				****			****			****		
Green Time:	0.0	0.0	0.0	34.0	0.0	41.0	7.0	17.0	0.0	0.0	10.0	44.0
Volume/Cap:	0.00	0.00	0.00	0.71	0.00	0.37	0.64	0.14	0.00	0.00	0.41	0.05
Uniform Del:	0.0	0.0	0.0	9.5	0.0	4.0	25.3	16.1	0.0	0.0	22.4	2.2
IncrementDel:	0.0	0.0	0.0	2.5	0.0	0.2	6.5	0.1	0.0	0.0	0.9	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	11.9	0.0	4.2	31.8	16.2	0.0	0.0	23.2	2.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	11.9	0.0	4.2	31.8	16.2	0.0	0.0	23.2	2.2
LOS by Move:	A	A	A	B+	A	A	C	B	A	A	C	A
HCM2kAvgQ:	0	0	0	11	0	4	4	1	0	0	2	0

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

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

Intersection #9: US 101 NB On-Ramp & W Moffett Park Dr

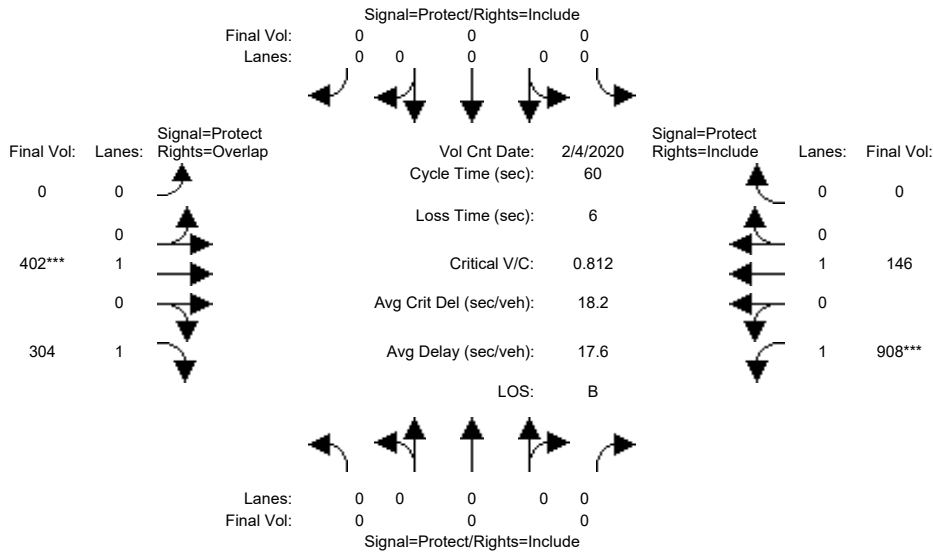


Street Name:	US 101 NB On-Ramp						W Moffett Park Dr						
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Min. Green:	0	0	0	0	0	0	0	10	10	7	10	0	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Volume Module: >> Count Date:	4 Feb 2020 << 8:15 - 9:15												
Base Vol:	0	0	0	0	0	0	0	209	20	105	689	0	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	0	0	0	0	0	0	0	209	20	105	689	0	
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	0	0	0	0	0	0	0	209	20	105	689	0	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	0	0	0	0	0	0	0	209	20	105	689	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	0	0	0	0	0	0	0	209	20	105	689	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	
Final Volume:	0	0	0	0	0	0	0	209	20	105	689	0	
Saturation Flow Module:													
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00	
Final Sat.:	0	0	0	0	0	0	0	1900	1750	1750	1900	0	
Capacity Analysis Module:													
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.11	0.01	0.06	0.36	0.00	
Crit Moves:							****						
Green Time:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	43.5	43.5	30.5	74.0	0.0	
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.20	0.02	0.16	0.39	0.00	
Uniform Del:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9.3	8.4	16.3	0.4	0.0	
IncrementDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.1	0.1	0.0	
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Delay Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00	
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9.4	8.4	16.4	0.5	0.0	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9.4	8.4	16.4	0.5	0.0	
LOS by Move:	A	A	A	A	A	A	A	A	A	B	A	A	
HCM2kAvgQ:	0	0	0	0	0	0	0	3	0	2	2	0	

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

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

Intersection #9: US 101 NB On-Ramp & W Moffett Park Dr



Street Name:	US 101 NB On-Ramp						W Moffett Park Dr					
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	10	10	7	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:	4 Feb 2020 << 5:15 - 6:15											
Base Vol:	0	0	0	0	0	0	0	402	304	908	146	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	402	304	908	146	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	402	304	908	146	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	402	304	908	146	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	402	304	908	146	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
Final Volume:	0	0	0	0	0	0	0	402	304	908	146	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	0	0	0	0	0	0	0	1900	1750	1750	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.21	0.17	0.52	0.08	0.00
Crit Moves:	****											
Green Time:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15.6	15.6	38.4	54.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.81	0.67	0.81	0.09	0.00
Uniform Del:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.8	19.8	8.1	0.3	0.0
IncrementDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9.8	3.7	4.6	0.0	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	30.6	23.6	12.7	0.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	30.6	23.6	12.7	0.3	0.0
LOS by Move:	A	A	A	A	A	A	A	C	C	B	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	8	6	14	0	0

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

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

Intersection #10: Innovation Way & 11th Ave

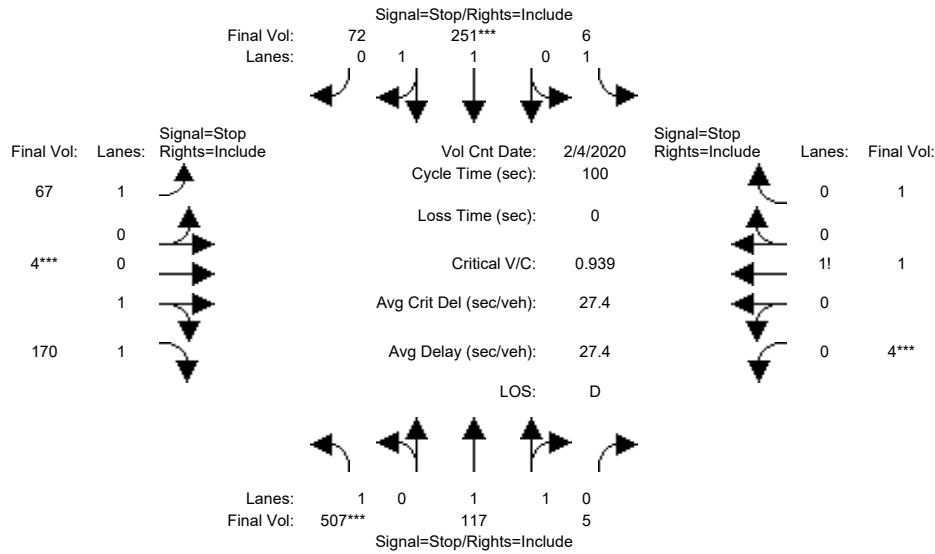


Table with 5 columns: Street Name, Approach, Movement, and three sets of lane configurations (L, T, R).

Table for Min. Green times across different approaches and movements.

Volume Module table showing traffic counts, dates, and various adjustment factors for each approach.

Saturation Flow Module table showing adjustment factors, lane saturation, and final saturation values.

Capacity Analysis Module table showing delay, LOS, and queue length metrics for each approach.

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

Peak Hour Volume Signal Warrant Report [Urban]
Intersection #10 Innovation Way & 11th Ave

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:	1	0	1	1	0	1	0	1	1	0	1	0	0	1	1	0	0	1	0	0
Initial Vol:	507		117		5	6		251		72	67		4		170	4		1		1
Major Street Volume:											958									
Minor Approach Volume:											241									
Minor Approach Volume Threshold:	393																			

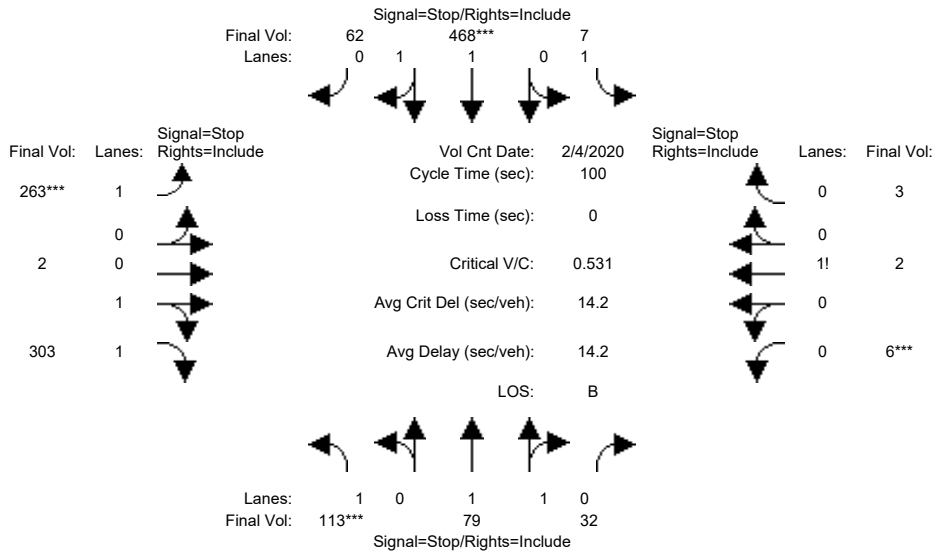
SIGNAL WARRANT DISCLAIMER

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 PM

Intersection #10: Innovation Way & 11th Ave



Street Name: Innovation Way 11th Ave
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: 4 Feb 2020 << 4:45 - 5:45

Table with 12 columns for volume data: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module table with 12 columns for adjustment factors: Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with 12 columns for performance metrics: Vol/Sat, Crit Moves, Delay/Veh, Delay Adj, AdjDel/Veh, LOS by Move, ApproachDel, Delay Adj, ApprAdjDel, LOS by Appr, AllWayAvgQ.

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #10 Innovation Way & 11th Ave

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:	1	0	1	1	0		1	0	1	1	0	
Initial Vol:	113	79	32	7	468	62	263	2	303	6	2	3
Major Street Volume:	761											
Minor Approach Volume:	568											
Minor Approach Volume Threshold:	492											

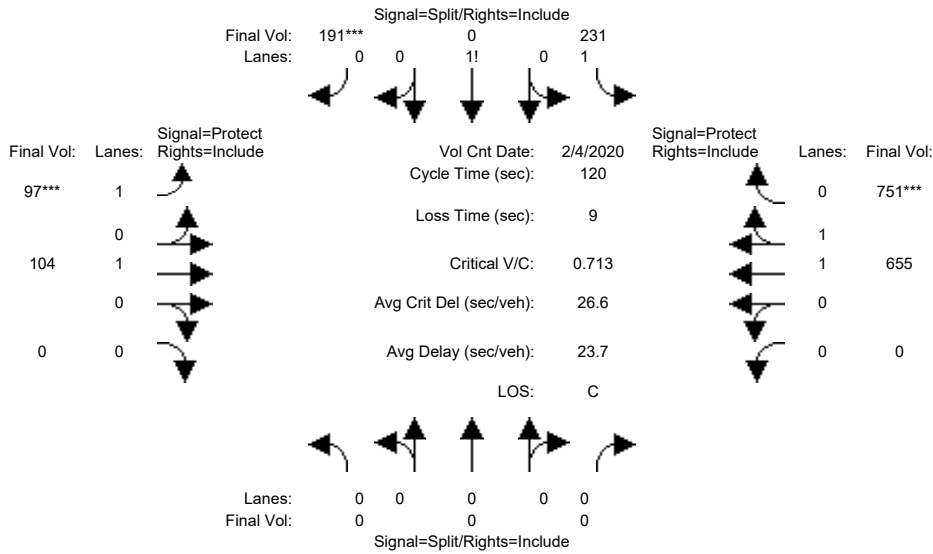
SIGNAL WARRANT DISCLAIMER

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)
 Background AM

Intersection #11: Innovation Way & W Moffett Park Dr

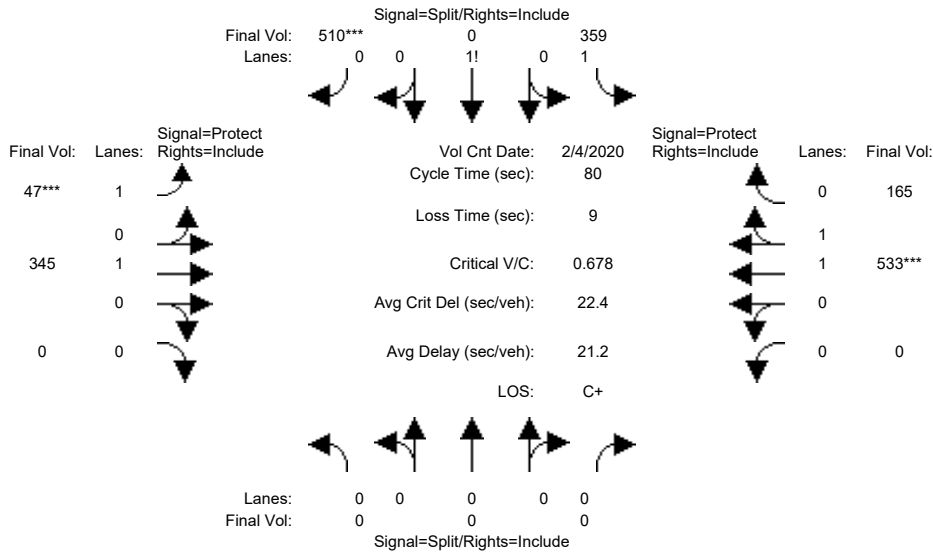


Street Name:	Innovation Way						W Moffett Park Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	4 Feb 2020 << 8:00 - 9:00											
Base Vol:	0	0	0	231	0	191	97	104	0	0	655	751
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	231	0	191	97	104	0	0	655	751
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	231	0	191	97	104	0	0	655	751
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	231	0	191	97	104	0	0	655	751
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	231	0	191	97	104	0	0	655	751
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	231	0	191	97	104	0	0	655	751
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.38	0.00	0.62	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	2409	0	1091	1750	1900	0	0	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.18	0.06	0.05	0.00	0.00	0.34	0.43
Crit Moves:						****	****					****
Green Time:	0.0	0.0	0.0	29.5	0.0	29.5	9.3	81.5	0.0	0.0	72.2	72.2
Volume/Cap:	0.00	0.00	0.00	0.39	0.00	0.71	0.71	0.08	0.00	0.00	0.57	0.71
Uniform Del:	0.0	0.0	0.0	37.8	0.0	41.4	54.0	6.5	0.0	0.0	14.5	16.7
IncrementDel:	0.0	0.0	0.0	0.2	0.0	4.1	16.3	0.0	0.0	0.0	0.3	1.3
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	38.0	0.0	45.5	70.3	6.5	0.0	0.0	14.9	17.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	38.0	0.0	45.5	70.3	6.5	0.0	0.0	14.9	17.9
LOS by Move:	A	A	A	D+	A	D	E	A	A	A	B	B
HCM2kAvgQ:	0	0	0	6	0	12	4	1	0	0	14	21

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

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

Intersection #11: Innovation Way & W Moffett Park Dr



Street Name:	Innovation Way						W Moffett Park Dr					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	4 Feb 2020	<<	5:00 - 6:00						
Base Vol:	0	0	0	359	0	510	47	345	0	0	533	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:	0	0	0	359	0	510	47	345	0	0	533	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:	0	0	0	359	0	510	47	345	0	0	533	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	359	0	510	47	345	0	0	533	165
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	359	0	510	47	345	0	0	533	165
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	359	0	510	47	345	0	0	533	165

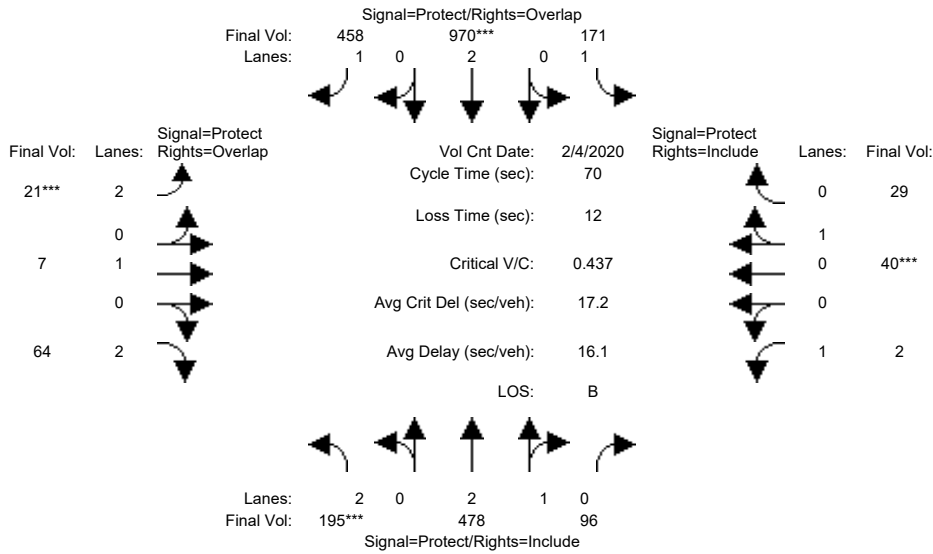
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.95	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.00	0.00	0.00	1.27	0.00	0.73	1.00	1.00	0.00	0.00	1.51	0.49
Final Sat.:	0	0	0	2215	0	1322	1750	1900	0	0	2825	874

Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.16	0.00	0.39	0.03	0.18	0.00	0.00	0.19	0.19
Crit Moves:						****	****				****	
Green Time:	0.0	0.0	0.0	43.0	0.0	43.0	7.0	28.0	0.0	0.0	21.0	21.0
Volume/Cap:	0.00	0.00	0.00	0.30	0.00	0.72	0.31	0.52	0.00	0.00	0.72	0.72
Uniform Del:	0.0	0.0	0.0	10.2	0.0	13.9	34.2	20.6	0.0	0.0	26.8	26.8
IncrementDel:	0.0	0.0	0.0	0.1	0.0	2.1	1.1	0.7	0.0	0.0	2.6	2.6
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	10.3	0.0	16.1	35.4	21.4	0.0	0.0	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:	0.0	0.0	0.0	10.3	0.0	16.1	35.4	21.4	0.0	0.0	29.4	29.4
LOS by Move:	A	A	A	B+	A	B	D+	C+	A	A	C	C
HCM2kAvgQ:	0	0	0	4	0	15	1	6	0	0	7	7

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

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

Intersection #12: N Mathilda Ave & 1st Ave/Bordeaux Dr



Street Name:	N Mathilda Ave						1st Ave/Bordeaux Dr					
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:	4 Feb 2020	<<	8:45 - 9:45											
Base Vol:	195	478	96	171	970	458	21	7	64	2	40	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:	195	478	96	171	970	458	21	7	64	2	40	29					
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:	195	478	96	171	970	458	21	7	64	2	40	29					
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Volume:	195	478	96	171	970	458	21	7	64	2	40	29					
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0					
Reduced Vol:	195	478	96	171	970	458	21	7	64	2	40	29					
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Final Volume:	195	478	96	171	970	458	21	7	64	2	40	29					

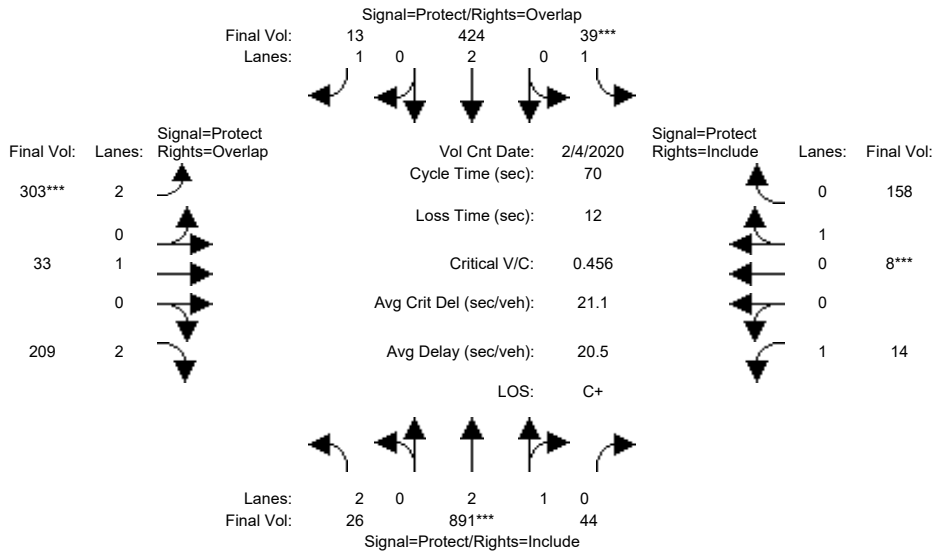
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.92	1.00	0.92	0.83	1.00	0.83	0.92	0.95	0.95
Lanes:	2.00	2.48	0.52	1.00	2.00	1.00	2.00	1.00	2.00	1.00	0.58	0.42
Final Sat.:	3150	4662	936	1750	3800	1750	3150	1900	3150	1750	1043	757

Capacity Analysis Module:												
Vol/Sat:	0.06	0.10	0.10	0.10	0.26	0.26	0.01	0.00	0.02	0.00	0.04	0.04
Crit Moves:	***				***		***				***	
Green Time:	8.0	24.1	24.1	16.9	33.0	40.0	7.0	10.0	18.0	7.0	10.0	10.0
Volume/Cap:	0.54	0.30	0.30	0.41	0.54	0.46	0.07	0.03	0.08	0.01	0.27	0.27
Uniform Del:	29.3	16.8	16.8	22.3	13.1	8.7	28.5	25.8	19.7	28.4	26.7	26.7
IncrementDel:	1.7	0.1	0.1	0.6	0.3	0.3	0.1	0.0	0.0	0.0	0.6	0.6
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	30.9	16.8	16.8	23.0	13.5	9.0	28.6	25.8	19.8	28.4	27.3	27.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.9	16.8	16.8	23.0	13.5	9.0	28.6	25.8	19.8	28.4	27.3	27.3
LOS by Move:	C	B	B	C+	B	A	C	C	B-	C	C	C
HCM2kAvgQ:	2	3	3	4	8	6	0	0	1	0	2	2

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

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

Intersection #12: N Mathilda Ave & 1st Ave/Bordeaux Dr



Street Name:	N Mathilda Ave						1st Ave/Bordeaux Dr					
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:	4 Feb 2020	<<	4:30 - 5:30						
Base Vol:	26	891	44	39	424	13	303	33	209	14	8	158
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	891	44	39	424	13	303	33	209	14	8	158
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:	26	891	44	39	424	13	303	33	209	14	8	158
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	26	891	44	39	424	13	303	33	209	14	8	158
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	891	44	39	424	13	303	33	209	14	8	158
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	26	891	44	39	424	13	303	33	209	14	8	158

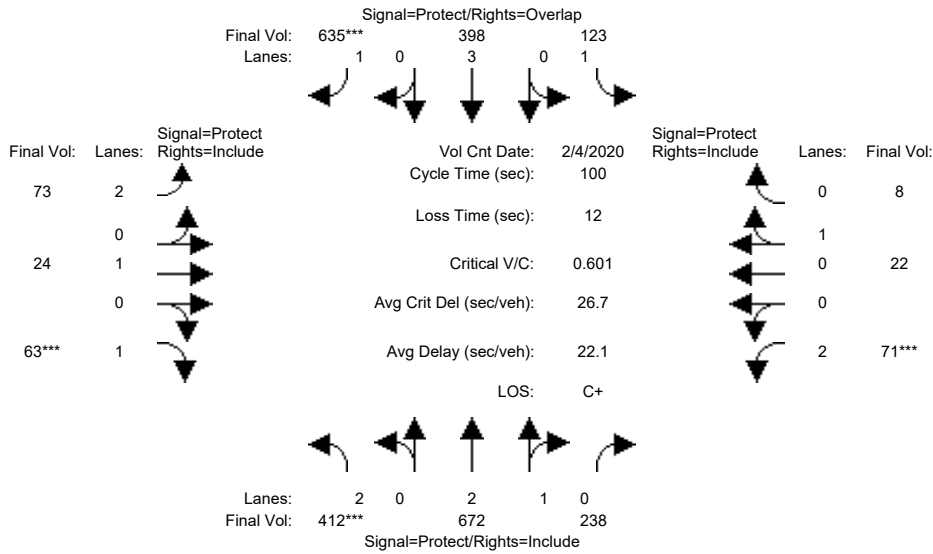
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.92	1.00	0.92	0.83	1.00	0.83	0.92	0.95	0.95
Lanes:	2.00	2.85	0.15	1.00	2.00	1.00	2.00	1.00	2.00	1.00	0.05	0.95
Final Sat.:	3150	5336	264	1750	3800	1750	3150	1900	3150	1750	87	1713

Capacity Analysis Module:												
Vol/Sat:	0.01	0.17	0.17	0.02	0.11	0.01	0.10	0.02	0.07	0.01	0.09	0.09
Crit Moves:	****			****			****			****		
Green Time:	12.7	24.0	24.0	7.0	18.2	32.0	13.8	15.9	28.7	11.1	13.2	13.2
Volume/Cap:	0.05	0.49	0.49	0.22	0.43	0.02	0.49	0.08	0.16	0.05	0.49	0.49
Uniform Del:	23.6	18.2	18.2	29.0	21.6	10.4	25.0	21.3	13.1	25.0	25.4	25.4
IncrementDel:	0.0	0.2	0.2	0.6	0.3	0.0	0.6	0.1	0.1	0.1	1.1	1.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	23.6	18.4	18.4	29.6	21.9	10.4	25.6	21.3	13.1	25.0	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:	23.6	18.4	18.4	29.6	21.9	10.4	25.6	21.3	13.1	25.0	26.5	26.5
LOS by Move:	C	B-	B-	C	C+	B+	C	C+	B	C	C	C
HCM2kAvgQ:	0	5	5	1	4	0	4	1	2	0	4	4

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

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

Intersection #14: N Mathilda Ave & 5th Ave



Street Name:	N Mathilda Ave						5th Ave					
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:	4 Feb 2020	<<	8:45 - 9:45						
Base Vol:	412	672	238	123	398	635	73	24	63	71	22	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	412	672	238	123	398	635	73	24	63	71	22	8
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	412	672	238	123	398	635	73	24	63	71	22	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	412	672	238	123	398	635	73	24	63	71	22	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	412	672	238	123	398	635	73	24	63	71	22	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
Final Volume:	412	672	238	123	398	635	73	24	63	71	22	8

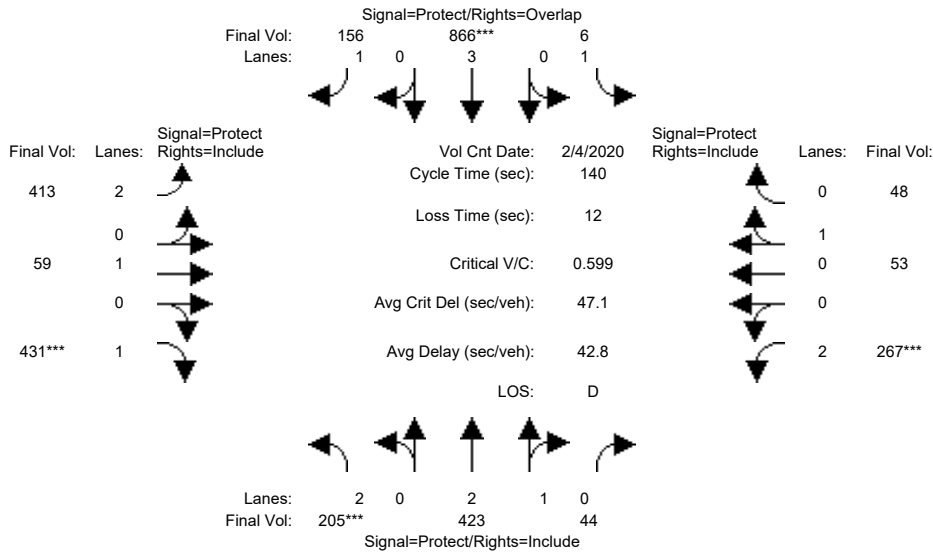
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.92	1.00	0.92	0.83	1.00	0.92	0.83	0.95	0.95
Lanes:	2.00	2.19	0.81	1.00	3.00	1.00	2.00	1.00	1.00	2.00	0.73	0.27
Final Sat.:	3150	4133	1464	1750	5700	1750	3150	1900	1750	3150	1320	480

Capacity Analysis Module:												
Vol/Sat:	0.13	0.16	0.16	0.07	0.07	0.36	0.02	0.01	0.04	0.02	0.02	0.02
Crit Moves:	***					***			***			***
Green Time:	21.9	49.6	49.6	21.4	49.1	56.1	7.0	10.0	10.0	7.0	10.0	10.0
Volume/Cap:	0.60	0.33	0.33	0.33	0.14	0.65	0.33	0.13	0.36	0.32	0.17	0.17
Uniform Del:	35.1	15.2	15.2	33.2	13.9	15.1	44.3	41.0	42.0	44.2	41.2	41.2
IncrementDel:	1.4	0.1	0.1	0.5	0.0	1.5	0.9	0.3	1.3	0.9	0.4	0.4
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	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	15.3	15.3	33.7	14.0	16.7	45.2	41.3	43.3	45.1	41.6	41.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.5	15.3	15.3	33.7	14.0	16.7	45.2	41.3	43.3	45.1	41.6	41.6
LOS by Move:	D+	B	B	C-	B	B	D	D	D	D	D	D
HCM2kAvgQ:	7	5	5	3	2	14	2	1	2	2	1	1

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

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

Intersection #14: N Mathilda Ave & 5th Ave



Street Name:	N Mathilda Ave						5th Ave					
	North Bound			South Bound			East Bound			West Bound		
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:	4 Feb 2020	<<	4:45 - 5:45						
Base Vol:	205	423	44	6	866	156	413	59	431	267	53	48
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	205	423	44	6	866	156	413	59	431	267	53	48
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:	205	423	44	6	866	156	413	59	431	267	53	48
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	205	423	44	6	866	156	413	59	431	267	53	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	205	423	44	6	866	156	413	59	431	267	53	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
Final Volume:	205	423	44	6	866	156	413	59	431	267	53	48

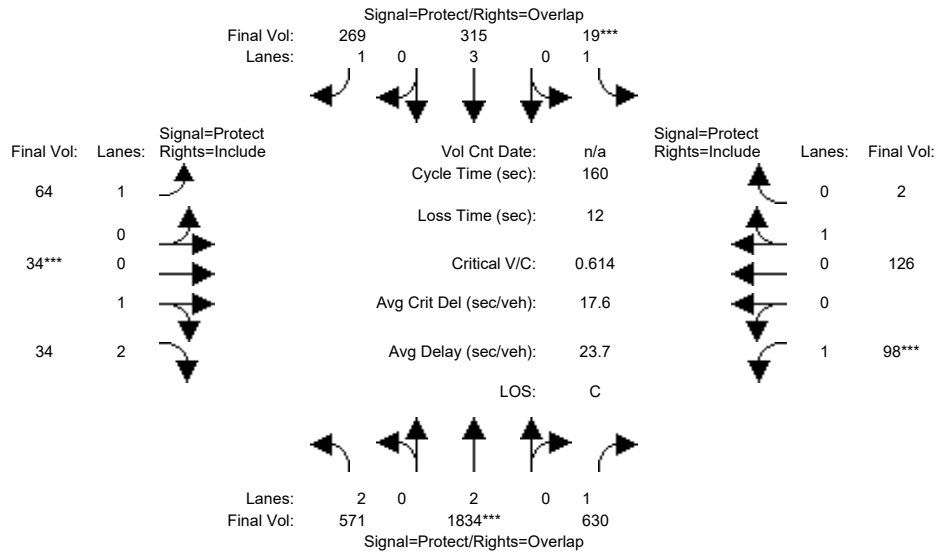
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.92	1.00	0.92	0.83	1.00	0.92	0.83	0.95	0.95
Lanes:	2.00	2.71	0.29	1.00	3.00	1.00	2.00	1.00	1.00	2.00	0.52	0.48
Final Sat.:	3150	5072	528	1750	5700	1750	3150	1900	1750	3150	945	855

Capacity Analysis Module:												
Vol/Sat:	0.07	0.08	0.08	0.00	0.15	0.09	0.13	0.03	0.25	0.08	0.06	0.06
Crit Moves:	***			****			****		****	****		
Green Time:	15.2	31.7	31.7	19.0	35.5	85.5	50.1	57.5	57.5	19.8	27.3	27.3
Volume/Cap:	0.60	0.37	0.37	0.03	0.60	0.15	0.37	0.08	0.60	0.60	0.29	0.29
Uniform Del:	59.5	45.7	45.7	52.5	46.0	11.6	33.3	25.1	32.2	56.4	48.1	48.1
IncrementDel:	2.9	0.2	0.2	0.0	0.7	0.1	0.2	0.0	1.4	2.3	0.5	0.5
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	62.4	45.9	45.9	52.5	46.7	11.7	33.5	25.1	33.6	58.6	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:	62.4	45.9	45.9	52.5	46.7	11.7	33.5	25.1	33.6	58.6	48.5	48.5
LOS by Move:	E	D	D	D-	D	B+	C-	C	C-	E+	D	D
HCM2kAvgQ:	5	6	6	0	10	3	8	1	16	7	4	4

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

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

Intersection #15: N Mathilda Ave & Innovation Way



Street Name:	N Mathilda Ave						Innovation Way					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
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:	571	1834	630	19	315	269	64	34	34	98	126	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	571	1834	630	19	315	269	64	34	34	98	126	2
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:	571	1834	630	19	315	269	64	34	34	98	126	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	571	1834	630	19	315	269	64	34	34	98	126	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	571	1834	630	19	315	269	64	34	34	98	126	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	571	1834	630	19	315	269	64	34	34	98	126	2

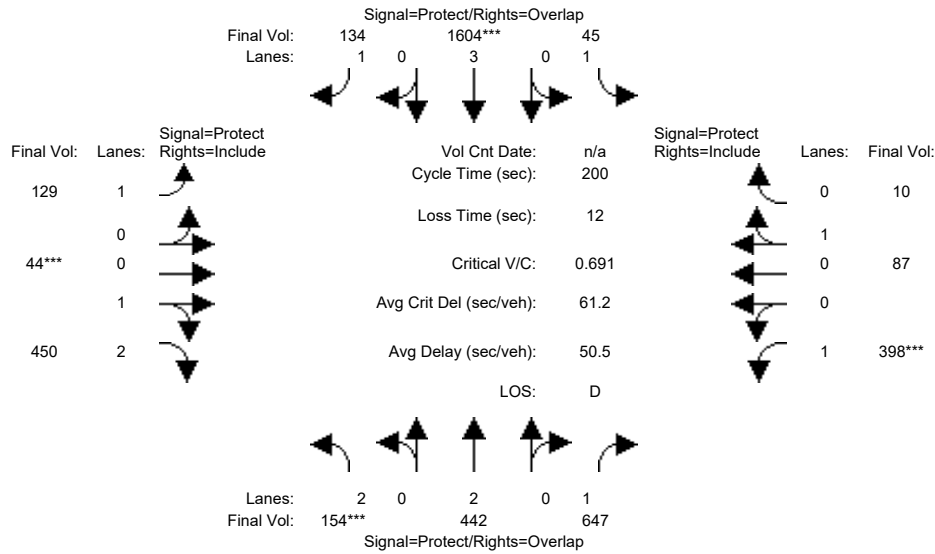
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	2.00	2.00	1.00	1.00	3.00	1.00	1.00	1.00	2.00	1.00	0.98	0.02
Final Sat.:	3150	3800	1750	1750	5700	1750	1750	1800	3600	1750	1772	28

Capacity Analysis Module:												
Vol/Sat:	0.18	0.48	0.36	0.01	0.06	0.15	0.04	0.02	0.01	0.06	0.07	0.07
Crit Moves:	****			****			****			****		
Green Time:	75.6	117	131.0	7.0	48.8	57.8	9.0	10.0	10.0	13.6	14.6	14.6
Volume/Cap:	0.38	0.66	0.44	0.25	0.18	0.43	0.65	0.30	0.15	0.66	0.78	0.78
Uniform Del:	27.2	11.0	4.1	74.0	40.9	38.6	74.0	71.7	71.0	70.9	71.1	71.1
IncrementDel:	0.2	0.6	0.2	1.7	0.1	0.5	14.4	0.8	0.2	10.3	20.6	20.6
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	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	11.6	4.3	75.7	40.9	39.0	88.3	72.4	71.1	81.2	91.7	91.7
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:	27.4	11.6	4.3	75.7	40.9	39.0	88.3	72.4	71.1	81.2	91.7	91.7
LOS by Move:	C	B+	A	E-	D	D	F	E	E	F	F	F
HCM2kAvgQ:	10	21	9	1	4	10	4	2	1	5	7	7

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

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

Intersection #15: N Mathilda Ave & Innovation Way



Street Name:	N Mathilda Ave						Innovation Way					
	North Bound			South Bound			East Bound			West Bound		
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:	154	442	647	45	1604	134	129	44	450	398	87	10
Growth Adj:	1.00	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	442	647	45	1604	134	129	44	450	398	87	10
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:	154	442	647	45	1604	134	129	44	450	398	87	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	154	442	647	45	1604	134	129	44	450	398	87	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	154	442	647	45	1604	134	129	44	450	398	87	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	154	442	647	45	1604	134	129	44	450	398	87	10

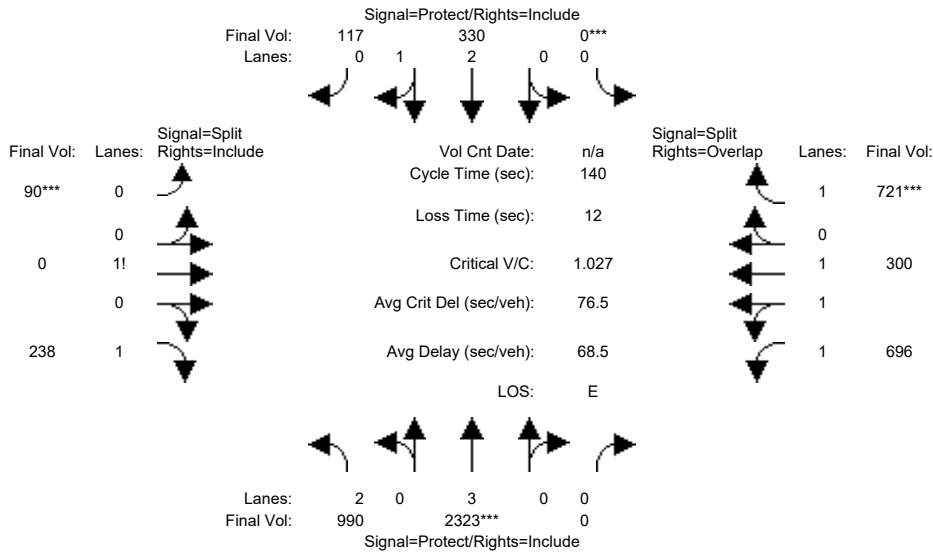
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	2.00	2.00	1.00	1.00	3.00	1.00	1.00	0.27	2.73	1.00	0.90	0.10
Final Sat.:	3150	3800	1750	1750	5700	1750	1750	481	4919	1750	1614	186

Capacity Analysis Module:												
Vol/Sat:	0.05	0.12	0.37	0.03	0.28	0.08	0.07	0.09	0.09	0.23	0.05	0.05
Crit Moves:	***				***			***		***		
Green Time:	14.2	76.8	142.6	18.9	81.5	134.8	53.4	26.5	26.5	65.9	39.0	39.0
Volume/Cap:	0.69	0.30	0.52	0.27	0.69	0.11	0.28	0.69	0.69	0.69	0.28	0.28
Uniform Del:	90.8	43.0	13.1	84.2	48.9	11.5	58.0	82.8	82.8	58.2	68.5	68.5
IncrementDel:	8.9	0.1	0.4	0.9	0.9	0.0	0.3	2.9	2.9	3.6	0.4	0.4
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	99.7	43.1	13.4	85.1	49.8	11.5	58.4	85.7	85.7	61.8	68.9	68.9
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:	99.7	43.1	13.4	85.1	49.8	11.5	58.4	85.7	85.7	61.8	68.9	68.9
LOS by Move:	F	D	B	F	D	B+	E+	F	F	E	E	E
HCM2kAvgQ:	6	9	19	3	26	3	7	11	11	22	5	5

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

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

Intersection #16: N Mathilda Ave & W Moffett Park Dr/SR 237 WB Off-Ramp



Street Name:	N Mathilda Ave						W Moffett Park Dr/SR 237 WB Off-R					
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	0	0	10	10	10	0	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:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	990	2323	0	0	330	117	90	0	238	696	300	721
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	990	2323	0	0	330	117	90	0	238	696	300	721
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:	990	2323	0	0	330	117	90	0	238	696	300	721
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	990	2323	0	0	330	117	90	0	238	696	300	721
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	990	2323	0	0	330	117	90	0	238	696	300	721
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	990	2323	0	0	330	117	90	0	238	696	300	721

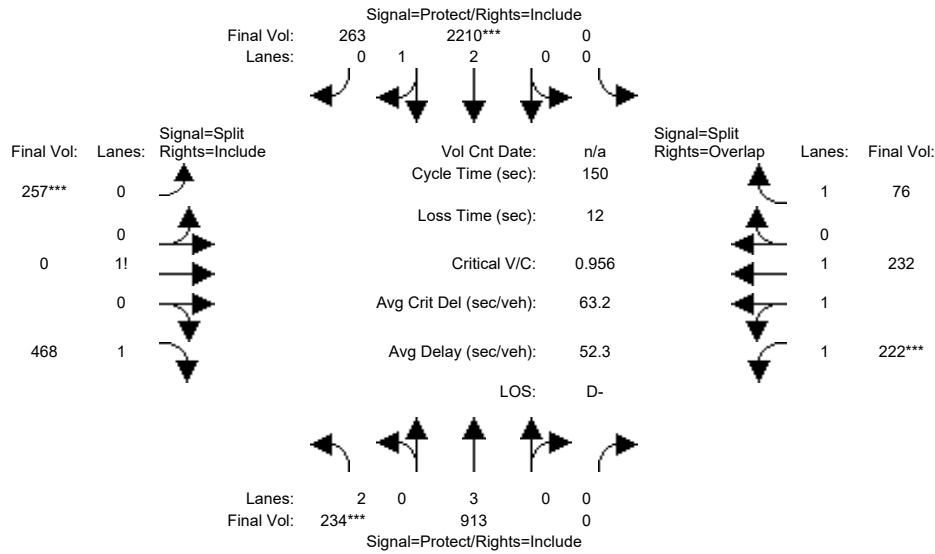
Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	2.19	0.81	0.43	0.00	1.57	2.00	1.00	1.00
Final Sat.:	3150	5700	0	0	4132	1465	754	0	2746	3150	1900	1750

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.31	0.41	0.00	0.00	0.08	0.08	0.12	0.00	0.09	0.22	0.16	0.41
Crit Moves:	****			****			****			****		
Green Time:	44.3	55.6	0.0	0.0	11.3	11.3	16.3	0.0	16.3	56.2	56.2	56.2
Volume/Cap:	0.99	1.03	0.00	0.00	0.99	0.99	1.03	0.00	0.75	0.55	0.39	1.03
Uniform Del:	47.7	42.2	0.0	0.0	64.3	64.3	61.9	0.0	59.9	32.2	29.8	41.9
IncrementDel:	26.8	26.2	0.0	0.0	40.6	40.6	57.5	0.0	6.8	0.4	0.1	41.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Delay/Veh:	74.5	68.4	0.0	0.0	105	104.9	119.3	0.0	66.7	32.6	29.9	82.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	74.5	68.4	0.0	0.0	105	104.9	119.3	0.0	66.7	32.6	29.9	82.9
LOS by Move:	E	E	A	A	F	F	F	A	E	C-	C	F
HCM2kAvgQ:	29	39	0	0	8	8	12	0	7	14	9	42

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

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

Intersection #16: N Mathilda Ave & W Moffett Park Dr/SR 237 WB Off-Ramp



Street Name:	N Mathilda Ave						W Moffett Park Dr/SR 237 WB Off-R					
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	0	0	10	10	10	0	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:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	234	913	0	0	2210	263	257	0	468	222	232	76
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	234	913	0	0	2210	263	257	0	468	222	232	76
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:	234	913	0	0	2210	263	257	0	468	222	232	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	234	913	0	0	2210	263	257	0	468	222	232	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	234	913	0	0	2210	263	257	0	468	222	232	76
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	234	913	0	0	2210	263	257	0	468	222	232	76

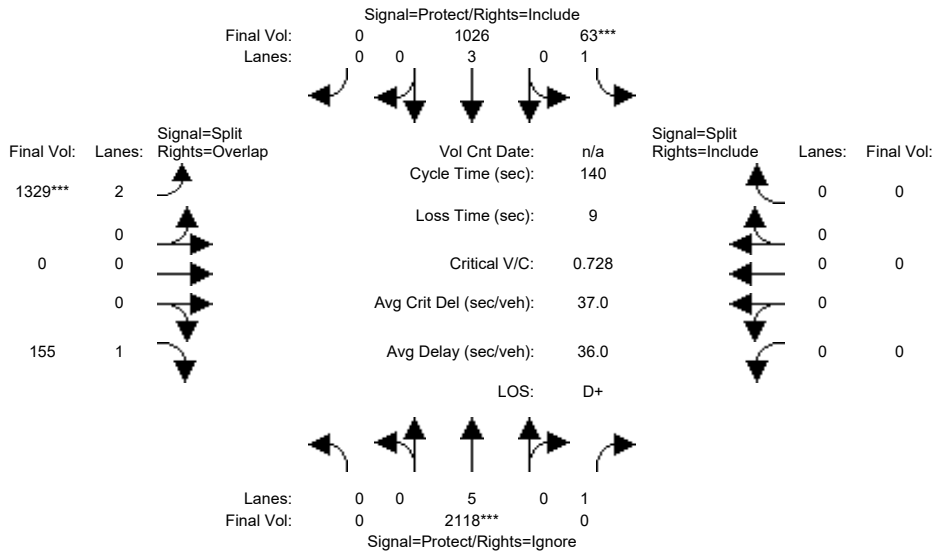
Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92	0.93	0.98	0.92
Lanes:	2.00	3.00	0.00	0.00	2.67	0.33	0.52	0.00	1.48	1.51	1.49	1.00
Final Sat.:	3150	5700	0	0	5004	595	916	0	2584	2663	2783	1750

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.07	0.16	0.00	0.00	0.44	0.44	0.28	0.00	0.18	0.08	0.08	0.04
Crit Moves:	***			****			****			****		
Green Time:	11.7	80.9	0.0	0.0	69.3	69.3	44.0	0.0	44.0	13.1	13.1	13.1
Volume/Cap:	0.96	0.30	0.00	0.00	0.96	0.96	0.96	0.00	0.62	0.96	0.96	0.50
Uniform Del:	68.9	18.9	0.0	0.0	38.9	38.9	52.1	0.0	45.7	68.2	68.2	65.3
IncrementDel:	45.3	0.1	0.0	0.0	9.6	9.6	22.5	0.0	1.0	30.4	30.4	2.5
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Delay/Veh:	114.3	19.0	0.0	0.0	48.5	48.5	74.6	0.0	46.7	98.6	98.6	67.9
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:	114.3	19.0	0.0	0.0	48.5	48.5	74.6	0.0	46.7	98.6	98.6	67.9
LOS by Move:	F	B-	A	A	D	D	E	A	D	F	F	E
HCM2kAvgQ:	8	7	0	0	39	39	27	0	13	11	11	4

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

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

Intersection #18: N Mathilda Ave & SR 237 EB Ramps

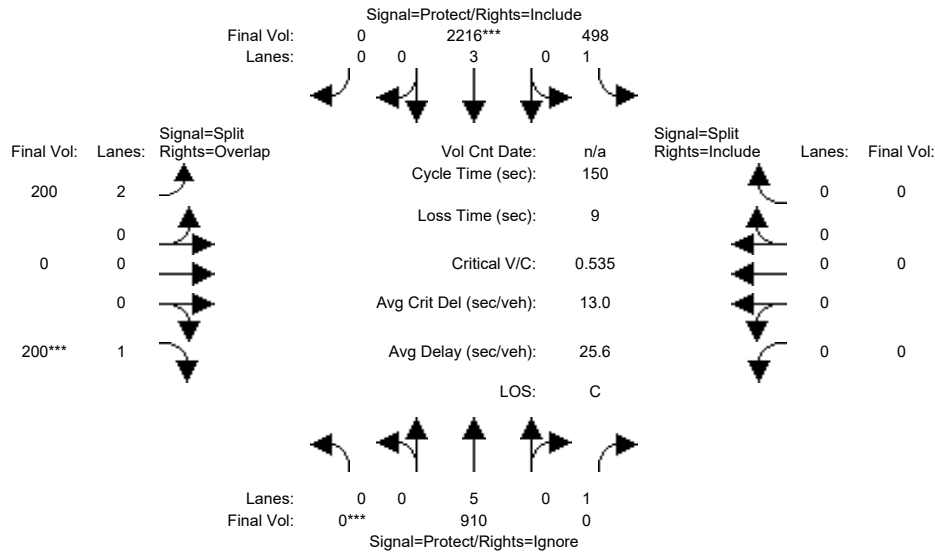


Street Name:	N Mathilda Ave						SR 237 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	2118	836	63	1026	0	1329	0	155	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2118	836	63	1026	0	1329	0	155	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2118	836	63	1026	0	1329	0	155	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2118	0	63	1026	0	1329	0	155	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2118	0	63	1026	0	1329	0	155	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	2118	0	63	1026	0	1329	0	155	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	5.00	1.00	1.00	3.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	9500	1750	1750	5700	0	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.00	0.04	0.18	0.00	0.42	0.00	0.09	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green Time:	0.0	42.9	0.0	7.0	49.9	0.0	81.1	0.0	81.1	0.0	0.0	0.0
Volume/Cap:	0.00	0.73	0.00	0.72	0.51	0.00	0.73	0.00	0.15	0.00	0.00	0.00
Uniform Del:	0.0	43.4	0.0	65.5	35.4	0.0	21.4	0.0	13.6	0.0	0.0	0.0
IncrementDel:	0.0	1.0	0.0	25.1	0.2	0.0	1.5	0.0	0.1	0.0	0.0	0.0
InitQueueDel:	0.0	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	1.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	44.3	0.0	90.6	35.6	0.0	22.9	0.0	13.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	44.3	0.0	90.6	35.6	0.0	22.9	0.0	13.7	0.0	0.0	0.0
LOS by Move:	A	D	A	F	D+	A	C+	A	B	A	A	A
HCM2kAvgQ:	0	16	0	3	11	0	25	0	3	0	0	0

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

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

Intersection #18: N Mathilda Ave & SR 237 EB Ramps

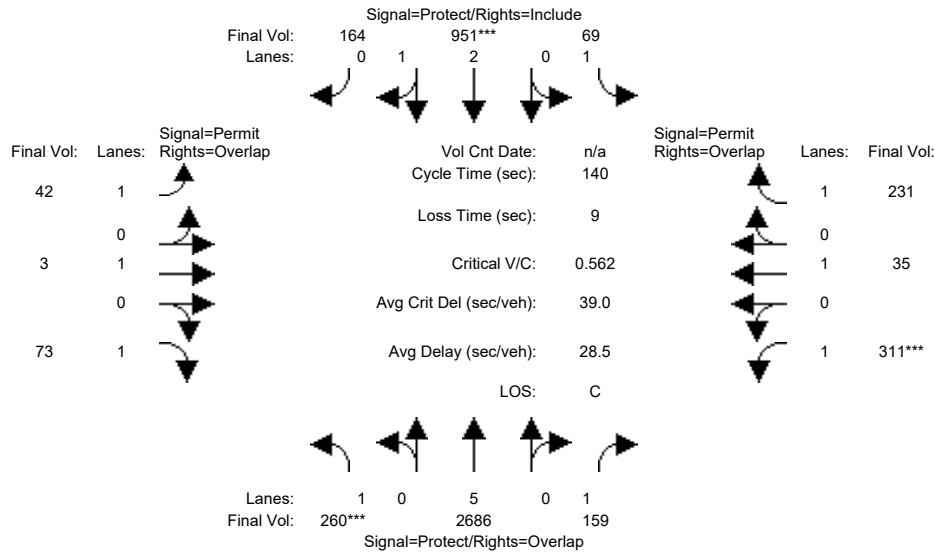


Street Name:	N Mathilda Ave						SR 237 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	910	729	498	2216	0	200	0	200	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	910	729	498	2216	0	200	0	200	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	910	729	498	2216	0	200	0	200	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	910	0	498	2216	0	200	0	200	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	910	0	498	2216	0	200	0	200	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	910	0	498	2216	0	200	0	200	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	5.00	1.00	1.00	3.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	9500	1750	1750	5700	0	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.10	0.00	0.28	0.39	0.00	0.06	0.00	0.11	0.00	0.00	0.00
Crit Moves:	***				***				***			
Green Time:	0.0	27.4	0.0	81.5	109	0.0	32.0	0.0	32.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.52	0.00	0.52	0.54	0.00	0.30	0.00	0.54	0.00	0.00	0.00
Uniform Del:	0.0	55.4	0.0	21.8	9.2	0.0	49.5	0.0	52.4	0.0	0.0	0.0
IncrementDel:	0.0	0.3	0.0	0.5	0.1	0.0	0.2	0.0	1.5	0.0	0.0	0.0
InitQueueDel:	0.0	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	1.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	55.7	0.0	22.4	9.3	0.0	49.8	0.0	53.9	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	55.7	0.0	22.4	9.3	0.0	49.8	0.0	53.9	0.0	0.0	0.0
LOS by Move:	A	E+	A	C+	A	A	D	A	D-	A	A	A
HCM2kAvgQ:	0	7	0	15	15	0	5	0	9	0	0	0

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

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

Intersection #19: N Mathilda Ave & Ross Dr



Street Name:	N Mathilda Ave						Ross Dr					
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:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	260	2686	159	69	951	164	42	3	73	311	35	231
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	260	2686	159	69	951	164	42	3	73	311	35	231
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:	260	2686	159	69	951	164	42	3	73	311	35	231
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	260	2686	159	69	951	164	42	3	73	311	35	231
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	260	2686	159	69	951	164	42	3	73	311	35	231
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	260	2686	159	69	951	164	42	3	73	311	35	231

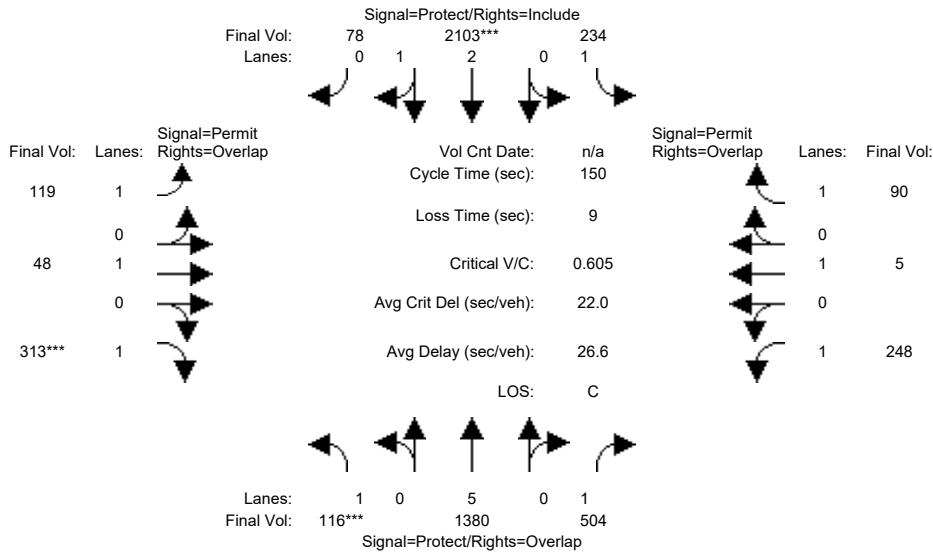
Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	5.00	1.00	1.00	2.54	0.46	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	9500	1750	1750	4775	823	1750	1900	1750	1750	1900	1750

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.15	0.28	0.09	0.04	0.20	0.20	0.02	0.00	0.04	0.18	0.02	0.13
Crit Moves:	***			****						****		
Green Time:	37.0	73.7	73.7	13.0	49.7	49.7	44.3	44.3	81.3	44.3	44.3	57.3
Volume/Cap:	0.56	0.54	0.17	0.42	0.56	0.56	0.08	0.00	0.07	0.56	0.06	0.32
Uniform Del:	44.5	21.9	17.3	59.9	36.4	36.4	33.5	32.8	12.8	39.8	33.3	28.1
IncrementDel:	1.6	0.1	0.1	1.8	0.4	0.4	0.1	0.0	0.0	1.3	0.0	0.3
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	46.0	22.0	17.4	61.7	36.8	36.8	33.6	32.8	12.9	41.1	33.4	28.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.0	22.0	17.4	61.7	36.8	36.8	33.6	32.8	12.9	41.1	33.4	28.4
LOS by Move:	D	C+	B	E	D+	D+	C-	C-	B	D	C-	C
HCM2kAvgQ:	10	14	4	3	13	13	1	0	1	12	1	7

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

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

Intersection #19: N Mathilda Ave & Ross Dr



Street Name:	N Mathilda Ave						Ross Dr					
	North Bound			South Bound			East Bound			West Bound		
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:	116	1380	504	234	2103	78	119	48	313	248	5	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	116	1380	504	234	2103	78	119	48	313	248	5	90
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:	116	1380	504	234	2103	78	119	48	313	248	5	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	116	1380	504	234	2103	78	119	48	313	248	5	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	116	1380	504	234	2103	78	119	48	313	248	5	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	116	1380	504	234	2103	78	119	48	313	248	5	90

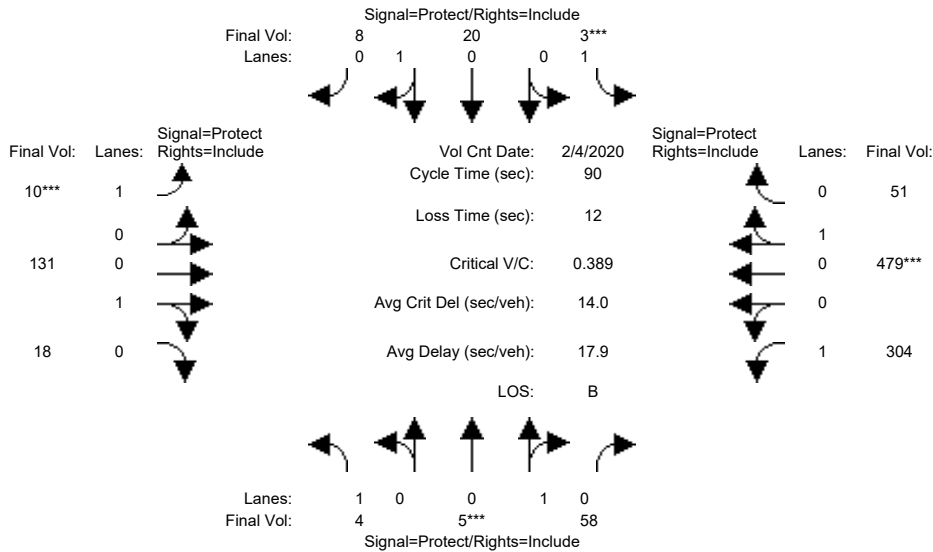
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	5.00	1.00	1.00	2.89	0.11	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	9500	1750	1750	5399	200	1750	1900	1750	1750	1900	1750

Capacity Analysis Module:												
Vol/Sat:	0.07	0.15	0.29	0.13	0.39	0.39	0.07	0.03	0.18	0.14	0.00	0.05
Crit Moves:	***				****				****			
Green Time:	16.4	77.2	77.2	35.9	96.6	96.6	27.9	27.9	44.4	27.9	27.9	63.8
Volume/Cap:	0.60	0.28	0.56	0.56	0.60	0.60	0.37	0.14	0.60	0.76	0.01	0.12
Uniform Del:	63.7	20.7	24.8	50.1	15.6	15.6	53.3	51.0	45.3	57.9	49.8	26.1
IncrementDel:	5.4	0.0	0.8	1.7	0.3	0.3	0.7	0.2	2.0	10.1	0.0	0.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	69.1	20.7	25.6	51.8	15.8	15.8	54.0	51.1	47.3	67.9	49.8	26.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	69.1	20.7	25.6	51.8	15.8	15.8	54.0	51.1	47.3	67.9	49.8	26.2
LOS by Move:	E	C+	C	D-	B	B	D-	D-	D	E	D	C
HCM2kAvgQ:	5	7	16	10	19	19	5	2	14	13	0	3

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

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

Intersection #21: Bordeaux Dr & W Java Dr

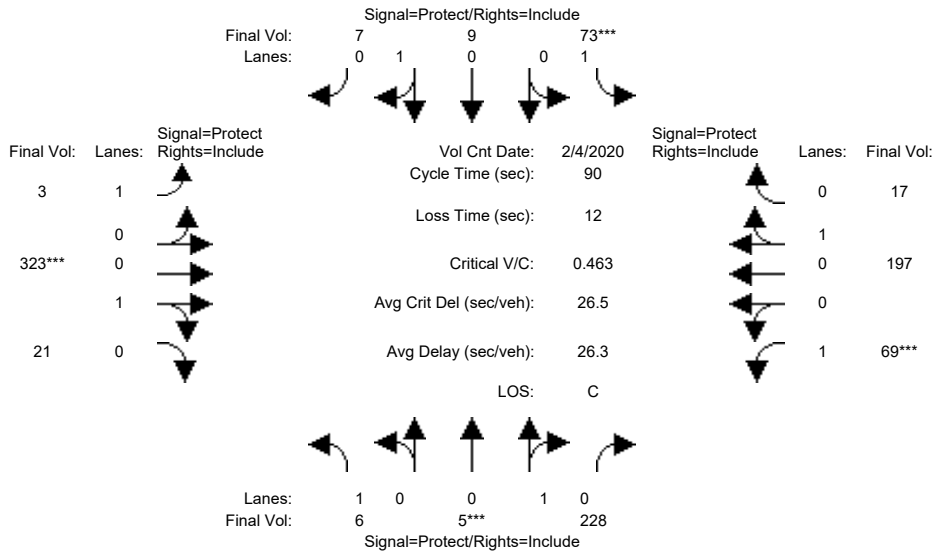


Street Name:	Bordeaux Dr						W Java Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 4 Feb 2020 << 8:30 - 9:30												
Base Vol:	4	5	58	3	20	8	10	131	18	304	479	51
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	5	58	3	20	8	10	131	18	304	479	51
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	5	58	3	20	8	10	131	18	304	479	51
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	5	58	3	20	8	10	131	18	304	479	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	5	58	3	20	8	10	131	18	304	479	51
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	4	5	58	3	20	8	10	131	18	304	479	51
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.08	0.92	1.00	0.71	0.29	1.00	0.88	0.12	1.00	0.90	0.10
Final Sat.:	1750	143	1657	1750	1286	514	1750	1583	217	1750	1627	173
Capacity Analysis Module:												
Vol/Sat:	0.00	0.04	0.04	0.00	0.02	0.02	0.01	0.08	0.08	0.17	0.29	0.29
Crit Moves:	****			****			****			****		
Green Time:	7.0	10.0	10.0	7.0	10.0	10.0	7.0	23.8	23.8	37.2	54.0	54.0
Volume/Cap:	0.03	0.32	0.32	0.02	0.14	0.14	0.07	0.31	0.31	0.42	0.49	0.49
Uniform Del:	38.4	36.8	36.8	38.3	36.1	36.1	38.5	26.5	26.5	18.7	10.2	10.2
IncrementDel:	0.1	0.9	0.9	0.1	0.3	0.3	0.2	0.4	0.4	0.4	0.4	0.4
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	38.4	37.8	37.8	38.4	36.4	36.4	38.7	26.9	26.9	19.1	10.6	10.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.4	37.8	37.8	38.4	36.4	36.4	38.7	26.9	26.9	19.1	10.6	10.6
LOS by Move:	D+	D+	D+	D+	D+	D+	D+	C	C	B-	B+	B+
HCM2kAvgQ:	0	2	2	0	1	1	0	3	3	6	8	8

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

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

Intersection #21: Bordeaux Dr & W Java Dr



Street Name:	Bordeaux Dr						W Java Dr					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	4 Feb 2020	<<	4:45 - 5:45
Base Vol:	6	5	228	73	9	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	5	228	73	9	7
Added Vol:	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0
Initial Fut:	6	5	228	73	9	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	5	228	73	9	7
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	6	5	228	73	9	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	6	5	228	73	9	7

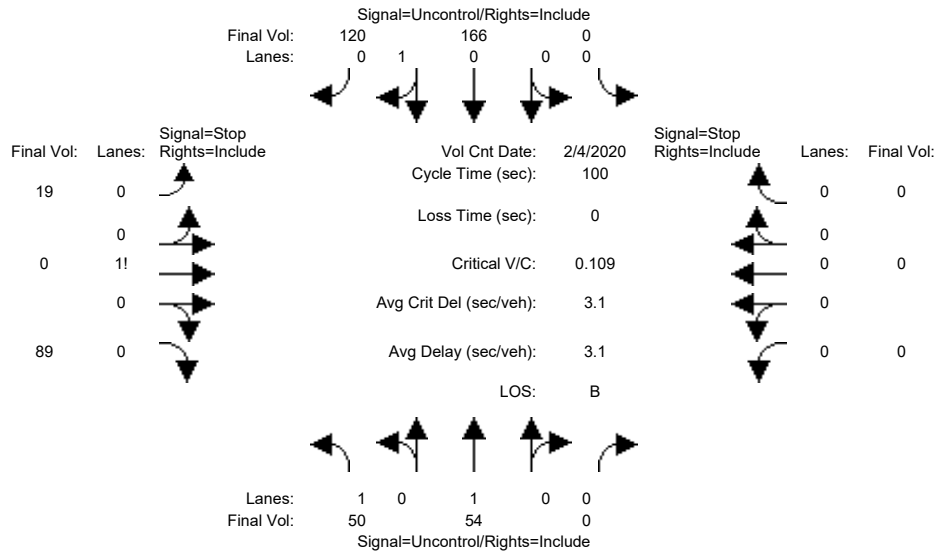
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.02	0.98	1.00	0.56	0.44	1.00	0.94	0.06	1.00	0.92	0.08
Final Sat.:	1750	39	1761	1750	1012	787	1750	1690	110	1750	1657	143

Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.13	0.04	0.01	0.01	0.00	0.19	0.19	0.04	0.12	0.12
Crit Moves:	****			****			****			****		
Green Time:	13.7	25.1	25.1	8.1	19.5	19.5	17.7	37.1	37.1	7.7	27.1	27.1
Volume/Cap:	0.02	0.46	0.46	0.46	0.04	0.04	0.01	0.46	0.46	0.46	0.40	0.40
Uniform Del:	32.5	26.9	26.9	38.9	27.8	27.8	29.1	19.2	19.2	39.2	25.0	25.0
IncrementDel:	0.0	0.7	0.7	2.2	0.0	0.0	0.0	0.5	0.5	2.3	0.5	0.5
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	32.5	27.5	27.5	41.0	27.9	27.9	29.1	19.7	19.7	41.5	25.5	25.5
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:	32.5	27.5	27.5	41.0	27.9	27.9	29.1	19.7	19.7	41.5	25.5	25.5
LOS by Move:	C-	C	C	D	C	C	C	B-	B-	D	C	C
HCM2kAvgQ:	0	5	5	3	0	0	0	7	7	2	5	5

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

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

Intersection #22: Bordeaux Dr & 5th Ave



Street Name: Bordeaux Dr 5th Ave
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:	>> Count Date: 4 Feb 2020 << 8:45 - 9:45											
Base Vol:	50	54	0	0	166	120	19	0	89	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	54	0	0	166	120	19	0	89	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	54	0	0	166	120	19	0	89	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	54	0	0	166	120	19	0	89	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	50	54	0	0	166	120	19	0	89	0	0	0

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.4	6.5	6.2	xxxxxx	xxxx	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	4.0	3.3	xxxxxx	xxxx	xxxxxx

Capacity Module:

Cnflct Vol:	286	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	380	380	226	xxxx	xxxx	xxxxxx
Potent Cap.:	1288	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	626	556	818	xxxx	xxxx	xxxxxx
Move Cap.:	1288	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	607	534	818	xxxx	xxxx	xxxxxx
Volume/Cap:	0.04	xxxx	xxxx	xxxx	xxxx	xxxx	0.03	0.00	0.11	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	0.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	7.9	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	771	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	0.5	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	10.4	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	*	*
ApproachDel:	xxxxxxx				xxxxxxx			10.4		xxxxxxx		
ApproachLOS:	*				*			B		*		*

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

Peak Hour Delay Signal Warrant Report

 Intersection #22 Bordeaux Dr & 5th Ave

 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:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	1 0 1 0 0	0 0 0 1 0	0 0 1! 0 0	0 0 0 0 0
Initial Vol:	50 54 0	0 166 120	19 0 89	0 0 0 0
ApproachDel:	xxxxxxx	xxxxxxx	10.4	xxxxxxx

Approach[eastbound][lanes=1][control=Stop Sign]
 Signal Warrant Rule #1: [vehicle-hours=0.3]
 FAIL - Vehicle-hours less than 4 for one lane approach.
 Signal Warrant Rule #2: [approach volume=108]
 SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
 Signal Warrant Rule #3: [approach count=3][total volume=498]
 FAIL - Total volume less than 650 for intersection
 with less than four approaches.

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.

Peak Hour Volume Signal Warrant Report [Urban]

 Intersection #22 Bordeaux Dr & 5th Ave

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:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	1 0 1 0 0	0 0 0 1 0	0 0 1! 0 0	0 0 0 0 0
Initial Vol:	50 54 0	0 166 120	19 0 89	0 0 0 0

Major Street Volume: 390
 Minor Approach Volume: 108
 Minor Approach Volume Threshold: 609

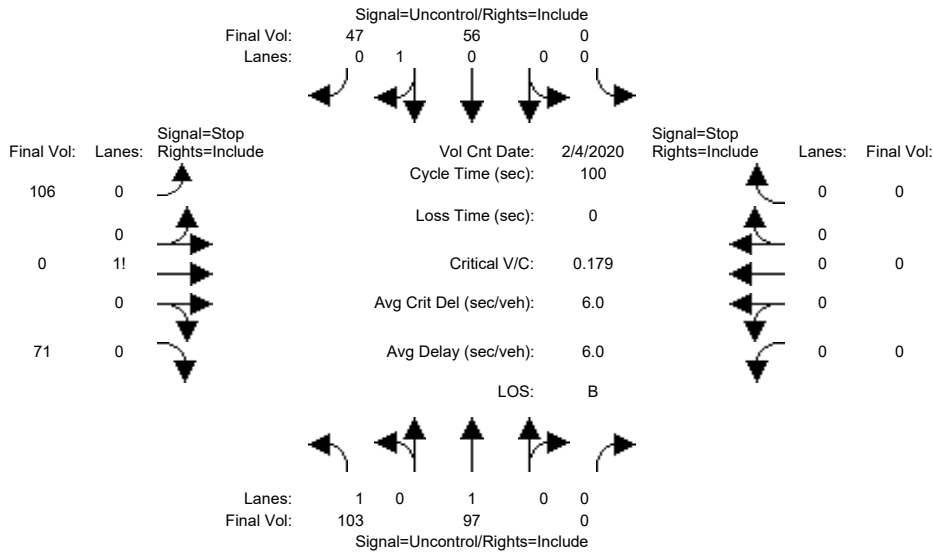
SIGNAL WARRANT DISCLAIMER

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 Unsignalized (Future Volume Alternative)
Background PM

Intersection #22: Bordeaux Dr & 5th Ave



Street Name: Bordeaux Dr 5th Ave
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Table with columns for Volume Module, Count, Date (4 Feb 2020), and time range (5:00 - 6:00). Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Table for Critical Gap Module showing Critical Gap (e.g., 4.1, 6.4, 6.5, 6.2) and FollowUpTim (e.g., 2.2, 3.5, 4.0, 3.3).

Table for Capacity Module showing Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap. for each approach.

Table for Level Of Service Module showing 2Way95thQ, Control Del, LOS by Move, Shared Cap., Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

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

Peak Hour Delay Signal Warrant Report

Intersection #22 Bordeaux Dr & 5th Ave

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:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	1 0 1 0 0	0 0 0 1 0	0 0 1! 0 0	0 0 0 0 0
Initial Vol:	103 97 0	0 56 47	106 0 71	0 0 0 0
ApproachDel:	xxxxxxx	xxxxxxx	11.8	xxxxxxx

Approach[eastbound][lanes=1][control=Stop Sign]
 Signal Warrant Rule #1: [vehicle-hours=0.6]
 FAIL - Vehicle-hours less than 4 for one lane approach.
 Signal Warrant Rule #2: [approach volume=177]
 SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
 Signal Warrant Rule #3: [approach count=3][total volume=480]
 FAIL - Total volume less than 650 for intersection
 with less than four approaches.

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.

Peak Hour Volume Signal Warrant Report [Urban]

 Intersection #22 Bordeaux Dr & 5th Ave

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:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	1 0 1 0 0	0 0 0 1 0	0 0 1! 0 0	0 0 0 0 0
Initial Vol:	103 97 0	0 56 47	106 0 71	0 0 0 0

Major Street Volume: 303
 Minor Approach Volume: 177
 Minor Approach Volume Threshold: 696

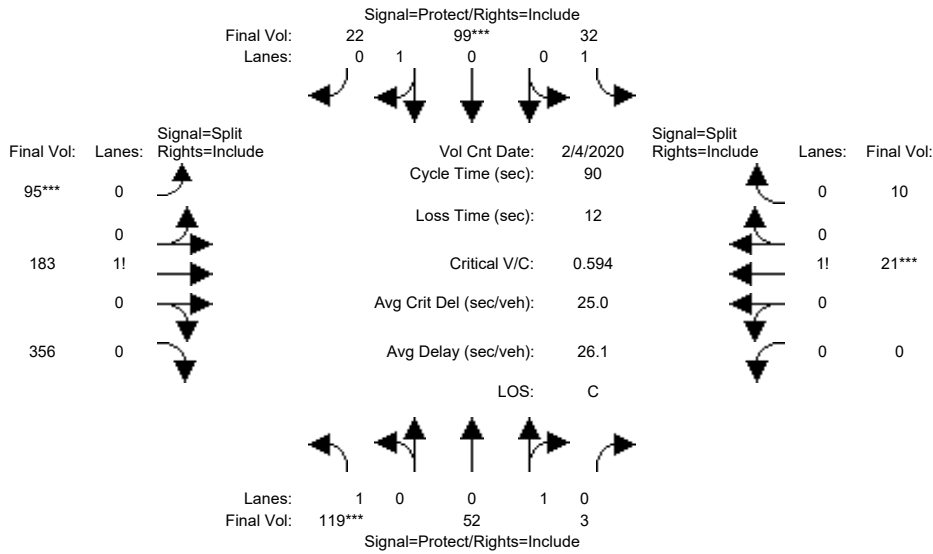
SIGNAL WARRANT DISCLAIMER

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)
 Background AM

Intersection #23: Bordeaux Dr & Innovation Way



Street Name:	Bordeaux Dr						Innovation Way					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	4 Feb 2020	<<	8:30 - 9:30						
Base Vol:	119	52	3	32	99	22	95	183	356	0	21	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	119	52	3	32	99	22	95	183	356	0	21	10
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:	119	52	3	32	99	22	95	183	356	0	21	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	119	52	3	32	99	22	95	183	356	0	21	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	119	52	3	32	99	22	95	183	356	0	21	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	119	52	3	32	99	22	95	183	356	0	21	10

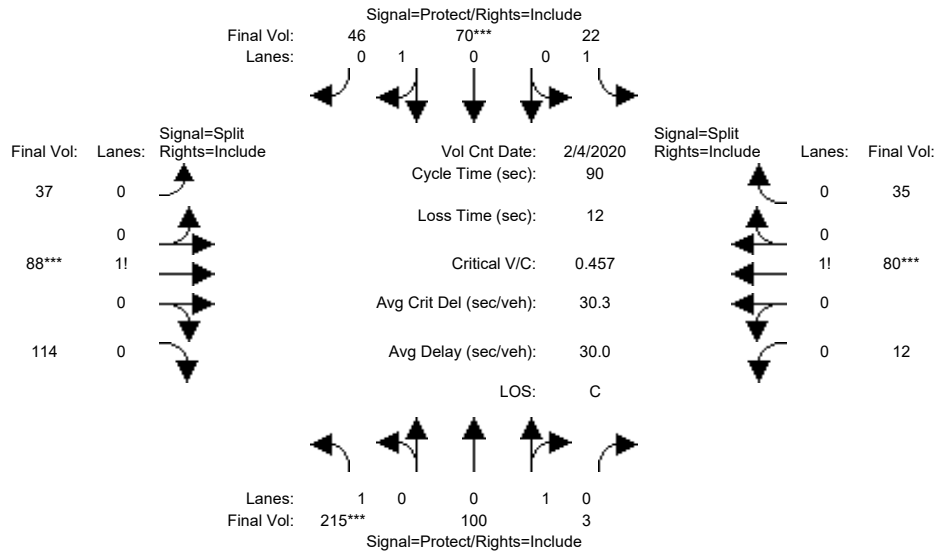
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.92	0.92	0.95	0.95
Lanes:	1.00	0.95	0.05	1.00	0.82	0.18	0.15	0.29	0.56	0.00	0.68	0.32
Final Sat.:	1750	1702	98	1750	1473	327	262	505	983	0	1219	581

Capacity Analysis Module:												
Vol/Sat:	0.07	0.03	0.03	0.02	0.07	0.07	0.36	0.36	0.36	0.00	0.02	0.02
Crit Moves:	***			***			***			***		
Green Time:	9.2	11.3	11.3	7.9	10.0	10.0	48.8	48.8	48.8	0.0	10.0	10.0
Volume/Cap:	0.67	0.24	0.24	0.21	0.61	0.61	0.67	0.67	0.67	0.00	0.16	0.16
Uniform Del:	38.9	35.5	35.5	38.2	38.1	38.1	14.8	14.8	14.8	0.0	36.2	36.2
IncrementDel:	9.3	0.6	0.6	0.7	5.2	5.2	1.8	1.8	1.8	0.0	0.4	0.4
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00
Delay/Veh:	48.3	36.1	36.1	38.8	43.3	43.3	16.6	16.6	16.6	0.0	36.5	36.5
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:	48.3	36.1	36.1	38.8	43.3	43.3	16.6	16.6	16.6	0.0	36.5	36.5
LOS by Move:	D	D+	D+	D+	D	D	B	B	B	A	D+	D+
HCM2kAvgQ:	5	2	2	1	3	3	14	14	14	0	1	1

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

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

Intersection #23: Bordeaux Dr & Innovation Way

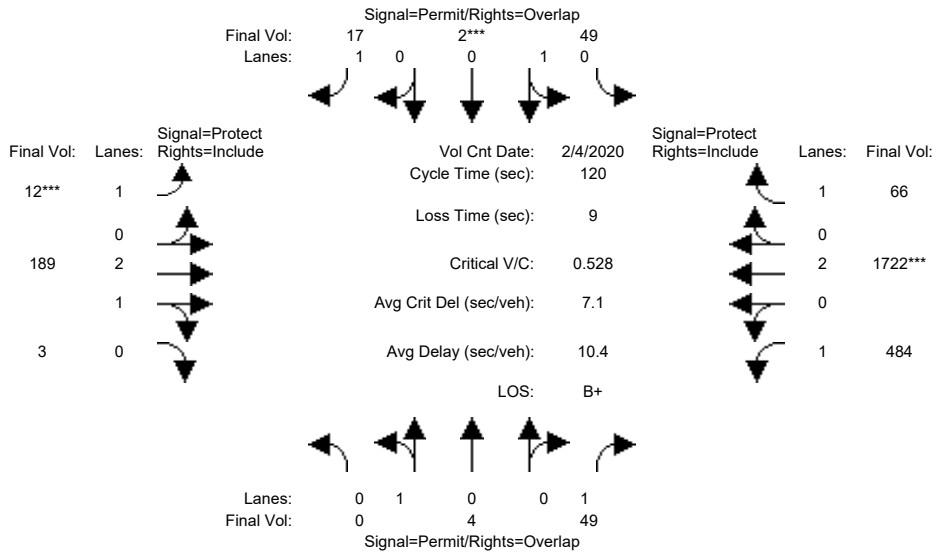


Street Name:	Bordeaux Dr						Innovation Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	4 Feb 2020 << 5:15 - 6:15											
Base Vol:	215	100	3	22	70	46	37	88	114	12	80	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	215	100	3	22	70	46	37	88	114	12	80	35
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:	215	100	3	22	70	46	37	88	114	12	80	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	215	100	3	22	70	46	37	88	114	12	80	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	215	100	3	22	70	46	37	88	114	12	80	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	215	100	3	22	70	46	37	88	114	12	80	35
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	0.97	0.03	1.00	0.60	0.40	0.15	0.37	0.48	0.09	0.63	0.28
Final Sat.:	1750	1748	52	1750	1086	714	271	644	835	165	1102	482
Capacity Analysis Module:												
Vol/Sat:	0.12	0.06	0.06	0.01	0.06	0.06	0.14	0.14	0.14	0.07	0.07	0.07
Crit Moves:	***			***			***			***		
Green Time:	24.2	21.7	21.7	15.2	12.7	12.7	26.9	26.9	26.9	14.3	14.3	14.3
Volume/Cap:	0.46	0.24	0.24	0.07	0.46	0.46	0.46	0.46	0.46	0.46	0.46	0.46
Uniform Del:	27.4	27.5	27.5	31.5	35.5	35.5	25.6	25.6	25.6	34.3	34.3	34.3
IncrementDel:	0.7	0.3	0.3	0.1	1.3	1.3	0.6	0.6	0.6	1.2	1.2	1.2
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	28.2	27.8	27.8	31.6	36.8	36.8	26.3	26.3	26.3	35.5	35.5	35.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.2	27.8	27.8	31.6	36.8	36.8	26.3	26.3	26.3	35.5	35.5	35.5
LOS by Move:	C	C	C	C	D+	D+	C	C	C	D+	D+	D+
HCM2kAvgQ:	6	2	2	1	3	3	6	6	6	4	4	4

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

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

Intersection #24: Borregas Ave/Carl Rd & Caribbean Dr



Street Name:	Borregas Ave/Carl Rd						Caribbean Dr					
	North Bound			South Bound			East Bound			West Bound		
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:	4 Feb 2020	<<	8:45 - 9:45						
Base Vol:	0	4	49	49	2	17	12	189	3	484	1722	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:	0	4	49	49	2	17	12	189	3	484	1722	66
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	4	49	49	2	17	12	189	3	484	1722	66
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	4	49	49	2	17	12	189	3	484	1722	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	4	49	49	2	17	12	189	3	484	1722	66
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	4	49	49	2	17	12	189	3	484	1722	66

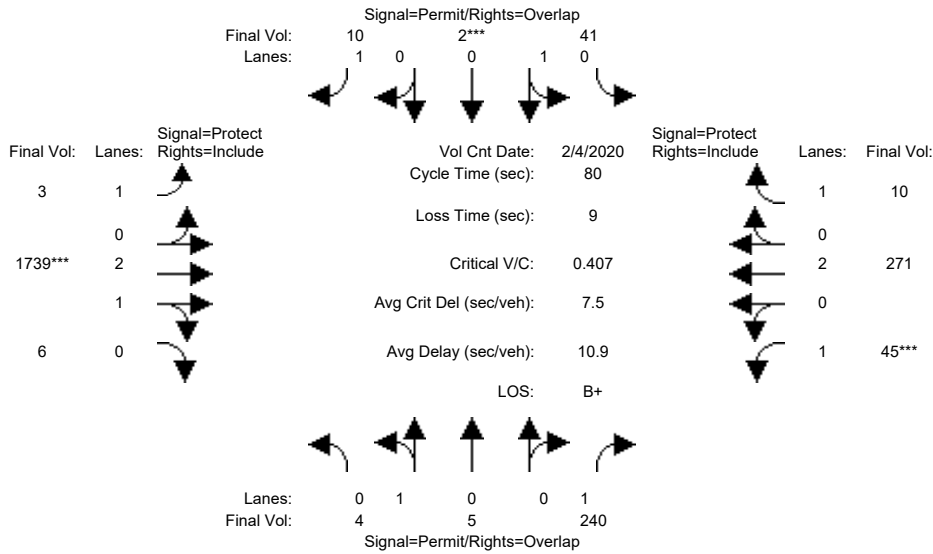
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	0.96	0.04	1.00	1.00	2.95	0.05	1.00	2.00	1.00
Final Sat.:	0	1800	1750	1729	71	1750	1750	5512	87	1750	3800	1750

Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.03	0.03	0.03	0.01	0.01	0.03	0.03	0.28	0.45	0.04
Crit Moves:					****		****				****	
Green Time:	0.0	10.0	87.6	10.0	10.0	17.0	7.0	23.4	23.4	77.6	94.0	94.0
Volume/Cap:	0.00	0.03	0.04	0.34	0.34	0.07	0.12	0.18	0.18	0.43	0.58	0.05
Uniform Del:	0.0	50.5	4.5	51.9	51.9	44.6	53.6	40.3	40.3	10.3	5.2	2.9
IncrementDel:	0.0	0.1	0.0	1.4	1.4	0.1	0.5	0.1	0.1	0.3	0.3	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	0.0	50.6	4.5	53.2	53.2	44.8	54.1	40.4	40.4	10.6	5.4	2.9
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	50.6	4.5	53.2	53.2	44.8	54.1	40.4	40.4	10.6	5.4	2.9
LOS by Move:	A	D	A	D-	D-	D	D-	D	D	B+	A	A
HCM2kAvgQ:	0	0	1	2	2	1	1	2	2	9	13	1

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

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

Intersection #24: Borregas Ave/Carl Rd & Caribbean Dr



Street Name:	Borregas Ave/Carl Rd						Caribbean Dr					
	North Bound			South Bound			East Bound			West Bound		
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:	4 Feb 2020	<<	4:30 - 5:30						
Base Vol:	4	5	240	41	2	10	3	1739	6	45	271	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	5	240	41	2	10	3	1739	6	45	271	10
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:	4	5	240	41	2	10	3	1739	6	45	271	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	5	240	41	2	10	3	1739	6	45	271	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	5	240	41	2	10	3	1739	6	45	271	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	4	5	240	41	2	10	3	1739	6	45	271	10

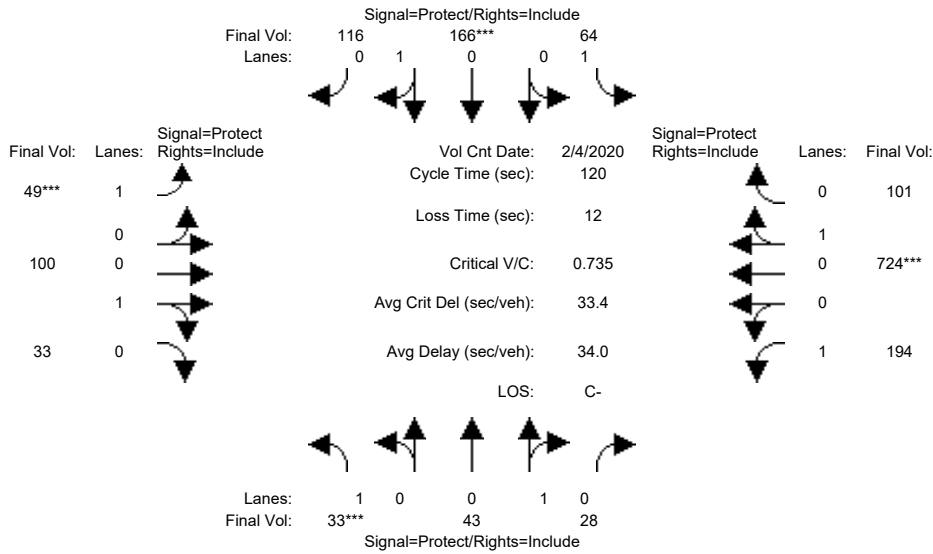
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	0.44	0.56	1.00	0.95	0.05	1.00	1.00	2.99	0.01	1.00	2.00	1.00
Final Sat.:	800	1000	1750	1716	84	1750	1750	5581	19	1750	3800	1750

Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.14	0.02	0.02	0.01	0.00	0.31	0.31	0.03	0.07	0.01
Crit Moves:					****			****		****		
Green Time:	10.0	10.0	17.0	10.0	10.0	35.1	25.1	54.0	54.0	7.0	35.9	35.9
Volume/Cap:	0.04	0.04	0.65	0.19	0.19	0.01	0.01	0.46	0.46	0.29	0.16	0.01
Uniform Del:	30.8	30.8	28.7	31.4	31.4	12.7	18.9	6.1	6.1	34.2	13.1	12.2
IncrementDel:	0.1	0.1	3.9	0.4	0.4	0.0	0.0	0.1	0.1	1.1	0.0	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	30.9	30.9	32.6	31.8	31.8	12.7	18.9	6.2	6.2	35.3	13.1	12.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.9	30.9	32.6	31.8	31.8	12.7	18.9	6.2	6.2	35.3	13.1	12.2
LOS by Move:	C	C	C-	C	C	B	B-	A	A	D+	B	B
HCM2kAvgQ:	0	0	6	1	1	0	0	7	7	1	2	0

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

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

Intersection #25: Borregas Ave & Java Dr



Street Name:	Borregas Ave						Java Dr					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
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:	4 Feb 2020	<<	8:45 - 9:45						
Base Vol:	33	43	28	64	166	116	49	100	33	194	724	101
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	43	28	64	166	116	49	100	33	194	724	101
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	33	43	28	64	166	116	49	100	33	194	724	101
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	33	43	28	64	166	116	49	100	33	194	724	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	43	28	64	166	116	49	100	33	194	724	101
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	33	43	28	64	166	116	49	100	33	194	724	101

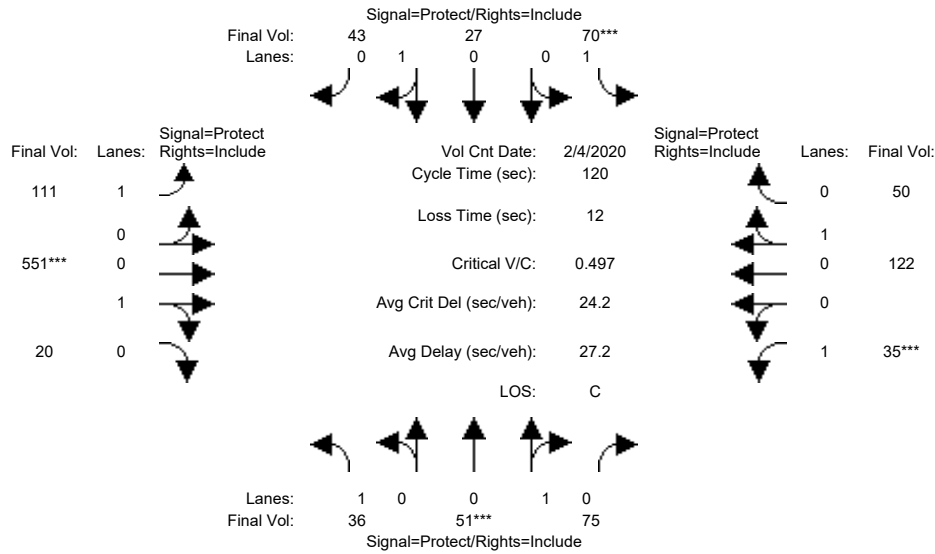
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.61	0.39	1.00	0.59	0.41	1.00	0.75	0.25	1.00	0.88	0.12
Final Sat.:	1750	1090	710	1750	1060	740	1750	1353	447	1750	1580	220

Capacity Analysis Module:												
Vol/Sat:	0.02	0.04	0.04	0.04	0.16	0.16	0.03	0.07	0.07	0.11	0.46	0.46
Crit Moves:	***				***		***				***	
Green Time:	7.0	18.2	18.2	12.7	23.9	23.9	7.0	33.1	33.1	44.0	70.1	70.1
Volume/Cap:	0.32	0.26	0.26	0.34	0.79	0.79	0.48	0.27	0.27	0.30	0.79	0.79
Uniform Del:	54.2	45.0	45.0	49.8	45.6	45.6	54.7	34.0	34.0	27.1	19.2	19.2
IncrementDel:	1.8	0.5	0.5	1.1	10.9	10.9	3.5	0.3	0.3	0.3	4.0	4.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	56.1	45.5	45.5	50.9	56.4	56.4	58.3	34.3	34.3	27.3	23.2	23.2
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:	56.1	45.5	45.5	50.9	56.4	56.4	58.3	34.3	34.3	27.3	23.2	23.2
LOS by Move:	E+	D	D	D	E+	E+	E+	C-	C-	C	C	C
HCM2kAvgQ:	2	3	3	2	11	11	2	4	4	5	24	24

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

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

Intersection #25: Borregas Ave & Java Dr



Street Name:	Borregas Ave						Java Dr					
	North Bound			South Bound			East Bound			West Bound		
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:	4 Feb 2020	<<	4:45 - 5:45						
Base Vol:	36	51	75	70	27	43	111	551	20	35	122	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:	36	51	75	70	27	43	111	551	20	35	122	50
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	51	75	70	27	43	111	551	20	35	122	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	36	51	75	70	27	43	111	551	20	35	122	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	51	75	70	27	43	111	551	20	35	122	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	36	51	75	70	27	43	111	551	20	35	122	50

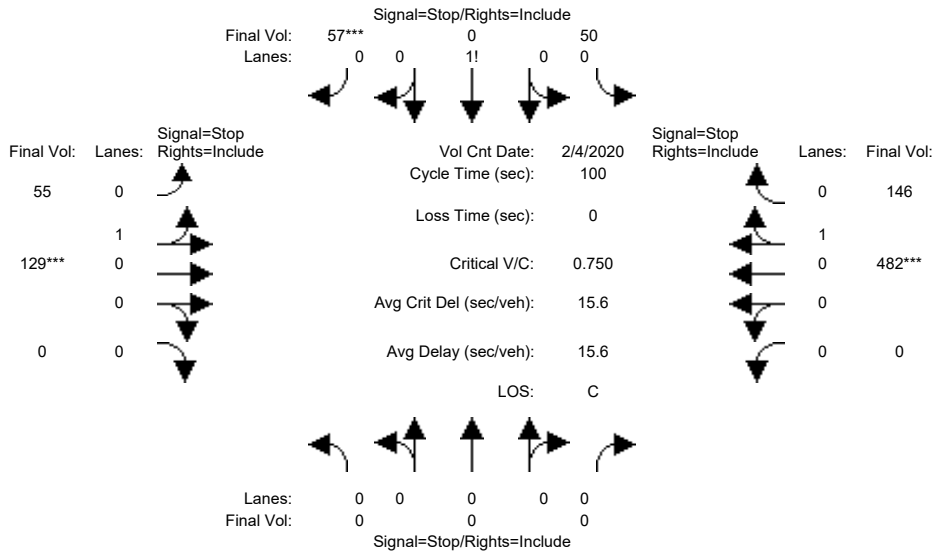
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.40	0.60	1.00	0.39	0.61	1.00	0.96	0.04	1.00	0.71	0.29
Final Sat.:	1750	729	1071	1750	694	1106	1750	1737	63	1750	1277	523

Capacity Analysis Module:												
Vol/Sat:	0.02	0.07	0.07	0.04	0.04	0.04	0.06	0.32	0.32	0.02	0.10	0.10
Crit Moves:	****			****			****			****		
Green Time:	10.7	16.5	16.5	9.5	15.3	15.3	32.7	75.0	75.0	7.0	49.3	49.3
Volume/Cap:	0.23	0.51	0.51	0.51	0.31	0.31	0.23	0.51	0.51	0.34	0.23	0.23
Uniform Del:	50.8	47.9	47.9	53.0	47.5	47.5	33.9	12.4	12.4	54.3	23.0	23.0
IncrementDel:	0.8	1.7	1.7	3.1	0.8	0.8	0.3	0.4	0.4	2.0	0.2	0.2
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	51.6	49.7	49.7	56.1	48.3	48.3	34.1	12.7	12.7	56.3	23.2	23.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.6	49.7	49.7	56.1	48.3	48.3	34.1	12.7	12.7	56.3	23.2	23.2
LOS by Move:	D-	D	D	E+	D	D	C-	B	B	E+	C	C
HCM2kAvgQ:	2	5	5	3	2	2	3	12	12	1	4	4

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

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

Intersection #26: Borregas Ave & Moffett Park Dr



Street Name:	Borregas Ave						Moffett Park Dr					
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: 4 Feb 2020 << 8:30 - 9:30												
Base Vol:	0	0	0	50	0	57	55	129	0	0	482	146
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	50	0	57	55	129	0	0	482	146
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	50	0	57	55	129	0	0	482	146
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	50	0	57	55	129	0	0	482	146
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	50	0	57	55	129	0	0	482	146
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	50	0	57	55	129	0	0	482	146
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:	0.00	0.00	0.00	0.47	0.00	0.53	0.30	0.70	0.00	0.00	0.77	0.23
Final Sat.:	0	0	0	288	0	328	213	500	0	0	643	195
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.17	xxxx	0.17	0.26	0.26	xxxx	xxxx	0.75	0.75
Crit Moves:						****			****			****
Delay/Veh:	0.0	0.0	0.0	9.3	0.0	9.3	9.5	9.5	0.0	0.0	18.5	18.5
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:	0.0	0.0	0.0	9.3	0.0	9.3	9.5	9.5	0.0	0.0	18.5	18.5
LOS by Move:	*	*	*	A	*	A	A	A	*	*	C	C
ApproachDel:	xxxxxx			9.3			9.5			18.5		
Delay Adj:	xxxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			9.3			9.5			18.5		
LOS by Appr:	*			A			A			C		
AllWayAvgQ:	0.0	0.0	0.0	0.2	0.2	0.2	0.3	0.3	0.3	2.6	2.6	2.6

Note: Queue reported is the number of cars per lane.
 Peak Hour Volume Signal Warrant Report [Urban]

 Intersection #26 Borregas Ave & Moffett Park Dr

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	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Initial Vol:	0	0	0		50	0	57		55	129	0		0	482	146	
Major Street Volume:					812											
Minor Approach Volume:					107											
Minor Approach Volume Threshold:					275											

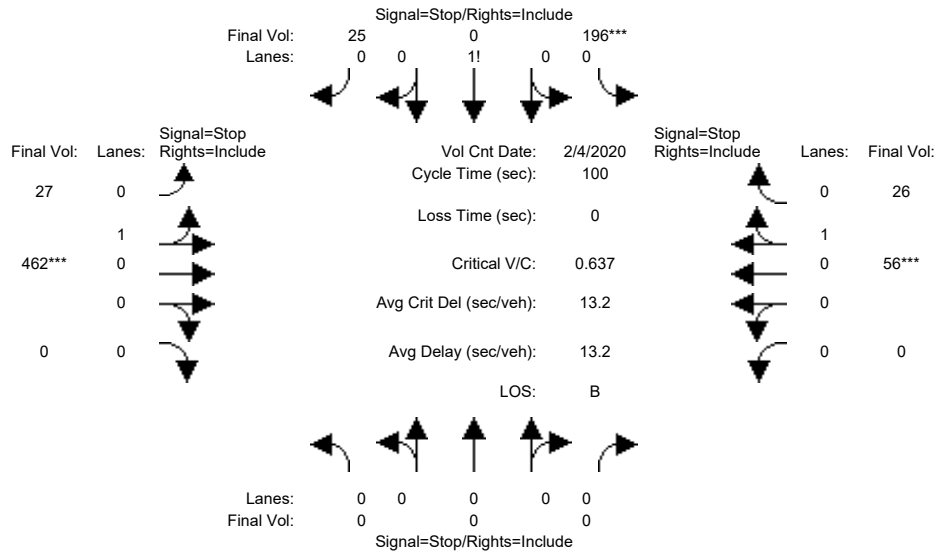
SIGNAL WARRANT DISCLAIMER

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 PM

Intersection #26: Borregas Ave & Moffett Park Dr



Street Name:	Borregas Ave						Moffett Park Dr					
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: 4 Feb 2020 << 4:30 - 5:30												
Base Vol:	0	0	0	196	0	25	27	462	0	0	56	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	196	0	25	27	462	0	0	56	26
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	196	0	25	27	462	0	0	56	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	196	0	25	27	462	0	0	56	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	196	0	25	27	462	0	0	56	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	196	0	25	27	462	0	0	56	26
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:	0.00	0.00	0.00	0.89	0.00	0.11	0.06	0.94	0.00	0.00	0.68	0.32
Final Sat.:	0	0	0	567	0	72	42	725	0	0	477	221
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.35	xxxx	0.35	0.64	0.64	xxxx	xxxx	0.12	0.12
Crit Moves:				****				****			****	
Delay/Veh:	0.0	0.0	0.0	10.8	0.0	10.8	15.0	15.0	0.0	0.0	8.5	8.5
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:	0.0	0.0	0.0	10.8	0.0	10.8	15.0	15.0	0.0	0.0	8.5	8.5
LOS by Move:	*	*	*	B	*	B	C	C	*	*	A	A
ApproachDel:	xxxxxx				10.8			15.0			8.5	
Delay Adj:	xxxxxx				1.00			1.00			1.00	
ApprAdjDel:	xxxxxx				10.8			15.0			8.5	
LOS by Appr:	*				B			C			A	
AllWayAvgQ:	0.0	0.0	0.0	0.4	0.4	0.4	1.6	1.6	1.6	0.1	0.1	0.1

Note: Queue reported is the number of cars per lane.
 Peak Hour Volume Signal Warrant Report [Urban]

 Intersection #26 Borregas Ave & Moffett Park Dr

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	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Initial Vol:	0	0	0		196	0	25		27	462	0		0	56	26	
Major Street Volume:					571											
Minor Approach Volume:					221											
Minor Approach Volume Threshold:					369											

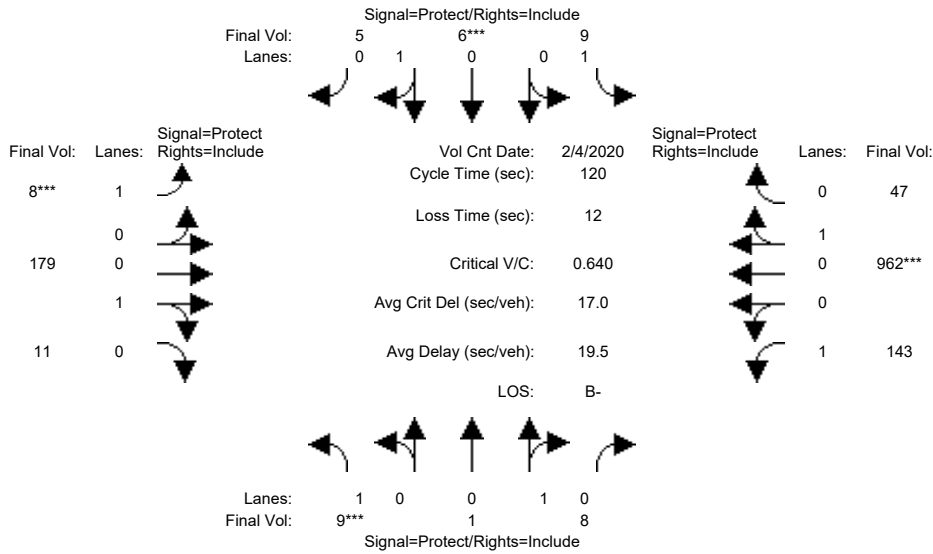
SIGNAL WARRANT DISCLAIMER

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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 AM

Intersection #27: Geneva Dr & E Java Dr



Street Name:	Geneva Dr						E Java Dr					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	4 Feb 2020	<<	8:45 - 9:45						
Base Vol:	9	1	8	9	6	5	8	179	11	143	962	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:	9	1	8	9	6	5	8	179	11	143	962	47
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	1	8	9	6	5	8	179	11	143	962	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	1	8	9	6	5	8	179	11	143	962	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	1	8	9	6	5	8	179	11	143	962	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
Final Volume:	9	1	8	9	6	5	8	179	11	143	962	47

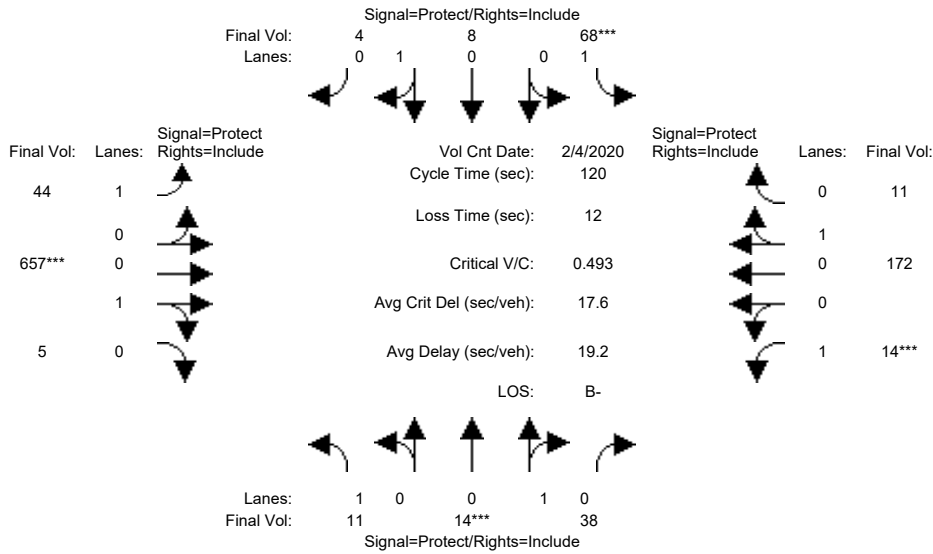
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.11	0.89	1.00	0.55	0.45	1.00	0.94	0.06	1.00	0.95	0.05
Final Sat.:	1750	200	1600	1750	982	818	1750	1696	104	1750	1716	84

Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.01	0.01	0.01	0.00	0.11	0.11	0.08	0.56	0.56
Crit Moves:	***			***			***			***		
Green Time:	7.0	10.0	10.0	7.0	10.0	10.0	7.0	51.3	51.3	39.7	84.0	84.0
Volume/Cap:	0.09	0.06	0.06	0.09	0.07	0.07	0.08	0.25	0.25	0.25	0.80	0.80
Uniform Del:	53.5	50.7	50.7	53.5	50.7	50.7	53.4	22.0	22.0	29.3	12.3	12.3
IncrementDel:	0.4	0.2	0.2	0.4	0.2	0.2	0.3	0.2	0.2	0.2	3.8	3.8
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	53.9	50.8	50.8	53.9	50.9	50.9	53.8	22.2	22.2	29.5	16.0	16.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.9	50.8	50.8	53.9	50.9	50.9	53.8	22.2	22.2	29.5	16.0	16.0
LOS by Move:	D-	D	D	D-	D	D	D-	C+	C+	C	B	B
HCM2kAvgQ:	0	0	0	0	0	0	0	5	5	4	27	27

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

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

Intersection #27: Geneva Dr & E Java Dr



Street Name:	Geneva Dr						E Java Dr					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	4 Feb 2020	<<	4:45 - 5:45											
Base Vol:	11	14	38	68	8	4	44	657	5	14	172	11					
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Initial Bse:	11	14	38	68	8	4	44	657	5	14	172	11					
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0					
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0					
Initial Fut:	11	14	38	68	8	4	44	657	5	14	172	11					
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Volume:	11	14	38	68	8	4	44	657	5	14	172	11					
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0					
Reduced Vol:	11	14	38	68	8	4	44	657	5	14	172	11					
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Final Volume:	11	14	38	68	8	4	44	657	5	14	172	11					

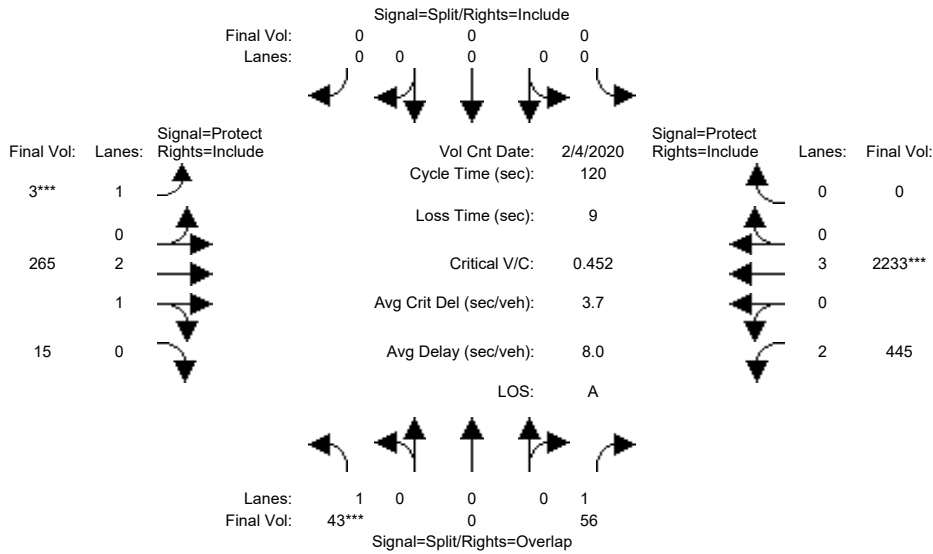
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.27	0.73	1.00	0.67	0.33	1.00	0.99	0.01	1.00	0.94	0.06
Final Sat.:	1750	485	1315	1750	1200	600	1750	1786	14	1750	1692	108

Capacity Analysis Module:												
Vol/Sat:	0.01	0.03	0.03	0.04	0.01	0.01	0.03	0.37	0.37	0.01	0.10	0.10
Crit Moves:	****			****			****			****		
Green Time:	7.7	10.0	10.0	8.7	11.0	11.0	32.6	82.3	82.3	7.0	56.7	56.7
Volume/Cap:	0.10	0.35	0.35	0.54	0.07	0.07	0.09	0.54	0.54	0.14	0.21	0.21
Uniform Del:	52.9	51.9	51.9	53.7	49.8	49.8	32.7	9.4	9.4	53.6	18.6	18.6
IncrementDel:	0.4	1.4	1.4	4.5	0.2	0.2	0.1	0.5	0.5	0.6	0.1	0.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	53.3	53.3	53.3	58.2	50.0	50.0	32.8	9.8	9.8	54.2	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:	53.3	53.3	53.3	58.2	50.0	50.0	32.8	9.8	9.8	54.2	18.7	18.7
LOS by Move:	D-	D-	D-	E+	D	D	C-	A	A	D-	B-	B-
HCM2kAvgQ:	0	2	2	3	0	0	1	13	13	1	4	4

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

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

Intersection #28: Crossman Ave & Caribbean Dr



Street Name:	Crossman Ave						Caribbean Dr					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	0	10	10	7	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:	4 Feb 2020	<<	8:15 - 9:15						
Base Vol:	43	0	56	0	0	0	3	265	15	445	2233	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:	43	0	56	0	0	0	3	265	15	445	2233	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:	43	0	56	0	0	0	3	265	15	445	2233	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	43	0	56	0	0	0	3	265	15	445	2233	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	0	56	0	0	0	3	265	15	445	2233	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
Final Volume:	43	0	56	0	0	0	3	265	15	445	2233	0

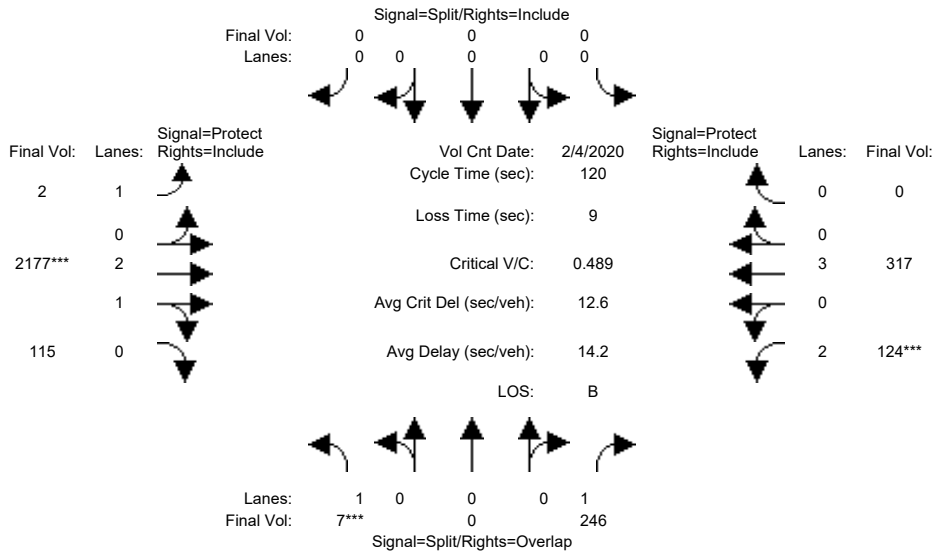
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.83	1.00	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	1.00	2.83	0.17	2.00	3.00	0.00
Final Sat.:	1750	0	1750	0	0	0	1750	5300	300	3150	5700	0

Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.03	0.00	0.00	0.00	0.00	0.05	0.05	0.14	0.39	0.00
Crit Moves:	***						***			***		
Green Time:	10.0	0.0	73.5	0.0	0.0	0.0	0.4	37.5	37.5	63.5	101	0.0
Volume/Cap:	0.29	0.00	0.05	0.00	0.00	0.00	0.47	0.16	0.16	0.27	0.47	0.00
Uniform Del:	51.7	0.0	9.3	0.0	0.0	0.0	59.7	29.9	29.9	15.5	2.6	0.0
IncrementDel:	1.1	0.0	0.0	0.0	0.0	0.0	45.5	0.0	0.0	0.1	0.1	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	52.8	0.0	9.3	0.0	0.0	0.0	105.2	29.9	29.9	15.6	2.7	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:	52.8	0.0	9.3	0.0	0.0	0.0	105.2	29.9	29.9	15.6	2.7	0.0
LOS by Move:	D-	A	A	A	A	A	F	C	C	B	A	A
HCM2kAvgQ:	2	0	1	0	0	0	0	2	2	5	7	0

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

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

Intersection #28: Crossman Ave & Caribbean Dr

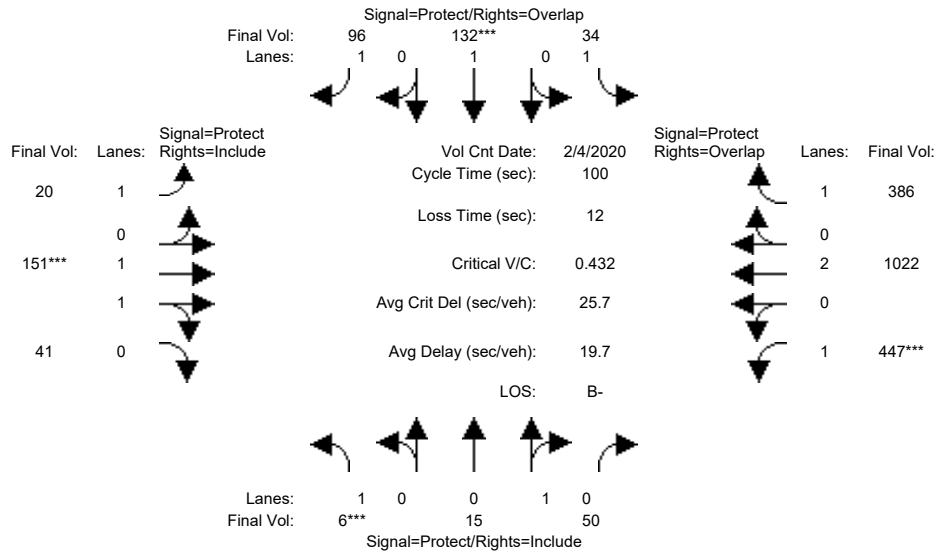


Street Name:	Crossman Ave						Caribbean Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	4 Feb 2020 << 4:30 - 5:30											
Base Vol:	7	0	246	0	0	0	2	2177	115	124	317	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:	7	0	246	0	0	0	2	2177	115	124	317	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:	7	0	246	0	0	0	2	2177	115	124	317	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	0	246	0	0	0	2	2177	115	124	317	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	0	246	0	0	0	2	2177	115	124	317	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:	7	0	246	0	0	0	2	2177	115	124	317	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.83	1.00	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	1.00	2.84	0.16	2.00	3.00	0.00
Final Sat.:	1750	0	1750	0	0	0	1750	5319	281	3150	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.14	0.00	0.00	0.00	0.00	0.41	0.41	0.04	0.06	0.00
Crit Moves:	***						***			***		
Green Time:	20.2	0.0	28.1	0.0	0.0	0.0	1.2	82.9	82.9	8.0	89.6	0.0
Volume/Cap:	0.02	0.00	0.60	0.00	0.00	0.00	0.11	0.59	0.59	0.59	0.07	0.00
Uniform Del:	41.7	0.0	40.9	0.0	0.0	0.0	58.8	9.7	9.7	54.4	4.1	0.0
IncrementDel:	0.0	0.0	2.5	0.0	0.0	0.0	2.8	0.2	0.2	4.5	0.0	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	41.7	0.0	43.4	0.0	0.0	0.0	61.6	10.0	10.0	58.9	4.1	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:	41.7	0.0	43.4	0.0	0.0	0.0	61.6	10.0	10.0	58.9	4.1	0.0
LOS by Move:	D	A	D	A	A	A	E	A	A	E+	A	A
HCM2kAvgQ:	0	0	8	0	0	0	0	15	15	3	1	0

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

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

Intersection #29: Crossman Ave & E Java Dr

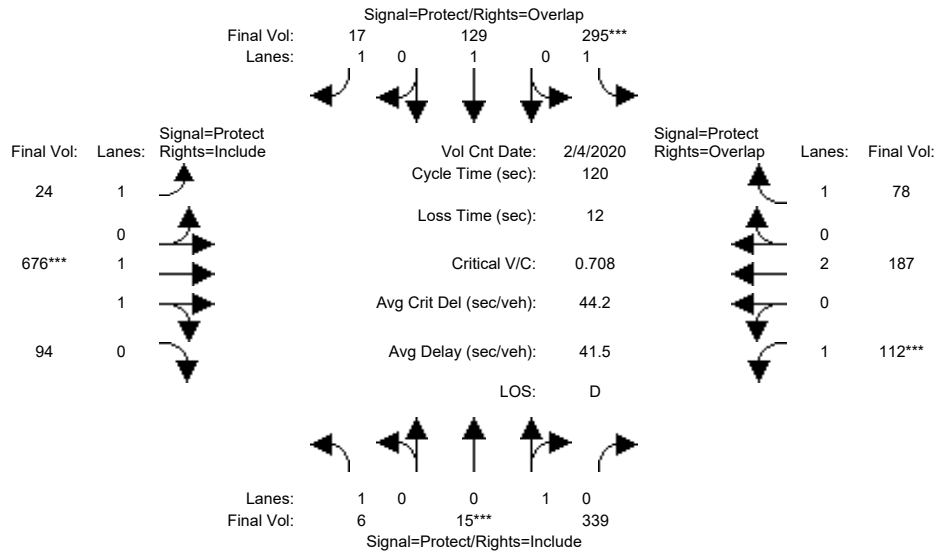


Street Name:	Crossman Ave						E Java Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 4 Feb 2020 << 8:45 - 9:45												
Base Vol:	6	15	50	34	132	96	20	151	41	447	1022	386
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	15	50	34	132	96	20	151	41	447	1022	386
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:	6	15	50	34	132	96	20	151	41	447	1022	386
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	15	50	34	132	96	20	151	41	447	1022	386
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	15	50	34	132	96	20	151	41	447	1022	386
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	6	15	50	34	132	96	20	151	41	447	1022	386
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	0.23	0.77	1.00	1.00	1.00	1.00	1.56	0.44	1.00	2.00	1.00
Final Sat.:	1750	415	1385	1750	1900	1750	1750	2909	790	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.04	0.04	0.02	0.07	0.05	0.01	0.05	0.05	0.26	0.27	0.22
Crit Moves:	***			***			***			***		
Green Time:	7.0	12.9	12.9	9.0	14.9	28.6	13.6	11.2	11.2	54.9	52.4	61.5
Volume/Cap:	0.05	0.28	0.28	0.22	0.47	0.19	0.08	0.47	0.47	0.47	0.51	0.36
Uniform Del:	43.4	39.4	39.4	42.2	38.9	27.0	37.7	41.6	41.6	13.7	15.5	9.5
IncrementDel:	0.2	0.7	0.7	0.7	1.2	0.2	0.2	0.8	0.8	0.4	0.2	0.2
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	43.6	40.0	40.0	42.9	40.1	27.2	37.9	42.5	42.5	14.0	15.7	9.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.6	40.0	40.0	42.9	40.1	27.2	37.9	42.5	42.5	14.0	15.7	9.7
LOS by Move:	D	D	D	D	D	C	D+	D	D	B	B	A
HCM2kAvgQ:	0	2	2	1	4	2	1	3	3	9	10	6

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

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

Intersection #29: Crossman Ave & E Java Dr



Street Name:	Crossman Ave						E Java Dr					
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:	4 Feb 2020	<<	5:00 - 6:00						
Base Vol:	6	15	339	295	129	17	24	676	94	112	187	78
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	15	339	295	129	17	24	676	94	112	187	78
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:	6	15	339	295	129	17	24	676	94	112	187	78
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	15	339	295	129	17	24	676	94	112	187	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	15	339	295	129	17	24	676	94	112	187	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
Final Volume:	6	15	339	295	129	17	24	676	94	112	187	78

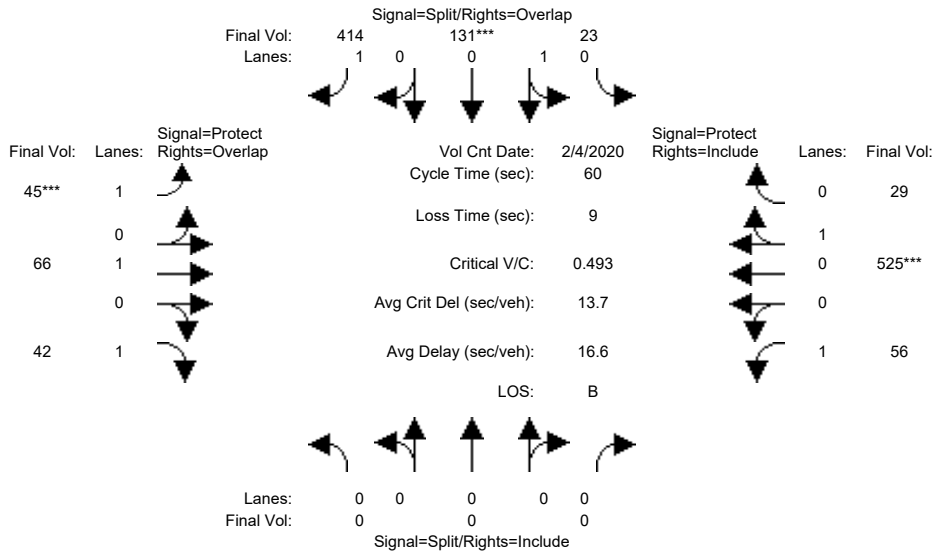
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	0.04	0.96	1.00	1.00	1.00	1.00	1.75	0.25	1.00	2.00	1.00
Final Sat.:	1750	76	1724	1750	1900	1750	1750	3248	452	1750	3800	1750

Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.20	0.17	0.07	0.01	0.01	0.21	0.21	0.06	0.05	0.04
Crit Moves:	****			****			****			****		
Green Time:	25.5	33.3	33.3	28.6	36.4	55.4	19.0	35.3	35.3	10.8	27.1	55.7
Volume/Cap:	0.02	0.71	0.71	0.71	0.22	0.02	0.09	0.71	0.71	0.71	0.22	0.10
Uniform Del:	37.4	39.0	39.0	41.9	31.2	17.6	43.1	37.8	37.8	53.0	37.8	18.0
IncrementDel:	0.0	4.7	4.7	5.5	0.2	0.0	0.1	2.2	2.2	13.8	0.1	0.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	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	43.6	43.6	47.4	31.4	17.6	43.2	40.0	40.0	66.8	37.9	18.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.4	43.6	43.6	47.4	31.4	17.6	43.2	40.0	40.0	66.8	37.9	18.1
LOS by Move:	D+	D	D	D	C	B	D	D	D	E	D+	B-
HCM2kAvgQ:	0	12	12	11	3	0	1	13	13	6	3	2

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

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

Intersection #30: Crossman Ave & Moffett Park Dr



Street Name:	Crossman Ave						Moffett Park Dr					
	North Bound			South Bound			East Bound			West Bound		
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	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:	4 Feb 2020	<<	8:30 - 9:30						
Base Vol:	0	0	0	23	131	414	45	66	42	56	525	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:	0	0	0	23	131	414	45	66	42	56	525	29
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	23	131	414	45	66	42	56	525	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	23	131	414	45	66	42	56	525	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	23	131	414	45	66	42	56	525	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	23	131	414	45	66	42	56	525	29

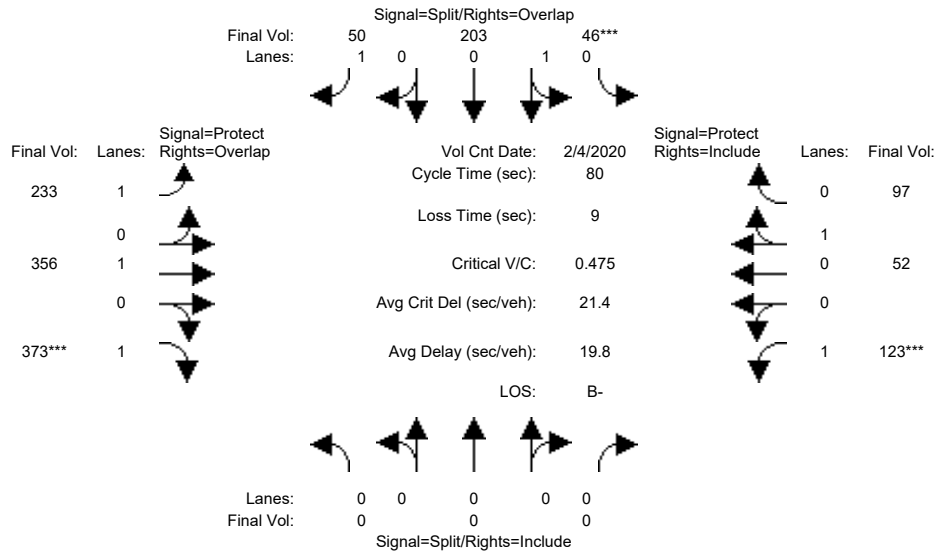
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	0.00	0.00	0.00	0.15	0.85	1.00	1.00	1.00	1.00	1.00	0.95	0.05
Final Sat.:	0	0	0	269	1531	1750	1750	1900	1750	1750	1706	94

Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.09	0.24	0.03	0.03	0.02	0.03	0.31	0.31
Crit Moves:					****		****				****	
Green Time:	0.0	0.0	0.0	12.3	12.3	19.3	7.0	22.7	22.7	15.9	31.7	31.7
Volume/Cap:	0.00	0.00	0.00	0.42	0.42	0.73	0.22	0.09	0.06	0.12	0.58	0.58
Uniform Del:	0.0	0.0	0.0	20.7	20.7	18.0	24.0	12.0	11.9	16.7	9.7	9.7
IncrementDel:	0.0	0.0	0.0	0.8	0.8	5.0	0.5	0.1	0.0	0.1	0.9	0.9
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	21.5	21.5	23.0	24.6	12.0	11.9	16.8	10.6	10.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	21.5	21.5	23.0	24.6	12.0	11.9	16.8	10.6	10.6
LOS by Move:	A	A	A	C+	C+	C	C	B	B+	B	B+	B+
HCM2kAvgQ:	0	0	0	3	3	8	1	1	1	1	8	8

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

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

Intersection #30: Crossman Ave & Moffett Park Dr

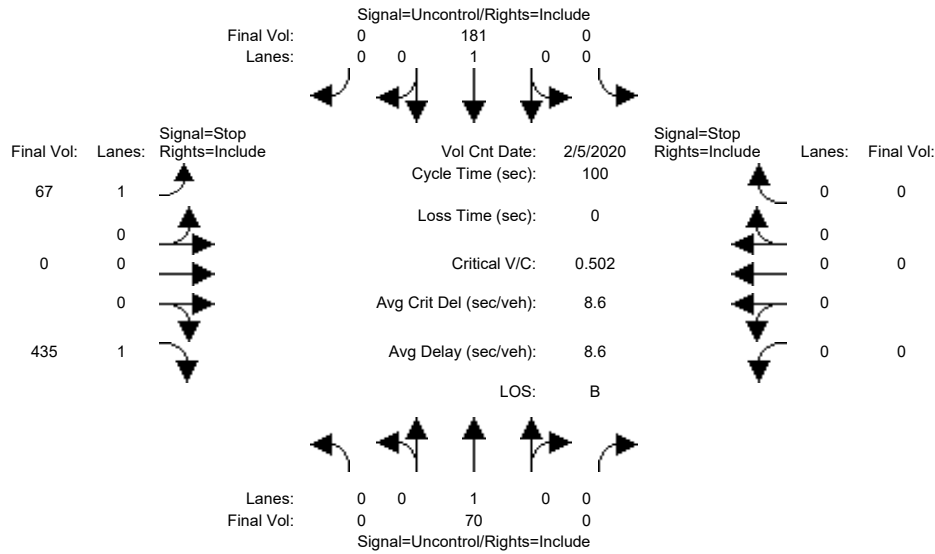


Street Name:	Crossman Ave						Moffett Park Dr						
	North Bound			South Bound			East Bound			West Bound			
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Min. Green:	0	0	0	10	10	10	7	10	10	7	10	10	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Volume Module: >> Count Date: 4 Feb 2020 << 5:00 - 6:00													
Base Vol:	0	0	0	46	203	50	233	356	373	123	52	97	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	0	0	0	46	203	50	233	356	373	123	52	97	
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	0	0	0	46	203	50	233	356	373	123	52	97	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	0	0	0	46	203	50	233	356	373	123	52	97	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	0	0	0	46	203	50	233	356	373	123	52	97	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Final Volume:	0	0	0	46	203	50	233	356	373	123	52	97	
Saturation Flow Module:													
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	0.95	0.95	
Lanes:	0.00	0.00	0.00	0.18	0.82	1.00	1.00	1.00	1.00	1.00	0.35	0.65	
Final Sat.:	0	0	0	333	1467	1750	1750	1900	1750	1750	628	1172	
Capacity Analysis Module:													
Vol/Sat:	0.00	0.00	0.00	0.14	0.14	0.03	0.13	0.19	0.21	0.07	0.08	0.08	
Crit Moves:				****							****		
Green Time:	0.0	0.0	0.0	23.3	23.3	47.9	24.6	35.9	35.9	11.8	23.1	23.1	
Volume/Cap:	0.00	0.00	0.00	0.48	0.48	0.05	0.43	0.42	0.48	0.48	0.29	0.29	
Uniform Del:	0.0	0.0	0.0	23.3	23.3	6.6	22.1	15.0	15.5	31.2	22.1	22.1	
IncrementDel:	0.0	0.0	0.0	0.7	0.7	0.0	0.6	0.3	0.5	1.4	0.3	0.3	
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Delay Adj:	0.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Delay/Veh:	0.0	0.0	0.0	24.0	24.0	6.7	22.7	15.3	15.9	32.6	22.4	22.4	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.0	0.0	24.0	24.0	6.7	22.7	15.3	15.9	32.6	22.4	22.4	
LOS by Move:	A	A	A	C	C	A	C+	B	B	C-	C+	C+	
HCM2kAvgQ:	0	0	0	5	5	1	5	6	7	4	3	3	

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

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

Intersection #31: Persian Dr & SR 237 EB Off-Ramp



Street Name: Persian Dr SR 237 EB Off-Ramp
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Table with columns for Volume Module, Count, Date (5 Feb 2020), and time (8:45 - 9:45). Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Table for Critical Gap Module showing Critical Gap (6.4, 6.2) and FollowUpTime (3.5, 3.3) for different approaches.

Table for Capacity Module showing Cnflict Vol, Potent Cap., Move Cap., and Volume/Cap. for various approaches.

Table for Level Of Service Module showing 2Way95thQ, Control Del, LOS by Move, Shared Cap., Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

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

Peak Hour Delay Signal Warrant Report

Intersection #31 Persian Dr & SR 237 EB Off-Ramp

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:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 1 0 0	0 0 1 0 0	1 0 0 0 1	0 0 0 0 0
Initial Vol:	0 70 0	0 181 0	67 0 435	0 0 0
ApproachDel:	xxxxxx	xxxxxx	12.9	xxxxxx

Approach[eastbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=1.8]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=502]

SUCCEED - Approach volume >= 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=753]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

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.

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #31 Persian Dr & SR 237 EB Off-Ramp

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:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 1 0 0	0 0 1 0 0	1 0 0 0 1	0 0 0 0 0
Initial Vol:	0 70 0	0 181 0	67 0 435	0 0 0

Major Street Volume: 251

Minor Approach Volume: 502

Minor Approach Volume Threshold: 727

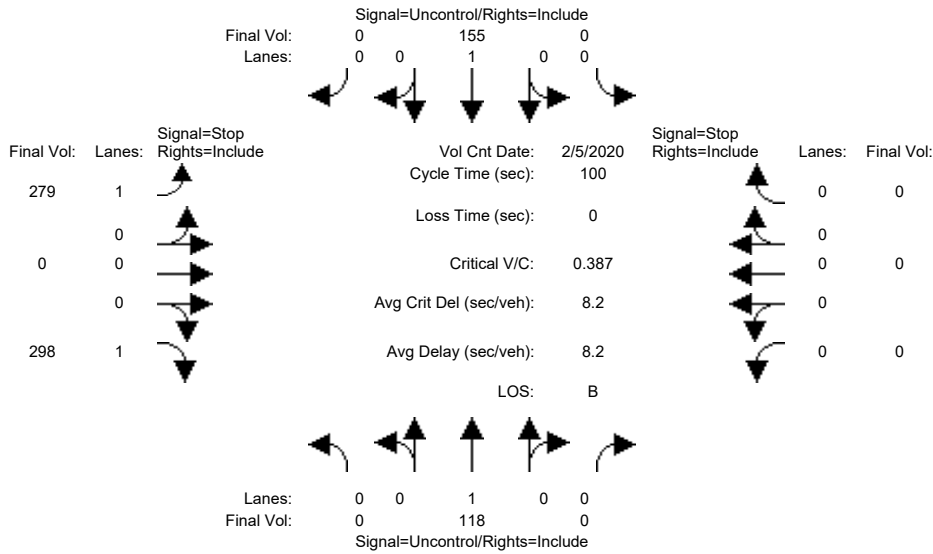
SIGNAL WARRANT DISCLAIMER

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

Intersection #31: Persian Dr & SR 237 EB Off-Ramp



Street Name: Persian Dr SR 237 EB Off-Ramp
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Table with columns for Volume Module, Count, Date, and various traffic metrics across different approaches and movements.

Table for Critical Gap Module showing Critical Gap and FollowUpTim values for different movements.

Table for Capacity Module showing Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap. for different movements.

Table for Level Of Service Module showing 2Way95thQ, Control Del, LOS by Move, Shared Cap., Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

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

Peak Hour Delay Signal Warrant Report

Intersection #31 Persian Dr & SR 237 EB Off-Ramp

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:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 1 0 0	0 0 1 0 0	1 0 0 0 1	0 0 0 0 0
Initial Vol:	0 118 0	0 155 0	279 0 298	0 0 0 0
ApproachDel:	xxxxxxx	xxxxxxx	12.0	xxxxxxx

Approach[eastbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=1.9]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=577]

SUCCEED - Approach volume >= 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=850]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #31 Persian Dr & SR 237 EB Off-Ramp

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:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 1 0 0	0 0 1 0 0	1 0 0 0 1	0 0 0 0 0
Initial Vol:	0 118 0	0 155 0	279 0 298	0 0 0 0

Major Street Volume: 273

Minor Approach Volume: 577

Minor Approach Volume Threshold: 701

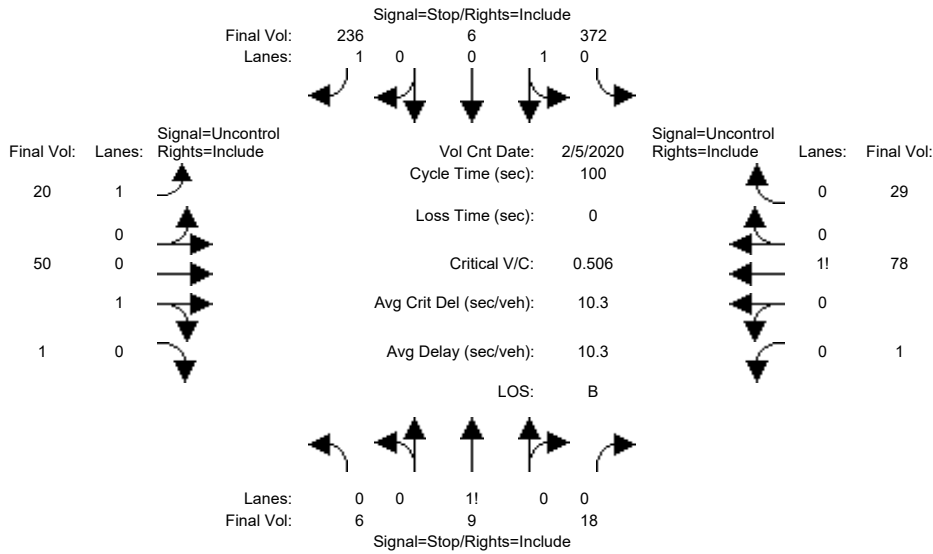
SIGNAL WARRANT DISCLAIMER

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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 Unsignalized (Future Volume Alternative)
Background AM

Intersection #32: Persian Dr/La Rochelle Terrace & Fair Oaks Way



Street Name: Persian Dr/La Rochelle Terrace Fair Oaks Way
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Table with columns for Volume Module, Count, Date (5 Feb 2020), and time range (8:00 - 9:00). Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Table for Critical Gap Module showing Critical Gap (7.1, 6.5, 6.2) and FollowUpTim (3.5, 4.0, 3.3) for various movements.

Table for Capacity Module showing Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap. for different approaches.

Table for Level Of Service Module showing 2Way95thQ, Control Del, LOS by Move, Shared Cap., Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

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

Peak Hour Delay Signal Warrant Report

Intersection #32 Persian Dr/La Rochelle Terrace & Fair Oaks Way

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	Uncontrolled	Uncontrolled
Lanes:	0 0 1! 0 0	0 1 0 0 1	1 0 0 1 0	0 0 1! 0 0
Initial Vol:	6 9 18	372 6 236	20 50 1	1 78 29
ApproachDel:	9.9	13.0	xxxxxx	xxxxxx

Approach[northbound][lanes=1][control=Stop Sign]
 Signal Warrant Rule #1: [vehicle-hours=0.1]
 FAIL - Vehicle-hours less than 4 for one lane approach.
 Signal Warrant Rule #2: [approach volume=33]
 FAIL - Approach volume less than 100 for one lane approach.
 Signal Warrant Rule #3: [approach count=4][total volume=826]
 SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[southbound][lanes=2][control=Stop Sign]
 Signal Warrant Rule #1: [vehicle-hours=2.2]
 FAIL - Vehicle-hours less than 5 for two or more lane approach.
 Signal Warrant Rule #2: [approach volume=614]
 SUCCEED - Approach volume >= 150 for two or more lane approach.
 Signal Warrant Rule #3: [approach count=4][total volume=826]
 SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

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).

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Peak Hour Volume Signal Warrant Report [Urban]

 Intersection #32 Persian Dr/La Rochelle Terrace & Fair Oaks Way

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	Uncontrolled	Uncontrolled
Lanes:	0 0 1! 0 0	0 1 0 0 1	1 0 0 1 0	0 0 1! 0 0
Initial Vol:	6 9 18	372 6 236	20 50 1	1 78 29
Major Street Volume:	179			
Minor Approach Volume:	614			
Minor Approach Volume Threshold:	1114			

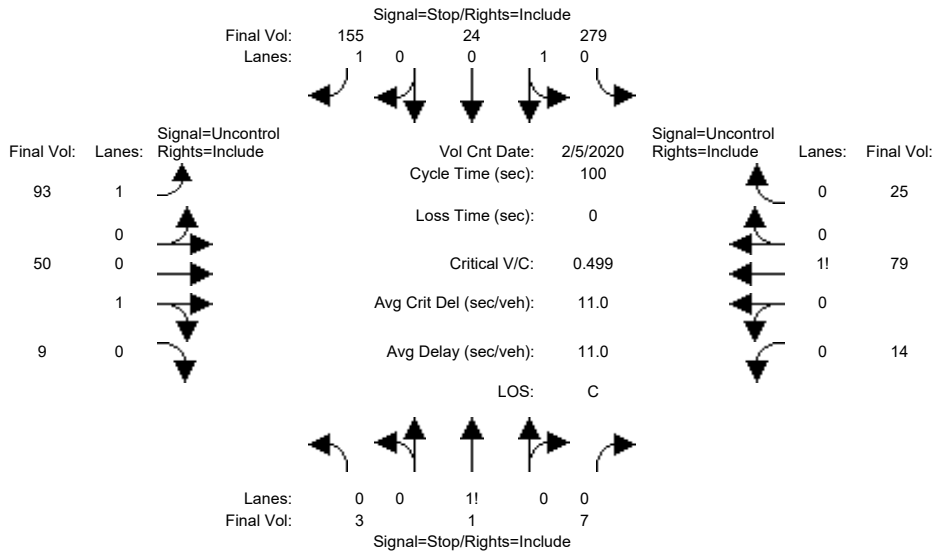
SIGNAL WARRANT DISCLAIMER

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

Intersection #32: Persian Dr/La Rochelle Terrace & Fair Oaks Way



Street Name: Persian Dr/La Rochelle Terrace Fair Oaks Way
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Table with columns for Volume Module, Count, Date (5 Feb 2020), and various volume metrics (Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume) for each approach and movement.

Table for Critical Gap Module showing Critical Gap and FollowUpTim values for different movements and approaches.

Table for Capacity Module showing Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap. for different movements and approaches.

Table for Level Of Service Module showing 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS for different movements and approaches.

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

Peak Hour Delay Signal Warrant Report

Intersection #32 Persian Dr/La Rochelle Terrace & Fair Oaks Way

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	Uncontrolled	Uncontrolled
Lanes:	0 0 1! 0 0	0 1 0 0 1	1 0 0 1 0	0 0 1! 0 0
Initial Vol:	3 1 7	279 24 155	93 50 9	14 79 25
ApproachDel:	10.4	15.7	xxxxxx	xxxxxx

Approach[northbound][lanes=1][control=Stop Sign]
 Signal Warrant Rule #1: [vehicle-hours=0.0]
 FAIL - Vehicle-hours less than 4 for one lane approach.
 Signal Warrant Rule #2: [approach volume=11]
 FAIL - Approach volume less than 100 for one lane approach.
 Signal Warrant Rule #3: [approach count=4][total volume=739]
 FAIL - Total volume less than 650 for intersection
 with less than four approaches.

Approach[southbound][lanes=2][control=Stop Sign]
 Signal Warrant Rule #1: [vehicle-hours=2.0]
 FAIL - Vehicle-hours less than 5 for two or more lane approach.
 Signal Warrant Rule #2: [approach volume=458]
 SUCCEED - Approach volume >= 150 for two or more lane approach.
 Signal Warrant Rule #3: [approach count=4][total volume=739]
 FAIL - Total volume less than 650 for intersection
 with less than four approaches.

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).

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Peak Hour Volume Signal Warrant Report [Urban]

 Intersection #32 Persian Dr/La Rochelle Terrace & Fair Oaks Way

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	Uncontrolled	Uncontrolled
Lanes:	0 0 1! 0 0	0 1 0 0 1	1 0 0 1 0	0 0 1! 0 0
Initial Vol:	3 1 7	279 24 155	93 50 9	14 79 25

Major Street Volume: 270
 Minor Approach Volume: 458
 Minor Approach Volume Threshold: 937

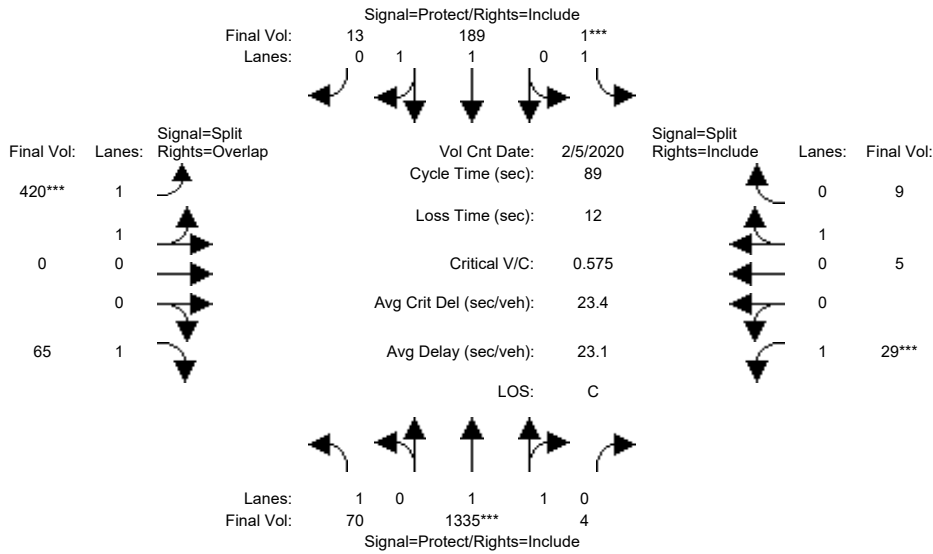
SIGNAL WARRANT DISCLAIMER

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)
 Background AM

Intersection #33: Fair Oaks Ave/E Java Dr & Fair Oaks Way/Kensington Pl



Street Name:	Fair Oaks Ave/E Java Dr						Fair Oaks Way/Kensington Pl					
	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:	5 Feb 2020	<<	9:00 - 10:00						
Base Vol:	70	1335	4	1	189	13	420	0	65	29	5	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	1335	4	1	189	13	420	0	65	29	5	9
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	1335	4	1	189	13	420	0	65	29	5	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	1335	4	1	189	13	420	0	65	29	5	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	1335	4	1	189	13	420	0	65	29	5	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	70	1335	4	1	189	13	420	0	65	29	5	9

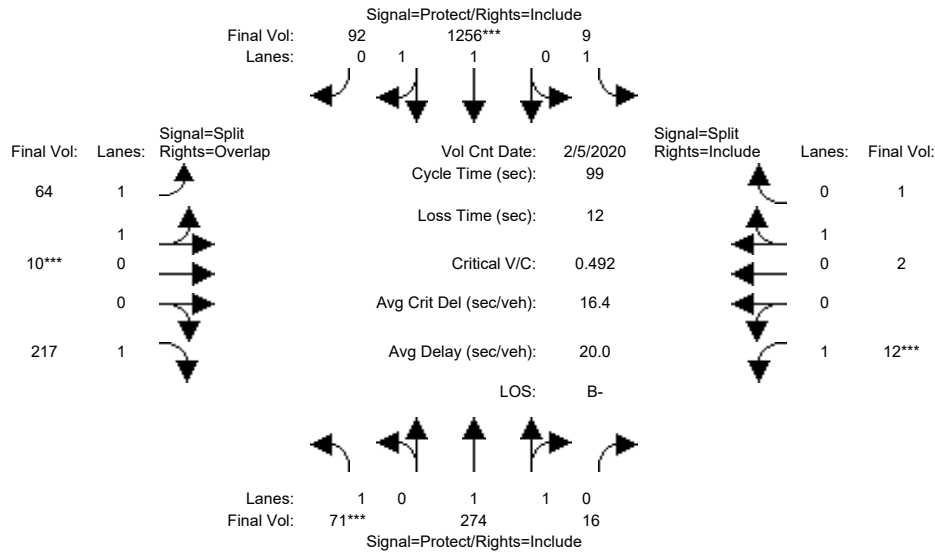
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.93	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	1.99	0.01	1.00	1.87	0.13	2.00	0.00	1.00	1.00	0.36	0.64
Final Sat.:	1750	3689	11	1750	3462	238	3550	0	1750	1750	643	1157

Capacity Analysis Module:												
Vol/Sat:	0.04	0.36	0.36	0.00	0.05	0.05	0.12	0.00	0.04	0.02	0.01	0.01
Crit Moves:	****			****			****			****		
Green Time:	21.5	45.2	45.2	7.0	30.7	30.7	14.8	0.0	36.3	10.0	10.0	10.0
Volume/Cap:	0.17	0.71	0.71	0.01	0.16	0.16	0.71	0.00	0.09	0.15	0.07	0.07
Uniform Del:	26.7	16.9	16.9	37.8	20.2	20.2	35.1	0.0	16.2	35.7	35.3	35.3
IncrementDel:	0.2	1.3	1.3	0.0	0.1	0.1	4.1	0.0	0.1	0.3	0.1	0.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Delay/Veh:	26.8	18.2	18.2	37.8	20.2	20.2	39.2	0.0	16.3	36.0	35.5	35.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.8	18.2	18.2	37.8	20.2	20.2	39.2	0.0	16.3	36.0	35.5	35.5
LOS by Move:	C	B-	B-	D+	C+	C+	D	A	B	D+	D+	D+
HCM2kAvgQ:	2	14	14	0	2	2	7	0	1	1	0	0

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

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

Intersection #33: Fair Oaks Ave/E Java Dr & Fair Oaks Way/Kensington Pl



Street Name:	Fair Oaks Ave/E Java Dr						Fair Oaks Way/Kensington Pl					
	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:	5 Feb 2020	<<	5:00 - 6:00						
Base Vol:	71	274	16	9	1256	92	64	10	217	12	2	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	71	274	16	9	1256	92	64	10	217	12	2	1
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:	71	274	16	9	1256	92	64	10	217	12	2	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	71	274	16	9	1256	92	64	10	217	12	2	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	274	16	9	1256	92	64	10	217	12	2	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	71	274	16	9	1256	92	64	10	217	12	2	1

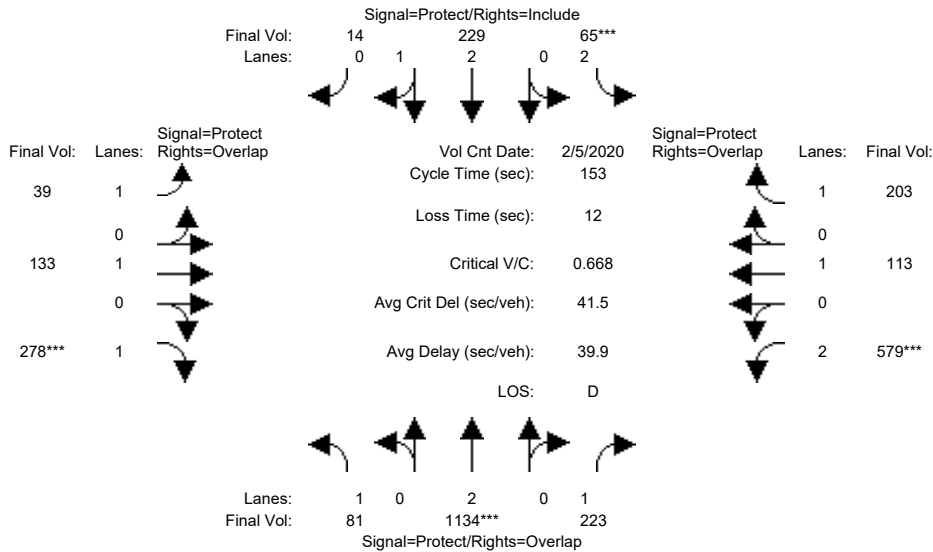
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.93	0.95	0.92	0.92	0.95	0.95
Lanes:	1.00	1.89	0.11	1.00	1.86	0.14	1.73	0.27	1.00	1.00	0.67	0.33
Final Sat.:	1750	3496	204	1750	3447	253	3070	480	1750	1750	1200	600

Capacity Analysis Module:												
Vol/Sat:	0.04	0.08	0.08	0.01	0.36	0.36	0.02	0.02	0.12	0.01	0.00	0.00
Crit Moves:	***			****			****			****		
Green Time:	7.0	39.0	39.0	27.3	59.3	59.3	10.7	10.7	17.7	10.0	10.0	10.0
Volume/Cap:	0.57	0.20	0.20	0.02	0.61	0.61	0.19	0.19	0.69	0.07	0.02	0.02
Uniform Del:	44.6	19.7	19.7	26.1	12.5	12.5	40.2	40.2	38.1	40.3	40.1	40.1
IncrementDel:	6.4	0.1	0.1	0.0	0.5	0.5	0.2	0.2	6.5	0.2	0.0	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	51.0	19.8	19.8	26.1	13.0	13.0	40.4	40.4	44.6	40.4	40.1	40.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.0	19.8	19.8	26.1	13.0	13.0	40.4	40.4	44.6	40.4	40.1	40.1
LOS by Move:	D	B-	B-	C	B	B	D	D	D	D	D	D
HCM2kAvgQ:	2	3	3	0	14	14	1	1	8	0	0	0

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

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

Intersection #34: Fair Oaks Ave & Tasman Dr

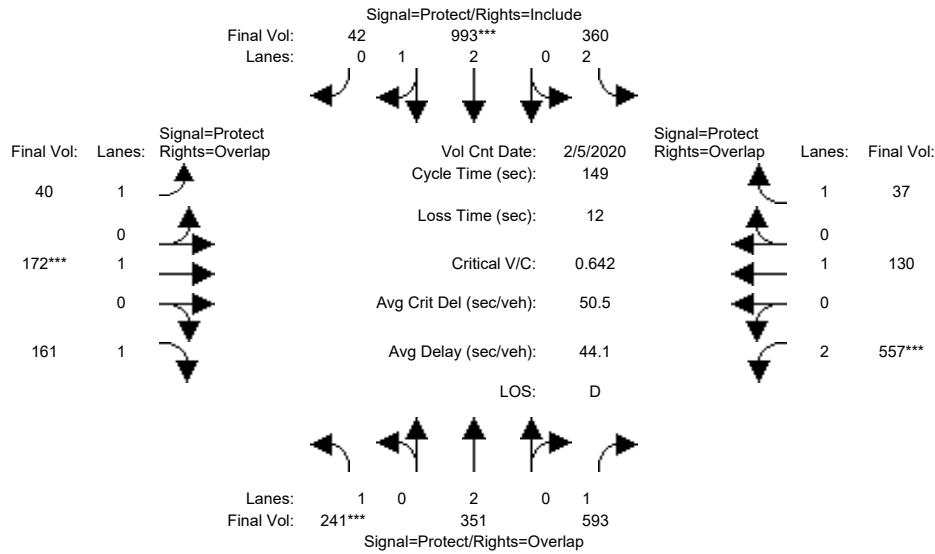


Street Name:	Fair Oaks Ave						Tasman Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	5 Feb 2020 << 8:45 - 9:45											
Base Vol:	81	1134	223	65	229	14	39	133	278	579	113	203
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	81	1134	223	65	229	14	39	133	278	579	113	203
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:	81	1134	223	65	229	14	39	133	278	579	113	203
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	81	1134	223	65	229	14	39	133	278	579	113	203
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	1134	223	65	229	14	39	133	278	579	113	203
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	81	1134	223	65	229	14	39	133	278	579	113	203
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	0.98	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.82	0.18	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	5277	323	1750	1900	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.30	0.13	0.02	0.04	0.04	0.02	0.07	0.16	0.18	0.06	0.12
Crit Moves:	****			****			****			****		
Green Time:	30.8	67.2	108.6	7.0	43.5	43.5	21.6	25.4	56.1	41.4	45.1	52.1
Volume/Cap:	0.23	0.68	0.18	0.45	0.15	0.15	0.16	0.42	0.43	0.68	0.20	0.34
Uniform Del:	51.2	34.3	7.4	71.1	41.0	41.0	57.7	57.2	36.5	49.9	40.4	37.6
IncrementDel:	0.3	1.1	0.1	2.2	0.0	0.0	0.3	0.9	0.5	2.2	0.2	0.3
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	51.5	35.4	7.4	73.4	41.0	41.0	58.0	58.2	36.9	52.1	40.6	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:	51.5	35.4	7.4	73.4	41.0	41.0	58.0	58.2	36.9	52.1	40.6	38.0
LOS by Move:	D-	D+	A	E	D	D	E+	E+	D+	D-	D	D+
HCM2kAvgQ:	3	21	4	2	3	3	2	6	10	14	4	7

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

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

Intersection #34: Fair Oaks Ave & Tasman Dr



Street Name:	Fair Oaks Ave						Tasman Dr					
	North Bound			South Bound			East Bound			West Bound		
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:	5 Feb 2020	<< 5:15	- 6:15
Base Vol:	241 351 593	360 993 42	40 172 161	557 130 37	
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	
Initial Bse:	241 351 593	360 993 42	40 172 161	557 130 37	
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:	241 351 593	360 993 42	40 172 161	557 130 37	
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	
PHF Volume:	241 351 593	360 993 42	40 172 161	557 130 37	
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0	
Reduced Vol:	241 351 593	360 993 42	40 172 161	557 130 37	
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	
Final Volume:	241 351 593	360 993 42	40 172 161	557 130 37	

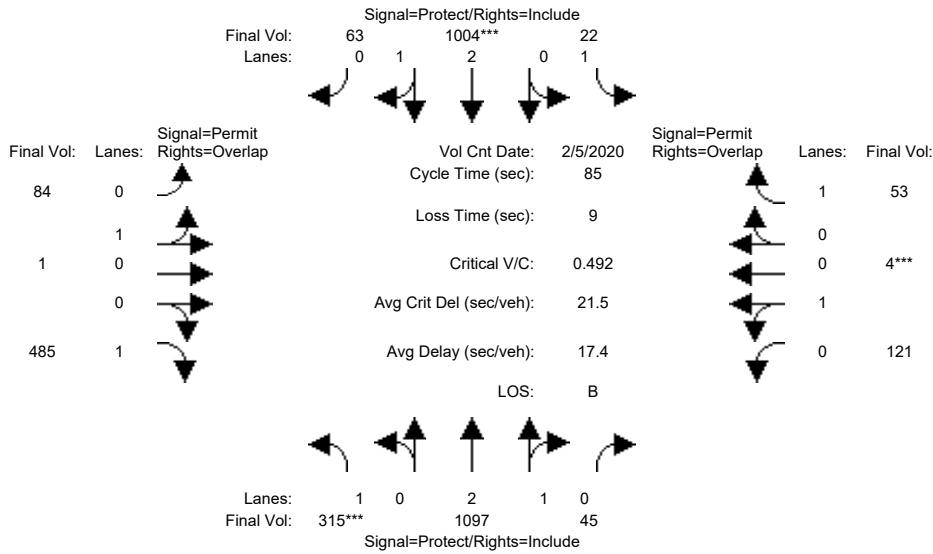
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	0.98	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.87	0.13	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	5372	227	1750	1900	1750	3150	1900	1750

Capacity Analysis Module:												
Vol/Sat:	0.14	0.09	0.34	0.11	0.18	0.18	0.02	0.09	0.09	0.18	0.07	0.02
Crit Moves:	***			****			****			****		
Green Time:	32.0	43.9	85.0	31.0	42.9	42.9	25.3	21.0	53.0	41.1	36.8	67.8
Volume/Cap:	0.64	0.31	0.59	0.55	0.64	0.64	0.13	0.64	0.26	0.64	0.28	0.05
Uniform Del:	53.3	40.8	20.8	52.8	46.3	46.3	52.6	60.4	34.1	47.5	45.3	22.6
IncrementDel:	3.7	0.2	1.0	1.0	0.9	0.9	0.2	5.2	0.2	1.6	0.3	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	57.0	41.0	21.8	53.8	47.2	47.2	52.8	65.6	34.3	49.1	45.7	22.6
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:	57.0	41.0	21.8	53.8	47.2	47.2	52.8	65.6	34.3	49.1	45.7	22.6
LOS by Move:	E+	D	C+	D-	D	D	D-	E	C-	D	D	C+
HCM2kAvgQ:	11	6	19	9	14	14	2	8	5	13	5	1

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

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

Intersection #35: Fair Oaks Ave & E Weddell Dr



Street Name:	Fair Oaks Ave						E Weddell Dr					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	5 Feb 2020	<<	7:30 - 8:30						
Base Vol:	315	1097	45	22	1004	63	84	1	485	121	4	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	315	1097	45	22	1004	63	84	1	485	121	4	53
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	315	1097	45	22	1004	63	84	1	485	121	4	53
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	315	1097	45	22	1004	63	84	1	485	121	4	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	315	1097	45	22	1004	63	84	1	485	121	4	53
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	315	1097	45	22	1004	63	84	1	485	121	4	53

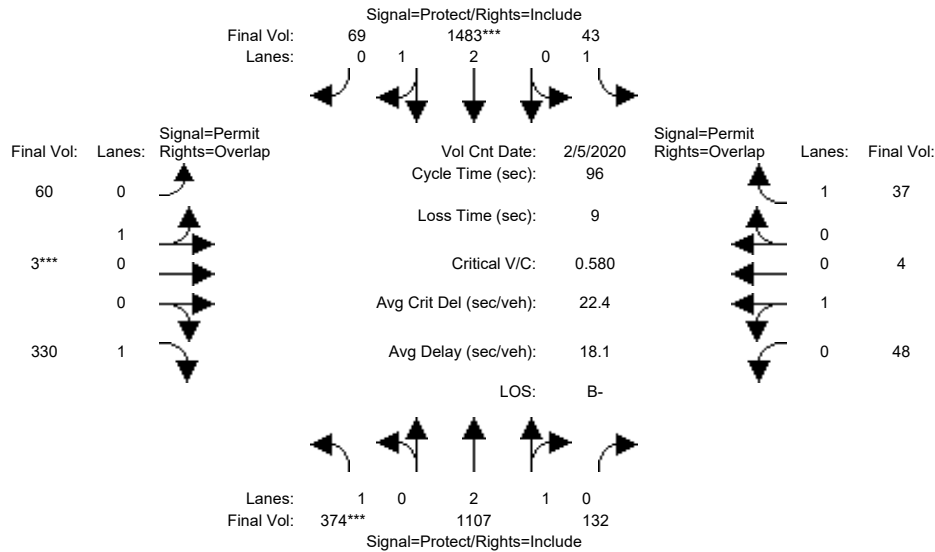
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.88	0.12	1.00	2.82	0.18	0.99	0.01	1.00	0.97	0.03	1.00
Final Sat.:	1750	5379	221	1750	5269	331	1779	21	1750	1742	58	1750

Capacity Analysis Module:												
Vol/Sat:	0.18	0.20	0.20	0.01	0.19	0.19	0.05	0.05	0.28	0.07	0.07	0.03
Crit Moves:	***			****						****		
Green Time:	31.1	45.6	45.6	18.4	32.9	32.9	12.0	12.0	43.1	12.0	12.0	30.4
Volume/Cap:	0.49	0.38	0.38	0.06	0.49	0.49	0.33	0.33	0.55	0.49	0.49	0.08
Uniform Del:	20.8	11.5	11.5	26.4	19.7	19.7	32.9	32.9	14.3	33.7	33.7	18.1
IncrementDel:	0.6	0.1	0.1	0.1	0.2	0.2	0.8	0.8	0.7	1.5	1.5	0.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	21.4	11.6	11.6	26.5	19.9	19.9	33.7	33.7	15.0	35.2	35.2	18.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.4	11.6	11.6	26.5	19.9	19.9	33.7	33.7	15.0	35.2	35.2	18.1
LOS by Move:	C+	B+	B+	C	B-	B-	C-	C-	B	D+	D+	B-
HCM2kAvgQ:	7	6	6	0	7	7	2	2	10	4	4	1

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

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

Intersection #35: Fair Oaks Ave & E Weddell Dr



Street Name:	Fair Oaks Ave						E Weddell Dr					
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:	5 Feb 2020	<<	5:00 - 6:00
Base Vol:	374	1107	132	43	1483	69
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	374	1107	132	43	1483	69
Added Vol:	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0
Initial Fut:	374	1107	132	43	1483	69
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	374	1107	132	43	1483	69
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	374	1107	132	43	1483	69
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	374	1107	132	43	1483	69

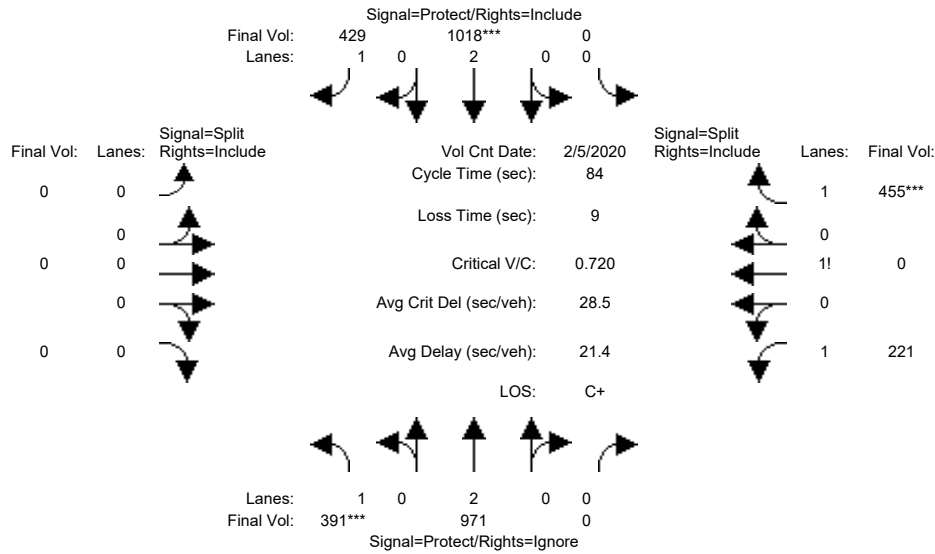
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.67	0.33	1.00	2.86	0.14	0.95	0.05	1.00	0.92	0.08	1.00
Final Sat.:	1750	5003	597	1750	5351	249	1714	86	1750	1662	138	1750

Capacity Analysis Module:												
Vol/Sat:	0.21	0.22	0.22	0.02	0.28	0.28	0.04	0.04	0.19	0.03	0.03	0.02
Crit Moves:	***			****			****					
Green Time:	33.5	57.9	57.9	19.1	43.5	43.5	10.0	10.0	43.5	10.0	10.0	29.1
Volume/Cap:	0.61	0.37	0.37	0.12	0.61	0.61	0.34	0.34	0.42	0.28	0.28	0.07
Uniform Del:	25.9	9.7	9.7	31.6	19.9	19.9	39.9	39.9	17.7	39.7	39.7	23.8
IncrcmntDel:	1.8	0.1	0.1	0.2	0.4	0.4	1.1	1.1	0.4	0.8	0.8	0.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	27.7	9.8	9.8	31.7	20.3	20.3	41.0	41.0	18.0	40.5	40.5	23.9
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:	27.7	9.8	9.8	31.7	20.3	20.3	41.0	41.0	18.0	40.5	40.5	23.9
LOS by Move:	C	A	A	C	C+	C+	D	D	B-	D	D	C
HCM2kAvgQ:	10	6	6	1	11	11	2	2	7	2	2	1

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

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

Intersection #36: Fair Oaks Ave & US 101 NB Ramps



Street Name:	Fair Oaks Ave						US 101 NB Ramps					
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	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	0.0	4.0	4.0	0.0	0.0	0.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	5 Feb 2020	<<	7:30 - 8:30						
Base Vol:	391	971	0	0	1018	595	0	0	0	221	0	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:	391	971	0	0	1018	595	0	0	0	221	0	455
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:	391	971	0	0	1018	595	0	0	0	221	0	455
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	391	971	0	0	1018	595	0	0	0	221	0	455
Reduct Vol:	0	0	0	0	0	166	0	0	0	0	0	0
Reduced Vol:	391	971	0	0	1018	429	0	0	0	221	0	455
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	391	971	0	0	1018	429	0	0	0	221	0	455

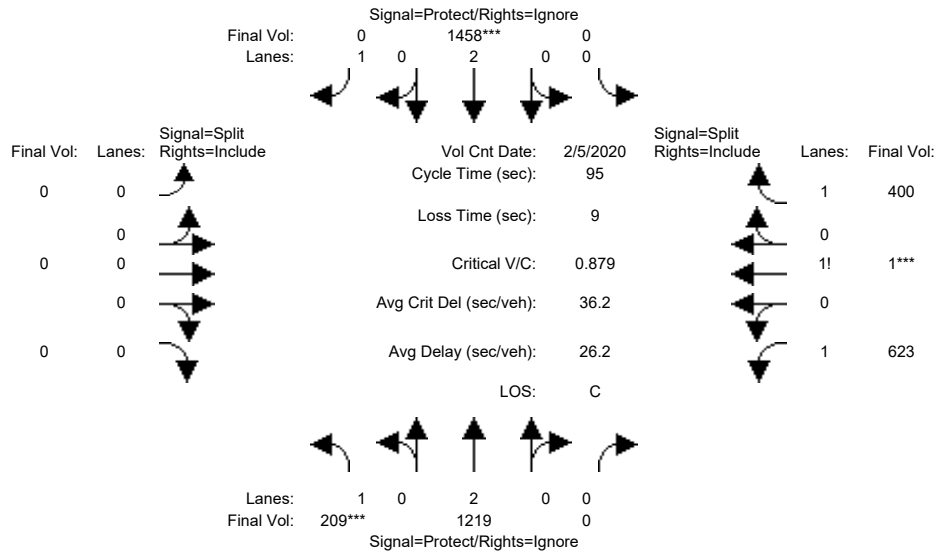
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.95
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	1.33	0.00	1.67
Final Sat.:	1750	3800	0	0	3800	1750	0	0	0	2333	0	3000

Capacity Analysis Module:												
Vol/Sat:	0.22	0.26	0.00	0.00	0.27	0.25	0.00	0.00	0.00	0.09	0.00	0.15
Crit Moves:	***				****							****
Green Time:	26.1	57.3	0.0	0.0	31.2	31.2	0.0	0.0	0.0	17.7	0.0	17.7
Volume/Cap:	0.72	0.37	0.00	0.00	0.72	0.66	0.00	0.00	0.00	0.45	0.00	0.72
Uniform Del:	25.7	5.7	0.0	0.0	22.6	21.9	0.0	0.0	0.0	28.9	0.0	30.9
IncrementDel:	4.7	0.1	0.0	0.0	1.8	2.5	0.0	0.0	0.0	0.2	0.0	2.7
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	30.4	5.8	0.0	0.0	24.5	24.4	0.0	0.0	0.0	29.1	0.0	33.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.4	5.8	0.0	0.0	24.5	24.4	0.0	0.0	0.0	29.1	0.0	33.6
LOS by Move:	C	A	A	A	C	C	A	A	A	C	A	C-
HCM2kAvgQ:	11	5	0	0	11	10	0	0	0	4	0	8

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

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

Intersection #36: Fair Oaks Ave & US 101 NB Ramps



Street Name:	Fair Oaks Ave						US 101 NB Ramps					
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	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	0.0	4.0	4.0	0.0	0.0	0.0	4.0	4.0	4.0

Volume Module:	>> Count	Date:	5 Feb 2020	<< 5:00 - 6:00
Base Vol:	209 1219 0	0 1458 439	0 0 0	623 1 400
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	209 1219 0	0 1458 439	0 0 0	623 1 400
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:	209 1219 0	0 1458 439	0 0 0	623 1 400
User Adj:	1.00 1.00 0.00	1.00 1.00 0.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	1.00 1.00 0.00	1.00 1.00 0.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Volume:	209 1219 0	0 1458 0	0 0 0	623 1 400
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	209 1219 0	0 1458 0	0 0 0	623 1 400
PCE Adj:	1.00 1.00 0.00	1.00 1.00 0.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 0.00	1.00 1.00 0.00	1.00 1.00 1.00	1.00 1.00 1.00
Final Volume:	209 1219 0	0 1458 0	0 0 0	623 1 400

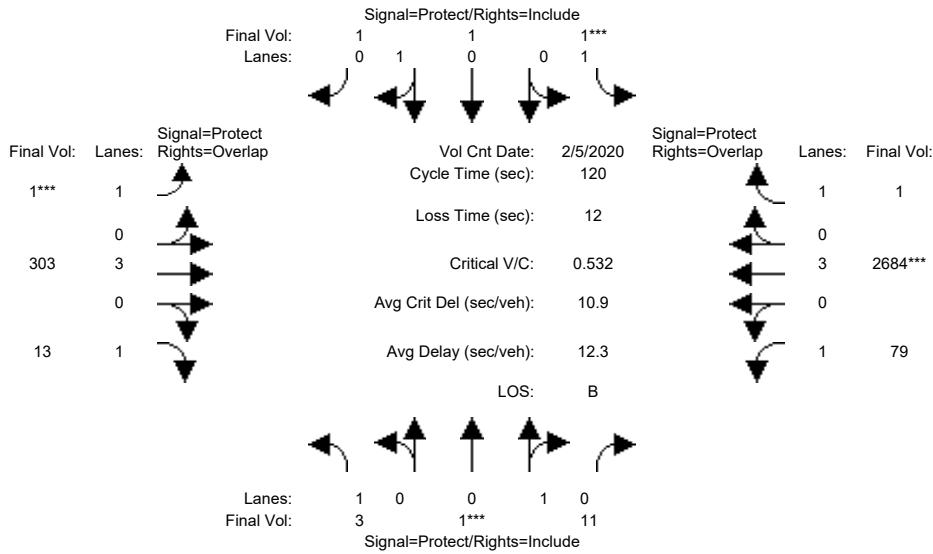
Saturation Flow Module:												
Sat/Lane:	1900 1900 1900	1900 1900 1900	1900 1900 1900	1900 1900 1900								
Adjustment:	0.92 1.00 0.92	0.92 1.00 0.92	0.92 1.00 0.92	0.92 0.92 0.92								
Lanes:	1.00 2.00 0.00	0.00 2.00 1.00	0.00 0.00 0.00	1.60 0.01 1.39								
Final Sat.:	1750 3800 0	0 3800 1750	0 0 0	2814 3 2433								

Capacity Analysis Module:												
Vol/Sat:	0.12 0.32 0.00	0.00 0.38 0.00	0.00 0.00 0.00	0.22 0.29 0.16								
Crit Moves:	***	****		****								
Green Time:	12.9 54.4 0.0	0.0 41.5 0.0	0.0 0.0 0.0	31.6 31.6 31.6								
Volume/Cap:	0.88 0.56 0.00	0.00 0.88 0.00	0.00 0.00 0.00	0.66 0.88 0.49								
Uniform Del:	40.3 12.8 0.0	0.0 24.5 0.0	0.0 0.0 0.0	27.1 29.9 25.3								
IncrementDel:	29.0 0.3 0.0	0.0 5.8 0.0	0.0 0.0 0.0	1.1 7.9 0.2								
InitQueueDel:	0.0 0.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0								
Delay Adj:	1.00 1.00 0.00	0.00 1.00 0.00	0.00 0.00 0.00	1.00 1.00 1.00								
Delay/Veh:	69.3 13.1 0.0	0.0 30.3 0.0	0.0 0.0 0.0	28.2 37.8 25.5								
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:	69.3 13.1 0.0	0.0 30.3 0.0	0.0 0.0 0.0	28.2 37.8 25.5								
LOS by Move:	E B A	A C A	A A A	C D+ C								
HCM2kAvgQ:	10 11 0	0 20 0	0 0 0	11 19 8								

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

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

Intersection #37: Twin Creeks Dwy & E Caribbean Dr



Street Name:	Twin Creeks Dwy						E Caribbean Dr					
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:	5 Feb 2020	<<	8:45 - 9:45						
Base Vol:	3	1	11	1	1	1	1	303	13	79	2684	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	1	11	1	1	1	1	303	13	79	2684	1
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	1	11	1	1	1	1	303	13	79	2684	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	1	11	1	1	1	1	303	13	79	2684	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	1	11	1	1	1	1	303	13	79	2684	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	3	1	11	1	1	1	1	303	13	79	2684	1

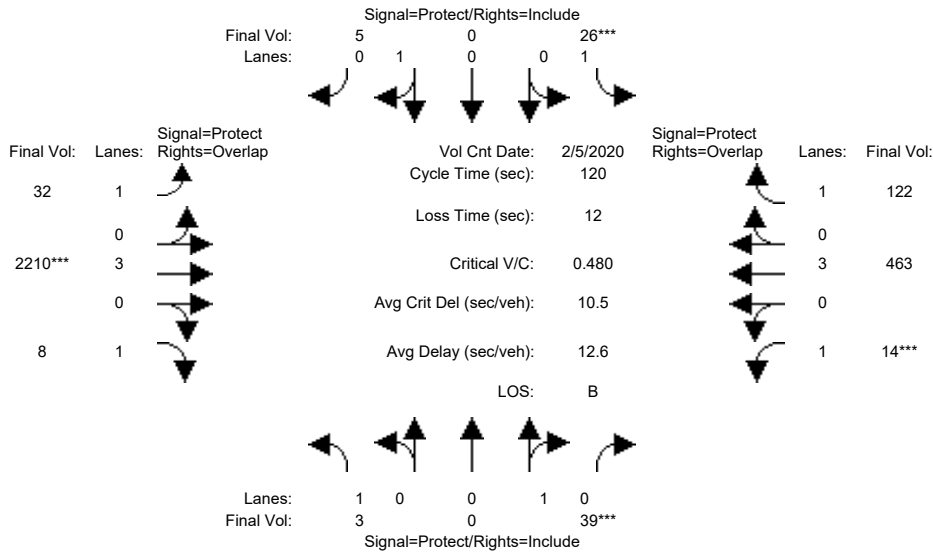
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.08	0.92	1.00	0.50	0.50	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	150	1650	1750	900	900	1750	5700	1750	1750	5700	1750

Capacity Analysis Module:												
Vol/Sat:	0.00	0.01	0.01	0.00	0.00	0.00	0.00	0.05	0.01	0.05	0.47	0.00
Crit Moves:	****			****			****			****		
Green Time:	7.0	10.0	10.0	7.0	10.0	10.0	7.0	53.5	60.5	37.5	84.0	91.0
Volume/Cap:	0.03	0.08	0.08	0.01	0.01	0.01	0.01	0.12	0.01	0.14	0.67	0.00
Uniform Del:	53.3	50.8	50.8	53.2	50.5	50.5	53.2	19.4	14.8	29.7	10.2	3.5
IncrementDel:	0.1	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.5	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	53.4	51.0	51.0	53.3	50.5	50.5	53.3	19.5	14.9	29.8	10.7	3.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.4	51.0	51.0	53.3	50.5	50.5	53.3	19.5	14.9	29.8	10.7	3.5
LOS by Move:	D-	D	D	D-	D	D	D-	B-	B	C	B+	A
HCM2kAvgQ:	0	0	0	0	0	0	0	2	0	2	18	0

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

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

Intersection #37: Twin Creeks Dwy & E Caribbean Dr



Street Name:	Twin Creeks Dwy						E Caribbean Dr					
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:	5 Feb 2020	<<	4:30 - 5:30						
Base Vol:	3	0	39	26	0	5	32	2210	8	14	463	122
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	0	39	26	0	5	32	2210	8	14	463	122
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	0	39	26	0	5	32	2210	8	14	463	122
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	0	39	26	0	5	32	2210	8	14	463	122
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	0	39	26	0	5	32	2210	8	14	463	122
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	3	0	39	26	0	5	32	2210	8	14	463	122

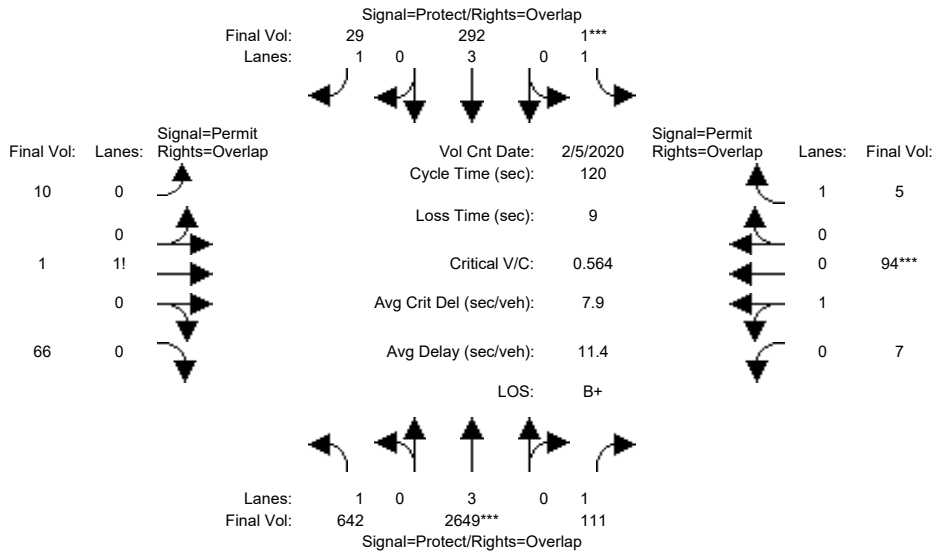
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	1.00	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	0	1800	1750	0	1800	1750	5700	1750	1750	5700	1750

Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.02	0.01	0.00	0.00	0.02	0.39	0.00	0.01	0.08	0.07
Crit Moves:			****	****				****		****		
Green Time:	16.2	0.0	10.0	7.0	0.0	7.0	37.5	84.0	100.2	7.0	53.5	60.5
Volume/Cap:	0.01	0.00	0.26	0.25	0.00	0.05	0.06	0.55	0.01	0.14	0.18	0.14
Uniform Del:	44.9	0.0	51.5	54.0	0.0	53.4	28.9	8.8	1.6	53.6	20.0	15.8
IncrementDel:	0.0	0.0	0.9	1.3	0.0	0.2	0.0	0.2	0.0	0.6	0.0	0.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	45.0	0.0	52.5	55.3	0.0	53.5	29.0	9.0	1.6	54.2	20.1	15.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.0	0.0	52.5	55.3	0.0	53.5	29.0	9.0	1.6	54.2	20.1	15.9
LOS by Move:	D	A	D-	E+	A	D-	C	A	A	D-	C+	B
HCM2kAvgQ:	0	0	2	1	0	0	1	13	0	1	3	2

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

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

Intersection #38: E Carribean Dr & Moffett Park Dr/Baylands Park



Street Name:	E Carribean Dr						Moffett Park Dr/Baylands Park					
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:	5 Feb 2020	<<	8:00 - 9:00						
Base Vol:	642	2649	111	1	292	29	10	1	66	7	94	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	642	2649	111	1	292	29	10	1	66	7	94	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	642	2649	111	1	292	29	10	1	66	7	94	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	642	2649	111	1	292	29	10	1	66	7	94	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	642	2649	111	1	292	29	10	1	66	7	94	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	642	2649	111	1	292	29	10	1	66	7	94	5

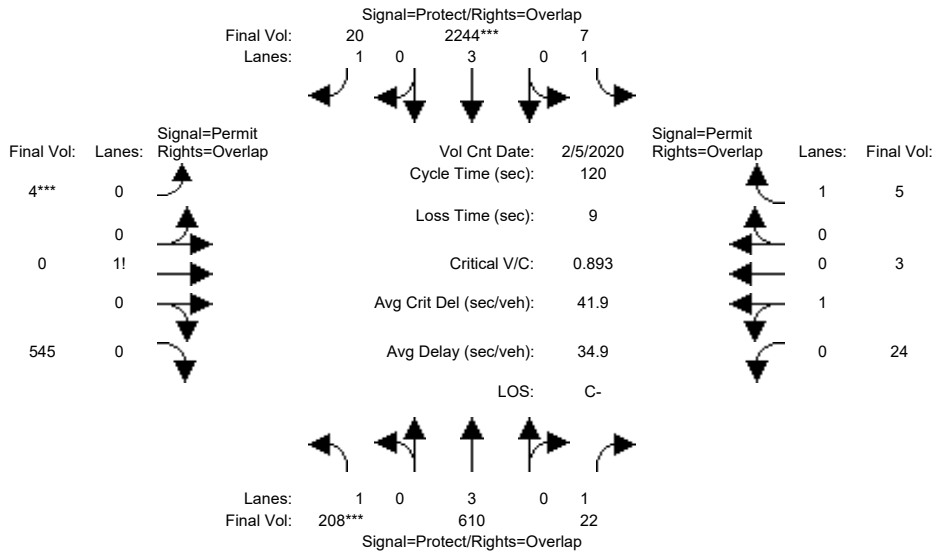
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	0.13	0.01	0.86	0.07	0.93	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	227	23	1500	125	1675	1750

Capacity Analysis Module:												
Vol/Sat:	0.37	0.46	0.06	0.00	0.05	0.02	0.04	0.04	0.04	0.06	0.06	0.00
Crit Moves:	****			****						****		
Green Time:	81.3	92.8	92.8	7.0	18.5	18.5	11.2	11.2	92.5	11.2	11.2	18.2
Volume/Cap:	0.54	0.60	0.08	0.01	0.33	0.11	0.47	0.47	0.06	0.60	0.60	0.02
Uniform Del:	9.8	5.8	3.3	53.2	45.3	43.7	51.6	51.6	3.3	52.3	52.3	43.3
IncrementDel:	0.5	0.2	0.0	0.0	0.2	0.2	2.1	2.1	0.0	6.0	6.0	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	10.4	6.0	3.3	53.3	45.5	43.8	53.7	53.7	3.3	58.2	58.2	43.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.4	6.0	3.3	53.3	45.5	43.8	53.7	53.7	3.3	58.2	58.2	43.3
LOS by Move:	B+	A	A	D-	D	D	D-	D-	A	E+	E+	D
HCM2kAvgQ:	13	14	1	0	3	1	3	3	1	5	5	0

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

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

Intersection #38: E Carribean Dr & Moffett Park Dr/Baylands Park



Street Name:	E Carribean Dr						Moffett Park Dr/Baylands Park					
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:	5 Feb 2020	<<	4:45 - 5:45						
Base Vol:	208	610	22	7	2244	20	4	0	545	24	3	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	208	610	22	7	2244	20	4	0	545	24	3	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	208	610	22	7	2244	20	4	0	545	24	3	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	208	610	22	7	2244	20	4	0	545	24	3	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	208	610	22	7	2244	20	4	0	545	24	3	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	208	610	22	7	2244	20	4	0	545	24	3	5

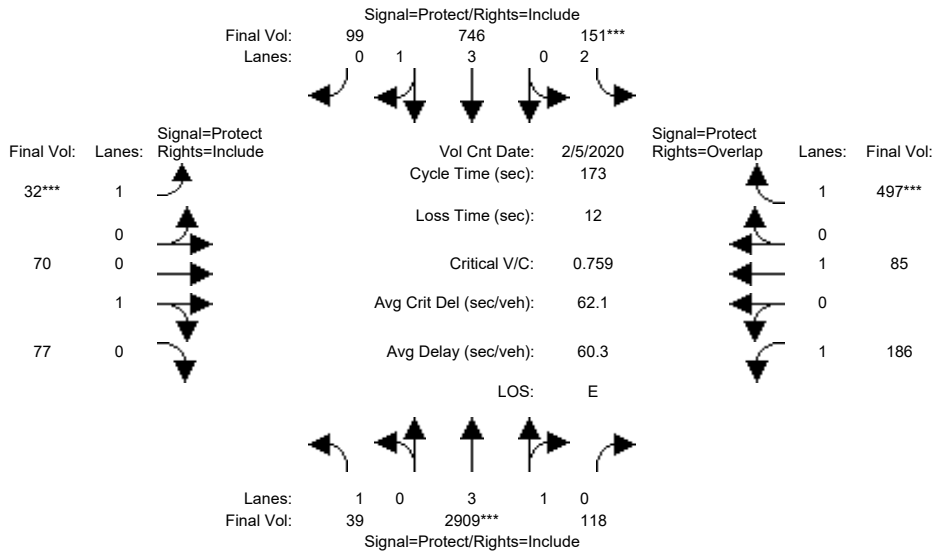
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	0.01	0.00	0.99	0.89	0.11	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	13	0	1737	1600	200	1750

Capacity Analysis Module:												
Vol/Sat:	0.12	0.11	0.01	0.00	0.39	0.01	0.31	0.00	0.31	0.02	0.02	0.00
Crit Moves:	***			****			****					
Green Time:	16.0	44.6	44.6	24.3	52.9	52.9	42.1	0.0	58.1	42.1	42.1	66.4
Volume/Cap:	0.89	0.29	0.03	0.02	0.89	0.03	0.89	0.00	0.65	0.04	0.04	0.01
Uniform Del:	51.2	26.6	24.0	38.3	31.0	19.0	36.8	0.0	23.3	25.6	25.6	12.0
IncrementDel:	32.1	0.1	0.0	0.0	4.5	0.0	15.4	0.0	1.8	0.0	0.0	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Delay/Veh:	83.3	26.6	24.0	38.3	35.5	19.0	52.2	0.0	25.0	25.7	25.7	12.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	83.3	26.6	24.0	38.3	35.5	19.0	52.2	0.0	25.0	25.7	25.7	12.0
LOS by Move:	F	C	C	D+	D+	B-	D-	A	C	C	C	B+
HCM2kAvgQ:	11	5	1	0	27	0	24	0	17	1	1	0

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

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

Intersection #39: Lawrence Expwy & Persian Dr/Elko Dr



Street Name:	Lawrence Expwy						Persian Dr/Elko Dr					
	North Bound			South Bound			East Bound			West Bound		
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	103	103	13	108	108	14	16	16	16	21	21
Y+R:	5.5	6.2	6.2	5.7	6.2	6.2	5.0	5.8	5.8	5.6	5.3	5.3

Volume Module:	>>	Count	Date:	5 Feb 2020	<<	7:45 - 8:45						
Base Vol:	39	2909	118	151	746	99	32	70	77	186	85	497
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	39	2909	118	151	746	99	32	70	77	186	85	497
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:	39	2909	118	151	746	99	32	70	77	186	85	497
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	39	2909	118	151	746	99	32	70	77	186	85	497
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	2909	118	151	746	99	32	70	77	186	85	497
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	39	2909	118	151	746	99	32	70	77	186	85	497

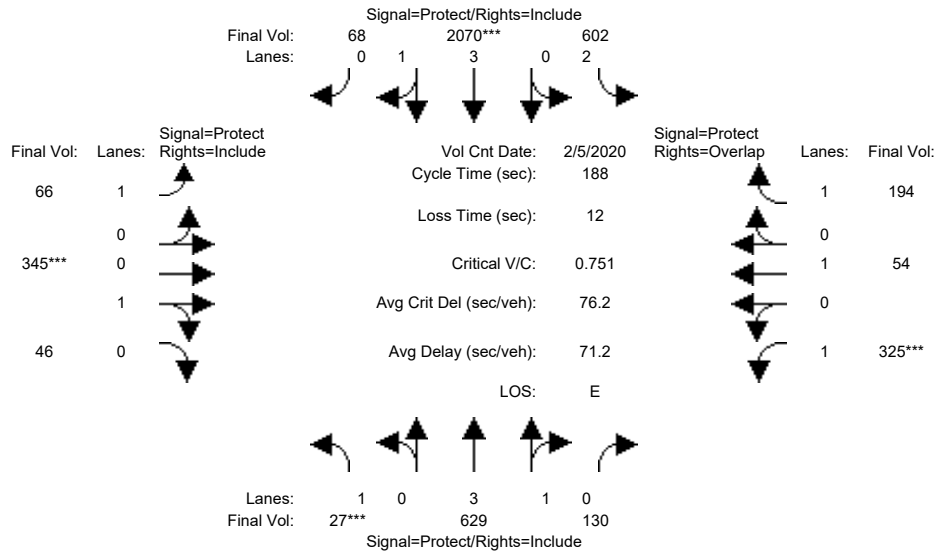
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	0.99	0.95	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	3.84	0.16	2.00	3.51	0.49	1.00	0.48	0.52	1.00	1.00	1.00
Final Sat.:	1750	7207	292	3150	6620	879	1750	857	943	1750	1900	1750

Capacity Analysis Module:												
Vol/Sat:	0.02	0.40	0.40	0.05	0.11	0.11	0.02	0.08	0.08	0.11	0.04	0.28
Crit Moves:	****			****			****			****		
Green Time:	8.5	103	102.8	13.3	108	107.8	14.0	16.2	16.2	16.4	20.7	34.0
Volume/Cap:	0.45	0.68	0.68	0.62	0.18	0.18	0.23	0.87	0.87	1.12	0.37	1.44
Uniform Del:	80.0	23.9	23.9	77.4	13.8	13.8	74.4	77.4	77.4	78.3	70.2	69.5
IncrementDel:	3.8	0.4	0.4	5.0	0.0	0.0	0.8	35.8	35.8	106.1	1.0	215.8
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	83.8	24.3	24.3	82.4	13.9	13.9	75.2	113	113.2	184.4	71.2	285.3
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:	83.8	24.3	24.3	82.4	13.9	13.9	75.2	113	113.2	184.4	71.2	285.3
LOS by Move:	F	C	C	F	B	B	E-	F	F	F	E	F
HCM2kAvgQ:	2	26	26	6	5	5	2	11	11	16	4	50

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

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

Intersection #39: Lawrence Expwy & Persian Dr/Elko Dr



Street Name:	Lawrence Expwy						Persian Dr/Elko Dr					
	North Bound			South Bound			East Bound			West Bound		
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	48	48	42	82	82	24	50	50	24	51	51
Y+R:	5.5	6.2	6.2	5.7	6.2	6.2	5.0	5.8	5.8	5.6	5.3	5.3

Volume Module:	>>	Count	Date:	5 Feb 2020	<<	4:45 - 5:45
Base Vol:	27	629	130	602	2070	68
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	629	130	602	2070	68
Added Vol:	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0
Initial Fut:	27	629	130	602	2070	68
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	27	629	130	602	2070	68
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	27	629	130	602	2070	68
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	27	629	130	602	2070	68

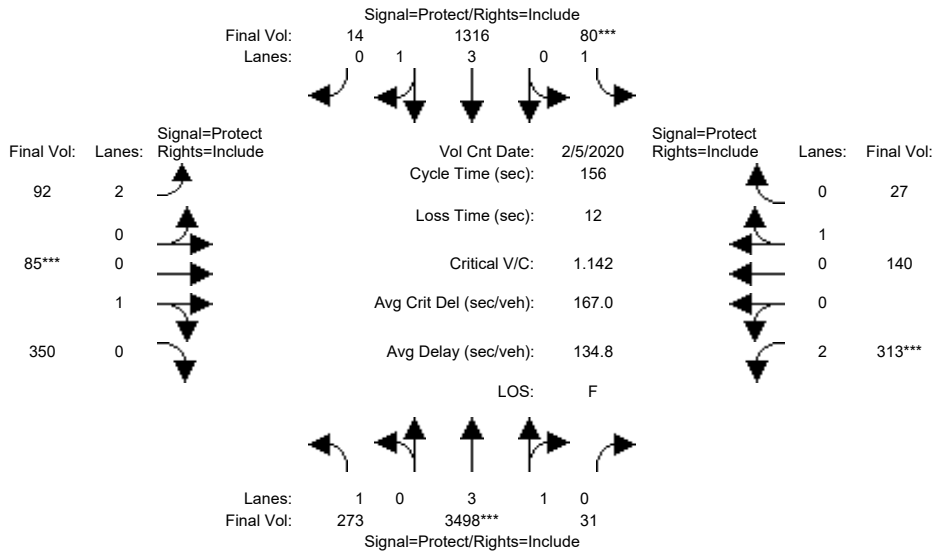
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.83	0.99	0.95	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	3.29	0.71	2.00	3.87	0.13	1.00	0.88	0.12	1.00	1.00	1.00
Final Sat.:	1750	6213	1284	3150	7261	239	1750	1588	212	1750	1900	1750

Capacity Analysis Module:												
Vol/Sat:	0.02	0.10	0.10	0.19	0.29	0.29	0.04	0.22	0.22	0.19	0.03	0.11
Crit Moves:	***			****			****			****		
Green Time:	9.5	47.8	47.8	42.3	81.8	81.8	24.0	50.2	50.2	24.4	50.7	93.0
Volume/Cap:	0.31	0.40	0.40	0.85	0.66	0.66	0.30	0.81	0.81	1.43	0.11	0.22
Uniform Del:	86.1	58.2	58.2	69.8	42.0	42.0	74.3	64.5	64.5	81.8	51.6	27.0
IncrementDel:	2.0	0.1	0.1	9.5	0.5	0.5	0.7	10.2	10.2	217.3	0.1	0.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	88.0	58.3	58.3	79.3	42.4	42.4	75.1	74.7	74.7	299.1	51.7	27.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	88.0	58.3	58.3	79.3	42.4	42.4	75.1	74.7	74.7	299.1	51.7	27.1
LOS by Move:	F	E+	E+	E-	D	D	E-	E	E	F	D-	C
HCM2kAvgQ:	2	9	9	22	24	24	4	24	24	34	2	7

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

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

Intersection #41: Lawrence Expwy & Lakehaven Dr



Street Name:	Lawrence Expwy						Lakehaven Dr					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	33	63	63	13	42	42	12	31	31	26	45	45
Y+R:	6.1	6.2	6.2	5.6	6.2	6.2	5.5	6.0	6.0	5.6	6.1	6.1

Volume Module:	>>	Count	Date:	5 Feb 2020	<<	7:15 - 8:15						
Base Vol:	273	3498	31	80	1316	14	92	85	350	313	140	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	273	3498	31	80	1316	14	92	85	350	313	140	27
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:	273	3498	31	80	1316	14	92	85	350	313	140	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	273	3498	31	80	1316	14	92	85	350	313	140	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	273	3498	31	80	1316	14	92	85	350	313	140	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	273	3498	31	80	1316	14	92	85	350	313	140	27

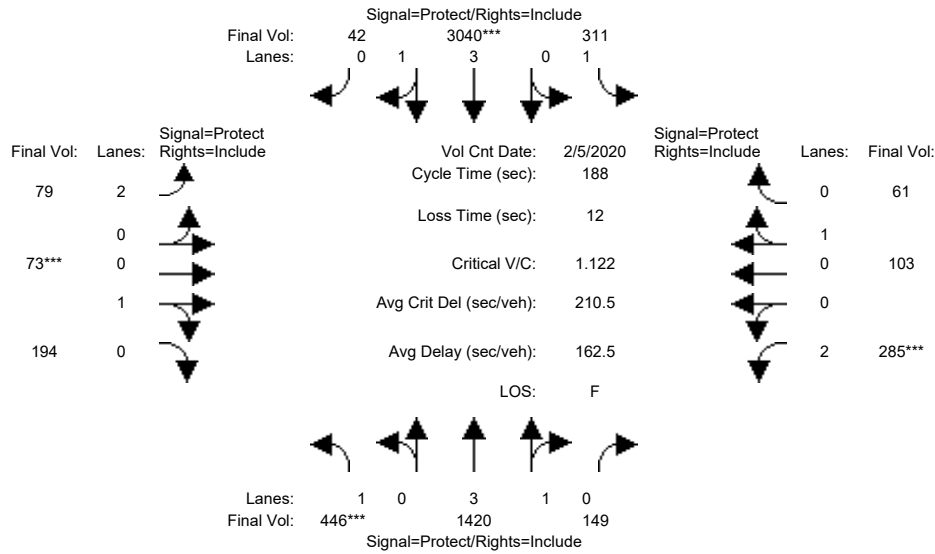
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.99	0.95	0.41	0.38	0.66	0.58	0.38	0.38
Lanes:	1.00	3.96	0.04	1.00	3.96	0.04	2.00	0.30	0.70	2.00	0.84	0.16
Final Sat.:	1750	7434	66	1750	7421	79	1575	215	884	2205	604	116

Capacity Analysis Module:												
Vol/Sat:	0.16	0.47	0.47	0.05	0.18	0.18	0.06	0.40	0.40	0.14	0.23	0.23
Crit Moves:	****			****			****			****		
Green Time:	32.9	62.8	62.8	13.4	41.8	41.8	11.5	31.0	31.0	26.4	44.9	44.9
Volume/Cap:	0.74	1.17	1.17	0.53	0.66	0.66	0.79	1.99	1.99	0.84	0.81	0.81
Uniform Del:	57.5	46.6	46.6	68.3	50.8	50.8	71.1	62.5	62.5	62.7	51.5	51.5
IncrcmntDel:	7.7	79.9	79.9	3.6	0.8	0.8	30.0	462	462.4	15.4	20.2	20.2
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.01	1.14	1.14	1.00	1.04	1.04	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	66.0	133	132.9	71.9	53.9	53.9	101.1	525	524.9	78.1	71.7	71.7
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:	66.0	133	132.9	71.9	53.9	53.9	101.1	525	524.9	78.1	71.7	71.7
LOS by Move:	E	F	F	E	D-	D-	F	F	F	E-	E	E
HCM2kAvgQ:	13	57	57	4	15	15	4	34	57	11	10	10

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

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

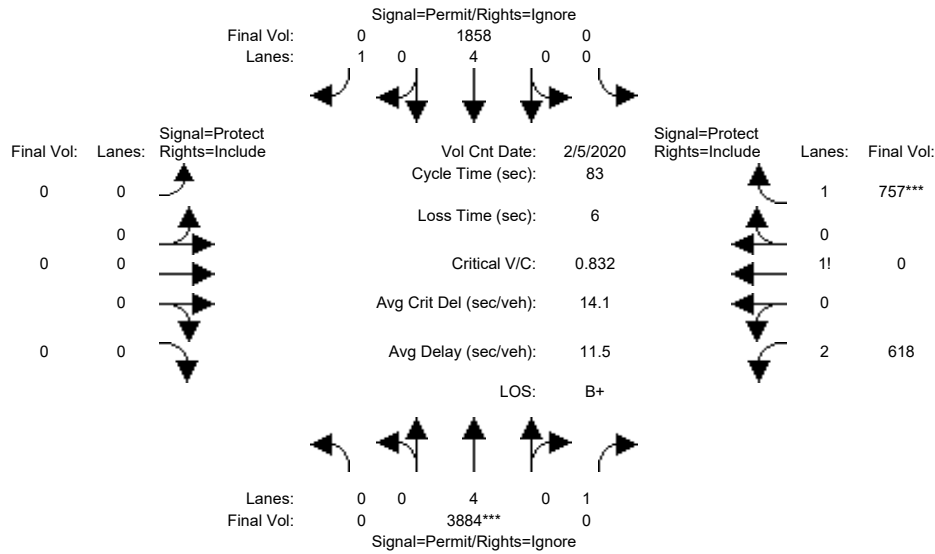
Intersection #41: Lawrence Expwy & Lakehaven Dr



Street Name:	Lawrence Expwy						Lakehaven Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	56	88	88	27	59	59	12	31	31	18	38	38
Y+R:	6.1	6.2	6.2	5.6	6.2	6.2	5.5	6.0	6.0	5.6	6.1	6.1
Volume Module: >> Count Date: 5 Feb 2020 << 5:00 - 6:00												
Base Vol:	446	1420	149	311	3040	42	79	73	194	285	103	61
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	446	1420	149	311	3040	42	79	73	194	285	103	61
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	446	1420	149	311	3040	42	79	73	194	285	103	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	446	1420	149	311	3040	42	79	73	194	285	103	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	446	1420	149	311	3040	42	79	73	194	285	103	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	446	1420	149	311	3040	42	79	73	194	285	103	61
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.99	0.95	0.41	0.38	0.66	0.58	0.38	0.38
Lanes:	1.00	3.60	0.40	1.00	3.94	0.06	2.00	0.40	0.60	2.00	0.63	0.37
Final Sat.:	1750	6787	712	1750	7398	102	1575	286	760	2205	452	268
Capacity Analysis Module:												
Vol/Sat:	0.25	0.21	0.21	0.18	0.41	0.41	0.05	0.26	0.26	0.13	0.23	0.23
Crit Moves:	***				***			***		***		
Green Time:	55.9	87.8	87.8	27.4	58.8	58.8	11.5	31.0	31.0	18.4	37.9	37.9
Volume/Cap:	0.86	0.45	0.45	1.22	1.31	1.31	0.82	1.55	1.55	1.32	1.13	1.13
Uniform Del:	62.3	33.8	33.8	80.3	64.6	64.6	87.2	78.5	78.5	84.8	75.0	75.0
IncrementDel:	13.3	0.1	0.1	128.9	144	144.3	40.3	273	273.5	172.8	114	113.8
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.99	0.81	0.81	1.00	1.07	1.07	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	74.8	27.6	27.6	209.2	214	213.5	127.5	352	352.0	257.6	189	188.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	74.8	27.6	27.6	209.2	214	213.5	127.5	352	352.0	257.6	189	188.9
LOS by Move:	E	C	C	F	F	F	F	F	F	F	F	F
HCM2kAvgQ:	26	12	12	26	65	65	4	21	35	17	15	15
Note: Queue reported is the number of cars per lane.												

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

Intersection #42: Lawrence Expwy & US 101 NB Ramps

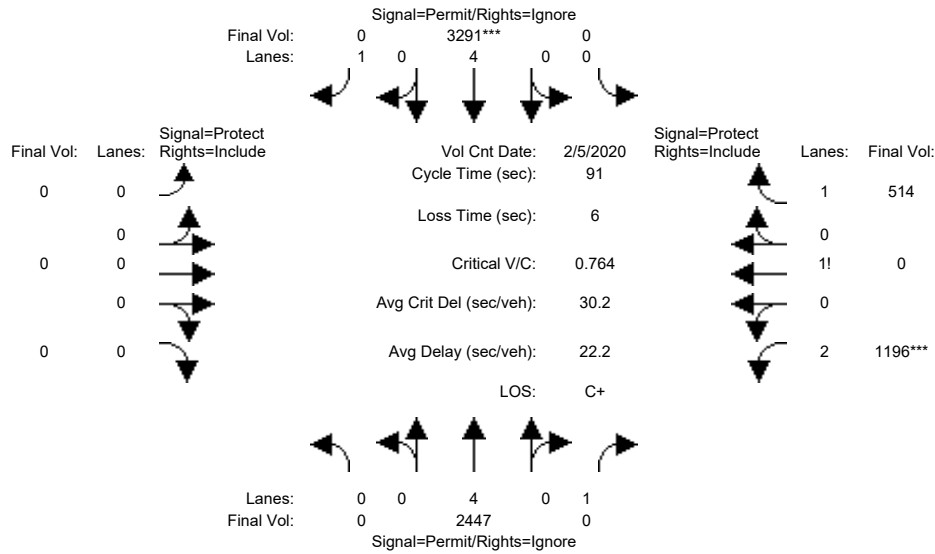


Street Name:	Lawrence Expwy						US 101 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	51	51	0	51	51	0	0	0	21	21	21
Y+R:	0.0	6.2	6.2	0.0	6.2	6.2	0.0	0.0	0.0	5.0	0.0	5.0
Volume Module: >> Count Date: 5 Feb 2020 << 7:30 - 8:30												
Base Vol:	0	3884	0	0	1858	437	0	0	0	618	0	757
Growth Adj:	1.00	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	3884	0	0	1858	437	0	0	0	618	0	757
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	3884	0	0	1858	437	0	0	0	618	0	757
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	3884	0	0	1858	0	0	0	0	618	0	757
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3884	0	0	1858	0	0	0	0	618	0	757
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	3884	0	0	1858	0	0	0	0	618	0	757
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.81	1.00	0.95
Lanes:	0.00	4.00	1.00	0.00	4.00	1.00	0.00	0.00	0.00	2.39	0.00	1.61
Final Sat.:	0	7600	1750	0	7600	1750	0	0	0	3674	0	2900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.51	0.00	0.00	0.24	0.00	0.00	0.00	0.00	0.17	0.00	0.26
Crit Moves:	****											
Green Time:	0.0	50.8	0.0	0.0	50.8	0.0	0.0	0.0	0.0	21.0	21.0	26.0
Volume/Cap:	0.00	0.84	0.00	0.00	0.40	0.00	0.00	0.00	0.00	0.66	0.00	0.83
Uniform Del:	0.0	12.8	0.0	0.0	8.3	0.0	0.0	0.0	0.0	27.8	0.0	26.5
IncrementDel:	0.0	1.4	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.8	0.0	3.8
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.55	0.00	0.00	0.55	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	8.4	0.0	0.0	4.6	0.0	0.0	0.0	0.0	28.7	0.0	30.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.4	0.0	0.0	4.6	0.0	0.0	0.0	0.0	28.7	0.0	30.3
LOS by Move:	A	A	A	A	A	A	A	A	A	C	A	C
HCM2kAvgQ:	0	17	0	0	3	0	0	0	0	8	0	14

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

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

Intersection #42: Lawrence Expwy & US 101 NB Ramps

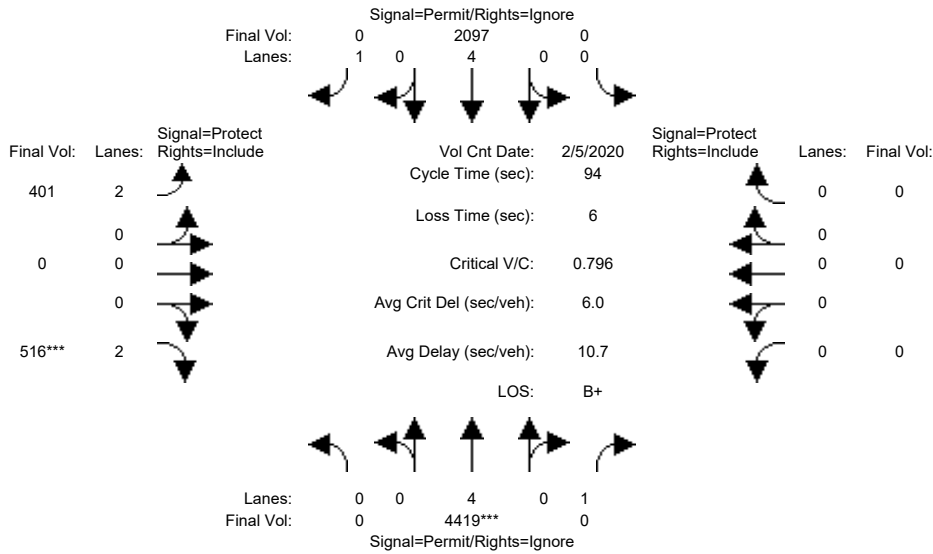


Street Name:	Lawrence Expwy						US 101 NB Ramps						
	North Bound			South Bound			East Bound			West Bound			
Approach:													
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Min. Green:	0	56	56	0	56	56	0	0	0	24	24	24	
Y+R:	0.0	6.2	6.2	0.0	6.2	6.2	0.0	0.0	0.0	5.0	0.0	5.0	
Volume Module: >> Count Date: 5 Feb 2020 << 5:00 - 6:00													
Base Vol:	0	2447	0	0	3291	327	0	0	0	1196	0	514	
Growth Adj:	1.00	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	2447	0	0	3291	327	0	0	0	1196	0	514	
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	2447	0	0	3291	327	0	0	0	1196	0	514	
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	0	2447	0	0	3291	0	0	0	0	1196	0	514	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	0	2447	0	0	3291	0	0	0	0	1196	0	514	
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	
Final Volume:	0	2447	0	0	3291	0	0	0	0	1196	0	514	
Saturation Flow Module:													
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.86	1.00	0.92	
Lanes:	0.00	4.00	1.00	0.00	4.00	1.00	0.00	0.00	0.00	2.63	0.00	1.37	
Final Sat.:	0	7600	1750	0	7600	1750	0	0	0	4266	0	2405	
Capacity Analysis Module:													
Vol/Sat:	0.00	0.32	0.00	0.00	0.43	0.00	0.00	0.00	0.00	0.28	0.00	0.21	
Crit Moves:							****						
Green Time:	0.0	55.8	0.0	0.0	55.8	0.0	0.0	0.0	0.0	24.0	24.0	24.0	
Volume/Cap:	0.00	0.53	0.00	0.00	0.71	0.00	0.00	0.00	0.00	1.06	0.00	0.81	
Uniform Del:	0.0	10.0	0.0	0.0	12.0	0.0	0.0	0.0	0.0	33.5	0.0	31.4	
IncrementDel:	0.0	0.1	0.0	0.0	0.5	0.0	0.0	0.0	0.0	41.3	0.0	2.5	
InitQueueDel:	0.0	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	1.42	0.00	0.00	0.54	0.00	0.00	0.00	0.00	1.00	0.00	1.00	
Delay/Veh:	0.0	14.4	0.0	0.0	7.0	0.0	0.0	0.0	0.0	74.8	0.0	33.8	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	0.0	14.4	0.0	0.0	7.0	0.0	0.0	0.0	0.0	74.8	0.0	33.8	
LOS by Move:	A	B	A	A	A	A	A	A	A	E	A	C-	
HCM2kAvgQ:	0	13	0	0	9	0	0	0	0	24	0	13	

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

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

Intersection #43: Lawrence Expwy & US 101 SB Ramps

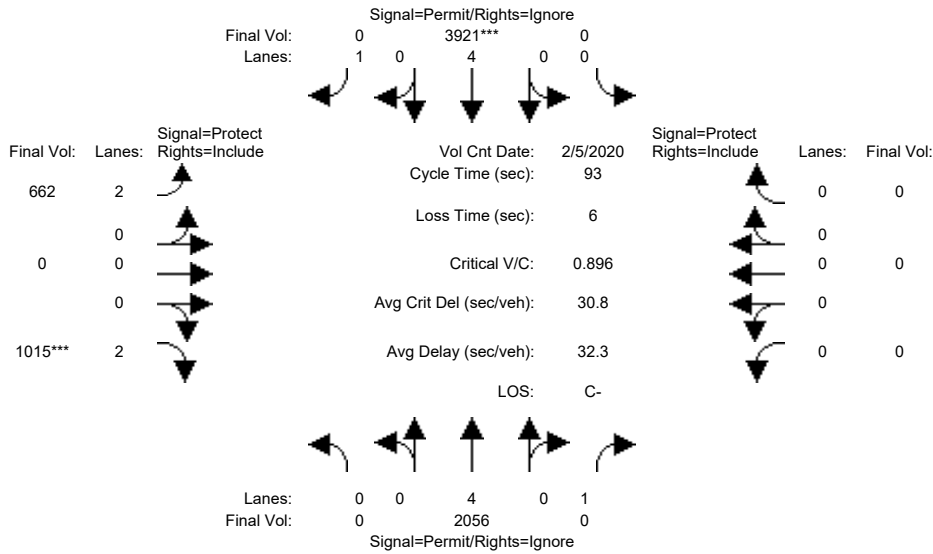


Street Name:	Lawrence Expwy						US 101 SB Ramps					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	69	69	0	51	51	13	13	13	0	0	0
Y+R:	0.0	6.2	6.2	0.0	6.2	6.2	5.5	0.0	5.5	0.0	0.0	0.0
Volume Module: >> Count Date: 5 Feb 2020 << 8:00 - 9:00												
Base Vol:	0	4419	277	0	2097	0	401	0	516	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	4419	277	0	2097	0	401	0	516	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	4419	277	0	2097	0	401	0	516	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	4419	0	0	2097	0	401	0	516	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	4419	0	0	2097	0	401	0	516	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	4419	0	0	2097	0	401	0	516	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	4.00	1.00	0.00	4.00	1.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	7600	1750	0	7600	1750	3150	0	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.58	0.00	0.00	0.28	0.00	0.13	0.00	0.16	0.00	0.00	0.00
Crit Moves:	****						****					
Green Time:	0.0	68.8	0.0	0.0	50.8	0.0	12.5	12.5	19.2	0.0	0.0	0.0
Volume/Cap:	0.00	0.79	0.00	0.00	0.51	0.00	0.96	0.00	0.80	0.00	0.00	0.00
Uniform Del:	0.0	8.1	0.0	0.0	13.7	0.0	40.5	0.0	35.6	0.0	0.0	0.0
IncrementDel:	0.0	0.8	0.0	0.0	0.1	0.0	33.0	0.0	7.2	0.0	0.0	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.10	0.00	0.00	0.70	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	1.7	0.0	0.0	9.7	0.0	73.5	0.0	42.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	1.7	0.0	0.0	9.7	0.0	73.5	0.0	42.8	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	E	A	D	A	A	A
HCM2kAvgQ:	0	7	0	0	7	0	11	0	11	0	0	0

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

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

Intersection #43: Lawrence Expwy & US 101 SB Ramps

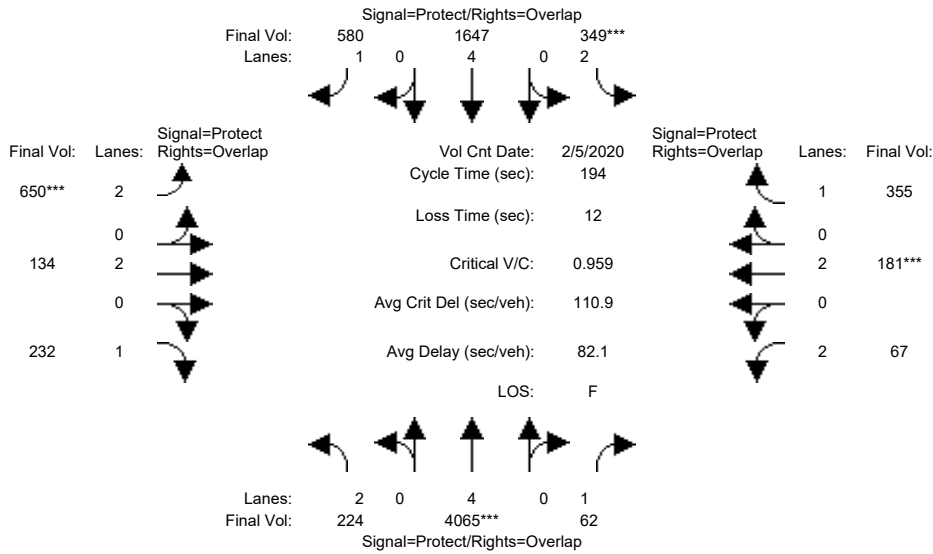


Street Name:	Lawrence Expwy						US 101 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	65	65	0	48	48	17	17	17	0	0	0
Y+R:	0.0	6.2	6.2	0.0	6.2	6.2	5.5	0.0	5.5	0.0	0.0	0.0
Volume Module: >> Count Date: 5 Feb 2020 << 4:30 - 5:30												
Base Vol:	0	2056	220	0	3921	0	662	0	1015	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2056	220	0	3921	0	662	0	1015	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2056	220	0	3921	0	662	0	1015	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2056	0	0	3921	0	662	0	1015	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2056	0	0	3921	0	662	0	1015	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	2056	0	0	3921	0	662	0	1015	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	4.00	1.00	0.00	4.00	1.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	7600	1750	0	7600	1750	3150	0	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.27	0.00	0.00	0.52	0.00	0.21	0.00	0.32	0.00	0.00	0.00
Crit Moves:				****			****					
Green Time:	0.0	64.8	0.0	0.0	47.8	0.0	16.5	16.5	39.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.39	0.00	0.00	1.00	0.00	1.18	0.00	0.77	0.00	0.00	0.00
Uniform Del:	0.0	5.9	0.0	0.0	22.6	0.0	38.3	0.0	23.1	0.0	0.0	0.0
IncrcmntDel:	0.0	0.0	0.0	0.0	15.3	0.0	100.2	0.0	2.8	0.0	0.0	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.27	0.00	0.00	0.74	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	1.6	0.0	0.0	32.1	0.0	138.5	0.0	25.9	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	1.6	0.0	0.0	32.1	0.0	138.5	0.0	25.9	0.0	0.0	0.0
LOS by Move:	A	A	A	A	C-	A	F	A	C	A	A	A
HCM2kAvgQ:	0	2	0	0	37	0	22	0	16	0	0	0

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

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

Intersection #44: Lawrence Expwy & E Duane Ave/Oakmead Pkwy

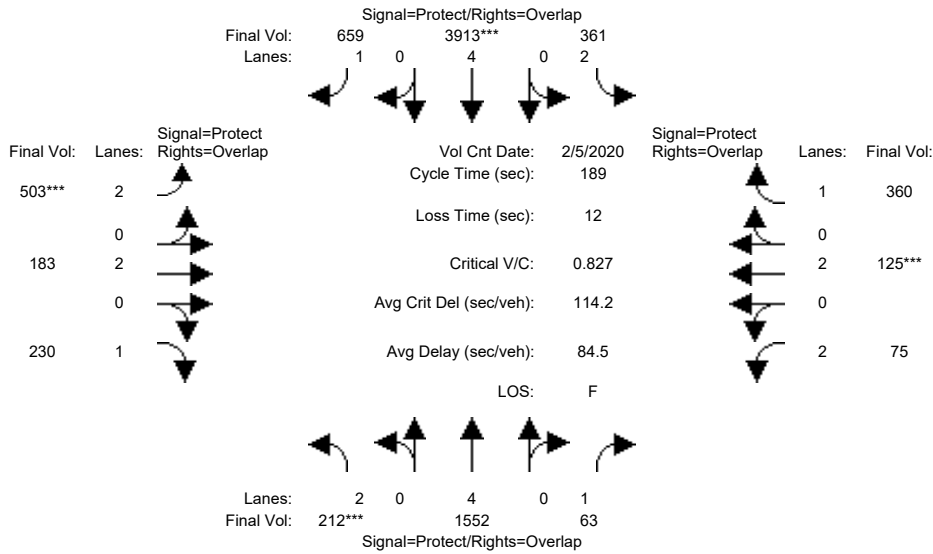


Street Name:	Lawrence Expwy						E Duane Ave/Oakmead Pkwy					
	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	20	99	99	21	100	100	24	36	36	15	26	26
Y+R:	6.4	6.2	6.2	6.3	6.2	6.2	5.6	5.5	5.5	5.6	5.6	5.6
Volume Module: >> Count	Date: 5 Feb 2020 << 7:45 AM - 8:45 AM											
Base Vol:	224	4065	62	349	1647	580	650	134	232	67	181	355
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	224	4065	62	349	1647	580	650	134	232	67	181	355
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:	224	4065	62	349	1647	580	650	134	232	67	181	355
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	224	4065	62	349	1647	580	650	134	232	67	181	355
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	224	4065	62	349	1647	580	650	134	232	67	181	355
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	224	4065	62	349	1647	580	650	134	232	67	181	355
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	7600	1750	3150	7600	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.53	0.04	0.11	0.22	0.33	0.21	0.04	0.13	0.02	0.05	0.20
Crit Moves:	****			****			****			****		
Green Time:	19.6	98.8	114.2	20.7	99.8	124.2	24.4	35.5	55.1	15.4	26.4	47.1
Volume/Cap:	0.70	1.05	0.06	1.04	0.42	0.52	1.64	0.19	0.47	0.27	0.35	0.84
Uniform Del:	84.4	47.6	17.0	86.7	29.2	18.8	84.8	67.1	57.3	84.0	76.0	69.8
IncrementDel:	7.0	29.9	0.0	59.4	0.1	0.4	299.3	0.1	0.7	0.6	0.4	13.4
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.75	0.60	1.00	0.74	0.47	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	91.4	65.7	10.3	146.0	21.8	9.2	384.1	67.2	58.0	84.6	76.4	83.2
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:	91.4	65.7	10.3	146.0	21.8	9.2	384.1	67.2	58.0	84.6	76.4	83.2
LOS by Move:	F	E	B+	F	C+	A	F	E	E+	F	E-	F
HCM2kAvgQ:	7	62	1	17	11	10	43	3	12	2	5	23

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

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

Intersection #44: Lawrence Expwy & E Duane Ave/Oakmead Pkwy



Street Name:	Lawrence Expwy						E Duane Ave/Oakmead Pkwy					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	22	79	79	29	86	86	32	48	48	10	25	25
Y+R:	6.4	6.2	6.2	6.3	6.2	6.2	5.6	5.5	5.5	5.6	5.6	5.6

Volume Module:	>>	Count	Date:	5 Feb 2020	<<	4:30 - 5:30						
Base Vol:	212	1552	63	361	3913	659	503	183	230	75	125	360
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	212	1552	63	361	3913	659	503	183	230	75	125	360
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:	212	1552	63	361	3913	659	503	183	230	75	125	360
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	212	1552	63	361	3913	659	503	183	230	75	125	360
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	212	1552	63	361	3913	659	503	183	230	75	125	360
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	212	1552	63	361	3913	659	503	183	230	75	125	360

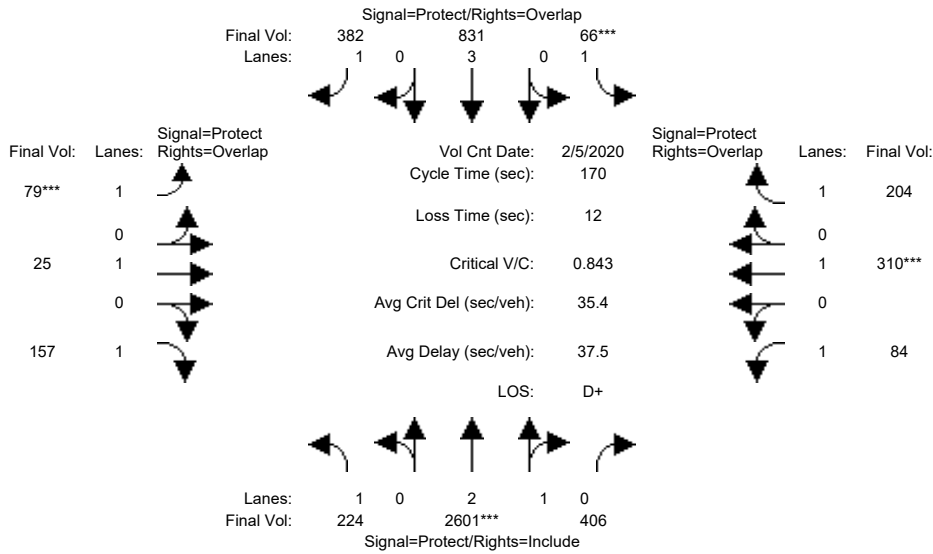
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	7600	1750	3150	7600	1750	3150	3800	1750	3150	3800	1750

Capacity Analysis Module:												
Vol/Sat:	0.07	0.20	0.04	0.11	0.51	0.38	0.16	0.05	0.13	0.02	0.03	0.21
Crit Moves:	***			****			****			****		
Green Time:	21.5	78.4	88.7	28.6	85.4	117.6	32.2	47.2	68.7	10.3	25.3	53.8
Volume/Cap:	0.59	0.49	0.08	0.76	1.14	0.61	0.94	0.19	0.36	0.44	0.25	0.72
Uniform Del:	79.6	40.7	27.6	76.9	51.8	21.6	77.4	55.8	44.1	86.5	73.3	60.9
IncrcmntDel:	2.6	0.1	0.0	6.9	67.1	1.0	24.1	0.1	0.4	1.8	0.3	5.2
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.88	0.81	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	82.2	35.9	22.4	83.9	119	22.6	101.5	55.9	44.4	88.3	73.6	66.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	82.2	35.9	22.4	83.9	119	22.6	101.5	55.9	44.4	88.3	73.6	66.0
LOS by Move:	F	D+	C+	F	F	C+	F	E+	D	F	E	E
HCM2kAvgQ:	7	13	1	13	72	24	21	4	10	3	3	21

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

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

Intersection #48: Mathilda Ave & California Ave

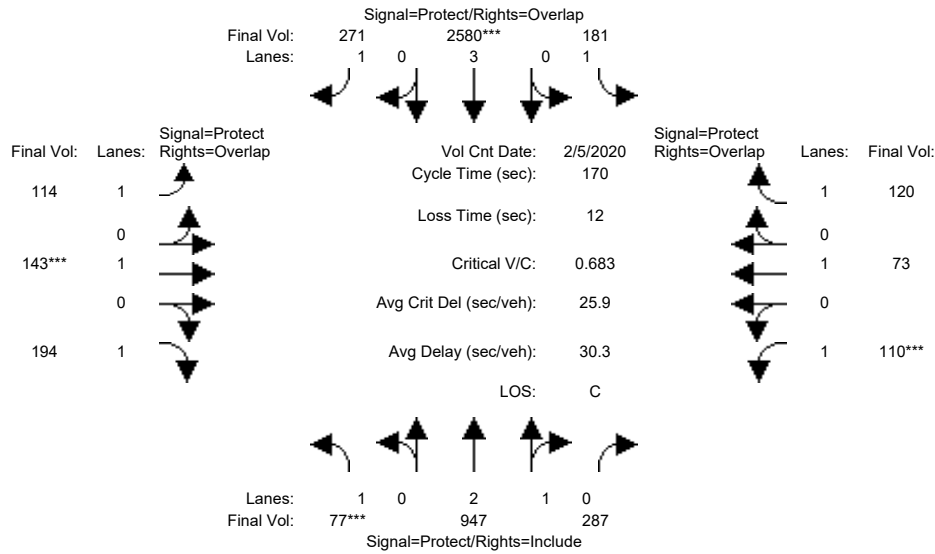


Street Name:	Mathilda Ave						California Ave					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Feb 2020 << 8:15 - 9:15												
Base Vol:	224	2601	406	66	831	382	79	25	157	84	310	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:	224	2601	406	66	831	382	79	25	157	84	310	204
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:	224	2601	406	66	831	382	79	25	157	84	310	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	224	2601	406	66	831	382	79	25	157	84	310	204
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	224	2601	406	66	831	382	79	25	157	84	310	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
Final Volume:	224	2601	406	66	831	382	79	25	157	84	310	204
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.58	0.42	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	4843	756	1750	5700	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.54	0.54	0.04	0.15	0.22	0.05	0.01	0.09	0.05	0.16	0.12
Crit Moves:	****			****			****			****		
Green Time:	49.3	108	108.4	7.6	66.7	75.8	9.1	23.1	72.4	18.9	32.9	40.5
Volume/Cap:	0.44	0.84	0.84	0.84	0.37	0.49	0.84	0.10	0.21	0.43	0.84	0.49
Uniform Del:	49.1	24.1	24.1	80.6	36.8	33.4	79.7	64.3	30.8	70.6	66.0	55.8
IncrementDel:	0.6	2.0	2.0	52.7	0.1	0.5	46.4	0.2	0.1	1.5	16.0	0.9
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	49.8	26.1	26.1	133.3	36.9	33.9	126.2	64.4	30.9	72.1	82.0	56.7
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:	49.8	26.1	26.1	133.3	36.9	33.9	126.2	64.4	30.9	72.1	82.0	56.7
LOS by Move:	D	C	C	F	D+	C-	F	E	C	E	F	E+
HCM2kAvgQ:	10	40	40	4	10	15	6	1	5	5	18	10

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

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

Intersection #48: Mathilda Ave & California Ave



Street Name:	Mathilda Ave						California Ave					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	5 Feb 2020	<< 5:15 - 6:15
Base Vol:	77 947 287	181 2580 271	114 143 194	110 73 120
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	77 947 287	181 2580 271	114 143 194	110 73 120
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:	77 947 287	181 2580 271	114 143 194	110 73 120
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Volume:	77 947 287	181 2580 271	114 143 194	110 73 120
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	77 947 287	181 2580 271	114 143 194	110 73 120
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Final Volume:	77 947 287	181 2580 271	114 143 194	110 73 120

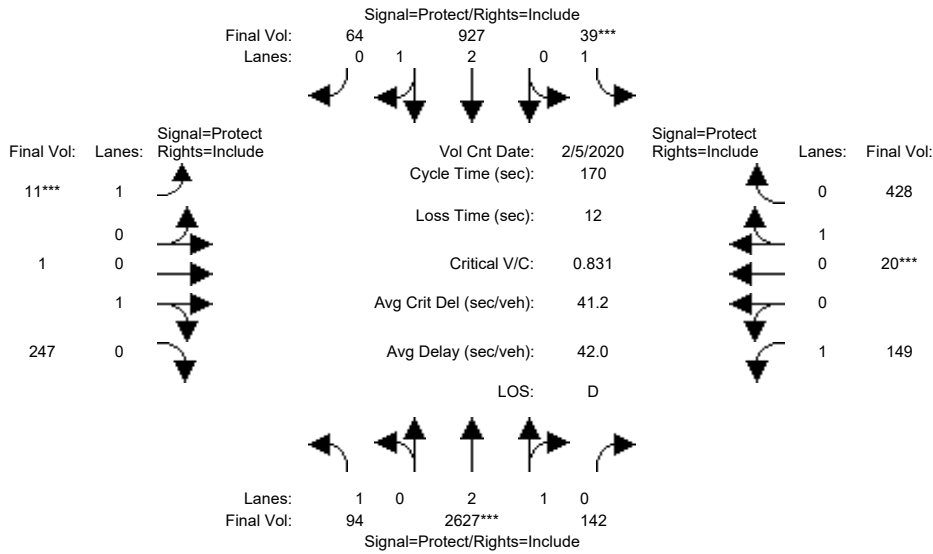
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.28	0.72	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	4296	1302	1750	5700	1750	1750	1900	1750	1750	1900	1750

Capacity Analysis Module:												
Vol/Sat:	0.04	0.22	0.22	0.10	0.45	0.15	0.07	0.08	0.11	0.06	0.04	0.07
Crit Moves:	***			****			***			***		
Green Time:	11.0	84.1	84.1	39.5	113	130.7	18.1	18.7	29.7	15.6	16.3	55.8
Volume/Cap:	0.68	0.45	0.45	0.45	0.68	0.20	0.61	0.68	0.63	0.68	0.40	0.21
Uniform Del:	77.8	27.8	27.8	55.9	17.7	5.4	72.6	72.8	65.1	74.8	72.2	41.2
IncrcmntDel:	15.9	0.1	0.1	0.8	0.5	0.1	5.9	8.9	4.3	11.4	1.4	0.2
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	93.7	27.9	27.9	56.7	18.2	5.4	78.6	81.7	69.5	86.2	73.7	41.4
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:	93.7	27.9	27.9	56.7	18.2	5.4	78.6	81.7	69.5	86.2	73.7	41.4
LOS by Move:	F	C	C	E+	B-	A	E-	F	E	F	E	D
HCM2kAvgQ:	4	13	13	8	26	4	7	8	11	7	4	5

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

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

Intersection #49: Mathilda Ave & Indio Way



Street Name:	Mathilda Ave						Indio Way					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
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:	5 Feb 2020	<<	8:15 - 9:15
Base Vol:	94	2627	142	39	927	64
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	94	2627	142	39	927	64
Added Vol:	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0
Initial Fut:	94	2627	142	39	927	64
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	94	2627	142	39	927	64
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	94	2627	142	39	927	64
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	94	2627	142	39	927	64

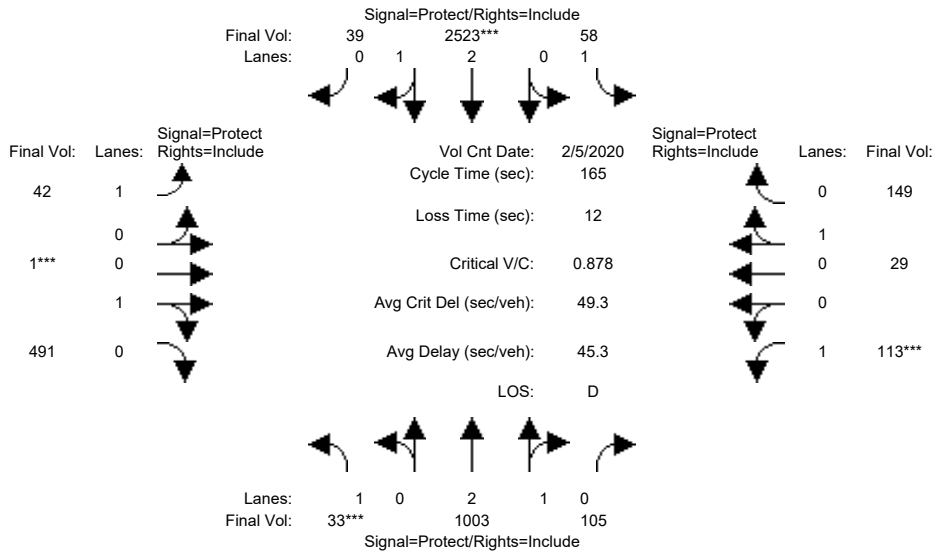
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	2.84	0.16	1.00	2.80	0.20	1.00	0.01	0.99	1.00	0.04	0.96
Final Sat.:	1750	5312	287	1750	5238	362	1750	7	1793	1750	80	1720

Capacity Analysis Module:												
Vol/Sat:	0.05	0.49	0.49	0.02	0.18	0.18	0.01	0.14	0.14	0.09	0.25	0.25
Crit Moves:	****			****			****			****		
Green Time:	23.9	95.8	95.8	7.0	78.9	78.9	7.0	34.1	34.1	21.1	48.2	48.2
Volume/Cap:	0.38	0.88	0.88	0.54	0.38	0.38	0.15	0.69	0.69	0.69	0.88	0.88
Uniform Del:	66.3	32.0	32.0	79.9	29.7	29.7	78.6	63.0	63.0	71.3	58.1	58.1
IncrementDel:	1.0	3.1	3.1	8.1	0.1	0.1	1.0	5.4	5.4	8.8	15.8	15.8
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	67.3	35.2	35.2	88.0	29.8	29.8	79.6	68.4	68.4	80.1	73.9	73.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	67.3	35.2	35.2	88.0	29.8	29.8	79.6	68.4	68.4	80.1	73.9	73.9
LOS by Move:	E	D+	D+	F	C	C	E-	E	E	F	E	E
HCM2kAvgQ:	4	41	41	2	11	11	1	13	13	9	26	26

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

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

Intersection #49: Mathilda Ave & Indio Way



Street Name:	Mathilda Ave						Indio Way					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	5 Feb 2020	<<	5:00 - 6:00
Base Vol:	33	1003	105	58	2523	39
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	1003	105	58	2523	39
Added Vol:	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0
Initial Fut:	33	1003	105	58	2523	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	33	1003	105	58	2523	39
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	33	1003	105	58	2523	39
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	33	1003	105	58	2523	39

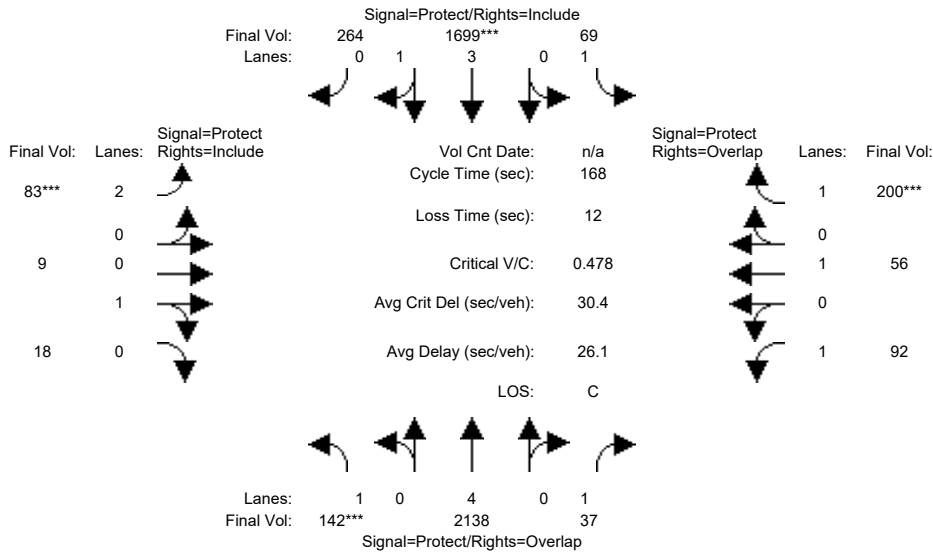
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	2.71	0.29	1.00	2.95	0.05	1.00	0.01	0.99	1.00	0.16	0.84
Final Sat.:	1750	5069	531	1750	5515	85	1750	4	1796	1750	293	1507

Capacity Analysis Module:												
Vol/Sat:	0.02	0.20	0.20	0.03	0.46	0.46	0.02	0.27	0.27	0.06	0.10	0.10
Crit Moves:	***			***			***			***		
Green Time:	7.0	74.9	74.9	16.1	84.0	84.0	18.6	50.2	50.2	11.9	43.4	43.4
Volume/Cap:	0.44	0.44	0.44	0.34	0.90	0.90	0.21	0.90	0.90	0.90	0.38	0.38
Uniform Del:	77.1	30.7	30.7	69.5	36.7	36.7	66.5	55.0	55.0	76.0	49.7	49.7
IncrcmntDel:	4.2	0.1	0.1	1.2	4.3	4.3	0.5	17.7	17.7	50.6	0.5	0.5
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	81.3	30.8	30.8	70.7	41.0	41.0	67.1	72.6	72.6	126.5	50.2	50.2
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:	81.3	30.8	30.8	70.7	41.0	41.0	67.1	72.6	72.6	126.5	50.2	50.2
LOS by Move:	F	C	C	E	D	D	E	E	E	F	D	D
HCM2kAvgQ:	2	12	12	3	39	39	2	28	28	9	8	8

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

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

Intersection #50: Mathilda Ave & Almanor Ave



Street Name:	Mathilda Ave						Almanor Ave					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	142	2138	37	69	1699	264	83	9	18	92	56	200
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	142	2138	37	69	1699	264	83	9	18	92	56	200
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:	142	2138	37	69	1699	264	83	9	18	92	56	200
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	142	2138	37	69	1699	264	83	9	18	92	56	200
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	142	2138	37	69	1699	264	83	9	18	92	56	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
Final Volume:	142	2138	37	69	1699	264	83	9	18	92	56	200

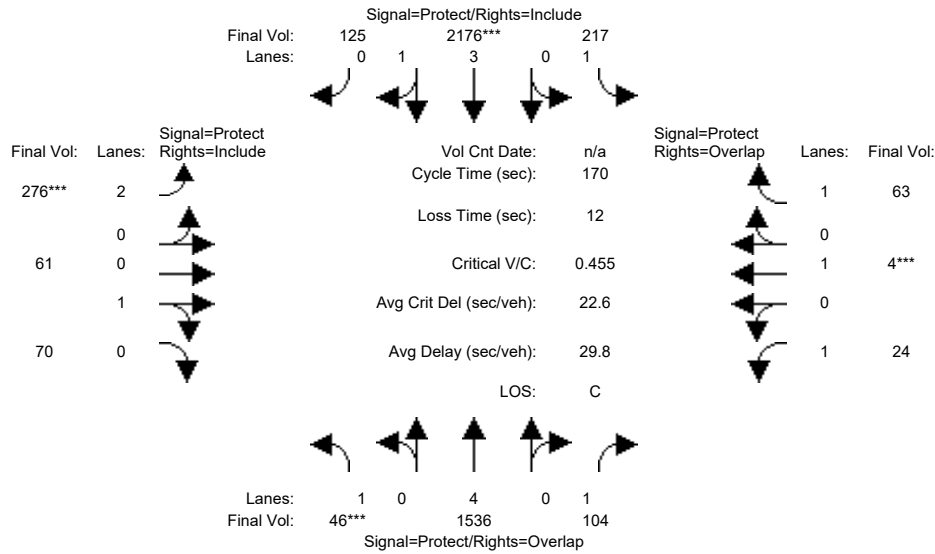
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.99	0.95	0.83	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	4.00	1.00	1.00	3.44	0.56	2.00	0.33	0.67	1.00	1.00	1.00
Final Sat.:	1750	7600	1750	1750	6490	1008	3150	600	1200	1750	1900	1750

Capacity Analysis Module:												
Vol/Sat:	0.08	0.28	0.02	0.04	0.26	0.26	0.03	0.02	0.02	0.05	0.03	0.11
Crit Moves:	***			****			****					****
Green Time:	28.5	105	121.2	15.5	92.0	92.0	9.3	18.5	18.5	16.3	25.5	41.0
Volume/Cap:	0.48	0.45	0.03	0.43	0.48	0.48	0.48	0.14	0.14	0.54	0.19	0.47
Uniform Del:	63.0	16.5	6.7	72.0	23.3	23.3	77.0	67.6	67.6	72.3	62.3	54.2
IncemntDel:	1.2	0.1	0.0	1.8	0.1	0.1	2.1	0.3	0.3	3.5	0.3	0.8
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	64.2	16.5	6.7	73.8	23.4	23.4	79.1	67.9	67.9	75.8	62.6	55.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.2	16.5	6.7	73.8	23.4	23.4	79.1	67.9	67.9	75.8	62.6	55.0
LOS by Move:	E	B	A	E	C	C	E-	E	E	E-	E	D-
HCM2kAvgQ:	7	13	1	4	15	15	3	1	1	6	3	10

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

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

Intersection #50: Mathilda Ave & Almanor Ave



Street Name:	Mathilda Ave						Almanor Ave					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	46	1536	104	217	2176	125	276	61	70	24	4	63
Growth Adj:	1.00	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	1536	104	217	2176	125	276	61	70	24	4	63
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	46	1536	104	217	2176	125	276	61	70	24	4	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	46	1536	104	217	2176	125	276	61	70	24	4	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	1536	104	217	2176	125	276	61	70	24	4	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	46	1536	104	217	2176	125	276	61	70	24	4	63

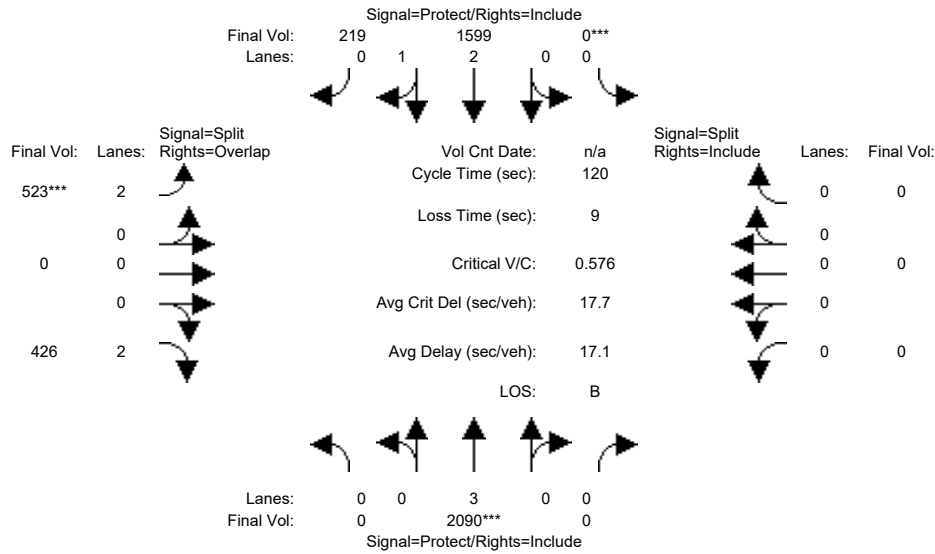
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.99	0.95	0.83	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	4.00	1.00	1.00	3.77	0.23	2.00	0.47	0.53	1.00	1.00	1.00
Final Sat.:	1750	7600	1750	1750	7092	407	3150	838	962	1750	1900	1750

Capacity Analysis Module:												
Vol/Sat:	0.03	0.20	0.06	0.12	0.31	0.31	0.09	0.07	0.07	0.01	0.00	0.04
Crit Moves:	***			****			****			****		
Green Time:	9.2	72.6	87.4	44.6	108	107.9	30.8	26.1	26.1	14.8	10.0	54.6
Volume/Cap:	0.48	0.47	0.12	0.47	0.48	0.48	0.48	0.47	0.47	0.16	0.04	0.11
Uniform Del:	78.1	35.0	21.3	52.8	16.3	16.3	62.4	65.7	65.7	71.9	75.5	40.7
IncrementDel:	3.8	0.1	0.1	0.8	0.1	0.1	0.6	1.3	1.3	0.5	0.1	0.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	81.9	35.1	21.4	53.6	16.4	16.4	63.1	67.0	67.0	72.4	75.6	40.8
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:	81.9	35.1	21.4	53.6	16.4	16.4	63.1	67.0	67.0	72.4	75.6	40.8
LOS by Move:	F	D+	C+	D-	B	B	E	E	E	E	E-	D
HCM2kAvgQ:	2	13	3	10	15	15	8	7	7	1	0	2

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

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

Intersection #51: Mathilda Ave & US 101 SB Ramps



Street Name:	Mathilda Ave						US 101 SB Ramps					
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	10	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	2090	0	0	1599	219	523	0	426	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2090	0	0	1599	219	523	0	426	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2090	0	0	1599	219	523	0	426	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2090	0	0	1599	219	523	0	426	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2090	0	0	1599	219	523	0	426	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	2090	0	0	1599	219	523	0	426	0	0	0

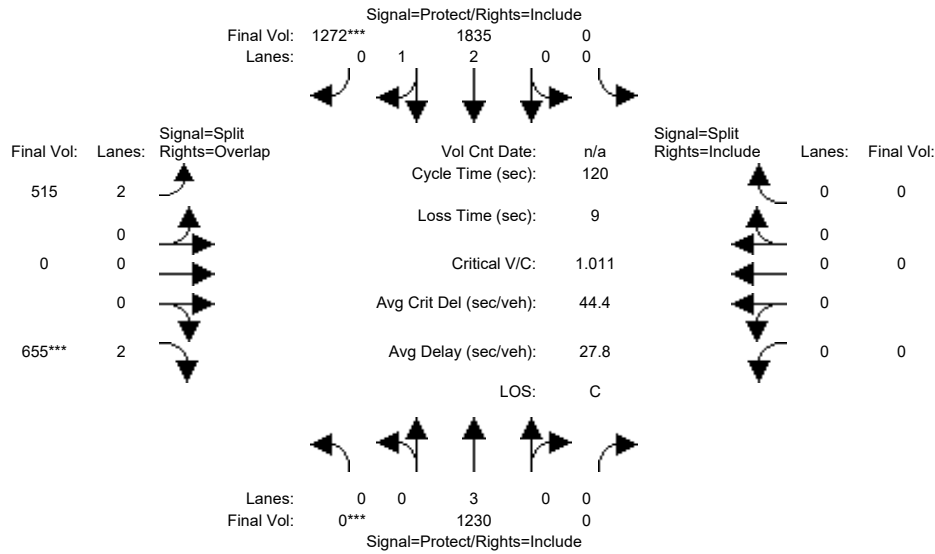
Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.99	0.95	0.83	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	3.00	0.00	0.00	2.63	0.37	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	5700	0	0	4925	674	3150	0	3150	0	0	0

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.37	0.00	0.00	0.32	0.32	0.17	0.00	0.14	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green Time:	0.0	76.4	0.0	0.0	76.4	76.4	34.6	0.0	34.6	0.0	0.0	0.0
Volume/Cap:	0.00	0.58	0.00	0.00	0.51	0.51	0.58	0.00	0.47	0.00	0.00	0.00
Uniform Del:	0.0	12.5	0.0	0.0	11.7	11.7	36.4	0.0	35.1	0.0	0.0	0.0
IncrementDel:	0.0	0.2	0.0	0.0	0.1	0.1	0.9	0.0	0.4	0.0	0.0	0.0
InitQueueDel:	0.0	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	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	12.7	0.0	0.0	11.9	11.9	37.4	0.0	35.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	12.7	0.0	0.0	11.9	11.9	37.4	0.0	35.5	0.0	0.0	0.0
LOS by Move:	A	B	A	A	B+	B+	D+	A	D+	A	A	A
HCM2kAvgQ:	0	14	0	0	12	12	10	0	8	0	0	0

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

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

Intersection #51: Mathilda Ave & US 101 SB Ramps



Street Name:	Mathilda Ave						US 101 SB Ramps					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	0	1230	0	0	1835	1272	515	0	655	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1230	0	0	1835	1272	515	0	655	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1230	0	0	1835	1272	515	0	655	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1230	0	0	1835	1272	515	0	655	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1230	0	0	1835	1272	515	0	655	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1230	0	0	1835	1272	515	0	655	0	0	0

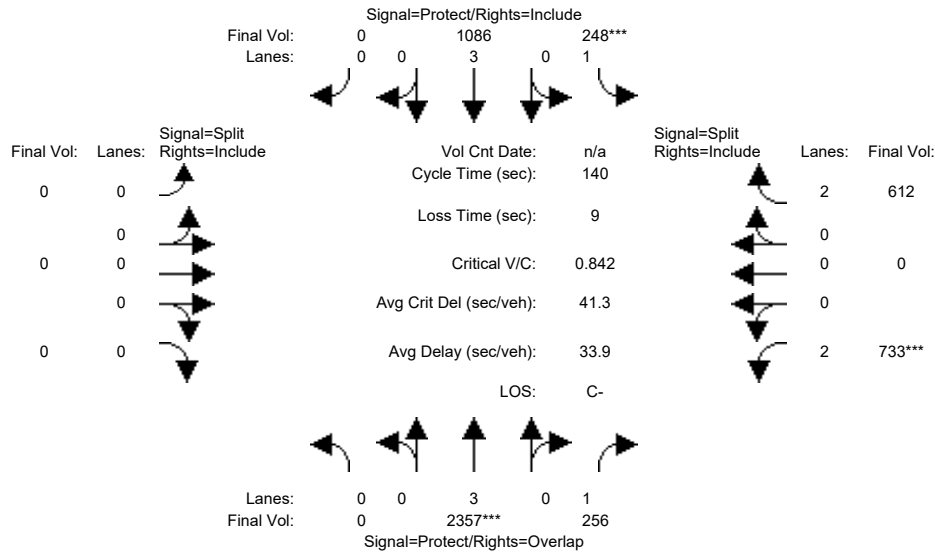
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	3.00	0.00	0.00	2.00	1.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	5700	0	0	3800	1750	3150	0	3150	0	0	0

Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.00	0.00	0.48	0.73	0.16	0.00	0.21	0.00	0.00	0.00
Crit Moves:	***					****			****			
Green Time:	0.0	86.3	0.0	0.0	86.3	86.3	24.7	0.0	24.7	0.0	0.0	0.0
Volume/Cap:	0.00	0.30	0.00	0.00	0.67	1.01	0.79	0.00	1.01	0.00	0.00	0.00
Uniform Del:	0.0	6.0	0.0	0.0	9.1	16.8	45.2	0.0	47.7	0.0	0.0	0.0
IncrementDel:	0.0	0.0	0.0	0.0	0.4	18.9	6.7	0.0	38.0	0.0	0.0	0.0
InitQueueDel:	0.0	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	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	6.1	0.0	0.0	9.5	35.7	52.0	0.0	85.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	6.1	0.0	0.0	9.5	35.7	52.0	0.0	85.7	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	D+	D-	A	F	A	A	A
HCM2kAvgQ:	0	5	0	0	19	60	13	0	20	0	0	0

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

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

Intersection #52: Mathilda Ave & US 101 NB Ramps

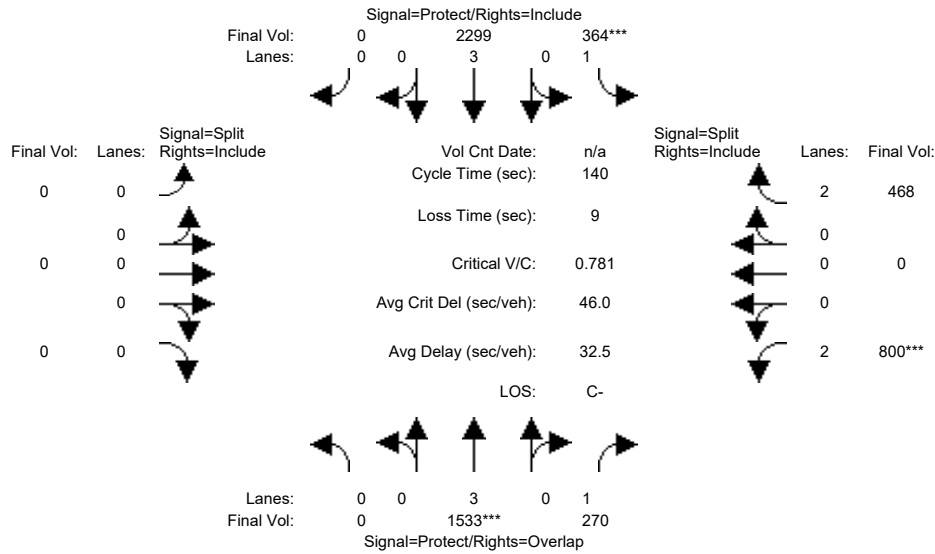


Street Name:	Mathilda Ave						US 101 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	2357	256	248	1086	0	0	0	0	733	0	612
Growth Adj:	1.00	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	2357	256	248	1086	0	0	0	0	733	0	612
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	2357	256	248	1086	0	0	0	0	733	0	612
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2357	256	248	1086	0	0	0	0	733	0	612
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2357	256	248	1086	0	0	0	0	733	0	612
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2357	256	248	1086	0	0	0	0	733	0	612
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.83
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	0	5700	1750	1750	5700	0	0	0	0	3150	0	3150
Capacity Analysis Module:												
Vol/Sat:	0.00	0.41	0.15	0.14	0.19	0.00	0.00	0.00	0.00	0.23	0.00	0.19
Crit Moves:	****			****						****		
Green Time:	0.0	68.8	107.4	23.6	92.3	0.0	0.0	0.0	0.0	38.7	0.0	38.7
Volume/Cap:	0.00	0.84	0.19	0.84	0.29	0.00	0.00	0.00	0.00	0.84	0.00	0.70
Uniform Del:	0.0	30.9	4.4	56.4	10.0	0.0	0.0	0.0	0.0	47.8	0.0	45.5
IncrementDel:	0.0	2.5	0.1	19.2	0.0	0.0	0.0	0.0	0.0	7.5	0.0	2.6
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	33.4	4.5	75.6	10.1	0.0	0.0	0.0	0.0	55.2	0.0	48.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	33.4	4.5	75.6	10.1	0.0	0.0	0.0	0.0	55.2	0.0	48.1
LOS by Move:	A	C-	A	E-	B+	A	A	A	A	E+	A	D
HCM2kAvgQ:	0	31	3	12	6	0	0	0	0	20	0	15

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

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

Intersection #52: Mathilda Ave & US 101 NB Ramps



Street Name:	Mathilda Ave						US 101 NB Ramps					
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	10	7	10	0	0	0	0	10	0	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:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	1533	270	364	2299	0	0	0	0	800	0	468
Growth Adj:	1.00	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	1533	270	364	2299	0	0	0	0	800	0	468
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	1533	270	364	2299	0	0	0	0	800	0	468
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1533	270	364	2299	0	0	0	0	800	0	468
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1533	270	364	2299	0	0	0	0	800	0	468
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1533	270	364	2299	0	0	0	0	800	0	468

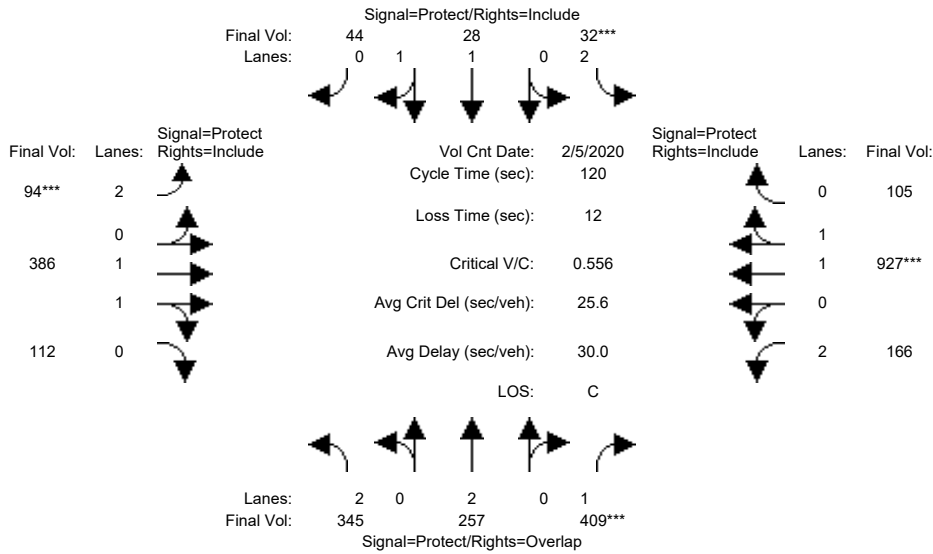
Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.83
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	0	5700	1750	1750	5700	0	0	0	0	3150	0	3150

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.27	0.15	0.21	0.40	0.00	0.00	0.00	0.00	0.25	0.00	0.15
Crit Moves:	****			****			****			****		
Green Time:	0.0	48.2	93.7	37.3	85.5	0.0	0.0	0.0	0.0	45.5	0.0	45.5
Volume/Cap:	0.00	0.78	0.23	0.78	0.66	0.00	0.00	0.00	0.00	0.78	0.00	0.46
Uniform Del:	0.0	41.2	9.0	47.6	17.8	0.0	0.0	0.0	0.0	42.7	0.0	37.4
IncrementDel:	0.0	2.1	0.1	8.3	0.5	0.0	0.0	0.0	0.0	3.9	0.0	0.3
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	43.3	9.1	55.9	18.3	0.0	0.0	0.0	0.0	46.7	0.0	37.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	43.3	9.1	55.9	18.3	0.0	0.0	0.0	0.0	46.7	0.0	37.8
LOS by Move:	A	D	A	E+	B-	A	A	A	A	D	A	D+
HCM2kAvgQ:	0	21	5	16	21	0	0	0	0	20	0	10

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

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

Intersection #59: Mary Ave & Maude Ave



Street Name:	Mary Ave						Maude Ave					
	North Bound			South Bound			East Bound			West Bound		
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:	5 Feb 2020	<<	8:45 - 9:45											
Base Vol:	345	257	409	32	28	44	94	386	112	166	927	105					
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Initial Bse:	345	257	409	32	28	44	94	386	112	166	927	105					
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:	345	257	409	32	28	44	94	386	112	166	927	105					
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Volume:	345	257	409	32	28	44	94	386	112	166	927	105					
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0					
Reduced Vol:	345	257	409	32	28	44	94	386	112	166	927	105					
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Final Volume:	345	257	409	32	28	44	94	386	112	166	927	105					

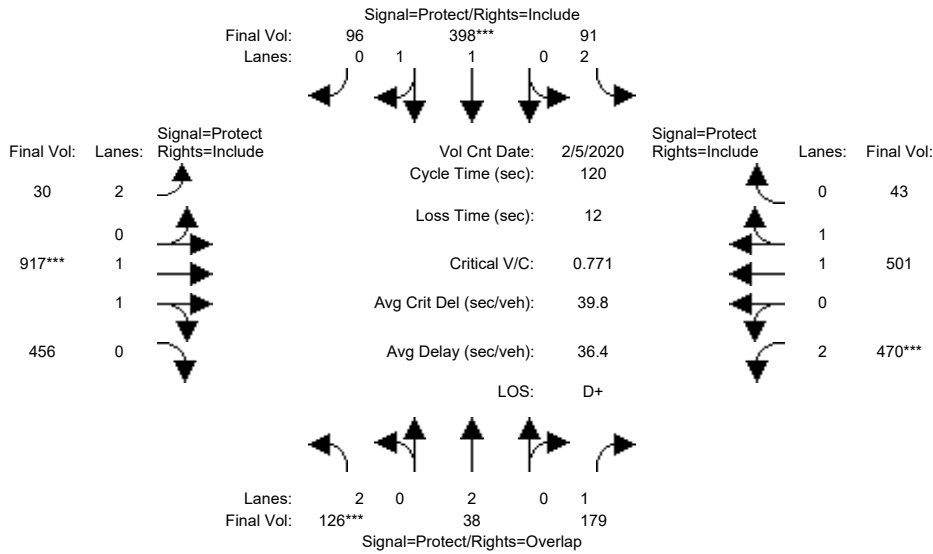
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.98	0.95	0.83	0.98	0.95
Lanes:	2.00	2.00	1.00	2.00	1.00	1.00	2.00	1.54	0.46	2.00	1.79	0.21
Final Sat.:	3150	3800	1750	3150	1900	1750	3150	2867	832	3150	3323	376

Capacity Analysis Module:												
Vol/Sat:	0.11	0.07	0.23	0.01	0.01	0.03	0.03	0.13	0.13	0.05	0.28	0.28
Crit Moves:			****	****			****				****	
Green Time:	24.6	36.3	55.9	7.0	18.7	18.7	7.0	45.1	45.1	19.6	57.7	57.7
Volume/Cap:	0.53	0.22	0.50	0.17	0.09	0.16	0.51	0.36	0.36	0.32	0.58	0.58
Uniform Del:	42.6	31.3	22.4	53.8	43.4	43.9	54.8	27.0	27.0	44.4	22.4	22.4
IncrementDel:	0.9	0.1	0.5	0.5	0.1	0.2	2.4	0.2	0.2	0.4	0.5	0.5
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	43.5	31.4	22.9	54.2	43.4	44.0	57.3	27.1	27.1	44.7	22.9	22.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.5	31.4	22.9	54.2	43.4	44.0	57.3	27.1	27.1	44.7	22.9	22.9
LOS by Move:	D	C	C+	D-	D	D	E+	C	C	D	C+	C+
HCM2kAvgQ:	7	3	11	1	1	2	3	7	7	3	13	13

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

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

Intersection #59: Mary Ave & Maude Ave



Street Name:	Mary Ave						Maude Ave					
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:	5 Feb 2020	<<	5:00 - 6:00						
Base Vol:	126	38	179	91	398	96	30	917	456	470	501	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:	126	38	179	91	398	96	30	917	456	470	501	43
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:	126	38	179	91	398	96	30	917	456	470	501	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	126	38	179	91	398	96	30	917	456	470	501	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	126	38	179	91	398	96	30	917	456	470	501	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	126	38	179	91	398	96	30	917	456	470	501	43

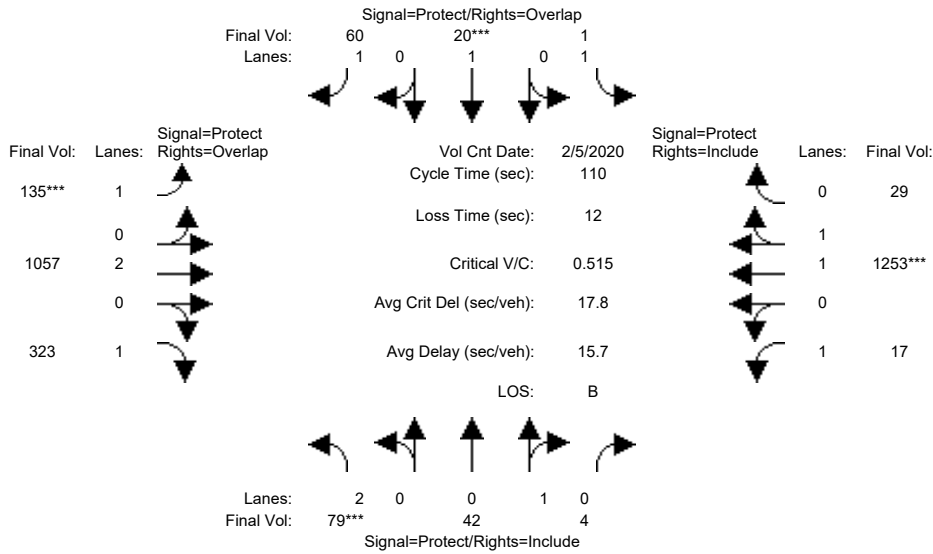
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.98	0.95	0.83	0.99	0.95	0.83	0.98	0.95
Lanes:	2.00	2.00	1.00	2.00	1.60	0.40	2.00	1.32	0.68	2.00	1.84	0.16
Final Sat.:	3150	3800	1750	3150	2980	719	3150	2470	1228	3150	3407	292

Capacity Analysis Module:												
Vol/Sat:	0.04	0.01	0.10	0.03	0.13	0.13	0.01	0.37	0.37	0.15	0.15	0.15
Crit Moves:	***				****			****		****		
Green Time:	7.0	16.2	39.3	11.4	20.6	20.6	22.8	57.3	57.3	23.0	57.5	57.5
Volume/Cap:	0.69	0.07	0.31	0.30	0.78	0.78	0.05	0.78	0.78	0.78	0.31	0.31
Uniform Del:	55.4	45.3	30.2	50.6	47.5	47.5	39.7	26.0	26.0	46.0	19.1	19.1
IncrementDel:	10.3	0.1	0.3	0.6	6.0	6.0	0.0	2.2	2.2	6.3	0.1	0.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	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	45.4	30.5	51.2	53.5	53.5	39.8	28.3	28.3	52.4	19.2	19.2
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:	65.7	45.4	30.5	51.2	53.5	53.5	39.8	28.3	28.3	52.4	19.2	19.2
LOS by Move:	E	D	C	D-	D-	D-	D	C	C	D-	B-	B-
HCM2kAvgQ:	3	1	5	2	11	11	1	23	23	10	6	6

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

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

Intersection #60: Patrick Henry Dr & Tasman Dr

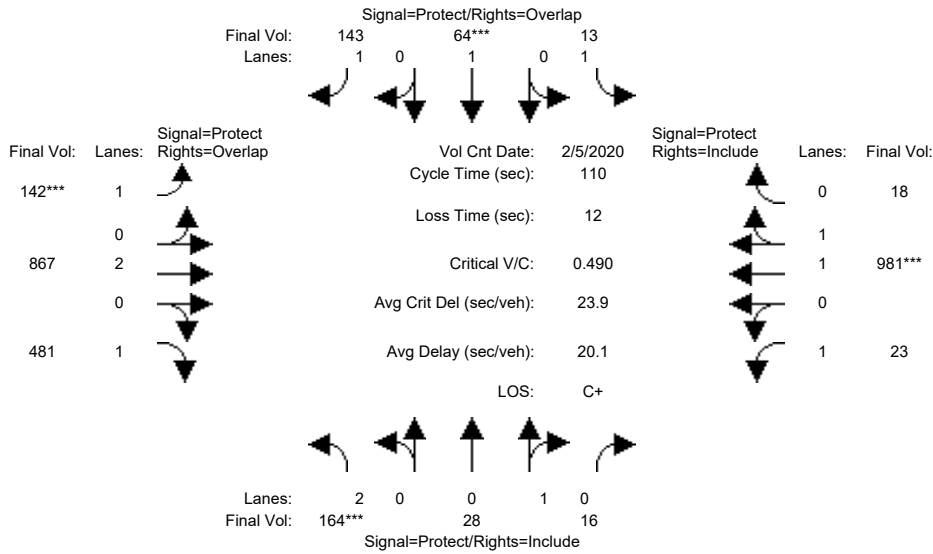


Street Name:	Patrick Henry Dr						Tasman Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	6	8	8	6	8	8	8	15	15	8	8	8
Y+R:	6.0	6.0	6.0	6.0	6.0	6.0	6.1	6.1	6.1	6.1	6.1	6.1
Volume Module: >> Count Date: 5 Feb 2020 << 8:00 - 9:00												
Base Vol:	79	42	4	1	20	60	135	1057	323	17	1253	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:	79	42	4	1	20	60	135	1057	323	17	1253	29
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	79	42	4	1	20	60	135	1057	323	17	1253	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	79	42	4	1	20	60	135	1057	323	17	1253	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	42	4	1	20	60	135	1057	323	17	1253	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	79	42	4	1	20	60	135	1057	323	17	1253	29
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	2.00	0.91	0.09	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.95	0.05
Final Sat.:	3150	1643	157	1750	1900	1750	1750	3800	1750	1750	3616	84
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.00	0.01	0.03	0.08	0.28	0.18	0.01	0.35	0.35
Crit Moves:	***			****			****			****		
Green Time:	6.0	8.0	8.0	6.0	8.0	23.3	15.3	66.6	72.6	17.4	68.7	68.7
Volume/Cap:	0.46	0.35	0.35	0.01	0.14	0.16	0.55	0.46	0.28	0.06	0.55	0.55
Uniform Del:	50.4	48.5	48.5	49.2	47.8	35.4	44.2	11.9	7.8	39.3	11.9	11.9
IncrementDel:	1.9	1.6	1.6	0.0	0.5	0.2	2.8	0.1	0.1	0.1	0.3	0.3
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	52.4	50.2	50.2	49.2	48.3	35.6	47.0	12.0	7.9	39.4	12.2	12.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.4	50.2	50.2	49.2	48.3	35.6	47.0	12.0	7.9	39.4	12.2	12.2
LOS by Move:	D-	D	D	D	D	D+	D	B	A	D	B	B
HCM2kAvgQ:	2	2	2	0	1	2	5	9	5	1	12	12

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

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

Intersection #60: Patrick Henry Dr & Tasman Dr



Street Name:	Patrick Henry Dr						Tasman Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	6	8	8	6	8	8	8	15	15	8	8	8
Y+R:	6.0	6.0	6.0	6.0	6.0	6.0	6.1	6.1	6.1	6.1	6.1	6.1

Volume Module:	>>	Count	Date:	5 Feb 2020	<<	4:30-5:30						
Base Vol:	164	28	16	13	64	143	142	867	481	23	981	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	164	28	16	13	64	143	142	867	481	23	981	18
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:	164	28	16	13	64	143	142	867	481	23	981	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	164	28	16	13	64	143	142	867	481	23	981	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	164	28	16	13	64	143	142	867	481	23	981	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	164	28	16	13	64	143	142	867	481	23	981	18

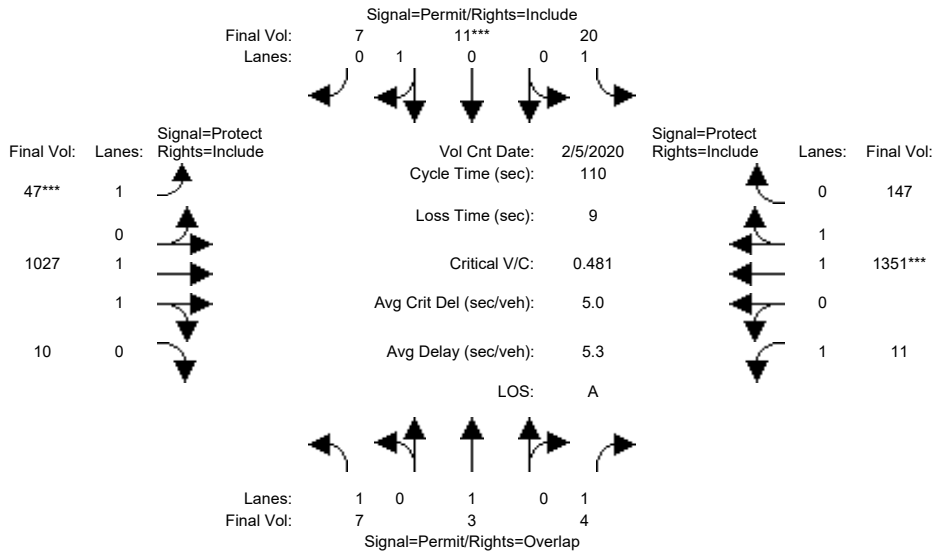
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	2.00	0.64	0.36	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.96	0.04
Final Sat.:	3150	1145	655	1750	1900	1750	1750	3800	1750	1750	3633	67

Capacity Analysis Module:												
Vol/Sat:	0.05	0.02	0.02	0.01	0.03	0.08	0.08	0.23	0.27	0.01	0.27	0.27
Crit Moves:	***			****			****			****		
Green Time:	11.6	11.2	11.2	8.4	8.0	26.1	18.1	59.4	71.1	18.9	60.3	60.3
Volume/Cap:	0.49	0.24	0.24	0.10	0.46	0.34	0.49	0.42	0.43	0.08	0.49	0.49
Uniform Del:	46.4	45.5	45.5	47.3	48.9	34.8	41.8	15.1	9.5	38.2	15.4	15.4
IncrementDel:	1.2	0.7	0.7	0.3	2.4	0.5	1.3	0.1	0.3	0.1	0.2	0.2
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	47.6	46.2	46.2	47.6	51.4	35.3	43.1	15.2	9.8	38.3	15.6	15.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.6	46.2	46.2	47.6	51.4	35.3	43.1	15.2	9.8	38.3	15.6	15.6
LOS by Move:	D	D	D	D	D-	D+	D	B	A	D+	B	B
HCM2kAvgQ:	4	2	2	1	3	4	4	8	8	1	10	10

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

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

Intersection #61: Old Ironsides Dr & Tasman Dr

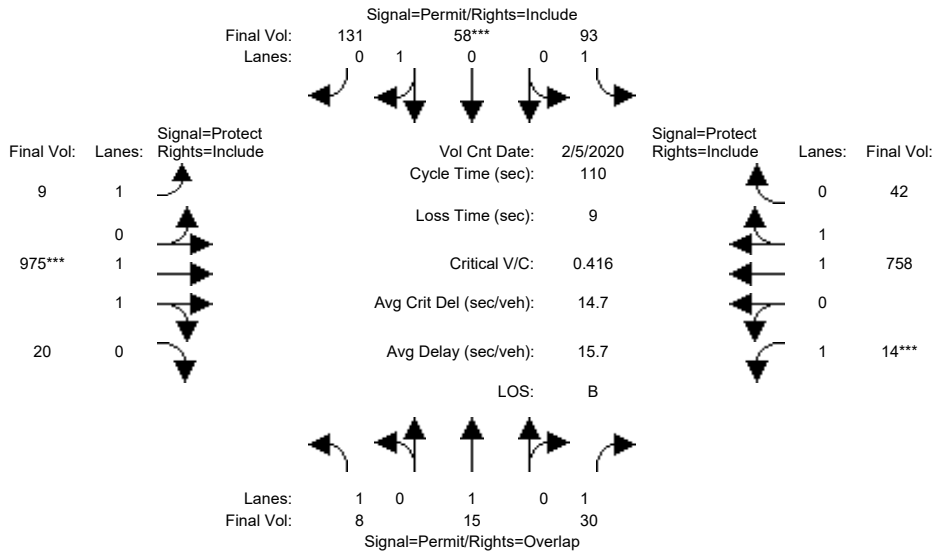


Street Name:	Old Ironsides Dr						Tasman Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	6	6	6	4	4	4	5	10	10	4	10	10
Y+R:	6.0	6.0	6.0	6.0	6.0	6.0	5.5	6.0	6.0	5.5	6.0	6.0
Volume Module: >> Count Date: 5 Feb 2020 << 8:00 - 9:00												
Base Vol:	7	3	4	20	11	7	47	1027	10	11	1351	147
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	3	4	20	11	7	47	1027	10	11	1351	147
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:	7	3	4	20	11	7	47	1027	10	11	1351	147
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	3	4	20	11	7	47	1027	10	11	1351	147
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	3	4	20	11	7	47	1027	10	11	1351	147
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	7	3	4	20	11	7	47	1027	10	11	1351	147
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	1.00	1.00	1.00	1.00	0.61	0.39	1.00	1.98	0.02	1.00	1.80	0.20
Final Sat.:	1750	1900	1750	1750	1100	700	1750	3664	36	1750	3337	363
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.01	0.01	0.03	0.28	0.28	0.01	0.40	0.40
Crit Moves:				****			****			****		
Green Time:	4.0	4.0	15.1	4.0	4.0	4.0	6.0	85.9	85.9	11.1	91.0	91.0
Volume/Cap:	0.11	0.04	0.02	0.31	0.28	0.28	0.49	0.36	0.36	0.06	0.49	0.49
Uniform Del:	51.3	51.2	41.0	51.6	51.6	51.6	50.5	3.7	3.7	44.7	2.8	2.8
IncrementDel:	0.7	0.3	0.0	2.6	2.3	2.3	3.9	0.1	0.1	0.1	0.1	0.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	52.0	51.4	41.0	54.3	53.9	53.9	54.4	3.8	3.8	44.9	2.9	2.9
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:	52.0	51.4	41.0	54.3	53.9	53.9	54.4	3.8	3.8	44.9	2.9	2.9
LOS by Move:	D-	D-	D	D-	D-	D-	D-	A	A	D	A	A
HCM2kAvgQ:	0	0	0	1	1	1	2	5	5	0	7	7

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

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

Intersection #61: Old Ironsides Dr & Tasman Dr

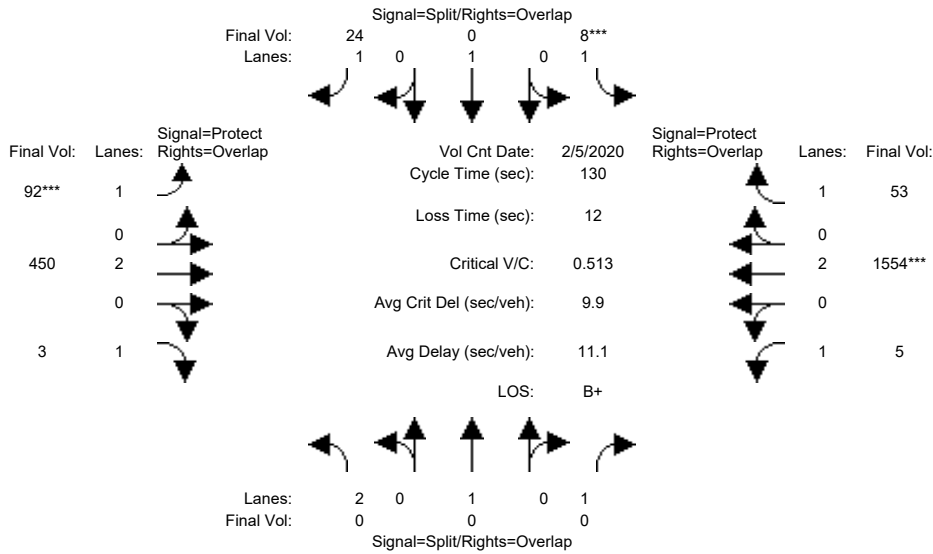


Street Name:	Old Ironsides Dr						Tasman Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	6	6	6	4	4	4	5	10	10	4	10	10
Y+R:	6.0	6.0	6.0	6.0	6.0	6.0	5.5	6.0	6.0	5.5	6.0	6.0
Volume Module: >> Count Date: 5 Feb 2020 << 4:00 - 5:00												
Base Vol:	8	15	30	93	58	131	9	975	20	14	758	42
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	15	30	93	58	131	9	975	20	14	758	42
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:	8	15	30	93	58	131	9	975	20	14	758	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	15	30	93	58	131	9	975	20	14	758	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	15	30	93	58	131	9	975	20	14	758	42
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	8	15	30	93	58	131	9	975	20	14	758	42
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	1.00	1.00	1.00	1.00	0.31	0.69	1.00	1.96	0.04	1.00	1.89	0.11
Final Sat.:	1750	1900	1750	1750	552	1248	1750	3626	74	1750	3506	194
Capacity Analysis Module:												
Vol/Sat:	0.00	0.01	0.02	0.05	0.11	0.11	0.01	0.27	0.27	0.01	0.22	0.22
Crit Moves:					****			****			****	
Green Time:	27.2	27.2	31.2	27.2	27.2	27.2	12.8	69.8	69.8	4.0	60.9	60.9
Volume/Cap:	0.02	0.03	0.06	0.21	0.42	0.42	0.04	0.42	0.42	0.22	0.39	0.39
Uniform Del:	31.3	31.4	28.7	32.9	34.8	34.8	43.2	10.1	10.1	51.5	14.0	14.0
IncrementDel:	0.0	0.0	0.1	0.2	0.7	0.7	0.1	0.1	0.1	1.7	0.1	0.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	31.3	31.4	28.7	33.1	35.4	35.4	43.2	10.2	10.2	53.2	14.1	14.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.3	31.4	28.7	33.1	35.4	35.4	43.2	10.2	10.2	53.2	14.1	14.1
LOS by Move:	C	C	C	C-	D+	D+	D	B+	B+	D-	B	B
HCM2kAvgQ:	0	0	1	3	6	6	0	8	8	0	8	8

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

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

Intersection #62: Convention Center Dr & Tasman Dr

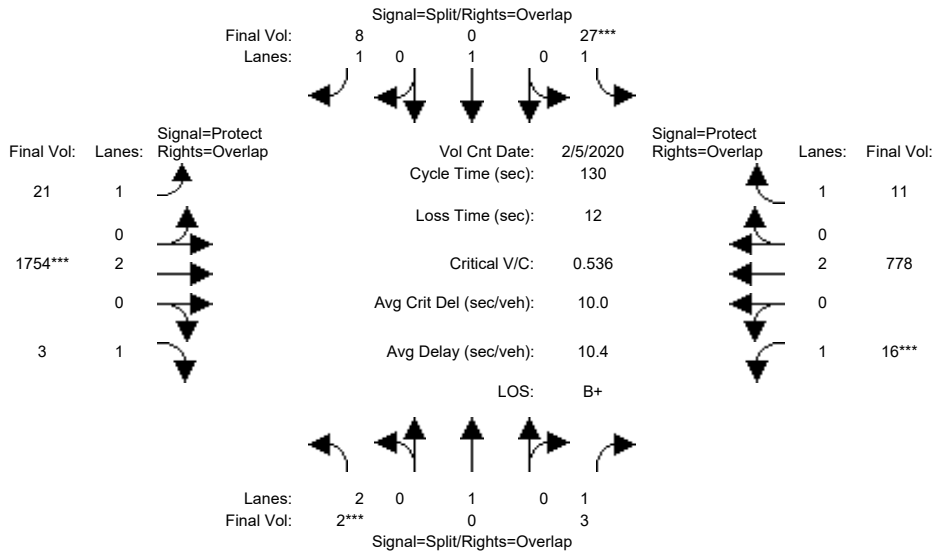


Street Name:	Convention Center Dr						Tasman Dr						
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Min. Green:	7	7	7	7	7	7	6	15	15	8	10	10	
Y+R:	5.5	5.5	5.5	5.5	5.5	5.5	6.0	6.0	6.0	6.0	6.0	6.0	
Volume Module: >> Count Date:	5 Feb 2020 << 8:15 - 9:15												
Base Vol:	0	0	0	8	0	24	92	450	3	5	1554	53	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	0	0	0	8	0	24	92	450	3	5	1554	53	
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	0	0	0	8	0	24	92	450	3	5	1554	53	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	0	0	0	8	0	24	92	450	3	5	1554	53	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	0	0	0	8	0	24	92	450	3	5	1554	53	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Final Volume:	0	0	0	8	0	24	92	450	3	5	1554	53	
Saturation Flow Module:													
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	
Final Sat.:	3150	1900	1750	1750	1900	1750	1750	3800	1750	1750	3800	1750	
Capacity Analysis Module:													
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.01	0.05	0.12	0.00	0.00	0.41	0.03	
Crit Moves:				****				****					
Green Time:	0.0	0.0	0.0	7.0	0.0	19.6	12.6	73.0	73.0	38.0	98.4	105.4	
Volume/Cap:	0.00	0.00	0.00	0.08	0.00	0.09	0.54	0.21	0.00	0.01	0.54	0.04	
Uniform Del:	0.0	0.0	0.0	58.5	0.0	47.5	55.9	14.2	12.5	32.7	6.5	2.4	
IncrementDel:	0.0	0.0	0.0	0.4	0.0	0.1	3.5	0.0	0.0	0.0	0.2	0.0	
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Delay/Veh:	0.0	0.0	0.0	58.8	0.0	47.6	59.4	14.2	12.5	32.7	6.7	2.4	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.0	0.0	58.8	0.0	47.6	59.4	14.2	12.5	32.7	6.7	2.4	
LOS by Move:	A	A	A	E+	A	D	E+	B	B	C-	A	A	
HCM2kAvgQ:	0	0	0	0	0	1	4	4	0	0	12	0	

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

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

Intersection #62: Convention Center Dr & Tasman Dr

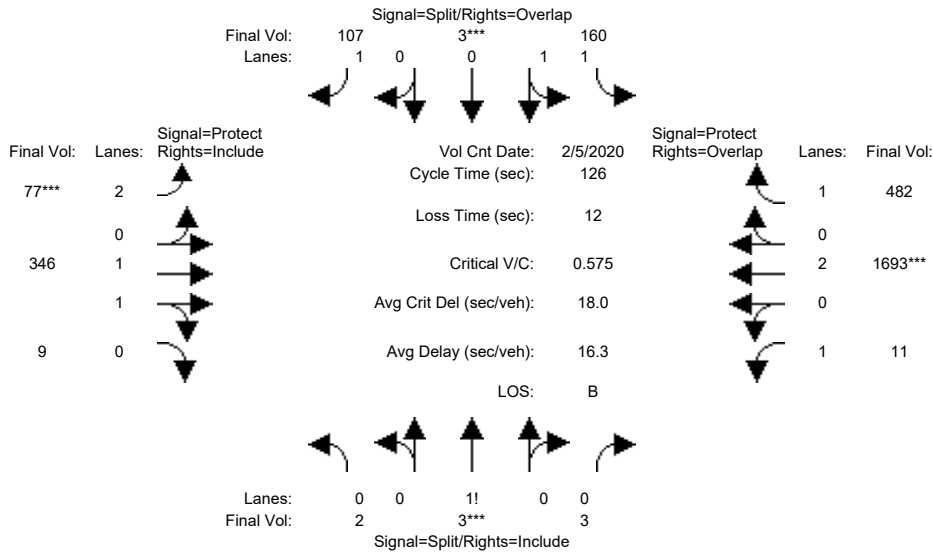


Street Name:	Convention Center Dr						Tasman Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	7	7	7	7	7	6	15	15	8	10	10
Y+R:	5.5	5.5	5.5	5.5	5.5	5.5	6.0	6.0	6.0	6.0	6.0	6.0
Volume Module: >> Count Date: 5 Feb 2020 << 5:00 - 6:00												
Base Vol:	2	0	3	27	0	8	21	1754	3	16	778	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	0	3	27	0	8	21	1754	3	16	778	11
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	0	3	27	0	8	21	1754	3	16	778	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	0	3	27	0	8	21	1754	3	16	778	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	0	3	27	0	8	21	1754	3	16	778	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	2	0	3	27	0	8	21	1754	3	16	778	11
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	1900	1750	1750	1900	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.00	0.01	0.46	0.00	0.01	0.20	0.01
Crit Moves:	***			***			***			***		
Green Time:	7.0	0.0	15.0	7.0	0.0	26.1	19.1	96.0	103.0	8.0	84.9	91.9
Volume/Cap:	0.01	0.00	0.01	0.29	0.00	0.02	0.08	0.63	0.00	0.15	0.31	0.01
Uniform Del:	58.2	0.0	51.0	59.1	0.0	41.7	47.9	8.3	2.8	57.8	9.9	5.6
IncrementDel:	0.0	0.0	0.0	1.7	0.0	0.0	0.1	0.4	0.0	0.6	0.1	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	58.3	0.0	51.0	60.8	0.0	41.7	48.0	8.7	2.8	58.4	9.9	5.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.3	0.0	51.0	60.8	0.0	41.7	48.0	8.7	2.8	58.4	9.9	5.6
LOS by Move:	E+	A	D	E	A	D	D	A	A	E+	A	A
HCM2kAvgQ:	0	0	0	1	0	0	1	16	0	1	7	0

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

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

Intersection #63: Centennial Blvd & Tasman Dr

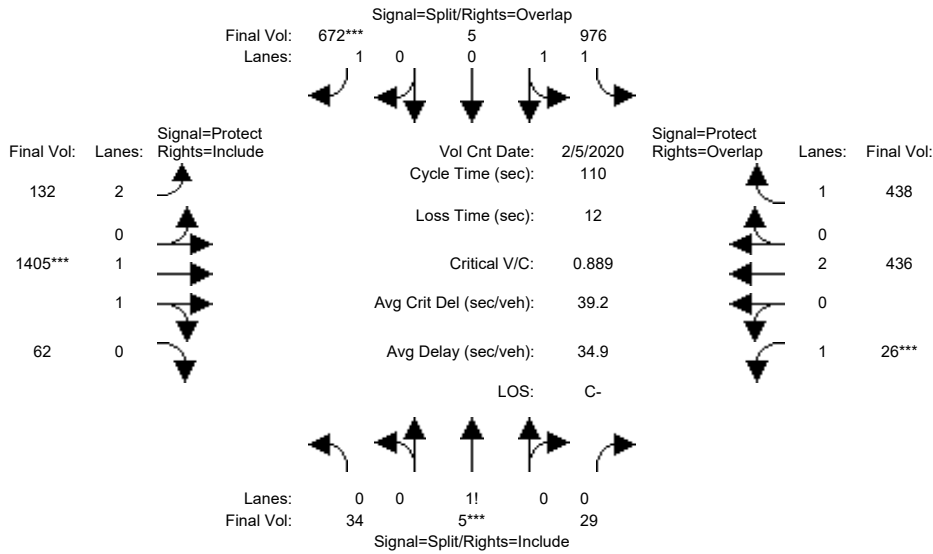


Street Name:	Centennial Blvd						Tasman Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	8	20	20	5	20	20
Y+R:	5.5	5.5	5.5	6.0	6.0	6.0	5.5	6.0	6.0	6.0	6.0	6.0
Volume Module: >> Count Date: 5 Feb 2020 << 8:00 - 9:00												
Base Vol:	2	3	3	160	3	107	77	346	9	11	1693	482
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	3	3	160	3	107	77	346	9	11	1693	482
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:	2	3	3	160	3	107	77	346	9	11	1693	482
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	3	3	160	3	107	77	346	9	11	1693	482
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	3	3	160	3	107	77	346	9	11	1693	482
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	2	3	3	160	3	107	77	346	9	11	1693	482
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.93	0.95	0.92	0.83	0.97	0.95	0.92	1.00	0.92
Lanes:	0.25	0.37	0.38	1.96	0.04	1.00	2.00	1.95	0.05	1.00	2.00	1.00
Final Sat.:	438	656	656	3485	65	1750	3150	3606	94	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.05	0.06	0.02	0.10	0.10	0.01	0.45	0.28
Crit Moves:	****			****			****			****		
Green Time:	10.0	10.0	10.0	10.0	10.0	18.0	8.0	75.2	75.2	18.8	86.0	96.0
Volume/Cap:	0.06	0.06	0.06	0.58	0.58	0.43	0.39	0.16	0.16	0.04	0.65	0.36
Uniform Del:	53.6	53.6	53.6	56.0	56.0	49.3	56.6	11.3	11.3	45.9	11.5	4.9
IncrementDel:	0.2	0.2	0.2	3.0	3.0	1.2	1.2	0.0	0.0	0.1	0.6	0.2
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	53.8	53.8	53.8	59.0	59.0	50.5	57.9	11.4	11.4	46.0	12.1	5.1
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:	53.8	53.8	53.8	59.0	59.0	50.5	57.9	11.4	11.4	46.0	12.1	5.1
LOS by Move:	D-	D-	D-	E+	E+	D	E+	B+	B+	D	B	A
HCM2kAvgQ:	0	0	0	4	4	4	2	3	3	0	18	6

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

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

Intersection #63: Centennial Blvd & Tasman Dr

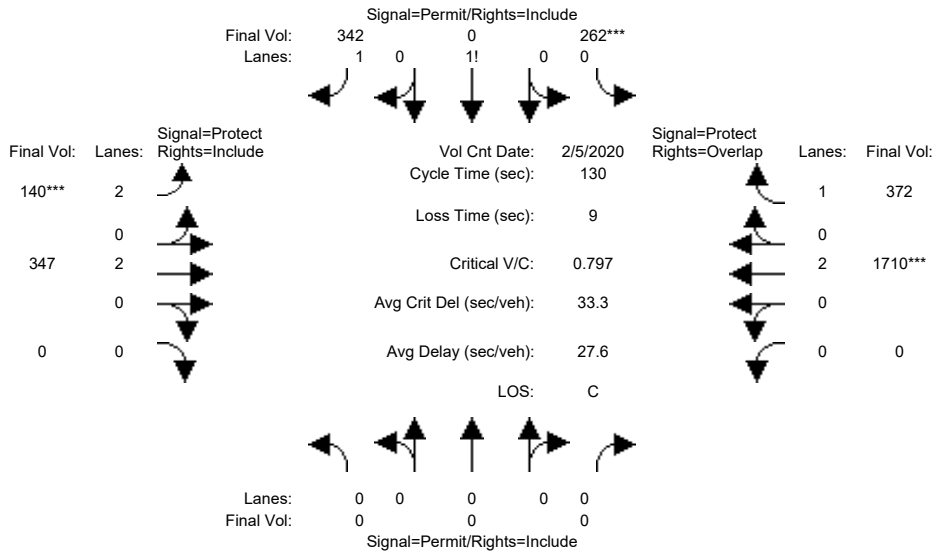


Street Name:	Centennial Blvd						Tasman Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	8	20	20	5	20	20
Y+R:	5.5	5.5	5.5	6.0	6.0	6.0	5.5	6.0	6.0	6.0	6.0	6.0
Volume Module: >> Count Date: 5 Feb 2020 << 5:15 - 6:15												
Base Vol:	34	5	29	976	5	672	132	1405	62	26	436	438
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	34	5	29	976	5	672	132	1405	62	26	436	438
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:	34	5	29	976	5	672	132	1405	62	26	436	438
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	34	5	29	976	5	672	132	1405	62	26	436	438
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	5	29	976	5	672	132	1405	62	26	436	438
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	34	5	29	976	5	672	132	1405	62	26	436	438
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.93	0.95	0.92	0.83	0.97	0.95	0.92	1.00	0.92
Lanes:	0.50	0.07	0.43	1.99	0.01	1.00	2.00	1.91	0.09	1.00	2.00	1.00
Final Sat.:	875	129	746	3532	18	1750	3150	3544	156	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.28	0.28	0.38	0.04	0.40	0.40	0.01	0.11	0.25
Crit Moves:	****			****			****			****		
Green Time:	10.0	10.0	10.0	36.5	36.5	51.2	14.7	46.5	46.5	5.0	36.8	73.3
Volume/Cap:	0.43	0.43	0.43	0.83	0.83	0.82	0.31	0.94	0.94	0.33	0.34	0.38
Uniform Del:	47.3	47.3	47.3	33.9	33.9	25.5	43.1	30.4	30.4	50.9	27.5	8.2
IncrementDel:	1.8	1.8	1.8	5.2	5.2	6.9	0.4	11.2	11.2	2.4	0.2	0.2
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	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	49.1	49.1	39.1	39.1	32.4	43.5	41.6	41.6	53.3	27.7	8.4
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:	49.1	49.1	49.1	39.1	39.1	32.4	43.5	41.6	41.6	53.3	27.7	8.4
LOS by Move:	D	D	D	D	D	C-	D	D	D	D-	C	A
HCM2kAvgQ:	3	3	3	19	19	23	2	26	26	1	5	7

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

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

Intersection #64: Calle Del Sol & Tasman Dr



Street Name:	Calle Del Sol						Tasman Dr					
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	10	0	10	8	10	0	0	10	10
Y+R:	4.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:	>>	Count	Date:	5 Feb 2020	<<	7:45 - 8:45						
Base Vol:	0	0	0	262	0	342	140	347	0	0	1710	372
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	262	0	342	140	347	0	0	1710	372
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	262	0	342	140	347	0	0	1710	372
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	262	0	342	140	347	0	0	1710	372
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	262	0	342	140	347	0	0	1710	372
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	262	0	342	140	347	0	0	1710	372

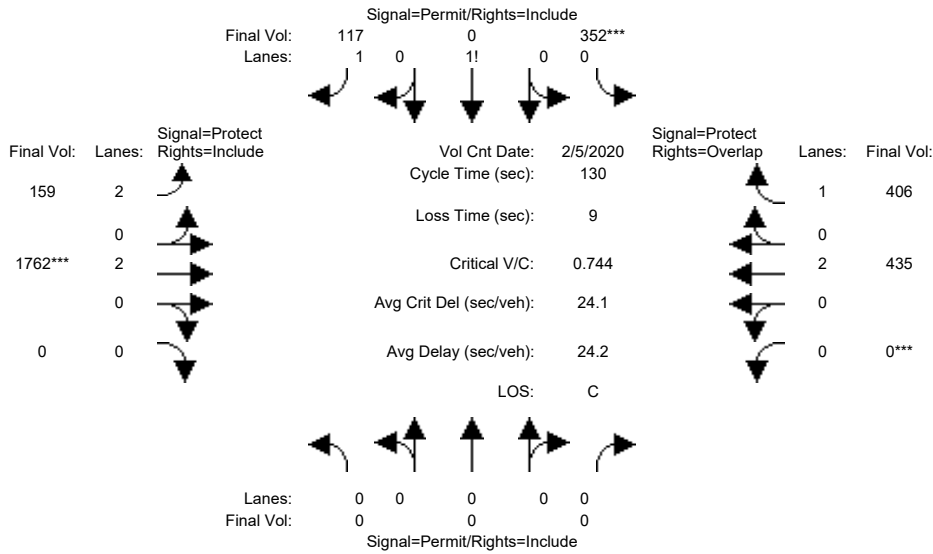
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.61	0.00	1.39	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1059	0	2441	3150	3800	0	0	3800	1750

Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.25	0.00	0.14	0.04	0.09	0.00	0.00	0.45	0.21
Crit Moves:				****			****			****		
Green Time:	0.0	0.0	0.0	40.1	0.0	40.1	8.0	80.9	0.0	0.0	72.9	72.9
Volume/Cap:	0.00	0.00	0.00	0.80	0.00	0.45	0.72	0.15	0.00	0.00	0.80	0.38
Uniform Del:	0.0	0.0	0.0	41.3	0.0	36.2	59.9	10.2	0.0	0.0	22.8	15.9
IncrementDel:	0.0	0.0	0.0	6.2	0.0	0.2	12.5	0.0	0.0	0.0	2.3	0.2
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	47.5	0.0	36.4	72.4	10.2	0.0	0.0	25.1	16.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	47.5	0.0	36.4	72.4	10.2	0.0	0.0	25.1	16.2
LOS by Move:	A	A	A	D	A	D+	E	B+	A	A	C	B
HCM2kAvgQ:	0	0	0	19	0	9	4	3	0	0	27	9

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

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

Intersection #64: Calle Del Sol & Tasman Dr

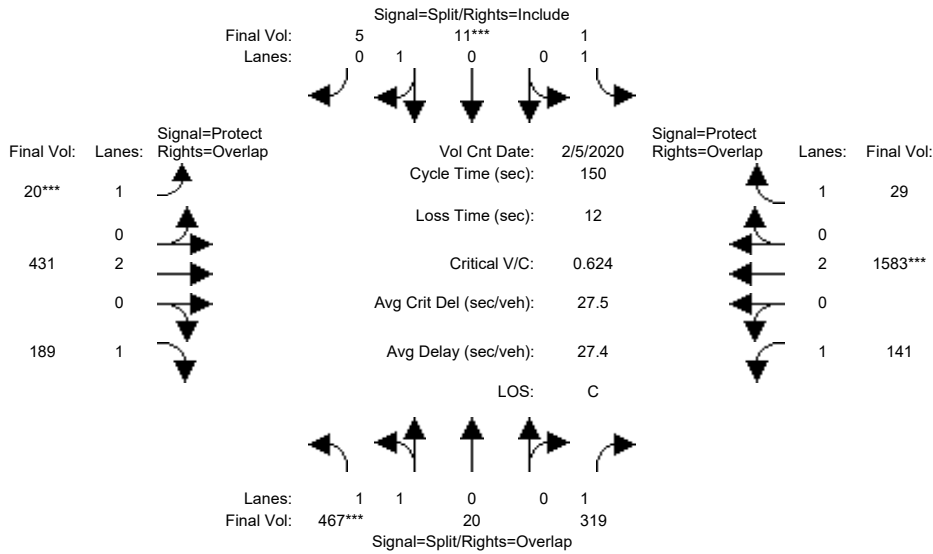


Street Name:	Calle Del Sol						Tasman Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	8	10	0	0	10	10
Y+R:	4.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module: >> Count Date: 5 Feb 2020 << 4:45 - 5:45												
Base Vol:	0	0	0	352	0	117	159	1762	0	0	435	406
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	352	0	117	159	1762	0	0	435	406
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	352	0	117	159	1762	0	0	435	406
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	352	0	117	159	1762	0	0	435	406
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	352	0	117	159	1762	0	0	435	406
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	352	0	117	159	1762	0	0	435	406
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.85	0.00	1.15	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1537	0	2005	3150	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.23	0.00	0.06	0.05	0.46	0.00	0.00	0.11	0.23
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	40.0	0.0	40.0	17.0	81.0	0.0	0.0	64.0	64.0
Volume/Cap:	0.00	0.00	0.00	0.74	0.00	0.19	0.39	0.74	0.00	0.00	0.23	0.47
Uniform Del:	0.0	0.0	0.0	40.4	0.0	33.1	51.7	17.2	0.0	0.0	18.9	21.8
IncrementDel:	0.0	0.0	0.0	4.8	0.0	0.0	0.6	1.3	0.0	0.0	0.1	0.4
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	45.2	0.0	33.1	52.3	18.5	0.0	0.0	19.0	22.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	45.2	0.0	33.1	52.3	18.5	0.0	0.0	19.0	22.2
LOS by Move:	A	A	A	D	A	C-	D-	B-	A	A	B-	C+
HCM2kAvgQ:	0	0	0	17	0	3	3	23	0	0	5	11

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

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

Intersection #65: Lick Mill Blvd & Tasman Dr



Street Name:	Lick Mill Blvd						Tasman Dr					
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	6	6	6	5	10	10	6	10	10
Y+R:	5.0	5.0	5.0	5.5	5.5	5.5	5.5	6.0	6.0	5.5	6.0	6.0

Volume Module:	>>	Count	Date:	5 Feb 2020	<<	7:45 - 8:45						
Base Vol:	467	20	319	1	11	5	20	431	189	141	1583	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:	467	20	319	1	11	5	20	431	189	141	1583	29
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:	467	20	319	1	11	5	20	431	189	141	1583	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	467	20	319	1	11	5	20	431	189	141	1583	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	467	20	319	1	11	5	20	431	189	141	1583	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	467	20	319	1	11	5	20	431	189	141	1583	29

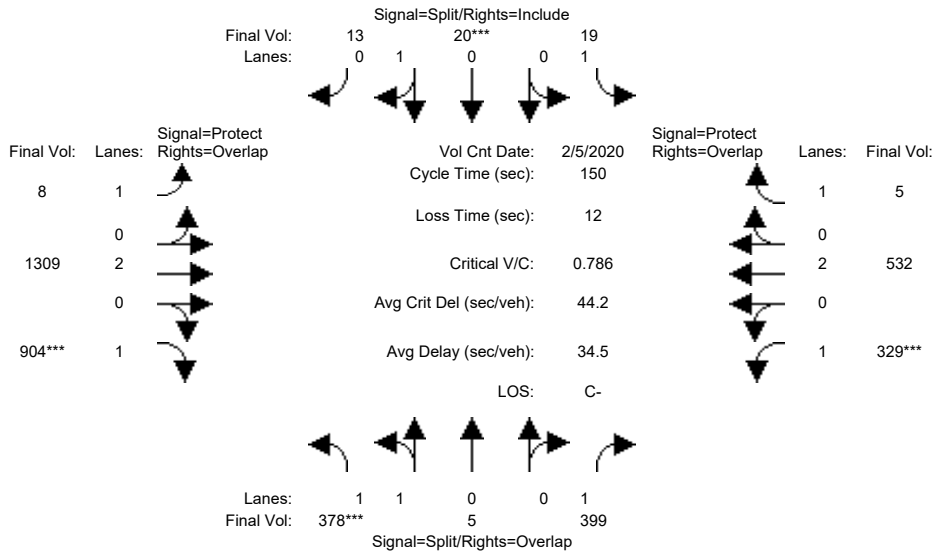
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.92	0.08	1.00	1.00	0.69	0.31	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3404	146	1750	1750	1237	562	1750	3800	1750	1750	3800	1750

Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.18	0.00	0.01	0.01	0.01	0.11	0.11	0.08	0.42	0.02
Crit Moves:	***				***		***				***	
Green Time:	31.5	31.5	73.2	6.0	6.0	6.0	5.0	58.8	90.2	41.8	95.5	101.5
Volume/Cap:	0.65	0.65	0.37	0.01	0.22	0.22	0.34	0.29	0.18	0.29	0.65	0.02
Uniform Del:	54.3	54.3	24.0	69.2	69.7	69.7	70.9	31.3	13.3	42.5	16.9	8.0
IncrementDel:	2.1	2.1	0.3	0.1	1.6	1.6	3.5	0.1	0.1	0.3	0.7	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	56.4	56.4	24.3	69.2	71.3	71.3	74.4	31.4	13.4	42.8	17.6	8.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.4	56.4	24.3	69.2	71.3	71.3	74.4	31.4	13.4	42.8	17.6	8.0
LOS by Move:	E+	E+	C	E	E	E	E	C	B	D	B	A
HCM2kAvgQ:	12	12	10	0	1	1	1	6	4	5	22	0

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

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

Intersection #65: Lick Mill Blvd & Tasman Dr



Street Name:	Lick Mill Blvd						Tasman Dr					
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	6	6	6	5	10	10	6	10	10
Y+R:	5.0	5.0	5.0	5.5	5.5	5.5	5.5	6.0	6.0	5.5	6.0	6.0

Volume Module:	>>	Count	Date:	5 Feb 2020	<<	4:45	-	5:45					
Base Vol:	378	5	399	19	20	13	8	1309	904	329	532	5	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	378	5	399	19	20	13	8	1309	904	329	532	5	
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	378	5	399	19	20	13	8	1309	904	329	532	5	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	378	5	399	19	20	13	8	1309	904	329	532	5	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	378	5	399	19	20	13	8	1309	904	329	532	5	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	378	5	399	19	20	13	8	1309	904	329	532	5	

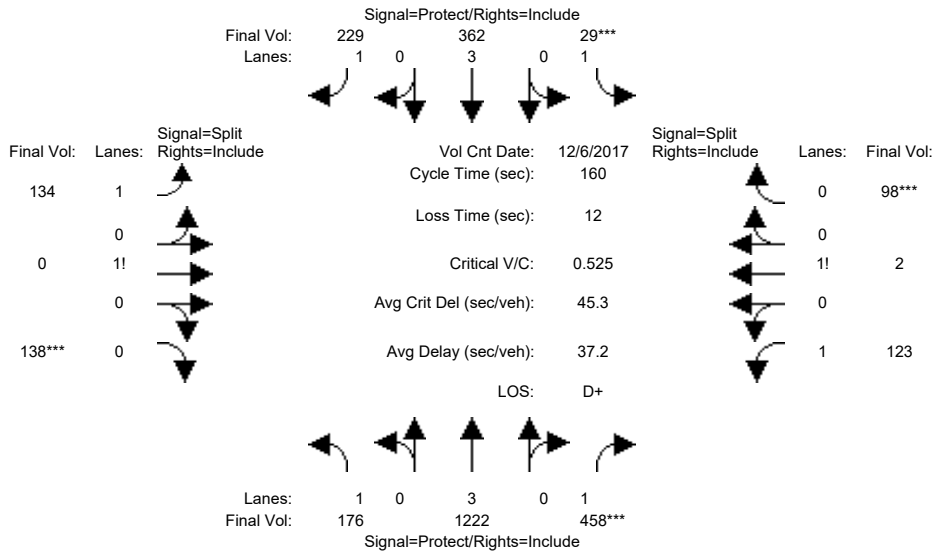
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.97	0.03	1.00	1.00	0.61	0.39	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3504	46	1750	1750	1091	709	1750	3800	1750	1750	3800	1750

Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.23	0.01	0.02	0.02	0.00	0.34	0.52	0.19	0.14	0.00
Crit Moves:	****				****				****	****		
Green Time:	20.2	20.2	55.4	6.0	6.0	6.0	21.5	76.6	96.8	35.2	90.3	96.3
Volume/Cap:	0.80	0.80	0.62	0.27	0.46	0.46	0.03	0.67	0.80	0.80	0.23	0.00
Uniform Del:	62.9	62.9	38.6	69.9	70.4	70.4	55.3	27.4	19.5	54.1	13.8	9.6
IncrementDel:	9.3	9.3	1.8	2.1	4.6	4.6	0.1	1.0	4.2	10.7	0.1	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	72.3	72.3	40.4	72.0	75.0	75.0	55.3	28.4	23.7	64.8	13.9	9.6
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:	72.3	72.3	40.4	72.0	75.0	75.0	55.3	28.4	23.7	64.8	13.9	9.6
LOS by Move:	E	E	D	E	E	E	E+	C	C	E	B	A
HCM2kAvgQ:	11	11	16	1	2	2	0	21	32	17	5	0

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

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

Intersection #97: Wolfe Rd & Central Expwy Ramps



Street Name:	Wolfe Rd						Central Expwy Ramps					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	6 Dec 2017	<<	8:00 AM - 9:00 AM						
Base Vol:	176	1222	458	29	362	229	134	0	138	123	2	98
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	176	1222	458	29	362	229	134	0	138	123	2	98
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:	176	1222	458	29	362	229	134	0	138	123	2	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	176	1222	458	29	362	229	134	0	138	123	2	98
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	176	1222	458	29	362	229	134	0	138	123	2	98
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	176	1222	458	29	362	229	134	0	138	123	2	98

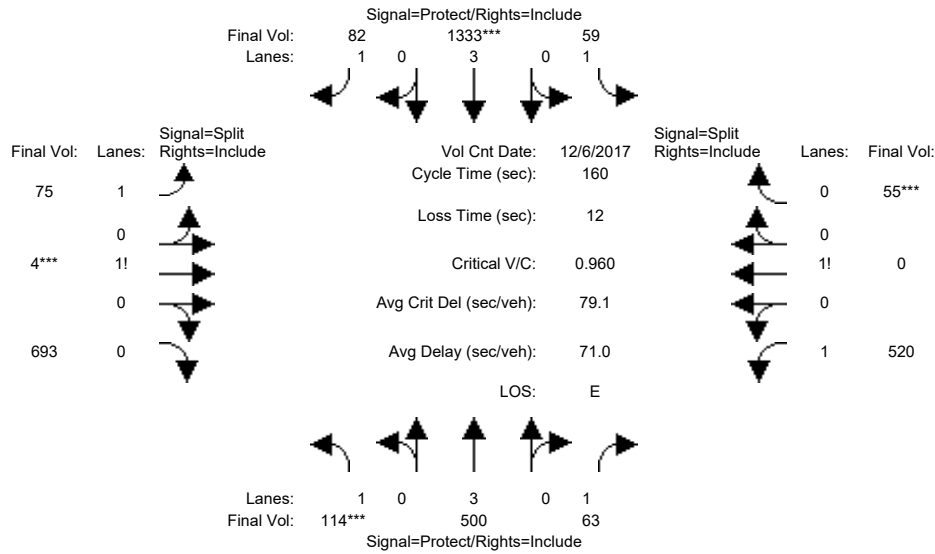
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.95	0.92	0.92	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.33	0.00	0.67	1.38	0.01	0.61
Final Sat.:	1750	5700	1750	1750	5700	1750	2333	0	1200	2416	22	1062

Capacity Analysis Module:												
Vol/Sat:	0.10	0.21	0.26	0.02	0.06	0.13	0.06	0.00	0.11	0.05	0.09	0.09
Crit Moves:			****	****					****			****
Green Time:	37.2	78.7	78.7	7.0	48.5	48.5	34.6	0.0	34.6	27.7	27.7	27.7
Volume/Cap:	0.43	0.44	0.53	0.38	0.21	0.43	0.27	0.00	0.53	0.29	0.53	0.53
Uniform Del:	52.4	26.3	28.0	74.4	41.5	44.7	52.2	0.0	55.6	57.6	60.2	60.2
IncrcmntDel:	0.7	0.1	0.6	3.1	0.1	0.6	0.1	0.0	1.1	0.2	1.3	1.3
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Delay/Veh:	53.1	26.4	28.6	77.5	41.6	45.3	52.3	0.0	56.6	57.8	61.5	61.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.1	26.4	28.6	77.5	41.6	45.3	52.3	0.0	56.6	57.8	61.5	61.5
LOS by Move:	D-	C	C	E-	D	D	D-	A	E+	E+	E	E
HCM2kAvgQ:	8	12	16	2	4	10	4	0	10	4	8	8

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

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

Intersection #97: Wolfe Rd & Central Expwy Ramps



Street Name:	Wolfe Rd						Central Expwy Ramps					
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:	6 Dec 2017	<<	5:00 PM - 6:00 PM						
Base Vol:	114	500	63	59	1333	82	75	4	693	520	0	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	114	500	63	59	1333	82	75	4	693	520	0	55
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:	114	500	63	59	1333	82	75	4	693	520	0	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	114	500	63	59	1333	82	75	4	693	520	0	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	500	63	59	1333	82	75	4	693	520	0	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	114	500	63	59	1333	82	75	4	693	520	0	55

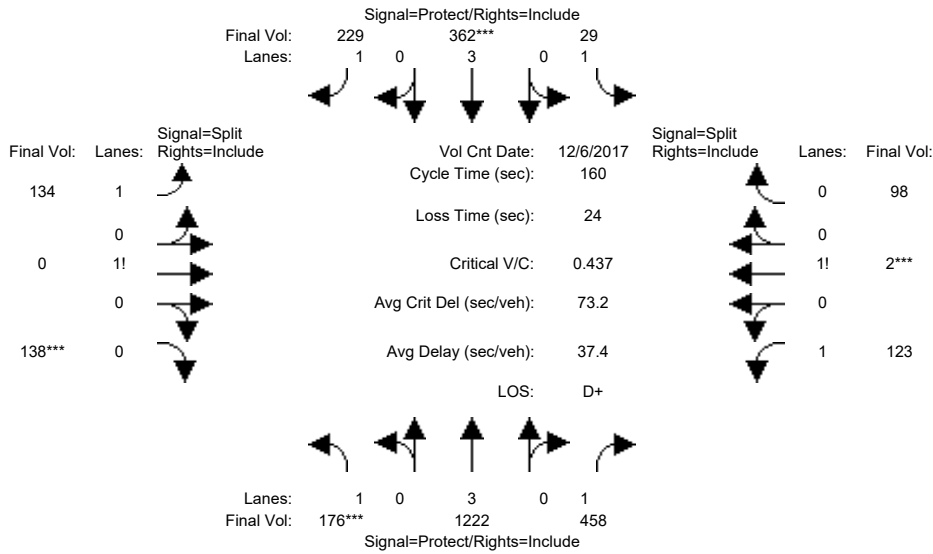
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.05	0.01	0.94	1.83	0.00	0.17
Final Sat.:	1750	5700	1750	1750	5700	1750	1842	10	1696	3194	0	306

Capacity Analysis Module:												
Vol/Sat:	0.07	0.09	0.04	0.03	0.23	0.05	0.04	0.41	0.41	0.16	0.00	0.18
Crit Moves:	***				***			***				***
Green Time:	10.9	33.3	33.3	16.6	39.0	39.0	68.1	68.1	68.1	30.0	0.0	30.0
Volume/Cap:	0.96	0.42	0.17	0.33	0.96	0.19	0.10	0.96	0.96	0.87	0.00	0.96
Uniform Del:	74.4	55.0	52.1	66.5	59.7	48.0	27.5	44.6	44.6	63.1	0.0	64.4
IncrementDel:	69.7	0.2	0.2	1.0	15.5	0.2	0.0	22.3	22.3	11.7	0.0	26.9
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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:	144.0	55.3	52.3	67.6	75.3	48.2	27.5	66.9	66.9	74.8	0.0	91.3
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:	144.0	55.3	52.3	67.6	75.3	48.2	27.5	66.9	66.9	74.8	0.0	91.3
LOS by Move:	F	E+	D-	E	E-	D	C	E	E	E	A	F
HCM2kAvgQ:	9	7	3	3	26	3	2	42	42	17	0	21

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

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

Intersection #101: Wolfe Rd & Central Expwy Ramps



Street Name:	Wolfe Rd						Central Expwy Ramps					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	75	10	7	75	10	10	25	10	10	25	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:	6 Dec 2017	<< 8:00 AM	9:00 AM							
Base Vol:	176	1222	458	29	362	229	134	0	138	123	2	98
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	176	1222	458	29	362	229	134	0	138	123	2	98
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:	176	1222	458	29	362	229	134	0	138	123	2	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	176	1222	458	29	362	229	134	0	138	123	2	98
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	176	1222	458	29	362	229	134	0	138	123	2	98
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	176	1222	458	29	362	229	134	0	138	123	2	98

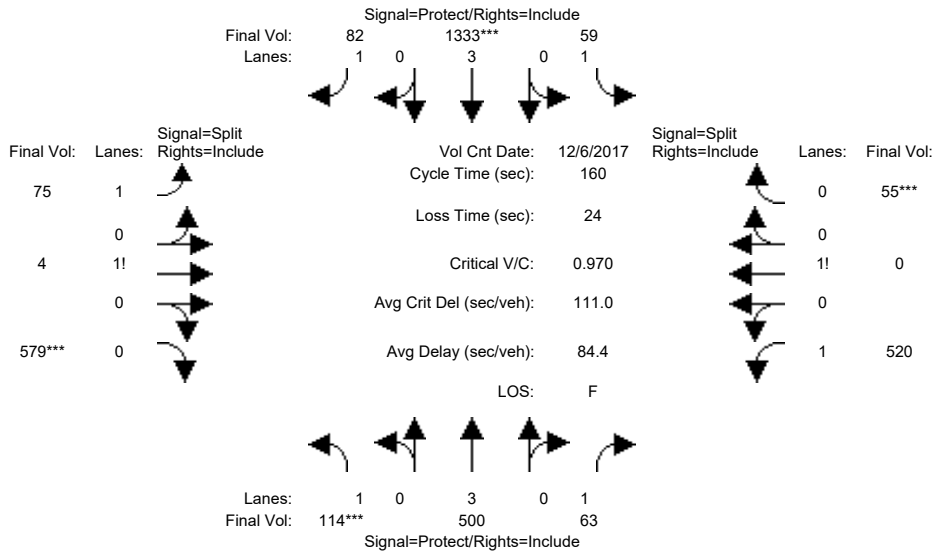
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.95	0.92	0.92	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.33	0.00	0.67	1.38	0.01	0.61
Final Sat.:	1750	5700	1750	1750	5700	1750	2333	0	1200	2416	22	1062

Capacity Analysis Module:												
Vol/Sat:	0.10	0.21	0.26	0.02	0.06	0.13	0.06	0.00	0.11	0.05	0.09	0.09
Crit Moves:	***				***				***		***	
Green Time:	16.8	84.0	84.0	7.8	75.0	75.0	19.2	0.0	19.2	25.0	25.0	25.0
Volume/Cap:	0.96	0.41	0.50	0.34	0.14	0.28	0.48	0.00	0.96	0.33	0.59	0.59
Uniform Del:	71.2	23.0	24.5	73.6	24.1	26.0	65.7	0.0	70.0	60.0	62.7	62.7
IncrementDel:	54.0	0.1	0.4	2.3	0.0	0.2	0.6	0.0	41.9	0.3	2.5	2.5
InitQueueDel:	0.0	3.6	0.0	63.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.73	0.73	1.00	0.81	0.81	1.00	0.00	1.00	1.00	1.00	1.00
Delay/Veh:	125.2	20.4	18.2	138.9	23.6	21.3	66.4	0.0	111.9	60.3	65.2	65.2
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:	125.2	20.4	18.2	138.9	23.6	21.3	66.4	0.0	111.9	60.3	65.2	65.2
LOS by Move:	F	C+	B-	F	C	C+	E	A	F	E	E	E
HCM2kAvgQ:	11	8	11	2	2	5	5	0	14	4	9	9

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

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

Intersection #101: Wolfe Rd & Central Expwy Ramps



Street Name:	Wolfe Rd						Central Expwy Ramps					
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	60	60	10	60	60	30	30	30	25	25	25
Y+R:	6.1	6.1	6.1	5.0	6.1	6.1	6.1	6.1	6.1	5.9	5.9	5.9

Volume Module:	>> Count	Date:	6 Dec 2017	<< 5:00 PM	- 6:00 PM
Base Vol:	114 500 63	59 1333 82	75 4 693	520 0 55	
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	
Initial Bse:	114 500 63	59 1333 82	75 4 693	520 0 55	
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:	114 500 63	59 1333 82	75 4 693	520 0 55	
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	
PHF Volume:	114 500 63	59 1333 82	75 4 693	520 0 55	
Reduct Vol:	0 0 0	0 0 0	0 0 114	0 0 0	
Reduced Vol:	114 500 63	59 1333 82	75 4 579	520 0 55	
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	
Final Volume:	114 500 63	59 1333 82	75 4 579	520 0 55	

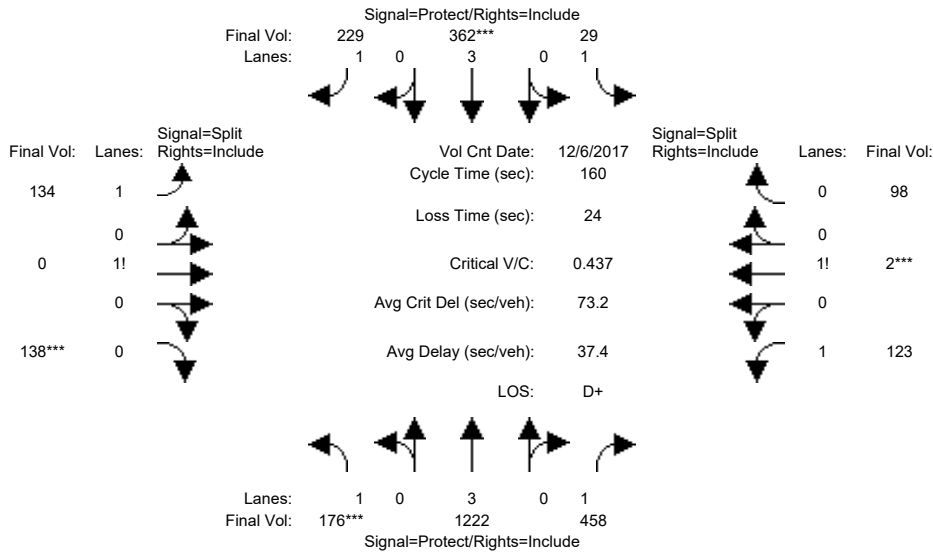
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.06	0.01	0.93	1.83	0.00	0.17
Final Sat.:	1750	5700	1750	1750	5700	1750	1859	12	1677	3194	0	306

Capacity Analysis Module:												
Vol/Sat:	0.07	0.09	0.04	0.03	0.23	0.05	0.04	0.35	0.35	0.16	0.00	0.18
Crit Moves:	***			***			***			***		
Green Time:	10.0	60.0	60.0	10.0	60.0	60.0	41.0	41.0	41.0	25.0	0.0	25.0
Volume/Cap:	1.04	0.23	0.10	0.54	0.62	0.12	0.16	1.35	1.35	1.04	0.00	1.15
Uniform Del:	75.0	34.3	32.4	72.8	40.8	32.8	46.1	59.5	59.5	67.5	0.0	67.5
IncrcmntDel:	97.9	0.1	0.1	5.3	0.6	0.1	0.0	170	169.6	49.6	0.0	89.3
InitQueueDel:	0.0	1.7	0.0	65.8	2.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.96	0.60	0.60	0.96	0.60	0.60	1.00	1.00	1.00	1.00	0.00	1.00
Delay/Veh:	169.6	22.3	19.5	140.7	28.0	19.8	46.1	229	229.1	117.1	0.0	156.8
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:	169.6	22.3	19.5	140.7	28.0	19.8	46.1	229	229.1	117.1	0.0	156.8
LOS by Move:	F	C+	B-	F	C	B-	D	F	F	F	A	F
HCM2kAvgQ:	8	3	1	4	14	2	3	54	54	21	0	25

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

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

Intersection #102: Wolfe Rd & Central Expwy Ramps



Street Name:	Wolfe Rd						Central Expwy Ramps					
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	75	10	7	75	10	10	25	10	10	25	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:	6 Dec 2017	<< 8:00 AM - 9:00 AM
Base Vol:	176 1222 458	29 362 229	134 0 138	123 2 98
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	176 1222 458	29 362 229	134 0 138	123 2 98
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:	176 1222 458	29 362 229	134 0 138	123 2 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:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Volume:	176 1222 458	29 362 229	134 0 138	123 2 98
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	176 1222 458	29 362 229	134 0 138	123 2 98
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Final Volume:	176 1222 458	29 362 229	134 0 138	123 2 98

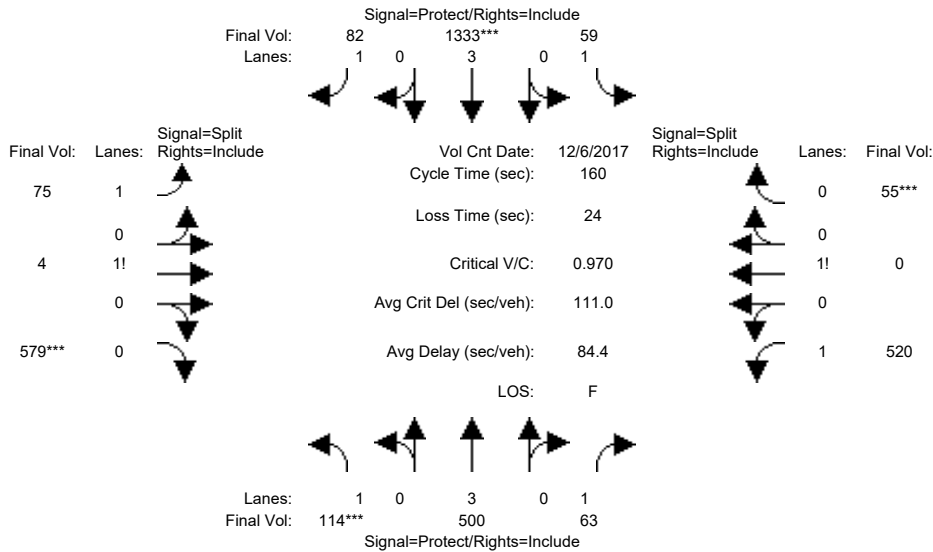
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.95	0.92	0.92	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.33	0.00	0.67	1.38	0.01	0.61
Final Sat.:	1750	5700	1750	1750	5700	1750	2333	0	1200	2416	22	1062

Capacity Analysis Module:												
Vol/Sat:	0.10	0.21	0.26	0.02	0.06	0.13	0.06	0.00	0.11	0.05	0.09	0.09
Crit Moves:	***				***				***		***	
Green Time:	16.8	84.0	84.0	7.8	75.0	75.0	19.2	0.0	19.2	25.0	25.0	25.0
Volume/Cap:	0.96	0.41	0.50	0.34	0.14	0.28	0.48	0.00	0.96	0.33	0.59	0.59
Uniform Del:	71.2	23.0	24.5	73.6	24.1	26.0	65.7	0.0	70.0	60.0	62.7	62.7
IncrementDel:	54.0	0.1	0.4	2.3	0.0	0.2	0.6	0.0	41.9	0.3	2.5	2.5
InitQueueDel:	0.0	3.6	0.0	63.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.73	0.73	1.00	0.81	0.81	1.00	0.00	1.00	1.00	1.00	1.00
Delay/Veh:	125.2	20.4	18.2	138.9	23.6	21.3	66.4	0.0	111.9	60.3	65.2	65.2
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:	125.2	20.4	18.2	138.9	23.6	21.3	66.4	0.0	111.9	60.3	65.2	65.2
LOS by Move:	F	C+	B-	F	C	C+	E	A	F	E	E	E
HCM2kAvgQ:	13	8	11	1	2	5	5	0	14	4	9	9

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

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

Intersection #102: Wolfe Rd & Central Expwy Ramps



Street Name:	Wolfe Rd						Central Expwy Ramps					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	60	60	10	60	60	30	30	30	25	25	25
Y+R:	6.1	6.1	6.1	5.0	6.1	6.1	6.1	6.1	6.1	5.9	5.9	5.9

Volume Module:	>> Count	Date:	6 Dec 2017	<< 5:00 PM	6:00 PM							
Base Vol:	114	500	63	59	1333	82	75	4	693	520	0	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	114	500	63	59	1333	82	75	4	693	520	0	55
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:	114	500	63	59	1333	82	75	4	693	520	0	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	114	500	63	59	1333	82	75	4	693	520	0	55
Reduct Vol:	0	0	0	0	0	0	0	0	114	0	0	0
Reduced Vol:	114	500	63	59	1333	82	75	4	579	520	0	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	114	500	63	59	1333	82	75	4	579	520	0	55

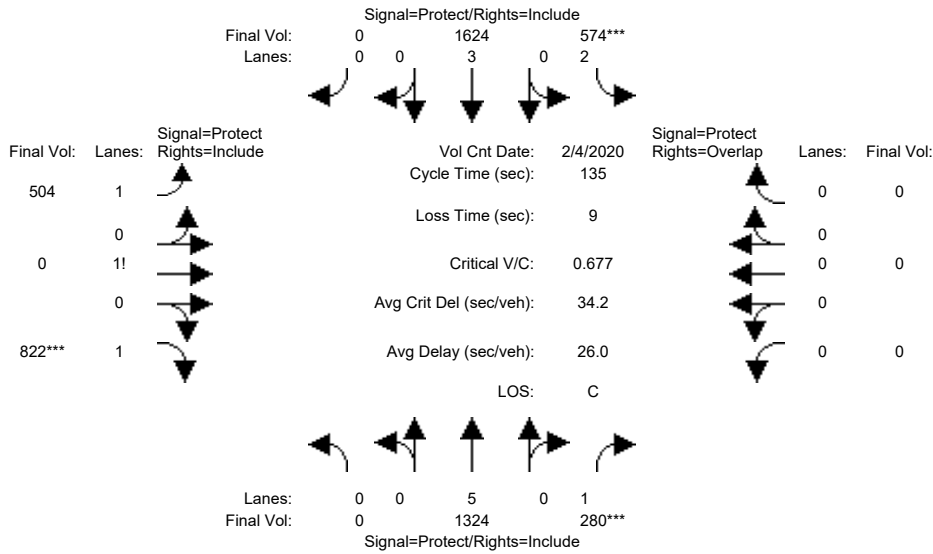
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.06	0.01	0.93	1.83	0.00	0.17
Final Sat.:	1750	5700	1750	1750	5700	1750	1859	12	1677	3194	0	306

Capacity Analysis Module:												
Vol/Sat:	0.07	0.09	0.04	0.03	0.23	0.05	0.04	0.35	0.35	0.16	0.00	0.18
Crit Moves:	***				****				****			****
Green Time:	10.0	60.0	60.0	10.0	60.0	60.0	41.0	41.0	41.0	25.0	0.0	25.0
Volume/Cap:	1.04	0.23	0.10	0.54	0.62	0.12	0.16	1.35	1.35	1.04	0.00	1.15
Uniform Del:	75.0	34.3	32.4	72.8	40.8	32.8	46.1	59.5	59.5	67.5	0.0	67.5
IncrcmntDel:	97.9	0.1	0.1	5.3	0.6	0.1	0.0	170	169.6	49.6	0.0	89.3
InitQueueDel:	0.0	1.7	0.0	65.8	2.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.96	0.60	0.60	0.96	0.60	0.60	1.00	1.00	1.00	1.00	0.00	1.00
Delay/Veh:	169.6	22.3	19.5	140.7	28.0	19.8	46.1	229	229.1	117.1	0.0	156.8
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:	169.6	22.3	19.5	140.7	28.0	19.8	46.1	229	229.1	117.1	0.0	156.8
LOS by Move:	F	C+	B-	F	C	B-	D	F	F	F	A	F
HCM2kAvgQ:	10	4	1	3	13	2	3	54	54	21	0	25

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

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

Intersection #212: I-280 S Ramps/De Anza Blvd 1637-212 [CMP 2010]

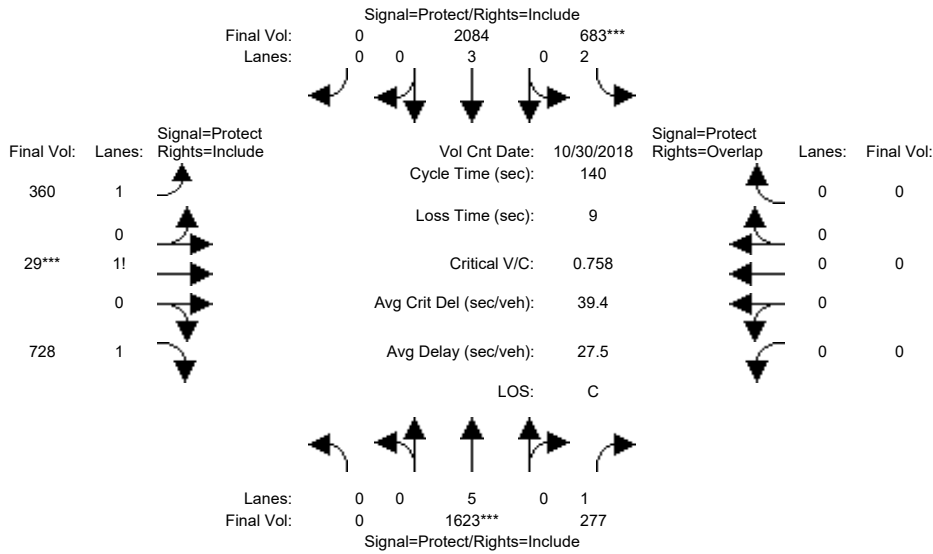


Street Name:	De Anza Boulevard						I-280 S. Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module: >> Count Date:	4 Feb 2020 << 8:45 - 9:45											
Base Vol:	0	1324	280	574	1624	0	504	0	822	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1324	280	574	1624	0	504	0	822	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1324	280	574	1624	0	504	0	822	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1324	280	574	1624	0	504	0	822	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1324	280	574	1624	0	504	0	822	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1324	280	574	1624	0	504	0	822	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	5.00	1.00	2.00	3.00	0.00	1.38	0.00	1.62	0.00	0.00	0.00
Final Sat.:	0	9500	1750	3150	5700	0	2415	0	2835	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.16	0.18	0.28	0.00	0.21	0.00	0.29	0.00	0.00	0.00
Crit Moves:			****	****					****			
Green Time:	0.0	31.9	31.9	36.3	68.2	0.0	57.8	0.0	57.8	0.0	0.0	0.0
Volume/Cap:	0.00	0.59	0.68	0.68	0.56	0.00	0.49	0.00	0.68	0.00	0.00	0.00
Uniform Del:	0.0	45.8	46.9	44.1	23.1	0.0	27.9	0.0	31.1	0.0	0.0	0.0
IncrementDel:	0.0	0.4	4.5	2.2	0.3	0.0	0.1	0.0	1.0	0.0	0.0	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.79	0.79	0.75	0.32	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	36.7	41.7	35.5	7.6	0.0	28.0	0.0	32.1	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	36.7	41.7	35.5	7.6	0.0	28.0	0.0	32.1	0.0	0.0	0.0
LOS by Move:	A	D+	D	D+	A	A	C	A	C-	A	A	A
HCM2kAvgQ:	0	9	11	11	7	0	12	0	19	0	0	0

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

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

Intersection #212: I-280 S Ramps/De Anza Blvd 1637-212 [CMP 2010]

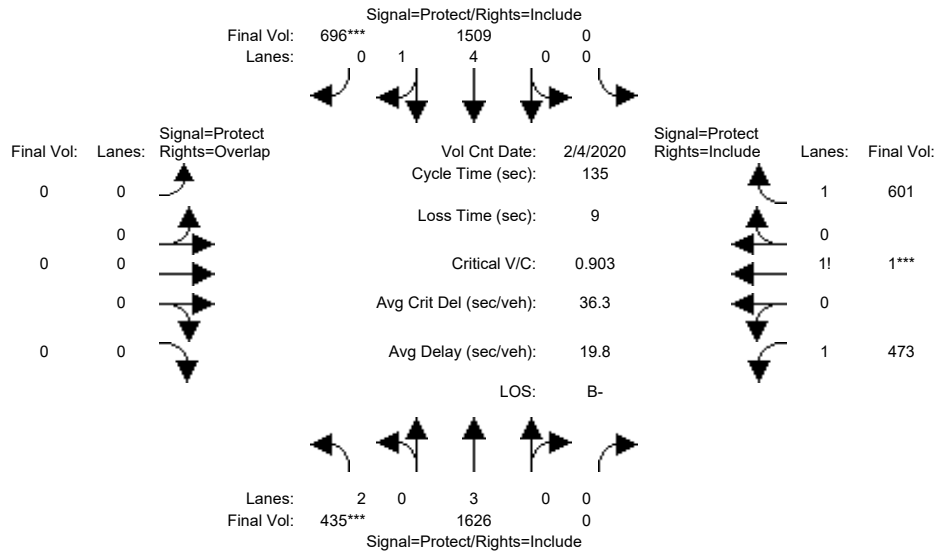


Street Name:	De Anza Boulevard						I-280 S. Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module: >> Count Date:	30 Oct 2018 << 5:00 - 6:00 PM											
Base Vol:	0	1623	277	683	2084	0	360	29	728	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1623	277	683	2084	0	360	29	728	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1623	277	683	2084	0	360	29	728	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1623	277	683	2084	0	360	29	728	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1623	277	683	2084	0	360	29	728	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1623	277	683	2084	0	360	29	728	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	0.00	5.00	1.00	2.00	3.00	0.00	1.32	0.05	1.63	0.00	0.00	0.00
Final Sat.:	0	9500	1750	3150	5700	0	2310	90	2933	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.16	0.22	0.37	0.00	0.16	0.32	0.25	0.00	0.00	0.00
Crit Moves:	****			****			****			****		
Green Time:	0.0	31.6	31.6	40.1	71.6	0.0	59.4	59.4	59.4	0.0	0.0	0.0
Volume/Cap:	0.00	0.76	0.70	0.76	0.71	0.00	0.37	0.76	0.59	0.00	0.00	0.00
Uniform Del:	0.0	50.6	49.9	45.5	26.3	0.0	27.5	34.2	30.9	0.0	0.0	0.0
IncrementDel:	0.0	1.6	5.6	3.7	0.9	0.0	0.1	2.3	0.5	0.0	0.0	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.81	0.81	0.73	0.30	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	42.4	45.8	37.1	8.8	0.0	27.6	36.5	31.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	42.4	45.8	37.1	8.8	0.0	27.6	36.5	31.4	0.0	0.0	0.0
LOS by Move:	A	D	D	D+	A	A	C	D+	C	A	A	A
HCM2kAvgQ:	0	14	12	14	11	0	8	23	15	0	0	0

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

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

Intersection #213: I-280 N Ramps/De Anza Blvd 1636-213 [CMP 2010]

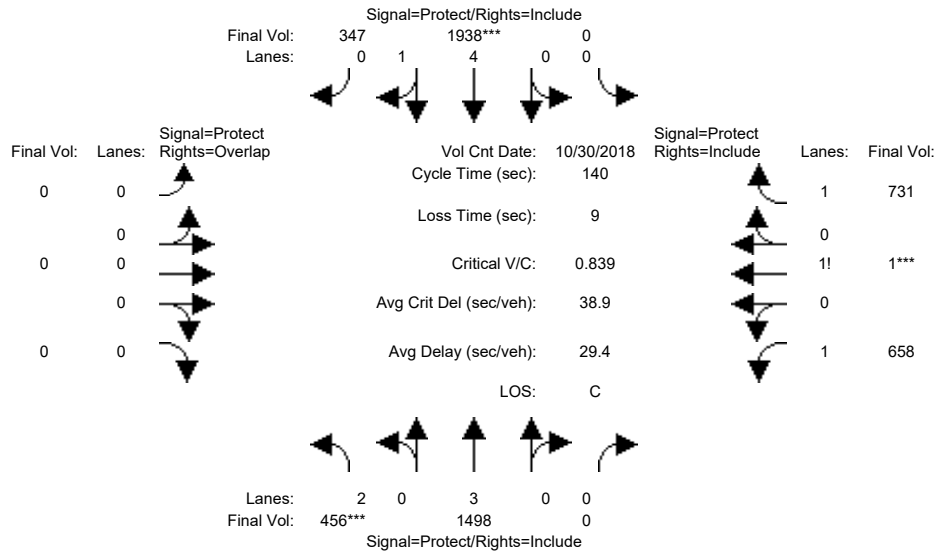


Street Name:	De Anza Boulevard						I-280 N. Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	7	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module: >> Count Date:	4 Feb 2020 << 8:00 - 9:00											
Base Vol:	435	1626	0	0	1509	696	0	0	0	473	1	601
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	435	1626	0	0	1509	696	0	0	0	473	1	601
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:	435	1626	0	0	1509	696	0	0	0	473	1	601
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	435	1626	0	0	1509	696	0	0	0	473	1	601
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	435	1626	0	0	1509	696	0	0	0	473	1	601
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	435	1626	0	0	1509	696	0	0	0	473	1	601
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	2.00	3.00	0.00	0.00	4.00	1.00	0.00	0.00	0.00	1.44	0.01	1.55
Final Sat.:	3150	5700	0	0	7600	1750	0	0	0	2519	3	2727
Capacity Analysis Module:												
Vol/Sat:	0.14	0.29	0.00	0.00	0.20	0.40	0.00	0.00	0.00	0.19	0.31	0.22
Crit Moves:	***					***					***	
Green Time:	20.6	80.1	0.0	0.0	59.4	59.4	0.0	0.0	0.0	45.9	45.9	45.9
Volume/Cap:	0.90	0.48	0.00	0.00	0.45	0.90	0.00	0.00	0.00	0.55	0.90	0.65
Uniform Del:	56.2	15.6	0.0	0.0	26.4	35.1	0.0	0.0	0.0	36.2	42.4	37.7
IncrementDel:	20.2	0.1	0.0	0.0	0.1	5.2	0.0	0.0	0.0	0.3	9.8	0.9
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.88	0.03	0.00	0.00	0.48	0.48	0.00	0.00	0.00	1.00	1.00	1.00
Delay/Veh:	69.6	0.6	0.0	0.0	12.6	21.9	0.0	0.0	0.0	36.5	52.2	38.6
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:	69.6	0.6	0.0	0.0	12.6	21.9	0.0	0.0	0.0	36.5	52.2	38.6
LOS by Move:	E	A	A	A	B	C+	A	A	A	D+	D-	D+
HCM2kAvgQ:	11	1	0	0	6	26	0	0	0	12	26	15

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

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

Intersection #213: I-280 N Ramps/De Anza Blvd 1636-213 [CMP 2010]



Street Name:	De Anza Boulevard						I-280 N. 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:	7	10	10	7	10	10	0	0	0	7	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:	>>	Count	Date:	30 Oct 2018	<<	5:00 - 6:00 PM						
Base Vol:	456	1498	0	0	1938	347	0	0	0	658	1	731
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	456	1498	0	0	1938	347	0	0	0	658	1	731
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:	456	1498	0	0	1938	347	0	0	0	658	1	731
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	456	1498	0	0	1938	347	0	0	0	658	1	731
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	456	1498	0	0	1938	347	0	0	0	658	1	731
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	456	1498	0	0	1938	347	0	0	0	658	1	731

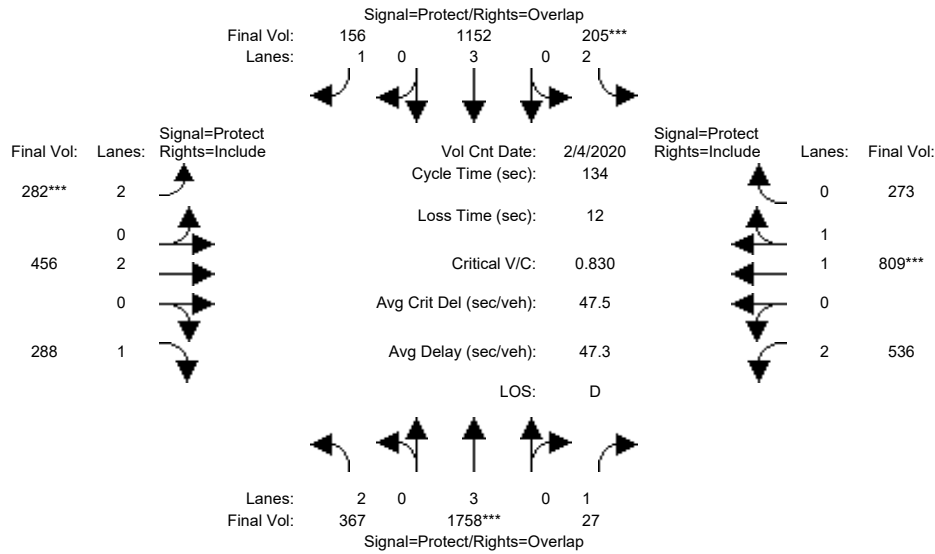
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.95	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	2.00	3.00	0.00	0.00	4.21	0.79	0.00	0.00	0.00	1.47	0.01	1.52
Final Sat.:	3150	5700	0	0	7970	1427	0	0	0	2578	3	2670

Capacity Analysis Module:												
Vol/Sat:	0.14	0.26	0.00	0.00	0.24	0.24	0.00	0.00	0.00	0.26	0.40	0.27
Crit Moves:	****				****					****		
Green Time:	24.1	64.7	0.0	0.0	40.6	40.6	0.0	0.0	0.0	66.3	66.3	66.3
Volume/Cap:	0.84	0.57	0.00	0.00	0.84	0.84	0.00	0.00	0.00	0.54	0.84	0.58
Uniform Del:	56.0	27.5	0.0	0.0	46.7	46.7	0.0	0.0	0.0	26.1	32.2	26.7
IncrementDel:	11.1	0.3	0.0	0.0	2.5	2.5	0.0	0.0	0.0	0.2	4.0	0.4
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.86	0.43	0.00	0.00	0.73	0.73	0.00	0.00	0.00	1.00	1.00	1.00
Delay/Veh:	59.4	12.0	0.0	0.0	36.5	36.5	0.0	0.0	0.0	26.3	36.2	27.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.4	12.0	0.0	0.0	36.5	36.5	0.0	0.0	0.0	26.3	36.2	27.1
LOS by Move:	E+	B	A	A	D+	D+	A	A	A	C	D+	C
HCM2kAvgQ:	11	9	0	0	17	17	0	0	0	14	30	16

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

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

Intersection #214: De Anza Blvd/Homestead Rd 1617-214 [CMP 2010]



Street Name:	De Anza Boulevard						Homestead Road					
	North Bound			South Bound			East Bound			West Bound		
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:	4 Feb 2020	<<	8:00 AM - 9:00 AM											
Base Vol:	367	1758	27	205	1152	156	282	456	288	536	809	273					
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Initial Bse:	367	1758	27	205	1152	156	282	456	288	536	809	273					
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:	367	1758	27	205	1152	156	282	456	288	536	809	273					
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Volume:	367	1758	27	205	1152	156	282	456	288	536	809	273					
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0					
Reduced Vol:	367	1758	27	205	1152	156	282	456	288	536	809	273					
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Final Volume:	367	1758	27	205	1152	156	282	456	288	536	809	273					

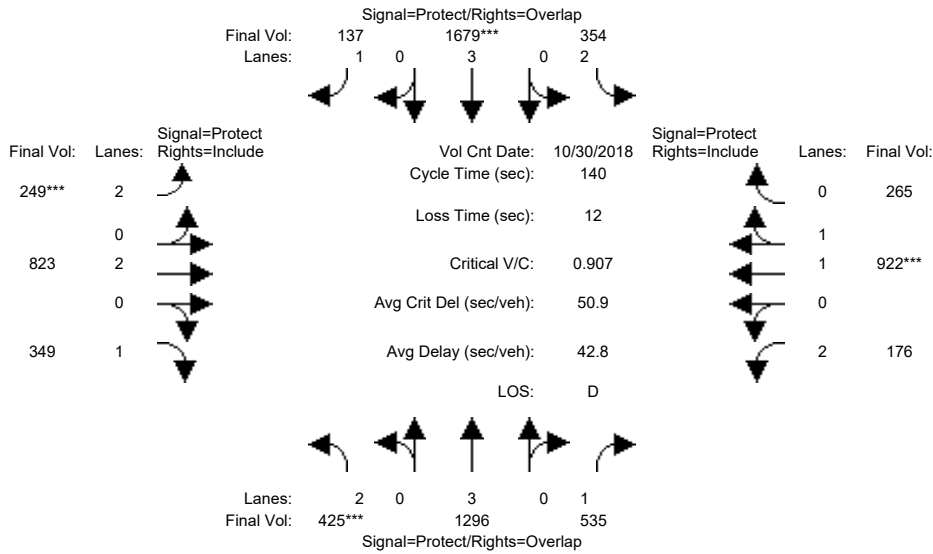
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.98	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.48	0.52
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	2766	933

Capacity Analysis Module:												
Vol/Sat:	0.12	0.31	0.02	0.07	0.20	0.09	0.09	0.12	0.16	0.17	0.29	0.29
Crit Moves:	****			****			****			****		
Green Time:	22.1	49.8	81.2	10.5	38.3	52.7	14.5	30.3	30.3	31.4	47.2	47.2
Volume/Cap:	0.71	0.83	0.03	0.83	0.71	0.23	0.83	0.53	0.73	0.73	0.83	0.83
Uniform Del:	52.9	38.2	10.6	60.9	42.9	27.1	58.6	45.6	48.0	47.4	39.7	39.7
IncrementDel:	4.5	2.9	0.0	20.4	1.5	0.2	15.6	0.6	6.6	3.7	4.6	4.6
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	57.4	41.2	10.6	81.3	44.3	27.2	74.2	46.2	54.6	51.0	44.3	44.3
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:	57.4	41.2	10.6	81.3	44.3	27.2	74.2	46.2	54.6	51.0	44.3	44.3
LOS by Move:	E+	D	B+	F	D	C	E	D	D-	D-	D	D
HCM2kAvgQ:	9	22	0	5	14	4	9	9	13	13	23	23

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

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

Intersection #214: De Anza Blvd/Homestead Rd 1617-214 [CMP 2010]



Street Name:	De Anza Boulevard						Homestead Road					
	North Bound			South Bound			East Bound			West Bound		
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:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:	>>	Count	Date:	30 Oct 2018	<<	5:30 - 6:30 PM						
Base Vol:	425	1296	535	354	1679	137	249	823	349	176	922	265
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	425	1296	535	354	1679	137	249	823	349	176	922	265
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:	425	1296	535	354	1679	137	249	823	349	176	922	265
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	425	1296	535	354	1679	137	249	823	349	176	922	265
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	425	1296	535	354	1679	137	249	823	349	176	922	265
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	425	1296	535	354	1679	137	249	823	349	176	922	265

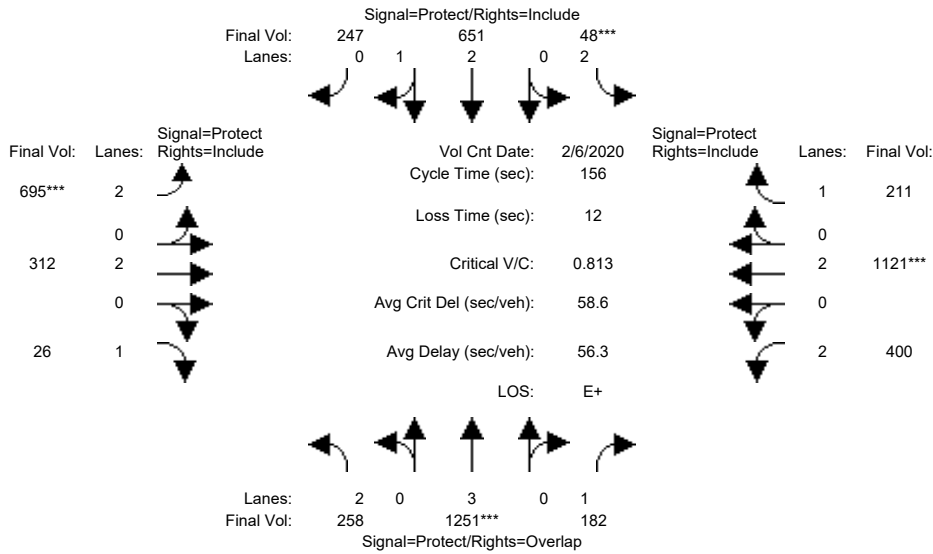
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.98	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.54	0.46
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	2873	826

Capacity Analysis Module:												
Vol/Sat:	0.13	0.23	0.31	0.11	0.29	0.08	0.08	0.22	0.20	0.06	0.32	0.32
Crit Moves:	***			****			****			****		
Green Time:	20.8	45.7	58.4	20.6	45.5	57.7	12.2	49.1	49.1	12.7	49.5	49.5
Volume/Cap:	0.91	0.70	0.73	0.77	0.91	0.19	0.91	0.62	0.57	0.62	0.91	0.91
Uniform Del:	58.6	41.1	34.3	57.4	45.3	26.3	63.3	37.7	36.9	61.3	43.1	43.1
IncramntDel:	21.2	1.2	3.9	7.5	6.9	0.1	31.2	0.9	1.3	4.1	9.4	9.4
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.88	0.68	0.52	0.89	0.68	0.53	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	73.0	29.0	21.8	58.3	37.7	14.1	94.6	38.6	38.2	65.4	52.4	52.4
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:	73.0	29.0	21.8	58.3	37.7	14.1	94.6	38.6	38.2	65.4	52.4	52.4
LOS by Move:	E	C	C+	E+	D+	B	F	D+	D+	E	D-	D-
HCM2kAvgQ:	12	14	16	8	22	2	9	12	10	5	27	27

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

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

Intersection #1207: GREAT AMERICA/TASMAN

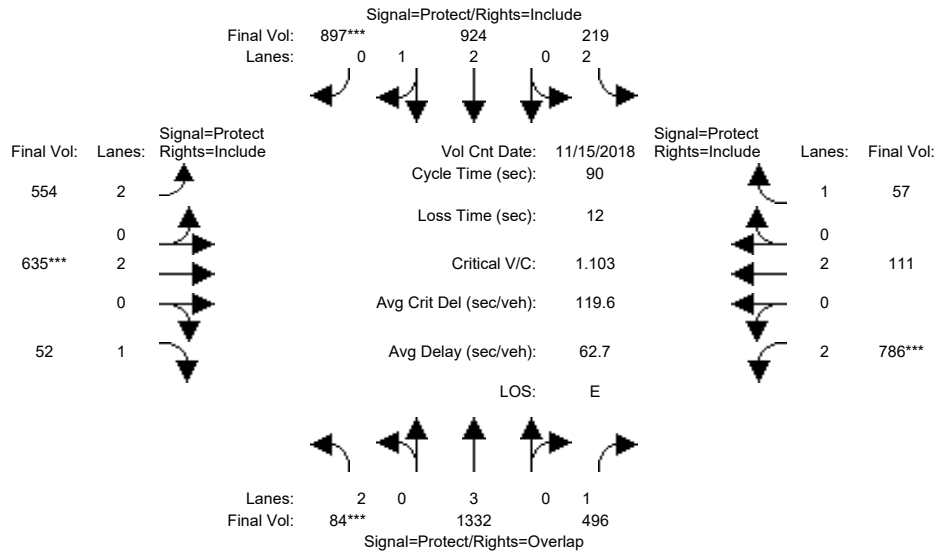


Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	8	12	12	7	12	12	7	10	10	8	10	10
Y+R:	5.0	6.7	6.7	5.0	6.7	6.7	5.0	6.4	6.4	5.0	6.4	6.4
Volume Module: >> Count Date: 6 Feb 2020 << 8:15 - 9:15												
Base Vol:	258	1251	182	48	651	247	695	312	26	400	1121	211
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	258	1251	182	48	651	247	695	312	26	400	1121	211
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:	258	1251	182	48	651	247	695	312	26	400	1121	211
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	258	1251	182	48	651	247	695	312	26	400	1121	211
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	258	1251	182	48	651	247	695	312	26	400	1121	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:	258	1251	182	48	651	247	695	312	26	400	1121	211
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	2.14	0.86	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	4058	1540	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.22	0.10	0.02	0.16	0.16	0.22	0.08	0.01	0.13	0.30	0.12
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	16.2	40.9	99.3	7.0	31.7	31.7	41.1	37.7	37.7	58.4	55.0	55.0
Volume/Cap:	0.79	0.84	0.16	0.34	0.79	0.79	0.84	0.34	0.06	0.34	0.84	0.34
Uniform Del:	68.2	54.4	11.5	72.3	59.0	59.0	54.3	48.8	45.5	35.0	46.4	37.2
IncrementDel:	17.4	5.7	0.3	6.4	5.6	5.6	9.8	1.0	0.3	0.8	6.4	1.5
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	85.7	60.1	11.8	78.7	64.6	64.6	64.1	49.8	45.8	35.8	52.8	38.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	85.7	60.1	11.8	78.7	64.6	64.6	64.1	49.8	45.8	35.8	52.8	38.7
LOS by Move:	F	E	B+	E-	E	E	E	D	D	D+	D-	D+
HCM2kAvgQ:	9	21	4	2	15	15	21	6	1	8	26	8

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

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

Intersection #1207: GREAT AMERICA/TASMAN

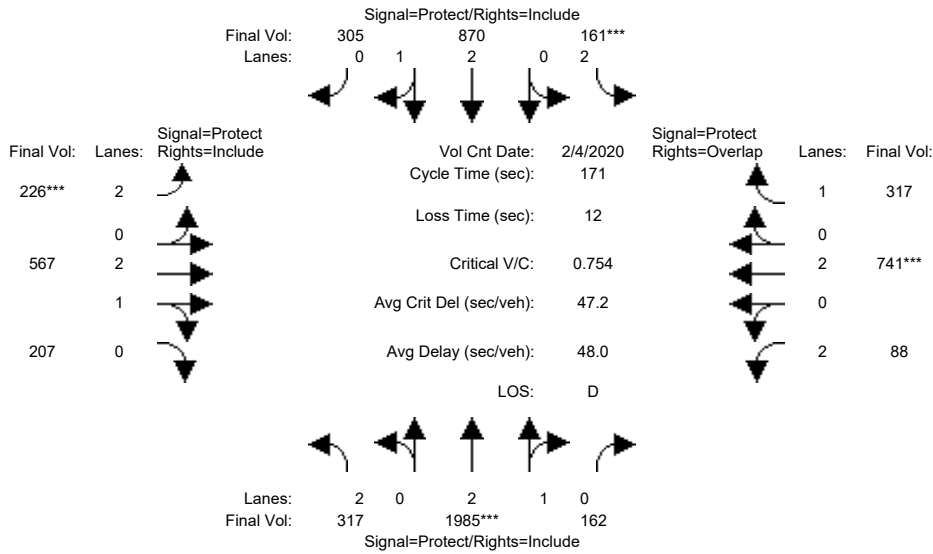


Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 15 Nov 2018 << 4:45 - 5:45 PM												
Base Vol:	84	1332	496	219	924	897	554	635	52	786	111	57
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	84	1332	496	219	924	897	554	635	52	786	111	57
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:	84	1332	496	219	924	897	554	635	52	786	111	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	84	1332	496	219	924	897	554	635	52	786	111	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	1332	496	219	924	897	554	635	52	786	111	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	84	1332	496	219	924	897	554	635	52	786	111	57
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	3800	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.23	0.28	0.07	0.24	0.51	0.18	0.17	0.03	0.25	0.03	0.03
Crit Moves:	****					****				****		
Green Time:	7.0	34.6	53.7	11.5	39.2	39.2	19.5	12.8	12.8	19.1	12.3	12.3
Volume/Cap:	0.34	0.61	0.47	0.54	0.56	1.18	0.81	1.18	0.21	1.18	0.21	0.24
Uniform Del:	39.3	22.2	10.2	36.8	19.0	25.4	33.5	38.6	34.2	35.5	34.5	34.6
IncrementDel:	0.8	0.5	0.3	1.5	0.2	87.1	7.3	98.1	0.4	95.1	0.2	0.5
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	40.2	22.7	10.6	38.3	19.2	112.5	40.8	137	34.6	130.5	34.7	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:	40.2	22.7	10.6	38.3	19.2	112.5	40.8	137	34.6	130.5	34.7	35.2
LOS by Move:	D	C+	B+	D+	B-	F	D	F	C-	F	C-	D+
HCM2kAvgQ:	2	10	8	4	10	48	9	15	1	23	1	1

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

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

Intersection #1401: Sunnyvale-Saratoga Rd / Fremont Ave



Street Name:	Sunnyvale-Saratoga Road						Fremont Avenue					
	North Bound			South Bound			East Bound			West Bound		
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:	4 Feb 2020	<<	7:45 - 8:45						
Base Vol:	317	1985	162	161	870	305	226	567	207	88	741	317
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	317	1985	162	161	870	305	226	567	207	88	741	317
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	317	1985	162	161	870	305	226	567	207	88	741	317
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	317	1985	162	161	870	305	226	567	207	88	741	317
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	317	1985	162	161	870	305	226	567	207	88	741	317
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	317	1985	162	161	870	305	226	567	207	88	741	317

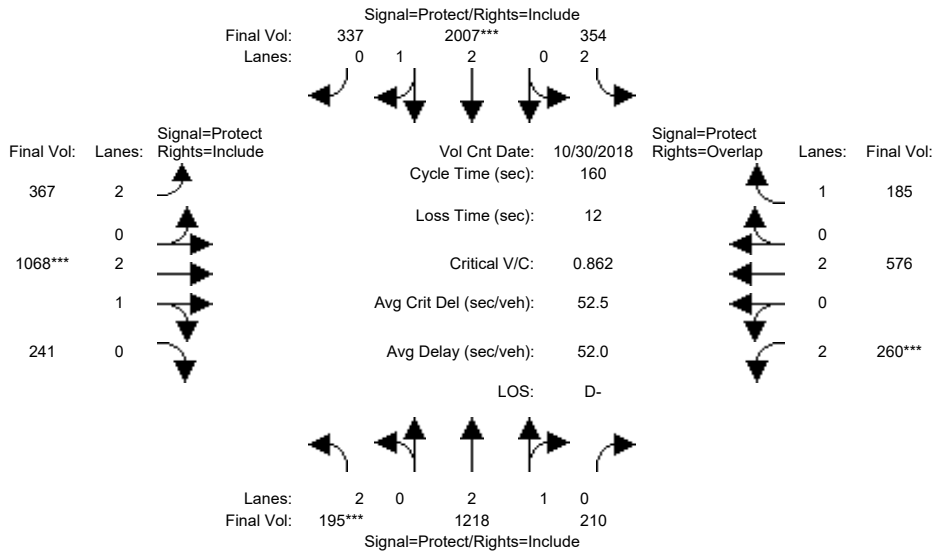
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	0.99	0.95	0.83	1.00	0.95	0.83	1.00	0.92
Lanes:	2.00	2.77	0.23	2.00	2.19	0.81	2.00	2.17	0.83	2.00	2.00	1.00
Final Sat.:	3150	5177	422	3150	4144	1453	3150	4100	1497	3150	3800	1750

Capacity Analysis Module:												
Vol/Sat:	0.10	0.38	0.38	0.05	0.21	0.21	0.07	0.14	0.14	0.03	0.20	0.18
Crit Moves:	****			****			****			****		
Green Time:	31.9	86.9	86.9	11.6	66.6	66.6	16.3	46.7	46.7	13.8	44.2	55.8
Volume/Cap:	0.54	0.75	0.75	0.75	0.54	0.54	0.75	0.51	0.51	0.35	0.75	0.56
Uniform Del:	62.9	33.5	33.5	78.3	40.3	40.3	75.4	52.5	52.5	74.3	58.4	47.4
IncrementDel:	1.0	1.2	1.2	14.1	0.3	0.3	10.4	0.3	0.3	0.8	3.4	1.2
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	63.9	34.7	34.7	92.4	40.6	40.6	85.8	52.7	52.7	75.1	61.8	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:	63.9	34.7	34.7	92.4	40.6	40.6	85.8	52.7	52.7	75.1	61.8	48.6
LOS by Move:	E	C-	C-	F	D	D	F	D-	D-	E-	E	D
HCM2kAvgQ:	8	29	29	5	16	16	9	12	12	3	19	15

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

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

Intersection #1401: Sunnyvale-Saratoga Rd / Fremont Ave



Street Name:	Sunnyvale-Saratoga Road						Fremont Avenue					
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:	30 Oct 2018	<<	5:15 - 6:15 PM						
Base Vol:	195	1218	210	354	2007	337	367	1068	241	260	576	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:	195	1218	210	354	2007	337	367	1068	241	260	576	185
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:	195	1218	210	354	2007	337	367	1068	241	260	576	185
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	195	1218	210	354	2007	337	367	1068	241	260	576	185
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	195	1218	210	354	2007	337	367	1068	241	260	576	185
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	195	1218	210	354	2007	337	367	1068	241	260	576	185

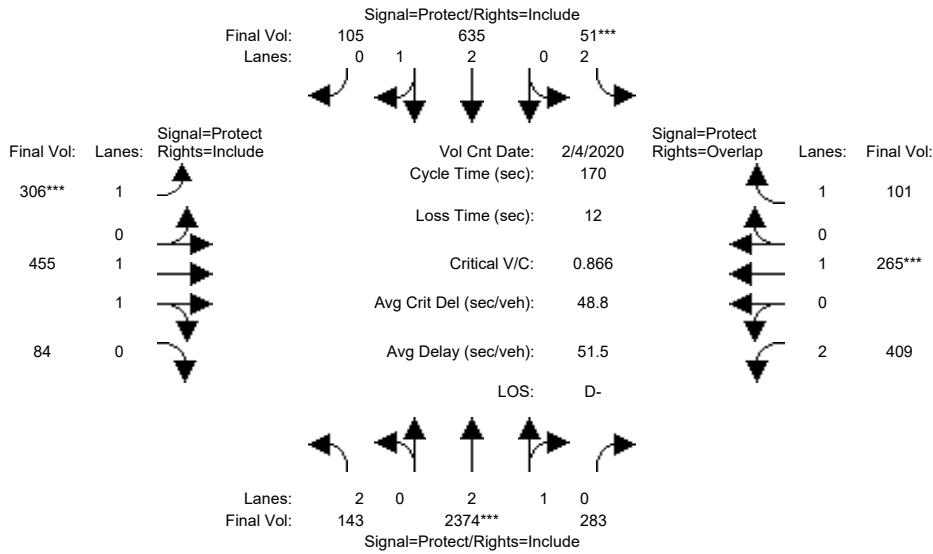
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	0.99	0.95	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	2.00	2.54	0.46	2.00	2.55	0.45	2.00	2.43	0.57	2.00	2.00	1.00
Final Sat.:	3150	4775	823	3150	4794	805	3150	4568	1031	3150	3800	1750

Capacity Analysis Module:												
Vol/Sat:	0.06	0.26	0.26	0.11	0.42	0.42	0.12	0.23	0.23	0.08	0.15	0.11
Crit Moves:	***			****			****			****		
Green Time:	11.5	62.0	62.0	27.3	77.8	77.8	25.5	43.4	43.4	15.3	33.2	60.5
Volume/Cap:	0.86	0.66	0.66	0.66	0.86	0.86	0.73	0.86	0.86	0.86	0.73	0.28
Uniform Del:	73.5	40.3	40.3	62.0	36.4	36.4	64.0	55.4	55.4	71.3	59.2	34.6
IncrementDel:	26.9	0.8	0.8	3.0	3.1	3.1	5.4	5.3	5.3	21.5	3.5	0.2
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	100.4	41.1	41.1	65.0	39.4	39.4	69.4	60.7	60.7	92.8	62.7	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:	100.4	41.1	41.1	65.0	39.4	39.4	69.4	60.7	60.7	92.8	62.7	34.8
LOS by Move:	F	D	D	E	D	D	E	E	E	F	E	C-
HCM2kAvgQ:	6	19	19	9	34	34	12	23	23	10	14	7

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

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

Intersection #1402: Sunnyvale-Saratoga Rd / Remington Dr



Street Name:	Sunnyvale-Saratoga Road						Remington Drive					
	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:	4 Feb 2020	<<	8:00 AM - 9:00 AM						
Base Vol:	143	2374	283	51	635	105	306	455	84	409	265	101
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	143	2374	283	51	635	105	306	455	84	409	265	101
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:	143	2374	283	51	635	105	306	455	84	409	265	101
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	143	2374	283	51	635	105	306	455	84	409	265	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	143	2374	283	51	635	105	306	455	84	409	265	101
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	143	2374	283	51	635	105	306	455	84	409	265	101

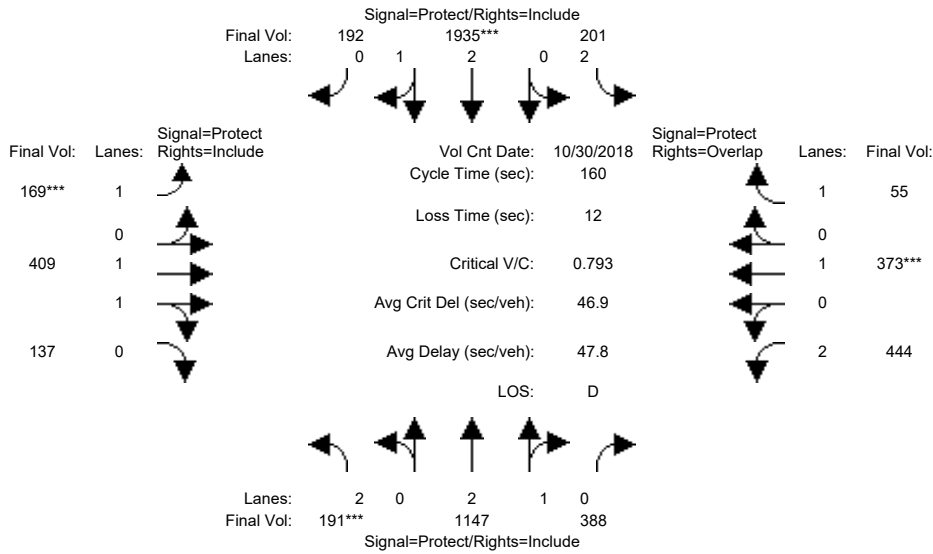
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	0.99	0.95	0.92	0.98	0.95	0.83	1.00	0.92
Lanes:	2.00	2.67	0.33	2.00	2.56	0.44	1.00	1.68	0.32	2.00	1.00	1.00
Final Sat.:	3150	5003	596	3150	4804	794	1750	3123	577	3150	1900	1750

Capacity Analysis Module:												
Vol/Sat:	0.05	0.47	0.47	0.02	0.13	0.13	0.17	0.15	0.15	0.13	0.14	0.06
Crit Moves:	****			****			****			****		
Green Time:	25.0	90.8	90.8	7.0	72.8	72.8	33.5	31.8	31.8	28.4	26.7	33.7
Volume/Cap:	0.31	0.89	0.89	0.39	0.31	0.31	0.89	0.78	0.78	0.78	0.89	0.29
Uniform Del:	64.8	35.1	35.1	79.4	32.0	32.0	66.4	65.7	65.7	67.8	70.2	58.0
IncrementDel:	0.4	3.7	3.7	2.0	0.1	0.1	23.3	5.6	5.6	7.3	25.9	0.5
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	65.1	38.7	38.7	81.4	32.1	32.1	89.7	71.4	71.4	75.1	96.1	58.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.1	38.7	38.7	81.4	32.1	32.1	89.7	71.4	71.4	75.1	96.1	58.5
LOS by Move:	E	D+	D+	F	C-	C-	F	E	E	E-	F	E+
HCM2kAvgQ:	4	41	41	2	8	8	20	15	15	14	16	5

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

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

Intersection #1402: Sunnyvale-Saratoga Rd / Remington Dr



Street Name:	Sunnyvale-Saratoga Road						Remington Drive					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
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:	30 Oct 2018	<<	5:15 - 6:15 PM						
Base Vol:	191	1147	388	201	1935	192	169	409	137	444	373	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	191	1147	388	201	1935	192	169	409	137	444	373	55
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:	191	1147	388	201	1935	192	169	409	137	444	373	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	191	1147	388	201	1935	192	169	409	137	444	373	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	191	1147	388	201	1935	192	169	409	137	444	373	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	191	1147	388	201	1935	192	169	409	137	444	373	55

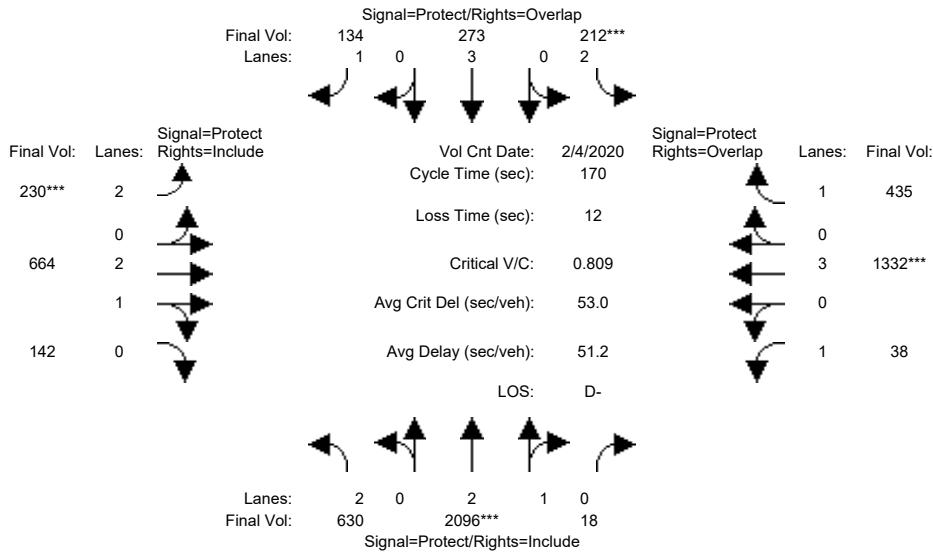
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	0.99	0.95	0.92	0.98	0.95	0.83	1.00	0.92
Lanes:	2.00	2.21	0.79	2.00	2.72	0.28	1.00	1.48	0.52	2.00	1.00	1.00
Final Sat.:	3150	4183	1415	3150	5094	505	1750	2771	928	3150	1900	1750

Capacity Analysis Module:												
Vol/Sat:	0.06	0.27	0.27	0.06	0.38	0.38	0.10	0.15	0.15	0.14	0.20	0.03
Crit Moves:	***			****			****			****		
Green Time:	12.2	72.1	72.1	16.8	76.7	76.7	19.5	30.2	30.2	28.9	39.6	56.4
Volume/Cap:	0.79	0.61	0.61	0.61	0.79	0.79	0.79	0.78	0.78	0.78	0.79	0.09
Uniform Del:	72.6	33.3	33.3	68.5	35.0	35.0	68.3	61.7	61.7	62.6	56.4	34.6
IncrcmntDel:	16.3	0.4	0.4	3.3	1.7	1.7	18.1	5.7	5.7	6.9	9.0	0.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	88.9	33.7	33.7	71.7	36.7	36.7	86.4	67.4	67.4	69.5	65.3	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:	88.9	33.7	33.7	71.7	36.7	36.7	86.4	67.4	67.4	69.5	65.3	34.7
LOS by Move:	F	C-	C-	E	D+	D+	F	E	E	E	E	C-
HCM2kAvgQ:	6	18	18	7	30	30	11	15	15	14	19	2

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

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

Intersection #1407: El Camino Real (SR 82) / Mathilda Ave



Street Name:	Mathilda Avenue						El Camino Real					
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:	4 Feb 2020	<<	8:00 AM - 9:00 AM						
Base Vol:	630	2096	18	212	273	134	230	664	142	38	1332	435
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	630	2096	18	212	273	134	230	664	142	38	1332	435
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:	630	2096	18	212	273	134	230	664	142	38	1332	435
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	630	2096	18	212	273	134	230	664	142	38	1332	435
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	630	2096	18	212	273	134	230	664	142	38	1332	435
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	630	2096	18	212	273	134	230	664	142	38	1332	435

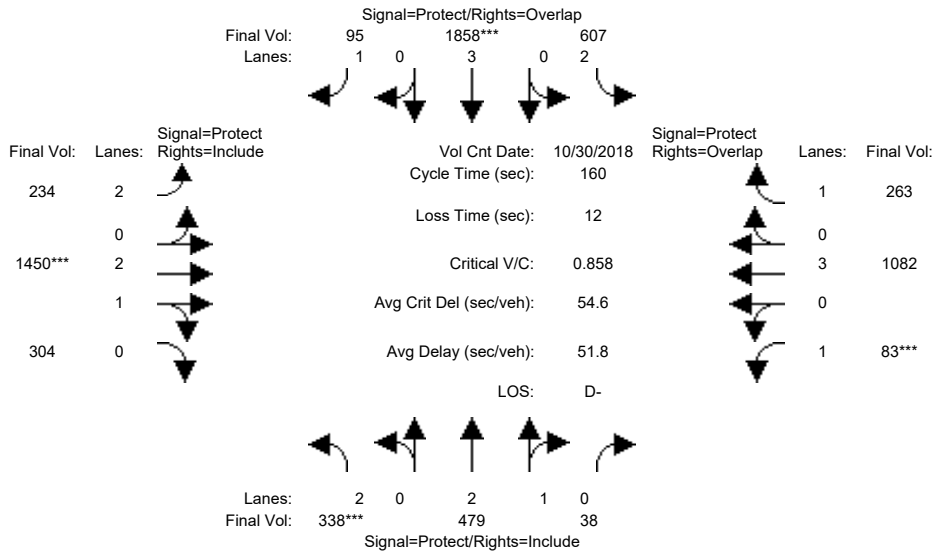
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.83	1.00	0.92	0.83	0.99	0.95	0.92	1.00	0.92
Lanes:	2.00	2.97	0.03	2.00	3.00	1.00	2.00	2.45	0.55	1.00	3.00	1.00
Final Sat.:	3150	5552	48	3150	5700	1750	3150	4612	986	1750	5700	1750

Capacity Analysis Module:												
Vol/Sat:	0.20	0.38	0.38	0.07	0.05	0.08	0.07	0.14	0.14	0.02	0.23	0.25
Crit Moves:	****			****			****			****		
Green Time:	72.3	79.4	79.4	14.1	21.3	36.6	15.4	50.1	50.1	14.3	49.1	63.3
Volume/Cap:	0.47	0.81	0.81	0.81	0.38	0.36	0.81	0.49	0.49	0.26	0.81	0.67
Uniform Del:	35.1	38.8	38.8	76.6	68.3	56.7	75.9	49.4	49.4	72.8	56.1	44.6
IncrementDel:	0.3	2.0	2.0	16.8	0.3	0.6	15.7	0.2	0.2	0.9	3.1	2.7
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	35.4	40.8	40.8	93.4	68.7	57.3	91.6	49.6	49.6	73.8	59.2	47.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.4	40.8	40.8	93.4	68.7	57.3	91.6	49.6	49.6	73.8	59.2	47.2
LOS by Move:	D+	D	D	F	E	E+	F	D	D	E	E+	D
HCM2kAvgQ:	14	33	33	7	4	6	9	12	12	2	23	21

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

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

Intersection #1407: El Camino Real (SR 82) / Mathilda Ave



Street Name:	Mathilda Avenue						El Camino Real					
	North Bound			South Bound			East Bound			West Bound		
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:	30 Oct 2018	<<	5:15 - 6:15 PM						
Base Vol:	338	479	38	607	1858	95	234	1450	304	83	1082	263
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	338	479	38	607	1858	95	234	1450	304	83	1082	263
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:	338	479	38	607	1858	95	234	1450	304	83	1082	263
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	338	479	38	607	1858	95	234	1450	304	83	1082	263
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	338	479	38	607	1858	95	234	1450	304	83	1082	263
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	338	479	38	607	1858	95	234	1450	304	83	1082	263

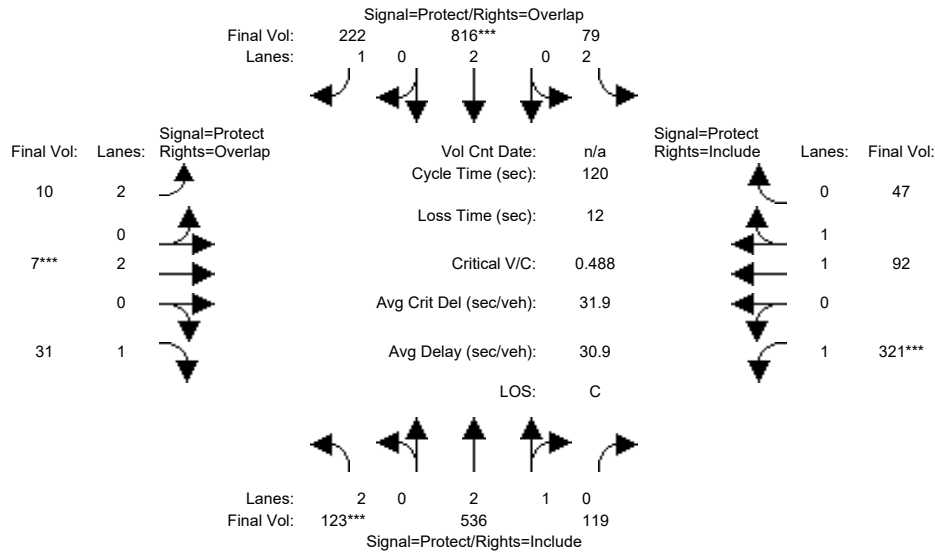
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	1.00	0.92	0.83	0.99	0.95	0.92	1.00	0.92
Lanes:	2.00	2.77	0.23	2.00	3.00	1.00	2.00	2.46	0.54	1.00	3.00	1.00
Final Sat.:	3150	5188	412	3150	5700	1750	3150	4628	970	1750	5700	1750

Capacity Analysis Module:												
Vol/Sat:	0.11	0.09	0.09	0.19	0.33	0.05	0.07	0.31	0.31	0.05	0.19	0.15
Crit Moves:	***			****			****			****		
Green Time:	20.0	26.2	26.2	54.6	60.8	79.7	18.9	58.4	58.4	8.8	48.3	102.9
Volume/Cap:	0.86	0.56	0.56	0.56	0.86	0.11	0.63	0.86	0.86	0.86	0.63	0.23
Uniform Del:	68.6	61.7	61.7	43.0	45.7	21.3	67.2	47.0	47.0	75.0	48.1	12.0
IncrementDel:	16.9	0.8	0.8	0.7	3.7	0.1	3.4	3.9	3.9	49.2	0.7	0.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	85.5	62.5	62.5	43.7	49.3	21.4	70.6	50.9	50.9	124.2	48.9	12.1
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:	85.5	62.5	62.5	43.7	49.3	21.4	70.6	50.9	50.9	124.2	48.9	12.1
LOS by Move:	F	E	E	D	D	C+	E	D	D	F	D	B
HCM2kAvgQ:	12	8	8	14	28	3	7	29	29	7	15	6

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

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

Intersection #1412: Mathilda Ave / Java Dr



Street Name:	Mathilda Avenue						Java Drive					
	North Bound			South Bound			East Bound			West Bound		
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:	123	536	119	79	816	222	10	7	31	321	92	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:	123	536	119	79	816	222	10	7	31	321	92	47
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	123	536	119	79	816	222	10	7	31	321	92	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	123	536	119	79	816	222	10	7	31	321	92	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	123	536	119	79	816	222	10	7	31	321	92	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
Final Volume:	123	536	119	79	816	222	10	7	31	321	92	47

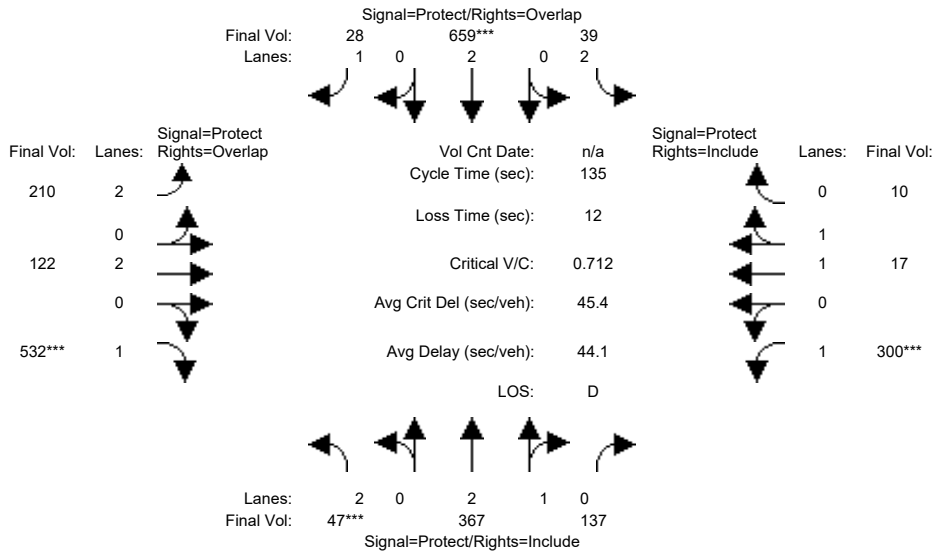
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92	0.92	0.99	0.95
Lanes:	2.00	2.43	0.57	2.00	2.00	1.00	2.00	2.00	1.00	1.00	1.31	0.69
Final Sat.:	3150	4581	1017	3150	3800	1750	3150	3800	1750	1750	2448	1251

Capacity Analysis Module:												
Vol/Sat:	0.04	0.12	0.12	0.03	0.21	0.13	0.00	0.00	0.02	0.18	0.04	0.04
Crit Moves:	***				***			***		***		
Green Time:	8.8	38.0	38.0	18.9	48.1	69.2	21.0	10.0	18.8	41.1	30.1	30.1
Volume/Cap:	0.54	0.37	0.37	0.16	0.54	0.22	0.02	0.02	0.11	0.54	0.15	0.15
Uniform Del:	53.7	31.8	31.8	43.7	27.4	12.3	40.9	50.5	43.5	31.8	35.0	35.0
IncrementDel:	2.5	0.1	0.1	0.2	0.4	0.1	0.0	0.0	0.2	1.0	0.1	0.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	56.1	31.9	31.9	43.8	27.8	12.4	40.9	50.5	43.7	32.7	35.1	35.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.1	31.9	31.9	43.8	27.8	12.4	40.9	50.5	43.7	32.7	35.1	35.1
LOS by Move:	E+	C	C	D	C	B	D	D	D	C-	D+	D+
HCM2kAvgQ:	3	6	6	1	11	4	0	0	1	10	2	2

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

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

Intersection #1412: Mathilda Ave / Java Dr



Street Name:	Mathilda Avenue						Java Drive					
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:	47	367	137	39	659	28	210	122	532	300	17	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	47	367	137	39	659	28	210	122	532	300	17	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	47	367	137	39	659	28	210	122	532	300	17	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	47	367	137	39	659	28	210	122	532	300	17	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	367	137	39	659	28	210	122	532	300	17	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	47	367	137	39	659	28	210	122	532	300	17	10

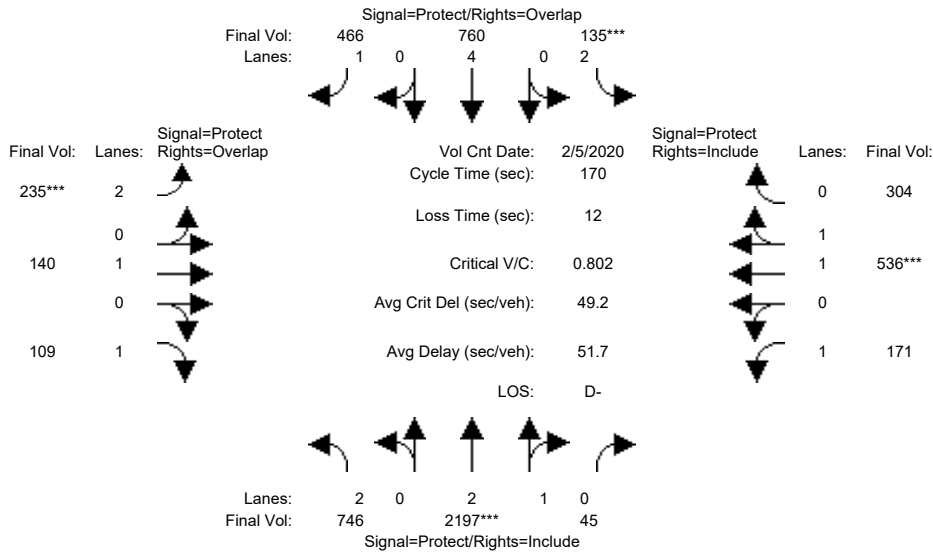
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.95	0.83	1.00	0.92	0.83	1.00	0.92	0.92	0.99	0.95
Lanes:	2.00	2.15	0.85	2.00	2.00	1.00	2.00	2.00	1.00	1.00	1.24	0.76
Final Sat.:	3150	4076	1521	3150	3800	1750	3150	3800	1750	1750	2329	1370

Capacity Analysis Module:												
Vol/Sat:	0.01	0.09	0.09	0.01	0.17	0.02	0.07	0.03	0.30	0.17	0.01	0.01
Crit Moves:	***			***			***		***	***		
Green Time:	7.0	25.8	25.8	14.9	33.7	72.7	39.0	49.0	56.0	33.3	43.3	43.3
Volume/Cap:	0.29	0.47	0.47	0.11	0.69	0.03	0.23	0.09	0.73	0.69	0.02	0.02
Uniform Del:	61.6	48.5	48.5	54.1	46.0	14.6	36.6	28.3	33.2	46.2	31.4	31.4
IncrementDel:	1.0	0.3	0.3	0.1	2.3	0.0	0.1	0.0	3.9	4.9	0.0	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	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	48.8	48.8	54.3	48.2	14.6	36.7	28.3	37.1	51.1	31.4	31.4
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	48.8	48.8	54.3	48.2	14.6	36.7	28.3	37.1	51.1	31.4	31.4
LOS by Move:	E	D	D	D-	D	B	D+	C	D+	D-	C	C
HCM2kAvgQ:	1	6	6	1	12	1	4	2	21	12	0	0

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

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

Intersection #1413: Mathilda Ave / Maude Ave

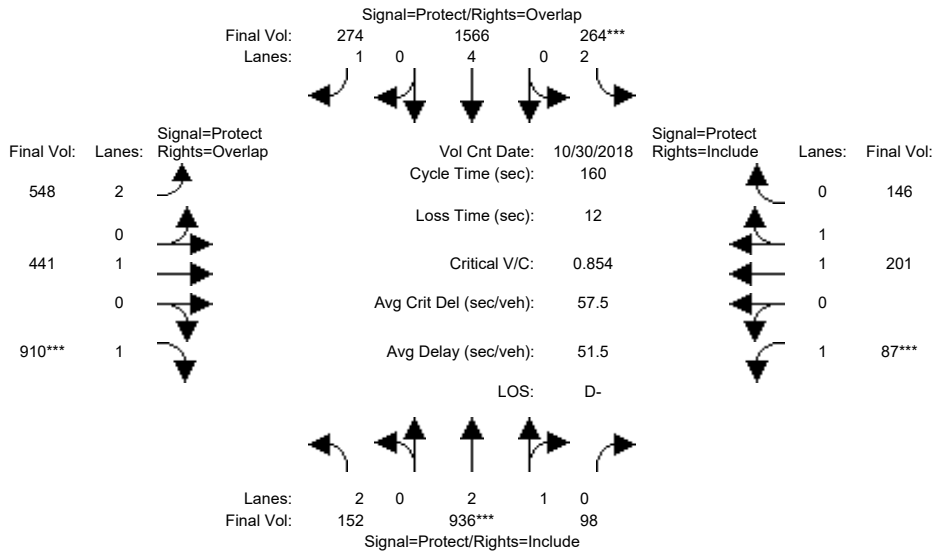


Street Name:	Mathilda Avenue						Maude Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Feb 2020 << 8:15 - 9:15												
Base Vol:	746	2197	45	135	760	466	235	140	109	171	536	304
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	746	2197	45	135	760	466	235	140	109	171	536	304
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:	746	2197	45	135	760	466	235	140	109	171	536	304
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	746	2197	45	135	760	466	235	140	109	171	536	304
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	746	2197	45	135	760	466	235	140	109	171	536	304
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	746	2197	45	135	760	466	235	140	109	171	536	304
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.83	1.00	0.92	0.83	1.00	0.92	0.92	0.99	0.95
Lanes:	2.00	2.94	0.06	2.00	4.00	1.00	2.00	1.00	1.00	1.00	1.26	0.74
Final Sat.:	3150	5487	112	3150	7600	1750	3150	1900	1750	1750	2360	1338
Capacity Analysis Module:												
Vol/Sat:	0.24	0.40	0.40	0.04	0.10	0.27	0.07	0.07	0.06	0.10	0.23	0.23
Crit Moves:	****			****			****			****		
Green Time:	52.0	84.9	84.9	9.1	42.1	57.9	15.8	27.5	79.5	36.5	48.2	48.2
Volume/Cap:	0.77	0.80	0.80	0.80	0.40	0.78	0.80	0.46	0.13	0.46	0.80	0.80
Uniform Del:	53.7	35.5	35.5	79.6	53.5	50.4	75.5	64.5	25.7	58.1	56.5	56.5
IncrementDel:	4.0	1.7	1.7	23.3	0.1	6.7	14.6	1.1	0.1	0.9	4.5	4.5
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	57.7	37.2	37.2	102.9	53.6	57.1	90.1	65.5	25.8	59.0	61.0	61.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.7	37.2	37.2	102.9	53.6	57.1	90.1	65.5	25.8	59.0	61.0	61.0
LOS by Move:	E+	D+	D+	F	D-	E+	F	E	C	E+	E	E
HCM2kAvgQ:	20	31	31	5	8	24	8	6	3	8	22	22

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

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

Intersection #1413: Mathilda Ave / Maude Ave



Street Name:	Mathilda Avenue						Maude Avenue					
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:	30 Oct 2018	<<	4:30 - 5:30 PM											
Base Vol:	152	936	98	264	1566	274	548	441	910	87	201	146					
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Initial Bse:	152	936	98	264	1566	274	548	441	910	87	201	146					
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:	152	936	98	264	1566	274	548	441	910	87	201	146					
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Volume:	152	936	98	264	1566	274	548	441	910	87	201	146					
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0					
Reduced Vol:	152	936	98	264	1566	274	548	441	910	87	201	146					
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Final Volume:	152	936	98	264	1566	274	548	441	910	87	201	146					

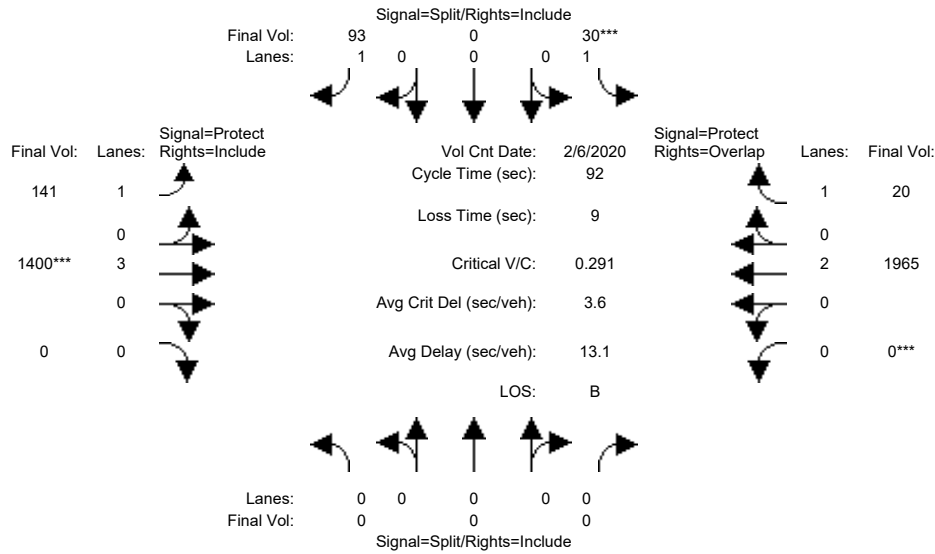
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92	0.92	0.99	0.95
Lanes:	2.00	2.71	0.29	2.00	4.00	1.00	2.00	1.00	1.00	1.00	1.14	0.86
Final Sat.:	3150	5069	531	3150	7600	1750	3150	1900	1750	1750	2142	1556

Capacity Analysis Module:												
Vol/Sat:	0.05	0.18	0.18	0.08	0.21	0.16	0.17	0.23	0.52	0.05	0.09	0.09
Crit Moves:	****			****			****			****		
Green Time:	9.5	34.6	34.6	15.7	40.8	104.2	63.5	88.4	97.9	9.3	34.2	34.2
Volume/Cap:	0.81	0.85	0.85	0.85	0.81	0.24	0.44	0.42	0.85	0.85	0.44	0.44
Uniform Del:	74.3	60.3	60.3	71.0	56.0	11.5	35.3	20.9	25.1	74.7	54.5	54.5
IncrcmntDel:	22.3	6.1	6.1	20.0	2.7	0.1	0.2	0.3	6.6	46.4	0.4	0.4
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	96.7	66.4	66.4	91.0	58.6	11.6	35.5	21.1	31.7	121.1	54.9	54.9
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:	96.7	66.4	66.4	91.0	58.6	11.6	35.5	21.1	31.7	121.1	54.9	54.9
LOS by Move:	F	E	E	F	E+	B+	D+	C+	C	F	D-	D-
HCM2kAvgQ:	5	17	17	8	18	6	11	12	38	7	8	8

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

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

Intersection #5315: CENTRAL EXPWY/HWY 237-FERGUSON

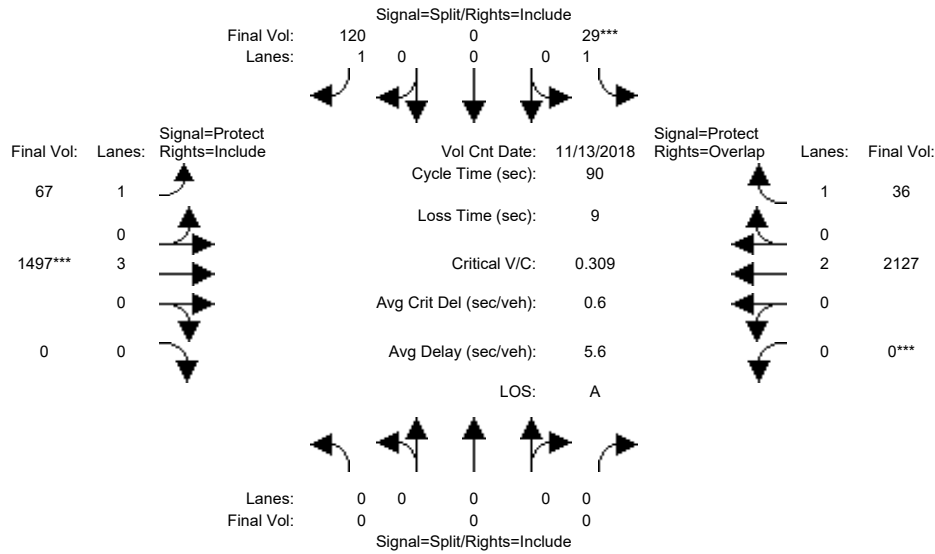


Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	9	0	9	9	72	0	0	58	58
Y+R:	0.0	0.0	0.0	4.6	0.0	4.6	4.8	5.8	0.0	0.0	5.8	5.8
Volume Module: >> Count Date: 6 Feb 2020 << 8:00 - 9:00												
Base Vol:	0	0	0	30	0	93	141	1400	0	0	1965	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	30	0	93	141	1400	0	0	1965	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	30	0	93	141	1400	0	0	1965	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	30	0	93	141	1400	0	0	1965	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	30	0	93	141	1400	0	0	1965	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	30	0	93	141	1400	0	0	1965	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1750	0	1750	1750	5700	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.05	0.08	0.25	0.00	0.00	0.52	0.01
Crit Moves:				****				****				****
Green Time:	0.0	0.0	0.0	9.4	0.0	9.4	9.2	72.2	0.0	0.0	58.2	67.6
Volume/Cap:	0.00	0.00	0.00	0.17	0.00	0.52	0.81	0.31	0.00	0.00	0.82	0.02
Uniform Del:	0.0	0.0	0.0	37.7	0.0	39.2	40.5	2.8	0.0	0.0	12.9	3.3
IncrcmntDel:	0.0	0.0	0.0	0.4	0.0	2.7	23.2	0.0	0.0	0.0	2.3	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	38.2	0.0	41.9	63.8	2.9	0.0	0.0	15.2	3.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	38.2	0.0	41.9	63.8	2.9	0.0	0.0	15.2	3.3
LOS by Move:	A	A	A	D+	A	D	E	A	A	A	B	A
HCM2kAvgQ:	0	0	0	1	0	3	6	4	0	0	23	0

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

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

Intersection #5315: CENTRAL EXPWY/HWY 237-FERGUSON



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	13	0	13	8	71	0	0	58	58
Y+R:	0.0	0.0	0.0	4.6	0.0	4.6	4.8	5.8	0.0	0.0	5.8	5.8

Volume Module:	>> Count Date: 13 Nov 2018 << 4:30 - 5:30 PM											
Base Vol:	0	0	0	29	0	120	67	1497	0	0	2127	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	29	0	120	67	1497	0	0	2127	36
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	29	0	120	67	1497	0	0	2127	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	29	0	120	67	1497	0	0	2127	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	29	0	120	67	1497	0	0	2127	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	29	0	120	67	1497	0	0	2127	36

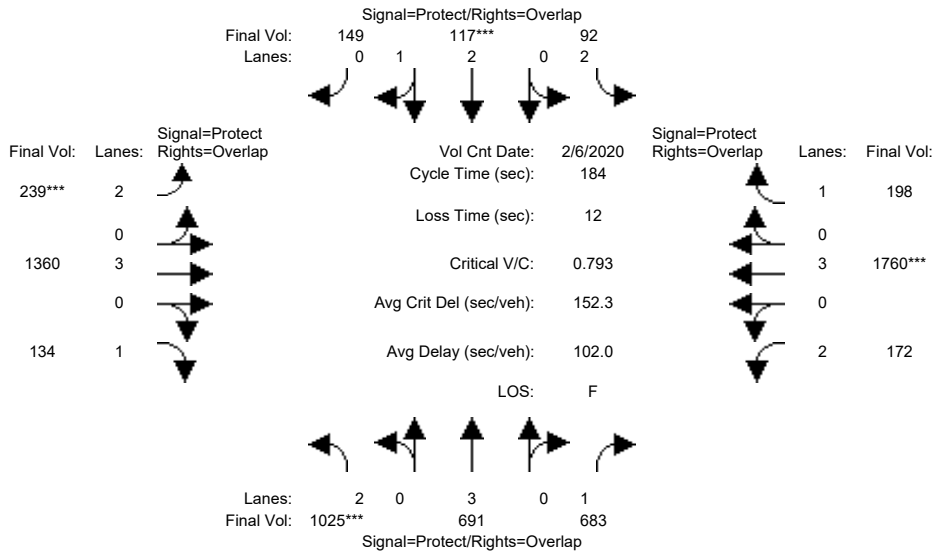
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1750	0	1750	1750	5700	0	0	3800	1750

Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.07	0.04	0.26	0.00	0.00	0.56	0.02
Crit Moves:				****				****			****	
Green Time:	0.0	0.0	0.0	20.0	0.0	20.0	8.3	68.7	0.0	0.0	60.4	80.3
Volume/Cap:	0.00	0.00	0.00	0.07	0.00	0.31	0.41	0.34	0.00	0.00	0.83	0.02
Uniform Del:	0.0	0.0	0.0	28.6	0.0	30.2	39.8	3.5	0.0	0.0	11.4	0.5
IncrcmntDel:	0.0	0.0	0.0	0.1	0.0	0.5	1.7	0.0	0.0	0.0	2.5	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00	0.00	0.37	0.00
Delay/Veh:	0.0	0.0	0.0	28.7	0.0	30.7	41.5	0.0	0.0	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:	0.0	0.0	0.0	28.7	0.0	30.7	41.5	0.0	0.0	0.0	6.7	0.0
LOS by Move:	A	A	A	C	A	C	D	A	A	A	A	A
HCM2kAvgQ:	0	0	0	1	0	3	2	1	0	0	16	0

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

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

Intersection #5320: CENTRAL EXPWY/MARY AVE



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	38	60	60	14	35	35	12	70	70	17	75	75
Y+R:	6.1	6.0	6.0	6.2	5.9	5.9	6.2	6.2	6.2	6.3	6.2	6.2

Volume Module:	>> Count Date: 6 Feb 2020 << 8:00 - 9:00											
Base Vol:	1025	691	683	92	117	149	239	1360	134	172	1760	198
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1025	691	683	92	117	149	239	1360	134	172	1760	198
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:	1025	691	683	92	117	149	239	1360	134	172	1760	198
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1025	691	683	92	117	149	239	1360	134	172	1760	198
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1025	691	683	92	117	149	239	1360	134	172	1760	198
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	1025	691	683	92	117	149	239	1360	134	172	1760	198

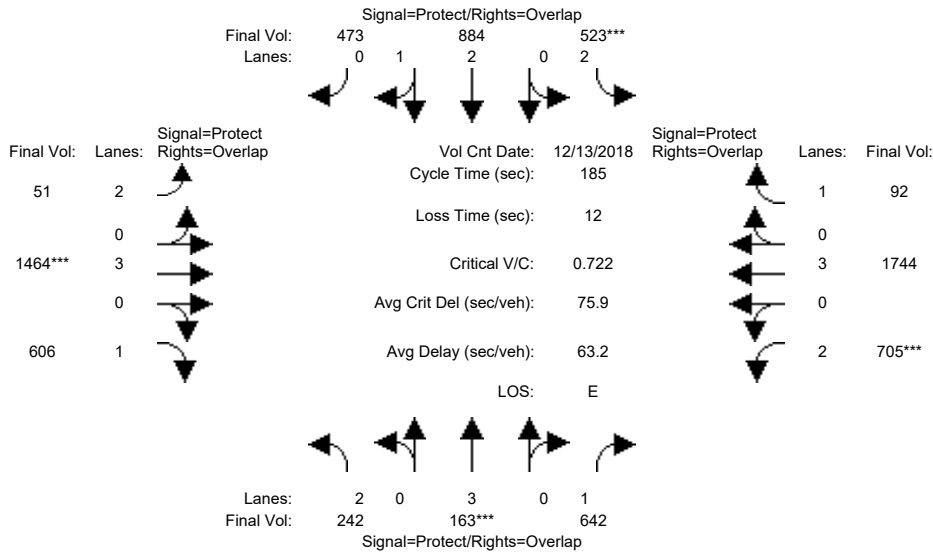
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750

Capacity Analysis Module:												
Vol/Sat:	0.33	0.12	0.39	0.03	0.03	0.09	0.08	0.24	0.08	0.05	0.31	0.11
Crit Moves:	****			****			****			****		
Green Time:	37.9	60.0	76.7	13.8	35.1	46.9	11.8	69.8	107.7	16.7	74.8	88.6
Volume/Cap:	1.58	0.37	0.94	0.39	0.16	0.33	1.18	0.63	0.13	0.60	0.76	0.23
Uniform Del:	73.0	47.5	51.3	81.1	62.2	55.8	86.1	46.6	17.1	80.4	46.9	27.9
IncrementDel:	268.2	0.1	19.4	1.1	0.0	0.2	121.7	0.6	0.1	3.6	1.5	0.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	341.2	47.7	70.7	82.2	62.2	56.1	207.8	47.2	17.2	84.0	48.4	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:	341.2	47.7	70.7	82.2	62.2	56.1	207.8	47.2	17.2	84.0	48.4	28.0
LOS by Move:	F	D	E	F	E	E+	F	D	B	F	D	C
HCM2kAvgQ:	62	10	43	3	3	7	13	21	3	6	29	7

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

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

Intersection #5320: CENTRAL EXPWY/MARY AVE



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	16	37	37	29	50	50	9	52	52	43	86	86
Y+R:	6.1	6.0	6.0	6.2	5.9	5.9	6.2	6.2	6.2	6.3	6.2	6.2

Volume Module:	>>	Count	Date:	13 Dec 2018	<<	4:45 - 5:45 PM
Base Vol:	242	163	642	523	884	473
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	242	163	642	523	884	473
Added Vol:	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0
Initial Fut:	242	163	642	523	884	473
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	242	163	642	523	884	473
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	242	163	642	523	884	473
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	242	163	642	523	884	473

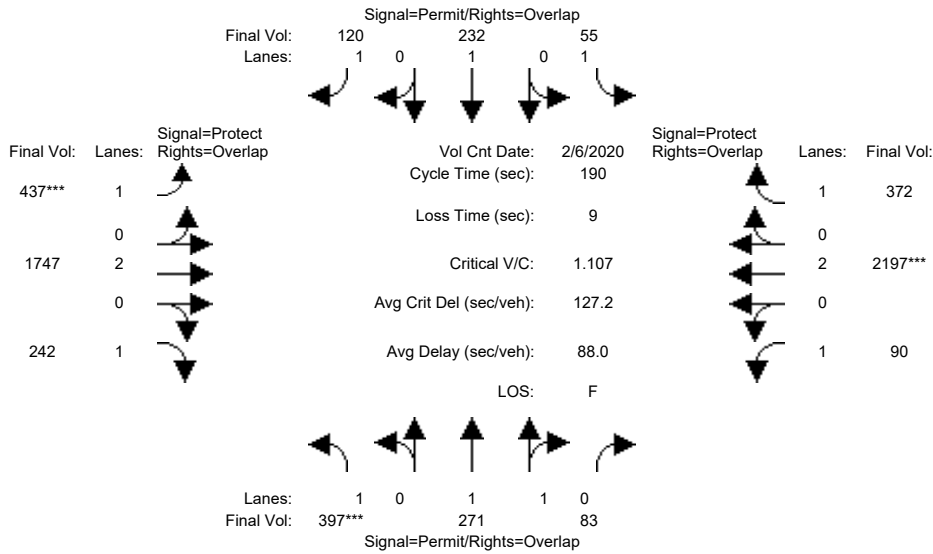
Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	
Lanes:	2.00	3.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	
Final Sat.:	3150	5700	1750	3150	3800	1750	3150	5700	1750	3150	5700	

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.08	0.03	0.37	0.17	0.23	0.27	0.02	0.26	0.35	0.22	0.31	0.05
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	17.4	37.0	84.1	34.9	54.5	64.1	9.6	54.0	71.4	47.1	91.5	126.4
Volume/Cap:	0.82	0.14	0.81	0.88	0.79	0.78	0.31	0.88	0.90	0.88	0.62	0.08
Uniform Del:	82.2	60.9	43.5	73.0	60.0	54.2	84.5	62.4	53.3	66.2	34.0	9.8
IncrcmntDel:	15.8	0.1	6.1	14.2	2.6	2.3	1.1	5.8	14.7	11.0	0.4	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.06	1.13	1.04	1.23	1.60
Delay/Veh:	98.0	61.0	49.6	87.2	62.6	56.5	85.6	71.8	74.6	79.6	42.4	15.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	98.0	61.0	49.6	87.2	62.6	56.5	85.6	71.8	74.6	79.6	42.4	15.7
LOS by Move:	F	E	D	F	E	E+	F	E	E	E-	D	B
HCM2kAvgQ:	10	2	34	17	22	25	2	29	38	26	27	3

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

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

Intersection #5325: CENTRAL EXPWY/CORVIN DR-OAKMEAD PKWY

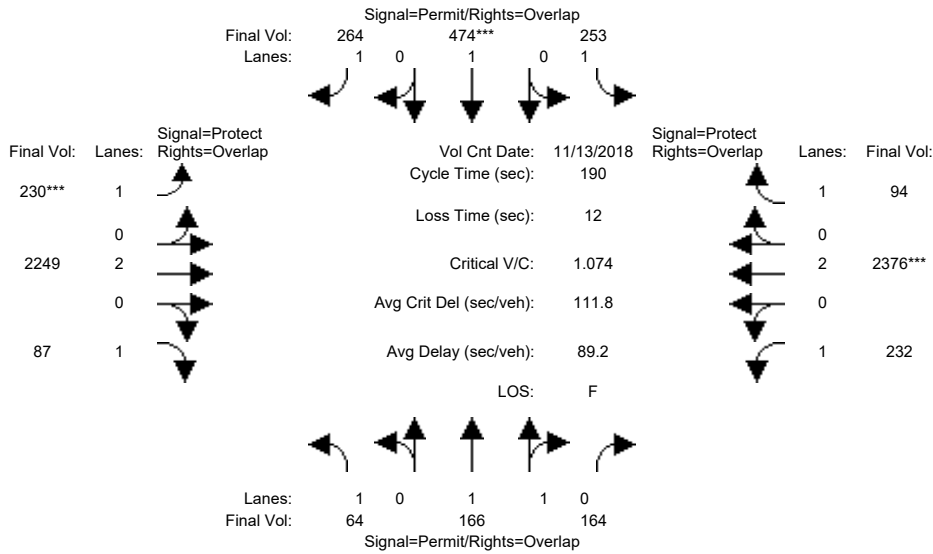


Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	29	29	29	30	30	30	31	124	124	20	113	113
Y+R:	5.7	5.7	5.7	5.5	5.5	5.5	5.0	6.2	6.2	5.1	6.2	6.2
Volume Module: >> Count Date: 6 Feb 2020 << 8:00 AM - 9:00 AM												
Base Vol:	397	271	83	55	232	120	437	1747	242	90	2197	372
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	397	271	83	55	232	120	437	1747	242	90	2197	372
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:	397	271	83	55	232	120	437	1747	242	90	2197	372
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	397	271	83	55	232	120	437	1747	242	90	2197	372
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	397	271	83	55	232	120	437	1747	242	90	2197	372
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	397	271	83	55	232	120	437	1747	242	90	2197	372
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.52	0.48	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	2832	867	1750	1900	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.23	0.10	0.10	0.03	0.12	0.07	0.25	0.46	0.14	0.05	0.58	0.21
Crit Moves:	****						****			****		
Green Time:	29.3	29.3	49.2	29.5	29.5	60.5	31.0	124	123.8	19.9	113	112.8
Volume/Cap:	1.47	0.62	0.37	0.20	0.79	0.22	1.53	0.71	0.21	0.49	0.97	0.36
Uniform Del:	80.4	75.2	57.7	70.0	77.2	47.4	79.5	21.3	13.4	80.3	37.2	19.9
IncrementDel:	231.1	2.1	0.2	0.4	13.1	0.2	255.5	0.9	0.1	2.1	13.3	0.2
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.13	2.25	2.25	1.00	1.00	1.00
Delay/Veh:	311.5	77.3	57.9	70.4	90.3	47.6	345.4	48.9	30.2	82.3	50.5	20.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	311.5	77.3	57.9	70.4	90.3	47.6	345.4	48.9	30.2	82.3	50.5	20.1
LOS by Move:	F	E-	E+	E	F	D	F	D	C	F	D	C+
HCM2kAvgQ:	43	10	8	3	15	5	48	45	12	6	66	12

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

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

Intersection #5325: CENTRAL EXPWY/CORVIN DR-OAKMEAD PKWY

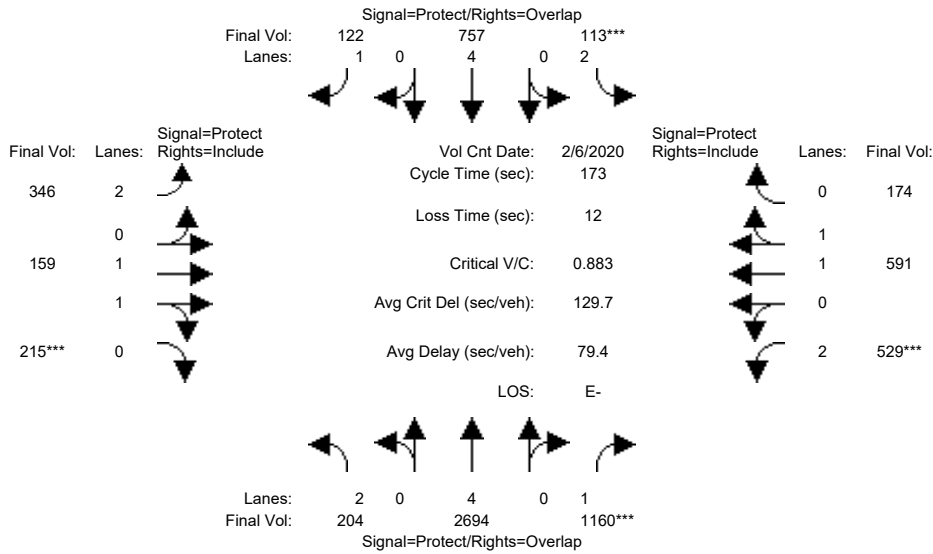


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	36	36	36	37	37	37	9	124	124	13	128	128
Y+R:	5.7	5.7	5.7	5.5	5.5	5.5	5.0	6.2	6.2	5.1	6.2	6.2
Volume Module: >> Count Date: 13 Nov 2018 << 5:15 - 6:15 PM												
Base Vol:	64	166	164	253	474	264	230	2249	87	232	2376	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:	64	166	164	253	474	264	230	2249	87	232	2376	94
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:	64	166	164	253	474	264	230	2249	87	232	2376	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	64	166	164	253	474	264	230	2249	87	232	2376	94
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	166	164	253	474	264	230	2249	87	232	2376	94
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	64	166	164	253	474	264	230	2249	87	232	2376	94
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1899	1800	1750	1900	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.09	0.09	0.14	0.25	0.15	0.13	0.59	0.05	0.13	0.63	0.05
Crit Moves:				****				****				****
Green Time:	37.0	37.0	54.0	37.0	37.0	50.0	13.0	124	124.0	17.0	128	128.0
Volume/Cap:	0.19	0.45	0.32	0.74	1.28	0.57	1.92	0.91	0.08	1.48	0.93	0.08
Uniform Del:	63.9	67.5	53.6	72.0	76.5	60.7	88.5	28.1	12.1	86.5	27.0	10.7
IncrementDel:	0.3	0.4	0.2	8.5	146	1.8	443.7	5.3	0.0	247.7	6.7	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.51	1.51	1.00	1.57	1.57
Delay/Veh:	64.2	67.9	53.7	80.5	222	62.5	532.2	47.8	18.3	334.2	49.0	16.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.2	67.9	53.7	80.5	222	62.5	532.2	47.8	18.3	334.2	49.0	16.8
LOS by Move:	E	E	D-	F	F	E	F	D	B-	F	D	B
HCM2kAvgQ:	3	9	8	16	42	14	30	62	3	26	67	3

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

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

Intersection #5603: LAWRENCE EXPWY/TASMAN DR

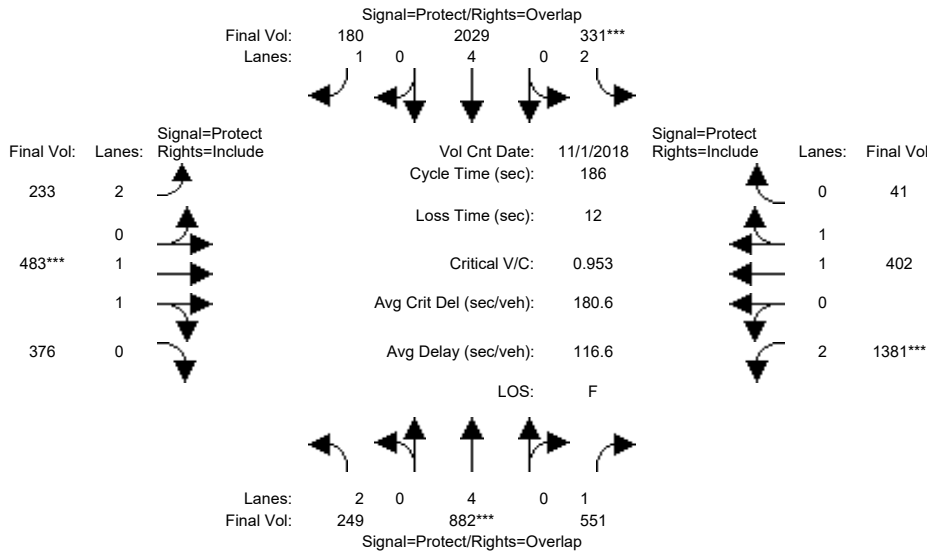


Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	17	71	71	13	67	67	18	38	38	25	45	45
Y+R:	7.1	6.2	6.2	7.1	6.2	6.2	7.0	6.1	6.1	7.1	6.2	6.2
Volume Module: >> Count Date: 6 Feb 2020 << 8:00 - 9:00												
Base Vol:	204	2694	1160	113	757	122	346	159	215	529	591	174
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	204	2694	1160	113	757	122	346	159	215	529	591	174
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:	204	2694	1160	113	757	122	346	159	215	529	591	174
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	204	2694	1160	113	757	122	346	159	215	529	591	174
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	204	2694	1160	113	757	122	346	159	215	529	591	174
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	204	2694	1160	113	757	122	346	159	215	529	591	174
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.98	0.95
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	1.00	1.00	2.00	1.53	0.47
Final Sat.:	3150	7600	1750	3150	7600	1750	3150	1900	1750	3150	2858	841
Capacity Analysis Module:												
Vol/Sat:	0.06	0.35	0.66	0.04	0.10	0.07	0.11	0.08	0.12	0.17	0.21	0.21
Crit Moves:			****	****					****	****		
Green Time:	16.9	70.8	95.7	12.9	66.8	84.8	18.0	37.9	38.0	24.9	44.8	44.8
Volume/Cap:	0.66	0.87	1.20	0.48	0.26	0.14	1.06	0.38	0.56	1.17	0.80	0.80
Uniform Del:	75.3	46.8	38.7	76.8	36.2	24.2	77.5	57.6	60.1	74.1	59.9	59.9
IncrementDel:	5.3	2.8	99.4	1.6	0.0	0.1	65.3	0.2	1.1	96.7	4.8	4.8
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	80.6	49.6	138.0	78.4	36.3	24.3	142.8	57.8	61.1	170.8	64.7	64.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	80.6	49.6	138.0	78.4	36.3	24.3	142.8	57.8	61.1	170.8	64.7	64.7
LOS by Move:	F	D	F	E-	D+	C	F	E+	E	F	E	E
HCM2kAvgQ:	6	31	87	3	8	5	14	7	11	23	20	20

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

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

Intersection #5603: LAWRENCE EXPWY/TASMAN DR

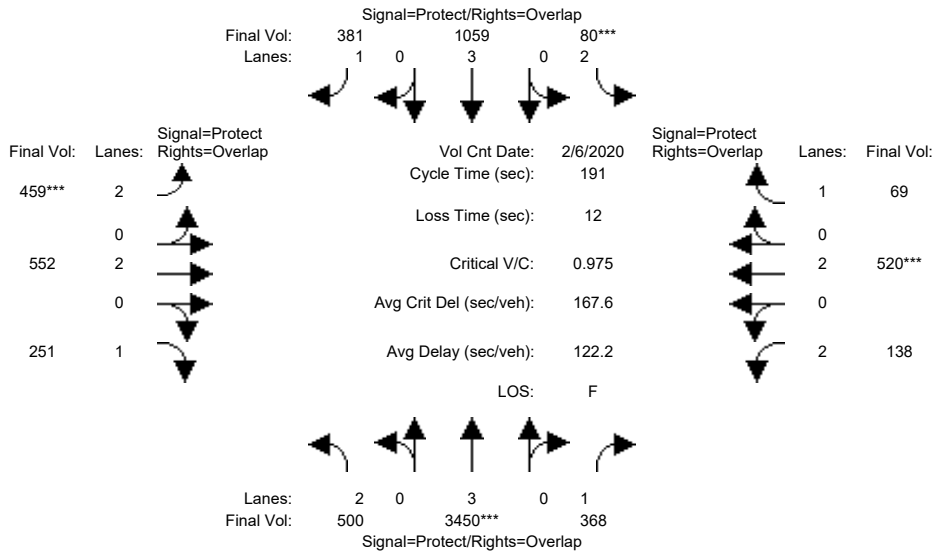


Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	19	52	52	25	58	58	39	46	46	37	44	44
Y+R:	7.1	6.2	6.2	7.1	6.2	6.2	7.0	6.1	6.1	7.1	6.2	6.2
Volume Module: >> Count Date: 1 Nov 2018 << 4:45 - 5:45 PM												
Base Vol:	249	882	551	331	2029	180	233	483	376	1381	402	41
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	249	882	551	331	2029	180	233	483	376	1381	402	41
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:	249	882	551	331	2029	180	233	483	376	1381	402	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	249	882	551	331	2029	180	233	483	376	1381	402	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	249	882	551	331	2029	180	233	483	376	1381	402	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	249	882	551	331	2029	180	233	483	376	1381	402	41
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.99	0.95	0.83	0.98	0.95
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	1.10	0.90	2.00	1.81	0.19
Final Sat.:	3150	7600	1750	3150	7600	1750	3150	2079	1619	3150	3357	342
Capacity Analysis Module:												
Vol/Sat:	0.08	0.12	0.31	0.11	0.27	0.10	0.07	0.23	0.23	0.44	0.12	0.12
Crit Moves:	****			****			****			****		
Green Time:	19.0	52.0	103.0	25.0	58.0	103.6	45.6	46.0	46.0	51.0	51.4	51.4
Volume/Cap:	0.77	0.42	0.57	0.78	0.86	0.18	0.30	0.94	0.94	1.60	0.43	0.43
Uniform Del:	81.4	54.6	27.0	77.9	60.1	20.4	57.2	68.6	68.6	67.5	55.3	55.3
IncrementDel:	11.1	0.1	0.8	9.1	3.3	0.1	0.2	17.0	17.0	275.0	0.3	0.3
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	92.5	54.7	27.8	87.0	63.4	20.4	57.5	85.6	85.6	342.5	55.6	55.6
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:	92.5	54.7	27.8	87.0	63.4	20.4	57.5	85.6	85.6	342.5	55.6	55.6
LOS by Move:	F	D-	C	F	E	C+	E+	F	F	F	E+	E+
HCM2kAvgQ:	9	11	26	11	28	7	6	26	26	84	10	10

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

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

Intersection #5611: LAWRENCE EXPWY/ARQUES AVE



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	27	100	100	19	91	91	14	36	36	13	35	35
Y+R:	6.3	6.2	6.2	6.1	6.2	6.2	5.9	5.7	5.7	5.9	5.7	5.7

Volume Module:	>>	Count	Date:	6 Feb 2020	<<	8:00 - 9:00
Base Vol:	500	3921	368	80	1375	381
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	500	3921	368	80	1375	381
Added Vol:	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0
Initial Fut:	500	3921	368	80	1375	381
User Adj:	1.00	0.88	1.00	1.00	0.77	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	500	3450	368	80	1059	381
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	500	3450	368	80	1059	381
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	500	3450	368	80	1059	381

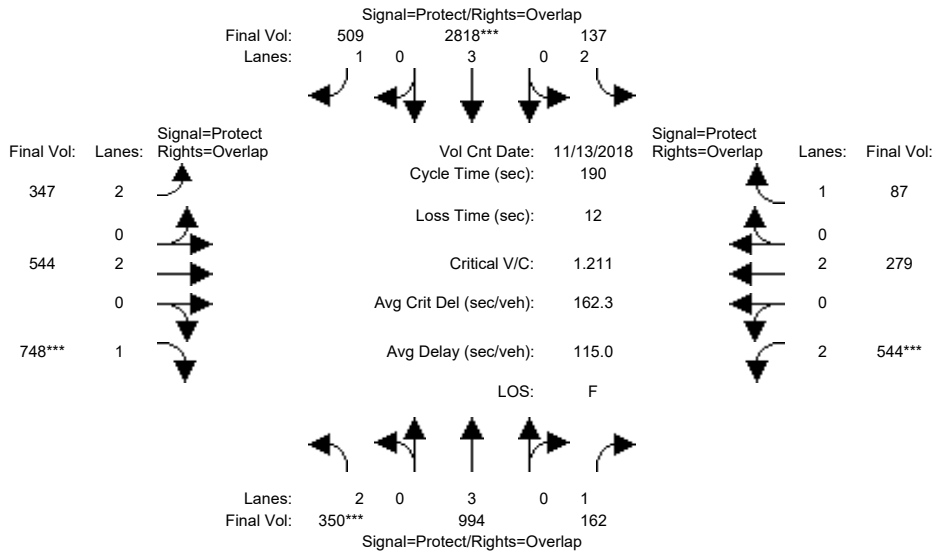
Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.84	0.83	1.00	
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1601	3150	3800	

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.16	0.61	0.21	0.03	0.19	0.22	0.15	0.15	0.16	0.04	0.14	0.04
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	26.7	99.8	112.9	18.9	90.8	104.9	14.1	36.3	63.0	13.1	35.3	54.2
Volume/Cap:	1.14	1.16	0.36	0.26	0.39	0.40	1.97	0.76	0.48	0.64	0.74	0.14
Uniform Del:	82.1	45.6	20.2	79.5	32.3	24.8	88.5	73.3	50.9	86.6	73.5	51.0
IncrcmntDel:	85.4	75.5	0.2	0.4	0.1	0.3	453.7	4.9	0.7	6.3	4.2	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	1.27	1.38	1.00	0.80	0.68	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	167.5	133	28.1	80.0	26.0	17.2	542.1	78.1	51.5	92.9	77.7	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:	167.5	133	28.1	80.0	26.0	17.2	542.1	78.1	51.5	92.9	77.7	51.1
LOS by Move:	F	F	C	E-	C	B	F	E-	D-	F	E-	D-
HCM2kAvgQ:	25	86	15	2	10	9	34	16	12	6	15	3

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

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

Intersection #5611: LAWRENCE EXPWY/ARQUES AVE

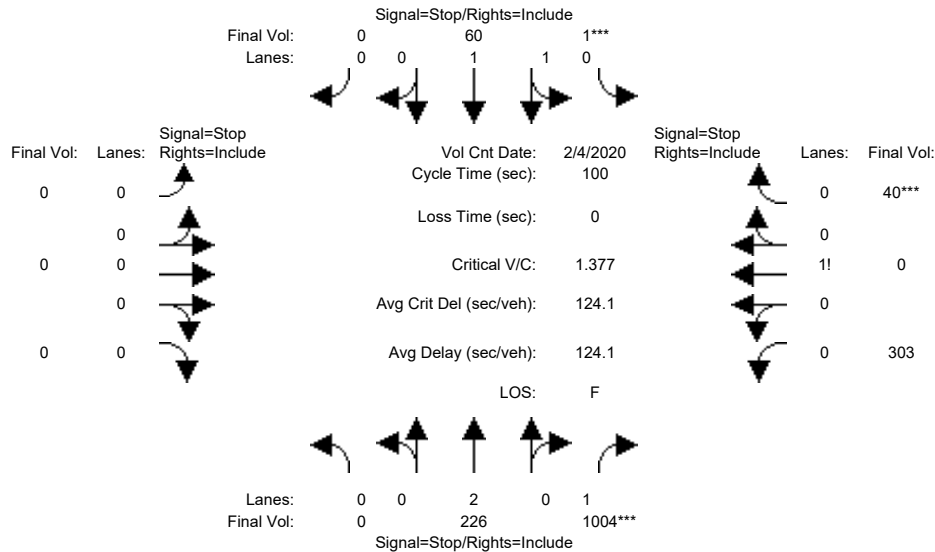


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	22	86	86	15	79	79	24	41	41	24	41	41
Y+R:	6.3	6.2	6.2	6.1	6.2	6.2	5.9	5.7	5.7	5.9	5.7	5.7
Volume Module: >> Count Date: 13 Nov 2018 << 4:30 - 5:30 PM												
Base Vol:	350	1483	162	137	3523	509	347	544	748	544	279	87
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	350	1483	162	137	3523	509	347	544	748	544	279	87
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	350	1483	162	137	3523	509	347	544	748	544	279	87
User Adj:	1.00	0.67	1.00	1.00	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	350	994	162	137	2818	509	347	544	748	544	279	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	350	994	162	137	2818	509	347	544	748	544	279	87
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	350	994	162	137	2818	509	347	544	748	544	279	87
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.84	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1601	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.17	0.09	0.04	0.49	0.29	0.11	0.14	0.47	0.17	0.07	0.05
Crit Moves:	****			****			****		****			
Green Time:	22.0	86.0	111.4	15.0	79.0	107.4	28.4	51.6	73.6	25.4	48.6	63.6
Volume/Cap:	0.96	0.39	0.16	0.55	1.19	0.51	0.74	0.53	1.21	1.29	0.29	0.15
Uniform Del:	83.6	34.5	17.9	84.3	55.5	25.3	77.2	58.8	58.2	82.3	56.8	44.3
IncrcmntDel:	36.5	0.1	0.1	2.6	89.7	0.5	6.0	0.5	107.2	148.6	0.2	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	0.83	0.61	1.00	1.15	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	120.0	28.8	11.0	86.9	154	34.2	83.2	59.3	165.4	231.0	57.0	44.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	120.0	28.8	11.0	86.9	154	34.2	83.2	59.3	165.4	231.0	57.0	44.4
LOS by Move:	F	C	B+	F	F	C-	F	E+	F	F	E+	D
HCM2kAvgQ:	16	10	3	4	69	23	13	13	65	30	6	4

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

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

Intersection #1: Ellis St & Manila Ave



Street Name: Ellis St Manila Ave
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

Table with columns for Volume Module, Count, Date, and various volume metrics (Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume) for each approach.

Table for Saturation Flow Module showing Adjustment, Lanes, and Final Sat. values for each approach.

Table for Capacity Analysis Module showing Vol/Sat, Crit Moves, Delay/Veh, Delay Adj, AdjDel/Veh, LOS by Move, ApproachDel, Delay Adj, ApprAdjDel, LOS by Appr, and AllWayAvgQ for each approach.

Note: Queue reported is the number of cars per lane.
Peak Hour Volume Signal Warrant Report [Urban]

Intersection #1 Ellis St & Manila Ave

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	2	0	1	0	1	1	0	0	0	0	0	0	0	0	0	1	0	0
Initial Vol:	0	226	1004			1	60	0			0	0	0	0		303	0	40		
Major Street Volume:											1291									
Minor Approach Volume:											343									
Minor Approach Volume Threshold:											197									

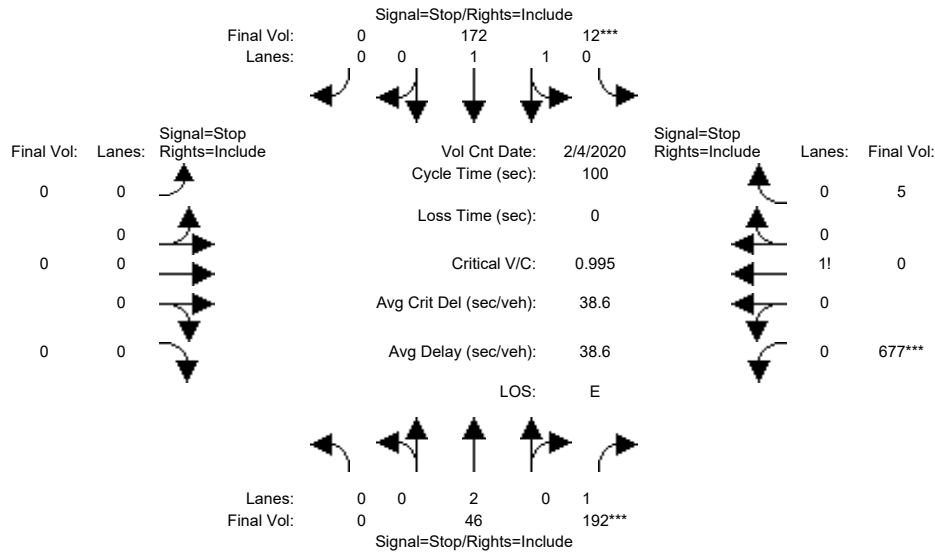
SIGNAL WARRANT DISCLAIMER

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 + Project PM

Intersection #1: Ellis St & Manila Ave



Street Name:	Ellis St				Manila Ave						
Approach:	North Bound		South Bound		East Bound		West Bound				
Movement:	L	T	R	L	T	R	L	T	R		
Min. Green:	0	0	0	0	0	0	0	0	0		
Volume Module: >> Count Date: 4 Feb 2020 << 5:00- 6:00											
Base Vol:	0	46	192	12	172	0	0	0	677	0	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	46	192	12	172	0	0	0	677	0	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	46	192	12	172	0	0	0	677	0	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	46	192	12	172	0	0	0	677	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	46	192	12	172	0	0	0	677	0	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	46	192	12	172	0	0	0	677	0	5
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
Lanes:	0.00	2.00	1.00	0.13	1.87	0.00	0.00	0.00	0.00	0.99	0.00
Final Sat.:	0	1067	596	68	982	0	0	0	680	0	5
Capacity Analysis Module:											
Vol/Sat:	xxxx	0.04	0.32	0.18	0.18	xxxx	xxxx	xxxx	xxxx	1.00	xxxx
Crit Moves:			****	****						****	
Delay/Veh:	0.0	9.7	11.5	11.0	10.9	0.0	0.0	0.0	0.0	55.7	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	9.7	11.5	11.0	10.9	0.0	0.0	0.0	0.0	55.7	0.0
LOS by Move:	*	A	B	B	B	*	*	*	*	F	*
ApproachDel:		11.1			10.9		xxxxxxx			55.7	
Delay Adj:		1.00			1.00		xxxxxxx			1.00	
ApprAdjDel:		11.1			10.9		xxxxxxx			55.7	
LOS by Appr:		B			B		*			F	
AllWayAvgQ:	0.0	0.0	0.5	0.2	0.2	0.0	0.0	0.0	0.0	9.0	9.0

Note: Queue reported is the number of cars per lane.
 Peak Hour Volume Signal Warrant Report [Urban]

 Intersection #1 Ellis St & Manila Ave

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	2	0	1	0	1	1	0	0	0	0	0	0	0	0	0	1	0	0
Initial Vol:	0		46		192	12		172		0	0		0		0	677		0		5
Major Street Volume:											682									
Minor Approach Volume:											238									
Minor Approach Volume Threshold:											413									

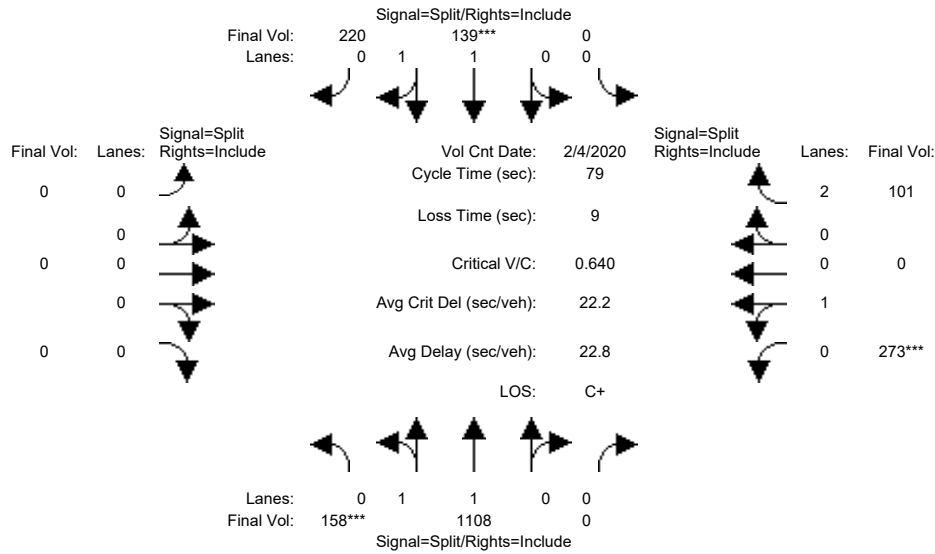
SIGNAL WARRANT DISCLAIMER

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

Intersection #2: Ellis St & US 101 NB Ramps



Street Name:	Ellis St						US 101 NB Ramps					
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	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:	4 Feb 2020	<<	8:15 - 9:15						
Base Vol:	158	1108	0	0	139	220	0	0	0	273	0	101
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	158	1108	0	0	139	220	0	0	0	273	0	101
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:	158	1108	0	0	139	220	0	0	0	273	0	101
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	158	1108	0	0	139	220	0	0	0	273	0	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	158	1108	0	0	139	220	0	0	0	273	0	101
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	158	1108	0	0	139	220	0	0	0	273	0	101

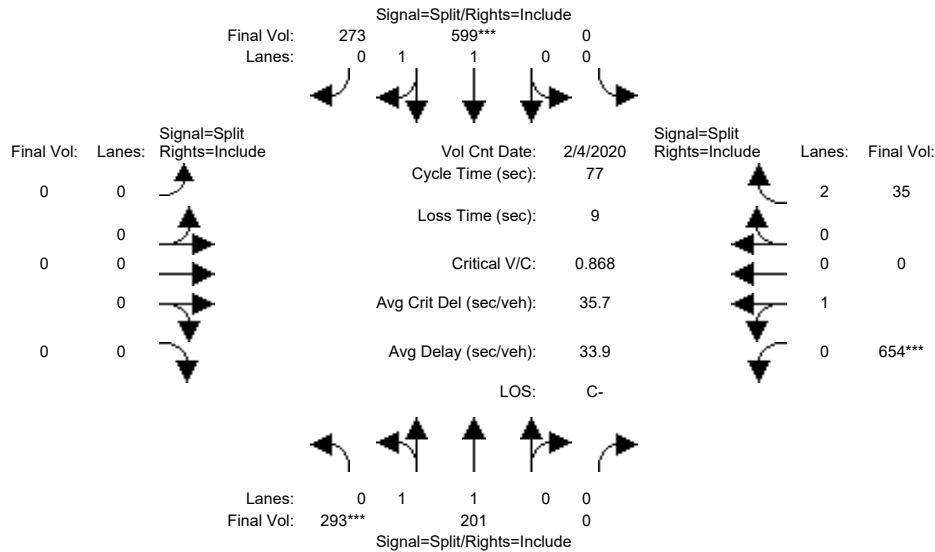
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.98	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.83
Lanes:	0.26	1.74	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	462	3238	0	0	1900	1750	0	0	0	1800	0	3150

Capacity Analysis Module:												
Vol/Sat:	0.34	0.34	0.00	0.00	0.07	0.13	0.00	0.00	0.00	0.15	0.00	0.03
Crit Moves:	****				****					****		
Green Time:	37.7	37.7	0.0	0.0	15.5	15.5	0.0	0.0	0.0	16.7	0.0	16.7
Volume/Cap:	0.72	0.72	0.00	0.00	0.37	0.64	0.00	0.00	0.00	0.72	0.00	0.15
Uniform Del:	16.4	16.4	0.0	0.0	27.5	29.2	0.0	0.0	0.0	28.9	0.0	25.4
IncrementDel:	1.4	1.4	0.0	0.0	0.2	2.5	0.0	0.0	0.0	6.4	0.0	0.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	17.8	17.8	0.0	0.0	27.8	31.7	0.0	0.0	0.0	35.3	0.0	25.5
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:	17.8	17.8	0.0	0.0	27.8	31.7	0.0	0.0	0.0	35.3	0.0	25.5
LOS by Move:	B	B	A	A	C	C	A	A	A	D+	A	C
HCM2kAvgQ:	12	12	0	0	3	6	0	0	0	8	0	1

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

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

Intersection #2: Ellis St & US 101 NB Ramps



Street Name:	Ellis St						US 101 NB Ramps					
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	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:	4 Feb 2020	<< 5:00 - 6:00
Base Vol:	293 201 0	0 599 273	0 0 0	654 0 35
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	293 201 0	0 599 273	0 0 0	654 0 35
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:	293 201 0	0 599 273	0 0 0	654 0 35
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Volume:	293 201 0	0 599 273	0 0 0	654 0 35
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	293 201 0	0 599 273	0 0 0	654 0 35
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Final Volume:	293 201 0	0 599 273	0 0 0	654 0 35

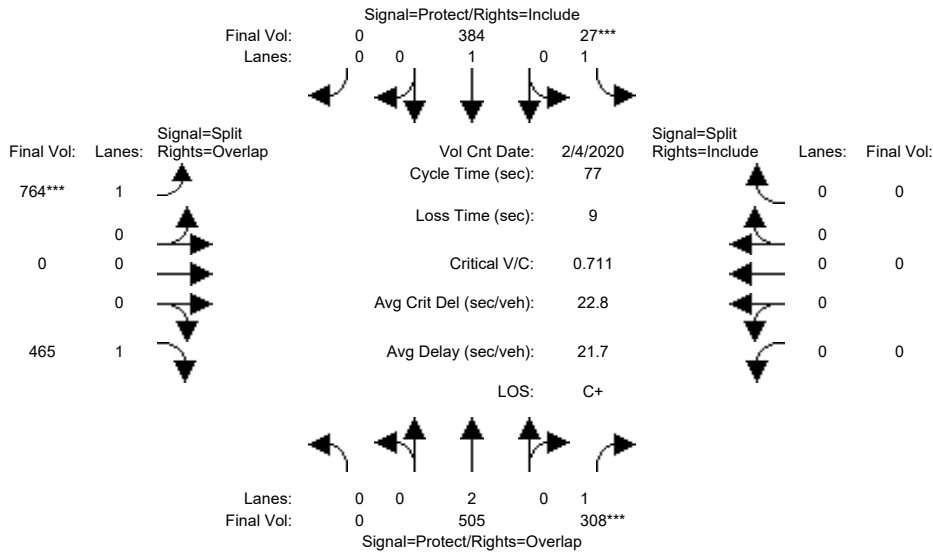
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92	0.95	0.95	0.83
Lanes:	1.00	1.00	0.00	0.00	1.36	0.64	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	1750	1900	0	0	2541	1158	0	0	0	1800	0	3150

Capacity Analysis Module:												
Vol/Sat:	0.17	0.11	0.00	0.00	0.24	0.24	0.00	0.00	0.00	0.36	0.00	0.01
Crit Moves:	***			****						****		
Green Time:	14.9	14.9	0.0	0.0	20.9	20.9	0.0	0.0	0.0	32.2	0.0	32.2
Volume/Cap:	0.87	0.55	0.00	0.00	0.87	0.87	0.00	0.00	0.00	0.87	0.00	0.03
Uniform Del:	30.1	28.0	0.0	0.0	26.7	26.7	0.0	0.0	0.0	20.4	0.0	13.2
IncrementDel:	13.4	0.7	0.0	0.0	8.2	8.2	0.0	0.0	0.0	10.5	0.0	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	43.5	28.8	0.0	0.0	34.9	34.9	0.0	0.0	0.0	31.0	0.0	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:	43.5	28.8	0.0	0.0	34.9	34.9	0.0	0.0	0.0	31.0	0.0	13.2
LOS by Move:	D	C	A	A	C-	C-	A	A	A	C	A	B
HCM2kAvgQ:	8	4	0	0	13	13	0	0	0	18	0	0

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

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

Intersection #3: Ellis St & US 101 SB Ramps

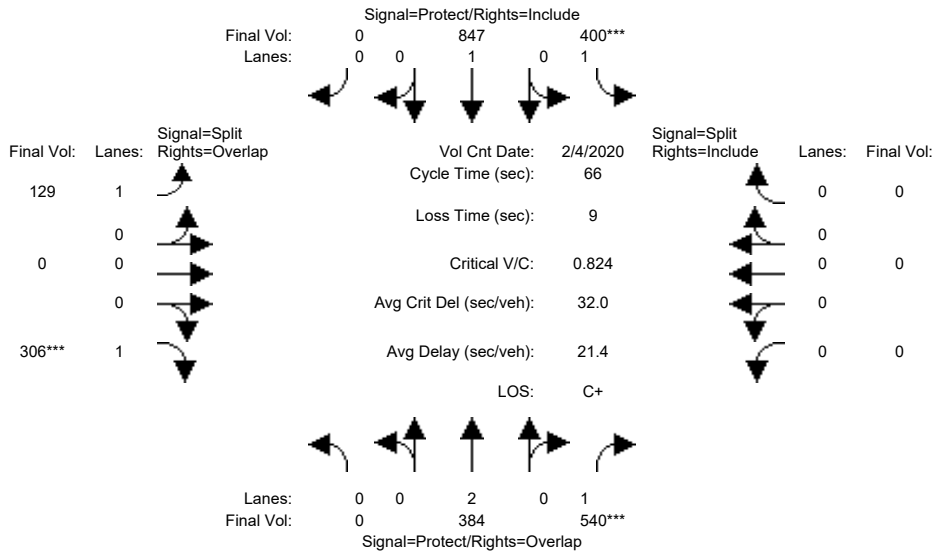


Street Name:	Ellis St						US 101 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	4 Feb 2020 << 8:30 - 9:30											
Base Vol:	0	505	308	27	384	0	764	0	465	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	505	308	27	384	0	764	0	465	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	505	308	27	384	0	764	0	465	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	505	308	27	384	0	764	0	465	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	505	308	27	384	0	764	0	465	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	505	308	27	384	0	764	0	465	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	1750	1750	1900	0	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.18	0.02	0.20	0.00	0.44	0.00	0.27	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green Time:	0.0	17.5	17.5	7.0	24.5	0.0	43.5	0.0	43.5	0.0	0.0	0.0
Volume/Cap:	0.00	0.58	0.77	0.17	0.63	0.00	0.77	0.00	0.47	0.00	0.00	0.00
Uniform Del:	0.0	26.5	27.9	32.3	22.4	0.0	13.0	0.0	9.9	0.0	0.0	0.0
IncrementDel:	0.0	1.0	9.1	0.5	2.2	0.0	3.8	0.0	0.4	0.0	0.0	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	27.5	37.0	32.8	24.6	0.0	16.8	0.0	10.3	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	27.5	37.0	32.8	24.6	0.0	16.8	0.0	10.3	0.0	0.0	0.0
LOS by Move:	A	C	D+	C-	C	A	B	A	B+	A	A	A
HCM2kAvgQ:	0	5	8	1	8	0	17	0	7	0	0	0

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

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

Intersection #3: Ellis St & US 101 SB Ramps

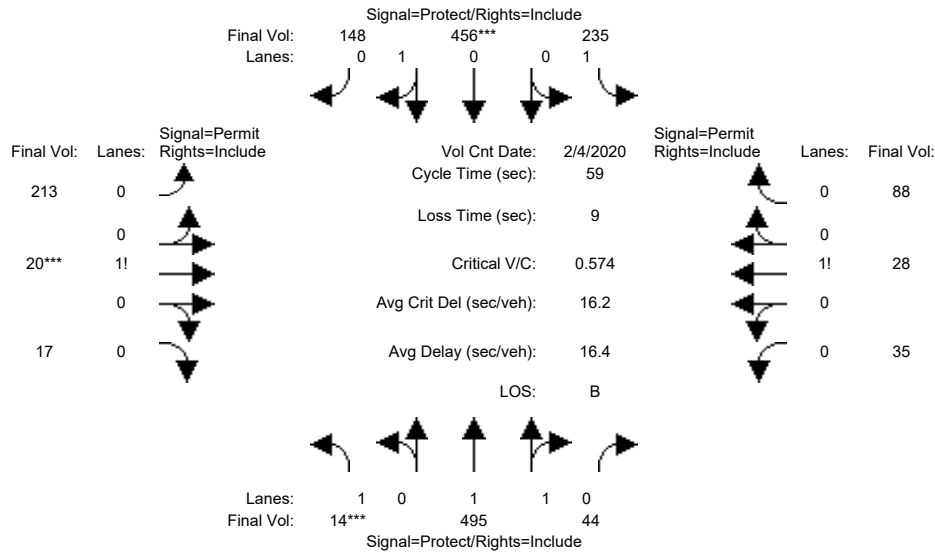


Street Name:	Ellis St						US 101 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 4 Feb 2020 << 5:15 - 6:15												
Base Vol:	0	384	540	400	847	0	129	0	306	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	384	540	400	847	0	129	0	306	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	384	540	400	847	0	129	0	306	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	384	540	400	847	0	129	0	306	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	384	540	400	847	0	129	0	306	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	384	540	400	847	0	129	0	306	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	1750	1750	1900	0	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.10	0.31	0.23	0.45	0.00	0.07	0.00	0.17	0.00	0.00	0.00
Crit Moves:			****	****					****			
Green Time:	0.0	24.7	24.7	18.3	43.0	0.0	14.0	0.0	14.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.27	0.82	0.82	0.68	0.00	0.35	0.00	0.82	0.00	0.00	0.00
Uniform Del:	0.0	14.4	18.7	22.3	7.2	0.0	22.1	0.0	24.8	0.0	0.0	0.0
IncrementDel:	0.0	0.1	8.4	11.0	1.6	0.0	0.6	0.0	13.9	0.0	0.0	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	14.5	27.1	33.3	8.8	0.0	22.7	0.0	38.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	14.5	27.1	33.3	8.8	0.0	22.7	0.0	38.7	0.0	0.0	0.0
LOS by Move:	A	B	C	C-	A	A	C+	A	D+	A	A	A
HCM2kAvgQ:	0	3	12	8	10	0	3	0	9	0	0	0

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

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

Intersection #4: Ellis St & Fairchild Dr



Street Name:	Ellis St						Fairchild Dr					
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:	4 Feb 2020	<<	8:45 - 9:45						
Base Vol:	14	495	44	235	456	148	213	20	17	35	28	88
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	495	44	235	456	148	213	20	17	35	28	88
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	495	44	235	456	148	213	20	17	35	28	88
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	495	44	235	456	148	213	20	17	35	28	88
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	495	44	235	456	148	213	20	17	35	28	88
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	14	495	44	235	456	148	213	20	17	35	28	88

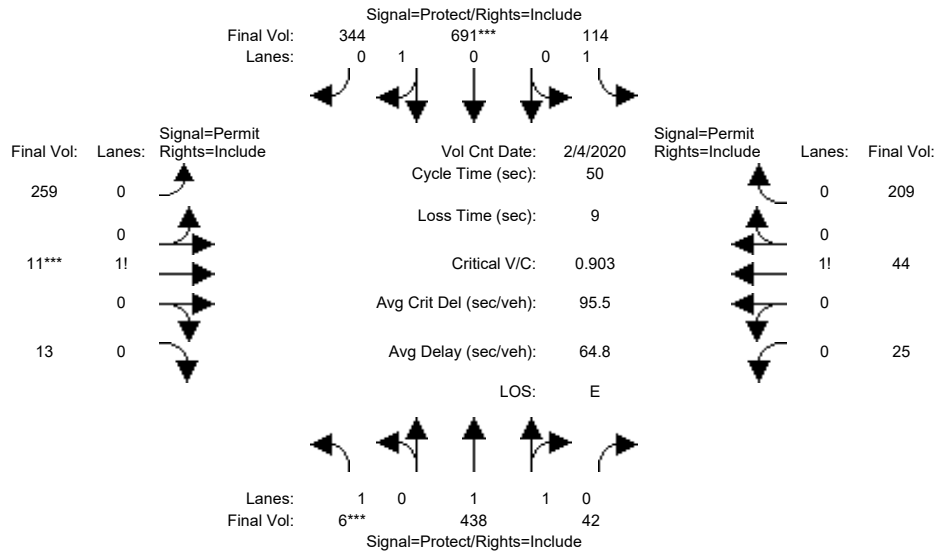
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.83	0.17	1.00	0.75	0.25	0.85	0.08	0.07	0.23	0.19	0.58
Final Sat.:	1750	3398	302	1750	1359	441	1491	140	119	406	325	1020

Capacity Analysis Module:												
Vol/Sat:	0.01	0.15	0.15	0.13	0.34	0.34	0.14	0.14	0.14	0.09	0.09	0.09
Crit Moves:	***			***			***			***		
Green Time:	7.0	20.7	20.7	16.4	30.2	30.2	12.8	12.8	12.8	12.8	12.8	12.8
Volume/Cap:	0.07	0.41	0.41	0.48	0.66	0.66	0.66	0.66	0.66	0.40	0.40	0.40
Uniform Del:	23.1	14.5	14.5	17.7	10.6	10.6	21.1	21.1	21.1	19.8	19.8	19.8
IncrementDel:	0.1	0.2	0.2	0.8	1.7	1.7	4.1	4.1	4.1	0.7	0.7	0.7
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	23.2	14.7	14.7	18.5	12.3	12.3	25.2	25.2	25.2	20.4	20.4	20.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.2	14.7	14.7	18.5	12.3	12.3	25.2	25.2	25.2	20.4	20.4	20.4
LOS by Move:	C	B	B	B-	B	B	C	C	C	C+	C+	C+
HCM2kAvgQ:	0	4	4	4	8	8	6	6	6	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 + Project PM

Intersection #4: Ellis St & Fairchild Dr



Street Name:	Ellis St						Fairchild Dr					
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:	4 Feb 2020	<<	5:15 - 6:15						
Base Vol:	6	438	42	114	691	344	259	11	13	25	44	209
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	438	42	114	691	344	259	11	13	25	44	209
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:	6	438	42	114	691	344	259	11	13	25	44	209
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	438	42	114	691	344	259	11	13	25	44	209
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	438	42	114	691	344	259	11	13	25	44	209
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	6	438	42	114	691	344	259	11	13	25	44	209

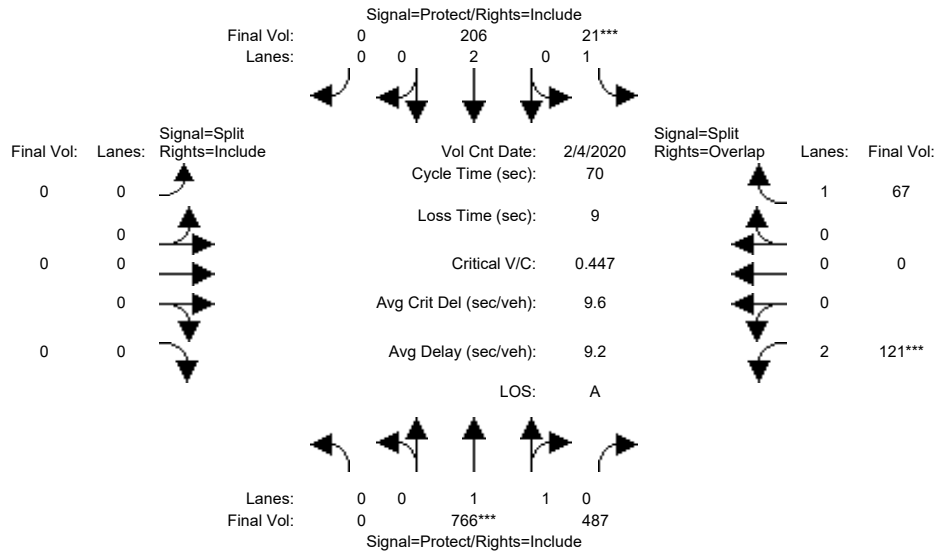
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.82	0.18	1.00	0.67	0.33	0.91	0.04	0.05	0.09	0.16	0.75
Final Sat.:	1750	3376	324	1750	1202	598	1602	68	80	157	277	1316

Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.13	0.07	0.58	0.58	0.16	0.16	0.16	0.16	0.16	0.16
Crit Moves:	***			***			***			***		
Green Time:	7.0	18.2	18.2	12.8	24.0	24.0	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.02	0.36	0.36	0.26	1.20	1.20	0.81	0.81	0.81	0.79	0.79	0.79
Uniform Del:	18.6	11.6	11.6	14.8	13.0	13.0	19.1	19.1	19.1	19.0	19.0	19.0
IncrementDel:	0.0	0.2	0.2	0.3	100	100.3	13.1	13.1	13.1	11.8	11.8	11.8
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	18.6	11.8	11.8	15.1	113	113.3	32.2	32.2	32.2	30.9	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:	18.6	11.8	11.8	15.1	113	113.3	32.2	32.2	32.2	30.9	30.9	30.9
LOS by Move:	B-	B+	B+	B	F	F	C-	C-	C-	C	C	C
HCM2kAvgQ:	0	3	3	1	39	39	7	7	7	7	7	7

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

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

Intersection #6: Enterprise Way & 11th Ave



Street Name:	Enterprise Way						11th Ave					
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	10	7	10	0	0	0	0	10	0	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:	4 Feb 2020	<<	9:00 - 10:00						
Base Vol:	0	766	487	21	206	0	0	0	0	121	0	67
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	766	487	21	206	0	0	0	0	121	0	67
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	766	487	21	206	0	0	0	0	121	0	67
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	766	487	21	206	0	0	0	0	121	0	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	766	487	21	206	0	0	0	0	121	0	67
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	766	487	21	206	0	0	0	0	121	0	67

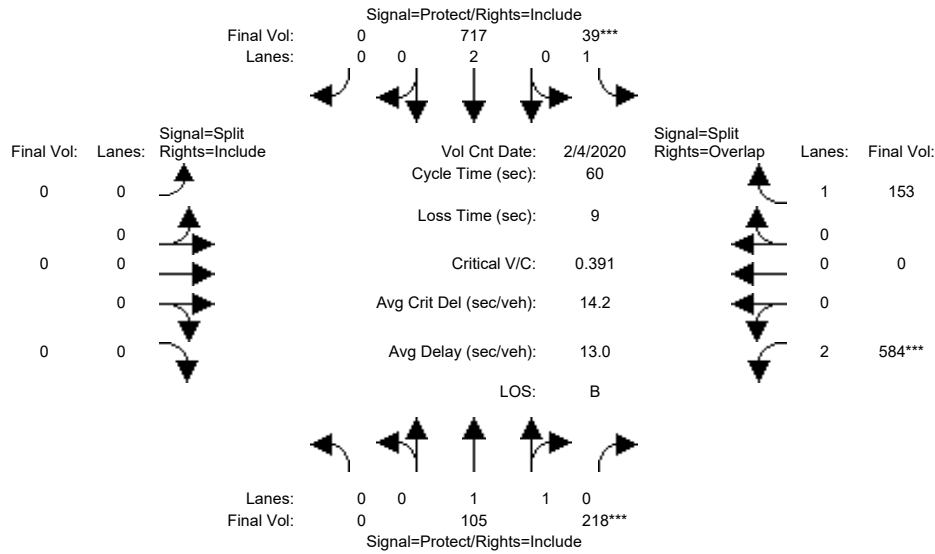
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	1.20	0.80	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	2261	1437	1750	3800	0	0	0	0	3150	0	1750

Capacity Analysis Module:												
Vol/Sat:	0.00	0.34	0.34	0.01	0.05	0.00	0.00	0.00	0.00	0.04	0.00	0.04
Crit Moves:	****			****						****		
Green Time:	0.0	44.0	44.0	7.0	51.0	0.0	0.0	0.0	0.0	10.0	0.0	17.0
Volume/Cap:	0.00	0.54	0.54	0.12	0.07	0.00	0.00	0.00	0.00	0.27	0.00	0.16
Uniform Del:	0.0	7.3	7.3	28.7	2.7	0.0	0.0	0.0	0.0	26.7	0.0	20.9
IncrementDel:	0.0	0.3	0.3	0.3	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.2
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	7.6	7.6	29.0	2.7	0.0	0.0	0.0	0.0	27.1	0.0	21.0
User DelAdj:	1.00	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	7.6	29.0	2.7	0.0	0.0	0.0	0.0	27.1	0.0	21.0
LOS by Move:	A	A	A	C	A	A	A	A	A	C	A	C+
HCM2kAvgQ:	0	8	8	1	1	0	0	0	0	2	0	1

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

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

Intersection #6: Enterprise Way & 11th Ave



Street Name:	Enterprise Way						11th Ave					
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	10	7	10	0	0	0	0	10	0	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:	4 Feb 2020	<<	5:00 - 6:00						
Base Vol:	0	105	218	39	717	0	0	0	0	584	0	153
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	105	218	39	717	0	0	0	0	584	0	153
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	105	218	39	717	0	0	0	0	584	0	153
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	105	218	39	717	0	0	0	0	584	0	153
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	105	218	39	717	0	0	0	0	584	0	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
Final Volume:	0	105	218	39	717	0	0	0	0	584	0	153

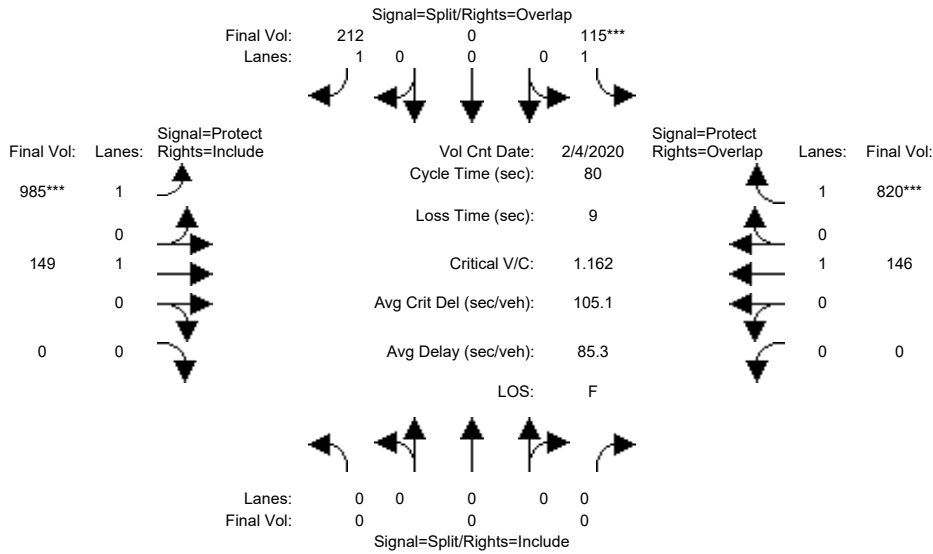
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	3800	0	0	0	0	3150	0	1750

Capacity Analysis Module:												
Vol/Sat:	0.00	0.06	0.12	0.02	0.19	0.00	0.00	0.00	0.00	0.19	0.00	0.09
Crit Moves:			****	****						****		
Green Time:	0.0	17.7	17.7	7.0	24.7	0.0	0.0	0.0	0.0	26.3	0.0	33.3
Volume/Cap:	0.00	0.19	0.42	0.19	0.46	0.00	0.00	0.00	0.00	0.42	0.00	0.16
Uniform Del:	0.0	15.8	17.0	23.9	12.8	0.0	0.0	0.0	0.0	11.6	0.0	6.5
IncrementDel:	0.0	0.1	0.4	0.5	0.2	0.0	0.0	0.0	0.0	0.2	0.0	0.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	15.8	17.4	24.4	13.0	0.0	0.0	0.0	0.0	11.8	0.0	6.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	15.8	17.4	24.4	13.0	0.0	0.0	0.0	0.0	11.8	0.0	6.6
LOS by Move:	A	B	B	C	B	A	A	A	A	B+	A	A
HCM2kAvgQ:	0	1	3	1	5	0	0	0	0	5	0	2

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

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

Intersection #7: Enterprise Way & Manila Ave/W Moffett Park Dr



Street Name:	Enterprise Way						Manila Ave/W Moffett Park Dr					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	4 Feb 2020	<<	8:30 - 9:30						
Base Vol:	0	0	0	115	0	212	985	149	0	0	146	820
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	115	0	212	985	149	0	0	146	820
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	115	0	212	985	149	0	0	146	820
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	115	0	212	985	149	0	0	146	820
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	115	0	212	985	149	0	0	146	820
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	115	0	212	985	149	0	0	146	820

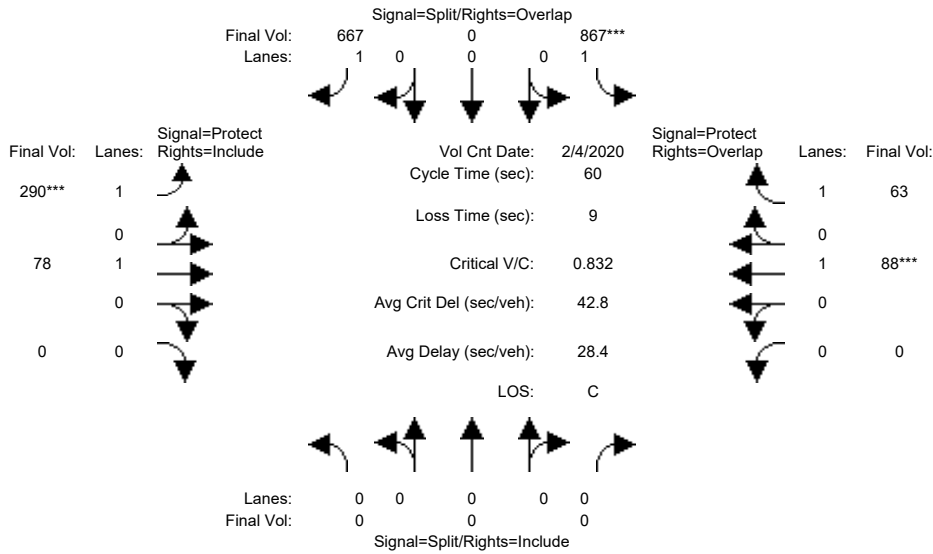
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	1750	0	1750	1750	1900	0	0	1900	1750

Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.12	0.56	0.08	0.00	0.00	0.08	0.47
Crit Moves:				****			****					****
Green Time:	0.0	0.0	0.0	10.0	0.0	47.9	37.9	61.0	0.0	0.0	23.1	33.1
Volume/Cap:	0.00	0.00	0.00	0.53	0.00	0.20	1.19	0.10	0.00	0.00	0.27	1.13
Uniform Del:	0.0	0.0	0.0	32.8	0.0	7.3	21.1	2.4	0.0	0.0	21.9	23.4
IncrementDel:	0.0	0.0	0.0	2.4	0.0	0.1	96.9	0.0	0.0	0.0	0.3	76.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	35.1	0.0	7.4	118.0	2.5	0.0	0.0	22.2	99.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	35.1	0.0	7.4	118.0	2.5	0.0	0.0	22.2	99.4
LOS by Move:	A	A	A	D+	A	A	F	A	A	A	C+	F
HCM2kAvgQ:	0	0	0	3	0	3	50	1	0	0	3	36

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

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

Intersection #7: Enterprise Way & Manila Ave/W Moffett Park Dr



Street Name:	Enterprise Way						Manila Ave/W Moffett Park Dr					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	4 Feb 2020	<<	5:15 - 6:15						
Base Vol:	0	0	0	867	0	667	290	78	0	0	88	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	867	0	667	290	78	0	0	88	63
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	867	0	667	290	78	0	0	88	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	867	0	667	290	78	0	0	88	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	867	0	667	290	78	0	0	88	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	867	0	667	290	78	0	0	88	63

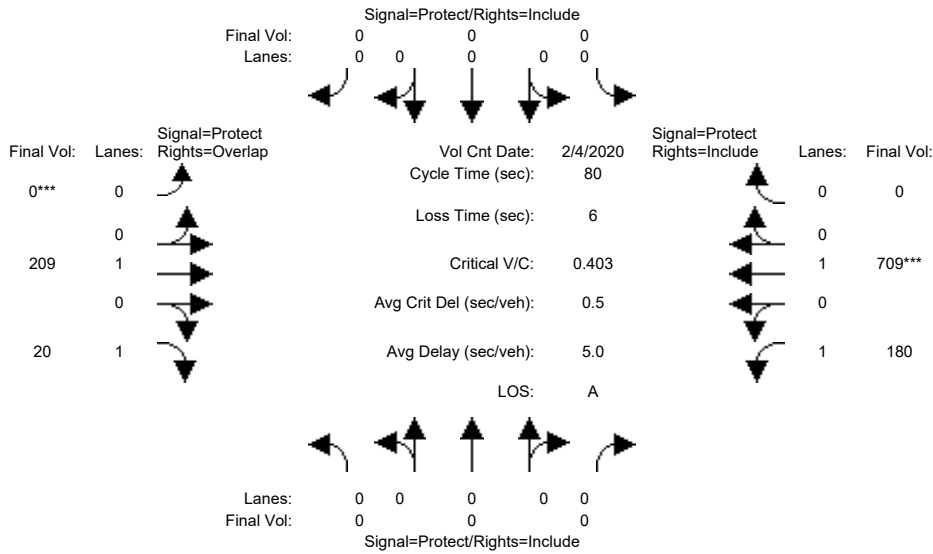
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	1750	0	1750	1750	1900	0	0	1900	1750

Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.50	0.00	0.38	0.17	0.04	0.00	0.00	0.05	0.04
Crit Moves:				****			****			****		
Green Time:	0.0	0.0	0.0	30.7	0.0	41.0	10.3	20.3	0.0	0.0	10.0	40.7
Volume/Cap:	0.00	0.00	0.00	0.97	0.00	0.56	0.97	0.12	0.00	0.00	0.28	0.05
Uniform Del:	0.0	0.0	0.0	14.2	0.0	4.9	24.7	13.7	0.0	0.0	21.8	3.2
IncrementDel:	0.0	0.0	0.0	22.4	0.0	0.6	43.0	0.1	0.0	0.0	0.5	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	36.6	0.0	5.5	67.7	13.8	0.0	0.0	22.3	3.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	36.6	0.0	5.5	67.7	13.8	0.0	0.0	22.3	3.2
LOS by Move:	A	A	A	D+	A	A	E	B	A	A	C+	A
HCM2kAvgQ:	0	0	0	21	0	7	11	1	0	0	1	0

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

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

Intersection #9: US 101 NB On-Ramp & W Moffett Park Dr

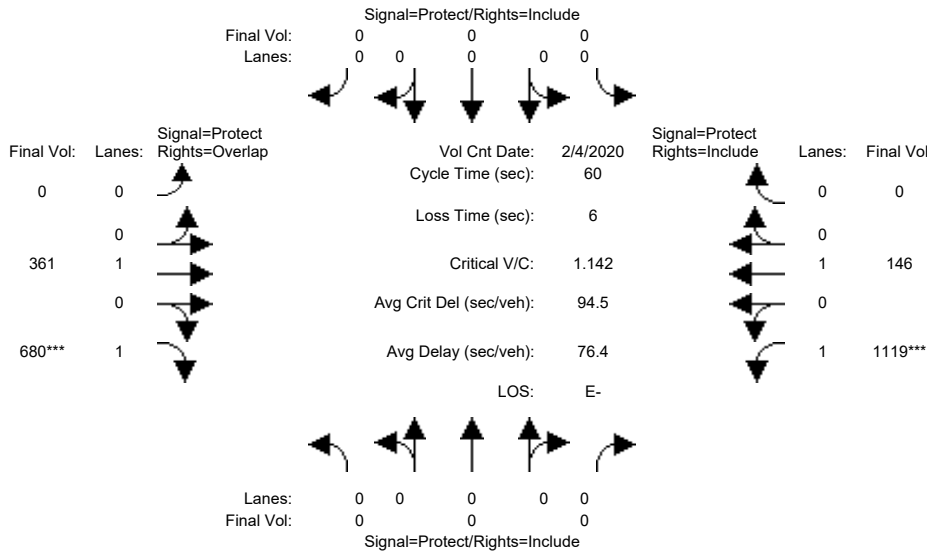


Street Name:	US 101 NB On-Ramp						W Moffett Park Dr						
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Min. Green:	0	0	0	0	0	0	0	10	10	7	10	0	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Volume Module: >> Count Date:	4 Feb 2020 << 8:15 - 9:15												
Base Vol:	0	0	0	0	0	0	0	209	20	180	709	0	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	0	0	0	0	0	0	0	209	20	180	709	0	
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	0	0	0	0	0	0	0	209	20	180	709	0	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	0	0	0	0	0	0	0	209	20	180	709	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	0	0	0	0	0	0	0	209	20	180	709	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	
Final Volume:	0	0	0	0	0	0	0	209	20	180	709	0	
Saturation Flow Module:													
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00	
Final Sat.:	0	0	0	0	0	0	0	1900	1750	1750	1900	0	
Capacity Analysis Module:													
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.11	0.01	0.10	0.37	0.00	
Crit Moves:							****						
Green Time:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	40.6	40.6	33.4	74.0	0.0	
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.22	0.02	0.25	0.40	0.00	
Uniform Del:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.9	9.8	15.1	0.4	0.0	
IncrementDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.2	0.2	0.0	
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Delay Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00	
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11.0	9.8	15.3	0.5	0.0	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11.0	9.8	15.3	0.5	0.0	
LOS by Move:	A	A	A	A	A	A	A	B+	A	B	A	A	
HCM2kAvgQ:	0	0	0	0	0	0	0	3	0	3	2	0	

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

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

Intersection #9: US 101 NB On-Ramp & W Moffett Park Dr

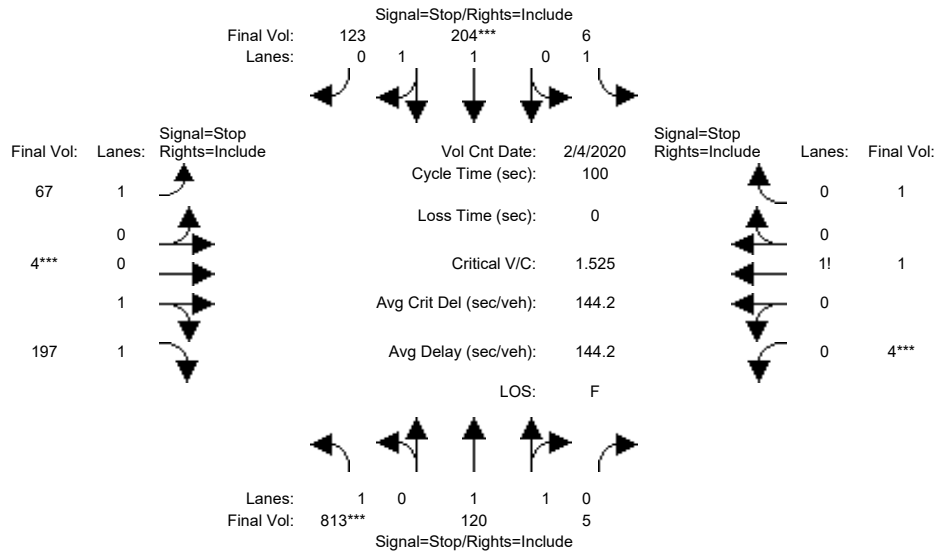


Street Name:	US 101 NB On-Ramp						W Moffett Park Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	4 Feb 2020 << 5:15 - 6:15											
Base Vol:	0	0	0	0	0	0	0	361	680	1119	146	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	361	680	1119	146	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	361	680	1119	146	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	361	680	1119	146	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	361	680	1119	146	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
Final Volume:	0	0	0	0	0	0	0	361	680	1119	146	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	0	0	0	0	0	0	0	1900	1750	1750	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.19	0.39	0.64	0.08	0.00
Crit Moves:	*****											
Green Time:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.4	20.4	33.6	54.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.56	1.14	1.14	0.09	0.00
Uniform Del:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16.1	19.8	13.2	0.3	0.0
IncrementDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.1	82.8	76.4	0.0	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17.2	102.6	89.6	0.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17.2	102.6	89.6	0.3	0.0
LOS by Move:	A	A	A	A	A	A	A	B	F	F	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	5	26	41	0	0

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

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

Intersection #10: Innovation Way & 11th Ave



Street Name:	Innovation Way						11th Ave					
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:	4 Feb 2020	<<	8:45 - 9:45						
Base Vol:	813	120	5	6	204	123	67	4	197	4	1	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	813	120	5	6	204	123	67	4	197	4	1	1
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:	813	120	5	6	204	123	67	4	197	4	1	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	813	120	5	6	204	123	67	4	197	4	1	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	813	120	5	6	204	123	67	4	197	4	1	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	813	120	5	6	204	123	67	4	197	4	1	1

Saturation Flow Module:	Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.92	0.08	1.00	1.25	0.75	1.00	0.04	1.96	0.66	0.17	0.17	
Final Sat.:	533	1085	45	472	642	412	468	22	1085	299	75	75	

Capacity Analysis Module:	Vol/Sat:	1.52	0.11	0.11	0.01	0.32	0.30	0.14	0.18	0.18	0.01	0.01	0.01
Crit Moves:	****					****			****			****	
Delay/Veh:	263.8	9.7	9.6	10.3	12.7	11.9	11.5	10.5	10.5	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:	263.8	9.7	9.6	10.3	12.7	11.9	11.5	10.5	10.5	10.8	10.8	10.8	
LOS by Move:	F	A	A	B	B	B	B	B	B	B	B	B	
ApproachDel:	229.9			12.4			10.7			10.8			
Delay Adj:	1.00			1.00			1.00			1.00			
ApprAdjDel:	229.9			12.4			10.7			10.8			
LOS by Appr:	F			B			B			B			
AllWayAvgQ:	37.7	0.1	0.1	0.0	0.5	0.4	0.2	0.2	0.2	0.0	0.0	0.0	

Note: Queue reported is the number of cars per lane.
Peak Hour Volume Signal Warrant Report [Urban]

Intersection #10 Innovation Way & 11th Ave

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:	1	0	1	1	0	1	0	1	1	0	1	0	0	1	1	0	0	1	0	0
Initial Vol:	813	120			5	6	204			123	67	4			197	4	1			1
Major Street Volume:											1271									
Minor Approach Volume:											268									
Minor Approach Volume Threshold:											271									

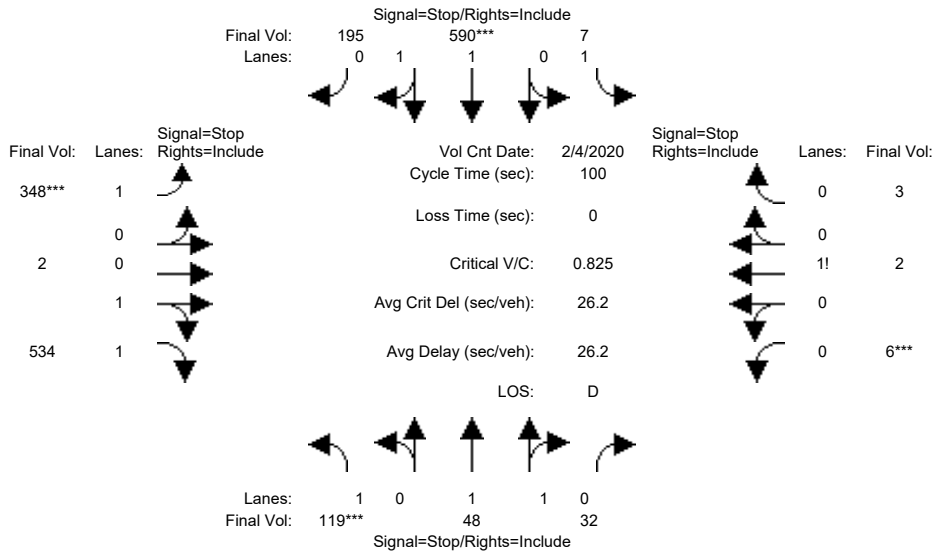
SIGNAL WARRANT DISCLAIMER

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 + Project PM

Intersection #10: Innovation Way & 11th Ave



Street Name:	Innovation Way				11th Ave							
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:	4 Feb 2020	<<	4:45 - 5:45						
Base Vol:	119	48	32	7	590	195	348	2	534	6	2	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	119	48	32	7	590	195	348	2	534	6	2	3
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:	119	48	32	7	590	195	348	2	534	6	2	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	119	48	32	7	590	195	348	2	534	6	2	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	119	48	32	7	590	195	348	2	534	6	2	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	119	48	32	7	590	195	348	2	534	6	2	3

Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.20	0.80	1.00	1.50	0.50	1.00	0.01	1.99	0.55	0.18	0.27
Final Sat.:	358	447	313	428	715	244	464	4	1082	229	76	115

Capacity Analysis Module:												
Vol/Sat:	0.33	0.11	0.10	0.02	0.82	0.80	0.75	0.49	0.49	0.03	0.03	0.03
Crit Moves:	****				****		****			****		
Delay/Veh:	16.5	12.6	12.0	11.0	36.2	32.6	29.7	15.2	15.2	11.4	11.4	11.4
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:	16.5	12.6	12.0	11.0	36.2	32.6	29.7	15.2	15.2	11.4	11.4	11.4
LOS by Move:	C	B	B	B	E	D	D	C	C	B	B	B
ApproachDel:		14.9			35.1			20.9			11.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		14.9			35.1			20.9			11.4	
LOS by Appr:		B			E			C			B	
AllWayAvgQ:	0.4	0.1	0.1	0.0	3.6	3.1	2.5	0.9	0.9	0.0	0.0	0.0

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

Peak Hour Volume Signal Warrant Report [Urban]

 Intersection #10 Innovation Way & 11th Ave

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:	1	0	1	1	0		1	0	1	1	0	
Initial Vol:	119	48	32	7	590	195	348	2	534	6	2	3
Major Street Volume:							991					
Minor Approach Volume:							884					
Minor Approach Volume Threshold:							378					

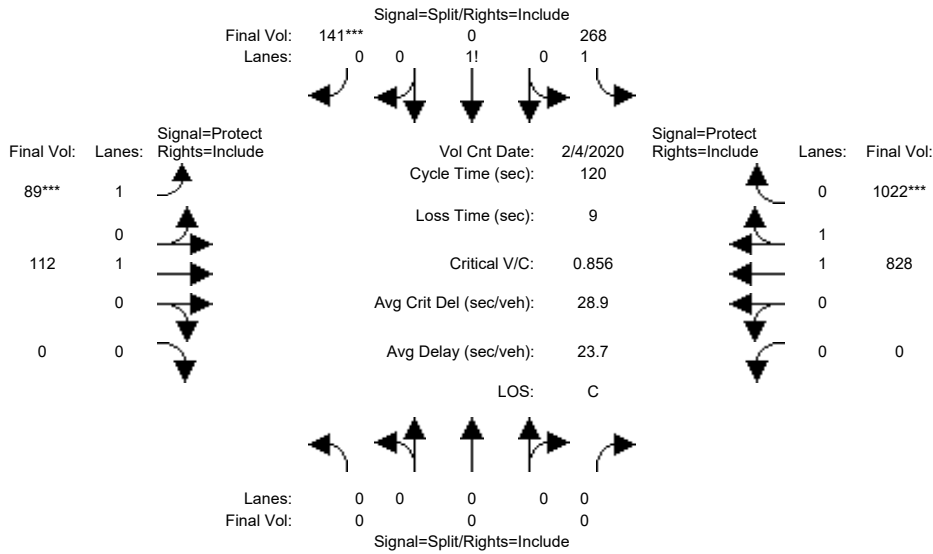
SIGNAL WARRANT DISCLAIMER

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)
 Background + Project AM

Intersection #11: Innovation Way & W Moffett Park Dr

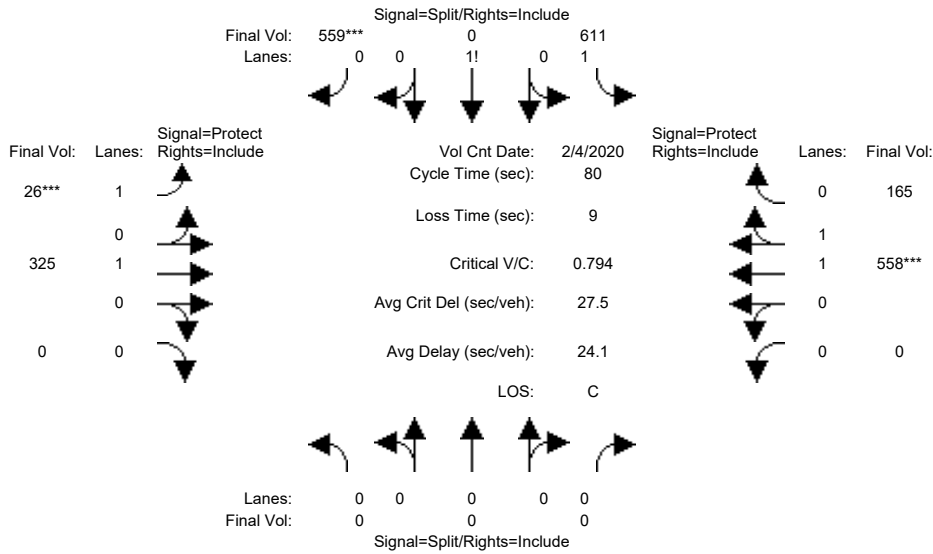


Street Name:	Innovation Way						W Moffett Park Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	4 Feb 2020 << 8:00 - 9:00											
Base Vol:	0	0	0	268	0	141	89	112	0	0	828	1022
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	268	0	141	89	112	0	0	828	1022
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	268	0	141	89	112	0	0	828	1022
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	268	0	141	89	112	0	0	828	1022
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	268	0	141	89	112	0	0	828	1022
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	268	0	141	89	112	0	0	828	1022
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.49	0.00	0.51	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	2603	0	897	1750	1900	0	0	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.16	0.05	0.06	0.00	0.00	0.44	0.58
Crit Moves:						****	****					****
Green Time:	0.0	0.0	0.0	22.0	0.0	22.0	7.1	89.0	0.0	0.0	81.8	81.8
Volume/Cap:	0.00	0.00	0.00	0.56	0.00	0.86	0.86	0.08	0.00	0.00	0.64	0.86
Uniform Del:	0.0	0.0	0.0	44.6	0.0	47.5	55.9	4.3	0.0	0.0	10.7	14.6
IncrementDel:	0.0	0.0	0.0	1.0	0.0	14.2	46.3	0.0	0.0	0.0	0.5	3.6
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	45.6	0.0	61.6	102.2	4.3	0.0	0.0	11.2	18.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	45.6	0.0	61.6	102.2	4.3	0.0	0.0	11.2	18.2
LOS by Move:	A	A	A	D	A	E	F	A	A	A	B+	B-
HCM2kAvgQ:	0	0	0	7	0	13	4	1	0	0	17	33

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

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

Intersection #11: Innovation Way & W Moffett Park Dr

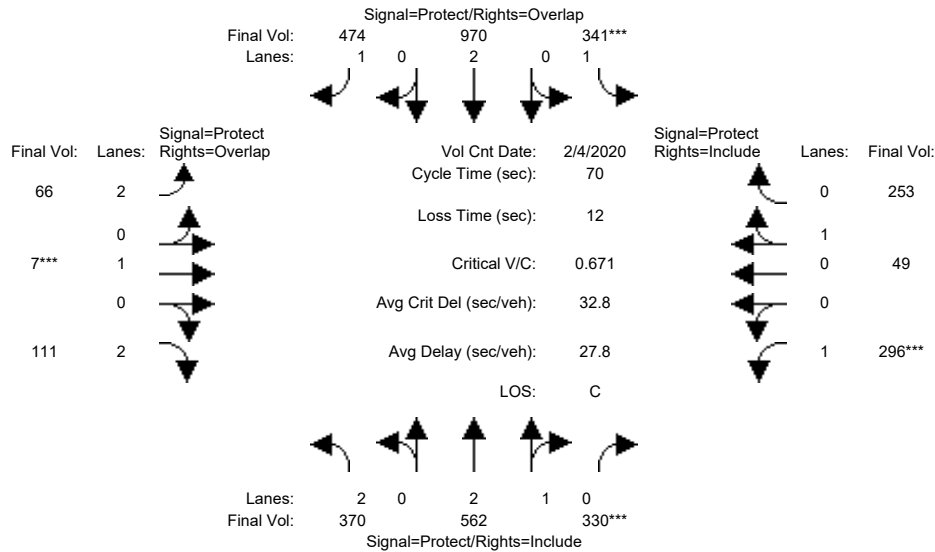


Street Name:	Innovation Way						W Moffett Park Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 4 Feb 2020 << 5:00 - 6:00												
Base Vol:	0	0	0	611	0	559	26	325	0	0	558	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:	0	0	0	611	0	559	26	325	0	0	558	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:	0	0	0	611	0	559	26	325	0	0	558	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	611	0	559	26	325	0	0	558	165
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	611	0	559	26	325	0	0	558	165
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	611	0	559	26	325	0	0	558	165
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.00	0.00	0.00	1.35	0.00	0.65	1.00	1.00	0.00	0.00	1.53	0.47
Final Sat.:	0	0	0	2368	0	1132	1750	1900	0	0	2855	844
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.26	0.00	0.49	0.01	0.17	0.00	0.00	0.20	0.20
Crit Moves:						****	****				****	
Green Time:	0.0	0.0	0.0	45.9	0.0	45.9	7.0	25.1	0.0	0.0	18.1	18.1
Volume/Cap:	0.00	0.00	0.00	0.45	0.00	0.86	0.17	0.54	0.00	0.00	0.86	0.86
Uniform Del:	0.0	0.0	0.0	9.8	0.0	14.4	33.8	22.7	0.0	0.0	29.7	29.7
IncrementDel:	0.0	0.0	0.0	0.1	0.0	5.9	0.5	1.0	0.0	0.0	9.1	9.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	9.9	0.0	20.3	34.3	23.7	0.0	0.0	38.8	38.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	9.9	0.0	20.3	34.3	23.7	0.0	0.0	38.8	38.8
LOS by Move:	A	A	A	A	A	C+	C-	C	A	A	D+	D+
HCM2kAvgQ:	0	0	0	7	0	23	1	6	0	0	10	10

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

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

Intersection #12: N Mathilda Ave & 1st Ave/Bordeaux Dr



Street Name:	N Mathilda Ave						1st Ave/Bordeaux Dr					
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:	4 Feb 2020	<<	8:45 - 9:45						
Base Vol:	370	562	330	341	970	474	66	7	111	296	49	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:	370	562	330	341	970	474	66	7	111	296	49	253
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:	370	562	330	341	970	474	66	7	111	296	49	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	370	562	330	341	970	474	66	7	111	296	49	253
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	370	562	330	341	970	474	66	7	111	296	49	253
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	370	562	330	341	970	474	66	7	111	296	49	253

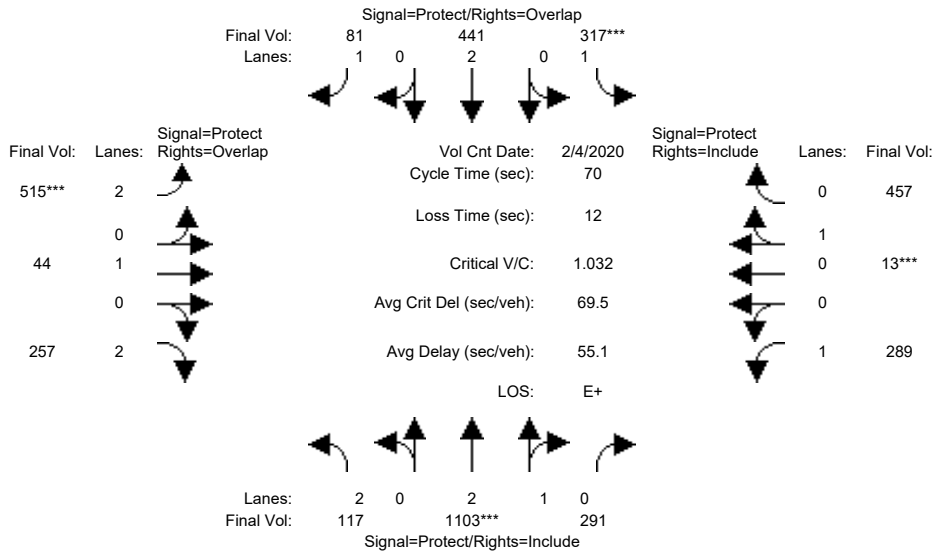
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.83	0.92	0.95	0.95
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	2.00	1.00	0.16	0.84
Final Sat.:	3150	3800	1750	1750	3800	1750	3150	1900	3150	1750	292	1508

Capacity Analysis Module:												
Vol/Sat:	0.12	0.15	0.19	0.19	0.26	0.27	0.02	0.00	0.04	0.17	0.17	0.17
Crit Moves:			****	****				****		****		
Green Time:	10.5	16.4	16.4	16.9	22.8	32.0	9.2	10.0	20.5	14.7	15.5	15.5
Volume/Cap:	0.78	0.63	0.81	0.81	0.78	0.59	0.16	0.03	0.12	0.81	0.76	0.76
Uniform Del:	28.7	24.1	25.3	25.0	21.4	14.1	27.0	25.8	18.1	26.3	25.5	25.5
IncrementDel:	8.3	0.9	4.4	10.8	3.3	1.2	0.2	0.0	0.1	12.3	8.3	8.3
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	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	25.0	29.7	35.8	24.7	15.3	27.1	25.8	18.2	38.6	33.8	33.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.0	25.0	29.7	35.8	24.7	15.3	27.1	25.8	18.2	38.6	33.8	33.8
LOS by Move:	D+	C	C	D+	C	B	C	C	B-	D+	C-	C-
HCM2kAvgQ:	5	5	8	10	12	9	1	0	1	9	8	8

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

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

Intersection #12: N Mathilda Ave & 1st Ave/Bordeaux Dr



Street Name:	N Mathilda Ave						1st Ave/Bordeaux Dr					
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:	4 Feb 2020	<<	4:30 - 5:30
Base Vol:	117	1103	291	317	441	81
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	117	1103	291	317	441	81
Added Vol:	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0
Initial Fut:	117	1103	291	317	441	81
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	117	1103	291	317	441	81
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	117	1103	291	317	441	81
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	117	1103	291	317	441	81

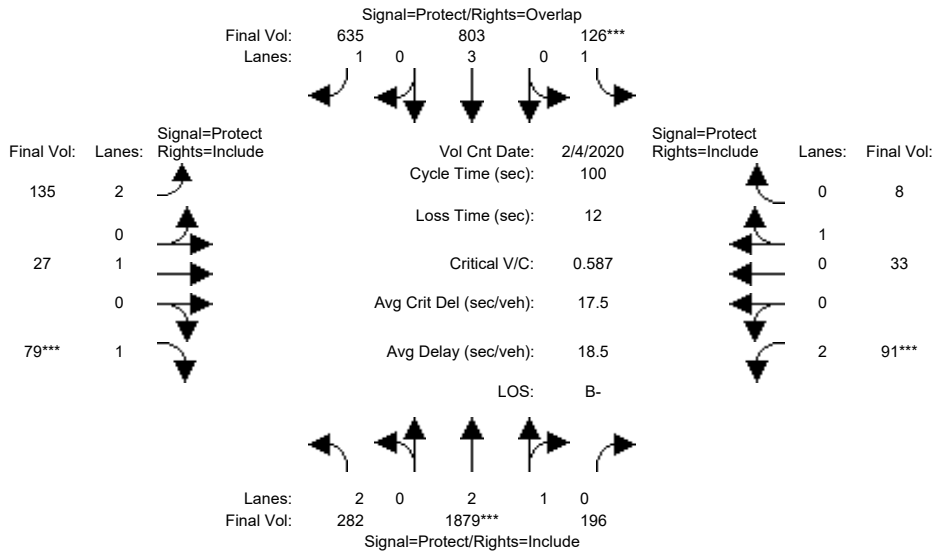
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.92	1.00	0.92	0.83	1.00	0.83	0.92	0.95	0.95
Lanes:	2.00	2.35	0.65	1.00	2.00	1.00	2.00	1.00	2.00	1.00	0.03	0.97
Final Sat.:	3150	4429	1169	1750	3800	1750	3150	1900	3150	1750	50	1750

Capacity Analysis Module:												
Vol/Sat:	0.04	0.25	0.25	0.18	0.12	0.05	0.16	0.02	0.08	0.17	0.26	0.26
Crit Moves:	****			****			****			****		
Green Time:	12.0	16.9	16.9	12.3	17.2	28.3	11.1	13.4	25.4	15.4	17.7	17.7
Volume/Cap:	0.22	1.03	1.03	1.03	0.47	0.11	1.03	0.12	0.23	0.75	1.03	1.03
Uniform Del:	24.9	26.6	26.6	28.9	22.6	13.0	29.5	23.5	15.5	25.5	26.1	26.1
IncrementDel:	0.2	33.0	33.0	59.7	0.4	0.1	48.6	0.2	0.1	7.9	50.5	50.5
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	25.1	59.5	59.5	88.6	22.9	13.1	78.1	23.6	15.6	33.3	76.7	76.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.1	59.5	59.5	88.6	22.9	13.1	78.1	23.6	15.6	33.3	76.7	76.7
LOS by Move:	C	E+	E+	F	C+	B	E-	C	B	C-	E-	E-
HCM2kAvgQ:	1	15	15	14	5	1	13	1	2	8	19	19

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

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

Intersection #14: N Mathilda Ave & 5th Ave



Street Name:	N Mathilda Ave						5th Ave					
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:	4 Feb 2020	<<	8:45 - 9:45						
Base Vol:	282	1879	196	126	803	635	135	27	79	91	33	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	282	1879	196	126	803	635	135	27	79	91	33	8
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	282	1879	196	126	803	635	135	27	79	91	33	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	282	1879	196	126	803	635	135	27	79	91	33	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	282	1879	196	126	803	635	135	27	79	91	33	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
Final Volume:	282	1879	196	126	803	635	135	27	79	91	33	8

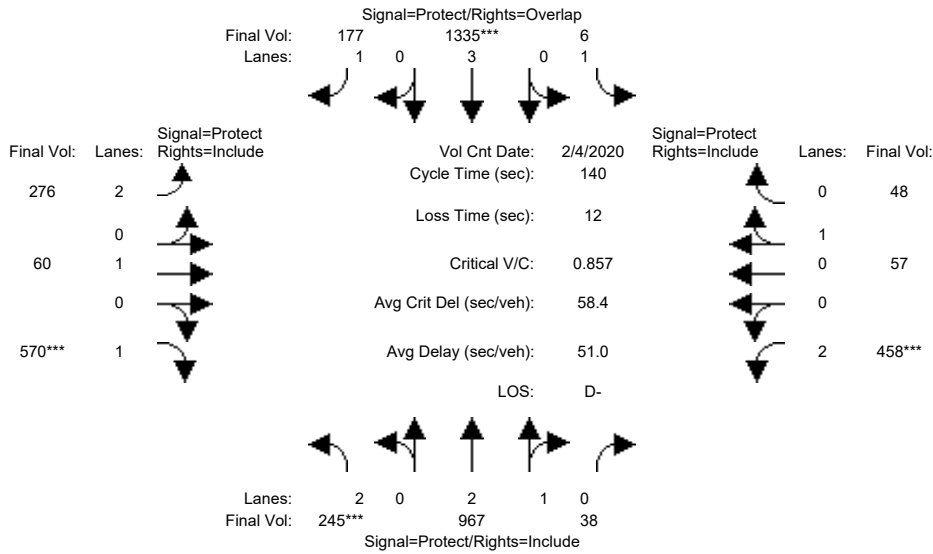
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.92	1.00	0.92	0.83	1.00	0.92	0.83	0.95	0.95
Lanes:	2.00	2.71	0.29	1.00	3.00	1.00	2.00	1.00	1.00	2.00	0.80	0.20
Final Sat.:	3150	5070	529	1750	5700	1750	3150	1900	1750	3150	1449	351

Capacity Analysis Module:												
Vol/Sat:	0.09	0.37	0.37	0.07	0.14	0.36	0.04	0.01	0.05	0.03	0.02	0.02
Crit Moves:	****			****			****			****		
Green Time:	15.5	59.4	59.4	11.6	55.5	62.5	7.0	10.0	10.0	7.0	10.0	10.0
Volume/Cap:	0.58	0.62	0.62	0.62	0.25	0.58	0.61	0.14	0.45	0.41	0.23	0.23
Uniform Del:	39.2	13.1	13.1	42.2	11.5	11.0	45.2	41.1	42.4	44.5	41.4	41.4
IncrementDel:	1.7	0.4	0.4	5.9	0.0	0.8	5.0	0.3	1.8	1.3	0.6	0.6
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	40.9	13.4	13.4	48.1	11.6	11.8	50.2	41.4	44.3	45.8	42.1	42.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.9	13.4	13.4	48.1	11.6	11.8	50.2	41.4	44.3	45.8	42.1	42.1
LOS by Move:	D	B	B	D	B+	B+	D	D	D	D	D	D
HCM2kAvgQ:	4	13	13	4	4	12	4	1	3	2	1	1

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

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

Intersection #14: N Mathilda Ave & 5th Ave



Street Name:	N Mathilda Ave						5th Ave					
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:	4 Feb 2020	<<	4:45 - 5:45						
Base Vol:	245	967	38	6	1335	177	276	60	570	458	57	48
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	245	967	38	6	1335	177	276	60	570	458	57	48
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:	245	967	38	6	1335	177	276	60	570	458	57	48
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	245	967	38	6	1335	177	276	60	570	458	57	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	245	967	38	6	1335	177	276	60	570	458	57	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
Final Volume:	245	967	38	6	1335	177	276	60	570	458	57	48

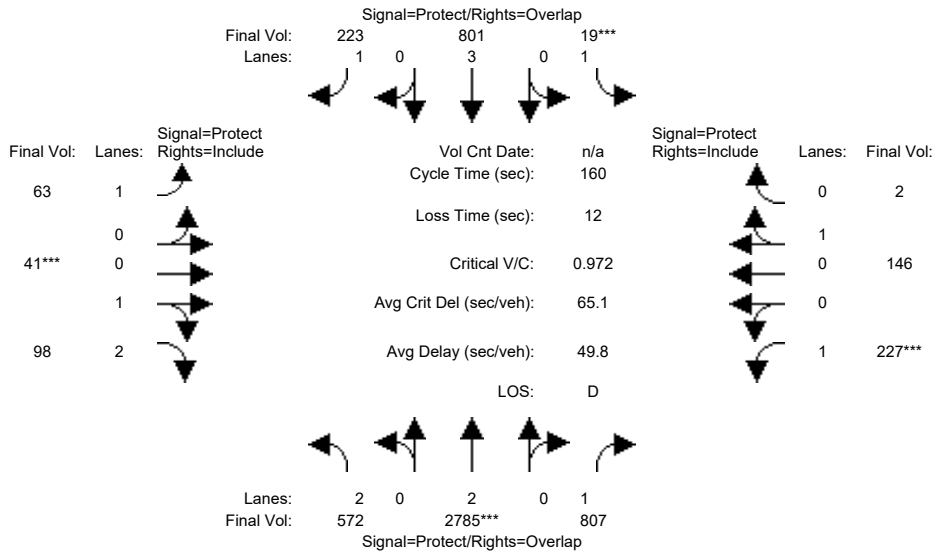
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.92	1.00	0.92	0.83	1.00	0.92	0.83	0.95	0.95
Lanes:	2.00	2.88	0.12	1.00	3.00	1.00	2.00	1.00	1.00	2.00	0.54	0.46
Final Sat.:	3150	5388	212	1750	5700	1750	3150	1900	1750	3150	977	823

Capacity Analysis Module:												
Vol/Sat:	0.08	0.18	0.18	0.00	0.23	0.10	0.09	0.03	0.33	0.15	0.06	0.06
Crit Moves:	***			****			****		****	****		
Green Time:	12.7	39.9	39.9	11.1	38.3	80.7	42.4	53.2	53.2	23.8	34.6	34.6
Volume/Cap:	0.86	0.63	0.63	0.04	0.86	0.18	0.29	0.08	0.86	0.86	0.24	0.24
Uniform Del:	62.7	43.6	43.6	59.5	48.3	14.0	37.3	27.8	39.9	56.5	42.1	42.1
IncrementDel:	21.7	0.8	0.8	0.1	4.9	0.1	0.2	0.0	10.7	12.9	0.3	0.3
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	84.4	44.4	44.4	59.7	53.2	14.1	37.4	27.8	50.5	69.4	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:	84.4	44.4	44.4	59.7	53.2	14.1	37.4	27.8	50.5	69.4	42.4	42.4
LOS by Move:	F	D	D	E+	D-	B	D+	C	D	E	D	D
HCM2kAvgQ:	7	12	12	0	17	4	5	2	27	14	4	4

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

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

Intersection #15: N Mathilda Ave & Innovation Way



Street Name:	N Mathilda Ave						Innovation Way					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
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:	572	2785	807	19	801	223	63	41	98	227	146	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	572	2785	807	19	801	223	63	41	98	227	146	2
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:	572	2785	807	19	801	223	63	41	98	227	146	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	572	2785	807	19	801	223	63	41	98	227	146	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	572	2785	807	19	801	223	63	41	98	227	146	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	572	2785	807	19	801	223	63	41	98	227	146	2

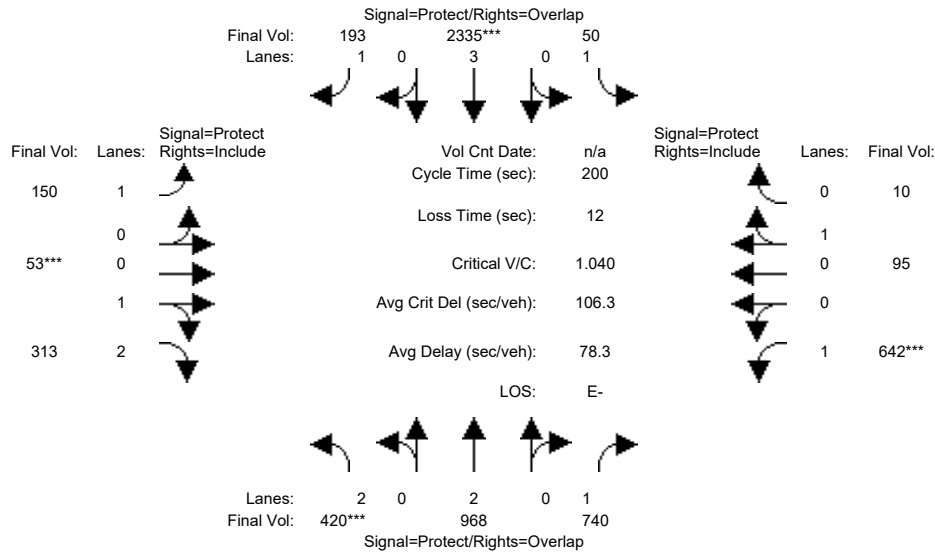
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	2.00	2.00	1.00	1.00	3.00	1.00	1.00	0.88	2.12	1.00	0.99	0.01
Final Sat.:	3150	3800	1750	1750	5700	1750	1750	1593	3807	1750	1776	24

Capacity Analysis Module:												
Vol/Sat:	0.18	0.73	0.46	0.01	0.14	0.13	0.04	0.03	0.03	0.13	0.08	0.08
Crit Moves:	****			****			****			****		
Green Time:	66.7	111	131.0	7.0	51.6	61.9	10.3	10.0	10.0	19.7	19.4	19.4
Volume/Cap:	0.44	1.05	0.56	0.25	0.44	0.33	0.56	0.41	0.41	1.05	0.68	0.68
Uniform Del:	33.2	24.3	4.9	74.0	42.7	34.4	72.6	72.2	72.2	70.2	67.3	67.3
IncrementDel:	0.2	33.7	0.5	1.7	0.2	0.3	6.1	0.8	0.8	76.1	8.3	8.3
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	33.5	58.0	5.4	75.7	42.9	34.7	78.8	73.0	73.0	146.3	75.7	75.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.5	58.0	5.4	75.7	42.9	34.7	78.8	73.0	73.0	146.3	75.7	75.7
LOS by Move:	C-	E+	A	E-	D	C-	E-	E	E	F	E-	E-
HCM2kAvgQ:	11	72	13	1	10	8	4	3	3	15	7	7

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

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

Intersection #15: N Mathilda Ave & Innovation Way



Street Name:	N Mathilda Ave						Innovation Way					
	North Bound			South Bound			East Bound			West Bound		
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:	420	968	740	50	2335	193	150	53	313	642	95	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	420	968	740	50	2335	193	150	53	313	642	95	10
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:	420	968	740	50	2335	193	150	53	313	642	95	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	420	968	740	50	2335	193	150	53	313	642	95	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	420	968	740	50	2335	193	150	53	313	642	95	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	420	968	740	50	2335	193	150	53	313	642	95	10

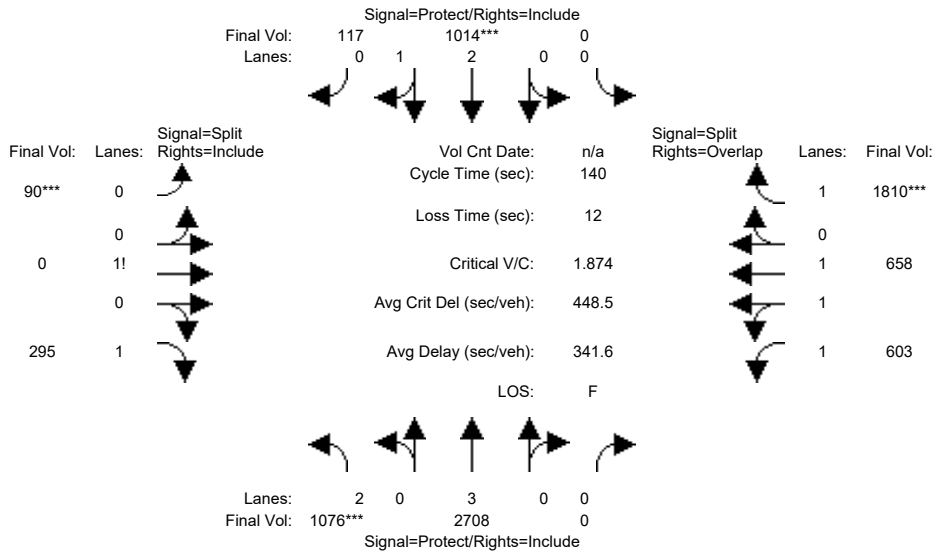
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	2.00	2.00	1.00	1.00	3.00	1.00	1.00	0.43	2.57	1.00	0.90	0.10
Final Sat.:	3150	3800	1750	1750	5700	1750	1750	782	4618	1750	1629	171

Capacity Analysis Module:												
Vol/Sat:	0.13	0.25	0.42	0.03	0.41	0.11	0.09	0.07	0.07	0.37	0.06	0.06
Crit Moves:	***				****			****		****		
Green Time:	25.6	91.8	162.4	12.6	78.8	128.5	49.7	13.0	13.0	70.5	33.8	33.8
Volume/Cap:	1.04	0.55	0.52	0.45	1.04	0.17	0.34	1.04	1.04	1.04	0.34	0.34
Uniform Del:	87.2	39.3	6.1	90.4	60.6	14.4	61.7	93.5	93.5	64.7	73.3	73.3
IncrementDel:	55.6	0.4	0.3	2.9	30.4	0.1	0.5	58.8	58.8	47.0	0.7	0.7
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	142.7	39.7	6.5	93.3	91.0	14.4	62.2	152	152.2	111.8	74.0	74.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	142.7	39.7	6.5	93.3	91.0	14.4	62.2	152	152.2	111.8	74.0	74.0
LOS by Move:	F	D	A	F	F	B	E	F	F	F	E	E
HCM2kAvgQ:	18	21	16	3	51	5	8	11	11	48	6	6

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

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

Intersection #16: N Mathilda Ave & W Moffett Park Dr/SR 237 WB Off-Ramp



Street Name:	N Mathilda Ave						W Moffett Park Dr/SR 237 WB Off-R					
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	0	0	10	10	10	0	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:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	1076	2708	0	0	1014	117	90	0	295	603	658	1810
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1076	2708	0	0	1014	117	90	0	295	603	658	1810
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:	1076	2708	0	0	1014	117	90	0	295	603	658	1810
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1076	2708	0	0	1014	117	90	0	295	603	658	1810
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1076	2708	0	0	1014	117	90	0	295	603	658	1810
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	1076	2708	0	0	1014	117	90	0	295	603	658	1810

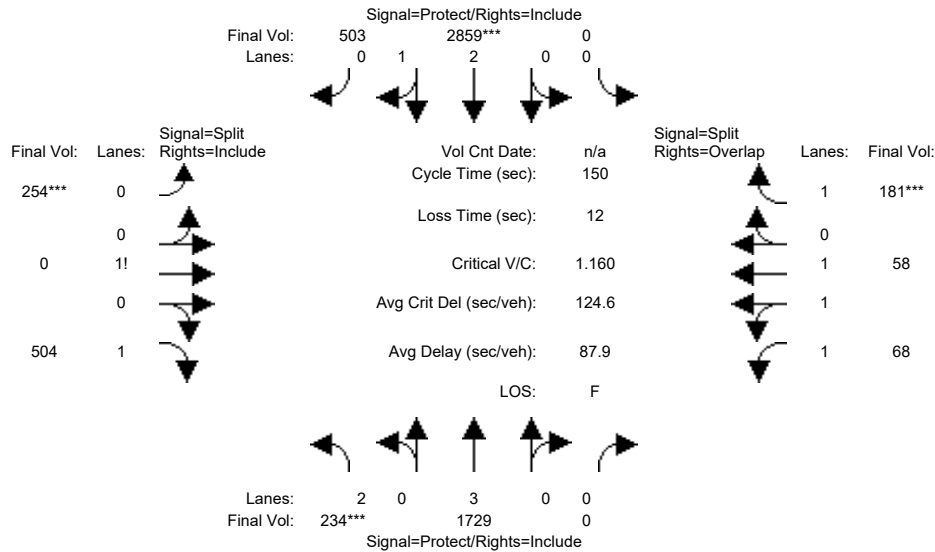
Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92	0.93	0.98	0.92
Lanes:	2.00	3.00	0.00	0.00	2.68	0.32	0.38	0.00	1.62	1.48	1.52	1.00
Final Sat.:	3150	5700	0	0	5020	579	663	0	2837	2604	2842	1750

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.34	0.48	0.00	0.00	0.20	0.20	0.14	0.00	0.10	0.23	0.23	1.03
Crit Moves:	***			****			****					****
Green Time:	25.5	40.6	0.0	0.0	15.1	15.1	10.1	0.0	10.1	77.3	77.3	77.3
Volume/Cap:	1.87	1.64	0.00	0.00	1.87	1.87	1.87	0.00	1.44	0.42	0.42	1.87
Uniform Del:	57.2	49.7	0.0	0.0	62.5	62.5	64.9	0.0	64.9	18.3	18.3	31.4
IncrementDel:	400.0	290	0.0	0.0	400	399.7	411.4	0.0	216.3	0.1	0.1	397.4
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Delay/Veh:	457.3	340	0.0	0.0	462	462.2	476.3	0.0	281.2	18.4	18.4	428.7
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:	457.3	340	0.0	0.0	462	462.2	476.3	0.0	281.2	18.4	18.4	428.7
LOS by Move:	F	F	A	A	F	F	F	A	F	B-	B-	F
HCM2kAvgQ:	64	80	0	0	38	38	26	0	16	11	11	193

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

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

Intersection #16: N Mathilda Ave & W Moffett Park Dr/SR 237 WB Off-Ramp



Street Name:	N Mathilda Ave						W Moffett Park Dr/SR 237 WB Off-R					
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	0	0	10	10	10	0	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:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	234	1729	0	0	2859	503	254	0	504	68	58	181
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	234	1729	0	0	2859	503	254	0	504	68	58	181
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:	234	1729	0	0	2859	503	254	0	504	68	58	181
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	234	1729	0	0	2859	503	254	0	504	68	58	181
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	234	1729	0	0	2859	503	254	0	504	68	58	181
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	234	1729	0	0	2859	503	254	0	504	68	58	181

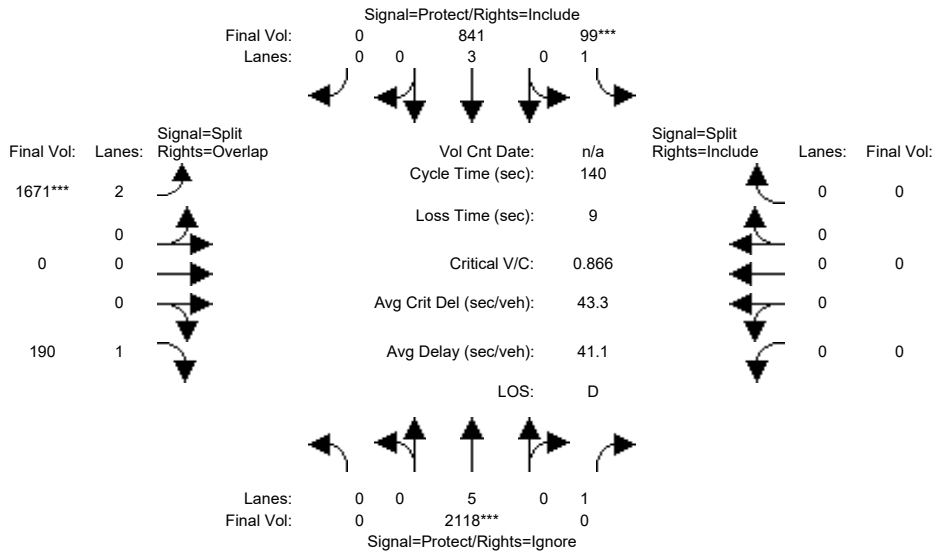
Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92	0.93	0.99	0.92
Lanes:	2.00	3.00	0.00	0.00	2.53	0.47	0.50	0.00	1.50	1.66	1.34	1.00
Final Sat.:	3150	5700	0	0	4761	838	878	0	2622	2939	2507	1750

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.07	0.30	0.00	0.00	0.60	0.60	0.29	0.00	0.19	0.02	0.02	0.10
Crit Moves:	***			***			***			***		
Green Time:	9.6	87.2	0.0	0.0	77.6	77.6	37.4	0.0	37.4	13.4	13.4	13.4
Volume/Cap:	1.16	0.52	0.00	0.00	1.16	1.16	1.16	0.00	0.77	0.26	0.26	1.16
Uniform Del:	70.2	18.8	0.0	0.0	36.2	36.2	56.3	0.0	52.3	63.7	63.7	68.3
IncrementDel:	113.2	0.2	0.0	0.0	76.3	76.3	88.4	0.0	3.8	0.3	0.3	121.6
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Delay/Veh:	183.4	19.0	0.0	0.0	113	112.5	144.7	0.0	56.2	64.0	64.0	189.9
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:	183.4	19.0	0.0	0.0	113	112.5	144.7	0.0	56.2	64.0	64.0	189.9
LOS by Move:	F	B-	A	A	F	F	F	A	E+	E	E	F
HCM2kAvgQ:	10	15	0	0	68	68	35	0	16	2	2	15

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

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

Intersection #18: N Mathilda Ave & SR 237 EB Ramps



Street Name:	N Mathilda Ave						SR 237 EB Ramps					
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	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	2118	832	99	841	0	1671	0	190	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2118	832	99	841	0	1671	0	190	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2118	832	99	841	0	1671	0	190	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2118	0	99	841	0	1671	0	190	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2118	0	99	841	0	1671	0	190	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	2118	0	99	841	0	1671	0	190	0	0	0

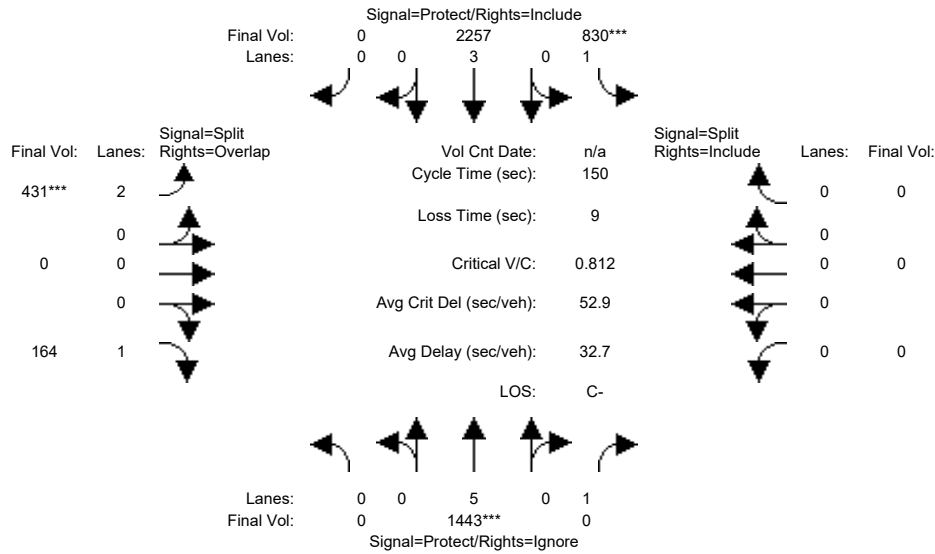
Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	5.00	1.00	1.00	3.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	9500	1750	1750	5700	0	3150	0	1750	0	0	0

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.22	0.00	0.06	0.15	0.00	0.53	0.00	0.11	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green Time:	0.0	36.1	0.0	9.1	45.2	0.0	85.8	0.0	85.8	0.0	0.0	0.0
Volume/Cap:	0.00	0.87	0.00	0.87	0.46	0.00	0.87	0.00	0.18	0.00	0.00	0.00
Uniform Del:	0.0	49.7	0.0	64.8	37.6	0.0	22.4	0.0	11.8	0.0	0.0	0.0
IncrementDel:	0.0	3.5	0.0	45.4	0.2	0.0	4.4	0.0	0.1	0.0	0.0	0.0
InitQueueDel:	0.0	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	1.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	53.2	0.0	110.3	37.8	0.0	26.7	0.0	11.9	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	53.2	0.0	110.3	37.8	0.0	26.7	0.0	11.9	0.0	0.0	0.0
LOS by Move:	A	D-	A	F	D+	A	C	A	B+	A	A	A
HCM2kAvgQ:	0	18	0	5	9	0	37	0	4	0	0	0

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

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

Intersection #18: N Mathilda Ave & SR 237 EB Ramps



Street Name:	N Mathilda Ave						SR 237 EB Ramps					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	0	1443	369	830	2257	0	431	0	164	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1443	369	830	2257	0	431	0	164	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1443	369	830	2257	0	431	0	164	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1443	0	830	2257	0	431	0	164	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1443	0	830	2257	0	431	0	164	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1443	0	830	2257	0	431	0	164	0	0	0

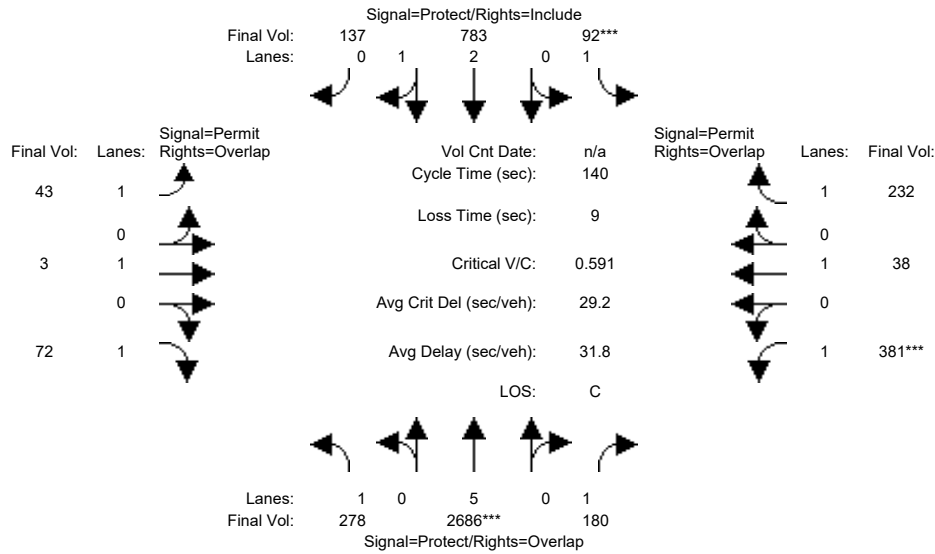
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	5.00	1.00	1.00	3.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	9500	1750	1750	5700	0	3150	0	1750	0	0	0

Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.00	0.47	0.40	0.00	0.14	0.00	0.09	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green Time:	0.0	28.1	0.0	87.6	116	0.0	25.3	0.0	25.3	0.0	0.0	0.0
Volume/Cap:	0.00	0.81	0.00	0.81	0.51	0.00	0.81	0.00	0.56	0.00	0.00	0.00
Uniform Del:	0.0	58.4	0.0	24.7	6.5	0.0	60.1	0.0	57.2	0.0	0.0	0.0
IncrementDel:	0.0	2.9	0.0	5.0	0.1	0.0	9.2	0.0	2.3	0.0	0.0	0.0
InitQueueDel:	0.0	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	1.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	61.4	0.0	29.7	6.6	0.0	69.3	0.0	59.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	61.4	0.0	29.7	6.6	0.0	69.3	0.0	59.5	0.0	0.0	0.0
LOS by Move:	A	E	A	C	A	A	E	A	E+	A	A	A
HCM2kAvgQ:	0	13	0	33	13	0	13	0	8	0	0	0

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

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

Intersection #19: N Mathilda Ave & Ross Dr



Street Name:	N Mathilda Ave						Ross Dr					
	North Bound			South Bound			East Bound			West Bound		
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:	278	2686	180	92	783	137	43	3	72	381	38	232
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	278	2686	180	92	783	137	43	3	72	381	38	232
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:	278	2686	180	92	783	137	43	3	72	381	38	232
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	278	2686	180	92	783	137	43	3	72	381	38	232
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	278	2686	180	92	783	137	43	3	72	381	38	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
Final Volume:	278	2686	180	92	783	137	43	3	72	381	38	232

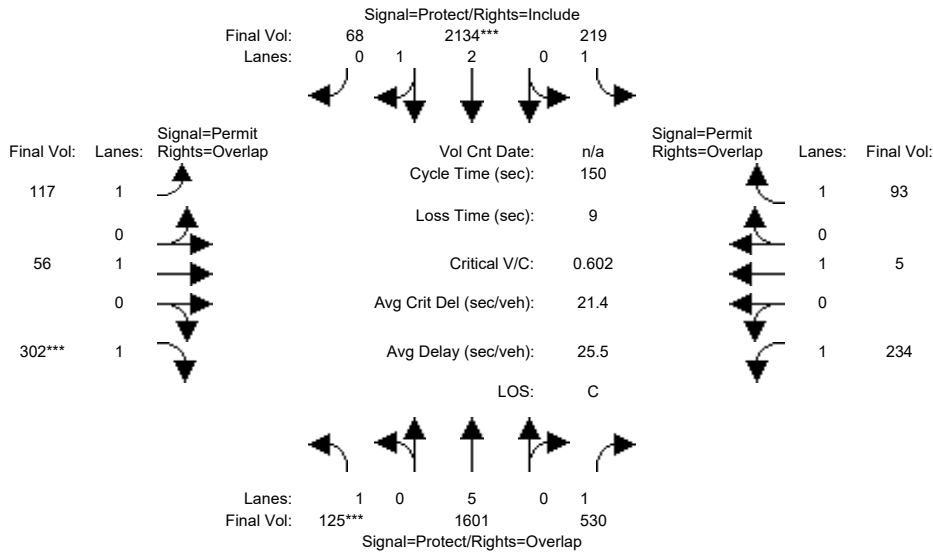
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	5.00	1.00	1.00	2.54	0.46	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	9500	1750	1750	4765	834	1750	1900	1750	1750	1900	1750

Capacity Analysis Module:												
Vol/Sat:	0.16	0.28	0.10	0.05	0.16	0.16	0.02	0.00	0.04	0.22	0.02	0.13
Crit Moves:	****			****						****		
Green Time:	39.0	67.0	67.0	12.5	40.4	40.4	51.6	51.6	90.6	51.6	51.6	64.0
Volume/Cap:	0.57	0.59	0.22	0.59	0.57	0.57	0.07	0.00	0.06	0.59	0.05	0.29
Uniform Del:	43.3	26.6	21.2	61.3	42.4	42.4	28.6	28.0	9.1	35.7	28.5	23.8
IncrementDel:	1.6	0.2	0.1	5.9	0.5	0.5	0.0	0.0	0.0	1.5	0.0	0.2
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	44.9	26.8	21.4	67.2	42.9	42.9	28.7	28.0	9.1	37.2	28.5	24.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.9	26.8	21.4	67.2	42.9	42.9	28.7	28.0	9.1	37.2	28.5	24.0
LOS by Move:	D	C	C+	E	D	D	C	C	A	D+	C	C
HCM2kAvgQ:	10	16	4	4	11	11	1	0	1	14	1	7

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

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

Intersection #19: N Mathilda Ave & Ross Dr



Street Name:	N Mathilda Ave						Ross Dr					
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:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	125	1601	530	219	2134	68	117	56	302	234	5	93
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	125	1601	530	219	2134	68	117	56	302	234	5	93
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:	125	1601	530	219	2134	68	117	56	302	234	5	93
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	125	1601	530	219	2134	68	117	56	302	234	5	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	1601	530	219	2134	68	117	56	302	234	5	93
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	125	1601	530	219	2134	68	117	56	302	234	5	93

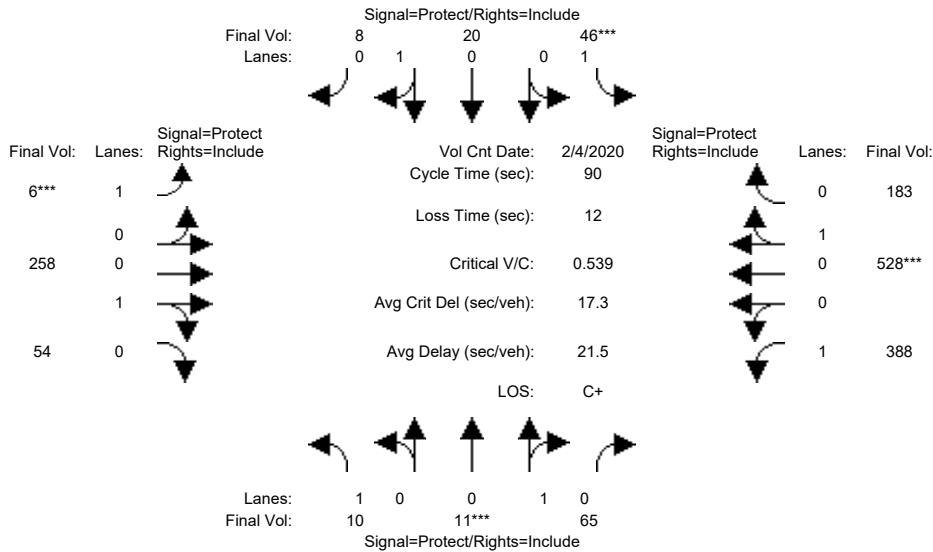
Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	5.00	1.00	1.00	2.90	0.10	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	9500	1750	1750	5427	173	1750	1900	1750	1750	1900	1750

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.07	0.17	0.30	0.13	0.39	0.39	0.07	0.03	0.17	0.13	0.00	0.05
Crit Moves:	***			****			****					
Green Time:	17.8	81.9	81.9	33.9	98.0	98.0	25.2	25.2	43.0	25.2	25.2	59.1
Volume/Cap:	0.60	0.31	0.55	0.55	0.60	0.60	0.40	0.18	0.60	0.80	0.02	0.13
Uniform Del:	62.7	18.6	22.1	51.4	14.9	14.9	55.6	53.5	46.1	59.9	52.0	29.1
IncrementDel:	4.9	0.0	0.7	1.7	0.3	0.3	0.9	0.3	2.1	14.0	0.0	0.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	67.6	18.6	22.9	53.1	15.1	15.1	56.5	53.8	48.2	73.9	52.1	29.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	67.6	18.6	22.9	53.1	15.1	15.1	56.5	53.8	48.2	73.9	52.1	29.2
LOS by Move:	E	B-	C+	D-	B	B	E+	D-	D	E	D-	C
HCM2kAvgQ:	6	8	16	9	19	19	5	2	13	13	0	3

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

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

Intersection #21: Bordeaux Dr & W Java Dr



Street Name:	Bordeaux Dr						W Java Dr					
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:	4 Feb 2020	<<	8:30 - 9:30						
Base Vol:	10	11	65	46	20	8	6	258	54	388	528	183
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	11	65	46	20	8	6	258	54	388	528	183
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	11	65	46	20	8	6	258	54	388	528	183
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	11	65	46	20	8	6	258	54	388	528	183
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	11	65	46	20	8	6	258	54	388	528	183
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	10	11	65	46	20	8	6	258	54	388	528	183

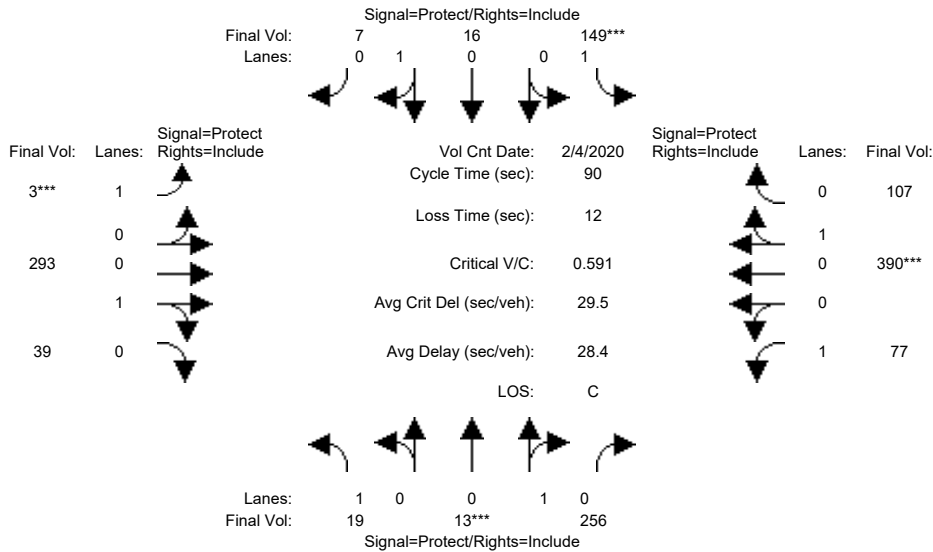
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.14	0.86	1.00	0.71	0.29	1.00	0.83	0.17	1.00	0.74	0.26
Final Sat.:	1750	261	1539	1750	1286	514	1750	1488	312	1750	1337	463

Capacity Analysis Module:												
Vol/Sat:	0.01	0.04	0.04	0.03	0.02	0.02	0.00	0.17	0.17	0.22	0.40	0.40
Crit Moves:	****			****			****			****		
Green Time:	7.0	10.0	10.0	7.0	10.0	10.0	7.0	26.8	26.8	34.2	54.0	54.0
Volume/Cap:	0.07	0.38	0.38	0.34	0.14	0.14	0.04	0.58	0.58	0.58	0.66	0.66
Uniform Del:	38.5	37.1	37.1	39.3	36.1	36.1	38.4	26.9	26.9	22.2	11.9	11.9
IncrementDel:	0.2	1.2	1.2	1.5	0.3	0.3	0.1	1.6	1.6	1.3	1.5	1.5
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	38.7	38.3	38.3	40.8	36.4	36.4	38.5	28.5	28.5	23.5	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:	38.7	38.3	38.3	40.8	36.4	36.4	38.5	28.5	28.5	23.5	13.4	13.4
LOS by Move:	D+	D+	D+	D	D+	D+	D+	C	C	C	B	B
HCM2kAvgQ:	0	2	2	2	1	1	0	8	8	8	13	13

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

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

Intersection #21: Bordeaux Dr & W Java Dr



Street Name:	Bordeaux Dr						W Java Dr					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	4 Feb 2020	<<	4:45 - 5:45											
Base Vol:	19	13	256	149	16	7	3	293	39	77	390	107					
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Initial Bse:	19	13	256	149	16	7	3	293	39	77	390	107					
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	13	256	149	16	7	3	293	39	77	390	107					
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Volume:	19	13	256	149	16	7	3	293	39	77	390	107					
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0					
Reduced Vol:	19	13	256	149	16	7	3	293	39	77	390	107					
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Final Volume:	19	13	256	149	16	7	3	293	39	77	390	107					

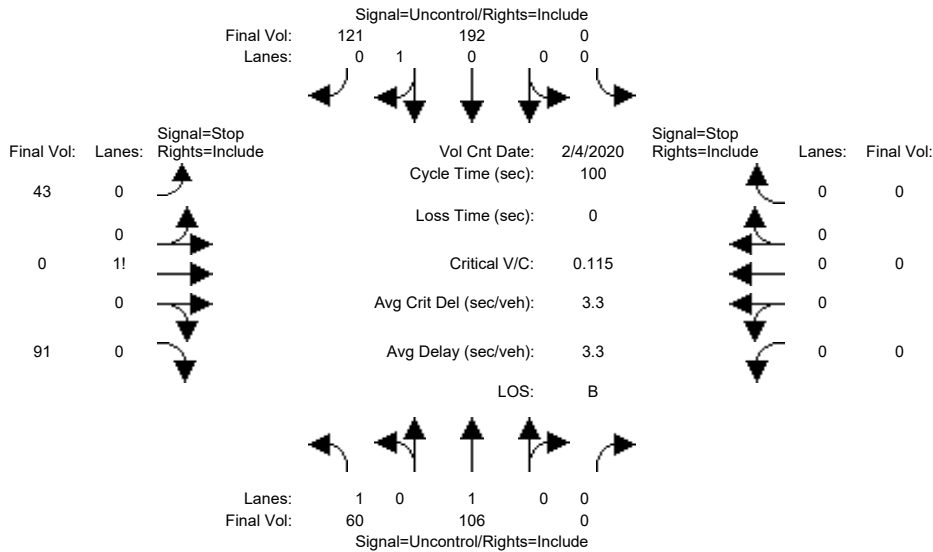
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.05	0.95	1.00	0.70	0.30	1.00	0.88	0.12	1.00	0.78	0.22
Final Sat.:	1750	87	1713	1750	1252	548	1750	1589	211	1750	1412	388

Capacity Analysis Module:												
Vol/Sat:	0.01	0.15	0.15	0.09	0.01	0.01	0.00	0.18	0.18	0.04	0.28	0.28
Crit Moves:	****			****			****			****		
Green Time:	13.4	20.8	20.8	11.8	19.2	19.2	7.0	31.9	31.9	13.5	38.4	38.4
Volume/Cap:	0.07	0.65	0.65	0.65	0.06	0.06	0.02	0.52	0.52	0.29	0.65	0.65
Uniform Del:	32.9	31.3	31.3	37.1	28.2	28.2	38.3	23.0	23.0	34.0	20.4	20.4
IncrementDel:	0.1	3.5	3.5	6.3	0.1	0.1	0.1	0.8	0.8	0.6	1.9	1.9
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	33.0	34.8	34.8	43.4	28.3	28.3	38.4	23.7	23.7	34.7	22.4	22.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.0	34.8	34.8	43.4	28.3	28.3	38.4	23.7	23.7	34.7	22.4	22.4
LOS by Move:	C-	C-	C-	D	C	C	D+	C	C	C-	C+	C+
HCM2kAvgQ:	0	7	7	5	1	1	0	8	8	2	11	11

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

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Background + Project AM

Intersection #22: Bordeaux Dr & 5th Ave



Street Name: Bordeaux Dr 5th Ave
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Table with columns for Volume Module, Count, Date, and various traffic metrics (Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume) for each approach.

Table for Critical Gap Module showing Critical Gap and FollowUpTim values for each approach.

Table for Capacity Module showing Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap. for each approach.

Table for Level Of Service Module showing 2Way95thQ, Control Del, LOS by Move, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS for each approach.

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

Peak Hour Delay Signal Warrant Report

Intersection #22 Bordeaux Dr & 5th Ave

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:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	1 0 1 0 0	0 0 0 1 0	0 0 1! 0 0	0 0 0 0 0
Initial Vol:	60 106 0	0 192 121	43 0 91	0 0 0 0
ApproachDel:	xxxxxxx	xxxxxxx	11.6	xxxxxxx

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.4]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=134]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=613]
FAIL - Total volume less than 650 for intersection
with less than four approaches.

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.

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #22 Bordeaux Dr & 5th Ave

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:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	1 0 1 0 0	0 0 0 1 0	0 0 1! 0 0	0 0 0 0 0
Initial Vol:	60 106 0	0 192 121	43 0 91	0 0 0 0

Major Street Volume: 479
Minor Approach Volume: 134
Minor Approach Volume Threshold: 538

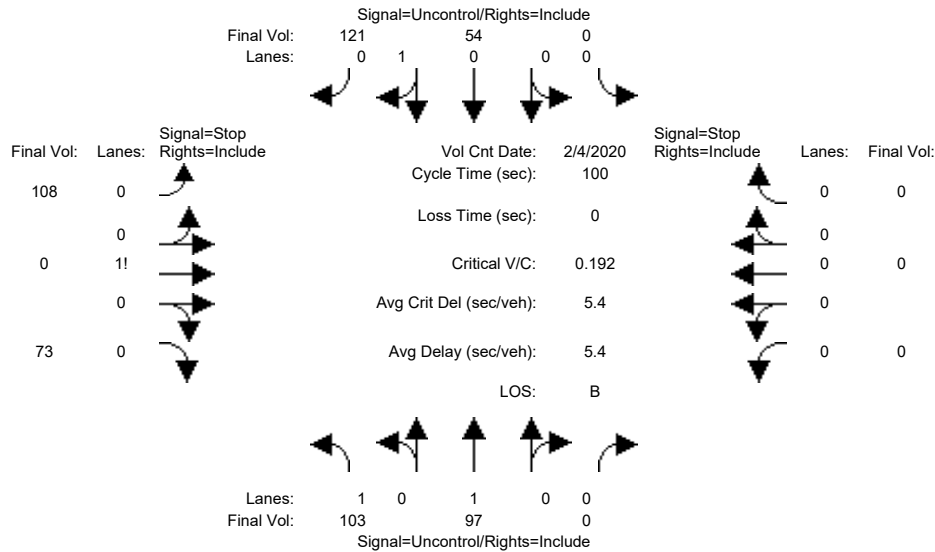
SIGNAL WARRANT DISCLAIMER

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 Unsignalized (Future Volume Alternative)
Background + Project PM

Intersection #22: Bordeaux Dr & 5th Ave



Street Name: Bordeaux Dr 5th Ave
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:	>>	Count	Date:	4 Feb 2020	<<	5:00 - 6:00						
Base Vol:	103	97	0	0	54	121	108	0	73	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	103	97	0	0	54	121	108	0	73	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	103	97	0	0	54	121	108	0	73	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	103	97	0	0	54	121	108	0	73	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	103	97	0	0	54	121	108	0	73	0	0	0

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.4	6.5	6.2	xxxxxx	xxxx	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	4.0	3.3	xxxxxx	xxxx	xxxxxx

Capacity Module:

Cnflict Vol:	175	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	418	418	115	xxxx	xxxx	xxxxxx
Potent Cap.:	1414	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	596	529	943	xxxx	xxxx	xxxxxx
Move Cap.:	1414	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	563	491	943	xxxx	xxxx	xxxxxx
Volume/Cap:	0.07	xxxx	xxxx	xxxx	xxxx	xxxx	0.19	0.00	0.08	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	0.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	7.7	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	672	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	1.1	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	12.3	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	*	*
ApproachDel:	xxxxxxx				xxxxxxx			12.3		xxxxxxx		
ApproachLOS:	*				*			B		*		*

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

Peak Hour Delay Signal Warrant Report

Intersection #22 Bordeaux Dr & 5th Ave

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:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	1 0 1 0 0	0 0 0 1 0	0 0 1 0 0	0 0 0 0 0
Initial Vol:	103 97 0	0 54 121	108 0 73	0 0 0 0
ApproachDel:	xxxxxx	xxxxxx	12.3	xxxxxx

Approach[eastbound][lanes=1][control=Stop Sign]
 Signal Warrant Rule #1: [vehicle-hours=0.6]
 FAIL - Vehicle-hours less than 4 for one lane approach.
 Signal Warrant Rule #2: [approach volume=181]
 SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
 Signal Warrant Rule #3: [approach count=3][total volume=556]
 FAIL - Total volume less than 650 for intersection
 with less than four approaches.

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.

Peak Hour Volume Signal Warrant Report [Urban]

 Intersection #22 Bordeaux Dr & 5th Ave

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:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	1 0 1 0 0	0 0 0 1 0	0 0 1 0 0	0 0 0 0 0
Initial Vol:	103 97 0	0 54 121	108 0 73	0 0 0 0

Major Street Volume: 375
 Minor Approach Volume: 181
 Minor Approach Volume Threshold: 623

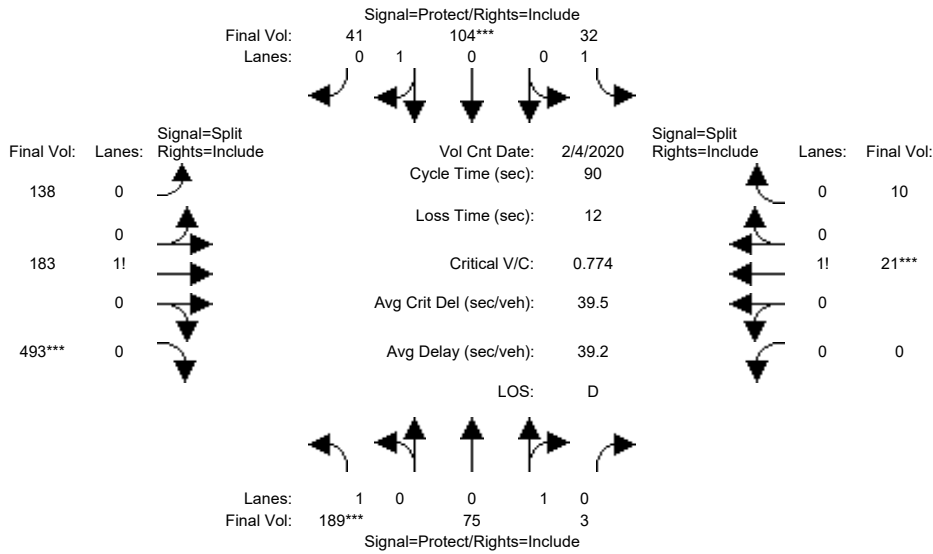
SIGNAL WARRANT DISCLAIMER

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)
 Background + Project AM

Intersection #23: Bordeaux Dr & Innovation Way



Street Name:	Bordeaux Dr						Innovation Way					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	4 Feb 2020	<<	8:30 - 9:30						
Base Vol:	189	75	3	32	104	41	138	183	493	0	21	10
Growth Adj:	1.00	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	75	3	32	104	41	138	183	493	0	21	10
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:	189	75	3	32	104	41	138	183	493	0	21	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	189	75	3	32	104	41	138	183	493	0	21	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	189	75	3	32	104	41	138	183	493	0	21	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	189	75	3	32	104	41	138	183	493	0	21	10

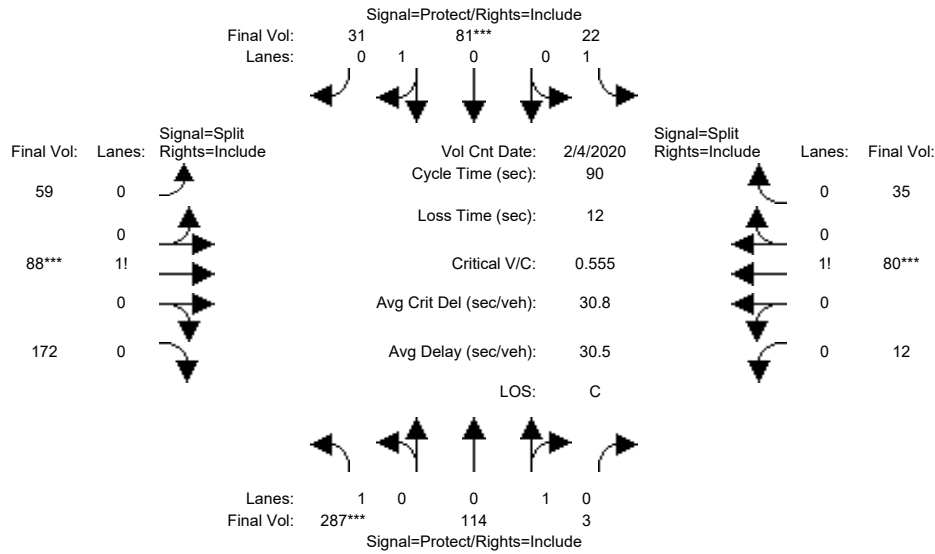
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.92	0.92	0.95	0.95
Lanes:	1.00	0.96	0.04	1.00	0.72	0.28	0.17	0.22	0.61	0.00	0.68	0.32
Final Sat.:	1750	1731	69	1750	1291	509	297	393	1060	0	1219	581

Capacity Analysis Module:												
Vol/Sat:	0.11	0.04	0.04	0.02	0.08	0.08	0.47	0.47	0.47	0.00	0.02	0.02
Crit Moves:	***			****			****			****		
Green Time:	10.9	12.3	12.3	8.6	10.0	10.0	47.1	47.1	47.1	0.0	10.0	10.0
Volume/Cap:	0.89	0.32	0.32	0.19	0.73	0.73	0.89	0.89	0.89	0.00	0.16	0.16
Uniform Del:	38.9	35.0	35.0	37.5	38.7	38.7	19.1	19.1	19.1	0.0	36.2	36.2
IncrementDel:	33.5	0.7	0.7	0.6	12.4	12.4	10.7	10.7	10.7	0.0	0.4	0.4
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00
Delay/Veh:	72.4	35.8	35.8	38.0	51.1	51.1	29.8	29.8	29.8	0.0	36.5	36.5
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:	72.4	35.8	35.8	38.0	51.1	51.1	29.8	29.8	29.8	0.0	36.5	36.5
LOS by Move:	E	D+	D+	D+	D-	D-	C	C	C	A	D+	D+
HCM2kAvgQ:	9	2	2	1	4	4	24	24	24	0	1	1

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

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

Intersection #23: Bordeaux Dr & Innovation Way



Street Name:	Bordeaux Dr						Innovation Way					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	4 Feb 2020	<<	5:15 - 6:15
Base Vol:	287	114	3	22	81	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	287	114	3	22	81	31
Added Vol:	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0
Initial Fut:	287	114	3	22	81	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	287	114	3	22	81	31
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	287	114	3	22	81	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	287	114	3	22	81	31

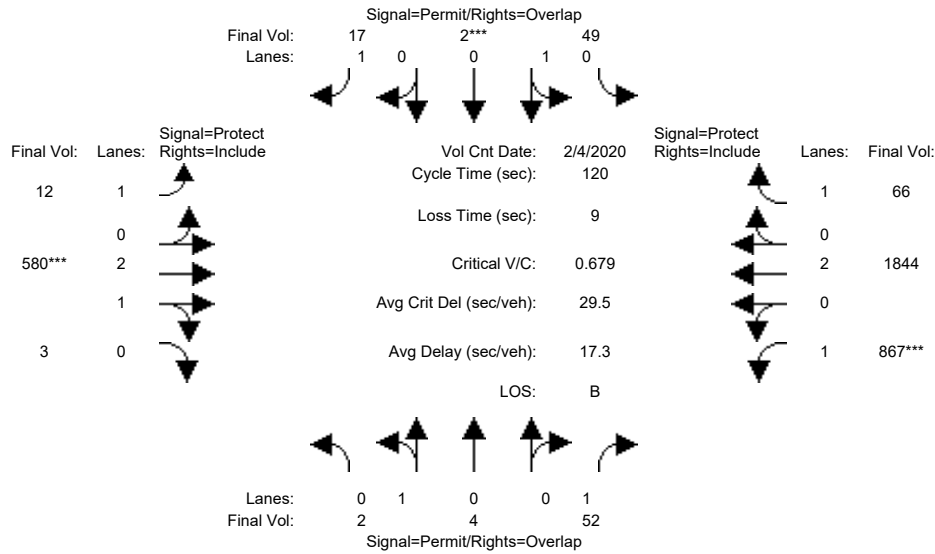
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	0.97	0.03	1.00	0.72	0.28	0.18	0.28	0.54	0.09	0.63	0.28
Final Sat.:	1750	1754	46	1750	1302	498	324	483	944	165	1102	482

Capacity Analysis Module:												
Vol/Sat:	0.16	0.07	0.07	0.01	0.06	0.06	0.18	0.18	0.18	0.07	0.07	0.07
Crit Moves:	***				***		***	***		***	***	
Green Time:	26.6	21.6	21.6	15.1	10.1	10.1	29.6	29.6	29.6	11.8	11.8	11.8
Volume/Cap:	0.56	0.27	0.27	0.07	0.56	0.56	0.56	0.56	0.56	0.56	0.56	0.56
Uniform Del:	26.7	27.8	27.8	31.6	37.8	37.8	24.8	24.8	24.8	36.7	36.7	36.7
IncrementDel:	1.3	0.3	0.3	0.1	3.4	3.4	1.2	1.2	1.2	3.0	3.0	3.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	28.0	28.2	28.2	31.7	41.2	41.2	26.0	26.0	26.0	39.6	39.6	39.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.0	28.2	28.2	31.7	41.2	41.2	26.0	26.0	26.0	39.6	39.6	39.6
LOS by Move:	C	C	C	C	D	D	C	C	C	D	D	D
HCM2kAvgQ:	8	3	3	1	3	3	7	7	7	4	4	4

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

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

Intersection #24: Borregas Ave/Carl Rd & Caribbean Dr



Street Name:	Borregas Ave/Carl Rd						Caribbean Dr					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	4 Feb 2020	<<	8:45 - 9:45						
Base Vol:	2	4	52	49	2	17	12	580	3	867	1844	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:	2	4	52	49	2	17	12	580	3	867	1844	66
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:	2	4	52	49	2	17	12	580	3	867	1844	66
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	4	52	49	2	17	12	580	3	867	1844	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	4	52	49	2	17	12	580	3	867	1844	66
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	2	4	52	49	2	17	12	580	3	867	1844	66

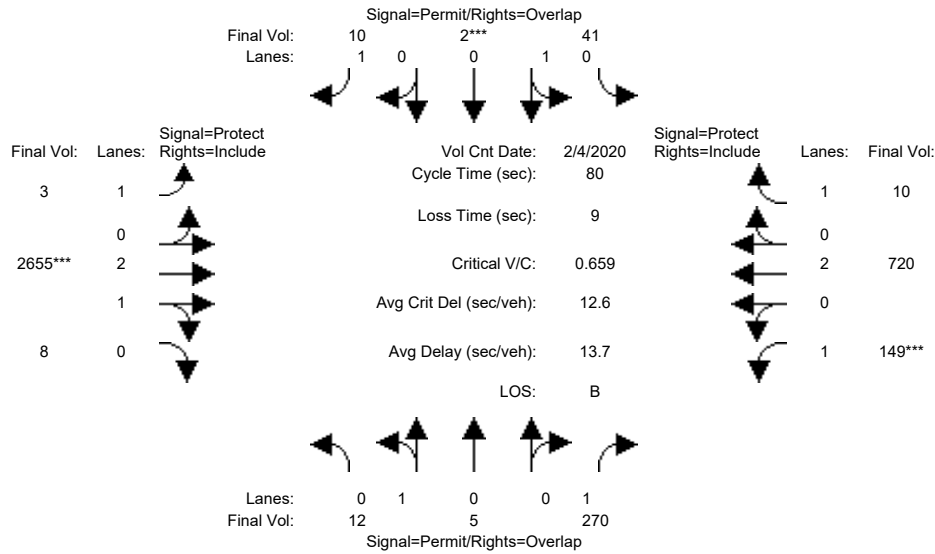
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	0.33	0.67	1.00	0.96	0.04	1.00	1.00	2.98	0.02	1.00	2.00	1.00
Final Sat.:	600	1200	1750	1729	71	1750	1750	5571	29	1750	3800	1750

Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.03	0.03	0.03	0.01	0.01	0.10	0.10	0.50	0.49	0.04
Crit Moves:					****			****		****		
Green Time:	10.0	10.0	93.5	10.0	10.0	20.8	10.8	17.5	17.5	83.5	90.2	90.2
Volume/Cap:	0.04	0.04	0.04	0.34	0.34	0.06	0.08	0.71	0.71	0.71	0.65	0.05
Uniform Del:	50.6	50.6	3.0	51.9	51.9	41.4	50.0	48.8	48.8	11.0	7.2	3.9
IncrementDel:	0.1	0.1	0.0	1.4	1.4	0.1	0.2	3.0	3.0	2.0	0.5	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	50.7	50.7	3.0	53.2	53.2	41.5	50.2	51.8	51.8	13.0	7.7	3.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.7	50.7	3.0	53.2	53.2	41.5	50.2	51.8	51.8	13.0	7.7	3.9
LOS by Move:	D	D	A	D-	D-	D	D	D-	D-	B	A	A
HCM2kAvgQ:	0	0	0	2	2	1	0	8	8	21	16	1

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

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

Intersection #24: Borregas Ave/Carl Rd & Caribbean Dr



Street Name:	Borregas Ave/Carl Rd						Caribbean Dr					
	North Bound			South Bound			East Bound			West Bound		
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:	4 Feb 2020	<<	4:30 - 5:30						
Base Vol:	12	5	270	41	2	10	3	2655	8	149	720	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	5	270	41	2	10	3	2655	8	149	720	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	5	270	41	2	10	3	2655	8	149	720	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	12	5	270	41	2	10	3	2655	8	149	720	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	5	270	41	2	10	3	2655	8	149	720	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	12	5	270	41	2	10	3	2655	8	149	720	10

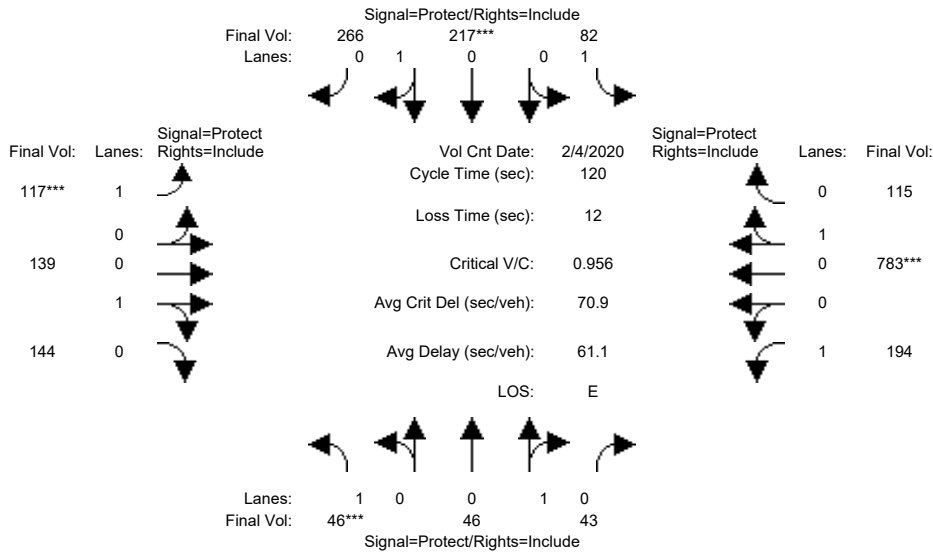
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	0.71	0.29	1.00	0.95	0.05	1.00	1.00	2.99	0.01	1.00	2.00	1.00
Final Sat.:	1271	529	1750	1716	84	1750	1750	5583	17	1750	3800	1750

Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.15	0.02	0.02	0.01	0.00	0.48	0.48	0.09	0.19	0.01
Crit Moves:					****			****			****	
Green Time:	10.0	10.0	19.3	10.0	10.0	29.3	19.3	51.7	51.7	9.3	41.7	41.7
Volume/Cap:	0.08	0.08	0.64	0.19	0.19	0.02	0.01	0.74	0.74	0.74	0.36	0.01
Uniform Del:	30.9	30.9	27.3	31.4	31.4	16.2	23.1	9.5	9.5	34.2	11.3	9.2
IncrementDel:	0.1	0.1	3.3	0.4	0.4	0.0	0.0	0.8	0.8	13.1	0.1	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	31.1	31.1	30.6	31.8	31.8	16.2	23.1	10.3	10.3	47.3	11.4	9.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.1	31.1	30.6	31.8	31.8	16.2	23.1	10.3	10.3	47.3	11.4	9.2
LOS by Move:	C	C	C	C	C	B	C	B+	B+	D	B+	A
HCM2kAvgQ:	0	0	6	1	1	0	0	16	16	4	5	0

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

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

Intersection #25: Borregas Ave & Java Dr

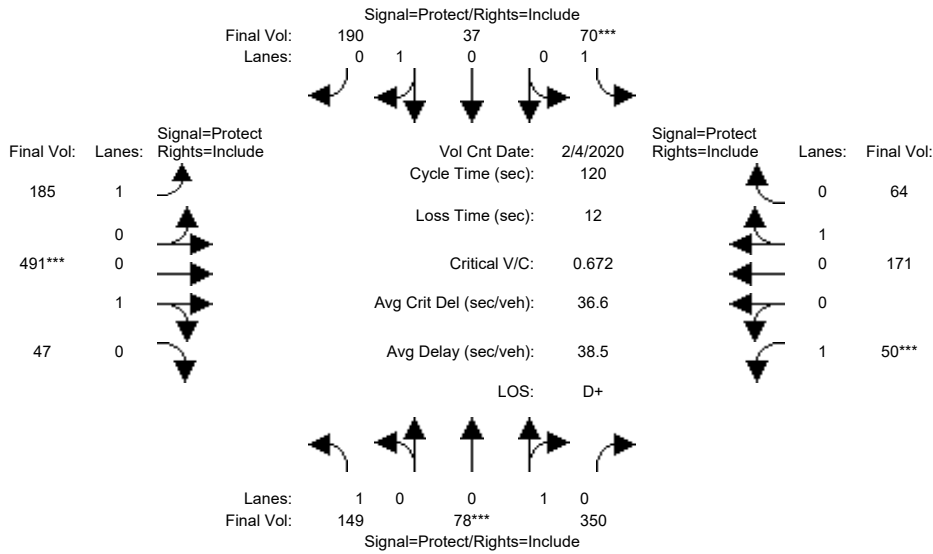


Street Name:	Borregas Ave						Java Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 4 Feb 2020 << 8:45 - 9:45												
Base Vol:	46	46	43	82	217	266	117	139	144	194	783	115
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	46	43	82	217	266	117	139	144	194	783	115
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:	46	46	43	82	217	266	117	139	144	194	783	115
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	46	46	43	82	217	266	117	139	144	194	783	115
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	46	43	82	217	266	117	139	144	194	783	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
Final Volume:	46	46	43	82	217	266	117	139	144	194	783	115
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.52	0.48	1.00	0.45	0.55	1.00	0.49	0.51	1.00	0.87	0.13
Final Sat.:	1750	930	870	1750	809	991	1750	884	916	1750	1569	231
Capacity Analysis Module:												
Vol/Sat:	0.03	0.05	0.05	0.05	0.27	0.27	0.07	0.16	0.16	0.11	0.50	0.50
Crit Moves:	***			****			****			****		
Green Time:	7.0	23.2	23.2	16.3	32.5	32.5	8.1	40.2	40.2	28.3	60.4	60.4
Volume/Cap:	0.45	0.26	0.26	0.35	0.99	0.99	0.99	0.47	0.47	0.47	0.99	0.99
Uniform Del:	54.6	41.0	41.0	47.0	43.6	43.6	55.9	31.5	31.5	39.4	29.5	29.5
IncrementDel:	3.1	0.4	0.4	0.9	38.3	38.3	79.9	0.6	0.6	0.8	27.6	27.6
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	57.8	41.4	41.4	47.9	81.9	81.9	135.8	32.1	32.1	40.2	57.1	57.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.8	41.4	41.4	47.9	81.9	81.9	135.8	32.1	32.1	40.2	57.1	57.1
LOS by Move:	E+	D	D	D	F	F	F	C-	C-	D	E+	E+
HCM2kAvgQ:	2	3	3	3	22	22	6	8	8	6	36	36

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

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

Intersection #25: Borregas Ave & Java Dr



Street Name:	Borregas Ave						Java Dr					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	4 Feb 2020	<<	4:45 - 5:45						
Base Vol:	149	78	350	70	37	190	185	491	47	50	171	64
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	149	78	350	70	37	190	185	491	47	50	171	64
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:	149	78	350	70	37	190	185	491	47	50	171	64
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	149	78	350	70	37	190	185	491	47	50	171	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	149	78	350	70	37	190	185	491	47	50	171	64
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	149	78	350	70	37	190	185	491	47	50	171	64

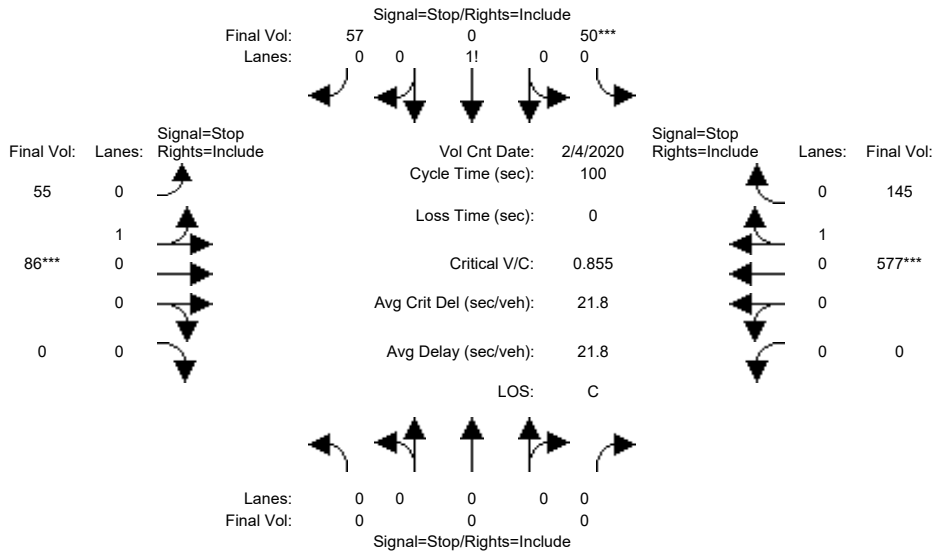
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.18	0.82	1.00	0.16	0.84	1.00	0.91	0.09	1.00	0.73	0.27
Final Sat.:	1750	328	1472	1750	293	1507	1750	1643	157	1750	1310	490

Capacity Analysis Module:												
Vol/Sat:	0.09	0.24	0.24	0.04	0.13	0.13	0.11	0.30	0.30	0.03	0.13	0.13
Crit Moves:	****			****			****			****		
Green Time:	19.6	41.6	41.6	7.0	29.0	29.0	26.6	52.3	52.3	7.0	32.8	32.8
Volume/Cap:	0.52	0.69	0.69	0.69	0.52	0.52	0.48	0.69	0.69	0.49	0.48	0.48
Uniform Del:	45.9	33.6	33.6	55.4	39.4	39.4	40.7	27.2	27.2	54.8	36.4	36.4
IncrementDel:	1.7	3.2	3.2	17.6	1.1	1.1	0.9	2.5	2.5	3.7	0.7	0.7
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	47.6	36.7	36.7	73.0	40.6	40.6	41.6	29.7	29.7	58.4	37.2	37.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.6	36.7	36.7	73.0	40.6	40.6	41.6	29.7	29.7	58.4	37.2	37.2
LOS by Move:	D	D+	D+	E	D	D	D	C	C	E+	D+	D+
HCM2kAvgQ:	6	15	15	3	7	7	6	17	17	2	7	7

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

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

Intersection #26: Borregas Ave & Moffett Park Dr



Street Name:	Borregas Ave						Moffett Park Dr					
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:	4 Feb 2020 << 8:30 - 9:30											
Base Vol:	0	0	0	50	0	57	55	86	0	0	577	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:	0	0	0	50	0	57	55	86	0	0	577	145
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	50	0	57	55	86	0	0	577	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	50	0	57	55	86	0	0	577	145
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	50	0	57	55	86	0	0	577	145
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	50	0	57	55	86	0	0	577	145
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:	0.00	0.00	0.00	0.47	0.00	0.53	0.39	0.61	0.00	0.00	0.80	0.20
Final Sat.:	0	0	0	292	0	332	271	423	0	0	675	170
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.17	xxxx	0.17	0.20	0.20	xxxx	xxxx	0.85	0.85
Crit Moves:				****				****			****	
Delay/Veh:	0.0	0.0	0.0	9.5	0.0	9.5	9.2	9.2	0.0	0.0	26.1	26.1
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:	0.0	0.0	0.0	9.5	0.0	9.5	9.2	9.2	0.0	0.0	26.1	26.1
LOS by Move:	*	*	*	A	*	A	A	A	*	*	D	D
ApproachDel:	xxxxxx				9.5			9.2			26.1	
Delay Adj:	xxxxxx				1.00			1.00			1.00	
ApprAdjDel:	xxxxxx				9.5			9.2			26.1	
LOS by Appr:	*				A			A			D	
AllWayAvgQ:	0.0	0.0	0.0	0.2	0.2	0.2	0.2	0.2	0.2	4.4	4.4	4.4

Note: Queue reported is the number of cars per lane.
 Peak Hour Volume Signal Warrant Report [Urban]

 Intersection #26 Borregas Ave & Moffett Park Dr

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	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Initial Vol:	0	0	0		50	0	57		55	86	0		0	577	145	
Major Street Volume:					863											
Minor Approach Volume:					107											
Minor Approach Volume Threshold:					259											

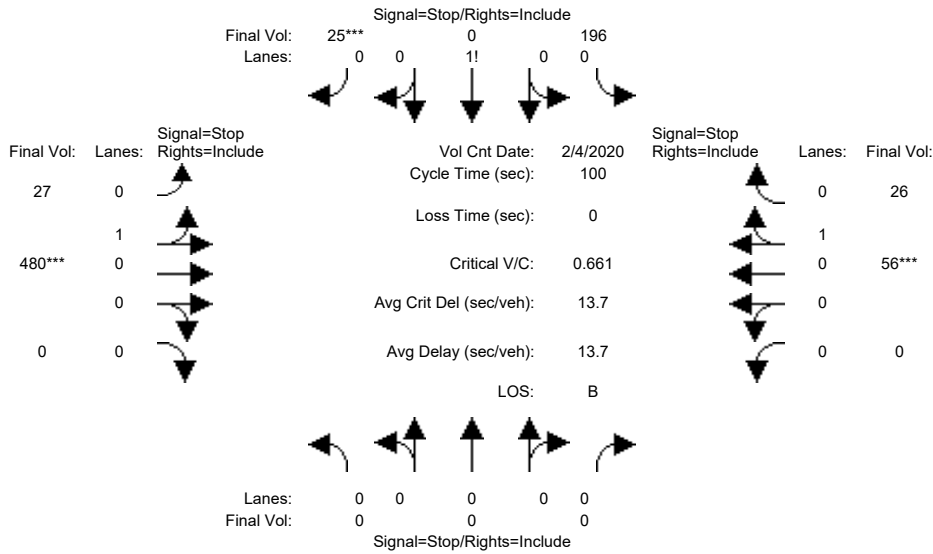
SIGNAL WARRANT DISCLAIMER

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 + Project PM

Intersection #26: Borregas Ave & Moffett Park Dr



Street Name:	Borregas Ave						Moffett Park Dr					
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: 4 Feb 2020 << 4:30 - 5:30												
Base Vol:	0	0	0	196	0	25	27	480	0	0	56	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	196	0	25	27	480	0	0	56	26
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	196	0	25	27	480	0	0	56	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	196	0	25	27	480	0	0	56	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	196	0	25	27	480	0	0	56	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	196	0	25	27	480	0	0	56	26
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:	0.00	0.00	0.00	0.89	0.00	0.11	0.05	0.95	0.00	0.00	0.68	0.32
Final Sat.:	0	0	0	562	0	72	41	726	0	0	474	220
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.35	xxxx	0.35	0.66	0.66	xxxx	xxxx	0.12	0.12
Crit Moves:						****			****		****	
Delay/Veh:	0.0	0.0	0.0	10.9	0.0	10.9	15.8	15.8	0.0	0.0	8.5	8.5
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:	0.0	0.0	0.0	10.9	0.0	10.9	15.8	15.8	0.0	0.0	8.5	8.5
LOS by Move:	*	*	*	B	*	B	C	C	*	*	A	A
ApproachDel:	xxxxxx			10.9			15.8			8.5		
Delay Adj:	xxxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			10.9			15.8			8.5		
LOS by Appr:	*			B			C			A		
AllWayAvgQ:	0.0	0.0	0.0	0.5	0.5	0.5	1.7	1.7	1.7	0.1	0.1	0.1

Note: Queue reported is the number of cars per lane.
 Peak Hour Volume Signal Warrant Report [Urban]

 Intersection #26 Borregas Ave & Moffett Park Dr

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	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Initial Vol:	0	0	0		196	0	25		27	480	0		0	56	26	
Major Street Volume:					589											
Minor Approach Volume:					221											
Minor Approach Volume Threshold:					361											

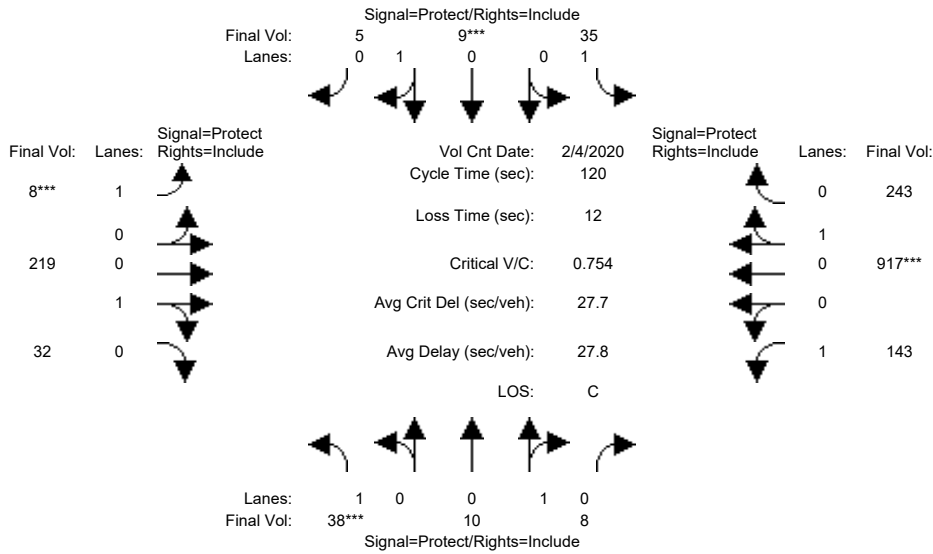
SIGNAL WARRANT DISCLAIMER

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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 + Project AM

Intersection #27: Geneva Dr & E Java Dr



Street Name:	Geneva Dr						E Java Dr					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
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:	4 Feb 2020	<<	8:45 - 9:45						
Base Vol:	38	10	8	35	9	5	8	219	32	143	917	243
Growth Adj:	1.00	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	10	8	35	9	5	8	219	32	143	917	243
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:	38	10	8	35	9	5	8	219	32	143	917	243
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	38	10	8	35	9	5	8	219	32	143	917	243
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	10	8	35	9	5	8	219	32	143	917	243
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	38	10	8	35	9	5	8	219	32	143	917	243

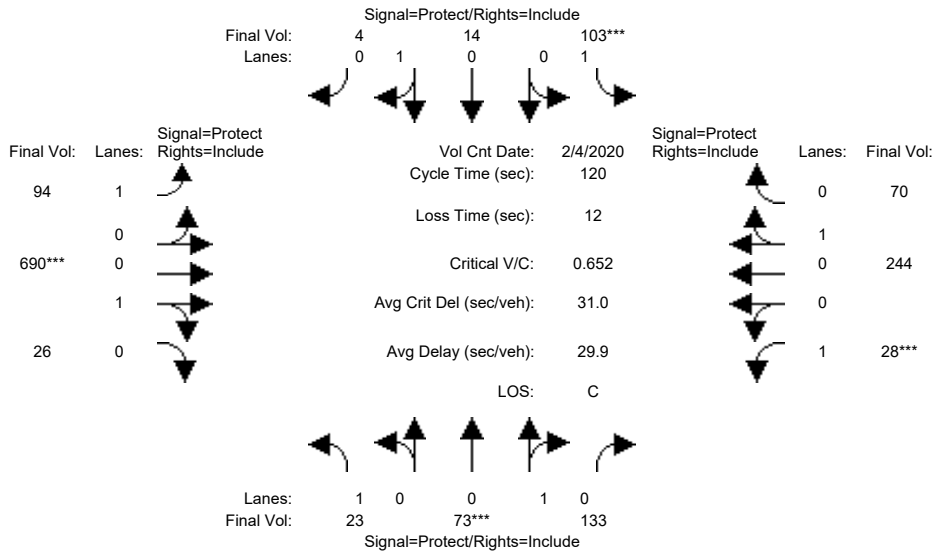
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.56	0.44	1.00	0.64	0.36	1.00	0.87	0.13	1.00	0.79	0.21
Final Sat.:	1750	1000	800	1750	1157	643	1750	1571	229	1750	1423	377

Capacity Analysis Module:												
Vol/Sat:	0.02	0.01	0.01	0.02	0.01	0.01	0.00	0.14	0.14	0.08	0.64	0.64
Crit Moves:	****			****			****			****		
Green Time:	7.0	10.0	10.0	7.0	10.0	10.0	7.0	57.4	57.4	33.6	84.0	84.0
Volume/Cap:	0.37	0.12	0.12	0.34	0.09	0.09	0.08	0.29	0.29	0.29	0.92	0.92
Uniform Del:	54.4	50.9	50.9	54.3	50.8	50.8	53.4	19.0	19.0	33.9	15.2	15.2
IncrementDel:	2.3	0.4	0.4	2.0	0.3	0.3	0.3	0.2	0.2	0.3	11.0	11.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	56.7	51.3	51.3	56.3	51.1	51.1	53.8	19.2	19.2	34.2	26.2	26.2
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:	56.7	51.3	51.3	56.3	51.1	51.1	53.8	19.2	19.2	34.2	26.2	26.2
LOS by Move:	E+	D-	D-	E+	D-	D-	D-	B-	B-	C-	C	C
HCM2kAvgQ:	2	1	1	2	1	1	0	6	6	4	40	40

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

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

Intersection #27: Geneva Dr & E Java Dr



Street Name:	Geneva Dr						E Java Dr					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
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:	4 Feb 2020	<<	4:45 - 5:45						
Base Vol:	23	73	133	103	14	4	94	690	26	28	244	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:	23	73	133	103	14	4	94	690	26	28	244	70
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:	23	73	133	103	14	4	94	690	26	28	244	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	23	73	133	103	14	4	94	690	26	28	244	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	73	133	103	14	4	94	690	26	28	244	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	23	73	133	103	14	4	94	690	26	28	244	70

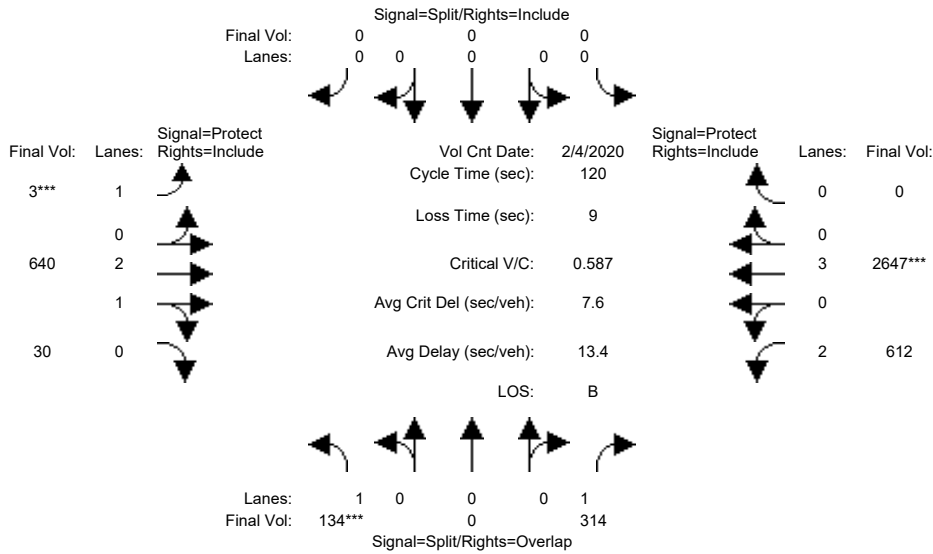
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.35	0.65	1.00	0.78	0.22	1.00	0.96	0.04	1.00	0.78	0.22
Final Sat.:	1750	638	1162	1750	1400	400	1750	1735	65	1750	1399	401

Capacity Analysis Module:												
Vol/Sat:	0.01	0.11	0.11	0.06	0.01	0.01	0.05	0.40	0.40	0.02	0.17	0.17
Crit Moves:	****			****			****			****		
Green Time:	12.6	20.2	20.2	10.4	18.0	18.0	19.4	70.4	70.4	7.0	58.0	58.0
Volume/Cap:	0.12	0.68	0.68	0.68	0.07	0.07	0.33	0.68	0.68	0.27	0.36	0.36
Uniform Del:	48.7	46.8	46.8	53.2	43.8	43.8	44.6	17.1	17.1	54.1	19.4	19.4
IncrcmntDel:	0.3	6.1	6.1	11.7	0.1	0.1	0.7	1.8	1.8	1.5	0.3	0.3
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	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	52.9	52.9	64.9	43.9	43.9	45.3	18.9	18.9	55.5	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:	49.0	52.9	52.9	64.9	43.9	43.9	45.3	18.9	18.9	55.5	19.7	19.7
LOS by Move:	D	D-	D-	E	D	D	D	B-	B-	E+	B-	B-
HCM2kAvgQ:	1	9	9	5	1	1	3	19	19	1	7	7

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

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

Intersection #28: Crossman Ave & Caribbean Dr



Street Name:	Crossman Ave						Caribbean Dr					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	0	10	10	7	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:	4 Feb 2020	<<	8:15 - 9:15						
Base Vol:	134	0	314	0	0	0	3	640	30	612	2647	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:	134	0	314	0	0	0	3	640	30	612	2647	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:	134	0	314	0	0	0	3	640	30	612	2647	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	134	0	314	0	0	0	3	640	30	612	2647	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	134	0	314	0	0	0	3	640	30	612	2647	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
Final Volume:	134	0	314	0	0	0	3	640	30	612	2647	0

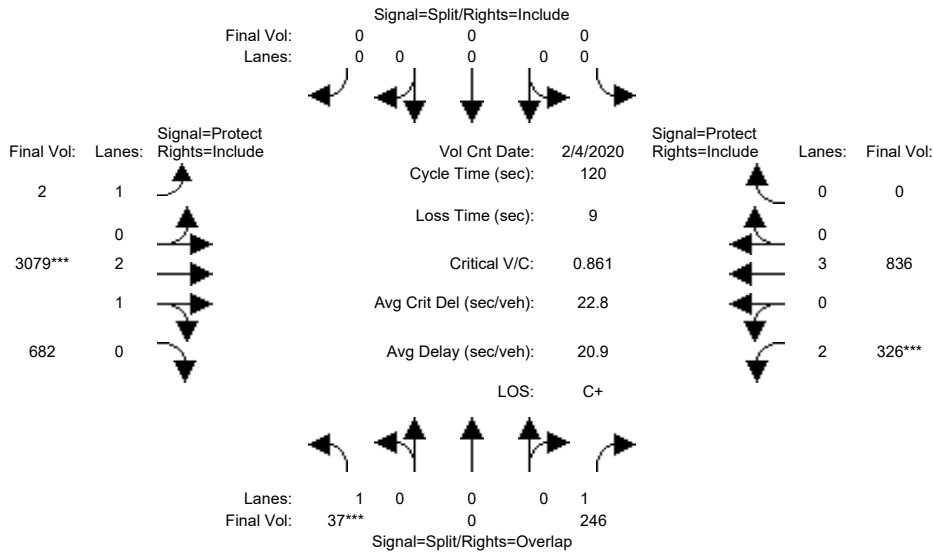
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.83	1.00	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	1.00	2.86	0.14	2.00	3.00	0.00
Final Sat.:	1750	0	1750	0	0	0	1750	5349	251	3150	5700	0

Capacity Analysis Module:												
Vol/Sat:	0.08	0.00	0.18	0.00	0.00	0.00	0.00	0.12	0.12	0.19	0.46	0.00
Crit Moves:	***						***			***		
Green Time:	15.7	0.0	74.7	0.0	0.0	0.0	0.4	36.3	36.3	59.0	95.0	0.0
Volume/Cap:	0.59	0.00	0.29	0.00	0.00	0.00	0.59	0.40	0.40	0.40	0.59	0.00
Uniform Del:	49.1	0.0	10.4	0.0	0.0	0.0	59.8	33.1	33.1	19.2	4.9	0.0
IncrementDel:	3.9	0.0	0.1	0.0	0.0	0.0	111.9	0.2	0.2	0.2	0.2	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	53.1	0.0	10.6	0.0	0.0	0.0	171.6	33.3	33.3	19.4	5.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.1	0.0	10.6	0.0	0.0	0.0	171.6	33.3	33.3	19.4	5.1	0.0
LOS by Move:	D-	A	B+	A	A	A	F	C-	C-	B-	A	A
HCM2kAvgQ:	5	0	6	0	0	0	0	6	6	8	12	0

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

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

Intersection #28: Crossman Ave & Caribbean Dr

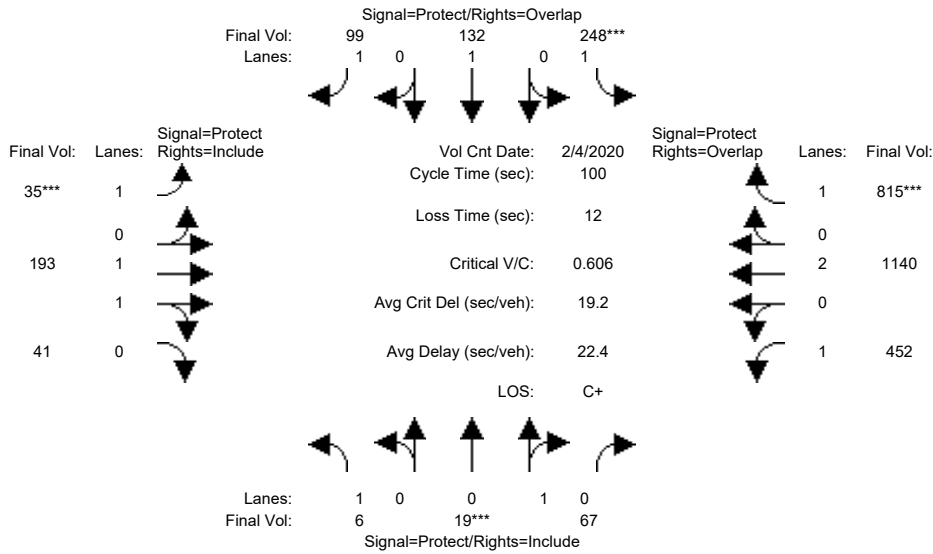


Street Name:	Crossman Ave						Caribbean Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 4 Feb 2020 << 4:30 - 5:30												
Base Vol:	37	0	246	0	0	0	2	3079	682	326	836	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:	37	0	246	0	0	0	2	3079	682	326	836	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:	37	0	246	0	0	0	2	3079	682	326	836	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	37	0	246	0	0	0	2	3079	682	326	836	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	0	246	0	0	0	2	3079	682	326	836	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
Final Volume:	37	0	246	0	0	0	2	3079	682	326	836	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95	0.83	1.00	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	1.00	2.44	0.56	2.00	3.00	0.00
Final Sat.:	1750	0	1750	0	0	0	1750	4583	1015	3150	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.14	0.00	0.00	0.00	0.00	0.67	0.67	0.10	0.15	0.00
Crit Moves:	***							***		***		
Green Time:	10.0	0.0	23.5	0.0	0.0	0.0	0.8	87.5	87.5	13.5	100	0.0
Volume/Cap:	0.25	0.00	0.72	0.00	0.00	0.00	0.18	0.92	0.92	0.92	0.18	0.00
Uniform Del:	51.5	0.0	45.2	0.0	0.0	0.0	59.3	13.4	13.4	52.7	1.9	0.0
IncrementDel:	0.9	0.0	7.2	0.0	0.0	0.0	7.3	4.0	4.0	28.7	0.0	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	52.4	0.0	52.3	0.0	0.0	0.0	66.6	17.4	17.4	81.4	1.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.4	0.0	52.3	0.0	0.0	0.0	66.6	17.4	17.4	81.4	1.9	0.0
LOS by Move:	D-	A	D-	A	A	A	E	B	B	F	A	A
HCM2kAvgQ:	1	0	8	0	0	0	0	40	40	8	2	0

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

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

Intersection #29: Crossman Ave & E Java Dr



Street Name:	Crossman Ave						E Java Dr					
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:	4 Feb 2020	<<	8:45 - 9:45						
Base Vol:	6	19	67	248	132	99	35	193	41	452	1140	815
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	19	67	248	132	99	35	193	41	452	1140	815
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:	6	19	67	248	132	99	35	193	41	452	1140	815
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	19	67	248	132	99	35	193	41	452	1140	815
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	19	67	248	132	99	35	193	41	452	1140	815
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	6	19	67	248	132	99	35	193	41	452	1140	815

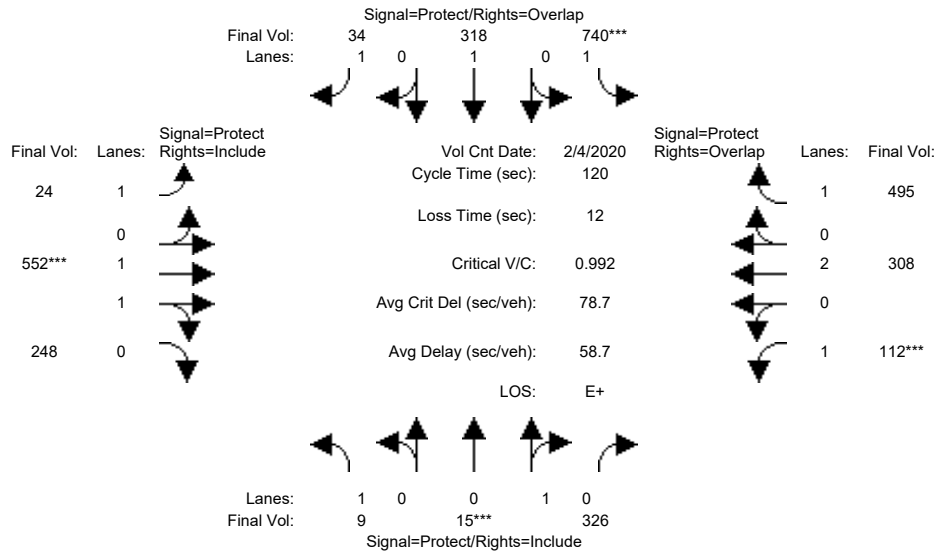
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	0.22	0.78	1.00	1.00	1.00	1.00	1.64	0.36	1.00	2.00	1.00
Final Sat.:	1750	398	1402	1750	1900	1750	1750	3051	648	1750	3800	1750

Capacity Analysis Module:												
Vol/Sat:	0.00	0.05	0.05	0.14	0.07	0.06	0.02	0.06	0.06	0.26	0.30	0.47
Crit Moves:	****			****			****			****		
Green Time:	13.0	10.0	10.0	21.6	18.6	25.6	7.0	15.7	15.7	40.7	49.4	71.0
Volume/Cap:	0.03	0.48	0.48	0.66	0.37	0.22	0.29	0.40	0.40	0.64	0.61	0.66
Uniform Del:	38.0	42.5	42.5	35.8	35.6	29.3	44.1	37.9	37.9	23.7	18.3	7.9
IncrementDel:	0.0	2.0	2.0	4.1	0.7	0.3	1.3	0.5	0.5	1.9	0.6	1.3
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	38.0	44.5	44.5	40.0	36.3	29.6	45.4	38.4	38.4	25.6	18.9	9.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.0	44.5	44.5	40.0	36.3	29.6	45.4	38.4	38.4	25.6	18.9	9.2
LOS by Move:	D+	D	D	D	D+	C	D	D+	D+	C	B-	A
HCM2kAvgQ:	0	3	3	8	3	2	1	3	3	13	13	15

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

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

Intersection #29: Crossman Ave & E Java Dr



Street Name:	Crossman Ave						E Java Dr					
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:	4 Feb 2020	<<	5:00 - 6:00						
Base Vol:	9	15	326	740	318	34	24	552	248	112	308	495
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	15	326	740	318	34	24	552	248	112	308	495
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:	9	15	326	740	318	34	24	552	248	112	308	495
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	15	326	740	318	34	24	552	248	112	308	495
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	15	326	740	318	34	24	552	248	112	308	495
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	9	15	326	740	318	34	24	552	248	112	308	495

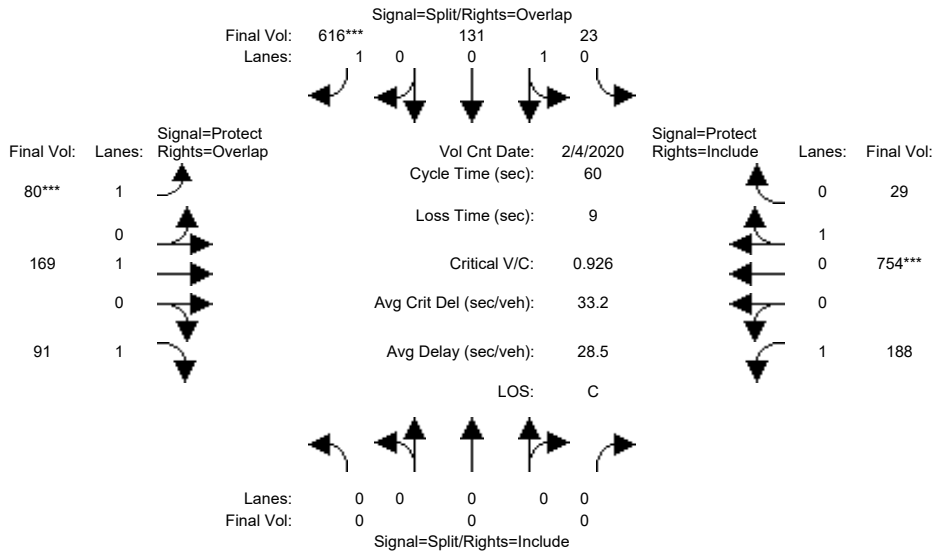
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92
Lanes:	1.00	0.04	0.96	1.00	1.00	1.00	1.00	1.36	0.64	1.00	2.00	1.00
Final Sat.:	1750	79	1721	1750	1900	1750	1750	2552	1147	1750	3800	1750

Capacity Analysis Module:												
Vol/Sat:	0.01	0.19	0.19	0.42	0.17	0.02	0.01	0.22	0.22	0.06	0.08	0.28
Crit Moves:	****			****			****			****		
Green Time:	19.1	22.9	22.9	51.2	54.9	68.9	14.0	26.2	26.2	7.7	19.9	71.1
Volume/Cap:	0.03	0.99	0.99	0.99	0.37	0.03	0.12	0.99	0.99	0.99	0.49	0.48
Uniform Del:	42.6	48.4	48.4	34.2	21.2	11.1	47.5	46.8	46.8	56.1	45.4	13.9
IncrcmntDel:	0.0	46.2	46.2	30.8	0.3	0.0	0.3	29.6	29.6	82.0	0.6	0.3
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	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	94.6	94.6	65.0	21.4	11.1	47.8	76.4	76.4	138.0	46.0	14.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.6	94.6	94.6	65.0	21.4	11.1	47.8	76.4	76.4	138.0	46.0	14.2
LOS by Move:	D	F	F	E	C+	B+	D	E-	E-	F	D	B
HCM2kAvgQ:	0	16	16	35	7	1	1	18	18	8	6	11

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

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

Intersection #30: Crossman Ave & Moffett Park Dr



Street Name:	Crossman Ave						Moffett Park Dr					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	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:	4 Feb 2020	<<	8:30 - 9:30						
Base Vol:	0	0	0	23	131	616	80	169	91	188	754	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:	0	0	0	23	131	616	80	169	91	188	754	29
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	23	131	616	80	169	91	188	754	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	23	131	616	80	169	91	188	754	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	23	131	616	80	169	91	188	754	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	23	131	616	80	169	91	188	754	29

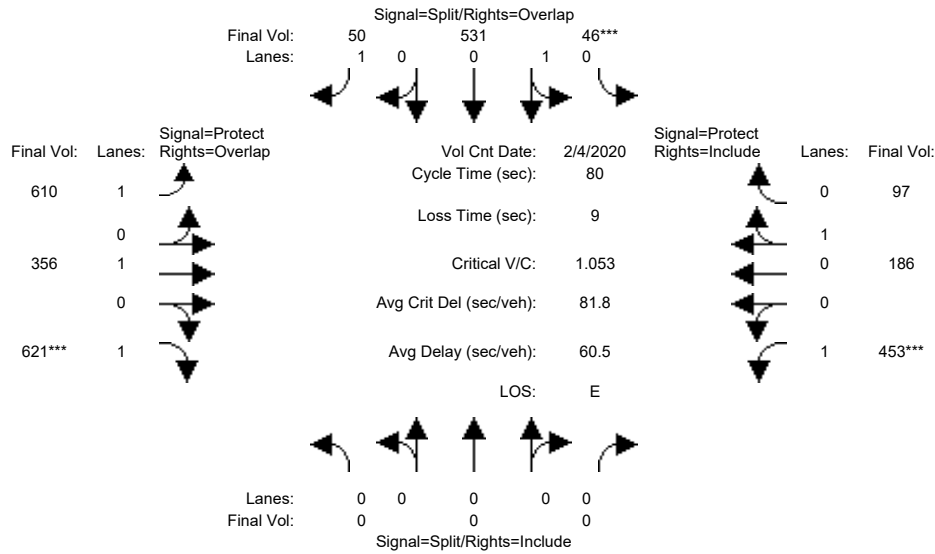
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	0.00	0.00	0.00	0.15	0.85	1.00	1.00	1.00	1.00	1.00	0.96	0.04
Final Sat.:	0	0	0	269	1531	1750	1750	1900	1750	1750	1733	67

Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.09	0.35	0.05	0.09	0.05	0.11	0.44	0.44
Crit Moves:						****	****				****	
Green Time:	0.0	0.0	0.0	15.4	15.4	22.4	7.0	20.9	20.9	14.6	28.6	28.6
Volume/Cap:	0.00	0.00	0.00	0.33	0.33	0.94	0.39	0.26	0.15	0.44	0.91	0.91
Uniform Del:	0.0	0.0	0.0	18.1	18.1	18.1	24.5	14.0	13.4	19.2	14.6	14.6
IncrementDel:	0.0	0.0	0.0	0.4	0.4	21.8	1.2	0.2	0.1	0.7	14.1	14.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	18.5	18.5	39.9	25.8	14.2	13.5	19.9	28.7	28.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	18.5	18.5	39.9	25.8	14.2	13.5	19.9	28.7	28.7
LOS by Move:	A	A	A	B-	B-	D	C	B	B	B-	C	C
HCM2kAvgQ:	0	0	0	2	2	15	2	2	1	4	19	19

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

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

Intersection #30: Crossman Ave & Moffett Park Dr



Street Name:	Crossman Ave						Moffett Park Dr					
	North Bound			South Bound			East Bound			West Bound		
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	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:	4 Feb 2020	<<	5:00 - 6:00						
Base Vol:	0	0	0	46	531	50	610	356	621	453	186	97
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	46	531	50	610	356	621	453	186	97
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	46	531	50	610	356	621	453	186	97
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	46	531	50	610	356	621	453	186	97
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	46	531	50	610	356	621	453	186	97
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	46	531	50	610	356	621	453	186	97

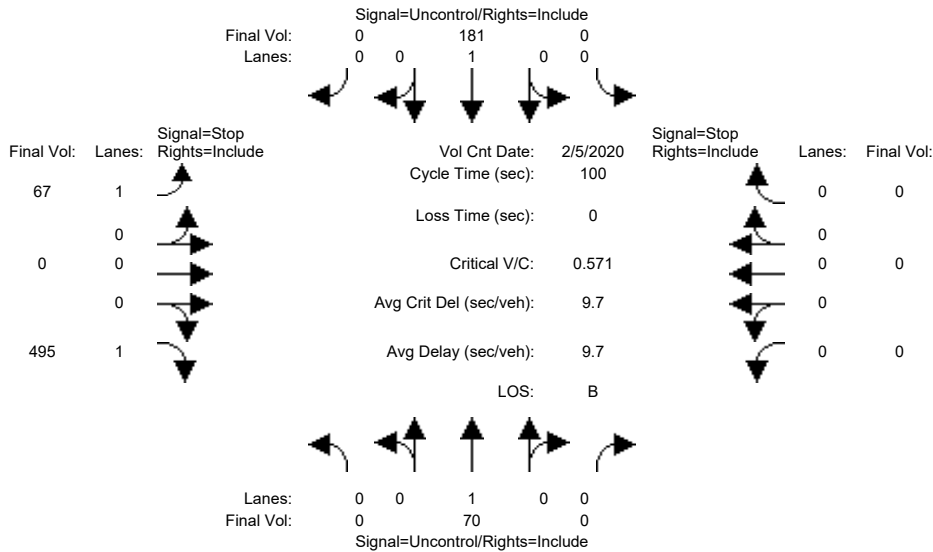
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	0.00	0.00	0.00	0.08	0.92	1.00	1.00	1.00	1.00	1.00	0.66	0.34
Final Sat.:	0	0	0	144	1656	1750	1750	1900	1750	1750	1183	617

Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.32	0.32	0.03	0.35	0.19	0.35	0.26	0.16	0.16
Crit Moves:				****					****	****		
Green Time:	0.0	0.0	0.0	24.4	24.4	56.5	32.1	27.0	27.0	19.7	14.5	14.5
Volume/Cap:	0.00	0.00	0.00	1.05	1.05	0.04	0.87	0.56	1.05	1.05	0.87	0.87
Uniform Del:	0.0	0.0	0.0	27.8	27.8	3.6	22.0	21.6	26.5	30.2	31.8	31.8
IncrementDel:	0.0	0.0	0.0	53.0	53.0	0.0	11.1	1.1	51.7	57.9	21.1	21.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	80.9	80.9	3.6	33.1	22.7	78.2	88.1	52.9	52.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	80.9	80.9	3.6	33.1	22.7	78.2	88.1	52.9	52.9
LOS by Move:	A	A	A	F	F	A	C-	C+	E-	F	D-	D-
HCM2kAvgQ:	0	0	0	21	21	0	18	8	27	20	10	10

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

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Background + Project AM

Intersection #31: Persian Dr & SR 237 EB Off-Ramp



Street Name: Persian Dr SR 237 EB Off-Ramp
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Table with columns for Volume Module, Count, Date (5 Feb 2020), and time (8:45 - 9:45). Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Table for Critical Gap Module showing Critical Gp and FollowUpTim values for different movements.

Table for Capacity Module showing Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap. for various movements.

Table for Level Of Service Module showing 2Way95thQ, Control Del, LOS by Move, Shared Cap., Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

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

Peak Hour Delay Signal Warrant Report

Intersection #31 Persian Dr & SR 237 EB Off-Ramp

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:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 1 0 0	0 0 1 0 0	1 0 0 0 1	0 0 0 0 0
Initial Vol:	0 70 0	0 181 0	67 0 495	0 0 0
ApproachDel:	xxxxxx	xxxxxx	14.0	xxxxxx

Approach[eastbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=2.2]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=562]
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=813]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

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.

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #31 Persian Dr & SR 237 EB Off-Ramp

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:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 1 0 0	0 0 1 0 0	1 0 0 0 1	0 0 0 0 0
Initial Vol:	0 70 0	0 181 0	67 0 495	0 0 0

Major Street Volume: 251
Minor Approach Volume: 562
Minor Approach Volume Threshold: 727

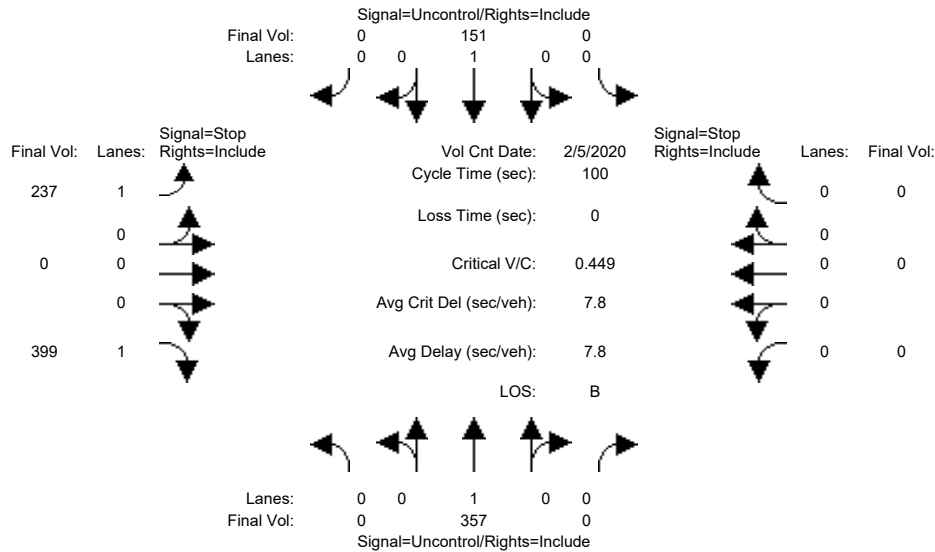
SIGNAL WARRANT DISCLAIMER

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 Unsignalized (Future Volume Alternative)
Background + Project PM

Intersection #31: Persian Dr & SR 237 EB Off-Ramp



Street Name: Persian Dr SR 237 EB Off-Ramp
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Table with columns for Volume Module, Count, Date (5 Feb 2020), and time range (5:30 - 6:30). Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Table for Critical Gap Module showing Critical Gp and FollowUpTim values for different movements.

Table for Capacity Module showing Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap. ratios.

Table for Level Of Service Module showing 2Way95thQ, Control Del, LOS by Move, Shared Cap., Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

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

Peak Hour Delay Signal Warrant Report

Intersection #31 Persian Dr & SR 237 EB Off-Ramp

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:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 1 0 0	0 0 1 0 0	1 0 0 0 1	0 0 0 0 0
Initial Vol:	0 357 0	0 151 0	237 0 399	0 0 0 0
ApproachDel:	xxxxxx	xxxxxx	14.0	xxxxxx

Approach[eastbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=2.5]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=636]
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1144]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

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.

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #31 Persian Dr & SR 237 EB Off-Ramp

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:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 1 0 0	0 0 1 0 0	1 0 0 0 1	0 0 0 0 0
Initial Vol:	0 357 0	0 151 0	237 0 399	0 0 0 0

Major Street Volume: 508
Minor Approach Volume: 636
Minor Approach Volume Threshold: 506

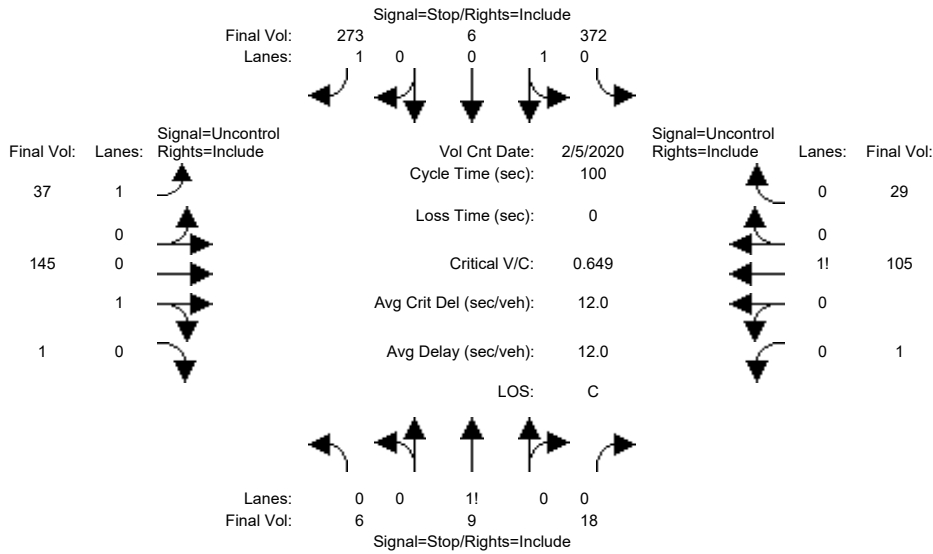
SIGNAL WARRANT DISCLAIMER

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 Unsignalized (Future Volume Alternative)
Background + Project AM

Intersection #32: Persian Dr/La Rochelle Terrace & Fair Oaks Way



Street Name: Persian Dr/La Rochelle Terrace Fair Oaks Way
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Table with 12 columns representing movements and 10 rows of volume data including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Critical Gap Module table with 12 columns and 2 rows of data for Critical Gap and FollowUpTim.

Capacity Module table with 12 columns and 4 rows of data for Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level Of Service Module table with 12 columns and 10 rows of data including 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

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

Peak Hour Delay Signal Warrant Report

Intersection #32 Persian Dr/La Rochelle Terrace & Fair Oaks Way

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	Uncontrolled	Uncontrolled
Lanes:	0 0 1! 0 0	0 1 0 0 1	1 0 0 1 0	0 0 1! 0 0
Initial Vol:	6 9 18	372 6 273	37 145 1	1 105 29
ApproachDel:	11.2	17.5	xxxxxx	xxxxxx

Approach[northbound][lanes=1][control=Stop Sign]
 Signal Warrant Rule #1: [vehicle-hours=0.1]
 FAIL - Vehicle-hours less than 4 for one lane approach.
 Signal Warrant Rule #2: [approach volume=33]
 FAIL - Approach volume less than 100 for one lane approach.
 Signal Warrant Rule #3: [approach count=4][total volume=1002]
 SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[southbound][lanes=2][control=Stop Sign]
 Signal Warrant Rule #1: [vehicle-hours=3.2]
 FAIL - Vehicle-hours less than 5 for two or more lane approach.
 Signal Warrant Rule #2: [approach volume=651]
 SUCCEED - Approach volume >= 150 for two or more lane approach.
 Signal Warrant Rule #3: [approach count=4][total volume=1002]
 SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

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.

Peak Hour Volume Signal Warrant Report [Urban]

 Intersection #32 Persian Dr/La Rochelle Terrace & Fair Oaks Way

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	Uncontrolled	Uncontrolled
Lanes:	0 0 1! 0 0	0 1 0 0 1	1 0 0 1 0	0 0 1! 0 0
Initial Vol:	6 9 18	372 6 273	37 145 1	1 105 29

Major Street Volume: 318
 Minor Approach Volume: 651
 Minor Approach Volume Threshold: 867

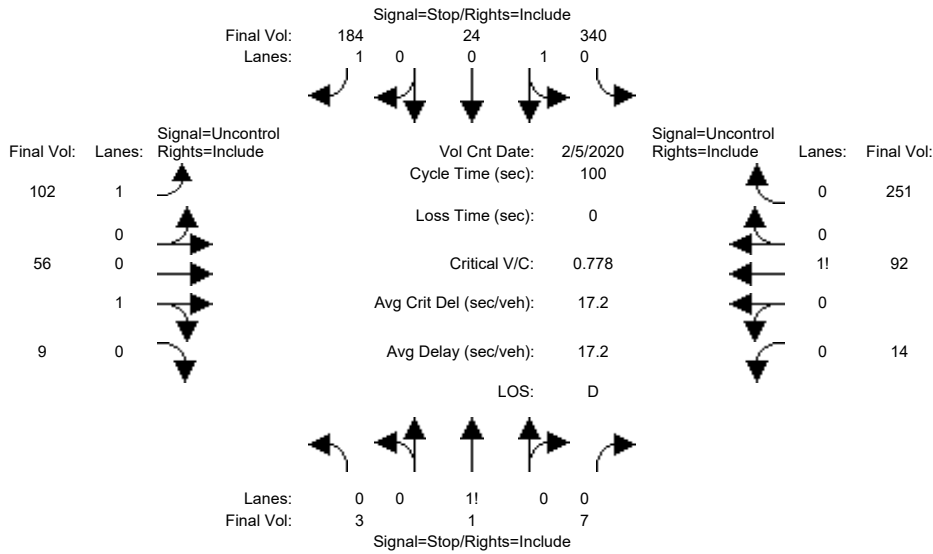
SIGNAL WARRANT DISCLAIMER

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 Unsignalized (Future Volume Alternative)
Background + Project PM

Intersection #32: Persian Dr/La Rochelle Terrace & Fair Oaks Way



Street Name: Persian Dr/La Rochelle Terrace Fair Oaks Way
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:	>>	Count	Date:	5 Feb 2020	<<	5:30 - 6:30						
Base Vol:	3	1	7	340	24	184	102	56	9	14	92	251
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	1	7	340	24	184	102	56	9	14	92	251
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	1	7	340	24	184	102	56	9	14	92	251
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	1	7	340	24	184	102	56	9	14	92	251
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	3	1	7	340	24	184	102	56	9	14	92	251

Critical Gap Module:

Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx

Capacity Module:

Cnflct Vol:	614	636	61	514	515	218	343	xxxx	xxxxxx	65	xxxx	xxxxxx
Potent Cap.:	407	398	1010	474	467	827	1227	xxxx	xxxxxx	1550	xxxx	xxxxxx
Move Cap.:	282	362	1010	437	424	827	1227	xxxx	xxxxxx	1550	xxxx	xxxxxx
Volume/Cap:	0.01	0.00	0.01	0.78	0.06	0.22	0.08	xxxx	xxxx	0.01	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxxx	xxxx	xxxx	0.8	0.3	xxxx	xxxxxx	0.0	xxxx	xxxxxx
Control Del:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	10.6	8.2	xxxx	xxxxxx	7.3	xxxx	xxxxxx
LOS by Move:	*	*	*	*	*	B	A	*	*	A	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	541	xxxxxx	436	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	0.1	xxxxxx	8.0	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	11.8	xxxxxx	43.0	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	B	*	E	*	*	*	*	*	*	*	*
ApproachDel:	11.8			32.1			xxxxxxx		xxxxxxx			
ApproachLOS:	B			D			*		*			*

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

Peak Hour Delay Signal Warrant Report

Intersection #32 Persian Dr/La Rochelle Terrace & Fair Oaks Way

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	Uncontrolled	Uncontrolled
Lanes:	0 0 1! 0 0	0 1 0 0 1	1 0 0 1 0	0 0 1! 0 0
Initial Vol:	3 1 7	340 24 184	102 56 9	14 92 251
ApproachDel:	11.8	32.1	xxxxxx	xxxxxx

Approach[northbound][lanes=1][control=Stop Sign]
 Signal Warrant Rule #1: [vehicle-hours=0.0]
 FAIL - Vehicle-hours less than 4 for one lane approach.
 Signal Warrant Rule #2: [approach volume=11]
 FAIL - Approach volume less than 100 for one lane approach.
 Signal Warrant Rule #3: [approach count=4][total volume=1083]
 SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[southbound][lanes=2][control=Stop Sign]
 Signal Warrant Rule #1: [vehicle-hours=4.9]
 FAIL - Vehicle-hours less than 5 for two or more lane approach.
 Signal Warrant Rule #2: [approach volume=548]
 SUCCEED - Approach volume >= 150 for two or more lane approach.
 Signal Warrant Rule #3: [approach count=4][total volume=1083]
 SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

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.

Peak Hour Volume Signal Warrant Report [Urban]

 Intersection #32 Persian Dr/La Rochelle Terrace & Fair Oaks Way

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	Uncontrolled	Uncontrolled
Lanes:	0 0 1! 0 0	0 1 0 0 1	1 0 0 1 0	0 0 1! 0 0
Initial Vol:	3 1 7	340 24 184	102 56 9	14 92 251

Major Street Volume: 524
 Minor Approach Volume: 548
 Minor Approach Volume Threshold: 652

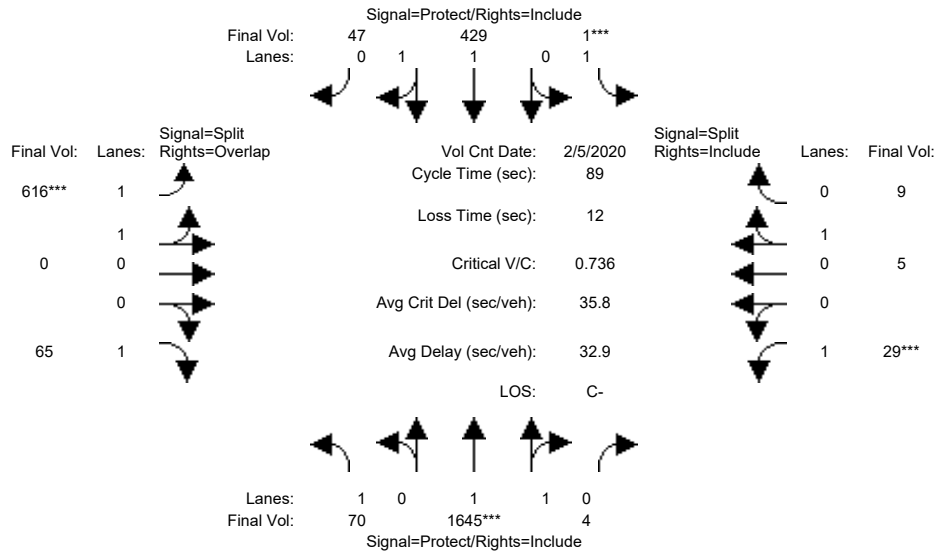
SIGNAL WARRANT DISCLAIMER

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)
 Background + Project AM

Intersection #33: Fair Oaks Ave/E Java Dr & Fair Oaks Way/Kensington Pl



Street Name:	Fair Oaks Ave/E Java Dr						Fair Oaks Way/Kensington Pl					
	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:	5 Feb 2020	<<	9:00 - 10:00						
Base Vol:	70	1645	4	1	429	47	616	0	65	29	5	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	1645	4	1	429	47	616	0	65	29	5	9
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	1645	4	1	429	47	616	0	65	29	5	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	1645	4	1	429	47	616	0	65	29	5	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	1645	4	1	429	47	616	0	65	29	5	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	70	1645	4	1	429	47	616	0	65	29	5	9

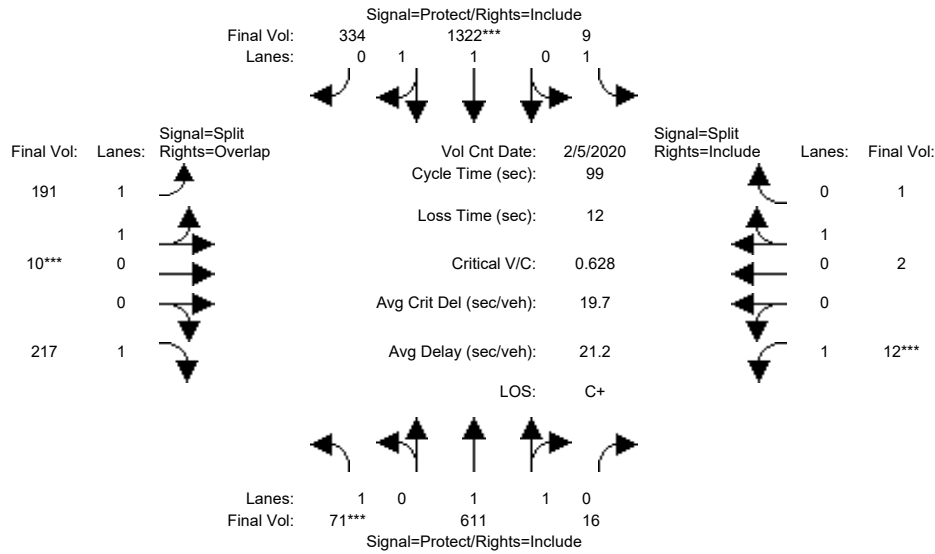
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.93	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	1.99	0.01	1.00	1.80	0.20	2.00	0.00	1.00	1.00	0.36	0.64
Final Sat.:	1750	3691	9	1750	3334	365	3550	0	1750	1750	643	1157

Capacity Analysis Module:												
Vol/Sat:	0.04	0.45	0.45	0.00	0.13	0.13	0.17	0.00	0.04	0.02	0.01	0.01
Crit Moves:	****			****			****			****		
Green Time:	19.0	43.2	43.2	7.0	31.1	31.1	16.8	0.0	35.9	10.0	10.0	10.0
Volume/Cap:	0.19	0.92	0.92	0.01	0.37	0.37	0.92	0.00	0.09	0.15	0.07	0.07
Uniform Del:	28.6	21.3	21.3	37.8	21.6	21.6	35.4	0.0	16.5	35.7	35.3	35.3
IncrementDel:	0.2	8.1	8.1	0.0	0.2	0.2	17.7	0.0	0.1	0.3	0.1	0.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Delay/Veh:	28.9	29.3	29.3	37.8	21.8	21.8	53.1	0.0	16.5	36.0	35.5	35.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.9	29.3	29.3	37.8	21.8	21.8	53.1	0.0	16.5	36.0	35.5	35.5
LOS by Move:	C	C	C	D+	C+	C+	D-	A	B	D+	D+	D+
HCM2kAvgQ:	2	22	22	0	5	5	13	0	1	1	0	0

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

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

Intersection #33: Fair Oaks Ave/E Java Dr & Fair Oaks Way/Kensington Pl



Street Name:	Fair Oaks Ave/E Java Dr						Fair Oaks Way/Kensington Pl					
	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:	5 Feb 2020	<<	5:00 - 6:00
Base Vol:	71	611	16	9	1322	334
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	71	611	16	9	1322	334
Added Vol:	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0
Initial Fut:	71	611	16	9	1322	334
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	71	611	16	9	1322	334
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	71	611	16	9	1322	334
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	71	611	16	9	1322	334

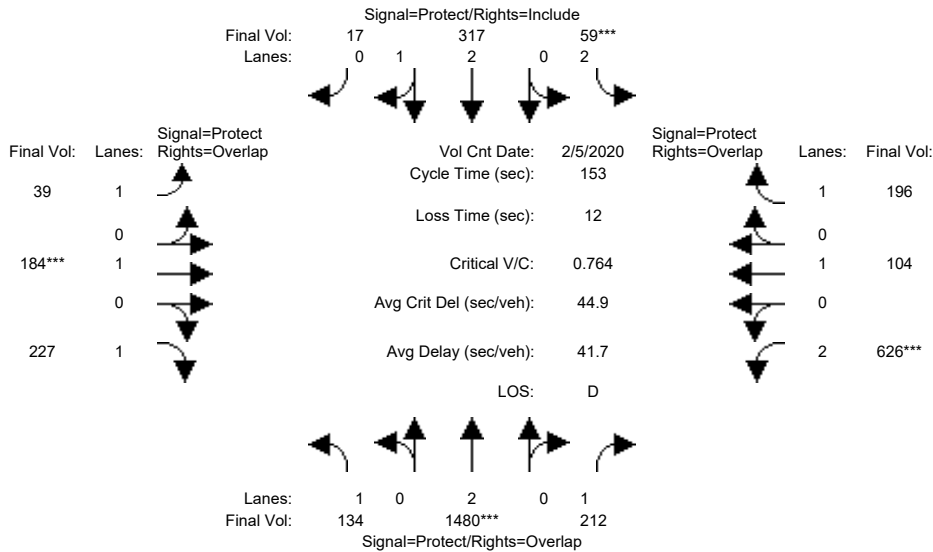
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.93	0.95	0.92	0.92	0.95	0.95
Lanes:	1.00	1.95	0.05	1.00	1.59	0.41	1.90	0.10	1.00	1.00	0.67	0.33
Final Sat.:	1750	3606	94	1750	2953	746	3373	177	1750	1750	1200	600

Capacity Analysis Module:												
Vol/Sat:	0.04	0.17	0.17	0.01	0.45	0.45	0.06	0.06	0.12	0.01	0.00	0.00
Crit Moves:	***			****			***			***		
Green Time:	7.0	47.3	47.3	19.7	60.0	60.0	10.0	10.0	17.0	10.0	10.0	10.0
Volume/Cap:	0.57	0.35	0.35	0.03	0.74	0.74	0.56	0.56	0.72	0.07	0.02	0.02
Uniform Del:	44.6	16.3	16.3	31.9	13.9	13.9	42.4	42.4	38.8	40.3	40.1	40.1
IncrementDel:	6.4	0.1	0.1	0.0	1.3	1.3	2.0	2.0	8.3	0.2	0.0	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	51.0	16.4	16.4	31.9	15.2	15.2	44.4	44.4	47.1	40.4	40.1	40.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.0	16.4	16.4	31.9	15.2	15.2	44.4	44.4	47.1	40.4	40.1	40.1
LOS by Move:	D	B	B	C	B	B	D	D	D	D	D	D
HCM2kAvgQ:	2	6	6	0	19	19	4	4	8	0	0	0

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

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

Intersection #34: Fair Oaks Ave & Tasman Dr

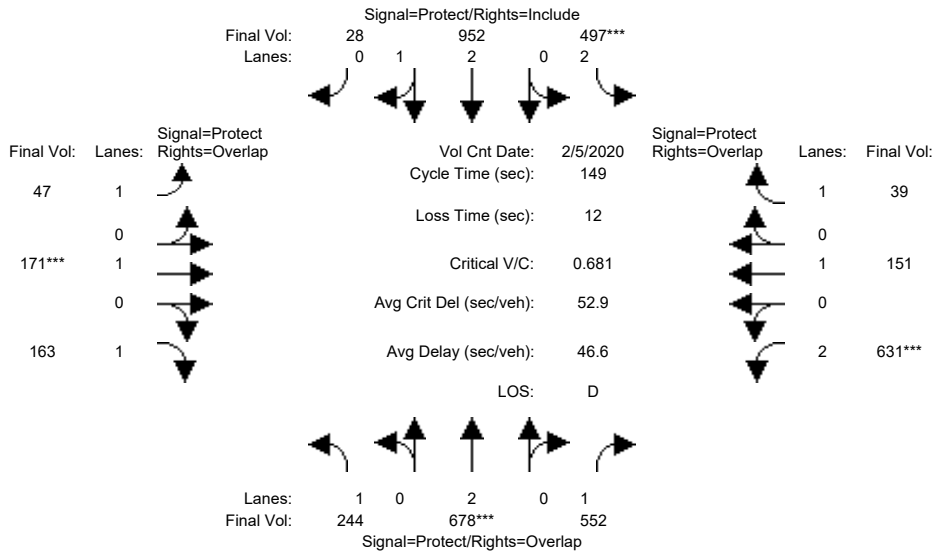


Street Name:	Fair Oaks Ave						Tasman Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	5 Feb 2020 << 8:45 - 9:45											
Base Vol:	134	1480	212	59	317	17	39	184	227	626	104	196
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	134	1480	212	59	317	17	39	184	227	626	104	196
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:	134	1480	212	59	317	17	39	184	227	626	104	196
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	134	1480	212	59	317	17	39	184	227	626	104	196
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	134	1480	212	59	317	17	39	184	227	626	104	196
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	134	1480	212	59	317	17	39	184	227	626	104	196
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	0.98	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.84	0.16	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	5315	285	1750	1900	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.39	0.12	0.02	0.06	0.06	0.02	0.10	0.13	0.20	0.05	0.11
Crit Moves:	****			****			****			****		
Green Time:	44.9	76.2	115.1	7.0	38.3	38.3	19.0	18.9	63.8	38.9	38.8	45.8
Volume/Cap:	0.26	0.78	0.16	0.41	0.24	0.24	0.18	0.78	0.31	0.78	0.22	0.37
Uniform Del:	41.4	31.6	5.4	71.0	45.7	45.7	60.0	65.0	29.9	53.1	45.1	42.3
IncrementDel:	0.3	2.2	0.1	1.9	0.1	0.1	0.4	15.5	0.2	5.0	0.2	0.5
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	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	33.8	5.4	72.9	45.8	45.8	60.4	80.6	30.1	58.2	45.3	42.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.6	33.8	5.4	72.9	45.8	45.8	60.4	80.6	30.1	58.2	45.3	42.8
LOS by Move:	D	C-	A	E	D	D	E	F	C	E+	D	D
HCM2kAvgQ:	5	29	3	2	4	4	2	10	7	16	4	7

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

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

Intersection #34: Fair Oaks Ave & Tasman Dr

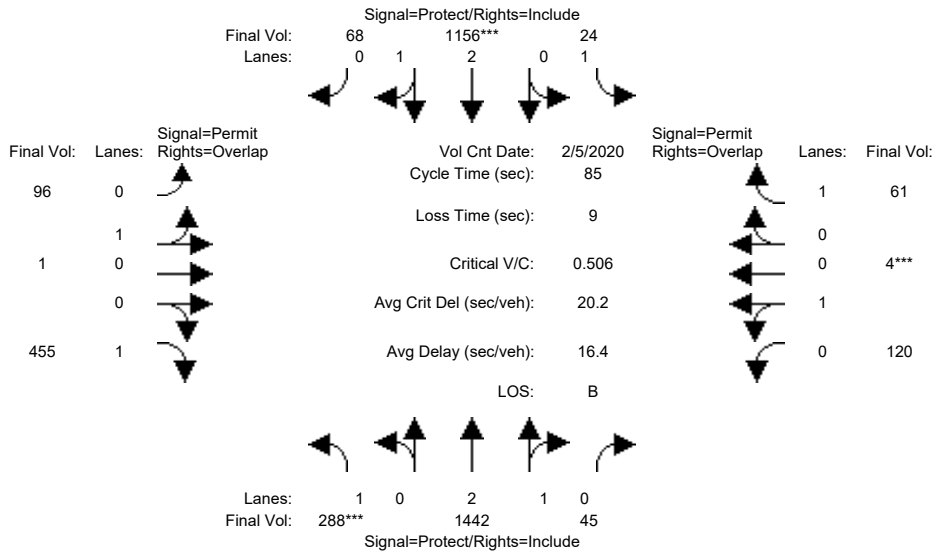


Street Name:	Fair Oaks Ave						Tasman Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Feb 2020 << 5:15 - 6:15												
Base Vol:	244	678	552	497	952	28	47	171	163	631	151	39
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	244	678	552	497	952	28	47	171	163	631	151	39
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:	244	678	552	497	952	28	47	171	163	631	151	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	244	678	552	497	952	28	47	171	163	631	151	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	244	678	552	497	952	28	47	171	163	631	151	39
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	244	678	552	497	952	28	47	171	163	631	151	39
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	0.98	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.91	0.09	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	5440	160	1750	1900	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.18	0.32	0.16	0.18	0.18	0.03	0.09	0.09	0.20	0.08	0.02
Crit Moves:	****			****			****			****		
Green Time:	32.6	39.0	82.8	34.5	40.9	40.9	23.6	19.7	52.3	43.8	39.9	74.4
Volume/Cap:	0.64	0.68	0.57	0.68	0.64	0.64	0.17	0.68	0.27	0.68	0.30	0.04
Uniform Del:	52.8	49.4	21.5	52.2	47.5	47.5	54.2	61.7	34.6	46.4	43.4	19.1
IncrementDel:	3.6	1.9	0.8	2.6	0.9	0.9	0.3	7.4	0.2	2.1	0.3	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	56.4	51.4	22.3	54.9	48.4	48.4	54.5	69.1	34.8	48.5	43.7	19.1
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:	56.4	51.4	22.3	54.9	48.4	48.4	54.5	69.1	34.8	48.5	43.7	19.1
LOS by Move:	E+	D-	C+	D-	D	D	D-	E	C-	D	D	B-
HCM2kAvgQ:	11	14	17	12	13	13	2	9	6	15	5	1

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

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

Intersection #35: Fair Oaks Ave & E Weddell Dr



Street Name:	Fair Oaks Ave						E Weddell Dr					
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:	5 Feb 2020	<<	7:30 - 8:30						
Base Vol:	288	1442	45	24	1156	68	96	1	455	120	4	61
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	288	1442	45	24	1156	68	96	1	455	120	4	61
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	288	1442	45	24	1156	68	96	1	455	120	4	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	288	1442	45	24	1156	68	96	1	455	120	4	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	288	1442	45	24	1156	68	96	1	455	120	4	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	288	1442	45	24	1156	68	96	1	455	120	4	61

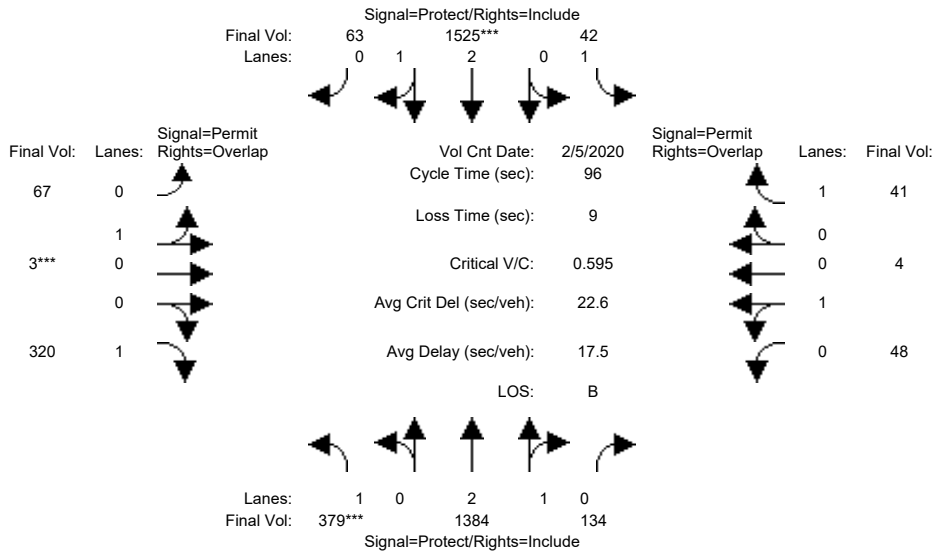
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.91	0.09	1.00	2.83	0.17	0.99	0.01	1.00	0.97	0.03	1.00
Final Sat.:	1750	5430	169	1750	5288	311	1781	19	1750	1742	58	1750

Capacity Analysis Module:												
Vol/Sat:	0.16	0.27	0.27	0.01	0.22	0.22	0.05	0.05	0.26	0.07	0.07	0.03
Crit Moves:	****				****					****		
Green Time:	27.7	49.2	49.2	15.2	36.7	36.7	11.6	11.6	39.3	11.6	11.6	26.8
Volume/Cap:	0.51	0.46	0.46	0.08	0.51	0.51	0.40	0.40	0.56	0.51	0.51	0.11
Uniform Del:	23.1	10.3	10.3	29.0	17.5	17.5	33.5	33.5	16.6	34.1	34.1	20.6
IncrementDel:	0.7	0.1	0.1	0.1	0.2	0.2	1.1	1.1	0.9	1.7	1.7	0.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	23.9	10.4	10.4	29.1	17.7	17.7	34.6	34.6	17.6	35.8	35.8	20.7
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:	23.9	10.4	10.4	29.1	17.7	17.7	34.6	34.6	17.6	35.8	35.8	20.7
LOS by Move:	C	B+	B+	C	B	B	C-	C-	B	D+	D+	C+
HCM2kAvgQ:	6	7	7	1	8	8	3	3	10	4	4	1

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

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

Intersection #35: Fair Oaks Ave & E Weddell Dr



Street Name:	Fair Oaks Ave						E Weddell Dr					
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:	5 Feb 2020	<<	5:00 - 6:00											
Base Vol:	379	1384	134	42	1525	63	67	3	320	48	4	41					
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Initial Bse:	379	1384	134	42	1525	63	67	3	320	48	4	41					
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:	379	1384	134	42	1525	63	67	3	320	48	4	41					
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Volume:	379	1384	134	42	1525	63	67	3	320	48	4	41					
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0					
Reduced Vol:	379	1384	134	42	1525	63	67	3	320	48	4	41					
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Final Volume:	379	1384	134	42	1525	63	67	3	320	48	4	41					

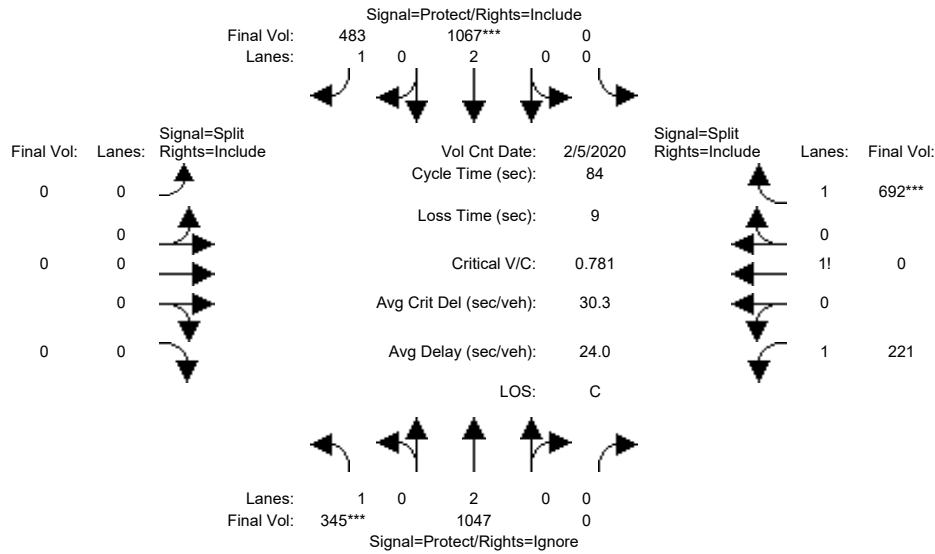
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.73	0.27	1.00	2.88	0.12	0.96	0.04	1.00	0.92	0.08	1.00
Final Sat.:	1750	5105	494	1750	5378	222	1723	77	1750	1662	138	1750

Capacity Analysis Module:												
Vol/Sat:	0.22	0.27	0.27	0.02	0.28	0.28	0.04	0.04	0.18	0.03	0.03	0.02
Crit Moves:	***			****			****					
Green Time:	33.3	60.7	60.7	16.3	43.7	43.7	10.0	10.0	43.3	10.0	10.0	26.3
Volume/Cap:	0.62	0.43	0.43	0.14	0.62	0.62	0.37	0.37	0.41	0.28	0.28	0.09
Uniform Del:	26.1	8.9	8.9	33.9	19.9	19.9	40.1	40.1	17.7	39.7	39.7	25.9
IncrementDel:	2.0	0.1	0.1	0.2	0.5	0.5	1.3	1.3	0.3	0.8	0.8	0.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	28.1	9.0	9.0	34.1	20.4	20.4	41.3	41.3	18.0	40.5	40.5	26.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.1	9.0	9.0	34.1	20.4	20.4	41.3	41.3	18.0	40.5	40.5	26.0
LOS by Move:	C	A	A	C-	C+	C+	D	D	B-	D	D	C
HCM2kAvgQ:	10	7	7	1	12	12	2	2	7	2	2	1

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

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

Intersection #36: Fair Oaks Ave & US 101 NB Ramps



Street Name:	Fair Oaks Ave						US 101 NB Ramps					
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	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	0.0	4.0	4.0	0.0	0.0	0.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	5 Feb 2020	<<	7:30 - 8:30						
Base Vol:	345	1047	0	0	1067	660	0	0	0	221	0	692
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	345	1047	0	0	1067	660	0	0	0	221	0	692
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:	345	1047	0	0	1067	660	0	0	0	221	0	692
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	345	1047	0	0	1067	660	0	0	0	221	0	692
Reduct Vol:	0	0	0	0	0	177	0	0	0	0	0	0
Reduced Vol:	345	1047	0	0	1067	483	0	0	0	221	0	692
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	345	1047	0	0	1067	483	0	0	0	221	0	692

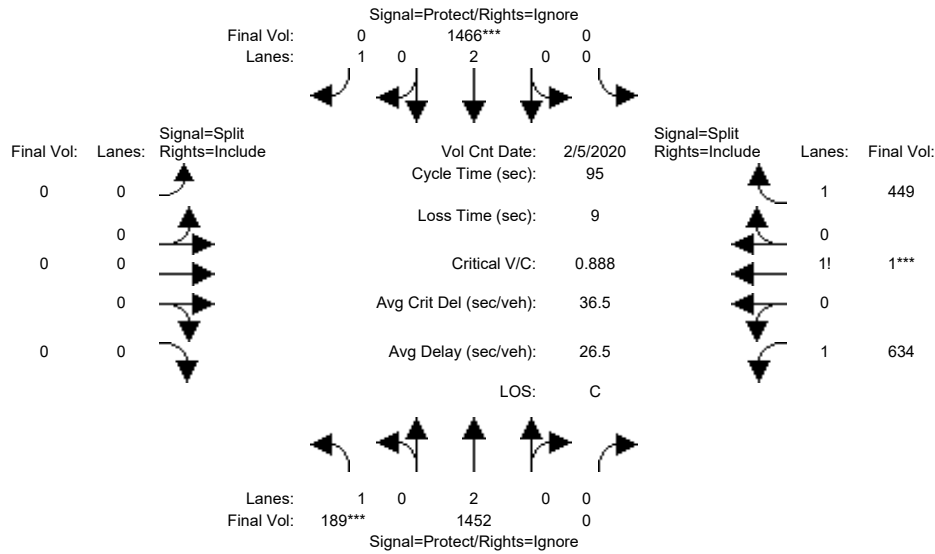
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.95
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	1.25	0.00	1.75
Final Sat.:	1750	3800	0	0	3800	1750	0	0	0	2183	0	3155

Capacity Analysis Module:												
Vol/Sat:	0.20	0.28	0.00	0.00	0.28	0.28	0.00	0.00	0.00	0.10	0.00	0.22
Crit Moves:	***				****							****
Green Time:	21.2	51.4	0.0	0.0	30.2	30.2	0.0	0.0	0.0	23.6	0.0	23.6
Volume/Cap:	0.78	0.45	0.00	0.00	0.78	0.77	0.00	0.00	0.00	0.36	0.00	0.78
Uniform Del:	29.2	8.7	0.0	0.0	24.0	23.8	0.0	0.0	0.0	24.2	0.0	27.8
IncrementDel:	8.7	0.1	0.0	0.0	3.0	5.7	0.0	0.0	0.0	0.1	0.0	3.5
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	38.0	8.9	0.0	0.0	26.9	29.5	0.0	0.0	0.0	24.3	0.0	31.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.0	8.9	0.0	0.0	26.9	29.5	0.0	0.0	0.0	24.3	0.0	31.3
LOS by Move:	D+	A	A	A	C	C	A	A	A	C	A	C
HCM2kAvgQ:	11	7	0	0	13	12	0	0	0	4	0	12

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

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

Intersection #36: Fair Oaks Ave & US 101 NB Ramps

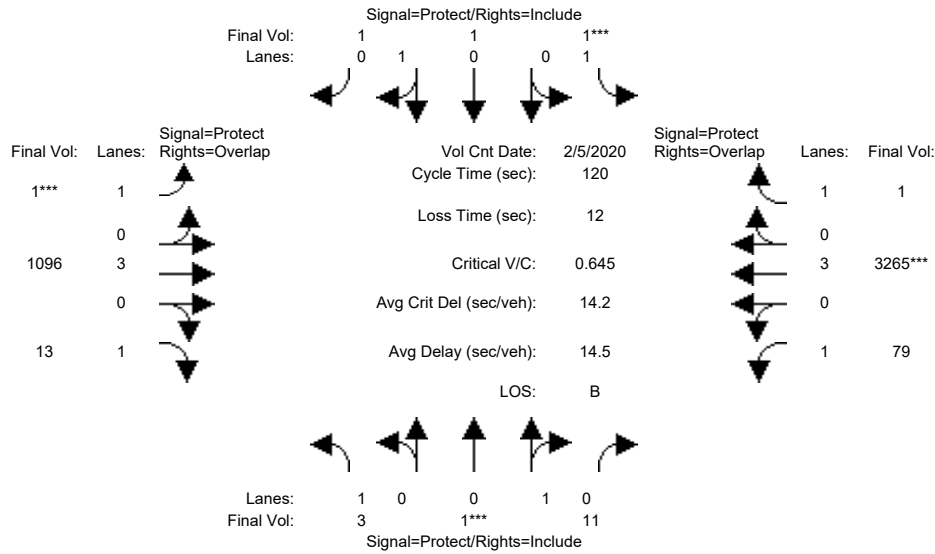


Street Name:	Fair Oaks Ave						US 101 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	0.0	4.0	4.0	0.0	0.0	0.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Feb 2020 << 5:00 - 6:00												
Base Vol:	189	1452	0	0	1466	460	0	0	0	634	1	449
Growth Adj:	1.00	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	1452	0	0	1466	460	0	0	0	634	1	449
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:	189	1452	0	0	1466	460	0	0	0	634	1	449
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	189	1452	0	0	1466	0	0	0	0	634	1	449
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	189	1452	0	0	1466	0	0	0	0	634	1	449
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	189	1452	0	0	1466	0	0	0	0	634	1	449
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	1.58	0.01	1.41
Final Sat.:	1750	3800	0	0	3800	1750	0	0	0	2773	3	2474
Capacity Analysis Module:												
Vol/Sat:	0.11	0.38	0.00	0.00	0.39	0.00	0.00	0.00	0.00	0.23	0.31	0.18
Crit Moves:	***			****						****		
Green Time:	11.6	52.8	0.0	0.0	41.3	0.0	0.0	0.0	0.0	33.2	33.2	33.2
Volume/Cap:	0.89	0.69	0.00	0.00	0.89	0.00	0.00	0.00	0.00	0.65	0.89	0.52
Uniform Del:	41.1	15.1	0.0	0.0	24.7	0.0	0.0	0.0	0.0	26.1	29.2	24.6
IncrementDel:	33.2	1.0	0.0	0.0	6.3	0.0	0.0	0.0	0.0	1.0	8.2	0.2
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00
Delay/Veh:	74.2	16.1	0.0	0.0	31.0	0.0	0.0	0.0	0.0	27.0	37.4	24.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	74.2	16.1	0.0	0.0	31.0	0.0	0.0	0.0	0.0	27.0	37.4	24.8
LOS by Move:	E	B	A	A	C	A	A	A	A	C	D+	C
HCM2kAvgQ:	9	16	0	0	21	0	0	0	0	11	20	8

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

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

Intersection #37: Twin Creeks Dwy & E Caribbean Dr



Street Name:	Twin Creeks Dwy						E Caribbean Dr					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
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:	5 Feb 2020	<<	8:45 - 9:45						
Base Vol:	3	1	11	1	1	1	1	1096	13	79	3265	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	1	11	1	1	1	1	1096	13	79	3265	1
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	1	11	1	1	1	1	1096	13	79	3265	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	1	11	1	1	1	1	1096	13	79	3265	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	1	11	1	1	1	1	1096	13	79	3265	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	3	1	11	1	1	1	1	1096	13	79	3265	1

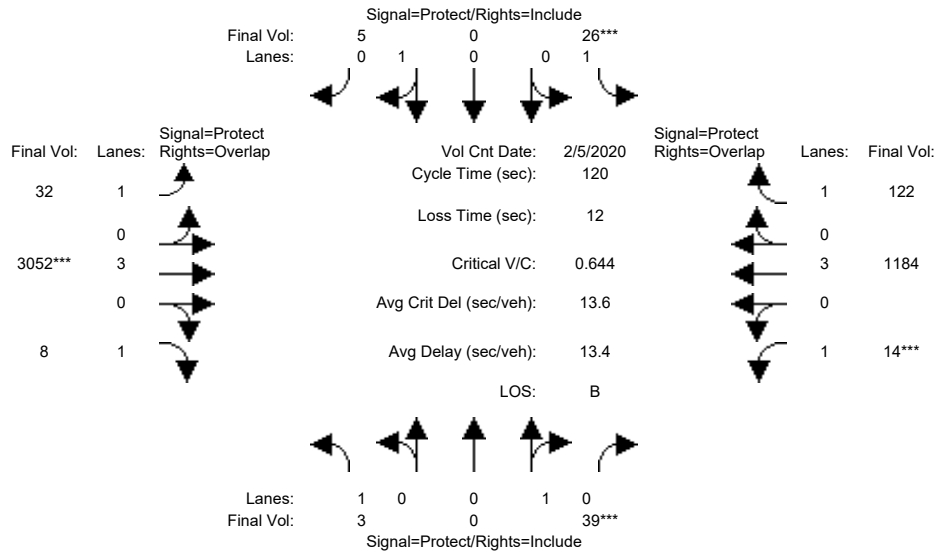
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.08	0.92	1.00	0.50	0.50	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	150	1650	1750	900	900	1750	5700	1750	1750	5700	1750

Capacity Analysis Module:												
Vol/Sat:	0.00	0.01	0.01	0.00	0.00	0.00	0.00	0.19	0.01	0.05	0.57	0.00
Crit Moves:	****			****			****			****		
Green Time:	7.0	10.0	10.0	7.0	10.0	10.0	7.0	69.8	76.8	21.2	84.0	91.0
Volume/Cap:	0.03	0.08	0.08	0.01	0.01	0.01	0.01	0.33	0.01	0.26	0.82	0.00
Uniform Del:	53.3	50.8	50.8	53.2	50.5	50.5	53.2	13.0	7.8	42.6	12.6	3.5
IncrementDel:	0.1	0.2	0.2	0.0	0.0	0.0	0.0	0.1	0.0	0.4	1.4	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	53.4	51.0	51.0	53.3	50.5	50.5	53.3	13.0	7.8	43.1	14.1	3.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.4	51.0	51.0	53.3	50.5	50.5	53.3	13.0	7.8	43.1	14.1	3.5
LOS by Move:	D-	D	D	D-	D	D	D-	B	A	D	B	A
HCM2kAvgQ:	0	0	0	0	0	0	0	7	0	3	29	0

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

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

Intersection #37: Twin Creeks Dwy & E Caribbean Dr



Street Name:	Twin Creeks Dwy						E Caribbean Dr					
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:	5 Feb 2020	<<	4:30 - 5:30												
Base Vol:	3	0	39	26	0	5	32	3052	8	14	1184	122						
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
Initial Bse:	3	0	39	26	0	5	32	3052	8	14	1184	122						
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0						
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0						
Initial Fut:	3	0	39	26	0	5	32	3052	8	14	1184	122						
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
PHF Volume:	3	0	39	26	0	5	32	3052	8	14	1184	122						
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0						
Reduced Vol:	3	0	39	26	0	5	32	3052	8	14	1184	122						
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
Final Volume:	3	0	39	26	0	5	32	3052	8	14	1184	122						

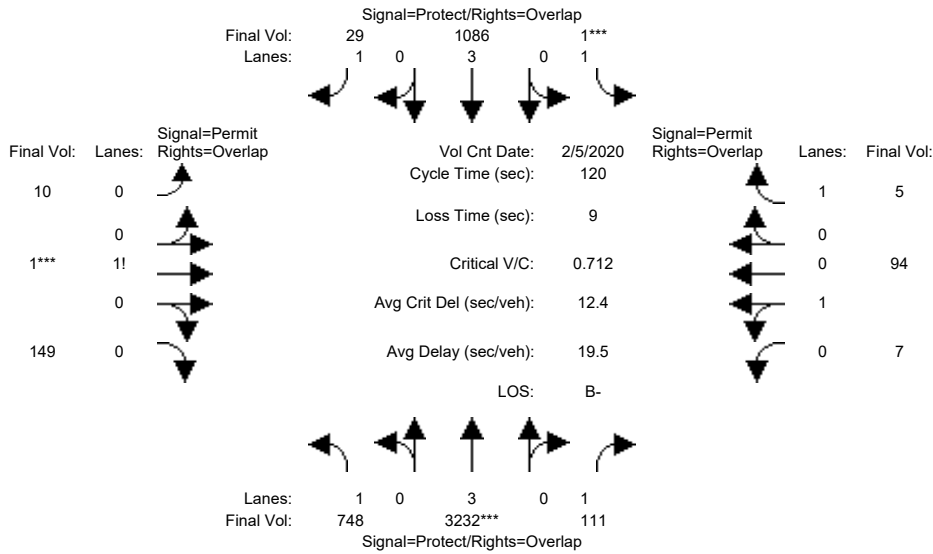
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	1.00	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	0	1800	1750	0	1800	1750	5700	1750	1750	5700	1750

Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.02	0.01	0.00	0.00	0.02	0.54	0.00	0.01	0.21	0.07
Crit Moves:			****	****				****		****		
Green Time:	16.2	0.0	10.0	7.0	0.0	7.0	20.0	84.0	100.2	7.0	71.0	78.0
Volume/Cap:	0.01	0.00	0.26	0.25	0.00	0.05	0.11	0.76	0.01	0.14	0.35	0.11
Uniform Del:	44.9	0.0	51.5	54.0	0.0	53.4	42.5	11.6	1.6	53.6	12.6	7.9
IncrementDel:	0.0	0.0	0.9	1.3	0.0	0.2	0.2	0.9	0.0	0.6	0.1	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	45.0	0.0	52.5	55.3	0.0	53.5	42.7	12.5	1.6	54.2	12.7	7.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.0	0.0	52.5	55.3	0.0	53.5	42.7	12.5	1.6	54.2	12.7	7.9
LOS by Move:	D	A	D-	E+	A	D-	D	B	A	D-	B	A
HCM2kAvgQ:	0	0	2	1	0	0	1	23	0	1	7	2

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

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

Intersection #38: E Carribean Dr & Moffett Park Dr/Baylands Park



Street Name:	E Carribean Dr						Moffett Park Dr/Baylands Park					
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:	5 Feb 2020	<<	8:00 - 9:00						
Base Vol:	748	3232	111	1	1086	29	10	1	149	7	94	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	748	3232	111	1	1086	29	10	1	149	7	94	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	748	3232	111	1	1086	29	10	1	149	7	94	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	748	3232	111	1	1086	29	10	1	149	7	94	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	748	3232	111	1	1086	29	10	1	149	7	94	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	748	3232	111	1	1086	29	10	1	149	7	94	5

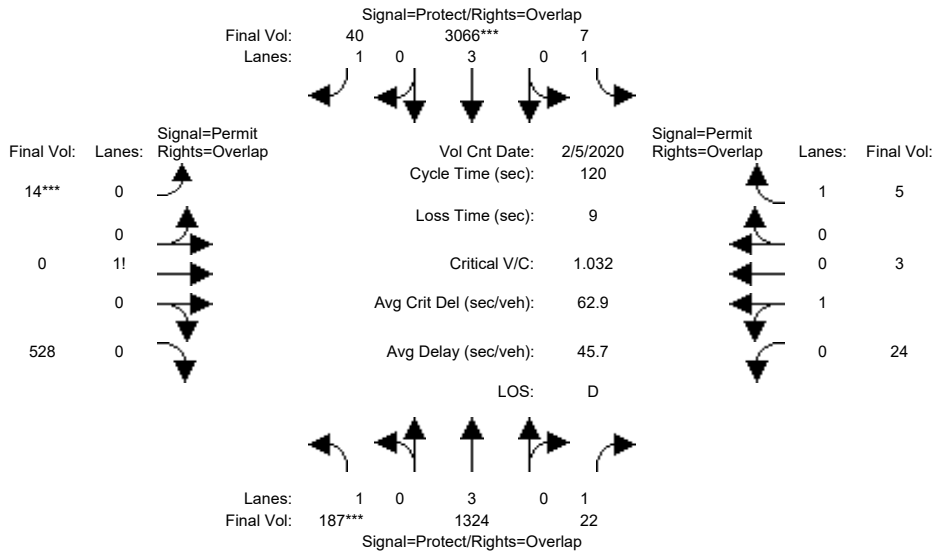
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	0.06	0.01	0.93	0.07	0.93	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	109	11	1630	125	1675	1750

Capacity Analysis Module:												
Vol/Sat:	0.43	0.57	0.06	0.00	0.19	0.02	0.09	0.09	0.09	0.06	0.06	0.00
Crit Moves:	****			****			****					
Green Time:	66.8	89.6	89.6	7.0	29.8	29.8	14.4	14.4	81.2	14.4	14.4	21.4
Volume/Cap:	0.77	0.76	0.08	0.01	0.77	0.07	0.76	0.76	0.14	0.47	0.47	0.02
Uniform Del:	20.6	8.9	4.1	53.2	41.9	34.5	51.1	51.1	6.9	49.2	49.2	40.6
IncrementDel:	3.8	0.8	0.0	0.0	2.6	0.1	14.8	14.8	0.1	1.6	1.6	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	24.4	9.7	4.2	53.3	44.5	34.6	65.9	65.9	6.9	50.8	50.8	40.6
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:	24.4	9.7	4.2	53.3	44.5	34.6	65.9	65.9	6.9	50.8	50.8	40.6
LOS by Move:	C	A	A	D-	D	C-	E	E	A	D	D	D
HCM2kAvgQ:	24	24	1	0	13	1	8	8	2	4	4	0

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

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

Intersection #38: E Carribean Dr & Moffett Park Dr/Baylands Park



Street Name:	E Carribean Dr						Moffett Park Dr/Baylands Park					
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:	5 Feb 2020	<< 4:45 - 5:45
Base Vol:	187 1324 22	7 3066 40	14 0 528	24 3 5
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	187 1324 22	7 3066 40	14 0 528	24 3 5
Added Vol:	0 0 0	0 0 0	0 0 0	0 0 0
PasserByVol:	0 0 0	0 0 0	0 0 0	0 0 0
Initial Fut:	187 1324 22	7 3066 40	14 0 528	24 3 5
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Volume:	187 1324 22	7 3066 40	14 0 528	24 3 5
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	187 1324 22	7 3066 40	14 0 528	24 3 5
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Final Volume:	187 1324 22	7 3066 40	14 0 528	24 3 5

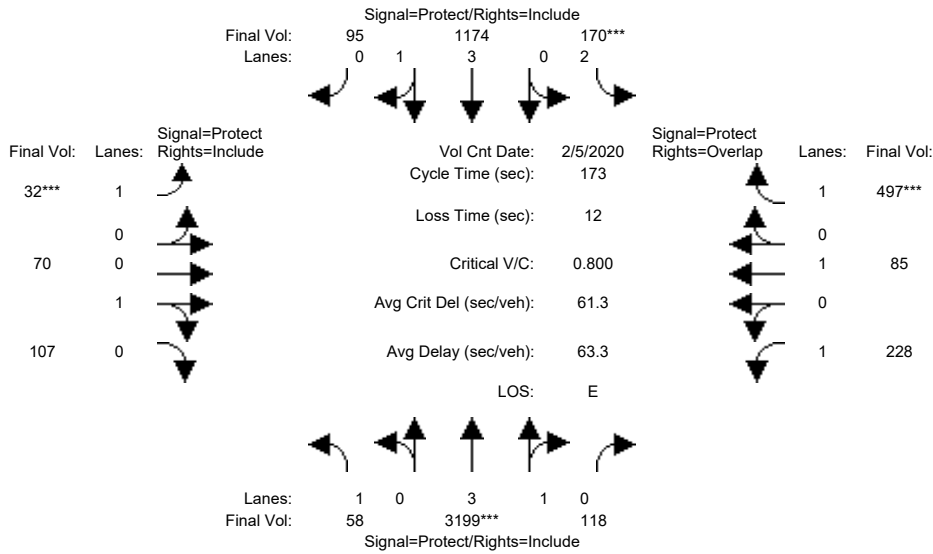
Saturation Flow Module:												
Sat/Lane:	1900 1900 1900	1900 1900 1900	1900 1900 1900	1900 1900 1900								
Adjustment:	0.92 1.00 0.92	0.92 1.00 0.92	0.92 0.92 0.92	0.95 0.95 0.92								
Lanes:	1.00 3.00 1.00	1.00 3.00 1.00	0.03 0.00 0.97	0.89 0.11 1.00								
Final Sat.:	1750 5700 1750	1750 5700 1750	45 0 1705	1600 200 1750								

Capacity Analysis Module:												
Vol/Sat:	0.11 0.23 0.01	0.00 0.54 0.02	0.31 0.00 0.31	0.02 0.02 0.00								
Crit Moves:	***	****	****									
Green Time:	12.4 59.9 59.9	15.1 62.6 62.6	36.0 0.0 48.4	36.0 36.0 51.1								
Volume/Cap:	1.03 0.47 0.03	0.03 1.03 0.04	1.03 0.00 0.77	0.05 0.05 0.01								
Uniform Del:	53.8 19.6 15.2	46.1 28.7 14.1	42.0 0.0 30.9	29.8 29.8 19.9								
IncrementDel:	75.5 0.1 0.0	0.1 25.4 0.0	47.7 0.0 5.1	0.0 0.0 0.0								
InitQueueDel:	0.0 0.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0								
Delay Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 0.00 1.00	1.00 1.00 1.00								
Delay/Veh:	129.2 19.7 15.2	46.1 54.1 14.1	89.7 0.0 36.0	29.9 29.9 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:	129.2 19.7 15.2	46.1 54.1 14.1	89.7 0.0 36.0	29.9 29.9 19.9								
LOS by Move:	F B-	B D D-	B F A D+	C C B-								
HCM2kAvgQ:	12 10 0	0 46 1	29 0 20	1 1 0								

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

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

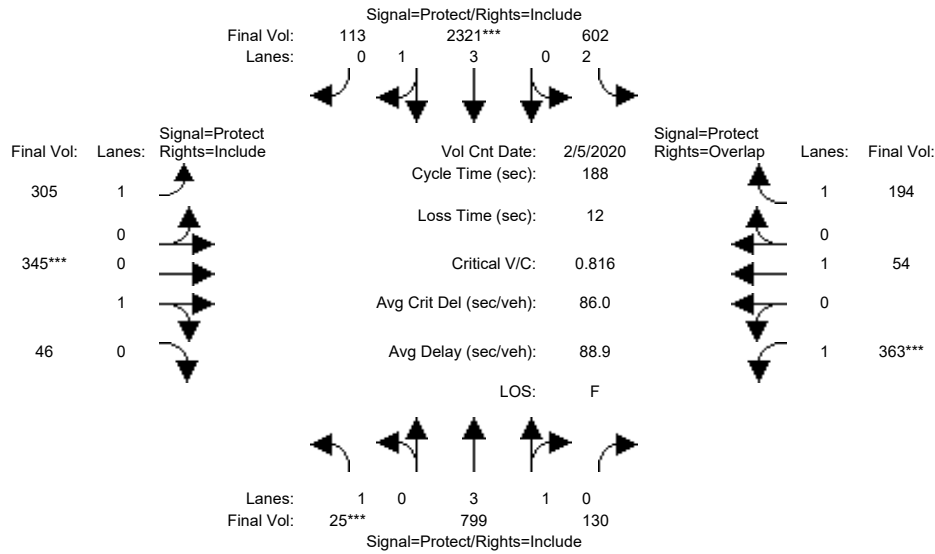
Intersection #39: Lawrence Expwy & Persian Dr/Elko Dr



Street Name:	Lawrence Expwy						Persian Dr/Elko Dr					
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	103	103	13	108	108	14	16	16	16	21	21
Y+R:	5.5	6.2	6.2	5.7	6.2	6.2	5.0	5.8	5.8	5.6	5.3	5.3
Volume Module: >> Count Date: 5 Feb 2020 << 7:45 - 8:45												
Base Vol:	58	3199	118	170	1174	95	32	70	107	228	85	497
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	58	3199	118	170	1174	95	32	70	107	228	85	497
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:	58	3199	118	170	1174	95	32	70	107	228	85	497
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	58	3199	118	170	1174	95	32	70	107	228	85	497
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	3199	118	170	1174	95	32	70	107	228	85	497
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	58	3199	118	170	1174	95	32	70	107	228	85	497
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	0.99	0.95	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	3.85	0.15	2.00	3.69	0.31	1.00	0.40	0.60	1.00	1.00	1.00
Final Sat.:	1750	7233	267	3150	6938	561	1750	712	1088	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.44	0.44	0.05	0.17	0.17	0.02	0.10	0.10	0.13	0.04	0.28
Crit Moves:	****			****			****			****		
Green Time:	8.5	103	102.8	13.3	108	107.8	14.0	16.2	16.2	16.4	20.7	34.0
Volume/Cap:	0.68	0.74	0.74	0.70	0.27	0.27	0.23	1.05	1.05	1.37	0.37	1.44
Uniform Del:	80.9	25.5	25.5	77.9	14.8	14.8	74.4	78.4	78.4	78.3	70.2	69.5
IncrementDel:	19.2	0.7	0.7	8.9	0.0	0.0	0.8	83.4	83.4	201.7	1.0	215.8
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	100.1	26.2	26.2	86.8	14.8	14.8	75.2	162	161.8	280.0	71.2	285.3
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:	100.1	26.2	26.2	86.8	14.8	14.8	75.2	162	161.8	280.0	71.2	285.3
LOS by Move:	F	C	C	F	B	B	E-	F	F	F	E	F
HCM2kAvgQ:	3	30	30	7	7	7	2	14	14	23	4	50

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

Intersection #39: Lawrence Expwy & Persian Dr/Elko Dr



Street Name:	Lawrence Expwy						Persian Dr/Elko Dr					
	North Bound			South Bound			East Bound			West Bound		
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	48	48	42	82	82	24	50	50	24	51	51
Y+R:	5.5	6.2	6.2	5.7	6.2	6.2	5.0	5.8	5.8	5.6	5.3	5.3

Volume Module:	>>	Count	Date:	5 Feb 2020	<<	4:45 - 5:45						
Base Vol:	25	799	130	602	2321	113	305	345	46	363	54	194
Growth Adj:	1.00	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	799	130	602	2321	113	305	345	46	363	54	194
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:	25	799	130	602	2321	113	305	345	46	363	54	194
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	799	130	602	2321	113	305	345	46	363	54	194
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	799	130	602	2321	113	305	345	46	363	54	194
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	25	799	130	602	2321	113	305	345	46	363	54	194

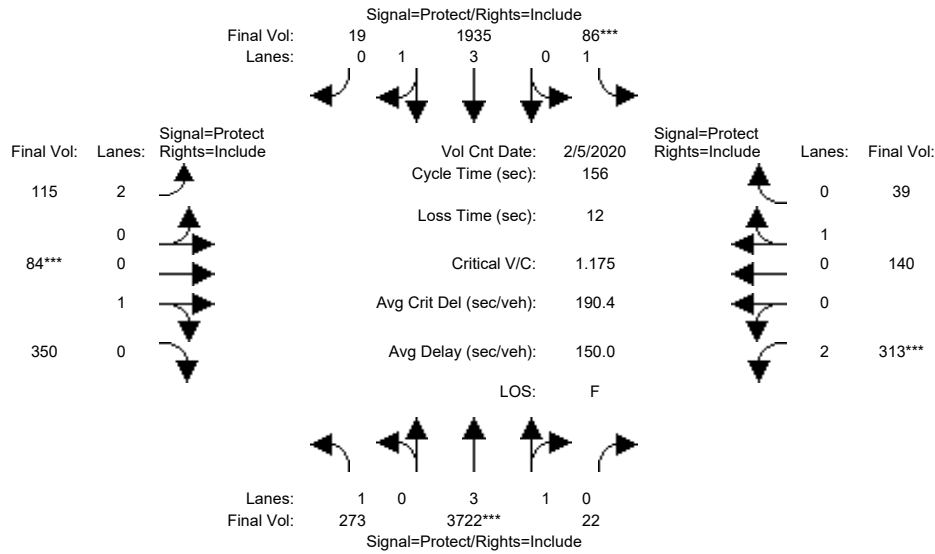
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	0.99	0.95	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	3.42	0.58	2.00	3.81	0.19	1.00	0.88	0.12	1.00	1.00	1.00
Final Sat.:	1750	6449	1049	3150	7151	348	1750	1588	212	1750	1900	1750

Capacity Analysis Module:												
Vol/Sat:	0.01	0.12	0.12	0.19	0.32	0.32	0.17	0.22	0.22	0.21	0.03	0.11
Crit Moves:	***				***			***			***	
Green Time:	9.5	47.8	47.8	42.3	81.8	81.8	24.0	50.2	50.2	24.4	50.7	93.0
Volume/Cap:	0.28	0.49	0.49	0.85	0.75	0.75	1.36	0.81	0.81	1.60	0.11	0.22
Uniform Del:	86.0	59.7	59.7	69.8	44.4	44.4	82.0	64.5	64.5	81.8	51.6	27.0
IncrementDel:	1.8	0.2	0.2	9.5	1.0	1.0	190.2	10.2	10.2	288.9	0.1	0.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	87.7	59.9	59.9	79.3	45.4	45.4	272.2	74.7	74.7	370.7	51.7	27.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	87.7	59.9	59.9	79.3	45.4	45.4	272.2	74.7	74.7	370.7	51.7	27.1
LOS by Move:	F	E+	E+	E-	D	D	F	E	E	F	D-	C
HCM2kAvgQ:	1	11	11	22	30	30	31	24	24	41	2	7

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

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

Intersection #41: Lawrence Expwy & Lakehaven Dr



Street Name:	Lawrence Expwy						Lakehaven Dr					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	33	63	63	13	42	42	12	31	31	26	45	45
Y+R:	6.1	6.2	6.2	5.6	6.2	6.2	5.5	6.0	6.0	5.6	6.1	6.1

Volume Module:	>>	Count	Date:	5 Feb 2020	<<	7:15 - 8:15						
Base Vol:	273	3722	22	86	1935	19	115	84	350	313	140	39
Growth Adj:	1.00	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	3722	22	86	1935	19	115	84	350	313	140	39
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:	273	3722	22	86	1935	19	115	84	350	313	140	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	273	3722	22	86	1935	19	115	84	350	313	140	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	273	3722	22	86	1935	19	115	84	350	313	140	39
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	273	3722	22	86	1935	19	115	84	350	313	140	39

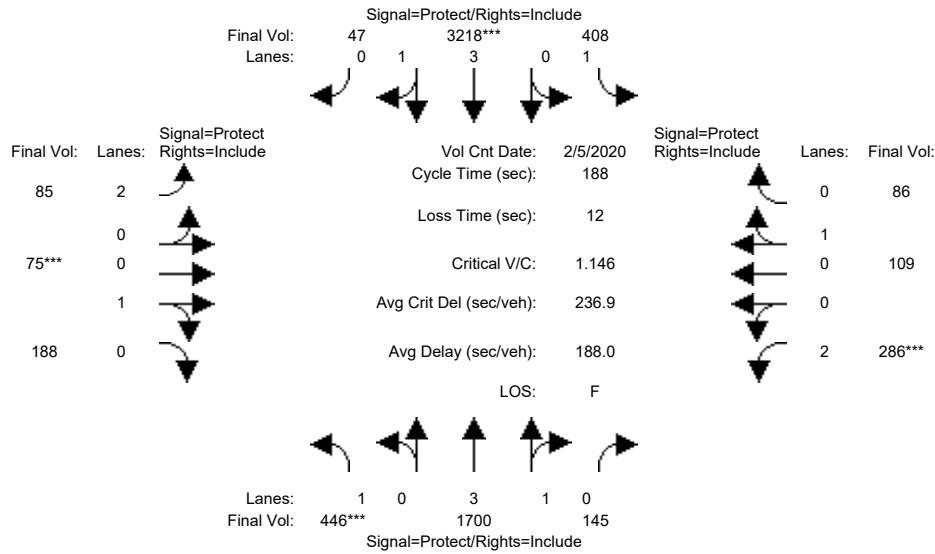
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.99	0.95	0.41	0.38	0.66	0.58	0.38	0.38
Lanes:	1.00	3.98	0.02	1.00	3.96	0.04	2.00	0.30	0.70	2.00	0.78	0.22
Final Sat.:	1750	7456	44	1750	7427	73	1575	213	887	2205	563	157

Capacity Analysis Module:												
Vol/Sat:	0.16	0.50	0.50	0.05	0.26	0.26	0.07	0.39	0.39	0.14	0.25	0.25
Crit Moves:	****			****			****			****		
Green Time:	32.9	62.8	62.8	13.4	41.8	41.8	11.5	31.0	31.0	26.4	44.9	44.9
Volume/Cap:	0.74	1.24	1.24	0.57	0.97	0.97	0.99	1.99	1.99	0.84	0.86	0.86
Uniform Del:	57.5	46.6	46.6	68.5	56.5	56.5	72.2	62.5	62.5	62.7	52.7	52.7
IncramntDel:	7.7	111	111.0	5.2	14.1	14.1	80.5	459	459.3	15.4	29.2	29.2
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.01	1.14	1.14	1.00	1.04	1.04	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	66.0	164	164.0	73.8	73.1	73.1	152.7	522	521.8	78.1	81.8	81.8
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:	66.0	164	164.0	73.8	73.1	73.1	152.7	522	521.8	78.1	81.8	81.8
LOS by Move:	E	F	F	E	E	E	F	F	F	E-	F	F
HCM2kAvgQ:	13	66	66	4	27	27	6	33	57	11	11	11

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

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

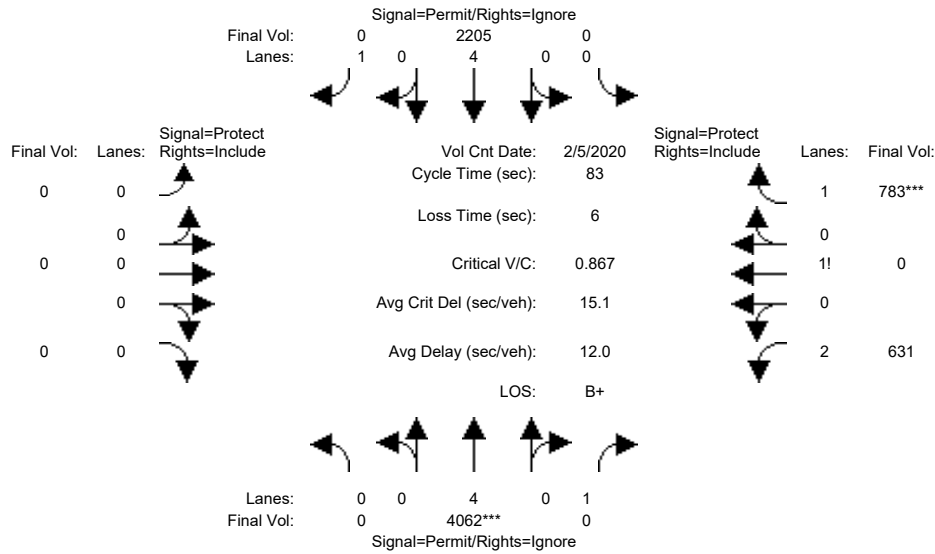
Intersection #41: Lawrence Expwy & Lakehaven Dr



Street Name:	Lawrence Expwy						Lakehaven Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	56	88	88	27	59	59	12	31	31	18	38	38
Y+R:	6.1	6.2	6.2	5.6	6.2	6.2	5.5	6.0	6.0	5.6	6.1	6.1
Volume Module: >> Count Date: 5 Feb 2020 << 5:00 - 6:00												
Base Vol:	446	1700	145	408	3218	47	85	75	188	286	109	86
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	446	1700	145	408	3218	47	85	75	188	286	109	86
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	446	1700	145	408	3218	47	85	75	188	286	109	86
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	446	1700	145	408	3218	47	85	75	188	286	109	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	446	1700	145	408	3218	47	85	75	188	286	109	86
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	446	1700	145	408	3218	47	85	75	188	286	109	86
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.99	0.95	0.41	0.38	0.66	0.58	0.38	0.38
Lanes:	1.00	3.67	0.33	1.00	3.94	0.06	2.00	0.41	0.59	2.00	0.56	0.44
Final Sat.:	1750	6910	589	1750	7392	108	1575	296	742	2205	402	318
Capacity Analysis Module:												
Vol/Sat:	0.25	0.25	0.25	0.23	0.44	0.44	0.05	0.25	0.25	0.13	0.27	0.27
Crit Moves:	***			****			****			****		
Green Time:	55.9	87.8	87.8	27.4	58.8	58.8	11.5	31.0	31.0	18.4	37.9	37.9
Volume/Cap:	0.86	0.53	0.53	1.60	1.39	1.39	0.88	1.54	1.54	1.32	1.34	1.34
Uniform Del:	62.3	35.4	35.4	80.3	64.6	64.6	87.6	78.5	78.5	84.8	75.0	75.0
IncrementDel:	13.3	0.2	0.2	287.7	179	179.0	55.4	269	268.5	174.7	193	193.3
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.99	0.81	0.81	1.00	1.07	1.07	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	74.8	29.0	29.0	368.0	248	248.2	142.9	347	347.0	259.5	268	268.4
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:	74.8	29.0	29.0	368.0	248	248.2	142.9	347	347.0	259.5	268	268.4
LOS by Move:	E	C	C	F	F	F	F	F	F	F	F	F
HCM2kAvgQ:	26	15	15	44	73	73	5	21	35	17	20	20
Note: Queue reported is the number of cars per lane.												

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

Intersection #42: Lawrence Expwy & US 101 NB Ramps

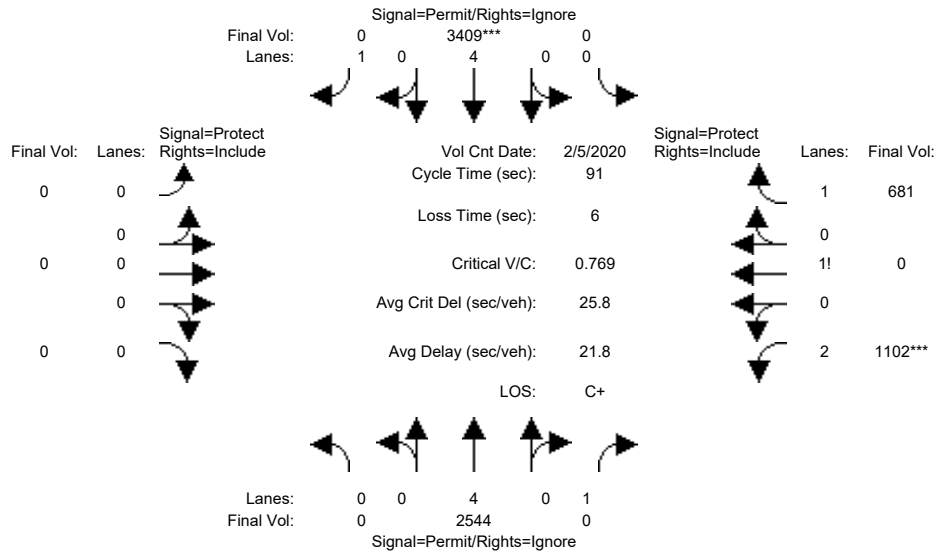


Street Name:	Lawrence Expwy						US 101 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	51	51	0	51	51	0	0	0	21	21	21
Y+R:	0.0	6.2	6.2	0.0	6.2	6.2	0.0	0.0	0.0	5.0	0.0	5.0
Volume Module: >> Count Date: 5 Feb 2020 << 7:30 - 8:30												
Base Vol:	0	4062	0	0	2205	437	0	0	0	631	0	783
Growth Adj:	1.00	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	4062	0	0	2205	437	0	0	0	631	0	783
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	4062	0	0	2205	437	0	0	0	631	0	783
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	4062	0	0	2205	0	0	0	0	631	0	783
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	4062	0	0	2205	0	0	0	0	631	0	783
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	4062	0	0	2205	0	0	0	0	631	0	783
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.81	1.00	0.95
Lanes:	0.00	4.00	1.00	0.00	4.00	1.00	0.00	0.00	0.00	2.39	0.00	1.61
Final Sat.:	0	7600	1750	0	7600	1750	0	0	0	3670	0	2905
Capacity Analysis Module:												
Vol/Sat:	0.00	0.53	0.00	0.00	0.29	0.00	0.00	0.00	0.00	0.17	0.00	0.27
Crit Moves:	****											
Green Time:	0.0	50.8	0.0	0.0	50.8	0.0	0.0	0.0	0.0	21.0	21.0	26.0
Volume/Cap:	0.00	0.87	0.00	0.00	0.47	0.00	0.00	0.00	0.00	0.68	0.00	0.86
Uniform Del:	0.0	13.4	0.0	0.0	8.8	0.0	0.0	0.0	0.0	28.0	0.0	26.8
IncrcmntDel:	0.0	2.1	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.9	0.0	4.9
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.55	0.00	0.00	0.55	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	9.4	0.0	0.0	4.9	0.0	0.0	0.0	0.0	28.9	0.0	31.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	9.4	0.0	0.0	4.9	0.0	0.0	0.0	0.0	28.9	0.0	31.7
LOS by Move:	A	A	A	A	A	A	A	A	A	C	A	C
HCM2kAvgQ:	0	20	0	0	4	0	0	0	0	9	0	15

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

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

Intersection #42: Lawrence Expwy & US 101 NB Ramps

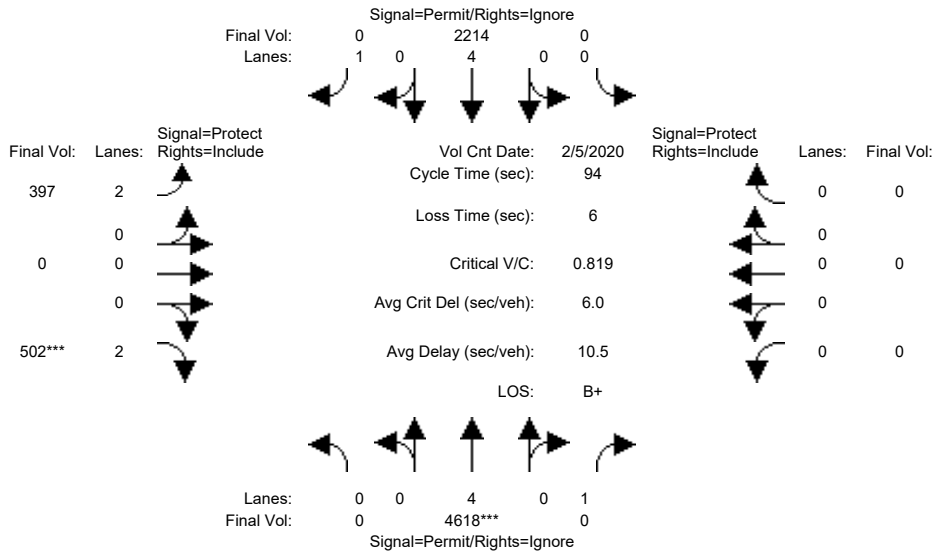


Street Name:	Lawrence Expwy						US 101 NB Ramps						
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Min. Green:	0	56	56	0	56	56	0	0	0	24	24	24	
Y+R:	0.0	6.2	6.2	0.0	6.2	6.2	0.0	0.0	0.0	5.0	0.0	5.0	
Volume Module: >> Count Date: 5 Feb 2020 << 5:00 - 6:00													
Base Vol:	0	2544	0	0	3409	327	0	0	0	1102	0	681	
Growth Adj:	1.00	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	2544	0	0	3409	327	0	0	0	1102	0	681	
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	2544	0	0	3409	327	0	0	0	1102	0	681	
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	0	2544	0	0	3409	0	0	0	0	1102	0	681	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	0	2544	0	0	3409	0	0	0	0	1102	0	681	
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	
Final Volume:	0	2544	0	0	3409	0	0	0	0	1102	0	681	
Saturation Flow Module:													
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.85	1.00	0.92	
Lanes:	0.00	4.00	1.00	0.00	4.00	1.00	0.00	0.00	0.00	2.54	0.00	1.46	
Final Sat.:	0	7600	1750	0	7600	1750	0	0	0	4085	0	2555	
Capacity Analysis Module:													
Vol/Sat:	0.00	0.33	0.00	0.00	0.45	0.00	0.00	0.00	0.00	0.27	0.00	0.27	
Crit Moves:							****						
Green Time:	0.0	55.8	0.0	0.0	55.8	0.0	0.0	0.0	0.0	24.0	24.0	24.0	
Volume/Cap:	0.00	0.55	0.00	0.00	0.73	0.00	0.00	0.00	0.00	1.02	0.00	1.01	
Uniform Del:	0.0	10.2	0.0	0.0	12.3	0.0	0.0	0.0	0.0	33.5	0.0	33.5	
IncrementDel:	0.0	0.1	0.0	0.0	0.6	0.0	0.0	0.0	0.0	27.6	0.0	24.1	
InitQueueDel:	0.0	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	1.42	0.00	0.00	0.54	0.00	0.00	0.00	0.00	1.00	0.00	1.00	
Delay/Veh:	0.0	14.7	0.0	0.0	7.3	0.0	0.0	0.0	0.0	61.1	0.0	57.6	
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	14.7	0.0	0.0	7.3	0.0	0.0	0.0	0.0	61.1	0.0	57.6	
LOS by Move:	A	B	A	A	A	A	A	A	A	E	A	E+	
HCM2kAvgQ:	0	13	0	0	10	0	0	0	0	22	0	21	

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

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

Intersection #43: Lawrence Expwy & US 101 SB Ramps

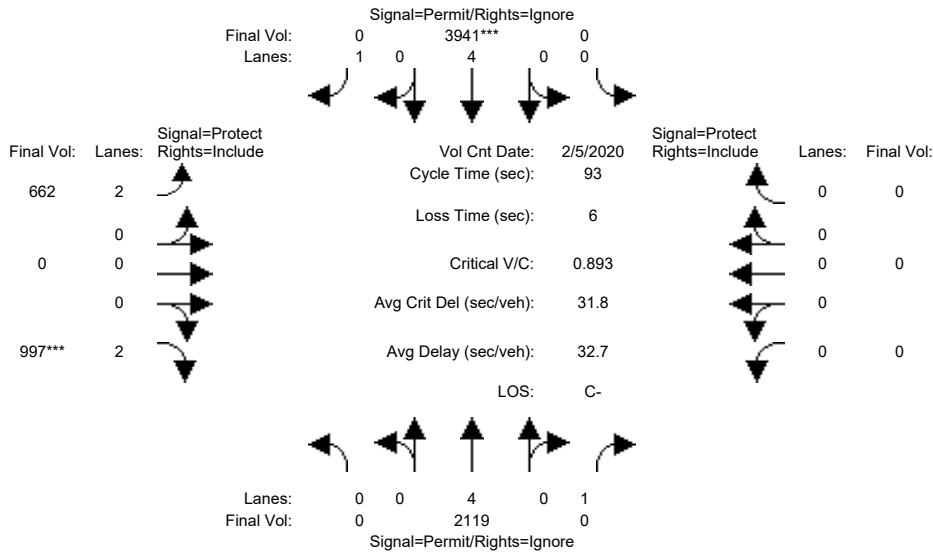


Street Name:	Lawrence Expwy						US 101 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	69	69	0	51	51	13	13	13	0	0	0
Y+R:	0.0	6.2	6.2	0.0	6.2	6.2	5.5	0.0	5.5	0.0	0.0	0.0
Volume Module: >> Count Date: 5 Feb 2020 << 8:00 - 9:00												
Base Vol:	0	4618	277	0	2214	0	397	0	502	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	4618	277	0	2214	0	397	0	502	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	4618	277	0	2214	0	397	0	502	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	4618	0	0	2214	0	397	0	502	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	4618	0	0	2214	0	397	0	502	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	4618	0	0	2214	0	397	0	502	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	4.00	1.00	0.00	4.00	1.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	7600	1750	0	7600	1750	3150	0	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.61	0.00	0.00	0.29	0.00	0.13	0.00	0.16	0.00	0.00	0.00
Crit Moves:	****						****					
Green Time:	0.0	68.8	0.0	0.0	50.8	0.0	12.5	12.5	19.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.83	0.00	0.00	0.54	0.00	0.95	0.00	0.79	0.00	0.00	0.00
Uniform Del:	0.0	8.6	0.0	0.0	14.0	0.0	40.4	0.0	35.6	0.0	0.0	0.0
IncrementDel:	0.0	1.1	0.0	0.0	0.1	0.0	30.8	0.0	6.5	0.0	0.0	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.10	0.00	0.00	0.70	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	2.0	0.0	0.0	9.9	0.0	71.3	0.0	42.1	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	2.0	0.0	0.0	9.9	0.0	71.3	0.0	42.1	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	E	A	D	A	A	A
HCM2kAvgQ:	0	8	0	0	8	0	11	0	10	0	0	0

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

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

Intersection #43: Lawrence Expwy & US 101 SB Ramps

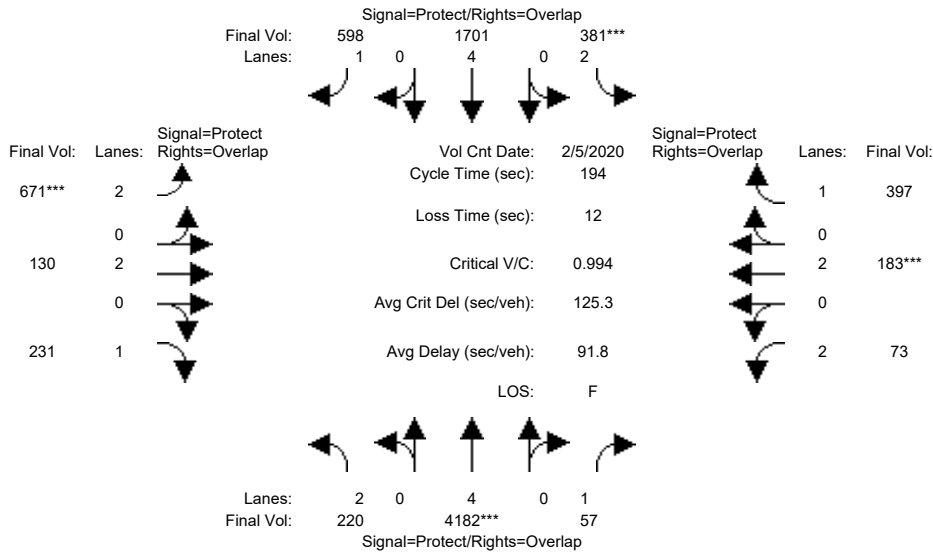


Street Name:	Lawrence Expwy						US 101 SB Ramps					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	65	65	0	48	48	17	17	17	0	0	0
Y+R:	0.0	6.2	6.2	0.0	6.2	6.2	5.5	0.0	5.5	0.0	0.0	0.0
Volume Module: >> Count Date: 5 Feb 2020 << 4:30 - 5:30												
Base Vol:	0	2119	220	0	3941	0	662	0	997	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2119	220	0	3941	0	662	0	997	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2119	220	0	3941	0	662	0	997	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2119	0	0	3941	0	662	0	997	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2119	0	0	3941	0	662	0	997	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	2119	0	0	3941	0	662	0	997	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	4.00	1.00	0.00	4.00	1.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	7600	1750	0	7600	1750	3150	0	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.00	0.00	0.52	0.00	0.21	0.00	0.32	0.00	0.00	0.00
Crit Moves:				****			****					
Green Time:	0.0	64.8	0.0	0.0	47.8	0.0	16.5	16.5	39.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.40	0.00	0.00	1.01	0.00	1.18	0.00	0.75	0.00	0.00	0.00
Uniform Del:	0.0	5.9	0.0	0.0	22.6	0.0	38.3	0.0	22.9	0.0	0.0	0.0
IncrementDel:	0.0	0.0	0.0	0.0	16.6	0.0	100.2	0.0	2.5	0.0	0.0	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.27	0.00	0.00	0.74	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	1.6	0.0	0.0	33.4	0.0	138.5	0.0	25.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	1.6	0.0	0.0	33.4	0.0	138.5	0.0	25.5	0.0	0.0	0.0
LOS by Move:	A	A	A	A	C-	A	F	A	C	A	A	A
HCM2kAvgQ:	0	2	0	0	37	0	22	0	16	0	0	0

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

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

Intersection #44: Lawrence Expwy & E Duane Ave/Oakmead Pkwy



Street Name:	Lawrence Expwy						E Duane Ave/Oakmead Pkwy					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	20	99	99	21	100	100	24	36	36	15	26	26
Y+R:	6.4	6.2	6.2	6.3	6.2	6.2	5.6	5.5	5.5	5.6	5.6	5.6

Volume Module:	>>	Count	Date:	5 Feb 2020	<<	7:45 AM - 8:45 AM						
Base Vol:	220	4182	57	381	1701	598	671	130	231	73	183	397
Growth Adj:	1.00	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	4182	57	381	1701	598	671	130	231	73	183	397
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:	220	4182	57	381	1701	598	671	130	231	73	183	397
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	220	4182	57	381	1701	598	671	130	231	73	183	397
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	220	4182	57	381	1701	598	671	130	231	73	183	397
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	220	4182	57	381	1701	598	671	130	231	73	183	397

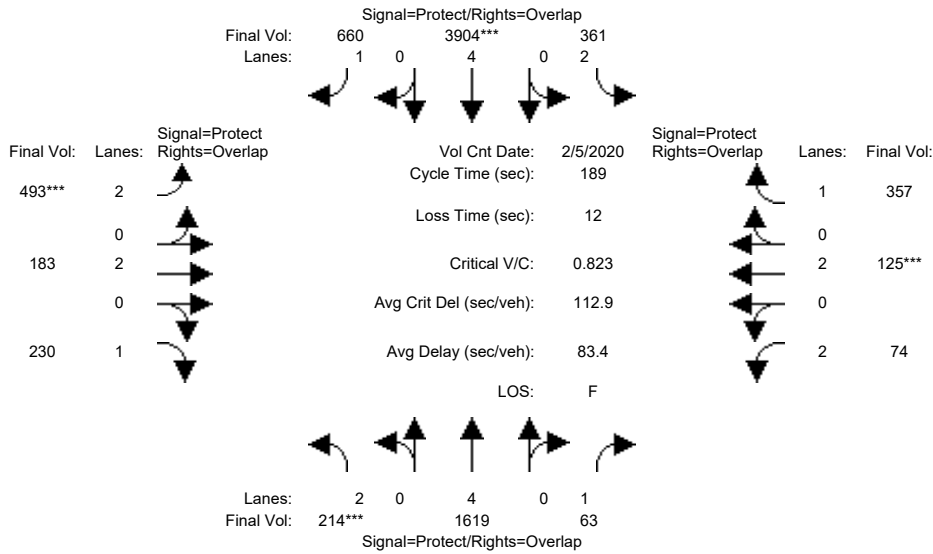
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	7600	1750	3150	7600	1750	3150	3800	1750	3150	3800	1750

Capacity Analysis Module:												
Vol/Sat:	0.07	0.55	0.03	0.12	0.22	0.34	0.21	0.03	0.13	0.02	0.05	0.23
Crit Moves:	****			****			****			****		
Green Time:	19.6	98.8	114.2	20.7	99.8	124.2	24.4	35.5	55.1	15.4	26.4	47.1
Volume/Cap:	0.69	1.08	0.06	1.13	0.44	0.53	1.69	0.19	0.46	0.29	0.35	0.93
Uniform Del:	84.3	47.6	17.0	86.7	29.5	19.1	84.8	67.0	57.3	84.2	76.1	71.9
IncrcmntDel:	6.4	41.6	0.0	90.3	0.1	0.5	322.7	0.1	0.7	0.7	0.4	27.8
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.75	0.60	1.00	0.74	0.47	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	90.7	77.4	10.2	177.0	22.0	9.4	407.5	67.2	58.0	84.8	76.5	99.7
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:	90.7	77.4	10.2	177.0	22.0	9.4	407.5	67.2	58.0	84.8	76.5	99.7
LOS by Move:	F	E-	B+	F	C+	A	F	E	E+	F	E-	F
HCM2kAvgQ:	7	67	1	20	11	11	45	3	12	3	5	28

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

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

Intersection #44: Lawrence Expwy & E Duane Ave/Oakmead Pkwy



Street Name:	Lawrence Expwy						E Duane Ave/Oakmead Pkwy					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	22	79	79	29	86	86	32	48	48	10	25	25
Y+R:	6.4	6.2	6.2	6.3	6.2	6.2	5.6	5.5	5.5	5.6	5.6	5.6

Volume Module:	>>	Count	Date:	5 Feb 2020	<<	4:30 - 5:30						
Base Vol:	214	1619	63	361	3904	660	493	183	230	74	125	357
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	214	1619	63	361	3904	660	493	183	230	74	125	357
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:	214	1619	63	361	3904	660	493	183	230	74	125	357
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	214	1619	63	361	3904	660	493	183	230	74	125	357
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	214	1619	63	361	3904	660	493	183	230	74	125	357
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	214	1619	63	361	3904	660	493	183	230	74	125	357

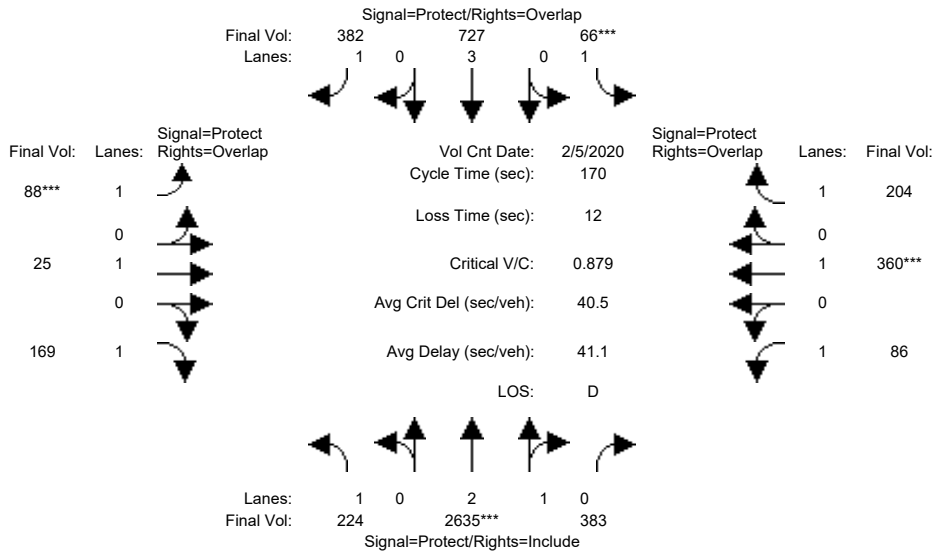
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	7600	1750	3150	7600	1750	3150	3800	1750	3150	3800	1750

Capacity Analysis Module:												
Vol/Sat:	0.07	0.21	0.04	0.11	0.51	0.38	0.16	0.05	0.13	0.02	0.03	0.20
Crit Moves:	***			****			****			****		
Green Time:	21.5	78.4	88.7	28.6	85.4	117.6	32.2	47.2	68.7	10.3	25.3	53.8
Volume/Cap:	0.60	0.51	0.08	0.76	1.14	0.61	0.92	0.19	0.36	0.43	0.25	0.72
Uniform Del:	79.6	41.1	27.6	76.9	51.8	21.7	77.1	55.8	44.1	86.5	73.3	60.7
IncrementDel:	2.8	0.1	0.0	6.9	65.9	1.0	20.8	0.1	0.4	1.7	0.3	4.9
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.88	0.81	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	82.4	36.3	22.4	83.9	118	22.7	97.9	55.9	44.4	88.2	73.6	65.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	82.4	36.3	22.4	83.9	118	22.7	97.9	55.9	44.4	88.2	73.6	65.7
LOS by Move:	F	D+	C+	F	F	C+	F	E+	D	F	E	E
HCM2kAvgQ:	7	14	1	13	72	24	20	4	10	3	3	21

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

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

Intersection #48: Mathilda Ave & California Ave

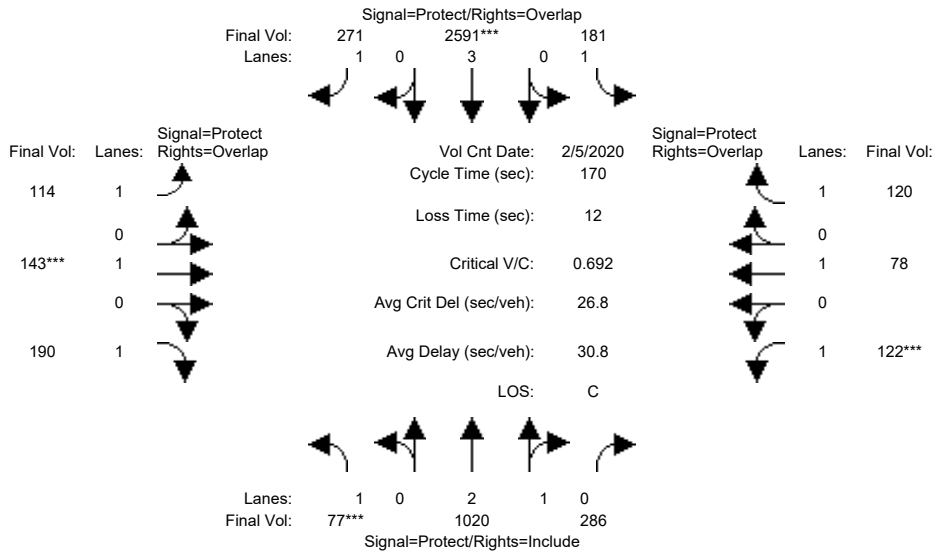


Street Name:	Mathilda Ave						California Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Feb 2020 << 8:15 - 9:15												
Base Vol:	224	2635	383	66	727	382	88	25	169	86	360	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:	224	2635	383	66	727	382	88	25	169	86	360	204
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:	224	2635	383	66	727	382	88	25	169	86	360	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	224	2635	383	66	727	382	88	25	169	86	360	204
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	224	2635	383	66	727	382	88	25	169	86	360	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
Final Volume:	224	2635	383	66	727	382	88	25	169	86	360	204
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.61	0.39	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	4888	711	1750	5700	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.54	0.54	0.04	0.13	0.22	0.05	0.01	0.10	0.05	0.19	0.12
Crit Moves:	****			****			****			****		
Green Time:	48.3	104	104.3	7.3	63.3	73.1	9.7	25.3	73.5	21.1	36.7	44.0
Volume/Cap:	0.45	0.88	0.88	0.88	0.34	0.51	0.88	0.09	0.22	0.40	0.88	0.45
Uniform Del:	50.0	27.5	27.5	80.9	38.3	35.3	79.5	62.4	30.3	68.6	64.5	52.9
IncrementDel:	0.7	2.9	2.9	64.2	0.1	0.6	53.1	0.1	0.2	1.2	19.0	0.7
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	50.6	30.4	30.4	145.1	38.4	35.9	132.7	62.6	30.4	69.8	83.5	53.6
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:	50.6	30.4	30.4	145.1	38.4	35.9	132.7	62.6	30.4	69.8	83.5	53.6
LOS by Move:	D	C	C	F	D+	D+	F	E	C	E	F	D-
HCM2kAvgQ:	10	44	44	4	9	15	7	1	6	5	21	10

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

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

Intersection #48: Mathilda Ave & California Ave

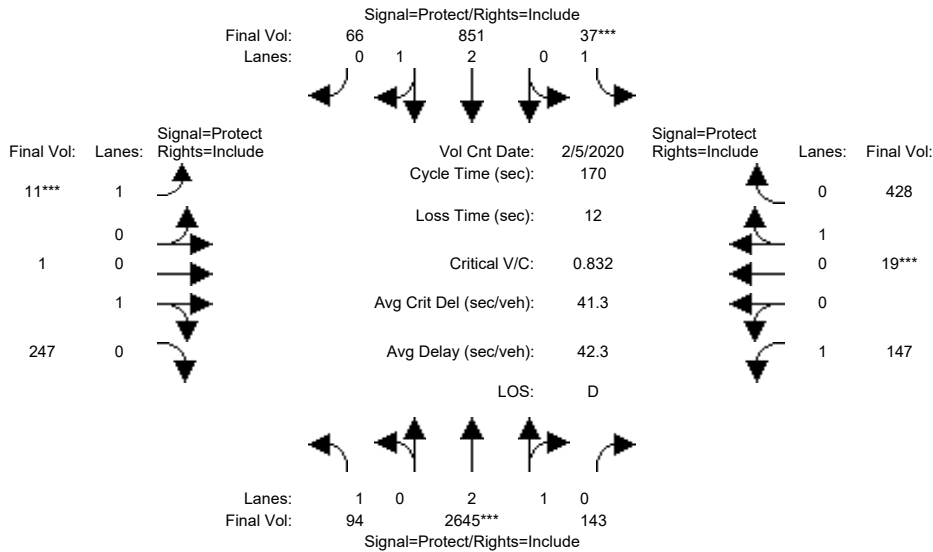


Street Name:	Mathilda Ave						California Ave					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Feb 2020 << 5:15 - 6:15												
Base Vol:	77	1020	286	181	2591	271	114	143	190	122	78	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	77	1020	286	181	2591	271	114	143	190	122	78	120
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:	77	1020	286	181	2591	271	114	143	190	122	78	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	77	1020	286	181	2591	271	114	143	190	122	78	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	1020	286	181	2591	271	114	143	190	122	78	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	77	1020	286	181	2591	271	114	143	190	122	78	120
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.32	0.68	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	4372	1226	1750	5700	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.23	0.23	0.10	0.45	0.15	0.07	0.08	0.11	0.07	0.04	0.07
Crit Moves:	***			****			****			****		
Green Time:	10.8	84.8	84.8	37.6	112	130.3	18.7	18.5	29.3	17.1	16.9	54.5
Volume/Cap:	0.69	0.47	0.47	0.47	0.69	0.20	0.59	0.69	0.63	0.69	0.41	0.21
Uniform Del:	78.0	27.8	27.8	57.5	18.4	5.5	72.0	73.0	65.3	73.9	71.9	42.1
IncrementDel:	17.1	0.1	0.1	0.9	0.6	0.1	4.9	9.7	4.3	11.2	1.5	0.2
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	95.1	28.0	28.0	58.4	19.0	5.6	76.9	82.7	69.6	85.1	73.4	42.3
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:	95.1	28.0	28.0	58.4	19.0	5.6	76.9	82.7	69.6	85.1	73.4	42.3
LOS by Move:	F	C	C	E+	B-	A	E-	F	E	F	E	D
HCM2kAvgQ:	4	14	14	8	26	4	7	8	11	8	4	5

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

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

Intersection #49: Mathilda Ave & Indio Way

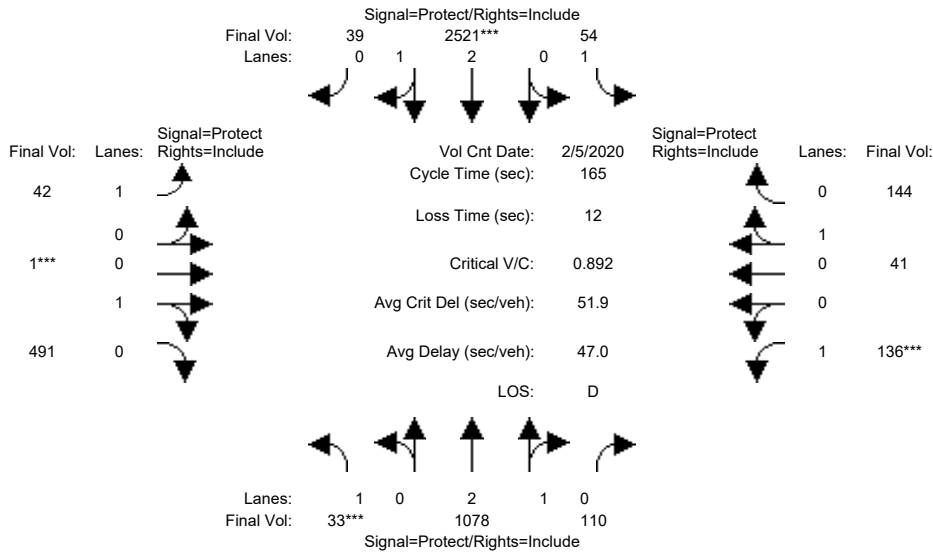


Street Name:	Mathilda Ave						Indio Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Feb 2020 << 8:15 - 9:15												
Base Vol:	94	2645	143	37	851	66	11	1	247	147	19	428
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	94	2645	143	37	851	66	11	1	247	147	19	428
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:	94	2645	143	37	851	66	11	1	247	147	19	428
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	94	2645	143	37	851	66	11	1	247	147	19	428
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	2645	143	37	851	66	11	1	247	147	19	428
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	94	2645	143	37	851	66	11	1	247	147	19	428
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	2.84	0.16	1.00	2.78	0.22	1.00	0.01	0.99	1.00	0.04	0.96
Final Sat.:	1750	5312	287	1750	5196	403	1750	7	1793	1750	77	1723
Capacity Analysis Module:												
Vol/Sat:	0.05	0.50	0.50	0.02	0.16	0.16	0.01	0.14	0.14	0.08	0.25	0.25
Crit Moves:	****			****			****			****		
Green Time:	25.5	96.1	96.1	7.0	77.6	77.6	7.0	34.1	34.1	20.8	47.9	47.9
Volume/Cap:	0.36	0.88	0.88	0.51	0.36	0.36	0.15	0.69	0.69	0.69	0.88	0.88
Uniform Del:	64.9	32.0	32.0	79.8	30.0	30.0	78.6	63.0	63.0	71.5	58.3	58.3
IncrcmntDel:	0.8	3.2	3.2	6.2	0.1	0.1	1.0	5.4	5.4	9.0	16.3	16.3
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	65.8	35.2	35.2	86.0	30.1	30.1	79.6	68.4	68.4	80.4	74.6	74.6
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:	65.8	35.2	35.2	86.0	30.1	30.1	79.6	68.4	68.4	80.4	74.6	74.6
LOS by Move:	E	D+	D+	F	C	C	E-	E	E	F	E	E
HCM2kAvgQ:	4	41	41	2	10	10	1	13	13	9	26	26

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

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

Intersection #49: Mathilda Ave & Indio Way

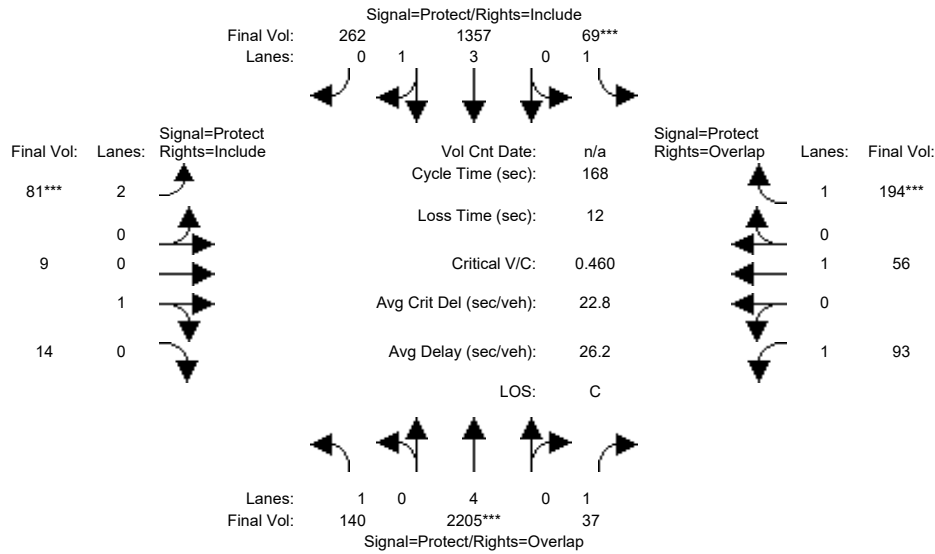


Street Name:	Mathilda Ave						Indio Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Feb 2020 << 5:00 - 6:00												
Base Vol:	33	1078	110	54	2521	39	42	1	491	136	41	144
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	1078	110	54	2521	39	42	1	491	136	41	144
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	33	1078	110	54	2521	39	42	1	491	136	41	144
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	33	1078	110	54	2521	39	42	1	491	136	41	144
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	1078	110	54	2521	39	42	1	491	136	41	144
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	33	1078	110	54	2521	39	42	1	491	136	41	144
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	2.71	0.29	1.00	2.95	0.05	1.00	0.01	0.99	1.00	0.22	0.78
Final Sat.:	1750	5081	518	1750	5515	85	1750	4	1796	1750	399	1401
Capacity Analysis Module:												
Vol/Sat:	0.02	0.21	0.21	0.03	0.46	0.46	0.02	0.27	0.27	0.08	0.10	0.10
Crit Moves:	***			***			***			***		
Green Time:	7.0	74.7	74.7	14.9	82.6	82.6	18.5	49.4	49.4	14.0	44.9	44.9
Volume/Cap:	0.44	0.47	0.47	0.34	0.91	0.91	0.21	0.91	0.91	0.91	0.38	0.38
Uniform Del:	77.1	31.4	31.4	70.4	37.9	37.9	66.6	55.7	55.7	74.9	48.7	48.7
IncrementDel:	4.2	0.1	0.1	1.3	5.2	5.2	0.5	20.0	20.0	48.8	0.5	0.5
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	81.3	31.5	31.5	71.7	43.1	43.1	67.2	75.8	75.8	123.7	49.2	49.2
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:	81.3	31.5	31.5	71.7	43.1	43.1	67.2	75.8	75.8	123.7	49.2	49.2
LOS by Move:	F	C	C	E	D	D	E	E-	E-	F	D	D
HCM2kAvgQ:	2	14	14	3	40	40	2	29	29	10	8	8

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

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

Intersection #50: Mathilda Ave & Almanor Ave



Street Name:	Mathilda Ave						Almanor Ave					
	North Bound			South Bound			East Bound			West Bound		
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:	140	2205	37	69	1357	262	81	9	14	93	56	194
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	2205	37	69	1357	262	81	9	14	93	56	194
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:	140	2205	37	69	1357	262	81	9	14	93	56	194
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	140	2205	37	69	1357	262	81	9	14	93	56	194
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	2205	37	69	1357	262	81	9	14	93	56	194
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	140	2205	37	69	1357	262	81	9	14	93	56	194

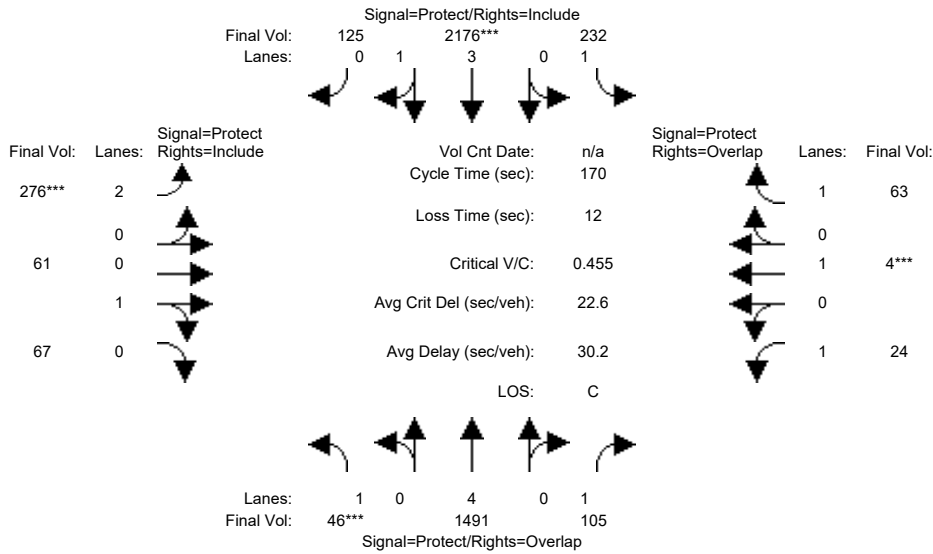
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.99	0.95	0.83	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	4.00	1.00	1.00	3.33	0.67	2.00	0.39	0.61	1.00	1.00	1.00
Final Sat.:	1750	7600	1750	1750	6284	1213	3150	704	1096	1750	1900	1750

Capacity Analysis Module:												
Vol/Sat:	0.08	0.29	0.02	0.04	0.22	0.22	0.03	0.01	0.01	0.05	0.03	0.11
Crit Moves:	****			****			****			****		
Green Time:	32.6	106	122.4	14.4	87.9	87.9	9.4	18.3	18.3	16.4	25.3	39.7
Volume/Cap:	0.41	0.46	0.03	0.46	0.41	0.41	0.46	0.12	0.12	0.55	0.20	0.47
Uniform Del:	59.3	16.1	6.3	73.1	24.3	24.3	76.8	67.5	67.5	72.3	62.4	55.1
IncemntDel:	0.8	0.1	0.0	2.2	0.1	0.1	1.9	0.3	0.3	3.6	0.3	0.8
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	60.2	16.1	6.3	75.3	24.4	24.4	78.7	67.8	67.8	75.9	62.8	55.9
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:	60.2	16.1	6.3	75.3	24.4	24.4	78.7	67.8	67.8	75.9	62.8	55.9
LOS by Move:	E	B	A	E-	C	C	E-	E	E	E-	E	E+
HCM2kAvgQ:	6	14	1	4	12	12	3	1	1	6	3	9

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

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

Intersection #50: Mathilda Ave & Almanor Ave



Street Name:	Mathilda Ave						Almanor Ave					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	46	1491	105	232	2176	125	276	61	67	24	4	63
Growth Adj:	1.00	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	1491	105	232	2176	125	276	61	67	24	4	63
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	46	1491	105	232	2176	125	276	61	67	24	4	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	46	1491	105	232	2176	125	276	61	67	24	4	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	1491	105	232	2176	125	276	61	67	24	4	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	46	1491	105	232	2176	125	276	61	67	24	4	63

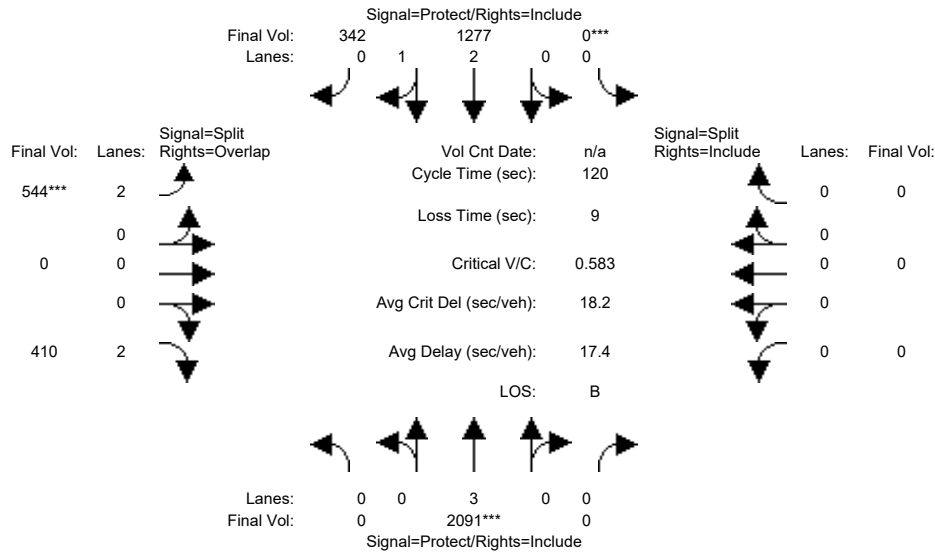
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.99	0.95	0.83	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	4.00	1.00	1.00	3.77	0.23	2.00	0.48	0.52	1.00	1.00	1.00
Final Sat.:	1750	7600	1750	1750	7092	407	3150	858	942	1750	1900	1750

Capacity Analysis Module:												
Vol/Sat:	0.03	0.20	0.06	0.13	0.31	0.31	0.09	0.07	0.07	0.01	0.00	0.04
Crit Moves:	***				***		***				***	
Green Time:	9.2	69.9	84.9	47.3	108	107.9	30.8	25.9	25.9	15.0	10.0	57.3
Volume/Cap:	0.48	0.48	0.12	0.48	0.48	0.48	0.48	0.47	0.47	0.16	0.04	0.11
Uniform Del:	78.1	36.6	22.7	51.1	16.3	16.3	62.4	65.8	65.8	71.7	75.5	38.8
IncrementDel:	3.8	0.1	0.1	0.7	0.1	0.1	0.6	1.3	1.3	0.5	0.1	0.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	81.9	36.8	22.7	51.8	16.4	16.4	63.1	67.1	67.1	72.1	75.6	38.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	81.9	36.8	22.7	51.8	16.4	16.4	63.1	67.1	67.1	72.1	75.6	38.9
LOS by Move:	F	D+	C+	D-	B	B	E	E	E	E	E-	D+
HCM2kAvgQ:	2	13	3	10	15	15	8	7	7	1	0	2

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

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

Intersection #51: Mathilda Ave & US 101 SB Ramps

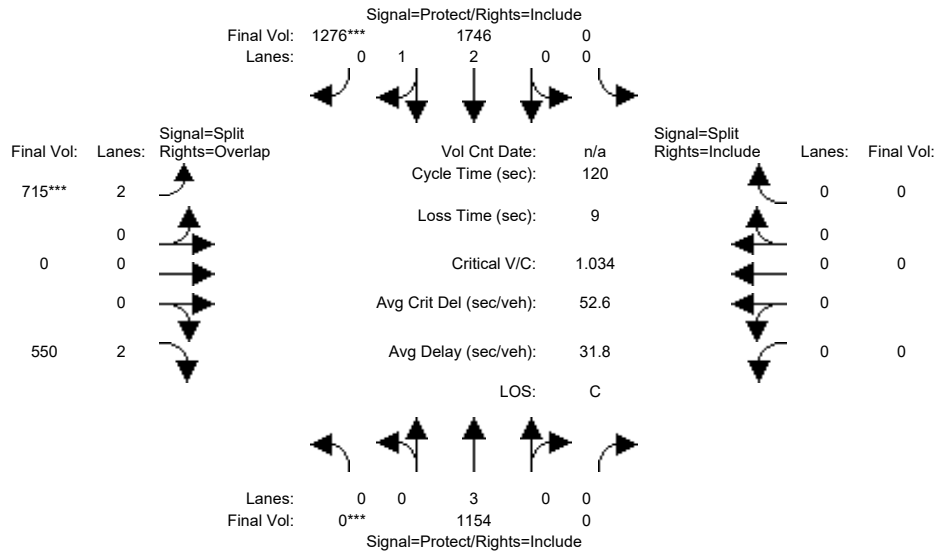


Street Name:	Mathilda Ave						US 101 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	2091	0	0	1277	342	544	0	410	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2091	0	0	1277	342	544	0	410	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2091	0	0	1277	342	544	0	410	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2091	0	0	1277	342	544	0	410	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2091	0	0	1277	342	544	0	410	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	2091	0	0	1277	342	544	0	410	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.99	0.95	0.83	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	3.00	0.00	0.00	2.34	0.66	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	5700	0	0	4415	1183	3150	0	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.37	0.00	0.00	0.29	0.29	0.17	0.00	0.13	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green Time:	0.0	75.5	0.0	0.0	75.5	75.5	35.5	0.0	35.5	0.0	0.0	0.0
Volume/Cap:	0.00	0.58	0.00	0.00	0.46	0.46	0.58	0.00	0.44	0.00	0.00	0.00
Uniform Del:	0.0	13.0	0.0	0.0	11.6	11.6	35.9	0.0	34.2	0.0	0.0	0.0
IncrementDel:	0.0	0.2	0.0	0.0	0.1	0.1	0.9	0.0	0.3	0.0	0.0	0.0
InitQueueDel:	0.0	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	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	13.3	0.0	0.0	11.7	11.7	36.9	0.0	34.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	13.3	0.0	0.0	11.7	11.7	36.9	0.0	34.5	0.0	0.0	0.0
LOS by Move:	A	B	A	A	B+	B+	D+	A	C-	A	A	A
HCM2kAvgQ:	0	15	0	0	10	10	11	0	7	0	0	0

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

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

Intersection #51: Mathilda Ave & US 101 SB Ramps



Street Name:	Mathilda Ave						US 101 SB Ramps					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	0	1154	0	0	1746	1276	715	0	550	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1154	0	0	1746	1276	715	0	550	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1154	0	0	1746	1276	715	0	550	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1154	0	0	1746	1276	715	0	550	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1154	0	0	1746	1276	715	0	550	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1154	0	0	1746	1276	715	0	550	0	0	0

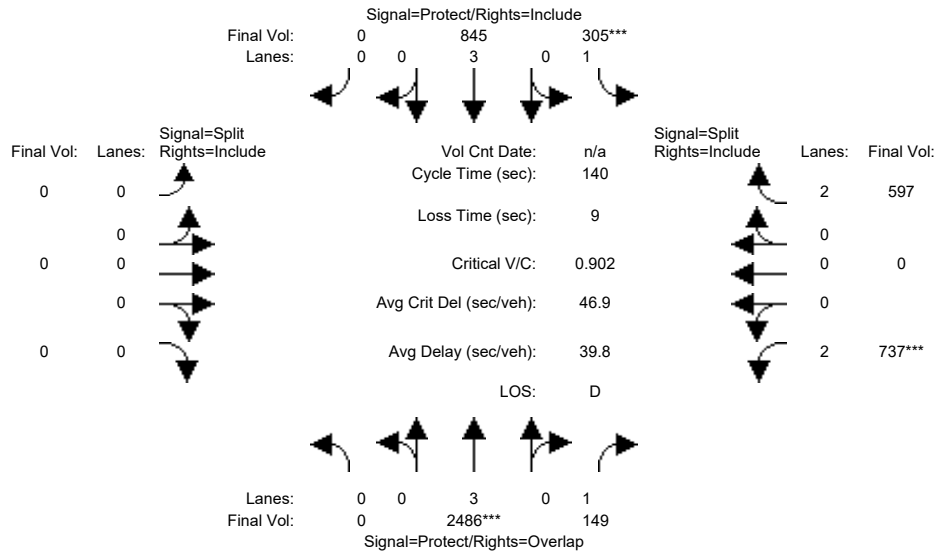
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	3.00	0.00	0.00	2.00	1.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	5700	0	0	3800	1750	3150	0	3150	0	0	0

Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.00	0.00	0.46	0.73	0.23	0.00	0.17	0.00	0.00	0.00
Crit Moves:	***			***		***	***					
Green Time:	0.0	84.6	0.0	0.0	84.6	84.6	26.4	0.0	26.4	0.0	0.0	0.0
Volume/Cap:	0.00	0.29	0.00	0.00	0.65	1.03	1.03	0.00	0.80	0.00	0.00	0.00
Uniform Del:	0.0	6.5	0.0	0.0	9.6	17.7	46.8	0.0	44.3	0.0	0.0	0.0
IncrementDel:	0.0	0.0	0.0	0.0	0.3	26.1	43.2	0.0	6.4	0.0	0.0	0.0
InitQueueDel:	0.0	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	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	6.6	0.0	0.0	10.0	43.8	90.0	0.0	50.6	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	6.6	0.0	0.0	10.0	43.8	90.0	0.0	50.6	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	D	F	A	D	A	A	A
HCM2kAvgQ:	0	5	0	0	18	62	23	0	13	0	0	0

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

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

Intersection #52: Mathilda Ave & US 101 NB Ramps



Street Name:	Mathilda Ave						US 101 NB Ramps					
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	10	7	10	0	0	0	0	10	0	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:	Mathilda Ave						US 101 NB Ramps					
Base Vol:	0	2486	149	305	845	0	0	0	0	737	0	597
Growth Adj:	1.00	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	2486	149	305	845	0	0	0	0	737	0	597
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	2486	149	305	845	0	0	0	0	737	0	597
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2486	149	305	845	0	0	0	0	737	0	597
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2486	149	305	845	0	0	0	0	737	0	597
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	2486	149	305	845	0	0	0	0	737	0	597

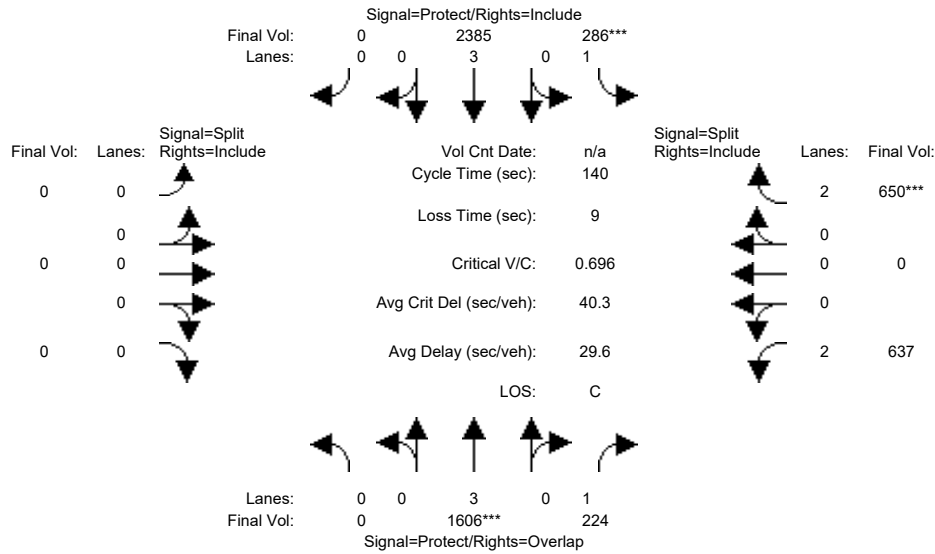
Saturation Flow Module:	Mathilda Ave						US 101 NB Ramps					
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.83
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	0	5700	1750	1750	5700	0	0	0	0	3150	0	3150

Capacity Analysis Module:	Mathilda Ave						US 101 NB Ramps					
Vol/Sat:	0.00	0.44	0.09	0.17	0.15	0.00	0.00	0.00	0.00	0.23	0.00	0.19
Crit Moves:	****			****						****		
Green Time:	0.0	67.7	104.0	27.0	94.7	0.0	0.0	0.0	0.0	36.3	0.0	36.3
Volume/Cap:	0.00	0.90	0.11	0.90	0.22	0.00	0.00	0.00	0.00	0.90	0.00	0.73
Uniform Del:	0.0	33.1	5.1	55.2	8.6	0.0	0.0	0.0	0.0	50.1	0.0	47.4
IncrementDel:	0.0	4.6	0.0	26.1	0.0	0.0	0.0	0.0	0.0	13.2	0.0	3.4
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	37.8	5.1	81.3	8.6	0.0	0.0	0.0	0.0	63.4	0.0	50.8
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	37.8	5.1	81.3	8.6	0.0	0.0	0.0	0.0	63.4	0.0	50.8
LOS by Move:	A	D+	A	F	A	A	A	A	A	E	A	D
HCM2kAvgQ:	0	36	2	15	4	0	0	0	0	22	0	15

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

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

Intersection #52: Mathilda Ave & US 101 NB Ramps



Street Name:	Mathilda Ave						US 101 NB Ramps					
	North Bound			South Bound			East Bound			West Bound		
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	10	7	10	0	0	0	0	10	0	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:	0	1606	224	286	2385	0	0	0	0	637	0	650
Growth Adj:	1.00	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	1606	224	286	2385	0	0	0	0	637	0	650
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	1606	224	286	2385	0	0	0	0	637	0	650
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1606	224	286	2385	0	0	0	0	637	0	650
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1606	224	286	2385	0	0	0	0	637	0	650
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1606	224	286	2385	0	0	0	0	637	0	650

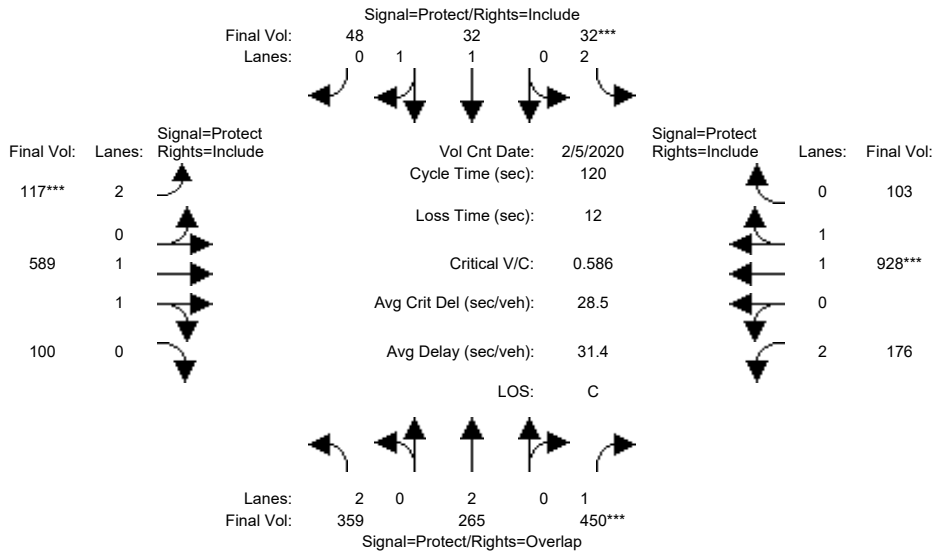
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.83
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	0	5700	1750	1750	5700	0	0	0	0	3150	0	3150

Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.13	0.16	0.42	0.00	0.00	0.00	0.00	0.20	0.00	0.21
Crit Moves:	****		****									****
Green Time:	0.0	56.7	98.1	32.9	89.5	0.0	0.0	0.0	0.0	41.5	0.0	41.5
Volume/Cap:	0.00	0.70	0.18	0.70	0.65	0.00	0.00	0.00	0.00	0.68	0.00	0.70
Uniform Del:	0.0	34.5	7.2	49.0	15.7	0.0	0.0	0.0	0.0	43.4	0.0	43.7
IncrcmntDel:	0.0	0.9	0.1	5.2	0.4	0.0	0.0	0.0	0.0	2.1	0.0	2.3
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	35.5	7.2	54.2	16.1	0.0	0.0	0.0	0.0	45.5	0.0	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:	0.0	35.5	7.2	54.2	16.1	0.0	0.0	0.0	0.0	45.5	0.0	46.0
LOS by Move:	A	D+	A	D-	B	A	A	A	A	D	A	D
HCM2kAvgQ:	0	19	3	12	21	0	0	0	0	15	0	16

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

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

Intersection #59: Mary Ave & Maude Ave



Street Name:	Mary Ave						Maude Ave					
	North Bound			South Bound			East Bound			West Bound		
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:	5 Feb 2020	<<	8:45 - 9:45											
Base Vol:	359	265	450	32	32	48	117	589	100	176	928	103					
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Initial Bse:	359	265	450	32	32	48	117	589	100	176	928	103					
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:	359	265	450	32	32	48	117	589	100	176	928	103					
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Volume:	359	265	450	32	32	48	117	589	100	176	928	103					
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0					
Reduced Vol:	359	265	450	32	32	48	117	589	100	176	928	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					
Final Volume:	359	265	450	32	32	48	117	589	100	176	928	103					

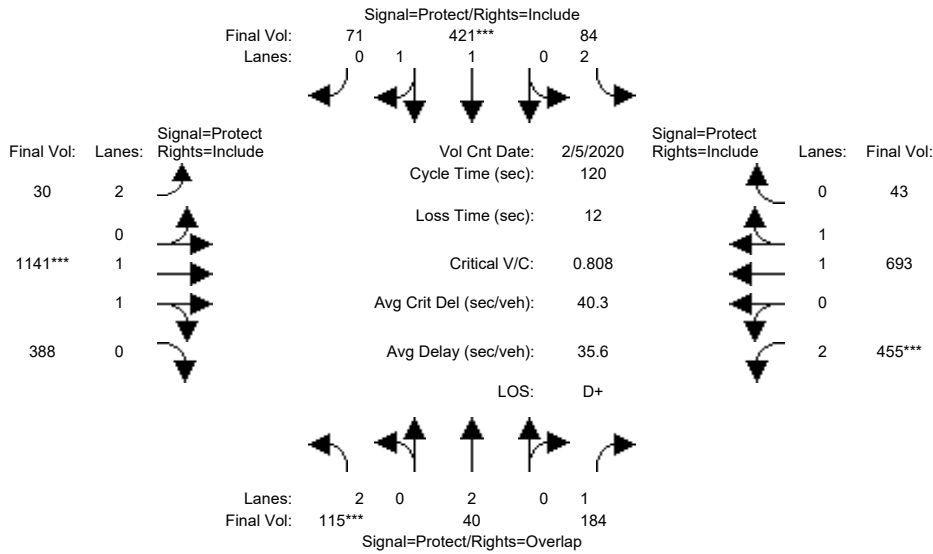
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.98	0.95	0.83	0.98	0.95
Lanes:	2.00	2.00	1.00	2.00	1.00	1.00	2.00	1.70	0.30	2.00	1.79	0.21
Final Sat.:	3150	3800	1750	3150	1900	1750	3150	3163	537	3150	3330	370

Capacity Analysis Module:												
Vol/Sat:	0.11	0.07	0.26	0.01	0.02	0.03	0.04	0.19	0.19	0.06	0.28	0.28
Crit Moves:	****			****			****			****		
Green Time:	26.6	39.0	53.8	7.0	19.4	19.4	7.3	47.2	47.2	14.8	54.7	54.7
Volume/Cap:	0.51	0.21	0.57	0.17	0.10	0.17	0.61	0.47	0.47	0.45	0.61	0.61
Uniform Del:	41.0	29.4	24.6	53.8	42.9	43.3	55.0	27.1	27.1	48.9	24.6	24.6
IncrementDel:	0.7	0.1	1.0	0.5	0.1	0.2	5.7	0.2	0.2	0.8	0.7	0.7
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	41.7	29.5	25.6	54.2	42.9	43.5	60.7	27.4	27.4	49.7	25.3	25.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.7	29.5	25.6	54.2	42.9	43.5	60.7	27.4	27.4	49.7	25.3	25.3
LOS by Move:	D	C	C	D-	D	D	E	C	C	D	C	C
HCM2kAvgQ:	7	3	13	1	1	2	4	10	10	3	14	14

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

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

Intersection #59: Mary Ave & Maude Ave



Street Name:	Mary Ave						Maude Ave					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	5 Feb 2020	<<	5:00 - 6:00						
Base Vol:	115	40	184	84	421	71	30	1141	388	455	693	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:	115	40	184	84	421	71	30	1141	388	455	693	43
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	115	40	184	84	421	71	30	1141	388	455	693	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	115	40	184	84	421	71	30	1141	388	455	693	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	40	184	84	421	71	30	1141	388	455	693	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	115	40	184	84	421	71	30	1141	388	455	693	43

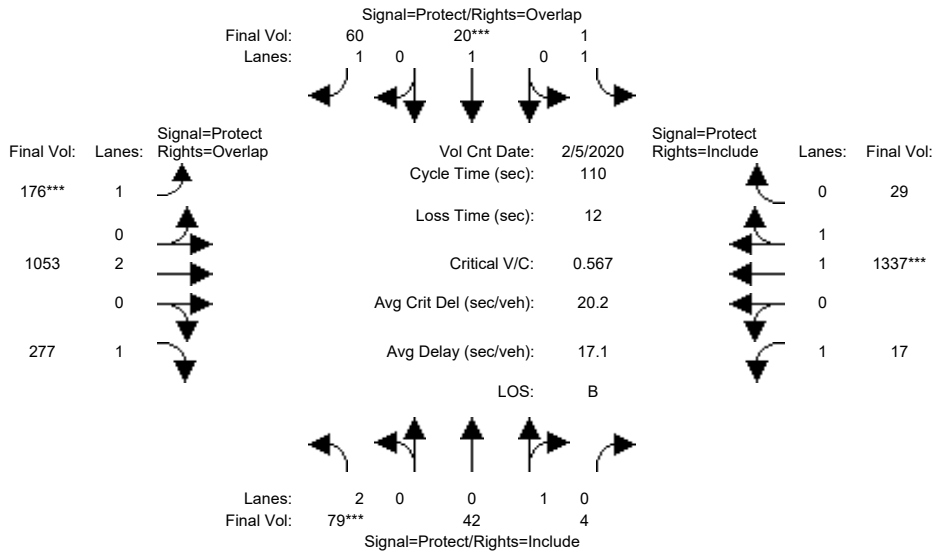
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.98	0.95	0.83	0.98	0.95	0.83	0.98	0.95
Lanes:	2.00	2.00	1.00	2.00	1.70	0.30	2.00	1.48	0.52	2.00	1.88	0.12
Final Sat.:	3150	3800	1750	3150	3166	534	3150	2760	939	3150	3484	216

Capacity Analysis Module:												
Vol/Sat:	0.04	0.01	0.11	0.03	0.13	0.13	0.01	0.41	0.41	0.14	0.20	0.20
Crit Moves:	***				****			****		****		
Green Time:	7.0	15.6	36.7	10.9	19.4	19.4	18.5	60.4	60.4	21.1	63.1	63.1
Volume/Cap:	0.63	0.08	0.34	0.29	0.82	0.82	0.06	0.82	0.82	0.82	0.38	0.38
Uniform Del:	55.2	45.9	32.3	51.0	48.6	48.6	43.3	25.2	25.2	47.6	16.9	16.9
IncrementDel:	6.6	0.1	0.4	0.6	8.8	8.8	0.1	3.0	3.0	9.5	0.1	0.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	61.9	46.0	32.7	51.5	57.4	57.4	43.4	28.2	28.2	57.1	17.0	17.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.9	46.0	32.7	51.5	57.4	57.4	43.4	28.2	28.2	57.1	17.0	17.0
LOS by Move:	E	D	C-	D-	E+	E+	D	C	C	E+	B	B
HCM2kAvgQ:	3	1	5	2	11	11	1	26	26	10	8	8

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

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

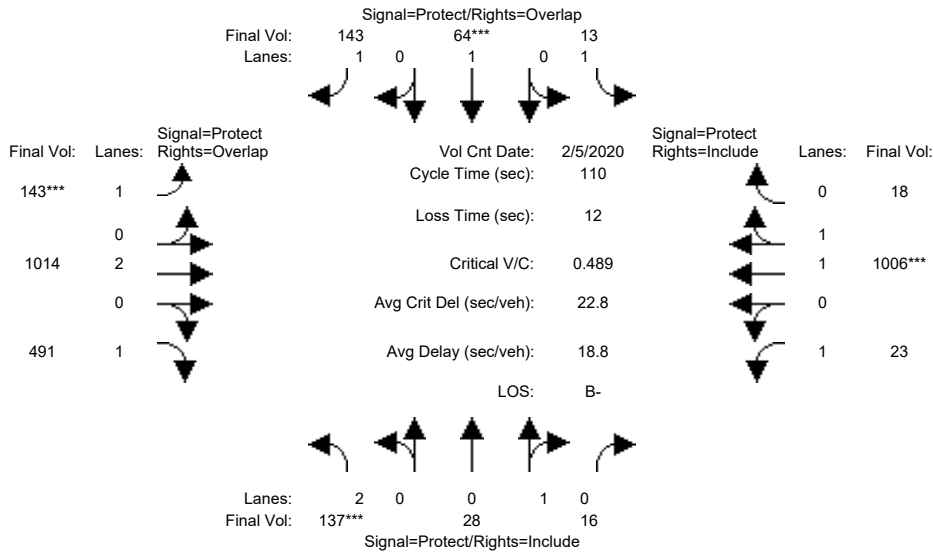
Intersection #60: Patrick Henry Dr & Tasman Dr



Street Name:	Patrick Henry Dr						Tasman Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	6	8	8	6	8	8	8	15	15	8	8	8
Y+R:	6.0	6.0	6.0	6.0	6.0	6.0	6.1	6.1	6.1	6.1	6.1	6.1
Volume Module: >> Count Date:	5 Feb 2020 << 8:00 - 9:00											
Base Vol:	79	42	4	1	20	60	176	1053	277	17	1337	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:	79	42	4	1	20	60	176	1053	277	17	1337	29
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	79	42	4	1	20	60	176	1053	277	17	1337	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	79	42	4	1	20	60	176	1053	277	17	1337	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	42	4	1	20	60	176	1053	277	17	1337	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	79	42	4	1	20	60	176	1053	277	17	1337	29
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	2.00	0.91	0.09	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.96	0.04
Final Sat.:	3150	1643	157	1750	1900	1750	1750	3800	1750	1750	3621	79
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.00	0.01	0.03	0.10	0.28	0.16	0.01	0.37	0.37
Crit Moves:	***			****			****			****		
Green Time:	6.0	8.0	8.0	6.0	8.0	26.0	18.0	66.5	72.5	17.5	66.0	66.0
Volume/Cap:	0.46	0.35	0.35	0.01	0.14	0.15	0.62	0.46	0.24	0.06	0.62	0.62
Uniform Del:	50.4	48.5	48.5	49.2	47.8	33.2	42.8	11.9	7.6	39.3	13.9	13.9
IncrementDel:	1.9	1.6	1.6	0.0	0.5	0.2	4.0	0.1	0.1	0.1	0.5	0.5
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	52.4	50.2	50.2	49.2	48.3	33.4	46.8	12.0	7.7	39.4	14.5	14.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.4	50.2	50.2	49.2	48.3	33.4	46.8	12.0	7.7	39.4	14.5	14.5
LOS by Move:	D-	D	D	D	D	C-	D	B	A	D	B	B
HCM2kAvgQ:	2	2	2	0	1	2	6	9	4	0	15	15

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

Intersection #60: Patrick Henry Dr & Tasman Dr

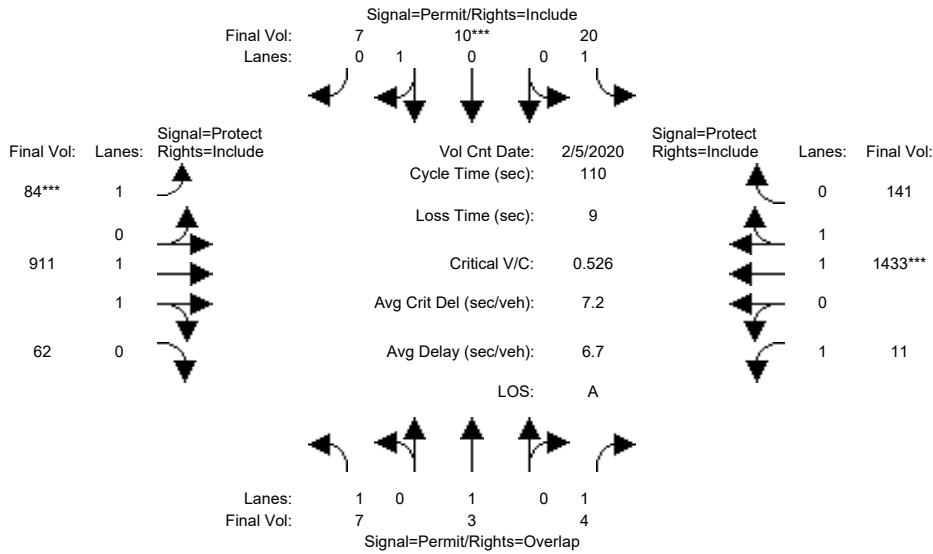


Street Name:	Patrick Henry Dr						Tasman Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	6	8	8	6	8	8	8	15	15	8	8	8
Y+R:	6.0	6.0	6.0	6.0	6.0	6.0	6.1	6.1	6.1	6.1	6.1	6.1
Volume Module: >> Count Date:	5 Feb 2020 << 4:30-5:30											
Base Vol:	137	28	16	13	64	143	143	1014	491	23	1006	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	137	28	16	13	64	143	143	1014	491	23	1006	18
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:	137	28	16	13	64	143	143	1014	491	23	1006	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	137	28	16	13	64	143	143	1014	491	23	1006	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	137	28	16	13	64	143	143	1014	491	23	1006	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	137	28	16	13	64	143	143	1014	491	23	1006	18
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	2.00	0.64	0.36	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.96	0.04
Final Sat.:	3150	1145	655	1750	1900	1750	1750	3800	1750	1750	3635	65
Capacity Analysis Module:												
Vol/Sat:	0.04	0.02	0.02	0.01	0.03	0.08	0.08	0.27	0.28	0.01	0.28	0.28
Crit Moves:	***			****			****			****		
Green Time:	9.7	10.1	10.1	7.6	8.0	26.3	18.3	63.1	72.8	17.2	62.0	62.0
Volume/Cap:	0.49	0.27	0.27	0.11	0.46	0.34	0.49	0.47	0.42	0.08	0.49	0.49
Uniform Del:	47.8	46.5	46.5	48.0	48.9	34.7	41.6	13.7	8.7	39.7	14.5	14.5
IncrementDel:	1.4	0.9	0.9	0.4	2.4	0.5	1.3	0.2	0.3	0.1	0.2	0.2
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	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	47.3	47.3	48.4	51.4	35.2	42.9	13.8	9.0	39.8	14.7	14.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.1	47.3	47.3	48.4	51.4	35.2	42.9	13.8	9.0	39.8	14.7	14.7
LOS by Move:	D	D	D	D	D-	D+	D	B	A	D	B	B
HCM2kAvgQ:	3	2	2	1	3	4	4	9	8	1	10	10

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

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

Intersection #61: Old Ironsides Dr & Tasman Dr



Street Name:	Old Ironsides Dr						Tasman Dr					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	6	6	6	4	4	4	5	10	10	4	10	10
Y+R:	6.0	6.0	6.0	6.0	6.0	6.0	5.5	6.0	6.0	5.5	6.0	6.0

Volume Module:	>>	Count	Date:	5 Feb 2020	<<	8:00 - 9:00						
Base Vol:	7	3	4	20	10	7	84	911	62	11	1433	141
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	3	4	20	10	7	84	911	62	11	1433	141
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:	7	3	4	20	10	7	84	911	62	11	1433	141
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	3	4	20	10	7	84	911	62	11	1433	141
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	3	4	20	10	7	84	911	62	11	1433	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
Final Volume:	7	3	4	20	10	7	84	911	62	11	1433	141

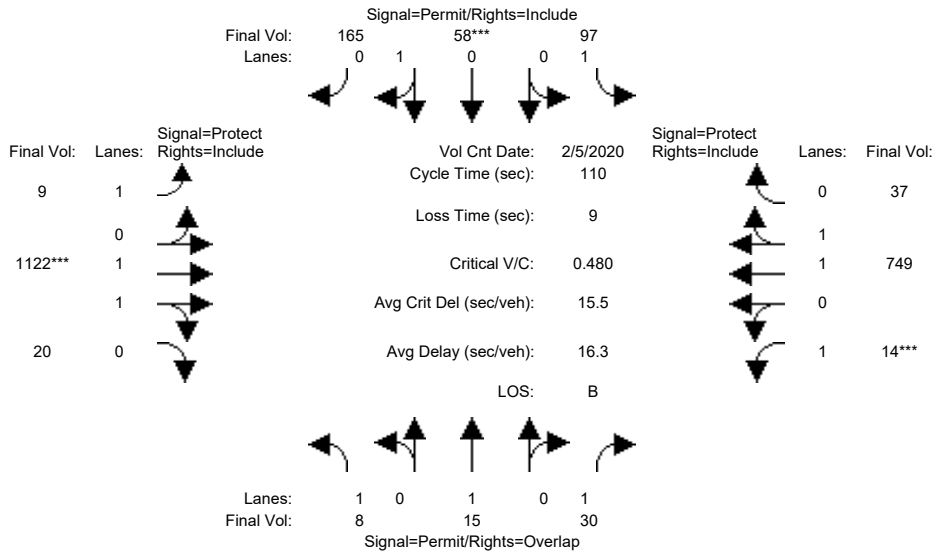
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.00	1.00	1.00	0.59	0.41	1.00	1.87	0.13	1.00	1.82	0.18
Final Sat.:	1750	1900	1750	1750	1059	741	1750	3464	236	1750	3368	331

Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.01	0.01	0.05	0.26	0.26	0.01	0.43	0.43
Crit Moves:				****			****			****		
Green Time:	4.0	4.0	15.8	4.0	4.0	4.0	9.8	85.2	85.2	11.8	87.2	87.2
Volume/Cap:	0.11	0.04	0.02	0.31	0.26	0.26	0.54	0.34	0.34	0.06	0.54	0.54
Uniform Del:	51.3	51.2	40.4	51.6	51.6	51.6	47.9	3.8	3.8	44.1	4.1	4.1
IncrementDel:	0.7	0.3	0.0	2.6	2.1	2.1	3.7	0.1	0.1	0.1	0.2	0.2
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	52.0	51.4	40.5	54.3	53.7	53.7	51.6	3.9	3.9	44.3	4.3	4.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.0	51.4	40.5	54.3	53.7	53.7	51.6	3.9	3.9	44.3	4.3	4.3
LOS by Move:	D-	D-	D	D-	D-	D-	D-	A	A	D	A	A
HCM2kAvgQ:	0	0	0	1	1	1	3	5	5	0	9	9

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

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

Intersection #61: Old Ironsides Dr & Tasman Dr



Street Name:	Old Ironsides Dr						Tasman Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	6	6	6	4	4	4	5	10	10	4	10	10
Y+R:	6.0	6.0	6.0	6.0	6.0	6.0	5.5	6.0	6.0	5.5	6.0	6.0

Volume Module:	>>	Count	Date:	5 Feb 2020	<<	4:00 - 5:00						
Base Vol:	8	15	30	97	58	165	9	1122	20	14	749	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	15	30	97	58	165	9	1122	20	14	749	37
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:	8	15	30	97	58	165	9	1122	20	14	749	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	15	30	97	58	165	9	1122	20	14	749	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	15	30	97	58	165	9	1122	20	14	749	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	8	15	30	97	58	165	9	1122	20	14	749	37

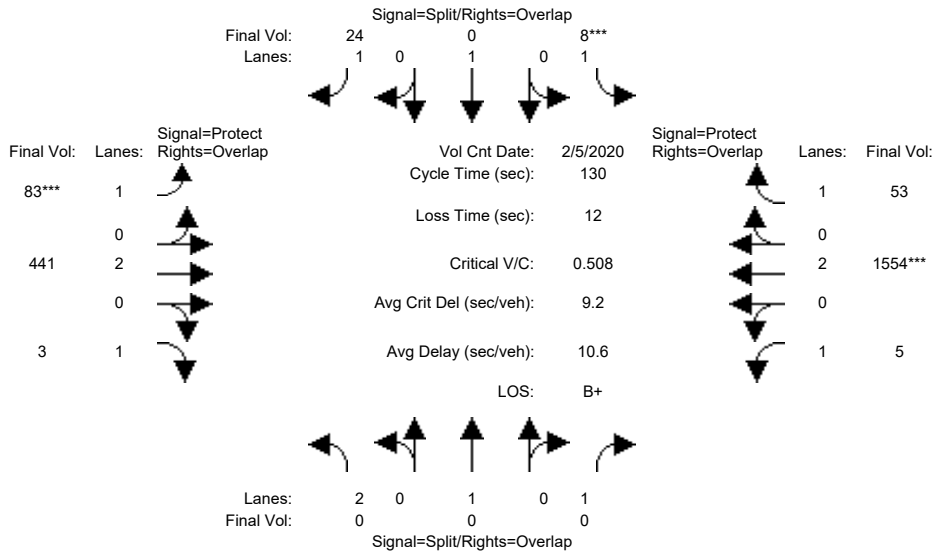
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.97	0.95	0.92	0.97	0.95
Lanes:	1.00	1.00	1.00	1.00	0.26	0.74	1.00	1.96	0.04	1.00	1.90	0.10
Final Sat.:	1750	1900	1750	1750	468	1332	1750	3635	65	1750	3526	174

Capacity Analysis Module:												
Vol/Sat:	0.00	0.01	0.02	0.06	0.12	0.12	0.01	0.31	0.31	0.01	0.21	0.21
Crit Moves:					****			****			****	
Green Time:	27.8	27.8	31.8	27.8	27.8	27.8	12.9	69.2	69.2	4.0	60.3	60.3
Volume/Cap:	0.02	0.03	0.06	0.22	0.49	0.49	0.04	0.49	0.49	0.22	0.39	0.39
Uniform Del:	30.9	31.0	28.3	32.5	35.1	35.1	43.1	10.9	10.9	51.5	14.2	14.2
IncrementDel:	0.0	0.0	0.0	0.3	0.8	0.8	0.1	0.2	0.2	1.7	0.1	0.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	30.9	31.0	28.3	32.8	35.9	35.9	43.2	11.1	11.1	53.2	14.4	14.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.9	31.0	28.3	32.8	35.9	35.9	43.2	11.1	11.1	53.2	14.4	14.4
LOS by Move:	C	C	C	C-	D+	D+	D	B+	B+	D-	B	B
HCM2kAvgQ:	0	0	1	3	7	7	0	10	10	0	8	8

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

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

Intersection #62: Convention Center Dr & Tasman Dr



Street Name:	Convention Center Dr						Tasman Dr					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	7	7	7	7	7	6	15	15	8	10	10
Y+R:	5.5	5.5	5.5	5.5	5.5	5.5	6.0	6.0	6.0	6.0	6.0	6.0

Volume Module:	>>	Count	Date:	5 Feb 2020	<<	8:15 - 9:15						
Base Vol:	0	0	0	8	0	24	83	441	3	5	1554	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	8	0	24	83	441	3	5	1554	53
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	8	0	24	83	441	3	5	1554	53
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	8	0	24	83	441	3	5	1554	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	8	0	24	83	441	3	5	1554	53
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	8	0	24	83	441	3	5	1554	53

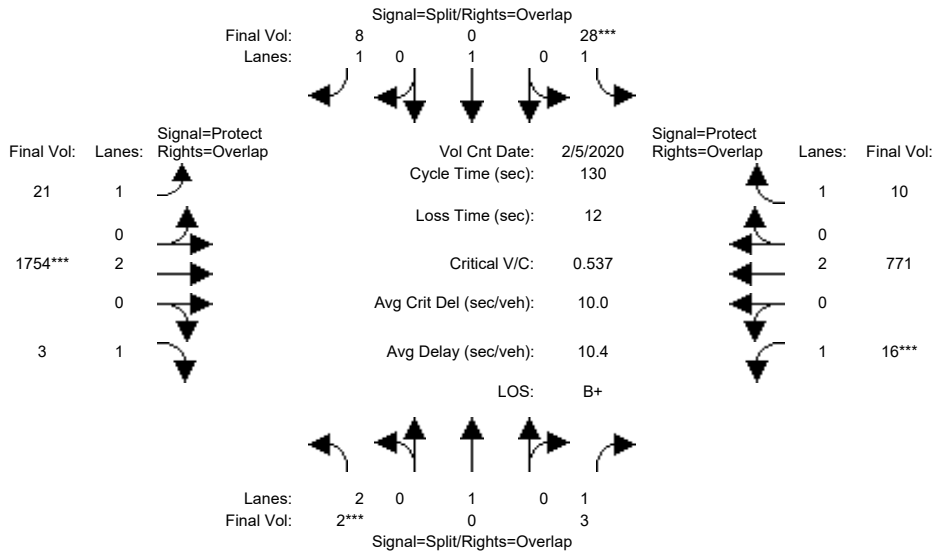
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	1900	1750	1750	1900	1750	1750	3800	1750	1750	3800	1750

Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.01	0.05	0.12	0.00	0.00	0.41	0.03
Crit Moves:				****			****			****		
Green Time:	0.0	0.0	0.0	7.0	0.0	18.5	11.5	72.5	72.5	38.5	99.5	106.5
Volume/Cap:	0.00	0.00	0.00	0.08	0.00	0.10	0.53	0.21	0.00	0.01	0.53	0.04
Uniform Del:	0.0	0.0	0.0	58.5	0.0	48.5	56.7	14.4	12.7	32.3	6.1	2.2
IncrementDel:	0.0	0.0	0.0	0.4	0.0	0.2	3.6	0.0	0.0	0.0	0.2	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	58.8	0.0	48.6	60.3	14.4	12.7	32.3	6.3	2.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	58.8	0.0	48.6	60.3	14.4	12.7	32.3	6.3	2.2
LOS by Move:	A	A	A	E+	A	D	E	B	B	C-	A	A
HCM2kAvgQ:	0	0	0	0	0	1	3	4	0	0	12	0

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

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

Intersection #62: Convention Center Dr & Tasman Dr

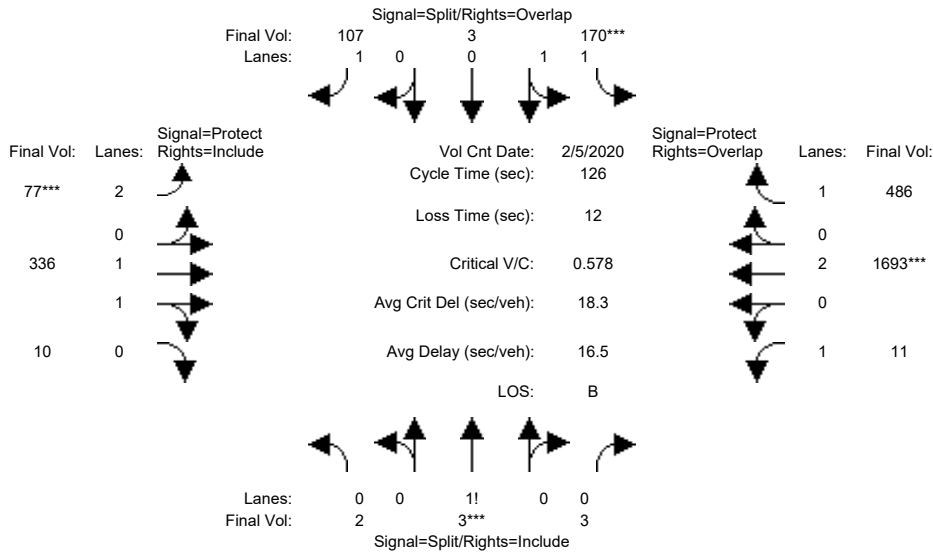


Street Name:	Convention Center Dr						Tasman Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	7	7	7	7	7	6	15	15	8	10	10
Y+R:	5.5	5.5	5.5	5.5	5.5	5.5	6.0	6.0	6.0	6.0	6.0	6.0
Volume Module: >> Count Date:	5 Feb 2020 << 5:00 - 6:00											
Base Vol:	2	0	3	28	0	8	21	1754	3	16	771	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	0	3	28	0	8	21	1754	3	16	771	10
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:	2	0	3	28	0	8	21	1754	3	16	771	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	0	3	28	0	8	21	1754	3	16	771	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	0	3	28	0	8	21	1754	3	16	771	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	2	0	3	28	0	8	21	1754	3	16	771	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	1900	1750	1750	1900	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.00	0.01	0.46	0.00	0.01	0.20	0.01
Crit Moves:	***			***			***			***		
Green Time:	7.0	0.0	15.0	7.0	0.0	26.3	19.3	96.0	103.0	8.0	84.7	91.7
Volume/Cap:	0.01	0.00	0.01	0.30	0.00	0.02	0.08	0.63	0.00	0.15	0.31	0.01
Uniform Del:	58.2	0.0	51.0	59.1	0.0	41.6	47.7	8.3	2.8	57.8	9.9	5.7
IncrementDel:	0.0	0.0	0.0	1.8	0.0	0.0	0.1	0.4	0.0	0.6	0.1	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	58.3	0.0	51.0	60.9	0.0	41.6	47.9	8.7	2.8	58.4	10.0	5.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.3	0.0	51.0	60.9	0.0	41.6	47.9	8.7	2.8	58.4	10.0	5.7
LOS by Move:	E+	A	D	E	A	D	D	A	A	E+	A	A
HCM2kAvgQ:	0	0	0	1	0	0	1	16	0	1	6	0

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

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

Intersection #63: Centennial Blvd & Tasman Dr



Street Name:	Centennial Blvd						Tasman Dr					
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	8	20	20	5	20	20
Y+R:	5.5	5.5	5.5	6.0	6.0	6.0	5.5	6.0	6.0	6.0	6.0	6.0

Volume Module:	>>	Count	Date:	5 Feb 2020	<<	8:00 - 9:00											
Base Vol:	2	3	3	170	3	107	77	336	10	11	1693	486					
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Initial Bse:	2	3	3	170	3	107	77	336	10	11	1693	486					
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:	2	3	3	170	3	107	77	336	10	11	1693	486					
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Volume:	2	3	3	170	3	107	77	336	10	11	1693	486					
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0					
Reduced Vol:	2	3	3	170	3	107	77	336	10	11	1693	486					
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Final Volume:	2	3	3	170	3	107	77	336	10	11	1693	486					

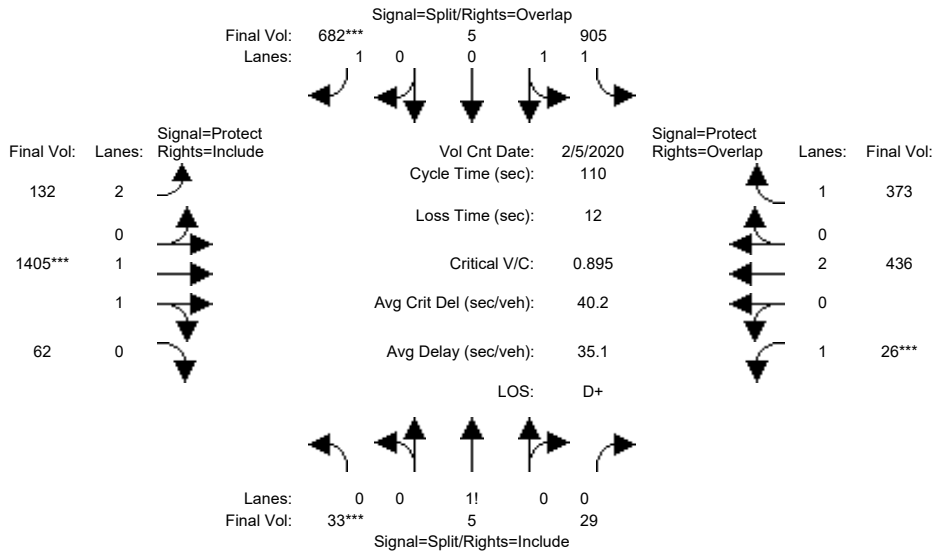
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.93	0.95	0.92	0.83	0.97	0.95	0.92	1.00	0.92
Lanes:	0.25	0.37	0.38	1.97	0.03	1.00	2.00	1.94	0.06	1.00	2.00	1.00
Final Sat.:	438	656	656	3488	62	1750	3150	3593	107	1750	3800	1750

Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.05	0.06	0.02	0.09	0.09	0.01	0.45	0.28
Crit Moves:	****			****			****			****		
Green Time:	10.0	10.0	10.0	10.0	10.0	18.0	8.0	75.2	75.2	18.8	86.0	96.0
Volume/Cap:	0.06	0.06	0.06	0.61	0.61	0.43	0.39	0.16	0.16	0.04	0.65	0.36
Uniform Del:	53.6	53.6	53.6	56.1	56.1	49.3	56.6	11.3	11.3	45.9	11.5	4.9
IncrementDel:	0.2	0.2	0.2	4.0	4.0	1.2	1.2	0.0	0.0	0.1	0.6	0.2
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	53.8	53.8	53.8	60.1	60.1	50.5	57.9	11.3	11.3	46.0	12.1	5.1
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:	53.8	53.8	53.8	60.1	60.1	50.5	57.9	11.3	11.3	46.0	12.1	5.1
LOS by Move:	D-	D-	D-	E	E	D	E+	B+	B+	D	B	A
HCM2kAvgQ:	0	0	0	4	4	4	2	3	3	0	18	6

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

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

Intersection #63: Centennial Blvd & Tasman Dr



Street Name:	Centennial Blvd						Tasman Dr					
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	8	20	20	5	20	20
Y+R:	5.5	5.5	5.5	6.0	6.0	6.0	5.5	6.0	6.0	6.0	6.0	6.0

Volume Module:	>>	Count	Date:	5 Feb 2020	<<	5:15 - 6:15						
Base Vol:	33	5	29	905	5	682	132	1405	62	26	436	373
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	5	29	905	5	682	132	1405	62	26	436	373
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	33	5	29	905	5	682	132	1405	62	26	436	373
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	33	5	29	905	5	682	132	1405	62	26	436	373
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	5	29	905	5	682	132	1405	62	26	436	373
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	33	5	29	905	5	682	132	1405	62	26	436	373

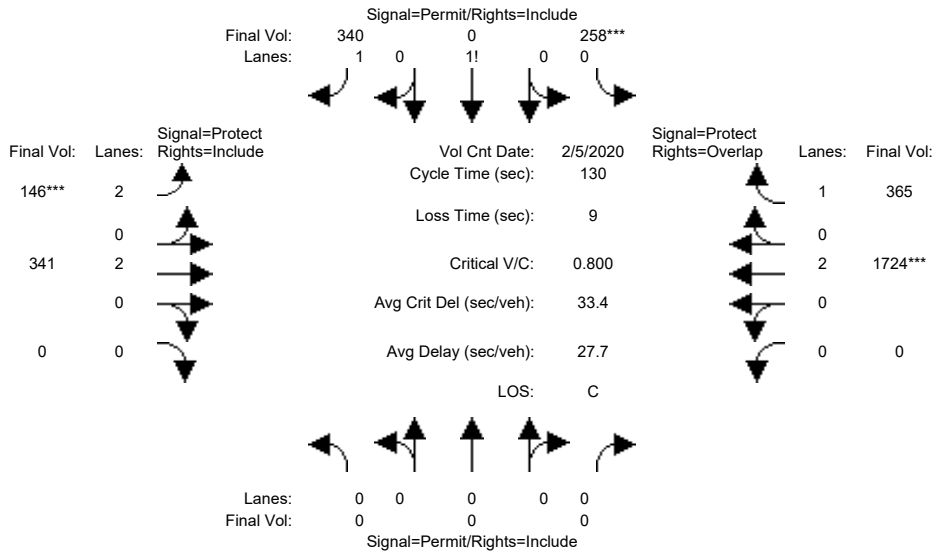
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.93	0.95	0.92	0.83	0.97	0.95	0.92	1.00	0.92
Lanes:	0.50	0.07	0.43	1.99	0.01	1.00	2.00	1.91	0.09	1.00	2.00	1.00
Final Sat.:	862	131	757	3530	20	1750	3150	3544	156	1750	3800	1750

Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.26	0.26	0.39	0.04	0.40	0.40	0.01	0.11	0.21
Crit Moves:	***					****		***		***		
Green Time:	10.0	10.0	10.0	36.9	36.9	51.5	14.6	46.1	46.1	5.0	36.5	73.4
Volume/Cap:	0.42	0.42	0.42	0.76	0.76	0.83	0.32	0.95	0.95	0.33	0.35	0.32
Uniform Del:	47.3	47.3	47.3	32.7	32.7	25.5	43.2	30.7	30.7	50.9	27.7	7.7
IncrementDel:	1.8	1.8	1.8	3.0	3.0	7.3	0.4	12.3	12.3	2.4	0.2	0.2
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	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	49.1	49.1	35.7	35.7	32.8	43.6	43.0	43.0	53.3	27.9	7.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.1	49.1	49.1	35.7	35.7	32.8	43.6	43.0	43.0	53.3	27.9	7.9
LOS by Move:	D	D	D	D+	D+	C-	D	D	D	D-	C	A
HCM2kAvgQ:	3	3	3	16	16	24	2	27	27	1	5	6

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

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

Intersection #64: Calle Del Sol & Tasman Dr

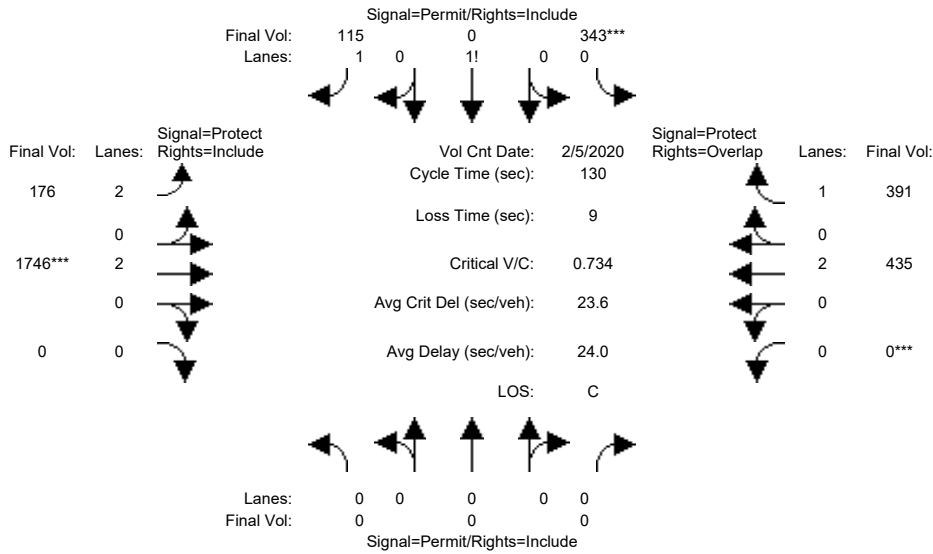


Street Name:	Calle Del Sol						Tasman Dr						
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Min. Green:	0	0	0	10	0	10	8	10	0	0	10	10	
Y+R:	4.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Volume Module: >> Count Date:	5 Feb 2020 << 7:45 - 8:45												
Base Vol:	0	0	0	258	0	340	146	341	0	0	1724	365	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	0	0	0	258	0	340	146	341	0	0	1724	365	
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	0	0	0	258	0	340	146	341	0	0	1724	365	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	0	0	0	258	0	340	146	341	0	0	1724	365	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	0	0	0	258	0	340	146	341	0	0	1724	365	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Final Volume:	0	0	0	258	0	340	146	341	0	0	1724	365	
Saturation Flow Module:													
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	
Lanes:	0.00	0.00	0.00	0.60	0.00	1.40	2.00	2.00	0.00	0.00	2.00	1.00	
Final Sat.:	0	0	0	1055	0	2445	3150	3800	0	0	3800	1750	
Capacity Analysis Module:													
Vol/Sat:	0.00	0.00	0.00	0.24	0.00	0.14	0.05	0.09	0.00	0.00	0.45	0.21	
Crit Moves:				****				****					
Green Time:	0.0	0.0	0.0	39.6	0.0	39.6	8.0	81.4	0.0	0.0	73.4	73.4	
Volume/Cap:	0.00	0.00	0.00	0.80	0.00	0.46	0.75	0.14	0.00	0.00	0.80	0.37	
Uniform Del:	0.0	0.0	0.0	41.6	0.0	36.5	60.0	10.0	0.0	0.0	22.5	15.6	
IncrementDel:	0.0	0.0	0.0	6.3	0.0	0.3	15.3	0.0	0.0	0.0	2.3	0.2	
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	
Delay/Veh:	0.0	0.0	0.0	47.9	0.0	36.8	75.3	10.0	0.0	0.0	24.8	15.8	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.0	0.0	47.9	0.0	36.8	75.3	10.0	0.0	0.0	24.8	15.8	
LOS by Move:	A	A	A	D	A	D+	E-	A	A	A	C	B	
HCM2kAvgQ:	0	0	0	19	0	9	4	3	0	0	27	8	

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

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

Intersection #64: Calle Del Sol & Tasman Dr



Street Name:	Calle Del Sol						Tasman Dr					
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	10	0	10	8	10	0	0	10	10
Y+R:	4.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:	>>	Count	Date:	5 Feb 2020	<<	4:45 - 5:45						
Base Vol:	0	0	0	343	0	115	176	1746	0	0	435	391
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	343	0	115	176	1746	0	0	435	391
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	343	0	115	176	1746	0	0	435	391
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	343	0	115	176	1746	0	0	435	391
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	343	0	115	176	1746	0	0	435	391
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	343	0	115	176	1746	0	0	435	391

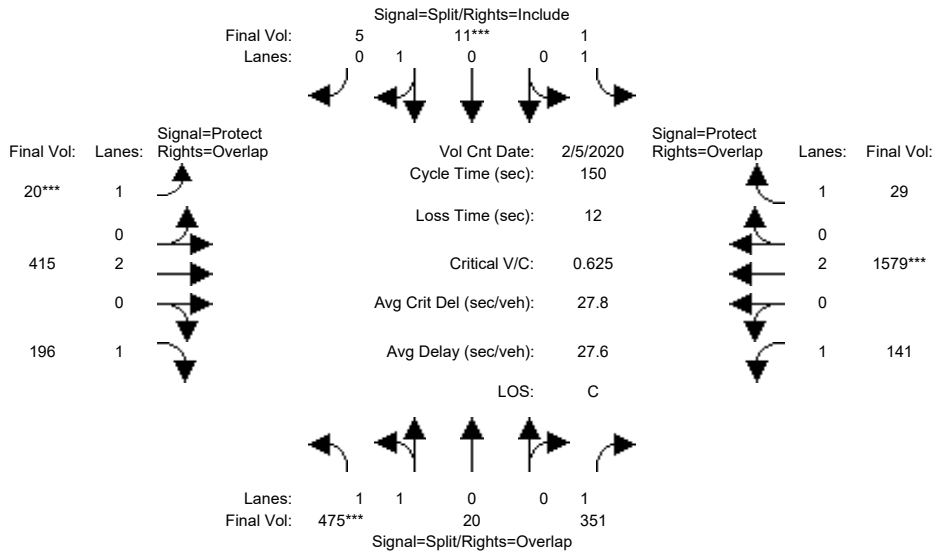
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.85	0.00	1.15	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1535	0	2007	3150	3800	0	0	3800	1750

Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.22	0.00	0.06	0.06	0.46	0.00	0.00	0.11	0.22
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	39.6	0.0	39.6	17.6	81.4	0.0	0.0	63.8	63.8
Volume/Cap:	0.00	0.00	0.00	0.73	0.00	0.19	0.41	0.73	0.00	0.00	0.23	0.46
Uniform Del:	0.0	0.0	0.0	40.5	0.0	33.4	51.5	16.8	0.0	0.0	19.0	21.7
IncrementDel:	0.0	0.0	0.0	4.5	0.0	0.0	0.7	1.2	0.0	0.0	0.1	0.4
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	45.0	0.0	33.4	52.1	18.0	0.0	0.0	19.1	22.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	45.0	0.0	33.4	52.1	18.0	0.0	0.0	19.1	22.1
LOS by Move:	A	A	A	D	A	C-	D-	B-	A	A	B-	C+
HCM2kAvgQ:	0	0	0	16	0	3	4	22	0	0	5	11

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

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

Intersection #65: Lick Mill Blvd & Tasman Dr



Street Name:	Lick Mill Blvd						Tasman Dr					
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	6	6	6	5	10	10	6	10	10
Y+R:	5.0	5.0	5.0	5.5	5.5	5.5	5.5	6.0	6.0	5.5	6.0	6.0

Volume Module:	>>	Count	Date:	5 Feb 2020	<<	7:45 - 8:45						
Base Vol:	475	20	351	1	11	5	20	415	196	141	1579	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:	475	20	351	1	11	5	20	415	196	141	1579	29
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:	475	20	351	1	11	5	20	415	196	141	1579	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	475	20	351	1	11	5	20	415	196	141	1579	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	475	20	351	1	11	5	20	415	196	141	1579	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	475	20	351	1	11	5	20	415	196	141	1579	29

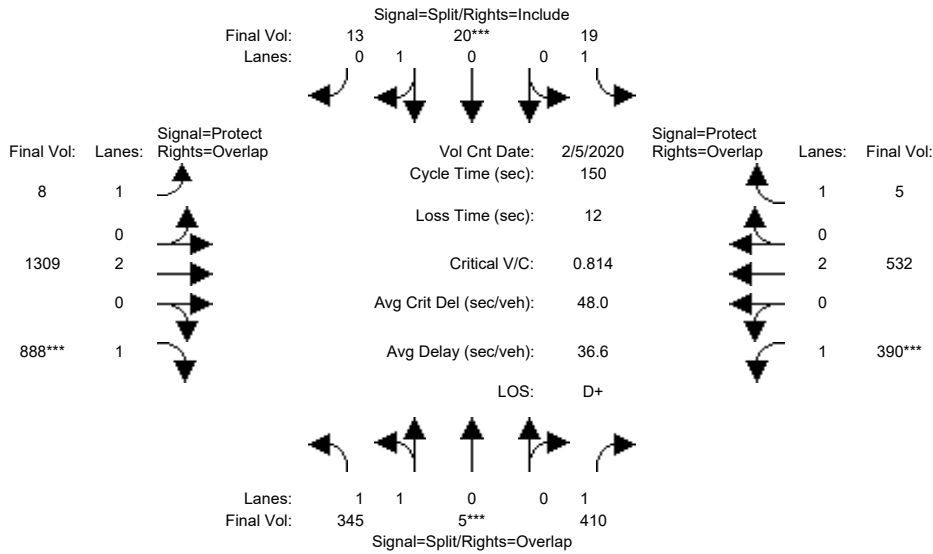
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.92	0.08	1.00	1.00	0.69	0.31	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3407	143	1750	1750	1237	562	1750	3800	1750	1750	3800	1750

Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.20	0.00	0.01	0.01	0.01	0.11	0.11	0.08	0.42	0.02
Crit Moves:	***				***		***				***	
Green Time:	31.9	31.9	74.4	6.0	6.0	6.0	5.0	57.6	89.5	42.5	95.1	101.1
Volume/Cap:	0.66	0.66	0.40	0.01	0.22	0.22	0.34	0.28	0.19	0.28	0.66	0.02
Uniform Del:	54.0	54.0	23.8	69.2	69.7	69.7	70.9	32.0	13.7	41.9	17.2	8.1
IncrementDel:	2.1	2.1	0.3	0.1	1.6	1.6	3.5	0.1	0.1	0.3	0.7	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	56.1	56.1	24.1	69.2	71.3	71.3	74.4	32.1	13.8	42.2	17.9	8.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.1	56.1	24.1	69.2	71.3	71.3	74.4	32.1	13.8	42.2	17.9	8.1
LOS by Move:	E+	E+	C	E	E	E	E	C-	B	D	B	A
HCM2kAvgQ:	12	12	11	0	1	1	1	6	4	5	22	0

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

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

Intersection #65: Lick Mill Blvd & Tasman Dr



Street Name:	Lick Mill Blvd						Tasman Dr					
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	6	6	6	5	10	10	6	10	10
Y+R:	5.0	5.0	5.0	5.5	5.5	5.5	5.5	6.0	6.0	5.5	6.0	6.0

Volume Module:	>>	Count	Date:	5 Feb 2020	<<	4:45	-	5:45				
Base Vol:	345	5	410	19	20	13	8	1309	888	390	532	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	345	5	410	19	20	13	8	1309	888	390	532	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	345	5	410	19	20	13	8	1309	888	390	532	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	345	5	410	19	20	13	8	1309	888	390	532	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	345	5	410	19	20	13	8	1309	888	390	532	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	345	5	410	19	20	13	8	1309	888	390	532	5

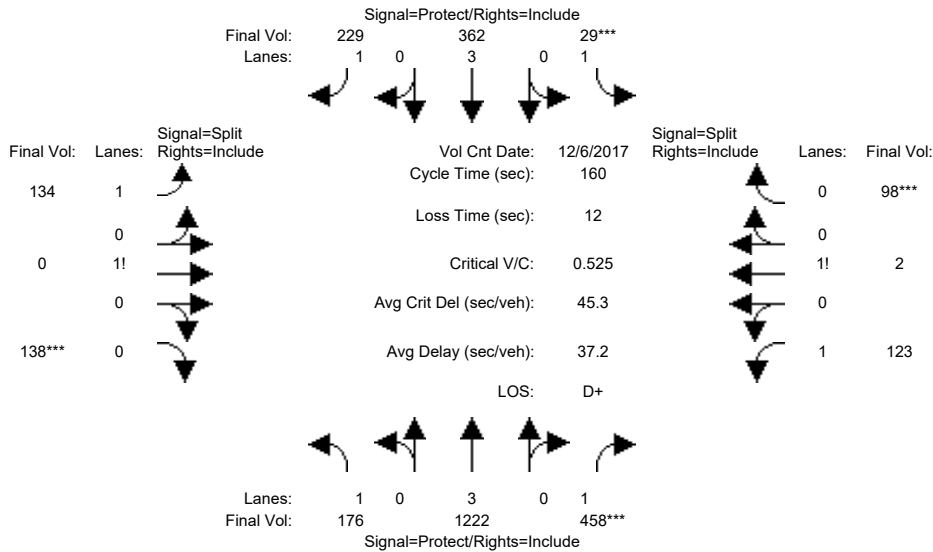
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.97	0.03	1.00	1.00	0.61	0.39	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3499	51	1750	1750	1091	709	1750	3800	1750	1750	3800	1750

Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.23	0.01	0.02	0.02	0.00	0.34	0.51	0.22	0.14	0.00
Crit Moves:	****			****			****			****		
Green Time:	17.8	17.8	58.1	6.0	6.0	6.0	22.0	73.9	91.7	40.3	92.2	98.2
Volume/Cap:	0.83	0.83	0.60	0.27	0.46	0.46	0.03	0.70	0.83	0.83	0.23	0.00
Uniform Del:	64.6	64.6	36.8	69.9	70.4	70.4	54.9	29.4	23.0	51.6	12.9	9.0
IncrementDel:	13.0	13.0	1.6	2.1	4.6	4.6	0.0	1.2	5.6	11.8	0.0	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	77.6	77.6	38.3	72.0	75.0	75.0	55.0	30.6	28.6	63.4	13.0	9.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	77.6	77.6	38.3	72.0	75.0	75.0	55.0	30.6	28.6	63.4	13.0	9.0
LOS by Move:	E-	E-	D+	E	E	E	D-	C	C	E	B	A
HCM2kAvgQ:	11	11	16	1	2	2	0	22	34	20	5	0

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

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

Intersection #97: Wolfe Rd & Central Expwy Ramps



Street Name:	Wolfe Rd						Central Expwy Ramps					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	6 Dec 2017	<<	8:00 AM - 9:00 AM						
Base Vol:	176	1222	458	29	362	229	134	0	138	123	2	98
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	176	1222	458	29	362	229	134	0	138	123	2	98
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:	176	1222	458	29	362	229	134	0	138	123	2	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	176	1222	458	29	362	229	134	0	138	123	2	98
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	176	1222	458	29	362	229	134	0	138	123	2	98
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	176	1222	458	29	362	229	134	0	138	123	2	98

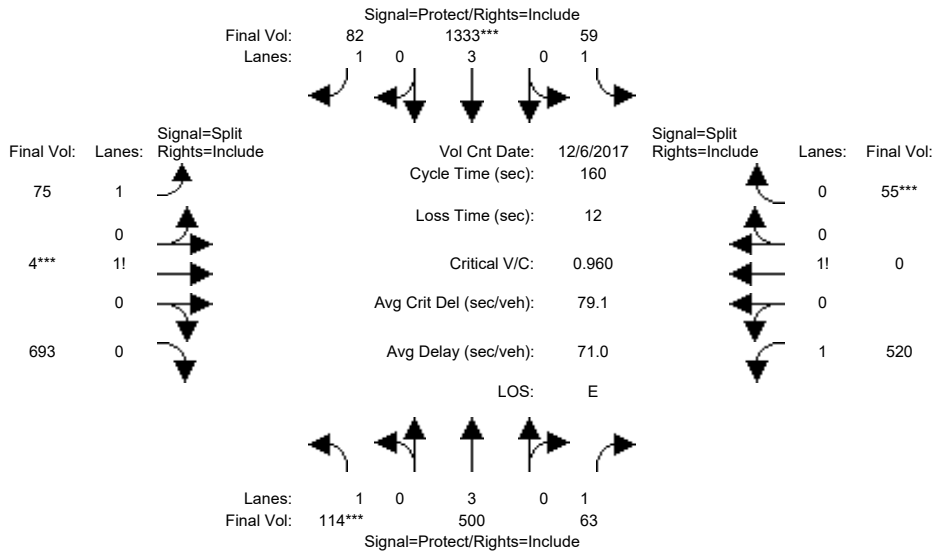
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.95	0.92	0.92	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.33	0.00	0.67	1.38	0.01	0.61
Final Sat.:	1750	5700	1750	1750	5700	1750	2333	0	1200	2416	22	1062

Capacity Analysis Module:												
Vol/Sat:	0.10	0.21	0.26	0.02	0.06	0.13	0.06	0.00	0.11	0.05	0.09	0.09
Crit Moves:			****	****					****			****
Green Time:	37.2	78.7	78.7	7.0	48.5	48.5	34.6	0.0	34.6	27.7	27.7	27.7
Volume/Cap:	0.43	0.44	0.53	0.38	0.21	0.43	0.27	0.00	0.53	0.29	0.53	0.53
Uniform Del:	52.4	26.3	28.0	74.4	41.5	44.7	52.2	0.0	55.6	57.6	60.2	60.2
IncrementDel:	0.7	0.1	0.6	3.1	0.1	0.6	0.1	0.0	1.1	0.2	1.3	1.3
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Delay/Veh:	53.1	26.4	28.6	77.5	41.6	45.3	52.3	0.0	56.6	57.8	61.5	61.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.1	26.4	28.6	77.5	41.6	45.3	52.3	0.0	56.6	57.8	61.5	61.5
LOS by Move:	D-	C	C	E-	D	D	D-	A	E+	E+	E	E
HCM2kAvgQ:	8	12	16	2	4	10	4	0	10	4	8	8

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

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

Intersection #97: Wolfe Rd & Central Expwy Ramps



Street Name:	Wolfe Rd						Central Expwy Ramps					
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:	6 Dec 2017	<< 5:00 PM	6:00 PM							
Base Vol:	114	500	63	59	1333	82	75	4	693	520	0	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	114	500	63	59	1333	82	75	4	693	520	0	55
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:	114	500	63	59	1333	82	75	4	693	520	0	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	114	500	63	59	1333	82	75	4	693	520	0	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	500	63	59	1333	82	75	4	693	520	0	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	114	500	63	59	1333	82	75	4	693	520	0	55

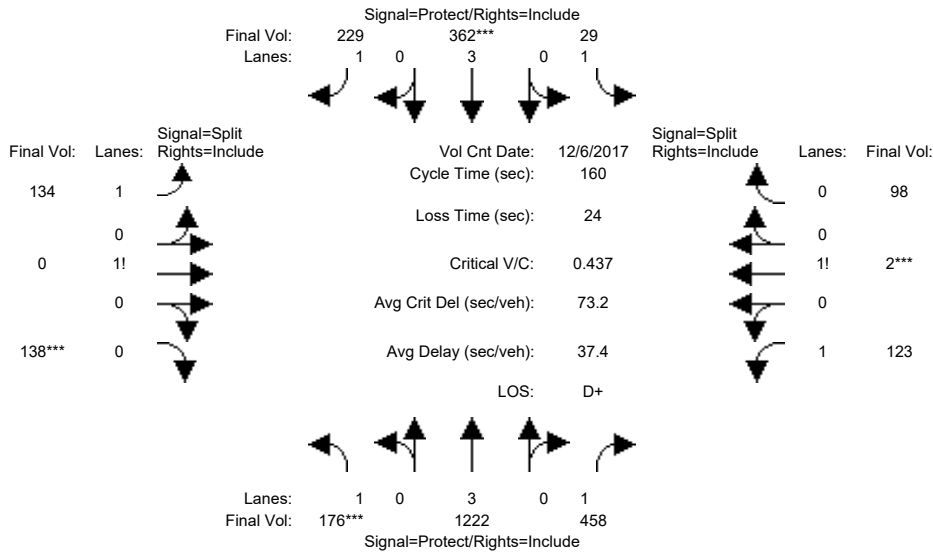
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.05	0.01	0.94	1.83	0.00	0.17
Final Sat.:	1750	5700	1750	1750	5700	1750	1842	10	1696	3194	0	306

Capacity Analysis Module:												
Vol/Sat:	0.07	0.09	0.04	0.03	0.23	0.05	0.04	0.41	0.41	0.16	0.00	0.18
Crit Moves:	***				***			***				***
Green Time:	10.9	33.3	33.3	16.6	39.0	39.0	68.1	68.1	68.1	30.0	0.0	30.0
Volume/Cap:	0.96	0.42	0.17	0.33	0.96	0.19	0.10	0.96	0.96	0.87	0.00	0.96
Uniform Del:	74.4	55.0	52.1	66.5	59.7	48.0	27.5	44.6	44.6	63.1	0.0	64.4
IncrementDel:	69.7	0.2	0.2	1.0	15.5	0.2	0.0	22.3	22.3	11.7	0.0	26.9
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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:	144.0	55.3	52.3	67.6	75.3	48.2	27.5	66.9	66.9	74.8	0.0	91.3
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:	144.0	55.3	52.3	67.6	75.3	48.2	27.5	66.9	66.9	74.8	0.0	91.3
LOS by Move:	F	E+	D-	E	E-	D	C	E	E	E	A	F
HCM2kAvgQ:	9	7	3	3	26	3	2	42	42	17	0	21

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

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

Intersection #101: Wolfe Rd & Central Expwy Ramps



Street Name:	Wolfe Rd						Central Expwy Ramps					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	75	10	7	75	10	10	25	10	10	25	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:	6 Dec 2017	<< 8:00 AM	- 9:00 AM
Base Vol:	176 1222 458	29 362 229	134 0 138	123 2 98	
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	
Initial Bse:	176 1222 458	29 362 229	134 0 138	123 2 98	
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:	176 1222 458	29 362 229	134 0 138	123 2 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:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	
PHF Volume:	176 1222 458	29 362 229	134 0 138	123 2 98	
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0	
Reduced Vol:	176 1222 458	29 362 229	134 0 138	123 2 98	
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	
Final Volume:	176 1222 458	29 362 229	134 0 138	123 2 98	

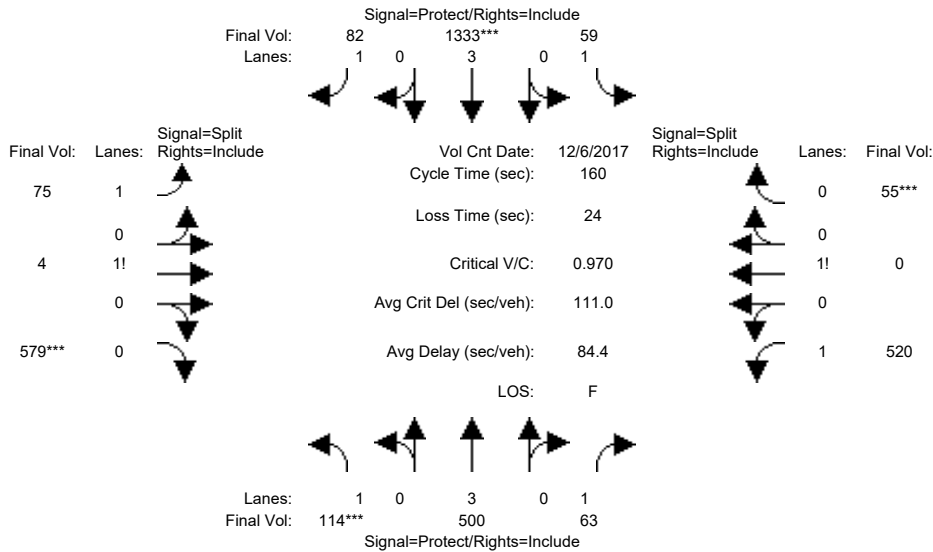
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.95	0.92	0.92	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.33	0.00	0.67	1.38	0.01	0.61
Final Sat.:	1750	5700	1750	1750	5700	1750	2333	0	1200	2416	22	1062

Capacity Analysis Module:												
Vol/Sat:	0.10	0.21	0.26	0.02	0.06	0.13	0.06	0.00	0.11	0.05	0.09	0.09
Crit Moves:	***			****			****			****		
Green Time:	16.8	84.0	84.0	7.8	75.0	75.0	19.2	0.0	19.2	25.0	25.0	25.0
Volume/Cap:	0.96	0.41	0.50	0.34	0.14	0.28	0.48	0.00	0.96	0.33	0.59	0.59
Uniform Del:	71.2	23.0	24.5	73.6	24.1	26.0	65.7	0.0	70.0	60.0	62.7	62.7
IncrementDel:	54.0	0.1	0.4	2.3	0.0	0.2	0.6	0.0	41.9	0.3	2.5	2.5
InitQueueDel:	0.0	3.6	0.0	63.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.73	0.73	1.00	0.81	0.81	1.00	0.00	1.00	1.00	1.00	1.00
Delay/Veh:	125.2	20.4	18.2	138.9	23.6	21.3	66.4	0.0	111.9	60.3	65.2	65.2
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:	125.2	20.4	18.2	138.9	23.6	21.3	66.4	0.0	111.9	60.3	65.2	65.2
LOS by Move:	F	C+	B-	F	C	C+	E	A	F	E	E	E
HCM2kAvgQ:	11	8	11	2	2	5	5	0	14	4	9	9

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

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

Intersection #101: Wolfe Rd & Central Expwy Ramps



Street Name:	Wolfe Rd						Central Expwy Ramps					
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	60	60	10	60	60	30	30	30	25	25	25
Y+R:	6.1	6.1	6.1	5.0	6.1	6.1	6.1	6.1	6.1	5.9	5.9	5.9

Volume Module:	>> Count	Date:	6 Dec 2017	<< 5:00 PM	6:00 PM							
Base Vol:	114	500	63	59	1333	82	75	4	693	520	0	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	114	500	63	59	1333	82	75	4	693	520	0	55
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:	114	500	63	59	1333	82	75	4	693	520	0	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	114	500	63	59	1333	82	75	4	693	520	0	55
Reduct Vol:	0	0	0	0	0	0	0	0	114	0	0	0
Reduced Vol:	114	500	63	59	1333	82	75	4	579	520	0	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	114	500	63	59	1333	82	75	4	579	520	0	55

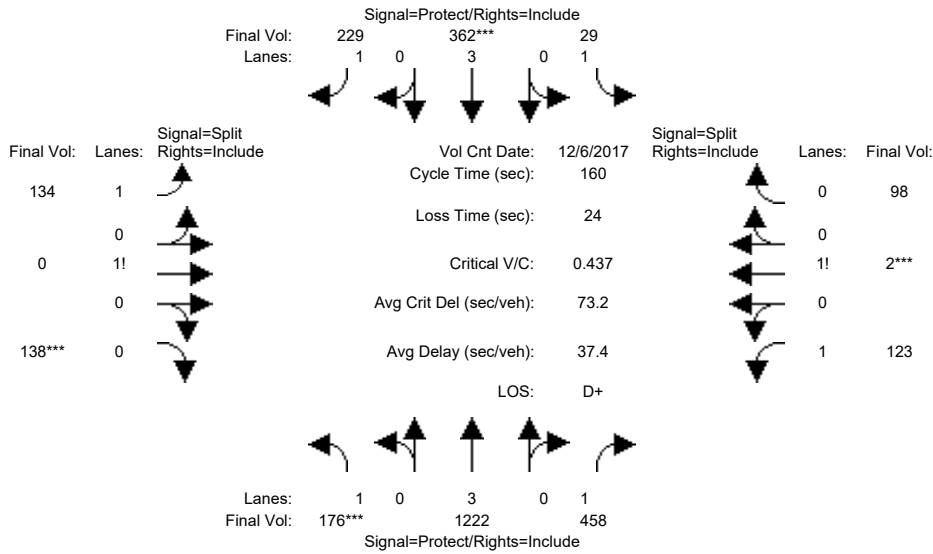
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.06	0.01	0.93	1.83	0.00	0.17
Final Sat.:	1750	5700	1750	1750	5700	1750	1859	12	1677	3194	0	306

Capacity Analysis Module:												
Vol/Sat:	0.07	0.09	0.04	0.03	0.23	0.05	0.04	0.35	0.35	0.16	0.00	0.18
Crit Moves:	***				***				***			***
Green Time:	10.0	60.0	60.0	10.0	60.0	60.0	41.0	41.0	41.0	25.0	0.0	25.0
Volume/Cap:	1.04	0.23	0.10	0.54	0.62	0.12	0.16	1.35	1.35	1.04	0.00	1.15
Uniform Del:	75.0	34.3	32.4	72.8	40.8	32.8	46.1	59.5	59.5	67.5	0.0	67.5
IncrementDel:	97.9	0.1	0.1	5.3	0.6	0.1	0.0	170	169.6	49.6	0.0	89.3
InitQueueDel:	0.0	1.7	0.0	65.8	2.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.96	0.60	0.60	0.96	0.60	0.60	1.00	1.00	1.00	1.00	0.00	1.00
Delay/Veh:	169.6	22.3	19.5	140.7	28.0	19.8	46.1	229	229.1	117.1	0.0	156.8
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:	169.6	22.3	19.5	140.7	28.0	19.8	46.1	229	229.1	117.1	0.0	156.8
LOS by Move:	F	C+	B-	F	C	B-	D	F	F	F	A	F
HCM2kAvgQ:	8	3	1	4	14	2	3	54	54	21	0	25

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

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

Intersection #102: Wolfe Rd & Central Expwy Ramps



Street Name:	Wolfe Rd						Central Expwy Ramps					
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	75	10	7	75	10	10	25	10	10	25	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:	6 Dec 2017	<<	8:00 AM - 9:00 AM						
Base Vol:	176	1222	458	29	362	229	134	0	138	123	2	98
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	176	1222	458	29	362	229	134	0	138	123	2	98
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:	176	1222	458	29	362	229	134	0	138	123	2	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	176	1222	458	29	362	229	134	0	138	123	2	98
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	176	1222	458	29	362	229	134	0	138	123	2	98
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	176	1222	458	29	362	229	134	0	138	123	2	98

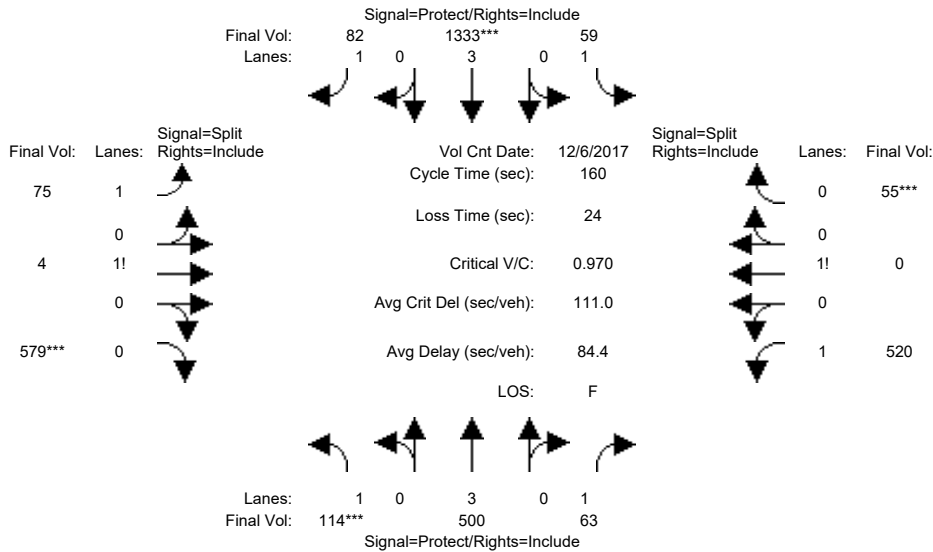
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.95	0.92	0.92	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.33	0.00	0.67	1.38	0.01	0.61
Final Sat.:	1750	5700	1750	1750	5700	1750	2333	0	1200	2416	22	1062

Capacity Analysis Module:												
Vol/Sat:	0.10	0.21	0.26	0.02	0.06	0.13	0.06	0.00	0.11	0.05	0.09	0.09
Crit Moves:	***				***				***		***	
Green Time:	16.8	84.0	84.0	7.8	75.0	75.0	19.2	0.0	19.2	25.0	25.0	25.0
Volume/Cap:	0.96	0.41	0.50	0.34	0.14	0.28	0.48	0.00	0.96	0.33	0.59	0.59
Uniform Del:	71.2	23.0	24.5	73.6	24.1	26.0	65.7	0.0	70.0	60.0	62.7	62.7
IncrementDel:	54.0	0.1	0.4	2.3	0.0	0.2	0.6	0.0	41.9	0.3	2.5	2.5
InitQueueDel:	0.0	3.6	0.0	63.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.73	0.73	1.00	0.81	0.81	1.00	0.00	1.00	1.00	1.00	1.00
Delay/Veh:	125.2	20.4	18.2	138.9	23.6	21.3	66.4	0.0	111.9	60.3	65.2	65.2
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:	125.2	20.4	18.2	138.9	23.6	21.3	66.4	0.0	111.9	60.3	65.2	65.2
LOS by Move:	F	C+	B-	F	C	C+	E	A	F	E	E	E
HCM2kAvgQ:	13	8	11	1	2	5	5	0	14	4	9	9

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

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

Intersection #102: Wolfe Rd & Central Expwy Ramps



Street Name:	Wolfe Rd						Central Expwy Ramps					
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	60	60	10	60	60	30	30	30	25	25	25
Y+R:	6.1	6.1	6.1	5.0	6.1	6.1	6.1	6.1	6.1	5.9	5.9	5.9

Volume Module:	>>	Count	Date:	6 Dec 2017	<<	5:00 PM - 6:00 PM						
Base Vol:	114	500	63	59	1333	82	75	4	693	520	0	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	114	500	63	59	1333	82	75	4	693	520	0	55
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:	114	500	63	59	1333	82	75	4	693	520	0	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	114	500	63	59	1333	82	75	4	693	520	0	55
Reduct Vol:	0	0	0	0	0	0	0	0	114	0	0	0
Reduced Vol:	114	500	63	59	1333	82	75	4	579	520	0	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	114	500	63	59	1333	82	75	4	579	520	0	55

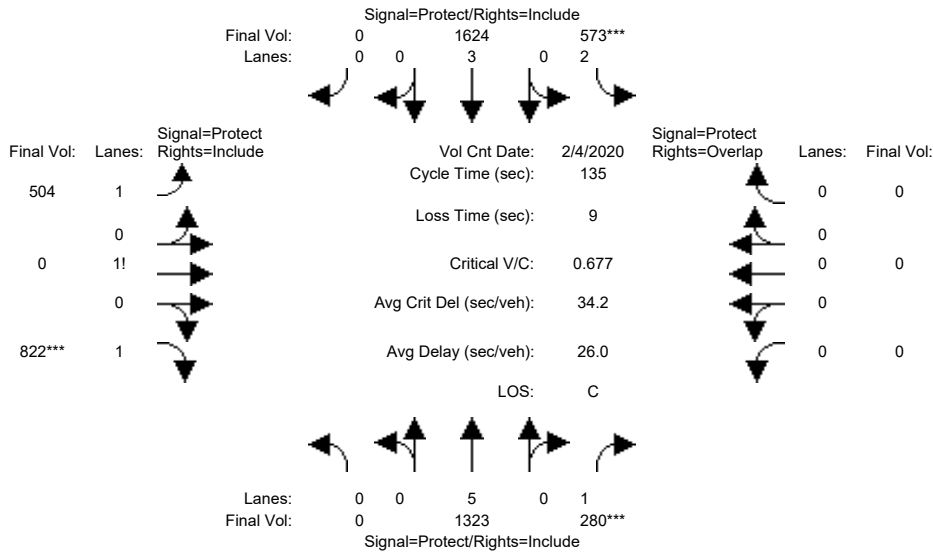
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.06	0.01	0.93	1.83	0.00	0.17
Final Sat.:	1750	5700	1750	1750	5700	1750	1859	12	1677	3194	0	306

Capacity Analysis Module:												
Vol/Sat:	0.07	0.09	0.04	0.03	0.23	0.05	0.04	0.35	0.35	0.16	0.00	0.18
Crit Moves:	****				****				****			****
Green Time:	10.0	60.0	60.0	10.0	60.0	60.0	41.0	41.0	41.0	25.0	0.0	25.0
Volume/Cap:	1.04	0.23	0.10	0.54	0.62	0.12	0.16	1.35	1.35	1.04	0.00	1.15
Uniform Del:	75.0	34.3	32.4	72.8	40.8	32.8	46.1	59.5	59.5	67.5	0.0	67.5
IncrementDel:	97.9	0.1	0.1	5.3	0.6	0.1	0.0	170	169.6	49.6	0.0	89.3
InitQueueDel:	0.0	1.7	0.0	65.8	2.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.96	0.60	0.60	0.96	0.60	0.60	1.00	1.00	1.00	1.00	0.00	1.00
Delay/Veh:	169.6	22.3	19.5	140.7	28.0	19.8	46.1	229	229.1	117.1	0.0	156.8
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:	169.6	22.3	19.5	140.7	28.0	19.8	46.1	229	229.1	117.1	0.0	156.8
LOS by Move:	F	C+	B-	F	C	B-	D	F	F	F	A	F
HCM2kAvgQ:	10	4	1	3	13	2	3	54	54	21	0	25

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

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

Intersection #212: I-280 S Ramps/De Anza Blvd 1637-212 [CMP 2010]

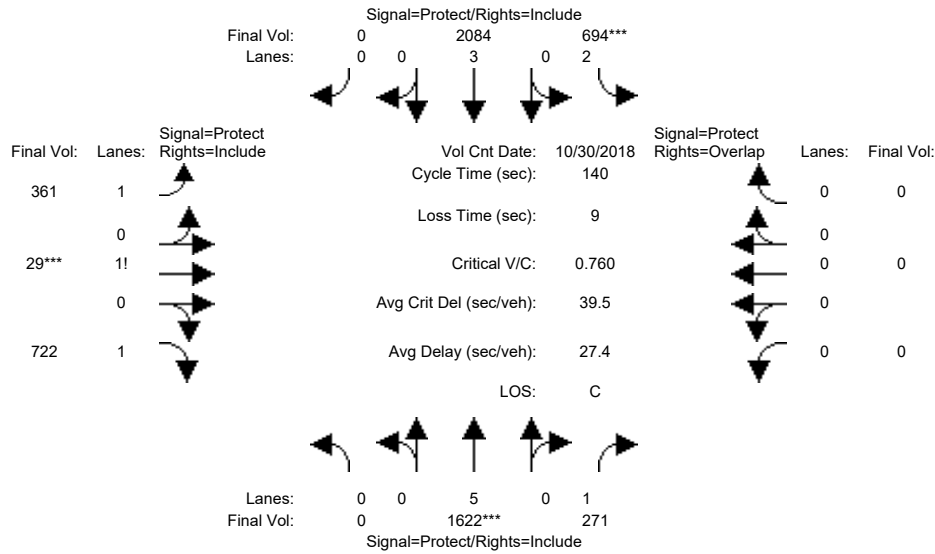


Street Name:	De Anza Boulevard						I-280 S. Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module: >> Count Date: 4 Feb 2020 << 8:45 - 9:45												
Base Vol:	0	1323	280	573	1624	0	504	0	822	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1323	280	573	1624	0	504	0	822	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1323	280	573	1624	0	504	0	822	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1323	280	573	1624	0	504	0	822	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1323	280	573	1624	0	504	0	822	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1323	280	573	1624	0	504	0	822	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	5.00	1.00	2.00	3.00	0.00	1.38	0.00	1.62	0.00	0.00	0.00
Final Sat.:	0	9500	1750	3150	5700	0	2415	0	2835	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.16	0.18	0.28	0.00	0.21	0.00	0.29	0.00	0.00	0.00
Crit Moves:			****	****					****			
Green Time:	0.0	31.9	31.9	36.3	68.2	0.0	57.8	0.0	57.8	0.0	0.0	0.0
Volume/Cap:	0.00	0.59	0.68	0.68	0.56	0.00	0.49	0.00	0.68	0.00	0.00	0.00
Uniform Del:	0.0	45.7	46.9	44.1	23.1	0.0	27.9	0.0	31.1	0.0	0.0	0.0
IncrementDel:	0.0	0.4	4.5	2.2	0.3	0.0	0.1	0.0	1.0	0.0	0.0	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.79	0.79	0.76	0.32	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	36.7	41.6	35.5	7.7	0.0	28.0	0.0	32.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	36.7	41.6	35.5	7.7	0.0	28.0	0.0	32.0	0.0	0.0	0.0
LOS by Move:	A	D+	D	D+	A	A	C	A	C-	A	A	A
HCM2kAvgQ:	0	9	11	11	7	0	12	0	19	0	0	0

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

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

Intersection #212: I-280 S Ramps/De Anza Blvd 1637-212 [CMP 2010]



Street Name:	De Anza Boulevard						I-280 S. 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:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:	>>	Count	Date:	30 Oct 2018	<<	5:00 - 6:00 PM						
Base Vol:	0	1622	271	694	2084	0	361	29	722	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1622	271	694	2084	0	361	29	722	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1622	271	694	2084	0	361	29	722	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1622	271	694	2084	0	361	29	722	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1622	271	694	2084	0	361	29	722	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1622	271	694	2084	0	361	29	722	0	0	0

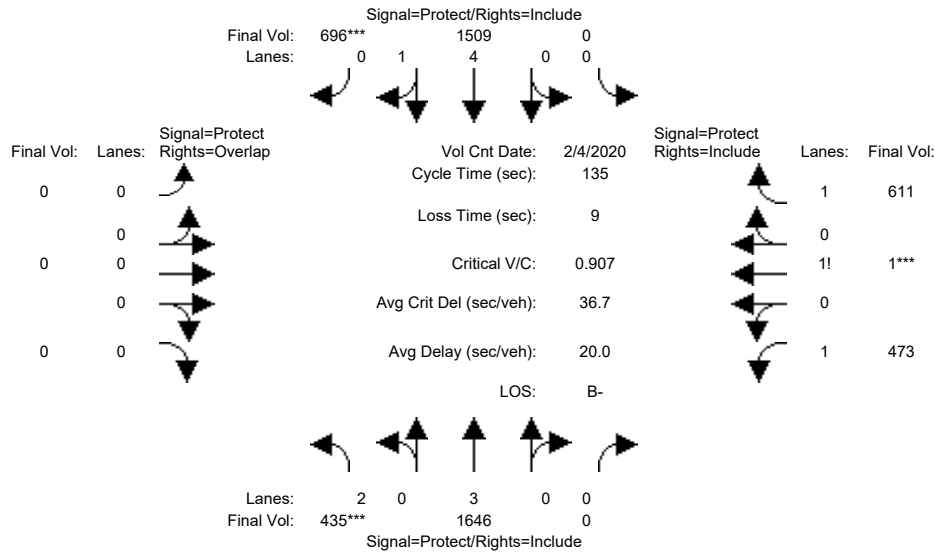
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	0.00	5.00	1.00	2.00	3.00	0.00	1.32	0.05	1.63	0.00	0.00	0.00
Final Sat.:	0	9500	1750	3150	5700	0	2314	91	2929	0	0	0

Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.15	0.22	0.37	0.00	0.16	0.32	0.25	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green Time:	0.0	31.5	31.5	40.6	72.1	0.0	58.9	58.9	58.9	0.0	0.0	0.0
Volume/Cap:	0.00	0.76	0.69	0.76	0.71	0.00	0.37	0.76	0.59	0.00	0.00	0.00
Uniform Del:	0.0	50.7	49.8	45.3	26.0	0.0	27.8	34.5	31.1	0.0	0.0	0.0
IncrementDel:	0.0	1.6	5.1	3.8	0.8	0.0	0.1	2.4	0.5	0.0	0.0	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.81	0.81	0.73	0.29	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	42.6	45.3	36.7	8.4	0.0	27.9	36.9	31.6	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	42.6	45.3	36.7	8.4	0.0	27.9	36.9	31.6	0.0	0.0	0.0
LOS by Move:	A	D	D	D+	A	A	C	D+	C	A	A	A
HCM2kAvgQ:	0	14	12	14	11	0	8	23	15	0	0	0

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

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

Intersection #213: I-280 N Ramps/De Anza Blvd 1636-213 [CMP 2010]

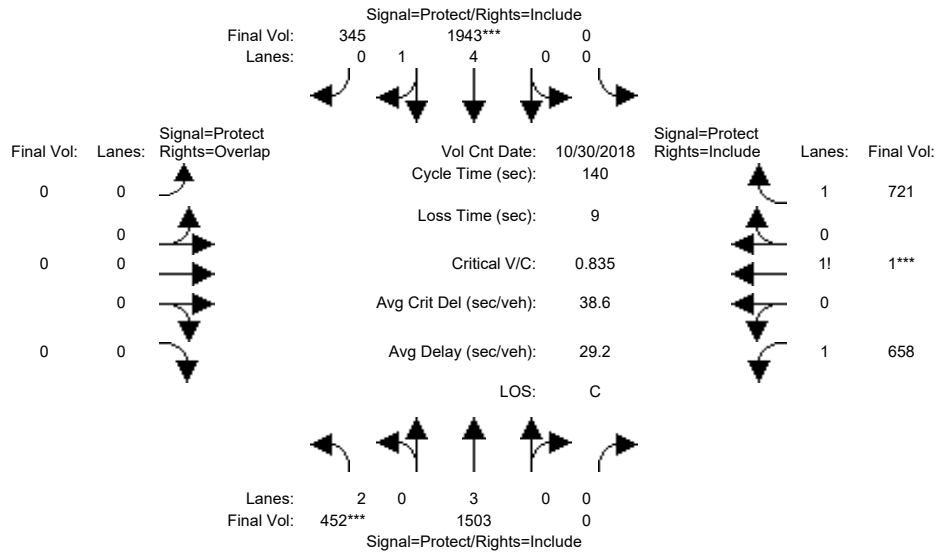


Street Name:	De Anza Boulevard						I-280 N. Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	7	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module: >> Count Date:	4 Feb 2020 << 8:00 - 9:00											
Base Vol:	435	1646	0	0	1509	696	0	0	0	473	1	611
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	435	1646	0	0	1509	696	0	0	0	473	1	611
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:	435	1646	0	0	1509	696	0	0	0	473	1	611
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	435	1646	0	0	1509	696	0	0	0	473	1	611
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	435	1646	0	0	1509	696	0	0	0	473	1	611
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	435	1646	0	0	1509	696	0	0	0	473	1	611
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	2.00	3.00	0.00	0.00	4.00	1.00	0.00	0.00	0.00	1.43	0.01	1.56
Final Sat.:	3150	5700	0	0	7600	1750	0	0	0	2512	3	2735
Capacity Analysis Module:												
Vol/Sat:	0.14	0.29	0.00	0.00	0.20	0.40	0.00	0.00	0.00	0.19	0.31	0.22
Crit Moves:	***				***	***				***	***	***
Green Time:	20.6	79.8	0.0	0.0	59.2	59.2	0.0	0.0	0.0	46.2	46.2	46.2
Volume/Cap:	0.91	0.49	0.00	0.00	0.45	0.91	0.00	0.00	0.00	0.55	0.91	0.65
Uniform Del:	56.3	15.9	0.0	0.0	26.5	35.3	0.0	0.0	0.0	36.0	42.3	37.6
IncrementDel:	20.7	0.1	0.0	0.0	0.1	5.4	0.0	0.0	0.0	0.3	10.0	0.9
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.88	0.04	0.00	0.00	0.48	0.48	0.00	0.00	0.00	1.00	1.00	1.00
Delay/Veh:	70.3	0.7	0.0	0.0	12.8	22.3	0.0	0.0	0.0	36.3	52.4	38.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	70.3	0.7	0.0	0.0	12.8	22.3	0.0	0.0	0.0	36.3	52.4	38.5
LOS by Move:	E	A	A	A	B	C+	A	A	A	D+	D-	D+
HCM2kAvgQ:	12	1	0	0	6	26	0	0	0	12	27	15

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

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

Intersection #213: I-280 N Ramps/De Anza Blvd 1636-213 [CMP 2010]

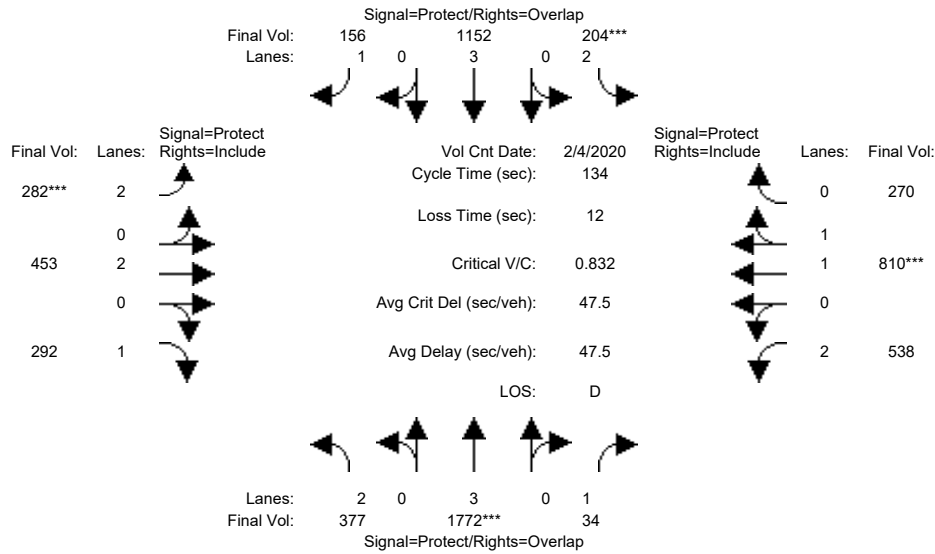


Street Name:	De Anza Boulevard						I-280 N. Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	7	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module: >> Count Date:	30 Oct 2018 << 5:00 - 6:00 PM											
Base Vol:	452	1503	0	0	1943	345	0	0	0	658	1	721
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	452	1503	0	0	1943	345	0	0	0	658	1	721
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:	452	1503	0	0	1943	345	0	0	0	658	1	721
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	452	1503	0	0	1943	345	0	0	0	658	1	721
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	452	1503	0	0	1943	345	0	0	0	658	1	721
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	452	1503	0	0	1943	345	0	0	0	658	1	721
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.95	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	2.00	3.00	0.00	0.00	4.21	0.79	0.00	0.00	0.00	1.47	0.01	1.52
Final Sat.:	3150	5700	0	0	7980	1417	0	0	0	2584	3	2664
Capacity Analysis Module:												
Vol/Sat:	0.14	0.26	0.00	0.00	0.24	0.24	0.00	0.00	0.00	0.25	0.39	0.27
Crit Moves:	***			****						****		
Green Time:	24.1	64.9	0.0	0.0	40.8	40.8	0.0	0.0	0.0	66.1	66.1	66.1
Volume/Cap:	0.84	0.57	0.00	0.00	0.84	0.84	0.00	0.00	0.00	0.54	0.84	0.57
Uniform Del:	56.1	27.4	0.0	0.0	46.4	46.4	0.0	0.0	0.0	26.1	32.2	26.7
IncrementDel:	10.8	0.3	0.0	0.0	2.4	2.4	0.0	0.0	0.0	0.2	3.9	0.3
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.86	0.42	0.00	0.00	0.73	0.73	0.00	0.00	0.00	1.00	1.00	1.00
Delay/Veh:	59.1	11.9	0.0	0.0	36.1	36.1	0.0	0.0	0.0	26.4	36.0	27.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.1	11.9	0.0	0.0	36.1	36.1	0.0	0.0	0.0	26.4	36.0	27.1
LOS by Move:	E+	B+	A	A	D+	D+	A	A	A	C	D+	C
HCM2kAvgQ:	11	9	0	0	16	16	0	0	0	14	30	16

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

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

Intersection #214: De Anza Blvd/Homestead Rd 1617-214 [CMP 2010]



Street Name:	De Anza Boulevard						Homestead 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:	4 Feb 2020	<<	8:00 AM - 9:00 AM						
Base Vol:	377	1772	34	204	1152	156	282	453	292	538	810	270
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	377	1772	34	204	1152	156	282	453	292	538	810	270
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:	377	1772	34	204	1152	156	282	453	292	538	810	270
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	377	1772	34	204	1152	156	282	453	292	538	810	270
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	377	1772	34	204	1152	156	282	453	292	538	810	270
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	377	1772	34	204	1152	156	282	453	292	538	810	270

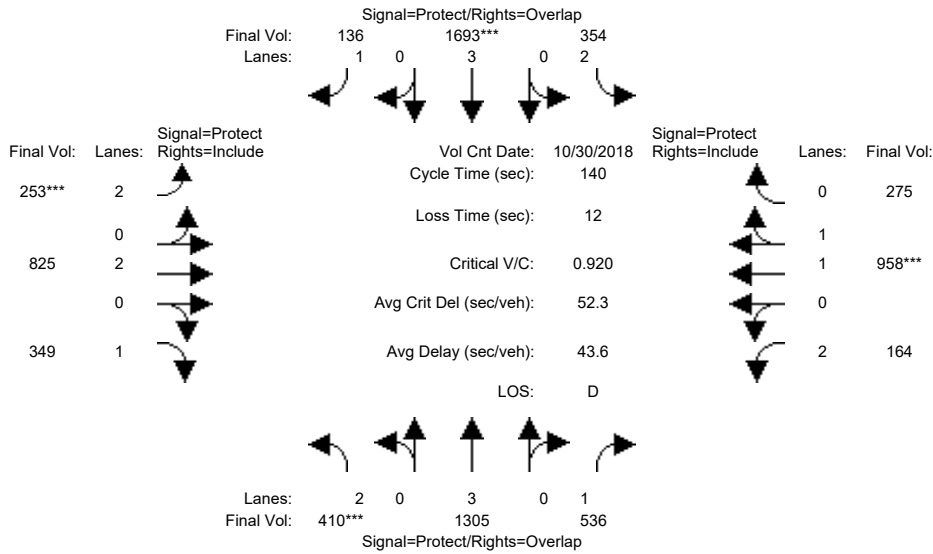
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.98	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.49	0.51
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	2774	925

Capacity Analysis Module:												
Vol/Sat:	0.12	0.31	0.02	0.06	0.20	0.09	0.09	0.12	0.17	0.17	0.29	0.29
Crit Moves:	****			****			****			****		
Green Time:	22.5	50.1	81.2	10.4	38.0	52.4	14.4	30.4	30.4	31.1	47.0	47.0
Volume/Cap:	0.71	0.83	0.03	0.83	0.71	0.23	0.83	0.53	0.74	0.74	0.83	0.83
Uniform Del:	52.7	38.1	10.6	60.9	43.1	27.2	58.6	45.5	48.1	47.7	39.8	39.8
IncrementDel:	4.5	2.9	0.0	20.8	1.5	0.2	15.8	0.6	7.1	3.9	4.7	4.7
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	57.2	41.1	10.6	81.7	44.6	27.4	74.4	46.1	55.1	51.6	44.6	44.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.2	41.1	10.6	81.7	44.6	27.4	74.4	46.1	55.1	51.6	44.6	44.6
LOS by Move:	E+	D	B+	F	D	C	E	D	E+	D-	D	D
HCM2kAvgQ:	9	23	1	5	14	4	9	8	13	14	23	23

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

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

Intersection #214: De Anza Blvd/Homestead Rd 1617-214 [CMP 2010]



Street Name:	De Anza Boulevard						Homestead Road					
	North Bound			South Bound			East Bound			West Bound		
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:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:	>>	Count	Date:	30 Oct 2018	<<	5:30 - 6:30 PM						
Base Vol:	410	1305	536	354	1693	136	253	825	349	164	958	275
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	410	1305	536	354	1693	136	253	825	349	164	958	275
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:	410	1305	536	354	1693	136	253	825	349	164	958	275
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	410	1305	536	354	1693	136	253	825	349	164	958	275
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	410	1305	536	354	1693	136	253	825	349	164	958	275
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	410	1305	536	354	1693	136	253	825	349	164	958	275

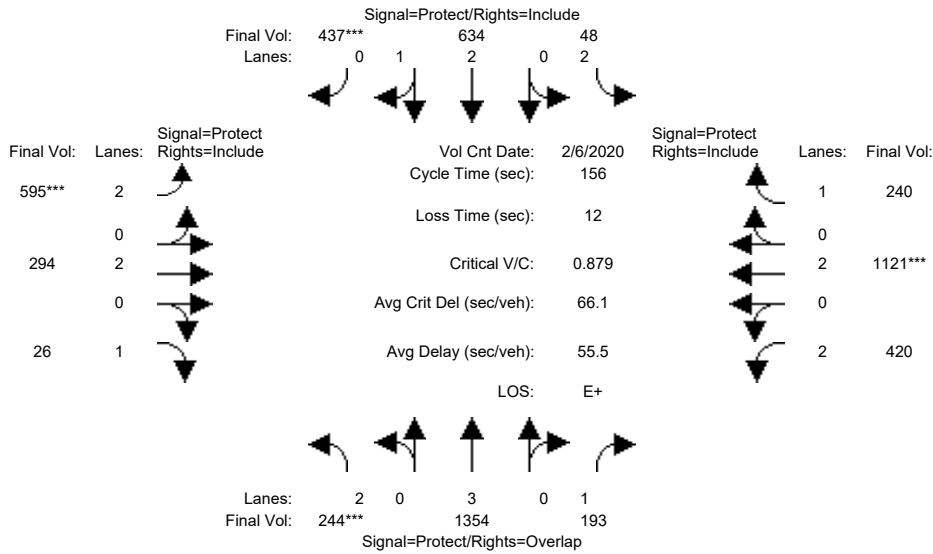
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.98	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.54	0.46
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	2874	825

Capacity Analysis Module:												
Vol/Sat:	0.13	0.23	0.31	0.11	0.30	0.08	0.08	0.22	0.20	0.05	0.33	0.33
Crit Moves:	***			****			****			****		
Green Time:	19.8	45.1	57.3	19.9	45.2	57.4	12.2	50.8	50.8	12.2	50.7	50.7
Volume/Cap:	0.92	0.71	0.75	0.79	0.92	0.19	0.92	0.60	0.55	0.60	0.92	0.92
Uniform Del:	59.3	41.7	35.2	58.0	45.6	26.4	63.4	36.3	35.5	61.6	42.7	42.7
IncramntDel:	24.1	1.3	4.4	9.1	8.0	0.1	33.7	0.7	1.0	3.6	10.4	10.4
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.89	0.68	0.54	0.89	0.68	0.54	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	76.9	29.8	23.4	60.7	39.1	14.3	97.1	37.0	36.5	65.2	53.1	53.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	76.9	29.8	23.4	60.7	39.1	14.3	97.1	37.0	36.5	65.2	53.1	53.1
LOS by Move:	E-	C	C	E	D	B	F	D+	D+	E	D-	D-
HCM2kAvgQ:	11	14	16	8	22	2	9	11	10	5	28	28

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

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

Intersection #1207: GREAT AMERICA/TASMAN

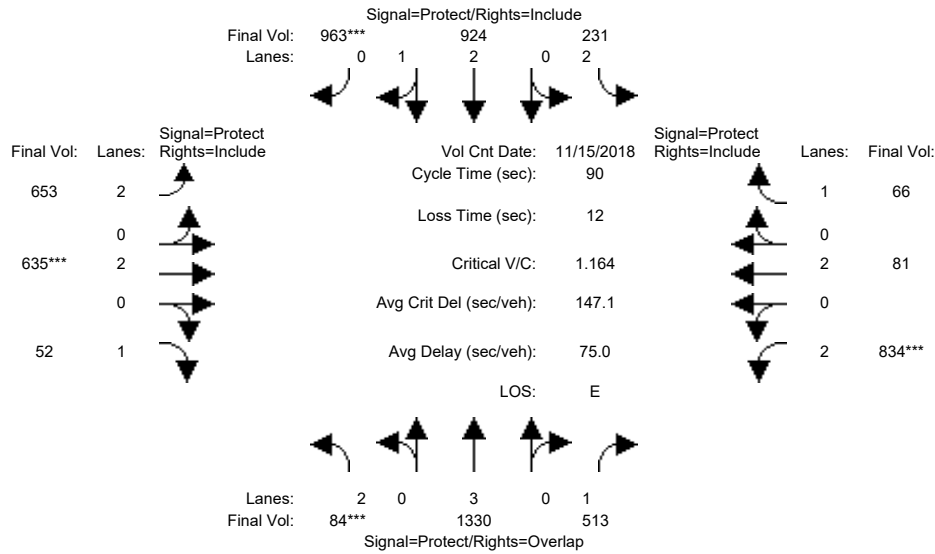


Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	8	12	12	7	12	12	7	10	10	8	10	10
Y+R:	5.0	6.7	6.7	5.0	6.7	6.7	5.0	6.4	6.4	5.0	6.4	6.4
Volume Module: >> Count Date: 6 Feb 2020 << 8:15 - 9:15												
Base Vol:	244	1354	193	48	634	437	595	294	26	420	1121	240
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	244	1354	193	48	634	437	595	294	26	420	1121	240
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:	244	1354	193	48	634	437	595	294	26	420	1121	240
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	244	1354	193	48	634	437	595	294	26	420	1121	240
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	244	1354	193	48	634	437	595	294	26	420	1121	240
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	244	1354	193	48	634	437	595	294	26	420	1121	240
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	3800	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.24	0.11	0.02	0.17	0.25	0.19	0.08	0.01	0.13	0.30	0.14
Crit Moves:	****					****	****				****	
Green Time:	13.8	48.9	103.2	9.2	44.3	44.3	33.5	31.5	31.5	54.4	52.4	52.4
Volume/Cap:	0.88	0.76	0.17	0.26	0.59	0.88	0.88	0.38	0.07	0.38	0.88	0.41
Uniform Del:	70.3	48.3	10.0	70.1	48.0	53.3	59.3	53.8	50.4	38.2	48.8	39.9
IncrcmntDel:	30.2	3.1	0.3	3.3	1.4	9.2	15.1	1.4	0.4	1.0	8.8	2.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	100.5	51.3	10.3	73.4	49.4	62.4	74.3	55.3	50.8	39.2	57.6	42.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	100.5	51.3	10.3	73.4	49.4	62.4	74.3	55.3	50.8	39.2	57.6	42.0
LOS by Move:	F	D-	B+	E	D	E	E	E+	D	D	E+	D
HCM2kAvgQ:	10	20	4	2	13	24	19	6	1	9	28	9

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

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

Intersection #1207: GREAT AMERICA/TASMAN

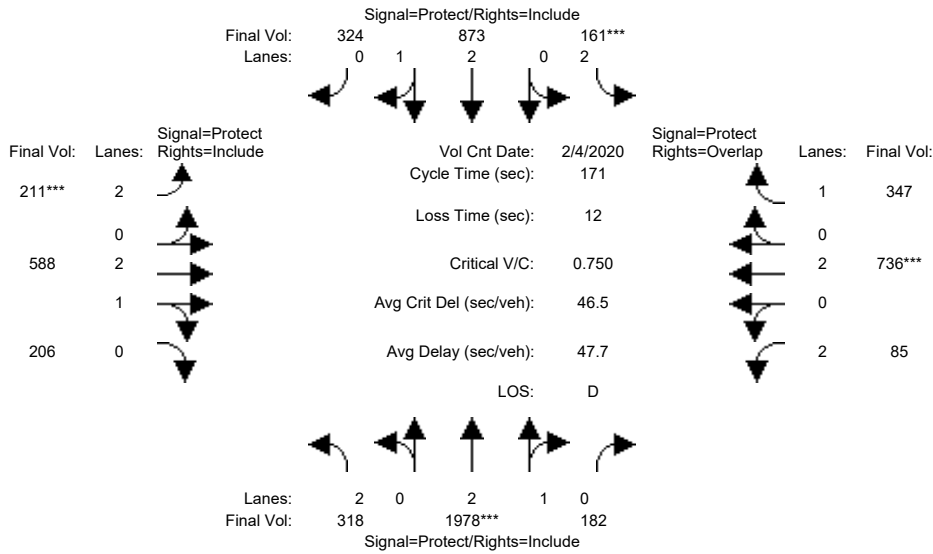


Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 15 Nov 2018 << 4:45 - 5:45 PM												
Base Vol:	84	1330	513	231	924	963	653	635	52	834	81	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:	84	1330	513	231	924	963	653	635	52	834	81	66
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:	84	1330	513	231	924	963	653	635	52	834	81	66
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	84	1330	513	231	924	963	653	635	52	834	81	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	1330	513	231	924	963	653	635	52	834	81	66
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	84	1330	513	231	924	963	653	635	52	834	81	66
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	3800	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.23	0.29	0.07	0.24	0.55	0.21	0.17	0.03	0.26	0.02	0.04
Crit Moves:	****					****		****				****
Green Time:	7.0	35.1	54.2	11.7	39.8	39.8	20.3	12.1	12.1	19.1	10.9	10.9
Volume/Cap:	0.34	0.60	0.49	0.56	0.55	1.24	0.92	1.24	0.22	1.24	0.18	0.31
Uniform Del:	39.3	21.9	10.1	36.8	18.5	25.1	34.0	39.0	34.8	35.4	35.5	36.1
IncrementDel:	0.8	0.5	0.4	1.8	0.2	116.0	16.9	126	0.5	122.5	0.2	0.8
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	40.2	22.3	10.4	38.6	18.7	141.1	50.9	165	35.2	158.0	35.7	37.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.2	22.3	10.4	38.6	18.7	141.1	50.9	165	35.2	158.0	35.7	37.0
LOS by Move:	D	C+	B+	D+	B-	F	D	F	D+	F	D+	D+
HCM2kAvgQ:	2	10	9	4	10	56	12	17	1	27	1	2

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

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

Intersection #1401: Sunnyvale-Saratoga Rd / Fremont Ave



Street Name:	Sunnyvale-Saratoga Road						Fremont Avenue					
	North Bound			South Bound			East Bound			West Bound		
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:	4 Feb 2020	<<	7:45 - 8:45						
Base Vol:	318	1978	182	161	873	324	211	588	206	85	736	347
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	318	1978	182	161	873	324	211	588	206	85	736	347
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:	318	1978	182	161	873	324	211	588	206	85	736	347
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	318	1978	182	161	873	324	211	588	206	85	736	347
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	318	1978	182	161	873	324	211	588	206	85	736	347
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	318	1978	182	161	873	324	211	588	206	85	736	347

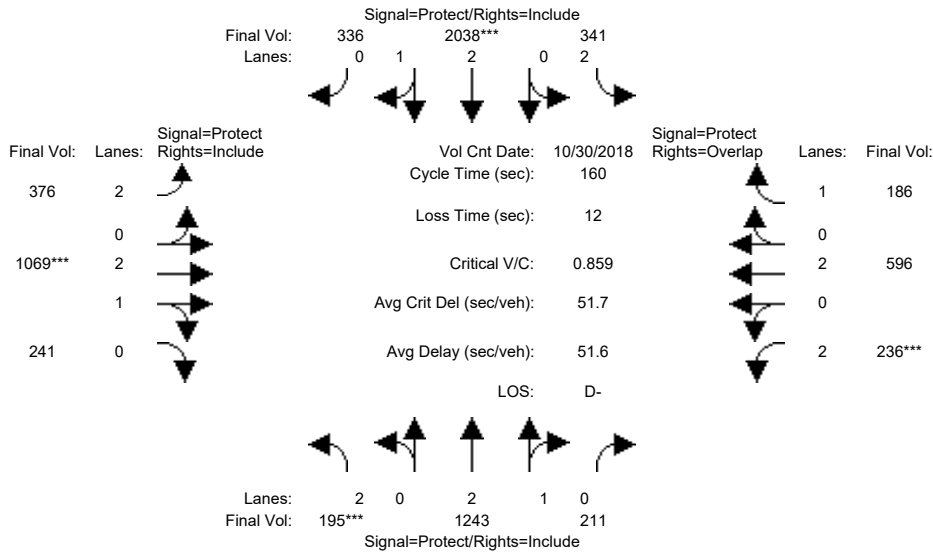
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	1.00	0.95	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	2.00	2.74	0.26	2.00	2.16	0.84	2.00	2.19	0.81	2.00	2.00	1.00
Final Sat.:	3150	5128	472	3150	4082	1515	3150	4145	1452	3150	3800	1750

Capacity Analysis Module:												
Vol/Sat:	0.10	0.39	0.39	0.05	0.21	0.21	0.07	0.14	0.14	0.03	0.19	0.20
Crit Moves:	****			****			****			****		
Green Time:	31.9	87.9	87.9	11.7	67.6	67.6	15.3	46.1	46.1	13.3	44.1	55.8
Volume/Cap:	0.54	0.75	0.75	0.75	0.54	0.54	0.75	0.53	0.53	0.35	0.75	0.61
Uniform Del:	62.9	32.8	32.8	78.2	39.7	39.7	76.0	53.1	53.1	74.7	58.4	48.4
IncrementDel:	1.0	1.1	1.1	13.7	0.3	0.3	10.7	0.3	0.3	0.9	3.3	1.9
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	63.9	34.0	34.0	91.9	40.0	40.0	86.7	53.5	53.5	75.6	61.6	50.3
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:	63.9	34.0	34.0	91.9	40.0	40.0	86.7	53.5	53.5	75.6	61.6	50.3
LOS by Move:	E	C-	C-	F	D	D	F	D-	D-	E-	E	D
HCM2kAvgQ:	9	29	29	5	16	16	8	12	12	3	19	17

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

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

Intersection #1401: Sunnyvale-Saratoga Rd / Fremont Ave



Street Name:	Sunnyvale-Saratoga Road						Fremont Avenue					
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:	30 Oct 2018	<<	5:15 - 6:15 PM						
Base Vol:	195	1243	211	341	2038	336	376	1069	241	236	596	186
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	195	1243	211	341	2038	336	376	1069	241	236	596	186
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:	195	1243	211	341	2038	336	376	1069	241	236	596	186
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	195	1243	211	341	2038	336	376	1069	241	236	596	186
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	195	1243	211	341	2038	336	376	1069	241	236	596	186
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	195	1243	211	341	2038	336	376	1069	241	236	596	186

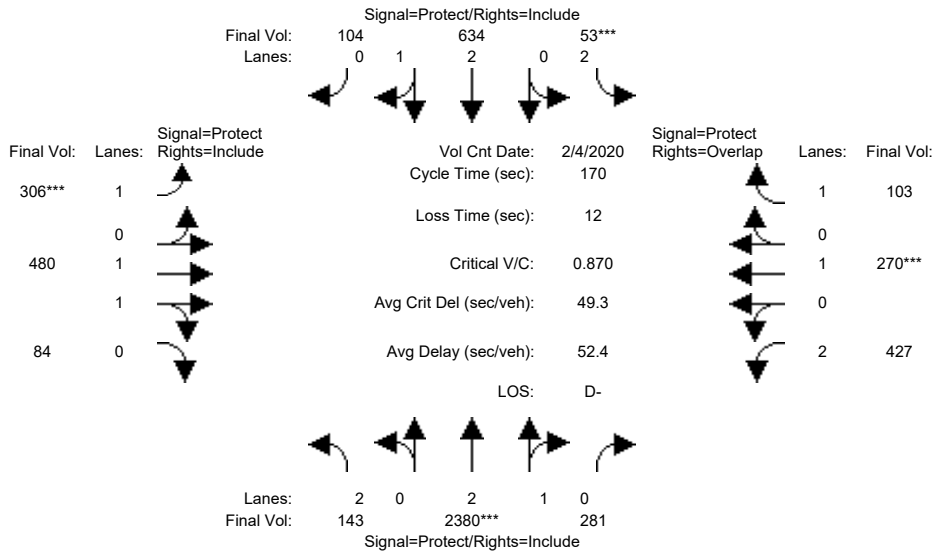
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	0.99	0.95	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	2.00	2.55	0.45	2.00	2.56	0.44	2.00	2.43	0.57	2.00	2.00	1.00
Final Sat.:	3150	4786	812	3150	4806	792	3150	4568	1030	3150	3800	1750

Capacity Analysis Module:												
Vol/Sat:	0.06	0.26	0.26	0.11	0.42	0.42	0.12	0.23	0.23	0.07	0.16	0.11
Crit Moves:	***			****			****			****		
Green Time:	11.5	63.9	63.9	26.6	79.0	79.0	24.9	43.6	43.6	14.0	32.7	59.3
Volume/Cap:	0.86	0.65	0.65	0.65	0.86	0.86	0.77	0.86	0.86	0.86	0.77	0.29
Uniform Del:	73.4	39.0	39.0	62.3	35.6	35.6	64.8	55.3	55.3	72.1	60.1	35.5
IncrementDel:	26.5	0.7	0.7	2.9	2.9	2.9	7.2	5.2	5.2	22.8	4.7	0.2
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	99.9	39.7	39.7	65.2	38.6	38.6	72.1	60.5	60.5	94.9	64.8	35.7
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:	99.9	39.7	39.7	65.2	38.6	38.6	72.1	60.5	60.5	94.9	64.8	35.7
LOS by Move:	F	D	D	E	D+	D+	E	E	E	F	E	D+
HCM2kAvgQ:	6	19	19	9	34	34	12	23	23	9	15	7

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

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

Intersection #1402: Sunnyvale-Saratoga Rd / Remington Dr



Street Name:	Sunnyvale-Saratoga Road						Remington Drive					
	North Bound			South Bound			East Bound			West Bound		
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:	4 Feb 2020	<<	8:00 AM - 9:00 AM						
Base Vol:	143	2380	281	53	634	104	306	480	84	427	270	103
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	143	2380	281	53	634	104	306	480	84	427	270	103
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:	143	2380	281	53	634	104	306	480	84	427	270	103
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	143	2380	281	53	634	104	306	480	84	427	270	103
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	143	2380	281	53	634	104	306	480	84	427	270	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
Final Volume:	143	2380	281	53	634	104	306	480	84	427	270	103

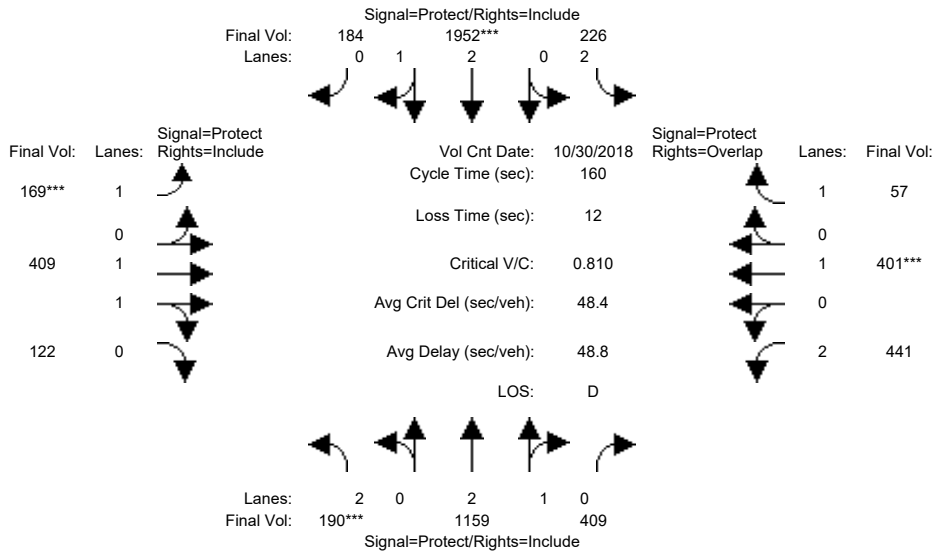
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	0.99	0.95	0.92	0.98	0.95	0.83	1.00	0.92
Lanes:	2.00	2.67	0.33	2.00	2.56	0.44	1.00	1.69	0.31	2.00	1.00	1.00
Final Sat.:	3150	5008	591	3150	4810	789	1750	3149	551	3150	1900	1750

Capacity Analysis Module:												
Vol/Sat:	0.05	0.48	0.48	0.02	0.13	0.13	0.17	0.15	0.15	0.14	0.14	0.06
Crit Moves:	****			****			****			****		
Green Time:	25.0	90.6	90.6	7.0	72.6	72.6	33.3	32.0	32.0	28.4	27.1	34.1
Volume/Cap:	0.31	0.89	0.89	0.41	0.31	0.31	0.89	0.81	0.81	0.81	0.89	0.29
Uniform Del:	64.8	35.3	35.3	79.5	32.1	32.1	66.6	66.1	66.1	68.2	70.0	57.7
IncrementDel:	0.4	3.8	3.8	2.1	0.1	0.1	24.0	7.1	7.1	9.2	26.3	0.5
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	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	39.2	39.2	81.6	32.2	32.2	90.6	73.2	73.2	77.4	96.3	58.2
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	39.2	39.2	81.6	32.2	32.2	90.6	73.2	73.2	77.4	96.3	58.2
LOS by Move:	E	D	D	F	C-	C-	F	E	E	E-	F	E+
HCM2kAvgQ:	4	42	42	2	8	8	20	16	16	15	17	5

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

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

Intersection #1402: Sunnyvale-Saratoga Rd / Remington Dr



Street Name:	Sunnyvale-Saratoga Road						Remington Drive					
	North Bound			South Bound			East Bound			West Bound		
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:	30 Oct 2018	<<	5:15 - 6:15 PM						
Base Vol:	190	1159	409	226	1952	184	169	409	122	441	401	57
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	1159	409	226	1952	184	169	409	122	441	401	57
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:	190	1159	409	226	1952	184	169	409	122	441	401	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	190	1159	409	226	1952	184	169	409	122	441	401	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	1159	409	226	1952	184	169	409	122	441	401	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	190	1159	409	226	1952	184	169	409	122	441	401	57

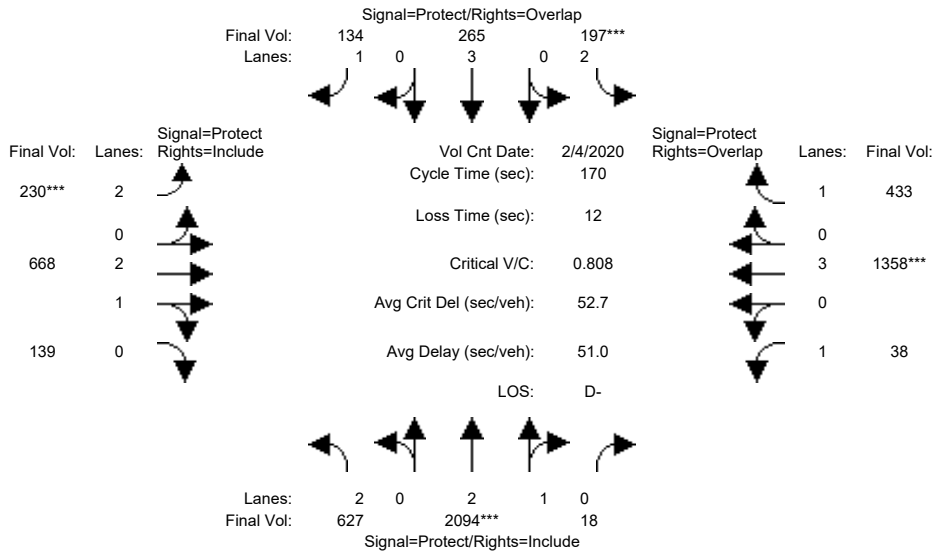
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	0.99	0.95	0.92	0.98	0.95	0.83	1.00	0.92
Lanes:	2.00	2.19	0.81	2.00	2.73	0.27	1.00	1.53	0.47	2.00	1.00	1.00
Final Sat.:	3150	4137	1460	3150	5117	482	1750	2849	850	3150	1900	1750

Capacity Analysis Module:												
Vol/Sat:	0.06	0.28	0.28	0.07	0.38	0.38	0.10	0.14	0.14	0.14	0.21	0.03
Crit Moves:	***			****			****			****		
Green Time:	11.9	69.5	69.5	17.8	75.3	75.3	19.1	30.8	30.8	30.0	41.7	59.5
Volume/Cap:	0.81	0.65	0.65	0.65	0.81	0.81	0.81	0.75	0.75	0.75	0.81	0.09
Uniform Del:	72.9	35.6	35.6	68.1	36.2	36.2	68.7	60.9	60.9	61.4	55.5	32.6
IncrementDel:	18.7	0.6	0.6	4.1	2.0	2.0	20.7	4.4	4.4	5.2	9.7	0.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	91.6	36.2	36.2	72.2	38.2	38.2	89.4	65.3	65.3	66.6	65.2	32.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	91.6	36.2	36.2	72.2	38.2	38.2	89.4	65.3	65.3	66.6	65.2	32.7
LOS by Move:	F	D+	D+	E	D+	D+	F	E	E	E	E	C-
HCM2kAvgQ:	6	20	20	7	31	31	11	14	14	14	20	2

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

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

Intersection #1407: El Camino Real (SR 82) / Mathilda Ave



Street Name:	Mathilda Avenue						El Camino Real					
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:	4 Feb 2020	<< 8:00 AM	- 9:00 AM							
Base Vol:	627	2094	18	197	265	134	230	668	139	38	1358	433
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	627	2094	18	197	265	134	230	668	139	38	1358	433
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:	627	2094	18	197	265	134	230	668	139	38	1358	433
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	627	2094	18	197	265	134	230	668	139	38	1358	433
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	627	2094	18	197	265	134	230	668	139	38	1358	433
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	627	2094	18	197	265	134	230	668	139	38	1358	433

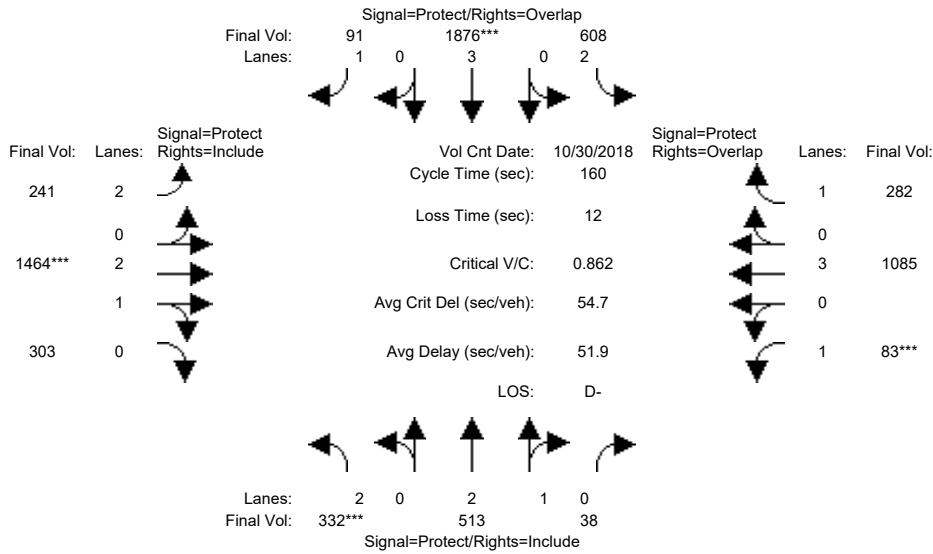
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.83	1.00	0.92	0.83	0.99	0.95	0.92	1.00	0.92
Lanes:	2.00	2.97	0.03	2.00	3.00	1.00	2.00	2.46	0.54	1.00	3.00	1.00
Final Sat.:	3150	5552	48	3150	5700	1750	3150	4634	964	1750	5700	1750

Capacity Analysis Module:												
Vol/Sat:	0.20	0.38	0.38	0.06	0.05	0.08	0.07	0.14	0.14	0.02	0.24	0.25
Crit Moves:	****			****			****			****		
Green Time:	71.4	79.4	79.4	13.2	21.1	36.5	15.4	50.9	50.9	14.6	50.1	63.3
Volume/Cap:	0.47	0.81	0.81	0.81	0.37	0.36	0.81	0.48	0.48	0.25	0.81	0.66
Uniform Del:	35.7	38.8	38.8	77.2	68.4	56.8	75.9	48.7	48.7	72.6	55.5	44.5
IncrementDel:	0.3	2.0	2.0	17.8	0.3	0.6	15.6	0.2	0.2	0.9	3.0	2.6
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	36.0	40.8	40.8	95.0	68.7	57.4	91.5	48.9	48.9	73.5	58.5	47.1
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:	36.0	40.8	40.8	95.0	68.7	57.4	91.5	48.9	48.9	73.5	58.5	47.1
LOS by Move:	D+	D	D	F	E	E+	F	D	D	E	E+	D
HCM2kAvgQ:	14	33	33	7	4	6	9	11	11	2	23	20

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

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

Intersection #1407: El Camino Real (SR 82) / Mathilda Ave



Street Name:	Mathilda Avenue						El Camino Real					
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:	30 Oct 2018	<<	5:15 - 6:15 PM						
Base Vol:	332	513	38	608	1876	91	241	1464	303	83	1085	282
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	332	513	38	608	1876	91	241	1464	303	83	1085	282
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	332	513	38	608	1876	91	241	1464	303	83	1085	282
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	332	513	38	608	1876	91	241	1464	303	83	1085	282
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	332	513	38	608	1876	91	241	1464	303	83	1085	282
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	332	513	38	608	1876	91	241	1464	303	83	1085	282

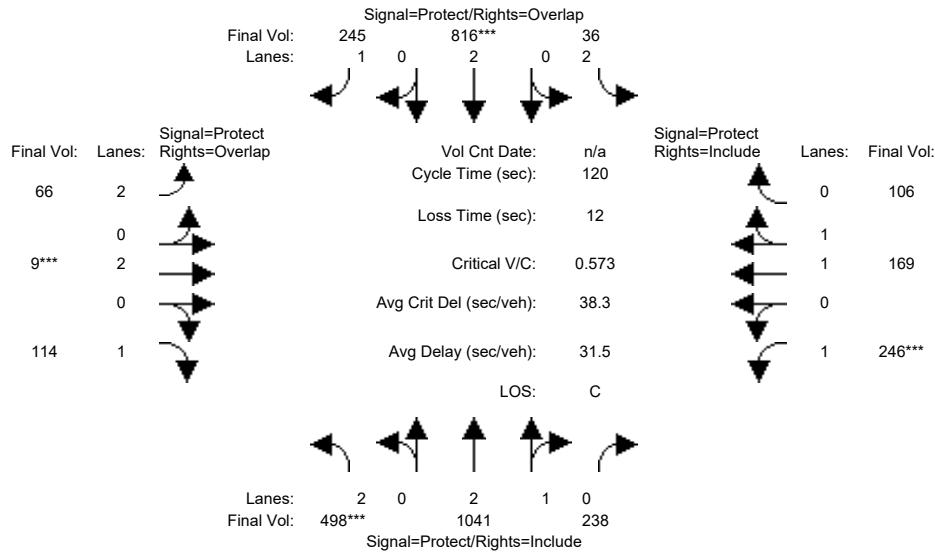
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	1.00	0.92	0.83	0.99	0.95	0.92	1.00	0.92
Lanes:	2.00	2.79	0.21	2.00	3.00	1.00	2.00	2.47	0.53	1.00	3.00	1.00
Final Sat.:	3150	5213	386	3150	5700	1750	3150	4638	960	1750	5700	1750

Capacity Analysis Module:												
Vol/Sat:	0.11	0.10	0.10	0.19	0.33	0.05	0.08	0.32	0.32	0.05	0.19	0.16
Crit Moves:	***			***			***			***		
Green Time:	19.6	27.2	27.2	53.4	61.1	80.4	19.3	58.6	58.6	8.8	48.1	101.5
Volume/Cap:	0.86	0.58	0.58	0.58	0.86	0.10	0.63	0.86	0.86	0.86	0.63	0.25
Uniform Del:	68.9	61.1	61.1	44.0	45.6	20.9	67.0	47.0	47.0	75.0	48.4	12.8
IncrementDel:	17.7	0.9	0.9	0.8	3.8	0.1	3.5	4.0	4.0	50.3	0.8	0.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	86.6	62.0	62.0	44.8	49.4	20.9	70.5	51.0	51.0	125.3	49.2	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:	86.6	62.0	62.0	44.8	49.4	20.9	70.5	51.0	51.0	125.3	49.2	12.9
LOS by Move:	F	E	E	D	D	C+	E	D-	D-	F	D	B
HCM2kAvgQ:	12	9	9	14	28	2	8	29	29	7	16	6

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

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

Intersection #1412: Mathilda Ave / Java Dr



Street Name:	Mathilda Avenue						Java Drive					
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:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	498	1041	238	36	816	245	66	9	114	246	169	106
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	498	1041	238	36	816	245	66	9	114	246	169	106
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:	498	1041	238	36	816	245	66	9	114	246	169	106
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	498	1041	238	36	816	245	66	9	114	246	169	106
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	498	1041	238	36	816	245	66	9	114	246	169	106
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	498	1041	238	36	816	245	66	9	114	246	169	106

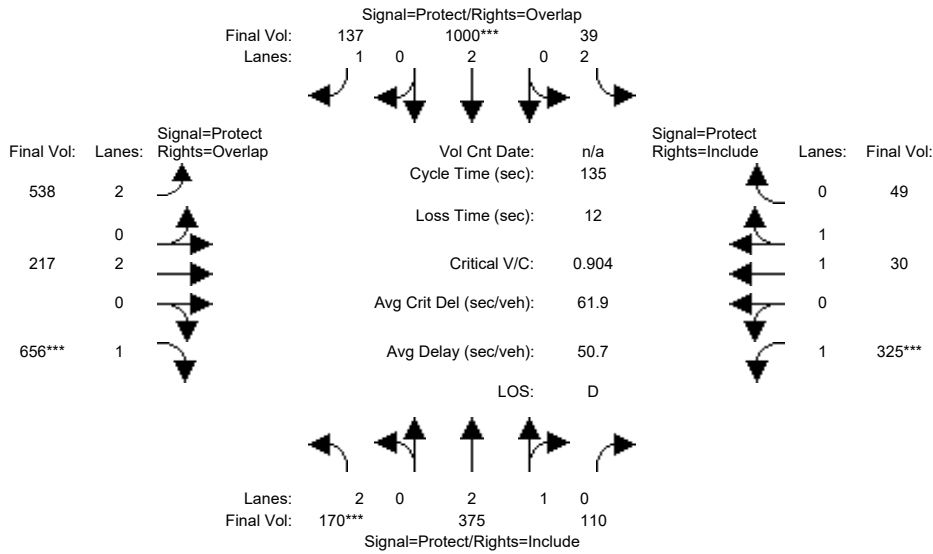
Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92	0.92	0.99	0.95
Lanes:	2.00	2.42	0.58	2.00	2.00	1.00	2.00	2.00	1.00	1.00	1.21	0.79
Final Sat.:	3150	4557	1042	3150	3800	1750	3150	3800	1750	1750	2273	1426

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.16	0.23	0.23	0.01	0.21	0.14	0.02	0.00	0.07	0.14	0.07	0.07
Crit Moves:	***			****			***			****		
Green Time:	30.2	56.7	56.7	14.5	41.0	56.2	15.2	10.0	40.2	26.8	21.7	21.7
Volume/Cap:	0.63	0.48	0.48	0.09	0.63	0.30	0.17	0.03	0.19	0.63	0.41	0.41
Uniform Del:	39.9	21.6	21.6	46.9	33.1	19.7	46.8	50.5	28.4	42.1	43.5	43.5
IncrementDel:	1.6	0.1	0.1	0.1	1.0	0.2	0.2	0.0	0.2	3.3	0.4	0.4
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	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	21.8	21.8	47.0	34.1	20.0	47.0	50.6	28.6	45.3	43.9	43.9
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:	41.6	21.8	21.8	47.0	34.1	20.0	47.0	50.6	28.6	45.3	43.9	43.9
LOS by Move:	D	C+	C+	D	C-	B-	D	D	C	D	D	D
HCM2kAvgQ:	10	10	10	1	12	6	1	0	3	9	4	4

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

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

Intersection #1412: Mathilda Ave / Java Dr



Street Name:	Mathilda Avenue						Java Drive					
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:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	170	375	110	39	1000	137	538	217	656	325	30	49
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	375	110	39	1000	137	538	217	656	325	30	49
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	170	375	110	39	1000	137	538	217	656	325	30	49
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	375	110	39	1000	137	538	217	656	325	30	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	375	110	39	1000	137	538	217	656	325	30	49
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	170	375	110	39	1000	137	538	217	656	325	30	49

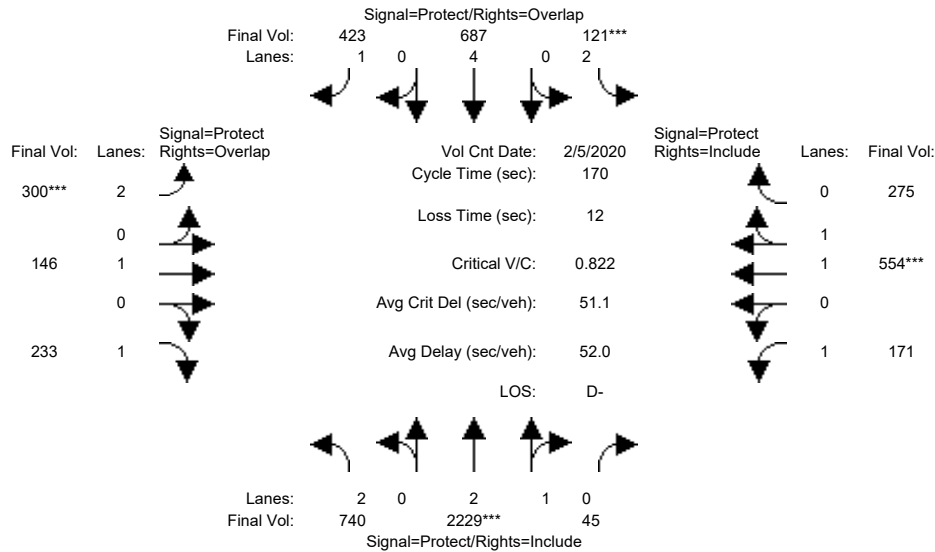
Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.29	0.71	2.00	2.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	3150	4328	1270	3150	3800	1750	3150	3800	1750	1750	1900	1750

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.05	0.09	0.09	0.01	0.26	0.08	0.17	0.06	0.37	0.19	0.02	0.03
Crit Moves:	***			****			****		****	****		
Green Time:	8.1	29.6	29.6	17.7	39.3	92.1	52.8	47.9	56.0	27.7	22.9	22.9
Volume/Cap:	0.90	0.39	0.39	0.09	0.90	0.11	0.44	0.16	0.90	0.90	0.09	0.17
Uniform Del:	63.1	45.0	45.0	51.6	46.0	7.4	30.2	29.8	37.0	52.3	47.3	47.9
IncrementDel:	39.8	0.2	0.2	0.1	10.5	0.0	0.2	0.1	14.8	25.2	0.0	0.2
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	102.8	45.2	45.2	51.7	56.5	7.5	30.5	29.8	51.8	77.6	47.4	48.1
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:	102.8	45.2	45.2	51.7	56.5	7.5	30.5	29.8	51.8	77.6	47.4	48.1
LOS by Move:	F	D	D	D-	E+	A	C	C	D-	E-	D	D
HCM2kAvgQ:	5	6	6	1	21	2	10	3	31	15	1	2

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

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

Intersection #1413: Mathilda Ave / Maude Ave



Street Name:	Mathilda Avenue						Maude Avenue					
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:	5 Feb 2020	<<	8:15 - 9:15						
Base Vol:	740	2229	45	121	687	423	300	146	233	171	554	275
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	740	2229	45	121	687	423	300	146	233	171	554	275
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:	740	2229	45	121	687	423	300	146	233	171	554	275
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	740	2229	45	121	687	423	300	146	233	171	554	275
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	740	2229	45	121	687	423	300	146	233	171	554	275
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	740	2229	45	121	687	423	300	146	233	171	554	275

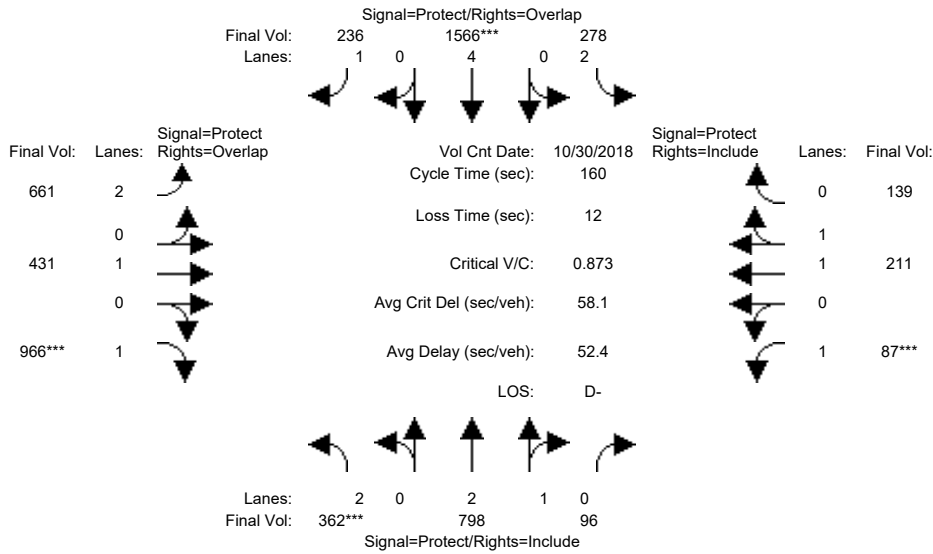
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.83	1.00	0.92	0.83	1.00	0.92	0.92	0.99	0.95
Lanes:	2.00	2.94	0.06	2.00	4.00	1.00	2.00	1.00	1.00	1.00	1.32	0.68
Final Sat.:	3150	5489	111	3150	7600	1750	3150	1900	1750	1750	2472	1227

Capacity Analysis Module:												
Vol/Sat:	0.23	0.41	0.41	0.04	0.09	0.24	0.10	0.08	0.13	0.10	0.22	0.22
Crit Moves:	****			****			****			****		
Green Time:	56.6	84.0	84.0	7.9	35.3	55.0	19.7	29.1	85.7	37.0	46.4	46.4
Volume/Cap:	0.71	0.82	0.82	0.82	0.44	0.75	0.82	0.45	0.26	0.45	0.82	0.82
Uniform Del:	49.4	36.6	36.6	80.3	58.7	51.3	73.4	63.3	24.1	57.7	57.9	57.9
IncrementDel:	2.2	2.1	2.1	29.5	0.2	5.4	13.9	1.0	0.2	0.8	5.5	5.5
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	51.6	38.7	38.7	109.8	58.9	56.7	87.3	64.3	24.3	58.5	63.5	63.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.6	38.7	38.7	109.8	58.9	56.7	87.3	64.3	24.3	58.5	63.5	63.5
LOS by Move:	D-	D+	D+	F	E+	E+	F	E	C	E+	E	E
HCM2kAvgQ:	19	33	33	4	7	21	10	7	7	8	22	22

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

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

Intersection #1413: Mathilda Ave / Maude Ave



Street Name:	Mathilda Avenue						Maude Avenue					
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:	30 Oct 2018	<<	4:30 - 5:30 PM											
Base Vol:	362	798	96	278	1566	236	661	431	966	87	211	139					
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Initial Bse:	362	798	96	278	1566	236	661	431	966	87	211	139					
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0					
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0					
Initial Fut:	362	798	96	278	1566	236	661	431	966	87	211	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Volume:	362	798	96	278	1566	236	661	431	966	87	211	139					
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0					
Reduced Vol:	362	798	96	278	1566	236	661	431	966	87	211	139					
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Final Volume:	362	798	96	278	1566	236	661	431	966	87	211	139					

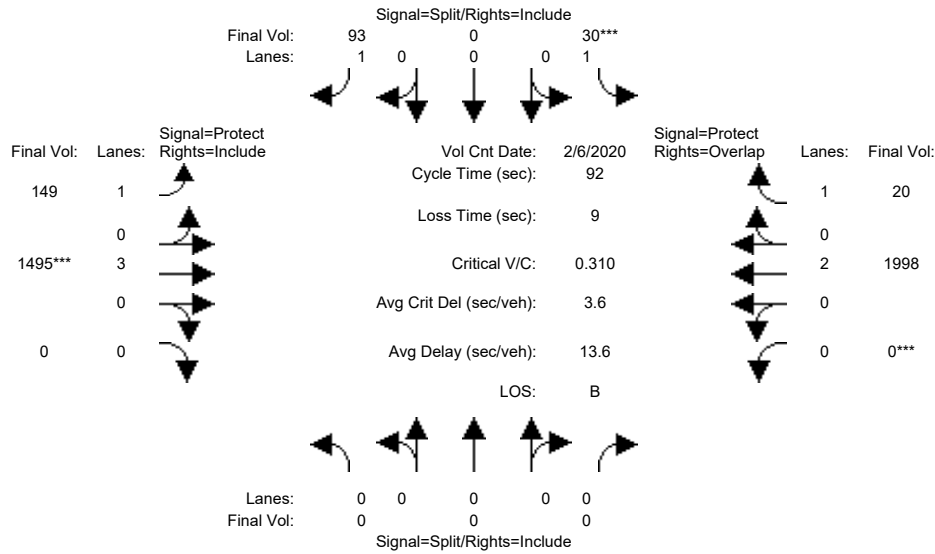
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92	0.92	0.99	0.95
Lanes:	2.00	2.67	0.33	2.00	4.00	1.00	2.00	1.00	1.00	1.00	1.18	0.82
Final Sat.:	3150	4998	601	3150	7600	1750	3150	1900	1750	1750	2229	1469

Capacity Analysis Module:												
Vol/Sat:	0.11	0.16	0.16	0.09	0.21	0.13	0.21	0.23	0.55	0.05	0.09	0.09
Crit Moves:	***			***			***			***		
Green Time:	21.1	37.9	37.9	20.9	37.8	99.2	61.5	80.1	101.1	9.1	27.7	27.7
Volume/Cap:	0.87	0.67	0.67	0.67	0.87	0.22	0.55	0.45	0.87	0.87	0.55	0.55
Uniform Del:	68.2	55.5	55.5	66.3	58.8	13.3	38.4	25.8	24.2	74.9	60.4	60.4
IncrcmntDel:	18.1	1.4	1.4	4.4	5.1	0.1	0.5	0.3	7.9	51.9	1.0	1.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	86.3	56.9	56.9	70.7	63.9	13.4	38.9	26.2	32.0	126.8	61.4	61.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	86.3	56.9	56.9	70.7	63.9	13.4	38.9	26.2	32.0	126.8	61.4	61.4
LOS by Move:	F	E+	E+	E	E	B	D+	C	C-	F	E	E
HCM2kAvgQ:	11	13	13	8	19	5	14	13	41	7	8	8

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

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

Intersection #5315: CENTRAL EXPWY/HWY 237-FERGUSON

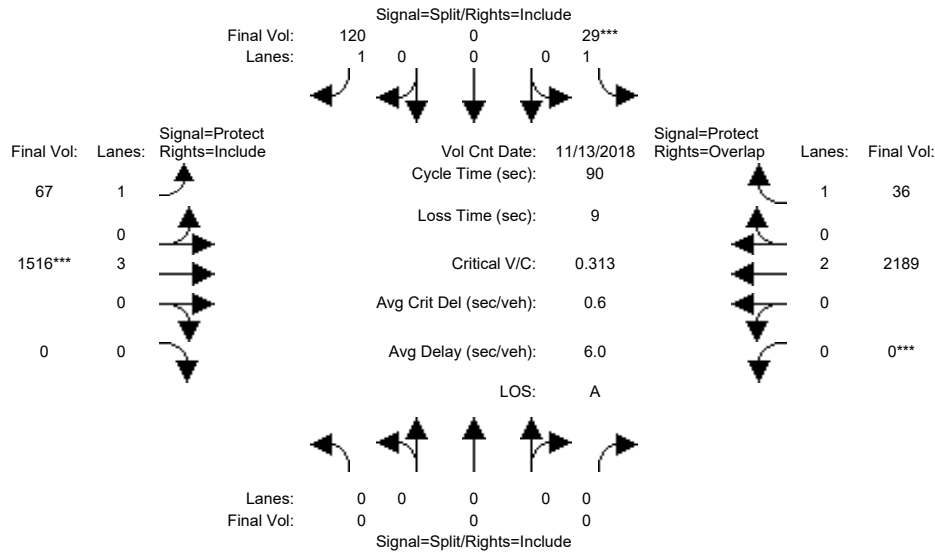


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	9	0	9	9	72	0	0	58	58
Y+R:	0.0	0.0	0.0	4.6	0.0	4.6	4.8	5.8	0.0	0.0	5.8	5.8
Volume Module: >> Count Date: 6 Feb 2020 << 8:00 - 9:00												
Base Vol:	0	0	0	30	0	93	149	1495	0	0	1998	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	30	0	93	149	1495	0	0	1998	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	30	0	93	149	1495	0	0	1998	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	30	0	93	149	1495	0	0	1998	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	30	0	93	149	1495	0	0	1998	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	30	0	93	149	1495	0	0	1998	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1750	0	1750	1750	5700	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.05	0.09	0.26	0.00	0.00	0.53	0.01
Crit Moves:				****				****				****
Green Time:	0.0	0.0	0.0	9.4	0.0	9.4	9.2	72.2	0.0	0.0	58.2	67.6
Volume/Cap:	0.00	0.00	0.00	0.17	0.00	0.52	0.85	0.33	0.00	0.00	0.83	0.02
Uniform Del:	0.0	0.0	0.0	37.7	0.0	39.2	40.7	2.9	0.0	0.0	13.1	3.3
IncrcmntDel:	0.0	0.0	0.0	0.4	0.0	2.7	30.8	0.0	0.0	0.0	2.6	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	38.2	0.0	41.9	71.5	2.9	0.0	0.0	15.7	3.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	38.2	0.0	41.9	71.5	2.9	0.0	0.0	15.7	3.3
LOS by Move:	A	A	A	D+	A	D	E	A	A	A	B	A
HCM2kAvgQ:	0	0	0	1	0	3	7	4	0	0	24	0

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

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

Intersection #5315: CENTRAL EXPWY/HWY 237-FERGUSON

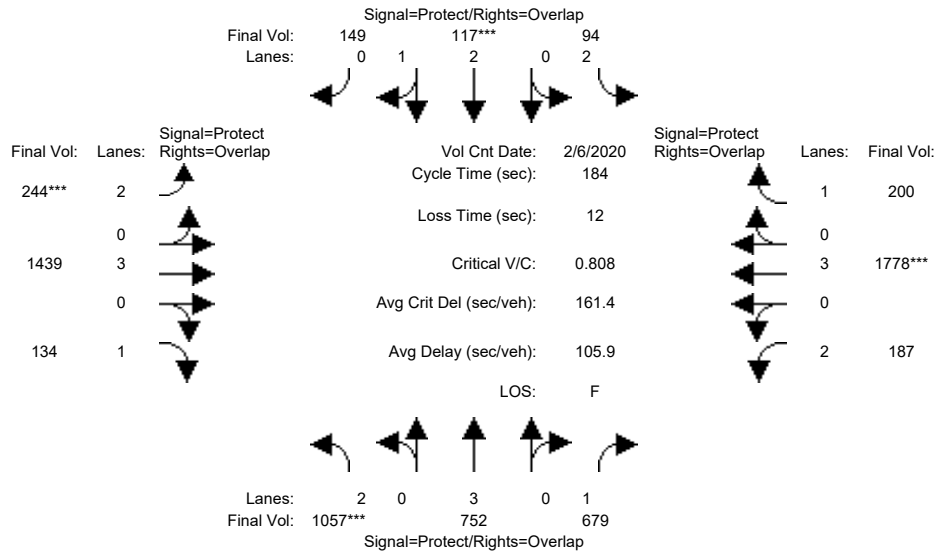


Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	13	0	13	8	71	0	0	58	58
Y+R:	0.0	0.0	0.0	4.6	0.0	4.6	4.8	5.8	0.0	0.0	5.8	5.8
Volume Module: >> Count Date: 13 Nov 2018 << 4:30 - 5:30 PM												
Base Vol:	0	0	0	29	0	120	67	1516	0	0	2189	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	29	0	120	67	1516	0	0	2189	36
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	29	0	120	67	1516	0	0	2189	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	29	0	120	67	1516	0	0	2189	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	29	0	120	67	1516	0	0	2189	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	29	0	120	67	1516	0	0	2189	36
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1750	0	1750	1750	5700	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.07	0.04	0.27	0.00	0.00	0.58	0.02
Crit Moves:				****				****				****
Green Time:	0.0	0.0	0.0	19.7	0.0	19.7	8.3	68.7	0.0	0.0	60.4	80.1
Volume/Cap:	0.00	0.00	0.00	0.08	0.00	0.31	0.41	0.35	0.00	0.00	0.86	0.02
Uniform Del:	0.0	0.0	0.0	28.8	0.0	30.4	39.8	3.5	0.0	0.0	11.9	0.6
IncrcmntDel:	0.0	0.0	0.0	0.1	0.0	0.5	1.7	0.0	0.0	0.0	3.2	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00	0.00	0.37	0.00
Delay/Veh:	0.0	0.0	0.0	28.9	0.0	30.9	41.5	0.0	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:	0.0	0.0	0.0	28.9	0.0	30.9	41.5	0.0	0.0	0.0	7.5	0.0
LOS by Move:	A	A	A	C	A	C	D	A	A	A	A	A
HCM2kAvgQ:	0	0	0	1	0	3	2	1	0	0	18	0

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

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

Intersection #5320: CENTRAL EXPWY/MARY AVE



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	38	60	60	14	35	35	12	70	70	17	75	75
Y+R:	6.1	6.0	6.0	6.2	5.9	5.9	6.2	6.2	6.2	6.3	6.2	6.2

Volume Module:	>> Count Date: 6 Feb 2020 << 8:00 - 9:00											
Base Vol:	1057	752	679	94	117	149	244	1439	134	187	1778	200
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1057	752	679	94	117	149	244	1439	134	187	1778	200
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:	1057	752	679	94	117	149	244	1439	134	187	1778	200
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1057	752	679	94	117	149	244	1439	134	187	1778	200
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1057	752	679	94	117	149	244	1439	134	187	1778	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
Final Volume:	1057	752	679	94	117	149	244	1439	134	187	1778	200

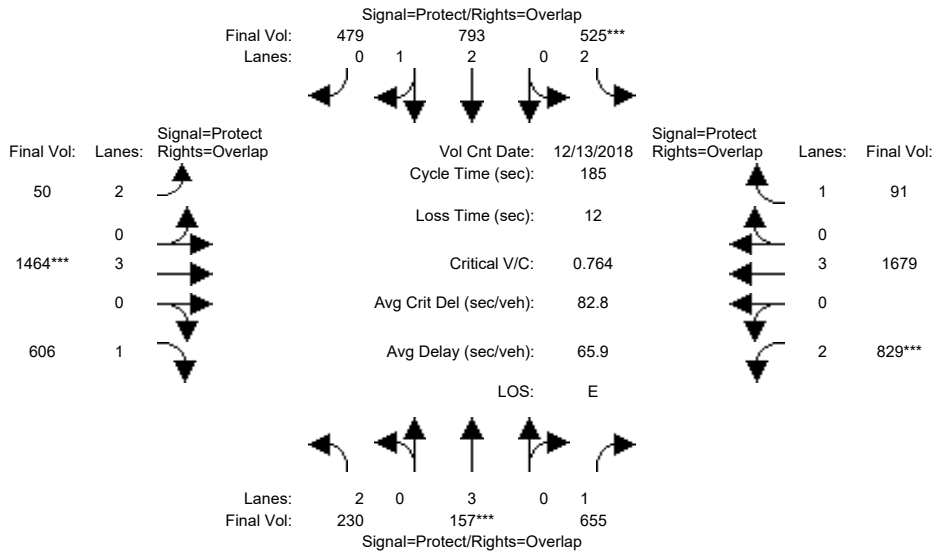
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750

Capacity Analysis Module:												
Vol/Sat:	0.34	0.13	0.39	0.03	0.03	0.09	0.08	0.25	0.08	0.06	0.31	0.11
Crit Moves:	****			****			****			****		
Green Time:	37.9	60.0	76.7	13.8	35.1	46.9	11.8	69.8	107.7	16.7	74.8	88.6
Volume/Cap:	1.63	0.40	0.93	0.40	0.16	0.33	1.21	0.67	0.13	0.65	0.77	0.24
Uniform Del:	73.0	48.1	51.1	81.1	62.2	55.8	86.1	47.4	17.1	80.9	47.1	27.9
IncrcmntDel:	290.0	0.1	18.5	1.1	0.0	0.2	130.8	0.8	0.1	5.4	1.6	0.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	363.1	48.3	69.6	82.2	62.2	56.1	216.9	48.2	17.2	86.2	48.7	28.1
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:	363.1	48.3	69.6	82.2	62.2	56.1	216.9	48.2	17.2	86.2	48.7	28.1
LOS by Move:	F	D	E	F	E	E+	F	D	B	F	D	C
HCM2kAvgQ:	66	11	43	3	3	7	14	22	3	7	29	7

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

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

Intersection #5320: CENTRAL EXPWY/MARY AVE

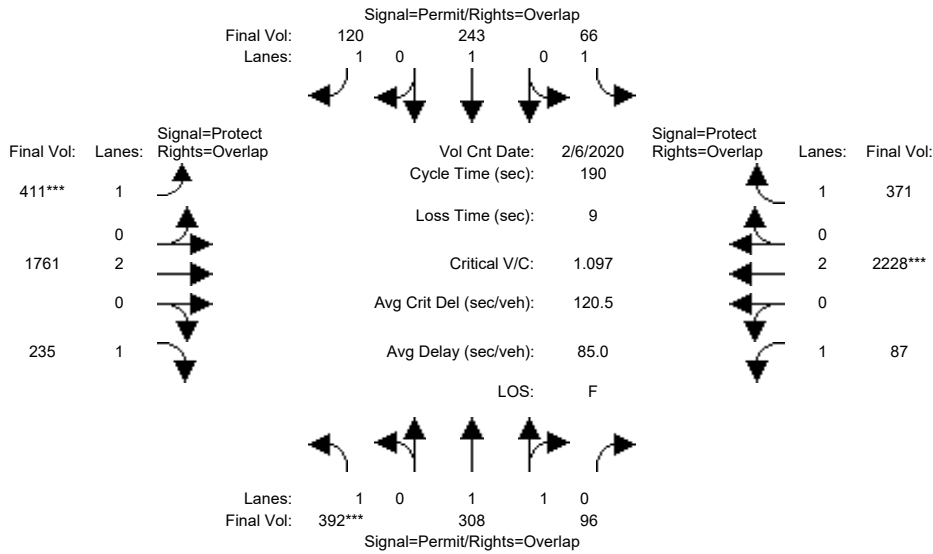


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	16	37	37	29	50	50	9	52	52	43	86	86
Y+R:	6.1	6.0	6.0	6.2	5.9	5.9	6.2	6.2	6.2	6.3	6.2	6.2
Volume Module: >> Count Date: 13 Dec 2018 << 4:45 - 5:45 PM												
Base Vol:	230	157	655	525	793	479	50	1464	606	829	1679	91
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	230	157	655	525	793	479	50	1464	606	829	1679	91
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:	230	157	655	525	793	479	50	1464	606	829	1679	91
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	230	157	655	525	793	479	50	1464	606	829	1679	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	230	157	655	525	793	479	50	1464	606	829	1679	91
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	230	157	655	525	793	479	50	1464	606	829	1679	91
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.03	0.37	0.17	0.21	0.27	0.02	0.26	0.35	0.26	0.29	0.05
Crit Moves:	****			****			****			****		
Green Time:	16.9	37.0	88.4	32.6	52.7	62.5	9.8	52.0	68.9	51.4	93.6	126.2
Volume/Cap:	0.80	0.14	0.78	0.95	0.73	0.81	0.30	0.91	0.93	0.95	0.58	0.08
Uniform Del:	82.4	60.9	40.3	75.4	59.8	55.8	84.3	64.3	55.8	65.4	32.0	9.9
IncrcmntDel:	14.8	0.1	4.9	25.5	1.6	3.3	1.0	8.4	20.0	18.7	0.3	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.11	1.05	1.25	1.60
Delay/Veh:	97.2	60.9	45.1	100.9	61.4	59.1	85.3	76.1	82.1	87.4	40.2	15.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	97.2	60.9	45.1	100.9	61.4	59.1	85.3	76.1	82.1	87.4	40.2	15.8
LOS by Move:	F	E	D	F	E	E+	F	E-	F	F	D	B
HCM2kAvgQ:	10	2	34	18	19	26	2	30	40	32	25	3

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

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

Intersection #5325: CENTRAL EXPWY/CORVIN DR-OAKMEAD PKWY

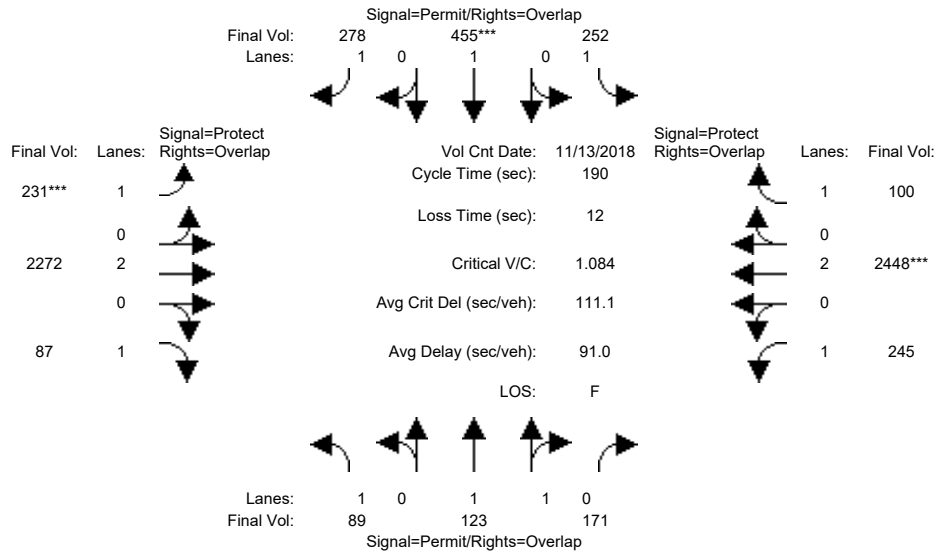


Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	29	29	29	30	30	30	31	124	124	20	113	113
Y+R:	5.7	5.7	5.7	5.5	5.5	5.5	5.0	6.2	6.2	5.1	6.2	6.2
Volume Module: >> Count Date:	6 Feb 2020 << 8:00 AM - 9:00 AM											
Base Vol:	392	308	96	66	243	120	411	1761	235	87	2228	371
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	392	308	96	66	243	120	411	1761	235	87	2228	371
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:	392	308	96	66	243	120	411	1761	235	87	2228	371
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	392	308	96	66	243	120	411	1761	235	87	2228	371
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	392	308	96	66	243	120	411	1761	235	87	2228	371
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	392	308	96	66	243	120	411	1761	235	87	2228	371
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.51	0.49	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	2820	879	1750	1900	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.22	0.11	0.11	0.04	0.13	0.07	0.23	0.46	0.13	0.05	0.59	0.21
Crit Moves:	****						****			****		
Green Time:	29.3	29.3	49.2	29.5	29.5	60.5	31.0	124	123.8	19.9	113	112.8
Volume/Cap:	1.45	0.71	0.42	0.24	0.82	0.22	1.44	0.71	0.21	0.47	0.99	0.36
Uniform Del:	80.4	76.3	58.6	70.4	77.7	47.4	79.5	21.5	13.3	80.1	37.9	19.9
IncrementDel:	223.2	4.1	0.3	0.5	16.9	0.2	216.4	1.0	0.1	1.9	16.1	0.2
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.13	2.25	2.25	1.00	1.00	1.00
Delay/Veh:	303.6	80.4	58.9	70.9	94.6	47.6	306.3	49.3	30.0	82.1	54.0	20.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	303.6	80.4	58.9	70.9	94.6	47.6	306.3	49.3	30.0	82.1	54.0	20.1
LOS by Move:	F	F	E+	E	F	D	F	D	C	F	D-	C+
HCM2kAvgQ:	42	12	10	4	16	5	43	45	11	6	69	12

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

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

Intersection #5325: CENTRAL EXPWY/CORVIN DR-OAKMEAD PKWY



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	36	36	36	37	37	37	9	124	124	13	128	128
Y+R:	5.7	5.7	5.7	5.5	5.5	5.5	5.0	6.2	6.2	5.1	6.2	6.2

Volume Module:	>> Count Date: 13 Nov 2018 << 5:15 - 6:15 PM											
Base Vol:	89	123	171	252	455	278	231	2272	87	245	2448	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	89	123	171	252	455	278	231	2272	87	245	2448	100
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	89	123	171	252	455	278	231	2272	87	245	2448	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	89	123	171	252	455	278	231	2272	87	245	2448	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	123	171	252	455	278	231	2272	87	245	2448	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	89	123	171	252	455	278	231	2272	87	245	2448	100

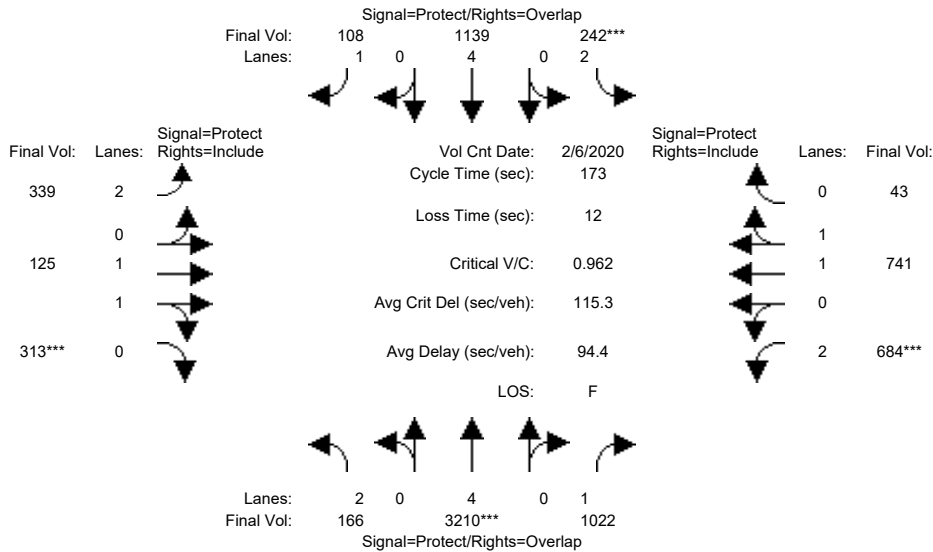
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	3800	1750	1750	3800	1750

Capacity Analysis Module:												
Vol/Sat:	0.05	0.06	0.10	0.14	0.24	0.16	0.13	0.60	0.05	0.14	0.64	0.06
Crit Moves:					****		****				****	
Green Time:	37.0	37.0	54.0	37.0	37.0	50.0	13.0	124	124.0	17.0	128	128.0
Volume/Cap:	0.26	0.33	0.34	0.74	1.23	0.60	1.93	0.92	0.08	1.56	0.96	0.08
Uniform Del:	64.9	65.9	53.9	72.0	76.5	61.3	88.5	28.5	12.1	86.5	28.4	10.7
IncrementDel:	0.4	0.2	0.2	8.3	125	2.3	447.3	5.9	0.0	282.7	9.6	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.51	1.51	1.00	1.57	1.57
Delay/Veh:	65.3	66.1	54.2	80.3	201	63.6	535.8	49.0	18.3	369.2	54.2	16.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.3	66.1	54.2	80.3	201	63.6	535.8	49.0	18.3	369.2	54.2	16.9
LOS by Move:	E	E	D-	F	F	E	F	D	B-	F	D-	B
HCM2kAvgQ:	5	6	8	16	39	15	30	63	3	28	72	3

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

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

Intersection #5603: LAWRENCE EXPWY/TASMAN DR



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	17	71	71	13	67	67	18	38	38	25	45	45
Y+R:	7.1	6.2	6.2	7.1	6.2	6.2	7.0	6.1	6.1	7.1	6.2	6.2

Volume Module:	>> Count Date: 6 Feb 2020 << 8:00 - 9:00											
Base Vol:	166	3210	1022	242	1139	108	339	125	313	684	741	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:	166	3210	1022	242	1139	108	339	125	313	684	741	43
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:	166	3210	1022	242	1139	108	339	125	313	684	741	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	166	3210	1022	242	1139	108	339	125	313	684	741	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	166	3210	1022	242	1139	108	339	125	313	684	741	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	166	3210	1022	242	1139	108	339	125	313	684	741	43

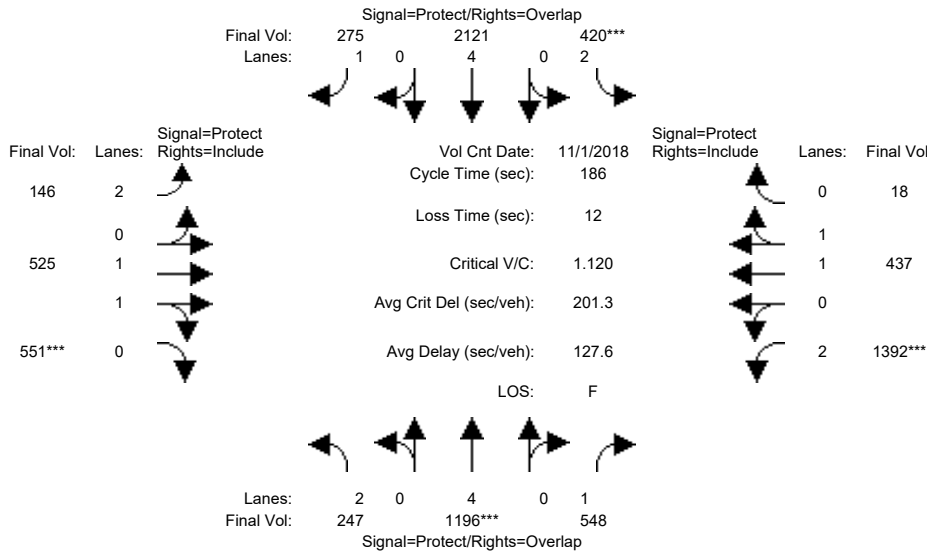
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.98	0.95
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	1.00	1.00	2.00	1.89	0.11
Final Sat.:	3150	7600	1750	3150	7600	1750	3150	1900	1750	3150	3497	203

Capacity Analysis Module:												
Vol/Sat:	0.05	0.42	0.58	0.08	0.15	0.06	0.11	0.07	0.18	0.22	0.21	0.21
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	16.9	70.8	95.7	12.9	66.8	84.8	18.0	37.9	38.0	24.9	44.8	44.8
Volume/Cap:	0.54	1.03	1.06	1.03	0.39	0.13	1.03	0.30	0.81	1.51	0.82	0.82
Uniform Del:	74.3	51.1	38.7	80.0	38.3	24.0	77.5	56.5	64.1	74.1	60.3	60.3
IncrcmntDel:	1.9	25.2	44.8	66.7	0.1	0.1	59.0	0.1	9.3	240.3	5.6	5.6
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:	76.3	76.3	83.5	146.7	38.4	24.0	136.5	56.6	73.4	314.3	65.9	65.9
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:	76.3	76.3	83.5	146.7	38.4	24.0	136.5	56.6	73.4	314.3	65.9	65.9
LOS by Move:	E-	E-	F	F	D+	C	F	E+	E	F	E	E
HCM2kAvgQ:	5	43	62	10	12	4	13	5	17	38	20	20

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

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

Intersection #5603: LAWRENCE EXPWY/TASMAN DR



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	19	52	52	25	58	58	39	46	46	37	44	44
Y+R:	7.1	6.2	6.2	7.1	6.2	6.2	7.0	6.1	6.1	7.1	6.2	6.2

Volume Module:	>>	Count	Date:	1 Nov 2018	<<	4:45 - 5:45 PM											
Base Vol:	247	1196	548	420	2121	275	146	525	551	1392	437	18					
Growth Adj:	1.00	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	1196	548	420	2121	275	146	525	551	1392	437	18					
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	1196	548	420	2121	275	146	525	551	1392	437	18					
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Volume:	247	1196	548	420	2121	275	146	525	551	1392	437	18					
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0					
Reduced Vol:	247	1196	548	420	2121	275	146	525	551	1392	437	18					
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
FinalVolume:	247	1196	548	420	2121	275	146	525	551	1392	437	18					

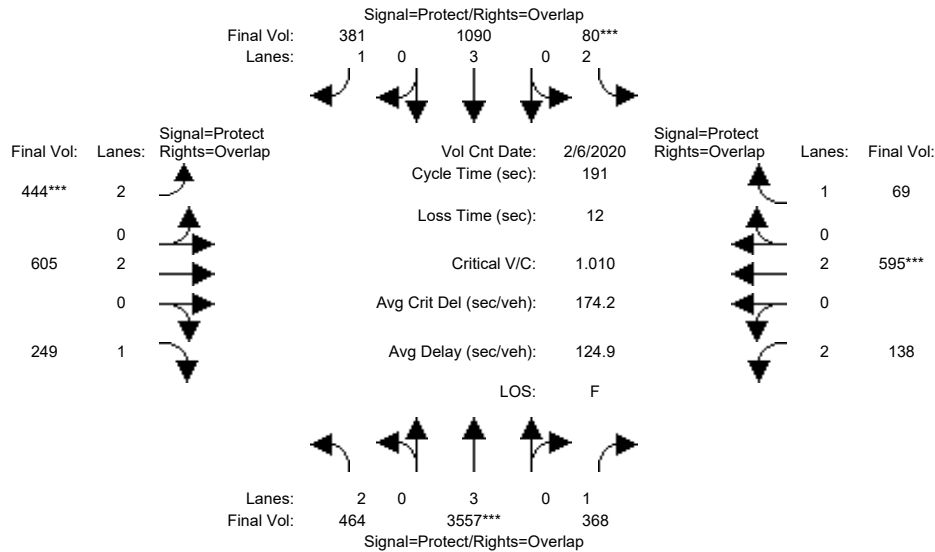
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.97	0.95
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	1.00	1.00	2.00	1.92	0.08
Final Sat.:	3150	7600	1750	3150	7600	1750	3150	1900	1750	3150	3554	146

Capacity Analysis Module:												
Vol/Sat:	0.08	0.16	0.31	0.13	0.28	0.16	0.05	0.28	0.31	0.44	0.12	0.12
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	19.0	52.0	103.0	25.0	58.0	103.6	45.6	46.0	46.0	51.0	51.4	51.4
Volume/Cap:	0.77	0.56	0.57	0.99	0.89	0.28	0.19	1.12	1.27	1.61	0.44	0.44
Uniform Del:	81.3	57.3	27.0	80.4	61.1	21.7	55.6	70.0	70.0	67.5	55.5	55.5
IncrcmntDel:	10.6	0.3	0.8	41.5	4.9	0.2	0.1	66.8	132.1	280.6	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:	92.0	57.6	27.7	121.9	66.0	21.8	55.7	137	202.1	348.1	55.8	55.8
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:	92.0	57.6	27.7	121.9	66.0	21.8	55.7	137	202.1	348.1	55.8	55.8
LOS by Move:	F	E+	C	F	E	C+	E+	F	F	F	E+	E+
HCM2kAvgQ:	9	15	26	16	30	11	4	37	49	85	10	10

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

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

Intersection #5611: LAWRENCE EXPWY/ARQUES AVE



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	27	100	100	19	91	91	14	36	36	13	35	35
Y+R:	6.3	6.2	6.2	6.1	6.2	6.2	5.9	5.7	5.7	5.9	5.7	5.7

Volume Module:	>>	Count	Date:	6 Feb 2020	<<	8:00 - 9:00
Base Vol:	464	4042	368	80	1415	381
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	464	4042	368	80	1415	381
Added Vol:	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0
Initial Fut:	464	4042	368	80	1415	381
User Adj:	1.00	0.88	1.00	1.00	0.77	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	464	3557	368	80	1090	381
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	464	3557	368	80	1090	381
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	464	3557	368	80	1090	381

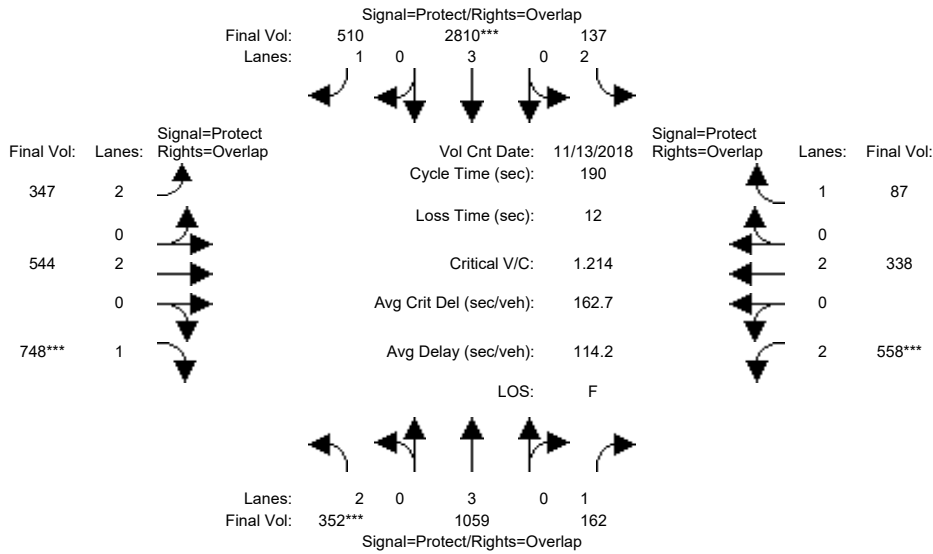
Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.84	0.83	1.00	
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1601	3150	3800	

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.15	0.62	0.21	0.03	0.19	0.22	0.14	0.16	0.16	0.04	0.16	0.04
Crit Moves:	****			****			****			****		
Green Time:	26.7	99.8	112.9	18.9	90.8	104.9	14.1	36.3	63.0	13.1	35.3	54.2
Volume/Cap:	1.05	1.19	0.36	0.26	0.40	0.40	1.91	0.84	0.47	0.64	0.85	0.14
Uniform Del:	82.1	45.6	20.2	79.5	32.5	24.8	88.5	74.5	50.8	86.6	75.2	51.0
IncrementDel:	57.7	91.0	0.2	0.4	0.1	0.3	425.1	8.5	0.7	6.3	9.4	0.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.27	1.38	1.00	0.80	0.68	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	139.9	149	28.1	80.0	26.2	17.2	513.6	83.0	51.4	92.9	84.7	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:	139.9	149	28.1	80.0	26.2	17.2	513.6	83.0	51.4	92.9	84.7	51.1
LOS by Move:	F	F	C	E-	C	B	F	F	D-	F	F	D-
HCM2kAvgQ:	22	92	15	2	10	9	32	19	12	6	19	3

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

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

Intersection #5611: LAWRENCE EXPWY/ARQUES AVE

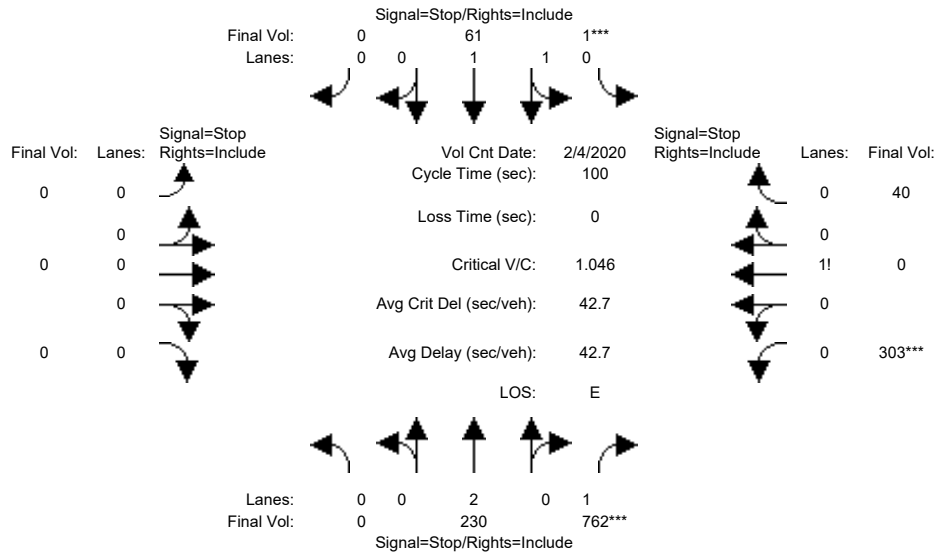


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	22	86	86	15	79	79	24	41	41	24	41	41
Y+R:	6.3	6.2	6.2	6.1	6.2	6.2	5.9	5.7	5.7	5.9	5.7	5.7
Volume Module: >> Count Date: 13 Nov 2018 << 4:30 - 5:30 PM												
Base Vol:	352	1580	162	137	3512	510	347	544	748	558	338	87
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	352	1580	162	137	3512	510	347	544	748	558	338	87
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:	352	1580	162	137	3512	510	347	544	748	558	338	87
User Adj:	1.00	0.67	1.00	1.00	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	352	1059	162	137	2810	510	347	544	748	558	338	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	352	1059	162	137	2810	510	347	544	748	558	338	87
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	352	1059	162	137	2810	510	347	544	748	558	338	87
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.84	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1601	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.19	0.09	0.04	0.49	0.29	0.11	0.14	0.47	0.18	0.09	0.05
Crit Moves:	****			****			****		****			
Green Time:	22.0	86.0	111.8	15.0	79.0	107.4	28.4	51.2	73.2	25.8	48.6	63.6
Volume/Cap:	0.97	0.41	0.16	0.55	1.19	0.52	0.74	0.53	1.21	1.30	0.35	0.15
Uniform Del:	83.6	35.0	17.7	84.3	55.5	25.3	77.2	59.2	58.4	82.1	57.8	44.3
IncrementDel:	37.8	0.1	0.1	2.6	88.1	0.5	6.0	0.5	110.2	153.0	0.2	0.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.83	0.60	1.00	1.15	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	121.4	29.2	10.7	86.9	152	34.2	83.2	59.7	168.6	235.1	58.0	44.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	121.4	29.2	10.7	86.9	152	34.2	83.2	59.7	168.6	235.1	58.0	44.4
LOS by Move:	F	C	B+	F	F	C-	F	E+	F	F	E+	D
HCM2kAvgQ:	16	11	2	4	68	23	13	13	65	31	8	4

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 #1: Ellis St & Manila Ave



Street Name:	Ellis St						Manila Ave					
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: 4 Feb 2020 << 8:15 - 9:15												
Base Vol:	0	230	762	1	61	0	0	0	0	303	0	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	230	762	1	61	0	0	0	0	303	0	40
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	230	762	1	61	0	0	0	0	303	0	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	230	762	1	61	0	0	0	0	303	0	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	230	762	1	61	0	0	0	0	303	0	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	230	762	1	61	0	0	0	0	303	0	40
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:	0.00	2.00	1.00	0.03	1.97	0.00	0.00	0.00	0.00	0.88	0.00	0.12
Final Sat.:	0	1275	729	17	1036	0	0	0	0	535	0	71
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.18	1.05	0.06	0.06	xxxx	xxxx	xxxx	xxxx	0.57	xxxx	0.57
Crit Moves:			****	****						****		
Delay/Veh:	0.0	9.6	67.2	9.7	9.7	0.0	0.0	0.0	0.0	16.3	0.0	16.3
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:	0.0	9.6	67.2	9.7	9.7	0.0	0.0	0.0	0.0	16.3	0.0	16.3
LOS by Move:	*	A	F	A	A	*	*	*	*	C	*	C
ApproachDel:		53.8			9.7		xxxxxx				16.3	
Delay Adj:		1.00			1.00		xxxxxx				1.00	
ApprAdjDel:		53.8			9.7		xxxxxx				16.3	
LOS by Appr:		F			A			*			C	
AllWayAvgQ:	0.0	0.2	12.1	0.1	0.1	0.0	0.0	0.0	0.0	1.2	1.2	1.2
Note: Queue reported is the number of cars per lane.												

Peak Hour Volume Signal Warrant Report [Urban]

 Intersection #1 Ellis St & Manila Ave

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	2	0	1	0	1	1	0	0	0	0	0	0	0	0	0	1	0	0
Initial Vol:	0	230	762			1	61	0			0	0	0	0		303	0	40		
Major Street Volume:											1054									
Minor Approach Volume:											343									
Minor Approach Volume Threshold:											267									

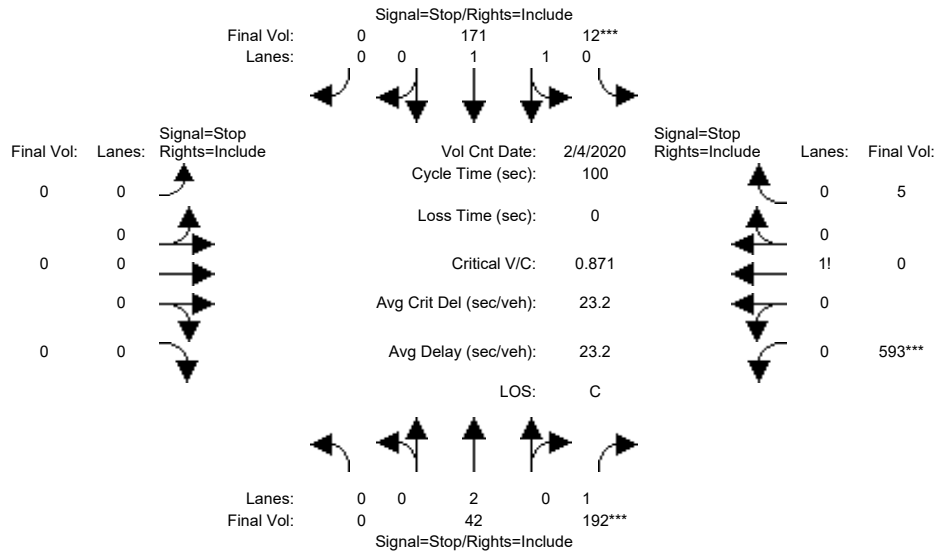
SIGNAL WARRANT DISCLAIMER

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 #1: Ellis St & Manila Ave



Street Name:	Ellis St						Manila Ave					
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:	4 Feb 2020	<<	5:00- 6:00						
Base Vol:	0	42	192	12	171	0	0	0	0	593	0	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	42	192	12	171	0	0	0	0	593	0	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	42	192	12	171	0	0	0	0	593	0	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	42	192	12	171	0	0	0	0	593	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	42	192	12	171	0	0	0	0	593	0	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	42	192	12	171	0	0	0	0	593	0	5

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:	0.00	2.00	1.00	0.13	1.87	0.00	0.00	0.00	0.00	0.99	0.00	0.01
Final Sat.:	0	1068	597	69	983	0	0	0	0	681	0	6

Capacity Analysis Module:												
Vol/Sat:	xxxx	0.04	0.32	0.17	0.17	xxxx	xxxx	xxxx	xxxx	0.87	xxxx	0.87
Crit Moves:			****	****						****		
Delay/Veh:	0.0	9.4	10.9	10.5	10.5	0.0	0.0	0.0	0.0	31.9	0.0	31.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	9.4	10.9	10.5	10.5	0.0	0.0	0.0	0.0	31.9	0.0	31.9
LOS by Move:	*	A	B	B	B	*	*	*	*	D	*	D
ApproachDel:		10.6			10.5		xxxxxxx				31.9	
Delay Adj:		1.00			1.00		xxxxxxx				1.00	
ApprAdjDel:		10.6			10.5		xxxxxxx				31.9	
LOS by Appr:		B			B			*			D	
AllWayAvgQ:	0.0	0.0	0.4	0.2	0.2	0.0	0.0	0.0	0.0	4.5	4.5	4.5

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

Peak Hour Volume Signal Warrant Report [Urban]

 Intersection #1 Ellis St & Manila Ave

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	2	0	1	0	1	1	0	0	0	0	0	0	0	0	0	1	0	0
Initial Vol:	0		42		192	12		171		0	0		0		0	593		0		5
Major Street Volume:											598									
Minor Approach Volume:											234									
Minor Approach Volume Threshold:											454									

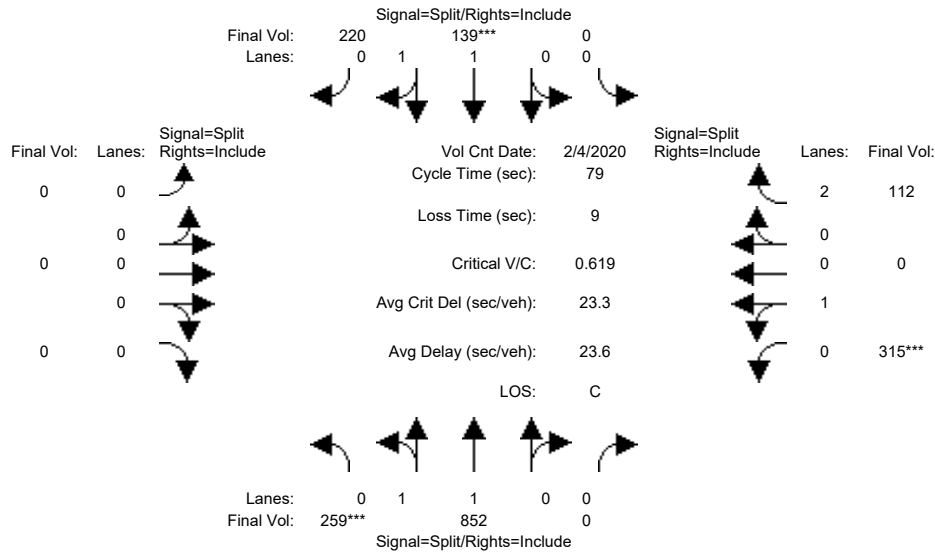
SIGNAL WARRANT DISCLAIMER

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 #2: Ellis St & US 101 NB Ramps



Street Name:	Ellis St						US 101 NB Ramps					
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	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:	4 Feb 2020	<<	8:15 - 9:15						
Base Vol:	259	852	0	0	139	220	0	0	0	315	0	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:	259	852	0	0	139	220	0	0	0	315	0	112
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:	259	852	0	0	139	220	0	0	0	315	0	112
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	259	852	0	0	139	220	0	0	0	315	0	112
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	259	852	0	0	139	220	0	0	0	315	0	112
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	259	852	0	0	139	220	0	0	0	315	0	112

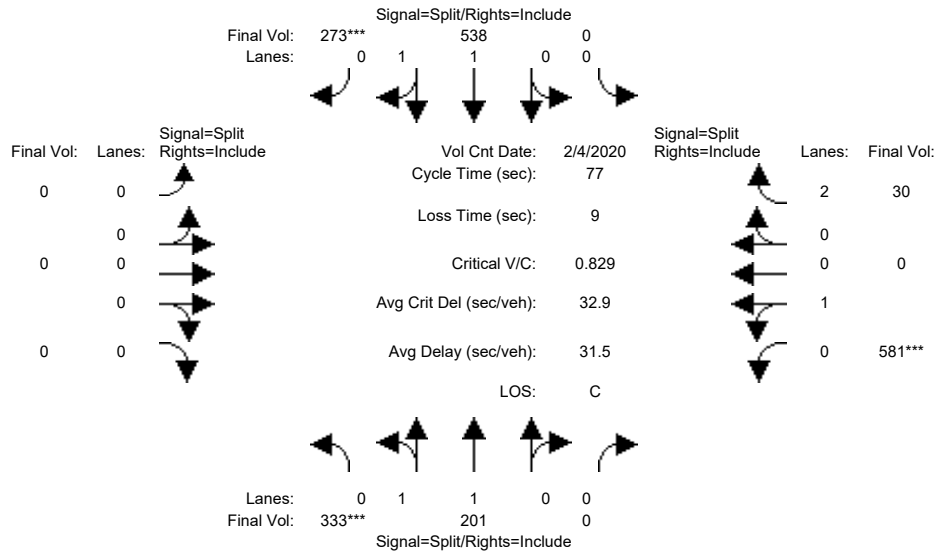
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.98	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.83
Lanes:	0.48	1.52	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	862	2837	0	0	1900	1750	0	0	0	1800	0	3150

Capacity Analysis Module:												
Vol/Sat:	0.30	0.30	0.00	0.00	0.07	0.13	0.00	0.00	0.00	0.18	0.00	0.04
Crit Moves:	***				****					****		
Green Time:	34.1	34.1	0.0	0.0	16.0	16.0	0.0	0.0	0.0	19.9	0.0	19.9
Volume/Cap:	0.70	0.70	0.00	0.00	0.36	0.62	0.00	0.00	0.00	0.70	0.00	0.14
Uniform Del:	18.2	18.2	0.0	0.0	27.1	28.7	0.0	0.0	0.0	26.8	0.0	22.9
IncrementDel:	1.4	1.4	0.0	0.0	0.2	2.0	0.0	0.0	0.0	4.7	0.0	0.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	19.6	19.6	0.0	0.0	27.3	30.7	0.0	0.0	0.0	31.5	0.0	23.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.6	19.6	0.0	0.0	27.3	30.7	0.0	0.0	0.0	31.5	0.0	23.0
LOS by Move:	B-	B-	A	A	C	C	A	A	A	C	A	C
HCM2kAvgQ:	11	11	0	0	3	6	0	0	0	9	0	1

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

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

Intersection #2: Ellis St & US 101 NB Ramps



Street Name:	Ellis St						US 101 NB Ramps					
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	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:	4 Feb 2020	<<	5:00 - 6:00						
Base Vol:	333	201	0	0	538	273	0	0	0	581	0	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	333	201	0	0	538	273	0	0	0	581	0	30
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:	333	201	0	0	538	273	0	0	0	581	0	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	333	201	0	0	538	273	0	0	0	581	0	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	333	201	0	0	538	273	0	0	0	581	0	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	333	201	0	0	538	273	0	0	0	581	0	30

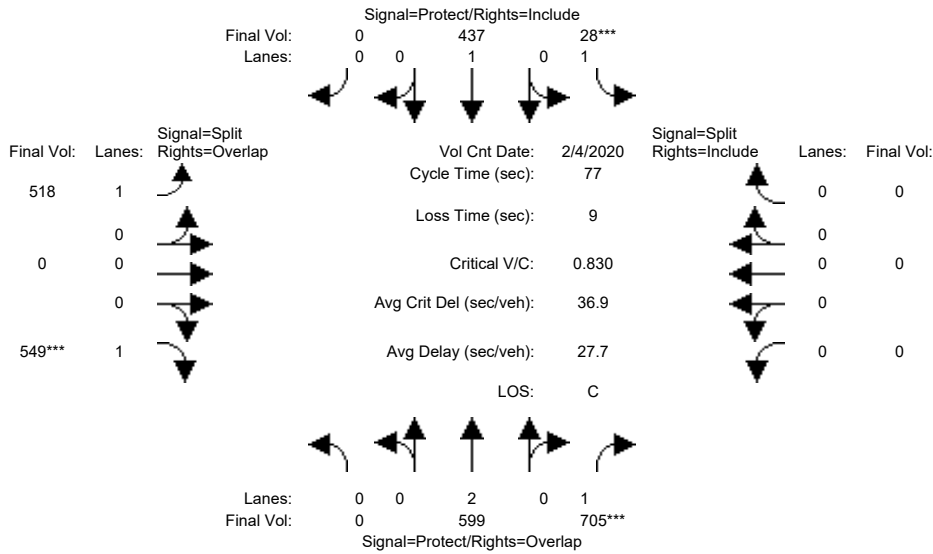
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92	0.95	0.95	0.83
Lanes:	1.00	1.00	0.00	0.00	1.31	0.69	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	1750	1900	0	0	2454	1245	0	0	0	1800	0	3150

Capacity Analysis Module:												
Vol/Sat:	0.19	0.11	0.00	0.00	0.22	0.22	0.00	0.00	0.00	0.32	0.00	0.01
Crit Moves:	***					***				***		
Green Time:	17.7	17.7	0.0	0.0	20.4	20.4	0.0	0.0	0.0	30.0	0.0	30.0
Volume/Cap:	0.83	0.46	0.00	0.00	0.83	0.83	0.00	0.00	0.00	0.83	0.00	0.02
Uniform Del:	28.2	25.6	0.0	0.0	26.7	26.7	0.0	0.0	0.0	21.2	0.0	14.5
IncrementDel:	8.8	0.3	0.0	0.0	6.0	6.0	0.0	0.0	0.0	8.2	0.0	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	37.1	25.9	0.0	0.0	32.7	32.7	0.0	0.0	0.0	29.4	0.0	14.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.1	25.9	0.0	0.0	32.7	32.7	0.0	0.0	0.0	29.4	0.0	14.5
LOS by Move:	D+	C	A	A	C-	C-	A	A	A	C	A	B
HCM2kAvgQ:	9	4	0	0	12	12	0	0	0	16	0	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 #3: Ellis St & US 101 SB Ramps

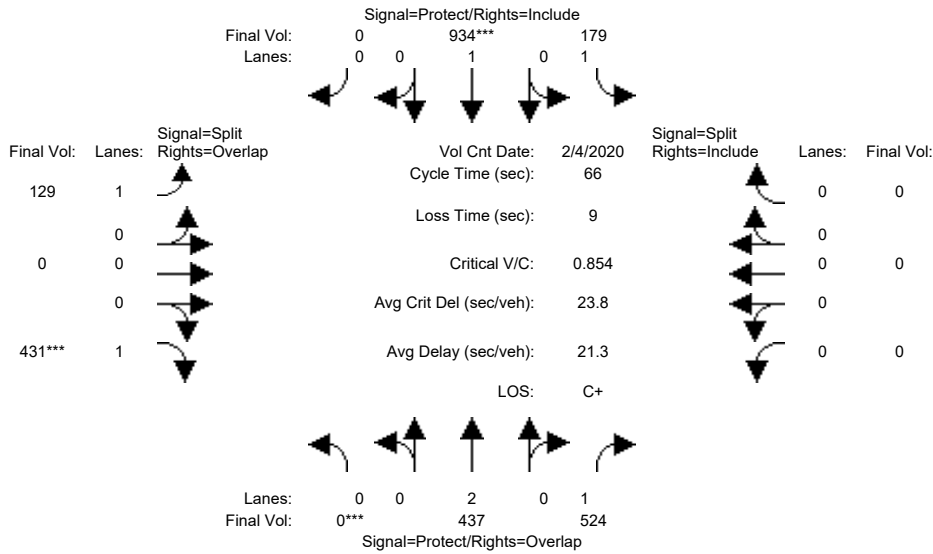


Street Name:	Ellis St						US 101 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	4 Feb 2020 << 8:30 - 9:30											
Base Vol:	0	599	705	28	437	0	518	0	549	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	599	705	28	437	0	518	0	549	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	599	705	28	437	0	518	0	549	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	599	705	28	437	0	518	0	549	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	599	705	28	437	0	518	0	549	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	599	705	28	437	0	518	0	549	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	1750	1750	1900	0	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.40	0.02	0.23	0.00	0.30	0.00	0.31	0.00	0.00	0.00
Crit Moves:	****			****			****			****		
Green Time:	0.0	34.3	34.3	7.0	41.3	0.0	26.7	0.0	26.7	0.0	0.0	0.0
Volume/Cap:	0.00	0.35	0.90	0.18	0.43	0.00	0.85	0.00	0.90	0.00	0.00	0.00
Uniform Del:	0.0	14.1	19.8	32.3	10.8	0.0	23.3	0.0	23.9	0.0	0.0	0.0
IncrementDel:	0.0	0.1	14.0	0.5	0.3	0.0	11.3	0.0	17.0	0.0	0.0	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	14.2	33.8	32.9	11.0	0.0	34.6	0.0	41.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	14.2	33.8	32.9	11.0	0.0	34.6	0.0	41.0	0.0	0.0	0.0
LOS by Move:	A	B	C-	C-	B+	A	C-	A	D	A	A	A
HCM2kAvgQ:	0	4	18	1	6	0	15	0	18	0	0	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 #3: Ellis St & US 101 SB Ramps



Street Name:	Ellis St						US 101 SB Ramps					
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	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	4 Feb 2020	<<	5:15 - 6:15						
Base Vol:	0	437	524	179	934	0	129	0	431	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	437	524	179	934	0	129	0	431	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	437	524	179	934	0	129	0	431	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	437	524	179	934	0	129	0	431	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	437	524	179	934	0	129	0	431	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	437	524	179	934	0	129	0	431	0	0	0

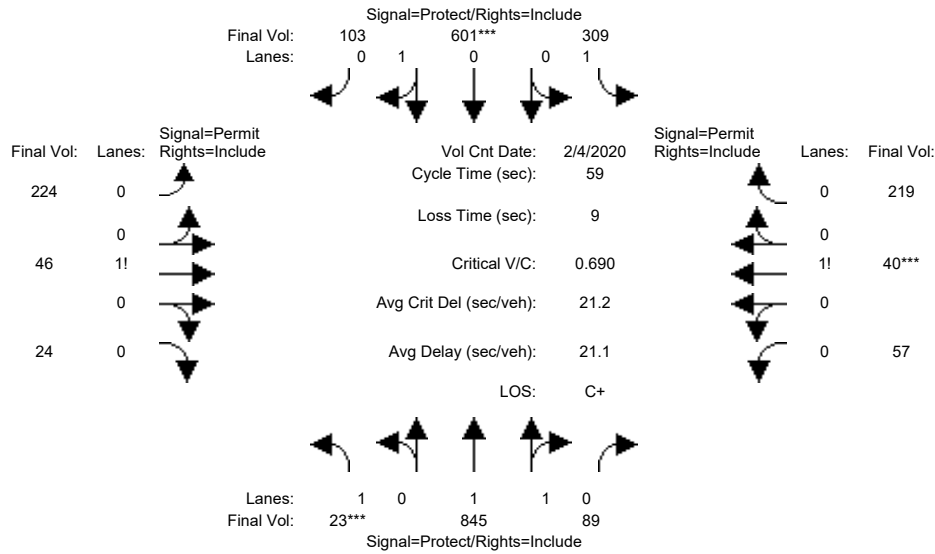
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	1750	1750	1900	0	1750	0	1750	0	0	0

Capacity Analysis Module:												
Vol/Sat:	0.00	0.12	0.30	0.10	0.49	0.00	0.07	0.00	0.25	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green Time:	0.0	28.0	28.0	9.9	38.0	0.0	19.0	0.0	19.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.27	0.70	0.68	0.85	0.00	0.26	0.00	0.85	0.00	0.00	0.00
Uniform Del:	0.0	12.3	15.6	26.5	11.7	0.0	18.0	0.0	22.2	0.0	0.0	0.0
IncrementDel:	0.0	0.1	3.1	7.0	6.7	0.0	0.3	0.0	13.3	0.0	0.0	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	12.4	18.7	33.5	18.4	0.0	18.3	0.0	35.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	12.4	18.7	33.5	18.4	0.0	18.3	0.0	35.5	0.0	0.0	0.0
LOS by Move:	A	B	B-	C-	B-	A	B-	A	D+	A	A	A
HCM2kAvgQ:	0	3	10	4	16	0	2	0	12	0	0	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 #4: Ellis St & Fairchild Dr



Street Name:	Ellis St						Fairchild Dr					
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:	4 Feb 2020	<<	8:45 - 9:45						
Base Vol:	23	845	89	309	601	103	224	46	24	57	40	219
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	845	89	309	601	103	224	46	24	57	40	219
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:	23	845	89	309	601	103	224	46	24	57	40	219
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	23	845	89	309	601	103	224	46	24	57	40	219
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	845	89	309	601	103	224	46	24	57	40	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
Final Volume:	23	845	89	309	601	103	224	46	24	57	40	219

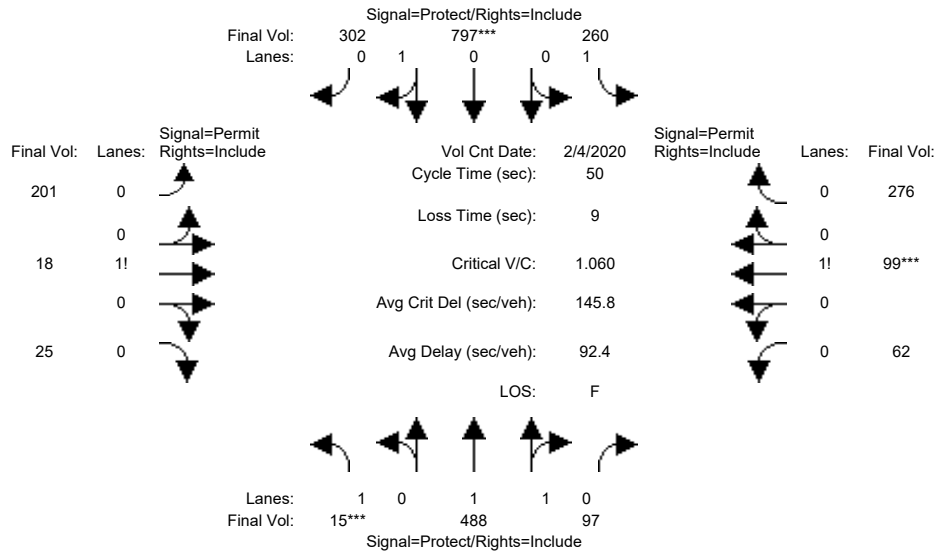
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.80	0.20	1.00	0.85	0.15	0.76	0.16	0.08	0.18	0.13	0.69
Final Sat.:	1750	3347	353	1750	1537	263	1333	274	143	316	222	1213

Capacity Analysis Module:												
Vol/Sat:	0.01	0.25	0.25	0.18	0.39	0.39	0.17	0.17	0.17	0.18	0.18	0.18
Crit Moves:	***				***						***	
Green Time:	7.0	21.4	21.4	15.0	29.4	29.4	13.6	13.6	13.6	13.6	13.6	13.6
Volume/Cap:	0.11	0.70	0.70	0.70	0.78	0.78	0.73	0.73	0.73	0.78	0.78	0.78
Uniform Del:	23.2	16.0	16.0	19.9	12.2	12.2	21.0	21.0	21.0	21.3	21.3	21.3
IncrementDel:	0.2	1.6	1.6	4.7	4.6	4.6	6.7	6.7	6.7	9.7	9.7	9.7
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	23.5	17.6	17.6	24.7	16.8	16.8	27.7	27.7	27.7	31.1	31.1	31.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.5	17.6	17.6	24.7	16.8	16.8	27.7	27.7	27.7	31.1	31.1	31.1
LOS by Move:	C	B	B	C	B	B	C	C	C	C	C	C
HCM2kAvgQ:	0	9	9	6	12	12	7	7	7	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 #4: Ellis St & Fairchild Dr



Street Name:	Ellis St						Fairchild Dr					
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:	4 Feb 2020	<<	5:15 - 6:15
Base Vol:	15	488	97	260	797	302
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	488	97	260	797	302
Added Vol:	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0
Initial Fut:	15	488	97	260	797	302
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	488	97	260	797	302
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	15	488	97	260	797	302
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	15	488	97	260	797	302

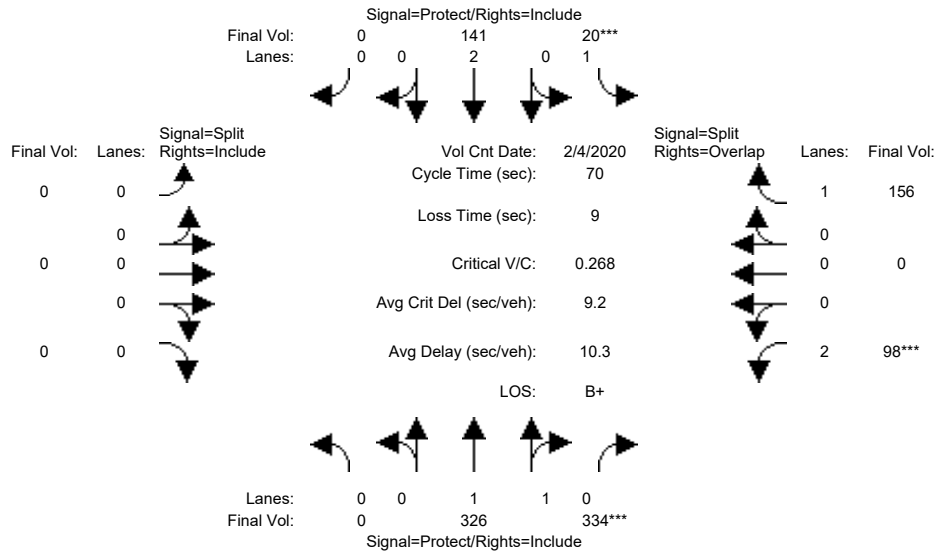
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.66	0.34	1.00	0.73	0.27	0.83	0.07	0.10	0.14	0.23	0.63
Final Sat.:	1750	3086	613	1750	1305	495	1442	129	179	248	396	1105

Capacity Analysis Module:												
Vol/Sat:	0.01	0.16	0.16	0.15	0.61	0.61	0.14	0.14	0.14	0.25	0.25	0.25
Crit Moves:	***				****					****		
Green Time:	7.0	17.8	17.8	13.2	24.0	24.0	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.06	0.44	0.44	0.56	1.27	1.27	0.70	0.70	0.70	1.25	1.25	1.25
Uniform Del:	18.6	12.3	12.3	15.9	13.0	13.0	18.6	18.6	18.6	20.0	20.0	20.0
IncrementDel:	0.1	0.2	0.2	1.6	131	131.5	6.1	6.1	6.1	133.5	134	133.5
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	18.8	12.6	12.6	17.5	144	144.5	24.7	24.7	24.7	153.5	154	153.5
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:	18.8	12.6	12.6	17.5	144	144.5	24.7	24.7	24.7	153.5	154	153.5
LOS by Move:	B-	B	B	B	F	F	C	C	C	F	F	F
HCM2kAvgQ:	0	4	4	4	48	48	5	5	5	22	22	22

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: Enterprise Way & 11th Ave



Street Name:	Enterprise Way						11th Ave					
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	10	7	10	0	0	0	0	10	0	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:	4 Feb 2020	<<	9:00 - 10:00						
Base Vol:	0	326	334	20	141	0	0	0	0	98	0	156
Growth Adj:	1.00	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	326	334	20	141	0	0	0	0	98	0	156
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	326	334	20	141	0	0	0	0	98	0	156
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	326	334	20	141	0	0	0	0	98	0	156
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	326	334	20	141	0	0	0	0	98	0	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
Final Volume:	0	326	334	20	141	0	0	0	0	98	0	156

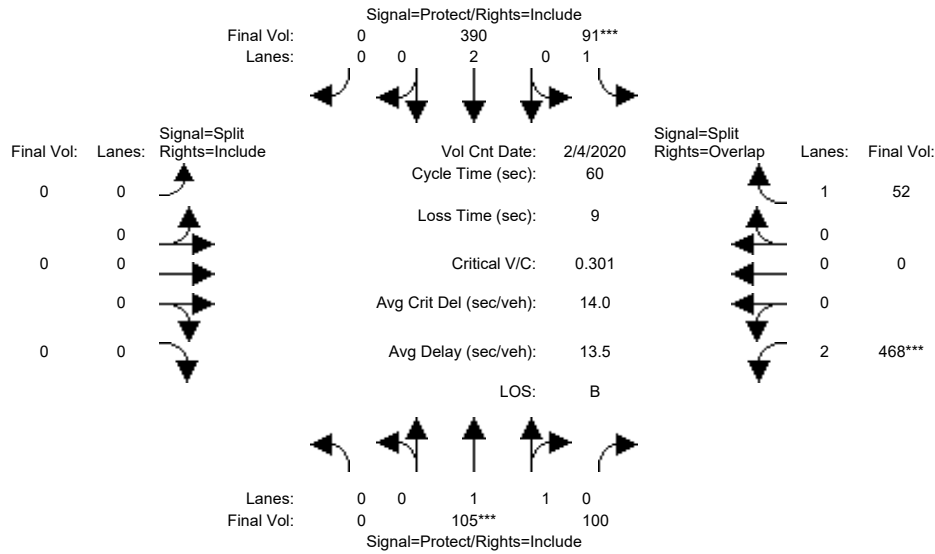
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	3800	0	0	0	0	3150	0	1750

Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.19	0.01	0.04	0.00	0.00	0.00	0.00	0.03	0.00	0.09
Crit Moves:			****	****						****		
Green Time:	0.0	44.0	44.0	7.0	51.0	0.0	0.0	0.0	0.0	10.0	0.0	17.0
Volume/Cap:	0.00	0.27	0.30	0.11	0.05	0.00	0.00	0.00	0.00	0.22	0.00	0.37
Uniform Del:	0.0	5.8	6.0	28.7	2.7	0.0	0.0	0.0	0.0	26.5	0.0	22.0
IncrementDel:	0.0	0.1	0.1	0.3	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.5
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	5.9	6.0	29.0	2.7	0.0	0.0	0.0	0.0	26.8	0.0	22.6
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	5.9	6.0	29.0	2.7	0.0	0.0	0.0	0.0	26.8	0.0	22.6
LOS by Move:	A	A	A	C	A	A	A	A	A	C	A	C+
HCM2kAvgQ:	0	3	4	1	0	0	0	0	0	1	0	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 #6: Enterprise Way & 11th Ave

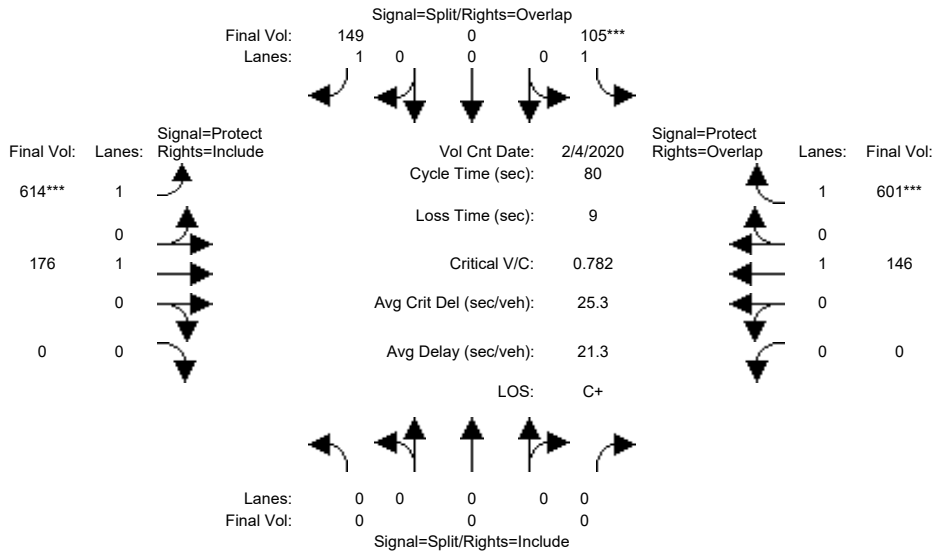


Street Name:	Enterprise Way						11th Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 4 Feb 2020 << 5:00 - 6:00												
Base Vol:	0	105	100	91	390	0	0	0	0	468	0	52
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	105	100	91	390	0	0	0	0	468	0	52
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	105	100	91	390	0	0	0	0	468	0	52
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	105	100	91	390	0	0	0	0	468	0	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	105	100	91	390	0	0	0	0	468	0	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
Final Volume:	0	105	100	91	390	0	0	0	0	468	0	52
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	1898	1800	1750	3800	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.06	0.06	0.05	0.10	0.00	0.00	0.00	0.00	0.15	0.00	0.03
Crit Moves:	****			****						****		
Green Time:	0.0	11.0	11.0	10.4	21.4	0.0	0.0	0.0	0.0	29.6	0.0	40.0
Volume/Cap:	0.00	0.30	0.30	0.30	0.29	0.00	0.00	0.00	0.00	0.30	0.00	0.04
Uniform Del:	0.0	21.2	21.2	21.7	13.8	0.0	0.0	0.0	0.0	9.0	0.0	3.4
IncrementDel:	0.0	0.3	0.3	0.6	0.1	0.0	0.0	0.0	0.0	0.1	0.0	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	21.4	21.4	22.2	14.0	0.0	0.0	0.0	0.0	9.1	0.0	3.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	21.4	21.4	22.2	14.0	0.0	0.0	0.0	0.0	9.1	0.0	3.5
LOS by Move:	A	C+	C+	C+	B	A	A	A	A	A	A	A
HCM2kAvgQ:	0	2	2	2	3	0	0	0	0	3	0	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 #7: Enterprise Way & Manila Ave/W Moffett Park Dr



Street Name:	Enterprise Way						Manila Ave/W Moffett Park Dr					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	4 Feb 2020	<<	8:30 - 9:30						
Base Vol:	0	0	0	105	0	149	614	176	0	0	146	601
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	105	0	149	614	176	0	0	146	601
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	105	0	149	614	176	0	0	146	601
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	105	0	149	614	176	0	0	146	601
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	105	0	149	614	176	0	0	146	601
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	105	0	149	614	176	0	0	146	601

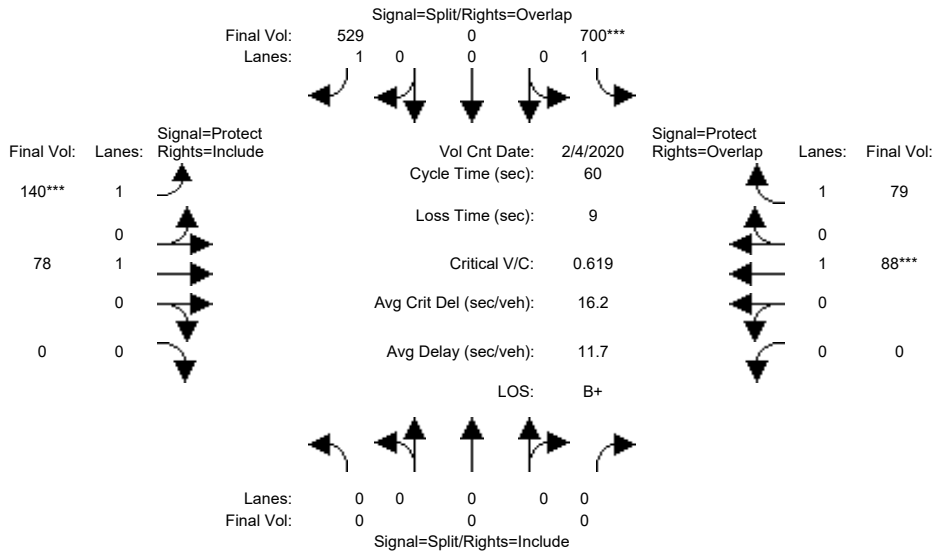
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	1750	0	1750	1750	1900	0	0	1900	1750

Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.09	0.35	0.09	0.00	0.00	0.08	0.34
Crit Moves:				****			****					****
Green Time:	0.0	0.0	0.0	10.0	0.0	47.6	37.6	61.0	0.0	0.0	23.4	33.4
Volume/Cap:	0.00	0.00	0.00	0.48	0.00	0.14	0.75	0.12	0.00	0.00	0.26	0.82
Uniform Del:	0.0	0.0	0.0	32.6	0.0	7.2	17.3	2.5	0.0	0.0	21.7	20.7
IncrementDel:	0.0	0.0	0.0	1.7	0.0	0.1	3.8	0.0	0.0	0.0	0.3	7.5
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	34.2	0.0	7.2	21.1	2.5	0.0	0.0	21.9	28.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	34.2	0.0	7.2	21.1	2.5	0.0	0.0	21.9	28.1
LOS by Move:	A	A	A	C-	A	A	C+	A	A	A	C+	C
HCM2kAvgQ:	0	0	0	3	0	2	15	1	0	0	3	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 #7: Enterprise Way & Manila Ave/W Moffett Park Dr



Street Name:	Enterprise Way						Manila Ave/W Moffett Park Dr					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	4 Feb 2020	<<	5:15 - 6:15						
Base Vol:	0	0	0	700	0	529	140	78	0	0	88	79
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	700	0	529	140	78	0	0	88	79
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	700	0	529	140	78	0	0	88	79
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	700	0	529	140	78	0	0	88	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	700	0	529	140	78	0	0	88	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
Final Volume:	0	0	0	700	0	529	140	78	0	0	88	79

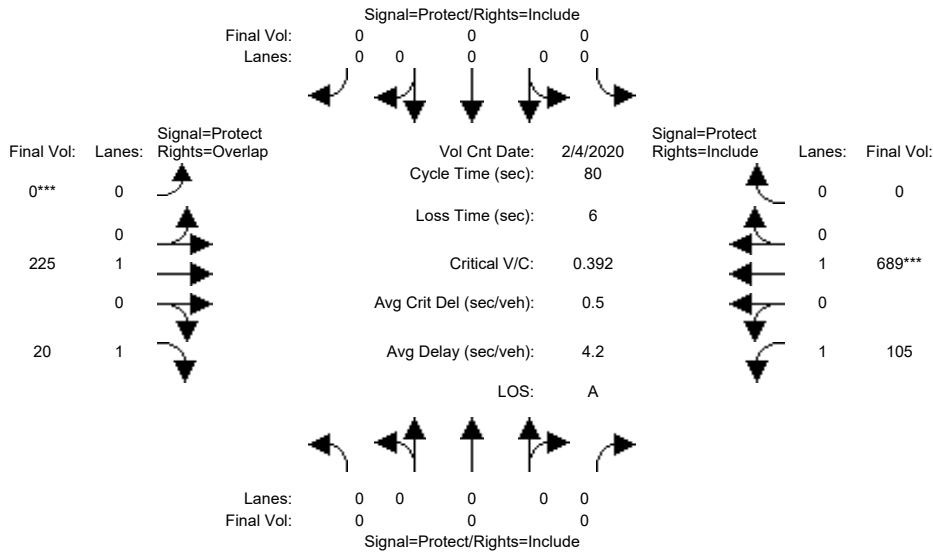
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	1750	0	1750	1750	1900	0	0	1900	1750

Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.40	0.00	0.30	0.08	0.04	0.00	0.00	0.05	0.05
Crit Moves:				****			****			****		
Green Time:	0.0	0.0	0.0	34.0	0.0	41.0	7.0	17.0	0.0	0.0	10.0	44.0
Volume/Cap:	0.00	0.00	0.00	0.71	0.00	0.44	0.69	0.14	0.00	0.00	0.28	0.06
Uniform Del:	0.0	0.0	0.0	9.4	0.0	4.3	25.4	16.1	0.0	0.0	21.8	2.2
IncrementDel:	0.0	0.0	0.0	2.3	0.0	0.3	9.3	0.1	0.0	0.0	0.5	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	11.7	0.0	4.6	34.8	16.2	0.0	0.0	22.3	2.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	11.7	0.0	4.6	34.8	16.2	0.0	0.0	22.3	2.3
LOS by Move:	A	A	A	B+	A	A	C-	B	A	A	C+	A
HCM2kAvgQ:	0	0	0	10	0	5	4	1	0	0	1	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 #9: US 101 NB On-Ramp & W Moffett Park Dr

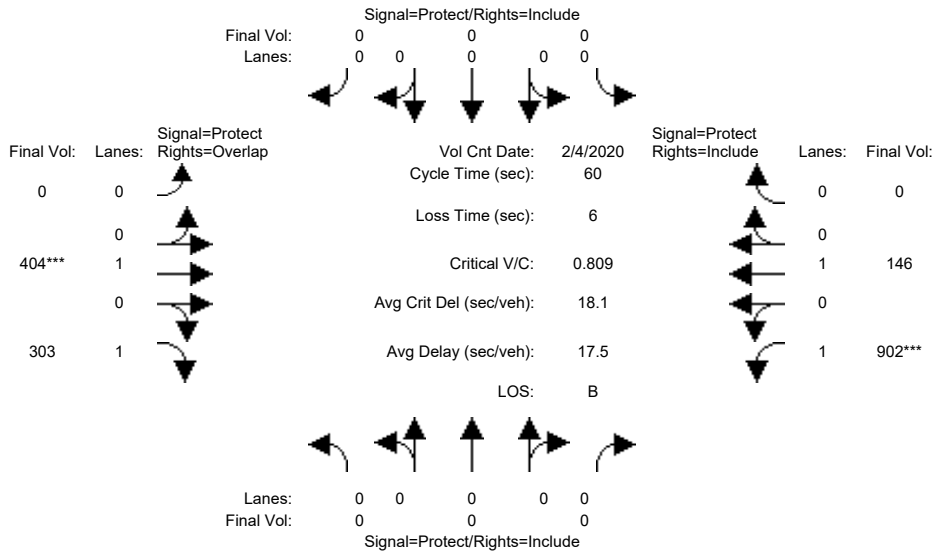


Street Name:	US 101 NB On-Ramp						W Moffett Park Dr						
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Min. Green:	0	0	0	0	0	0	0	10	10	7	10	0	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Volume Module: >> Count Date:	4 Feb 2020 << 8:15 - 9:15												
Base Vol:	0	0	0	0	0	0	0	225	20	105	689	0	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	0	0	0	0	0	0	0	225	20	105	689	0	
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	0	0	0	0	0	0	0	225	20	105	689	0	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	0	0	0	0	0	0	0	225	20	105	689	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	0	0	0	0	0	0	0	225	20	105	689	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	
Final Volume:	0	0	0	0	0	0	0	225	20	105	689	0	
Saturation Flow Module:													
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00	
Final Sat.:	0	0	0	0	0	0	0	1900	1750	1750	1900	0	
Capacity Analysis Module:													
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.12	0.01	0.06	0.36	0.00	
Crit Moves:							****						
Green Time:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	43.5	43.5	30.5	74.0	0.0	
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.22	0.02	0.16	0.39	0.00	
Uniform Del:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9.4	8.4	16.3	0.4	0.0	
IncrementDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.1	0.1	0.0	
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Delay Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00	
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9.5	8.4	16.4	0.5	0.0	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9.5	8.4	16.4	0.5	0.0	
LOS by Move:	A	A	A	A	A	A	A	A	A	B	A	A	
HCM2kAvgQ:	0	0	0	0	0	0	0	3	0	2	2	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 #9: US 101 NB On-Ramp & W Moffett Park Dr



Street Name:	US 101 NB On-Ramp						W Moffett Park Dr					
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	10	10	7	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:	4 Feb 2020 << 5:15 - 6:15											
Base Vol:	0	0	0	0	0	0	0	404	303	902	146	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	404	303	902	146	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	404	303	902	146	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	404	303	902	146	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	404	303	902	146	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
Final Volume:	0	0	0	0	0	0	0	404	303	902	146	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	0	0	0	0	0	0	0	1900	1750	1750	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.21	0.17	0.52	0.08	0.00
Crit Moves:	****											
Green Time:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15.8	15.8	38.2	54.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.81	0.66	0.81	0.09	0.00
Uniform Del:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.7	19.7	8.2	0.3	0.0
IncrementDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9.5	3.5	4.5	0.0	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	30.2	23.2	12.7	0.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	30.2	23.2	12.7	0.3	0.0
LOS by Move:	A	A	A	A	A	A	A	C	C	B	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	8	6	14	0	0

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 #10: Innovation Way & 11th Ave

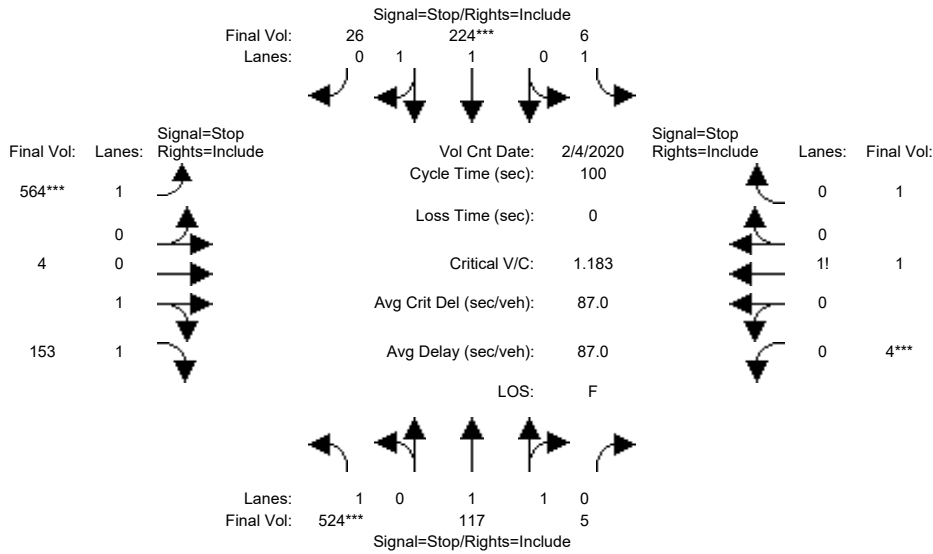


Table with columns: Street Name, Approach, Movement. Rows: Innovation Way North Bound, South Bound, East Bound, West Bound.

Table with columns: Min. Green. Rows: Innovation Way North Bound, South Bound, East Bound, West Bound.

Table with columns: Volume Module, Count, Date, Time. Rows: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns: Saturation Flow Module, Adjustment, Lanes, Final Sat. Rows: Innovation Way North Bound, South Bound, East Bound, West Bound.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Delay/Veh, Delay Adj, AdjDel/Veh, LOS by Move, ApproachDel, Delay Adj, ApprAdjDel, LOS by Appr, AllWayAvgQ. Rows: Innovation Way North Bound, South Bound, East Bound, West Bound.

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #10 Innovation Way & 11th Ave

Future Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound					South Bound					East Bound					West Bound									
Movement:	L	T	R	L	R	L	T	R	L	R	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Stop Sign					Stop Sign					Stop Sign					Stop Sign									
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	0	1	1	0	0	1	0	0	0	0	1	0	0
Initial Vol:	524	117			5	6	224		26		564	4	153			4	1			1					
Major Street Volume:											902														
Minor Approach Volume:											721														
Minor Approach Volume Threshold:											418														

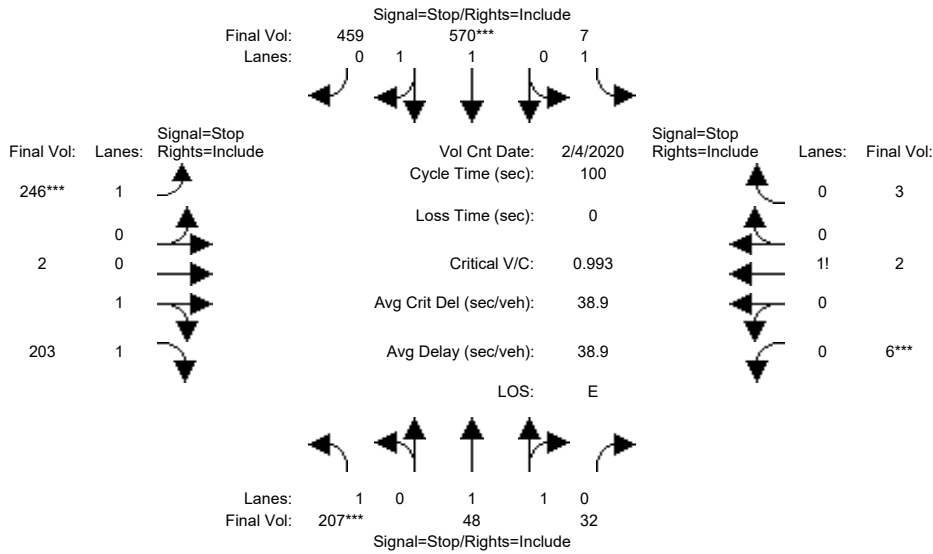
SIGNAL WARRANT DISCLAIMER

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 #10: Innovation Way & 11th Ave



Street Name:	Innovation Way				11th Ave							
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:	4 Feb 2020 << 4:45 - 5:45											
Base Vol:	207	48	32	7	570	459	246	2	203	6	2	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	207	48	32	7	570	459	246	2	203	6	2	3
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:	207	48	32	7	570	459	246	2	203	6	2	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	207	48	32	7	570	459	246	2	203	6	2	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	207	48	32	7	570	459	246	2	203	6	2	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	207	48	32	7	570	459	246	2	203	6	2	3
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.20	0.80	1.00	1.11	0.89	1.00	0.02	1.98	0.55	0.18	0.27
Final Sat.:	406	518	365	464	574	501	445	10	1028	229	76	115
Capacity Analysis Module:												
Vol/Sat:	0.51	0.09	0.09	0.02	0.99	0.92	0.55	0.20	0.20	0.03	0.03	0.03
Crit Moves:	****				****		****			****		
Delay/Veh:	19.9	11.6	11.1	10.3	64.3	44.4	20.0	11.2	11.1	11.4	11.4	11.4
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:	19.9	11.6	11.1	10.3	64.3	44.4	20.0	11.2	11.1	11.4	11.4	11.4
LOS by Move:	C	B	B	B	F	E	C	B	B	B	B	B
ApproachDel:	17.5			55.1			16.0			11.4		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	17.5			55.1			16.0			11.4		
LOS by Appr:	C			F			C			B		
AllWayAvgQ:	1.0	0.1	0.1	0.0	8.1	5.5	1.1	0.2	0.2	0.0	0.0	0.0

Note: Queue reported is the number of cars per lane.
Peak Hour Volume Signal Warrant Report [Urban]

Intersection #10 Innovation Way & 11th Ave

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:	1	0	1	1	0		1	0	1	1	0	
Initial Vol:	207	48	32	7	570	459	246	2	203	6	2	3
Major Street Volume:	1323											
Minor Approach Volume:	451											
Minor Approach Volume Threshold:	254											

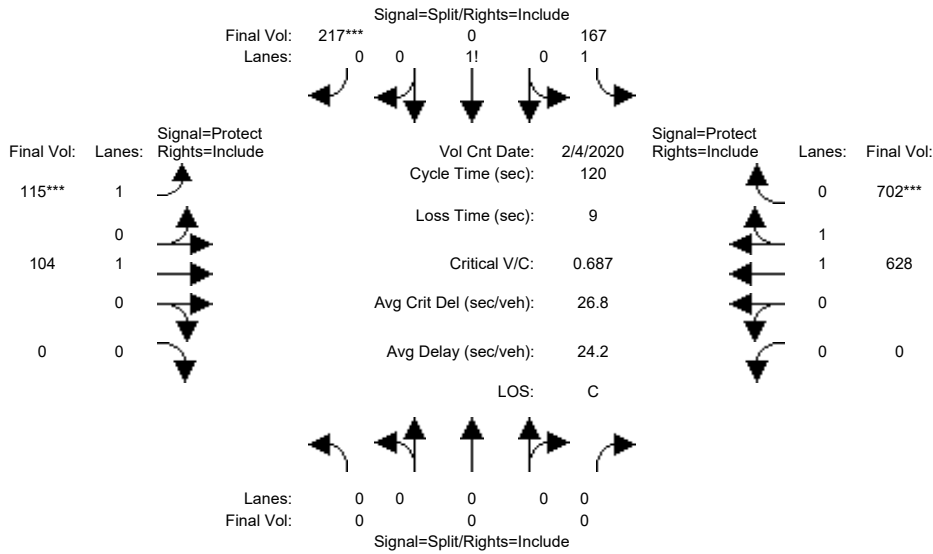
SIGNAL WARRANT DISCLAIMER

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 #11: Innovation Way & W Moffett Park Dr

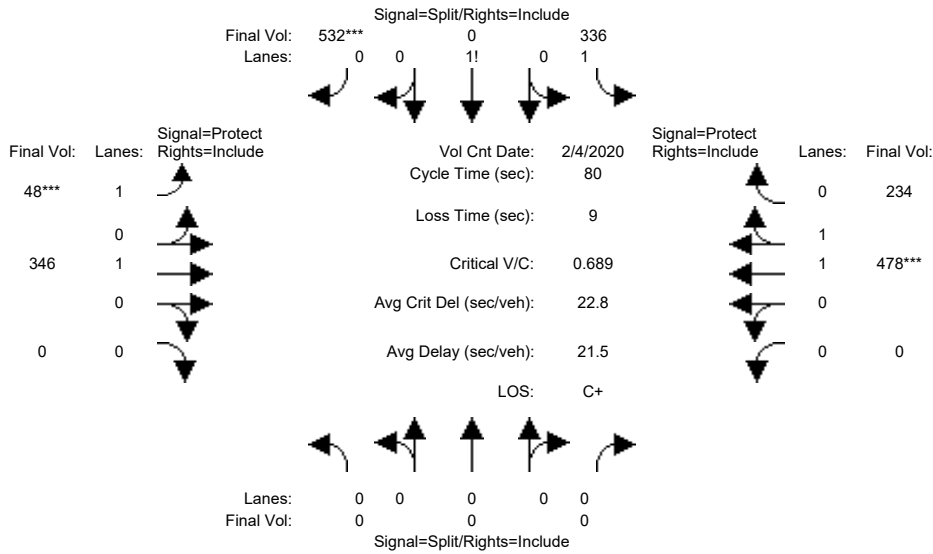


Street Name:	Innovation Way						W Moffett Park Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	4 Feb 2020 << 8:00 - 9:00											
Base Vol:	0	0	0	167	0	217	115	104	0	0	628	702
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	167	0	217	115	104	0	0	628	702
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	167	0	217	115	104	0	0	628	702
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	167	0	217	115	104	0	0	628	702
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	167	0	217	115	104	0	0	628	702
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	167	0	217	115	104	0	0	628	702
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.28	0.00	0.72	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	2246	0	1290	1750	1900	0	0	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.17	0.07	0.05	0.00	0.00	0.33	0.40
Crit Moves:						****	****					****
Green Time:	0.0	0.0	0.0	29.4	0.0	29.4	11.5	81.6	0.0	0.0	70.1	70.1
Volume/Cap:	0.00	0.00	0.00	0.30	0.00	0.69	0.69	0.08	0.00	0.00	0.57	0.69
Uniform Del:	0.0	0.0	0.0	36.9	0.0	41.1	52.5	6.5	0.0	0.0	15.5	17.3
IncrementDel:	0.0	0.0	0.0	0.1	0.0	3.6	11.3	0.0	0.0	0.0	0.3	1.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	37.1	0.0	44.7	63.8	6.5	0.0	0.0	15.8	18.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	37.1	0.0	44.7	63.8	6.5	0.0	0.0	15.8	18.4
LOS by Move:	A	A	A	D+	A	D	E	A	A	A	B	B-
HCM2kAvgQ:	0	0	0	4	0	12	5	1	0	0	14	19

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: Innovation Way & W Moffett Park Dr

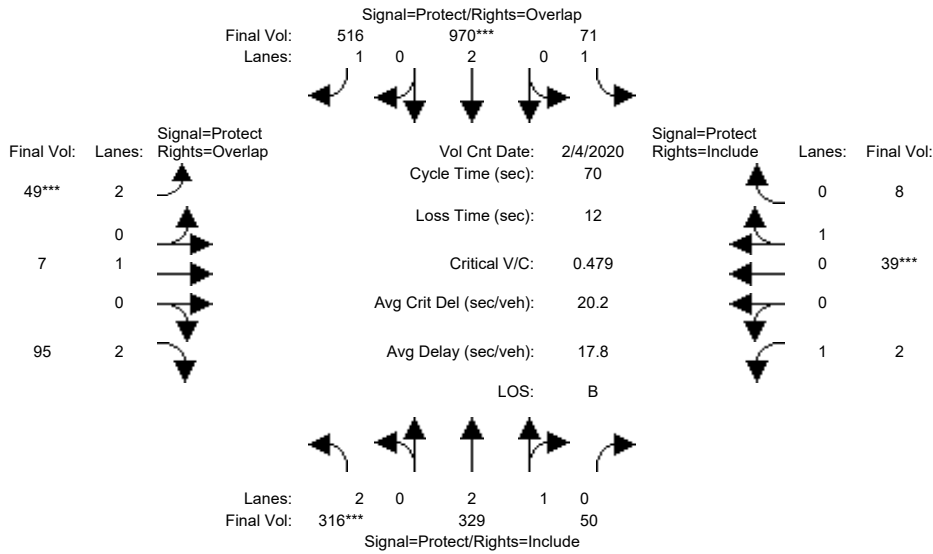


Street Name:	Innovation Way						W Moffett Park Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	4 Feb 2020 << 5:00 - 6:00											
Base Vol:	0	0	0	336	0	532	48	346	0	0	478	234
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	336	0	532	48	346	0	0	478	234
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	336	0	532	48	346	0	0	478	234
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	336	0	532	48	346	0	0	478	234
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	336	0	532	48	346	0	0	478	234
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	336	0	532	48	346	0	0	478	234
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.95	0.92	1.00	0.92	0.92	0.99	0.95
Lanes:	0.00	0.00	0.00	1.25	0.00	0.75	1.00	1.00	0.00	0.00	1.32	0.68
Final Sat.:	0	0	0	2179	0	1359	1750	1900	0	0	2483	1216
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.00	0.39	0.03	0.18	0.00	0.00	0.19	0.19
Crit Moves:						****	****				****	
Green Time:	0.0	0.0	0.0	42.9	0.0	42.9	7.0	28.1	0.0	0.0	21.1	21.1
Volume/Cap:	0.00	0.00	0.00	0.29	0.00	0.73	0.31	0.52	0.00	0.00	0.73	0.73
Uniform Del:	0.0	0.0	0.0	10.2	0.0	14.1	34.2	20.6	0.0	0.0	26.9	26.9
IncrementDel:	0.0	0.0	0.0	0.1	0.0	2.3	1.2	0.7	0.0	0.0	2.8	2.8
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	10.2	0.0	16.5	35.4	21.3	0.0	0.0	29.7	29.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	10.2	0.0	16.5	35.4	21.3	0.0	0.0	29.7	29.7
LOS by Move:	A	A	A	B+	A	B	D+	C+	A	A	C	C
HCM2kAvgQ:	0	0	0	4	0	15	1	6	0	0	8	8

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: N Mathilda Ave & 1st Ave/Bordeaux Dr



Street Name:	N Mathilda Ave						1st Ave/Bordeaux Dr					
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:	4 Feb 2020	<<	8:45 - 9:45											
Base Vol:	316	329	50	71	970	516	49	7	95	2	39	8					
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Initial Bse:	316	329	50	71	970	516	49	7	95	2	39	8					
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0					
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0					
Initial Fut:	316	329	50	71	970	516	49	7	95	2	39	8					
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Volume:	316	329	50	71	970	516	49	7	95	2	39	8					
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0					
Reduced Vol:	316	329	50	71	970	516	49	7	95	2	39	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					
Final Volume:	316	329	50	71	970	516	49	7	95	2	39	8					

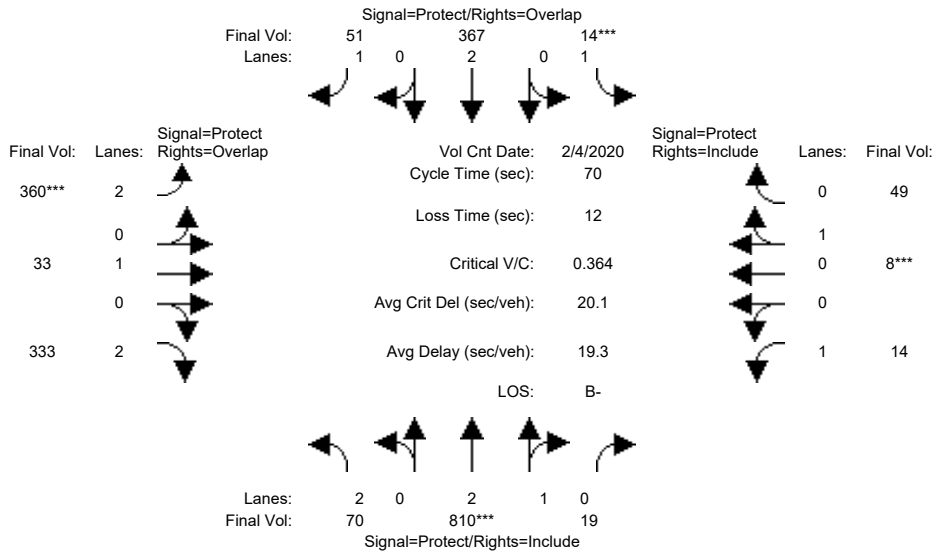
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.92	1.00	0.92	0.83	1.00	0.83	0.92	0.95	0.95
Lanes:	2.00	2.59	0.41	1.00	2.00	1.00	2.00	1.00	2.00	1.00	0.83	0.17
Final Sat.:	3150	4860	739	1750	3800	1750	3150	1900	3150	1750	1494	306

Capacity Analysis Module:												
Vol/Sat:	0.10	0.07	0.07	0.04	0.26	0.29	0.02	0.00	0.03	0.00	0.03	0.03
Crit Moves:	***				***		***				***	
Green Time:	11.6	24.1	24.1	16.9	29.4	36.4	7.0	10.0	21.6	7.0	10.0	10.0
Volume/Cap:	0.61	0.20	0.20	0.17	0.61	0.57	0.16	0.03	0.10	0.01	0.18	0.18
Uniform Del:	27.1	16.1	16.1	21.0	15.8	11.4	28.8	25.8	17.3	28.4	26.4	26.4
IncrementDel:	2.1	0.1	0.1	0.2	0.7	0.8	0.2	0.0	0.0	0.0	0.3	0.3
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	29.2	16.2	16.2	21.2	16.5	12.3	29.0	25.8	17.3	28.4	26.7	26.7
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:	29.2	16.2	16.2	21.2	16.5	12.3	29.0	25.8	17.3	28.4	26.7	26.7
LOS by Move:	C	B	B	C+	B	B	C	C	B	C	C	C
HCM2kAvgQ:	4	2	2	1	9	9	1	0	1	0	1	1

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: N Mathilda Ave & 1st Ave/Bordeaux Dr



Street Name:	N Mathilda Ave						1st Ave/Bordeaux Dr					
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:	4 Feb 2020	<<	4:30 - 5:30						
Base Vol:	70	810	19	14	367	51	360	33	333	14	8	49
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	810	19	14	367	51	360	33	333	14	8	49
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	810	19	14	367	51	360	33	333	14	8	49
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	810	19	14	367	51	360	33	333	14	8	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	810	19	14	367	51	360	33	333	14	8	49
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	70	810	19	14	367	51	360	33	333	14	8	49

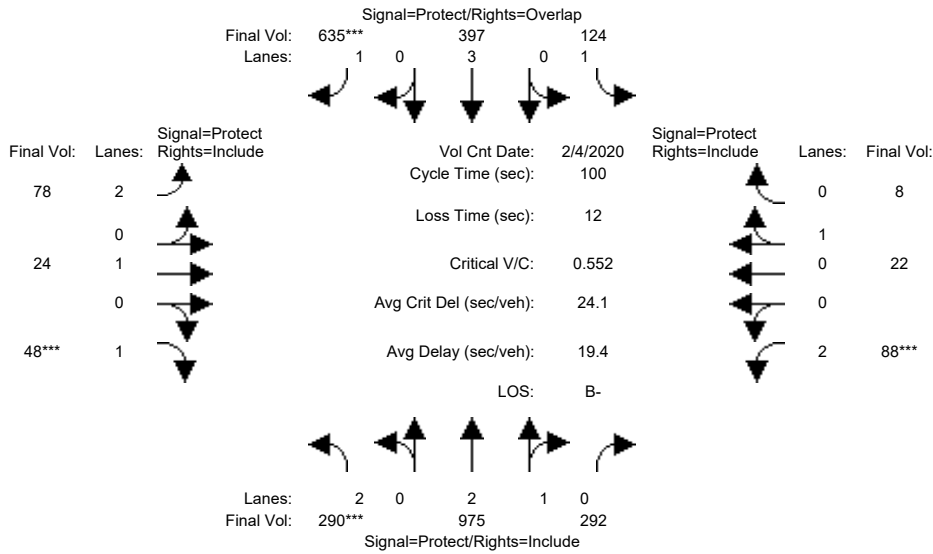
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.92	1.00	0.92	0.83	1.00	0.83	0.92	0.95	0.95
Lanes:	2.00	2.93	0.07	1.00	2.00	1.00	2.00	1.00	2.00	1.00	0.14	0.86
Final Sat.:	3150	5471	128	1750	3800	1750	3150	1900	3150	1750	253	1547

Capacity Analysis Module:												
Vol/Sat:	0.02	0.15	0.15	0.01	0.10	0.03	0.11	0.02	0.11	0.01	0.03	0.03
Crit Moves:	****			****			****			****		
Green Time:	12.4	23.1	23.1	7.0	17.7	35.6	17.9	16.4	28.8	11.5	10.0	10.0
Volume/Cap:	0.13	0.45	0.45	0.08	0.38	0.06	0.45	0.07	0.26	0.05	0.22	0.22
Uniform Del:	24.2	18.4	18.4	28.6	21.6	8.7	21.9	20.9	13.6	24.7	26.6	26.6
IncrementDel:	0.1	0.2	0.2	0.2	0.3	0.0	0.4	0.1	0.1	0.1	0.4	0.4
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	24.3	18.6	18.6	28.8	21.9	8.7	22.3	21.0	13.7	24.7	27.0	27.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.3	18.6	18.6	28.8	21.9	8.7	22.3	21.0	13.7	24.7	27.0	27.0
LOS by Move:	C	B-	B-	C	C+	A	C+	C+	B	C	C	C
HCM2kAvgQ:	1	5	5	0	4	1	4	1	3	0	1	1

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

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

Intersection #14: N Mathilda Ave & 5th Ave



Street Name:	N Mathilda Ave						5th Ave					
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:	4 Feb 2020	<<	8:45 - 9:45						
Base Vol:	290	975	292	124	397	635	78	24	48	88	22	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	290	975	292	124	397	635	78	24	48	88	22	8
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	290	975	292	124	397	635	78	24	48	88	22	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	290	975	292	124	397	635	78	24	48	88	22	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	290	975	292	124	397	635	78	24	48	88	22	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
Final Volume:	290	975	292	124	397	635	78	24	48	88	22	8

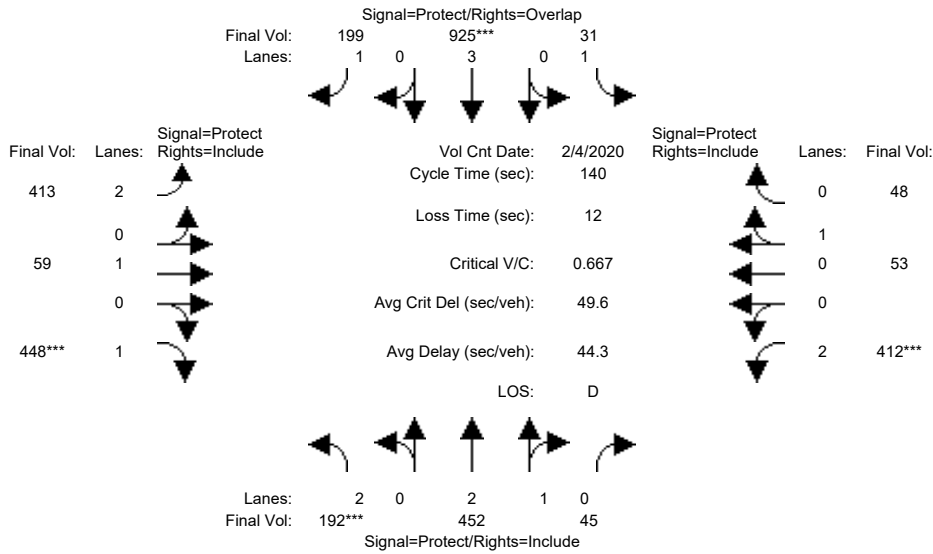
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.92	1.00	0.92	0.83	1.00	0.92	0.83	0.95	0.95
Lanes:	2.00	2.28	0.72	1.00	3.00	1.00	2.00	1.00	1.00	2.00	0.73	0.27
Final Sat.:	3150	4308	1290	1750	5700	1750	3150	1900	1750	3150	1320	480

Capacity Analysis Module:												
Vol/Sat:	0.09	0.23	0.23	0.07	0.07	0.36	0.02	0.01	0.03	0.03	0.02	0.02
Crit Moves:	***					****			****	****		
Green Time:	17.0	54.1	54.1	16.9	54.0	61.0	7.0	10.0	10.0	7.0	10.0	10.0
Volume/Cap:	0.54	0.42	0.42	0.42	0.13	0.59	0.35	0.13	0.27	0.40	0.17	0.17
Uniform Del:	38.0	13.6	13.6	37.1	11.4	11.9	44.3	41.0	41.6	44.5	41.2	41.2
IncrementDel:	1.1	0.1	0.1	1.0	0.0	0.9	1.0	0.3	0.9	1.2	0.4	0.4
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	39.1	13.7	13.7	38.1	11.4	12.8	45.3	41.3	42.5	45.7	41.6	41.6
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:	39.1	13.7	13.7	38.1	11.4	12.8	45.3	41.3	42.5	45.7	41.6	41.6
LOS by Move:	D	B	B	D+	B+	B	D	D	D	D	D	D
HCM2kAvgQ:	5	7	7	4	2	13	2	1	2	2	1	1

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

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

Intersection #14: N Mathilda Ave & 5th Ave



Street Name:	N Mathilda Ave						5th Ave					
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:	4 Feb 2020	<<	4:45 - 5:45						
Base Vol:	192	452	45	31	925	199	413	59	448	412	53	48
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	192	452	45	31	925	199	413	59	448	412	53	48
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:	192	452	45	31	925	199	413	59	448	412	53	48
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	192	452	45	31	925	199	413	59	448	412	53	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	192	452	45	31	925	199	413	59	448	412	53	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
Final Volume:	192	452	45	31	925	199	413	59	448	412	53	48

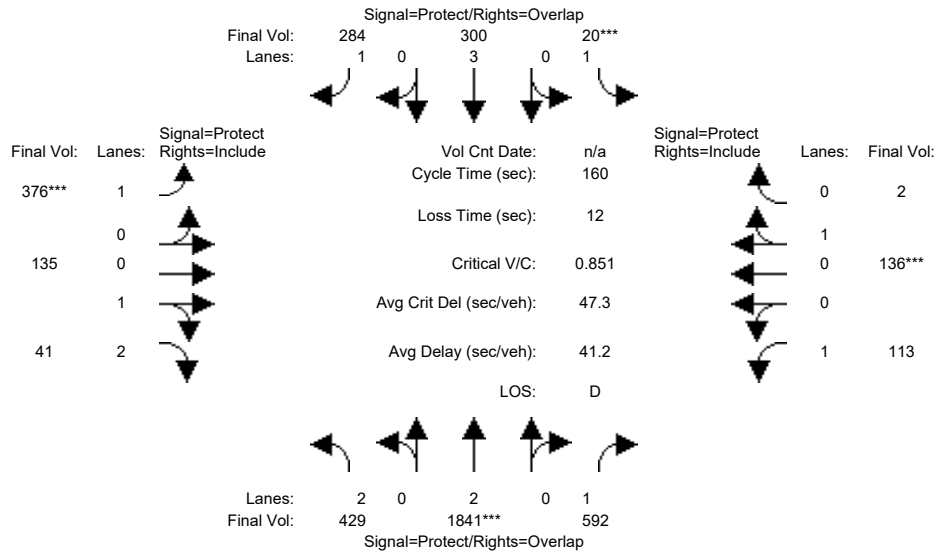
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.92	1.00	0.92	0.83	1.00	0.92	0.83	0.95	0.95
Lanes:	2.00	2.72	0.28	1.00	3.00	1.00	2.00	1.00	1.00	2.00	0.52	0.48
Final Sat.:	3150	5092	507	1750	5700	1750	3150	1900	1750	3150	945	855

Capacity Analysis Module:												
Vol/Sat:	0.06	0.09	0.09	0.02	0.16	0.11	0.13	0.03	0.26	0.13	0.06	0.06
Crit Moves:	***			****			****		****	****		
Green Time:	12.8	30.0	30.0	16.9	34.1	86.6	52.5	53.7	53.7	27.4	28.6	28.6
Volume/Cap:	0.67	0.41	0.41	0.15	0.67	0.18	0.35	0.08	0.67	0.67	0.27	0.27
Uniform Del:	61.5	47.5	47.5	55.1	47.9	11.5	31.4	27.4	35.7	52.1	46.9	46.9
IncrementDel:	5.9	0.2	0.2	0.3	1.3	0.1	0.2	0.0	2.6	2.8	0.4	0.4
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	67.4	47.7	47.7	55.4	49.1	11.6	31.6	27.5	38.3	54.9	47.3	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:	67.4	47.7	47.7	55.4	49.1	11.6	31.6	27.5	38.3	54.9	47.3	47.3
LOS by Move:	E	D	D	E+	D	B+	C	C	D+	D-	D	D
HCM2kAvgQ:	5	6	6	1	11	4	7	2	18	11	4	4

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

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

Intersection #15: N Mathilda Ave & Innovation Way



Street Name:	N Mathilda Ave						Innovation Way					
	North Bound			South Bound			East Bound			West Bound		
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:	429	1841	592	20	300	284	376	135	41	113	136	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	429	1841	592	20	300	284	376	135	41	113	136	2
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:	429	1841	592	20	300	284	376	135	41	113	136	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	429	1841	592	20	300	284	376	135	41	113	136	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	429	1841	592	20	300	284	376	135	41	113	136	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	429	1841	592	20	300	284	376	135	41	113	136	2

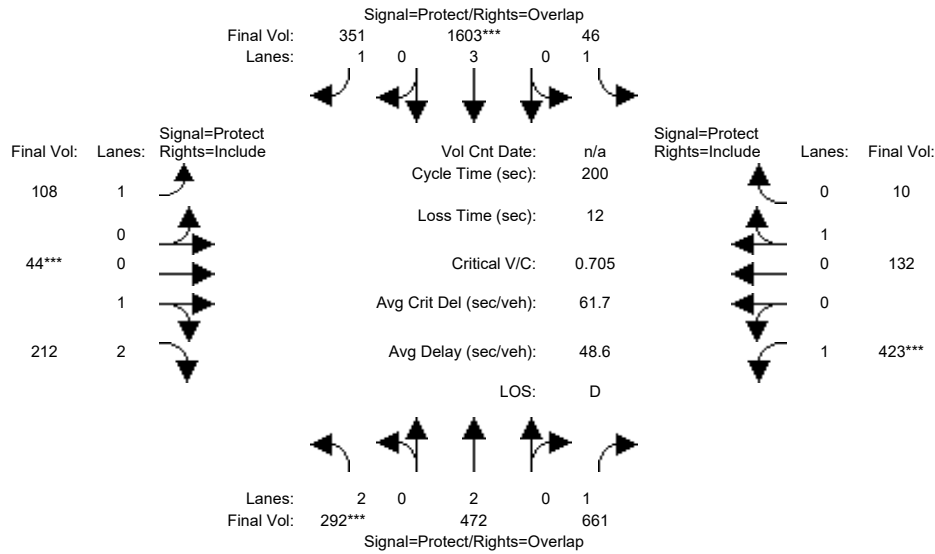
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	2.00	2.00	1.00	1.00	3.00	1.00	1.00	1.00	2.00	1.00	0.99	0.01
Final Sat.:	3150	3800	1750	1750	5700	1750	1750	1800	3600	1750	1774	26

Capacity Analysis Module:												
Vol/Sat:	0.14	0.48	0.34	0.01	0.05	0.16	0.21	0.08	0.01	0.06	0.08	0.08
Crit Moves:	****			****			****			****		
Green Time:	65.1	88.0	112.5	7.0	29.9	68.9	39.0	28.5	28.5	24.5	13.9	13.9
Volume/Cap:	0.33	0.88	0.48	0.26	0.28	0.38	0.88	0.42	0.06	0.42	0.88	0.88
Uniform Del:	32.6	31.4	10.6	74.0	55.8	30.9	58.2	58.5	54.7	61.3	72.2	72.2
IncrementDel:	0.2	4.7	0.3	1.8	0.1	0.3	18.7	0.7	0.0	1.1	39.5	39.5
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	32.7	36.1	10.9	75.8	56.0	31.3	76.9	59.1	54.7	62.4	112	111.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.7	36.1	10.9	75.8	56.0	31.3	76.9	59.1	54.7	62.4	112	111.7
LOS by Move:	C-	D+	B+	E-	E+	C	E-	E+	D-	E	F	F
HCM2kAvgQ:	8	38	13	1	4	10	22	6	1	5	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 #15: N Mathilda Ave & Innovation Way



Street Name:	N Mathilda Ave						Innovation Way					
	North Bound			South Bound			East Bound			West Bound		
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:	292	472	661	46	1603	351	108	44	212	423	132	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	292	472	661	46	1603	351	108	44	212	423	132	10
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:	292	472	661	46	1603	351	108	44	212	423	132	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	292	472	661	46	1603	351	108	44	212	423	132	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	292	472	661	46	1603	351	108	44	212	423	132	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	292	472	661	46	1603	351	108	44	212	423	132	10

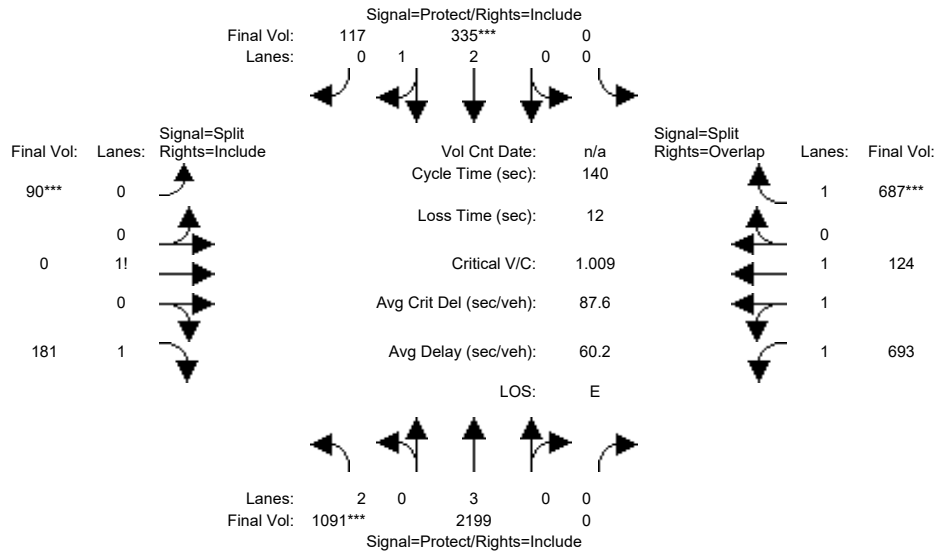
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	2.00	2.00	1.00	1.00	3.00	1.00	1.00	0.52	2.48	1.00	0.93	0.07
Final Sat.:	3150	3800	1750	1750	5700	1750	1750	928	4472	1750	1673	127

Capacity Analysis Module:												
Vol/Sat:	0.09	0.12	0.38	0.03	0.28	0.20	0.06	0.05	0.05	0.24	0.08	0.08
Crit Moves:	***			****			****			****		
Green Time:	26.3	84.3	152.9	21.7	79.7	115.7	36.0	13.4	13.4	68.5	46.0	46.0
Volume/Cap:	0.71	0.29	0.49	0.24	0.71	0.35	0.34	0.71	0.71	0.71	0.34	0.34
Uniform Del:	83.2	38.2	8.9	81.6	50.3	22.2	71.7	91.3	91.3	57.0	64.4	64.4
IncrementDel:	5.5	0.1	0.3	0.7	1.0	0.2	0.7	6.2	6.2	3.8	0.5	0.5
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	88.6	38.3	9.2	82.3	51.3	22.4	72.3	97.6	97.6	60.8	64.9	64.9
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:	88.6	38.3	9.2	82.3	51.3	22.4	72.3	97.6	97.6	60.8	64.9	64.9
LOS by Move:	F	D+	A	F	D-	C+	E	F	F	E	E	E
HCM2kAvgQ:	10	9	16	3	26	12	6	7	7	24	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 #16: N Mathilda Ave & W Moffett Park Dr/SR 237 WB Off-Ramp



Street Name:	N Mathilda Ave						W Moffett Park Dr/SR 237 WB Off-R					
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	0	0	10	10	10	0	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:	1091	2199	0	0	335	117	90	0	181	693	124	687
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1091	2199	0	0	335	117	90	0	181	693	124	687
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:	1091	2199	0	0	335	117	90	0	181	693	124	687
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1091	2199	0	0	335	117	90	0	181	693	124	687
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1091	2199	0	0	335	117	90	0	181	693	124	687
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	1091	2199	0	0	335	117	90	0	181	693	124	687

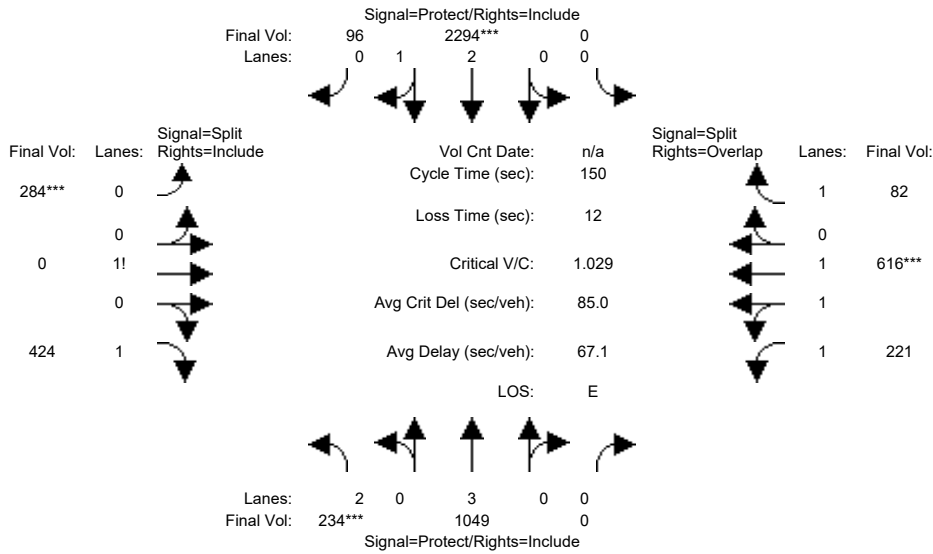
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	2.20	0.80	0.50	0.00	1.50	2.00	1.00	1.00
Final Sat.:	3150	5700	0	0	4149	1449	873	0	2627	3150	1900	1750

Capacity Analysis Module:												
Vol/Sat:	0.35	0.39	0.00	0.00	0.08	0.08	0.10	0.00	0.07	0.22	0.07	0.39
Crit Moves:	***				****		****					****
Green Time:	48.0	59.2	0.0	0.0	11.2	11.2	14.3	0.0	14.3	54.5	54.5	54.5
Volume/Cap:	1.01	0.91	0.00	0.00	1.01	1.01	1.01	0.00	0.67	0.57	0.17	1.01
Uniform Del:	46.0	37.9	0.0	0.0	64.4	64.4	62.8	0.0	60.6	33.5	28.0	42.8
IncemntDel:	29.7	5.8	0.0	0.0	44.9	44.9	57.3	0.0	4.5	0.5	0.0	36.8
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Delay/Veh:	75.7	43.7	0.0	0.0	109	109.3	120.2	0.0	65.1	34.0	28.0	79.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	75.7	43.7	0.0	0.0	109	109.3	120.2	0.0	65.1	34.0	28.0	79.6
LOS by Move:	E-	D	A	A	F	F	F	A	E	C-	C	E-
HCM2kAvgQ:	33	31	0	0	8	8	11	0	6	14	3	39

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

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

Intersection #16: N Mathilda Ave & W Moffett Park Dr/SR 237 WB Off-Ramp



Street Name:	N Mathilda Ave						W Moffett Park Dr/SR 237 WB Off-R					
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	0	0	10	10	10	0	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:	234	1049	0	0	2294	96	284	0	424	221	616	82
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	234	1049	0	0	2294	96	284	0	424	221	616	82
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:	234	1049	0	0	2294	96	284	0	424	221	616	82
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	234	1049	0	0	2294	96	284	0	424	221	616	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	234	1049	0	0	2294	96	284	0	424	221	616	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
Final Volume:	234	1049	0	0	2294	96	284	0	424	221	616	82

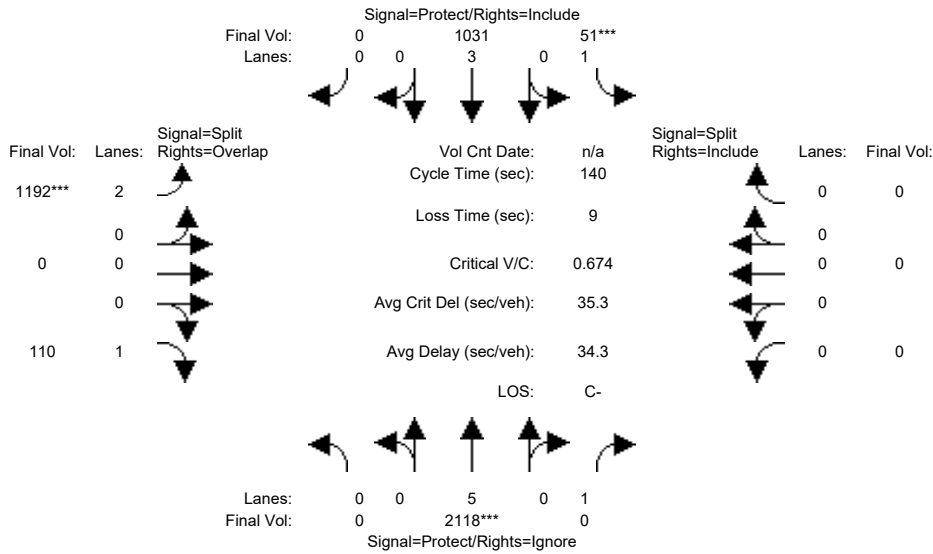
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	2.88	0.12	0.57	0.00	1.43	1.00	2.00	1.00
Final Sat.:	3150	5700	0	0	5375	225	1002	0	2498	1750	3800	1750

Capacity Analysis Module:												
Vol/Sat:	0.07	0.18	0.00	0.00	0.43	0.43	0.28	0.00	0.17	0.13	0.16	0.05
Crit Moves:	***			****			****			****		
Green Time:	10.8	73.0	0.0	0.0	62.2	62.2	41.3	0.0	41.3	23.6	23.6	23.6
Volume/Cap:	1.03	0.38	0.00	0.00	1.03	1.03	1.03	0.00	0.62	0.80	1.03	0.30
Uniform Del:	69.6	24.2	0.0	0.0	43.9	43.9	54.3	0.0	47.4	60.9	63.2	55.8
IncrementDel:	67.4	0.1	0.0	0.0	26.5	26.5	41.9	0.0	1.0	4.5	39.2	0.6
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Delay/Veh:	137.0	24.3	0.0	0.0	70.4	70.4	96.3	0.0	48.4	65.4	102	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:	137.0	24.3	0.0	0.0	70.4	70.4	96.3	0.0	48.4	65.4	102	56.5
LOS by Move:	F	C	A	A	E	E	F	A	D	E	F	E+
HCM2kAvgQ:	8	10	0	0	43	43	29	0	13	13	20	4

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

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

Intersection #18: N Mathilda Ave & SR 237 EB Ramps

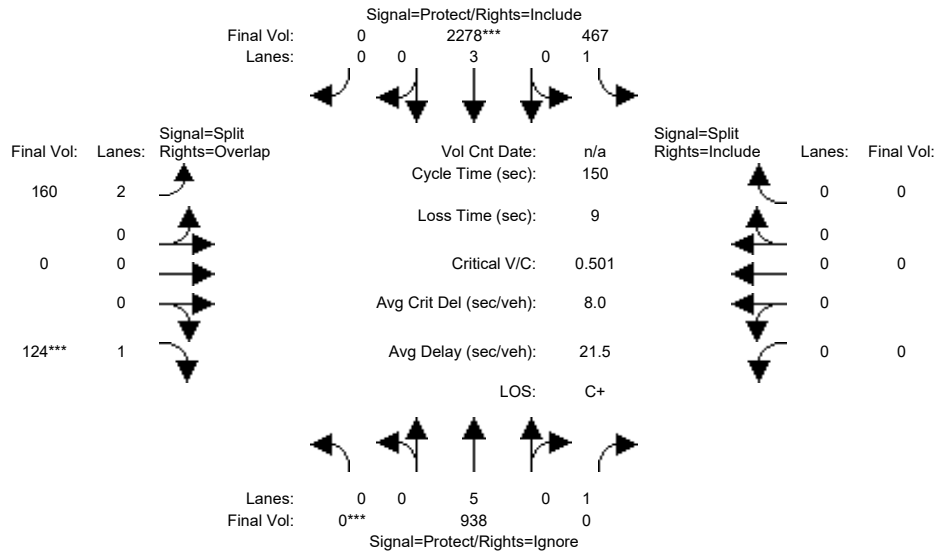


Street Name:	N Mathilda Ave						SR 237 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	2118	924	51	1031	0	1192	0	110	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2118	924	51	1031	0	1192	0	110	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2118	924	51	1031	0	1192	0	110	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2118	0	51	1031	0	1192	0	110	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2118	0	51	1031	0	1192	0	110	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	2118	0	51	1031	0	1192	0	110	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	5.00	1.00	1.00	3.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	9500	1750	1750	5700	0	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.00	0.03	0.18	0.00	0.38	0.00	0.06	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green Time:	0.0	46.0	0.0	7.0	53.0	0.0	78.0	0.0	78.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.68	0.00	0.58	0.48	0.00	0.68	0.00	0.11	0.00	0.00	0.00
Uniform Del:	0.0	40.6	0.0	65.1	33.0	0.0	22.1	0.0	14.6	0.0	0.0	0.0
IncrementDel:	0.0	0.6	0.0	9.6	0.2	0.0	1.1	0.0	0.1	0.0	0.0	0.0
InitQueueDel:	0.0	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	1.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	41.3	0.0	74.7	33.2	0.0	23.2	0.0	14.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	41.3	0.0	74.7	33.2	0.0	23.2	0.0	14.7	0.0	0.0	0.0
LOS by Move:	A	D	A	E	C-	A	C	A	B	A	A	A
HCM2kAvgQ:	0	15	0	2	11	0	22	0	2	0	0	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 #18: N Mathilda Ave & SR 237 EB Ramps



Street Name:	N Mathilda Ave						SR 237 EB Ramps					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	0	938	729	467	2278	0	160	0	124	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	938	729	467	2278	0	160	0	124	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	938	729	467	2278	0	160	0	124	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	938	0	467	2278	0	160	0	124	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	938	0	467	2278	0	160	0	124	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	938	0	467	2278	0	160	0	124	0	0	0

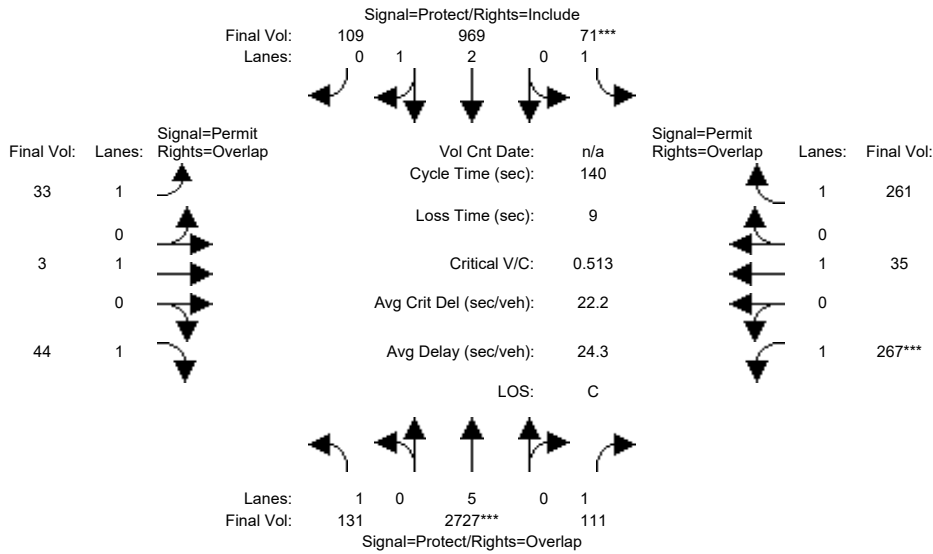
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	5.00	1.00	1.00	3.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	9500	1750	1750	5700	0	3150	0	1750	0	0	0

Capacity Analysis Module:												
Vol/Sat:	0.00	0.10	0.00	0.27	0.40	0.00	0.05	0.00	0.07	0.00	0.00	0.00
Crit Moves:	***				***				***			
Green Time:	0.0	32.3	0.0	87.4	120	0.0	21.2	0.0	21.2	0.0	0.0	0.0
Volume/Cap:	0.00	0.46	0.00	0.46	0.50	0.00	0.36	0.00	0.50	0.00	0.00	0.00
Uniform Del:	0.0	51.2	0.0	17.8	5.1	0.0	58.2	0.0	59.5	0.0	0.0	0.0
IncrementDel:	0.0	0.2	0.0	0.3	0.1	0.0	0.5	0.0	1.6	0.0	0.0	0.0
InitQueueDel:	0.0	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	1.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	51.4	0.0	18.1	5.2	0.0	58.7	0.0	61.1	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	51.4	0.0	18.1	5.2	0.0	58.7	0.0	61.1	0.0	0.0	0.0
LOS by Move:	A	D-	A	B-	A	A	E+	A	E	A	A	A
HCM2kAvgQ:	0	7	0	13	12	0	4	0	6	0	0	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 #19: N Mathilda Ave & Ross Dr



Street Name:	N Mathilda Ave						Ross Dr					
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:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	131	2727	111	71	969	109	33	3	44	267	35	261
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	131	2727	111	71	969	109	33	3	44	267	35	261
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:	131	2727	111	71	969	109	33	3	44	267	35	261
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	131	2727	111	71	969	109	33	3	44	267	35	261
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	131	2727	111	71	969	109	33	3	44	267	35	261
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	131	2727	111	71	969	109	33	3	44	267	35	261

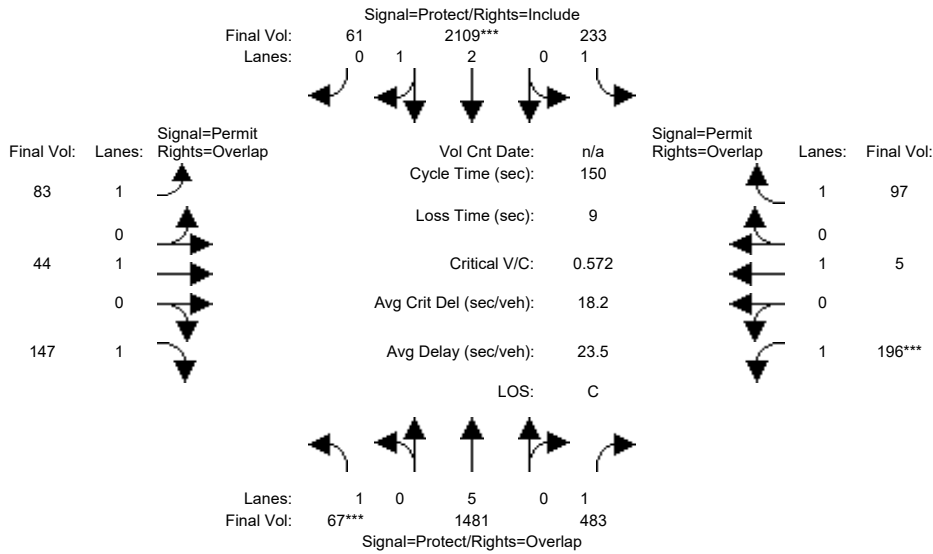
Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	5.00	1.00	1.00	2.69	0.31	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	9500	1750	1750	5033	566	1750	1900	1750	1750	1900	1750

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.07	0.29	0.06	0.04	0.19	0.19	0.02	0.00	0.03	0.15	0.02	0.15
Crit Moves:	****			****			****			****		
Green Time:	25.0	78.3	78.3	11.1	64.4	64.4	41.6	41.6	66.6	41.6	41.6	52.7
Volume/Cap:	0.42	0.51	0.11	0.51	0.42	0.42	0.06	0.01	0.05	0.51	0.06	0.40
Uniform Del:	51.0	19.1	14.5	61.9	25.3	25.3	35.2	34.6	19.7	40.8	35.2	32.0
IncrementDel:	0.9	0.1	0.1	3.3	0.1	0.1	0.1	0.0	0.0	0.9	0.0	0.4
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	51.9	19.2	14.6	65.1	25.4	25.4	35.3	34.6	19.7	41.7	35.3	32.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.9	19.2	14.6	65.1	25.4	25.4	35.3	34.6	19.7	41.7	35.3	32.4
LOS by Move:	D-	B-	B	E	C	C	D+	C-	B-	D	D+	C-
HCM2kAvgQ:	5	13	2	3	10	10	1	0	1	10	1	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 #19: N Mathilda Ave & Ross Dr



Street Name:	N Mathilda Ave						Ross Dr					
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:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	67	1481	483	233	2109	61	83	44	147	196	5	97
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	67	1481	483	233	2109	61	83	44	147	196	5	97
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	67	1481	483	233	2109	61	83	44	147	196	5	97
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	67	1481	483	233	2109	61	83	44	147	196	5	97
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	1481	483	233	2109	61	83	44	147	196	5	97
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	67	1481	483	233	2109	61	83	44	147	196	5	97

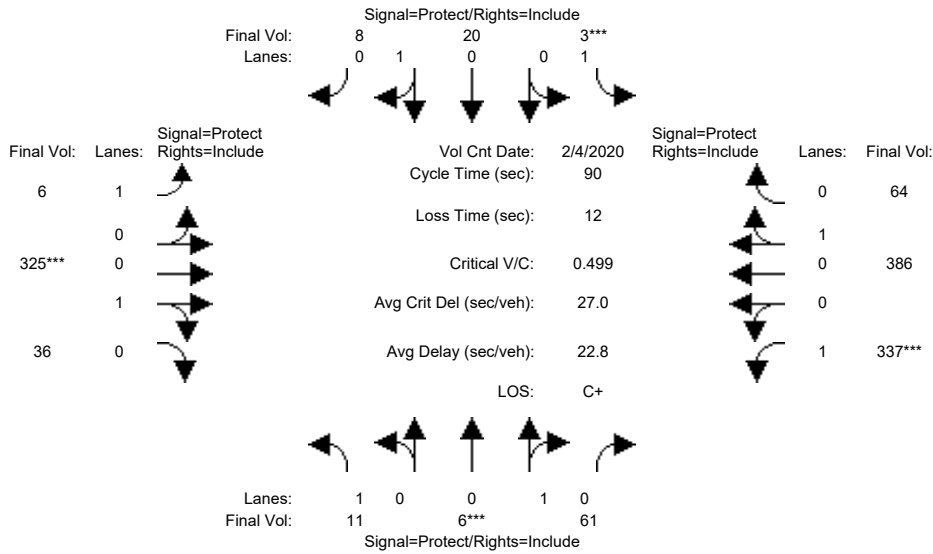
Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	5.00	1.00	1.00	2.91	0.09	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	9500	1750	1750	5442	157	1750	1900	1750	1750	1900	1750

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.04	0.16	0.28	0.13	0.39	0.39	0.05	0.02	0.08	0.11	0.00	0.06
Crit Moves:	***			****						****		
Green Time:	10.0	75.3	75.3	36.3	102	101.6	29.4	29.4	39.4	29.4	29.4	65.7
Volume/Cap:	0.57	0.31	0.55	0.55	0.57	0.57	0.24	0.12	0.32	0.57	0.01	0.13
Uniform Del:	67.9	22.0	25.7	49.7	12.7	12.7	50.9	49.7	44.5	54.6	48.6	25.1
IncrementDel:	6.7	0.0	0.7	1.5	0.2	0.2	0.4	0.1	0.4	2.3	0.0	0.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	74.6	22.1	26.4	51.2	13.0	13.0	51.3	49.8	44.9	57.0	48.7	25.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	74.6	22.1	26.4	51.2	13.0	13.0	51.3	49.8	44.9	57.0	48.7	25.2
LOS by Move:	E	C+	C	D-	B	B	D-	D	D	E+	D	C
HCM2kAvgQ:	3	7	15	10	17	17	3	2	6	9	0	3

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

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

Intersection #21: Bordeaux Dr & W Java Dr



Street Name:	Bordeaux Dr						W Java Dr					
	North Bound			South Bound			East Bound			West Bound		
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:	4 Feb 2020	<<	8:30 - 9:30						
Base Vol:	11	6	61	3	20	8	6	325	36	337	386	64
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	6	61	3	20	8	6	325	36	337	386	64
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:	11	6	61	3	20	8	6	325	36	337	386	64
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	6	61	3	20	8	6	325	36	337	386	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	6	61	3	20	8	6	325	36	337	386	64
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	11	6	61	3	20	8	6	325	36	337	386	64

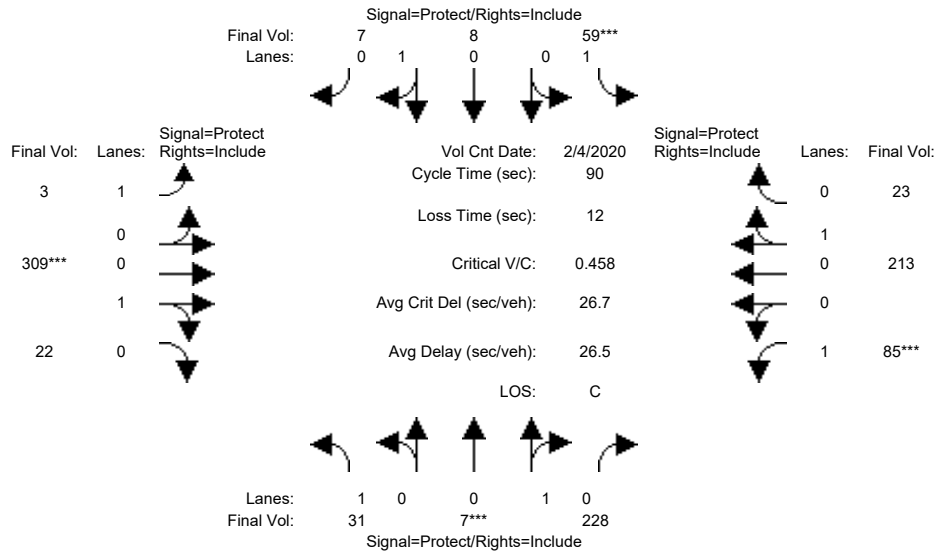
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.09	0.91	1.00	0.71	0.29	1.00	0.90	0.10	1.00	0.86	0.14
Final Sat.:	1750	161	1639	1750	1286	514	1750	1620	180	1750	1544	256

Capacity Analysis Module:												
Vol/Sat:	0.01	0.04	0.04	0.00	0.02	0.02	0.00	0.20	0.20	0.19	0.25	0.25
Crit Moves:	****			****			****			****		
Green Time:	7.0	10.0	10.0	7.0	10.0	10.0	14.5	31.1	31.1	29.9	46.5	46.5
Volume/Cap:	0.08	0.34	0.34	0.02	0.14	0.14	0.02	0.58	0.58	0.58	0.48	0.48
Uniform Del:	38.5	36.9	36.9	38.3	36.1	36.1	31.8	24.1	24.1	24.9	14.0	14.0
IncrementDel:	0.3	1.0	1.0	0.1	0.3	0.3	0.0	1.4	1.4	1.5	0.4	0.4
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	38.8	37.9	37.9	38.4	36.4	36.4	31.8	25.5	25.5	26.3	14.4	14.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.8	37.9	37.9	38.4	36.4	36.4	31.8	25.5	25.5	26.3	14.4	14.4
LOS by Move:	D+	D+	D+	D+	D+	D+	C	C	C	C	B	B
HCM2kAvgQ:	0	2	2	0	1	1	0	9	9	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 #21: Bordeaux Dr & W Java Dr

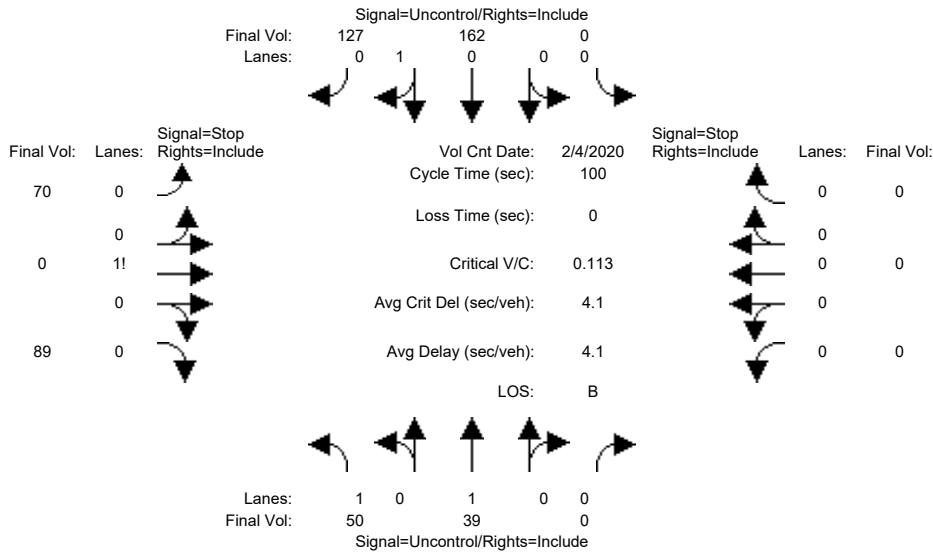


Street Name:	Bordeaux Dr						W Java Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 4 Feb 2020 << 4:45 - 5:45												
Base Vol:	31	7	228	59	8	7	3	309	22	85	213	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	31	7	228	59	8	7	3	309	22	85	213	23
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:	31	7	228	59	8	7	3	309	22	85	213	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	31	7	228	59	8	7	3	309	22	85	213	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	7	228	59	8	7	3	309	22	85	213	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	31	7	228	59	8	7	3	309	22	85	213	23
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.03	0.97	1.00	0.53	0.47	1.00	0.93	0.07	1.00	0.90	0.10
Final Sat.:	1750	54	1746	1750	960	840	1750	1680	120	1750	1625	175
Capacity Analysis Module:												
Vol/Sat:	0.02	0.13	0.13	0.03	0.01	0.01	0.00	0.18	0.18	0.05	0.13	0.13
Crit Moves:	****			****			****			****		
Green Time:	13.4	25.5	25.5	7.0	19.1	19.1	16.9	36.0	36.0	9.5	28.5	28.5
Volume/Cap:	0.12	0.46	0.46	0.43	0.04	0.04	0.01	0.46	0.46	0.46	0.41	0.41
Uniform Del:	33.2	26.6	26.6	39.6	28.1	28.1	29.7	19.9	19.9	37.8	24.2	24.2
IncrementDel:	0.2	0.7	0.7	2.2	0.0	0.0	0.0	0.5	0.5	1.8	0.5	0.5
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	33.4	27.2	27.2	41.8	28.2	28.2	29.7	20.3	20.3	39.7	24.6	24.6
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:	33.4	27.2	27.2	41.8	28.2	28.2	29.7	20.3	20.3	39.7	24.6	24.6
LOS by Move:	C-	C	C	D	C	C	C	C+	C+	D	C	C
HCM2kAvgQ:	1	6	6	2	0	0	0	7	7	2	5	5

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

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

Intersection #22: Bordeaux Dr & 5th Ave



Street Name: Bordeaux Dr 5th Ave
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Table with columns for Volume Module, Count, Date, and various traffic metrics (Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume) for each approach.

Table for Critical Gap Module showing Critical Gap, FollowUpTim, and other metrics for each approach.

Table for Capacity Module showing Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap. for each approach.

Table for Level Of Service Module showing 2Way95thQ, Control Del, LOS by Move, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS for each approach.

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

Peak Hour Delay Signal Warrant Report

Intersection #22 Bordeaux Dr & 5th Ave

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:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	1 0 1 0 0	0 0 0 1 0	0 0 1! 0 0	0 0 0 0 0
Initial Vol:	50 39 0	0 162 127	70 0 89	0 0 0 0
ApproachDel:	xxxxxxx	xxxxxxx	11.4	xxxxxxx

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.5]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=159]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=537]
FAIL - Total volume less than 650 for intersection
with less than four approaches.

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.

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #22 Bordeaux Dr & 5th Ave

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:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	1 0 1 0 0	0 0 0 1 0	0 0 1! 0 0	0 0 0 0 0
Initial Vol:	50 39 0	0 162 127	70 0 89	0 0 0 0

Major Street Volume: 378
Minor Approach Volume: 159
Minor Approach Volume Threshold: 620

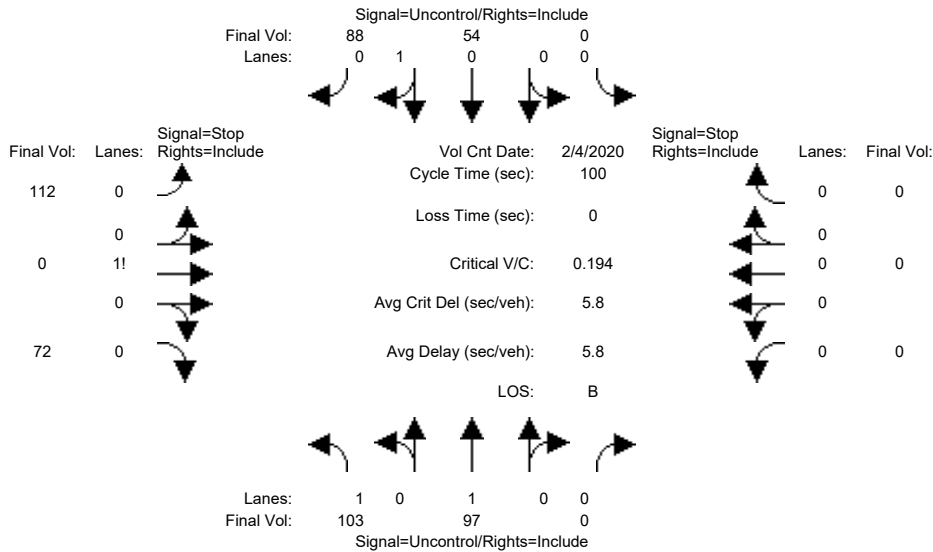
SIGNAL WARRANT DISCLAIMER

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 Unsignalized (Future Volume Alternative)
Cumulative PM

Intersection #22: Bordeaux Dr & 5th Ave



Street Name: Bordeaux Dr 5th Ave
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Table with columns for Volume Module, Count, Date (4 Feb 2020), and time range (5:00 - 6:00). Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume for each approach.

Table for Critical Gap Module showing Critical Gap (e.g., 4.1, 6.4, 6.5, 6.2) and FollowUpTim (e.g., 2.2, 3.5, 4.0, 3.3) for each approach.

Table for Capacity Module showing Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap. for each approach.

Table for Level Of Service Module showing 2Way95thQ, Control Del, LOS by Move, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS for each approach.

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

Peak Hour Delay Signal Warrant Report

Intersection #22 Bordeaux Dr & 5th Ave

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:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	1 0 1 0 0	0 0 0 1 0	0 0 1 0 0	0 0 0 0 0
Initial Vol:	103 97 0	0 54 88	112 0 72	0 0 0 0
ApproachDel:	xxxxxx	xxxxxx	12.2	xxxxxx

Approach[eastbound][lanes=1][control=Stop Sign]
 Signal Warrant Rule #1: [vehicle-hours=0.6]
 FAIL - Vehicle-hours less than 4 for one lane approach.
 Signal Warrant Rule #2: [approach volume=184]
 SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
 Signal Warrant Rule #3: [approach count=3][total volume=526]
 FAIL - Total volume less than 650 for intersection
 with less than four approaches.

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.

Peak Hour Volume Signal Warrant Report [Urban]

 Intersection #22 Bordeaux Dr & 5th Ave

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:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	1 0 1 0 0	0 0 0 1 0	0 0 1 0 0	0 0 0 0 0
Initial Vol:	103 97 0	0 54 88	112 0 72	0 0 0 0

Major Street Volume: 342
 Minor Approach Volume: 184
 Minor Approach Volume Threshold: 654

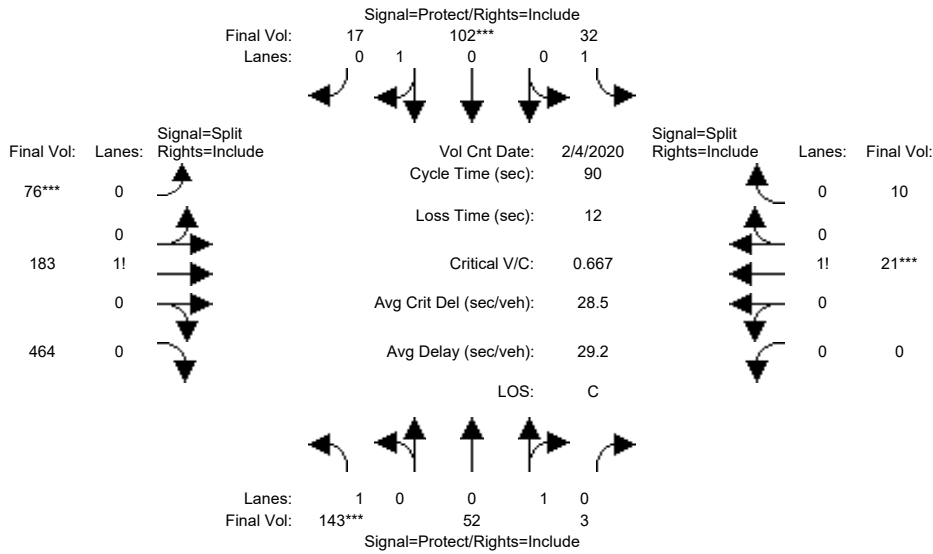
SIGNAL WARRANT DISCLAIMER

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 #23: Bordeaux Dr & Innovation Way

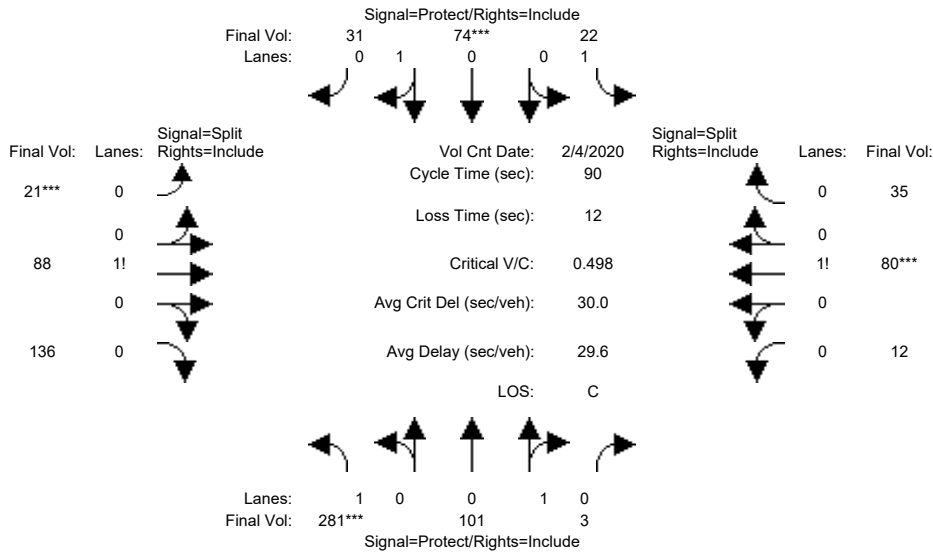


Street Name:	Bordeaux Dr						Innovation Way					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	4 Feb 2020 << 8:30 - 9:30											
Base Vol:	143	52	3	32	102	17	76	183	464	0	21	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	143	52	3	32	102	17	76	183	464	0	21	10
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:	143	52	3	32	102	17	76	183	464	0	21	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	143	52	3	32	102	17	76	183	464	0	21	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	143	52	3	32	102	17	76	183	464	0	21	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	143	52	3	32	102	17	76	183	464	0	21	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.92	0.92	0.95	0.95
Lanes:	1.00	0.95	0.05	1.00	0.86	0.14	0.11	0.25	0.64	0.00	0.68	0.32
Final Sat.:	1750	1702	98	1750	1543	257	184	443	1123	0	1219	581
Capacity Analysis Module:												
Vol/Sat:	0.08	0.03	0.03	0.02	0.07	0.07	0.41	0.41	0.41	0.00	0.02	0.02
Crit Moves:	***			***			***			***		
Green Time:	9.6	11.5	11.5	8.1	10.0	10.0	48.4	48.4	48.4	0.0	10.0	10.0
Volume/Cap:	0.77	0.24	0.24	0.20	0.60	0.60	0.77	0.77	0.77	0.00	0.16	0.16
Uniform Del:	39.1	35.3	35.3	38.0	38.1	38.1	16.4	16.4	16.4	0.0	36.2	36.2
IncrementDel:	17.4	0.5	0.5	0.6	4.8	4.8	3.9	3.9	3.9	0.0	0.4	0.4
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00
Delay/Veh:	56.5	35.8	35.8	38.6	42.9	42.9	20.2	20.2	20.2	0.0	36.5	36.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.5	35.8	35.8	38.6	42.9	42.9	20.2	20.2	20.2	0.0	36.5	36.5
LOS by Move:	E+	D+	D+	D+	D	D	C+	C+	C+	A	D+	D+
HCM2kAvgQ:	6	2	2	1	3	3	17	17	17	0	1	1

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

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

Intersection #23: Bordeaux Dr & Innovation Way



Street Name:	Bordeaux Dr						Innovation Way					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	4 Feb 2020	<<	5:15 - 6:15						
Base Vol:	281	101	3	22	74	31	21	88	136	12	80	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	281	101	3	22	74	31	21	88	136	12	80	35
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:	281	101	3	22	74	31	21	88	136	12	80	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	281	101	3	22	74	31	21	88	136	12	80	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	281	101	3	22	74	31	21	88	136	12	80	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	281	101	3	22	74	31	21	88	136	12	80	35

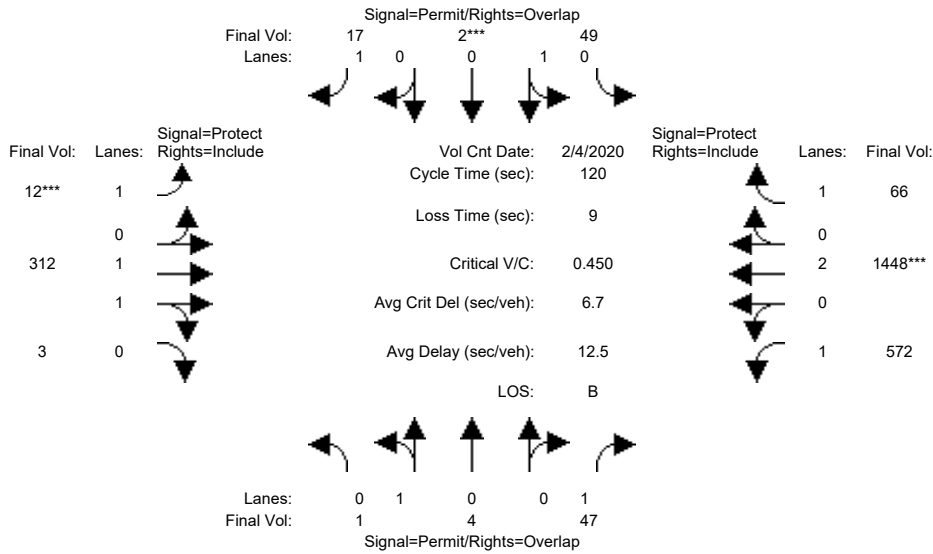
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	0.97	0.03	1.00	0.70	0.30	0.09	0.36	0.55	0.09	0.63	0.28
Final Sat.:	1750	1748	52	1750	1269	531	150	629	971	165	1102	482

Capacity Analysis Module:												
Vol/Sat:	0.16	0.06	0.06	0.01	0.06	0.06	0.14	0.14	0.14	0.07	0.07	0.07
Crit Moves:	***				***		***				***	
Green Time:	29.0	23.3	23.3	16.3	10.5	10.5	25.3	25.3	25.3	13.1	13.1	13.1
Volume/Cap:	0.50	0.22	0.22	0.07	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
Uniform Del:	24.6	26.2	26.2	30.6	37.2	37.2	27.0	27.0	27.0	35.4	35.4	35.4
IncrementDel:	0.7	0.2	0.2	0.1	1.8	1.8	0.8	0.8	0.8	1.5	1.5	1.5
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	25.3	26.5	26.5	30.7	39.1	39.1	27.8	27.8	27.8	36.9	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:	25.3	26.5	26.5	30.7	39.1	39.1	27.8	27.8	27.8	36.9	36.9	36.9
LOS by Move:	C	C	C	C	D	D	C	C	C	D+	D+	D+
HCM2kAvgQ:	7	2	2	1	3	3	6	6	6	4	4	4

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

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

Intersection #24: Borregas Ave/Carl Rd & Caribbean Dr



Street Name:	Borregas Ave/Carl Rd						Caribbean Dr					
	North Bound			South Bound			East Bound			West Bound		
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:	4 Feb 2020	<<	8:45 - 9:45											
Base Vol:	1	4	47	49	2	17	12	312	3	572	1448	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:	1	4	47	49	2	17	12	312	3	572	1448	66					
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:	1	4	47	49	2	17	12	312	3	572	1448	66					
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Volume:	1	4	47	49	2	17	12	312	3	572	1448	66					
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0					
Reduced Vol:	1	4	47	49	2	17	12	312	3	572	1448	66					
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Final Volume:	1	4	47	49	2	17	12	312	3	572	1448	66					

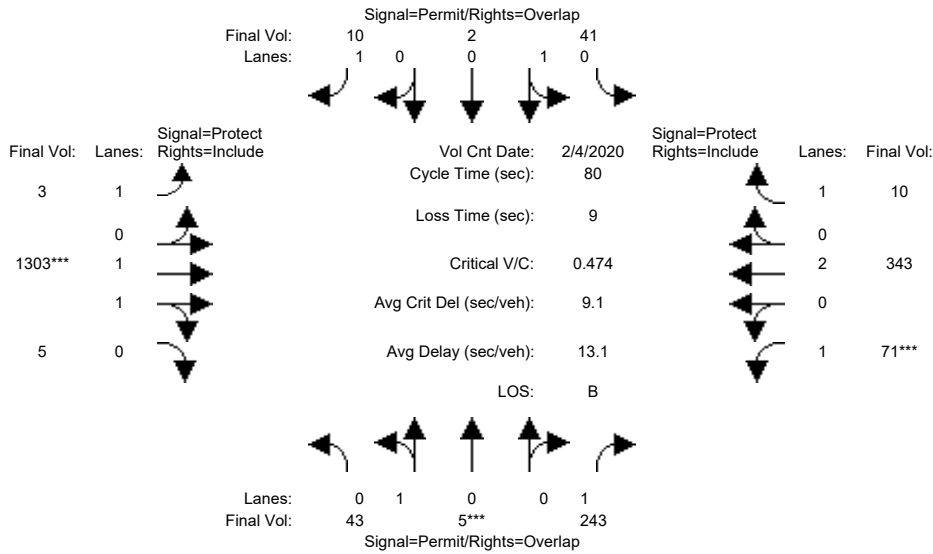
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.97	0.95	0.92	1.00	0.92
Lanes:	0.20	0.80	1.00	0.96	0.04	1.00	1.00	1.98	0.02	1.00	2.00	1.00
Final Sat.:	360	1440	1750	1729	71	1750	1750	3665	35	1750	3800	1750

Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.03	0.03	0.03	0.01	0.01	0.09	0.09	0.33	0.38	0.04
Crit Moves:					****		****				****	
Green Time:	10.0	10.0	90.1	10.0	10.0	17.0	7.0	20.9	20.9	80.1	94.0	94.0
Volume/Cap:	0.03	0.03	0.04	0.34	0.34	0.07	0.12	0.49	0.49	0.49	0.49	0.05
Uniform Del:	50.6	50.6	3.8	51.9	51.9	44.6	53.6	44.8	44.8	9.8	4.6	2.9
IncrementDel:	0.1	0.1	0.0	1.4	1.4	0.1	0.5	0.6	0.6	0.3	0.1	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	50.6	50.6	3.8	53.2	53.2	44.8	54.1	45.3	45.3	10.2	4.7	2.9
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:	50.6	50.6	3.8	53.2	53.2	44.8	54.1	45.3	45.3	10.2	4.7	2.9
LOS by Move:	D	D	A	D-	D-	D	D-	D	D	B+	A	A
HCM2kAvgQ:	0	0	0	2	2	1	1	6	6	11	9	1

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

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

Intersection #24: Borregas Ave/Carl Rd & Caribbean Dr



Street Name:	Borregas Ave/Carl Rd						Caribbean Dr					
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:	4 Feb 2020	<<	4:30 - 5:30						
Base Vol:	43	5	243	41	2	10	3	1303	5	71	343	10
Growth Adj:	1.00	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	5	243	41	2	10	3	1303	5	71	343	10
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:	43	5	243	41	2	10	3	1303	5	71	343	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	43	5	243	41	2	10	3	1303	5	71	343	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	5	243	41	2	10	3	1303	5	71	343	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	43	5	243	41	2	10	3	1303	5	71	343	10

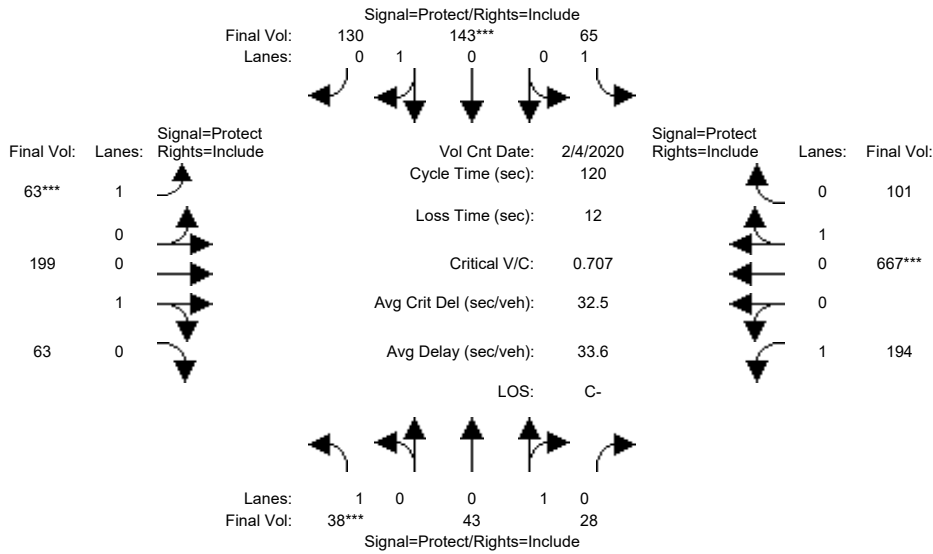
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.97	0.95	0.92	1.00	0.92
Lanes:	0.90	0.10	1.00	0.95	0.05	1.00	1.00	1.99	0.01	1.00	2.00	1.00
Final Sat.:	1612	187	1750	1716	84	1750	1750	3686	14	1750	3800	1750

Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.14	0.02	0.02	0.01	0.00	0.35	0.35	0.04	0.09	0.01
Crit Moves:	****						****			****		
Green Time:	10.0	10.0	17.0	10.0	10.0	35.1	25.1	54.0	54.0	7.0	35.9	35.9
Volume/Cap:	0.21	0.21	0.65	0.19	0.19	0.01	0.01	0.52	0.52	0.46	0.20	0.01
Uniform Del:	31.5	31.5	28.8	31.4	31.4	12.7	18.9	6.5	6.5	34.7	13.4	12.2
IncrementDel:	0.5	0.5	4.1	0.4	0.4	0.0	0.0	0.2	0.2	2.2	0.1	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	31.9	31.9	32.9	31.8	31.8	12.7	18.9	6.7	6.7	36.9	13.4	12.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.9	31.9	32.9	31.8	31.8	12.7	18.9	6.7	6.7	36.9	13.4	12.2
LOS by Move:	C	C	C-	C	C	B	B-	A	A	D+	B	B
HCM2kAvgQ:	1	1	6	1	1	0	0	9	9	2	2	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 #25: Borregas Ave & Java Dr



Street Name:	Borregas Ave						Java Dr					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
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:	4 Feb 2020	<<	8:45 - 9:45						
Base Vol:	38	43	28	65	143	130	63	199	63	194	667	101
Growth Adj:	1.00	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	43	28	65	143	130	63	199	63	194	667	101
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:	38	43	28	65	143	130	63	199	63	194	667	101
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	38	43	28	65	143	130	63	199	63	194	667	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	43	28	65	143	130	63	199	63	194	667	101
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	38	43	28	65	143	130	63	199	63	194	667	101

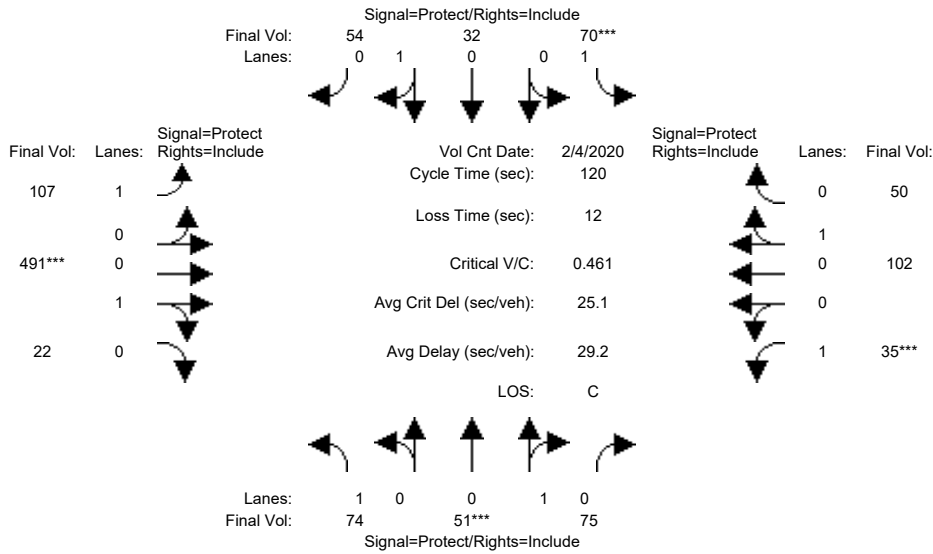
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.61	0.39	1.00	0.52	0.48	1.00	0.76	0.24	1.00	0.87	0.13
Final Sat.:	1750	1090	710	1750	943	857	1750	1367	433	1750	1563	237

Capacity Analysis Module:												
Vol/Sat:	0.02	0.04	0.04	0.04	0.15	0.15	0.04	0.15	0.15	0.11	0.43	0.43
Crit Moves:	***				***		***				***	
Green Time:	7.0	18.6	18.6	13.0	24.7	24.7	7.0	43.3	43.3	33.0	69.3	69.3
Volume/Cap:	0.37	0.25	0.25	0.34	0.74	0.74	0.62	0.40	0.40	0.40	0.74	0.74
Uniform Del:	54.4	44.6	44.6	49.5	44.7	44.7	55.2	28.7	28.7	35.5	18.6	18.6
IncrementDel:	2.3	0.5	0.5	1.1	7.7	7.7	10.9	0.4	0.4	0.6	2.8	2.8
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	56.7	45.1	45.1	50.6	52.3	52.3	66.1	29.1	29.1	36.0	21.5	21.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.7	45.1	45.1	50.6	52.3	52.3	66.1	29.1	29.1	36.0	21.5	21.5
LOS by Move:	E+	D	D	D	D-	D-	E	C	C	D+	C+	C+
HCM2kAvgQ:	2	3	3	2	10	10	2	7	7	6	21	21

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

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

Intersection #25: Borregas Ave & Java Dr



Street Name:	Borregas Ave						Java Dr					
	North Bound			South Bound			East Bound			West Bound		
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:	4 Feb 2020	<<	4:45 - 5:45						
Base Vol:	74	51	75	70	32	54	107	491	22	35	102	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:	74	51	75	70	32	54	107	491	22	35	102	50
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:	74	51	75	70	32	54	107	491	22	35	102	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	74	51	75	70	32	54	107	491	22	35	102	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	51	75	70	32	54	107	491	22	35	102	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	74	51	75	70	32	54	107	491	22	35	102	50

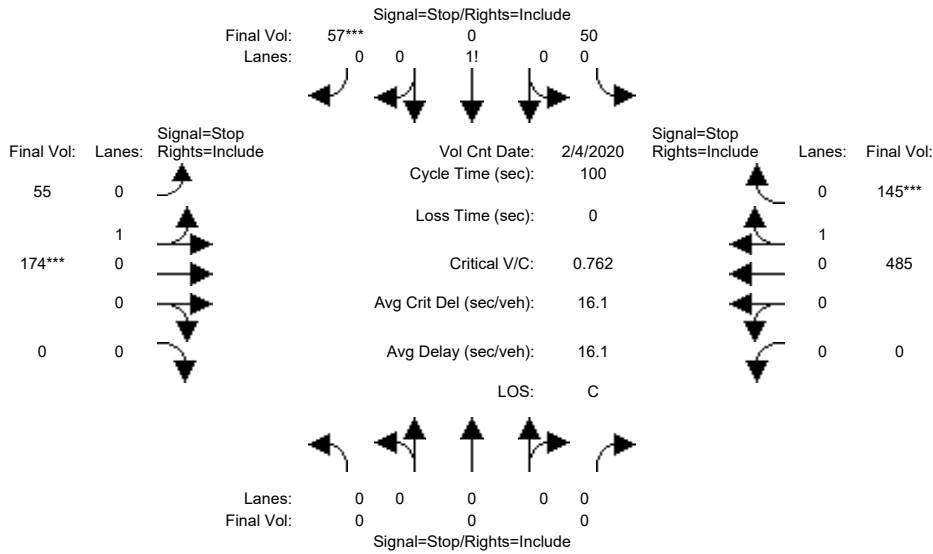
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.40	0.60	1.00	0.37	0.63	1.00	0.96	0.04	1.00	0.67	0.33
Final Sat.:	1750	729	1071	1750	670	1130	1750	1723	77	1750	1208	592

Capacity Analysis Module:												
Vol/Sat:	0.04	0.07	0.07	0.04	0.05	0.05	0.06	0.29	0.29	0.02	0.08	0.08
Crit Moves:	****			****			****			****		
Green Time:	11.6	17.9	17.9	10.2	16.5	16.5	33.5	72.9	72.9	7.0	46.3	46.3
Volume/Cap:	0.44	0.47	0.47	0.47	0.35	0.35	0.22	0.47	0.47	0.34	0.22	0.22
Uniform Del:	51.1	46.7	46.7	52.3	46.8	46.8	33.2	12.9	12.9	54.3	24.7	24.7
IncrementDel:	1.8	1.3	1.3	2.3	0.8	0.8	0.2	0.3	0.3	2.0	0.2	0.2
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	53.0	48.0	48.0	54.6	47.7	47.7	33.4	13.3	13.3	56.3	24.9	24.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.0	48.0	48.0	54.6	47.7	47.7	33.4	13.3	13.3	56.3	24.9	24.9
LOS by Move:	D-	D	D	D-	D	D	C-	B	B	E+	C	C
HCM2kAvgQ:	3	5	5	3	3	3	3	11	11	1	4	4

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 #26: Borregas Ave & Moffett Park Dr



Street Name:	Borregas Ave						Moffett Park Dr					
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:	4 Feb 2020 << 8:30 - 9:30											
Base Vol:	0	0	0	50	0	57	55	174	0	0	485	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:	0	0	0	50	0	57	55	174	0	0	485	145
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	50	0	57	55	174	0	0	485	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	50	0	57	55	174	0	0	485	145
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	50	0	57	55	174	0	0	485	145
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	50	0	57	55	174	0	0	485	145
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:	0.00	0.00	0.00	0.47	0.00	0.53	0.24	0.76	0.00	0.00	0.77	0.23
Final Sat.:	0	0	0	283	0	323	172	543	0	0	636	190
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.18	xxxx	0.18	0.32	0.32	xxxx	xxxx	0.76	0.76
Crit Moves:						****			****			****
Delay/Veh:	0.0	0.0	0.0	9.5	0.0	9.5	10.1	10.1	0.0	0.0	19.4	19.4
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:	0.0	0.0	0.0	9.5	0.0	9.5	10.1	10.1	0.0	0.0	19.4	19.4
LOS by Move:	*	*	*	A	*	A	B	B	*	*	C	C
ApproachDel:	xxxxxx				9.5			10.1			19.4	
Delay Adj:	xxxxxx				1.00			1.00			1.00	
ApprAdjDel:	xxxxxx				9.5			10.1			19.4	
LOS by Appr:	*				A			B			C	
AllWayAvgQ:	0.0	0.0	0.0	0.2	0.2	0.2	0.4	0.4	0.4	2.8	2.8	2.8

Note: Queue reported is the number of cars per lane.
 Peak Hour Volume Signal Warrant Report [Urban]

 Intersection #26 Borregas Ave & Moffett Park Dr

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	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Initial Vol:	0	0	0	0	50	0	57		55	174	0	0	0	485	145	
Major Street Volume:					859											
Minor Approach Volume:					107											
Minor Approach Volume Threshold:					260											

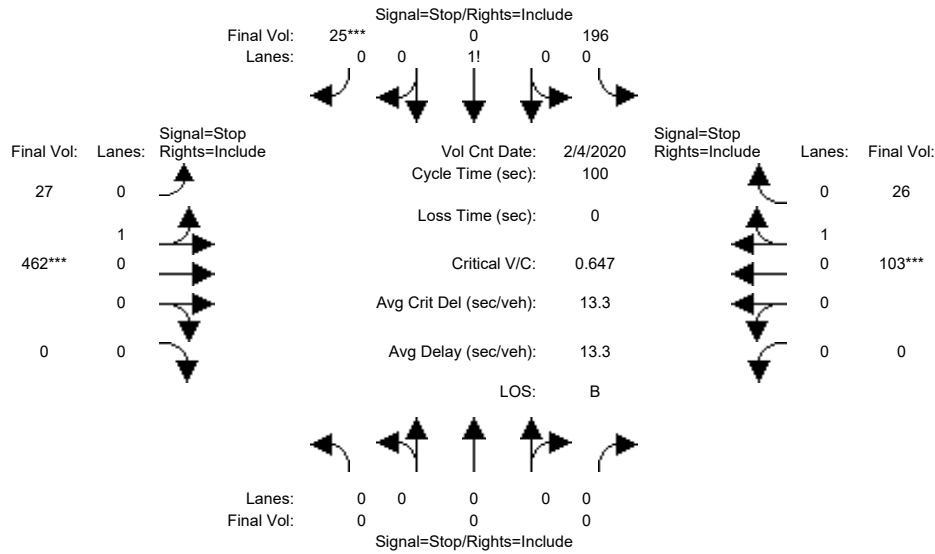
SIGNAL WARRANT DISCLAIMER

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 4-Way Stop (Future Volume Alternative)
 Cumulative PM

Intersection #26: Borregas Ave & Moffett Park Dr



Street Name:	Borregas Ave						Moffett Park Dr					
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:	4 Feb 2020	<<	4:30 - 5:30						
Base Vol:	0	0	0	196	0	25	27	462	0	0	103	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	196	0	25	27	462	0	0	103	26
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	196	0	25	27	462	0	0	103	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	196	0	25	27	462	0	0	103	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	196	0	25	27	462	0	0	103	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	196	0	25	27	462	0	0	103	26

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:	0.00	0.00	0.00	0.89	0.00	0.11	0.06	0.94	0.00	0.00	0.80	0.20	
Final Sat.:	0	0	0	554	0	71	42	714	0	0	551	139	

Capacity Analysis Module:	Vol/Sat:	xxxx	xxxx	xxxx	0.35	xxxx	0.35	0.65	0.65	xxxx	xxxx	0.19	0.19
Crit Moves:							****			****		****	
Delay/Veh:	0.0	0.0	0.0	11.0	0.0	11.0	15.5	15.5	0.0	0.0	9.0	9.0	
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.0	0.0	11.0	0.0	11.0	15.5	15.5	0.0	0.0	9.0	9.0	
LOS by Move:	*	*	*	B	*	B	C	C	*	*	A	A	
ApproachDel:	xxxxxx			11.0			15.5			9.0			
Delay Adj:	xxxxxx			1.00			1.00			1.00			
ApprAdjDel:	xxxxxx			11.0			15.5			9.0			
LOS by Appr:	*			B			C			A			
AllWayAvgQ:	0.0	0.0	0.0	0.5	0.5	0.5	1.6	1.6	1.6	0.2	0.2	0.2	

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

Peak Hour Volume Signal Warrant Report [Urban]

 Intersection #26 Borregas Ave & Moffett Park Dr

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	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Initial Vol:	0	0	0	0	196	0	25		27	462	0	0	0	103	26	
Major Street Volume:					618											
Minor Approach Volume:					221											
Minor Approach Volume Threshold:					348											

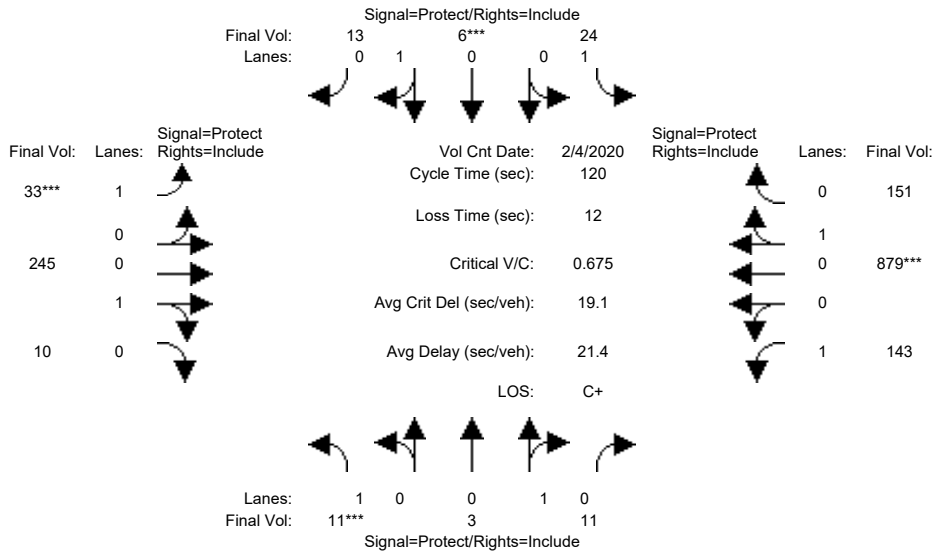
SIGNAL WARRANT DISCLAIMER

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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)
 Cumulative AM

Intersection #27: Geneva Dr & E Java Dr



Street Name:	Geneva Dr						E Java Dr					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	4 Feb 2020	<<	8:45 - 9:45						
Base Vol:	11	3	11	24	6	13	33	245	10	143	879	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:	11	3	11	24	6	13	33	245	10	143	879	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:	11	3	11	24	6	13	33	245	10	143	879	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	3	11	24	6	13	33	245	10	143	879	151
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	3	11	24	6	13	33	245	10	143	879	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
Final Volume:	11	3	11	24	6	13	33	245	10	143	879	151

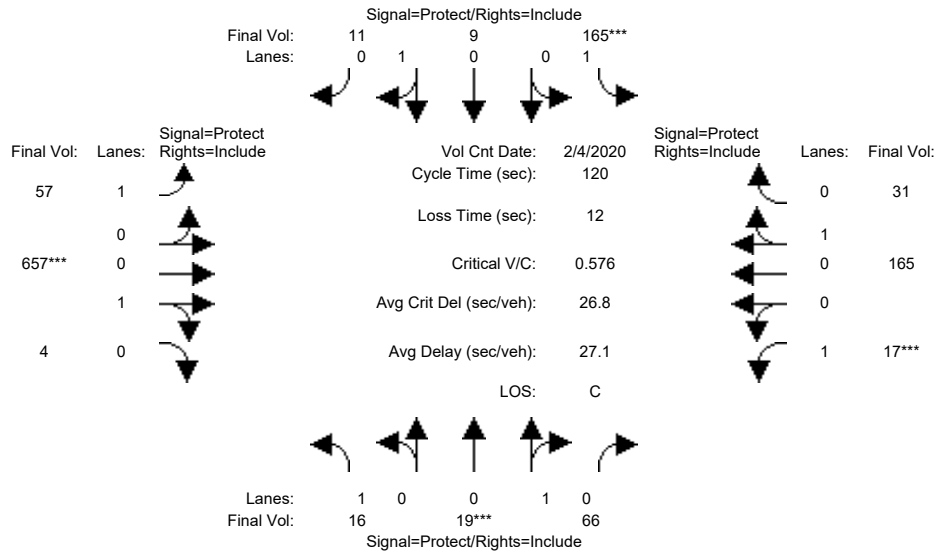
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.21	0.79	1.00	0.32	0.68	1.00	0.96	0.04	1.00	0.85	0.15
Final Sat.:	1750	386	1414	1750	568	1232	1750	1729	71	1750	1536	264

Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.01	0.01	0.01	0.02	0.14	0.14	0.08	0.57	0.57
Crit Moves:	***			***			***			***		
Green Time:	7.0	10.0	10.0	7.0	10.0	10.0	7.0	57.7	57.7	33.3	84.0	84.0
Volume/Cap:	0.11	0.09	0.09	0.24	0.13	0.13	0.32	0.29	0.29	0.29	0.82	0.82
Uniform Del:	53.5	50.8	50.8	53.9	51.0	51.0	54.2	18.8	18.8	34.1	12.6	12.6
IncrementDel:	0.5	0.3	0.3	1.2	0.4	0.4	1.8	0.2	0.2	0.3	4.3	4.3
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	54.0	51.1	51.1	55.1	51.3	51.3	56.1	19.0	19.0	34.5	16.9	16.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.0	51.1	51.1	55.1	51.3	51.3	56.1	19.0	19.0	34.5	16.9	16.9
LOS by Move:	D-	D-	D-	E+	D-	D-	E+	B-	B-	C-	B	B
HCM2kAvgQ:	0	1	1	1	1	1	1	6	6	4	29	29

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

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

Intersection #27: Geneva Dr & E Java Dr

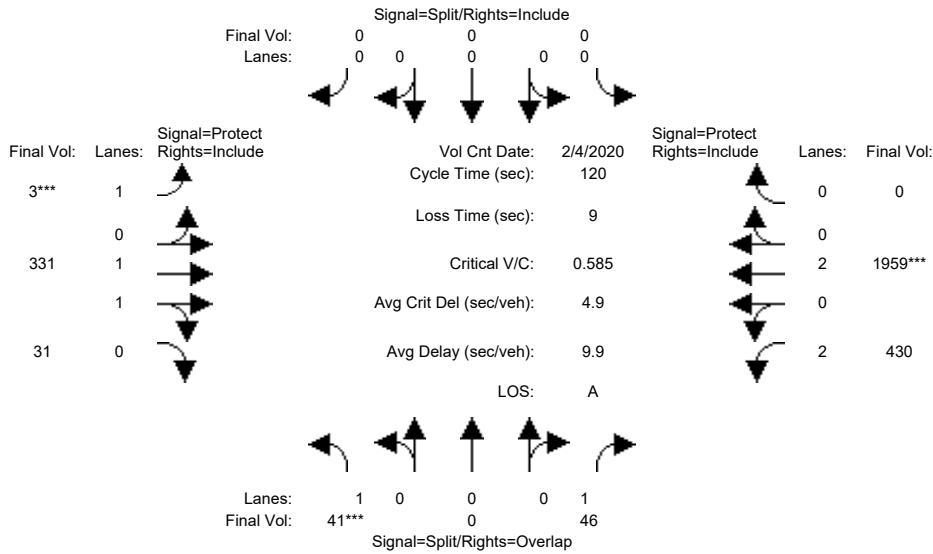


Street Name:	Geneva Dr						E Java Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	4 Feb 2020 << 4:45 - 5:45											
Base Vol:	16	19	66	165	9	11	57	657	4	17	165	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	19	66	165	9	11	57	657	4	17	165	31
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	19	66	165	9	11	57	657	4	17	165	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	16	19	66	165	9	11	57	657	4	17	165	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	19	66	165	9	11	57	657	4	17	165	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
Final Volume:	16	19	66	165	9	11	57	657	4	17	165	31
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.22	0.78	1.00	0.45	0.55	1.00	0.99	0.01	1.00	0.84	0.16
Final Sat.:	1750	402	1398	1750	810	990	1750	1789	11	1750	1515	285
Capacity Analysis Module:												
Vol/Sat:	0.01	0.05	0.05	0.09	0.01	0.01	0.03	0.37	0.37	0.01	0.11	0.11
Crit Moves:	****			****			****			****		
Green Time:	11.8	10.0	10.0	18.6	16.8	16.8	27.7	72.4	72.4	7.0	51.7	51.7
Volume/Cap:	0.09	0.57	0.57	0.61	0.08	0.08	0.14	0.61	0.61	0.17	0.25	0.25
Uniform Del:	49.3	52.9	52.9	47.3	44.9	44.9	36.7	14.9	14.9	53.7	21.8	21.8
IncrcmntDel:	0.2	5.0	5.0	4.0	0.1	0.1	0.2	1.0	1.0	0.8	0.2	0.2
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	49.5	57.9	57.9	51.3	45.0	45.0	36.9	15.9	15.9	54.5	22.0	22.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.5	57.9	57.9	51.3	45.0	45.0	36.9	15.9	15.9	54.5	22.0	22.0
LOS by Move:	D	E+	E+	D-	D	D	D+	B	B	D-	C+	C+
HCM2kAvgQ:	1	4	4	7	1	1	2	16	16	1	5	5

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

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

Intersection #28: Crossman Ave & Caribbean Dr



Street Name:	Crossman Ave						Caribbean Dr					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	0	10	10	7	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:	4 Feb 2020	<<	8:15 - 9:15						
Base Vol:	41	0	46	0	0	0	3	331	31	430	1959	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:	41	0	46	0	0	0	3	331	31	430	1959	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:	41	0	46	0	0	0	3	331	31	430	1959	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	41	0	46	0	0	0	3	331	31	430	1959	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	0	46	0	0	0	3	331	31	430	1959	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
Final Volume:	41	0	46	0	0	0	3	331	31	430	1959	0

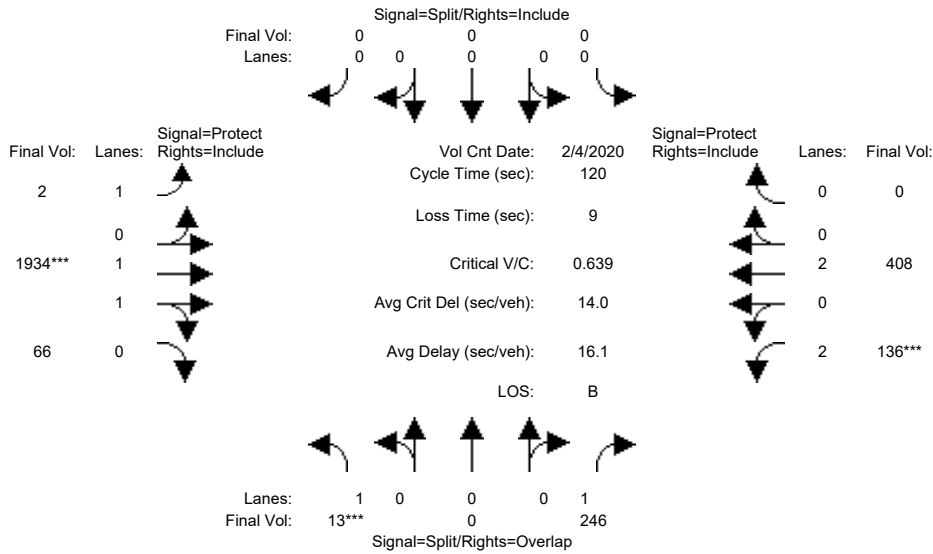
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.83	1.00	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	1.00	1.82	0.18	2.00	2.00	0.00
Final Sat.:	1750	0	1750	0	0	0	1750	3383	317	3150	3800	0

Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.03	0.00	0.00	0.00	0.00	0.10	0.10	0.14	0.52	0.00
Crit Moves:	***						***			***		
Green Time:	10.0	0.0	68.8	0.0	0.0	0.0	0.3	42.2	42.2	58.8	101	0.0
Volume/Cap:	0.28	0.00	0.05	0.00	0.00	0.00	0.61	0.28	0.28	0.28	0.61	0.00
Uniform Del:	51.6	0.0	11.2	0.0	0.0	0.0	59.8	28.0	28.0	18.1	3.2	0.0
IncrementDel:	1.1	0.0	0.0	0.0	0.0	0.0	133.8	0.1	0.1	0.1	0.4	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	52.7	0.0	11.2	0.0	0.0	0.0	193.6	28.1	28.1	18.2	3.6	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:	52.7	0.0	11.2	0.0	0.0	0.0	193.6	28.1	28.1	18.2	3.6	0.0
LOS by Move:	D-	A	B+	A	A	A	F	C	C	B-	A	A
HCM2kAvgQ:	1	0	1	0	0	0	0	5	5	5	11	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 #28: Crossman Ave & Caribbean Dr

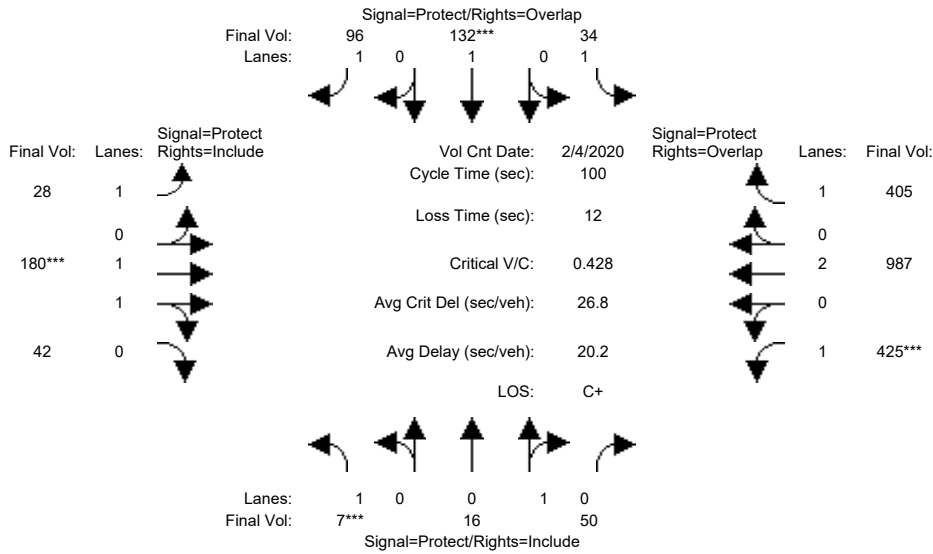


Street Name:	Crossman Ave						Caribbean Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	4 Feb 2020 << 4:30 - 5:30											
Base Vol:	13	0	246	0	0	0	2	1934	66	136	408	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:	13	0	246	0	0	0	2	1934	66	136	408	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:	13	0	246	0	0	0	2	1934	66	136	408	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	13	0	246	0	0	0	2	1934	66	136	408	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	0	246	0	0	0	2	1934	66	136	408	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:	13	0	246	0	0	0	2	1934	66	136	408	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.97	0.95	0.83	1.00	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	1.00	1.93	0.07	2.00	2.00	0.00
Final Sat.:	1750	0	1750	0	0	0	1750	3578	122	3150	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.14	0.00	0.00	0.00	0.00	0.54	0.54	0.04	0.11	0.00
Crit Moves:	***						***			***		
Green Time:	15.4	0.0	22.5	0.0	0.0	0.0	1.0	88.5	88.5	7.1	94.6	0.0
Volume/Cap:	0.06	0.00	0.75	0.00	0.00	0.00	0.14	0.73	0.73	0.73	0.14	0.00
Uniform Del:	45.9	0.0	46.1	0.0	0.0	0.0	59.1	9.0	9.0	55.5	3.0	0.0
IncrementDel:	0.1	0.0	9.2	0.0	0.0	0.0	4.2	1.1	1.1	14.0	0.0	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	46.0	0.0	55.3	0.0	0.0	0.0	63.3	10.1	10.1	69.5	3.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.0	0.0	55.3	0.0	0.0	0.0	63.3	10.1	10.1	69.5	3.0	0.0
LOS by Move:	D	A	E+	A	A	A	E	B+	B+	E	A	A
HCM2kAvgQ:	0	0	9	0	0	0	0	22	22	3	2	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 #29: Crossman Ave & E Java Dr

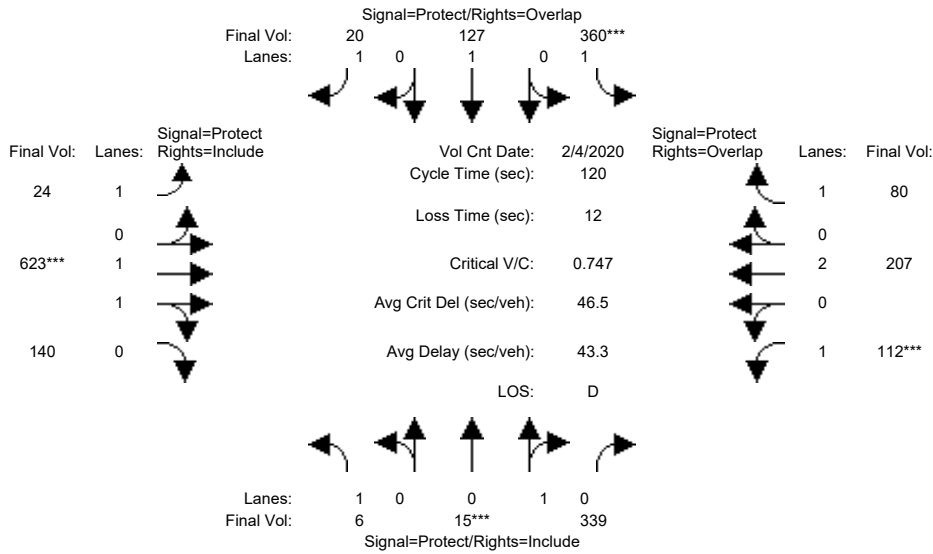


Street Name:	Crossman Ave						E Java Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 4 Feb 2020 << 8:45 - 9:45												
Base Vol:	7	16	50	34	132	96	28	180	42	425	987	405
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	16	50	34	132	96	28	180	42	425	987	405
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:	7	16	50	34	132	96	28	180	42	425	987	405
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	16	50	34	132	96	28	180	42	425	987	405
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	16	50	34	132	96	28	180	42	425	987	405
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	7	16	50	34	132	96	28	180	42	425	987	405
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	0.24	0.76	1.00	1.00	1.00	1.00	1.61	0.39	1.00	2.00	1.00
Final Sat.:	1750	436	1364	1750	1900	1750	1750	2999	700	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.04	0.04	0.02	0.07	0.05	0.02	0.06	0.06	0.24	0.26	0.23
Crit Moves:	***			***			***			***		
Green Time:	7.0	13.0	13.0	9.1	15.1	29.1	14.0	13.1	13.1	52.8	51.9	61.0
Volume/Cap:	0.06	0.28	0.28	0.21	0.46	0.19	0.11	0.46	0.46	0.46	0.50	0.38
Uniform Del:	43.4	39.3	39.3	42.1	38.7	26.6	37.6	40.2	40.2	14.7	15.6	9.9
IncrementDel:	0.2	0.7	0.7	0.7	1.2	0.2	0.2	0.7	0.7	0.4	0.2	0.2
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	43.6	39.9	39.9	42.8	39.9	26.8	37.8	40.9	40.9	15.1	15.8	10.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.6	39.9	39.9	42.8	39.9	26.8	37.8	40.9	40.9	15.1	15.8	10.1
LOS by Move:	D	D	D	D	D	C	D+	D	D	B	B	B+
HCM2kAvgQ:	0	2	2	1	4	2	1	3	3	9	10	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 #29: Crossman Ave & E Java Dr



Street Name:	Crossman Ave						E Java Dr					
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:	4 Feb 2020	<<	5:00 - 6:00						
Base Vol:	6	15	339	360	127	20	24	623	140	112	207	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	15	339	360	127	20	24	623	140	112	207	80
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:	6	15	339	360	127	20	24	623	140	112	207	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	15	339	360	127	20	24	623	140	112	207	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	15	339	360	127	20	24	623	140	112	207	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	6	15	339	360	127	20	24	623	140	112	207	80

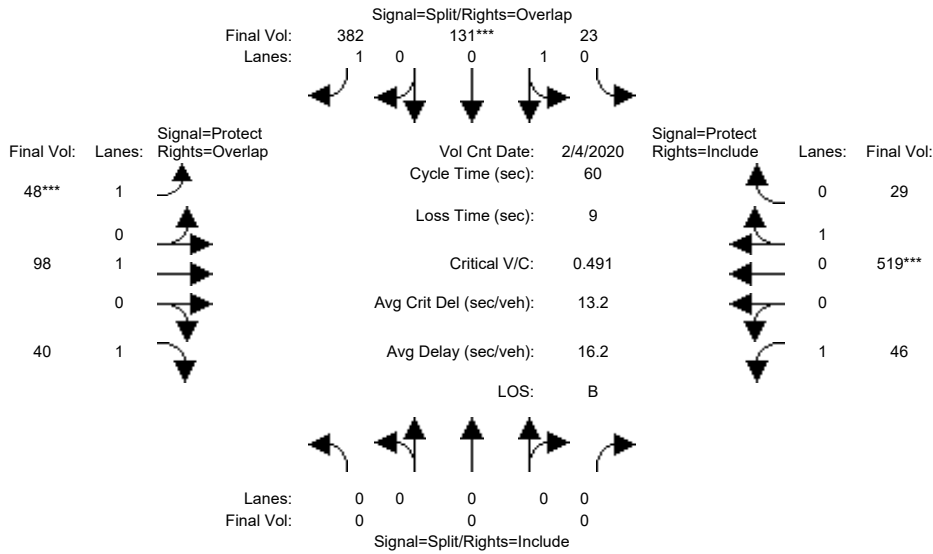
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	0.04	0.96	1.00	1.00	1.00	1.00	1.62	0.38	1.00	2.00	1.00
Final Sat.:	1750	76	1724	1750	1900	1750	1750	3021	679	1750	3800	1750

Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.20	0.21	0.07	0.01	0.01	0.21	0.21	0.06	0.05	0.05
Crit Moves:	****			****			****			****		
Green Time:	26.6	31.6	31.6	33.0	38.0	55.9	17.9	33.1	33.1	10.3	25.5	58.6
Volume/Cap:	0.02	0.75	0.75	0.75	0.21	0.02	0.09	0.75	0.75	0.75	0.26	0.09
Uniform Del:	36.5	40.6	40.6	39.7	30.0	17.3	44.1	39.6	39.6	53.6	39.3	16.5
IncrementDel:	0.0	6.5	6.5	6.3	0.2	0.0	0.2	3.1	3.1	18.5	0.2	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	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	47.0	47.0	46.0	30.2	17.3	44.2	42.7	42.7	72.1	39.5	16.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.5	47.0	47.0	46.0	30.2	17.3	44.2	42.7	42.7	72.1	39.5	16.5
LOS by Move:	D+	D	D	D	C	B	D	D	D	E	D	B
HCM2kAvgQ:	0	13	13	13	3	0	1	13	13	6	3	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 #30: Crossman Ave & Moffett Park Dr



Street Name:	Crossman Ave						Moffett Park Dr					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	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:	4 Feb 2020	<<	8:30 - 9:30						
Base Vol:	0	0	0	23	131	382	48	98	40	46	519	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:	0	0	0	23	131	382	48	98	40	46	519	29
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	23	131	382	48	98	40	46	519	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	23	131	382	48	98	40	46	519	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	23	131	382	48	98	40	46	519	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	23	131	382	48	98	40	46	519	29

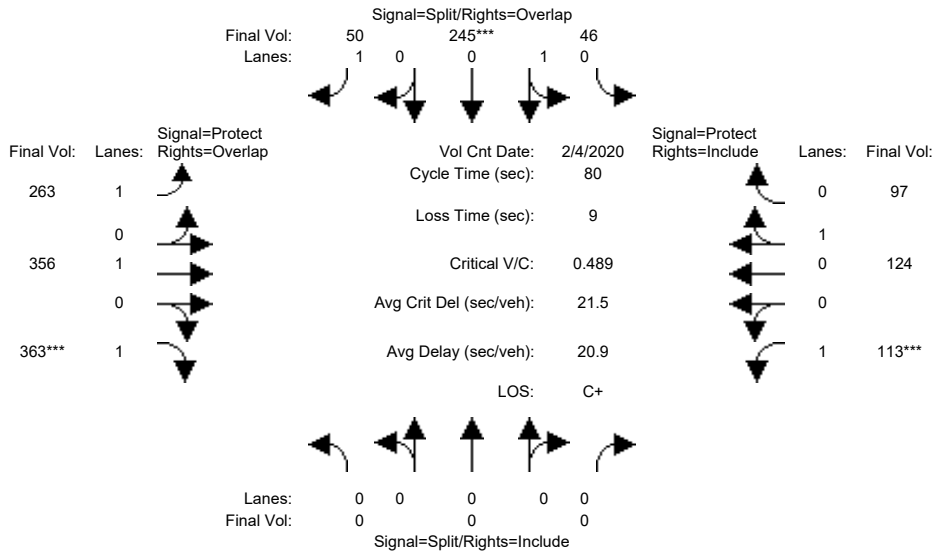
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	0.00	0.00	0.00	0.15	0.85	1.00	1.00	1.00	1.00	1.00	0.95	0.05
Final Sat.:	0	0	0	269	1531	1750	1750	1900	1750	1750	1705	95

Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.09	0.22	0.03	0.05	0.02	0.03	0.30	0.30
Crit Moves:					****		****				****	
Green Time:	0.0	0.0	0.0	11.0	11.0	18.0	7.0	23.5	23.5	16.5	33.0	33.0
Volume/Cap:	0.00	0.00	0.00	0.47	0.47	0.73	0.24	0.13	0.06	0.10	0.55	0.55
Uniform Del:	0.0	0.0	0.0	21.9	21.9	18.8	24.1	11.7	11.3	16.2	8.7	8.7
IncrementDel:	0.0	0.0	0.0	1.0	1.0	5.1	0.6	0.1	0.0	0.1	0.7	0.7
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	22.9	22.9	23.9	24.7	11.8	11.4	16.3	9.4	9.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	22.9	22.9	23.9	24.7	11.8	11.4	16.3	9.4	9.4
LOS by Move:	A	A	A	C+	C+	C	C	B+	B+	B	A	A
HCM2kAvgQ:	0	0	0	3	3	7	1	1	1	1	7	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 #30: Crossman Ave & Moffett Park Dr

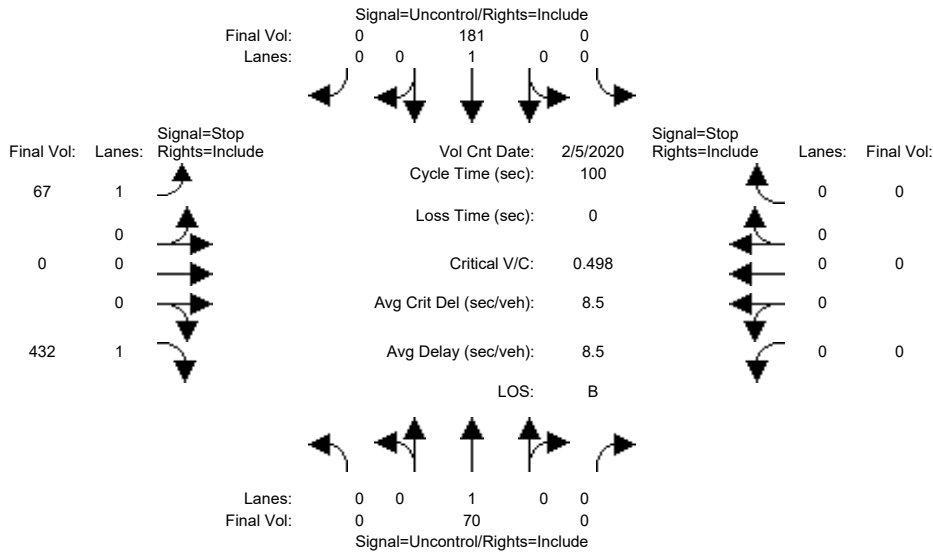


Street Name:	Crossman Ave						Moffett Park Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 4 Feb 2020 << 5:00 - 6:00												
Base Vol:	0	0	0	46	245	50	263	356	363	113	124	97
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	46	245	50	263	356	363	113	124	97
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	46	245	50	263	356	363	113	124	97
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	46	245	50	263	356	363	113	124	97
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	46	245	50	263	356	363	113	124	97
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	46	245	50	263	356	363	113	124	97
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	0.00	0.00	0.00	0.16	0.84	1.00	1.00	1.00	1.00	1.00	0.56	0.44
Final Sat.:	0	0	0	285	1515	1750	1750	1900	1750	1750	1010	790
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.16	0.16	0.03	0.15	0.19	0.21	0.06	0.12	0.12
Crit Moves:				****			****			****		
Green Time:	0.0	0.0	0.0	26.5	26.5	50.8	24.3	34.0	34.0	10.6	20.2	20.2
Volume/Cap:	0.00	0.00	0.00	0.49	0.49	0.05	0.49	0.44	0.49	0.49	0.49	0.49
Uniform Del:	0.0	0.0	0.0	21.4	21.4	5.5	22.8	16.3	16.7	32.2	25.5	25.5
IncrementDel:	0.0	0.0	0.0	0.6	0.6	0.0	0.7	0.4	0.5	1.6	0.8	0.8
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	22.0	22.0	5.5	23.5	16.7	17.2	33.8	26.3	26.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	22.0	22.0	5.5	23.5	16.7	17.2	33.8	26.3	26.3
LOS by Move:	A	A	A	C+	C+	A	C	B	B	C-	C	C
HCM2kAvgQ:	0	0	0	6	6	0	6	6	7	3	5	5

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

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

Intersection #31: Persian Dr & SR 237 EB Off-Ramp



Street Name: Persian Dr SR 237 EB Off-Ramp
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Table with columns for Volume Module, Count, Date (5 Feb 2020), and time (8:45 - 9:45). Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Table for Critical Gap Module showing Critical Gp and FollowUpTim values for different movements.

Table for Capacity Module showing Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap. for various movements.

Table for Level Of Service Module showing 2Way95thQ, Control Del, LOS by Move, Shared Cap., Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

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

Peak Hour Delay Signal Warrant Report

Intersection #31 Persian Dr & SR 237 EB Off-Ramp

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:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 1 0 0	0 0 1 0 0	1 0 0 0 1	0 0 0 0 0
Initial Vol:	0 70 0	0 181 0	67 0 432	0 0 0
ApproachDel:	xxxxxx	xxxxxx	12.8	xxxxxx

Approach[eastbound][lanes=2][control=Stop Sign]
 Signal Warrant Rule #1: [vehicle-hours=1.8]
 FAIL - Vehicle-hours less than 5 for two or more lane approach.
 Signal Warrant Rule #2: [approach volume=499]
 SUCCEED - Approach volume >= 150 for two or more lane approach.
 Signal Warrant Rule #3: [approach count=3][total volume=750]
 SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

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.

Peak Hour Volume Signal Warrant Report [Urban]

 Intersection #31 Persian Dr & SR 237 EB Off-Ramp

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:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 1 0 0	0 0 1 0 0	1 0 0 0 1	0 0 0 0 0
Initial Vol:	0 70 0	0 181 0	67 0 432	0 0 0

Major Street Volume: 251
 Minor Approach Volume: 499
 Minor Approach Volume Threshold: 727

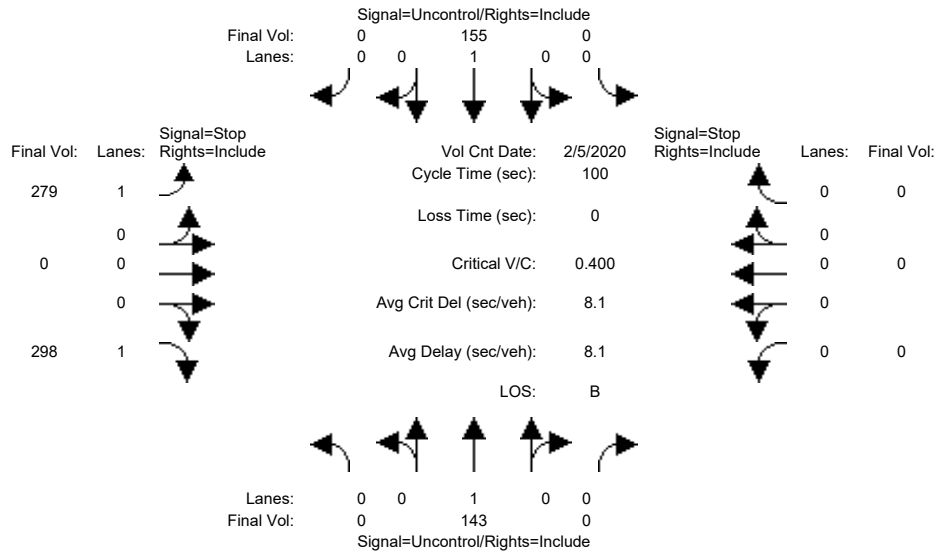
SIGNAL WARRANT DISCLAIMER

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).

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

Intersection #31: Persian Dr & SR 237 EB Off-Ramp



Street Name: Persian Dr SR 237 EB Off-Ramp
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Table with columns for Volume Module, Count, Date (5 Feb 2020), and various traffic metrics (Base Vol, Growth Adj, Initial Bse, etc.) for each approach and movement.

Table for Critical Gap Module showing Critical Gap (6.4, 6.2) and FollowUpTime (3.5, 3.3) for different movements.

Table for Capacity Module showing Cnflict Vol, Potent Cap., Move Cap., and Volume/Cap. for each approach.

Table for Level Of Service Module showing 2Way95thQ, Control Del, LOS by Move, Shared Cap., Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

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

Peak Hour Delay Signal Warrant Report

Intersection #31 Persian Dr & SR 237 EB Off-Ramp

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:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 1 0 0	0 0 1 0 0	1 0 0 0 1	0 0 0 0 0
Initial Vol:	0 143 0	0 155 0	279 0 298	0 0 0 0
ApproachDel:	xxxxxx	xxxxxx	12.2	xxxxxx

Approach[eastbound][lanes=2][control=Stop Sign]
 Signal Warrant Rule #1: [vehicle-hours=2.0]
 FAIL - Vehicle-hours less than 5 for two or more lane approach.
 Signal Warrant Rule #2: [approach volume=577]
 SUCCEED - Approach volume >= 150 for two or more lane approach.
 Signal Warrant Rule #3: [approach count=3][total volume=875]
 SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

 Intersection #31 Persian Dr & SR 237 EB Off-Ramp

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:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 1 0 0	0 0 1 0 0	1 0 0 0 1	0 0 0 0 0
Initial Vol:	0 143 0	0 155 0	279 0 298	0 0 0 0

Major Street Volume: 298
 Minor Approach Volume: 577
 Minor Approach Volume Threshold: 673

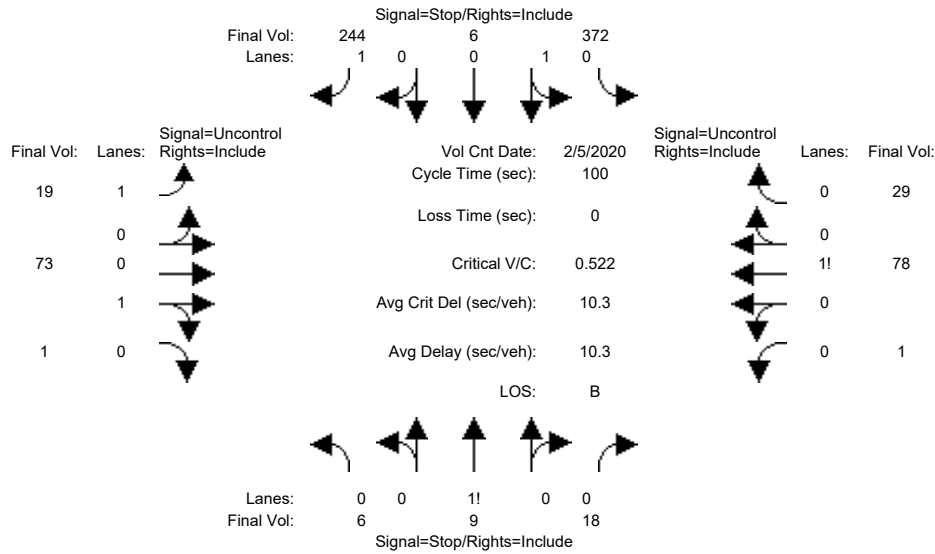
SIGNAL WARRANT DISCLAIMER

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

Intersection #32: Persian Dr/La Rochelle Terrace & Fair Oaks Way



Street Name: Persian Dr/La Rochelle Terrace Fair Oaks Way
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Table with columns for Volume Module, Count, Date (5 Feb 2020), and time range (8:00 - 9:00). Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Table for Critical Gap Module showing Critical Gap (7.1, 6.5, 6.2) and FollowUpTim (3.5, 4.0, 3.3) for various movements.

Table for Capacity Module showing Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap. for different approaches.

Table for Level Of Service Module showing 2Way95thQ, Control Del, LOS by Move, Shared Cap., Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

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

Peak Hour Delay Signal Warrant Report

Intersection #32 Persian Dr/La Rochelle Terrace & Fair Oaks Way

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	Uncontrolled	Uncontrolled
Lanes:	0 0 1! 0 0	0 1 0 0 1	1 0 0 1 0	0 0 1! 0 0
Initial Vol:	6 9 18	372 6 244	19 73 1	1 78 29
ApproachDel:	10.1	13.4	xxxxxx	xxxxxx

Approach[northbound][lanes=1][control=Stop Sign]
 Signal Warrant Rule #1: [vehicle-hours=0.1]
 FAIL - Vehicle-hours less than 4 for one lane approach.
 Signal Warrant Rule #2: [approach volume=33]
 FAIL - Approach volume less than 100 for one lane approach.
 Signal Warrant Rule #3: [approach count=4][total volume=856]
 SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[southbound][lanes=2][control=Stop Sign]
 Signal Warrant Rule #1: [vehicle-hours=2.3]
 FAIL - Vehicle-hours less than 5 for two or more lane approach.
 Signal Warrant Rule #2: [approach volume=622]
 SUCCEED - Approach volume >= 150 for two or more lane approach.
 Signal Warrant Rule #3: [approach count=4][total volume=856]
 SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

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).

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Peak Hour Volume Signal Warrant Report [Urban]

 Intersection #32 Persian Dr/La Rochelle Terrace & Fair Oaks Way

 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	Uncontrolled	Uncontrolled
Lanes:	0 0 1! 0 0	0 1 0 0 1	1 0 0 1 0	0 0 1! 0 0
Initial Vol:	6 9 18	372 6 244	19 73 1	1 78 29

Major Street Volume: 201
 Minor Approach Volume: 622
 Minor Approach Volume Threshold: 1064

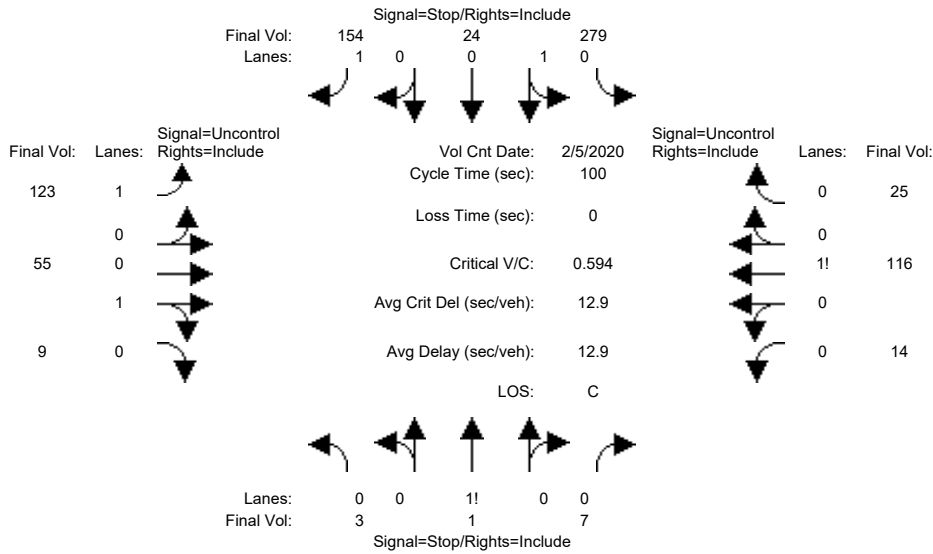
SIGNAL WARRANT DISCLAIMER

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).

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

Intersection #32: Persian Dr/La Rochelle Terrace & Fair Oaks Way



Street Name: Persian Dr/La Rochelle Terrace Fair Oaks Way
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Table with columns for Volume Module, Count, Date (5 Feb 2020), and time range (5:30 - 6:30). Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Table for Critical Gap Module showing Critical Gap (7.1, 6.5, 6.2) and FollowUpTim (3.5, 4.0, 3.3) for various movements.

Table for Capacity Module showing Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap. for different approaches and movements.

Table for Level Of Service Module showing 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

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

Peak Hour Delay Signal Warrant Report

Intersection #32 Persian Dr/La Rochelle Terrace & Fair Oaks Way

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	Uncontrolled	Uncontrolled
Lanes:	0 0 1! 0 0	0 1 0 0 1	1 0 0 1 0	0 0 1! 0 0
Initial Vol:	3 1 7	279 24 154	123 55 9	14 116 25
ApproachDel:	11.1	20.3	xxxxxx	xxxxxx

Approach[northbound][lanes=1][control=Stop Sign]
 Signal Warrant Rule #1: [vehicle-hours=0.0]
 FAIL - Vehicle-hours less than 4 for one lane approach.
 Signal Warrant Rule #2: [approach volume=11]
 FAIL - Approach volume less than 100 for one lane approach.
 Signal Warrant Rule #3: [approach count=4][total volume=810]
 SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[southbound][lanes=2][control=Stop Sign]
 Signal Warrant Rule #1: [vehicle-hours=2.6]
 FAIL - Vehicle-hours less than 5 for two or more lane approach.
 Signal Warrant Rule #2: [approach volume=457]
 SUCCEED - Approach volume >= 150 for two or more lane approach.
 Signal Warrant Rule #3: [approach count=4][total volume=810]
 SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

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).

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Peak Hour Volume Signal Warrant Report [Urban]

 Intersection #32 Persian Dr/La Rochelle Terrace & Fair Oaks Way

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	Uncontrolled	Uncontrolled
Lanes:	0 0 1! 0 0	0 1 0 0 1	1 0 0 1 0	0 0 1! 0 0
Initial Vol:	3 1 7	279 24 154	123 55 9	14 116 25

Major Street Volume: 342
 Minor Approach Volume: 457
 Minor Approach Volume Threshold: 835

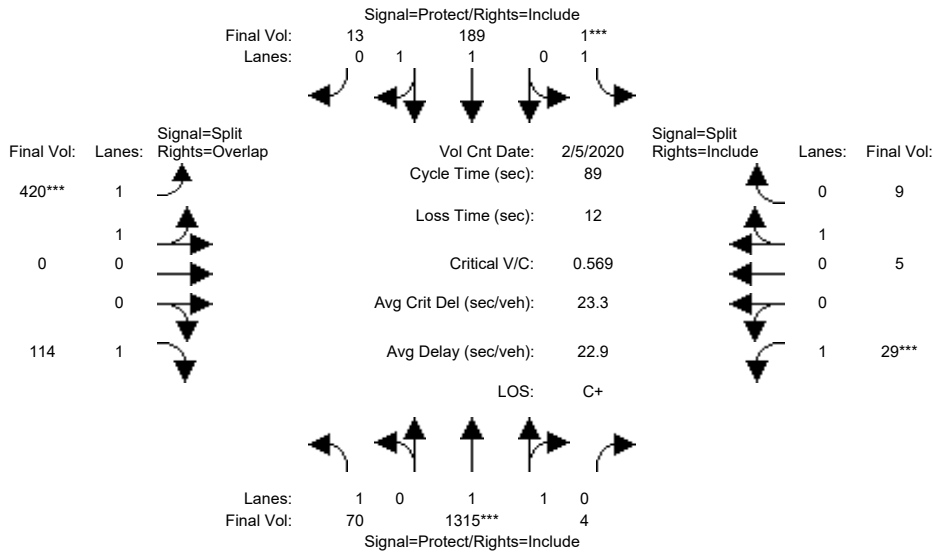
SIGNAL WARRANT DISCLAIMER

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).

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

Intersection #33: Fair Oaks Ave/E Java Dr & Fair Oaks Way/Kensington Pl



Street Name:	Fair Oaks Ave/E Java Dr						Fair Oaks Way/Kensington Pl					
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:	5 Feb 2020	<<	9:00 - 10:00						
Base Vol:	70	1315	4	1	189	13	420	0	114	29	5	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	1315	4	1	189	13	420	0	114	29	5	9
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	1315	4	1	189	13	420	0	114	29	5	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	1315	4	1	189	13	420	0	114	29	5	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	1315	4	1	189	13	420	0	114	29	5	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	70	1315	4	1	189	13	420	0	114	29	5	9

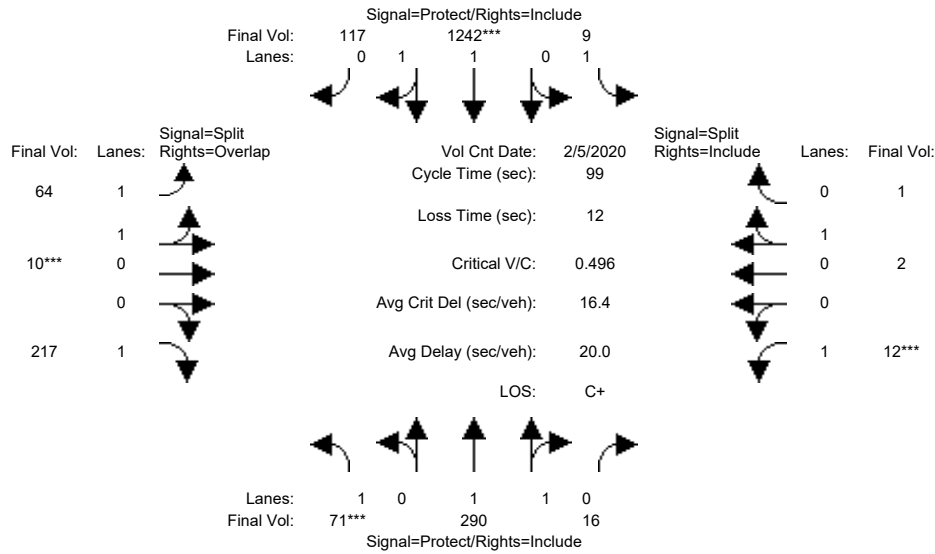
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.93	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	1.99	0.01	1.00	1.87	0.13	2.00	0.00	1.00	1.00	0.36	0.64
Final Sat.:	1750	3689	11	1750	3462	238	3550	0	1750	1750	643	1157

Capacity Analysis Module:												
Vol/Sat:	0.04	0.36	0.36	0.00	0.05	0.05	0.12	0.00	0.07	0.02	0.01	0.01
Crit Moves:	****			****			****			****		
Green Time:	21.4	45.0	45.0	7.0	30.6	30.6	15.0	0.0	36.4	10.0	10.0	10.0
Volume/Cap:	0.17	0.70	0.70	0.01	0.16	0.16	0.70	0.00	0.16	0.15	0.07	0.07
Uniform Del:	26.7	16.9	16.9	37.8	20.3	20.3	34.9	0.0	16.6	35.7	35.3	35.3
IncrementDel:	0.2	1.2	1.2	0.0	0.1	0.1	3.8	0.0	0.1	0.3	0.1	0.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Delay/Veh:	26.9	18.1	18.1	37.8	20.3	20.3	38.8	0.0	16.7	36.0	35.5	35.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.9	18.1	18.1	37.8	20.3	20.3	38.8	0.0	16.7	36.0	35.5	35.5
LOS by Move:	C	B-	B-	D+	C+	C+	D+	A	B	D+	D+	D+
HCM2kAvgQ:	2	14	14	0	2	2	7	0	2	1	0	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 #33: Fair Oaks Ave/E Java Dr & Fair Oaks Way/Kensington Pl



Street Name:	Fair Oaks Ave/E Java Dr						Fair Oaks Way/Kensington Pl					
	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:	5 Feb 2020	<<	5:00 - 6:00						
Base Vol:	71	290	16	9	1242	117	64	10	217	12	2	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	71	290	16	9	1242	117	64	10	217	12	2	1
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:	71	290	16	9	1242	117	64	10	217	12	2	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	71	290	16	9	1242	117	64	10	217	12	2	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	290	16	9	1242	117	64	10	217	12	2	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	71	290	16	9	1242	117	64	10	217	12	2	1

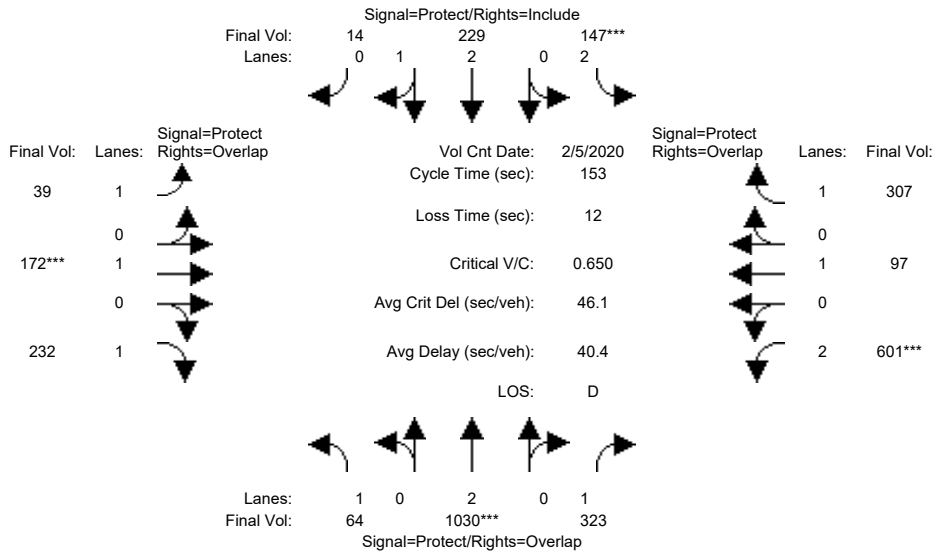
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.93	0.95	0.92	0.92	0.95	0.95
Lanes:	1.00	1.89	0.11	1.00	1.82	0.18	1.73	0.27	1.00	1.00	0.67	0.33
Final Sat.:	1750	3506	193	1750	3381	319	3070	480	1750	1750	1200	600

Capacity Analysis Module:												
Vol/Sat:	0.04	0.08	0.08	0.01	0.37	0.37	0.02	0.02	0.12	0.01	0.00	0.00
Crit Moves:	***			****			****			****		
Green Time:	7.0	39.0	39.0	27.3	59.4	59.4	10.6	10.6	17.6	10.0	10.0	10.0
Volume/Cap:	0.57	0.21	0.21	0.02	0.61	0.61	0.19	0.19	0.70	0.07	0.02	0.02
Uniform Del:	44.6	19.8	19.8	26.1	12.5	12.5	40.3	40.3	38.2	40.3	40.1	40.1
IncrementDel:	6.4	0.1	0.1	0.0	0.5	0.5	0.2	0.2	6.7	0.2	0.0	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	51.0	19.9	19.9	26.1	13.1	13.1	40.5	40.5	44.9	40.4	40.1	40.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.0	19.9	19.9	26.1	13.1	13.1	40.5	40.5	44.9	40.4	40.1	40.1
LOS by Move:	D	B-	B-	C	B	B	D	D	D	D	D	D
HCM2kAvgQ:	2	3	3	0	14	14	1	1	8	0	0	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 #34: Fair Oaks Ave & Tasman Dr

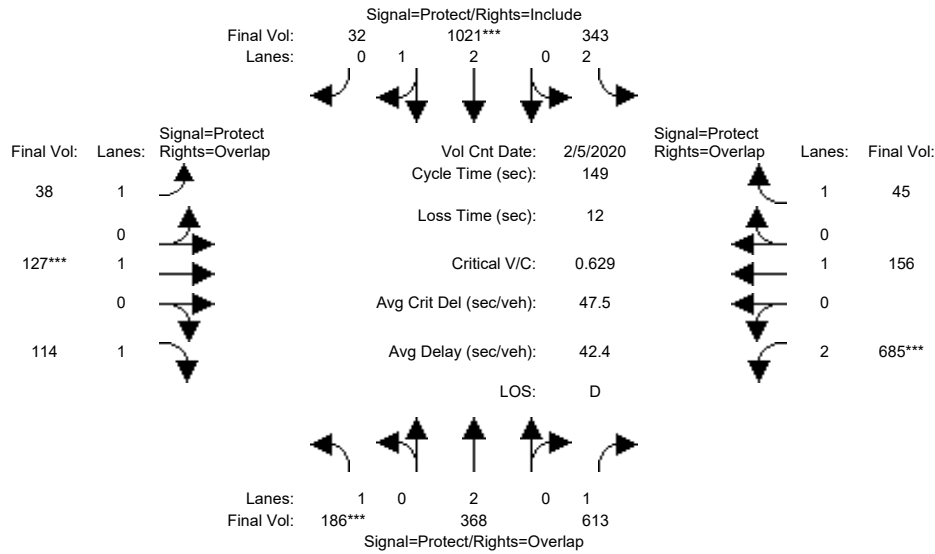


Street Name:	Fair Oaks Ave						Tasman Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Feb 2020 << 8:45 - 9:45												
Base Vol:	64	1030	323	147	229	14	39	172	232	601	97	307
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	64	1030	323	147	229	14	39	172	232	601	97	307
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:	64	1030	323	147	229	14	39	172	232	601	97	307
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	64	1030	323	147	229	14	39	172	232	601	97	307
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	1030	323	147	229	14	39	172	232	601	97	307
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	64	1030	323	147	229	14	39	172	232	601	97	307
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	0.98	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.82	0.18	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	5277	323	1750	1900	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.27	0.18	0.05	0.04	0.04	0.02	0.09	0.13	0.19	0.05	0.18
Crit Moves:	****			****			****			****		
Green Time:	30.8	63.8	108.7	11.0	44.0	44.0	17.4	21.3	52.1	44.9	48.9	59.8
Volume/Cap:	0.18	0.65	0.26	0.65	0.15	0.15	0.20	0.65	0.39	0.65	0.16	0.45
Uniform Del:	50.7	35.7	7.9	69.1	40.6	40.6	61.5	62.3	38.4	47.2	37.4	34.4
IncrementDel:	0.2	1.0	0.1	6.5	0.0	0.0	0.5	5.6	0.4	1.6	0.1	0.5
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	50.9	36.6	8.0	75.7	40.6	40.6	62.0	67.9	38.8	48.8	37.5	34.9
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	36.6	8.0	75.7	40.6	40.6	62.0	67.9	38.8	48.8	37.5	34.9
LOS by Move:	D	D+	A	E-	D	D	E	E	D+	D	D+	C-
HCM2kAvgQ:	3	19	6	4	3	3	2	9	9	14	3	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 #34: Fair Oaks Ave & Tasman Dr



Street Name:	Fair Oaks Ave						Tasman Dr					
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:	5 Feb 2020	<<	5:15 - 6:15
Base Vol:	186	368	613	343	1021	32
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	186	368	613	343	1021	32
Added Vol:	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0
Initial Fut:	186	368	613	343	1021	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	186	368	613	343	1021	32
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	186	368	613	343	1021	32
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	186	368	613	343	1021	32

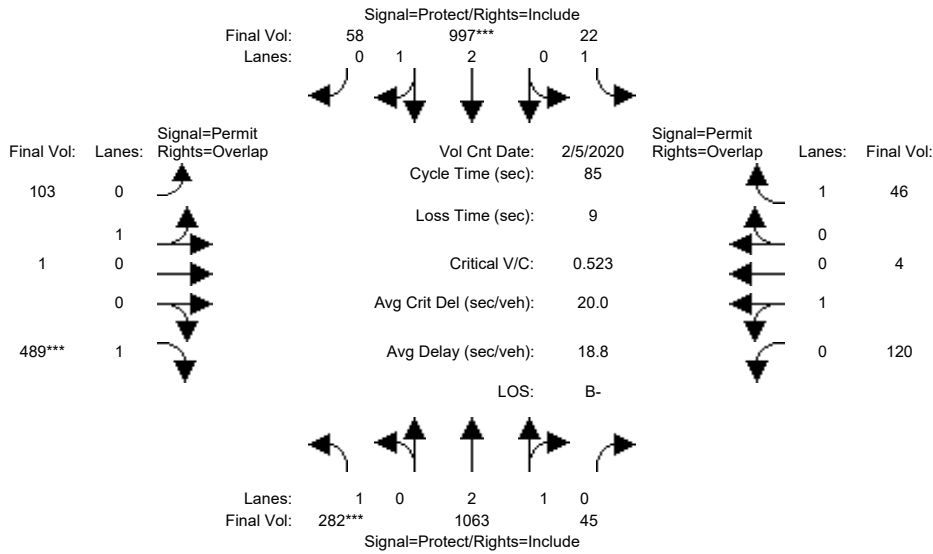
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	0.98	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.91	0.09	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	5430	170	1750	1900	1750	3150	1900	1750

Capacity Analysis Module:												
Vol/Sat:	0.11	0.10	0.35	0.11	0.19	0.19	0.02	0.07	0.07	0.22	0.08	0.03
Crit Moves:	***			****			****			****		
Green Time:	25.2	38.3	89.8	31.4	44.5	44.5	24.5	15.8	41.0	51.5	42.8	74.2
Volume/Cap:	0.63	0.38	0.58	0.52	0.63	0.63	0.13	0.63	0.24	0.63	0.29	0.05
Uniform Del:	57.6	45.5	18.1	52.1	45.1	45.1	53.2	63.8	41.9	40.8	41.2	19.3
IncrementDel:	4.3	0.2	0.8	0.7	0.8	0.8	0.2	6.2	0.3	1.2	0.3	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	61.9	45.8	18.9	52.8	45.9	45.9	53.4	70.0	42.1	42.0	41.5	19.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.9	45.8	18.9	52.8	45.9	45.9	53.4	70.0	42.1	42.0	41.5	19.3
LOS by Move:	E	D	B-	D-	D	D	D-	E	D	D	D	B-
HCM2kAvgQ:	8	7	18	8	14	14	2	7	4	15	5	1

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

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

Intersection #35: Fair Oaks Ave & E Weddell Dr



Street Name:	Fair Oaks Ave						E Weddell Dr					
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:	5 Feb 2020	<<	7:30 - 8:30						
Base Vol:	282	1063	45	22	997	58	103	1	489	120	4	46
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	282	1063	45	22	997	58	103	1	489	120	4	46
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	282	1063	45	22	997	58	103	1	489	120	4	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	282	1063	45	22	997	58	103	1	489	120	4	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	282	1063	45	22	997	58	103	1	489	120	4	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
Final Volume:	282	1063	45	22	997	58	103	1	489	120	4	46

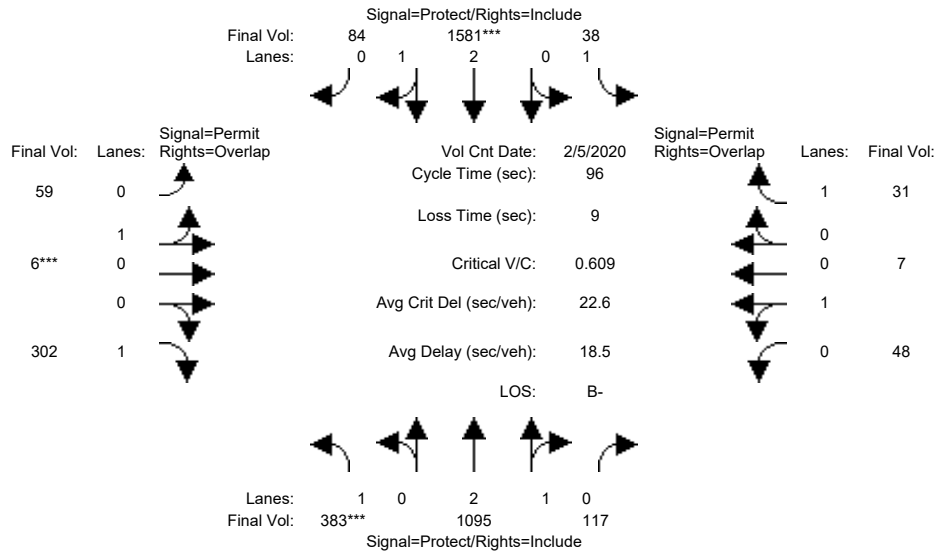
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.87	0.13	1.00	2.83	0.17	0.99	0.01	1.00	0.97	0.03	1.00
Final Sat.:	1750	5372	227	1750	5292	308	1783	17	1750	1742	58	1750

Capacity Analysis Module:												
Vol/Sat:	0.16	0.20	0.20	0.01	0.19	0.19	0.06	0.06	0.28	0.07	0.07	0.03
Crit Moves:	****				****				****			
Green Time:	26.2	40.1	40.1	16.7	30.6	30.6	19.2	19.2	45.4	19.2	19.2	35.9
Volume/Cap:	0.52	0.42	0.42	0.06	0.52	0.52	0.26	0.26	0.52	0.30	0.30	0.06
Uniform Del:	24.3	14.8	14.8	27.8	21.4	21.4	27.0	27.0	12.8	27.3	27.3	14.6
IncrementDel:	0.9	0.1	0.1	0.1	0.3	0.3	0.3	0.3	0.5	0.4	0.4	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	25.2	14.9	14.9	27.9	21.7	21.7	27.4	27.4	13.3	27.8	27.8	14.6
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:	25.2	14.9	14.9	27.9	21.7	21.7	27.4	27.4	13.3	27.8	27.8	14.6
LOS by Move:	C	B	B	C	C+	C+	C	C	B	C	C	B
HCM2kAvgQ:	6	6	6	0	7	7	2	2	9	3	3	1

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

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

Intersection #35: Fair Oaks Ave & E Weddell Dr



Street Name:	Fair Oaks Ave						E Weddell Dr					
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:	5 Feb 2020	<<	5:00 - 6:00						
Base Vol:	383	1095	117	38	1581	84	59	6	302	48	7	31
Growth Adj:	1.00	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	1095	117	38	1581	84	59	6	302	48	7	31
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:	383	1095	117	38	1581	84	59	6	302	48	7	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	383	1095	117	38	1581	84	59	6	302	48	7	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	383	1095	117	38	1581	84	59	6	302	48	7	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
Final Volume:	383	1095	117	38	1581	84	59	6	302	48	7	31

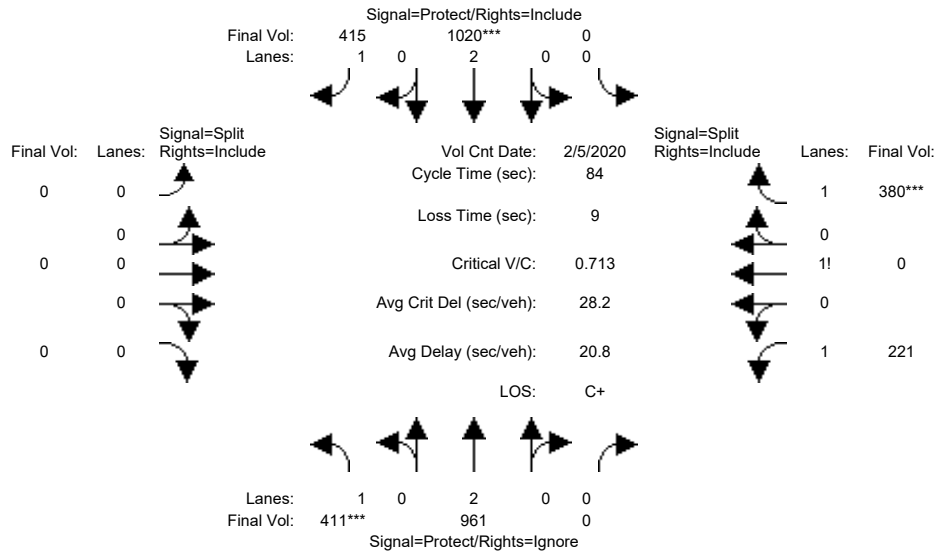
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.70	0.30	1.00	2.84	0.16	0.91	0.09	1.00	0.87	0.13	1.00
Final Sat.:	1750	5059	541	1750	5317	283	1634	166	1750	1571	229	1750

Capacity Analysis Module:												
Vol/Sat:	0.22	0.22	0.22	0.02	0.30	0.30	0.04	0.04	0.17	0.03	0.03	0.02
Crit Moves:	***			****			****					
Green Time:	32.6	57.6	57.6	19.4	44.4	44.4	10.0	10.0	42.6	10.0	10.0	29.4
Volume/Cap:	0.64	0.36	0.36	0.11	0.64	0.64	0.35	0.35	0.39	0.29	0.29	0.06
Uniform Del:	26.8	9.8	9.8	31.2	19.8	19.8	40.0	40.0	17.9	39.7	39.7	23.5
IncrementDel:	2.4	0.1	0.1	0.1	0.6	0.6	1.1	1.1	0.3	0.9	0.9	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	29.2	9.9	9.9	31.4	20.3	20.3	41.1	41.1	18.2	40.6	40.6	23.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.2	9.9	9.9	31.4	20.3	20.3	41.1	41.1	18.2	40.6	40.6	23.6
LOS by Move:	C	A	A	C	C+	C+	D	D	B-	D	D	C
HCM2kAvgQ:	10	6	6	1	12	12	2	2	7	2	2	1

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

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

Intersection #36: Fair Oaks Ave & US 101 NB Ramps



Street Name:	Fair Oaks Ave						US 101 NB Ramps					
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	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	0.0	4.0	4.0	0.0	0.0	0.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	5 Feb 2020	<<	7:30 - 8:30						
Base Vol:	411	961	0	0	1020	576	0	0	0	221	0	380
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	411	961	0	0	1020	576	0	0	0	221	0	380
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:	411	961	0	0	1020	576	0	0	0	221	0	380
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	411	961	0	0	1020	576	0	0	0	221	0	380
Reduct Vol:	0	0	0	0	0	161	0	0	0	0	0	0
Reduced Vol:	411	961	0	0	1020	415	0	0	0	221	0	380
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	411	961	0	0	1020	415	0	0	0	221	0	380

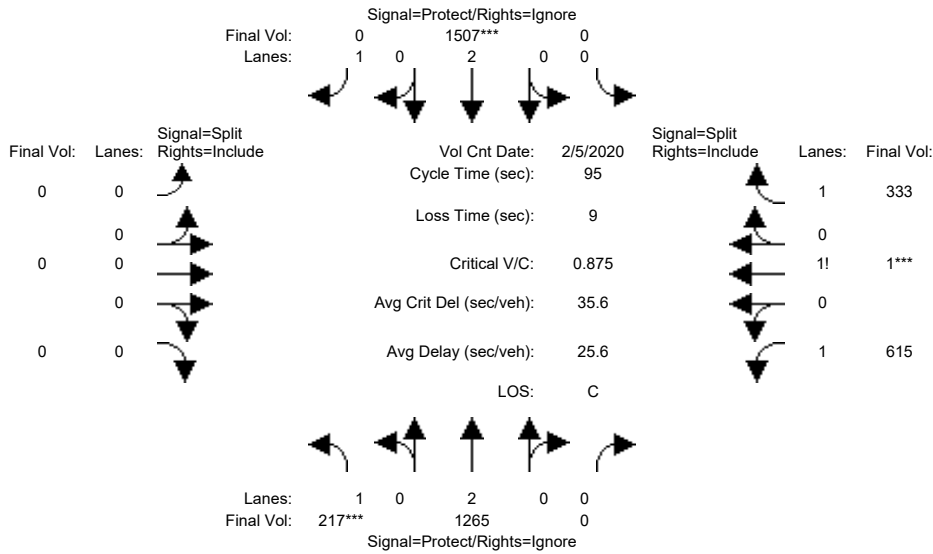
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	1.37	0.00	1.63
Final Sat.:	1750	3800	0	0	3800	1750	0	0	0	2394	0	2856

Capacity Analysis Module:												
Vol/Sat:	0.23	0.25	0.00	0.00	0.27	0.24	0.00	0.00	0.00	0.09	0.00	0.13
Crit Moves:	***				***							***
Green Time:	27.7	59.3	0.0	0.0	31.6	31.6	0.0	0.0	0.0	15.7	0.0	15.7
Volume/Cap:	0.71	0.36	0.00	0.00	0.71	0.63	0.00	0.00	0.00	0.49	0.00	0.71
Uniform Del:	24.7	4.9	0.0	0.0	22.3	21.4	0.0	0.0	0.0	30.6	0.0	32.0
IncrementDel:	4.2	0.1	0.0	0.0	1.7	2.0	0.0	0.0	0.0	0.3	0.0	2.9
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	28.9	4.9	0.0	0.0	24.0	23.4	0.0	0.0	0.0	30.9	0.0	34.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.9	4.9	0.0	0.0	24.0	23.4	0.0	0.0	0.0	30.9	0.0	34.9
LOS by Move:	C	A	A	A	C	C	A	A	A	C	A	C-
HCM2kAvgQ:	11	5	0	0	11	9	0	0	0	5	0	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 #36: Fair Oaks Ave & US 101 NB Ramps



Street Name:	Fair Oaks Ave						US 101 NB Ramps					
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	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	0.0	4.0	4.0	0.0	0.0	0.0	4.0	4.0	4.0

Volume Module:	>> Count	Date:	5 Feb 2020	<< 5:00 - 6:00
Base Vol:	217 1265 0	0 1507 445	0 0 0	615 1 333
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	217 1265 0	0 1507 445	0 0 0	615 1 333
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:	217 1265 0	0 1507 445	0 0 0	615 1 333
User Adj:	1.00 1.00 0.00	1.00 1.00 0.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	1.00 1.00 0.00	1.00 1.00 0.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Volume:	217 1265 0	0 1507 0	0 0 0	615 1 333
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	217 1265 0	0 1507 0	0 0 0	615 1 333
PCE Adj:	1.00 1.00 0.00	1.00 1.00 0.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 0.00	1.00 1.00 0.00	1.00 1.00 1.00	1.00 1.00 1.00
Final Volume:	217 1265 0	0 1507 0	0 0 0	615 1 333

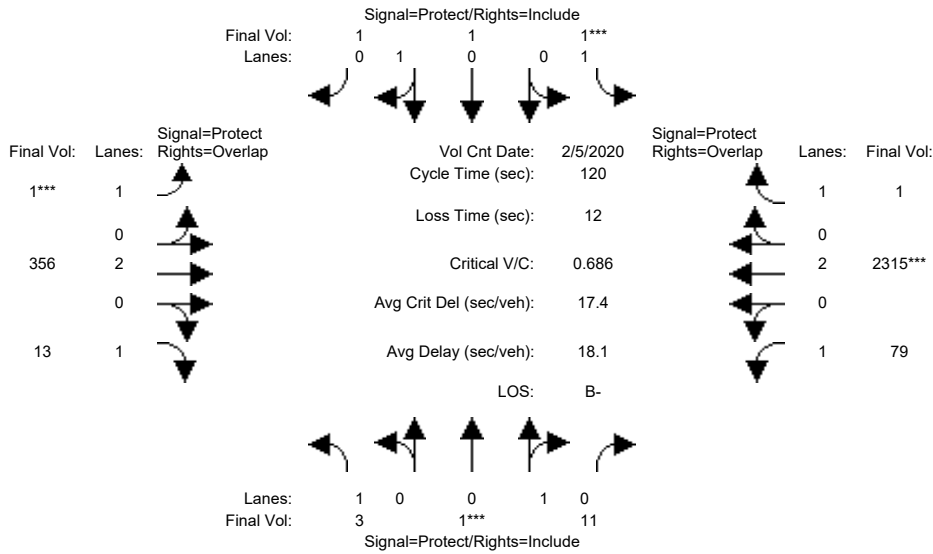
Saturation Flow Module:	
Sat/Lane:	1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment:	0.92 1.00 0.92 0.92 1.00 0.92 0.92 1.00 0.92 0.92 0.92 0.92
Lanes:	1.00 2.00 0.00 0.00 2.00 1.00 0.00 0.00 0.00 1.64 0.01 1.35
Final Sat.:	1750 3800 0 0 3800 1750 0 0 0 2883 4 2363

Capacity Analysis Module:	
Vol/Sat:	0.12 0.33 0.00 0.00 0.40 0.00 0.00 0.00 0.00 0.21 0.27 0.14
Crit Moves:	****
Green Time:	13.5 56.5 0.0 0.0 43.1 0.0 0.0 0.0 0.0 29.5 29.5 29.5
Volume/Cap:	0.87 0.56 0.00 0.00 0.87 0.00 0.00 0.00 0.00 0.69 0.87 0.45
Uniform Del:	39.9 11.7 0.0 0.0 23.5 0.0 0.0 0.0 0.0 28.7 31.0 26.3
IncrementDel:	27.3 0.3 0.0 0.0 5.3 0.0 0.0 0.0 0.0 1.5 8.1 0.2
InitQueueDel:	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
Delay Adj:	1.00 1.00 0.00 0.00 1.00 0.00 0.00 0.00 0.00 1.00 1.00 1.00
Delay/Veh:	67.3 12.0 0.0 0.0 28.9 0.0 0.0 0.0 0.0 30.2 39.1 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:	67.3 12.0 0.0 0.0 28.9 0.0 0.0 0.0 0.0 30.2 39.1 26.5
LOS by Move:	E B+ A A C A A A A C D C
HCM2kAvgQ:	10 11 0 0 21 0 0 0 0 11 18 6

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

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

Intersection #37: Twin Creeks Dwy & E Caribbean Dr



Street Name:	Twin Creeks Dwy						E Caribbean Dr					
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:	5 Feb 2020	<<	8:45 - 9:45						
Base Vol:	3	1	11	1	1	1	1	356	13	79	2315	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	1	11	1	1	1	1	356	13	79	2315	1
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	1	11	1	1	1	1	356	13	79	2315	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	1	11	1	1	1	1	356	13	79	2315	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	1	11	1	1	1	1	356	13	79	2315	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	3	1	11	1	1	1	1	356	13	79	2315	1

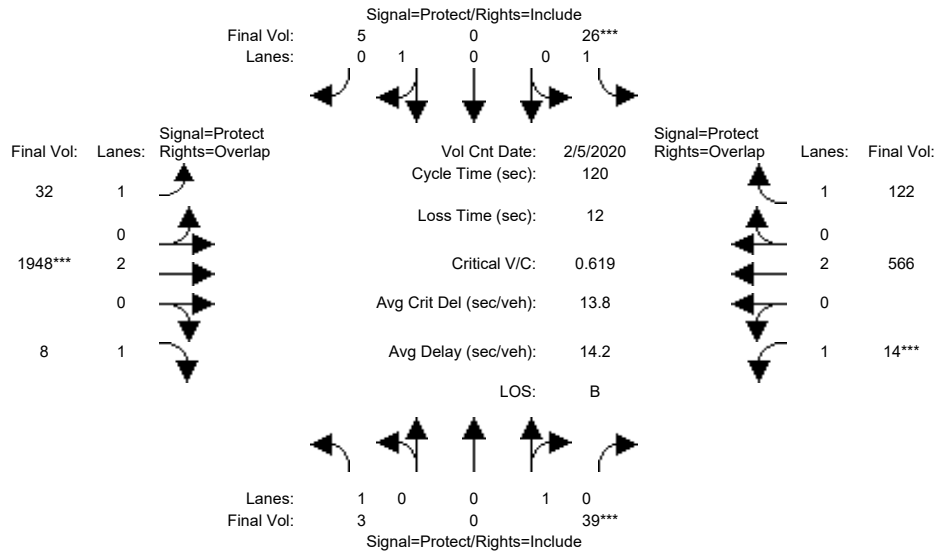
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.08	0.92	1.00	0.50	0.50	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	150	1650	1750	900	900	1750	3800	1750	1750	3800	1750

Capacity Analysis Module:												
Vol/Sat:	0.00	0.01	0.01	0.00	0.00	0.00	0.00	0.09	0.01	0.05	0.61	0.00
Crit Moves:	****			****			****			****		
Green Time:	7.0	10.0	10.0	7.0	10.0	10.0	7.0	56.1	63.1	34.9	84.0	91.0
Volume/Cap:	0.03	0.08	0.08	0.01	0.01	0.01	0.01	0.20	0.01	0.16	0.87	0.00
Uniform Del:	53.3	50.8	50.8	53.2	50.5	50.5	53.2	18.8	13.6	31.6	13.8	3.5
IncrementDel:	0.1	0.2	0.2	0.0	0.0	0.0	0.0	0.1	0.0	0.1	3.4	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	53.4	51.0	51.0	53.3	50.5	50.5	53.3	18.8	13.6	31.7	17.2	3.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.4	51.0	51.0	53.3	50.5	50.5	53.3	18.8	13.6	31.7	17.2	3.5
LOS by Move:	D-	D	D	D-	D	D	D-	B-	B	C	B	A
HCM2kAvgQ:	0	0	0	0	0	0	0	4	0	2	34	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 #37: Twin Creeks Dwy & E Caribbean Dr

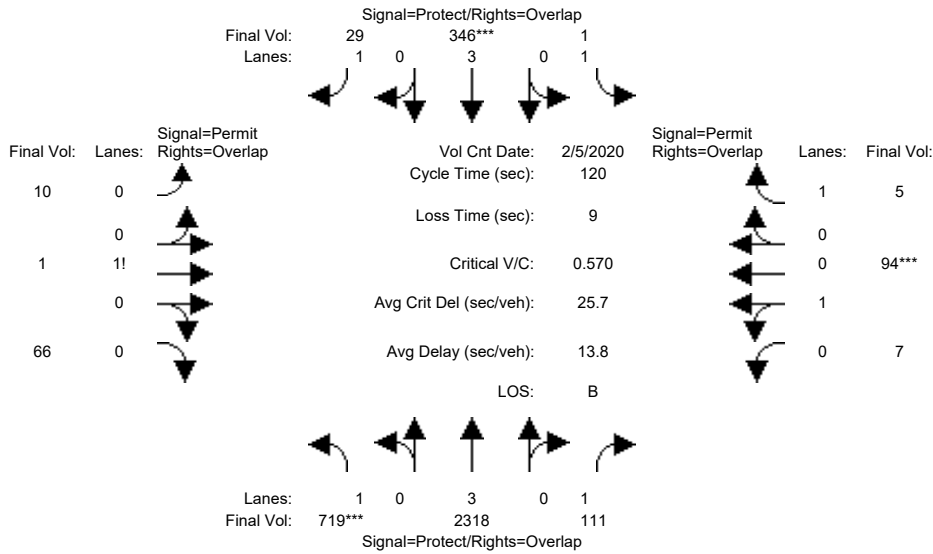


Street Name:	Twin Creeks Dwy						E Caribbean Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Feb 2020 << 4:30 - 5:30												
Base Vol:	3	0	39	26	0	5	32	1948	8	14	566	122
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	0	39	26	0	5	32	1948	8	14	566	122
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	0	39	26	0	5	32	1948	8	14	566	122
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	0	39	26	0	5	32	1948	8	14	566	122
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	0	39	26	0	5	32	1948	8	14	566	122
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	3	0	39	26	0	5	32	1948	8	14	566	122
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	1.00	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	0	1800	1750	0	1800	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.02	0.01	0.00	0.00	0.02	0.51	0.00	0.01	0.15	0.07
Crit Moves:			****	****				****		****		
Green Time:	16.2	0.0	10.0	7.0	0.0	7.0	25.6	84.0	100.2	7.0	65.4	72.4
Volume/Cap:	0.01	0.00	0.26	0.25	0.00	0.05	0.09	0.73	0.01	0.14	0.27	0.12
Uniform Del:	44.9	0.0	51.5	54.0	0.0	53.4	37.8	11.1	1.6	53.6	14.6	10.2
IncrementDel:	0.0	0.0	0.9	1.3	0.0	0.2	0.1	1.1	0.0	0.6	0.1	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	45.0	0.0	52.5	55.3	0.0	53.5	37.9	12.2	1.6	54.2	14.7	10.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.0	0.0	52.5	55.3	0.0	53.5	37.9	12.2	1.6	54.2	14.7	10.2
LOS by Move:	D	A	D-	E+	A	D-	D+	B	A	D-	B	B+
HCM2kAvgQ:	0	0	2	1	0	0	1	22	0	1	5	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 #38: E Carribean Dr & Moffett Park Dr/Baylands Park



Street Name:	E Carribean Dr						Moffett Park Dr/Baylands Park					
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:	5 Feb 2020	<<	8:00 - 9:00						
Base Vol:	719	2318	111	1	346	29	10	1	66	7	94	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	719	2318	111	1	346	29	10	1	66	7	94	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	719	2318	111	1	346	29	10	1	66	7	94	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	719	2318	111	1	346	29	10	1	66	7	94	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	719	2318	111	1	346	29	10	1	66	7	94	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	719	2318	111	1	346	29	10	1	66	7	94	5

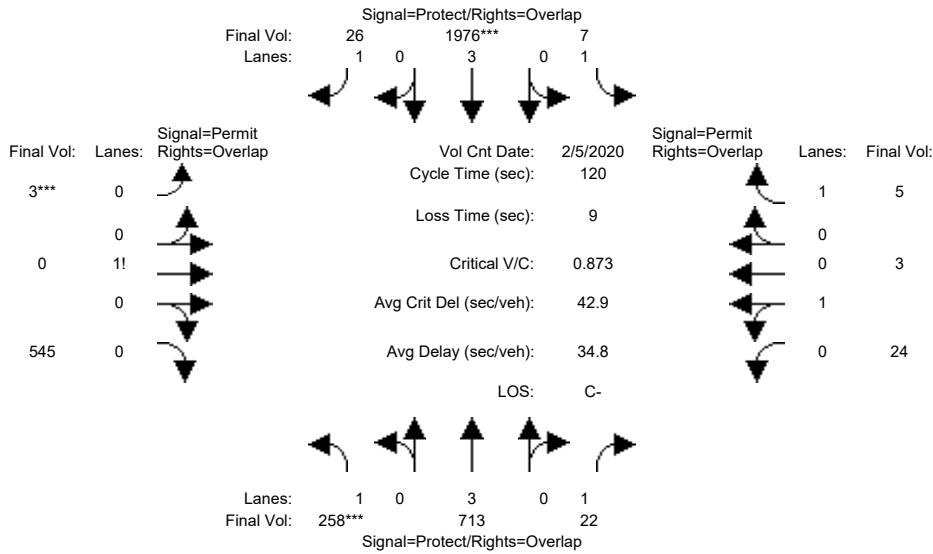
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	0.13	0.01	0.86	0.07	0.93	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	227	23	1500	125	1675	1750

Capacity Analysis Module:												
Vol/Sat:	0.41	0.41	0.06	0.00	0.06	0.02	0.04	0.04	0.04	0.06	0.06	0.00
Crit Moves:	***				***						***	
Green Time:	86.4	86.8	86.8	12.4	12.8	12.8	11.8	11.8	98.2	11.8	11.8	24.2
Volume/Cap:	0.57	0.56	0.09	0.01	0.57	0.16	0.45	0.45	0.05	0.57	0.57	0.01
Uniform Del:	8.0	7.8	4.9	48.2	51.0	48.7	51.0	51.0	2.1	51.7	51.7	38.3
IncrementDel:	0.6	0.2	0.0	0.0	1.3	0.4	1.8	1.8	0.0	4.4	4.4	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	8.6	7.9	4.9	48.2	52.3	49.1	52.9	52.9	2.1	56.1	56.1	38.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.6	7.9	4.9	48.2	52.3	49.1	52.9	52.9	2.1	56.1	56.1	38.3
LOS by Move:	A	A	A	D	D-	D	D-	D-	A	E+	E+	D+
HCM2kAvgQ:	14	13	1	0	4	1	3	3	1	5	5	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 #38: E Carribean Dr & Moffett Park Dr/Baylands Park



Street Name:	E Carribean Dr						Moffett Park Dr/Baylands Park					
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:	5 Feb 2020	<<	4:45 - 5:45						
Base Vol:	258	713	22	7	1976	26	3	0	545	24	3	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	258	713	22	7	1976	26	3	0	545	24	3	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	258	713	22	7	1976	26	3	0	545	24	3	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	258	713	22	7	1976	26	3	0	545	24	3	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	258	713	22	7	1976	26	3	0	545	24	3	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	258	713	22	7	1976	26	3	0	545	24	3	5

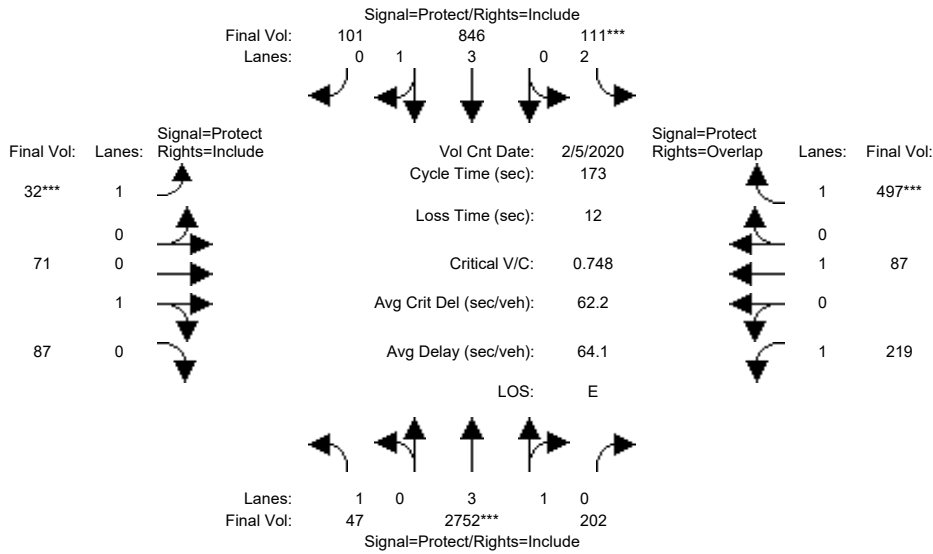
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	0.01	0.00	0.99	0.89	0.11	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	10	0	1740	1600	200	1750

Capacity Analysis Module:												
Vol/Sat:	0.15	0.13	0.01	0.00	0.35	0.01	0.31	0.00	0.31	0.02	0.02	0.00
Crit Moves:	***			****			****					
Green Time:	20.3	46.3	46.3	21.6	47.7	47.7	43.1	0.0	63.3	43.1	43.1	64.7
Volume/Cap:	0.87	0.32	0.03	0.02	0.87	0.04	0.87	0.00	0.59	0.04	0.04	0.01
Uniform Del:	48.6	25.8	22.9	40.5	33.4	22.1	35.9	0.0	19.5	25.0	25.0	12.8
IncrementDel:	23.6	0.1	0.0	0.0	4.1	0.0	12.8	0.0	1.0	0.0	0.0	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Delay/Veh:	72.2	25.9	22.9	40.5	37.4	22.2	48.7	0.0	20.5	25.1	25.1	12.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	72.2	25.9	22.9	40.5	37.4	22.2	48.7	0.0	20.5	25.1	25.1	12.8
LOS by Move:	E	C	C+	D	D+	C+	D	A	C+	C	C	B
HCM2kAvgQ:	13	6	1	0	24	1	23	0	15	1	1	0

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

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

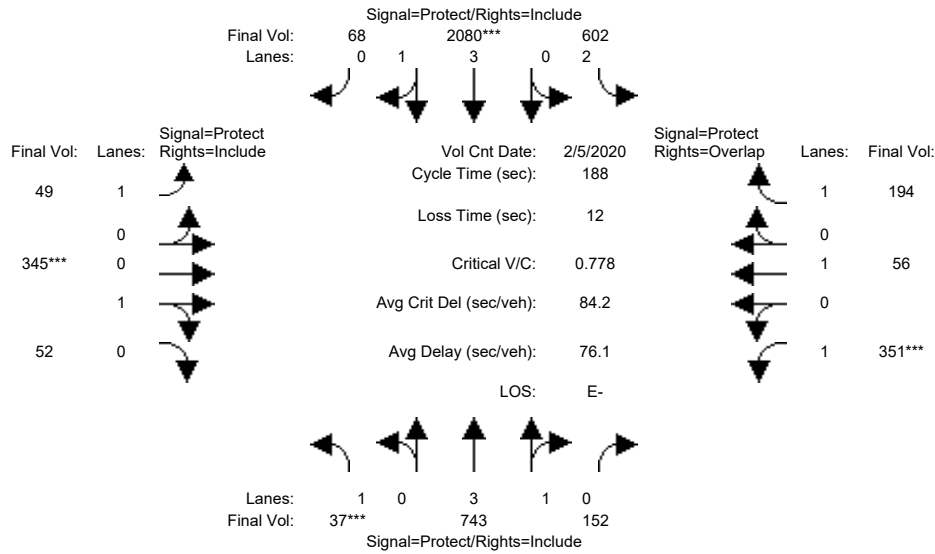
Intersection #39: Lawrence Expwy & Persian Dr/Elko Dr



Street Name:	Lawrence Expwy						Persian Dr/Elko Dr					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	9	103	103	13	108	108	14	16	16	16	21	21
Y+R:	5.5	6.2	6.2	5.7	6.2	6.2	5.0	5.8	5.8	5.6	5.3	5.3
Volume Module: >> Count Date: 5 Feb 2020 << 7:45 - 8:45												
Base Vol:	47	2752	202	111	846	101	32	71	87	219	87	497
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	47	2752	202	111	846	101	32	71	87	219	87	497
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	47	2752	202	111	846	101	32	71	87	219	87	497
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	47	2752	202	111	846	101	32	71	87	219	87	497
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	2752	202	111	846	101	32	71	87	219	87	497
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	47	2752	202	111	846	101	32	71	87	219	87	497
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	0.99	0.95	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	3.72	0.28	2.00	3.56	0.44	1.00	0.45	0.55	1.00	1.00	1.00
Final Sat.:	1750	6986	513	3150	6699	800	1750	809	991	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.39	0.39	0.04	0.13	0.13	0.02	0.09	0.09	0.13	0.05	0.28
Crit Moves:	****			****			****			****		
Green Time:	8.5	103	102.8	13.3	108	107.8	14.0	16.2	16.2	16.4	20.7	34.0
Volume/Cap:	0.55	0.66	0.66	0.46	0.20	0.20	0.23	0.94	0.94	1.32	0.38	1.44
Uniform Del:	80.4	23.5	23.5	76.4	14.1	14.1	74.4	77.9	77.9	78.3	70.2	69.5
IncrementDel:	7.2	0.4	0.4	1.4	0.0	0.0	0.8	51.2	51.2	179.9	1.1	215.8
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	87.6	23.9	23.9	77.8	14.1	14.1	75.2	129	129.1	258.2	71.3	285.3
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:	87.6	23.9	23.9	77.8	14.1	14.1	75.2	129	129.1	258.2	71.3	285.3
LOS by Move:	F	C	C	E-	B	B	E-	F	F	F	E	F
HCM2kAvgQ:	3	25	25	4	5	5	2	12	12	22	4	50
Note: Queue reported is the number of cars per lane.												

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

Intersection #39: Lawrence Expwy & Persian Dr/Elko Dr

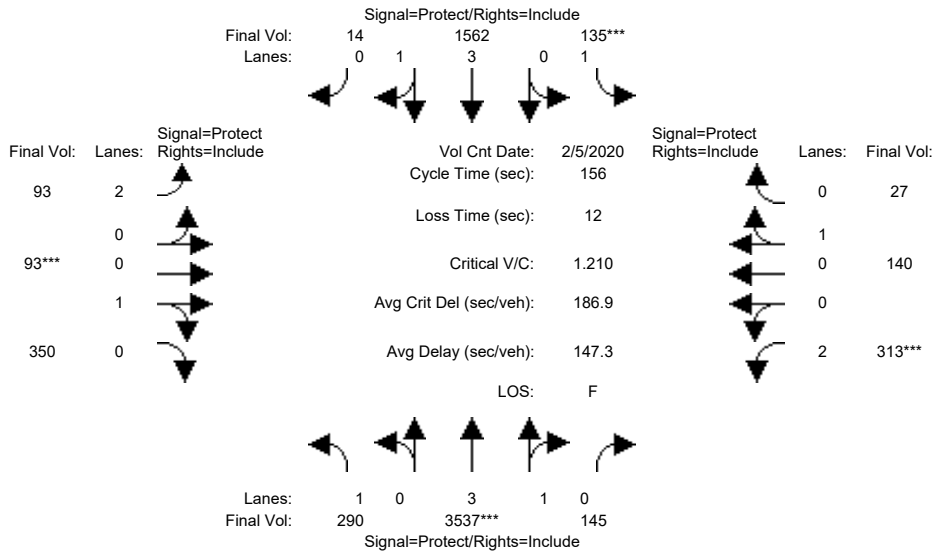


Street Name:	Lawrence Expwy						Persian Dr/Elko Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	48	48	42	82	82	24	50	50	24	51	51
Y+R:	5.5	6.2	6.2	5.7	6.2	6.2	5.0	5.8	5.8	5.6	5.3	5.3
Volume Module: >> Count Date: 5 Feb 2020 << 4:45 - 5:45	37	743	152	602	2080	68	49	345	52	351	56	194
Base Vol:	37	743	152	602	2080	68	49	345	52	351	56	194
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	37	743	152	602	2080	68	49	345	52	351	56	194
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	37	743	152	602	2080	68	49	345	52	351	56	194
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	37	743	152	602	2080	68	49	345	52	351	56	194
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	743	152	602	2080	68	49	345	52	351	56	194
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	37	743	152	602	2080	68	49	345	52	351	56	194
Saturation Flow Module:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	0.99	0.95	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	3.29	0.71	2.00	3.87	0.13	1.00	0.87	0.13	1.00	1.00	1.00
Final Sat.:	1750	6224	1273	3150	7262	237	1750	1564	236	1750	1900	1750
Capacity Analysis Module:	0.02	0.12	0.12	0.19	0.29	0.29	0.03	0.22	0.22	0.20	0.03	0.11
Vol/Sat:	0.02	0.12	0.12	0.19	0.29	0.29	0.03	0.22	0.22	0.20	0.03	0.11
Crit Moves:	***				***			***			***	
Green Time:	9.5	47.8	47.8	42.3	81.8	81.8	24.0	50.2	50.2	24.4	50.7	93.0
Volume/Cap:	0.42	0.47	0.47	0.85	0.66	0.66	0.22	0.83	0.83	1.55	0.11	0.22
Uniform Del:	86.6	59.4	59.4	69.8	42.0	42.0	73.6	64.8	64.8	81.8	51.7	27.0
IncrementDel:	3.2	0.2	0.2	9.5	0.5	0.5	0.5	11.2	11.2	266.1	0.1	0.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	89.8	59.5	59.5	79.3	42.5	42.5	74.1	76.0	76.0	347.9	51.8	27.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	89.8	59.5	59.5	79.3	42.5	42.5	74.1	76.0	76.0	347.9	51.8	27.1
LOS by Move:	F	E+	E+	E-	D	D	E	E-	E-	F	D-	C
HCM2kAvgQ:	2	11	11	22	24	24	3	24	24	39	2	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 #41: Lawrence Expwy & Lakehaven Dr



Street Name:	Lawrence Expwy						Lakehaven Dr					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	33	63	63	13	42	42	12	31	31	26	45	45
Y+R:	6.1	6.2	6.2	5.6	6.2	6.2	5.5	6.0	6.0	5.6	6.1	6.1

Volume Module:	>>	Count	Date:	5 Feb 2020	<<	7:15 - 8:15						
Base Vol:	290	3537	145	135	1562	14	93	93	350	313	140	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	290	3537	145	135	1562	14	93	93	350	313	140	27
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:	290	3537	145	135	1562	14	93	93	350	313	140	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	290	3537	145	135	1562	14	93	93	350	313	140	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	290	3537	145	135	1562	14	93	93	350	313	140	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	290	3537	145	135	1562	14	93	93	350	313	140	27

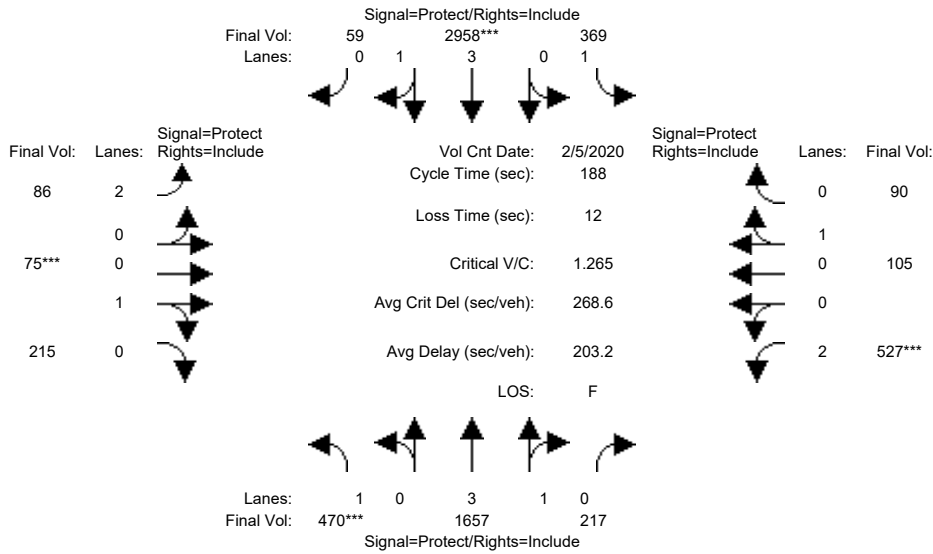
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.99	0.95	0.41	0.38	0.66	0.58	0.38	0.38
Lanes:	1.00	3.84	0.16	1.00	3.96	0.04	2.00	0.32	0.68	2.00	0.84	0.16
Final Sat.:	1750	7204	295	1750	7433	67	1575	229	860	2205	604	116

Capacity Analysis Module:												
Vol/Sat:	0.17	0.49	0.49	0.08	0.21	0.21	0.06	0.41	0.41	0.14	0.23	0.23
Crit Moves:	****			****			****			****		
Green Time:	32.9	62.8	62.8	13.4	41.8	41.8	11.5	31.0	31.0	26.4	44.9	44.9
Volume/Cap:	0.79	1.22	1.22	0.90	0.78	0.78	0.80	2.05	2.05	0.84	0.81	0.81
Uniform Del:	58.2	46.6	46.6	70.6	52.9	52.9	71.1	62.5	62.5	62.7	51.5	51.5
IncrcmntDel:	10.6	102	102.0	44.7	2.1	2.1	31.5	487	487.4	15.4	20.2	20.2
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.01	1.14	1.14	1.00	1.04	1.04	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	69.6	155	155.0	115.3	57.3	57.3	102.6	550	549.9	78.1	71.7	71.7
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:	69.6	155	155.0	115.3	57.3	57.3	102.6	550	549.9	78.1	71.7	71.7
LOS by Move:	E	F	F	F	E+	E+	F	F	F	E-	E	E
HCM2kAvgQ:	14	63	63	8	18	18	4	35	60	11	10	10

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative PM

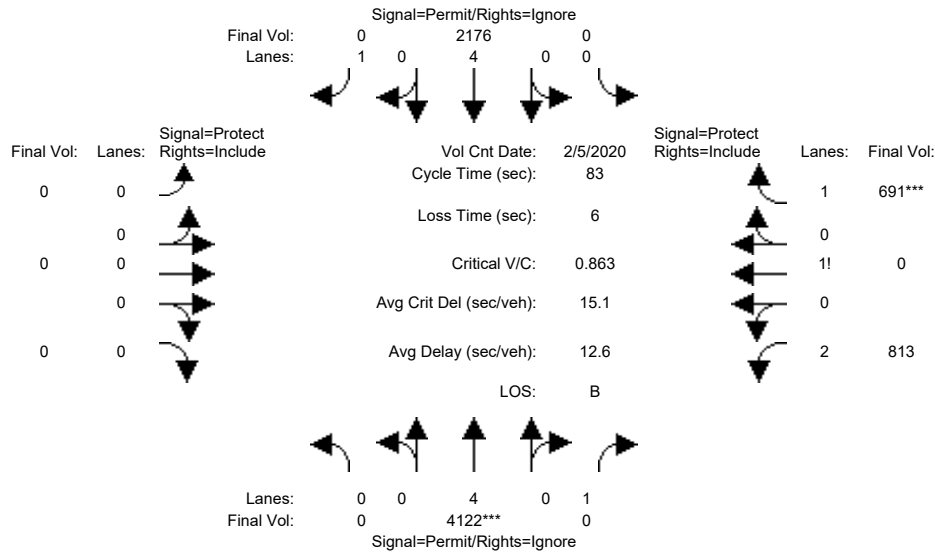
Intersection #41: Lawrence Expwy & Lakehaven Dr



Street Name:	Lawrence Expwy						Lakehaven Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	56	88	88	27	59	59	12	31	31	18	38	38
Y+R:	6.1	6.2	6.2	5.6	6.2	6.2	5.5	6.0	6.0	5.6	6.1	6.1
Volume Module: >> Count Date: 5 Feb 2020 << 5:00 - 6:00												
Base Vol:	470	1657	217	369	2958	59	86	75	215	527	105	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	470	1657	217	369	2958	59	86	75	215	527	105	90
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:	470	1657	217	369	2958	59	86	75	215	527	105	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	470	1657	217	369	2958	59	86	75	215	527	105	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	470	1657	217	369	2958	59	86	75	215	527	105	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	470	1657	217	369	2958	59	86	75	215	527	105	90
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.99	0.95	0.41	0.38	0.66	0.58	0.38	0.38
Lanes:	1.00	3.52	0.48	1.00	3.92	0.08	2.00	0.38	0.62	2.00	0.54	0.46
Final Sat.:	1750	6630	868	1750	7353	147	1575	273	782	2205	388	332
Capacity Analysis Module:												
Vol/Sat:	0.27	0.25	0.25	0.21	0.40	0.40	0.05	0.27	0.27	0.24	0.27	0.27
Crit Moves:	***			****			***			****		
Green Time:	55.9	87.8	87.8	27.4	58.8	58.8	11.5	31.0	31.0	18.4	37.9	37.9
Volume/Cap:	0.90	0.54	0.54	1.45	1.29	1.29	0.89	1.67	1.67	2.44	1.34	1.34
Uniform Del:	63.5	35.6	35.6	80.3	64.6	64.6	87.6	78.5	78.5	84.8	75.0	75.0
IncrementDel:	19.0	0.2	0.2	222.0	132	132.1	58.2	324	323.9	662.4	193	193.3
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.99	0.81	0.81	1.00	1.07	1.07	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	81.7	29.1	29.1	302.3	201	201.3	145.8	402	402.4	747.2	268	268.4
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:	81.7	29.1	29.1	302.3	201	201.3	145.8	402	402.4	747.2	268	268.4
LOS by Move:	F	C	C	F	F	F	F	F	F	F	F	F
HCM2kAvgQ:	29	15	15	37	62	62	5	23	40	42	20	20
Note: Queue reported is the number of cars per lane.												

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative AM

Intersection #42: Lawrence Expwy & US 101 NB Ramps



Street Name:	Lawrence Expwy						US 101 NB Ramps					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	51	51	0	51	51	0	0	0	21	21	21
Y+R:	0.0	6.2	6.2	0.0	6.2	6.2	0.0	0.0	0.0	5.0	0.0	5.0

Volume Module:	>> Count	Date:	5 Feb 2020	<< 7:30 - 8:30
Base Vol:	0 4122	0	0 2176	437
Growth Adj:	1.00 1.00	1.00	1.00 1.00	1.00
Initial Bse:	0 4122	0	0 2176	437
Added Vol:	0 0	0	0 0	0
PasserByVol:	0 0	0	0 0	0
Initial Fut:	0 4122	0	0 2176	437
User Adj:	1.00 1.00	0.00	1.00 1.00	0.00
PHF Adj:	1.00 1.00	0.00	1.00 1.00	0.00
PHF Volume:	0 4122	0	0 2176	0
Reduct Vol:	0 0	0	0 0	0
Reduced Vol:	0 4122	0	0 2176	0
PCE Adj:	1.00 1.00	0.00	1.00 1.00	0.00
MLF Adj:	1.00 1.00	0.00	1.00 1.00	0.00
Final Volume:	0 4122	0	0 2176	0

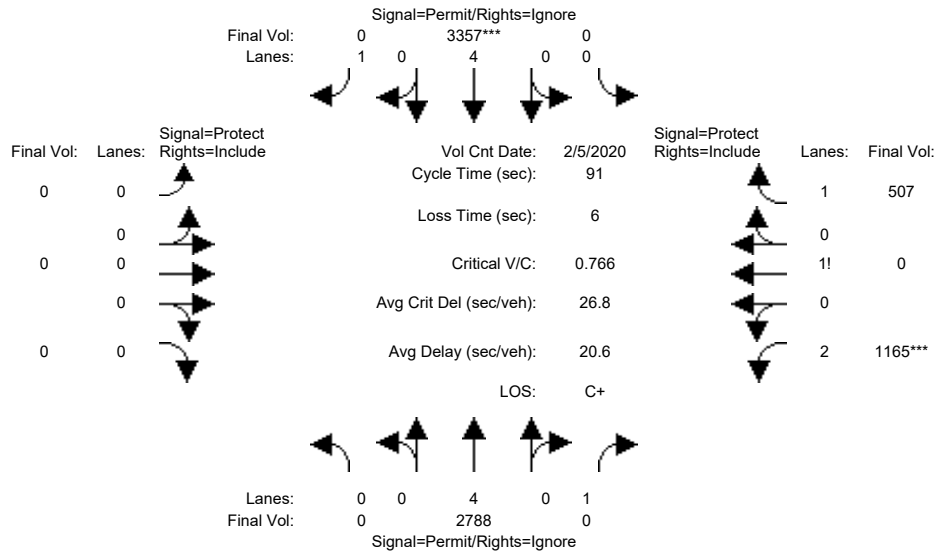
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.82	1.00	0.92
Lanes:	0.00	4.00	1.00	0.00	4.00	1.00	0.00	0.00	0.00	2.47	0.00	1.53
Final Sat.:	0	7600	1750	0	7600	1750	0	0	0	3830	0	2678

Capacity Analysis Module:												
Vol/Sat:	0.00	0.54	0.00	0.00	0.29	0.00	0.00	0.00	0.00	0.21	0.00	0.26
Crit Moves:	****											****
Green Time:	0.0	50.8	0.0	0.0	50.8	0.0	0.0	0.0	0.0	21.0	21.0	26.0
Volume/Cap:	0.00	0.89	0.00	0.00	0.47	0.00	0.00	0.00	0.00	0.84	0.00	0.82
Uniform Del:	0.0	13.7	0.0	0.0	8.8	0.0	0.0	0.0	0.0	29.4	0.0	26.4
IncrementDel:	0.0	2.4	0.0	0.0	0.1	0.0	0.0	0.0	0.0	3.7	0.0	3.2
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.55	0.00	0.00	0.55	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	9.8	0.0	0.0	4.8	0.0	0.0	0.0	0.0	33.1	0.0	29.6
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	9.8	0.0	0.0	4.8	0.0	0.0	0.0	0.0	33.1	0.0	29.6
LOS by Move:	A	A	A	A	A	A	A	A	A	C-	A	C
HCM2kAvgQ:	0	22	0	0	4	0	0	0	0	12	0	14

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative PM

Intersection #42: Lawrence Expwy & US 101 NB Ramps

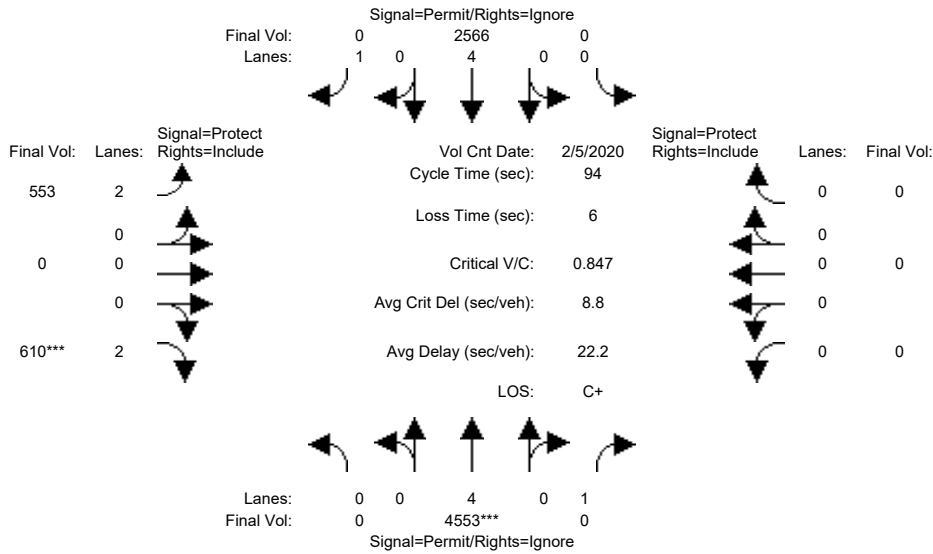


Street Name:	Lawrence Expwy						US 101 NB Ramps						
	North Bound			South Bound			East Bound			West Bound			
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Min. Green:	0	56	56	0	56	56	0	0	0	24	24	24	
Y+R:	0.0	6.2	6.2	0.0	6.2	6.2	0.0	0.0	0.0	5.0	0.0	5.0	
Volume Module: >> Count Date: 5 Feb 2020 << 5:00 - 6:00													
Base Vol:	0	2788	0	0	3357	327	0	0	0	1165	0	507	
Growth Adj:	1.00	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	2788	0	0	3357	327	0	0	0	1165	0	507	
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	2788	0	0	3357	327	0	0	0	1165	0	507	
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	0	2788	0	0	3357	0	0	0	0	1165	0	507	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	0	2788	0	0	3357	0	0	0	0	1165	0	507	
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	
Final Volume:	0	2788	0	0	3357	0	0	0	0	1165	0	507	
Saturation Flow Module:													
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.85	1.00	0.92	
Lanes:	0.00	4.00	1.00	0.00	4.00	1.00	0.00	0.00	0.00	2.62	0.00	1.38	
Final Sat.:	0	7600	1750	0	7600	1750	0	0	0	4260	0	2410	
Capacity Analysis Module:													
Vol/Sat:	0.00	0.37	0.00	0.00	0.44	0.00	0.00	0.00	0.00	0.27	0.00	0.21	
Crit Moves:							****						
Green Time:	0.0	55.8	0.0	0.0	55.8	0.0	0.0	0.0	0.0	24.0	24.0	24.0	
Volume/Cap:	0.00	0.60	0.00	0.00	0.72	0.00	0.00	0.00	0.00	1.04	0.00	0.80	
Uniform Del:	0.0	10.8	0.0	0.0	12.2	0.0	0.0	0.0	0.0	33.5	0.0	31.2	
IncrementDel:	0.0	0.2	0.0	0.0	0.6	0.0	0.0	0.0	0.0	32.6	0.0	2.2	
InitQueueDel:	0.0	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	1.42	0.00	0.00	0.54	0.00	0.00	0.00	0.00	1.00	0.00	1.00	
Delay/Veh:	0.0	15.5	0.0	0.0	7.2	0.0	0.0	0.0	0.0	66.1	0.0	33.5	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	0.0	15.5	0.0	0.0	7.2	0.0	0.0	0.0	0.0	66.1	0.0	33.5	
LOS by Move:	A	B	A	A	A	A	A	A	A	E	A	C-	
HCM2kAvgQ:	0	15	0	0	10	0	0	0	0	22	0	13	

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative AM

Intersection #43: Lawrence Expwy & US 101 SB Ramps

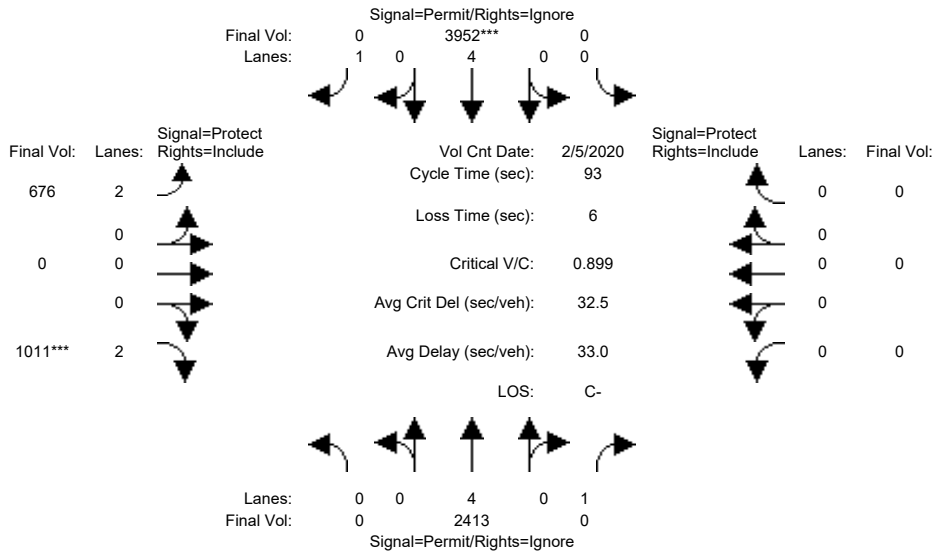


Street Name:	Lawrence Expwy						US 101 SB Ramps					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	69	69	0	51	51	13	13	13	0	0	0
Y+R:	0.0	6.2	6.2	0.0	6.2	6.2	5.5	0.0	5.5	0.0	0.0	0.0
Volume Module: >> Count Date: 5 Feb 2020 << 8:00 - 9:00												
Base Vol:	0	4553	277	0	2566	0	553	0	610	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	4553	277	0	2566	0	553	0	610	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	4553	277	0	2566	0	553	0	610	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	4553	0	0	2566	0	553	0	610	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	4553	0	0	2566	0	553	0	610	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	4553	0	0	2566	0	553	0	610	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	4.00	1.00	0.00	4.00	1.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	7600	1750	0	7600	1750	3150	0	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.60	0.00	0.00	0.34	0.00	0.18	0.00	0.19	0.00	0.00	0.00
Crit Moves:	****						****					
Green Time:	0.0	68.8	0.0	0.0	50.8	0.0	12.5	12.5	19.2	0.0	0.0	0.0
Volume/Cap:	0.00	0.82	0.00	0.00	0.62	0.00	1.32	0.00	0.95	0.00	0.00	0.00
Uniform Del:	0.0	8.4	0.0	0.0	15.0	0.0	40.7	0.0	36.9	0.0	0.0	0.0
IncrementDel:	0.0	1.0	0.0	0.0	0.3	0.0	159.9	0.0	23.4	0.0	0.0	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.10	0.00	0.00	0.70	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	1.9	0.0	0.0	10.8	0.0	200.7	0.0	60.3	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	1.9	0.0	0.0	10.8	0.0	200.7	0.0	60.3	0.0	0.0	0.0
LOS by Move:	A	A	A	A	B+	A	F	A	E	A	A	A
HCM2kAvgQ:	0	8	0	0	10	0	22	0	15	0	0	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 #43: Lawrence Expwy & US 101 SB Ramps

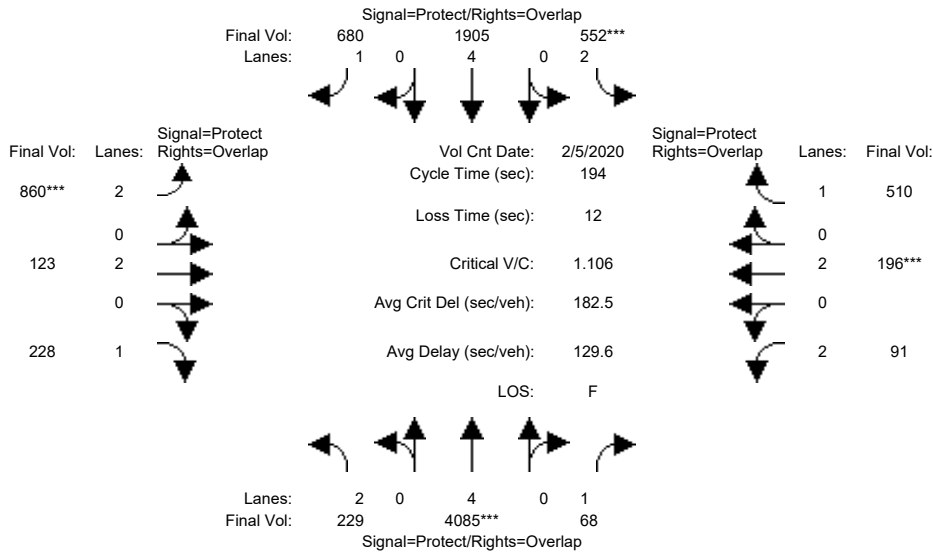


Street Name:	Lawrence Expwy						US 101 SB Ramps					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	65	65	0	48	48	17	17	17	0	0	0
Y+R:	0.0	6.2	6.2	0.0	6.2	6.2	5.5	0.0	5.5	0.0	0.0	0.0
Volume Module: >> Count Date: 5 Feb 2020 << 4:30 - 5:30												
Base Vol:	0	2413	220	0	3952	0	676	0	1011	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2413	220	0	3952	0	676	0	1011	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2413	220	0	3952	0	676	0	1011	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2413	0	0	3952	0	676	0	1011	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2413	0	0	3952	0	676	0	1011	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	2413	0	0	3952	0	676	0	1011	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	4.00	1.00	0.00	4.00	1.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	7600	1750	0	7600	1750	3150	0	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.32	0.00	0.00	0.52	0.00	0.21	0.00	0.32	0.00	0.00	0.00
Crit Moves:				****			****					
Green Time:	0.0	64.8	0.0	0.0	47.8	0.0	16.5	16.5	39.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.46	0.00	0.00	1.01	0.00	1.21	0.00	0.77	0.00	0.00	0.00
Uniform Del:	0.0	6.3	0.0	0.0	22.6	0.0	38.3	0.0	23.1	0.0	0.0	0.0
IncrementDel:	0.0	0.1	0.0	0.0	17.3	0.0	110.3	0.0	2.7	0.0	0.0	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.27	0.00	0.00	0.74	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	1.7	0.0	0.0	34.2	0.0	148.5	0.0	25.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	1.7	0.0	0.0	34.2	0.0	148.5	0.0	25.8	0.0	0.0	0.0
LOS by Move:	A	A	A	A	C-	A	F	A	C	A	A	A
HCM2kAvgQ:	0	3	0	0	37	0	23	0	16	0	0	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 #44: Lawrence Expwy & E Duane Ave/Oakmead Pkwy



Street Name:	Lawrence Expwy						E Duane Ave/Oakmead Pkwy					
	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	20	99	99	21	100	100	24	36	36	15	26	26
Y+R:	6.4	6.2	6.2	6.3	6.2	6.2	5.6	5.5	5.5	5.6	5.6	5.6

Volume Module:	>>	Count	Date:	5 Feb 2020	<<	7:45 AM - 8:45 AM						
Base Vol:	229	4085	68	552	1905	680	860	123	228	91	196	510
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	229	4085	68	552	1905	680	860	123	228	91	196	510
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	229	4085	68	552	1905	680	860	123	228	91	196	510
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	229	4085	68	552	1905	680	860	123	228	91	196	510
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	229	4085	68	552	1905	680	860	123	228	91	196	510
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	229	4085	68	552	1905	680	860	123	228	91	196	510

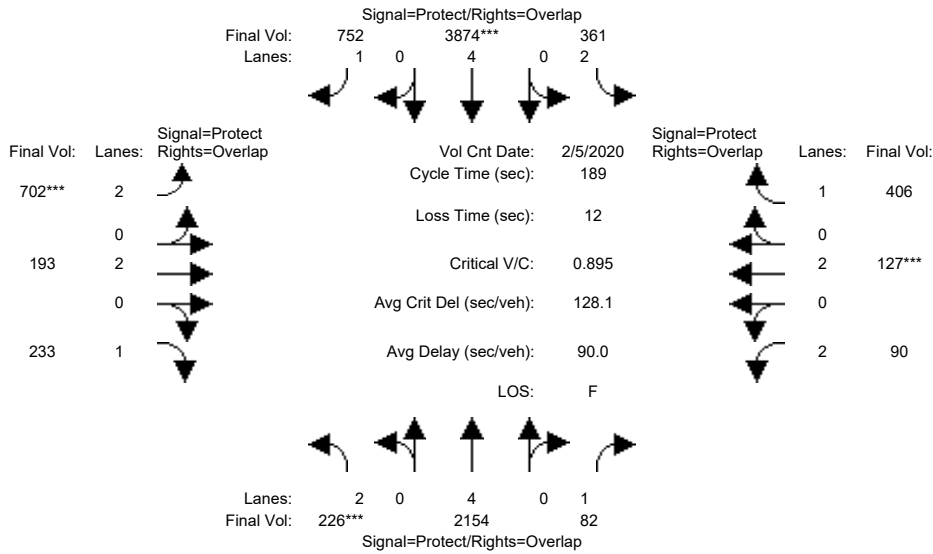
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	7600	1750	3150	7600	1750	3150	3800	1750	3150	3800	1750

Capacity Analysis Module:												
Vol/Sat:	0.07	0.54	0.04	0.18	0.25	0.39	0.27	0.03	0.13	0.03	0.05	0.29
Crit Moves:	****			****			****			****		
Green Time:	19.6	98.8	114.2	20.7	99.8	124.2	24.4	35.5	55.1	15.4	26.4	47.1
Volume/Cap:	0.72	1.06	0.07	1.64	0.49	0.61	2.17	0.18	0.46	0.36	0.38	1.20
Uniform Del:	84.5	47.6	17.1	86.7	30.5	20.5	84.8	66.9	57.2	84.7	76.3	73.4
IncramntDel:	7.8	31.9	0.0	302.2	0.1	1.0	534.9	0.1	0.7	0.9	0.5	110.8
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.75	0.60	1.00	0.74	0.47	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	92.3	67.7	10.3	388.8	22.8	10.6	619.7	67.0	57.9	85.6	76.8	184.2
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:	92.3	67.7	10.3	388.8	22.8	10.6	619.7	67.0	57.9	85.6	76.8	184.2
LOS by Move:	F	E	B+	F	C+	B+	F	E	E+	F	E-	F
HCM2kAvgQ:	7	63	1	36	13	14	65	3	12	3	5	46

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative PM

Intersection #44: Lawrence Expwy & E Duane Ave/Oakmead Pkwy



Street Name:	Lawrence Expwy						E Duane Ave/Oakmead Pkwy					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	22	79	79	29	86	86	32	48	48	10	25	25
Y+R:	6.4	6.2	6.2	6.3	6.2	6.2	5.6	5.5	5.5	5.6	5.6	5.6

Volume Module:	>>	Count	Date:	5 Feb 2020	<<	4:30 - 5:30						
Base Vol:	226	2154	82	361	3874	752	702	193	233	90	127	406
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	226	2154	82	361	3874	752	702	193	233	90	127	406
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:	226	2154	82	361	3874	752	702	193	233	90	127	406
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	226	2154	82	361	3874	752	702	193	233	90	127	406
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	226	2154	82	361	3874	752	702	193	233	90	127	406
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	226	2154	82	361	3874	752	702	193	233	90	127	406

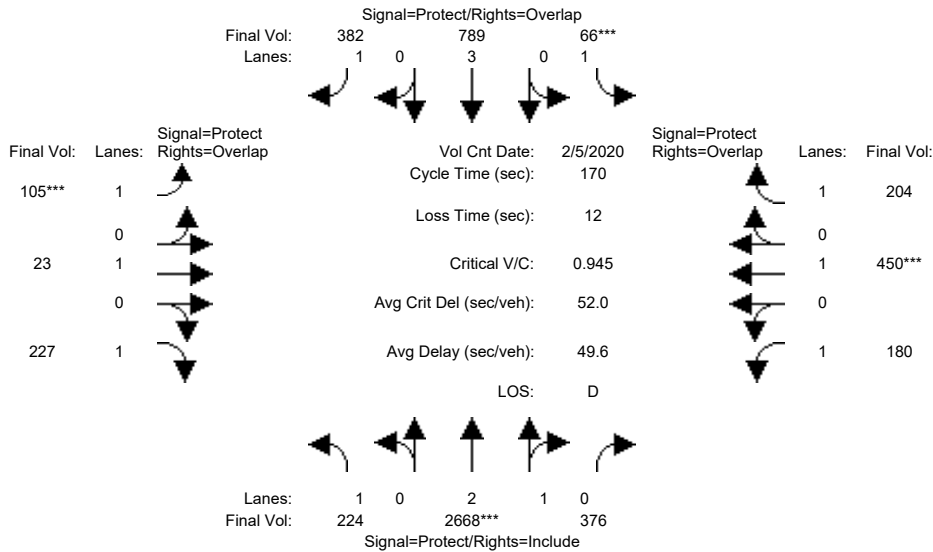
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	7600	1750	3150	7600	1750	3150	3800	1750	3150	3800	1750

Capacity Analysis Module:												
Vol/Sat:	0.07	0.28	0.05	0.11	0.51	0.43	0.22	0.05	0.13	0.03	0.03	0.23
Crit Moves:	***			****			****			****		
Green Time:	21.5	78.4	88.7	28.6	85.4	117.6	32.2	47.2	68.7	10.3	25.3	53.8
Volume/Cap:	0.63	0.68	0.10	0.76	1.13	0.69	1.31	0.20	0.37	0.52	0.25	0.81
Uniform Del:	80.0	45.2	27.9	76.9	51.8	23.7	78.4	56.0	44.1	86.9	73.4	62.9
IncrementDel:	3.6	0.6	0.1	6.9	62.2	1.9	151.2	0.1	0.4	2.9	0.3	10.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.88	0.81	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	83.6	40.3	22.7	83.9	114	25.6	229.6	56.1	44.5	89.8	73.6	72.9
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:	83.6	40.3	22.7	83.9	114	25.6	229.6	56.1	44.5	89.8	73.6	72.9
LOS by Move:	F	D	C+	F	F	C	F	E+	D	F	E	E
HCM2kAvgQ:	7	22	2	13	71	31	38	4	10	4	3	25

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative AM

Intersection #48: Mathilda Ave & California Ave



Street Name:	Mathilda Ave						California Ave					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	5 Feb 2020	<<	8:15 - 9:15						
Base Vol:	224	2668	376	66	789	382	105	23	227	180	450	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:	224	2668	376	66	789	382	105	23	227	180	450	204
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:	224	2668	376	66	789	382	105	23	227	180	450	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	224	2668	376	66	789	382	105	23	227	180	450	204
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	224	2668	376	66	789	382	105	23	227	180	450	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
Final Volume:	224	2668	376	66	789	382	105	23	227	180	450	204

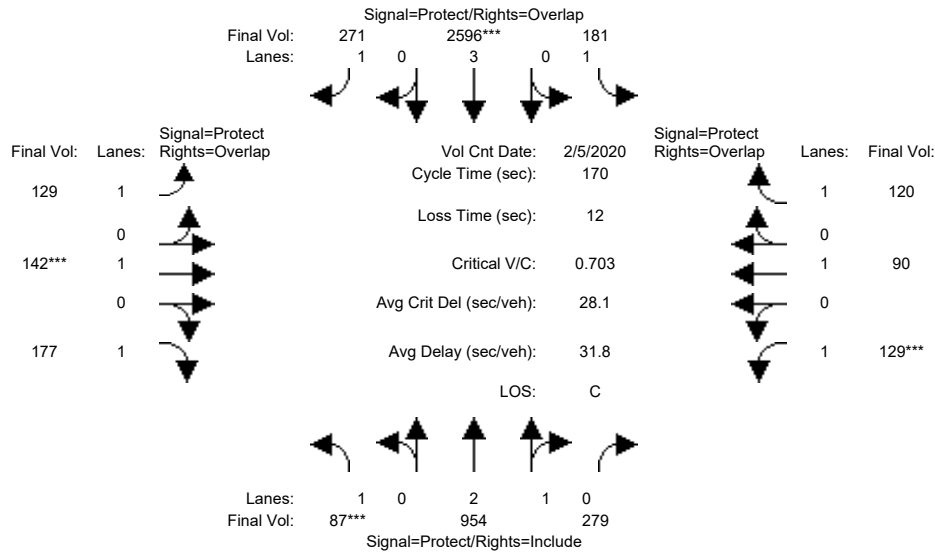
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.62	0.38	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	4907	692	1750	5700	1750	1750	1900	1750	1750	1900	1750

Capacity Analysis Module:												
Vol/Sat:	0.13	0.54	0.54	0.04	0.14	0.22	0.06	0.01	0.13	0.10	0.24	0.12
Crit Moves:	****			****			****			****		
Green Time:	46.8	97.7	97.7	7.0	57.9	68.7	10.8	19.4	66.2	33.9	42.5	49.5
Volume/Cap:	0.46	0.95	0.95	0.92	0.41	0.54	0.95	0.11	0.33	0.52	0.95	0.40
Uniform Del:	51.2	33.7	33.7	81.2	42.9	38.6	79.3	67.5	36.4	60.7	62.6	48.3
IncrementDel:	0.7	7.0	7.0	77.4	0.1	0.9	68.3	0.2	0.3	1.3	28.2	0.5
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	51.9	40.7	40.7	158.6	43.1	39.5	147.6	67.7	36.7	62.0	90.8	48.8
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:	51.9	40.7	40.7	158.6	43.1	39.5	147.6	67.7	36.7	62.0	90.8	48.8
LOS by Move:	D-	D	D	F	D	D	F	E	D+	E	F	D
HCM2kAvgQ:	10	50	50	4	10	16	9	1	9	9	27	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 #48: Mathilda Ave & California Ave

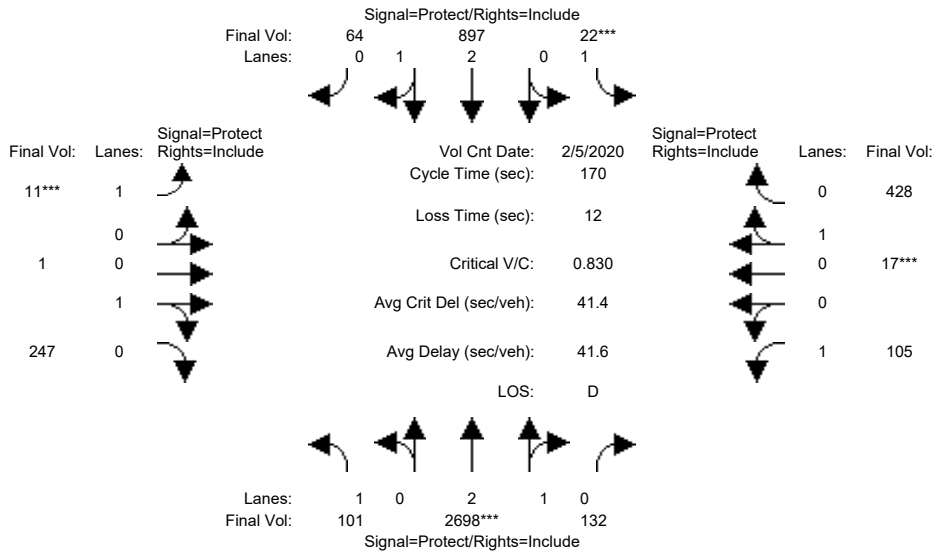


Street Name:	Mathilda Ave						California Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Feb 2020 << 5:15 - 6:15												
Base Vol:	87	954	279	181	2596	271	129	142	177	129	90	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	87	954	279	181	2596	271	129	142	177	129	90	120
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:	87	954	279	181	2596	271	129	142	177	129	90	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	87	954	279	181	2596	271	129	142	177	129	90	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	87	954	279	181	2596	271	129	142	177	129	90	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	87	954	279	181	2596	271	129	142	177	129	90	120
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.30	0.70	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	4331	1267	1750	5700	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.22	0.22	0.10	0.46	0.15	0.07	0.07	0.10	0.07	0.05	0.07
Crit Moves:	***			****			***			***		
Green Time:	12.0	83.1	83.1	39.0	110	130.1	20.0	18.1	30.1	17.8	15.9	54.9
Volume/Cap:	0.70	0.45	0.45	0.45	0.70	0.20	0.63	0.70	0.57	0.70	0.51	0.21
Uniform Del:	77.2	28.5	28.5	56.3	19.4	5.6	71.5	73.4	64.1	73.5	73.3	41.8
IncrementDel:	16.7	0.1	0.1	0.8	0.6	0.1	6.1	10.7	2.6	11.6	2.3	0.2
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	93.9	28.6	28.6	57.1	20.0	5.6	77.5	84.0	66.6	85.2	75.6	42.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	93.9	28.6	28.6	57.1	20.0	5.6	77.5	84.0	66.6	85.2	75.6	42.0
LOS by Move:	F	C	C	E+	C+	A	E-	F	E	F	E-	D
HCM2kAvgQ:	5	14	14	8	27	4	8	8	10	8	5	5

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative AM

Intersection #49: Mathilda Ave & Indio Way



Street Name:	Mathilda Ave						Indio Way					
	North Bound			South Bound			East Bound			West Bound		
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:	5 Feb 2020	<<	8:15 - 9:15						
Base Vol:	101	2698	132	22	897	64	11	1	247	105	17	428
Growth Adj:	1.00	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	2698	132	22	897	64	11	1	247	105	17	428
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	101	2698	132	22	897	64	11	1	247	105	17	428
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	101	2698	132	22	897	64	11	1	247	105	17	428
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	2698	132	22	897	64	11	1	247	105	17	428
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	101	2698	132	22	897	64	11	1	247	105	17	428

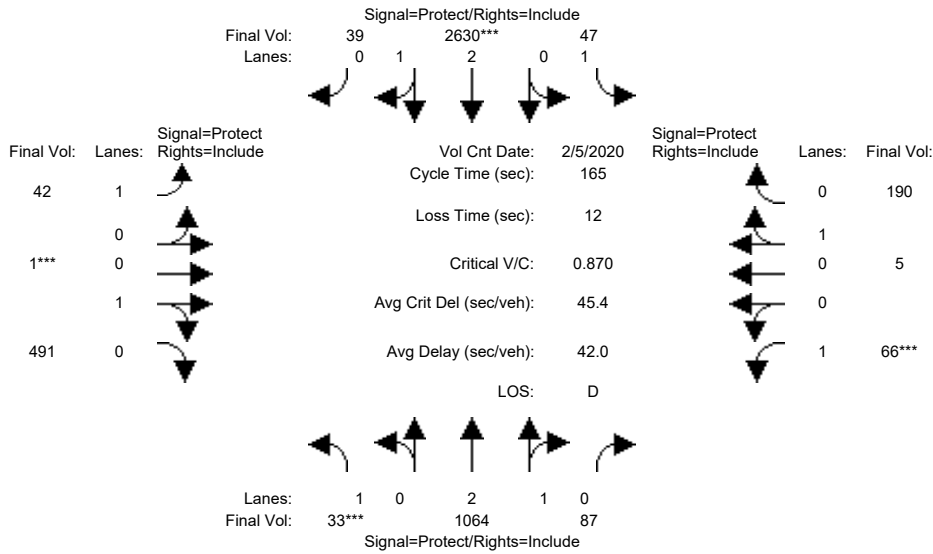
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	2.85	0.15	1.00	2.79	0.21	1.00	0.01	0.99	1.00	0.04	0.96
Final Sat.:	1750	5338	261	1750	5227	373	1750	7	1793	1750	69	1731

Capacity Analysis Module:												
Vol/Sat:	0.06	0.51	0.51	0.01	0.17	0.17	0.01	0.14	0.14	0.06	0.25	0.25
Crit Moves:	****			****			****			****		
Green Time:	26.1	96.7	96.7	7.0	77.6	77.6	7.0	37.8	37.8	16.5	47.3	47.3
Volume/Cap:	0.38	0.89	0.89	0.31	0.38	0.38	0.15	0.62	0.62	0.62	0.89	0.89
Uniform Del:	64.6	32.0	32.0	79.1	30.3	30.3	78.6	59.6	59.6	73.7	58.8	58.8
IncrementDel:	0.9	3.5	3.5	2.4	0.1	0.1	1.0	2.9	2.9	6.8	17.5	17.5
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	65.5	35.4	35.4	81.5	30.4	30.4	79.6	62.5	62.5	80.6	76.3	76.3
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:	65.5	35.4	35.4	81.5	30.4	30.4	79.6	62.5	62.5	80.6	76.3	76.3
LOS by Move:	E	D+	D+	F	C	C	E-	E	E	F	E-	E-
HCM2kAvgQ:	5	41	41	1	11	11	1	13	13	7	26	26

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative PM

Intersection #49: Mathilda Ave & Indio Way



Street Name:	Mathilda Ave						Indio Way					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	5 Feb 2020	<< 5:00 - 6:00
Base Vol:	33 1064 87		47 2630 39	42 1 491
Growth Adj:	1.00 1.00 1.00		1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	33 1064 87		47 2630 39	42 1 491
Added Vol:	0 0 0		0 0 0	0 0 0
PasserByVol:	0 0 0		0 0 0	0 0 0
Initial Fut:	33 1064 87		47 2630 39	42 1 491
User Adj:	1.00 1.00 1.00		1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00		1.00 1.00 1.00	1.00 1.00 1.00
PHF Volume:	33 1064 87		47 2630 39	42 1 491
Reduct Vol:	0 0 0		0 0 0	0 0 0
Reduced Vol:	33 1064 87		47 2630 39	42 1 491
PCE Adj:	1.00 1.00 1.00		1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00		1.00 1.00 1.00	1.00 1.00 1.00
Final Volume:	33 1064 87		47 2630 39	42 1 491

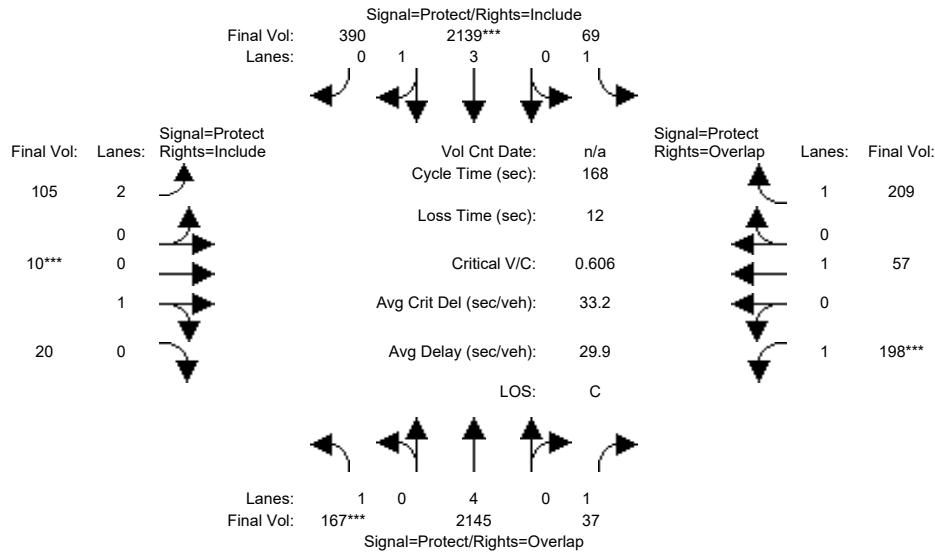
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	2.76	0.24	1.00	2.95	0.05	1.00	0.01	0.99	1.00	0.03	0.97
Final Sat.:	1750	5176	423	1750	5518	82	1750	4	1796	1750	46	1754

Capacity Analysis Module:												
Vol/Sat:	0.02	0.21	0.21	0.03	0.48	0.48	0.02	0.27	0.27	0.04	0.11	0.11
Crit Moves:	***			***			***			***		
Green Time:	7.0	79.0	79.0	16.3	88.3	88.3	16.2	50.7	50.7	7.0	41.4	41.4
Volume/Cap:	0.44	0.43	0.43	0.27	0.89	0.89	0.24	0.89	0.89	0.89	0.43	0.43
Uniform Del:	77.1	28.2	28.2	68.8	34.0	34.0	68.7	54.5	54.5	78.6	51.9	51.9
IncrcmntDel:	4.2	0.1	0.1	0.9	3.7	3.7	0.7	16.4	16.4	67.8	0.7	0.7
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	81.3	28.3	28.3	69.7	37.8	37.8	69.5	70.9	70.9	146.4	52.6	52.6
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:	81.3	28.3	28.3	69.7	37.8	37.8	69.5	70.9	70.9	146.4	52.6	52.6
LOS by Move:	F	C	C	E	D+	D+	E	E	E	F	D-	D-
HCM2kAvgQ:	2	12	12	2	40	40	2	28	28	6	9	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 #50: Mathilda Ave & Almanor Ave



Street Name:	Mathilda Ave						Almanor Ave					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	167	2145	37	69	2139	390	105	10	20	198	57	209
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	167	2145	37	69	2139	390	105	10	20	198	57	209
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:	167	2145	37	69	2139	390	105	10	20	198	57	209
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	167	2145	37	69	2139	390	105	10	20	198	57	209
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	167	2145	37	69	2139	390	105	10	20	198	57	209
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	167	2145	37	69	2139	390	105	10	20	198	57	209

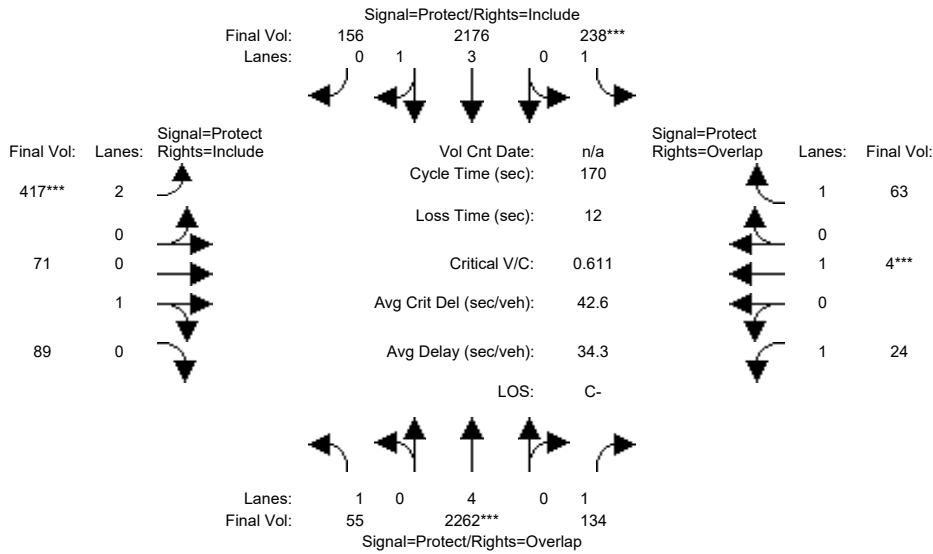
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.99	0.95	0.83	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	4.00	1.00	1.00	3.36	0.64	2.00	0.33	0.67	1.00	1.00	1.00
Final Sat.:	1750	7600	1750	1750	6342	1156	3150	600	1200	1750	1900	1750

Capacity Analysis Module:												
Vol/Sat:	0.10	0.28	0.02	0.04	0.34	0.34	0.03	0.02	0.02	0.11	0.03	0.12
Crit Moves:	***				****			***		****		
Green Time:	25.5	101	131.1	14.9	90.2	90.2	13.8	10.0	10.0	30.3	26.5	41.4
Volume/Cap:	0.63	0.47	0.03	0.44	0.63	0.63	0.41	0.28	0.28	0.63	0.19	0.49
Uniform Del:	66.8	18.7	4.1	72.6	27.2	27.2	73.2	75.6	75.6	63.7	61.5	54.2
IncrcmntDel:	4.7	0.1	0.0	2.0	0.3	0.3	1.0	1.4	1.4	4.0	0.3	0.9
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	71.5	18.8	4.1	74.7	27.5	27.5	74.3	77.0	77.0	67.7	61.8	55.1
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:	71.5	18.8	4.1	74.7	27.5	27.5	74.3	77.0	77.0	67.7	61.8	55.1
LOS by Move:	E	B-	A	E	C	C	E	E-	E-	E	E	E+
HCM2kAvgQ:	8	15	0	4	22	22	3	2	2	11	3	10

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative PM

Intersection #50: Mathilda Ave & Almanor Ave

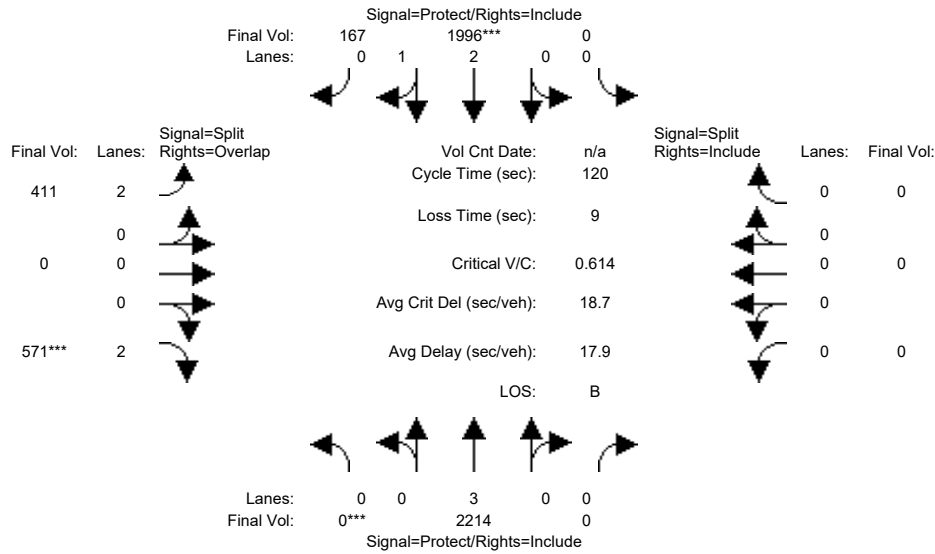


Street Name:	Mathilda Ave						Almanor Ave					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	55	2262	134	238	2176	156	417	71	89	24	4	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	55	2262	134	238	2176	156	417	71	89	24	4	63
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	55	2262	134	238	2176	156	417	71	89	24	4	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	55	2262	134	238	2176	156	417	71	89	24	4	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	2262	134	238	2176	156	417	71	89	24	4	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	55	2262	134	238	2176	156	417	71	89	24	4	63
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.99	0.95	0.83	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	4.00	1.00	1.00	3.72	0.28	2.00	0.44	0.56	1.00	1.00	1.00
Final Sat.:	1750	7600	1750	1750	6997	502	3150	799	1001	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.30	0.08	0.14	0.31	0.31	0.13	0.09	0.09	0.01	0.00	0.04
Crit Moves:	****			****			****			****		
Green Time:	13.3	77.8	91.9	35.6	100	100.1	34.6	30.5	30.5	14.1	10.0	45.6
Volume/Cap:	0.40	0.65	0.14	0.65	0.53	0.53	0.65	0.50	0.50	0.17	0.04	0.13
Uniform Del:	74.6	35.6	19.4	61.5	20.8	20.8	62.1	62.8	62.8	72.5	75.5	47.2
IncrementDel:	1.9	0.4	0.1	4.1	0.1	0.1	2.4	1.2	1.2	0.5	0.1	0.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	76.5	36.0	19.5	65.6	21.0	21.0	64.5	64.0	64.0	73.0	75.6	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:	76.5	36.0	19.5	65.6	21.0	21.0	64.5	64.0	64.0	73.0	75.6	47.4
LOS by Move:	E-	D+	B-	E	C+	C+	E	E	E	E	E-	D
HCM2kAvgQ:	3	21	3	12	17	17	13	8	8	1	0	3

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative AM

Intersection #51: Mathilda Ave & US 101 SB Ramps



Street Name:	Mathilda Ave						US 101 SB Ramps					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	0	2214	0	0	1996	167	411	0	571	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2214	0	0	1996	167	411	0	571	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2214	0	0	1996	167	411	0	571	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2214	0	0	1996	167	411	0	571	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2214	0	0	1996	167	411	0	571	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	2214	0	0	1996	167	411	0	571	0	0	0

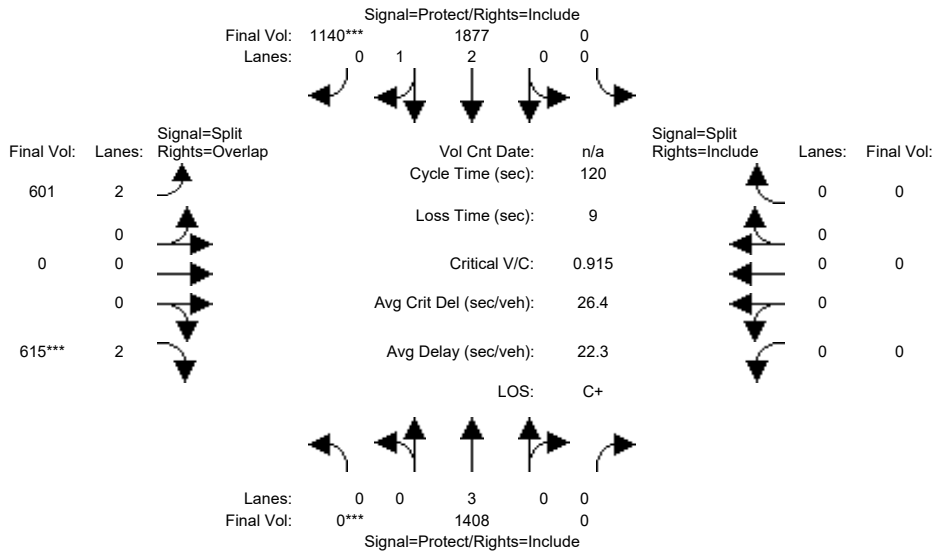
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.99	0.95	0.83	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	3.00	0.00	0.00	2.76	0.24	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	5700	0	0	5167	432	3150	0	3150	0	0	0

Capacity Analysis Module:												
Vol/Sat:	0.00	0.39	0.00	0.00	0.39	0.39	0.13	0.00	0.18	0.00	0.00	0.00
Crit Moves:	***			***					***			
Green Time:	0.0	75.5	0.0	0.0	75.5	75.5	35.5	0.0	35.5	0.0	0.0	0.0
Volume/Cap:	0.00	0.62	0.00	0.00	0.61	0.61	0.44	0.00	0.61	0.00	0.00	0.00
Uniform Del:	0.0	13.5	0.0	0.0	13.4	13.4	34.3	0.0	36.4	0.0	0.0	0.0
IncrementDel:	0.0	0.3	0.0	0.0	0.3	0.3	0.3	0.0	1.2	0.0	0.0	0.0
InitQueueDel:	0.0	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	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	13.8	0.0	0.0	13.7	13.7	34.6	0.0	37.6	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	13.8	0.0	0.0	13.7	13.7	34.6	0.0	37.6	0.0	0.0	0.0
LOS by Move:	A	B	A	A	B	B	C-	A	D+	A	A	A
HCM2kAvgQ:	0	16	0	0	16	16	7	0	11	0	0	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 #51: Mathilda Ave & US 101 SB Ramps

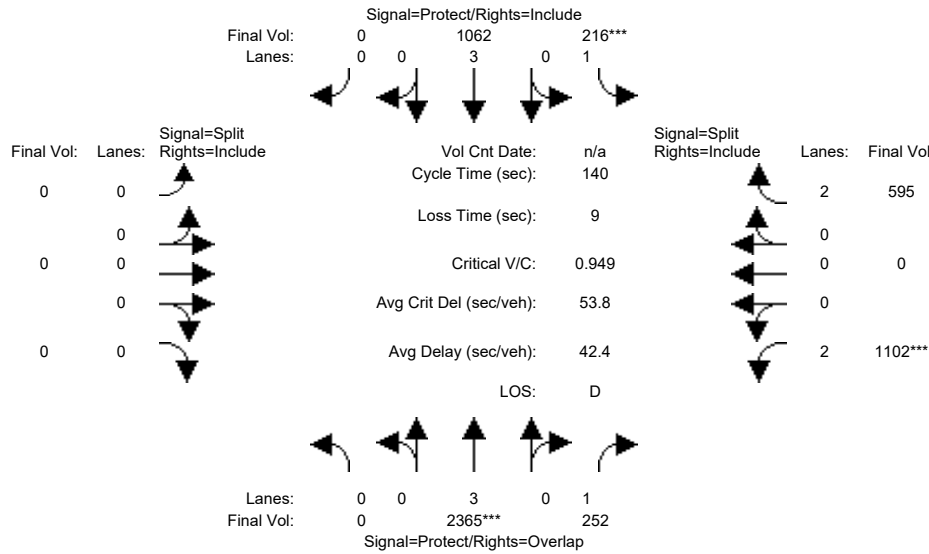


Street Name:	Mathilda Ave						US 101 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1408	0	0	1877	1140	601	0	615	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1408	0	0	1877	1140	601	0	615	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1408	0	0	1877	1140	601	0	615	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1408	0	0	1877	1140	601	0	615	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1408	0	0	1877	1140	601	0	615	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1408	0	0	1877	1140	601	0	615	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	3.00	0.00	0.00	2.00	1.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	5700	0	0	3800	1750	3150	0	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.00	0.00	0.49	0.65	0.19	0.00	0.20	0.00	0.00	0.00
Crit Moves:	***			***			***			***		
Green Time:	0.0	85.4	0.0	0.0	85.4	85.4	25.6	0.0	25.6	0.0	0.0	0.0
Volume/Cap:	0.00	0.35	0.00	0.00	0.69	0.92	0.89	0.00	0.92	0.00	0.00	0.00
Uniform Del:	0.0	6.6	0.0	0.0	9.9	14.3	45.9	0.0	46.1	0.0	0.0	0.0
IncrementDel:	0.0	0.1	0.0	0.0	0.5	4.6	14.5	0.0	17.2	0.0	0.0	0.0
InitQueueDel:	0.0	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	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	6.7	0.0	0.0	10.4	18.9	60.4	0.0	63.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	6.7	0.0	0.0	10.4	18.9	60.4	0.0	63.4	0.0	0.0	0.0
LOS by Move:	A	A	A	A	B+	B-	E	A	E	A	A	A
HCM2kAvgQ:	0	6	0	0	20	41	16	0	17	0	0	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 #52: Mathilda Ave & US 101 NB Ramps



Street Name:	Mathilda Ave						US 101 NB Ramps					
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	10	7	10	0	0	0	0	10	0	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:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	2365	252	216	1062	0	0	0	0	1102	0	595
Growth Adj:	1.00	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	2365	252	216	1062	0	0	0	0	1102	0	595
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	2365	252	216	1062	0	0	0	0	1102	0	595
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2365	252	216	1062	0	0	0	0	1102	0	595
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2365	252	216	1062	0	0	0	0	1102	0	595
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	2365	252	216	1062	0	0	0	0	1102	0	595

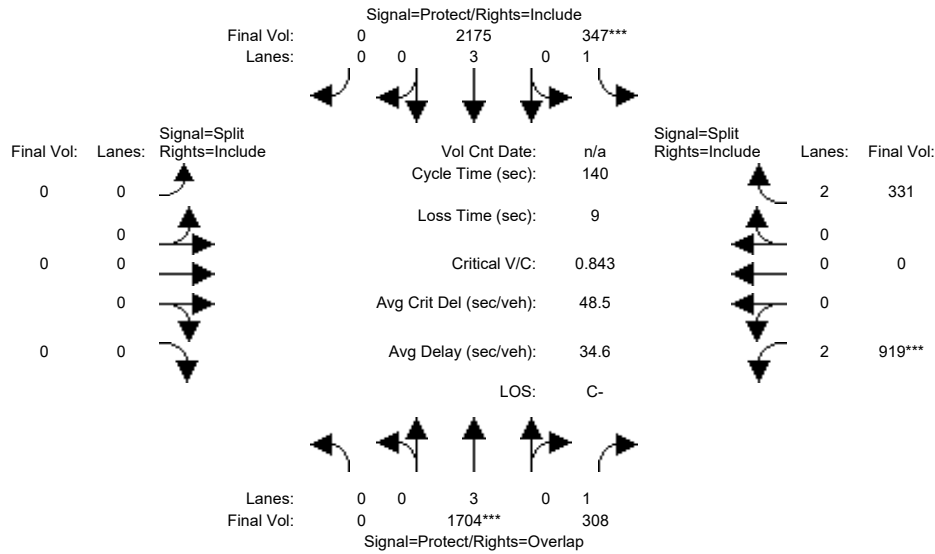
Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.83
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	0	5700	1750	1750	5700	0	0	0	0	3150	0	3150

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.41	0.14	0.12	0.19	0.00	0.00	0.00	0.00	0.35	0.00	0.19
Crit Moves:	****			****						****		
Green Time:	0.0	61.2	112.8	18.2	79.4	0.0	0.0	0.0	0.0	51.6	0.0	51.6
Volume/Cap:	0.00	0.95	0.18	0.95	0.33	0.00	0.00	0.00	0.00	0.95	0.00	0.51
Uniform Del:	0.0	37.9	3.1	60.4	16.1	0.0	0.0	0.0	0.0	42.9	0.0	34.4
IncrementDel:	0.0	8.9	0.1	45.4	0.1	0.0	0.0	0.0	0.0	15.8	0.0	0.4
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	46.8	3.1	105.9	16.2	0.0	0.0	0.0	0.0	58.7	0.0	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:	0.0	46.8	3.1	105.9	16.2	0.0	0.0	0.0	0.0	58.7	0.0	34.8
LOS by Move:	A	D	A	F	B	A	A	A	A	E+	A	C-
HCM2kAvgQ:	0	37	3	12	8	0	0	0	0	32	0	12

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative PM

Intersection #52: Mathilda Ave & US 101 NB Ramps



Street Name:	Mathilda Ave						US 101 NB Ramps					
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	10	7	10	0	0	0	0	10	0	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:	0	1704	308	347	2175	0	0	0	0	919	0	331
Growth Adj:	1.00	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	1704	308	347	2175	0	0	0	0	919	0	331
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	1704	308	347	2175	0	0	0	0	919	0	331
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1704	308	347	2175	0	0	0	0	919	0	331
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1704	308	347	2175	0	0	0	0	919	0	331
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1704	308	347	2175	0	0	0	0	919	0	331

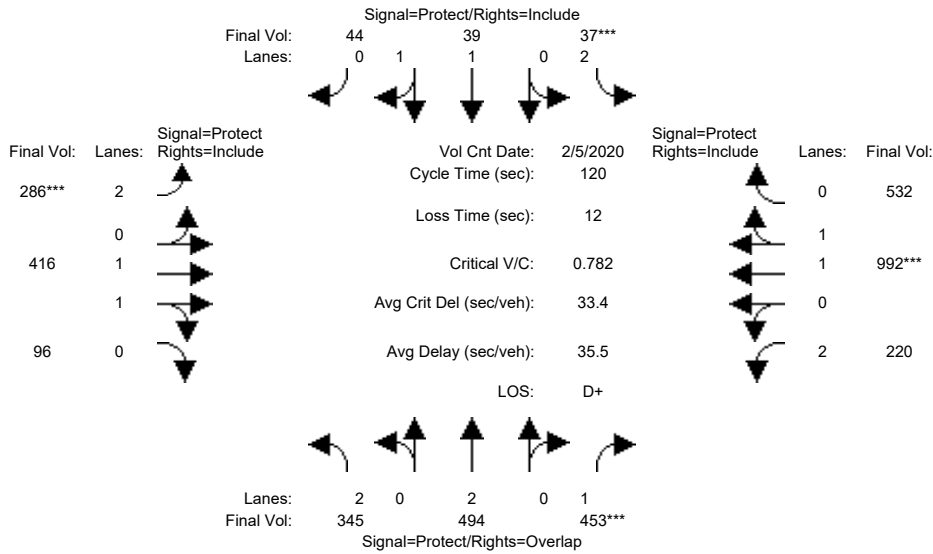
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.83
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	0	5700	1750	1750	5700	0	0	0	0	3150	0	3150

Capacity Analysis Module:												
Vol/Sat:	0.00	0.30	0.18	0.20	0.38	0.00	0.00	0.00	0.00	0.29	0.00	0.11
Crit Moves:		****		****						****		
Green Time:	0.0	49.6	98.1	32.9	82.6	0.0	0.0	0.0	0.0	48.4	0.0	48.4
Volume/Cap:	0.00	0.84	0.25	0.84	0.65	0.00	0.00	0.00	0.00	0.84	0.00	0.30
Uniform Del:	0.0	41.6	7.6	51.1	19.1	0.0	0.0	0.0	0.0	42.3	0.0	33.5
IncrementDel:	0.0	3.4	0.1	14.6	0.4	0.0	0.0	0.0	0.0	6.1	0.0	0.2
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	45.0	7.7	65.7	19.5	0.0	0.0	0.0	0.0	48.4	0.0	33.6
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	45.0	7.7	65.7	19.5	0.0	0.0	0.0	0.0	48.4	0.0	33.6
LOS by Move:	A	D	A	E	B-	A	A	A	A	D	A	C-
HCM2kAvgQ:	0	24	5	16	20	0	0	0	0	24	0	6

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative AM

Intersection #59: Mary Ave & Maude Ave



Street Name:	Mary Ave						Maude Ave					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	5 Feb 2020	<<	8:45 - 9:45						
Base Vol:	345	494	453	37	39	44	286	416	96	220	992	532
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	345	494	453	37	39	44	286	416	96	220	992	532
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:	345	494	453	37	39	44	286	416	96	220	992	532
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	345	494	453	37	39	44	286	416	96	220	992	532
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	345	494	453	37	39	44	286	416	96	220	992	532
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	345	494	453	37	39	44	286	416	96	220	992	532

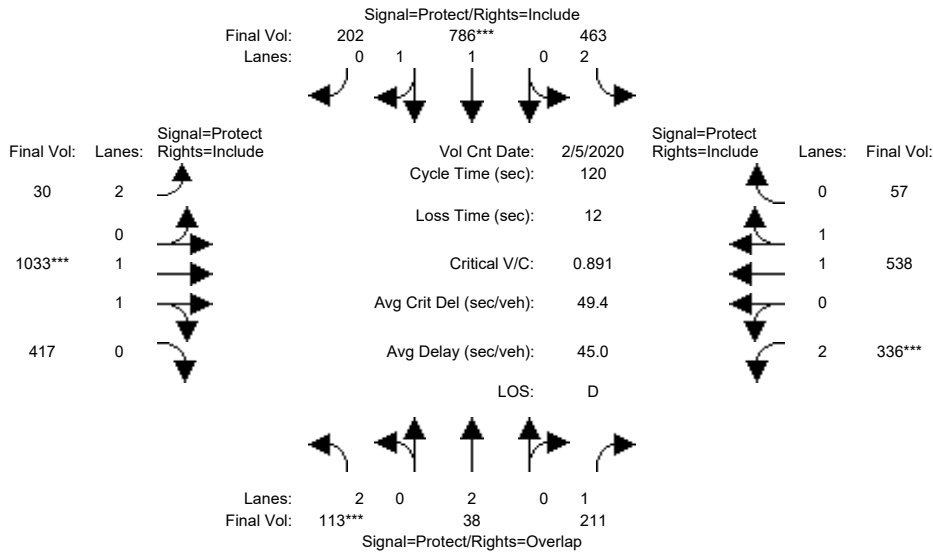
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.98	0.95	0.83	0.99	0.95
Lanes:	2.00	2.00	1.00	2.00	1.00	1.00	2.00	1.61	0.39	2.00	1.28	0.72
Final Sat.:	3150	3800	1750	3150	1900	1750	3150	3006	694	3150	2407	1291

Capacity Analysis Module:												
Vol/Sat:	0.11	0.13	0.26	0.01	0.02	0.03	0.09	0.14	0.14	0.07	0.41	0.41
Crit Moves:			****	****			****				****	
Green Time:	19.6	27.6	52.2	7.0	14.9	14.9	13.3	48.8	48.8	24.6	60.2	60.2
Volume/Cap:	0.67	0.57	0.59	0.20	0.16	0.20	0.82	0.34	0.34	0.34	0.82	0.82
Uniform Del:	47.1	40.9	25.8	53.8	46.9	47.2	52.2	24.5	24.5	40.8	25.4	25.4
IncrementDel:	3.4	0.9	1.3	0.5	0.2	0.2	14.5	0.1	0.1	0.3	3.1	3.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	50.5	41.8	27.1	54.4	47.1	47.4	66.7	24.7	24.7	41.1	28.5	28.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.5	41.8	27.1	54.4	47.1	47.4	66.7	24.7	24.7	41.1	28.5	28.5
LOS by Move:	D	D	C	D-	D	D	E	C	C	D	C	C
HCM2kAvgQ:	7	8	13	1	1	2	8	7	7	4	22	22

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative PM

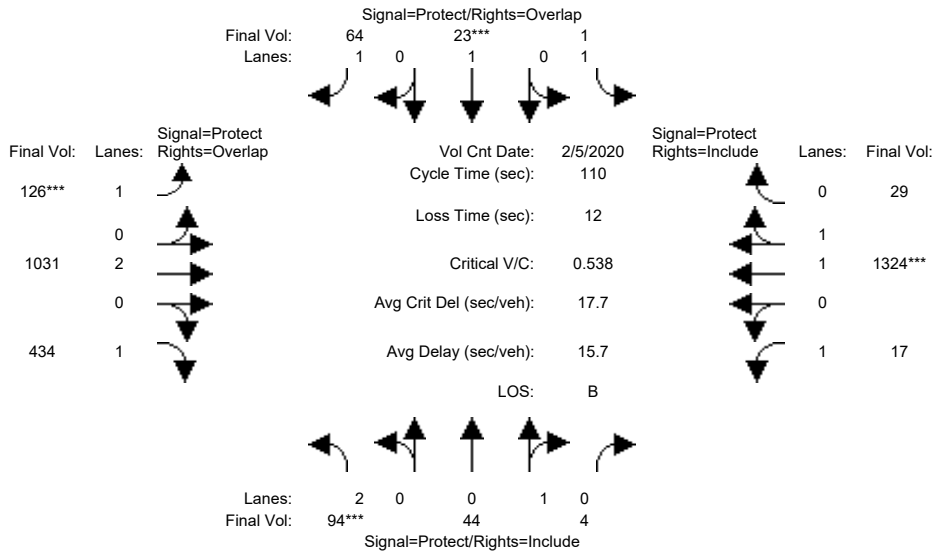
Intersection #59: Mary Ave & Maude Ave



Street Name:	Mary Ave						Maude Ave					
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: 5 Feb 2020 << 5:00 - 6:00												
Base Vol:	113	38	211	463	786	202	30	1033	417	336	538	57
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	113	38	211	463	786	202	30	1033	417	336	538	57
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:	113	38	211	463	786	202	30	1033	417	336	538	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	113	38	211	463	786	202	30	1033	417	336	538	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	113	38	211	463	786	202	30	1033	417	336	538	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	113	38	211	463	786	202	30	1033	417	336	538	57
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.98	0.95	0.83	0.98	0.95	0.83	0.98	0.95
Lanes:	2.00	2.00	1.00	2.00	1.58	0.42	2.00	1.41	0.59	2.00	1.80	0.20
Final Sat.:	3150	3800	1750	3150	2943	756	3150	2635	1064	3150	3345	354
Capacity Analysis Module:												
Vol/Sat:	0.04	0.01	0.12	0.15	0.27	0.27	0.01	0.39	0.39	0.11	0.16	0.16
Crit Moves:	***				***			***			***	
Green Time:	7.0	15.3	29.3	26.9	35.2	35.2	17.5	51.7	51.7	14.1	48.3	48.3
Volume/Cap:	0.61	0.08	0.49	0.65	0.91	0.91	0.07	0.91	0.91	0.91	0.40	0.40
Uniform Del:	55.2	46.2	38.9	42.3	40.9	40.9	44.2	32.0	32.0	52.3	25.5	25.5
IncrementDel:	6.1	0.1	0.9	2.2	11.2	11.2	0.1	8.1	8.1	25.7	0.2	0.2
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	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	46.2	39.8	44.5	52.1	52.1	44.3	40.1	40.1	78.1	25.7	25.7
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:	61.3	46.2	39.8	44.5	52.1	52.1	44.3	40.1	40.1	78.1	25.7	25.7
LOS by Move:	E	D	D	D	D-	D-	D	D	D	E-	C	C
HCM2kAvgQ:	3	1	7	10	22	22	1	29	29	8	8	8

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative AM

Intersection #60: Patrick Henry Dr & Tasman Dr

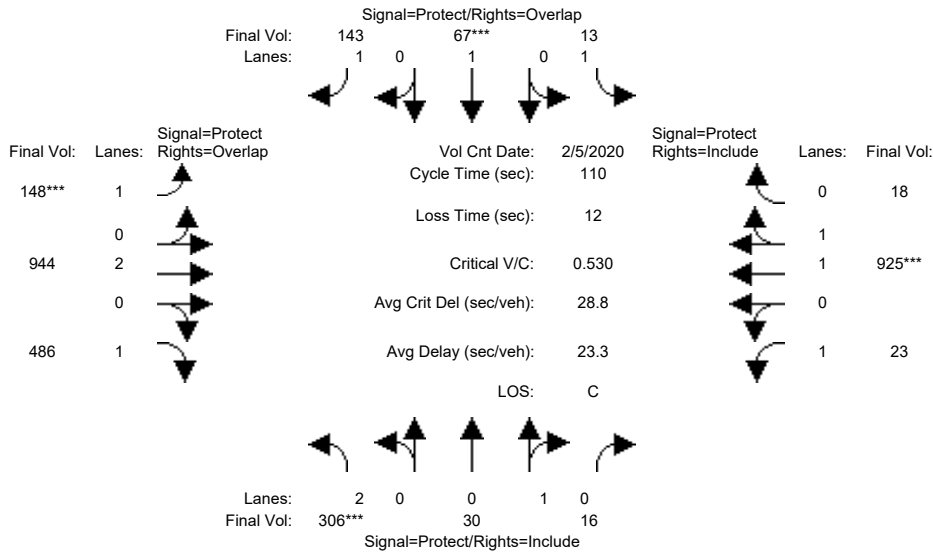


Street Name:	Patrick Henry Dr						Tasman Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	6	8	8	6	8	8	8	15	15	8	8	8
Y+R:	6.0	6.0	6.0	6.0	6.0	6.0	6.1	6.1	6.1	6.1	6.1	6.1
Volume Module: >> Count Date: 5 Feb 2020 << 8:00 - 9:00												
Base Vol:	94	44	4	1	23	64	126	1031	434	17	1324	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:	94	44	4	1	23	64	126	1031	434	17	1324	29
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:	94	44	4	1	23	64	126	1031	434	17	1324	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	94	44	4	1	23	64	126	1031	434	17	1324	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	44	4	1	23	64	126	1031	434	17	1324	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	94	44	4	1	23	64	126	1031	434	17	1324	29
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	2.00	0.92	0.08	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.96	0.04
Final Sat.:	3150	1650	150	1750	1900	1750	1750	3800	1750	1750	3621	79
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.00	0.01	0.04	0.07	0.27	0.25	0.01	0.37	0.37
Crit Moves:	***			****			****			****		
Green Time:	6.0	8.0	8.0	6.0	8.0	21.8	13.8	66.2	72.2	17.8	70.2	70.2
Volume/Cap:	0.55	0.37	0.37	0.01	0.17	0.18	0.57	0.45	0.38	0.06	0.57	0.57
Uniform Del:	50.7	48.6	48.6	49.2	47.9	36.7	45.3	11.9	8.6	39.1	11.4	11.4
IncrementDel:	3.7	1.7	1.7	0.0	0.6	0.3	3.6	0.1	0.2	0.1	0.3	0.3
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	54.3	50.3	50.3	49.2	48.4	36.9	48.9	12.1	8.8	39.1	11.7	11.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.3	50.3	50.3	49.2	48.4	36.9	48.9	12.1	8.8	39.1	11.7	11.7
LOS by Move:	D-	D	D	D	D	D+	D	B	A	D	B+	B+
HCM2kAvgQ:	3	2	2	0	1	2	4	9	7	0	13	13

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative PM

Intersection #60: Patrick Henry Dr & Tasman Dr



Street Name:	Patrick Henry Dr						Tasman Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	6	8	8	6	8	8	8	15	15	8	8	8
Y+R:	6.0	6.0	6.0	6.0	6.0	6.0	6.1	6.1	6.1	6.1	6.1	6.1

Volume Module:	>>	Count	Date:	5 Feb 2020	<<	4:30-5:30						
Base Vol:	306	30	16	13	67	143	148	944	486	23	925	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	306	30	16	13	67	143	148	944	486	23	925	18
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:	306	30	16	13	67	143	148	944	486	23	925	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	306	30	16	13	67	143	148	944	486	23	925	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	306	30	16	13	67	143	148	944	486	23	925	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	306	30	16	13	67	143	148	944	486	23	925	18

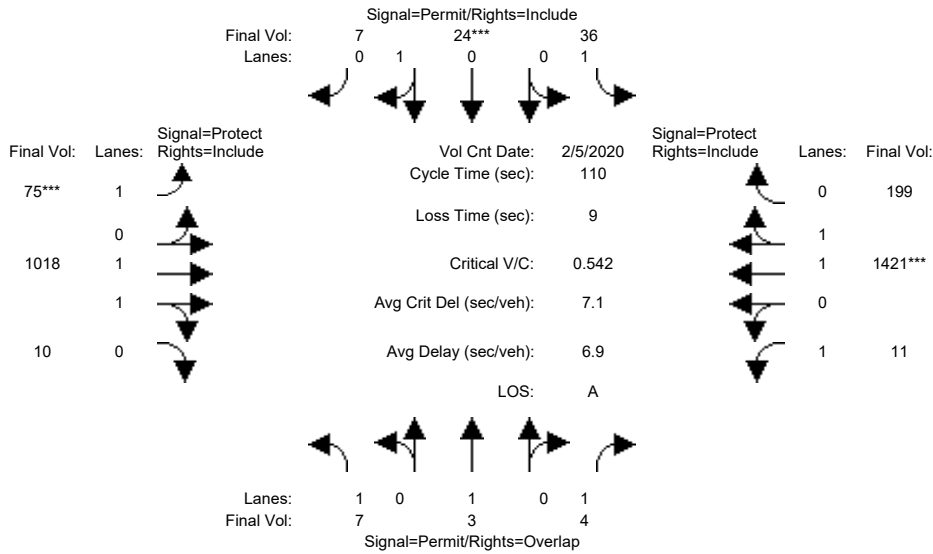
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	2.00	0.65	0.35	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.96	0.04
Final Sat.:	3150	1174	626	1750	1900	1750	1750	3800	1750	1750	3629	71

Capacity Analysis Module:												
Vol/Sat:	0.10	0.03	0.03	0.01	0.04	0.08	0.08	0.25	0.28	0.01	0.25	0.25
Crit Moves:	***				***		***				***	
Green Time:	20.0	16.0	16.0	12.0	8.0	25.4	17.4	54.1	74.2	15.8	52.5	52.5
Volume/Cap:	0.53	0.18	0.18	0.07	0.48	0.35	0.53	0.50	0.41	0.09	0.53	0.53
Uniform Del:	40.8	41.2	41.2	44.0	49.0	35.4	42.5	18.9	8.1	40.8	20.1	20.1
IncrementDel:	1.0	0.3	0.3	0.2	2.7	0.5	2.0	0.2	0.2	0.2	0.3	0.3
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	41.7	41.5	41.5	44.1	51.7	35.9	44.6	19.1	8.3	41.0	20.5	20.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.7	41.5	41.5	44.1	51.7	35.9	44.6	19.1	8.3	41.0	20.5	20.5
LOS by Move:	D	D	D	D	D-	D+	D	B-	A	D	C+	C+
HCM2kAvgQ:	6	2	2	0	3	5	5	10	7	1	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 #61: Old Ironsides Dr & Tasman Dr



Street Name:	Old Ironsides Dr						Tasman Dr					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	6	6	6	4	4	4	5	10	10	4	10	10
Y+R:	6.0	6.0	6.0	6.0	6.0	6.0	5.5	6.0	6.0	5.5	6.0	6.0

Volume Module:	>>	Count	Date:	5 Feb 2020	<<	8:00 - 9:00											
Base Vol:	7	3	4	36	24	7	75	1018	10	11	1421	199					
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Initial Bse:	7	3	4	36	24	7	75	1018	10	11	1421	199					
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:	7	3	4	36	24	7	75	1018	10	11	1421	199					
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Volume:	7	3	4	36	24	7	75	1018	10	11	1421	199					
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0					
Reduced Vol:	7	3	4	36	24	7	75	1018	10	11	1421	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					
Final Volume:	7	3	4	36	24	7	75	1018	10	11	1421	199					

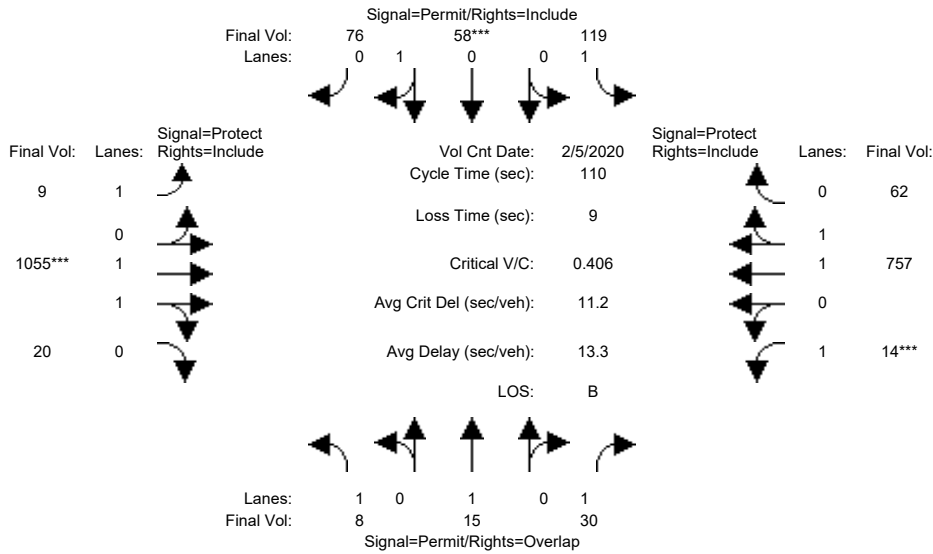
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	1.00	1.00	1.00	1.00	0.77	0.23	1.00	1.98	0.02	1.00	1.75	0.25
Final Sat.:	1750	1900	1750	1750	1394	406	1750	3664	36	1750	3245	454

Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.02	0.02	0.04	0.28	0.28	0.01	0.44	0.44
Crit Moves:				****			****			****		
Green Time:	4.0	4.0	15.2	4.0	4.0	4.0	8.6	85.8	85.8	11.2	88.4	88.4
Volume/Cap:	0.11	0.04	0.02	0.55	0.47	0.47	0.55	0.36	0.36	0.06	0.55	0.55
Uniform Del:	51.3	51.2	40.9	52.1	52.0	52.0	48.8	3.7	3.7	44.6	3.8	3.8
IncrementDel:	0.7	0.3	0.0	9.6	5.3	5.3	4.5	0.1	0.1	0.1	0.2	0.2
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	52.0	51.4	40.9	61.7	57.3	57.3	53.3	3.8	3.8	44.8	4.0	4.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.0	51.4	40.9	61.7	57.3	57.3	53.3	3.8	3.8	44.8	4.0	4.0
LOS by Move:	D-	D-	D	E	E+	E+	D-	A	A	D	A	A
HCM2kAvgQ:	0	0	0	2	2	2	3	5	5	0	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 #61: Old Ironsides Dr & Tasman Dr



Street Name:	Old Ironsides Dr						Tasman Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	6	6	6	4	4	4	5	10	10	4	10	10
Y+R:	6.0	6.0	6.0	6.0	6.0	6.0	5.5	6.0	6.0	5.5	6.0	6.0

Volume Module:	>>	Count	Date:	5 Feb 2020	<<	4:00 - 5:00						
Base Vol:	8	15	30	119	58	76	9	1055	20	14	757	62
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	15	30	119	58	76	9	1055	20	14	757	62
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	15	30	119	58	76	9	1055	20	14	757	62
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	15	30	119	58	76	9	1055	20	14	757	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	15	30	119	58	76	9	1055	20	14	757	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
Final Volume:	8	15	30	119	58	76	9	1055	20	14	757	62

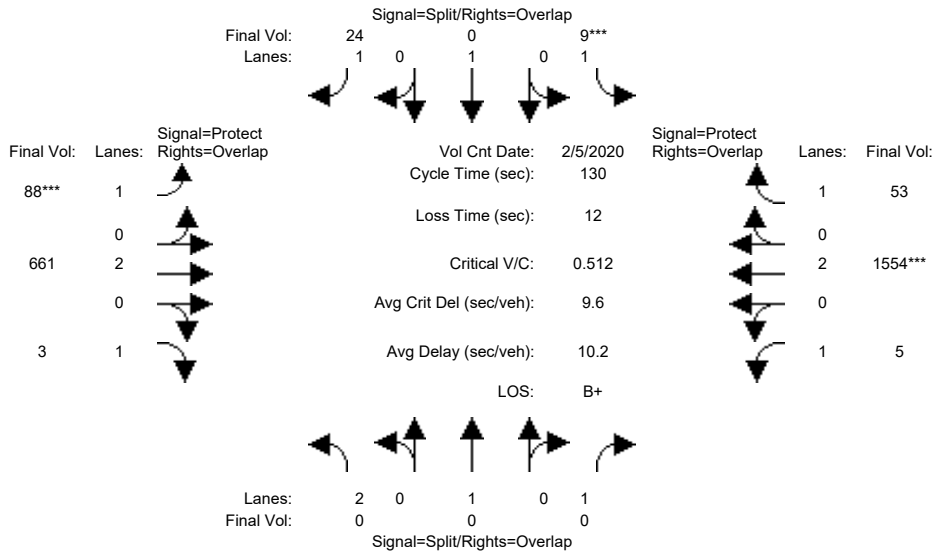
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	1.00	1.00	1.00	1.00	0.43	0.57	1.00	1.96	0.04	1.00	1.84	0.16
Final Sat.:	1750	1900	1750	1750	779	1021	1750	3631	69	1750	3420	280

Capacity Analysis Module:												
Vol/Sat:	0.00	0.01	0.02	0.07	0.07	0.07	0.01	0.29	0.29	0.01	0.22	0.22
Crit Moves:					****			****			****	
Green Time:	19.8	19.8	23.8	19.8	19.8	19.8	13.8	77.2	77.2	4.0	67.4	67.4
Volume/Cap:	0.03	0.04	0.08	0.38	0.41	0.41	0.04	0.41	0.41	0.22	0.36	0.36
Uniform Del:	37.2	37.3	34.4	39.7	40.0	40.0	42.3	6.9	6.9	51.5	10.6	10.6
IncrementDel:	0.0	0.1	0.1	0.8	0.9	0.9	0.1	0.1	0.1	1.7	0.1	0.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	37.2	37.3	34.5	40.5	40.8	40.8	42.3	7.0	7.0	53.2	10.7	10.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.2	37.3	34.5	40.5	40.8	40.8	42.3	7.0	7.0	53.2	10.7	10.7
LOS by Move:	D+	D+	C-	D	D	D	D	A	A	D-	B+	B+
HCM2kAvgQ:	0	0	1	4	5	5	0	8	8	0	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 #62: Convention Center Dr & Tasman Dr



Street Name:	Convention Center Dr						Tasman Dr					
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	7	7	7	7	7	6	15	15	8	10	10
Y+R:	5.5	5.5	5.5	5.5	5.5	5.5	6.0	6.0	6.0	6.0	6.0	6.0

Volume Module:	>>	Count	Date:	5 Feb 2020	<<	8:15 - 9:15						
Base Vol:	0	0	0	9	0	24	88	661	3	5	1554	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	9	0	24	88	661	3	5	1554	53
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	9	0	24	88	661	3	5	1554	53
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	9	0	24	88	661	3	5	1554	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	9	0	24	88	661	3	5	1554	53
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	9	0	24	88	661	3	5	1554	53

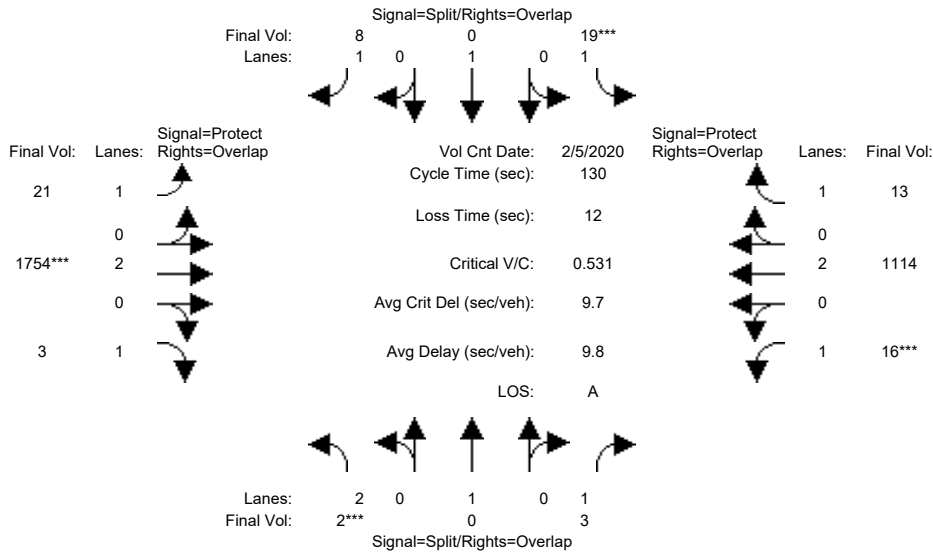
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	1900	1750	1750	1900	1750	1750	3800	1750	1750	3800	1750

Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.01	0.05	0.17	0.00	0.00	0.41	0.03
Crit Moves:				****			****			****		
Green Time:	0.0	0.0	0.0	7.0	0.0	19.2	12.2	82.0	82.0	29.0	98.8	105.8
Volume/Cap:	0.00	0.00	0.00	0.10	0.00	0.09	0.54	0.28	0.00	0.01	0.54	0.04
Uniform Del:	0.0	0.0	0.0	58.5	0.0	47.9	56.2	10.7	8.9	39.3	6.3	2.3
IncrementDel:	0.0	0.0	0.0	0.4	0.0	0.2	3.5	0.1	0.0	0.0	0.2	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	58.9	0.0	48.1	59.8	10.8	8.9	39.4	6.5	2.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	58.9	0.0	48.1	59.8	10.8	8.9	39.4	6.5	2.3
LOS by Move:	A	A	A	E+	A	D	E+	B+	A	D	A	A
HCM2kAvgQ:	0	0	0	0	0	1	4	6	0	0	12	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 #62: Convention Center Dr & Tasman Dr

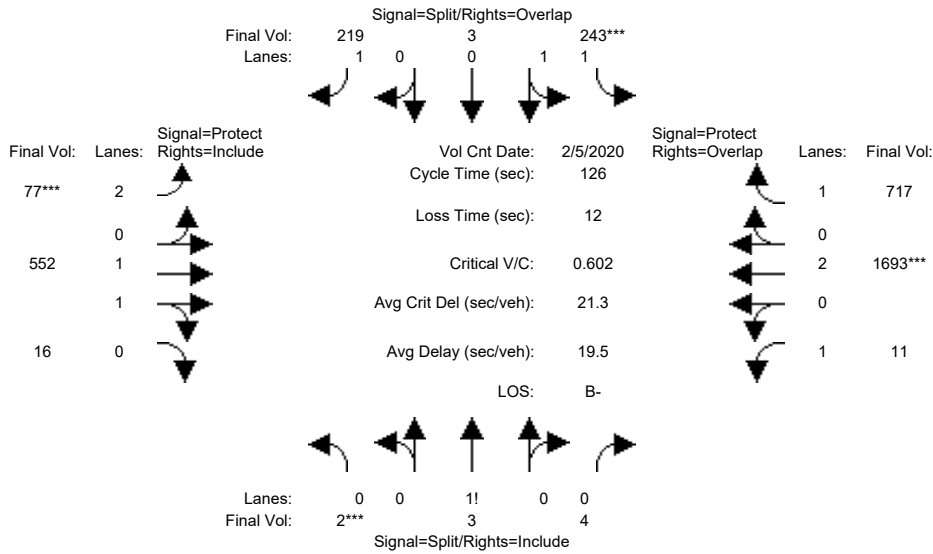


Street Name:	Convention Center Dr						Tasman Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	7	7	7	7	7	6	15	15	8	10	10
Y+R:	5.5	5.5	5.5	5.5	5.5	5.5	6.0	6.0	6.0	6.0	6.0	6.0
Volume Module: >> Count Date: 5 Feb 2020 << 5:00 - 6:00												
Base Vol:	2	0	3	19	0	8	21	1754	3	16	1114	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	0	3	19	0	8	21	1754	3	16	1114	13
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	0	3	19	0	8	21	1754	3	16	1114	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	0	3	19	0	8	21	1754	3	16	1114	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	0	3	19	0	8	21	1754	3	16	1114	13
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	2	0	3	19	0	8	21	1754	3	16	1114	13
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	1900	1750	1750	1900	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.00	0.01	0.46	0.00	0.01	0.29	0.01
Crit Moves:	***			***			***			***		
Green Time:	7.0	0.0	15.0	7.0	0.0	21.1	14.1	96.0	103.0	8.0	89.9	96.9
Volume/Cap:	0.01	0.00	0.01	0.20	0.00	0.03	0.11	0.63	0.00	0.15	0.42	0.01
Uniform Del:	58.2	0.0	51.0	58.8	0.0	45.8	52.3	8.3	2.8	57.8	8.8	4.3
IncrementDel:	0.0	0.0	0.0	1.1	0.0	0.0	0.3	0.4	0.0	0.6	0.1	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	58.3	0.0	51.0	59.9	0.0	45.8	52.5	8.7	2.8	58.4	8.9	4.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.3	0.0	51.0	59.9	0.0	45.8	52.5	8.7	2.8	58.4	8.9	4.3
LOS by Move:	E+	A	D	E+	A	D	D-	A	A	E+	A	A
HCM2kAvgQ:	0	0	0	1	0	0	1	16	0	1	9	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 #63: Centennial Blvd & Tasman Dr



Street Name:	Centennial Blvd						Tasman Dr					
	North Bound			South Bound			East Bound			West Bound		
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	8	20	20	5	20	20
Y+R:	5.5	5.5	5.5	6.0	6.0	6.0	5.5	6.0	6.0	6.0	6.0	6.0

Volume Module:	>>	Count	Date:	5 Feb 2020	<<	8:00 - 9:00											
Base Vol:	2	3	4	243	3	219	77	552	16	11	1693	717					
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Initial Bse:	2	3	4	243	3	219	77	552	16	11	1693	717					
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:	2	3	4	243	3	219	77	552	16	11	1693	717					
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Volume:	2	3	4	243	3	219	77	552	16	11	1693	717					
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0					
Reduced Vol:	2	3	4	243	3	219	77	552	16	11	1693	717					
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Final Volume:	2	3	4	243	3	219	77	552	16	11	1693	717					

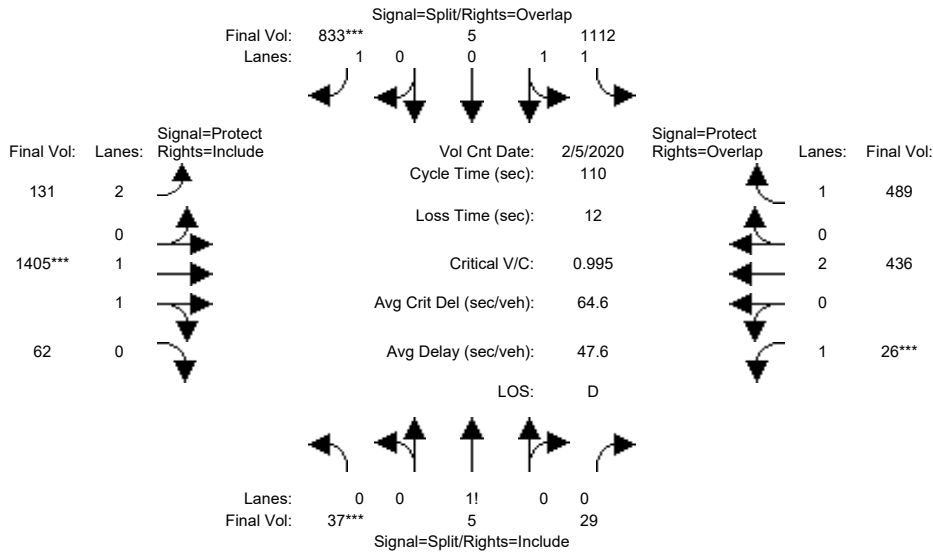
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.93	0.95	0.92	0.83	0.97	0.95	0.92	1.00	0.92
Lanes:	0.22	0.33	0.45	1.98	0.02	1.00	2.00	1.94	0.06	1.00	2.00	1.00
Final Sat.:	389	583	778	3507	43	1750	3150	3596	104	1750	3800	1750

Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.07	0.07	0.13	0.02	0.15	0.15	0.01	0.45	0.41
Crit Moves:	***			***			***			***		
Green Time:	10.0	10.0	10.0	12.9	12.9	20.9	8.0	72.9	72.9	18.2	83.1	96.0
Volume/Cap:	0.06	0.06	0.06	0.68	0.68	0.75	0.39	0.27	0.27	0.04	0.68	0.54
Uniform Del:	53.7	53.7	53.7	54.5	54.5	50.1	56.6	13.2	13.2	46.4	13.2	6.1
IncrementDel:	0.2	0.2	0.2	5.0	5.0	10.6	1.2	0.1	0.1	0.1	0.7	0.4
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	53.9	53.9	53.9	59.5	59.5	60.7	57.9	13.3	13.3	46.5	13.9	6.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.9	53.9	53.9	59.5	59.5	60.7	57.9	13.3	13.3	46.5	13.9	6.5
LOS by Move:	D-	D-	D-	E+	E+	E	E+	B	B	D	B	A
HCM2kAvgQ:	0	0	0	6	6	10	2	5	5	0	18	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 #63: Centennial Blvd & Tasman Dr



Street Name:	Centennial Blvd						Tasman Dr					
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	8	20	20	5	20	20
Y+R:	5.5	5.5	5.5	6.0	6.0	6.0	5.5	6.0	6.0	6.0	6.0	6.0

Volume Module:	>> Count	Date:	5 Feb 2020	<< 5:15 - 6:15
Base Vol:	37 5 29	1112 5 833	131 1405 62	26 436 489
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	37 5 29	1112 5 833	131 1405 62	26 436 489
Added Vol:	0 0 0	0 0 0	0 0 0	0 0 0
PasserByVol:	0 0 0	0 0 0	0 0 0	0 0 0
Initial Fut:	37 5 29	1112 5 833	131 1405 62	26 436 489
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Volume:	37 5 29	1112 5 833	131 1405 62	26 436 489
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	37 5 29	1112 5 833	131 1405 62	26 436 489
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Final Volume:	37 5 29	1112 5 833	131 1405 62	26 436 489

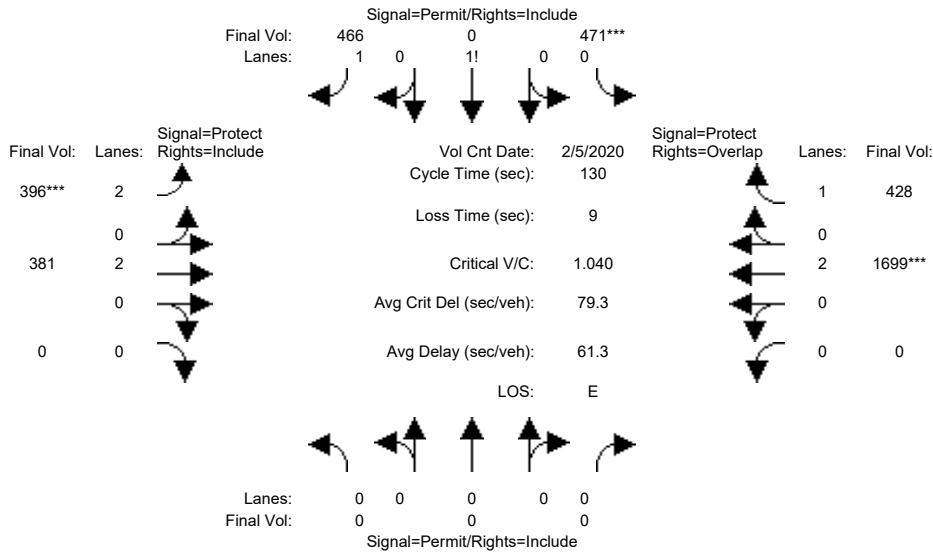
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.93	0.95	0.92	0.83	0.97	0.95	0.92	1.00	0.92
Lanes:	0.52	0.07	0.41	1.99	0.01	1.00	2.00	1.91	0.09	1.00	2.00	1.00
Final Sat.:	912	123	715	3534	16	1750	3150	3544	156	1750	3800	1750

Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.31	0.31	0.48	0.04	0.40	0.40	0.01	0.11	0.28
Crit Moves:	***					****	****			****		
Green Time:	10.0	10.0	10.0	41.9	41.9	55.0	13.2	41.1	41.1	5.0	33.0	74.8
Volume/Cap:	0.45	0.45	0.45	0.83	0.83	0.95	0.35	1.06	1.06	0.33	0.38	0.41
Uniform Del:	47.4	47.4	47.4	30.8	30.8	26.2	44.5	34.4	34.4	50.9	30.5	7.8
IncrementDel:	2.0	2.0	2.0	4.4	4.4	19.6	0.6	41.8	41.8	2.4	0.2	0.2
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	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	35.2	35.2	45.8	45.0	76.2	76.2	53.3	30.7	8.0
User DelAdj:	1.00	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	35.2	35.2	45.8	45.0	76.2	76.2	53.3	30.7	8.0
LOS by Move:	D	D	D	D+	D+	D	D	E-	E-	D-	C	A
HCM2kAvgQ:	3	3	3	20	20	34	2	33	33	1	6	8

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative AM

Intersection #64: Calle Del Sol & Tasman Dr

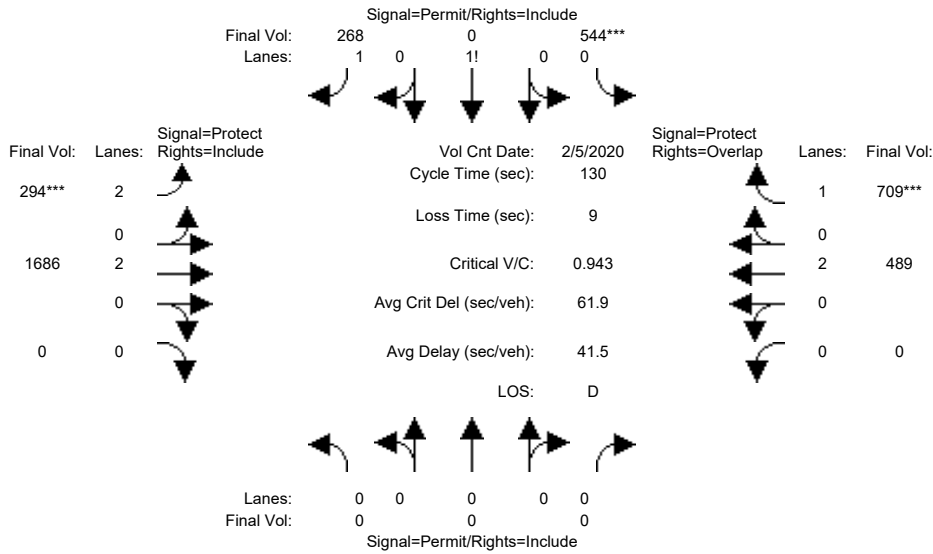


Street Name:	Calle Del Sol						Tasman Dr						
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Min. Green:	0	0	0	10	0	10	8	10	0	0	10	10	
Y+R:	4.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Volume Module: >> Count Date:	5 Feb 2020 << 7:45 - 8:45												
Base Vol:	0	0	0	471	0	466	396	381	0	0	1699	428	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	0	0	0	471	0	466	396	381	0	0	1699	428	
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	0	0	0	471	0	466	396	381	0	0	1699	428	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	0	0	0	471	0	466	396	381	0	0	1699	428	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	0	0	0	471	0	466	396	381	0	0	1699	428	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Final Volume:	0	0	0	471	0	466	396	381	0	0	1699	428	
Saturation Flow Module:													
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.83	1.00	0.92	0.92	1.00	0.92	
Lanes:	0.00	0.00	0.00	0.66	0.00	1.34	2.00	2.00	0.00	0.00	2.00	1.00	
Final Sat.:	0	0	0	1193	0	2340	3150	3800	0	0	3800	1750	
Capacity Analysis Module:													
Vol/Sat:	0.00	0.00	0.00	0.39	0.00	0.20	0.13	0.10	0.00	0.00	0.45	0.24	
Crit Moves:				****				****					
Green Time:	0.0	0.0	0.0	49.4	0.0	49.4	15.7	71.6	0.0	0.0	55.9	55.9	
Volume/Cap:	0.00	0.00	0.00	1.04	0.00	0.52	1.04	0.18	0.00	0.00	1.04	0.57	
Uniform Del:	0.0	0.0	0.0	40.3	0.0	31.2	57.1	14.6	0.0	0.0	37.0	27.9	
IncrementDel:	0.0	0.0	0.0	40.7	0.0	0.3	56.8	0.0	0.0	0.0	33.3	1.0	
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	
Delay/Veh:	0.0	0.0	0.0	81.1	0.0	31.5	113.9	14.6	0.0	0.0	70.3	29.0	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.0	0.0	81.1	0.0	31.5	113.9	14.6	0.0	0.0	70.3	29.0	
LOS by Move:	A	A	A	F	A	C	F	B	A	A	E	C	
HCM2kAvgQ:	0	0	0	39	0	12	12	4	0	0	40	13	

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative PM

Intersection #64: Calle Del Sol & Tasman Dr

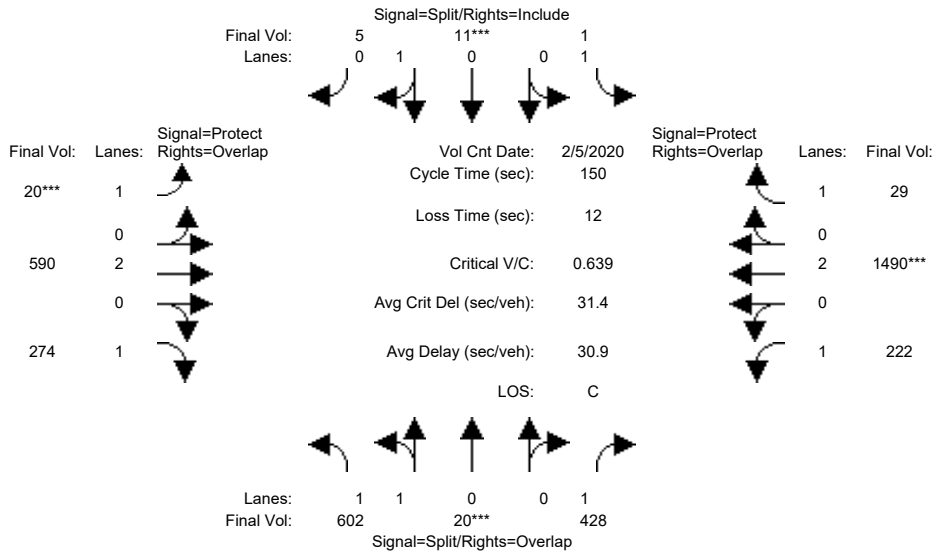


Street Name:	Calle Del Sol						Tasman Dr						
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Min. Green:	0	0	0	10	0	10	8	10	0	0	10	10	
Y+R:	4.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Volume Module: >> Count Date:	5 Feb 2020 << 4:45 - 5:45												
Base Vol:	0	0	0	544	0	268	294	1686	0	0	489	709	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	0	0	0	544	0	268	294	1686	0	0	489	709	
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	0	0	0	544	0	268	294	1686	0	0	489	709	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	0	0	0	544	0	268	294	1686	0	0	489	709	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	0	0	0	544	0	268	294	1686	0	0	489	709	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Final Volume:	0	0	0	544	0	268	294	1686	0	0	489	709	
Saturation Flow Module:													
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.83	1.00	0.92	0.92	1.00	0.92	
Lanes:	0.00	0.00	0.00	0.80	0.00	1.20	2.00	2.00	0.00	0.00	2.00	1.00	
Final Sat.:	0	0	0	1436	0	2104	3150	3800	0	0	3800	1750	
Capacity Analysis Module:													
Vol/Sat:	0.00	0.00	0.00	0.38	0.00	0.13	0.09	0.44	0.00	0.00	0.13	0.41	
Crit Moves:				****				****					
Green Time:	0.0	0.0	0.0	52.2	0.0	52.2	12.9	68.8	0.0	0.0	55.9	55.9	
Volume/Cap:	0.00	0.00	0.00	0.94	0.00	0.32	0.94	0.84	0.00	0.00	0.30	0.94	
Uniform Del:	0.0	0.0	0.0	37.4	0.0	26.6	58.2	25.9	0.0	0.0	24.3	35.5	
IncrementDel:	0.0	0.0	0.0	18.2	0.0	0.1	36.0	3.3	0.0	0.0	0.1	20.1	
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	
Delay/Veh:	0.0	0.0	0.0	55.7	0.0	26.7	94.1	29.2	0.0	0.0	24.4	55.6	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.0	0.0	55.7	0.0	26.7	94.1	29.2	0.0	0.0	24.4	55.6	
LOS by Move:	A	A	A	E+	A	C	F	C	A	A	C	E+	
HCM2kAvgQ:	0	0	0	32	0	6	7	26	0	0	6	33	

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative AM

Intersection #65: Lick Mill Blvd & Tasman Dr

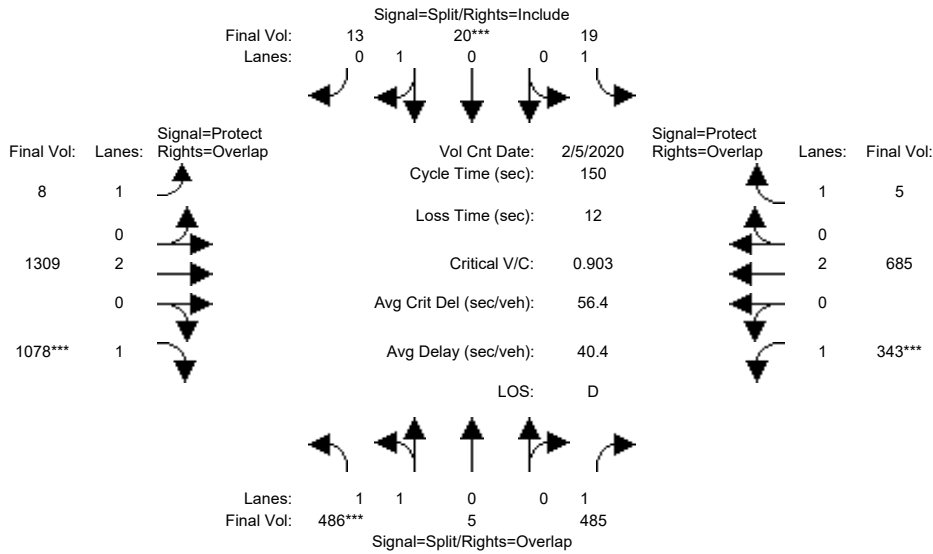


Street Name:	Lick Mill Blvd						Tasman Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	6	6	6	5	10	10	6	10	10
Y+R:	5.0	5.0	5.0	5.5	5.5	5.5	5.5	6.0	6.0	5.5	6.0	6.0
Volume Module: >> Count Date: 5 Feb 2020 << 7:45 - 8:45												
Base Vol:	602	20	428	1	11	5	20	590	274	222	1490	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:	602	20	428	1	11	5	20	590	274	222	1490	29
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:	602	20	428	1	11	5	20	590	274	222	1490	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	602	20	428	1	11	5	20	590	274	222	1490	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	602	20	428	1	11	5	20	590	274	222	1490	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	602	20	428	1	11	5	20	590	274	222	1490	29
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.94	0.06	1.00	1.00	0.69	0.31	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3436	114	1750	1750	1237	562	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.24	0.00	0.01	0.01	0.01	0.16	0.16	0.13	0.39	0.02
Crit Moves:	****			****			****			****		
Green Time:	39.2	39.2	80.9	6.0	6.0	6.0	5.0	51.1	90.3	41.7	87.8	93.8
Volume/Cap:	0.67	0.67	0.45	0.01	0.22	0.22	0.34	0.46	0.26	0.46	0.67	0.03
Uniform Del:	49.6	49.6	21.0	69.2	69.7	69.7	70.9	38.6	14.1	44.8	21.2	10.7
IncrementDel:	1.9	1.9	0.3	0.1	1.6	1.6	3.5	0.3	0.1	0.7	0.8	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	51.5	51.5	21.4	69.2	71.3	71.3	74.4	38.9	14.2	45.4	22.0	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:	51.5	51.5	21.4	69.2	71.3	71.3	74.4	38.9	14.2	45.4	22.0	10.7
LOS by Move:	D-	D-	C+	E	E	E	E	D+	B	D	C+	B+
HCM2kAvgQ:	14	14	13	0	1	1	1	10	6	9	23	1

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative PM

Intersection #65: Lick Mill Blvd & Tasman Dr



Street Name:	Lick Mill Blvd						Tasman Dr					
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	6	6	6	5	10	10	6	10	10
Y+R:	5.0	5.0	5.0	5.5	5.5	5.5	5.5	6.0	6.0	5.5	6.0	6.0

Volume Module:	>>	Count	Date:	5 Feb 2020	<<	4:45 - 5:45						
Base Vol:	486	5	485	19	20	13	8	1309	1078	343	685	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	486	5	485	19	20	13	8	1309	1078	343	685	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	486	5	485	19	20	13	8	1309	1078	343	685	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	486	5	485	19	20	13	8	1309	1078	343	685	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	486	5	485	19	20	13	8	1309	1078	343	685	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	486	5	485	19	20	13	8	1309	1078	343	685	5

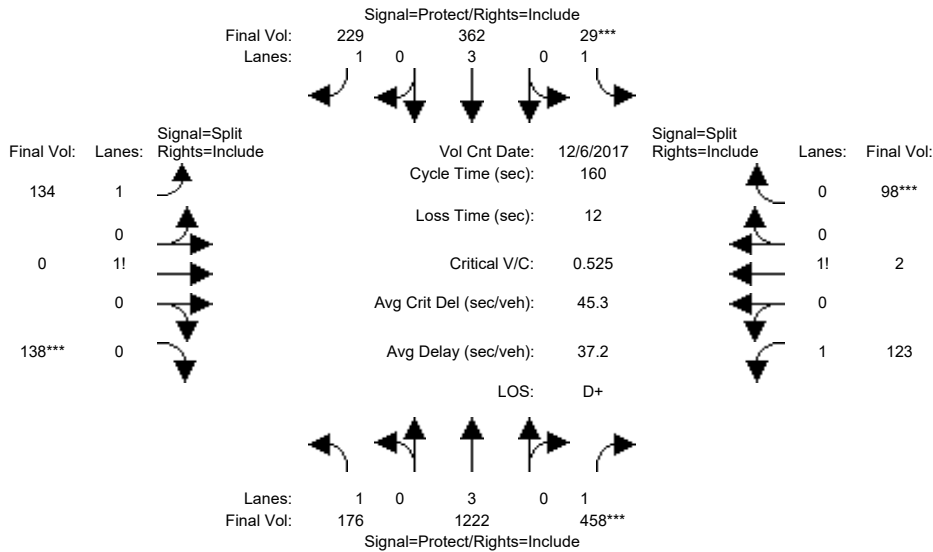
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.98	0.02	1.00	1.00	0.61	0.39	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3514	36	1750	1750	1091	709	1750	3800	1750	1750	3800	1750

Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.28	0.01	0.02	0.02	0.00	0.34	0.62	0.20	0.18	0.00
Crit Moves:	***				****				****	****		
Green Time:	22.5	22.5	54.3	6.0	6.0	6.0	17.1	77.7	100.1	31.9	92.4	98.4
Volume/Cap:	0.92	0.92	0.76	0.27	0.46	0.46	0.04	0.67	0.92	0.92	0.29	0.00
Uniform Del:	62.9	62.9	42.2	69.9	70.4	70.4	59.2	26.6	21.6	57.9	13.5	8.9
IncrementDel:	21.8	21.8	5.5	2.1	4.6	4.6	0.1	0.9	12.0	28.0	0.1	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	84.7	84.7	47.7	72.0	75.0	75.0	59.2	27.5	33.6	85.9	13.5	8.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	84.7	84.7	47.7	72.0	75.0	75.0	59.2	27.5	33.6	85.9	13.5	8.9
LOS by Move:	F	F	D	E	E	E	E+	C	C-	F	B	A
HCM2kAvgQ:	15	15	22	1	2	2	0	21	46	20	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 #97: Wolfe Rd & Central Expwy Ramps



Street Name:	Wolfe Rd						Central Expwy Ramps					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
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:	6 Dec 2017	<<	8:00 AM - 9:00 AM						
Base Vol:	176	1222	458	29	362	229	134	0	138	123	2	98
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	176	1222	458	29	362	229	134	0	138	123	2	98
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:	176	1222	458	29	362	229	134	0	138	123	2	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	176	1222	458	29	362	229	134	0	138	123	2	98
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	176	1222	458	29	362	229	134	0	138	123	2	98
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	176	1222	458	29	362	229	134	0	138	123	2	98

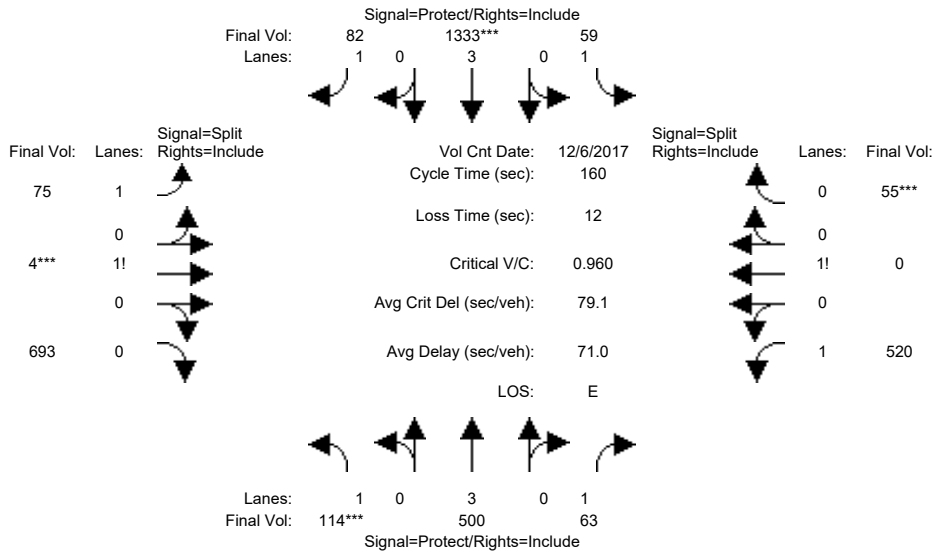
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.95	0.92	0.92	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.33	0.00	0.67	1.38	0.01	0.61
Final Sat.:	1750	5700	1750	1750	5700	1750	2333	0	1200	2416	22	1062

Capacity Analysis Module:												
Vol/Sat:	0.10	0.21	0.26	0.02	0.06	0.13	0.06	0.00	0.11	0.05	0.09	0.09
Crit Moves:			****	****					****			****
Green Time:	37.2	78.7	78.7	7.0	48.5	48.5	34.6	0.0	34.6	27.7	27.7	27.7
Volume/Cap:	0.43	0.44	0.53	0.38	0.21	0.43	0.27	0.00	0.53	0.29	0.53	0.53
Uniform Del:	52.4	26.3	28.0	74.4	41.5	44.7	52.2	0.0	55.6	57.6	60.2	60.2
IncrementDel:	0.7	0.1	0.6	3.1	0.1	0.6	0.1	0.0	1.1	0.2	1.3	1.3
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Delay/Veh:	53.1	26.4	28.6	77.5	41.6	45.3	52.3	0.0	56.6	57.8	61.5	61.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.1	26.4	28.6	77.5	41.6	45.3	52.3	0.0	56.6	57.8	61.5	61.5
LOS by Move:	D-	C	C	E-	D	D	D-	A	E+	E+	E	E
HCM2kAvgQ:	8	12	16	2	4	10	4	0	10	4	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 #97: Wolfe Rd & Central Expwy Ramps



Street Name:	Wolfe Rd						Central Expwy Ramps					
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:	6 Dec 2017	<<	5:00 PM - 6:00 PM						
Base Vol:	114	500	63	59	1333	82	75	4	693	520	0	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	114	500	63	59	1333	82	75	4	693	520	0	55
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:	114	500	63	59	1333	82	75	4	693	520	0	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	114	500	63	59	1333	82	75	4	693	520	0	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	500	63	59	1333	82	75	4	693	520	0	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	114	500	63	59	1333	82	75	4	693	520	0	55

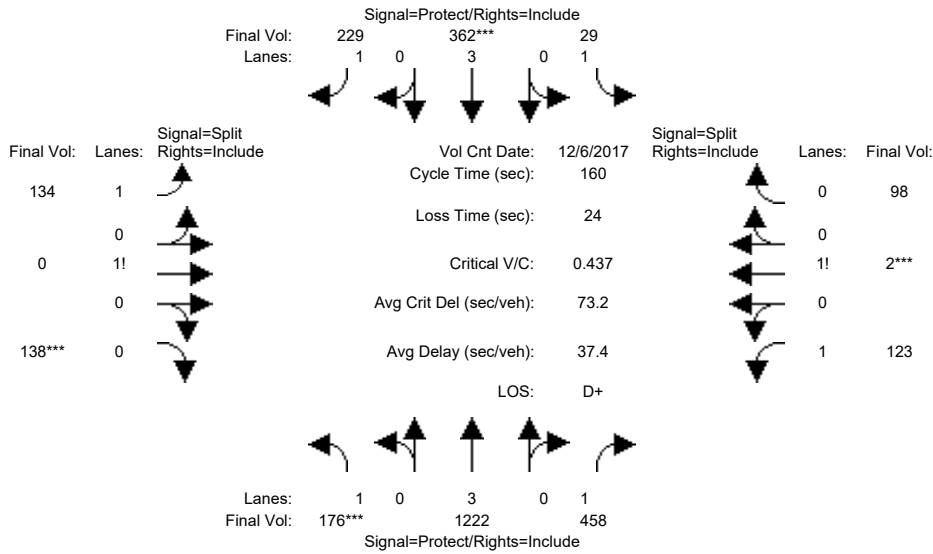
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.05	0.01	0.94	1.83	0.00	0.17
Final Sat.:	1750	5700	1750	1750	5700	1750	1842	10	1696	3194	0	306

Capacity Analysis Module:												
Vol/Sat:	0.07	0.09	0.04	0.03	0.23	0.05	0.04	0.41	0.41	0.16	0.00	0.18
Crit Moves:	***			****			****					****
Green Time:	10.9	33.3	33.3	16.6	39.0	39.0	68.1	68.1	68.1	30.0	0.0	30.0
Volume/Cap:	0.96	0.42	0.17	0.33	0.96	0.19	0.10	0.96	0.96	0.87	0.00	0.96
Uniform Del:	74.4	55.0	52.1	66.5	59.7	48.0	27.5	44.6	44.6	63.1	0.0	64.4
IncrementDel:	69.7	0.2	0.2	1.0	15.5	0.2	0.0	22.3	22.3	11.7	0.0	26.9
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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:	144.0	55.3	52.3	67.6	75.3	48.2	27.5	66.9	66.9	74.8	0.0	91.3
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:	144.0	55.3	52.3	67.6	75.3	48.2	27.5	66.9	66.9	74.8	0.0	91.3
LOS by Move:	F	E+	D-	E	E-	D	C	E	E	E	A	F
HCM2kAvgQ:	9	7	3	3	26	3	2	42	42	17	0	21

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative AM

Intersection #101: Wolfe Rd & Central Expwy Ramps



Street Name:	Wolfe Rd						Central Expwy Ramps					
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	75	10	7	75	10	10	25	10	10	25	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:	6 Dec 2017	<< 8:00 AM	- 9:00 AM
Base Vol:	176 1222 458	29 362 229	134 0 138	123 2 98	
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	
Initial Bse:	176 1222 458	29 362 229	134 0 138	123 2 98	
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:	176 1222 458	29 362 229	134 0 138	123 2 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:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	
PHF Volume:	176 1222 458	29 362 229	134 0 138	123 2 98	
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0	
Reduced Vol:	176 1222 458	29 362 229	134 0 138	123 2 98	
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	
Final Volume:	176 1222 458	29 362 229	134 0 138	123 2 98	

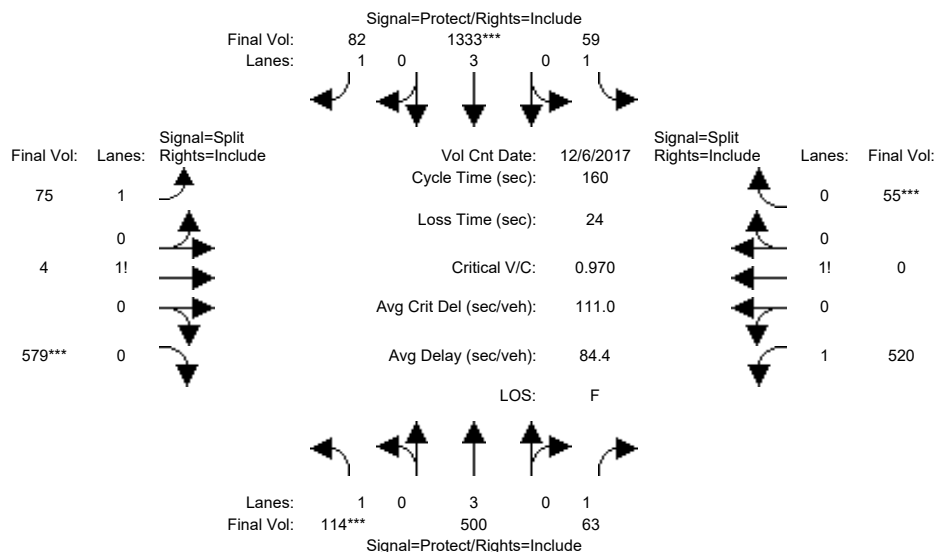
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.95	0.92	0.92	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.33	0.00	0.67	1.38	0.01	0.61
Final Sat.:	1750	5700	1750	1750	5700	1750	2333	0	1200	2416	22	1062

Capacity Analysis Module:												
Vol/Sat:	0.10	0.21	0.26	0.02	0.06	0.13	0.06	0.00	0.11	0.05	0.09	0.09
Crit Moves:	***				***				***		***	
Green Time:	16.8	84.0	84.0	7.8	75.0	75.0	19.2	0.0	19.2	25.0	25.0	25.0
Volume/Cap:	0.96	0.41	0.50	0.34	0.14	0.28	0.48	0.00	0.96	0.33	0.59	0.59
Uniform Del:	71.2	23.0	24.5	73.6	24.1	26.0	65.7	0.0	70.0	60.0	62.7	62.7
IncramntDel:	54.0	0.1	0.4	2.3	0.0	0.2	0.6	0.0	41.9	0.3	2.5	2.5
InitQueueDel:	0.0	3.6	0.0	63.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.73	0.73	1.00	0.81	0.81	1.00	0.00	1.00	1.00	1.00	1.00
Delay/Veh:	125.2	20.4	18.2	138.9	23.6	21.3	66.4	0.0	111.9	60.3	65.2	65.2
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:	125.2	20.4	18.2	138.9	23.6	21.3	66.4	0.0	111.9	60.3	65.2	65.2
LOS by Move:	F	C+	B-	F	C	C+	E	A	F	E	E	E
HCM2kAvgQ:	11	8	11	2	2	5	5	0	14	4	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

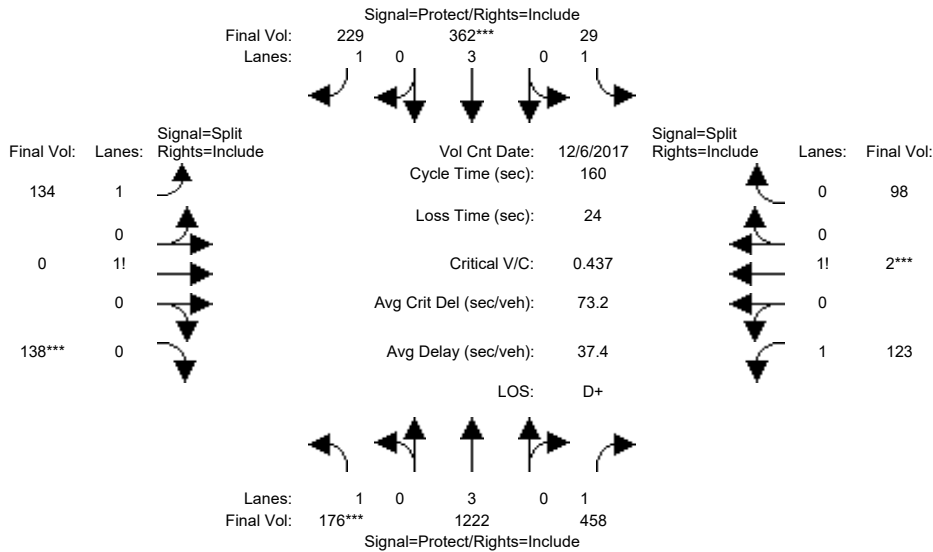
Intersection #101: Wolfe Rd & Central Expwy Ramps



Street Name:	Wolfe Rd						Central Expwy Ramps					
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	60	60	10	60	60	30	30	30	25	25	25
Y+R:	6.1	6.1	6.1	5.0	6.1	6.1	6.1	6.1	6.1	5.9	5.9	5.9
Volume Module: >> Count Date:	6 Dec 2017 << 5:00 PM - 6:00 PM											
Base Vol:	114	500	63	59	1333	82	75	4	693	520	0	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	114	500	63	59	1333	82	75	4	693	520	0	55
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:	114	500	63	59	1333	82	75	4	693	520	0	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	114	500	63	59	1333	82	75	4	693	520	0	55
Reduct Vol:	0	0	0	0	0	0	0	0	114	0	0	0
Reduced Vol:	114	500	63	59	1333	82	75	4	579	520	0	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	114	500	63	59	1333	82	75	4	579	520	0	55
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.06	0.01	0.93	1.83	0.00	0.17
Final Sat.:	1750	5700	1750	1750	5700	1750	1859	12	1677	3194	0	306
Capacity Analysis Module:												
Vol/Sat:	0.07	0.09	0.04	0.03	0.23	0.05	0.04	0.35	0.35	0.16	0.00	0.18
Crit Moves:	***			***					***			***
Green Time:	10.0	60.0	60.0	10.0	60.0	60.0	41.0	41.0	41.0	25.0	0.0	25.0
Volume/Cap:	1.04	0.23	0.10	0.54	0.62	0.12	0.16	1.35	1.35	1.04	0.00	1.15
Uniform Del:	75.0	34.3	32.4	72.8	40.8	32.8	46.1	59.5	59.5	67.5	0.0	67.5
IncrcmntDel:	97.9	0.1	0.1	5.3	0.6	0.1	0.0	170	169.6	49.6	0.0	89.3
InitQueueDel:	0.0	1.7	0.0	65.8	2.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.96	0.60	0.60	0.96	0.60	0.60	1.00	1.00	1.00	1.00	0.00	1.00
Delay/Veh:	169.6	22.3	19.5	140.7	28.0	19.8	46.1	229	229.1	117.1	0.0	156.8
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:	169.6	22.3	19.5	140.7	28.0	19.8	46.1	229	229.1	117.1	0.0	156.8
LOS by Move:	F	C+	B-	F	C	B-	D	F	F	F	A	F
HCM2kAvgQ:	8	3	1	4	14	2	3	54	54	21	0	25
Note:	Queue reported is the number of cars per lane.											

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative AM

Intersection #102: Wolfe Rd & Central Expwy Ramps



Street Name:	Wolfe Rd						Central Expwy Ramps					
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	75	10	7	75	10	10	25	10	10	25	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:	6 Dec 2017	<< 8:00 AM	- 9:00 AM							
Base Vol:	176	1222	458	29	362	229	134	0	138	123	2	98
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	176	1222	458	29	362	229	134	0	138	123	2	98
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:	176	1222	458	29	362	229	134	0	138	123	2	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	176	1222	458	29	362	229	134	0	138	123	2	98
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	176	1222	458	29	362	229	134	0	138	123	2	98
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	176	1222	458	29	362	229	134	0	138	123	2	98

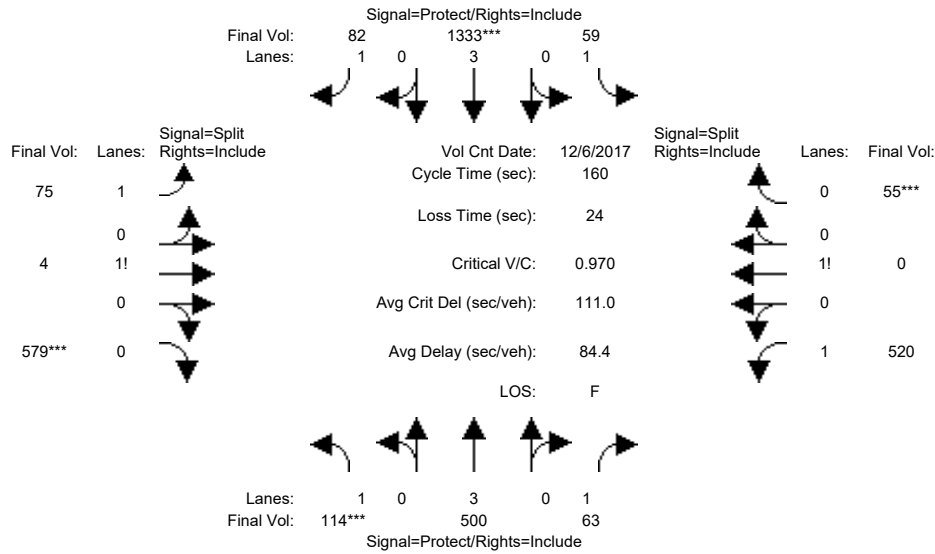
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.95	0.92	0.92	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.33	0.00	0.67	1.38	0.01	0.61
Final Sat.:	1750	5700	1750	1750	5700	1750	2333	0	1200	2416	22	1062

Capacity Analysis Module:												
Vol/Sat:	0.10	0.21	0.26	0.02	0.06	0.13	0.06	0.00	0.11	0.05	0.09	0.09
Crit Moves:	***				***				***		***	
Green Time:	16.8	84.0	84.0	7.8	75.0	75.0	19.2	0.0	19.2	25.0	25.0	25.0
Volume/Cap:	0.96	0.41	0.50	0.34	0.14	0.28	0.48	0.00	0.96	0.33	0.59	0.59
Uniform Del:	71.2	23.0	24.5	73.6	24.1	26.0	65.7	0.0	70.0	60.0	62.7	62.7
IncrementDel:	54.0	0.1	0.4	2.3	0.0	0.2	0.6	0.0	41.9	0.3	2.5	2.5
InitQueueDel:	0.0	3.6	0.0	63.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.73	0.73	1.00	0.81	0.81	1.00	0.00	1.00	1.00	1.00	1.00
Delay/Veh:	125.2	20.4	18.2	138.9	23.6	21.3	66.4	0.0	111.9	60.3	65.2	65.2
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:	125.2	20.4	18.2	138.9	23.6	21.3	66.4	0.0	111.9	60.3	65.2	65.2
LOS by Move:	F	C+	B-	F	C	C+	E	A	F	E	E	E
HCM2kAvgQ:	13	8	11	1	2	5	5	0	14	4	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 #102: Wolfe Rd & Central Expwy Ramps



Street Name:	Wolfe Rd						Central Expwy Ramps					
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	60	60	10	60	60	30	30	30	25	25	25
Y+R:	6.1	6.1	6.1	5.0	6.1	6.1	6.1	6.1	6.1	5.9	5.9	5.9

Volume Module:	>> Count	Date:	6 Dec 2017	<< 5:00 PM	6:00 PM
Base Vol:	114 500 63	59 1333 82	75 4 693	520 0 55	
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	
Initial Bse:	114 500 63	59 1333 82	75 4 693	520 0 55	
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:	114 500 63	59 1333 82	75 4 693	520 0 55	
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	
PHF Volume:	114 500 63	59 1333 82	75 4 693	520 0 55	
Reduct Vol:	0 0 0	0 0 0	0 0 114	0 0 0	
Reduced Vol:	114 500 63	59 1333 82	75 4 579	520 0 55	
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	
Final Volume:	114 500 63	59 1333 82	75 4 579	520 0 55	

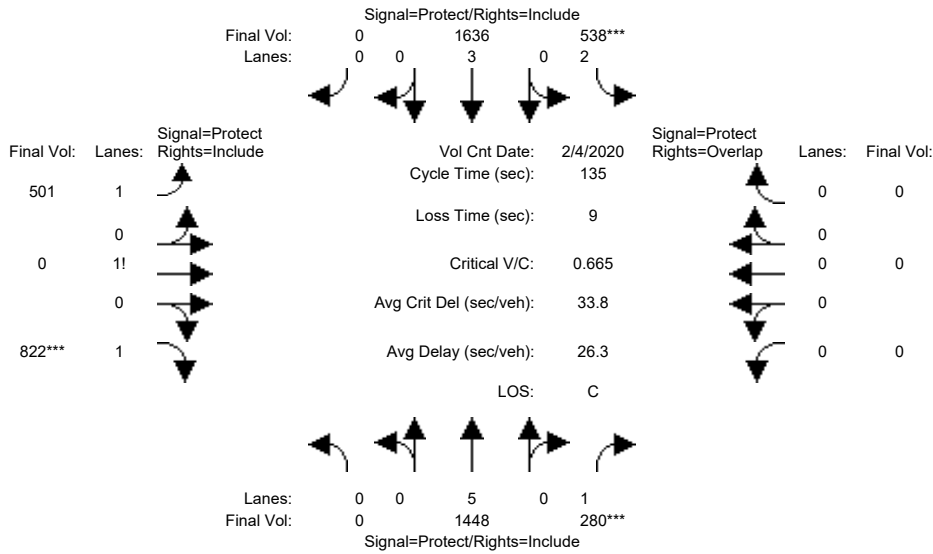
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.06	0.01	0.93	1.83	0.00	0.17
Final Sat.:	1750	5700	1750	1750	5700	1750	1859	12	1677	3194	0	306

Capacity Analysis Module:												
Vol/Sat:	0.07	0.09	0.04	0.03	0.23	0.05	0.04	0.35	0.35	0.16	0.00	0.18
Crit Moves:	***			***			***			***		
Green Time:	10.0	60.0	60.0	10.0	60.0	60.0	41.0	41.0	41.0	25.0	0.0	25.0
Volume/Cap:	1.04	0.23	0.10	0.54	0.62	0.12	0.16	1.35	1.35	1.04	0.00	1.15
Uniform Del:	75.0	34.3	32.4	72.8	40.8	32.8	46.1	59.5	59.5	67.5	0.0	67.5
IncrcmntDel:	97.9	0.1	0.1	5.3	0.6	0.1	0.0	170	169.6	49.6	0.0	89.3
InitQueueDel:	0.0	1.7	0.0	65.8	2.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.96	0.60	0.60	0.96	0.60	0.60	1.00	1.00	1.00	1.00	0.00	1.00
Delay/Veh:	169.6	22.3	19.5	140.7	28.0	19.8	46.1	229	229.1	117.1	0.0	156.8
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:	169.6	22.3	19.5	140.7	28.0	19.8	46.1	229	229.1	117.1	0.0	156.8
LOS by Move:	F	C+	B-	F	C	B-	D	F	F	F	A	F
HCM2kAvgQ:	10	4	1	3	13	2	3	54	54	21	0	25

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative AM

Intersection #212: I-280 S Ramps/De Anza Blvd 1637-212 [CMP 2010]

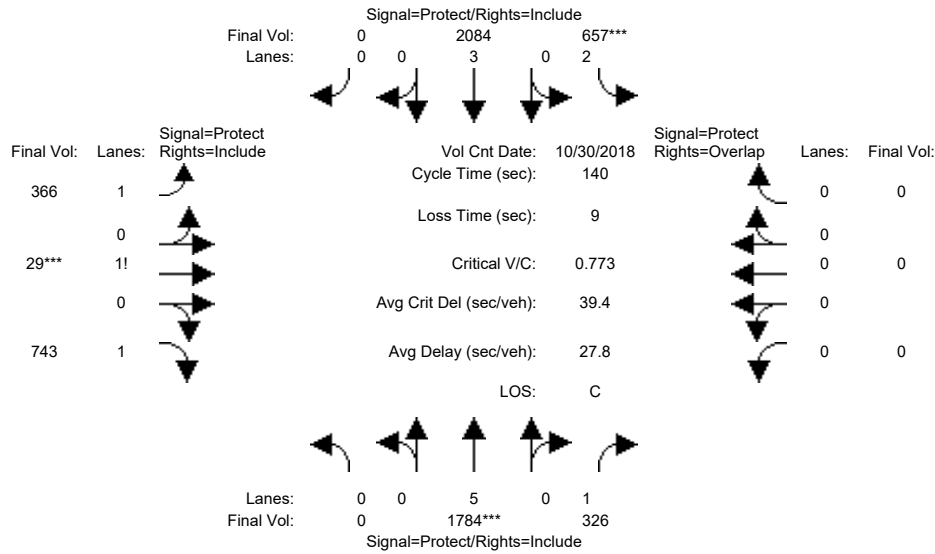


Street Name:	De Anza Boulevard						I-280 S. Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module: >> Count Date:	4 Feb 2020 << 8:45 - 9:45											
Base Vol:	0	1448	280	538	1636	0	501	0	822	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1448	280	538	1636	0	501	0	822	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1448	280	538	1636	0	501	0	822	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1448	280	538	1636	0	501	0	822	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1448	280	538	1636	0	501	0	822	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1448	280	538	1636	0	501	0	822	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	5.00	1.00	2.00	3.00	0.00	1.38	0.00	1.62	0.00	0.00	0.00
Final Sat.:	0	9500	1750	3150	5700	0	2413	0	2837	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.16	0.17	0.29	0.00	0.21	0.00	0.29	0.00	0.00	0.00
Crit Moves:			****	****					****			
Green Time:	0.0	32.5	32.5	34.7	67.2	0.0	58.8	0.0	58.8	0.0	0.0	0.0
Volume/Cap:	0.00	0.63	0.66	0.66	0.58	0.00	0.48	0.00	0.66	0.00	0.00	0.00
Uniform Del:	0.0	45.9	46.3	45.0	23.9	0.0	27.1	0.0	30.3	0.0	0.0	0.0
IncrementDel:	0.0	0.6	4.0	2.1	0.3	0.0	0.1	0.0	0.9	0.0	0.0	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.79	0.79	0.77	0.34	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	36.8	40.5	36.7	8.4	0.0	27.3	0.0	31.1	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	36.8	40.5	36.7	8.4	0.0	27.3	0.0	31.1	0.0	0.0	0.0
LOS by Move:	A	D+	D	D+	A	A	C	A	C	A	A	A
HCM2kAvgQ:	0	10	11	11	8	0	11	0	18	0	0	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 #212: I-280 S Ramps/De Anza Blvd 1637-212 [CMP 2010]

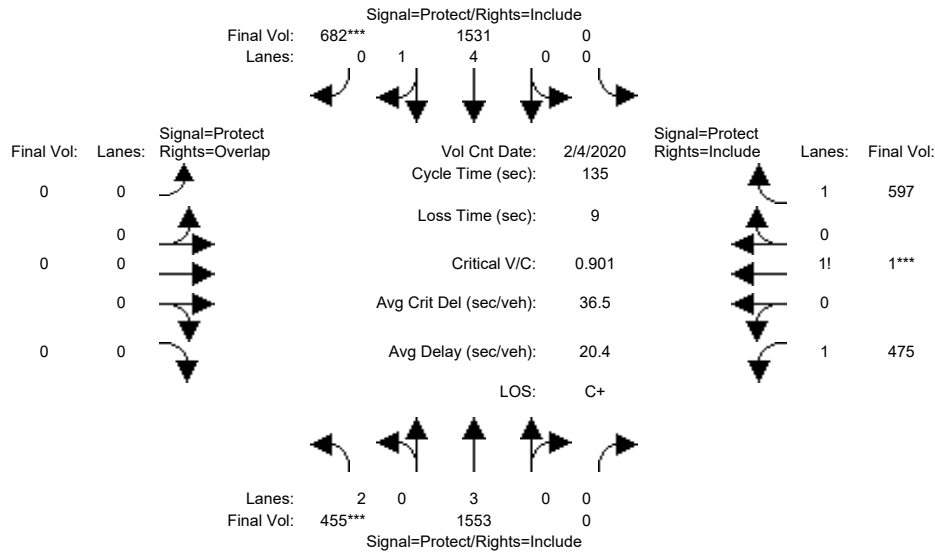


Street Name:	De Anza Boulevard						I-280 S. Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module: >> Count Date:	30 Oct 2018 << 5:00 - 6:00 PM											
Base Vol:	0	1784	326	657	2084	0	366	29	743	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1784	326	657	2084	0	366	29	743	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1784	326	657	2084	0	366	29	743	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1784	326	657	2084	0	366	29	743	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1784	326	657	2084	0	366	29	743	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1784	326	657	2084	0	366	29	743	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	0.00	5.00	1.00	2.00	3.00	0.00	1.32	0.05	1.63	0.00	0.00	0.00
Final Sat.:	0	9500	1750	3150	5700	0	2310	89	2936	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.19	0.21	0.37	0.00	0.16	0.33	0.25	0.00	0.00	0.00
Crit Moves:	****											
Green Time:	0.0	34.0	34.0	37.8	71.8	0.0	59.2	59.2	59.2	0.0	0.0	0.0
Volume/Cap:	0.00	0.77	0.77	0.77	0.71	0.00	0.37	0.77	0.60	0.00	0.00	0.00
Uniform Del:	0.0	49.4	49.3	47.2	26.2	0.0	27.7	34.6	31.2	0.0	0.0	0.0
IncrementDel:	0.0	1.7	8.2	4.4	0.8	0.0	0.1	2.6	0.5	0.0	0.0	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.79	0.79	0.75	0.30	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	40.5	47.0	40.0	8.7	0.0	27.8	37.2	31.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	40.5	47.0	40.0	8.7	0.0	27.8	37.2	31.7	0.0	0.0	0.0
LOS by Move:	A	D	D	D	A	A	C	D+	C	A	A	A
HCM2kAvgQ:	0	15	15	14	11	0	9	24	16	0	0	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 #213: I-280 N Ramps/De Anza Blvd 1636-213 [CMP 2010]



Street Name:	De Anza Boulevard						I-280 N. 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:	7	10	10	7	10	10	0	0	0	7	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:	>>	Count	Date:	4 Feb 2020	<<	8:00 - 9:00						
Base Vol:	455	1553	0	0	1531	682	0	0	0	475	1	597
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	455	1553	0	0	1531	682	0	0	0	475	1	597
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:	455	1553	0	0	1531	682	0	0	0	475	1	597
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	455	1553	0	0	1531	682	0	0	0	475	1	597
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	455	1553	0	0	1531	682	0	0	0	475	1	597
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	455	1553	0	0	1531	682	0	0	0	475	1	597

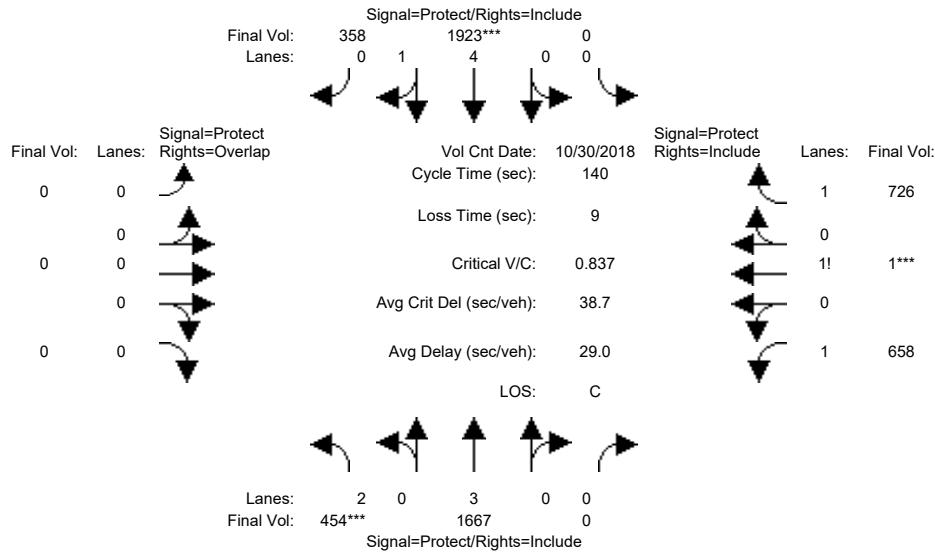
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	2.00	3.00	0.00	0.00	4.00	1.00	0.00	0.00	0.00	1.44	0.01	1.55
Final Sat.:	3150	5700	0	0	7600	1750	0	0	0	2524	3	2723

Capacity Analysis Module:												
Vol/Sat:	0.14	0.27	0.00	0.00	0.20	0.39	0.00	0.00	0.00	0.19	0.31	0.22
Crit Moves:	***					***					***	
Green Time:	21.6	80.0	0.0	0.0	58.4	58.4	0.0	0.0	0.0	46.0	46.0	46.0
Volume/Cap:	0.90	0.46	0.00	0.00	0.47	0.90	0.00	0.00	0.00	0.55	0.90	0.64
Uniform Del:	55.6	15.4	0.0	0.0	27.2	35.6	0.0	0.0	0.0	36.2	42.4	37.6
IncrementDel:	19.1	0.1	0.0	0.0	0.1	5.0	0.0	0.0	0.0	0.3	9.5	0.9
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.87	0.03	0.00	0.00	0.49	0.49	0.00	0.00	0.00	1.00	1.00	1.00
Delay/Veh:	67.7	0.6	0.0	0.0	13.5	22.6	0.0	0.0	0.0	36.5	51.9	38.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	67.7	0.6	0.0	0.0	13.5	22.6	0.0	0.0	0.0	36.5	51.9	38.5
LOS by Move:	E	A	A	A	B	C+	A	A	A	D+	D-	D+
HCM2kAvgQ:	12	1	0	0	6	25	0	0	0	12	26	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 #213: I-280 N Ramps/De Anza Blvd 1636-213 [CMP 2010]

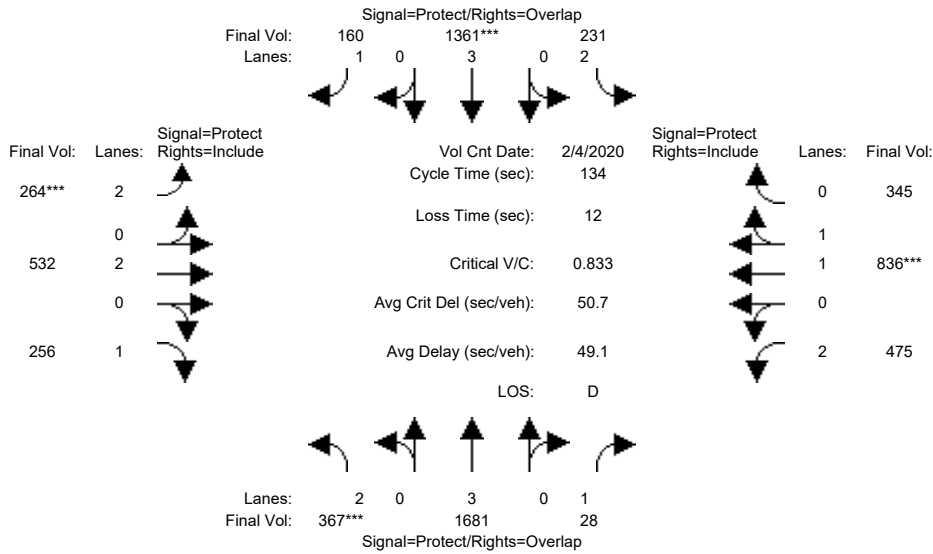


Street Name:	De Anza Boulevard						I-280 N. Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	7	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module: >> Count Date:	30 Oct 2018 << 5:00 - 6:00 PM											
Base Vol:	454	1667	0	0	1923	358	0	0	0	658	1	726
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	454	1667	0	0	1923	358	0	0	0	658	1	726
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:	454	1667	0	0	1923	358	0	0	0	658	1	726
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	454	1667	0	0	1923	358	0	0	0	658	1	726
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	454	1667	0	0	1923	358	0	0	0	658	1	726
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	454	1667	0	0	1923	358	0	0	0	658	1	726
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.95	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	2.00	3.00	0.00	0.00	4.18	0.82	0.00	0.00	0.00	1.47	0.01	1.52
Final Sat.:	3150	5700	0	0	7922	1475	0	0	0	2581	3	2667
Capacity Analysis Module:												
Vol/Sat:	0.14	0.29	0.00	0.00	0.24	0.24	0.00	0.00	0.00	0.25	0.40	0.27
Crit Moves:	****				****						****	
Green Time:	24.1	64.7	0.0	0.0	40.6	40.6	0.0	0.0	0.0	66.3	66.3	66.3
Volume/Cap:	0.84	0.63	0.00	0.00	0.84	0.84	0.00	0.00	0.00	0.54	0.84	0.58
Uniform Del:	56.0	28.6	0.0	0.0	46.6	46.6	0.0	0.0	0.0	26.1	32.1	26.7
IncrementDel:	10.9	0.5	0.0	0.0	2.4	2.4	0.0	0.0	0.0	0.2	3.9	0.3
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.86	0.43	0.00	0.00	0.73	0.73	0.00	0.00	0.00	1.00	1.00	1.00
Delay/Veh:	59.2	12.7	0.0	0.0	36.3	36.3	0.0	0.0	0.0	26.3	36.1	27.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.2	12.7	0.0	0.0	36.3	36.3	0.0	0.0	0.0	26.3	36.1	27.0
LOS by Move:	E+	B	A	A	D+	D+	A	A	A	C	D+	C
HCM2kAvgQ:	11	10	0	0	17	17	0	0	0	14	30	16

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative AM

Intersection #214: De Anza Blvd/Homestead Rd 1617-214 [CMP 2010]



Street Name:	De Anza Boulevard						Homestead 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:	4 Feb 2020	<<	8:00 AM - 9:00 AM											
Base Vol:	367	1681	28	231	1361	160	264	532	256	475	836	345					
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Initial Bse:	367	1681	28	231	1361	160	264	532	256	475	836	345					
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:	367	1681	28	231	1361	160	264	532	256	475	836	345					
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Volume:	367	1681	28	231	1361	160	264	532	256	475	836	345					
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0					
Reduced Vol:	367	1681	28	231	1361	160	264	532	256	475	836	345					
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Final Volume:	367	1681	28	231	1361	160	264	532	256	475	836	345					

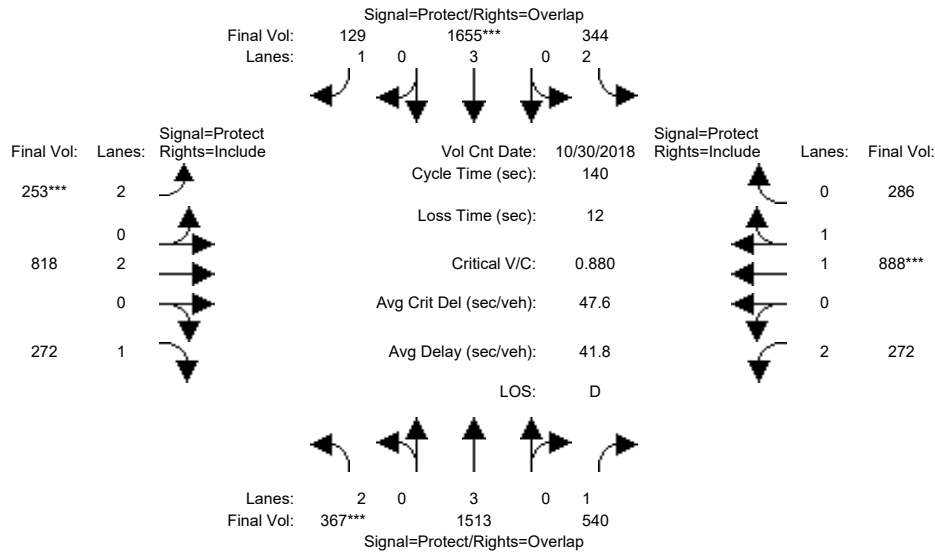
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.98	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.40	0.60
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	2618	1081

Capacity Analysis Module:												
Vol/Sat:	0.12	0.29	0.02	0.07	0.24	0.09	0.08	0.14	0.15	0.15	0.32	0.32
Crit Moves:	***			****			****			****		
Green Time:	18.7	45.8	78.7	11.4	38.4	51.9	13.5	31.9	31.9	32.9	51.4	51.4
Volume/Cap:	0.83	0.86	0.03	0.86	0.83	0.24	0.83	0.59	0.61	0.61	0.83	0.83
Uniform Del:	56.1	41.2	11.6	60.5	44.8	27.7	59.2	45.2	45.5	44.9	37.4	37.4
IncrementDel:	12.8	4.3	0.0	23.9	3.8	0.2	16.9	1.0	2.7	1.5	4.4	4.4
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	68.9	45.5	11.6	84.5	48.6	27.9	76.1	46.2	48.3	46.4	41.8	41.8
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:	68.9	45.5	11.6	84.5	48.6	27.9	76.1	46.2	48.3	46.4	41.8	41.8
LOS by Move:	E	D	B+	F	D	C	E-	D	D	D	D	D
HCM2kAvgQ:	9	22	0	6	18	5	9	10	11	11	24	24

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative PM

Intersection #214: De Anza Blvd/Homestead Rd 1617-214 [CMP 2010]



Street Name:	De Anza Boulevard						Homestead Road					
	North Bound			South Bound			East Bound			West Bound		
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:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:	>>	Count	Date:	30 Oct 2018	<<	5:30 - 6:30 PM						
Base Vol:	367	1513	540	344	1655	129	253	818	272	272	888	286
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	367	1513	540	344	1655	129	253	818	272	272	888	286
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:	367	1513	540	344	1655	129	253	818	272	272	888	286
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	367	1513	540	344	1655	129	253	818	272	272	888	286
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	367	1513	540	344	1655	129	253	818	272	272	888	286
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	367	1513	540	344	1655	129	253	818	272	272	888	286

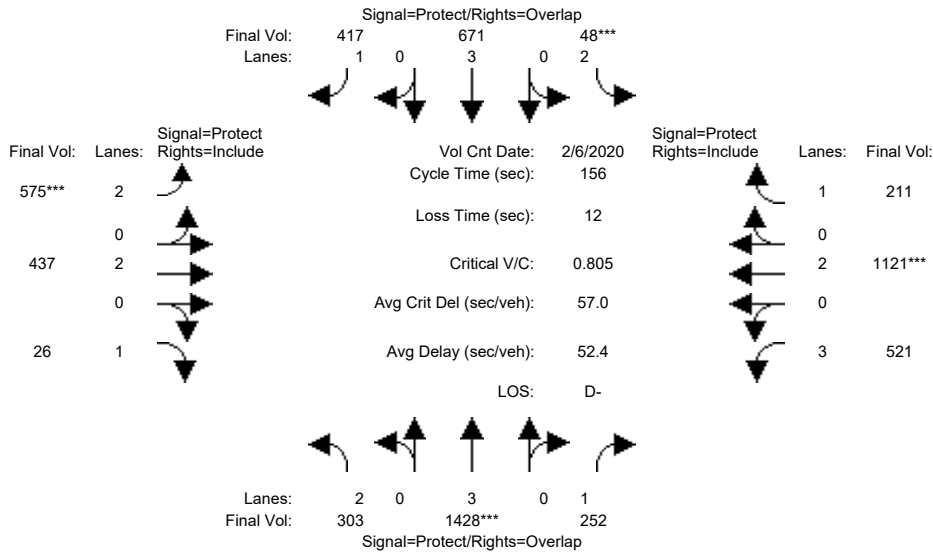
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.98	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.50	0.50
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	2798	901

Capacity Analysis Module:												
Vol/Sat:	0.12	0.27	0.31	0.11	0.29	0.07	0.08	0.22	0.16	0.09	0.32	0.32
Crit Moves:	***			****			****			****		
Green Time:	18.5	45.9	64.0	18.9	46.2	59.0	12.8	45.2	45.2	18.1	50.5	50.5
Volume/Cap:	0.88	0.81	0.68	0.81	0.88	0.17	0.88	0.67	0.48	0.67	0.88	0.88
Uniform Del:	59.6	43.1	29.9	58.8	44.3	25.3	62.9	40.9	38.0	58.1	41.9	41.9
IncrcmntDel:	18.9	2.8	2.3	11.2	5.2	0.1	25.3	1.4	0.7	4.2	7.1	7.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.90	0.68	0.44	0.90	0.67	0.51	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	72.5	31.9	15.4	63.9	34.9	13.1	88.1	42.4	38.7	62.3	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:	72.5	31.9	15.4	63.9	34.9	13.1	88.1	42.4	38.7	62.3	49.0	49.0
LOS by Move:	E	C	B	E	C-	B	F	D	D+	E	D	D
HCM2kAvgQ:	10	18	12	8	20	2	9	13	8	8	25	25

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative AM

Intersection #1207: GREAT AMERICA/TASMAN

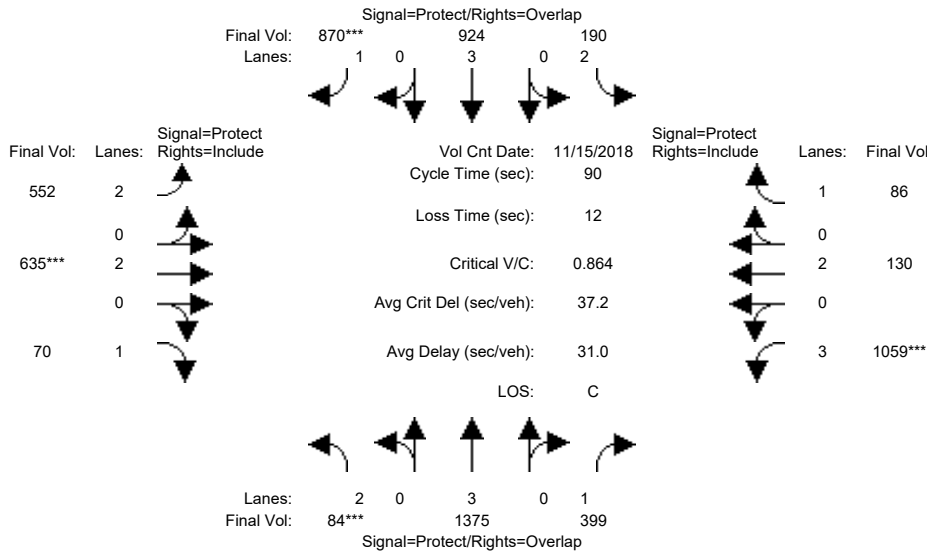


Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	8	12	12	7	12	12	7	10	10	8	10	10
Y+R:	5.0	6.7	6.7	5.0	6.7	6.7	5.0	6.4	6.4	5.0	6.4	6.4
Volume Module: >> Count Date: 6 Feb 2020 << 8:15 - 9:15												
Base Vol:	303	1428	252	48	671	417	575	437	26	521	1121	211
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	303	1428	252	48	671	417	575	437	26	521	1121	211
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:	303	1428	252	48	671	417	575	437	26	521	1121	211
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	303	1428	252	48	671	417	575	437	26	521	1121	211
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	303	1428	252	48	671	417	575	437	26	521	1121	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:	303	1428	252	48	671	417	575	437	26	521	1121	211
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.80	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	3.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	4551	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.25	0.14	0.02	0.12	0.24	0.18	0.12	0.01	0.11	0.30	0.12
Crit Moves:	****			****			****			****		
Green Time:	24.3	47.1	92.0	7.0	29.8	64.1	34.3	45.0	45.0	44.8	55.5	55.5
Volume/Cap:	0.62	0.83	0.24	0.34	0.62	0.58	0.83	0.40	0.05	0.40	0.83	0.34
Uniform Del:	61.5	50.7	15.4	72.3	57.9	35.5	58.0	44.6	40.1	44.7	45.9	36.8
IncrementDel:	5.7	4.8	0.6	6.4	2.6	3.4	11.0	1.1	0.2	0.9	6.0	1.5
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	67.2	55.4	15.9	78.7	60.5	38.9	69.0	45.7	40.3	45.6	51.9	38.3
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:	67.2	55.4	15.9	78.7	60.5	38.9	69.0	45.7	40.3	45.6	51.9	38.3
LOS by Move:	E	E+	B	E-	E	D+	E	D	D	D	D-	D+
HCM2kAvgQ:	9	23	6	2	10	17	17	8	1	8	26	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 #1207: GREAT AMERICA/TASMAN

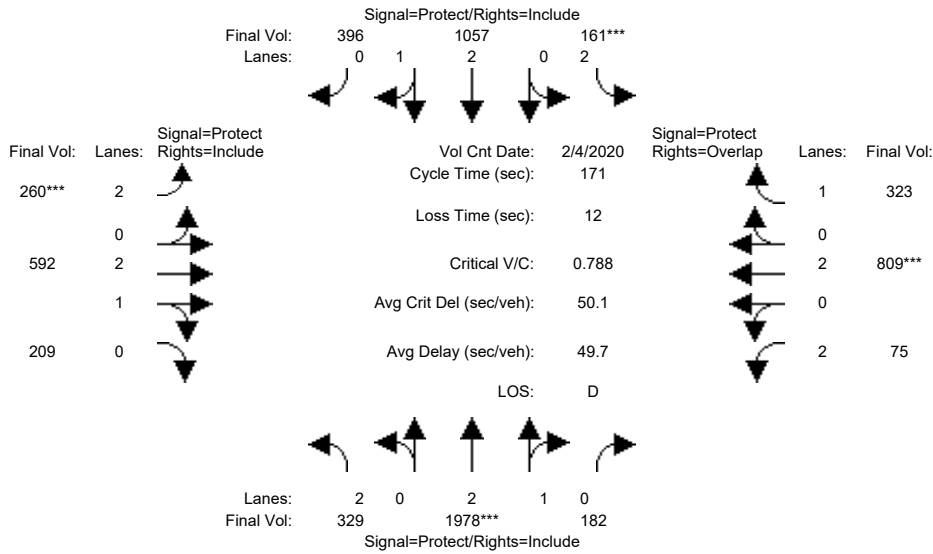


Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 15 Nov 2018 << 4:45 - 5:45 PM												
Base Vol:	84	1375	399	190	924	870	552	635	70	1059	130	86
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	84	1375	399	190	924	870	552	635	70	1059	130	86
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	84	1375	399	190	924	870	552	635	70	1059	130	86
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	84	1375	399	190	924	870	552	635	70	1059	130	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	1375	399	190	924	870	552	635	70	1059	130	86
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	84	1375	399	190	924	870	552	635	70	1059	130	86
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.80	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	3.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	4551	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.24	0.23	0.06	0.16	0.50	0.18	0.17	0.04	0.23	0.03	0.05
Crit Moves:	****					****		****		****		
Green Time:	7.0	29.2	52.1	9.4	31.7	55.7	24.1	16.4	16.4	22.9	15.3	15.3
Volume/Cap:	0.34	0.74	0.39	0.58	0.46	0.80	0.66	0.91	0.22	0.91	0.20	0.29
Uniform Del:	39.3	27.0	10.3	38.4	22.6	13.0	29.3	36.1	31.3	32.6	32.1	32.6
IncrementDel:	0.8	1.7	0.3	2.5	0.2	4.4	1.9	16.7	0.3	11.2	0.2	0.5
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	40.2	28.7	10.6	40.9	22.7	17.4	31.2	52.8	31.7	43.8	32.3	33.2
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:	40.2	28.7	10.6	40.9	22.7	17.4	31.2	52.8	31.7	43.8	32.3	33.2
LOS by Move:	D	C	B+	D	C+	B	C	D-	C	D	C-	C-
HCM2kAvgQ:	2	13	7	4	7	21	8	10	2	14	1	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 #1401: Sunnyvale-Saratoga Rd / Fremont Ave



Street Name:	Sunnyvale-Saratoga Road						Fremont Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
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:	4 Feb 2020	<<	7:45 - 8:45						
Base Vol:	329	1978	182	161	1057	396	260	592	209	75	809	323
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	329	1978	182	161	1057	396	260	592	209	75	809	323
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	329	1978	182	161	1057	396	260	592	209	75	809	323
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	329	1978	182	161	1057	396	260	592	209	75	809	323
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	329	1978	182	161	1057	396	260	592	209	75	809	323
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	329	1978	182	161	1057	396	260	592	209	75	809	323

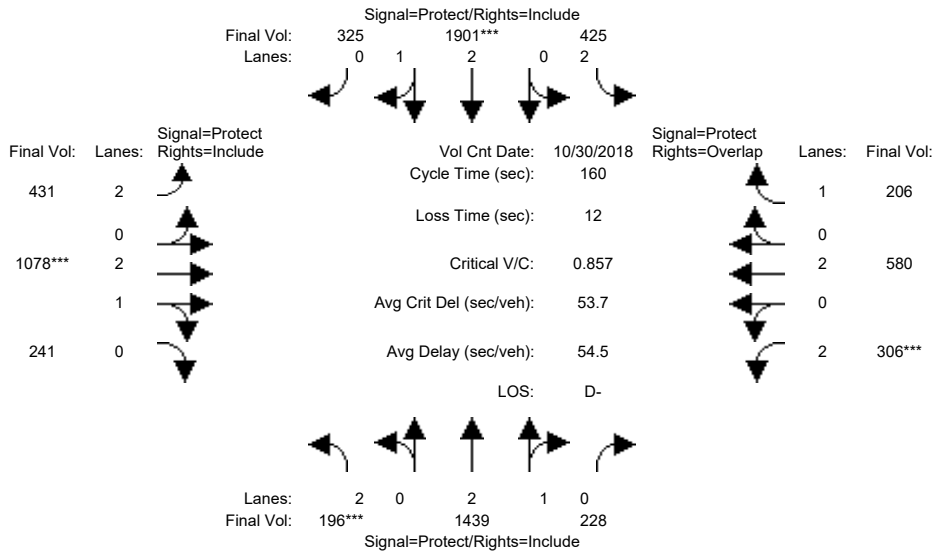
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	1.00	0.95	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	2.00	2.74	0.26	2.00	2.15	0.85	2.00	2.19	0.81	2.00	2.00	1.00
Final Sat.:	3150	5128	472	3150	4072	1525	3150	4137	1460	3150	3800	1750

Capacity Analysis Module:												
Vol/Sat:	0.10	0.39	0.39	0.05	0.26	0.26	0.08	0.14	0.14	0.02	0.21	0.18
Crit Moves:	****			****			****			****		
Green Time:	27.2	83.8	83.8	11.1	67.6	67.6	17.9	49.9	49.9	14.3	46.2	57.3
Volume/Cap:	0.66	0.79	0.79	0.79	0.66	0.66	0.79	0.49	0.49	0.29	0.79	0.55
Uniform Del:	67.5	36.2	36.2	78.8	42.2	42.2	74.7	50.1	50.1	73.6	57.8	46.3
IncrementDel:	3.2	1.6	1.6	18.2	0.7	0.7	11.9	0.2	0.2	0.6	4.1	1.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	70.7	37.8	37.8	97.0	42.9	42.9	86.6	50.3	50.3	74.2	62.0	47.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	70.7	37.8	37.8	97.0	42.9	42.9	86.6	50.3	50.3	74.2	62.0	47.5
LOS by Move:	E	D+	D+	F	D	D	F	D	D	E	E	D
HCM2kAvgQ:	9	30	30	5	21	21	10	12	12	2	21	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 #1401: Sunnyvale-Saratoga Rd / Fremont Ave



Street Name:	Sunnyvale-Saratoga Road						Fremont Avenue					
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:	30 Oct 2018	<<	5:15 - 6:15 PM						
Base Vol:	196	1439	228	425	1901	325	431	1078	241	306	580	206
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	196	1439	228	425	1901	325	431	1078	241	306	580	206
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:	196	1439	228	425	1901	325	431	1078	241	306	580	206
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	196	1439	228	425	1901	325	431	1078	241	306	580	206
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	196	1439	228	425	1901	325	431	1078	241	306	580	206
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	196	1439	228	425	1901	325	431	1078	241	306	580	206

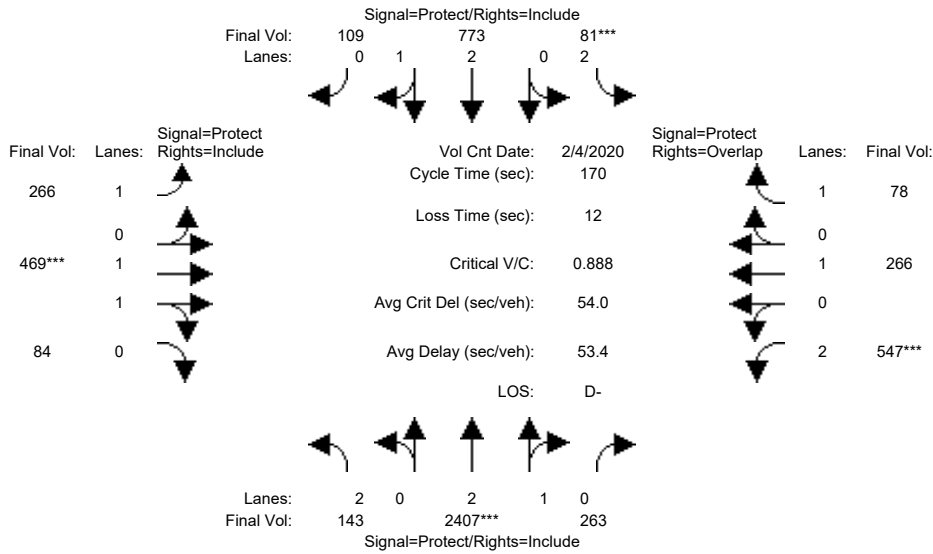
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	0.99	0.95	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	2.00	2.57	0.43	2.00	2.55	0.45	2.00	2.43	0.57	2.00	2.00	1.00
Final Sat.:	3150	4833	766	3150	4781	817	3150	4575	1023	3150	3800	1750

Capacity Analysis Module:												
Vol/Sat:	0.06	0.30	0.30	0.13	0.40	0.40	0.14	0.24	0.24	0.10	0.15	0.12
Crit Moves:	***			****			****			****		
Green Time:	11.6	59.1	59.1	26.8	74.2	74.2	29.4	44.0	44.0	18.1	32.8	59.5
Volume/Cap:	0.86	0.81	0.81	0.81	0.86	0.86	0.75	0.86	0.86	0.86	0.75	0.32
Uniform Del:	73.4	45.3	45.3	64.1	38.1	38.1	61.8	55.0	55.0	69.7	59.7	35.7
IncrcmntDel:	25.9	2.4	2.4	8.9	3.1	3.1	5.3	5.0	5.0	18.1	3.9	0.3
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	99.3	47.7	47.7	73.0	41.2	41.2	67.0	60.0	60.0	87.8	63.7	36.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	99.3	47.7	47.7	73.0	41.2	41.2	67.0	60.0	60.0	87.8	63.7	36.0
LOS by Move:	F	D	D	E	D	D	E	E	E	F	E	D+
HCM2kAvgQ:	6	24	24	12	32	32	13	23	23	11	15	8

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative AM

Intersection #1402: Sunnyvale-Saratoga Rd / Remington Dr



Street Name:	Sunnyvale-Saratoga Road						Remington Drive					
	North Bound			South Bound			East Bound			West Bound		
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:	4 Feb 2020	<<	8:00 AM - 9:00 AM						
Base Vol:	143	2407	263	81	773	109	266	469	84	547	266	78
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	143	2407	263	81	773	109	266	469	84	547	266	78
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:	143	2407	263	81	773	109	266	469	84	547	266	78
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	143	2407	263	81	773	109	266	469	84	547	266	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	143	2407	263	81	773	109	266	469	84	547	266	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
Final Volume:	143	2407	263	81	773	109	266	469	84	547	266	78

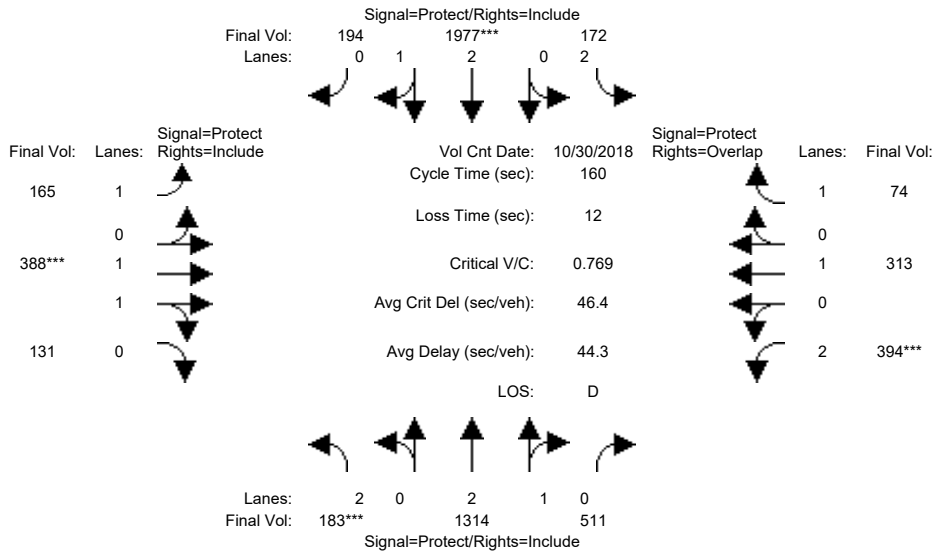
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	0.99	0.95	0.92	0.98	0.95	0.83	1.00	0.92
Lanes:	2.00	2.69	0.31	2.00	2.62	0.38	1.00	1.69	0.31	2.00	1.00	1.00
Final Sat.:	3150	5048	552	3150	4907	692	1750	3138	562	3150	1900	1750

Capacity Analysis Module:												
Vol/Sat:	0.05	0.48	0.48	0.03	0.16	0.16	0.15	0.15	0.15	0.17	0.14	0.04
Crit Moves:	****			****			****			****		
Green Time:	21.7	90.0	90.0	7.0	75.3	75.3	31.7	28.2	28.2	32.8	29.2	36.2
Volume/Cap:	0.36	0.90	0.90	0.62	0.36	0.36	0.81	0.90	0.90	0.90	0.81	0.21
Uniform Del:	67.8	36.0	36.0	80.2	31.3	31.3	66.3	69.5	69.5	67.0	67.8	55.1
IncrementDel:	0.5	4.2	4.2	9.2	0.1	0.1	14.4	16.4	16.4	16.5	14.4	0.3
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	68.3	40.2	40.2	89.4	31.4	31.4	80.7	85.9	85.9	83.5	82.2	55.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	68.3	40.2	40.2	89.4	31.4	31.4	80.7	85.9	85.9	83.5	82.2	55.4
LOS by Move:	E	D	D	F	C	C	F	F	F	F	F	E+
HCM2kAvgQ:	4	42	42	4	10	10	16	17	17	20	15	4

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative PM

Intersection #1402: Sunnyvale-Saratoga Rd / Remington Dr



Street Name:	Sunnyvale-Saratoga Road						Remington Drive					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
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:	30 Oct 2018	<<	5:15 - 6:15 PM						
Base Vol:	183	1314	511	172	1977	194	165	388	131	394	313	74
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	183	1314	511	172	1977	194	165	388	131	394	313	74
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	183	1314	511	172	1977	194	165	388	131	394	313	74
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	183	1314	511	172	1977	194	165	388	131	394	313	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	183	1314	511	172	1977	194	165	388	131	394	313	74
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	183	1314	511	172	1977	194	165	388	131	394	313	74

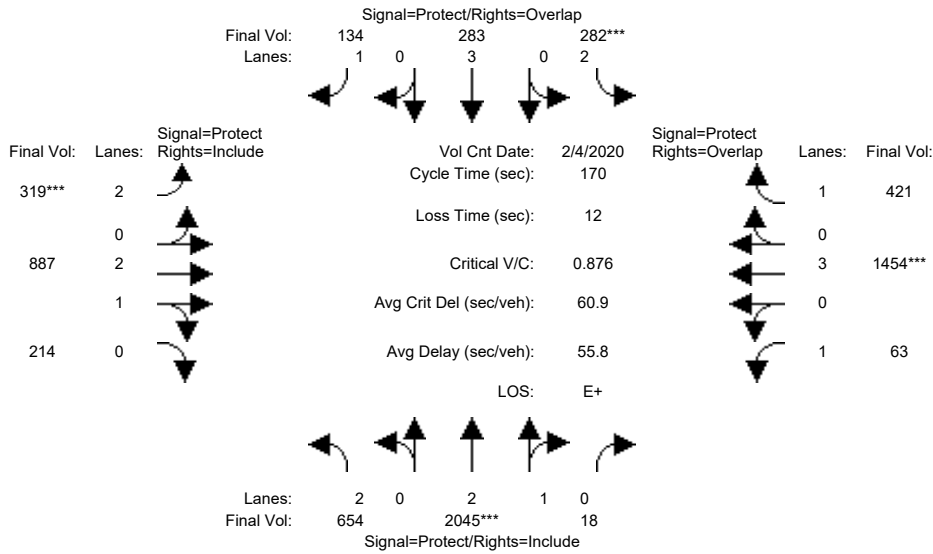
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.95	0.83	0.99	0.95	0.92	0.98	0.95	0.83	1.00	0.92
Lanes:	2.00	2.13	0.87	2.00	2.72	0.28	1.00	1.48	0.52	2.00	1.00	1.00
Final Sat.:	3150	4030	1567	3150	5099	500	1750	2765	934	3150	1900	1750

Capacity Analysis Module:												
Vol/Sat:	0.06	0.33	0.33	0.05	0.39	0.39	0.09	0.14	0.14	0.13	0.16	0.04
Crit Moves:	***			****			****			****		
Green Time:	12.1	79.5	79.5	13.3	80.7	80.7	20.1	29.2	29.2	26.0	35.1	48.4
Volume/Cap:	0.77	0.66	0.66	0.66	0.77	0.77	0.75	0.77	0.77	0.77	0.75	0.14
Uniform Del:	72.6	30.1	30.1	71.1	32.1	32.1	67.5	62.2	62.2	64.1	58.3	40.6
IncrcmntDel:	14.1	0.6	0.6	5.9	1.3	1.3	13.4	5.4	5.4	7.0	7.4	0.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	86.7	30.7	30.7	77.1	33.4	33.4	81.0	67.6	67.6	71.1	65.8	40.7
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:	86.7	30.7	30.7	77.1	33.4	33.4	81.0	67.6	67.6	71.1	65.8	40.7
LOS by Move:	F	C	C	E-	C-	C-	F	E	E	E	E	D
HCM2kAvgQ:	5	21	21	6	30	30	10	14	14	13	16	3

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative AM

Intersection #1407: El Camino Real (SR 82) / Mathilda Ave



Street Name:	Mathilda Avenue						El Camino Real					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
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:	4 Feb 2020	<< 8:00 AM	- 9:00 AM							
Base Vol:	654	2045	18	282	283	134	319	887	214	63	1454	421
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	654	2045	18	282	283	134	319	887	214	63	1454	421
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:	654	2045	18	282	283	134	319	887	214	63	1454	421
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	654	2045	18	282	283	134	319	887	214	63	1454	421
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	654	2045	18	282	283	134	319	887	214	63	1454	421
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	654	2045	18	282	283	134	319	887	214	63	1454	421

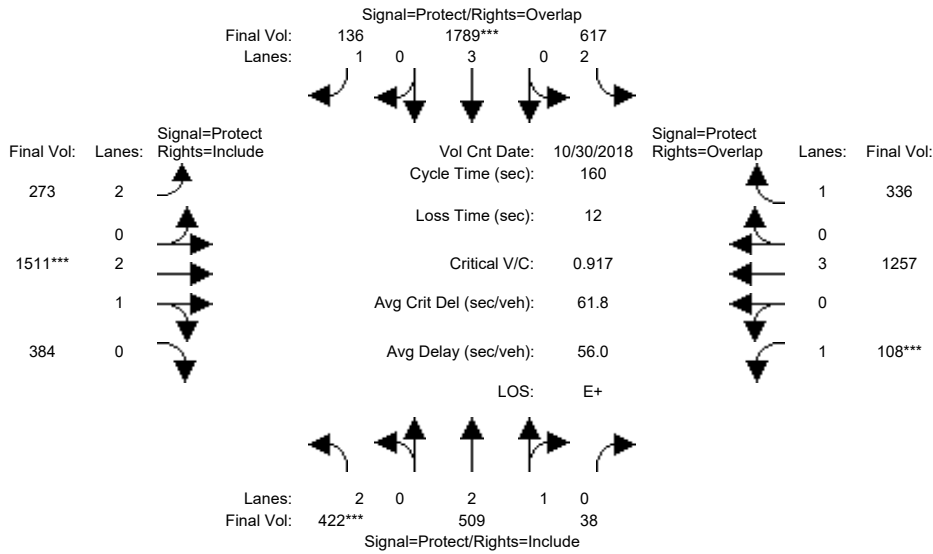
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.83	1.00	0.92	0.83	0.99	0.95	0.92	1.00	0.92
Lanes:	2.00	2.97	0.03	2.00	3.00	1.00	2.00	2.40	0.60	1.00	3.00	1.00
Final Sat.:	3150	5551	49	3150	5700	1750	3150	4510	1088	1750	5700	1750

Capacity Analysis Module:												
Vol/Sat:	0.21	0.37	0.37	0.09	0.05	0.08	0.10	0.20	0.20	0.04	0.26	0.24
Crit Moves:	****			****			****			****		
Green Time:	69.2	71.5	71.5	17.4	19.6	39.3	19.7	57.2	57.2	12.0	49.5	66.9
Volume/Cap:	0.51	0.88	0.88	0.88	0.43	0.33	0.88	0.58	0.58	0.51	0.88	0.61
Uniform Del:	37.7	45.2	45.2	75.3	70.0	54.4	74.0	46.6	46.6	76.2	57.3	41.2
IncrementDel:	0.3	4.0	4.0	22.6	0.5	0.5	20.5	0.5	0.5	3.6	5.6	1.6
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	38.0	49.2	49.2	97.8	70.4	54.9	94.5	47.1	47.1	79.8	62.9	42.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.0	49.2	49.2	97.8	70.4	54.9	94.5	47.1	47.1	79.8	62.9	42.8
LOS by Move:	D+	D	D	F	E	D-	F	D	D	E-	E	D
HCM2kAvgQ:	15	35	35	10	4	6	12	16	16	4	26	19

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative PM

Intersection #1407: El Camino Real (SR 82) / Mathilda Ave



Street Name:	Mathilda Avenue						El Camino Real					
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:	30 Oct 2018	<<	5:15 - 6:15 PM						
Base Vol:	422	509	38	617	1789	136	273	1511	384	108	1257	336
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	422	509	38	617	1789	136	273	1511	384	108	1257	336
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:	422	509	38	617	1789	136	273	1511	384	108	1257	336
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	422	509	38	617	1789	136	273	1511	384	108	1257	336
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	422	509	38	617	1789	136	273	1511	384	108	1257	336
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	422	509	38	617	1789	136	273	1511	384	108	1257	336

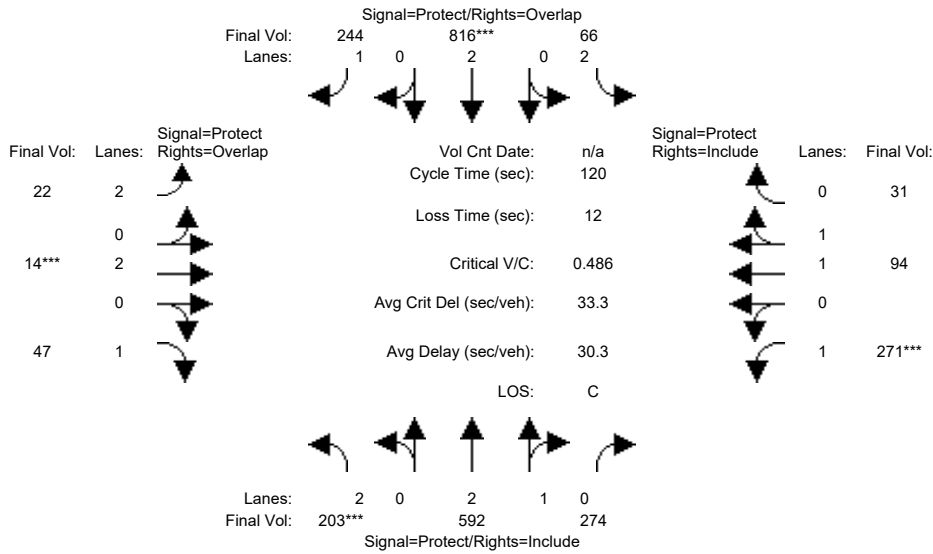
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	1.00	0.92	0.83	0.99	0.95	0.92	1.00	0.92
Lanes:	2.00	2.78	0.22	2.00	3.00	1.00	2.00	2.37	0.63	1.00	3.00	1.00
Final Sat.:	3150	5210	389	3150	5700	1750	3150	4464	1134	1750	5700	1750

Capacity Analysis Module:												
Vol/Sat:	0.13	0.10	0.10	0.20	0.31	0.08	0.09	0.34	0.34	0.06	0.22	0.19
Crit Moves:	***				***			***			***	
Green Time:	23.4	26.0	26.0	52.1	54.8	74.5	19.7	59.1	59.1	10.8	50.1	102.3
Volume/Cap:	0.92	0.60	0.60	0.60	0.92	0.17	0.70	0.92	0.92	0.92	0.70	0.30
Uniform Del:	67.4	62.2	62.2	45.2	50.4	24.8	67.3	48.1	48.1	74.2	48.4	12.9
IncemntDel:	23.1	1.1	1.1	1.0	7.4	0.1	5.8	7.0	7.0	57.5	1.3	0.2
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	90.5	63.3	63.3	46.2	57.8	24.9	73.1	55.1	55.1	131.7	49.7	13.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	90.5	63.3	63.3	46.2	57.8	24.9	73.1	55.1	55.1	131.7	49.7	13.0
LOS by Move:	F	E	E	D	E+	C	E	E+	E+	F	D	B
HCM2kAvgQ:	16	9	9	15	29	4	9	33	33	8	19	8

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative AM

Intersection #1412: Mathilda Ave / Java Dr



Street Name:	Mathilda Avenue						Java Drive					
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:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	203	592	274	66	816	244	22	14	47	271	94	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	203	592	274	66	816	244	22	14	47	271	94	31
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:	203	592	274	66	816	244	22	14	47	271	94	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	203	592	274	66	816	244	22	14	47	271	94	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	203	592	274	66	816	244	22	14	47	271	94	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
Final Volume:	203	592	274	66	816	244	22	14	47	271	94	31

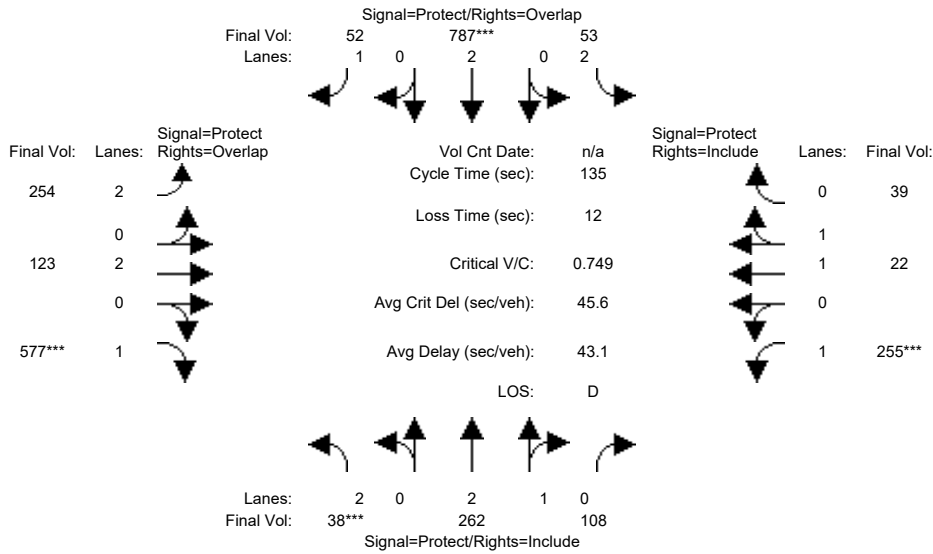
Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.95	0.83	1.00	0.92	0.83	1.00	0.92	0.92	0.98	0.95
Lanes:	2.00	2.02	0.98	2.00	2.00	1.00	2.00	2.00	1.00	1.00	1.49	0.51
Final Sat.:	3150	3826	1771	3150	3800	1750	3150	3800	1750	1750	2782	917

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.06	0.15	0.15	0.02	0.21	0.14	0.01	0.00	0.03	0.15	0.03	0.03
Crit Moves:	***			****			****			****		
Green Time:	14.6	45.8	45.8	17.3	48.5	67.0	18.5	10.0	24.6	35.0	26.4	26.4
Volume/Cap:	0.53	0.41	0.41	0.15	0.53	0.25	0.05	0.04	0.13	0.53	0.15	0.15
Uniform Del:	49.5	27.2	27.2	44.9	27.1	13.6	43.2	50.6	39.0	35.6	37.7	37.7
IncrementDel:	1.4	0.1	0.1	0.1	0.4	0.1	0.0	0.1	0.2	1.1	0.1	0.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	51.0	27.3	27.3	45.1	27.5	13.7	43.3	50.7	39.2	36.7	37.8	37.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.0	27.3	27.3	45.1	27.5	13.7	43.3	50.7	39.2	36.7	37.8	37.8
LOS by Move:	D	C	C	D	C	B	D	D	D	D+	D+	D+
HCM2kAvgQ:	4	8	8	1	11	5	0	0	2	9	2	2

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative PM

Intersection #1412: Mathilda Ave / Java Dr



Street Name:	Mathilda Avenue						Java Drive					
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:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	38	262	108	53	787	52	254	123	577	255	22	39
Growth Adj:	1.00	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	262	108	53	787	52	254	123	577	255	22	39
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:	38	262	108	53	787	52	254	123	577	255	22	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	38	262	108	53	787	52	254	123	577	255	22	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	262	108	53	787	52	254	123	577	255	22	39
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	38	262	108	53	787	52	254	123	577	255	22	39

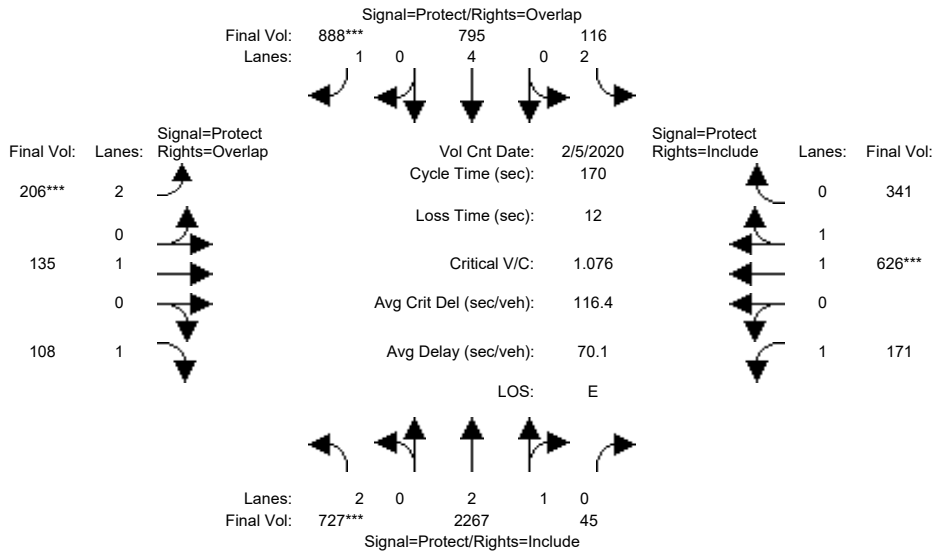
Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.95	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.09	0.91	2.00	2.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	3150	3963	1634	3150	3800	1750	3150	3800	1750	1750	1900	1750

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.01	0.07	0.07	0.02	0.21	0.03	0.08	0.03	0.33	0.15	0.01	0.02
Crit Moves:	***			****					****	****		
Green Time:	7.0	26.5	26.5	18.6	38.1	78.7	40.6	51.1	58.1	26.8	37.3	37.3
Volume/Cap:	0.23	0.34	0.34	0.12	0.73	0.05	0.27	0.09	0.77	0.73	0.04	0.08
Uniform Del:	61.4	46.7	46.7	51.1	43.9	12.1	35.9	26.9	32.7	50.8	35.8	36.2
IncrementDel:	0.7	0.2	0.2	0.1	2.7	0.0	0.2	0.0	4.7	7.9	0.0	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	62.2	46.8	46.8	51.2	46.5	12.1	36.0	27.0	37.4	58.6	35.8	36.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.2	46.8	46.8	51.2	46.5	12.1	36.0	27.0	37.4	58.6	35.8	36.2
LOS by Move:	E	D	D	D-	D	B	D+	C	D+	E+	D+	D+
HCM2kAvgQ:	1	4	4	1	15	1	5	2	23	11	1	1

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative AM

Intersection #1413: Mathilda Ave / Maude Ave



Street Name:	Mathilda Avenue						Maude Avenue					
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:	5 Feb 2020	<< 8:15 - 9:15
Base Vol:	727 2267 45	116 795 888	206 135 108	171 626 341
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	727 2267 45	116 795 888	206 135 108	171 626 341
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:	727 2267 45	116 795 888	206 135 108	171 626 341
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Volume:	727 2267 45	116 795 888	206 135 108	171 626 341
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	727 2267 45	116 795 888	206 135 108	171 626 341
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Final Volume:	727 2267 45	116 795 888	206 135 108	171 626 341

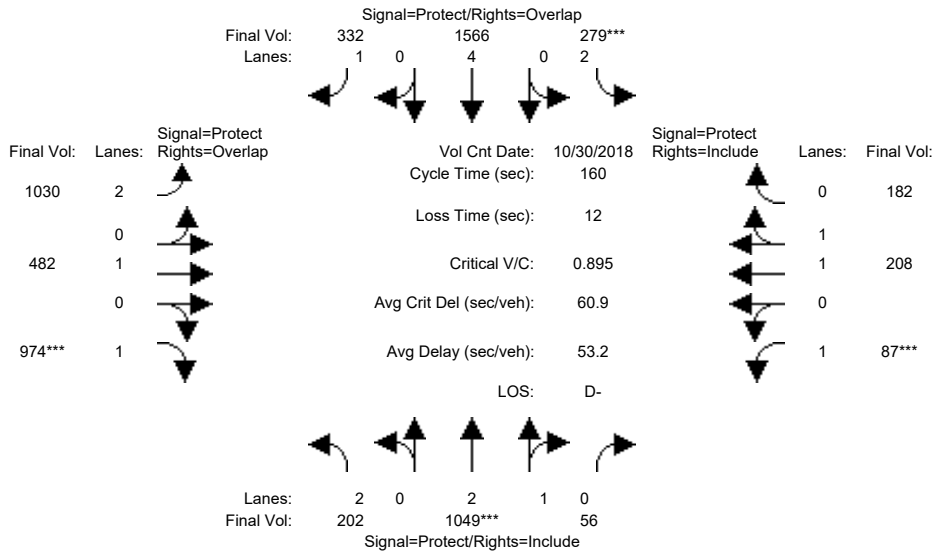
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.83	1.00	0.92	0.83	1.00	0.92	0.92	0.99	0.95
Lanes:	2.00	2.94	0.06	2.00	4.00	1.00	2.00	1.00	1.00	1.00	1.28	0.72
Final Sat.:	3150	5491	109	3150	7600	1750	3150	1900	1750	1750	2394	1304

Capacity Analysis Module:												
Vol/Sat:	0.23	0.41	0.41	0.04	0.10	0.51	0.07	0.07	0.06	0.10	0.26	0.26
Crit Moves:	***					***	***				***	
Green Time:	36.5	96.7	96.7	9.6	69.9	80.2	10.3	21.7	58.2	29.9	41.3	41.3
Volume/Cap:	1.08	0.73	0.73	0.65	0.25	1.08	1.08	0.56	0.18	0.56	1.08	1.08
Uniform Del:	66.8	26.9	26.9	78.5	32.9	44.9	79.8	69.6	39.2	64.0	64.3	64.3
IncrcmntDel:	56.7	0.9	0.9	8.1	0.0	53.7	86.6	2.8	0.1	2.2	52.5	52.5
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	123.5	27.8	27.8	86.7	33.0	98.6	166.4	72.4	39.3	66.2	117	116.8
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:	123.5	27.8	27.8	86.7	33.0	98.6	166.4	72.4	39.3	66.2	117	116.8
LOS by Move:	F	C	C	F	C-	F	F	E	D	E	F	F
HCM2kAvgQ:	26	28	28	4	6	60	9	6	4	9	34	34

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative PM

Intersection #1413: Mathilda Ave / Maude Ave

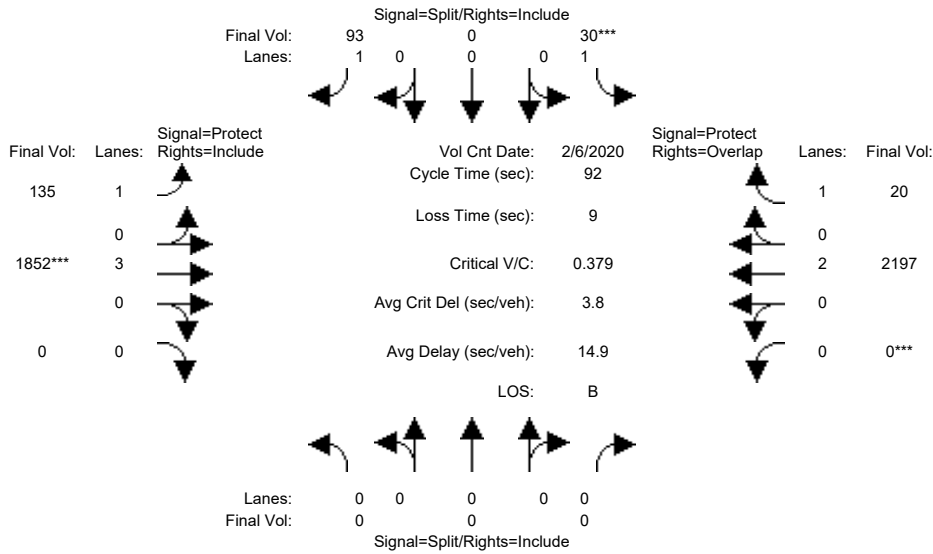


Street Name:	Mathilda Avenue						Maude Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	30 Oct 2018 << 4:30 - 5:30 PM											
Base Vol:	202	1049	56	279	1566	332	1030	482	974	87	208	182
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	202	1049	56	279	1566	332	1030	482	974	87	208	182
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:	202	1049	56	279	1566	332	1030	482	974	87	208	182
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	202	1049	56	279	1566	332	1030	482	974	87	208	182
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	202	1049	56	279	1566	332	1030	482	974	87	208	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
Final Volume:	202	1049	56	279	1566	332	1030	482	974	87	208	182
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.95
Lanes:	2.00	2.84	0.16	2.00	4.00	1.00	2.00	1.00	1.00	1.00	1.04	0.96
Final Sat.:	3150	5316	284	3150	7600	1750	3150	1900	1750	1750	1972	1726
Capacity Analysis Module:												
Vol/Sat:	0.06	0.20	0.20	0.09	0.21	0.19	0.33	0.25	0.56	0.05	0.11	0.11
Crit Moves:	****			****			****			****		
Green Time:	12.1	35.3	35.3	15.8	39.0	112.2	73.3	88.0	100.1	8.9	23.6	23.6
Volume/Cap:	0.85	0.90	0.90	0.90	0.85	0.27	0.71	0.46	0.89	0.90	0.71	0.71
Uniform Del:	73.0	60.6	60.6	71.3	57.7	8.8	34.9	21.7	25.2	75.1	65.0	65.0
IncrementDel:	23.3	8.7	8.7	26.3	3.8	0.1	1.7	0.3	9.2	58.7	4.5	4.5
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	96.4	69.3	69.3	97.6	61.5	8.9	36.7	22.0	34.4	133.8	69.4	69.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	96.4	69.3	69.3	97.6	61.5	8.9	36.7	22.0	34.4	133.8	69.4	69.4
LOS by Move:	F	E	E	F	E	A	D+	C+	C-	F	E	E
HCM2kAvgQ:	6	19	19	9	19	6	23	13	42	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 AM

Intersection #5315: CENTRAL EXPWY/HWY 237-FERGUSON



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	9	0	9	9	72	0	0	58	58
Y+R:	0.0	0.0	0.0	4.6	0.0	4.6	4.8	5.8	0.0	0.0	5.8	5.8

Volume Module:	Count Date: 6 Feb 2020 << 8:00 - 9:00											
Base Vol:	0	0	0	30	0	93	135	1852	0	0	2197	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	30	0	93	135	1852	0	0	2197	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	30	0	93	135	1852	0	0	2197	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	30	0	93	135	1852	0	0	2197	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	30	0	93	135	1852	0	0	2197	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	30	0	93	135	1852	0	0	2197	20

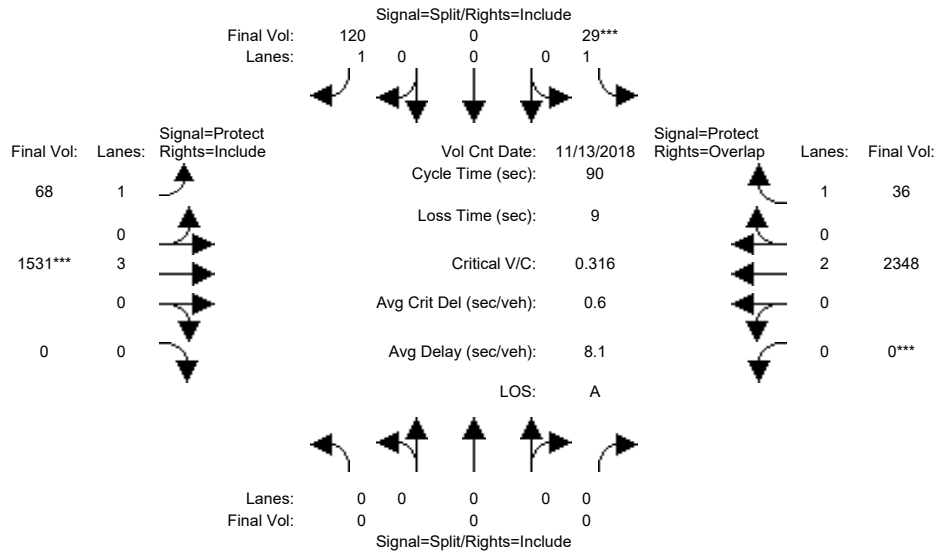
Saturation Flow Module:	Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900											
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1750	0	1750	1750	5700	0	0	3800	1750

Capacity Analysis Module:	Vol/Sat: 0.00 0.00 0.00 0.02 0.00 0.05 0.08 0.32 0.00 0.00 0.58 0.01											
Crit Moves:				****				****				****
Green Time:	0.0	0.0	0.0	9.4	0.0	9.4	9.2	72.2	0.0	0.0	58.2	67.6
Volume/Cap:	0.00	0.00	0.00	0.17	0.00	0.52	0.77	0.41	0.00	0.00	0.91	0.02
Uniform Del:	0.0	0.0	0.0	37.7	0.0	39.2	40.4	3.2	0.0	0.0	14.7	3.3
IncrcmntDel:	0.0	0.0	0.0	0.4	0.0	2.7	18.8	0.1	0.0	0.0	5.9	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	38.2	0.0	41.9	59.2	3.2	0.0	0.0	20.7	3.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	38.2	0.0	41.9	59.2	3.2	0.0	0.0	20.7	3.3
LOS by Move:	A	A	A	D+	A	D	E+	A	A	A	C+	A
HCM2kAvgQ:	0	0	0	1	0	3	6	6	0	0	31	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 #5315: CENTRAL EXPWY/HWY 237-FERGUSON



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	13	0	13	8	71	0	0	58	58
Y+R:	0.0	0.0	0.0	4.6	0.0	4.6	4.8	5.8	0.0	0.0	5.8	5.8

Volume Module:	>> Count Date: 13 Nov 2018 << 4:30 - 5:30 PM											
Base Vol:	0	0	0	29	0	120	68	1531	0	0	2348	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	29	0	120	68	1531	0	0	2348	36
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	29	0	120	68	1531	0	0	2348	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	29	0	120	68	1531	0	0	2348	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	29	0	120	68	1531	0	0	2348	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	29	0	120	68	1531	0	0	2348	36

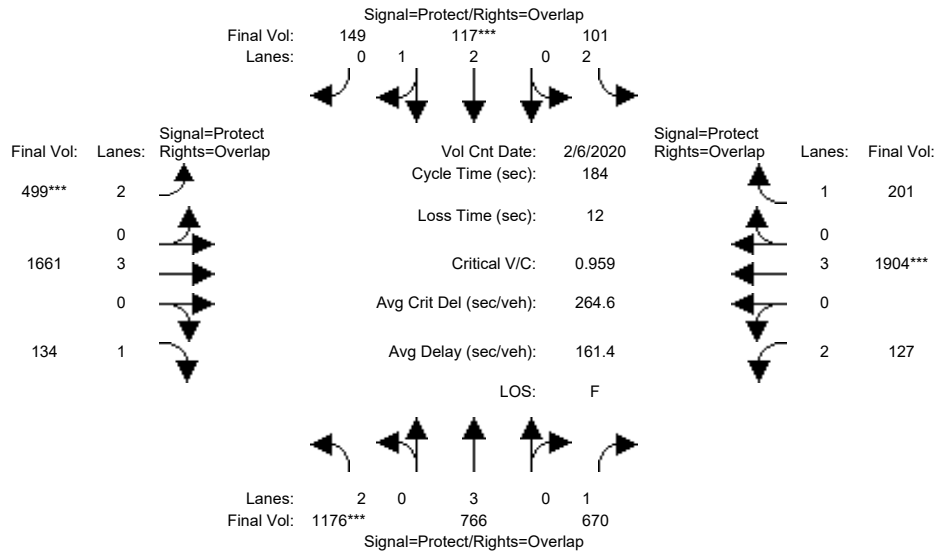
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1750	0	1750	1750	5700	0	0	3800	1750

Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.07	0.04	0.27	0.00	0.00	0.62	0.02
Crit Moves:				****				****			****	
Green Time:	0.0	0.0	0.0	19.5	0.0	19.5	8.3	68.7	0.0	0.0	60.4	79.9
Volume/Cap:	0.00	0.00	0.00	0.08	0.00	0.32	0.42	0.35	0.00	0.00	0.92	0.02
Uniform Del:	0.0	0.0	0.0	29.0	0.0	30.6	39.8	3.6	0.0	0.0	13.2	0.6
IncrcmntDel:	0.0	0.0	0.0	0.1	0.0	0.5	1.8	0.0	0.0	0.0	6.1	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00	0.00	0.37	0.00
Delay/Veh:	0.0	0.0	0.0	29.1	0.0	31.1	41.6	0.0	0.0	0.0	11.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	29.1	0.0	31.1	41.6	0.0	0.0	0.0	11.0	0.0
LOS by Move:	A	A	A	C	A	C	D	A	A	A	B+	A
HCM2kAvgQ:	0	0	0	1	0	3	2	1	0	0	26	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 #5320: CENTRAL EXPWY/MARY AVE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	38	60	60	14	35	35	12	70	70	17	75	75
Y+R:	6.1	6.0	6.0	6.2	5.9	5.9	6.2	6.2	6.2	6.3	6.2	6.2

Volume Module:	>> Count Date: 6 Feb 2020 << 8:00 - 9:00											
Base Vol:	1176	766	670	101	117	149	499	1661	134	127	1904	201
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1176	766	670	101	117	149	499	1661	134	127	1904	201
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:	1176	766	670	101	117	149	499	1661	134	127	1904	201
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1176	766	670	101	117	149	499	1661	134	127	1904	201
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1176	766	670	101	117	149	499	1661	134	127	1904	201
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1176	766	670	101	117	149	499	1661	134	127	1904	201

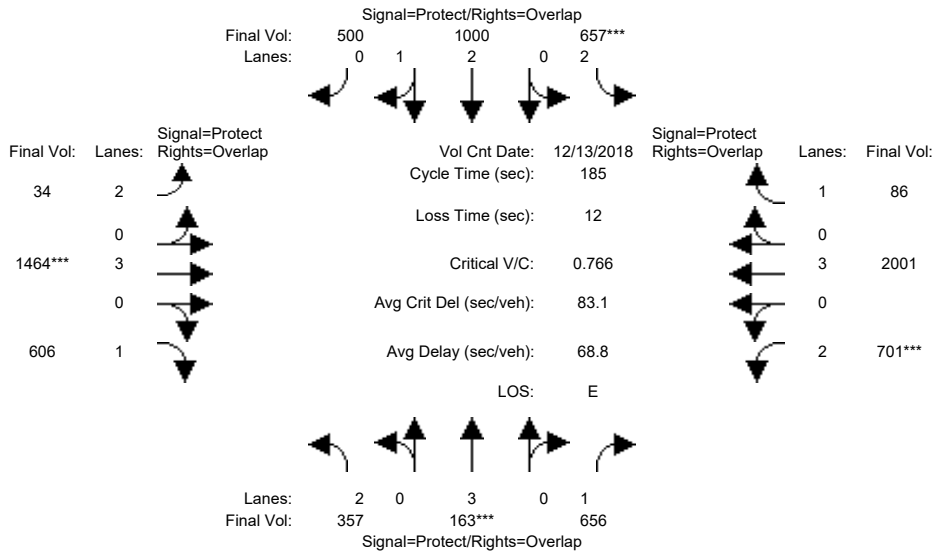
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750

Capacity Analysis Module:												
Vol/Sat:	0.37	0.13	0.38	0.03	0.03	0.09	0.16	0.29	0.08	0.04	0.33	0.11
Crit Moves:	****			****			****			****		
Green Time:	37.9	60.0	76.7	13.8	35.1	46.9	11.8	69.8	107.7	16.7	74.8	88.6
Volume/Cap:	1.81	0.41	0.92	0.43	0.16	0.33	2.47	0.77	0.13	0.44	0.82	0.24
Uniform Del:	73.0	48.3	50.7	81.3	62.2	55.8	86.1	50.0	17.1	79.2	48.7	27.9
IncrcmntDel:	371.6	0.1	16.6	1.2	0.0	0.2	676.8	1.7	0.1	1.1	2.5	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:	444.7	48.4	67.3	82.6	62.2	56.1	762.9	51.7	17.2	80.3	51.1	28.1
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:	444.7	48.4	67.3	82.6	62.2	56.1	762.9	51.7	17.2	80.3	51.1	28.1
LOS by Move:	F	D	E	F	E	E+	F	D-	B	F	D-	C
HCM2kAvgQ:	78	11	41	3	3	7	39	28	3	4	33	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 #5320: CENTRAL EXPWY/MARY AVE

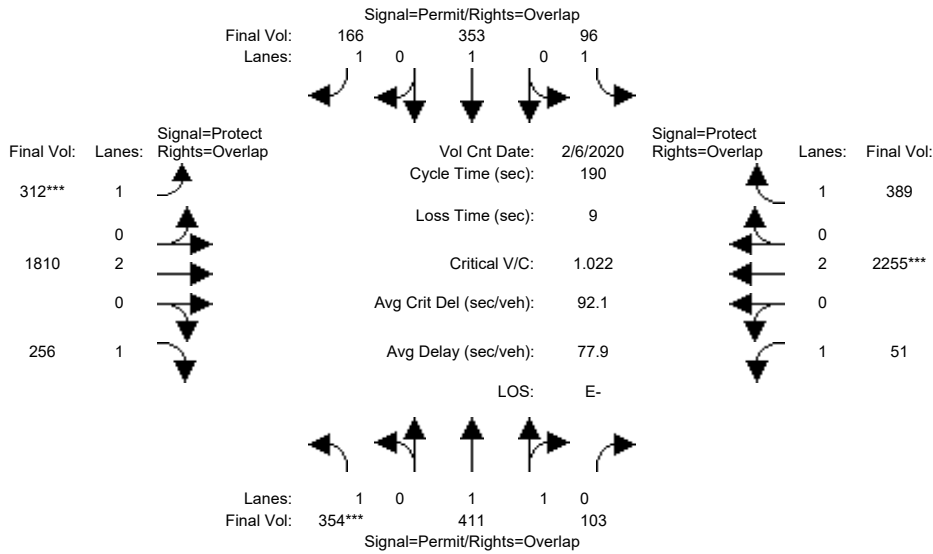


Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	16	37	37	29	50	50	9	52	52	43	86	86
Y+R:	6.1	6.0	6.0	6.2	5.9	5.9	6.2	6.2	6.2	6.3	6.2	6.2
Volume Module: >> Count Date: 13 Dec 2018 << 4:45 - 5:45 PM												
Base Vol:	357	163	656	657	1000	500	34	1464	606	701	2001	86
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	357	163	656	657	1000	500	34	1464	606	701	2001	86
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	357	163	656	657	1000	500	34	1464	606	701	2001	86
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	357	163	656	657	1000	500	34	1464	606	701	2001	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	357	163	656	657	1000	500	34	1464	606	701	2001	86
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	357	163	656	657	1000	500	34	1464	606	701	2001	86
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	3800	1800	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.03	0.37	0.21	0.26	0.28	0.01	0.26	0.35	0.22	0.35	0.05
Crit Moves:	****			****			****			****		
Green Time:	22.9	37.0	80.4	40.6	54.7	63.7	9.0	52.0	74.9	43.4	86.3	127.0
Volume/Cap:	0.91	0.14	0.86	0.95	0.89	0.81	0.22	0.91	0.85	0.95	0.75	0.07
Uniform Del:	80.1	60.9	47.3	71.2	62.3	55.0	84.6	64.3	50.1	69.7	40.5	9.6
IncrementDel:	25.5	0.1	10.0	22.6	6.3	2.7	0.7	8.4	10.0	21.6	1.2	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.14	1.02	1.20	1.61
Delay/Veh:	105.5	61.0	57.4	93.7	68.6	57.7	85.3	76.1	67.1	93.1	50.0	15.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	105.5	61.0	57.4	93.7	68.6	57.7	85.3	76.1	67.1	93.1	50.0	15.4
LOS by Move:	F	E	E+	F	E	E+	F	E-	E	F	D	B
HCM2kAvgQ:	15	2	38	22	26	26	1	30	37	28	34	3

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative AM

Intersection #5325: CENTRAL EXPWY/CORVIN DR-OAKMEAD PKWY



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	29	29	29	30	30	30	31	124	124	20	113	113
Y+R:	5.7	5.7	5.7	5.5	5.5	5.5	5.0	6.2	6.2	5.1	6.2	6.2

Volume Module:	>>	Count	Date:	6 Feb 2020	<<	8:00 AM - 9:00 AM
Base Vol:	354	411	103	96	353	166
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	354	411	103	96	353	166
Added Vol:	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0
Initial Fut:	354	411	103	96	353	166
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	354	411	103	96	353	166
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	354	411	103	96	353	166
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	354	411	103	96	353	166

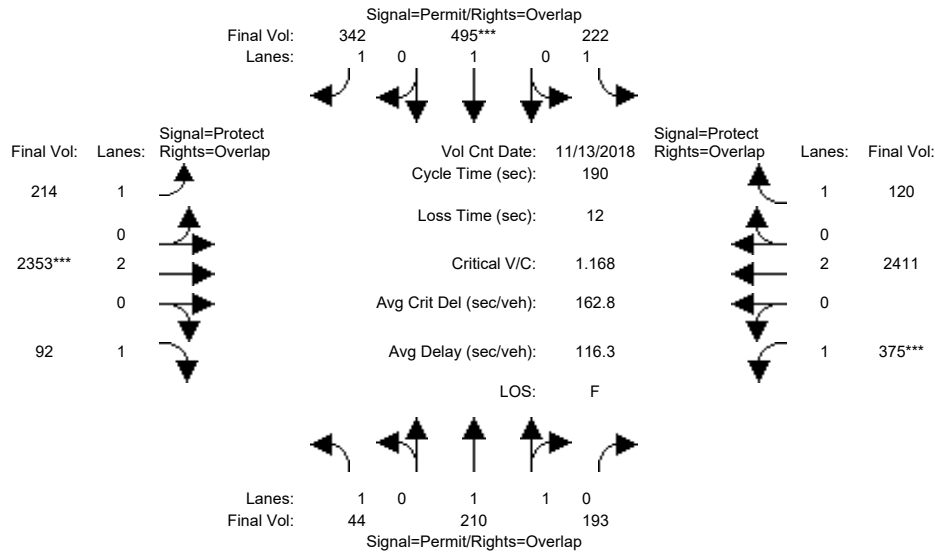
Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	
Lanes:	1.00	1.59	0.41	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	
Final Sat.:	1750	2958	741	1750	1900	1750	1750	3800	1750	1750	3800	

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.20	0.14	0.14	0.05	0.19	0.09	0.18	0.48	0.15	0.03	0.59	
Crit Moves:	****						****			****		
Green Time:	29.3	29.3	49.2	29.5	29.5	60.5	31.0	124	123.8	19.9	113	
Volume/Cap:	1.31	0.90	0.54	0.35	1.20	0.30	1.09	0.73	0.22	0.28	1.00	
Uniform Del:	80.4	78.9	60.6	71.7	80.2	48.7	79.5	22.0	13.5	78.4	38.6	
IncrcmntDel:	164.3	17.4	0.6	0.8	117	0.3	80.2	1.1	0.1	0.8	18.8	
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.13	2.25	2.25	1.00	1.00	
Delay/Veh:	244.6	96.3	61.2	72.5	197	49.0	170.1	50.6	30.4	79.3	57.4	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	244.6	96.3	61.2	72.5	197	49.0	170.1	50.6	30.4	79.3	57.4	
LOS by Move:	F	F	E	E	F	D	F	D	C	E-	E+	
HCM2kAvgQ:	35	18	13	5	30	8	26	47	12	3	71	

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative PM

Intersection #5325: CENTRAL EXPWY/CORVIN DR-OAKMEAD PKWY

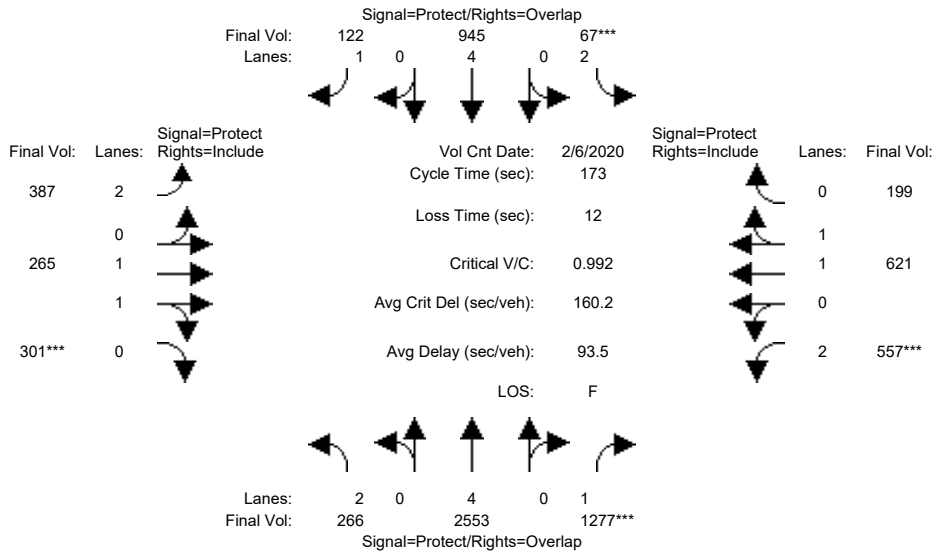


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	36	36	36	37	37	37	9	124	124	13	128	128
Y+R:	5.7	5.7	5.7	5.5	5.5	5.5	5.0	6.2	6.2	5.1	6.2	6.2
Volume Module: >> Count Date: 13 Nov 2018 << 5:15 - 6:15 PM												
Base Vol:	44	210	193	222	495	342	214	2353	92	375	2411	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	210	193	222	495	342	214	2353	92	375	2411	120
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	210	193	222	495	342	214	2353	92	375	2411	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	210	193	222	495	342	214	2353	92	375	2411	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	210	193	222	495	342	214	2353	92	375	2411	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	44	210	193	222	495	342	214	2353	92	375	2411	120
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.02	0.98	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1927	1771	1750	1900	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.11	0.11	0.13	0.26	0.20	0.12	0.62	0.05	0.21	0.63	0.07
Crit Moves:				****			****			****		
Green Time:	37.0	37.0	54.0	37.0	37.0	50.0	13.0	124	124.0	17.0	128	128.0
Volume/Cap:	0.13	0.56	0.38	0.65	1.34	0.74	1.79	0.95	0.08	2.39	0.94	0.10
Uniform Del:	63.2	69.1	54.6	70.6	76.5	64.1	88.5	30.1	12.1	86.5	27.7	10.9
IncrementDel:	0.2	1.0	0.2	4.4	169	6.4	385.6	8.9	0.0	646.9	7.9	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.51	1.51	1.00	1.57	1.57
Delay/Veh:	63.4	70.1	54.9	75.0	246	70.5	474.1	54.4	18.3	733.4	51.4	17.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	63.4	70.1	54.9	75.0	246	70.5	474.1	54.4	18.3	733.4	51.4	17.1
LOS by Move:	E	E	D-	E	F	E	F	D-	B-	F	D-	B
HCM2kAvgQ:	2	11	9	13	45	20	27	69	3	53	69	4

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative AM

Intersection #5603: LAWRENCE EXPWY/TASMAN DR

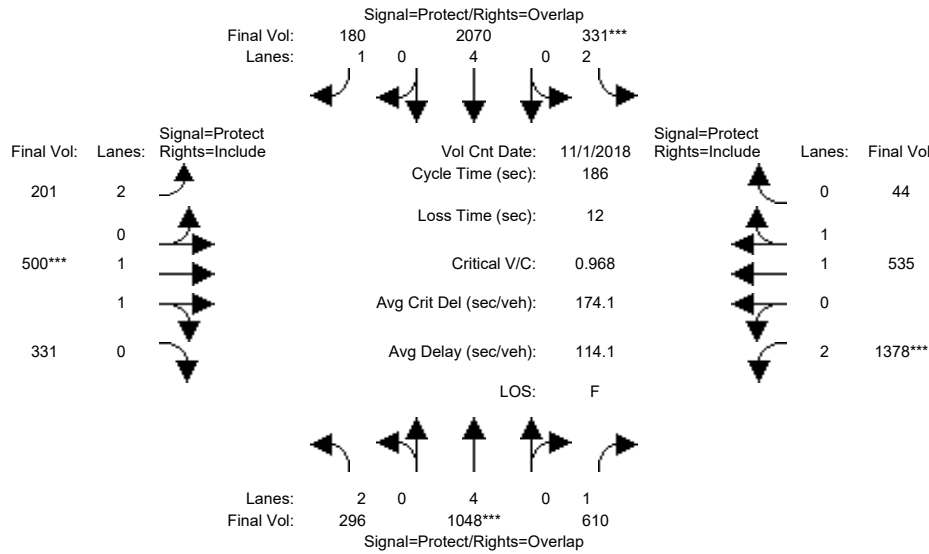


Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	17	71	71	13	67	67	18	38	38	25	45	45
Y+R:	7.1	6.2	6.2	7.1	6.2	6.2	7.0	6.1	6.1	7.1	6.2	6.2
Volume Module:	>> Count Date: 6 Feb 2020 << 8:00 - 9:00											
Base Vol:	266	2553	1277	67	945	122	387	265	301	557	621	199
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	266	2553	1277	67	945	122	387	265	301	557	621	199
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:	266	2553	1277	67	945	122	387	265	301	557	621	199
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	266	2553	1277	67	945	122	387	265	301	557	621	199
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	266	2553	1277	67	945	122	387	265	301	557	621	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
Final Volume:	266	2553	1277	67	945	122	387	265	301	557	621	199
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.98	0.95
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	1.00	1.00	2.00	1.50	0.50
Final Sat.:	3150	7600	1750	3150	7600	1750	3150	1900	1750	3150	2801	898
Capacity Analysis Module:												
Vol/Sat:	0.08	0.34	0.73	0.02	0.12	0.07	0.12	0.14	0.17	0.18	0.22	0.22
Crit Moves:			****	****					****	****		
Green Time:	16.9	70.8	95.7	12.9	66.8	84.8	18.0	37.9	38.0	24.9	44.8	44.8
Volume/Cap:	0.86	0.82	1.32	0.29	0.32	0.14	1.18	0.64	0.78	1.23	0.86	0.86
Uniform Del:	76.9	45.5	38.7	75.7	37.2	24.2	77.5	61.3	63.6	74.1	61.0	61.0
IncrementDel:	21.6	1.9	151.0	0.7	0.1	0.1	108.5	1.5	5.6	121.1	7.7	7.7
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	98.5	47.3	189.7	76.4	37.3	24.3	186.0	62.8	69.2	195.1	68.7	68.7
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:	98.5	47.3	189.7	76.4	37.3	24.3	186.0	62.8	69.2	195.1	68.7	68.7
LOS by Move:	F	D	F	E-	D+	C	F	E	E	F	E	E
HCM2kAvgQ:	8	29	109	2	10	5	17	12	16	26	22	22

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative PM

Intersection #5603: LAWRENCE EXPWY/TASMAN DR

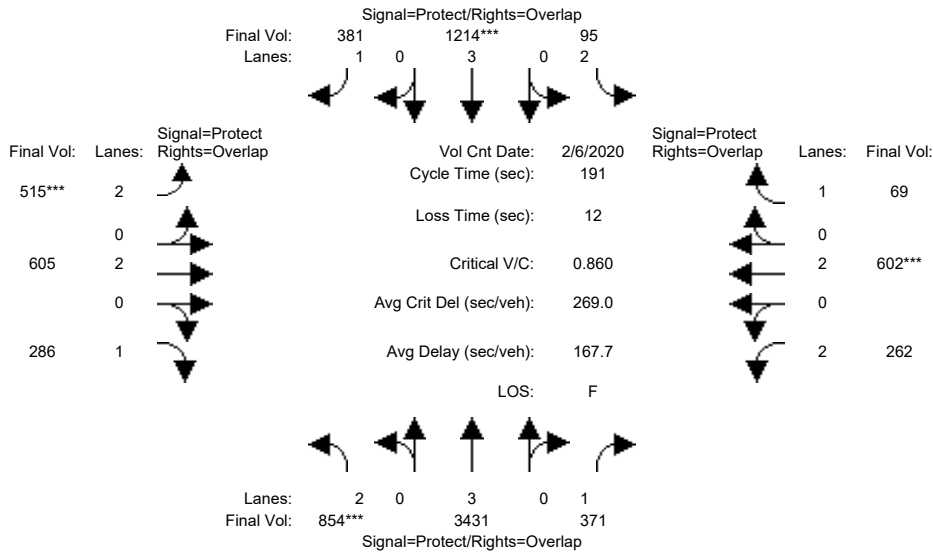


Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	19	52	52	25	58	58	39	46	46	37	44	44
Y+R:	7.1	6.2	6.2	7.1	6.2	6.2	7.0	6.1	6.1	7.1	6.2	6.2
Volume Module: >> Count	Date: 1 Nov 2018 << 4:45 - 5:45 PM											
Base Vol:	296	1048	610	331	2070	180	201	500	331	1378	535	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:	296	1048	610	331	2070	180	201	500	331	1378	535	44
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	296	1048	610	331	2070	180	201	500	331	1378	535	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	296	1048	610	331	2070	180	201	500	331	1378	535	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	296	1048	610	331	2070	180	201	500	331	1378	535	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	296	1048	610	331	2070	180	201	500	331	1378	535	44
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.99	0.95	0.83	0.98	0.95
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	1.18	0.82	2.00	1.84	0.16
Final Sat.:	3150	7600	1750	3150	7600	1750	3150	2225	1473	3150	3419	281
Capacity Analysis Module:												
Vol/Sat:	0.09	0.14	0.35	0.11	0.27	0.10	0.06	0.22	0.22	0.44	0.16	0.16
Crit Moves:	****			****			****			****		
Green Time:	19.0	52.0	103.0	25.0	58.0	103.6	45.6	46.0	46.0	51.0	51.4	51.4
Volume/Cap:	0.92	0.49	0.63	0.78	0.87	0.18	0.26	0.91	0.91	1.60	0.57	0.57
Uniform Del:	82.7	56.0	28.4	77.9	60.5	20.4	56.6	68.0	68.0	67.5	57.7	57.7
IncrcmntDel:	30.4	0.2	1.3	9.1	3.9	0.1	0.2	12.7	12.7	273.4	0.7	0.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	113.1	56.2	29.8	87.0	64.4	20.4	56.8	80.7	80.7	340.9	58.5	58.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	113.1	56.2	29.8	87.0	64.4	20.4	56.8	80.7	80.7	340.9	58.5	58.5
LOS by Move:	F	E+	C	F	E	C+	E+	F	F	F	E+	E+
HCM2kAvgQ:	11	13	30	11	29	7	5	25	25	83	14	14

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative AM

Intersection #5611: LAWRENCE EXPWY/ARQUES AVE



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	27	100	100	19	91	91	14	36	36	13	35	35
Y+R:	6.3	6.2	6.2	6.1	6.2	6.2	5.9	5.7	5.7	5.9	5.7	5.7

Volume Module:	>>	Count	Date:	6 Feb 2020	<<	8:00 - 9:00
Base Vol:	854	3899	371	95	1576	381
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	854	3899	371	95	1576	381
Added Vol:	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0
Initial Fut:	854	3899	371	95	1576	381
User Adj:	1.00	0.88	1.00	1.00	0.77	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	854	3431	371	95	1214	381
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	854	3431	371	95	1214	381
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	854	3431	371	95	1214	381

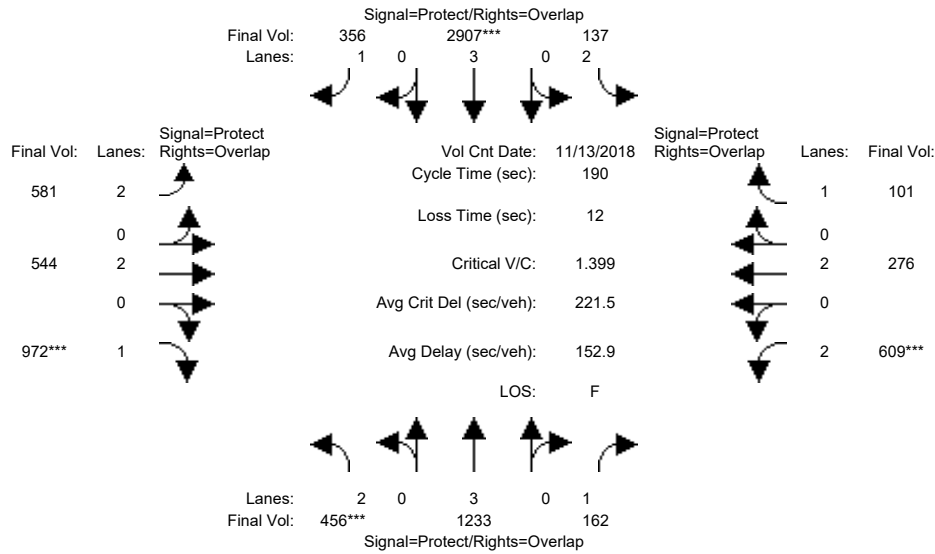
Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.84	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1601	3150	3800	1750

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.27	0.60	0.21	0.03	0.21	0.22	0.16	0.16	0.18	0.08	0.16	0.04
Crit Moves:	****			****			****			****		
Green Time:	26.7	99.8	112.9	18.9	90.8	104.9	14.1	36.3	63.0	13.1	35.3	54.2
Volume/Cap:	1.94	1.15	0.36	0.30	0.45	0.40	2.22	0.84	0.54	1.21	0.86	0.14
Uniform Del:	82.1	45.6	20.3	79.9	33.4	24.8	88.5	74.5	52.2	88.9	75.4	51.0
IncrementDel:	431.0	72.7	0.2	0.6	0.1	0.3	560.7	8.5	1.1	130.4	10.2	0.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.27	1.38	1.00	0.80	0.68	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	513.1	131	28.1	80.5	26.9	17.2	649.1	83.0	53.4	219.4	85.7	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:	513.1	131	28.1	80.5	26.9	17.2	649.1	83.0	53.4	219.4	85.7	51.1
LOS by Move:	F	F	C	F	C	B	F	F	D-	F	F	D-
HCM2kAvgQ:	60	85	16	3	12	9	39	19	15	15	19	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 #5611: LAWRENCE EXPWY/ARQUES AVE

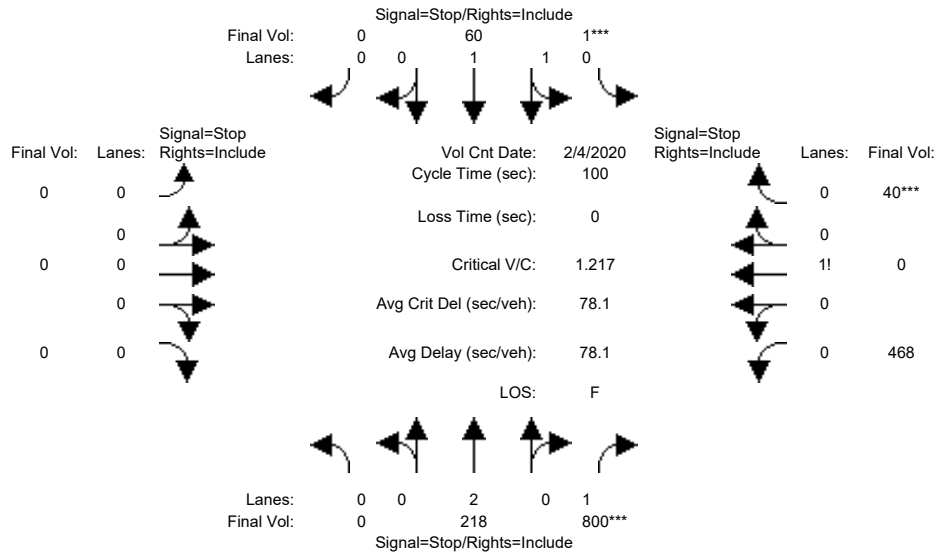


Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	22	86	86	15	79	79	24	41	41	24	41	41
Y+R:	6.3	6.2	6.2	6.1	6.2	6.2	5.9	5.7	5.7	5.9	5.7	5.7
Volume Module: >> Count Date: 13 Nov 2018 << 4:30 - 5:30 PM												
Base Vol:	456	1841	162	137	3634	356	581	544	972	609	276	101
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	456	1841	162	137	3634	356	581	544	972	609	276	101
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:	456	1841	162	137	3634	356	581	544	972	609	276	101
User Adj:	1.00	0.67	1.00	1.00	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	456	1233	162	137	2907	356	581	544	972	609	276	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	456	1233	162	137	2907	356	581	544	972	609	276	101
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	456	1233	162	137	2907	356	581	544	972	609	276	101
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.84	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1601	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.22	0.09	0.04	0.51	0.20	0.18	0.14	0.61	0.19	0.07	0.06
Crit Moves:	****			****			****		****			
Green Time:	22.0	86.0	110.0	15.0	79.0	114.5	35.5	53.0	75.0	24.0	41.5	56.5
Volume/Cap:	1.25	0.48	0.16	0.55	1.23	0.34	0.99	0.51	1.54	1.53	0.33	0.19
Uniform Del:	84.0	36.3	18.6	84.3	55.5	18.8	77.0	57.6	57.5	83.0	62.6	49.8
IncrementDel:	133.4	0.1	0.1	2.6	106	0.2	33.8	0.4	249.9	251.2	0.2	0.2
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.83	0.62	1.00	1.15	1.40	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	217.4	30.4	11.6	86.9	170	26.6	110.9	58.1	307.4	334.2	62.8	49.9
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:	217.4	30.4	11.6	86.9	170	26.6	110.9	58.1	307.4	334.2	62.8	49.9
LOS by Move:	F	C	B+	F	F	C	F	E+	F	F	E	D
HCM2kAvgQ:	25	13	3	4	74	14	25	13	105	38	7	5

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cumulative + Project AM

Intersection #1: Ellis St & Manila Ave



Street Name: Ellis St Manila Ave
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

Table with 12 columns for volume and 12 rows for various metrics including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module table with 12 columns and 3 rows for Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns and 11 rows for Vol/Sat, Crit Moves, Delay/Veh, Delay Adj, AdjDel/Veh, LOS by Move, ApproachDel, Delay Adj, ApprAdjDel, LOS by Appr, and AllWayAvgQ.

Note: Queue reported is the number of cars per lane.

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #1 Ellis St & Manila Ave

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	2	0	1	0	1	1	0	0	0	0	0	0	0	0	0	1	0	0
Initial Vol:	0	218	800			1	60	0			0	0	0	0		468	0	40		
Major Street Volume:											1079									
Minor Approach Volume:											508									
Minor Approach Volume Threshold:											259									

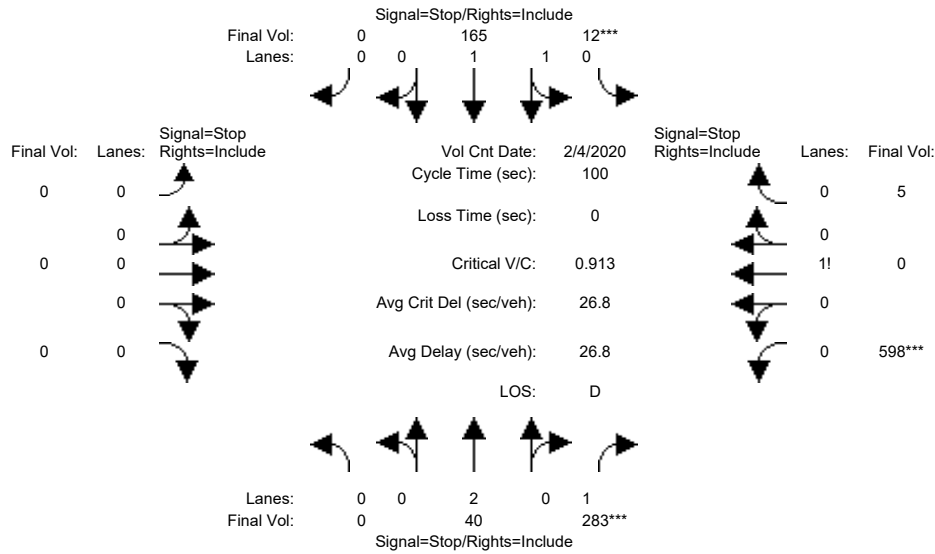
SIGNAL WARRANT DISCLAIMER

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 + Project PM

Intersection #1: Ellis St & Manila Ave



Street Name:	Ellis St						Manila Ave					
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: 4 Feb 2020 << 5:00- 6:00												
Base Vol:	0	40	283	12	165	0	0	0	0	598	0	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	40	283	12	165	0	0	0	0	598	0	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	40	283	12	165	0	0	0	0	598	0	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	40	283	12	165	0	0	0	0	598	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	40	283	12	165	0	0	0	0	598	0	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	40	283	12	165	0	0	0	0	598	0	5
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:	0.00	2.00	1.00	0.14	1.86	0.00	0.00	0.00	0.00	0.99	0.00	0.01
Final Sat.:	0	1070	598	69	957	0	0	0	0	655	0	5
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.04	0.47	0.17	0.17	xxxx	xxxx	xxxx	xxxx	0.91	xxxx	0.91
Crit Moves:			****	****						****		
Delay/Veh:	0.0	9.4	13.3	10.8	10.8	0.0	0.0	0.0	0.0	39.1	0.0	39.1
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:	0.0	9.4	13.3	10.8	10.8	0.0	0.0	0.0	0.0	39.1	0.0	39.1
LOS by Move:	*	A	B	B	B	*	*	*	*	E	*	E
ApproachDel:		12.8			10.8		xxxxxxx				39.1	
Delay Adj:		1.00			1.00		xxxxxxx				1.00	
ApprAdjDel:		12.8			10.8		xxxxxxx				39.1	
LOS by Appr:		B			B			*			E	
AllWayAvgQ:	0.0	0.0	0.8	0.2	0.2	0.0	0.0	0.0	0.0	5.6	5.6	5.6

Note: Queue reported is the number of cars per lane.
 Peak Hour Volume Signal Warrant Report [Urban]

 Intersection #1 Ellis St & Manila Ave

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	2	0	1	0	1	1	0	0	0	0	0	0	0	0	0	1	0	0
Initial Vol:	0		40		283	12		165		0	0		0		0	598		0		5
Major Street Volume:											603									
Minor Approach Volume:											323									
Minor Approach Volume Threshold:											452									

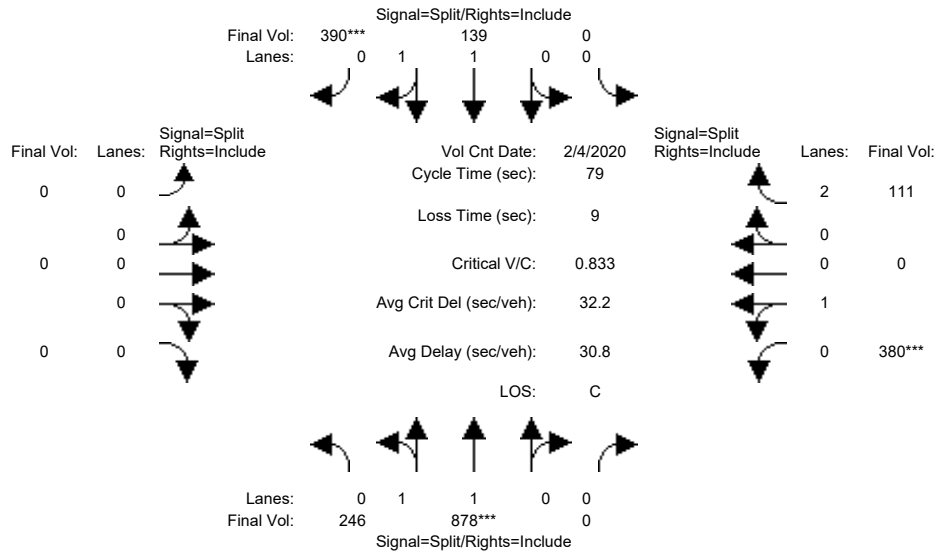
SIGNAL WARRANT DISCLAIMER

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Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative + Project AM

Intersection #2: Ellis St & US 101 NB Ramps



Street Name:	Ellis St						US 101 NB Ramps					
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	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:	4 Feb 2020	<<	8:15 - 9:15						
Base Vol:	246	878	0	0	139	390	0	0	0	380	0	111
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	246	878	0	0	139	390	0	0	0	380	0	111
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:	246	878	0	0	139	390	0	0	0	380	0	111
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	246	878	0	0	139	390	0	0	0	380	0	111
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	246	878	0	0	139	390	0	0	0	380	0	111
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	246	878	0	0	139	390	0	0	0	380	0	111

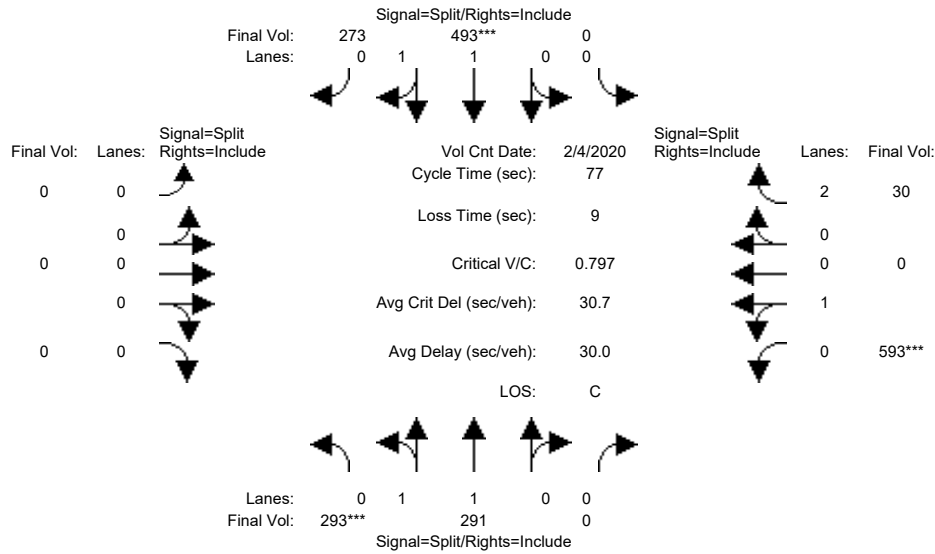
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.98	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.83
Lanes:	0.45	1.55	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	810	2890	0	0	1900	1750	0	0	0	1800	0	3150

Capacity Analysis Module:												
Vol/Sat:	0.30	0.30	0.00	0.00	0.07	0.22	0.00	0.00	0.00	0.21	0.00	0.04
Crit Moves:	****			****						****		
Green Time:	28.8	28.8	0.0	0.0	21.1	21.1	0.0	0.0	0.0	20.0	0.0	20.0
Volume/Cap:	0.83	0.83	0.00	0.00	0.27	0.83	0.00	0.00	0.00	0.83	0.00	0.14
Uniform Del:	22.9	22.9	0.0	0.0	22.9	27.3	0.0	0.0	0.0	27.9	0.0	22.8
IncrementDel:	4.6	4.6	0.0	0.0	0.1	9.2	0.0	0.0	0.0	12.3	0.0	0.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	27.5	27.5	0.0	0.0	22.9	36.5	0.0	0.0	0.0	40.2	0.0	22.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.5	27.5	0.0	0.0	22.9	36.5	0.0	0.0	0.0	40.2	0.0	22.9
LOS by Move:	C	C	A	A	C+	D+	A	A	A	D	A	C+
HCM2kAvgQ:	14	14	0	0	3	12	0	0	0	12	0	1

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative + Project PM

Intersection #2: Ellis St & US 101 NB Ramps



Street Name:	Ellis St						US 101 NB Ramps					
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	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:	4 Feb 2020	<<	5:00 - 6:00						
Base Vol:	293	291	0	0	493	273	0	0	0	593	0	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	293	291	0	0	493	273	0	0	0	593	0	30
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:	293	291	0	0	493	273	0	0	0	593	0	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	293	291	0	0	493	273	0	0	0	593	0	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	293	291	0	0	493	273	0	0	0	593	0	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	293	291	0	0	493	273	0	0	0	593	0	30

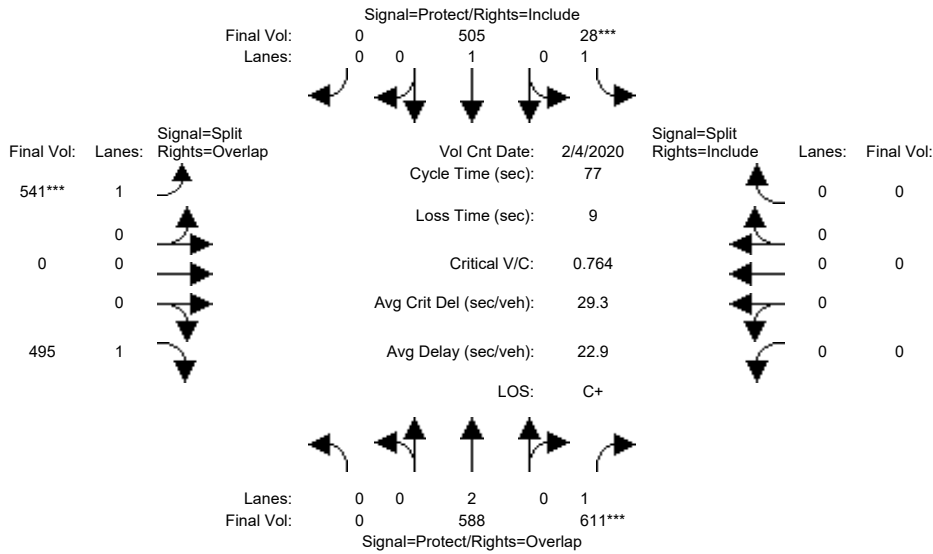
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92	0.95	0.95	0.83
Lanes:	1.00	1.00	0.00	0.00	1.27	0.73	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	1750	1900	0	0	2380	1318	0	0	0	1800	0	3150

Capacity Analysis Module:												
Vol/Sat:	0.17	0.15	0.00	0.00	0.21	0.21	0.00	0.00	0.00	0.33	0.00	0.01
Crit Moves:	****				****					****		
Green Time:	16.2	16.2	0.0	0.0	20.0	20.0	0.0	0.0	0.0	31.8	0.0	31.8
Volume/Cap:	0.80	0.73	0.00	0.00	0.80	0.80	0.00	0.00	0.00	0.80	0.00	0.02
Uniform Del:	28.9	28.4	0.0	0.0	26.6	26.6	0.0	0.0	0.0	19.8	0.0	13.4
IncrementDel:	6.1	3.4	0.0	0.0	4.7	4.7	0.0	0.0	0.0	6.0	0.0	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	35.0	31.8	0.0	0.0	31.3	31.3	0.0	0.0	0.0	25.8	0.0	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:	35.0	31.8	0.0	0.0	31.3	31.3	0.0	0.0	0.0	25.8	0.0	13.4
LOS by Move:	C-	C	A	A	C	C	A	A	A	C	A	B
HCM2kAvgQ:	8	7	0	0	11	11	0	0	0	15	0	0

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative + Project AM

Intersection #3: Ellis St & US 101 SB Ramps



Street Name:	Ellis St						US 101 SB Ramps					
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	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	4 Feb 2020	<<	8:30 - 9:30						
Base Vol:	0	588	611	28	505	0	541	0	495	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	588	611	28	505	0	541	0	495	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	588	611	28	505	0	541	0	495	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	588	611	28	505	0	541	0	495	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	588	611	28	505	0	541	0	495	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	588	611	28	505	0	541	0	495	0	0	0

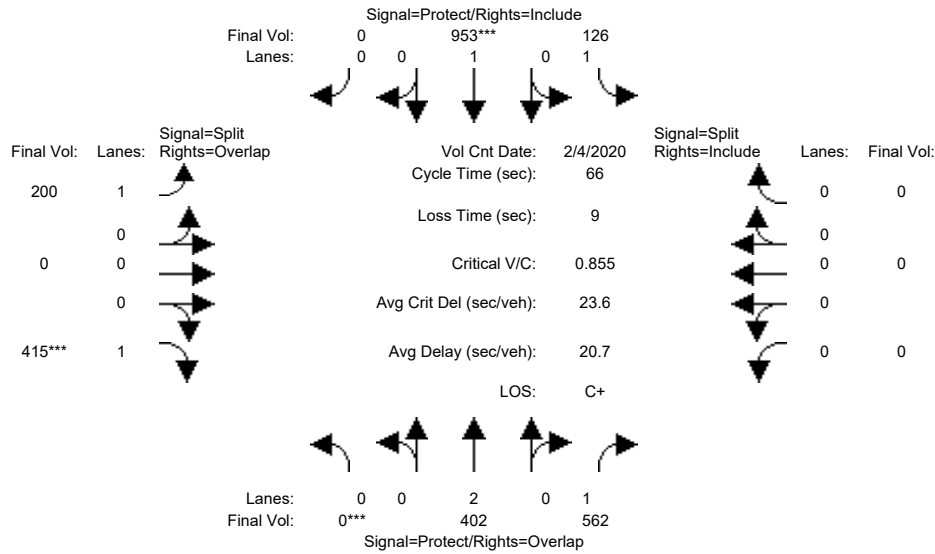
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	1750	1750	1900	0	1750	0	1750	0	0	0

Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.35	0.02	0.27	0.00	0.31	0.00	0.28	0.00	0.00	0.00
Crit Moves:			****	****			****					
Green Time:	0.0	32.4	32.4	7.0	39.4	0.0	28.6	0.0	28.6	0.0	0.0	0.0
Volume/Cap:	0.00	0.37	0.83	0.18	0.52	0.00	0.83	0.00	0.76	0.00	0.00	0.00
Uniform Del:	0.0	15.3	19.9	32.3	12.5	0.0	22.0	0.0	21.2	0.0	0.0	0.0
IncrementDel:	0.0	0.1	7.9	0.5	0.5	0.0	8.9	0.0	5.2	0.0	0.0	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	15.5	27.8	32.9	13.0	0.0	30.9	0.0	26.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	15.5	27.8	32.9	13.0	0.0	30.9	0.0	26.4	0.0	0.0	0.0
LOS by Move:	A	B	C	C-	B	A	C	A	C	A	A	A
HCM2kAvgQ:	0	5	14	1	8	0	15	0	13	0	0	0

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative + Project PM

Intersection #3: Ellis St & US 101 SB Ramps

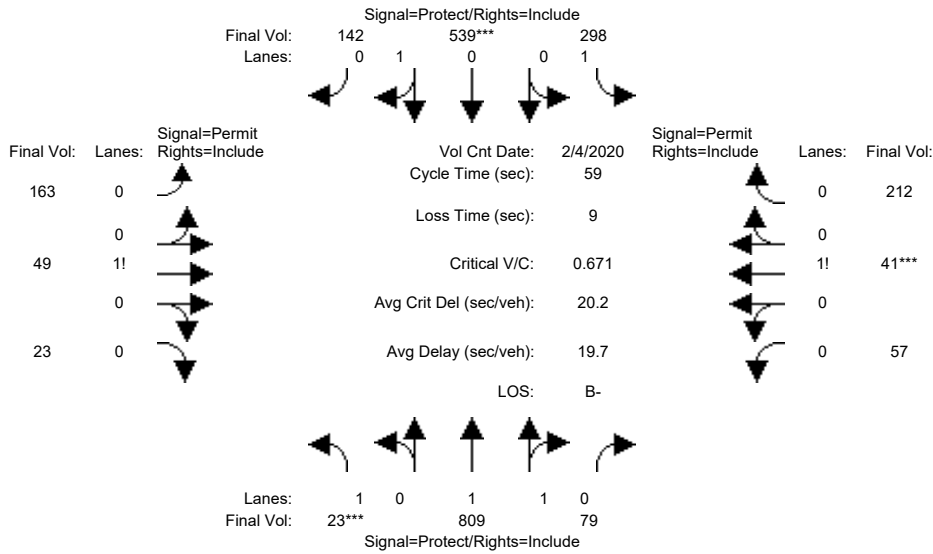


Street Name:	Ellis St						US 101 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	4 Feb 2020 << 5:15 - 6:15											
Base Vol:	0	402	562	126	953	0	200	0	415	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	402	562	126	953	0	200	0	415	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	402	562	126	953	0	200	0	415	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	402	562	126	953	0	200	0	415	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	402	562	126	953	0	200	0	415	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	402	562	126	953	0	200	0	415	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	1750	1750	1900	0	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.11	0.32	0.07	0.50	0.00	0.11	0.00	0.24	0.00	0.00	0.00
Crit Moves:	***				***				***			
Green Time:	0.0	29.1	29.1	9.6	38.7	0.0	18.3	0.0	18.3	0.0	0.0	0.0
Volume/Cap:	0.00	0.24	0.73	0.49	0.86	0.00	0.41	0.00	0.86	0.00	0.00	0.00
Uniform Del:	0.0	11.5	15.2	26.0	11.3	0.0	19.5	0.0	22.6	0.0	0.0	0.0
IncrementDel:	0.0	0.1	3.5	1.5	6.7	0.0	0.6	0.0	13.9	0.0	0.0	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	11.6	18.7	27.5	18.0	0.0	20.0	0.0	36.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	11.6	18.7	27.5	18.0	0.0	20.0	0.0	36.5	0.0	0.0	0.0
LOS by Move:	A	B+	B-	C	B	A	C+	A	D+	A	A	A
HCM2kAvgQ:	0	2	10	2	16	0	4	0	12	0	0	0

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative + Project AM

Intersection #4: Ellis St & Fairchild Dr

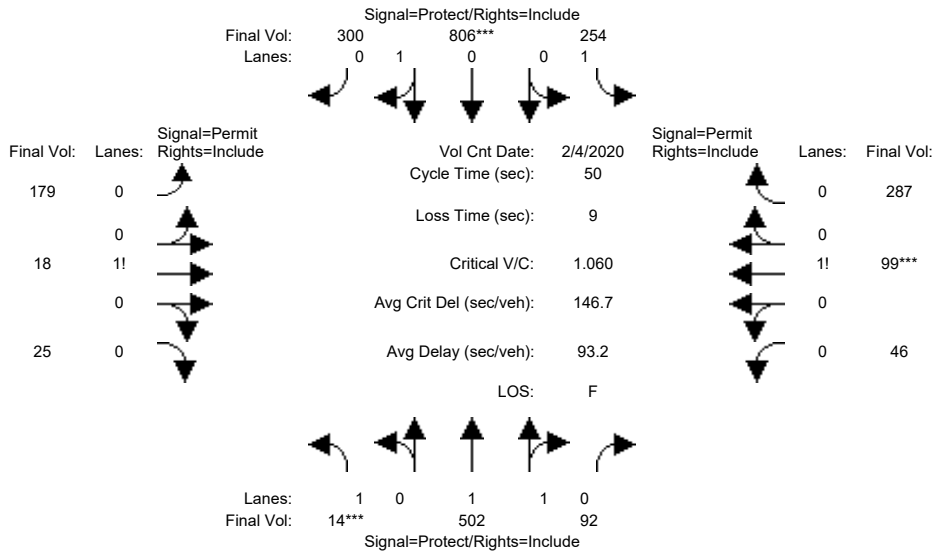


Street Name:	Ellis St						Fairchild Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	4 Feb 2020 << 8:45 - 9:45											
Base Vol:	23	809	79	298	539	142	163	49	23	57	41	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:	23	809	79	298	539	142	163	49	23	57	41	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:	23	809	79	298	539	142	163	49	23	57	41	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	23	809	79	298	539	142	163	49	23	57	41	212
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	809	79	298	539	142	163	49	23	57	41	212
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	23	809	79	298	539	142	163	49	23	57	41	212
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.82	0.18	1.00	0.79	0.21	0.69	0.21	0.10	0.18	0.13	0.69
Final Sat.:	1750	3371	329	1750	1425	375	1214	365	171	322	231	1197
Capacity Analysis Module:												
Vol/Sat:	0.01	0.24	0.24	0.17	0.38	0.38	0.13	0.13	0.13	0.18	0.18	0.18
Crit Moves:	***			***						***		
Green Time:	7.0	21.2	21.2	15.1	29.3	29.3	13.7	13.7	13.7	13.7	13.7	13.7
Volume/Cap:	0.11	0.67	0.67	0.67	0.76	0.76	0.58	0.58	0.58	0.76	0.76	0.76
Uniform Del:	23.2	15.9	15.9	19.7	12.0	12.0	20.1	20.1	20.1	21.1	21.1	21.1
IncrementDel:	0.2	1.3	1.3	3.8	3.9	3.9	2.1	2.1	2.1	8.3	8.3	8.3
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	23.5	17.2	17.2	23.6	15.9	15.9	22.1	22.1	22.1	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:	23.5	17.2	17.2	23.6	15.9	15.9	22.1	22.1	22.1	29.4	29.4	29.4
LOS by Move:	C	B	B	C	B	B	C+	C+	C+	C	C	C
HCM2kAvgQ:	0	8	8	5	11	11	5	5	5	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 + Project PM

Intersection #4: Ellis St & Fairchild Dr



Street Name:	Ellis St						Fairchild Dr					
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:	4 Feb 2020	<<	5:15 - 6:15						
Base Vol:	14	502	92	254	806	300	179	18	25	46	99	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:	14	502	92	254	806	300	179	18	25	46	99	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:	14	502	92	254	806	300	179	18	25	46	99	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	502	92	254	806	300	179	18	25	46	99	287
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	502	92	254	806	300	179	18	25	46	99	287
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	14	502	92	254	806	300	179	18	25	46	99	287

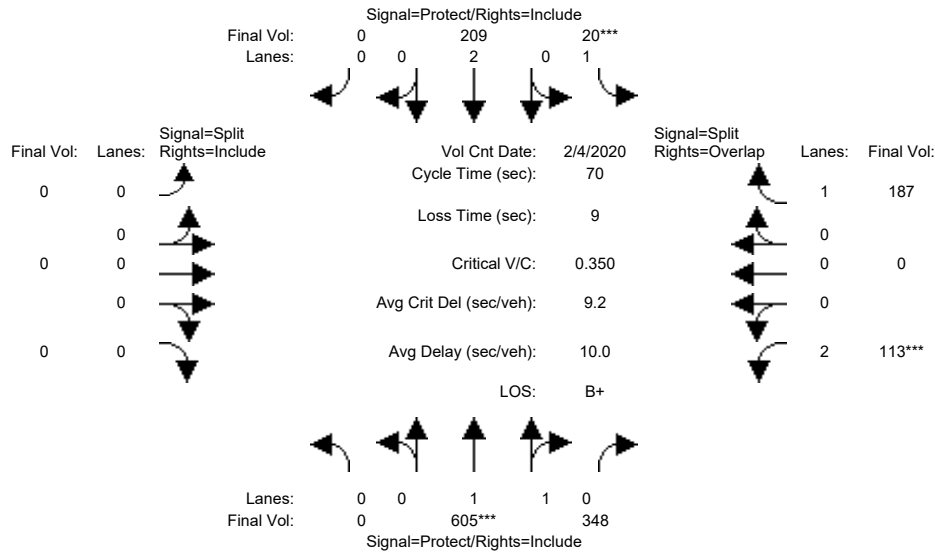
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.68	0.32	1.00	0.73	0.27	0.81	0.08	0.11	0.11	0.23	0.66
Final Sat.:	1750	3127	573	1750	1312	488	1411	142	197	186	401	1163

Capacity Analysis Module:												
Vol/Sat:	0.01	0.16	0.16	0.15	0.61	0.61	0.13	0.13	0.13	0.25	0.25	0.25
Crit Moves:	***			****						****		
Green Time:	7.0	18.0	18.0	13.0	24.0	24.0	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.06	0.45	0.45	0.56	1.28	1.28	0.63	0.63	0.63	1.23	1.23	1.23
Uniform Del:	18.6	12.2	12.2	16.0	13.0	13.0	18.3	18.3	18.3	20.0	20.0	20.0
IncrementDel:	0.1	0.2	0.2	1.5	135	134.9	3.8	3.8	3.8	127.8	128	127.8
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	18.7	12.5	12.5	17.5	148	147.9	22.1	22.1	22.1	147.8	148	147.8
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:	18.7	12.5	12.5	17.5	148	147.9	22.1	22.1	22.1	147.8	148	147.8
LOS by Move:	B-	B	B	B	F	F	C+	C+	C+	F	F	F
HCM2kAvgQ:	0	4	4	3	49	49	5	5	5	22	22	22

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative + Project AM

Intersection #6: Enterprise Way & 11th Ave



Street Name:	Enterprise Way						11th Ave					
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	10	7	10	0	0	0	0	10	0	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:	4 Feb 2020	<<	9:00 - 10:00						
Base Vol:	0	605	348	20	209	0	0	0	0	113	0	187
Growth Adj:	1.00	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	605	348	20	209	0	0	0	0	113	0	187
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	605	348	20	209	0	0	0	0	113	0	187
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	605	348	20	209	0	0	0	0	113	0	187
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	605	348	20	209	0	0	0	0	113	0	187
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	605	348	20	209	0	0	0	0	113	0	187

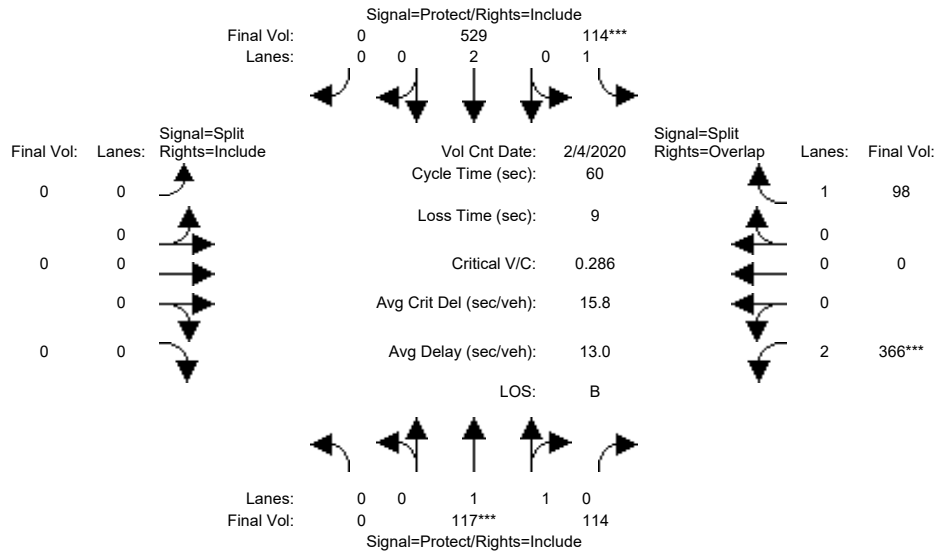
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	1.25	0.75	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	2348	1351	1750	3800	0	0	0	0	3150	0	1750

Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.26	0.01	0.06	0.00	0.00	0.00	0.00	0.04	0.00	0.11
Crit Moves:	****			****						****		
Green Time:	0.0	44.0	44.0	7.0	51.0	0.0	0.0	0.0	0.0	10.0	0.0	17.0
Volume/Cap:	0.00	0.41	0.41	0.11	0.08	0.00	0.00	0.00	0.00	0.25	0.00	0.44
Uniform Del:	0.0	6.5	6.5	28.7	2.7	0.0	0.0	0.0	0.0	26.7	0.0	22.5
IncrementDel:	0.0	0.1	0.1	0.3	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.7
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	6.6	6.6	29.0	2.7	0.0	0.0	0.0	0.0	27.0	0.0	23.2
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	6.6	6.6	29.0	2.7	0.0	0.0	0.0	0.0	27.0	0.0	23.2
LOS by Move:	A	A	A	C	A	A	A	A	A	C	A	C
HCM2kAvgQ:	0	5	5	1	1	0	0	0	0	2	0	4

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative + Project PM

Intersection #6: Enterprise Way & 11th Ave



Street Name:	Enterprise Way						11th Ave					
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	10	7	10	0	0	0	0	10	0	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:	4 Feb 2020	<<	5:00 - 6:00						
Base Vol:	0	117	114	114	529	0	0	0	0	366	0	98
Growth Adj:	1.00	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	117	114	114	529	0	0	0	0	366	0	98
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	117	114	114	529	0	0	0	0	366	0	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	117	114	114	529	0	0	0	0	366	0	98
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	117	114	114	529	0	0	0	0	366	0	98
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	117	114	114	529	0	0	0	0	366	0	98

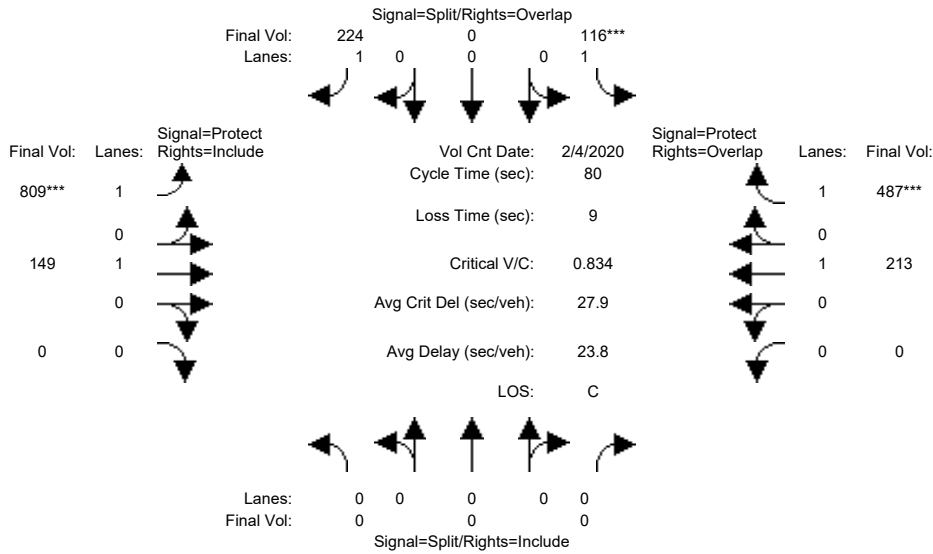
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	1899	1800	1750	3800	0	0	0	0	3150	0	1750

Capacity Analysis Module:												
Vol/Sat:	0.00	0.06	0.06	0.07	0.14	0.00	0.00	0.00	0.00	0.12	0.00	0.06
Crit Moves:	****			****						****		
Green Time:	0.0	12.9	12.9	13.7	26.6	0.0	0.0	0.0	0.0	24.4	0.0	38.1
Volume/Cap:	0.00	0.29	0.29	0.29	0.31	0.00	0.00	0.00	0.00	0.29	0.00	0.09
Uniform Del:	0.0	19.7	19.7	19.1	10.8	0.0	0.0	0.0	0.0	12.0	0.0	4.2
IncrementDel:	0.0	0.2	0.2	0.4	0.1	0.0	0.0	0.0	0.0	0.1	0.0	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	19.9	19.9	19.5	10.9	0.0	0.0	0.0	0.0	12.1	0.0	4.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	19.9	19.9	19.5	10.9	0.0	0.0	0.0	0.0	12.1	0.0	4.3
LOS by Move:	A	B-	B-	B-	B+	A	A	A	A	B	A	A
HCM2kAvgQ:	0	2	2	2	3	0	0	0	0	3	0	1

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative + Project AM

Intersection #7: Enterprise Way & Manila Ave/W Moffett Park Dr



Street Name:	Enterprise Way						Manila Ave/W Moffett Park Dr					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	4 Feb 2020	<<	8:30 - 9:30						
Base Vol:	0	0	0	116	0	224	809	149	0	0	213	487
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	116	0	224	809	149	0	0	213	487
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	116	0	224	809	149	0	0	213	487
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	116	0	224	809	149	0	0	213	487
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	116	0	224	809	149	0	0	213	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
Final Volume:	0	0	0	116	0	224	809	149	0	0	213	487

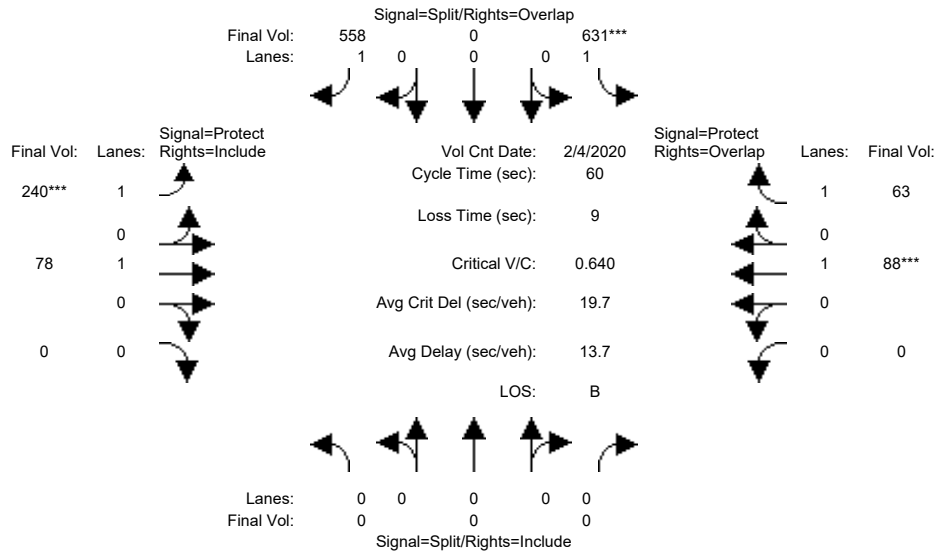
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	1750	0	1750	1750	1900	0	0	1900	1750

Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.13	0.46	0.08	0.00	0.00	0.11	0.28
Crit Moves:				****			****					****
Green Time:	0.0	0.0	0.0	10.0	0.0	55.8	45.8	61.0	0.0	0.0	15.2	25.2
Volume/Cap:	0.00	0.00	0.00	0.53	0.00	0.18	0.81	0.10	0.00	0.00	0.59	0.88
Uniform Del:	0.0	0.0	0.0	32.8	0.0	4.2	13.6	2.4	0.0	0.0	29.6	26.0
IncrementDel:	0.0	0.0	0.0	2.5	0.0	0.1	4.9	0.0	0.0	0.0	2.6	15.6
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	35.3	0.0	4.3	18.5	2.5	0.0	0.0	32.2	41.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	35.3	0.0	4.3	18.5	2.5	0.0	0.0	32.2	41.6
LOS by Move:	A	A	A	D+	A	A	B-	A	A	A	C-	D
HCM2kAvgQ:	0	0	0	3	0	2	19	1	0	0	5	14

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative + Project PM

Intersection #7: Enterprise Way & Manila Ave/W Moffett Park Dr



Street Name:	Enterprise Way						Manila Ave/W Moffett Park Dr					
	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	10	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	4 Feb 2020	<<	5:15 - 6:15						
Base Vol:	0	0	0	631	0	558	240	78	0	0	88	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	631	0	558	240	78	0	0	88	63
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	631	0	558	240	78	0	0	88	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	631	0	558	240	78	0	0	88	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	631	0	558	240	78	0	0	88	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	631	0	558	240	78	0	0	88	63

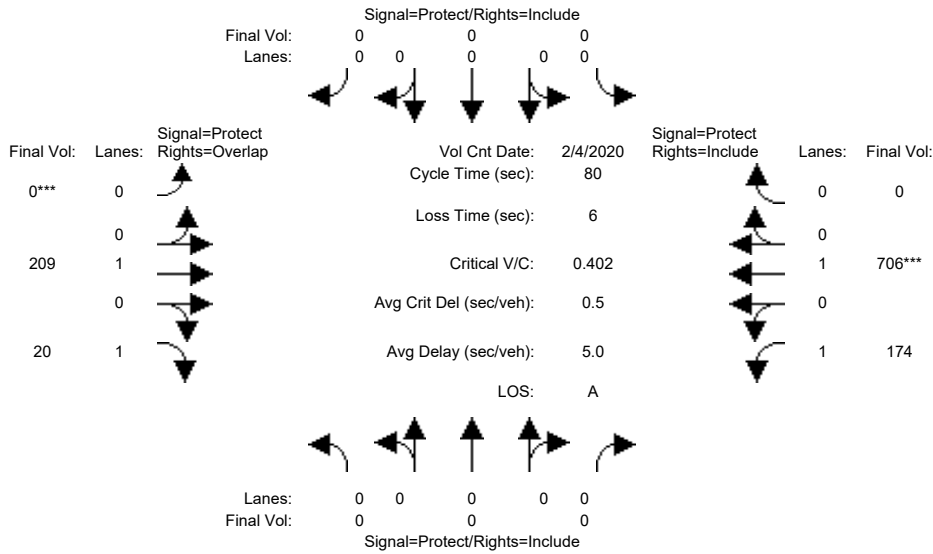
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	1750	0	1750	1750	1900	0	0	1900	1750

Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.36	0.00	0.32	0.14	0.04	0.00	0.00	0.05	0.04
Crit Moves:				****			****			****		
Green Time:	0.0	0.0	0.0	29.7	0.0	41.0	11.3	21.3	0.0	0.0	10.0	39.7
Volume/Cap:	0.00	0.00	0.00	0.73	0.00	0.47	0.73	0.12	0.00	0.00	0.28	0.05
Uniform Del:	0.0	0.0	0.0	12.0	0.0	4.4	22.9	13.0	0.0	0.0	21.8	3.6
IncrementDel:	0.0	0.0	0.0	3.1	0.0	0.3	8.0	0.1	0.0	0.0	0.5	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	15.1	0.0	4.7	30.9	13.1	0.0	0.0	22.3	3.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	15.1	0.0	4.7	30.9	13.1	0.0	0.0	22.3	3.6
LOS by Move:	A	A	A	B	A	A	C	B	A	A	C+	A
HCM2kAvgQ:	0	0	0	10	0	5	6	1	0	0	1	0

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative + Project AM

Intersection #9: US 101 NB On-Ramp & W Moffett Park Dr

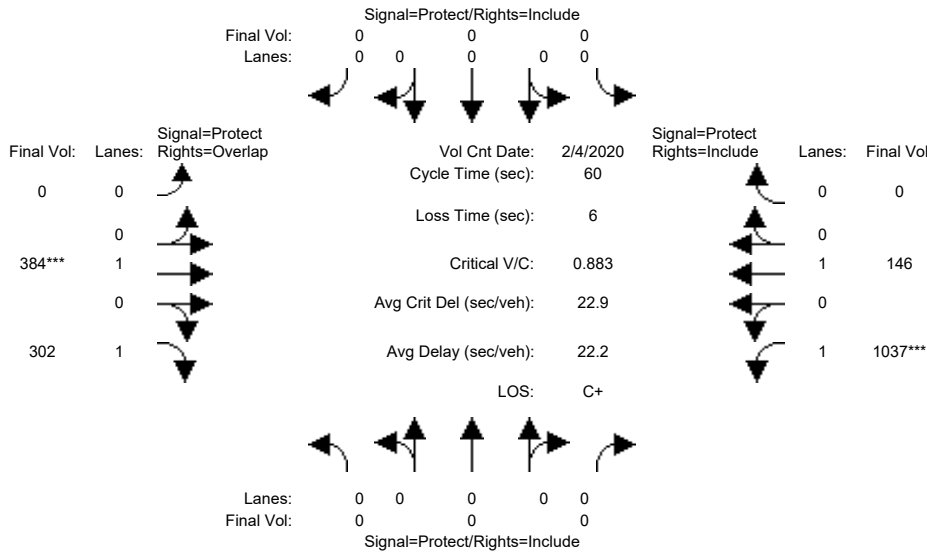


Street Name:	US 101 NB On-Ramp						W Moffett Park Dr						
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Min. Green:	0	0	0	0	0	0	0	10	10	7	10	0	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Volume Module: >> Count Date:	4 Feb 2020 << 8:15 - 9:15												
Base Vol:	0	0	0	0	0	0	0	209	20	174	706	0	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	0	0	0	0	0	0	0	209	20	174	706	0	
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	0	0	0	0	0	0	0	209	20	174	706	0	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	0	0	0	0	0	0	0	209	20	174	706	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	0	0	0	0	0	0	0	209	20	174	706	0	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	0	0	0	0	0	0	0	209	20	174	706	0	
Saturation Flow Module:													
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00	
Final Sat.:	0	0	0	0	0	0	0	1900	1750	1750	1900	0	
Capacity Analysis Module:													
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.11	0.01	0.10	0.37	0.00	
Crit Moves:							****						
Green Time:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	41.2	41.2	32.8	74.0	0.0	
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.21	0.02	0.24	0.40	0.00	
Uniform Del:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.6	9.5	15.5	0.4	0.0	
IncrementDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.2	0.2	0.0	
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Delay Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00	
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.7	9.5	15.6	0.5	0.0	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.7	9.5	15.6	0.5	0.0	
LOS by Move:	A	A	A	A	A	A	A	B+	A	B	A	A	
HCM2kAvgQ:	0	0	0	0	0	0	0	3	0	3	2	0	

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative + Project PM

Intersection #9: US 101 NB On-Ramp & W Moffett Park Dr



Street Name:	US 101 NB On-Ramp						W Moffett Park Dr					
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	10	10	7	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:	4 Feb 2020 << 5:15 - 6:15											
Base Vol:	0	0	0	0	0	0	0	384	302	1037	146	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	384	302	1037	146	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	384	302	1037	146	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	384	302	1037	146	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	384	302	1037	146	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
Final Volume:	0	0	0	0	0	0	0	384	302	1037	146	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	0	0	0	0	0	0	0	1900	1750	1750	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.20	0.17	0.59	0.08	0.00
Crit Moves:	****											
Green Time:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13.7	13.7	40.3	54.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.88	0.75	0.88	0.09	0.00
Uniform Del:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22.4	21.6	8.0	0.3	0.0
IncrementDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18.7	7.9	8.1	0.0	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	41.1	29.5	16.1	0.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	41.1	29.5	16.1	0.3	0.0
LOS by Move:	A	A	A	A	A	A	A	D	C	B	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	8	6	18	0	0

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cumulative + Project AM

Intersection #10: Innovation Way & 11th Ave

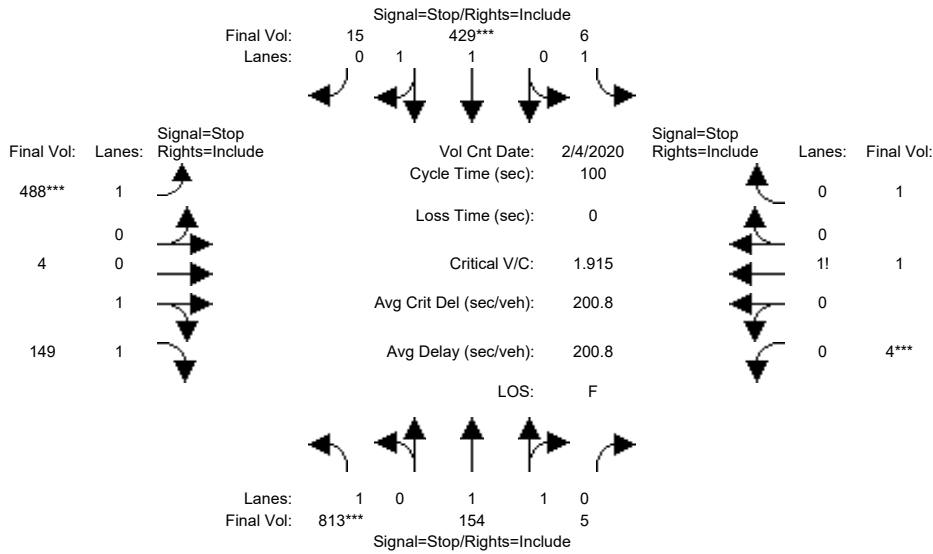


Table with columns for Street Name, Approach, Movement, and Volume Module. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume.

Table for Saturation Flow Module with columns for Adjustment, Lanes, and Final Sat. Rows include Adjustment, Lanes, and Final Sat.

Table for Capacity Analysis Module with columns for Vol/Sat, Crit Moves, Delay/Veh, Delay Adj, AdjDel/Veh, LOS by Move, ApproachDel, Delay Adj, ApprAdjDel, LOS by Appr, and AllWayAvgQ.

Note: Queue reported is the number of cars per lane.

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #10 Innovation Way & 11th Ave

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:	1	0	1	1	0	1	0	1	1	0	1	0	0	1	1	0	0	1	0	0
Initial Vol:	813	154			5	6	429			15	488	4			149	4	1			1
Major Street Volume:											1422									
Minor Approach Volume:											641									
Minor Approach Volume Threshold:											223									

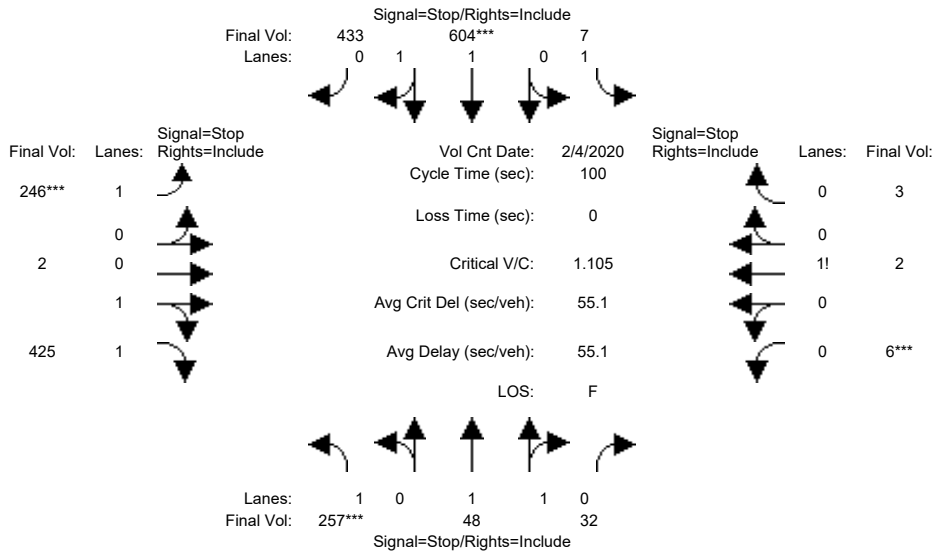
SIGNAL WARRANT DISCLAIMER

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 + Project PM

Intersection #10: Innovation Way & 11th Ave



Street Name:	Innovation Way						11th Ave					
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:	4 Feb 2020 << 4:45 - 5:45											
Base Vol:	257	48	32	7	604	433	246	2	425	6	2	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	257	48	32	7	604	433	246	2	425	6	2	3
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:	257	48	32	7	604	433	246	2	425	6	2	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	257	48	32	7	604	433	246	2	425	6	2	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	257	48	32	7	604	433	246	2	425	6	2	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	257	48	32	7	604	433	246	2	425	6	2	3

Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.20	0.80	1.00	1.16	0.84	1.00	0.01	1.99	0.55	0.18	0.27
Final Sat.:	378	475	334	417	547	419	438	5	1017	215	72	107

Capacity Analysis Module:												
Vol/Sat:	0.68	0.10	0.10	0.02	1.10	1.03	0.56	0.42	0.42	0.03	0.03	0.03
Crit Moves:	****				****		****			****		
Delay/Veh:	29.7	12.5	12.0	11.1	101	75.7	20.8	14.5	14.5	12.0	12.0	12.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.7	12.5	12.0	11.1	101	75.7	20.8	14.5	14.5	12.0	12.0	12.0
LOS by Move:	D	B	B	B	F	F	C	B	B	B	B	B
ApproachDel:		25.5			89.7			16.8			12.0	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		25.5			89.7			16.8			12.0	
LOS by Appr:		D			F			C			B	
AllWayAvgQ:	1.8	0.1	0.1	0.0	12.2	9.2	1.2	0.7	0.7	0.0	0.0	0.0

Note: Queue reported is the number of cars per lane.

Peak Hour Volume Signal Warrant Report [Urban]

 Intersection #10 Innovation Way & 11th Ave

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:	1	0	1	1	1	0	1	0	1	1	1	0
Initial Vol:	257	48	32	7	604	433	246	2	425	6	2	3
Major Street Volume:							1381					
Minor Approach Volume:							673					
Minor Approach Volume Threshold:							235					

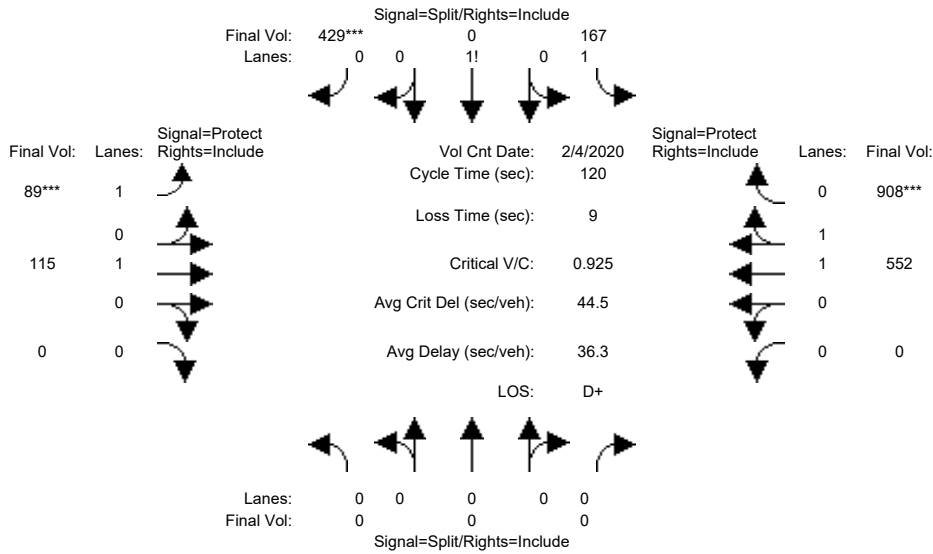
SIGNAL WARRANT DISCLAIMER

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 + Project AM

Intersection #11: Innovation Way & W Moffett Park Dr



Street Name:	Innovation Way						W Moffett Park Dr					
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	10	10	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	4 Feb 2020	<<	8:00 - 9:00						
Base Vol:	0	0	0	167	0	429	89	115	0	0	552	908
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	167	0	429	89	115	0	0	552	908
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	167	0	429	89	115	0	0	552	908
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	167	0	429	89	115	0	0	552	908
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	167	0	429	89	115	0	0	552	908
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	167	0	429	89	115	0	0	552	908

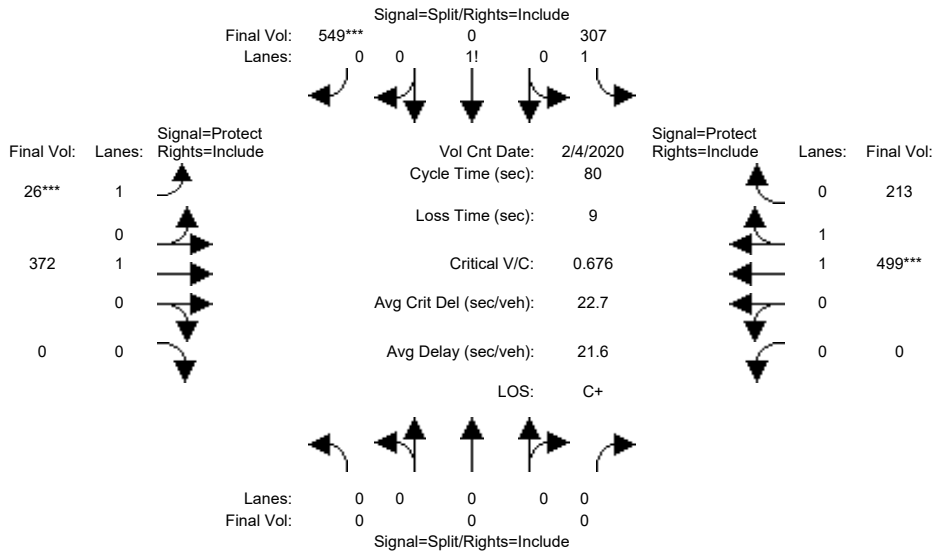
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.17	0.00	0.83	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	2042	0	1500	1750	1900	0	0	1900	1750

Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.29	0.05	0.06	0.00	0.00	0.29	0.52
Crit Moves:						****	****					****
Green Time:	0.0	0.0	0.0	37.0	0.0	37.0	7.0	74.0	0.0	0.0	67.0	67.0
Volume/Cap:	0.00	0.00	0.00	0.27	0.00	0.93	0.87	0.10	0.00	0.00	0.52	0.93
Uniform Del:	0.0	0.0	0.0	31.3	0.0	40.2	56.1	9.4	0.0	0.0	16.5	24.3
IncrementDel:	0.0	0.0	0.0	0.1	0.0	20.0	50.7	0.0	0.0	0.0	0.2	10.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	31.4	0.0	60.2	106.8	9.4	0.0	0.0	16.6	34.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	31.4	0.0	60.2	106.8	9.4	0.0	0.0	16.6	34.4
LOS by Move:	A	A	A	C	A	E	F	A	A	A	B	C-
HCM2kAvgQ:	0	0	0	4	0	24	4	2	0	0	12	36

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative + Project PM

Intersection #11: Innovation Way & W Moffett Park Dr



Street Name:	Innovation Way						W Moffett Park Dr					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	4 Feb 2020	<<	5:00 - 6:00						
Base Vol:	0	0	0	307	0	549	26	372	0	0	499	213
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	307	0	549	26	372	0	0	499	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:	0	0	0	307	0	549	26	372	0	0	499	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	307	0	549	26	372	0	0	499	213
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	307	0	549	26	372	0	0	499	213
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	307	0	549	26	372	0	0	499	213

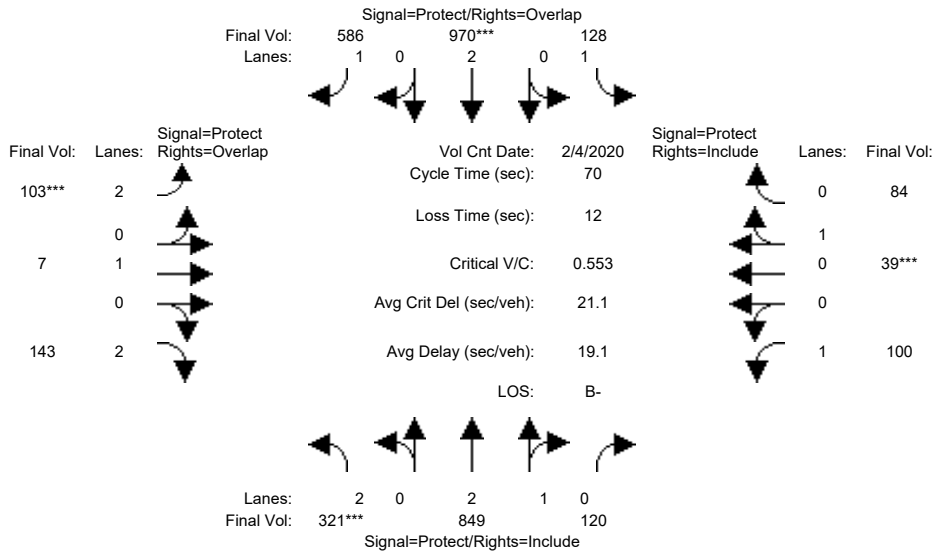
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.95	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.00	0.00	0.00	1.22	0.00	0.78	1.00	1.00	0.00	0.00	1.39	0.61
Final Sat.:	0	0	0	2141	0	1398	1750	1900	0	0	2592	1107

Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.14	0.00	0.39	0.01	0.20	0.00	0.00	0.19	0.19
Crit Moves:						****	****				****	
Green Time:	0.0	0.0	0.0	42.9	0.0	42.9	7.0	28.1	0.0	0.0	21.1	21.1
Volume/Cap:	0.00	0.00	0.00	0.27	0.00	0.73	0.17	0.56	0.00	0.00	0.73	0.73
Uniform Del:	0.0	0.0	0.0	10.0	0.0	14.1	33.8	21.0	0.0	0.0	26.9	26.9
IncrementDel:	0.0	0.0	0.0	0.0	0.0	2.4	0.5	1.1	0.0	0.0	2.9	2.9
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	10.1	0.0	16.5	34.3	22.0	0.0	0.0	29.8	29.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	10.1	0.0	16.5	34.3	22.0	0.0	0.0	29.8	29.8
LOS by Move:	A	A	A	B+	A	B	C-	C+	A	A	C	C
HCM2kAvgQ:	0	0	0	4	0	15	1	7	0	0	8	8

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative + Project AM

Intersection #12: N Mathilda Ave & 1st Ave/Bordeaux Dr



Street Name:	N Mathilda Ave						1st Ave/Bordeaux Dr					
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:	4 Feb 2020	<<	8:45 - 9:45						
Base Vol:	321	849	120	128	970	586	103	7	143	100	39	84
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	321	849	120	128	970	586	103	7	143	100	39	84
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	321	849	120	128	970	586	103	7	143	100	39	84
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	321	849	120	128	970	586	103	7	143	100	39	84
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	321	849	120	128	970	586	103	7	143	100	39	84
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	321	849	120	128	970	586	103	7	143	100	39	84

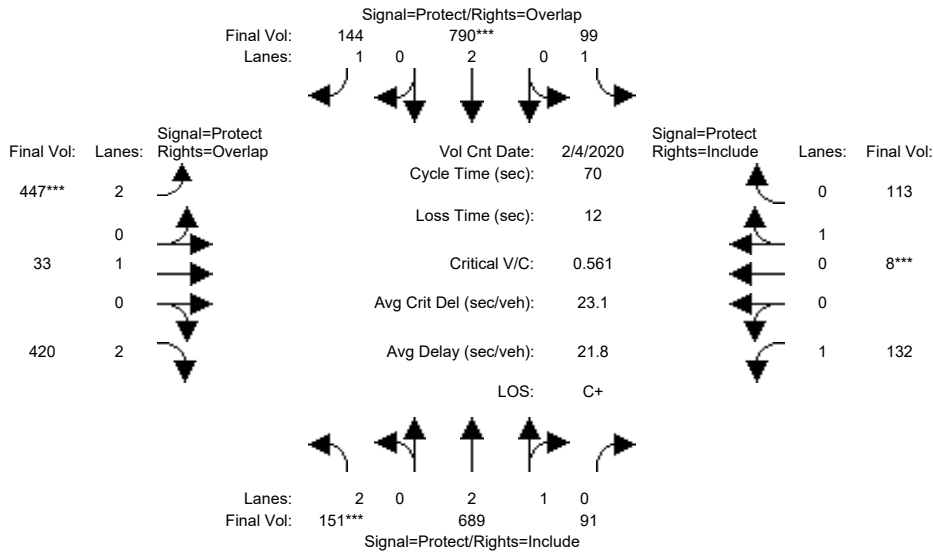
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.92	1.00	0.92	0.83	1.00	0.83	0.92	0.95	0.95
Lanes:	2.00	2.61	0.39	1.00	2.00	1.00	2.00	1.00	2.00	1.00	0.32	0.68
Final Sat.:	3150	4906	693	1750	3800	1750	3150	1900	3150	1750	571	1229

Capacity Analysis Module:												
Vol/Sat:	0.10	0.17	0.17	0.07	0.26	0.33	0.03	0.00	0.05	0.06	0.07	0.07
Crit Moves:	***				***		***				***	
Green Time:	11.7	26.0	26.0	15.0	29.3	36.3	7.0	10.0	21.7	7.0	10.0	10.0
Volume/Cap:	0.61	0.47	0.47	0.34	0.61	0.65	0.33	0.03	0.15	0.57	0.48	0.48
Uniform Del:	27.0	16.7	16.7	23.3	15.9	12.2	29.3	25.8	17.5	30.1	27.6	27.6
IncrementDel:	2.1	0.2	0.2	0.5	0.7	1.6	0.6	0.0	0.1	4.5	1.4	1.4
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	29.1	16.9	16.9	23.8	16.6	13.8	29.9	25.8	17.5	34.5	29.0	29.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.1	16.9	16.9	23.8	16.6	13.8	29.9	25.8	17.5	34.5	29.0	29.0
LOS by Move:	C	B	B	C	B	B	C	C	B	C-	C	C
HCM2kAvgQ:	4	5	5	3	9	11	2	0	1	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 + Project PM

Intersection #12: N Mathilda Ave & 1st Ave/Bordeaux Dr



Street Name:	N Mathilda Ave						1st Ave/Bordeaux Dr					
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:	4 Feb 2020	<<	4:30 - 5:30											
Base Vol:	151	689	91	99	790	144	447	33	420	132	8	113					
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Initial Bse:	151	689	91	99	790	144	447	33	420	132	8	113					
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0					
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0					
Initial Fut:	151	689	91	99	790	144	447	33	420	132	8	113					
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Volume:	151	689	91	99	790	144	447	33	420	132	8	113					
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0					
Reduced Vol:	151	689	91	99	790	144	447	33	420	132	8	113					
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Final Volume:	151	689	91	99	790	144	447	33	420	132	8	113					

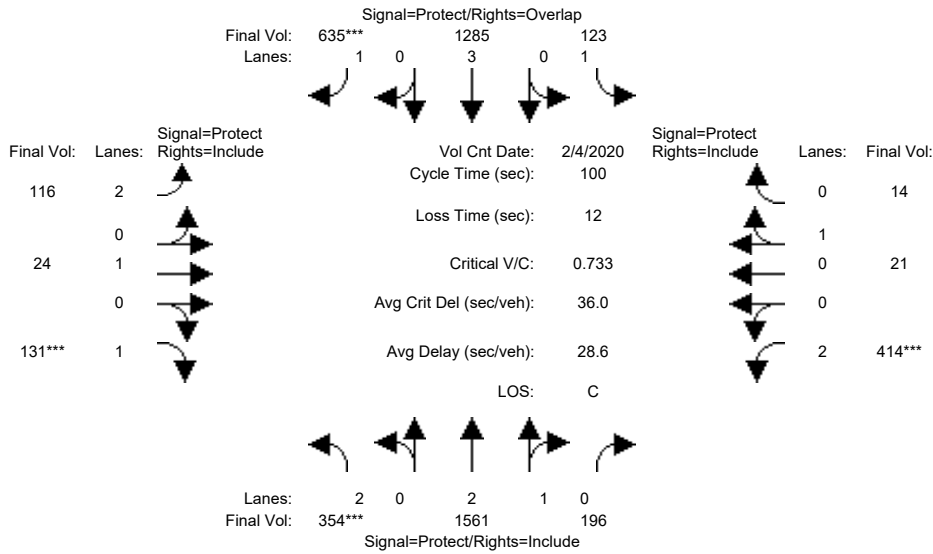
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.92	1.00	0.92	0.83	1.00	0.83	0.92	0.95	0.95
Lanes:	2.00	2.64	0.36	1.00	2.00	1.00	2.00	1.00	2.00	1.00	0.07	0.93
Final Sat.:	3150	4946	653	1750	3800	1750	3150	1900	3150	1750	119	1681

Capacity Analysis Module:												
Vol/Sat:	0.05	0.14	0.14	0.06	0.21	0.08	0.14	0.02	0.13	0.08	0.07	0.07
Crit Moves:	***				***		***				***	
Green Time:	7.0	18.5	18.5	12.9	24.4	41.0	16.6	15.7	22.7	11.0	10.0	10.0
Volume/Cap:	0.48	0.53	0.53	0.31	0.60	0.14	0.60	0.08	0.41	0.48	0.47	0.47
Uniform Del:	29.8	22.1	22.1	24.7	18.8	6.5	23.7	21.5	18.5	26.9	27.6	27.6
IncrementDel:	1.2	0.4	0.4	0.5	0.8	0.1	1.3	0.1	0.3	1.3	1.4	1.4
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	30.9	22.4	22.4	25.2	19.5	6.6	25.0	21.5	18.7	28.3	28.9	28.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.9	22.4	22.4	25.2	19.5	6.6	25.0	21.5	18.7	28.3	28.9	28.9
LOS by Move:	C	C+	C+	C	B-	A	C	C+	B-	C	C	C
HCM2kAvgQ:	2	5	5	2	8	2	6	1	5	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 + Project AM

Intersection #14: N Mathilda Ave & 5th Ave



Street Name:	N Mathilda Ave						5th Ave					
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:	4 Feb 2020	<<	8:45 - 9:45						
Base Vol:	354	1561	196	123	1285	635	116	24	131	414	21	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	354	1561	196	123	1285	635	116	24	131	414	21	14
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	354	1561	196	123	1285	635	116	24	131	414	21	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	354	1561	196	123	1285	635	116	24	131	414	21	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	354	1561	196	123	1285	635	116	24	131	414	21	14
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	354	1561	196	123	1285	635	116	24	131	414	21	14

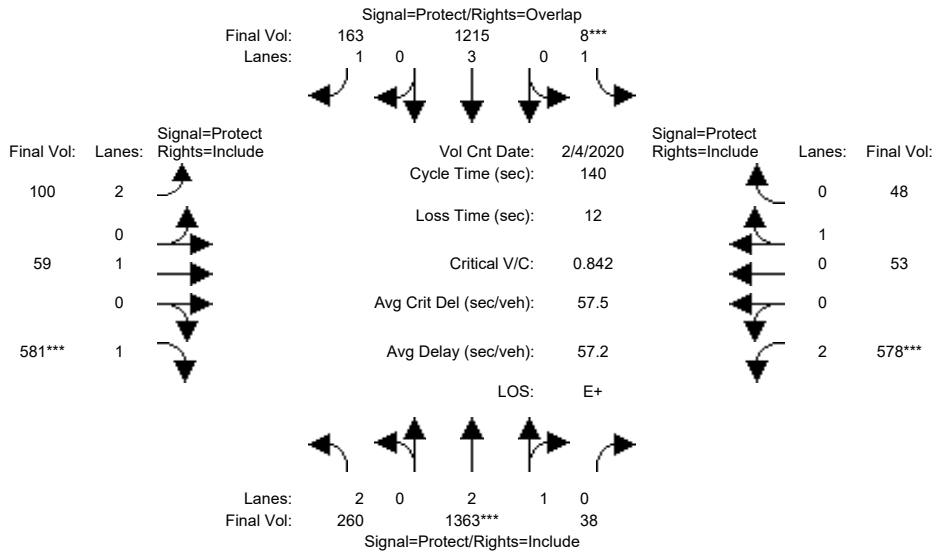
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.92	1.00	0.92	0.83	1.00	0.92	0.83	0.95	0.95
Lanes:	2.00	2.65	0.35	1.00	3.00	1.00	2.00	1.00	1.00	2.00	0.60	0.40
Final Sat.:	3150	4974	625	1750	5700	1750	3150	1900	1750	3150	1080	720

Capacity Analysis Module:												
Vol/Sat:	0.11	0.31	0.31	0.07	0.23	0.36	0.04	0.01	0.07	0.13	0.02	0.02
Crit Moves:	***					****			****	****		
Green Time:	15.3	45.2	45.2	10.1	40.0	51.6	11.6	10.2	10.2	17.9	16.6	16.6
Volume/Cap:	0.73	0.69	0.69	0.69	0.56	0.70	0.32	0.12	0.73	0.73	0.12	0.12
Uniform Del:	40.4	21.9	21.9	43.4	23.3	18.4	40.6	40.8	43.6	38.8	35.5	35.5
IncrementDel:	5.7	0.9	0.9	11.3	0.3	2.5	0.5	0.3	14.4	4.9	0.2	0.2
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	46.1	22.7	22.7	54.8	23.6	20.9	41.1	41.1	58.0	43.7	35.7	35.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.1	22.7	22.7	54.8	23.6	20.9	41.1	41.1	58.0	43.7	35.7	35.7
LOS by Move:	D	C+	C+	D-	C	C+	D	D	E+	D	D+	D+
HCM2kAvgQ:	6	13	13	4	10	16	2	1	6	9	1	1

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative + Project PM

Intersection #14: N Mathilda Ave & 5th Ave



Street Name:	N Mathilda Ave						5th Ave					
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:	4 Feb 2020	<<	4:45 - 5:45											
Base Vol:	260	1363	38	8	1215	163	100	59	581	578	53	48					
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Initial Bse:	260	1363	38	8	1215	163	100	59	581	578	53	48					
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:	260	1363	38	8	1215	163	100	59	581	578	53	48					
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Volume:	260	1363	38	8	1215	163	100	59	581	578	53	48					
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0					
Reduced Vol:	260	1363	38	8	1215	163	100	59	581	578	53	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					
Final Volume:	260	1363	38	8	1215	163	100	59	581	578	53	48					

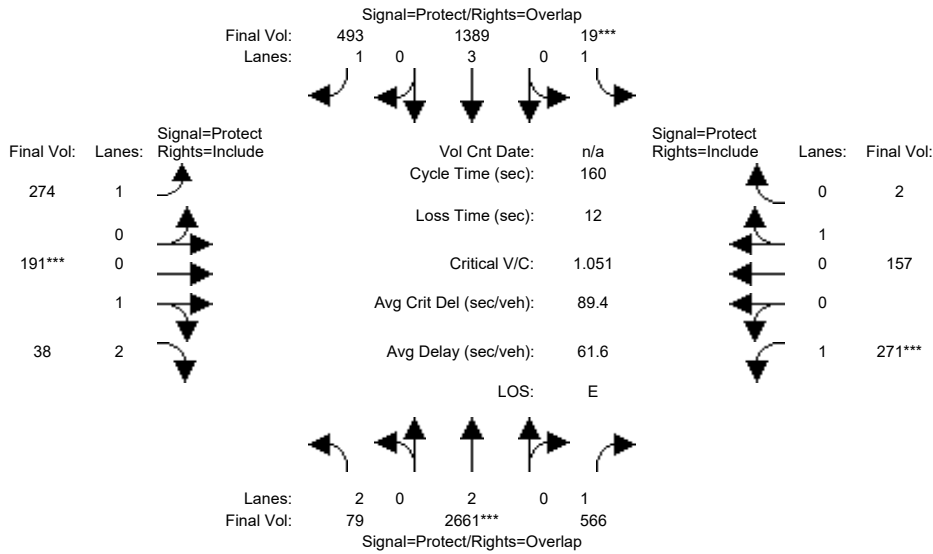
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.92	1.00	0.92	0.83	1.00	0.92	0.83	0.95	0.95
Lanes:	2.00	2.92	0.08	1.00	3.00	1.00	2.00	1.00	1.00	2.00	0.52	0.48
Final Sat.:	3150	5448	152	1750	5700	1750	3150	1900	1750	3150	945	855

Capacity Analysis Module:												
Vol/Sat:	0.08	0.25	0.25	0.00	0.21	0.09	0.03	0.03	0.33	0.18	0.06	0.06
Crit Moves:	****			****			****			****		
Green Time:	13.0	39.5	39.5	7.0	33.5	67.1	33.5	52.5	52.5	29.0	47.9	47.9
Volume/Cap:	0.89	0.89	0.89	0.09	0.89	0.19	0.13	0.08	0.89	0.89	0.16	0.16
Uniform Del:	62.8	48.1	48.1	63.5	51.4	20.9	41.8	28.2	41.0	53.9	32.1	32.1
IncrementDel:	26.6	6.4	6.4	0.5	7.6	0.1	0.1	0.1	13.7	13.8	0.1	0.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	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	54.5	54.5	63.9	59.0	21.0	41.9	28.3	54.7	67.7	32.2	32.2
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:	89.4	54.5	54.5	63.9	59.0	21.0	41.9	28.3	54.7	67.7	32.2	32.2
LOS by Move:	F	D-	D-	E	E+	C+	D	C	D-	E	C-	C-
HCM2kAvgQ:	7	19	19	0	17	4	2	2	28	18	3	3

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative + Project AM

Intersection #15: N Mathilda Ave & Innovation Way



Street Name:	N Mathilda Ave						Innovation Way					
	North Bound			South Bound			East Bound			West Bound		
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:	79	2661	566	19	1389	493	274	191	38	271	157	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	79	2661	566	19	1389	493	274	191	38	271	157	2
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	79	2661	566	19	1389	493	274	191	38	271	157	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	79	2661	566	19	1389	493	274	191	38	271	157	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	2661	566	19	1389	493	274	191	38	271	157	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	79	2661	566	19	1389	493	274	191	38	271	157	2

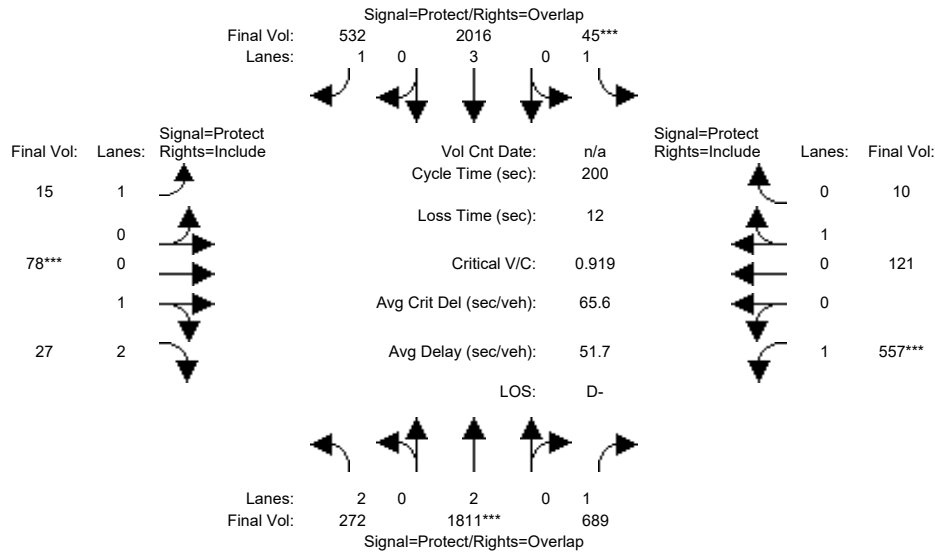
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	2.00	2.00	1.00	1.00	3.00	1.00	1.00	1.00	2.00	1.00	0.99	0.01
Final Sat.:	3150	3800	1750	1750	5700	1750	1750	1800	3600	1750	1777	23

Capacity Analysis Module:												
Vol/Sat:	0.03	0.70	0.32	0.01	0.24	0.28	0.16	0.11	0.01	0.15	0.09	0.09
Crit Moves:	****			****			****			****		
Green Time:	16.7	103	125.4	7.0	93.0	117.5	24.5	15.6	15.6	22.7	13.8	13.8
Volume/Cap:	0.24	1.09	0.41	0.25	0.42	0.38	1.02	1.09	0.11	1.09	1.02	1.02
Uniform Del:	65.8	28.6	5.5	74.0	18.5	7.9	67.8	72.2	65.9	68.6	73.1	73.1
IncrementDel:	0.4	48.3	0.2	1.7	0.1	0.2	61.2	88.4	0.0	83.5	78.6	78.6
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	66.2	77.0	5.7	75.7	18.6	8.1	129.0	161	65.9	152.1	152	151.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	66.2	77.0	5.7	75.7	18.6	8.1	129.0	161	65.9	152.1	152	151.7
LOS by Move:	E	E-	A	E-	B-	A	F	F	E	F	F	F
HCM2kAvgQ:	2	76	9	1	12	9	20	15	1	19	10	10

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative + Project PM

Intersection #15: N Mathilda Ave & Innovation Way



Street Name:	N Mathilda Ave						Innovation Way					
	North Bound			South Bound			East Bound			West Bound		
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	1811	689	45	2016	532	15	78	27	557	121	10
Growth Adj:	1.00	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	1811	689	45	2016	532	15	78	27	557	121	10
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:	272	1811	689	45	2016	532	15	78	27	557	121	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	272	1811	689	45	2016	532	15	78	27	557	121	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	272	1811	689	45	2016	532	15	78	27	557	121	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	272	1811	689	45	2016	532	15	78	27	557	121	10

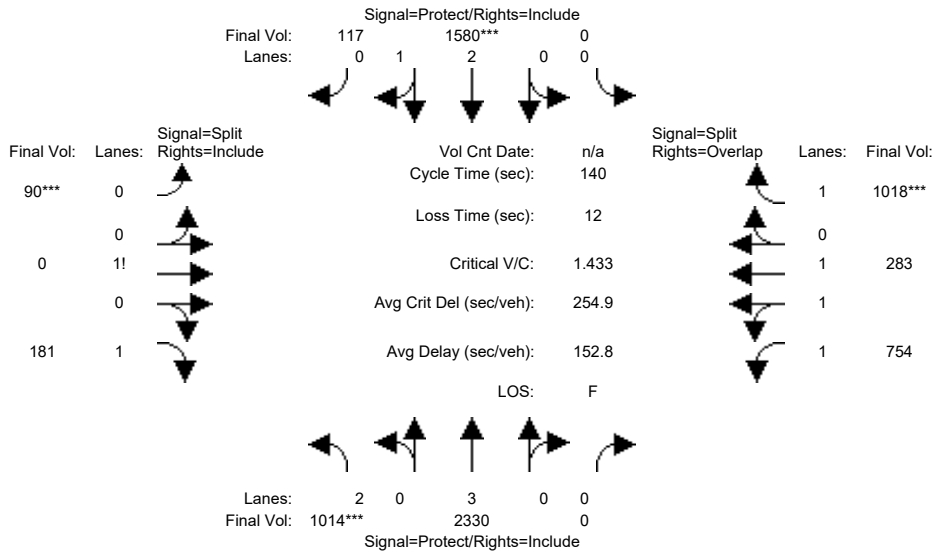
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	2.00	2.00	1.00	1.00	3.00	1.00	1.00	1.00	2.00	1.00	0.92	0.08
Final Sat.:	3150	3800	1750	1750	5700	1750	1750	1800	3600	1750	1663	137

Capacity Analysis Module:												
Vol/Sat:	0.09	0.48	0.39	0.03	0.35	0.30	0.01	0.04	0.01	0.32	0.07	0.07
Crit Moves:	****			****			****			****		
Green Time:	21.5	103	171.0	7.0	88.0	113.5	25.5	10.0	10.0	68.5	53.0	53.0
Volume/Cap:	0.80	0.93	0.46	0.73	0.80	0.54	0.07	0.87	0.15	0.93	0.27	0.27
Uniform Del:	87.2	45.4	3.5	95.6	48.5	26.9	76.8	94.3	90.9	63.4	58.3	58.3
IncrementDel:	13.0	8.5	0.2	36.6	2.0	0.6	0.1	43.9	0.1	21.1	0.3	0.3
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	100.2	53.9	3.7	132.2	50.5	27.4	76.9	138	91.0	84.6	58.6	58.6
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:	100.2	53.9	3.7	132.2	50.5	27.4	76.9	138	91.0	84.6	58.6	58.6
LOS by Move:	F	D-	A	F	D	C	E-	F	F	F	E+	E+
HCM2kAvgQ:	10	52	11	3	34	20	1	7	1	37	6	6

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative + Project AM

Intersection #16: N Mathilda Ave & W Moffett Park Dr/SR 237 WB Off-Ramp



Street Name:	N Mathilda Ave						W Moffett Park Dr/SR 237 WB Off-R					
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	0	0	10	10	10	0	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:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	1014	2330	0	0	1580	117	90	0	181	754	283	1018
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1014	2330	0	0	1580	117	90	0	181	754	283	1018
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:	1014	2330	0	0	1580	117	90	0	181	754	283	1018
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1014	2330	0	0	1580	117	90	0	181	754	283	1018
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1014	2330	0	0	1580	117	90	0	181	754	283	1018
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	1014	2330	0	0	1580	117	90	0	181	754	283	1018

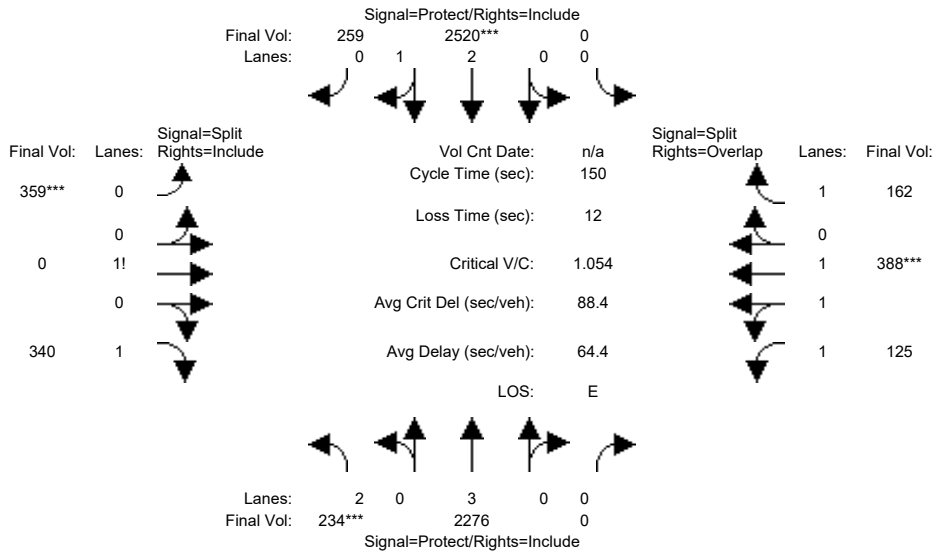
Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	2.79	0.21	0.50	0.00	1.50	2.00	1.00	1.00
Final Sat.:	3150	5700	0	0	5213	386	873	0	2627	3150	1900	1750

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.32	0.41	0.00	0.00	0.30	0.30	0.10	0.00	0.07	0.24	0.15	0.58
Crit Moves:	***			****			****			****		
Green Time:	31.5	61.1	0.0	0.0	29.6	29.6	10.1	0.0	10.1	56.8	56.8	56.8
Volume/Cap:	1.43	0.94	0.00	0.00	1.43	1.43	1.43	0.00	0.96	0.59	0.37	1.43
Uniform Del:	54.3	37.6	0.0	0.0	55.2	55.2	65.0	0.0	64.7	32.5	29.0	41.6
IncrcmntDel:	202.8	7.6	0.0	0.0	200	199.6	222.3	0.0	41.7	0.5	0.1	202.7
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Delay/Veh:	257.0	45.3	0.0	0.0	255	254.8	287.2	0.0	106.4	33.0	29.1	244.3
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:	257.0	45.3	0.0	0.0	255	254.8	287.2	0.0	106.4	33.0	29.1	244.3
LOS by Move:	F	D	A	A	F	F	F	A	F	C-	C	F
HCM2kAvgQ:	48	34	0	0	46	46	16	0	7	15	8	88

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative + Project PM

Intersection #16: N Mathilda Ave & W Moffett Park Dr/SR 237 WB Off-Ramp



Street Name:	N Mathilda Ave						W Moffett Park Dr/SR 237 WB Off-R					
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	0	0	10	10	10	0	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:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	234	2276	0	0	2520	259	359	0	340	125	388	162
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	234	2276	0	0	2520	259	359	0	340	125	388	162
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:	234	2276	0	0	2520	259	359	0	340	125	388	162
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	234	2276	0	0	2520	259	359	0	340	125	388	162
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	234	2276	0	0	2520	259	359	0	340	125	388	162
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	234	2276	0	0	2520	259	359	0	340	125	388	162

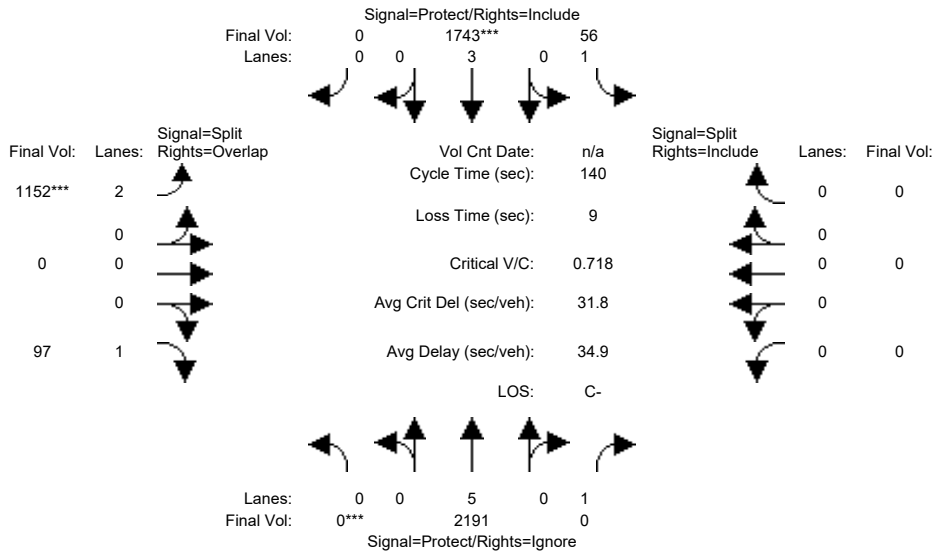
Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.99	0.95	0.95	0.95	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	2.71	0.29	0.67	0.00	1.33	1.00	2.00	1.00
Final Sat.:	3150	5700	0	0	5077	522	1210	0	2323	1750	3800	1750

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.07	0.40	0.00	0.00	0.50	0.50	0.30	0.00	0.15	0.07	0.10	0.09
Crit Moves:	***			****			****			****		
Green Time:	10.6	81.2	0.0	0.0	70.7	70.7	42.2	0.0	42.2	14.5	14.5	14.5
Volume/Cap:	1.05	0.74	0.00	0.00	1.05	1.05	1.05	0.00	0.52	0.74	1.05	0.96
Uniform Del:	69.7	26.2	0.0	0.0	39.7	39.7	53.9	0.0	45.4	65.9	67.7	67.4
IncrementDel:	75.2	1.0	0.0	0.0	33.7	33.7	49.9	0.0	0.4	4.1	55.6	55.8
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Delay/Veh:	144.9	27.2	0.0	0.0	73.4	73.4	103.8	0.0	45.7	70.0	123	123.2
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:	144.9	27.2	0.0	0.0	73.4	73.4	103.8	0.0	45.7	70.0	123	123.2
LOS by Move:	F	C	A	A	E	E	F	A	D	E	F	F
HCM2kAvgQ:	9	26	0	0	50	50	32	0	10	8	14	11

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative + Project AM

Intersection #18: N Mathilda Ave & SR 237 EB Ramps

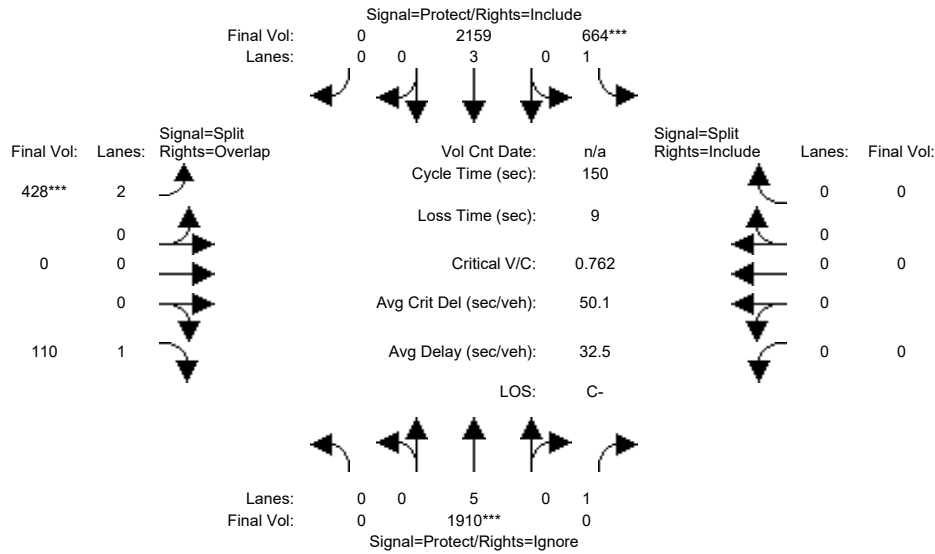


Street Name:	N Mathilda Ave						SR 237 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	2191	866	56	1743	0	1152	0	97	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2191	866	56	1743	0	1152	0	97	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2191	866	56	1743	0	1152	0	97	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2191	0	56	1743	0	1152	0	97	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2191	0	56	1743	0	1152	0	97	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	2191	0	56	1743	0	1152	0	97	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	5.00	1.00	1.00	3.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	9500	1750	1750	5700	0	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.00	0.03	0.31	0.00	0.37	0.00	0.06	0.00	0.00	0.00
Crit Moves:	***			***			***					
Green Time:	0.0	49.0	0.0	10.6	59.7	0.0	71.3	0.0	71.3	0.0	0.0	0.0
Volume/Cap:	0.00	0.66	0.00	0.42	0.72	0.00	0.72	0.00	0.11	0.00	0.00	0.00
Uniform Del:	0.0	38.4	0.0	61.8	33.2	0.0	26.5	0.0	17.8	0.0	0.0	0.0
IncrementDel:	0.0	0.5	0.0	2.2	1.1	0.0	1.6	0.0	0.1	0.0	0.0	0.0
InitQueueDel:	0.0	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	1.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	38.9	0.0	63.9	34.3	0.0	28.1	0.0	17.9	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	38.9	0.0	63.9	34.3	0.0	28.1	0.0	17.9	0.0	0.0	0.0
LOS by Move:	A	D+	A	E	C-	A	C	A	B	A	A	A
HCM2kAvgQ:	0	16	0	2	20	0	23	0	2	0	0	0

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative + Project PM

Intersection #18: N Mathilda Ave & SR 237 EB Ramps

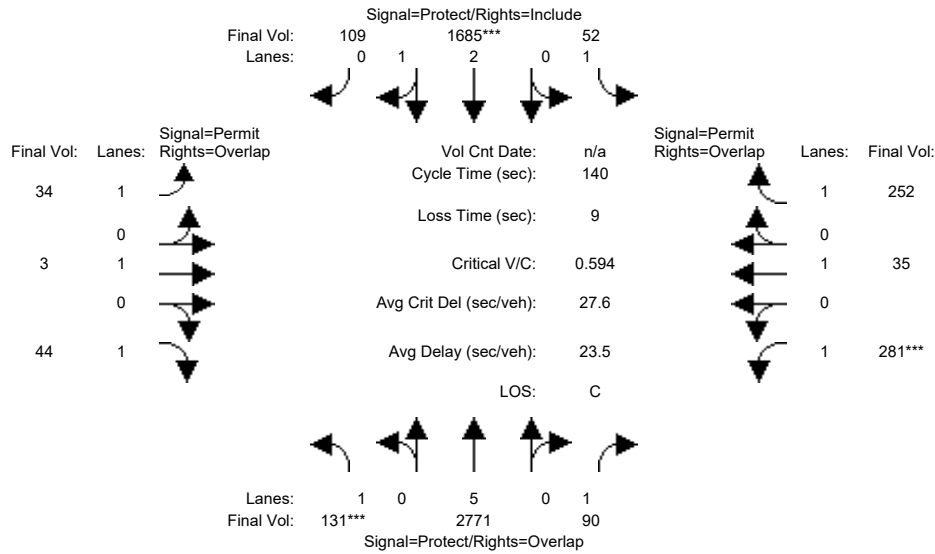


Street Name:	N Mathilda Ave						SR 237 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1910	543	664	2159	0	428	0	110	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1910	543	664	2159	0	428	0	110	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1910	543	664	2159	0	428	0	110	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1910	0	664	2159	0	428	0	110	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1910	0	664	2159	0	428	0	110	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1910	0	664	2159	0	428	0	110	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	5.00	1.00	1.00	3.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	9500	1750	1750	5700	0	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.00	0.38	0.38	0.00	0.14	0.00	0.06	0.00	0.00	0.00
Crit Moves:	****		****		****		****		****		****	
Green Time:	0.0	39.6	0.0	74.7	114	0.0	26.7	0.0	26.7	0.0	0.0	0.0
Volume/Cap:	0.00	0.76	0.00	0.76	0.50	0.00	0.76	0.00	0.35	0.00	0.00	0.00
Uniform Del:	0.0	50.9	0.0	30.5	6.9	0.0	58.6	0.0	54.0	0.0	0.0	0.0
IncrementDel:	0.0	1.4	0.0	4.0	0.1	0.0	6.1	0.0	0.7	0.0	0.0	0.0
InitQueueDel:	0.0	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	1.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	52.3	0.0	34.5	6.9	0.0	64.7	0.0	54.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	52.3	0.0	34.5	6.9	0.0	64.7	0.0	54.7	0.0	0.0	0.0
LOS by Move:	A	D-	A	C-	A	A	E	A	D-	A	A	A
HCM2kAvgQ:	0	16	0	27	13	0	13	0	5	0	0	0

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative + Project AM

Intersection #19: N Mathilda Ave & Ross Dr



Street Name:	N Mathilda Ave						Ross Dr					
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:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	131	2771	90	52	1685	109	34	3	44	281	35	252
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	131	2771	90	52	1685	109	34	3	44	281	35	252
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:	131	2771	90	52	1685	109	34	3	44	281	35	252
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	131	2771	90	52	1685	109	34	3	44	281	35	252
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	131	2771	90	52	1685	109	34	3	44	281	35	252
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	131	2771	90	52	1685	109	34	3	44	281	35	252

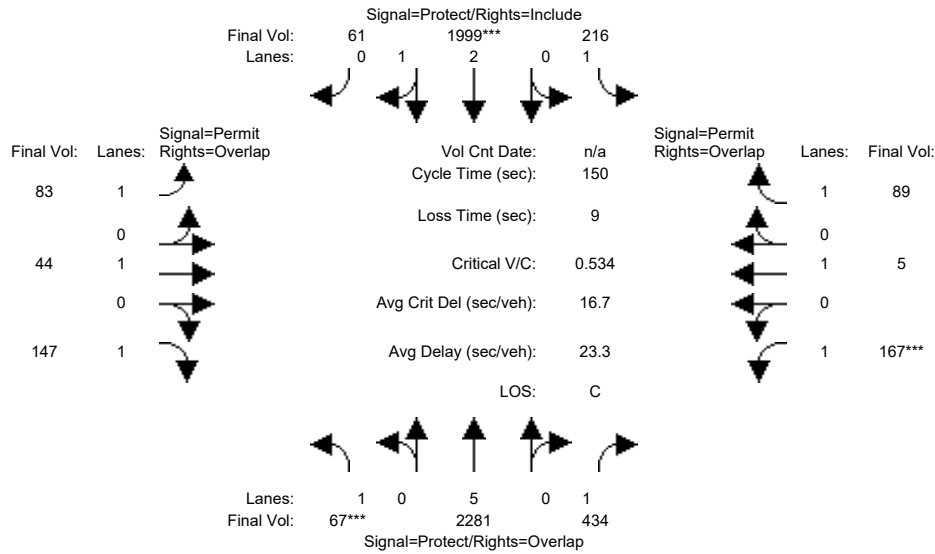
Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	5.00	1.00	1.00	2.81	0.19	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	9500	1750	1750	5259	340	1750	1900	1750	1750	1900	1750

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.07	0.29	0.05	0.03	0.32	0.32	0.02	0.00	0.03	0.16	0.02	0.14
Crit Moves:	***			****						****		
Green Time:	17.6	79.5	79.5	13.6	75.5	75.5	37.8	37.8	55.5	37.8	37.8	51.5
Volume/Cap:	0.59	0.51	0.09	0.31	0.59	0.59	0.07	0.01	0.06	0.59	0.07	0.39
Uniform Del:	57.8	18.4	13.8	58.8	21.9	21.9	38.0	37.3	26.2	44.4	38.0	32.7
IncrementDel:	4.3	0.1	0.0	1.0	0.3	0.3	0.1	0.0	0.0	2.0	0.1	0.4
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	62.1	18.5	13.8	59.8	22.2	22.2	38.1	37.3	26.2	46.4	38.0	33.1
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:	62.1	18.5	13.8	59.8	22.2	22.2	38.1	37.3	26.2	46.4	38.0	33.1
LOS by Move:	E	B-	B	E+	C+	C+	D+	D+	C	D	D+	C-
HCM2kAvgQ:	5	13	2	2	17	17	1	0	1	12	1	8

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative + Project PM

Intersection #19: N Mathilda Ave & Ross Dr



Street Name:	N Mathilda Ave						Ross Dr					
	North Bound			South Bound			East Bound			West Bound		
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:	67	2281	434	216	1999	61	83	44	147	167	5	89
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	67	2281	434	216	1999	61	83	44	147	167	5	89
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	67	2281	434	216	1999	61	83	44	147	167	5	89
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	67	2281	434	216	1999	61	83	44	147	167	5	89
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	2281	434	216	1999	61	83	44	147	167	5	89
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	67	2281	434	216	1999	61	83	44	147	167	5	89

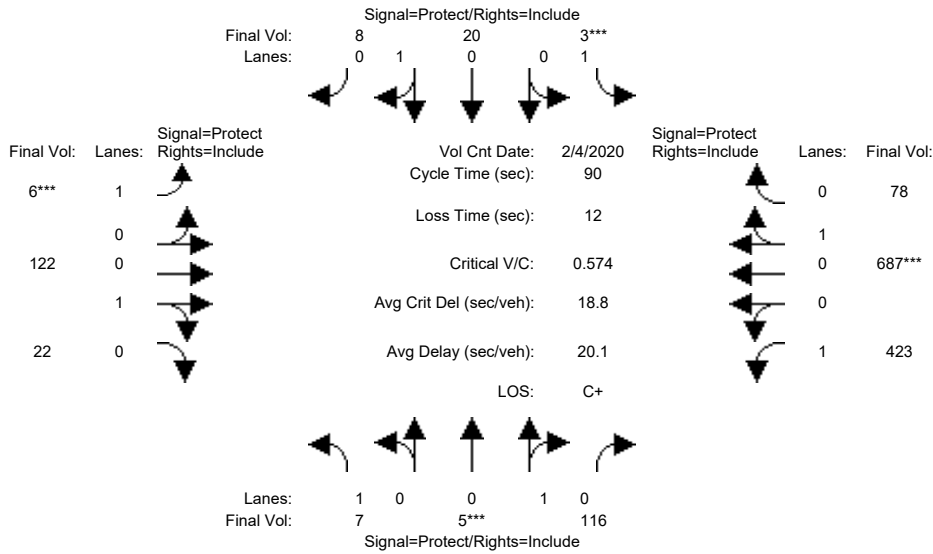
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	5.00	1.00	1.00	2.91	0.09	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	9500	1750	1750	5434	166	1750	1900	1750	1750	1900	1750

Capacity Analysis Module:												
Vol/Sat:	0.04	0.24	0.25	0.12	0.37	0.37	0.05	0.02	0.08	0.10	0.00	0.05
Crit Moves:	***			****						****		
Green Time:	10.8	76.2	76.2	37.9	103	103.4	26.8	26.8	37.6	26.8	26.8	64.8
Volume/Cap:	0.53	0.47	0.49	0.49	0.53	0.53	0.27	0.13	0.34	0.53	0.01	0.12
Uniform Del:	67.2	23.9	24.1	47.8	11.4	11.4	53.1	51.8	46.0	55.9	50.7	25.5
IncrementDel:	4.4	0.1	0.4	0.8	0.1	0.1	0.5	0.2	0.5	1.8	0.0	0.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	71.6	23.9	24.5	48.6	11.6	11.6	53.5	51.9	46.4	57.7	50.7	25.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	71.6	23.9	24.5	48.6	11.6	11.6	53.5	51.9	46.4	57.7	50.7	25.6
LOS by Move:	E	C	C	D	B+	B+	D-	D-	D	E+	D	C
HCM2kAvgQ:	3	13	13	9	15	15	4	2	6	8	0	3

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative + Project AM

Intersection #21: Bordeaux Dr & W Java Dr



Street Name:	Bordeaux Dr						W Java Dr					
	North Bound			South Bound			East Bound			West Bound		
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:	4 Feb 2020	<<	8:30 - 9:30						
Base Vol:	7	5	116	3	20	8	6	122	22	423	687	78
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	5	116	3	20	8	6	122	22	423	687	78
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:	7	5	116	3	20	8	6	122	22	423	687	78
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	5	116	3	20	8	6	122	22	423	687	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	5	116	3	20	8	6	122	22	423	687	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
Final Volume:	7	5	116	3	20	8	6	122	22	423	687	78

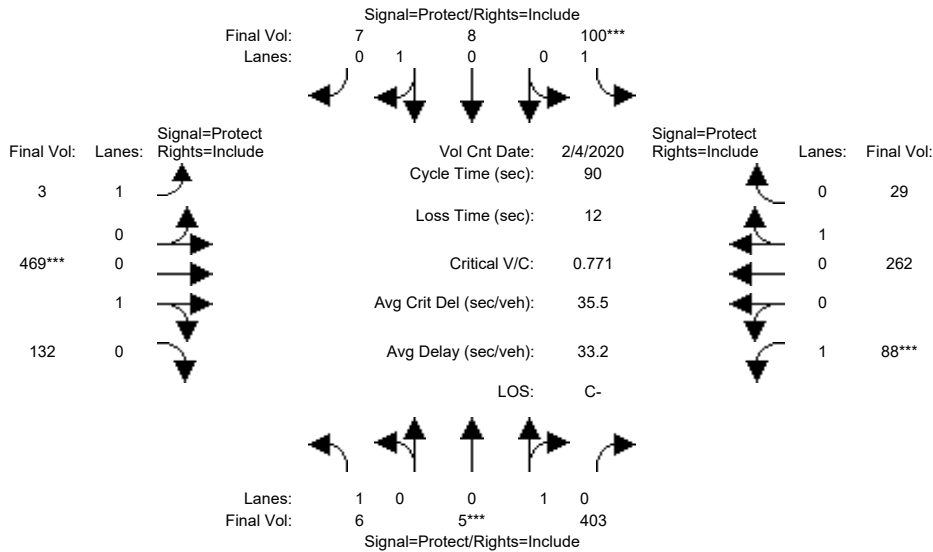
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.04	0.96	1.00	0.71	0.29	1.00	0.85	0.15	1.00	0.90	0.10
Final Sat.:	1750	74	1726	1750	1286	514	1750	1525	275	1750	1616	184

Capacity Analysis Module:												
Vol/Sat:	0.00	0.07	0.07	0.00	0.02	0.02	0.00	0.08	0.08	0.24	0.43	0.43
Crit Moves:	****			****			****			****		
Green Time:	7.0	10.0	10.0	7.0	10.0	10.0	7.0	19.2	19.2	41.8	54.0	54.0
Volume/Cap:	0.05	0.61	0.61	0.02	0.14	0.14	0.04	0.37	0.37	0.52	0.71	0.71
Uniform Del:	38.4	38.1	38.1	38.3	36.1	36.1	38.4	30.3	30.3	17.0	12.5	12.5
IncrementDel:	0.2	5.2	5.2	0.1	0.3	0.3	0.1	0.6	0.6	0.6	2.2	2.2
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	38.6	43.3	43.3	38.4	36.4	36.4	38.5	30.9	30.9	17.6	14.7	14.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.6	43.3	43.3	38.4	36.4	36.4	38.5	30.9	30.9	17.6	14.7	14.7
LOS by Move:	D+	D	D	D+	D+	D+	D+	C	C	B	B	B
HCM2kAvgQ:	0	3	3	0	1	1	0	3	3	8	14	14

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative + Project PM

Intersection #21: Bordeaux Dr & W Java Dr



Street Name:	Bordeaux Dr						W Java Dr					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	4 Feb 2020	<<	4:45 - 5:45						
Base Vol:	6	5	403	100	8	7	3	469	132	88	262	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:	6	5	403	100	8	7	3	469	132	88	262	29
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:	6	5	403	100	8	7	3	469	132	88	262	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	5	403	100	8	7	3	469	132	88	262	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	5	403	100	8	7	3	469	132	88	262	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	6	5	403	100	8	7	3	469	132	88	262	29

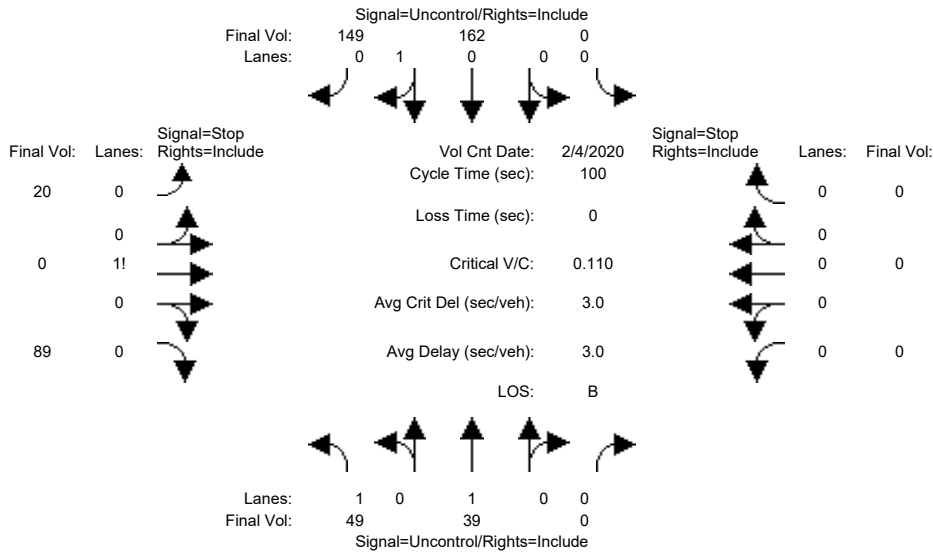
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.01	0.99	1.00	0.53	0.47	1.00	0.78	0.22	1.00	0.90	0.10
Final Sat.:	1750	22	1778	1750	960	840	1750	1405	395	1750	1621	179

Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.23	0.06	0.01	0.01	0.00	0.33	0.33	0.05	0.16	0.16
Crit Moves:	****			****			****			****		
Green Time:	13.5	25.9	25.9	7.0	19.3	19.3	14.7	38.1	38.1	7.0	30.5	30.5
Volume/Cap:	0.02	0.79	0.79	0.73	0.04	0.04	0.01	0.79	0.79	0.65	0.48	0.48
Uniform Del:	32.6	29.5	29.5	40.6	28.0	28.0	31.6	22.4	22.4	40.3	23.5	23.5
IncrementDel:	0.0	7.9	7.9	18.6	0.0	0.0	0.0	5.5	5.5	10.3	0.6	0.6
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	32.6	37.5	37.5	59.2	28.0	28.0	31.6	28.0	28.0	50.6	24.1	24.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.6	37.5	37.5	59.2	28.0	28.0	31.6	28.0	28.0	50.6	24.1	24.1
LOS by Move:	C-	D+	D+	E+	C	C	C	C	C	D	C	C
HCM2kAvgQ:	0	12	12	5	0	0	0	16	16	3	7	7

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumulative + Project AM

Intersection #22: Bordeaux Dr & 5th Ave



Street Name: Bordeaux Dr 5th Ave
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Table with columns for Volume Module, Count, Date, and various traffic metrics (Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume) for each approach.

Table for Critical Gap Module showing Critical Gap and FollowUpTim values for each approach.

Table for Capacity Module showing Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap. for each approach.

Table for Level Of Service Module showing 2Way95thQ, Control Del, LOS by Move, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS for each approach.

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

Intersection #22 Bordeaux Dr & 5th Ave

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:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	1 0 1 0 0	0 0 0 1 0	0 0 1! 0 0	0 0 0 0 0
Initial Vol:	49 39 0	0 162 149	20 0 89	0 0 0 0
ApproachDel:	xxxxxxx	xxxxxxx	10.5	xxxxxxx

Approach[eastbound][lanes=1][control=Stop Sign]
 Signal Warrant Rule #1: [vehicle-hours=0.3]
 FAIL - Vehicle-hours less than 4 for one lane approach.
 Signal Warrant Rule #2: [approach volume=109]
 SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
 Signal Warrant Rule #3: [approach count=3][total volume=508]
 FAIL - Total volume less than 650 for intersection
 with less than four approaches.

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.

Peak Hour Volume Signal Warrant Report [Urban]

 Intersection #22 Bordeaux Dr & 5th Ave

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:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	1 0 1 0 0	0 0 0 1 0	0 0 1! 0 0	0 0 0 0 0
Initial Vol:	49 39 0	0 162 149	20 0 89	0 0 0 0

Major Street Volume: 399
 Minor Approach Volume: 109
 Minor Approach Volume Threshold: 601

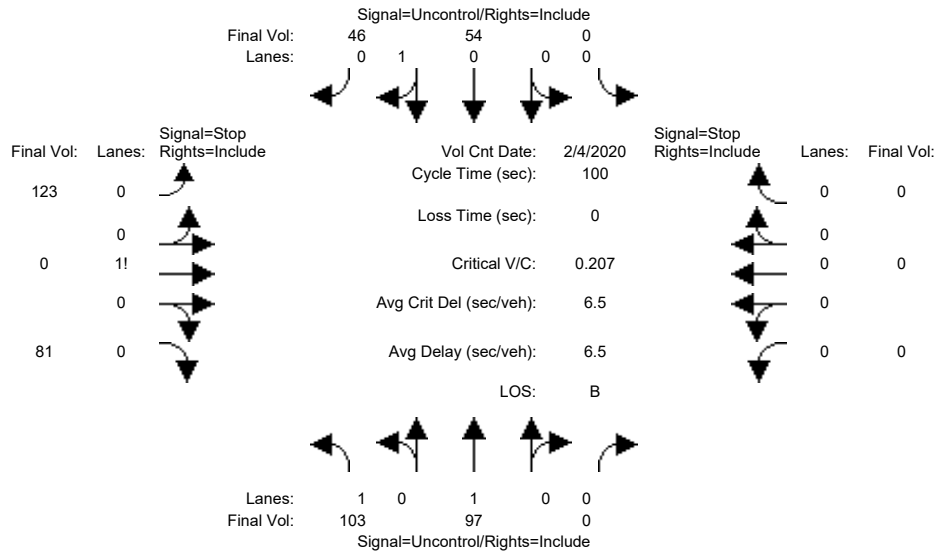
SIGNAL WARRANT DISCLAIMER

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 Unsignalized (Future Volume Alternative)
Cumulative + Project PM

Intersection #22: Bordeaux Dr & 5th Ave



Street Name: Bordeaux Dr 5th Ave
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Table with columns for Volume Module, Count, Date (4 Feb 2020), and time range (5:00 - 6:00). Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume for all approaches.

Table for Critical Gap Module showing Critical Gap (e.g., 4.1, 6.4, 6.5, 6.2) and FollowUpTim (e.g., 2.2, 3.5, 4.0, 3.3) for various movements.

Table for Capacity Module showing Cnflict Vol, Potent Cap., Move Cap., and Volume/Cap. for all approaches.

Table for Level Of Service Module showing 2Way95thQ, Control Del, LOS by Move, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS for all approaches.

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

Intersection #22 Bordeaux Dr & 5th Ave

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:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	1 0 1 0 0	0 0 0 1 0	0 0 1! 0 0	0 0 0 0 0
Initial Vol:	103 97 0	0 54 46	123 0 81	0 0 0 0
ApproachDel:	xxxxxxx	xxxxxxx	12.2	xxxxxxx

Approach[eastbound][lanes=1][control=Stop Sign]
 Signal Warrant Rule #1: [vehicle-hours=0.7]
 FAIL - Vehicle-hours less than 4 for one lane approach.
 Signal Warrant Rule #2: [approach volume=204]
 SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
 Signal Warrant Rule #3: [approach count=3][total volume=504]
 FAIL - Total volume less than 650 for intersection
 with less than four approaches.

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.

Peak Hour Volume Signal Warrant Report [Urban]

 Intersection #22 Bordeaux Dr & 5th Ave

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:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	1 0 1 0 0	0 0 0 1 0	0 0 1! 0 0	0 0 0 0 0
Initial Vol:	103 97 0	0 54 46	123 0 81	0 0 0 0

Major Street Volume: 300
 Minor Approach Volume: 204
 Minor Approach Volume Threshold: 700

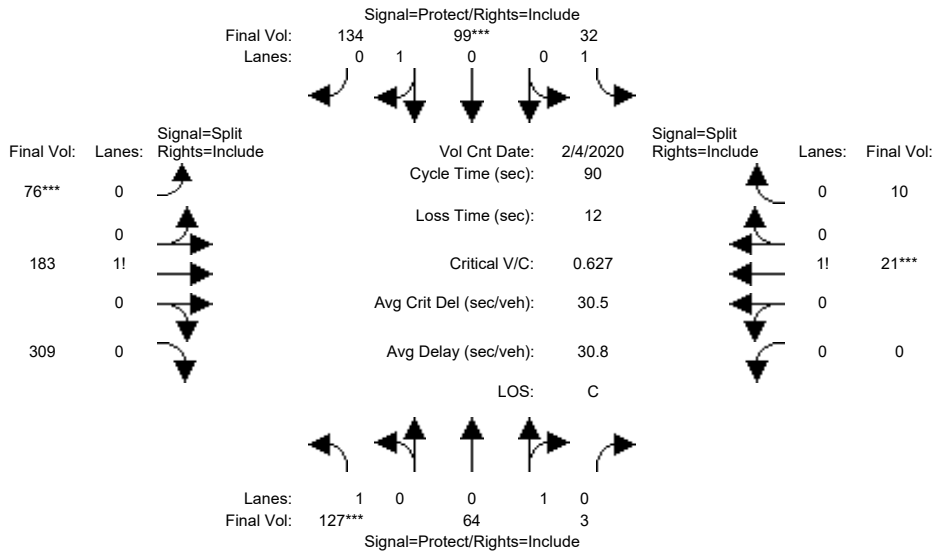
SIGNAL WARRANT DISCLAIMER

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 + Project AM

Intersection #23: Bordeaux Dr & Innovation Way

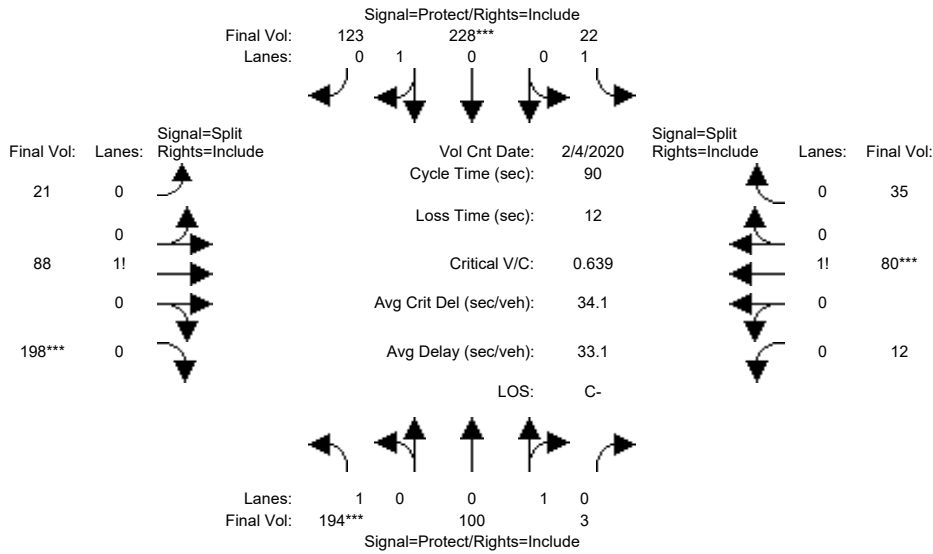


Street Name:	Bordeaux Dr						Innovation Way					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	4 Feb 2020 << 8:30 - 9:30											
Base Vol:	127	64	3	32	99	134	76	183	309	0	21	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	127	64	3	32	99	134	76	183	309	0	21	10
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:	127	64	3	32	99	134	76	183	309	0	21	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	127	64	3	32	99	134	76	183	309	0	21	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	64	3	32	99	134	76	183	309	0	21	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	127	64	3	32	99	134	76	183	309	0	21	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.92	0.92	0.95	0.95
Lanes:	1.00	0.96	0.04	1.00	0.42	0.58	0.13	0.32	0.55	0.00	0.68	0.32
Final Sat.:	1750	1719	81	1750	765	1035	234	564	952	0	1219	581
Capacity Analysis Module:												
Vol/Sat:	0.07	0.04	0.04	0.02	0.13	0.13	0.32	0.32	0.32	0.00	0.02	0.02
Crit Moves:	***			****			****			****		
Green Time:	9.4	15.3	15.3	10.7	16.7	16.7	41.9	41.9	41.9	0.0	10.0	10.0
Volume/Cap:	0.70	0.22	0.22	0.15	0.70	0.70	0.70	0.70	0.70	0.00	0.16	0.16
Uniform Del:	38.9	32.2	32.2	35.5	34.3	34.3	19.0	19.0	19.0	0.0	36.2	36.2
IncrementDel:	11.2	0.4	0.4	0.3	6.3	6.3	2.7	2.7	2.7	0.0	0.4	0.4
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00
Delay/Veh:	50.2	32.5	32.5	35.9	40.6	40.6	21.7	21.7	21.7	0.0	36.5	36.5
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:	50.2	32.5	32.5	35.9	40.6	40.6	21.7	21.7	21.7	0.0	36.5	36.5
LOS by Move:	D	C-	C-	D+	D	D	C+	C+	C+	A	D+	D+
HCM2kAvgQ:	5	2	2	1	7	7	12	12	12	0	1	1

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative + Project PM

Intersection #23: Bordeaux Dr & Innovation Way



Street Name:	Bordeaux Dr						Innovation Way					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	4 Feb 2020	<< 5:15	- 6:15
Base Vol:	194 100 3	22 228 123	21 88 198	12 80 35	
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	
Initial Bse:	194 100 3	22 228 123	21 88 198	12 80 35	
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:	194 100 3	22 228 123	21 88 198	12 80 35	
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	
PHF Volume:	194 100 3	22 228 123	21 88 198	12 80 35	
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0	
Reduced Vol:	194 100 3	22 228 123	21 88 198	12 80 35	
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	
Final Volume:	194 100 3	22 228 123	21 88 198	12 80 35	

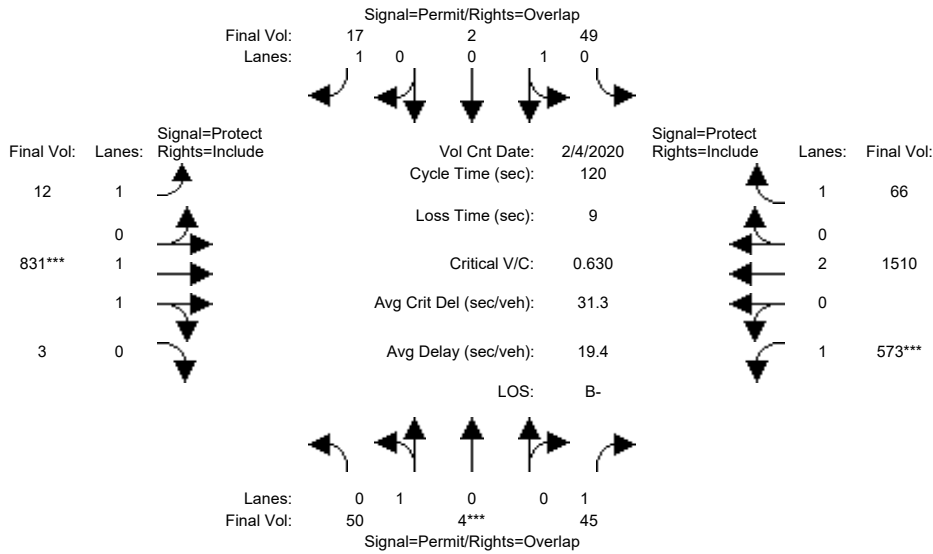
Saturation Flow Module:												
Sat/Lane:	1900 1900 1900	1900 1900 1900	1900 1900 1900	1900 1900 1900	1900 1900 1900	1900 1900 1900						
Adjustment:	0.92 0.95 0.95	0.92 0.95 0.95	0.92 0.95 0.95	0.92 0.92 0.92	0.92 0.92 0.92	0.92 0.92 0.92						
Lanes:	1.00 0.97 0.03	1.00 0.65 0.35	0.07 0.29 0.64	0.09 0.63 0.28								
Final Sat.:	1750 1748 52	1750 1169 631	120 502 1129	165 1102 482								

Capacity Analysis Module:												
Vol/Sat:	0.11 0.06 0.06	0.01 0.20 0.20	0.18 0.18 0.18	0.07 0.07 0.07								
Crit Moves:	***	****	****	****								
Green Time:	15.6 25.3 25.3	17.7 27.5 27.5	24.7 24.7 24.7	10.2 10.2 10.2								
Volume/Cap:	0.64 0.20 0.20	0.06 0.64 0.64	0.64 0.64 0.64	0.64 0.64 0.64								
Uniform Del:	34.6 24.6 24.6	29.4 27.0 27.0	28.7 28.7 28.7	38.1 38.1 38.1								
IncrementDel:	4.5 0.2 0.2	0.1 2.5 2.5	2.9 2.9 2.9	6.8 6.8 6.8								
InitQueueDel:	0.0 0.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0								
Delay Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00								
Delay/Veh:	39.1 24.8 24.8	29.5 29.5 29.5	31.6 31.6 31.6	44.9 44.9 44.9								
User DelAdj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00								
AdjDel/Veh:	39.1 24.8 24.8	29.5 29.5 29.5	31.6 31.6 31.6	44.9 44.9 44.9								
LOS by Move:	D C C	C C C	C C C	D D D								
HCM2kAvgQ:	6 2 2	1 9 9	8 8 8	5 5 5								

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative + Project AM

Intersection #24: Borregas Ave/Carl Rd & Caribbean Dr



Street Name:	Borregas Ave/Carl Rd						Caribbean Dr					
	North Bound			South Bound			East Bound			West Bound		
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:	4 Feb 2020	<<	8:45 - 9:45						
Base Vol:	50	4	45	49	2	17	12	831	3	573	1510	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:	50	4	45	49	2	17	12	831	3	573	1510	66
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:	50	4	45	49	2	17	12	831	3	573	1510	66
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	4	45	49	2	17	12	831	3	573	1510	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	4	45	49	2	17	12	831	3	573	1510	66
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	50	4	45	49	2	17	12	831	3	573	1510	66

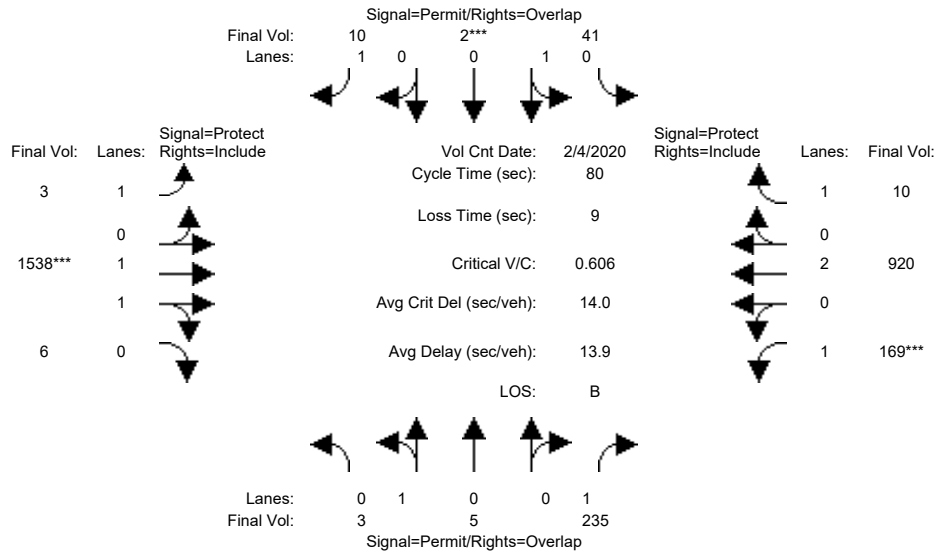
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.97	0.95	0.92	1.00	0.92
Lanes:	0.93	0.07	1.00	0.96	0.04	1.00	1.00	1.99	0.01	1.00	2.00	1.00
Final Sat.:	1667	133	1750	1729	71	1750	1750	3687	13	1750	3800	1750

Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.03	0.03	0.01	0.01	0.23	0.23	0.33	0.40	0.04
Crit Moves:	****						****			****		
Green Time:	10.0	10.0	69.8	10.0	10.0	22.9	12.9	41.2	41.2	59.8	88.1	88.1
Volume/Cap:	0.36	0.36	0.04	0.34	0.34	0.05	0.06	0.66	0.66	0.66	0.54	0.05
Uniform Del:	52.0	52.0	10.8	51.9	51.9	39.6	48.1	33.4	33.4	22.4	7.0	4.4
IncrementDel:	1.5	1.5	0.0	1.4	1.4	0.1	0.1	1.3	1.3	1.8	0.2	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	53.5	53.5	10.8	53.2	53.2	39.7	48.2	34.7	34.7	24.3	7.3	4.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.5	53.5	10.8	53.2	53.2	39.7	48.2	34.7	34.7	24.3	7.3	4.4
LOS by Move:	D-	D-	B+	D-	D-	D	D	C-	C-	C	A	A
HCM2kAvgQ:	2	2	1	2	2	1	0	14	14	16	12	1

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative + Project PM

Intersection #24: Borregas Ave/Carl Rd & Caribbean Dr



Street Name:	Borregas Ave/Carl Rd						Caribbean Dr					
	North Bound			South Bound			East Bound			West Bound		
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:	4 Feb 2020	<<	4:30 - 5:30						
Base Vol:	3	5	235	41	2	10	3	1538	6	169	920	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	5	235	41	2	10	3	1538	6	169	920	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	5	235	41	2	10	3	1538	6	169	920	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	5	235	41	2	10	3	1538	6	169	920	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	5	235	41	2	10	3	1538	6	169	920	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	3	5	235	41	2	10	3	1538	6	169	920	10

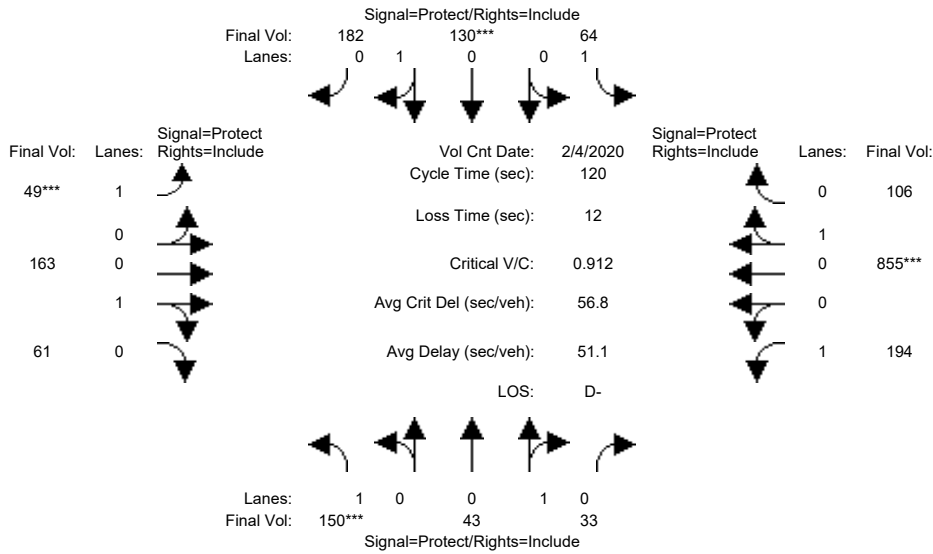
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.97	0.95	0.92	1.00	0.92
Lanes:	0.37	0.63	1.00	0.95	0.05	1.00	1.00	1.99	0.01	1.00	2.00	1.00
Final Sat.:	675	1125	1750	1716	84	1750	1750	3686	14	1750	3800	1750

Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.13	0.02	0.02	0.01	0.00	0.42	0.42	0.10	0.24	0.01
Crit Moves:					****			****			****	
Green Time:	10.0	10.0	21.5	10.0	10.0	26.2	16.2	49.5	49.5	11.5	44.8	44.8
Volume/Cap:	0.04	0.04	0.50	0.19	0.19	0.02	0.01	0.67	0.67	0.67	0.43	0.01
Uniform Del:	30.8	30.8	24.7	31.4	31.4	18.2	25.5	10.0	10.0	32.5	10.2	7.8
IncrementDel:	0.1	0.1	0.8	0.4	0.4	0.0	0.0	0.8	0.8	7.1	0.1	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	30.8	30.8	25.6	31.8	31.8	18.2	25.5	10.8	10.8	39.5	10.4	7.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.8	30.8	25.6	31.8	31.8	18.2	25.5	10.8	10.8	39.5	10.4	7.8
LOS by Move:	C	C	C	C	C	B-	C	B+	B+	D	B+	A
HCM2kAvgQ:	0	0	5	1	1	0	0	13	13	4	6	0

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative + Project AM

Intersection #25: Borregas Ave & Java Dr

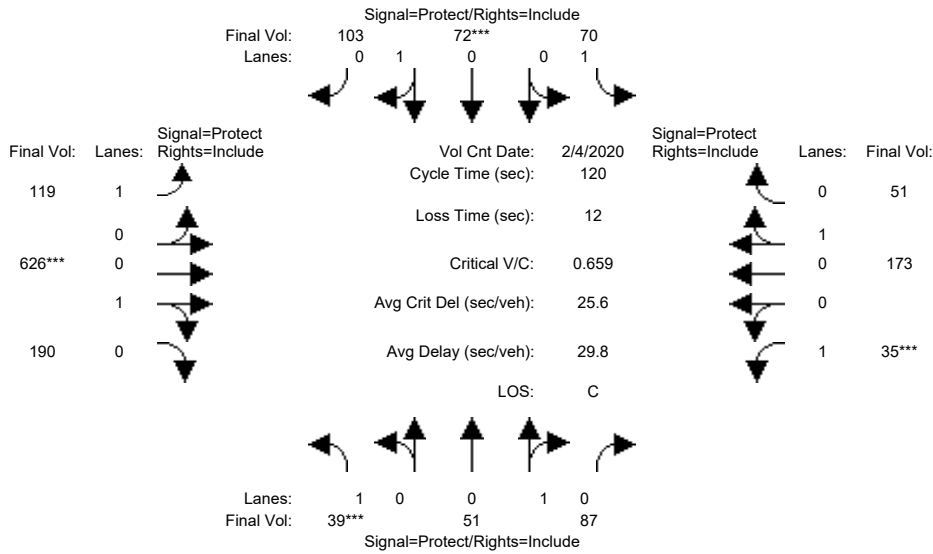


Street Name:	Borregas Ave						Java Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 4 Feb 2020 << 8:45 - 9:45												
Base Vol:	150	43	33	64	130	182	49	163	61	194	855	106
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	150	43	33	64	130	182	49	163	61	194	855	106
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	150	43	33	64	130	182	49	163	61	194	855	106
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	150	43	33	64	130	182	49	163	61	194	855	106
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	43	33	64	130	182	49	163	61	194	855	106
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	150	43	33	64	130	182	49	163	61	194	855	106
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.57	0.43	1.00	0.42	0.58	1.00	0.73	0.27	1.00	0.89	0.11
Final Sat.:	1750	1018	782	1750	750	1050	1750	1310	490	1750	1601	199
Capacity Analysis Module:												
Vol/Sat:	0.09	0.04	0.04	0.04	0.17	0.17	0.03	0.12	0.12	0.11	0.53	0.53
Crit Moves:	***			****			****			****		
Green Time:	10.9	19.4	19.4	13.6	22.1	22.1	7.0	39.7	39.7	35.3	68.0	68.0
Volume/Cap:	0.94	0.26	0.26	0.32	0.94	0.94	0.48	0.38	0.38	0.38	0.94	0.94
Uniform Del:	54.2	44.0	44.0	49.0	48.3	48.3	54.7	30.7	30.7	33.6	24.2	24.2
IncrementDel:	54.2	0.5	0.5	1.0	34.5	34.5	3.5	0.4	0.4	0.5	16.1	16.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	108.4	44.5	44.5	49.9	82.8	82.8	58.3	31.1	31.1	34.1	40.3	40.3
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:	108.4	44.5	44.5	49.9	82.8	82.8	58.3	31.1	31.1	34.1	40.3	40.3
LOS by Move:	F	D	D	D	F	F	E+	C	C	C-	D	D
HCM2kAvgQ:	9	3	3	2	14	14	2	6	6	6	34	34

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative + Project PM

Intersection #25: Borregas Ave & Java Dr



Street Name:	Borregas Ave						Java Dr					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	4 Feb 2020	<<	4:45 - 5:45						
Base Vol:	39	51	87	70	72	103	119	626	190	35	173	51
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	39	51	87	70	72	103	119	626	190	35	173	51
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	39	51	87	70	72	103	119	626	190	35	173	51
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	39	51	87	70	72	103	119	626	190	35	173	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	51	87	70	72	103	119	626	190	35	173	51
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	39	51	87	70	72	103	119	626	190	35	173	51

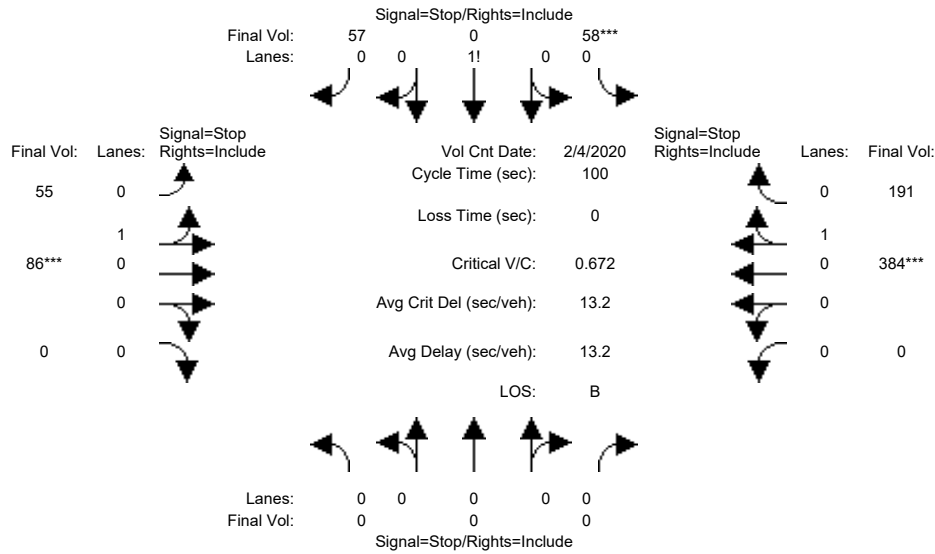
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.37	0.63	1.00	0.41	0.59	1.00	0.77	0.23	1.00	0.77	0.23
Final Sat.:	1750	665	1135	1750	741	1059	1750	1381	419	1750	1390	410

Capacity Analysis Module:												
Vol/Sat:	0.02	0.08	0.08	0.04	0.10	0.10	0.07	0.45	0.45	0.02	0.12	0.12
Crit Moves:	***			***			***			***		
Green Time:	7.0	13.9	13.9	9.7	16.6	16.6	29.8	77.4	77.4	7.0	54.6	54.6
Volume/Cap:	0.38	0.66	0.66	0.49	0.70	0.70	0.27	0.70	0.70	0.34	0.27	0.27
Uniform Del:	54.4	50.8	50.8	52.8	49.3	49.3	36.4	13.8	13.8	54.3	20.4	20.4
IncrementDel:	2.4	7.8	7.8	2.7	8.7	8.7	0.3	2.0	2.0	2.0	0.2	0.2
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	56.8	58.6	58.6	55.5	58.1	58.1	36.7	15.8	15.8	56.3	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:	56.8	58.6	58.6	55.5	58.1	58.1	36.7	15.8	15.8	56.3	20.6	20.6
LOS by Move:	E+	E+	E+	E+	E+	E+	D+	B	B	E+	C+	C+
HCM2kAvgQ:	2	6	6	3	7	7	4	20	20	1	5	5

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cumulative + Project AM

Intersection #26: Borregas Ave & Moffett Park Dr



Street Name:	Borregas Ave						Moffett Park Dr					
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: 4 Feb 2020 << 8:30 - 9:30												
Base Vol:	0	0	0	58	0	57	55	86	0	0	384	191
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	58	0	57	55	86	0	0	384	191
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	58	0	57	55	86	0	0	384	191
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	58	0	57	55	86	0	0	384	191
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	58	0	57	55	86	0	0	384	191
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	58	0	57	55	86	0	0	384	191
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:	0.00	0.00	0.00	0.50	0.00	0.50	0.39	0.61	0.00	0.00	0.67	0.33
Final Sat.:	0	0	0	319	0	314	279	437	0	0	571	284
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.18	xxxx	0.18	0.20	0.20	xxxx	xxxx	0.67	0.67
Crit Moves:				****				****			****	
Delay/Veh:	0.0	0.0	0.0	9.2	0.0	9.2	9.0	9.0	0.0	0.0	15.0	15.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	9.2	0.0	9.2	9.0	9.0	0.0	0.0	15.0	15.0
LOS by Move:	*	*	*	A	*	A	A	A	*	*	C	C
ApproachDel:	xxxxxx				9.2			9.0			15.0	
Delay Adj:	xxxxxx				1.00			1.00			1.00	
ApprAdjDel:	xxxxxx				9.2			9.0			15.0	
LOS by Appr:	*				A			A			C	
AllWayAvgQ:	0.0	0.0	0.0	0.2	0.2	0.2	0.2	0.2	0.2	1.9	1.9	1.9

Note: Queue reported is the number of cars per lane.

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #26 Borregas Ave & Moffett Park Dr

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	0	0	0	0	1	0	0	1	0	0	0	0
Initial Vol:	0	0	0	0	58	0	57		55	86	0	0	384	191
Major Street Volume:					716									
Minor Approach Volume:					115									
Minor Approach Volume Threshold:					308									

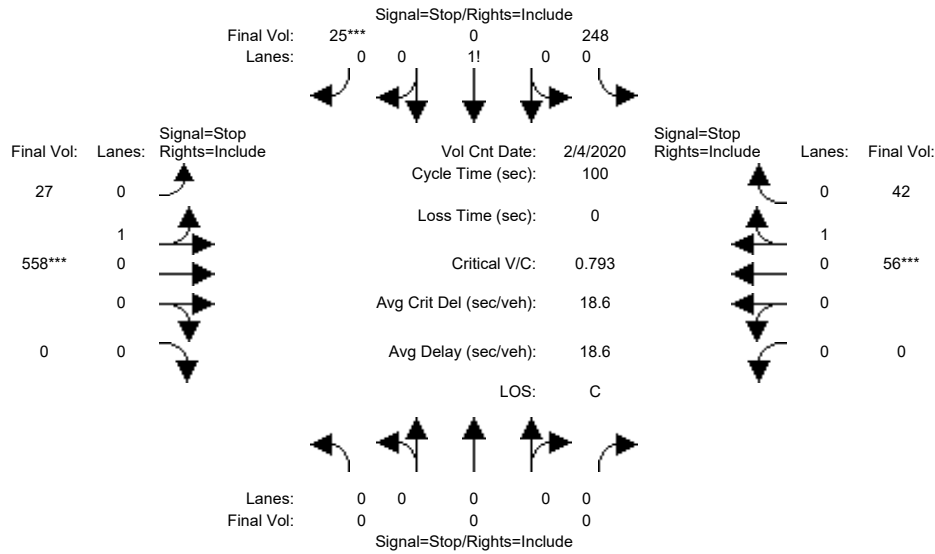
SIGNAL WARRANT DISCLAIMER

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 + Project PM

Intersection #26: Borregas Ave & Moffett Park Dr



Street Name:	Borregas Ave						Moffett Park Dr					
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: 4 Feb 2020 << 4:30 - 5:30												
Base Vol:	0	0	0	248	0	25	27	558	0	0	56	42
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	248	0	25	27	558	0	0	56	42
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	248	0	25	27	558	0	0	56	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	248	0	25	27	558	0	0	56	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	248	0	25	27	558	0	0	56	42
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	248	0	25	27	558	0	0	56	42
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:	0.00	0.00	0.00	0.91	0.00	0.09	0.05	0.95	0.00	0.00	0.57	0.43
Final Sat.:	0	0	0	548	0	55	34	703	0	0	375	281
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.45	xxxx	0.45	0.79	0.79	xxxx	xxxx	0.15	0.15
Crit Moves:						****			****		****	
Delay/Veh:	0.0	0.0	0.0	12.7	0.0	12.7	23.0	23.0	0.0	0.0	9.0	9.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	12.7	0.0	12.7	23.0	23.0	0.0	0.0	9.0	9.0
LOS by Move:	*	*	*	B	*	B	C	C	*	*	A	A
ApproachDel:	xxxxxx				12.7			23.0			9.0	
Delay Adj:	xxxxxx				1.00			1.00			1.00	
ApprAdjDel:	xxxxxx				12.7			23.0			9.0	
LOS by Appr:	*				B			C			A	
AllWayAvgQ:	0.0	0.0	0.0	0.7	0.7	0.7	3.1	3.1	3.1	0.2	0.2	0.2

Note: Queue reported is the number of cars per lane.
 Peak Hour Volume Signal Warrant Report [Urban]

 Intersection #26 Borregas Ave & Moffett Park Dr

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	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Initial Vol:	0	0	0	0	248	0	25		27	558	0	0	0	56	42	
Major Street Volume:					683											
Minor Approach Volume:					273											
Minor Approach Volume Threshold:					321											

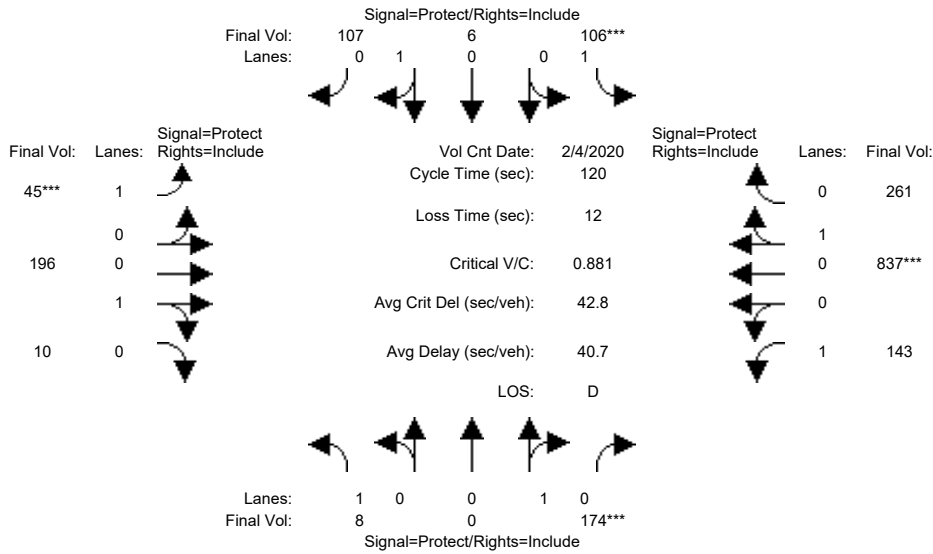
SIGNAL WARRANT DISCLAIMER

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 + Project AM

Intersection #27: Geneva Dr & E Java Dr



Street Name:	Geneva Dr						E Java Dr					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	4 Feb 2020	<<	8:45 - 9:45						
Base Vol:	8	0	174	106	6	107	45	196	10	143	837	261
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	0	174	106	6	107	45	196	10	143	837	261
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:	8	0	174	106	6	107	45	196	10	143	837	261
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	0	174	106	6	107	45	196	10	143	837	261
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	0	174	106	6	107	45	196	10	143	837	261
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	8	0	174	106	6	107	45	196	10	143	837	261

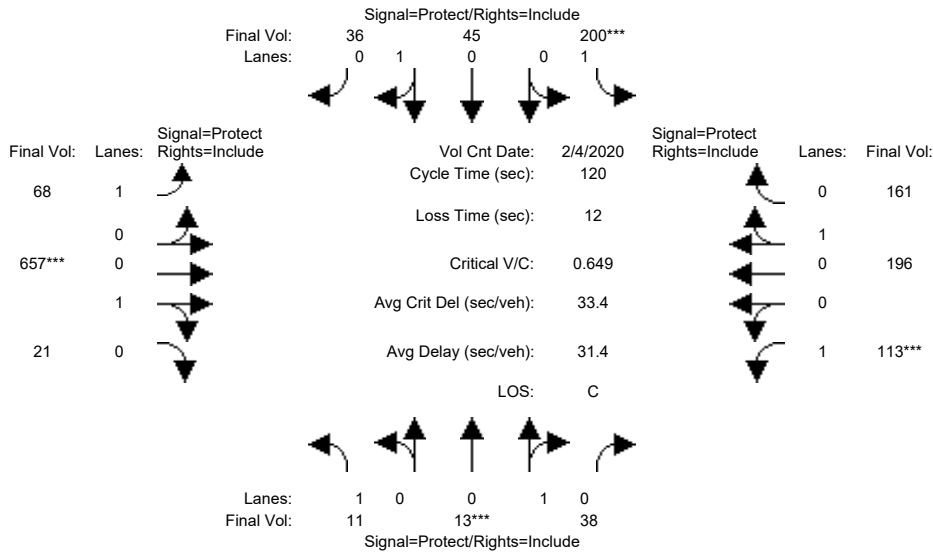
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.00	1.00	1.00	0.05	0.95	1.00	0.95	0.05	1.00	0.76	0.24
Final Sat.:	1750	0	1800	1750	96	1704	1750	1713	87	1750	1372	428

Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.10	0.06	0.06	0.06	0.03	0.11	0.11	0.08	0.61	0.61
Crit Moves:			****	****			****				****	
Green Time:	8.5	0.0	12.7	8.0	12.2	12.2	7.0	50.9	50.9	36.4	80.3	80.3
Volume/Cap:	0.06	0.00	0.91	0.91	0.62	0.62	0.44	0.27	0.27	0.27	0.91	0.91
Uniform Del:	52.0	0.0	53.1	55.7	51.7	51.7	54.6	22.4	22.4	31.7	16.8	16.8
IncrementDel:	0.2	0.0	41.1	56.6	6.3	6.3	3.0	0.2	0.2	0.3	10.5	10.5
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	52.2	0.0	94.1	112.2	58.0	58.0	57.6	22.6	22.6	32.0	27.3	27.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.2	0.0	94.1	112.2	58.0	58.0	57.6	22.6	22.6	32.0	27.3	27.3
LOS by Move:	D-	A	F	F	E+	E+	E+	C+	C+	C-	C	C
HCM2kAvgQ:	0	0	10	7	5	5	2	5	5	4	39	39

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative + Project PM

Intersection #27: Geneva Dr & E Java Dr



Street Name:	Geneva Dr						E Java Dr					
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:	4 Feb 2020	<<	4:45 - 5:45						
Base Vol:	11	13	38	200	45	36	68	657	21	113	196	161
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	13	38	200	45	36	68	657	21	113	196	161
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:	11	13	38	200	45	36	68	657	21	113	196	161
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	13	38	200	45	36	68	657	21	113	196	161
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	13	38	200	45	36	68	657	21	113	196	161
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	11	13	38	200	45	36	68	657	21	113	196	161

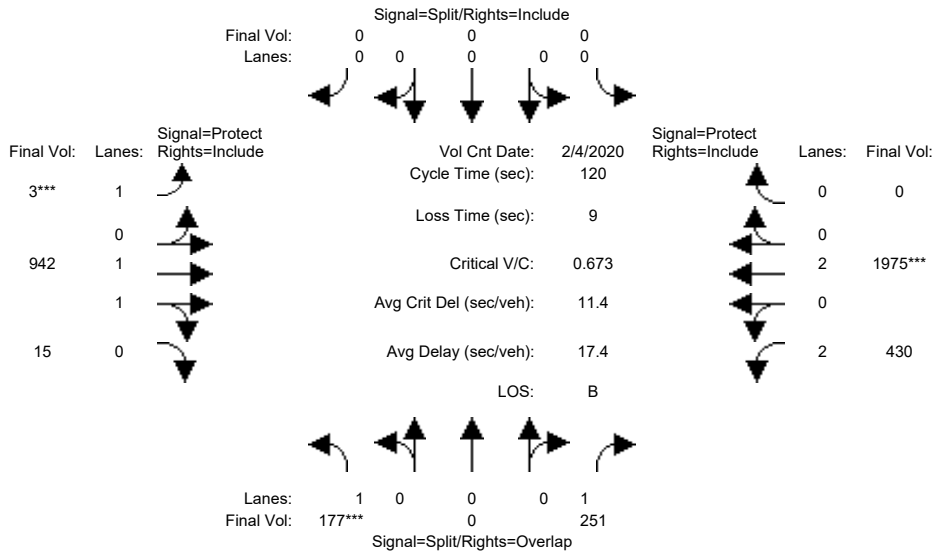
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.25	0.75	1.00	0.56	0.44	1.00	0.97	0.03	1.00	0.55	0.45
Final Sat.:	1750	459	1341	1750	1000	800	1750	1744	56	1750	988	812

Capacity Analysis Module:												
Vol/Sat:	0.01	0.03	0.03	0.11	0.05	0.05	0.04	0.38	0.38	0.06	0.20	0.20
Crit Moves:	****			****			****			****		
Green Time:	12.4	10.0	10.0	20.2	17.7	17.7	17.7	66.4	66.4	11.4	60.1	60.1
Volume/Cap:	0.06	0.34	0.34	0.68	0.30	0.30	0.26	0.68	0.68	0.68	0.40	0.40
Uniform Del:	48.5	51.9	51.9	46.9	45.6	45.6	45.4	19.2	19.2	52.5	18.6	18.6
IncrementDel:	0.1	1.4	1.4	6.3	0.6	0.6	0.5	1.9	1.9	10.9	0.3	0.3
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	48.7	53.2	53.2	53.2	46.3	46.3	45.9	21.1	21.1	63.4	18.9	18.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.7	53.2	53.2	53.2	46.3	46.3	45.9	21.1	21.1	63.4	18.9	18.9
LOS by Move:	D	D-	D-	D-	D	D	D	C+	C+	E	B-	B-
HCM2kAvgQ:	0	2	2	9	3	3	2	18	18	4	8	8

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative + Project AM

Intersection #28: Crossman Ave & Caribbean Dr



Street Name:	Crossman Ave						Caribbean Dr					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	0	10	10	7	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:	4 Feb 2020	<< 8:15	- 9:15
Base Vol:	177 0 251	0 0 0	3 942 15	430 1975 0	
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	177 0 251	0 0 0	3 942 15	430 1975 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:	177 0 251	0 0 0	3 942 15	430 1975 0	
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Volume:	177 0 251	0 0 0	3 942 15	430 1975 0	
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0	
Reduced Vol:	177 0 251	0 0 0	3 942 15	430 1975 0	
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Final Volume:	177 0 251	0 0 0	3 942 15	430 1975 0	

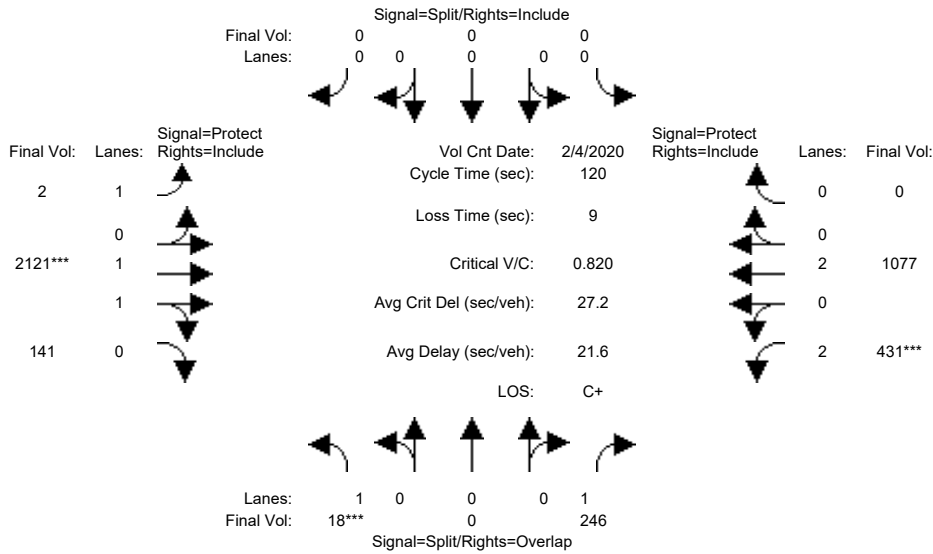
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.97	0.95	0.83	1.00	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	1.00	1.97	0.03	2.00	2.00	0.00
Final Sat.:	1750	0	1750	0	0	0	1750	3642	58	3150	3800	0

Capacity Analysis Module:												
Vol/Sat:	0.10	0.00	0.14	0.00	0.00	0.00	0.00	0.26	0.26	0.14	0.52	0.00
Crit Moves:	***						***			***		
Green Time:	18.0	0.0	50.1	0.0	0.0	0.0	0.3	60.9	60.9	32.1	92.7	0.0
Volume/Cap:	0.67	0.00	0.34	0.00	0.00	0.00	0.67	0.51	0.51	0.51	0.67	0.00
Uniform Del:	48.2	0.0	23.7	0.0	0.0	0.0	59.8	19.7	19.7	37.3	6.5	0.0
IncrementDel:	6.7	0.0	0.3	0.0	0.0	0.0	183.7	0.2	0.2	0.5	0.6	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	54.9	0.0	24.0	0.0	0.0	0.0	243.5	19.9	19.9	37.8	7.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.9	0.0	24.0	0.0	0.0	0.0	243.5	19.9	19.9	37.8	7.1	0.0
LOS by Move:	D-	A	C	A	A	A	F	B-	B-	D+	A	A
HCM2kAvgQ:	7	0	6	0	0	0	0	11	11	8	16	0

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative + Project PM

Intersection #28: Crossman Ave & Caribbean Dr

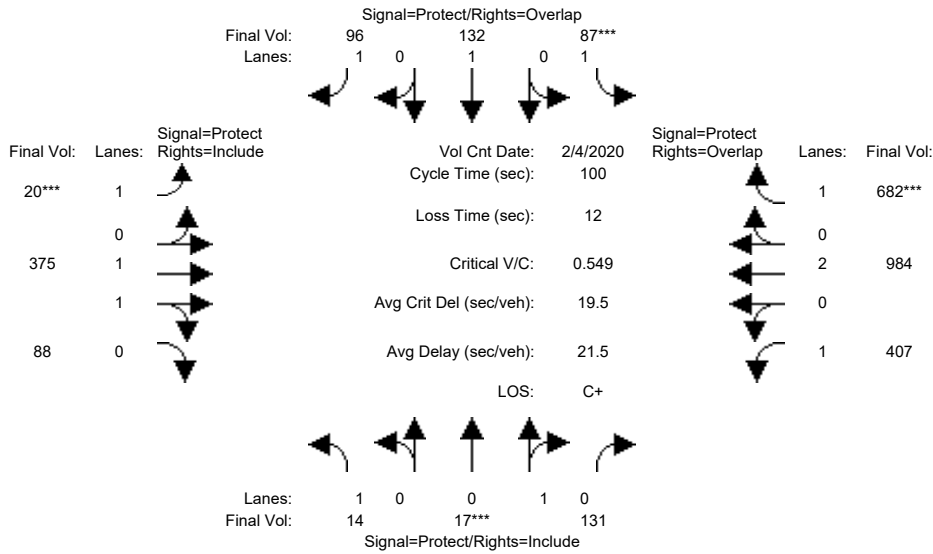


Street Name:	Crossman Ave						Caribbean Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	4 Feb 2020 << 4:30 - 5:30											
Base Vol:	18	0	246	0	0	0	2	2121	141	431	1077	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:	18	0	246	0	0	0	2	2121	141	431	1077	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:	18	0	246	0	0	0	2	2121	141	431	1077	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	18	0	246	0	0	0	2	2121	141	431	1077	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	0	246	0	0	0	2	2121	141	431	1077	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:	18	0	246	0	0	0	2	2121	141	431	1077	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.83	1.00	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	1.00	1.87	0.13	2.00	2.00	0.00
Final Sat.:	1750	0	1750	0	0	0	1750	3469	231	3150	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.14	0.00	0.00	0.00	0.00	0.61	0.61	0.14	0.28	0.00
Crit Moves:	***						***			***		
Green Time:	10.0	0.0	28.5	0.0	0.0	0.0	0.4	82.5	82.5	18.5	101	0.0
Volume/Cap:	0.12	0.00	0.59	0.00	0.00	0.00	0.34	0.89	0.89	0.89	0.34	0.00
Uniform Del:	50.9	0.0	40.6	0.0	0.0	0.0	59.7	15.1	15.1	49.8	2.2	0.0
IncrementDel:	0.4	0.0	2.3	0.0	0.0	0.0	31.0	4.3	4.3	18.0	0.1	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	51.3	0.0	42.9	0.0	0.0	0.0	90.6	19.3	19.3	67.7	2.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.3	0.0	42.9	0.0	0.0	0.0	90.6	19.3	19.3	67.7	2.3	0.0
LOS by Move:	D-	A	D	A	A	A	F	B-	B-	E	A	A
HCM2kAvgQ:	1	0	8	0	0	0	0	35	35	10	4	0

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative + Project AM

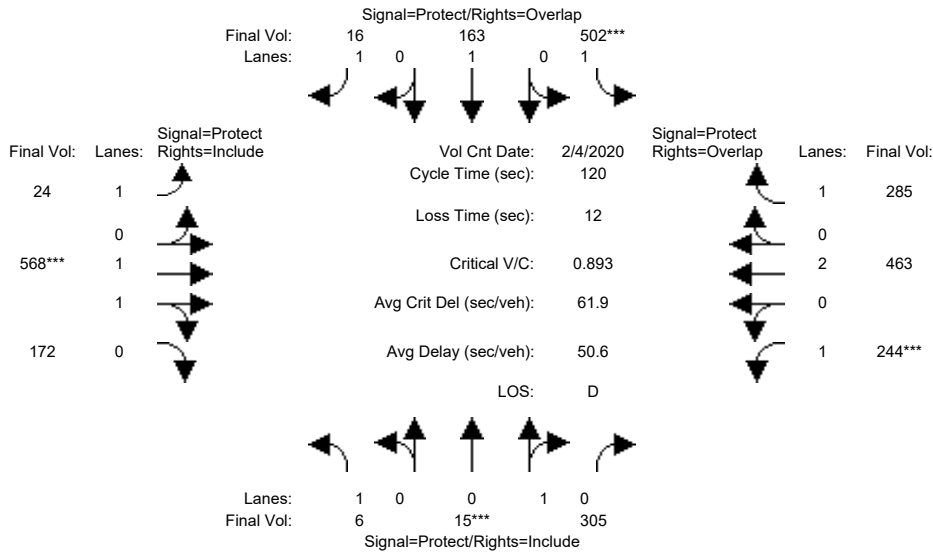
Intersection #29: Crossman Ave & E Java Dr



Street Name:	Crossman Ave						E Java Dr					
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: 4 Feb 2020 << 8:45 - 9:45												
Base Vol:	14	17	131	87	132	96	20	375	88	407	984	682
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	17	131	87	132	96	20	375	88	407	984	682
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	17	131	87	132	96	20	375	88	407	984	682
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	17	131	87	132	96	20	375	88	407	984	682
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	17	131	87	132	96	20	375	88	407	984	682
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	14	17	131	87	132	96	20	375	88	407	984	682
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	0.11	0.89	1.00	1.00	1.00	1.00	1.61	0.39	1.00	2.00	1.00
Final Sat.:	1750	207	1593	1750	1900	1750	1750	2996	703	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.08	0.08	0.05	0.07	0.05	0.01	0.13	0.13	0.23	0.26	0.39
Crit Moves:	****			****			****			****		
Green Time:	9.7	14.7	14.7	8.9	13.9	20.9	7.0	22.5	22.5	41.8	57.3	66.3
Volume/Cap:	0.08	0.56	0.56	0.56	0.50	0.26	0.16	0.56	0.56	0.56	0.45	0.59
Uniform Del:	41.1	39.6	39.6	43.7	39.8	33.1	43.7	34.3	34.3	22.0	12.3	9.3
IncrementDel:	0.2	2.6	2.6	4.4	1.5	0.4	0.6	0.8	0.8	0.9	0.1	0.8
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	41.3	42.2	42.2	48.1	41.3	33.5	44.4	35.2	35.2	23.0	12.4	10.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.3	42.2	42.2	48.1	41.3	33.5	44.4	35.2	35.2	23.0	12.4	10.1
LOS by Move:	D	D	D	D	D	C-	D	D+	D+	C+	B	B+
HCM2kAvgQ:	0	4	4	3	4	3	1	6	6	11	9	13
Note: Queue reported is the number of cars per lane.												

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative + Project PM

Intersection #29: Crossman Ave & E Java Dr

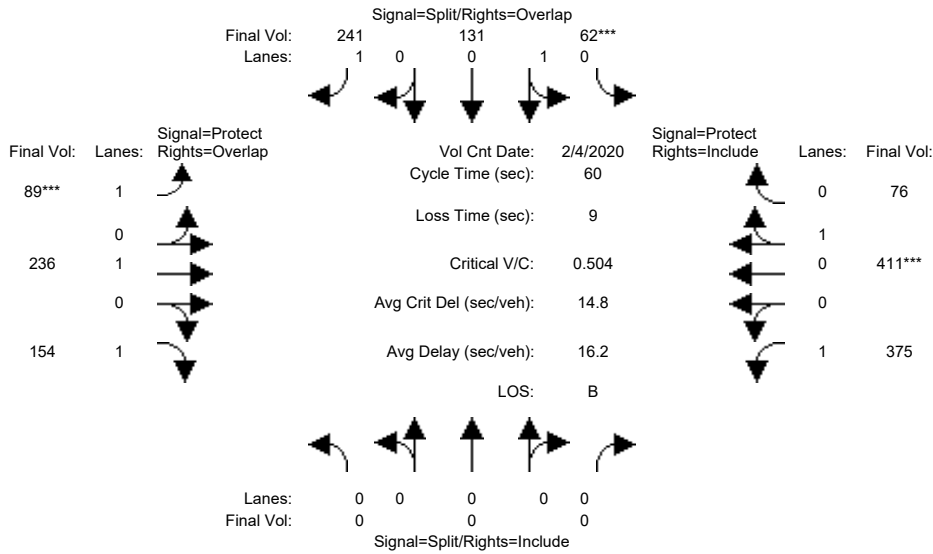


Street Name:	Crossman Ave						E Java Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 4 Feb 2020 << 5:00 - 6:00												
Base Vol:	6	15	305	502	163	16	24	568	172	244	463	285
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	15	305	502	163	16	24	568	172	244	463	285
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:	6	15	305	502	163	16	24	568	172	244	463	285
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	15	305	502	163	16	24	568	172	244	463	285
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	15	305	502	163	16	24	568	172	244	463	285
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	6	15	305	502	163	16	24	568	172	244	463	285
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	0.05	0.95	1.00	1.00	1.00	1.00	1.52	0.48	1.00	2.00	1.00
Final Sat.:	1750	84	1716	1750	1900	1750	1750	2839	860	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.18	0.29	0.09	0.01	0.01	0.20	0.20	0.14	0.12	0.16
Crit Moves:	****			****			****			****		
Green Time:	25.3	23.9	23.9	38.5	37.1	51.9	14.8	26.9	26.9	18.7	30.8	69.4
Volume/Cap:	0.02	0.89	0.89	0.89	0.28	0.02	0.11	0.89	0.89	0.89	0.47	0.28
Uniform Del:	37.5	46.8	46.8	38.8	31.3	19.5	46.8	45.2	45.2	49.7	37.7	12.8
IncrementDel:	0.0	23.5	23.5	16.6	0.3	0.0	0.2	12.1	12.1	28.7	0.4	0.2
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	37.5	70.3	70.3	55.3	31.5	19.5	47.0	57.3	57.3	78.3	38.1	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:	37.5	70.3	70.3	55.3	31.5	19.5	47.0	57.3	57.3	78.3	38.1	12.9
LOS by Move:	D+	E	E	E+	C	B-	D	E+	E+	E-	D+	B
HCM2kAvgQ:	0	14	14	21	4	0	1	14	14	13	7	6

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative + Project AM

Intersection #30: Crossman Ave & Moffett Park Dr



Street Name:	Crossman Ave						Moffett Park Dr					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	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:	4 Feb 2020	<<	8:30 - 9:30						
Base Vol:	0	0	0	62	131	241	89	236	154	375	411	76
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	62	131	241	89	236	154	375	411	76
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	62	131	241	89	236	154	375	411	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	62	131	241	89	236	154	375	411	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	62	131	241	89	236	154	375	411	76
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	62	131	241	89	236	154	375	411	76

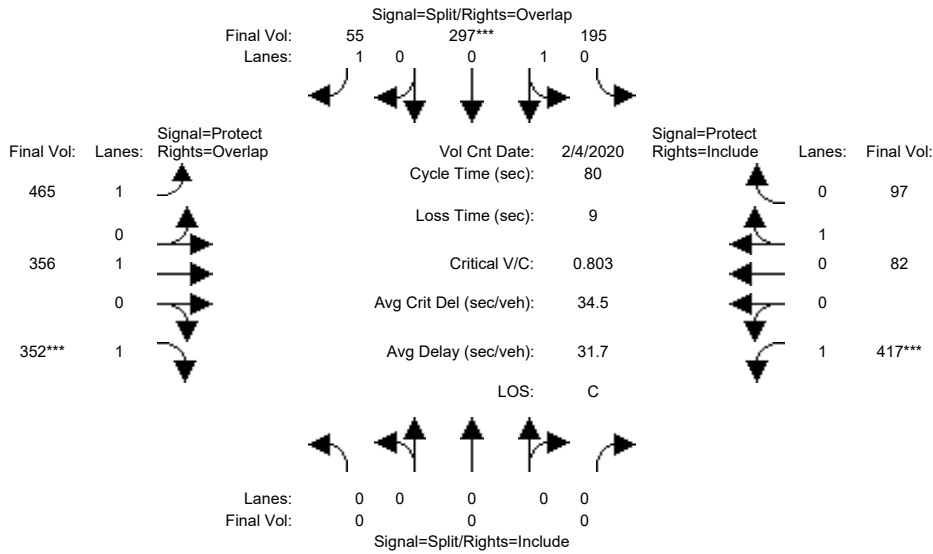
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	0.00	0.00	0.00	0.32	0.68	1.00	1.00	1.00	1.00	1.00	0.84	0.16
Final Sat.:	0	0	0	578	1222	1750	1750	1900	1750	1750	1519	281

Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.11	0.14	0.05	0.12	0.09	0.21	0.27	0.27
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	12.5	12.5	19.5	7.0	16.8	16.8	21.7	31.5	31.5
Volume/Cap:	0.00	0.00	0.00	0.52	0.52	0.42	0.44	0.44	0.31	0.59	0.52	0.52
Uniform Del:	0.0	0.0	0.0	21.1	21.1	15.9	24.7	17.7	17.0	15.6	9.3	9.3
IncrementDel:	0.0	0.0	0.0	1.2	1.2	0.5	1.5	0.6	0.4	1.5	0.5	0.5
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	22.3	22.3	16.4	26.2	18.3	17.4	17.1	9.8	9.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	22.3	22.3	16.4	26.2	18.3	17.4	17.1	9.8	9.8
LOS by Move:	A	A	A	C+	C+	B	C	B-	B	B	A	A
HCM2kAvgQ:	0	0	0	3	3	4	2	4	3	7	7	7

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative + Project PM

Intersection #30: Crossman Ave & Moffett Park Dr

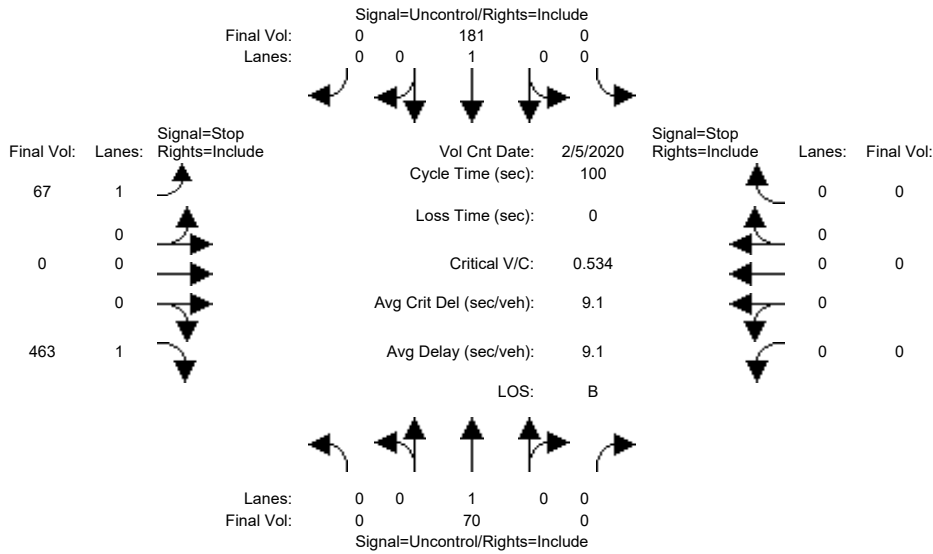


Street Name:	Crossman Ave						Moffett Park Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	4 Feb 2020 << 5:00 - 6:00											
Base Vol:	0	0	0	195	297	55	465	356	352	417	82	97
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	195	297	55	465	356	352	417	82	97
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	195	297	55	465	356	352	417	82	97
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	195	297	55	465	356	352	417	82	97
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	195	297	55	465	356	352	417	82	97
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	195	297	55	465	356	352	417	82	97
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	0.00	0.00	0.00	0.40	0.60	1.00	1.00	1.00	1.00	1.00	0.46	0.54
Final Sat.:	0	0	0	713	1087	1750	1750	1900	1750	1750	825	975
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.27	0.27	0.03	0.27	0.19	0.20	0.24	0.10	0.10
Crit Moves:				****			****			****		
Green Time:	0.0	0.0	0.0	27.2	27.2	57.0	29.8	20.0	20.0	23.7	14.0	14.0
Volume/Cap:	0.00	0.00	0.00	0.80	0.80	0.04	0.71	0.75	0.80	0.80	0.57	0.57
Uniform Del:	0.0	0.0	0.0	24.0	24.0	3.4	21.5	27.7	28.1	26.0	30.2	30.2
IncrementDel:	0.0	0.0	0.0	7.6	7.6	0.0	3.8	6.5	10.3	8.8	2.4	2.4
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	31.5	31.5	3.4	25.2	34.1	38.4	34.8	32.7	32.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	31.5	31.5	3.4	25.2	34.1	38.4	34.8	32.7	32.7
LOS by Move:	A	A	A	C	C	A	C	C-	D+	C-	C-	C-
HCM2kAvgQ:	0	0	0	12	12	0	12	10	11	13	5	5

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumulative + Project AM

Intersection #31: Persian Dr & SR 237 EB Off-Ramp



Street Name: Persian Dr SR 237 EB Off-Ramp
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Table with columns for Volume Module, Count, Date (5 Feb 2020), and time (8:45 - 9:45). Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Table for Critical Gap Module showing Critical Gp and FollowUpTim values for different movements.

Table for Capacity Module showing Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap. for various movements.

Table for Level Of Service Module showing 2Way95thQ, Control Del, LOS by Move, Shared Cap., Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

Intersection #31 Persian Dr & SR 237 EB Off-Ramp

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:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 1 0 0	0 0 1 0 0	1 0 0 0 1	0 0 0 0 0
Initial Vol:	0 70 0	0 181 0	67 0 463	0 0 0
ApproachDel:	xxxxxx	xxxxxx	13.4	xxxxxx

Approach[eastbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=2.0]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=530]

SUCCEED - Approach volume >= 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=781]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

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.

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #31 Persian Dr & SR 237 EB Off-Ramp

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:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 1 0 0	0 0 1 0 0	1 0 0 0 1	0 0 0 0 0
Initial Vol:	0 70 0	0 181 0	67 0 463	0 0 0

Major Street Volume: 251

Minor Approach Volume: 530

Minor Approach Volume Threshold: 727

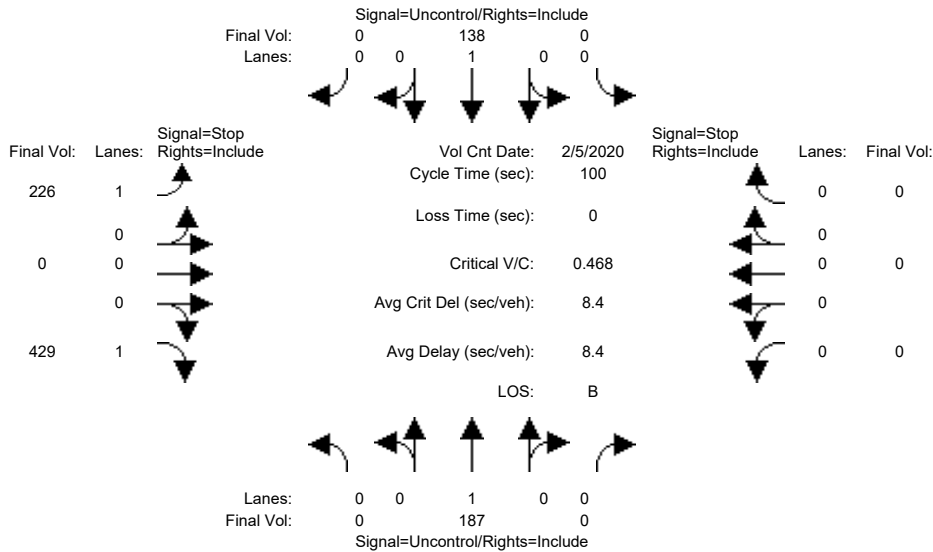
SIGNAL WARRANT DISCLAIMER

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).

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Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumulative + Project PM

Intersection #31: Persian Dr & SR 237 EB Off-Ramp



Street Name: Persian Dr SR 237 EB Off-Ramp
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Table with columns for Volume Module, Count, Date (5 Feb 2020), and various traffic volume metrics (Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume) for each approach.

Table for Critical Gap Module showing Critical Gap (6.4, 6.2), FollowUpTim (3.5, 3.3), and other performance metrics.

Table for Capacity Module showing Cnflct Vol (325, 138), Potent Cap. (673, 916), Move Cap. (673, 916), and Volume/Cap. (0.34, 0.47).

Table for Level Of Service Module showing 2Way95thQ (1.5, 2.5), Control Del (13.0, 12.3), LOS by Move (*, B), Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel (12.6), and ApproachLOS (B).

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

Intersection #31 Persian Dr & SR 237 EB Off-Ramp

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:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 1 0 0	0 0 1 0 0	1 0 0 0 1	0 0 0 0 0
Initial Vol:	0 187 0	0 138 0	226 0 429	0 0 0
ApproachDel:	xxxxxx	xxxxxx	12.6	xxxxxx

Approach[eastbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=2.3]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=655]

SUCCEED - Approach volume >= 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=980]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

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).

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #31 Persian Dr & SR 237 EB Off-Ramp

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:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 1 0 0	0 0 1 0 0	1 0 0 0 1	0 0 0 0 0
Initial Vol:	0 187 0	0 138 0	226 0 429	0 0 0

Major Street Volume: 325

Minor Approach Volume: 655

Minor Approach Volume Threshold: 646

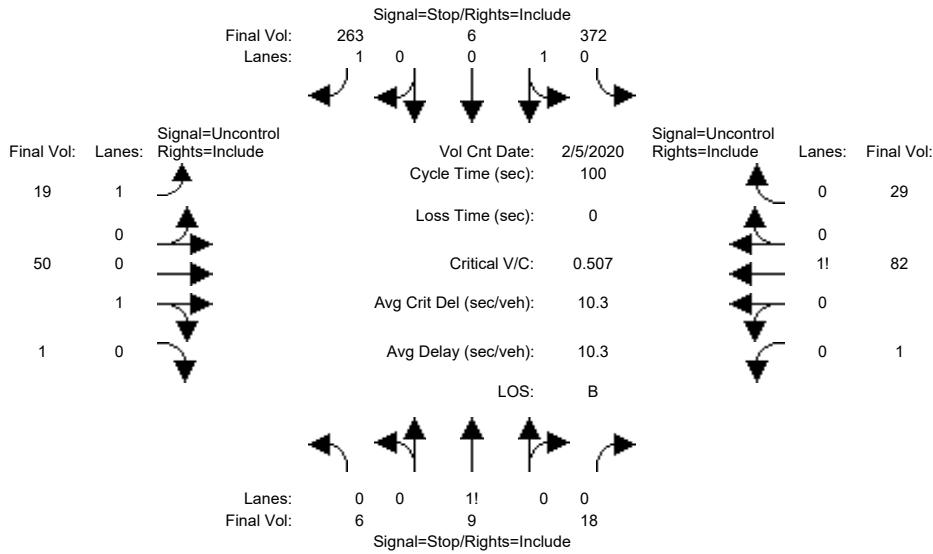
SIGNAL WARRANT DISCLAIMER

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).

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Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumulative + Project AM

Intersection #32: Persian Dr/La Rochelle Terrace & Fair Oaks Way



Street Name: Persian Dr/La Rochelle Terrace Fair Oaks Way
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Table with columns for Volume Module, Count, Date (5 Feb 2020), and time (8:00 - 9:00). Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Table for Critical Gap Module showing Critical Gap and FollowUpTim values for each movement.

Table for Capacity Module showing Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap. for each movement.

Table for Level Of Service Module showing 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

Intersection #32 Persian Dr/La Rochelle Terrace & Fair Oaks Way

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	Uncontrolled	Uncontrolled
Lanes:	0 0 1! 0 0	0 1 0 0 1	1 0 0 1 0	0 0 1! 0 0
Initial Vol:	6 9 18	372 6 263	19 50 1	1 82 29
ApproachDel:	10.0	13.0	xxxxxx	xxxxxx

Approach[northbound][lanes=1][control=Stop Sign]
 Signal Warrant Rule #1: [vehicle-hours=0.1]
 FAIL - Vehicle-hours less than 4 for one lane approach.
 Signal Warrant Rule #2: [approach volume=33]
 FAIL - Approach volume less than 100 for one lane approach.
 Signal Warrant Rule #3: [approach count=4][total volume=856]
 SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[southbound][lanes=2][control=Stop Sign]
 Signal Warrant Rule #1: [vehicle-hours=2.3]
 FAIL - Vehicle-hours less than 5 for two or more lane approach.
 Signal Warrant Rule #2: [approach volume=641]
 SUCCEED - Approach volume >= 150 for two or more lane approach.
 Signal Warrant Rule #3: [approach count=4][total volume=856]
 SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

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).

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Peak Hour Volume Signal Warrant Report [Urban]

 Intersection #32 Persian Dr/La Rochelle Terrace & Fair Oaks Way

 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	Uncontrolled	Uncontrolled
Lanes:	0 0 1! 0 0	0 1 0 0 1	1 0 0 1 0	0 0 1! 0 0
Initial Vol:	6 9 18	372 6 263	19 50 1	1 82 29

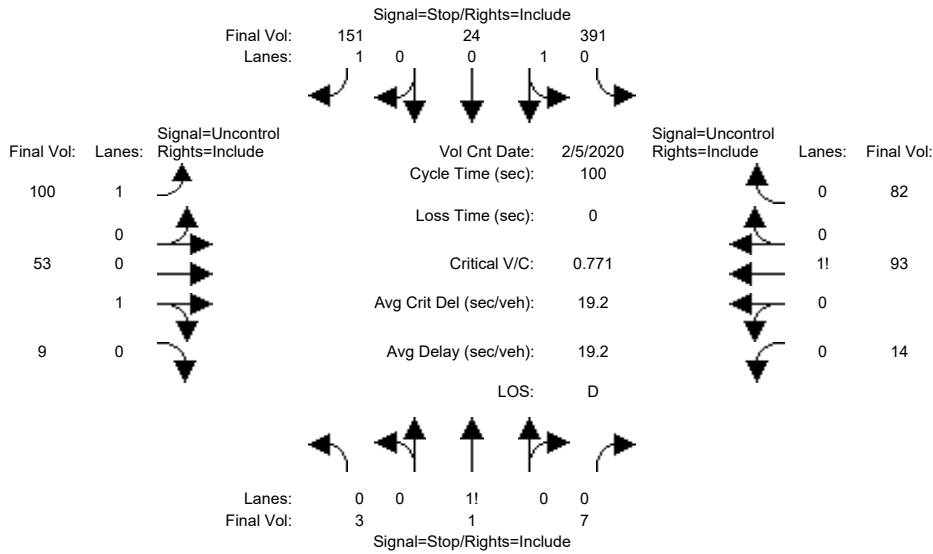
Major Street Volume: 182
 Minor Approach Volume: 641
 Minor Approach Volume Threshold: 1107

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).

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Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumulative + Project PM

Intersection #32: Persian Dr/La Rochelle Terrace & Fair Oaks Way



Street Name: Persian Dr/La Rochelle Terrace Fair Oaks Way
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:	>>	Count	Date:	5 Feb 2020	<<	5:30 - 6:30						
Base Vol:	3	1	7	391	24	151	100	53	9	14	93	82
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	1	7	391	24	151	100	53	9	14	93	82
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	1	7	391	24	151	100	53	9	14	93	82
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	1	7	391	24	151	100	53	9	14	93	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	3	1	7	391	24	151	100	53	9	14	93	82

Critical Gap Module:

Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx

Capacity Module:

Cnflct Vol:	507	461	58	424	424	134	175	xxxx	xxxxxx	62	xxxx	xxxxxx
Potent Cap.:	479	501	1014	544	525	920	1414	xxxx	xxxxxx	1554	xxxx	xxxxxx
Move Cap.:	362	461	1014	507	483	920	1414	xxxx	xxxxxx	1554	xxxx	xxxxxx
Volume/Cap:	0.01	0.00	0.01	0.77	0.05	0.16	0.07	xxxx	xxxx	0.01	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxxx	xxxx	xxxx	0.6	0.2	xxxx	xxxxxx	0.0	xxxx	xxxxxx
Control Del:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	9.7	7.7	xxxx	xxxxxx	7.3	xxxx	xxxxxx
LOS by Move:	*	*	*	*	*	A	A	*	*	A	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	634	xxxxxx	506	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	0.1	xxxxxx	8.0	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	10.8	xxxxxx	37.0	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	B	*	E	*	*	*	*	*	*	*	*
ApproachDel:	10.8			29.7			xxxxxxx		xxxxxxx			
ApproachLOS:	B			D			*		*		*	

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

 Intersection #32 Persian Dr/La Rochelle Terrace & Fair Oaks Way

 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	Uncontrolled	Uncontrolled
Lanes:	0 0 1! 0 0	0 1 0 0 1	1 0 0 1 0	0 0 1! 0 0
Initial Vol:	3 1 7	391 24 151	100 53 9	14 93 82
ApproachDel:	10.8	29.7	xxxxxx	xxxxxx

Approach[northbound][lanes=1][control=Stop Sign]
 Signal Warrant Rule #1: [vehicle-hours=0.0]
 FAIL - Vehicle-hours less than 4 for one lane approach.
 Signal Warrant Rule #2: [approach volume=11]
 FAIL - Approach volume less than 100 for one lane approach.
 Signal Warrant Rule #3: [approach count=4][total volume=928]
 SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[southbound][lanes=2][control=Stop Sign]
 Signal Warrant Rule #1: [vehicle-hours=4.7]
 FAIL - Vehicle-hours less than 5 for two or more lane approach.
 Signal Warrant Rule #2: [approach volume=566]
 SUCCEED - Approach volume >= 150 for two or more lane approach.
 Signal Warrant Rule #3: [approach count=4][total volume=928]
 SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER
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Peak Hour Volume Signal Warrant Report [Urban]

 Intersection #32 Persian Dr/La Rochelle Terrace & Fair Oaks Way

 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	Uncontrolled	Uncontrolled
Lanes:	0 0 1! 0 0	0 1 0 0 1	1 0 0 1 0	0 0 1! 0 0
Initial Vol:	3 1 7	391 24 151	100 53 9	14 93 82

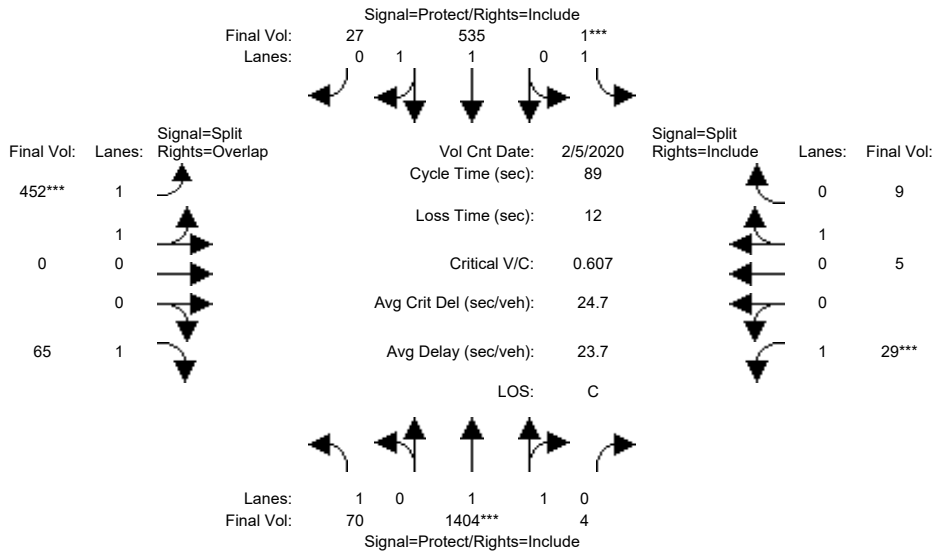
Major Street Volume: 351
 Minor Approach Volume: 566
 Minor Approach Volume Threshold: 824

SIGNAL WARRANT DISCLAIMER
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Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative + Project AM

Intersection #33: Fair Oaks Ave/E Java Dr & Fair Oaks Way/Kensington Pl



Street Name:	Fair Oaks Ave/E Java Dr						Fair Oaks Way/Kensington Pl					
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:	5 Feb 2020	<<	9:00 - 10:00						
Base Vol:	70	1404	4	1	535	27	452	0	65	29	5	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	1404	4	1	535	27	452	0	65	29	5	9
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	1404	4	1	535	27	452	0	65	29	5	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	1404	4	1	535	27	452	0	65	29	5	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	1404	4	1	535	27	452	0	65	29	5	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	70	1404	4	1	535	27	452	0	65	29	5	9

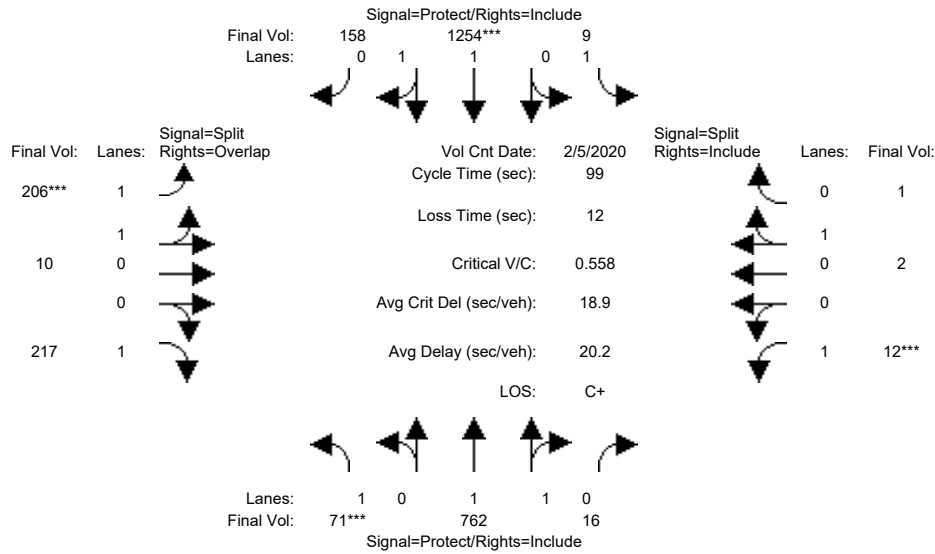
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.93	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	1.99	0.01	1.00	1.90	0.10	2.00	0.00	1.00	1.00	0.36	0.64
Final Sat.:	1750	3689	11	1750	3522	178	3550	0	1750	1750	643	1157

Capacity Analysis Module:												
Vol/Sat:	0.04	0.38	0.38	0.00	0.15	0.15	0.13	0.00	0.04	0.02	0.01	0.01
Crit Moves:	****			****			****			****		
Green Time:	17.7	45.0	45.0	7.0	34.2	34.2	15.0	0.0	32.8	10.0	10.0	10.0
Volume/Cap:	0.20	0.75	0.75	0.01	0.39	0.39	0.75	0.00	0.10	0.15	0.07	0.07
Uniform Del:	29.7	17.6	17.6	37.8	19.9	19.9	35.2	0.0	18.4	35.7	35.3	35.3
IncrementDel:	0.3	1.8	1.8	0.0	0.2	0.2	5.4	0.0	0.1	0.3	0.1	0.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Delay/Veh:	30.0	19.4	19.4	37.8	20.1	20.1	40.6	0.0	18.5	36.0	35.5	35.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.0	19.4	19.4	37.8	20.1	20.1	40.6	0.0	18.5	36.0	35.5	35.5
LOS by Move:	C	B-	B-	D+	C+	C+	D	A	B-	D+	D+	D+
HCM2kAvgQ:	2	16	16	0	6	6	8	0	1	1	0	0

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative + Project PM

Intersection #33: Fair Oaks Ave/E Java Dr & Fair Oaks Way/Kensington Pl



Street Name:	Fair Oaks Ave/E Java Dr						Fair Oaks Way/Kensington Pl					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
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:	5 Feb 2020	<<	5:00 - 6:00						
Base Vol:	71	762	16	9	1254	158	206	10	217	12	2	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	71	762	16	9	1254	158	206	10	217	12	2	1
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:	71	762	16	9	1254	158	206	10	217	12	2	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	71	762	16	9	1254	158	206	10	217	12	2	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	762	16	9	1254	158	206	10	217	12	2	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	71	762	16	9	1254	158	206	10	217	12	2	1

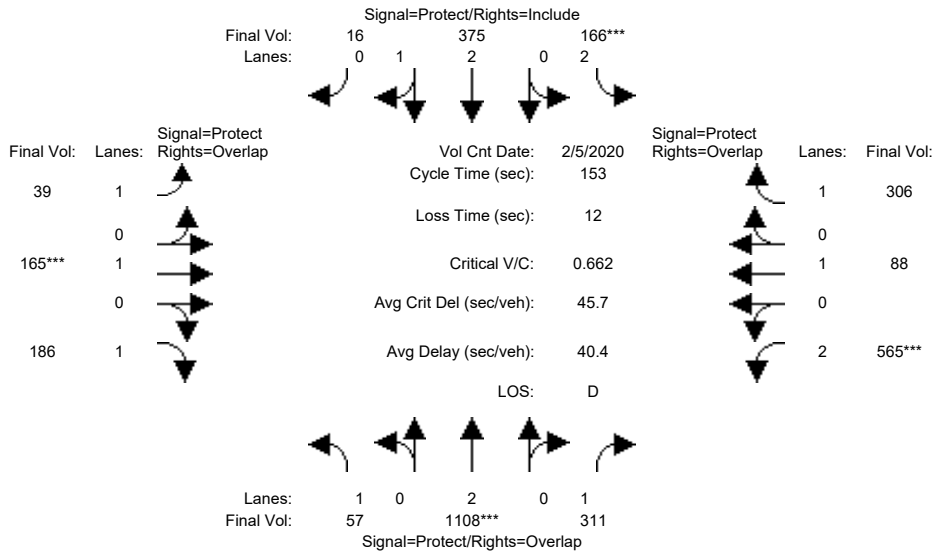
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.93	0.95	0.92	0.92	0.95	0.95
Lanes:	1.00	1.96	0.04	1.00	1.77	0.23	1.91	0.09	1.00	1.00	0.67	0.33
Final Sat.:	1750	3624	76	1750	3286	414	3386	164	1750	1750	1200	600

Capacity Analysis Module:												
Vol/Sat:	0.04	0.21	0.21	0.01	0.38	0.38	0.06	0.06	0.12	0.01	0.00	0.00
Crit Moves:	***			***			***			***		
Green Time:	7.0	50.1	50.1	16.9	60.0	60.0	10.0	10.0	17.0	10.0	10.0	10.0
Volume/Cap:	0.57	0.42	0.42	0.03	0.63	0.63	0.60	0.60	0.72	0.07	0.02	0.02
Uniform Del:	44.6	15.3	15.3	34.3	12.4	12.4	42.6	42.6	38.8	40.3	40.1	40.1
IncrementDel:	6.4	0.1	0.1	0.0	0.6	0.6	2.9	2.9	8.3	0.2	0.0	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	51.0	15.4	15.4	34.3	13.0	13.0	45.5	45.5	47.1	40.4	40.1	40.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.0	15.4	15.4	34.3	13.0	13.0	45.5	45.5	47.1	40.4	40.1	40.1
LOS by Move:	D	B	B	C-	B	B	D	D	D	D	D	D
HCM2kAvgQ:	2	7	7	0	14	14	4	4	8	0	0	0

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative + Project AM

Intersection #34: Fair Oaks Ave & Tasman Dr



Street Name:	Fair Oaks Ave						Tasman Dr					
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:	5 Feb 2020	<<	8:45 - 9:45						
Base Vol:	57	1108	311	166	375	16	39	165	186	565	88	306
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	57	1108	311	166	375	16	39	165	186	565	88	306
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	57	1108	311	166	375	16	39	165	186	565	88	306
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	57	1108	311	166	375	16	39	165	186	565	88	306
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	1108	311	166	375	16	39	165	186	565	88	306
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	57	1108	311	166	375	16	39	165	186	565	88	306

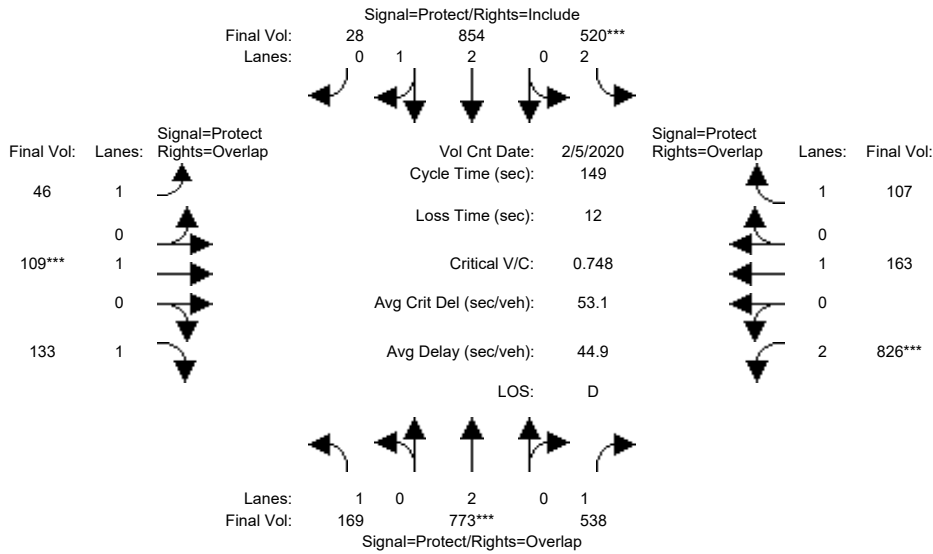
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	0.98	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.87	0.13	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	5371	229	1750	1900	1750	3150	1900	1750

Capacity Analysis Module:												
Vol/Sat:	0.03	0.29	0.18	0.05	0.07	0.07	0.02	0.09	0.11	0.18	0.05	0.17
Crit Moves:	****			****			****			****		
Green Time:	31.5	67.3	108.8	12.2	48.0	48.0	16.8	20.1	51.5	41.4	44.7	56.9
Volume/Cap:	0.16	0.66	0.25	0.66	0.22	0.22	0.20	0.66	0.32	0.66	0.16	0.47
Uniform Del:	49.9	33.8	7.8	68.4	38.7	38.7	62.0	63.3	37.6	49.6	40.2	36.6
IncrementDel:	0.2	1.0	0.1	6.5	0.1	0.1	0.5	6.5	0.3	2.0	0.1	0.5
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	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	34.9	7.9	74.9	38.8	38.8	62.6	69.8	38.0	51.5	40.3	37.1
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:	50.1	34.9	7.9	74.9	38.8	38.8	62.6	69.8	38.0	51.5	40.3	37.1
LOS by Move:	D	C-	A	E	D+	D+	E	E	D+	D-	D	D+
HCM2kAvgQ:	2	20	5	5	4	4	2	8	7	13	3	11

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative + Project PM

Intersection #34: Fair Oaks Ave & Tasman Dr

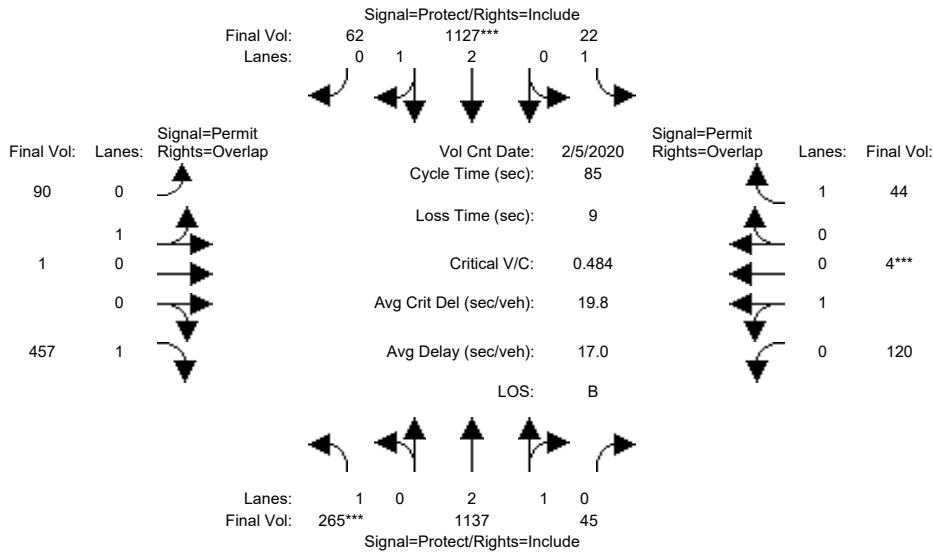


Street Name:	Fair Oaks Ave						Tasman Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Feb 2020 << 5:15 - 6:15												
Base Vol:	169	773	538	520	854	28	46	109	133	826	163	107
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	169	773	538	520	854	28	46	109	133	826	163	107
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:	169	773	538	520	854	28	46	109	133	826	163	107
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	169	773	538	520	854	28	46	109	133	826	163	107
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	169	773	538	520	854	28	46	109	133	826	163	107
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	169	773	538	520	854	28	46	109	133	826	163	107
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	0.98	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.90	0.10	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	5422	178	1750	1900	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.20	0.31	0.17	0.16	0.16	0.03	0.06	0.08	0.26	0.09	0.06
Crit Moves:	****			****			****			****		
Green Time:	27.9	40.5	92.7	32.9	45.5	45.5	22.5	11.4	39.3	52.2	41.1	74.0
Volume/Cap:	0.52	0.75	0.49	0.75	0.52	0.52	0.17	0.75	0.29	0.75	0.31	0.12
Uniform Del:	54.5	49.6	15.4	54.2	42.7	42.7	55.1	67.4	43.7	42.6	42.7	20.1
IncrementDel:	1.4	3.1	0.4	4.5	0.3	0.3	0.3	19.1	0.3	2.9	0.3	0.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	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	52.7	15.7	58.7	43.0	43.0	55.4	86.5	44.0	45.5	43.1	20.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.9	52.7	15.7	58.7	43.0	43.0	55.4	86.5	44.0	45.5	43.1	20.2
LOS by Move:	E+	D-	B	E+	D	D	E+	F	D	D	D	C+
HCM2kAvgQ:	7	16	14	13	11	11	2	6	5	19	6	3

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative + Project AM

Intersection #35: Fair Oaks Ave & E Weddell Dr

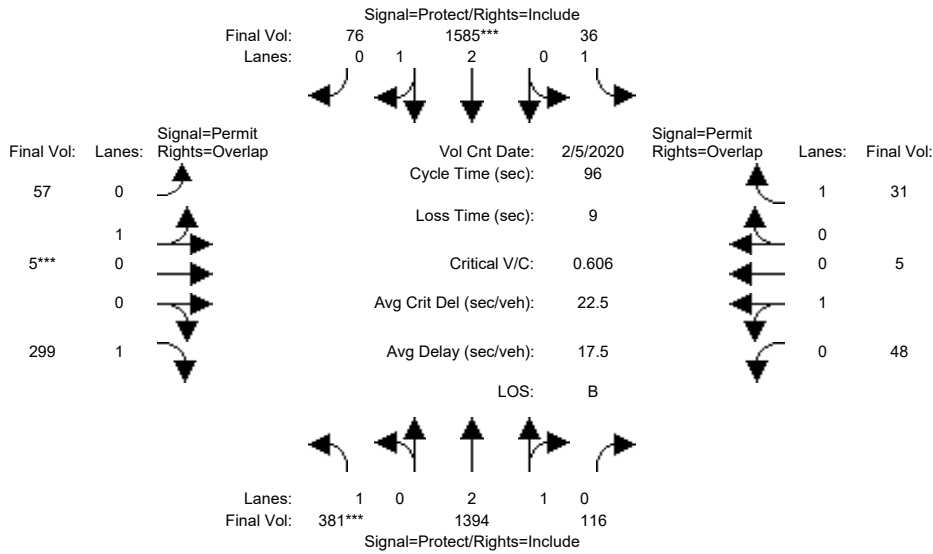


Street Name:	Fair Oaks Ave						E Weddell Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Feb 2020 << 7:30 - 8:30												
Base Vol:	265	1137	45	22	1127	62	90	1	457	120	4	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:	265	1137	45	22	1127	62	90	1	457	120	4	44
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	265	1137	45	22	1127	62	90	1	457	120	4	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	265	1137	45	22	1127	62	90	1	457	120	4	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	265	1137	45	22	1127	62	90	1	457	120	4	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	265	1137	45	22	1127	62	90	1	457	120	4	44
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.88	0.12	1.00	2.84	0.16	0.99	0.01	1.00	0.97	0.03	1.00
Final Sat.:	1750	5387	213	1750	5308	292	1780	20	1750	1742	58	1750
Capacity Analysis Module:												
Vol/Sat:	0.15	0.21	0.21	0.01	0.21	0.21	0.05	0.05	0.26	0.07	0.07	0.03
Crit Moves:	***			****						****		
Green Time:	26.6	46.0	46.0	17.9	37.3	37.3	12.1	12.1	38.7	12.1	12.1	30.0
Volume/Cap:	0.48	0.39	0.39	0.06	0.48	0.48	0.36	0.36	0.57	0.48	0.48	0.07
Uniform Del:	23.6	11.4	11.4	26.8	17.0	17.0	32.9	32.9	17.1	33.6	33.6	18.2
IncrementDel:	0.7	0.1	0.1	0.1	0.2	0.2	0.8	0.8	1.0	1.4	1.4	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	24.3	11.4	11.4	26.9	17.1	17.1	33.8	33.8	18.1	35.0	35.0	18.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.3	11.4	11.4	26.9	17.1	17.1	33.8	33.8	18.1	35.0	35.0	18.3
LOS by Move:	C	B+	B+	C	B	B	C-	C-	B-	D+	D+	B-
HCM2kAvgQ:	6	6	6	0	7	7	3	3	10	4	4	1

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative + Project PM

Intersection #35: Fair Oaks Ave & E Weddell Dr



Street Name:	Fair Oaks Ave						E Weddell Dr					
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:	5 Feb 2020	<<	5:00 - 6:00						
Base Vol:	381	1394	116	36	1585	76	57	5	299	48	5	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	381	1394	116	36	1585	76	57	5	299	48	5	31
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:	381	1394	116	36	1585	76	57	5	299	48	5	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	381	1394	116	36	1585	76	57	5	299	48	5	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	381	1394	116	36	1585	76	57	5	299	48	5	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	381	1394	116	36	1585	76	57	5	299	48	5	31

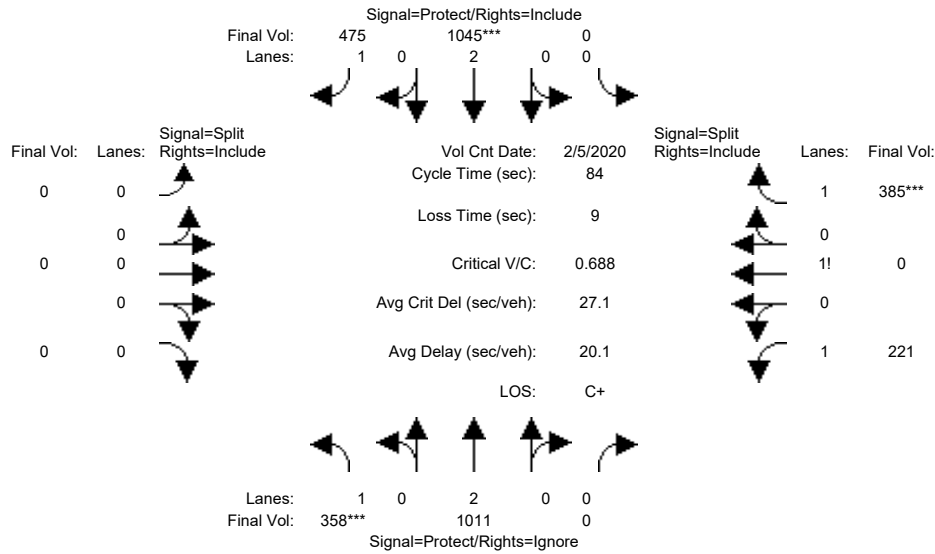
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.76	0.24	1.00	2.86	0.14	0.92	0.08	1.00	0.91	0.09	1.00
Final Sat.:	1750	5169	430	1750	5343	256	1655	145	1750	1630	170	1750

Capacity Analysis Module:												
Vol/Sat:	0.22	0.27	0.27	0.02	0.30	0.30	0.03	0.03	0.17	0.03	0.03	0.02
Crit Moves:	***			***			***			***		
Green Time:	32.6	60.6	60.6	16.4	44.4	44.4	10.0	10.0	42.6	10.0	10.0	26.4
Volume/Cap:	0.64	0.43	0.43	0.12	0.64	0.64	0.33	0.33	0.39	0.28	0.28	0.06
Uniform Del:	26.8	8.9	8.9	33.7	19.7	19.7	39.9	39.9	17.9	39.7	39.7	25.7
IncrementDel:	2.4	0.1	0.1	0.2	0.6	0.6	1.0	1.0	0.3	0.8	0.8	0.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	29.1	9.0	9.0	33.9	20.3	20.3	40.9	40.9	18.2	40.5	40.5	25.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.1	9.0	9.0	33.9	20.3	20.3	40.9	40.9	18.2	40.5	40.5	25.8
LOS by Move:	C	A	A	C-	C+	C+	D	D	B-	D	D	C
HCM2kAvgQ:	10	7	7	1	12	12	2	2	6	2	2	1

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative + Project AM

Intersection #36: Fair Oaks Ave & US 101 NB Ramps



Street Name:	Fair Oaks Ave						US 101 NB Ramps					
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	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	0.0	4.0	4.0	0.0	0.0	0.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	5 Feb 2020	<<	7:30 - 8:30						
Base Vol:	358	1011	0	0	1045	638	0	0	0	221	0	385
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	358	1011	0	0	1045	638	0	0	0	221	0	385
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:	358	1011	0	0	1045	638	0	0	0	221	0	385
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	358	1011	0	0	1045	638	0	0	0	221	0	385
Reduct Vol:	0	0	0	0	0	163	0	0	0	0	0	0
Reduced Vol:	358	1011	0	0	1045	475	0	0	0	221	0	385
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	358	1011	0	0	1045	475	0	0	0	221	0	385

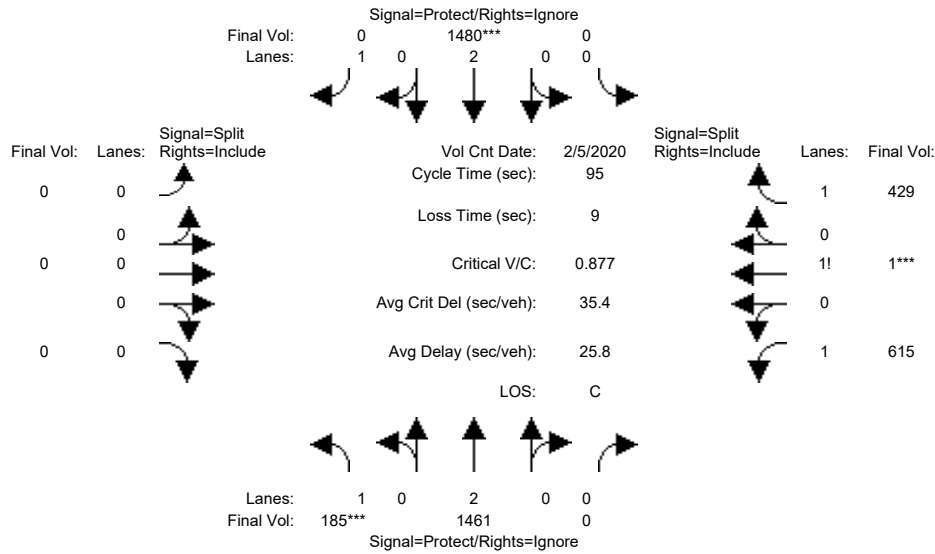
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	1.36	0.00	1.64
Final Sat.:	1750	3800	0	0	3800	1750	0	0	0	2388	0	2862

Capacity Analysis Module:												
Vol/Sat:	0.20	0.27	0.00	0.00	0.28	0.27	0.00	0.00	0.00	0.09	0.00	0.13
Crit Moves:	***				****							****
Green Time:	25.0	58.6	0.0	0.0	33.6	33.6	0.0	0.0	0.0	16.4	0.0	16.4
Volume/Cap:	0.69	0.38	0.00	0.00	0.69	0.68	0.00	0.00	0.00	0.47	0.00	0.69
Uniform Del:	26.1	5.2	0.0	0.0	20.9	20.8	0.0	0.0	0.0	29.9	0.0	31.4
IncrementDel:	3.9	0.1	0.0	0.0	1.3	2.7	0.0	0.0	0.0	0.3	0.0	2.3
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	29.9	5.3	0.0	0.0	22.2	23.5	0.0	0.0	0.0	30.2	0.0	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:	29.9	5.3	0.0	0.0	22.2	23.5	0.0	0.0	0.0	30.2	0.0	33.7
LOS by Move:	C	A	A	A	C+	C	A	A	A	C	A	C-
HCM2kAvgQ:	10	5	0	0	11	11	0	0	0	5	0	7

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative + Project PM

Intersection #36: Fair Oaks Ave & US 101 NB Ramps

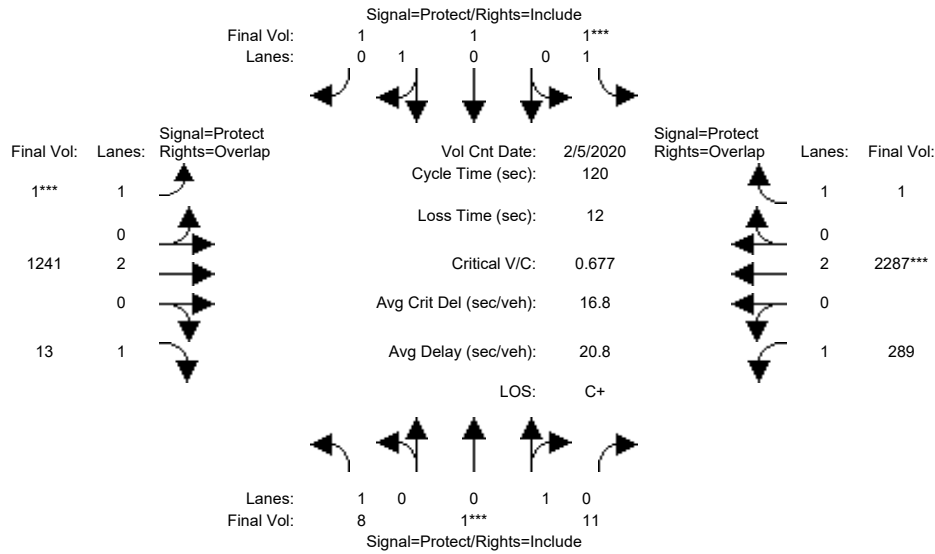


Street Name:	Fair Oaks Ave						US 101 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	0.0	4.0	4.0	0.0	0.0	0.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Feb 2020 << 5:00 - 6:00												
Base Vol:	185	1461	0	0	1480	471	0	0	0	615	1	429
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	185	1461	0	0	1480	471	0	0	0	615	1	429
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:	185	1461	0	0	1480	471	0	0	0	615	1	429
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	185	1461	0	0	1480	0	0	0	0	615	1	429
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	185	1461	0	0	1480	0	0	0	0	615	1	429
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	185	1461	0	0	1480	0	0	0	0	615	1	429
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	1.58	0.01	1.41
Final Sat.:	1750	3800	0	0	3800	1750	0	0	0	2779	3	2468
Capacity Analysis Module:												
Vol/Sat:	0.11	0.38	0.00	0.00	0.39	0.00	0.00	0.00	0.00	0.22	0.30	0.17
Crit Moves:	***			****						****		
Green Time:	11.4	53.6	0.0	0.0	42.2	0.0	0.0	0.0	0.0	32.4	32.4	32.4
Volume/Cap:	0.88	0.68	0.00	0.00	0.88	0.00	0.00	0.00	0.00	0.65	0.88	0.51
Uniform Del:	41.1	14.6	0.0	0.0	24.0	0.0	0.0	0.0	0.0	26.5	29.4	25.0
IncrementDel:	31.3	0.9	0.0	0.0	5.6	0.0	0.0	0.0	0.0	0.9	7.6	0.2
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00
Delay/Veh:	72.4	15.5	0.0	0.0	29.6	0.0	0.0	0.0	0.0	27.5	37.1	25.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	72.4	15.5	0.0	0.0	29.6	0.0	0.0	0.0	0.0	27.5	37.1	25.2
LOS by Move:	E	B	A	A	C	A	A	A	A	C	D+	C
HCM2kAvgQ:	9	16	0	0	21	0	0	0	0	11	19	8

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative + Project AM

Intersection #37: Twin Creeks Dwy & E Caribbean Dr



Street Name:	Twin Creeks Dwy						E Caribbean Dr					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
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:	5 Feb 2020	<<	8:45 - 9:45						
Base Vol:	8	1	11	1	1	1	1	1241	13	289	2287	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	1	11	1	1	1	1	1241	13	289	2287	1
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:	8	1	11	1	1	1	1	1241	13	289	2287	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	1	11	1	1	1	1	1241	13	289	2287	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	1	11	1	1	1	1	1241	13	289	2287	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	8	1	11	1	1	1	1	1241	13	289	2287	1

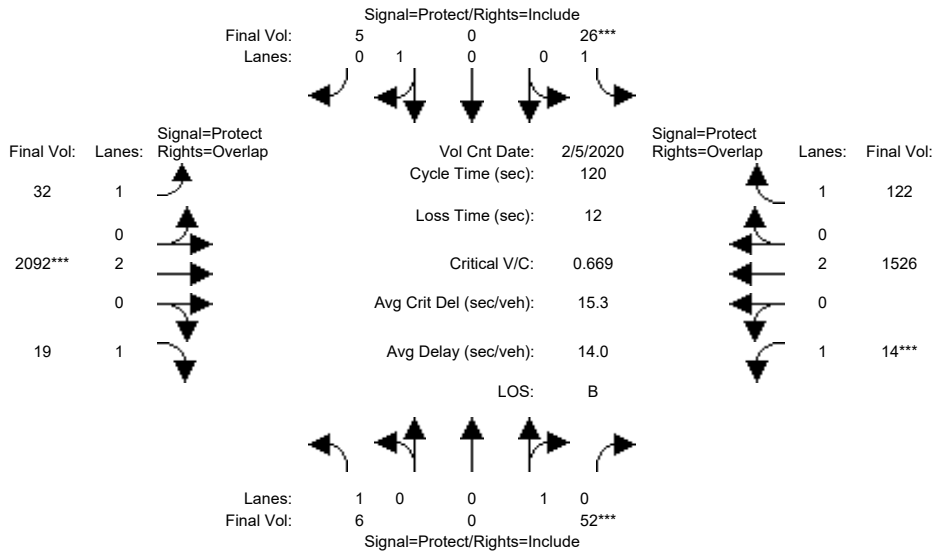
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.08	0.92	1.00	0.50	0.50	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	150	1650	1750	900	900	1750	3800	1750	1750	3800	1750

Capacity Analysis Module:												
Vol/Sat:	0.00	0.01	0.01	0.00	0.00	0.00	0.00	0.33	0.01	0.17	0.60	0.00
Crit Moves:	****			****			****			****		
Green Time:	7.0	10.0	10.0	7.0	10.0	10.0	7.0	60.4	67.4	30.6	84.0	91.0
Volume/Cap:	0.08	0.08	0.08	0.01	0.01	0.01	0.01	0.65	0.01	0.65	0.86	0.00
Uniform Del:	53.4	50.8	50.8	53.2	50.5	50.5	53.2	22.0	11.6	39.9	13.6	3.5
IncrementDel:	0.3	0.2	0.2	0.0	0.0	0.0	0.0	0.8	0.0	3.3	3.1	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	53.8	51.0	51.0	53.3	50.5	50.5	53.3	22.7	11.6	43.3	16.6	3.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.8	51.0	51.0	53.3	50.5	50.5	53.3	22.7	11.6	43.3	16.6	3.5
LOS by Move:	D-	D	D	D-	D	D	D-	C+	B+	D	B	A
HCM2kAvgQ:	0	0	0	0	0	0	0	16	0	10	34	0

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative + Project PM

Intersection #37: Twin Creeks Dwy & E Caribbean Dr



Street Name:	Twin Creeks Dwy						E Caribbean Dr					
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:	5 Feb 2020	<<	4:30 - 5:30						
Base Vol:	6	0	52	26	0	5	32	2092	19	14	1526	122
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	0	52	26	0	5	32	2092	19	14	1526	122
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:	6	0	52	26	0	5	32	2092	19	14	1526	122
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	0	52	26	0	5	32	2092	19	14	1526	122
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	0	52	26	0	5	32	2092	19	14	1526	122
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	6	0	52	26	0	5	32	2092	19	14	1526	122

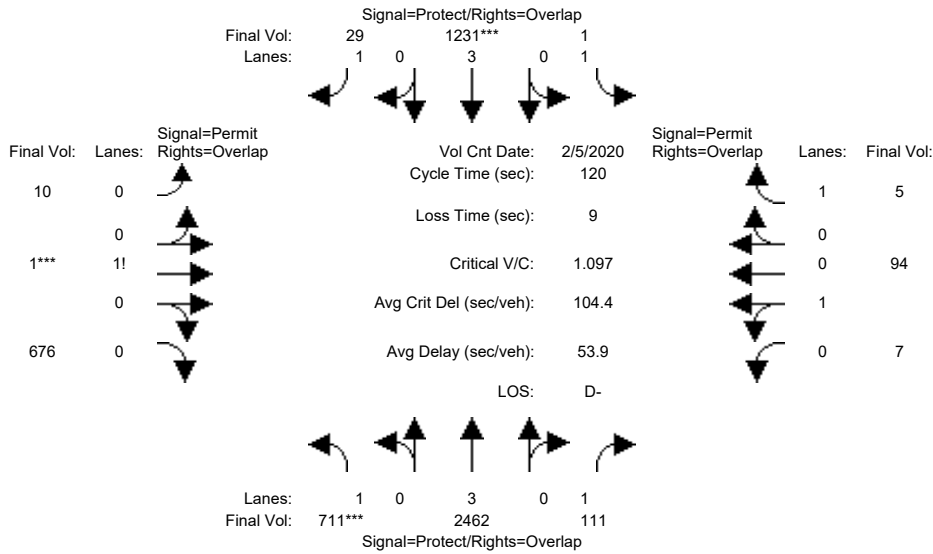
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	1.00	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	0	1800	1750	0	1800	1750	3800	1750	1750	3800	1750

Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.03	0.01	0.00	0.00	0.02	0.55	0.01	0.01	0.40	0.07
Crit Moves:			****	****				****		****		
Green Time:	16.2	0.0	10.0	7.0	0.0	7.0	11.5	84.0	100.2	7.0	79.5	86.5
Volume/Cap:	0.03	0.00	0.35	0.25	0.00	0.05	0.19	0.79	0.01	0.14	0.61	0.10
Uniform Del:	45.0	0.0	51.9	54.0	0.0	53.4	49.9	12.0	1.6	53.6	11.4	5.0
IncrementDel:	0.0	0.0	1.4	1.3	0.0	0.2	0.6	1.6	0.0	0.6	0.4	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	45.1	0.0	53.3	55.3	0.0	53.5	50.5	13.6	1.7	54.2	11.9	5.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.1	0.0	53.3	55.3	0.0	53.5	50.5	13.6	1.7	54.2	11.9	5.1
LOS by Move:	D	A	D-	E+	A	D-	D	B	A	D-	B+	A
HCM2kAvgQ:	0	0	2	1	0	0	1	24	0	1	16	1

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative + Project AM

Intersection #38: E Carribean Dr & Moffett Park Dr/Baylands Park



Street Name:	E Carribean Dr						Moffett Park Dr/Baylands Park					
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:	5 Feb 2020	<< 8:00 - 9:00
Base Vol:	711 2462 111	1 1231 29	10 1 676	7 94 5
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	711 2462 111	1 1231 29	10 1 676	7 94 5
Added Vol:	0 0 0	0 0 0	0 0 0	0 0 0
PasserByVol:	0 0 0	0 0 0	0 0 0	0 0 0
Initial Fut:	711 2462 111	1 1231 29	10 1 676	7 94 5
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Volume:	711 2462 111	1 1231 29	10 1 676	7 94 5
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	711 2462 111	1 1231 29	10 1 676	7 94 5
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Final Volume:	711 2462 111	1 1231 29	10 1 676	7 94 5

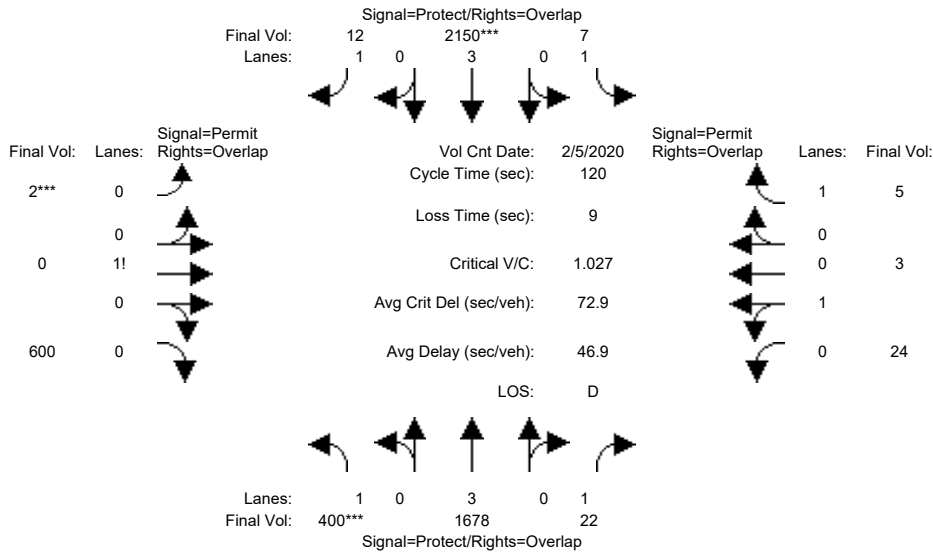
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	0.01	0.01	0.98	0.07	0.93	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	25	3	1722	125	1675	1750

Capacity Analysis Module:												
Vol/Sat:	0.41	0.43	0.06	0.00	0.22	0.02	0.39	0.39	0.39	0.06	0.06	0.00
Crit Moves:	***			***			***					
Green Time:	44.4	60.0	60.0	8.1	23.6	23.6	42.9	42.9	87.4	42.9	42.9	51.0
Volume/Cap:	1.10	0.86	0.13	0.01	1.10	0.08	1.10	1.10	0.54	0.16	0.16	0.01
Uniform Del:	37.8	26.4	16.0	52.2	48.2	39.4	38.5	38.5	7.3	26.2	26.2	19.9
IncrementDel:	64.8	3.0	0.1	0.0	57.5	0.1	65.4	65.4	0.5	0.1	0.1	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	102.6	29.4	16.1	52.2	106	39.5	103.9	104	7.8	26.3	26.3	19.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	102.6	29.4	16.1	52.2	106	39.5	103.9	104	7.8	26.3	26.3	19.9
LOS by Move:	F	C	B	D-	F	D	F	F	A	C	C	B-
HCM2kAvgQ:	41	29	2	0	21	1	39	39	12	3	3	0

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative + Project PM

Intersection #38: E Carribean Dr & Moffett Park Dr/Baylands Park



Street Name:	E Carribean Dr						Moffett Park Dr/Baylands Park					
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:	5 Feb 2020	<<	4:45 - 5:45						
Base Vol:	400	1678	22	7	2150	12	2	0	600	24	3	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	400	1678	22	7	2150	12	2	0	600	24	3	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	400	1678	22	7	2150	12	2	0	600	24	3	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	400	1678	22	7	2150	12	2	0	600	24	3	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	400	1678	22	7	2150	12	2	0	600	24	3	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	400	1678	22	7	2150	12	2	0	600	24	3	5

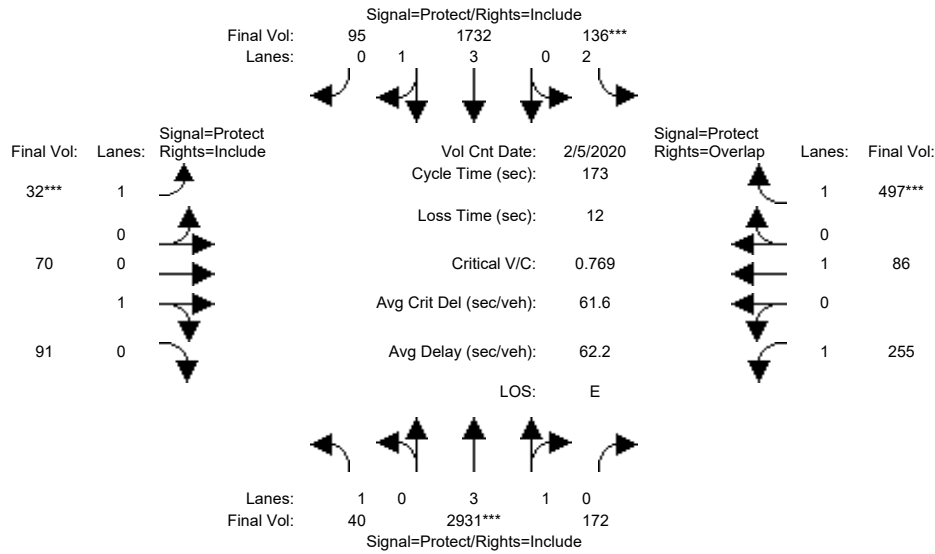
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	0.01	0.00	0.99	0.89	0.11	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	6	0	1744	1600	200	1750

Capacity Analysis Module:												
Vol/Sat:	0.23	0.29	0.01	0.00	0.38	0.01	0.34	0.00	0.34	0.02	0.02	0.00
Crit Moves:	***				***		***					
Green Time:	26.7	59.1	59.1	11.7	44.1	44.1	40.2	0.0	66.9	40.2	40.2	51.9
Volume/Cap:	1.03	0.60	0.03	0.04	1.03	0.02	1.03	0.00	0.62	0.04	0.04	0.01
Uniform Del:	46.6	21.9	15.7	49.1	38.0	24.2	39.9	0.0	17.9	26.9	26.9	19.4
IncrementDel:	52.6	0.4	0.0	0.1	26.8	0.0	44.2	0.0	1.2	0.0	0.0	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Delay/Veh:	99.3	22.3	15.7	49.2	64.8	24.2	84.1	0.0	19.1	27.0	27.0	19.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	99.3	22.3	15.7	49.2	64.8	24.2	84.1	0.0	19.1	27.0	27.0	19.4
LOS by Move:	F	C+	B	D	E	C	F	A	B-	C	C	B-
HCM2kAvgQ:	23	15	0	0	33	0	32	0	16	1	1	0

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative + Project AM

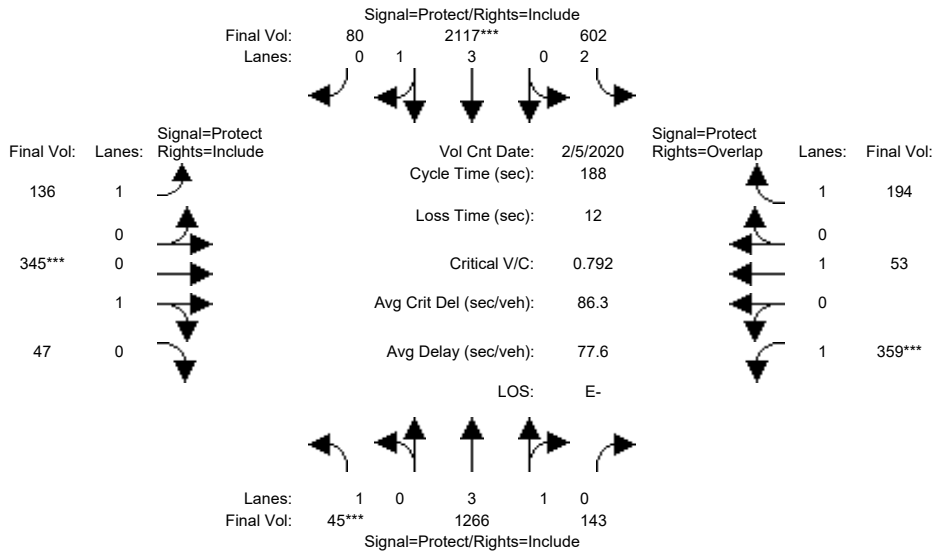
Intersection #39: Lawrence Expwy & Persian Dr/Elko Dr



Street Name:	Lawrence Expwy						Persian Dr/Elko Dr					
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	103	103	13	108	108	14	16	16	16	21	21
Y+R:	5.5	6.2	6.2	5.7	6.2	6.2	5.0	5.8	5.8	5.6	5.3	5.3
Volume Module: >> Count Date: 5 Feb 2020 << 7:45 - 8:45												
Base Vol:	40	2931	172	136	1732	95	32	70	91	255	86	497
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	2931	172	136	1732	95	32	70	91	255	86	497
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:	40	2931	172	136	1732	95	32	70	91	255	86	497
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	2931	172	136	1732	95	32	70	91	255	86	497
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	2931	172	136	1732	95	32	70	91	255	86	497
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	40	2931	172	136	1732	95	32	70	91	255	86	497
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	0.99	0.95	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	3.77	0.23	2.00	3.78	0.22	1.00	0.43	0.57	1.00	1.00	1.00
Final Sat.:	1750	7084	416	3150	7109	390	1750	783	1017	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.41	0.41	0.04	0.24	0.24	0.02	0.09	0.09	0.15	0.05	0.28
Crit Moves:	****			****			****			****		
Green Time:	8.5	103	102.8	13.3	108	107.8	14.0	16.2	16.2	16.4	20.7	34.0
Volume/Cap:	0.47	0.70	0.70	0.56	0.39	0.39	0.23	0.96	0.96	1.54	0.38	1.44
Uniform Del:	80.0	24.3	24.3	77.0	16.2	16.2	74.4	78.0	78.0	78.3	70.2	69.5
IncramntDel:	3.9	0.5	0.5	3.0	0.1	0.1	0.8	56.1	56.1	269.5	1.1	215.8
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	84.0	24.8	24.8	80.0	16.3	16.3	75.2	134	134.1	347.8	71.3	285.3
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:	84.0	24.8	24.8	80.0	16.3	16.3	75.2	134	134.1	347.8	71.3	285.3
LOS by Move:	F	C	C	F	B	B	E-	F	F	F	E	F
HCM2kAvgQ:	2	27	27	5	12	12	2	12	12	28	4	50
Note: Queue reported is the number of cars per lane.												

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative + Project PM

Intersection #39: Lawrence Expwy & Persian Dr/Elko Dr

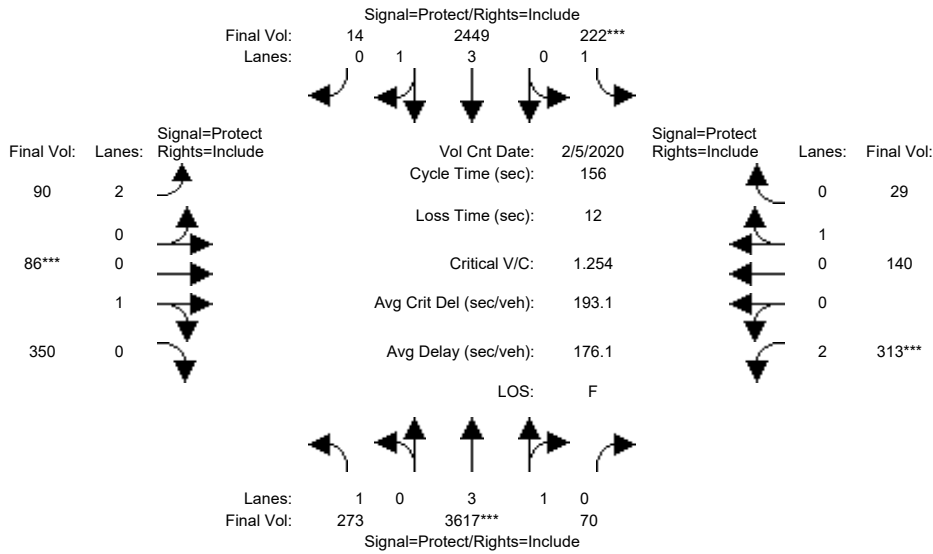


Street Name:	Lawrence Expwy						Persian Dr/Elko Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	48	48	42	82	82	24	50	50	24	51	51
Y+R:	5.5	6.2	6.2	5.7	6.2	6.2	5.0	5.8	5.8	5.6	5.3	5.3
Volume Module: >> Count Date: 5 Feb 2020 << 4:45 - 5:45												
Base Vol:	45	1266	143	602	2117	80	136	345	47	359	53	194
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	45	1266	143	602	2117	80	136	345	47	359	53	194
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	1266	143	602	2117	80	136	345	47	359	53	194
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	45	1266	143	602	2117	80	136	345	47	359	53	194
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	1266	143	602	2117	80	136	345	47	359	53	194
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	45	1266	143	602	2117	80	136	345	47	359	53	194
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	0.99	0.95	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	3.58	0.42	2.00	3.85	0.15	1.00	0.88	0.12	1.00	1.00	1.00
Final Sat.:	1750	6738	761	3150	7226	273	1750	1584	216	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.19	0.19	0.19	0.29	0.29	0.08	0.22	0.22	0.21	0.03	0.11
Crit Moves:	***				***			***			***	
Green Time:	9.5	47.8	47.8	42.3	81.8	81.8	24.0	50.2	50.2	24.4	50.7	93.0
Volume/Cap:	0.51	0.74	0.74	0.85	0.67	0.67	0.61	0.82	0.82	1.58	0.10	0.22
Uniform Del:	87.0	64.4	64.4	69.8	42.4	42.4	77.6	64.6	64.6	81.8	51.6	27.0
IncrcmntDel:	4.9	1.6	1.6	9.5	0.6	0.6	4.8	10.4	10.4	281.2	0.1	0.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	91.8	65.9	65.9	79.3	43.0	43.0	82.4	74.9	74.9	363.0	51.7	27.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	91.8	65.9	65.9	79.3	43.0	43.0	82.4	74.9	74.9	363.0	51.7	27.1
LOS by Move:	F	E	E	E-	D	D	F	E	E	F	D-	C
HCM2kAvgQ:	3	18	18	22	25	25	9	24	24	41	2	7

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative + Project AM

Intersection #41: Lawrence Expwy & Lakehaven Dr

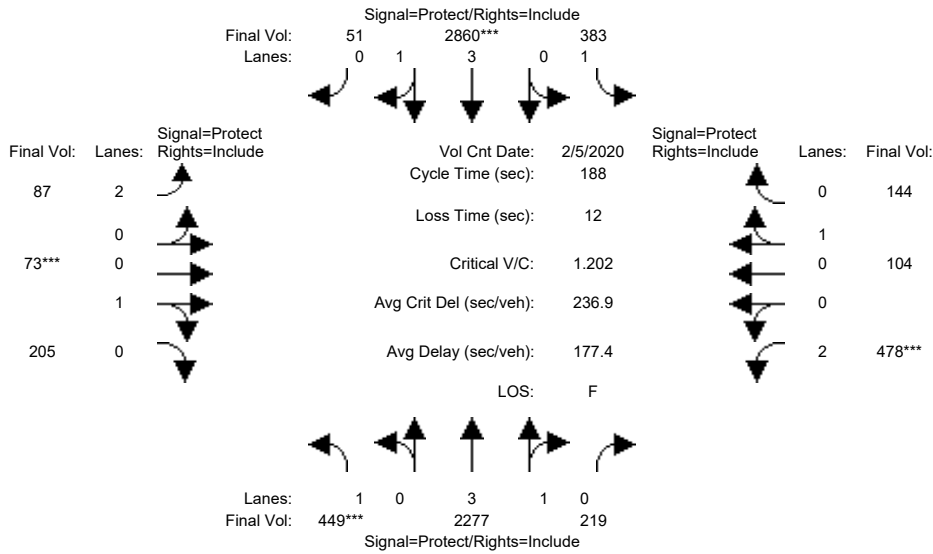


Street Name:	Lawrence Expwy						Lakehaven Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	33	63	63	13	42	42	12	31	31	26	45	45
Y+R:	6.1	6.2	6.2	5.6	6.2	6.2	5.5	6.0	6.0	5.6	6.1	6.1
Volume Module: >> Count Date: 5 Feb 2020 << 7:15 - 8:15												
Base Vol:	273	3617	70	222	2449	14	90	86	350	313	140	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:	273	3617	70	222	2449	14	90	86	350	313	140	29
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:	273	3617	70	222	2449	14	90	86	350	313	140	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	273	3617	70	222	2449	14	90	86	350	313	140	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	273	3617	70	222	2449	14	90	86	350	313	140	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	273	3617	70	222	2449	14	90	86	350	313	140	29
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.99	0.95	0.41	0.38	0.66	0.58	0.38	0.38
Lanes:	1.00	3.92	0.08	1.00	3.98	0.02	2.00	0.30	0.70	2.00	0.83	0.17
Final Sat.:	1750	7357	142	1750	7457	43	1575	217	881	2205	596	124
Capacity Analysis Module:												
Vol/Sat:	0.16	0.49	0.49	0.13	0.33	0.33	0.06	0.40	0.40	0.14	0.23	0.23
Crit Moves:	****			****			****			****		
Green Time:	32.9	62.8	62.8	13.4	41.8	41.8	11.5	31.0	31.0	26.4	44.9	44.9
Volume/Cap:	0.74	1.22	1.22	1.48	1.23	1.23	0.78	2.00	2.00	0.84	0.82	0.82
Uniform Del:	57.5	46.6	46.6	71.3	57.1	57.1	71.0	62.5	62.5	62.7	51.7	51.7
IncrementDel:	7.7	103	102.7	246.8	106	106.3	27.2	466	465.5	15.4	21.5	21.5
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.01	1.14	1.14	1.00	1.04	1.04	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	66.0	156	155.8	318.1	166	165.9	98.2	528	528.0	78.1	73.2	73.2
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:	66.0	156	155.8	318.1	166	165.9	98.2	528	528.0	78.1	73.2	73.2
LOS by Move:	E	F	F	F	F	F	F	F	F	E-	E	E
HCM2kAvgQ:	13	63	63	21	44	44	4	34	58	11	10	10

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative + Project PM

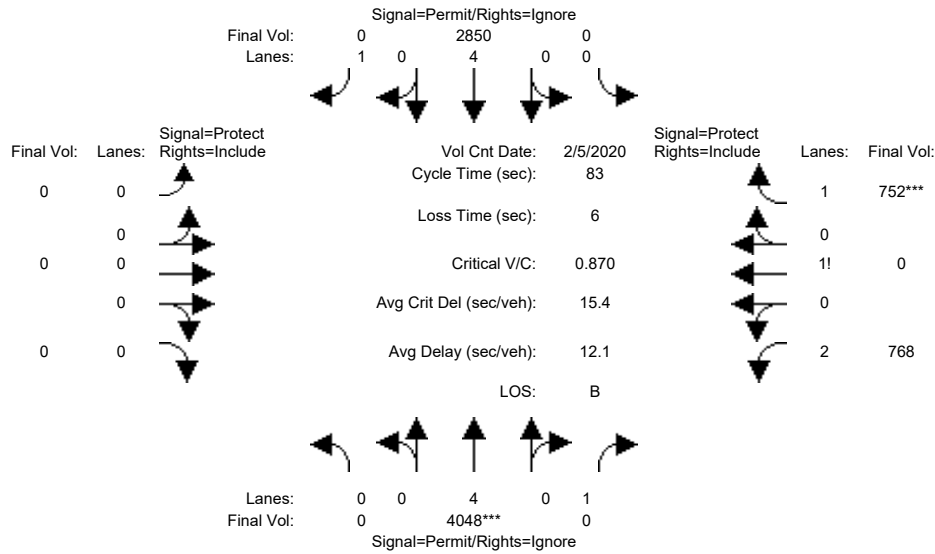
Intersection #41: Lawrence Expwy & Lakehaven Dr



Street Name:	Lawrence Expwy						Lakehaven Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	56	88	88	27	59	59	12	31	31	18	38	38
Y+R:	6.1	6.2	6.2	5.6	6.2	6.2	5.5	6.0	6.0	5.6	6.1	6.1
Volume Module: >> Count Date: 5 Feb 2020 << 5:00 - 6:00												
Base Vol:	449	2277	219	383	2860	51	87	73	205	478	104	144
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	449	2277	219	383	2860	51	87	73	205	478	104	144
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:	449	2277	219	383	2860	51	87	73	205	478	104	144
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	449	2277	219	383	2860	51	87	73	205	478	104	144
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	449	2277	219	383	2860	51	87	73	205	478	104	144
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	449	2277	219	383	2860	51	87	73	205	478	104	144
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.99	0.95	0.41	0.38	0.66	0.58	0.38	0.38
Lanes:	1.00	3.63	0.37	1.00	3.93	0.07	2.00	0.38	0.62	2.00	0.42	0.58
Final Sat.:	1750	6841	658	1750	7368	131	1575	276	776	2205	302	418
Capacity Analysis Module:												
Vol/Sat:	0.26	0.33	0.33	0.22	0.39	0.39	0.06	0.26	0.26	0.22	0.34	0.34
Crit Moves:	***			****			****			****		
Green Time:	55.9	87.8	87.8	27.4	58.8	58.8	11.5	31.0	31.0	18.4	37.9	37.9
Volume/Cap:	0.86	0.71	0.71	1.50	1.24	1.24	0.90	1.60	1.60	2.21	1.71	1.71
Uniform Del:	62.4	40.0	40.0	80.3	64.6	64.6	87.7	78.5	78.5	84.8	75.0	75.0
IncrementDel:	13.9	0.7	0.7	245.4	112	112.2	61.0	296	295.9	561.2	346	346.4
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.99	0.81	0.81	1.00	1.07	1.07	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	75.6	33.3	33.3	325.7	181	181.4	148.7	374	374.4	646.0	421	421.4
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:	75.6	33.3	33.3	325.7	181	181.4	148.7	374	374.4	646.0	421	421.4
LOS by Move:	E-	C-	C-	F	F	F	F	F	F	F	F	F
HCM2kAvgQ:	26	24	24	40	58	58	5	22	37	37	29	29

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative + Project AM

Intersection #42: Lawrence Expwy & US 101 NB Ramps

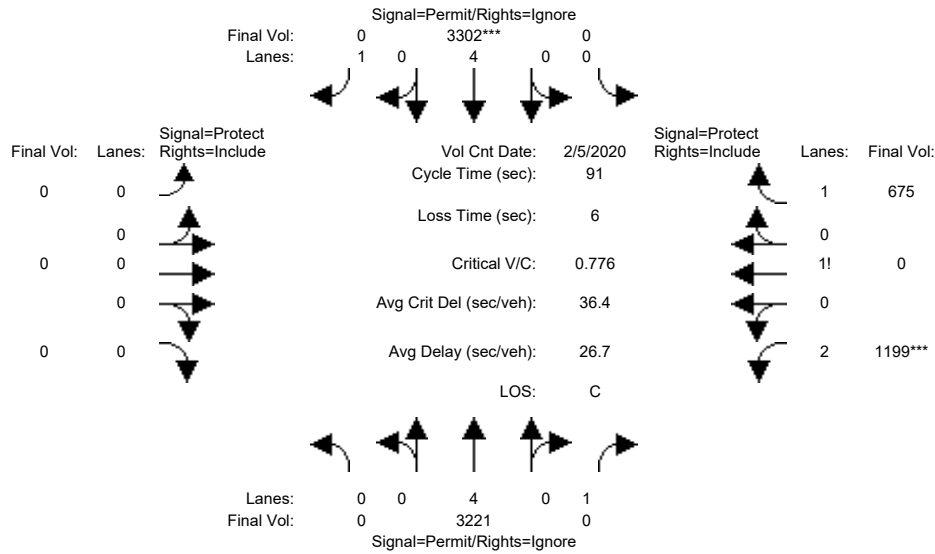


Street Name:	Lawrence Expwy						US 101 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	51	51	0	51	51	0	0	0	21	21	21
Y+R:	0.0	6.2	6.2	0.0	6.2	6.2	0.0	0.0	0.0	5.0	0.0	5.0
Volume Module: >> Count Date: 5 Feb 2020 << 7:30 - 8:30												
Base Vol:	0	4048	0	0	2850	437	0	0	0	768	0	752
Growth Adj:	1.00	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	4048	0	0	2850	437	0	0	0	768	0	752
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	4048	0	0	2850	437	0	0	0	768	0	752
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	4048	0	0	2850	0	0	0	0	768	0	752
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	4048	0	0	2850	0	0	0	0	768	0	752
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	4048	0	0	2850	0	0	0	0	768	0	752
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.81	1.00	0.92
Lanes:	0.00	4.00	1.00	0.00	4.00	1.00	0.00	0.00	0.00	2.44	0.00	1.56
Final Sat.:	0	7600	1750	0	7600	1750	0	0	0	3751	0	2737
Capacity Analysis Module:												
Vol/Sat:	0.00	0.53	0.00	0.00	0.38	0.00	0.00	0.00	0.00	0.20	0.00	0.27
Crit Moves:	****											****
Green Time:	0.0	50.8	0.0	0.0	50.8	0.0	0.0	0.0	0.0	21.0	21.0	26.2
Volume/Cap:	0.00	0.87	0.00	0.00	0.61	0.00	0.00	0.00	0.00	0.81	0.00	0.87
Uniform Del:	0.0	13.4	0.0	0.0	10.0	0.0	0.0	0.0	0.0	29.1	0.0	26.8
IncrcmntDel:	0.0	2.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	2.7	0.0	5.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.55	0.00	0.00	0.55	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	9.3	0.0	0.0	5.7	0.0	0.0	0.0	0.0	31.9	0.0	31.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	9.3	0.0	0.0	5.7	0.0	0.0	0.0	0.0	31.9	0.0	31.8
LOS by Move:	A	A	A	A	A	A	A	A	A	C	A	C
HCM2kAvgQ:	0	20	0	0	6	0	0	0	0	12	0	16

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative + Project PM

Intersection #42: Lawrence Expwy & US 101 NB Ramps

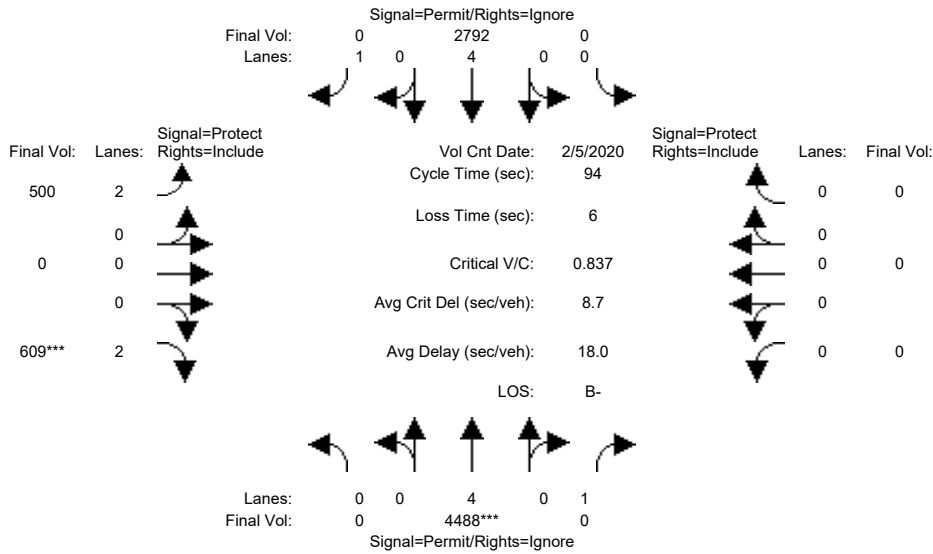


Street Name:	Lawrence Expwy						US 101 NB Ramps						
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Min. Green:	0	56	56	0	56	56	0	0	0	24	24	24	
Y+R:	0.0	6.2	6.2	0.0	6.2	6.2	0.0	0.0	0.0	5.0	0.0	5.0	
Volume Module: >> Count Date: 5 Feb 2020 << 5:00 - 6:00													
Base Vol:	0	3221	0	0	3302	327	0	0	0	1199	0	675	
Growth Adj:	1.00	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	3221	0	0	3302	327	0	0	0	1199	0	675	
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	3221	0	0	3302	327	0	0	0	1199	0	675	
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	0	3221	0	0	3302	0	0	0	0	1199	0	675	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	0	3221	0	0	3302	0	0	0	0	1199	0	675	
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	
Final Volume:	0	3221	0	0	3302	0	0	0	0	1199	0	675	
Saturation Flow Module:													
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.85	1.00	0.92	
Lanes:	0.00	4.00	1.00	0.00	4.00	1.00	0.00	0.00	0.00	2.56	0.00	1.44	
Final Sat.:	0	7600	1750	0	7600	1750	0	0	0	4134	0	2516	
Capacity Analysis Module:													
Vol/Sat:	0.00	0.42	0.00	0.00	0.43	0.00	0.00	0.00	0.00	0.29	0.00	0.27	
Crit Moves:							****						
Green Time:	0.0	55.8	0.0	0.0	55.8	0.0	0.0	0.0	0.0	24.0	24.0	24.0	
Volume/Cap:	0.00	0.69	0.00	0.00	0.71	0.00	0.00	0.00	0.00	1.10	0.00	1.02	
Uniform Del:	0.0	11.8	0.0	0.0	12.0	0.0	0.0	0.0	0.0	33.5	0.0	33.5	
IncrementDel:	0.0	0.5	0.0	0.0	0.5	0.0	0.0	0.0	0.0	54.6	0.0	25.4	
InitQueueDel:	0.0	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	1.42	0.00	0.00	0.54	0.00	0.00	0.00	0.00	1.00	0.00	1.00	
Delay/Veh:	0.0	17.2	0.0	0.0	7.0	0.0	0.0	0.0	0.0	88.1	0.0	58.9	
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	17.2	0.0	0.0	7.0	0.0	0.0	0.0	0.0	88.1	0.0	58.9	
LOS by Move:	A	B	A	A	A	A	A	A	A	F	A	E+	
HCM2kAvgQ:	0	19	0	0	9	0	0	0	0	26	0	21	

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative + Project AM

Intersection #43: Lawrence Expwy & US 101 SB Ramps

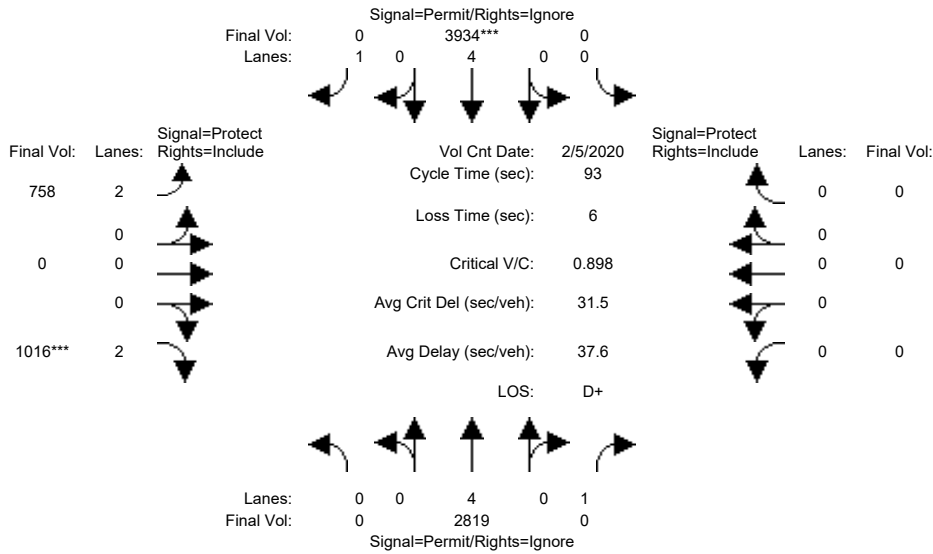


Street Name:	Lawrence Expwy						US 101 SB Ramps					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	69	69	0	51	51	13	13	13	0	0	0
Y+R:	0.0	6.2	6.2	0.0	6.2	6.2	5.5	0.0	5.5	0.0	0.0	0.0
Volume Module: >> Count Date: 5 Feb 2020 << 8:00 - 9:00												
Base Vol:	0	4488	277	0	2792	0	500	0	609	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	4488	277	0	2792	0	500	0	609	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	4488	277	0	2792	0	500	0	609	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	4488	0	0	2792	0	500	0	609	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	4488	0	0	2792	0	500	0	609	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	4488	0	0	2792	0	500	0	609	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	4.00	1.00	0.00	4.00	1.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	7600	1750	0	7600	1750	3150	0	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.59	0.00	0.00	0.37	0.00	0.16	0.00	0.19	0.00	0.00	0.00
Crit Moves:	****						****					
Green Time:	0.0	68.8	0.0	0.0	50.8	0.0	12.5	12.5	19.2	0.0	0.0	0.0
Volume/Cap:	0.00	0.81	0.00	0.00	0.68	0.00	1.19	0.00	0.95	0.00	0.00	0.00
Uniform Del:	0.0	8.3	0.0	0.0	15.7	0.0	40.7	0.0	36.9	0.0	0.0	0.0
IncrementDel:	0.0	0.9	0.0	0.0	0.5	0.0	108.4	0.0	23.1	0.0	0.0	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.10	0.00	0.00	0.70	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	1.8	0.0	0.0	11.4	0.0	149.1	0.0	60.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	1.8	0.0	0.0	11.4	0.0	149.1	0.0	60.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	B+	A	F	A	E+	A	A	A
HCM2kAvgQ:	0	7	0	0	12	0	18	0	15	0	0	0

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative + Project PM

Intersection #43: Lawrence Expwy & US 101 SB Ramps

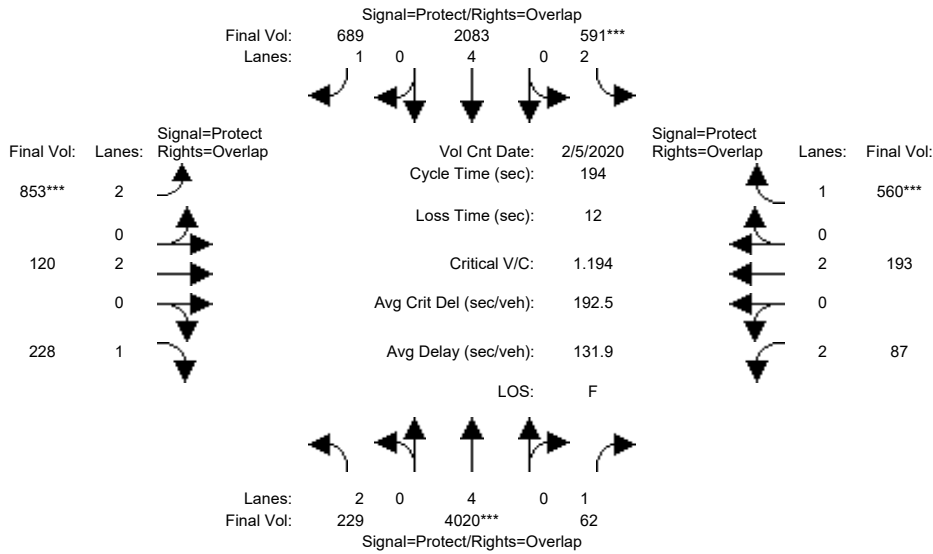


Street Name:	Lawrence Expwy						US 101 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	65	65	0	48	48	17	17	17	0	0	0
Y+R:	0.0	6.2	6.2	0.0	6.2	6.2	5.5	0.0	5.5	0.0	0.0	0.0
Volume Module: >> Count Date: 5 Feb 2020 << 4:30 - 5:30												
Base Vol:	0	2819	220	0	3934	0	758	0	1016	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2819	220	0	3934	0	758	0	1016	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2819	220	0	3934	0	758	0	1016	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2819	0	0	3934	0	758	0	1016	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2819	0	0	3934	0	758	0	1016	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	2819	0	0	3934	0	758	0	1016	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	4.00	1.00	0.00	4.00	1.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	7600	1750	0	7600	1750	3150	0	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.37	0.00	0.00	0.52	0.00	0.24	0.00	0.32	0.00	0.00	0.00
Crit Moves:				****			****					
Green Time:	0.0	64.8	0.0	0.0	47.8	0.0	16.5	16.5	39.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.53	0.00	0.00	1.01	0.00	1.36	0.00	0.77	0.00	0.00	0.00
Uniform Del:	0.0	6.8	0.0	0.0	22.6	0.0	38.3	0.0	23.1	0.0	0.0	0.0
IncrementDel:	0.0	0.1	0.0	0.0	16.1	0.0	171.8	0.0	2.8	0.0	0.0	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.27	0.00	0.00	0.74	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	1.9	0.0	0.0	33.0	0.0	210.1	0.0	26.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	1.9	0.0	0.0	33.0	0.0	210.1	0.0	26.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	C-	A	F	A	C	A	A	A
HCM2kAvgQ:	0	4	0	0	37	0	30	0	17	0	0	0

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative + Project AM

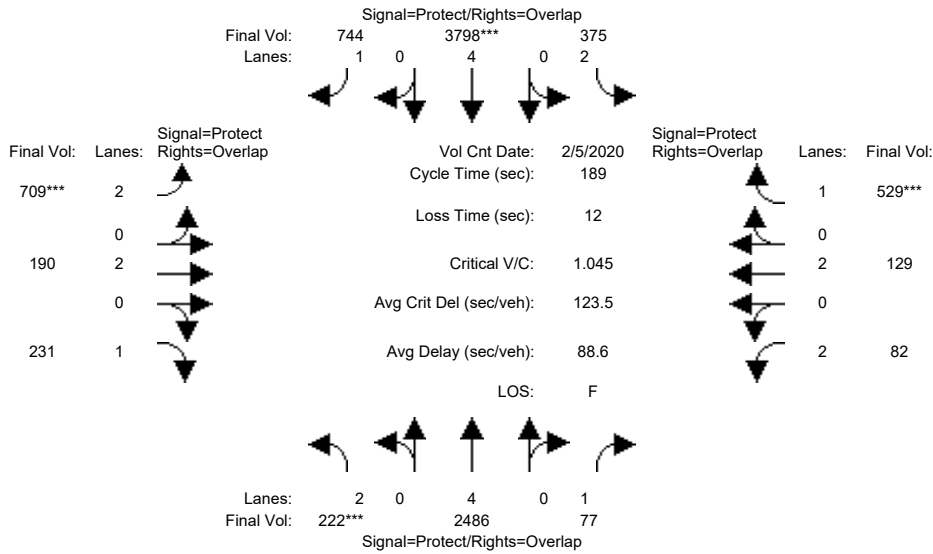
Intersection #44: Lawrence Expwy & E Duane Ave/Oakmead Pkwy



Street Name:	Lawrence Expwy						E Duane Ave/Oakmead Pkwy					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	20	99	99	21	100	100	24	36	36	15	26	26
Y+R:	6.4	6.2	6.2	6.3	6.2	6.2	5.6	5.5	5.5	5.6	5.6	5.6
Volume Module: >> Count Date: 5 Feb 2020 << 7:45 AM - 8:45 AM												
Base Vol:	229	4020	62	591	2083	689	853	120	228	87	193	560
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	229	4020	62	591	2083	689	853	120	228	87	193	560
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	229	4020	62	591	2083	689	853	120	228	87	193	560
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	229	4020	62	591	2083	689	853	120	228	87	193	560
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	229	4020	62	591	2083	689	853	120	228	87	193	560
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	229	4020	62	591	2083	689	853	120	228	87	193	560
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	7600	1750	3150	7600	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.53	0.04	0.19	0.27	0.39	0.27	0.03	0.13	0.03	0.05	0.32
Crit Moves:	****			****			****			****		
Green Time:	19.6	98.8	114.2	20.7	99.8	124.2	24.4	35.5	55.1	15.4	26.4	47.1
Volume/Cap:	0.72	1.04	0.06	1.76	0.53	0.61	2.15	0.17	0.46	0.35	0.37	1.32
Uniform Del:	84.5	47.6	17.0	86.7	31.5	20.7	84.8	66.9	57.2	84.5	76.3	73.4
IncrementDel:	7.8	25.8	0.0	353.3	0.1	1.0	527.0	0.1	0.7	0.8	0.5	158.9
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.75	0.60	1.00	0.74	0.47	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	92.3	61.6	10.3	439.9	23.6	10.7	611.8	67.0	57.9	85.4	76.7	232.3
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:	92.3	61.6	10.3	439.9	23.6	10.7	611.8	67.0	57.9	85.4	76.7	232.3
LOS by Move:	F	E	B+	F	C	B+	F	E	E+	F	E-	F
HCM2kAvgQ:	7	61	1	41	15	14	64	3	12	3	5	55
Note: Queue reported is the number of cars per lane.												

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative + Project PM

Intersection #44: Lawrence Expwy & E Duane Ave/Oakmead Pkwy



Street Name:	Lawrence Expwy						E Duane Ave/Oakmead Pkwy					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	22	79	79	29	86	86	32	48	48	10	25	25
Y+R:	6.4	6.2	6.2	6.3	6.2	6.2	5.6	5.5	5.5	5.6	5.6	5.6

Volume Module:	>>	Count	Date:	5 Feb 2020	<<	4:30 - 5:30
Base Vol:	222	2486	77	375	3798	744
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	222	2486	77	375	3798	744
Added Vol:	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0
Initial Fut:	222	2486	77	375	3798	744
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	222	2486	77	375	3798	744
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	222	2486	77	375	3798	744
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	222	2486	77	375	3798	744

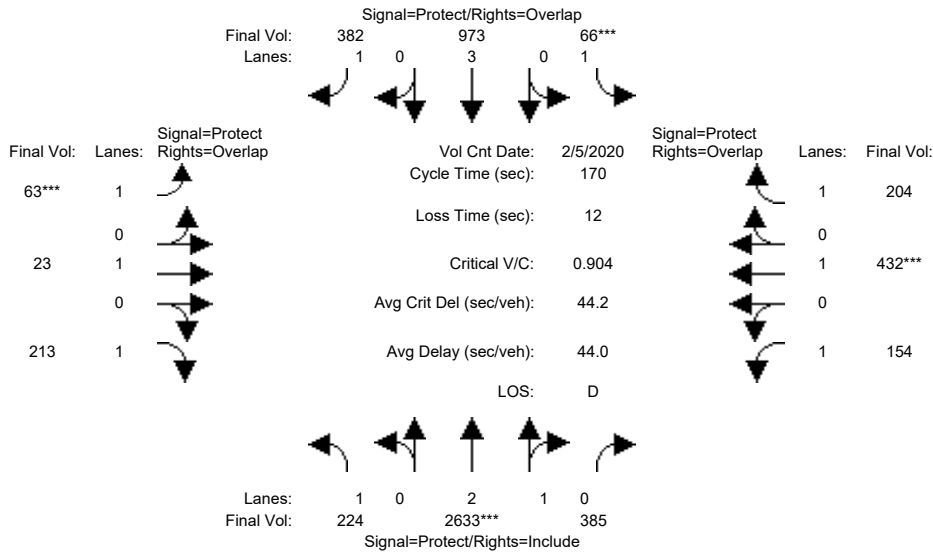
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	7600	1750	3150	7600	1750	3150	3800	1750	3150	3800	1750

Capacity Analysis Module:												
Vol/Sat:	0.07	0.33	0.04	0.12	0.50	0.43	0.23	0.05	0.13	0.03	0.03	0.30
Crit Moves:	***			****			****					****
Green Time:	21.5	78.4	88.7	28.6	85.4	117.6	32.2	47.2	68.7	10.3	25.3	53.8
Volume/Cap:	0.62	0.79	0.09	0.79	1.11	0.68	1.32	0.20	0.36	0.48	0.25	1.06
Uniform Del:	79.9	48.1	27.8	77.3	51.8	23.5	78.4	56.0	44.1	86.7	73.4	67.6
IncrementDel:	3.3	1.4	0.0	8.5	52.9	1.8	156.8	0.1	0.4	2.1	0.3	57.6
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.88	0.81	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	83.2	43.7	22.6	85.8	105	25.3	235.1	56.1	44.4	88.8	73.7	125.2
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:	83.2	43.7	22.6	85.8	105	25.3	235.1	56.1	44.4	88.8	73.7	125.2
LOS by Move:	F	D	C+	F	F	C	F	E+	D	F	E	F
HCM2kAvgQ:	7	28	2	14	68	30	39	4	10	3	3	41

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative + Project AM

Intersection #48: Mathilda Ave & California Ave



Street Name:	Mathilda Ave						California Ave					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	5 Feb 2020	<< 8:15	- 9:15
Base Vol:	224 2633 385	66 973 382	63 23 213	154 432 204	
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	1.00 1.00 1.00
Initial Bse:	224 2633 385	66 973 382	63 23 213	154 432 204	
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:	224 2633 385	66 973 382	63 23 213	154 432 204	
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	1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Volume:	224 2633 385	66 973 382	63 23 213	154 432 204	
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0	
Reduced Vol:	224 2633 385	66 973 382	63 23 213	154 432 204	
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	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Final Volume:	224 2633 385	66 973 382	63 23 213	154 432 204	

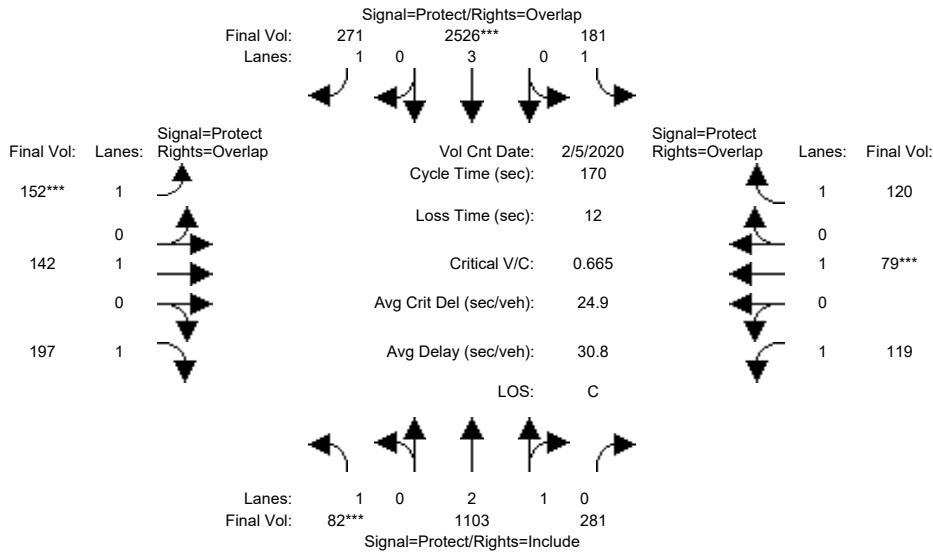
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.60	0.40	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	4885	714	1750	5700	1750	1750	1900	1750	1750	1900	1750

Capacity Analysis Module:												
Vol/Sat:	0.13	0.54	0.54	0.04	0.17	0.22	0.04	0.01	0.12	0.09	0.23	0.12
Crit Moves:	****			****			****			****		
Green Time:	44.7	101	101.2	7.1	63.6	70.6	7.0	19.9	64.6	29.8	42.7	49.8
Volume/Cap:	0.49	0.91	0.91	0.91	0.46	0.53	0.87	0.10	0.32	0.50	0.91	0.40
Uniform Del:	53.0	30.2	30.2	81.1	40.1	37.2	81.1	67.1	37.2	63.4	61.7	48.1
IncrementDel:	0.8	4.0	4.0	73.5	0.2	0.7	64.7	0.2	0.3	1.3	20.6	0.5
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	53.8	34.2	34.2	154.6	40.3	37.9	145.8	67.3	37.5	64.7	82.3	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:	53.8	34.2	34.2	154.6	40.3	37.9	145.8	67.3	37.5	64.7	82.3	48.6
LOS by Move:	D-	C-	C-	F	D	D+	F	E	D+	E	F	D
HCM2kAvgQ:	10	46	46	4	12	16	6	1	8	8	25	9

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative + Project PM

Intersection #48: Mathilda Ave & California Ave



Street Name:	Mathilda Ave						California Ave					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	5 Feb 2020	<< 5:15 - 6:15
Base Vol:	82 1103 281	181 2526 271	152 142 197	119 79 120
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	82 1103 281	181 2526 271	152 142 197	119 79 120
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:	82 1103 281	181 2526 271	152 142 197	119 79 120
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Volume:	82 1103 281	181 2526 271	152 142 197	119 79 120
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	82 1103 281	181 2526 271	152 142 197	119 79 120
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Final Volume:	82 1103 281	181 2526 271	152 142 197	119 79 120

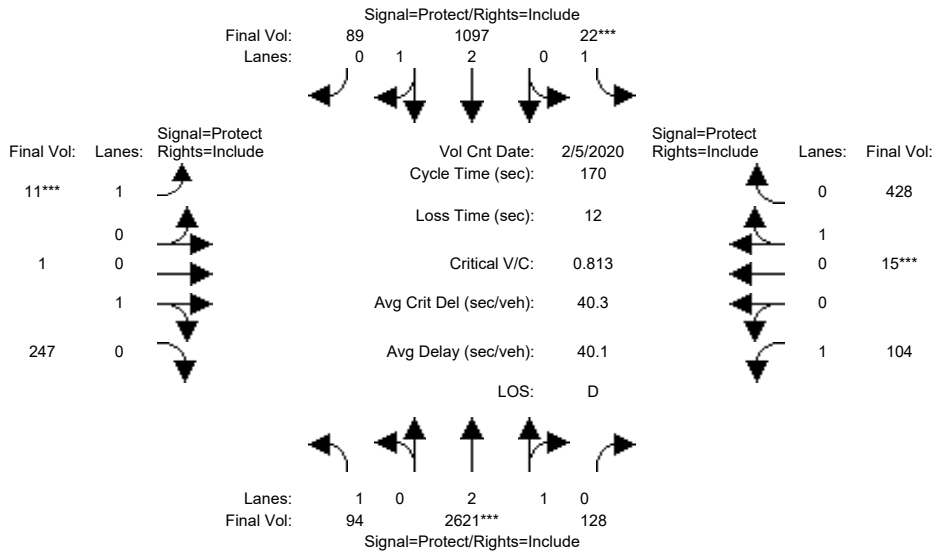
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.37	0.63	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	4462	1137	1750	5700	1750	1750	1900	1750	1750	1900	1750

Capacity Analysis Module:												
Vol/Sat:	0.05	0.25	0.25	0.10	0.44	0.15	0.09	0.07	0.11	0.07	0.04	0.07
Crit Moves:	***			****			****			****		
Green Time:	12.0	88.3	88.3	36.9	113	135.4	22.2	17.2	29.2	15.6	10.6	47.5
Volume/Cap:	0.67	0.48	0.48	0.48	0.67	0.19	0.67	0.74	0.66	0.74	0.67	0.25
Uniform Del:	77.1	26.1	26.1	58.1	17.0	4.2	70.4	74.2	65.7	75.2	78.0	47.3
IncrementDel:	13.0	0.1	0.1	0.9	0.5	0.1	7.2	14.1	5.2	16.6	13.4	0.3
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	90.0	26.2	26.2	59.0	17.5	4.2	77.6	88.4	71.0	91.8	91.4	47.6
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:	90.0	26.2	26.2	59.0	17.5	4.2	77.6	88.4	71.0	91.8	91.4	47.6
LOS by Move:	F	C	C	E+	B	A	E-	F	E	F	F	D
HCM2kAvgQ:	5	15	15	8	25	3	9	9	11	8	5	5

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative + Project AM

Intersection #49: Mathilda Ave & Indio Way



Street Name:	Mathilda Ave						Indio Way					
	North Bound			South Bound			East Bound			West Bound		
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:	5 Feb 2020	<<	8:15 - 9:15
Base Vol:	94	2621	128	22	1097	89
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	94	2621	128	22	1097	89
Added Vol:	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0
Initial Fut:	94	2621	128	22	1097	89
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	94	2621	128	22	1097	89
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	94	2621	128	22	1097	89
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	94	2621	128	22	1097	89

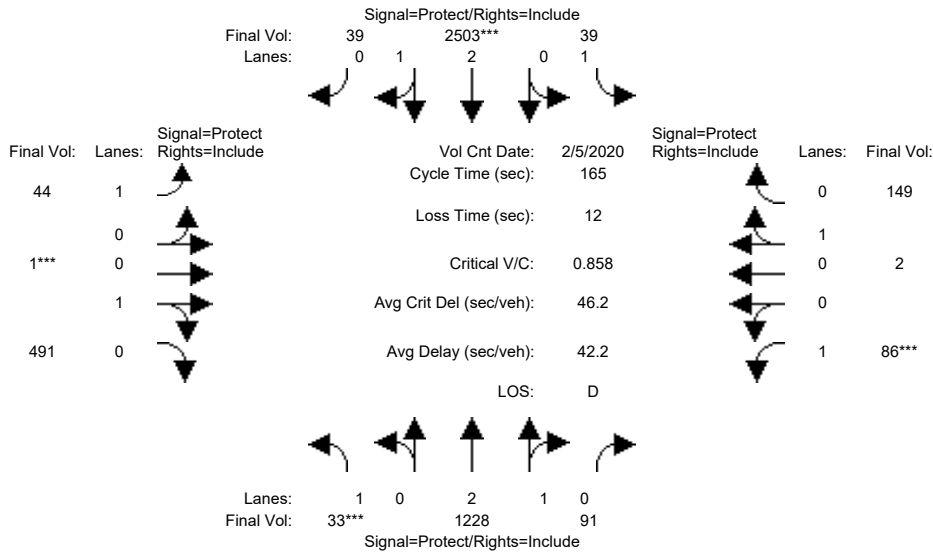
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	2.86	0.14	1.00	2.77	0.23	1.00	0.01	0.99	1.00	0.03	0.97
Final Sat.:	1750	5339	261	1750	5179	420	1750	7	1793	1750	61	1739

Capacity Analysis Module:												
Vol/Sat:	0.05	0.49	0.49	0.01	0.21	0.21	0.01	0.14	0.14	0.06	0.25	0.25
Crit Moves:	****			****			****			****		
Green Time:	20.8	95.9	95.9	7.0	82.1	82.1	7.0	38.5	38.5	16.6	48.1	48.1
Volume/Cap:	0.44	0.87	0.87	0.31	0.44	0.44	0.15	0.61	0.61	0.61	0.87	0.87
Uniform Del:	69.2	31.7	31.7	79.1	28.8	28.8	78.6	59.0	59.0	73.6	58.0	58.0
IncrcmntDel:	1.4	2.9	2.9	2.4	0.1	0.1	1.0	2.7	2.7	6.2	14.9	14.9
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	70.6	34.6	34.6	81.5	28.9	28.9	79.6	61.7	61.7	79.8	72.9	72.9
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:	70.6	34.6	34.6	81.5	28.9	28.9	79.6	61.7	61.7	79.8	72.9	72.9
LOS by Move:	E	C-	C-	F	C	C	E-	E	E	E-	E	E
HCM2kAvgQ:	5	40	40	1	13	13	1	13	13	6	25	25

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative + Project PM

Intersection #49: Mathilda Ave & Indio Way



Street Name:	Mathilda Ave						Indio Way					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	5 Feb 2020	<< 5:00 - 6:00
Base Vol:	33 1228 91	39 2503 39	44 1 491	86 2 149
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	33 1228 91	39 2503 39	44 1 491	86 2 149
Added Vol:	0 0 0	0 0 0	0 0 0	0 0 0
PasserByVol:	0 0 0	0 0 0	0 0 0	0 0 0
Initial Fut:	33 1228 91	39 2503 39	44 1 491	86 2 149
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Volume:	33 1228 91	39 2503 39	44 1 491	86 2 149
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	33 1228 91	39 2503 39	44 1 491	86 2 149
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
Final Volume:	33 1228 91	39 2503 39	44 1 491	86 2 149

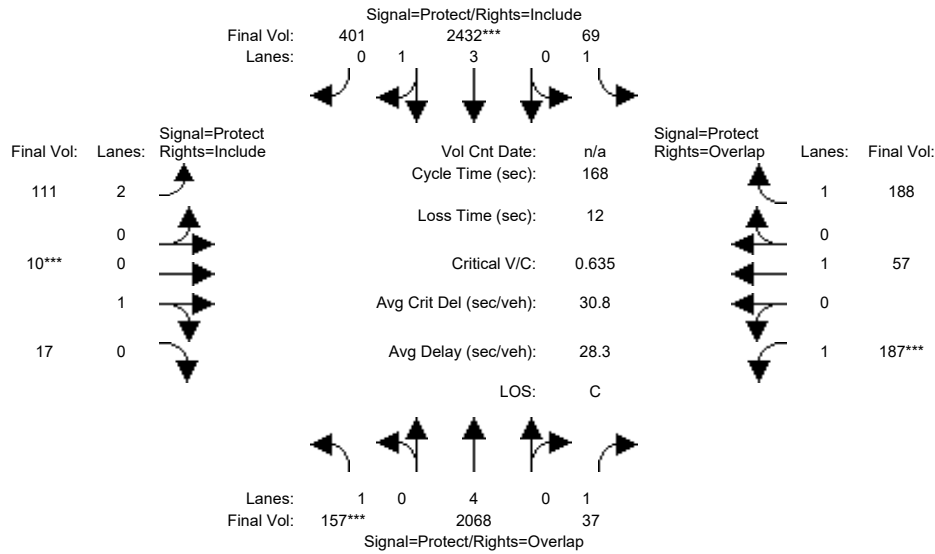
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	2.79	0.21	1.00	2.95	0.05	1.00	0.01	0.99	1.00	0.01	0.99
Final Sat.:	1750	5213	386	1750	5514	86	1750	4	1796	1750	24	1776

Capacity Analysis Module:												
Vol/Sat:	0.02	0.24	0.24	0.02	0.45	0.45	0.03	0.27	0.27	0.05	0.08	0.08
Crit Moves:	***			***			***			***		
Green Time:	7.0	78.3	78.3	14.1	85.4	85.4	20.4	51.4	51.4	9.2	40.3	40.3
Volume/Cap:	0.44	0.50	0.50	0.26	0.88	0.88	0.20	0.88	0.88	0.88	0.34	0.34
Uniform Del:	77.1	29.8	29.8	70.6	35.2	35.2	65.0	53.8	53.8	77.3	51.5	51.5
IncrcmntDel:	4.2	0.1	0.1	0.9	3.4	3.4	0.5	14.6	14.6	53.6	0.5	0.5
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	81.3	30.0	30.0	71.5	38.6	38.6	65.5	68.4	68.4	130.9	51.9	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:	81.3	30.0	30.0	71.5	38.6	38.6	65.5	68.4	68.4	130.9	51.9	51.9
LOS by Move:	F	C	C	E	D+	D+	E	E	E	F	D-	D-
HCM2kAvgQ:	2	15	15	2	37	37	2	27	27	7	7	7

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative + Project AM

Intersection #50: Mathilda Ave & Almanor Ave



Street Name:	Mathilda Ave						Almanor Ave					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	157	2068	37	69	2432	401	111	10	17	187	57	188
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	157	2068	37	69	2432	401	111	10	17	187	57	188
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:	157	2068	37	69	2432	401	111	10	17	187	57	188
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	157	2068	37	69	2432	401	111	10	17	187	57	188
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	157	2068	37	69	2432	401	111	10	17	187	57	188
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	157	2068	37	69	2432	401	111	10	17	187	57	188

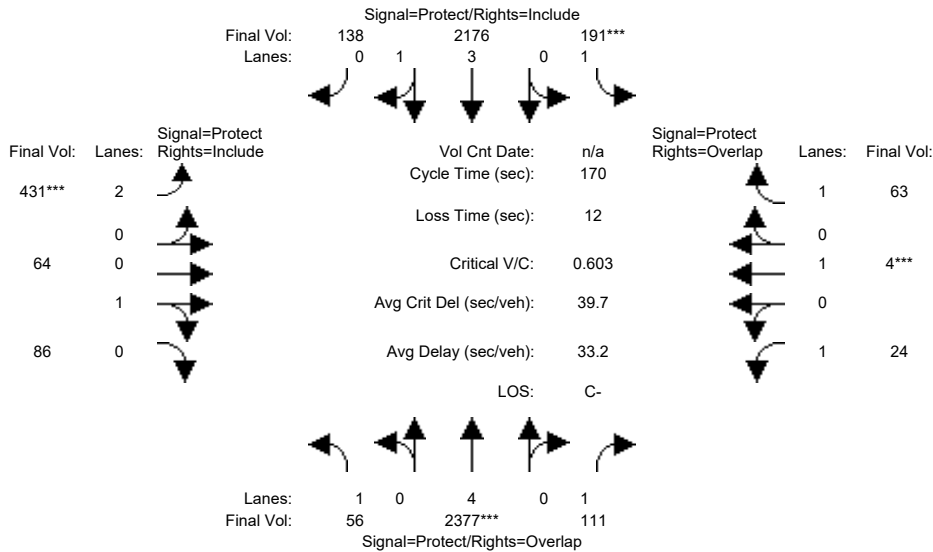
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.99	0.95	0.83	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	4.00	1.00	1.00	3.41	0.59	2.00	0.37	0.63	1.00	1.00	1.00
Final Sat.:	1750	7600	1750	1750	6437	1061	3150	667	1133	1750	1900	1750

Capacity Analysis Module:												
Vol/Sat:	0.09	0.27	0.02	0.04	0.38	0.38	0.04	0.02	0.02	0.11	0.03	0.11
Crit Moves:	***			****			****			****		
Green Time:	22.8	103	130.2	15.8	96.0	96.0	14.1	10.0	10.0	27.2	23.0	38.8
Volume/Cap:	0.66	0.44	0.03	0.42	0.66	0.66	0.42	0.25	0.25	0.66	0.22	0.46
Uniform Del:	68.9	17.2	4.3	71.8	24.8	24.8	73.0	75.4	75.4	66.1	64.5	55.6
IncrementDel:	6.8	0.1	0.0	1.7	0.4	0.4	1.1	1.2	1.2	5.7	0.4	0.8
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	75.7	17.3	4.3	73.5	25.2	25.2	74.1	76.7	76.7	71.8	64.9	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:	75.7	17.3	4.3	73.5	25.2	25.2	74.1	76.7	76.7	71.8	64.9	56.5
LOS by Move:	E-	B	A	E	C	C	E	E-	E-	E	E	E+
HCM2kAvgQ:	8	13	0	3	24	24	4	2	2	11	3	9

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative + Project PM

Intersection #50: Mathilda Ave & Almanor Ave



Street Name:	Mathilda Ave						Almanor Ave					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	56	2377	111	191	2176	138	431	64	86	24	4	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	56	2377	111	191	2176	138	431	64	86	24	4	63
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	56	2377	111	191	2176	138	431	64	86	24	4	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	56	2377	111	191	2176	138	431	64	86	24	4	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	2377	111	191	2176	138	431	64	86	24	4	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	56	2377	111	191	2176	138	431	64	86	24	4	63

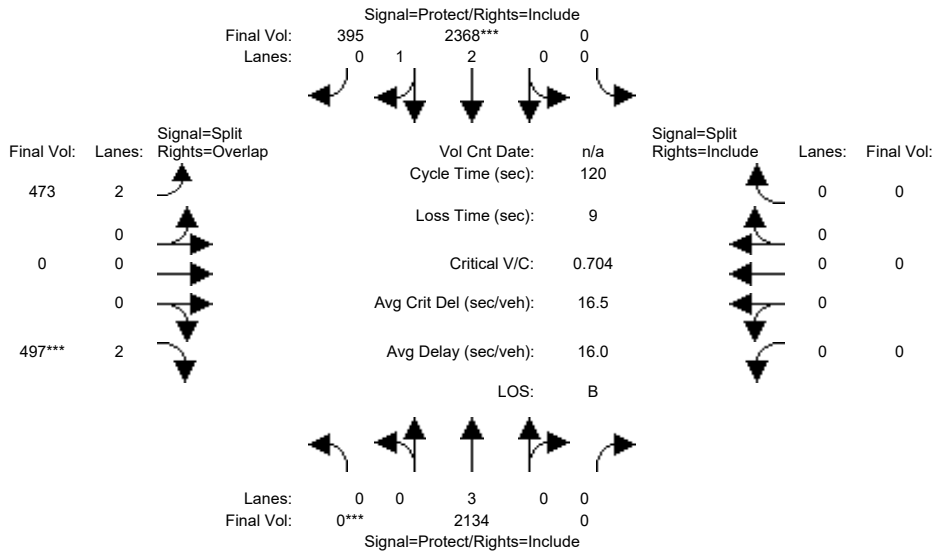
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.99	0.95	0.83	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	4.00	1.00	1.00	3.75	0.25	2.00	0.43	0.57	1.00	1.00	1.00
Final Sat.:	1750	7600	1750	1750	7052	447	3150	768	1032	1750	1900	1750

Capacity Analysis Module:												
Vol/Sat:	0.03	0.31	0.06	0.11	0.31	0.31	0.14	0.08	0.08	0.01	0.00	0.04
Crit Moves:	****			****			****			****		
Green Time:	13.2	82.8	98.1	28.9	98.6	98.6	36.2	31.0	31.0	15.3	10.0	38.9
Volume/Cap:	0.41	0.64	0.11	0.64	0.53	0.53	0.64	0.46	0.46	0.15	0.04	0.16
Uniform Del:	74.7	32.5	16.2	65.7	21.7	21.7	61.0	62.0	62.0	71.4	75.5	52.4
IncrementDel:	2.0	0.4	0.0	4.7	0.1	0.1	2.1	1.0	1.0	0.5	0.1	0.2
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	76.8	32.9	16.3	70.4	21.8	21.8	63.1	63.1	63.1	71.8	75.6	52.6
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:	76.8	32.9	16.3	70.4	21.8	21.8	63.1	63.1	63.1	71.8	75.6	52.6
LOS by Move:	E-	C-	B	E	C+	C+	E	E	E	E	E-	D-
HCM2kAvgQ:	3	21	3	10	18	18	13	7	7	1	0	3

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative + Project AM

Intersection #51: Mathilda Ave & US 101 SB Ramps



Street Name:	Mathilda Ave						US 101 SB Ramps					
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	10	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	2134	0	0	2368	395	473	0	497	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2134	0	0	2368	395	473	0	497	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2134	0	0	2368	395	473	0	497	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2134	0	0	2368	395	473	0	497	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2134	0	0	2368	395	473	0	497	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	2134	0	0	2368	395	473	0	497	0	0	0

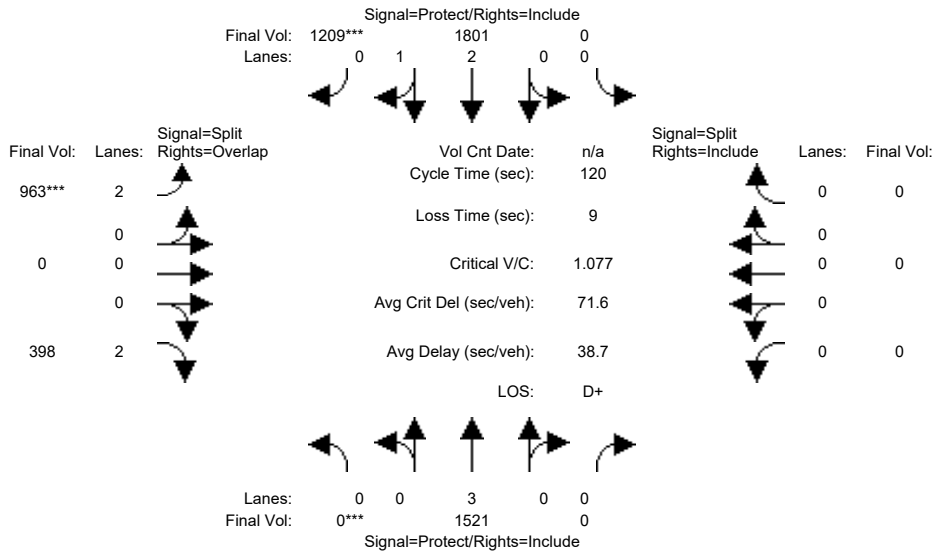
Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.99	0.95	0.83	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	3.00	0.00	0.00	2.56	0.44	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	5700	0	0	4798	800	3150	0	3150	0	0	0

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.37	0.00	0.00	0.49	0.49	0.15	0.00	0.16	0.00	0.00	0.00
Crit Moves:	***			***			***			***		
Green Time:	0.0	84.1	0.0	0.0	84.1	84.1	26.9	0.0	26.9	0.0	0.0	0.0
Volume/Cap:	0.00	0.53	0.00	0.00	0.70	0.70	0.67	0.00	0.70	0.00	0.00	0.00
Uniform Del:	0.0	8.6	0.0	0.0	10.6	10.6	42.5	0.0	42.9	0.0	0.0	0.0
IncrementDel:	0.0	0.1	0.0	0.0	0.6	0.6	2.5	0.0	3.2	0.0	0.0	0.0
InitQueueDel:	0.0	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	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	8.7	0.0	0.0	11.2	11.2	45.0	0.0	46.1	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.7	0.0	0.0	11.2	11.2	45.0	0.0	46.1	0.0	0.0	0.0
LOS by Move:	A	A	A	A	B+	B+	D	A	D	A	A	A
HCM2kAvgQ:	0	12	0	0	21	21	11	0	11	0	0	0

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative + Project PM

Intersection #51: Mathilda Ave & US 101 SB Ramps



Street Name:	Mathilda Ave						US 101 SB Ramps					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	0	1521	0	0	1801	1209	963	0	398	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1521	0	0	1801	1209	963	0	398	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1521	0	0	1801	1209	963	0	398	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1521	0	0	1801	1209	963	0	398	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1521	0	0	1801	1209	963	0	398	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1521	0	0	1801	1209	963	0	398	0	0	0

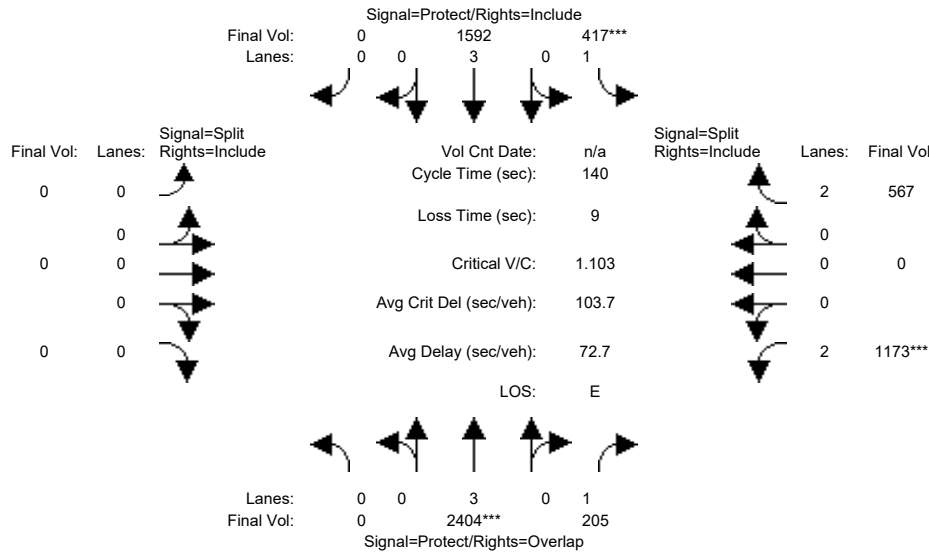
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	3.00	0.00	0.00	2.00	1.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	5700	0	0	3800	1750	3150	0	3150	0	0	0

Capacity Analysis Module:												
Vol/Sat:	0.00	0.27	0.00	0.00	0.47	0.69	0.31	0.00	0.13	0.00	0.00	0.00
Crit Moves:	***			***		***	***					
Green Time:	0.0	76.9	0.0	0.0	76.9	76.9	34.1	0.0	34.1	0.0	0.0	0.0
Volume/Cap:	0.00	0.42	0.00	0.00	0.74	1.08	1.08	0.00	0.45	0.00	0.00	0.00
Uniform Del:	0.0	10.5	0.0	0.0	14.7	21.5	43.0	0.0	35.2	0.0	0.0	0.0
IncrementDel:	0.0	0.1	0.0	0.0	0.7	42.2	53.2	0.0	0.4	0.0	0.0	0.0
InitQueueDel:	0.0	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	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	10.6	0.0	0.0	15.4	63.7	96.2	0.0	35.6	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	10.6	0.0	0.0	15.4	63.7	96.2	0.0	35.6	0.0	0.0	0.0
LOS by Move:	A	B+	A	A	B	E	F	A	D+	A	A	A
HCM2kAvgQ:	0	9	0	0	23	64	31	0	7	0	0	0

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative + Project AM

Intersection #52: Mathilda Ave & US 101 NB Ramps



Street Name:	Mathilda Ave						US 101 NB Ramps					
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	10	7	10	0	0	0	0	10	0	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:	Mathilda Ave						US 101 NB Ramps					
Base Vol:	0	2404	205	417	1592	0	0	0	0	1173	0	567
Growth Adj:	1.00	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	2404	205	417	1592	0	0	0	0	1173	0	567
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	2404	205	417	1592	0	0	0	0	1173	0	567
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2404	205	417	1592	0	0	0	0	1173	0	567
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2404	205	417	1592	0	0	0	0	1173	0	567
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	2404	205	417	1592	0	0	0	0	1173	0	567

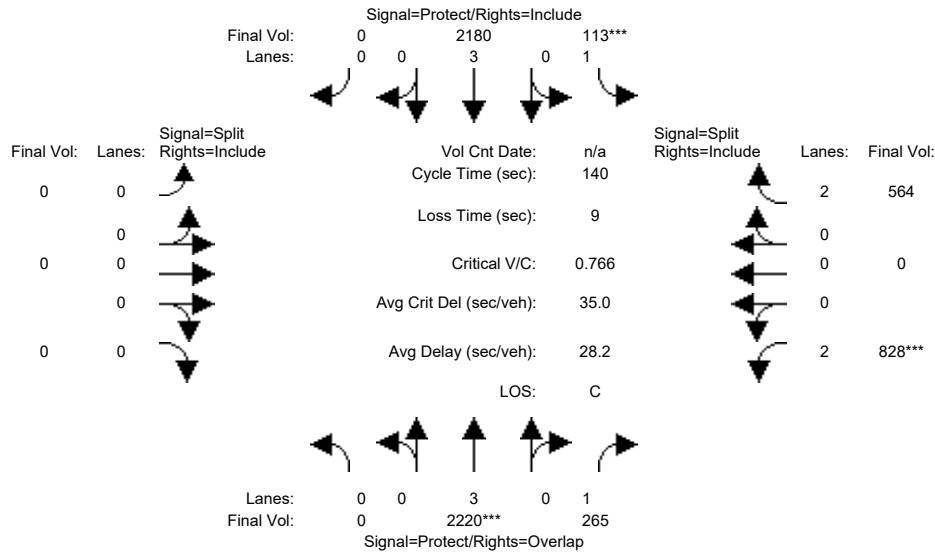
Saturation Flow Module:	Mathilda Ave						US 101 NB Ramps					
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.83
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	0	5700	1750	1750	5700	0	0	0	0	3150	0	3150

Capacity Analysis Module:	Mathilda Ave						US 101 NB Ramps					
Vol/Sat:	0.00	0.42	0.12	0.24	0.28	0.00	0.00	0.00	0.00	0.37	0.00	0.18
Crit Moves:	****			****						****		
Green Time:	0.0	53.5	100.8	30.2	83.7	0.0	0.0	0.0	0.0	47.3	0.0	47.3
Volume/Cap:	0.00	1.10	0.16	1.10	0.47	0.00	0.00	0.00	0.00	1.10	0.00	0.53
Uniform Del:	0.0	43.2	6.2	54.9	15.7	0.0	0.0	0.0	0.0	46.4	0.0	37.5
IncrementDel:	0.0	54.1	0.1	77.2	0.1	0.0	0.0	0.0	0.0	60.4	0.0	0.5
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	97.3	6.3	132.0	15.8	0.0	0.0	0.0	0.0	106.8	0.0	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:	0.0	97.3	6.3	132.0	15.8	0.0	0.0	0.0	0.0	106.8	0.0	38.0
LOS by Move:	A	F	A	F	B	A	A	A	A	F	A	D+
HCM2kAvgQ:	0	47	3	26	12	0	0	0	0	42	0	12

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative + Project PM

Intersection #52: Mathilda Ave & US 101 NB Ramps

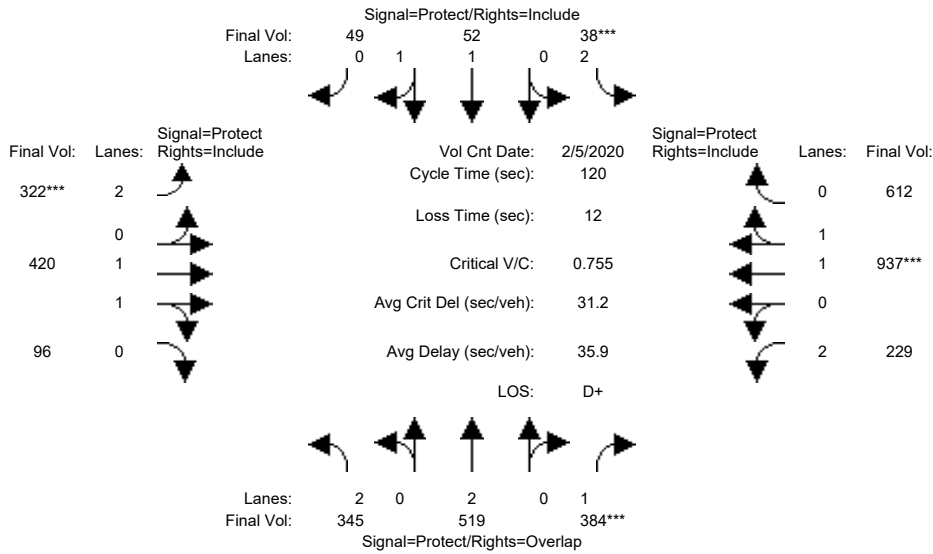


Street Name:	Mathilda Ave						US 101 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	2220	265	113	2180	0	0	0	0	828	0	564
Growth Adj:	1.00	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	2220	265	113	2180	0	0	0	0	828	0	564
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	2220	265	113	2180	0	0	0	0	828	0	564
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2220	265	113	2180	0	0	0	0	828	0	564
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2220	265	113	2180	0	0	0	0	828	0	564
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	2220	265	113	2180	0	0	0	0	828	0	564
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.83
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	0	5700	1750	1750	5700	0	0	0	0	3150	0	3150
Capacity Analysis Module:												
Vol/Sat:	0.00	0.39	0.15	0.06	0.38	0.00	0.00	0.00	0.00	0.26	0.00	0.18
Crit Moves:	****			****						****		
Green Time:	0.0	71.2	119.2	11.8	83.0	0.0	0.0	0.0	0.0	48.0	0.0	48.0
Volume/Cap:	0.00	0.77	0.18	0.77	0.65	0.00	0.00	0.00	0.00	0.77	0.00	0.52
Uniform Del:	0.0	27.7	1.8	62.7	18.8	0.0	0.0	0.0	0.0	41.0	0.0	36.8
IncrementDel:	0.0	1.3	0.1	21.1	0.4	0.0	0.0	0.0	0.0	3.3	0.0	0.5
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	29.0	1.9	83.8	19.2	0.0	0.0	0.0	0.0	44.3	0.0	37.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	29.0	1.9	83.8	19.2	0.0	0.0	0.0	0.0	44.3	0.0	37.3
LOS by Move:	A	C	A	F	B-	A	A	A	A	D	A	D+
HCM2kAvgQ:	0	26	2	5	20	0	0	0	0	20	0	12

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative + Project AM

Intersection #59: Mary Ave & Maude Ave

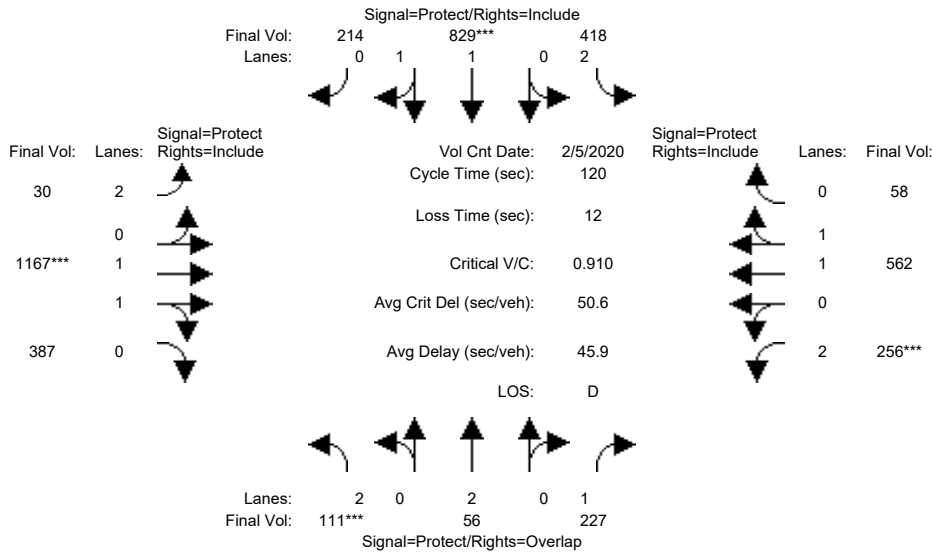


Street Name:	Mary Ave						Maude Ave					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Feb 2020 << 8:45 - 9:45												
Base Vol:	345	519	384	38	52	49	322	420	96	229	937	612
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	345	519	384	38	52	49	322	420	96	229	937	612
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:	345	519	384	38	52	49	322	420	96	229	937	612
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	345	519	384	38	52	49	322	420	96	229	937	612
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	345	519	384	38	52	49	322	420	96	229	937	612
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	345	519	384	38	52	49	322	420	96	229	937	612
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.95	0.83	0.98	0.95	0.83	0.99	0.95
Lanes:	2.00	2.00	1.00	2.00	1.00	1.00	2.00	1.62	0.38	2.00	1.19	0.81
Final Sat.:	3150	3800	1750	3150	1904	1794	3150	3011	688	3150	2237	1461
Capacity Analysis Module:												
Vol/Sat:	0.11	0.14	0.22	0.01	0.03	0.03	0.10	0.14	0.14	0.07	0.42	0.42
Crit Moves:	****			****			****			****		
Green Time:	16.6	22.2	49.2	7.0	12.6	12.6	15.5	51.8	51.8	27.0	63.3	63.3
Volume/Cap:	0.79	0.74	0.54	0.21	0.26	0.26	0.79	0.32	0.32	0.32	0.79	0.79
Uniform Del:	50.0	46.2	26.8	53.9	49.4	49.4	50.7	22.5	22.5	38.9	23.0	23.0
IncrementDel:	9.6	4.2	0.8	0.6	0.4	0.4	10.3	0.1	0.1	0.3	2.3	2.3
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	59.7	50.3	27.6	54.4	49.8	49.8	61.0	22.6	22.6	39.1	25.3	25.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.7	50.3	27.6	54.4	49.8	49.8	61.0	22.6	22.6	39.1	25.3	25.3
LOS by Move:	E+	D	C	D-	D	D	E	C+	C+	D	C	C
HCM2kAvgQ:	8	9	11	1	2	2	9	6	6	4	22	22

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative + Project PM

Intersection #59: Mary Ave & Maude Ave

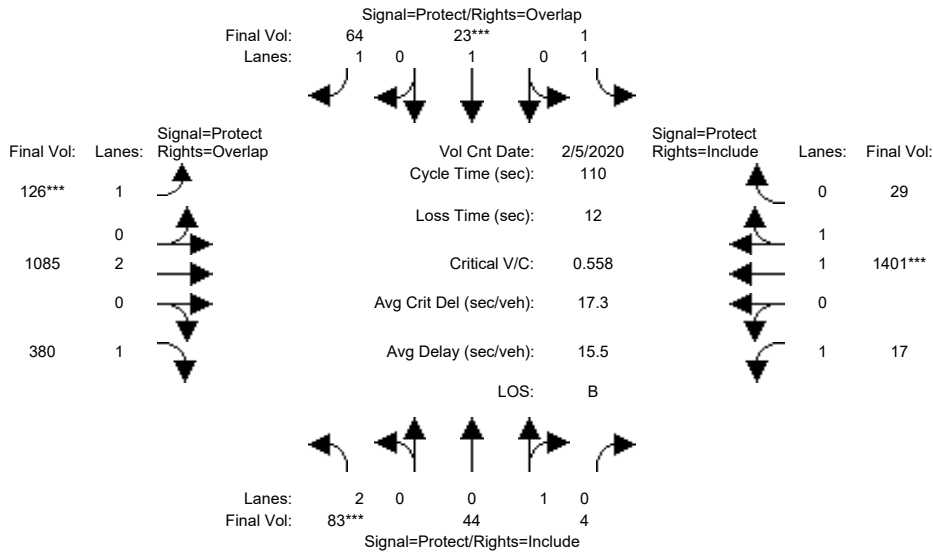


Street Name:	Mary Ave						Maude Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Feb 2020 << 5:00 - 6:00												
Base Vol:	111	56	227	418	829	214	30	1167	387	256	562	58
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	111	56	227	418	829	214	30	1167	387	256	562	58
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:	111	56	227	418	829	214	30	1167	387	256	562	58
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	111	56	227	418	829	214	30	1167	387	256	562	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	56	227	418	829	214	30	1167	387	256	562	58
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	111	56	227	418	829	214	30	1167	387	256	562	58
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.98	0.95	0.83	0.98	0.95	0.83	0.98	0.95
Lanes:	2.00	2.00	1.00	2.00	1.58	0.42	2.00	1.49	0.51	2.00	1.81	0.19
Final Sat.:	3150	3800	1750	3150	2940	759	3150	2778	921	3150	3354	346
Capacity Analysis Module:												
Vol/Sat:	0.04	0.01	0.13	0.13	0.28	0.28	0.01	0.42	0.42	0.08	0.17	0.17
Crit Moves:	***				****			****		****		
Green Time:	7.0	16.7	27.2	26.6	36.4	36.4	16.7	54.2	54.2	10.5	48.0	48.0
Volume/Cap:	0.60	0.11	0.57	0.60	0.93	0.93	0.07	0.93	0.93	0.93	0.42	0.42
Uniform Del:	55.1	45.1	41.2	41.9	40.6	40.6	44.9	31.1	31.1	54.4	26.0	26.0
IncrementDel:	5.6	0.1	2.0	1.4	13.4	13.4	0.1	9.8	9.8	36.2	0.2	0.2
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	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	45.2	43.2	43.3	54.0	54.0	45.0	40.9	40.9	90.6	26.2	26.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.7	45.2	43.2	43.3	54.0	54.0	45.0	40.9	40.9	90.6	26.2	26.2
LOS by Move:	E	D	D	D	D-	D-	D	D	D	F	C	C
HCM2kAvgQ:	2	1	8	9	23	23	1	32	32	7	8	8

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative + Project AM

Intersection #60: Patrick Henry Dr & Tasman Dr

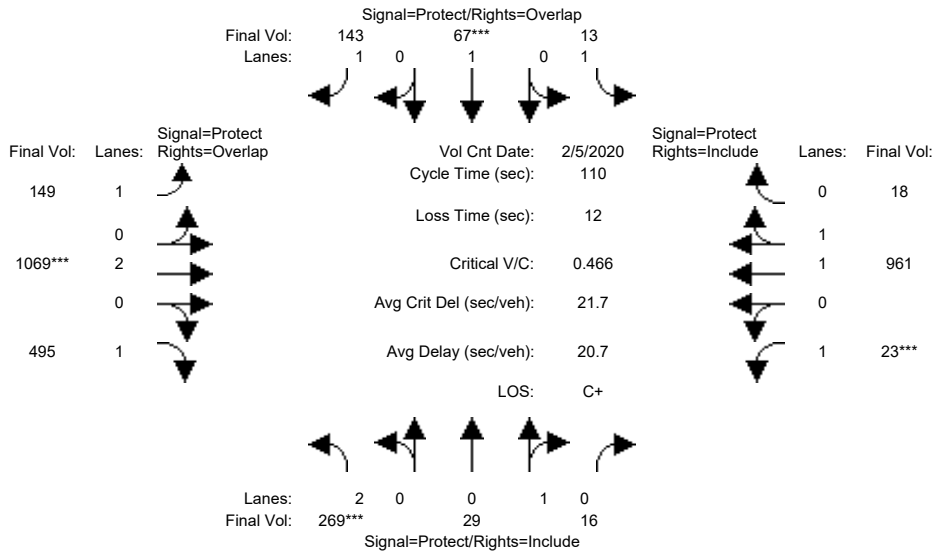


Street Name:	Patrick Henry Dr						Tasman Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	6	8	8	6	8	8	8	15	15	8	8	8
Y+R:	6.0	6.0	6.0	6.0	6.0	6.0	6.1	6.1	6.1	6.1	6.1	6.1
Volume Module: >> Count Date:	5 Feb 2020 << 8:00 - 9:00											
Base Vol:	83	44	4	1	23	64	126	1085	380	17	1401	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:	83	44	4	1	23	64	126	1085	380	17	1401	29
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:	83	44	4	1	23	64	126	1085	380	17	1401	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	83	44	4	1	23	64	126	1085	380	17	1401	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	44	4	1	23	64	126	1085	380	17	1401	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	83	44	4	1	23	64	126	1085	380	17	1401	29
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	2.00	0.92	0.08	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.96	0.04
Final Sat.:	3150	1650	150	1750	1900	1750	1750	3800	1750	1750	3625	75
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.00	0.01	0.04	0.07	0.29	0.22	0.01	0.39	0.39
Crit Moves:	***			****			****			****		
Green Time:	6.0	8.0	8.0	6.0	8.0	21.2	13.2	66.9	72.9	17.1	70.8	70.8
Volume/Cap:	0.48	0.37	0.37	0.01	0.17	0.19	0.60	0.47	0.33	0.06	0.60	0.60
Uniform Del:	50.5	48.6	48.6	49.2	47.9	37.2	45.9	11.8	8.0	39.7	11.4	11.4
IncrementDel:	2.1	1.7	1.7	0.0	0.6	0.3	4.8	0.2	0.2	0.1	0.4	0.4
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	52.6	50.3	50.3	49.2	48.4	37.5	50.7	11.9	8.1	39.8	11.8	11.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.6	50.3	50.3	49.2	48.4	37.5	50.7	11.9	8.1	39.8	11.8	11.8
LOS by Move:	D-	D	D	D	D	D+	D	B+	A	D	B+	B+
HCM2kAvgQ:	2	2	2	0	1	2	4	10	6	1	14	14

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative + Project PM

Intersection #60: Patrick Henry Dr & Tasman Dr

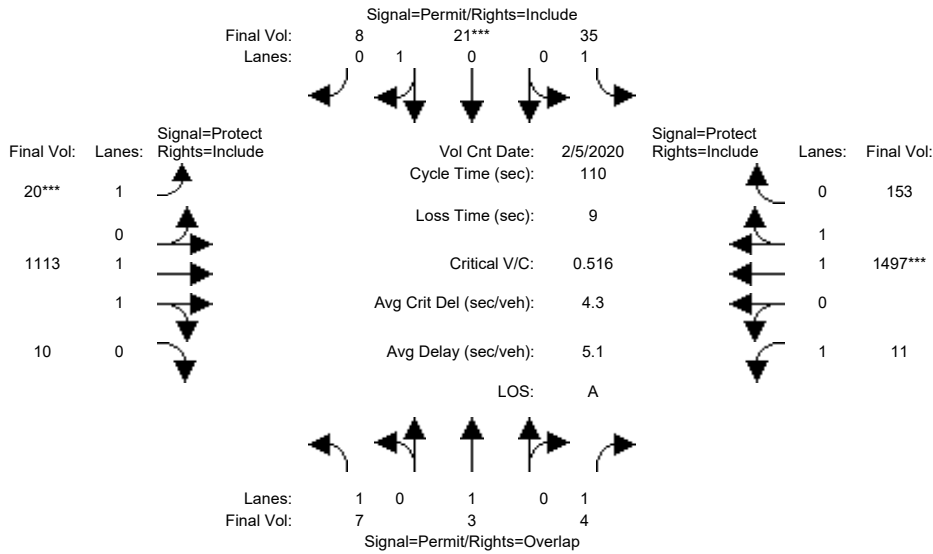


Street Name:	Patrick Henry Dr						Tasman Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	6	8	8	6	8	8	8	15	15	8	8	8
Y+R:	6.0	6.0	6.0	6.0	6.0	6.0	6.1	6.1	6.1	6.1	6.1	6.1
Volume Module: >> Count Date: 5 Feb 2020 << 4:30-5:30												
Base Vol:	269	29	16	13	67	143	149	1069	495	23	961	18
Growth Adj:	1.00	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	29	16	13	67	143	149	1069	495	23	961	18
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:	269	29	16	13	67	143	149	1069	495	23	961	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	269	29	16	13	67	143	149	1069	495	23	961	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	269	29	16	13	67	143	149	1069	495	23	961	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	269	29	16	13	67	143	149	1069	495	23	961	18
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	2.00	0.64	0.36	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.96	0.04
Final Sat.:	3150	1160	640	1750	1900	1750	1750	3800	1750	1750	3632	68
Capacity Analysis Module:												
Vol/Sat:	0.09	0.03	0.03	0.01	0.04	0.08	0.09	0.28	0.28	0.01	0.26	0.26
Crit Moves:	***			****			****			****		
Green Time:	19.1	15.5	15.5	11.6	8.0	25.3	17.3	62.9	82.0	8.0	53.6	53.6
Volume/Cap:	0.49	0.18	0.18	0.07	0.48	0.36	0.54	0.49	0.38	0.18	0.54	0.54
Uniform Del:	41.1	41.6	41.6	44.3	49.0	35.5	42.7	14.0	5.0	47.9	19.6	19.6
IncrementDel:	0.7	0.3	0.3	0.2	2.7	0.5	2.2	0.2	0.2	0.7	0.3	0.3
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	41.8	42.0	42.0	44.5	51.7	36.1	44.9	14.2	5.2	48.6	20.0	20.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.8	42.0	42.0	44.5	51.7	36.1	44.9	14.2	5.2	48.6	20.0	20.0
LOS by Move:	D	D	D	D	D-	D+	D	B	A	D	B-	B-
HCM2kAvgQ:	5	1	1	0	3	5	5	10	6	1	12	12

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative + Project AM

Intersection #61: Old Ironsides Dr & Tasman Dr



Street Name:	Old Ironsides Dr						Tasman Dr					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Min. Green:	6	6	6	4	4	4	5	10	10	4	10	10
Y+R:	6.0	6.0	6.0	6.0	6.0	6.0	5.5	6.0	6.0	5.5	6.0	6.0

Volume Module:	>>	Count	Date:	5 Feb 2020	<<	8:00 - 9:00						
Base Vol:	7	3	4	35	21	8	20	1113	10	11	1497	153
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	3	4	35	21	8	20	1113	10	11	1497	153
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:	7	3	4	35	21	8	20	1113	10	11	1497	153
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	3	4	35	21	8	20	1113	10	11	1497	153
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	3	4	35	21	8	20	1113	10	11	1497	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
Final Volume:	7	3	4	35	21	8	20	1113	10	11	1497	153

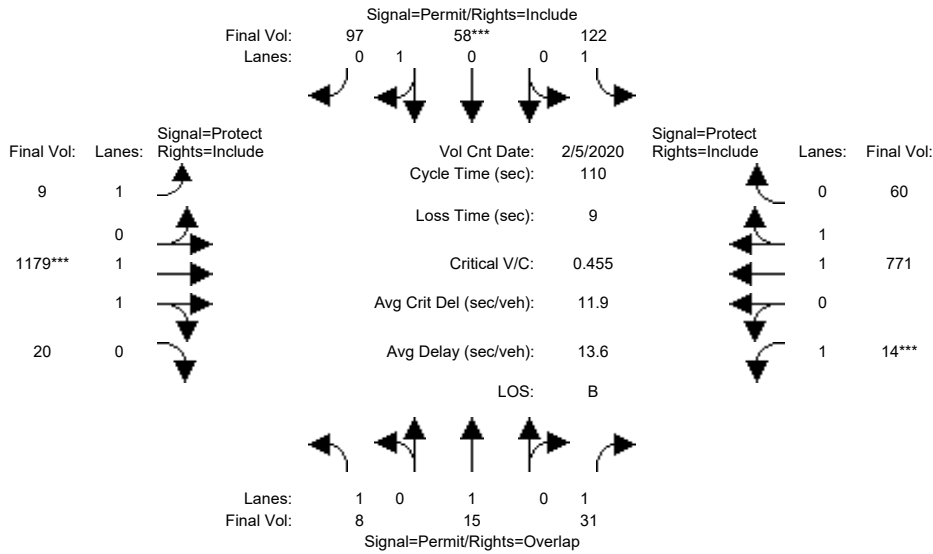
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	1.00	1.00	1.00	1.00	0.72	0.28	1.00	1.98	0.02	1.00	1.81	0.19
Final Sat.:	1750	1900	1750	1750	1303	497	1750	3667	33	1750	3357	343

Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.02	0.02	0.01	0.30	0.30	0.01	0.45	0.45
Crit Moves:					****		****				****	
Green Time:	4.0	4.0	14.4	4.0	4.0	4.0	5.0	86.6	86.6	10.4	92.0	92.0
Volume/Cap:	0.11	0.04	0.02	0.53	0.44	0.44	0.25	0.39	0.39	0.07	0.53	0.53
Uniform Del:	51.3	51.2	41.7	52.1	51.9	51.9	50.7	3.6	3.6	45.4	2.7	2.7
IncrementDel:	0.7	0.3	0.0	8.4	4.7	4.7	1.7	0.1	0.1	0.2	0.2	0.2
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	52.0	51.4	41.7	60.5	56.6	56.6	52.4	3.7	3.7	45.6	2.8	2.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.0	51.4	41.7	60.5	56.6	56.6	52.4	3.7	3.7	45.6	2.8	2.8
LOS by Move:	D-	D-	D	E	E+	E+	D-	A	A	D	A	A
HCM2kAvgQ:	0	0	0	2	2	2	1	6	6	0	8	8

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative + Project PM

Intersection #61: Old Ironsides Dr & Tasman Dr

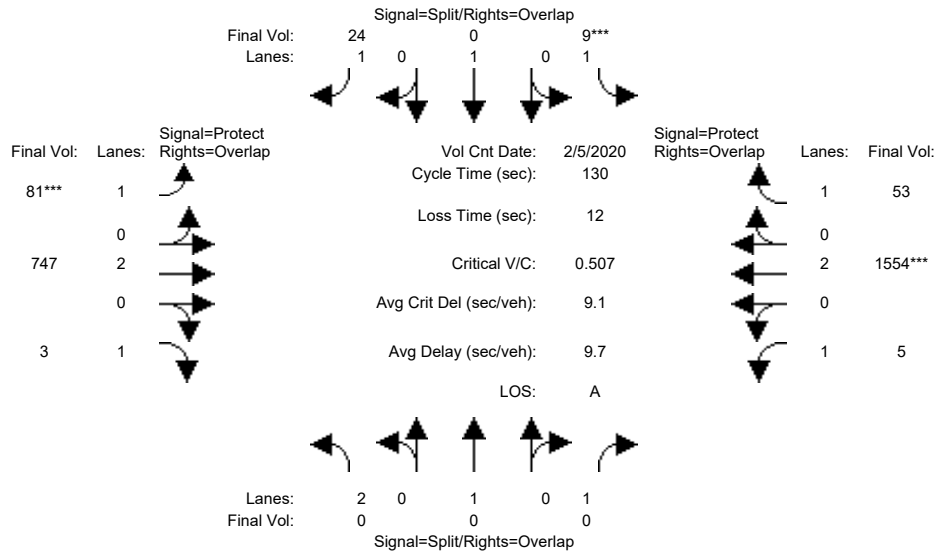


Street Name:	Old Ironsides Dr						Tasman Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	6	6	6	4	4	4	5	10	10	4	10	10
Y+R:	6.0	6.0	6.0	6.0	6.0	6.0	5.5	6.0	6.0	5.5	6.0	6.0
Volume Module: >> Count Date: 5 Feb 2020 << 4:00 - 5:00												
Base Vol:	8	15	31	122	58	97	9	1179	20	14	771	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	15	31	122	58	97	9	1179	20	14	771	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	15	31	122	58	97	9	1179	20	14	771	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	15	31	122	58	97	9	1179	20	14	771	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	15	31	122	58	97	9	1179	20	14	771	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	8	15	31	122	58	97	9	1179	20	14	771	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	1.00	1.00	1.00	1.00	0.37	0.63	1.00	1.97	0.03	1.00	1.85	0.15
Final Sat.:	1750	1900	1750	1750	674	1126	1750	3638	62	1750	3433	267
Capacity Analysis Module:												
Vol/Sat:	0.00	0.01	0.02	0.07	0.09	0.09	0.01	0.32	0.32	0.01	0.22	0.22
Crit Moves:					****			****			****	
Green Time:	20.4	20.4	24.4	20.4	20.4	20.4	13.6	76.6	76.6	4.0	67.1	67.1
Volume/Cap:	0.02	0.04	0.08	0.38	0.47	0.47	0.04	0.47	0.47	0.22	0.37	0.37
Uniform Del:	36.7	36.8	33.9	39.3	40.0	40.0	42.5	7.5	7.5	51.5	10.8	10.8
IncrementDel:	0.0	0.1	0.1	0.7	1.0	1.0	0.1	0.1	0.1	1.7	0.1	0.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	36.7	36.9	34.0	40.0	41.0	41.0	42.6	7.6	7.6	53.2	10.9	10.9
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:	36.7	36.9	34.0	40.0	41.0	41.0	42.6	7.6	7.6	53.2	10.9	10.9
LOS by Move:	D+	D+	C-	D	D	D	D	A	A	D-	B+	B+
HCM2kAvgQ:	0	0	1	4	5	5	0	9	9	0	7	7

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative + Project AM

Intersection #62: Convention Center Dr & Tasman Dr



Street Name:	Convention Center Dr						Tasman Dr					
	North Bound			South Bound			East Bound			West Bound		
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	7	7	7	7	7	6	15	15	8	10	10
Y+R:	5.5	5.5	5.5	5.5	5.5	5.5	6.0	6.0	6.0	6.0	6.0	6.0

Volume Module:	>>	Count	Date:	5 Feb 2020	<<	8:15 - 9:15						
Base Vol:	0	0	0	9	0	24	81	747	3	5	1554	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	9	0	24	81	747	3	5	1554	53
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	9	0	24	81	747	3	5	1554	53
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	9	0	24	81	747	3	5	1554	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	9	0	24	81	747	3	5	1554	53
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	9	0	24	81	747	3	5	1554	53

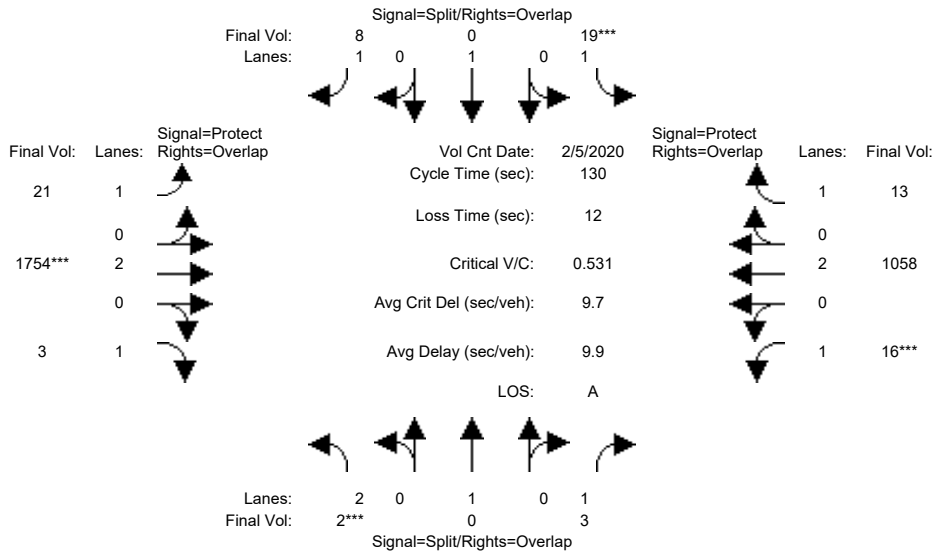
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	1900	1750	1750	1900	1750	1750	3800	1750	1750	3800	1750

Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.01	0.05	0.20	0.00	0.00	0.41	0.03
Crit Moves:				****			****			****		
Green Time:	0.0	0.0	0.0	7.0	0.0	18.3	11.3	84.5	84.5	26.5	99.7	106.7
Volume/Cap:	0.00	0.00	0.00	0.10	0.00	0.10	0.53	0.30	0.00	0.01	0.53	0.04
Uniform Del:	0.0	0.0	0.0	58.5	0.0	48.7	56.8	9.9	8.0	41.3	6.0	2.2
IncrementDel:	0.0	0.0	0.0	0.4	0.0	0.2	3.6	0.1	0.0	0.0	0.2	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	58.9	0.0	48.8	60.5	10.0	8.0	41.4	6.2	2.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	58.9	0.0	48.8	60.5	10.0	8.0	41.4	6.2	2.2
LOS by Move:	A	A	A	E+	A	D	E	A	A	D	A	A
HCM2kAvgQ:	0	0	0	0	0	1	3	6	0	0	12	0

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative + Project PM

Intersection #62: Convention Center Dr & Tasman Dr

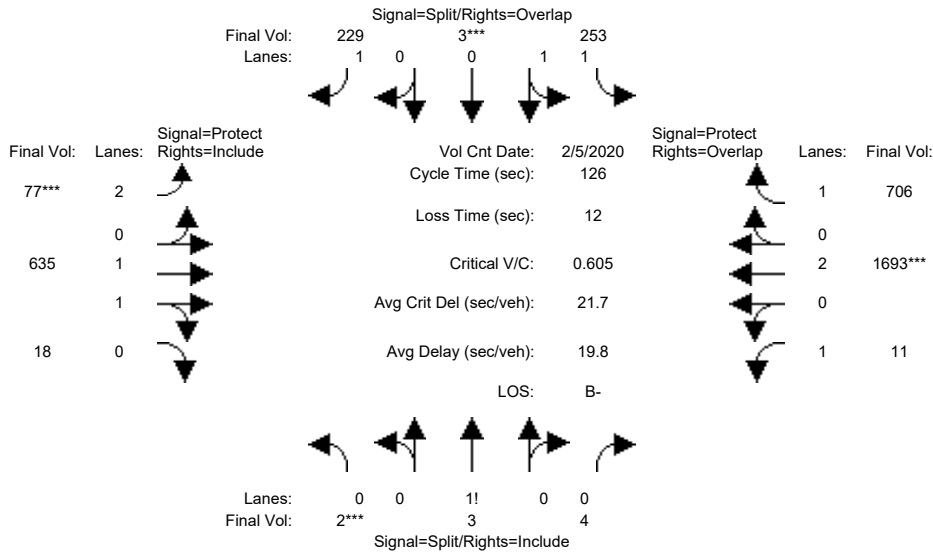


Street Name:	Convention Center Dr						Tasman Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	7	7	7	7	7	6	15	15	8	10	10
Y+R:	5.5	5.5	5.5	5.5	5.5	5.5	6.0	6.0	6.0	6.0	6.0	6.0
Volume Module: >> Count Date:	5 Feb 2020 << 5:00 - 6:00											
Base Vol:	2	0	3	19	0	8	21	1754	3	16	1058	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	0	3	19	0	8	21	1754	3	16	1058	13
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	0	3	19	0	8	21	1754	3	16	1058	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	0	3	19	0	8	21	1754	3	16	1058	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	0	3	19	0	8	21	1754	3	16	1058	13
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	2	0	3	19	0	8	21	1754	3	16	1058	13
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	1900	1750	1750	1900	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.00	0.01	0.46	0.00	0.01	0.28	0.01
Crit Moves:	***			***			***			***		
Green Time:	7.0	0.0	15.0	7.0	0.0	21.8	14.8	96.0	103.0	8.0	89.2	96.2
Volume/Cap:	0.01	0.00	0.01	0.20	0.00	0.03	0.11	0.63	0.00	0.15	0.41	0.01
Uniform Del:	58.2	0.0	51.0	58.8	0.0	45.2	51.7	8.3	2.8	57.8	8.9	4.4
IncrementDel:	0.0	0.0	0.0	1.1	0.0	0.0	0.2	0.4	0.0	0.6	0.1	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	58.3	0.0	51.0	59.9	0.0	45.3	51.9	8.7	2.8	58.4	9.0	4.4
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:	58.3	0.0	51.0	59.9	0.0	45.3	51.9	8.7	2.8	58.4	9.0	4.4
LOS by Move:	E+	A	D	E+	A	D	D-	A	A	E+	A	A
HCM2kAvgQ:	0	0	0	1	0	0	1	16	0	1	9	0

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative + Project AM

Intersection #63: Centennial Blvd & Tasman Dr



Street Name:	Centennial Blvd						Tasman Dr					
	North Bound			South Bound			East Bound			West Bound		
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	8	20	20	5	20	20
Y+R:	5.5	5.5	5.5	6.0	6.0	6.0	5.5	6.0	6.0	6.0	6.0	6.0

Volume Module:	>>	Count	Date:	5 Feb 2020	<<	8:00 - 9:00												
Base Vol:	2	3	4	253	3	229	77	635	18	11	1693	706						
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
Initial Bse:	2	3	4	253	3	229	77	635	18	11	1693	706						
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:	2	3	4	253	3	229	77	635	18	11	1693	706						
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
PHF Volume:	2	3	4	253	3	229	77	635	18	11	1693	706						
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0						
Reduced Vol:	2	3	4	253	3	229	77	635	18	11	1693	706						
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
Final Volume:	2	3	4	253	3	229	77	635	18	11	1693	706						

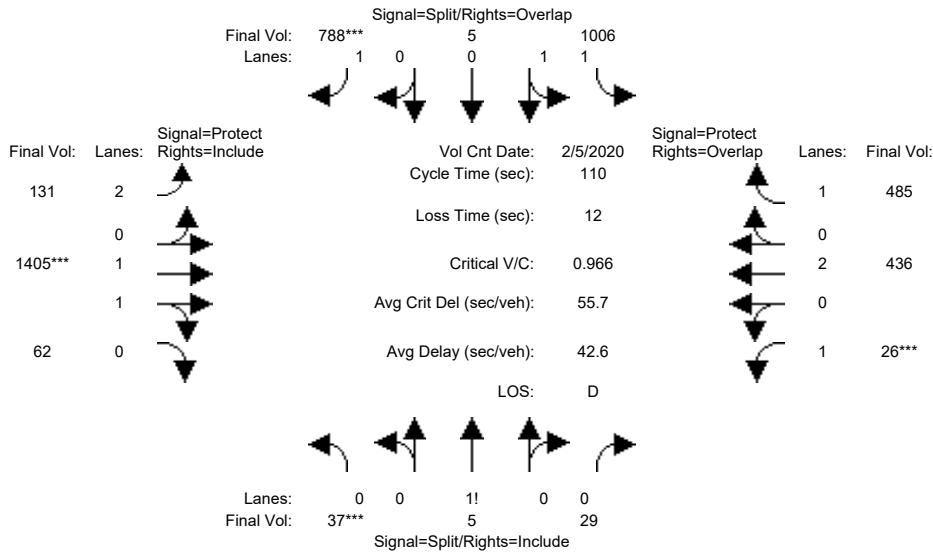
Saturation Flow Module:														
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900		
Adjustment:	0.92	0.92	0.92	0.93	0.95	0.92	0.83	0.97	0.95	0.92	1.00	0.92		
Lanes:	0.22	0.33	0.45	1.98	0.02	1.00	2.00	1.94	0.06	1.00	2.00	1.00		
Final Sat.:	389	583	778	3508	42	1750	3150	3598	102	1750	3800	1750		

Capacity Analysis Module:														
Vol/Sat:	0.01	0.01	0.01	0.07	0.07	0.13	0.02	0.18	0.18	0.01	0.45	0.40		
Crit Moves:	***			***			***			***				
Green Time:	10.0	10.0	10.0	13.4	13.4	21.4	8.0	74.0	74.0	16.6	82.6	96.0		
Volume/Cap:	0.06	0.06	0.06	0.68	0.68	0.77	0.39	0.30	0.30	0.05	0.68	0.53		
Uniform Del:	53.7	53.7	53.7	54.2	54.2	50.0	56.6	13.0	13.0	47.8	13.5	6.0		
IncrementDel:	0.2	0.2	0.2	5.0	5.0	11.8	1.2	0.1	0.1	0.1	0.8	0.4		
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Delay/Veh:	53.9	53.9	53.9	59.2	59.2	61.7	57.9	13.1	13.1	47.8	14.2	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:	53.9	53.9	53.9	59.2	59.2	61.7	57.9	13.1	13.1	47.8	14.2	6.4		
LOS by Move:	D-	D-	D-	E+	E+	E	E+	B	B	D	B	A		
HCM2kAvgQ:	0	0	0	6	6	11	2	6	6	0	19	11		

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative + Project PM

Intersection #63: Centennial Blvd & Tasman Dr

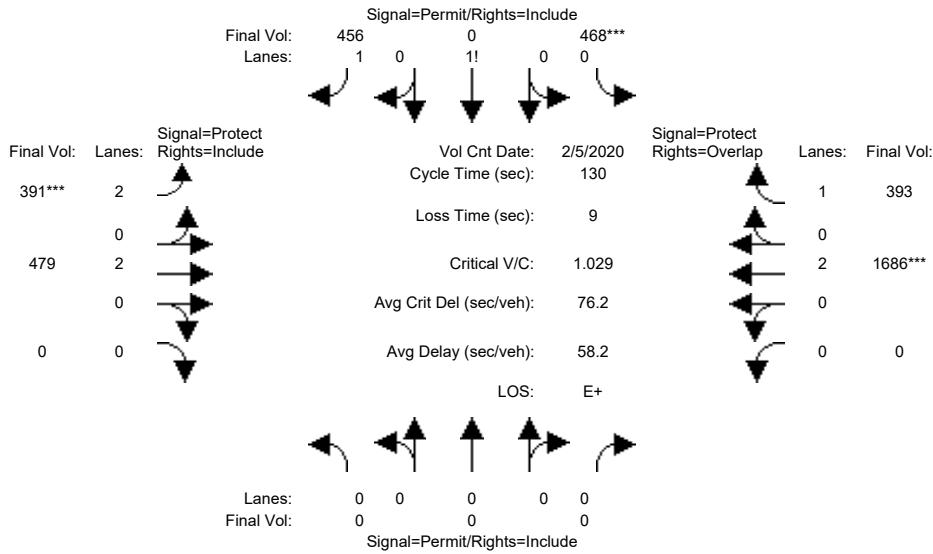


Street Name:	Centennial Blvd						Tasman Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	8	20	20	5	20	20
Y+R:	5.5	5.5	5.5	6.0	6.0	6.0	5.5	6.0	6.0	6.0	6.0	6.0
Volume Module: >> Count Date:	5 Feb 2020 << 5:15 - 6:15											
Base Vol:	37	5	29	1006	5	788	131	1405	62	26	436	485
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	37	5	29	1006	5	788	131	1405	62	26	436	485
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	37	5	29	1006	5	788	131	1405	62	26	436	485
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	37	5	29	1006	5	788	131	1405	62	26	436	485
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	5	29	1006	5	788	131	1405	62	26	436	485
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	37	5	29	1006	5	788	131	1405	62	26	436	485
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.93	0.95	0.92	0.83	0.97	0.95	0.92	1.00	0.92
Lanes:	0.52	0.07	0.41	1.99	0.01	1.00	2.00	1.91	0.09	1.00	2.00	1.00
Final Sat.:	912	123	715	3532	18	1750	3150	3544	156	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.28	0.28	0.45	0.04	0.40	0.40	0.01	0.11	0.28
Crit Moves:	***					****	****			****		
Green Time:	10.0	10.0	10.0	40.5	40.5	54.1	13.6	42.5	42.5	5.0	33.9	74.4
Volume/Cap:	0.45	0.45	0.45	0.77	0.77	0.92	0.34	1.03	1.03	0.33	0.37	0.41
Uniform Del:	47.4	47.4	47.4	30.7	30.7	25.9	44.1	33.7	33.7	50.9	29.7	8.0
IncrementDel:	2.0	2.0	2.0	2.9	2.9	14.4	0.5	30.6	30.6	2.4	0.2	0.2
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	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	33.7	33.7	40.2	44.6	64.4	64.4	53.3	29.9	8.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.4	49.4	49.4	33.7	33.7	40.2	44.6	64.4	64.4	53.3	29.9	8.2
LOS by Move:	D	D	D	C-	C-	D	D	E	E	D-	C	A
HCM2kAvgQ:	3	3	3	18	18	31	2	31	31	1	6	8

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative + Project AM

Intersection #64: Calle Del Sol & Tasman Dr



Street Name:	Calle Del Sol						Tasman Dr					
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	10	0	10	8	10	0	0	10	10
Y+R:	4.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:	>>	Count	Date:	5 Feb 2020	<<	7:45 - 8:45						
Base Vol:	0	0	0	468	0	456	391	479	0	0	1686	393
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	468	0	456	391	479	0	0	1686	393
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	468	0	456	391	479	0	0	1686	393
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	468	0	456	391	479	0	0	1686	393
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	468	0	456	391	479	0	0	1686	393
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	468	0	456	391	479	0	0	1686	393

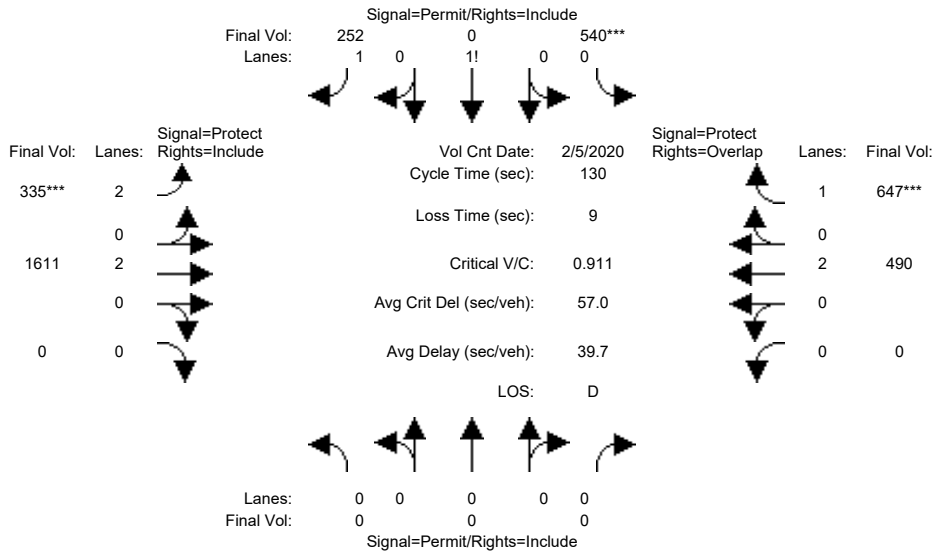
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.67	0.00	1.33	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1199	0	2334	3150	3800	0	0	3800	1750

Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.39	0.00	0.20	0.12	0.13	0.00	0.00	0.44	0.22
Crit Moves:				****			****			****		
Green Time:	0.0	0.0	0.0	49.3	0.0	49.3	15.7	71.7	0.0	0.0	56.0	56.0
Volume/Cap:	0.00	0.00	0.00	1.03	0.00	0.52	1.03	0.23	0.00	0.00	1.03	0.52
Uniform Del:	0.0	0.0	0.0	40.4	0.0	31.1	57.2	15.0	0.0	0.0	37.0	27.1
IncrementDel:	0.0	0.0	0.0	37.8	0.0	0.3	53.9	0.1	0.0	0.0	30.1	0.7
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	78.1	0.0	31.4	111.1	15.0	0.0	0.0	67.1	27.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	78.1	0.0	31.4	111.1	15.0	0.0	0.0	67.1	27.8
LOS by Move:	A	A	A	E-	A	C	F	B	A	A	E	C
HCM2kAvgQ:	0	0	0	38	0	11	12	5	0	0	40	12

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative + Project PM

Intersection #64: Calle Del Sol & Tasman Dr

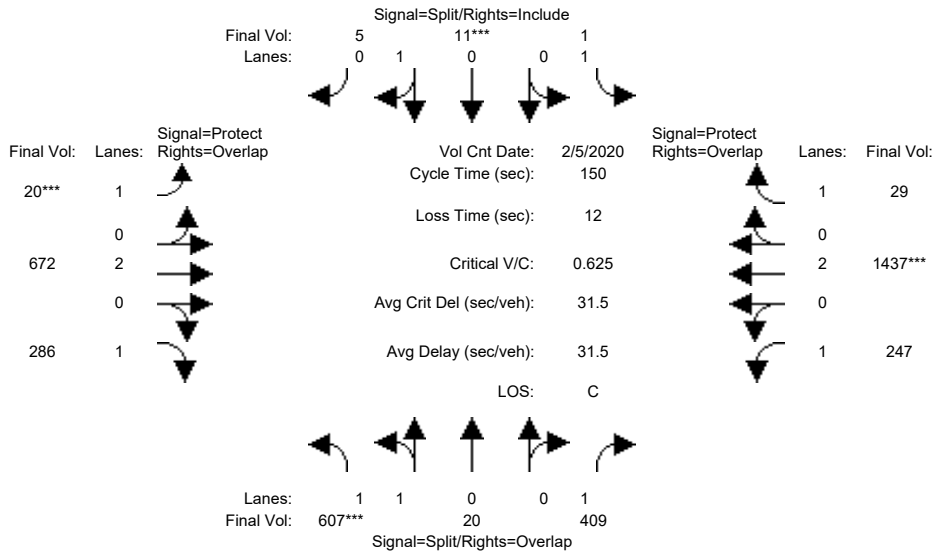


Street Name:	Calle Del Sol						Tasman Dr						
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Min. Green:	0	0	0	10	0	10	8	10	0	0	10	10	
Y+R:	4.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Volume Module: >> Count Date:	5 Feb 2020 << 4:45 - 5:45												
Base Vol:	0	0	0	540	0	252	335	1611	0	0	490	647	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	0	0	0	540	0	252	335	1611	0	0	490	647	
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	0	0	0	540	0	252	335	1611	0	0	490	647	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	0	0	0	540	0	252	335	1611	0	0	490	647	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	0	0	0	540	0	252	335	1611	0	0	490	647	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Final Volume:	0	0	0	540	0	252	335	1611	0	0	490	647	
Saturation Flow Module:													
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.83	1.00	0.92	0.92	1.00	0.92	
Lanes:	0.00	0.00	0.00	0.81	0.00	1.19	2.00	2.00	0.00	0.00	2.00	1.00	
Final Sat.:	0	0	0	1452	0	2089	3150	3800	0	0	3800	1750	
Capacity Analysis Module:													
Vol/Sat:	0.00	0.00	0.00	0.37	0.00	0.12	0.11	0.42	0.00	0.00	0.13	0.37	
Crit Moves:				****				****					
Green Time:	0.0	0.0	0.0	53.1	0.0	53.1	15.2	67.9	0.0	0.0	52.8	52.8	
Volume/Cap:	0.00	0.00	0.00	0.91	0.00	0.30	0.91	0.81	0.00	0.00	0.32	0.91	
Uniform Del:	0.0	0.0	0.0	36.2	0.0	25.9	56.7	25.7	0.0	0.0	26.3	36.4	
IncrementDel:	0.0	0.0	0.0	13.6	0.0	0.1	26.1	2.6	0.0	0.0	0.1	15.9	
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	
Delay/Veh:	0.0	0.0	0.0	49.8	0.0	25.9	82.8	28.4	0.0	0.0	26.5	52.4	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.0	0.0	49.8	0.0	25.9	82.8	28.4	0.0	0.0	26.5	52.4	
LOS by Move:	A	A	A	D	A	C	F	C	A	A	C	D-	
HCM2kAvgQ:	0	0	0	30	0	6	7	24	0	0	6	29	

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative + Project AM

Intersection #65: Lick Mill Blvd & Tasman Dr



Street Name:	Lick Mill Blvd						Tasman Dr					
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	6	6	6	5	10	10	6	10	10
Y+R:	5.0	5.0	5.0	5.5	5.5	5.5	5.5	6.0	6.0	5.5	6.0	6.0

Volume Module:	>>	Count	Date:	5 Feb 2020	<<	7:45 - 8:45						
Base Vol:	607	20	409	1	11	5	20	672	286	247	1437	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:	607	20	409	1	11	5	20	672	286	247	1437	29
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:	607	20	409	1	11	5	20	672	286	247	1437	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	607	20	409	1	11	5	20	672	286	247	1437	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	607	20	409	1	11	5	20	672	286	247	1437	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	607	20	409	1	11	5	20	672	286	247	1437	29

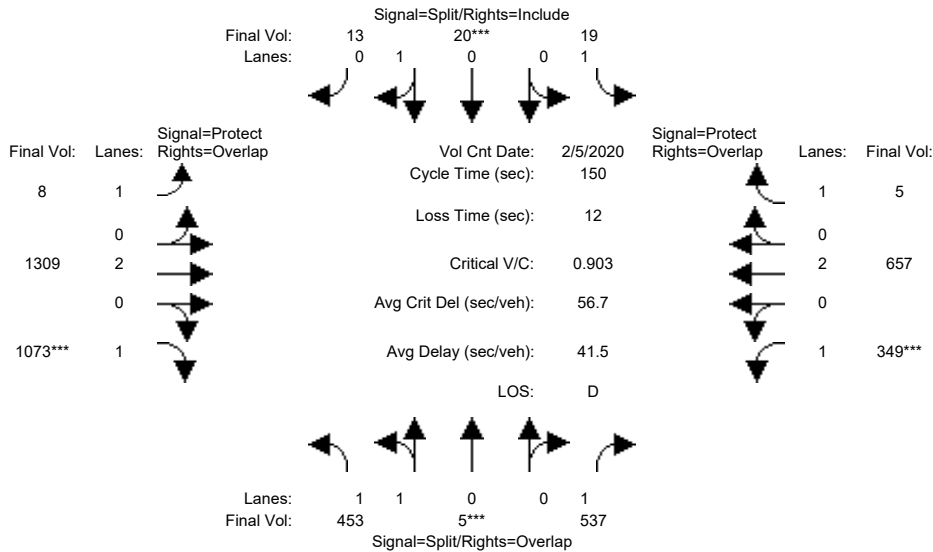
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.94	0.06	1.00	1.00	0.69	0.31	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3437	113	1750	1750	1237	562	1750	3800	1750	1750	3800	1750

Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.23	0.00	0.01	0.01	0.01	0.18	0.16	0.14	0.38	0.02
Crit Moves:	***				***		***				***	
Green Time:	40.4	40.4	81.1	6.0	6.0	6.0	5.0	50.9	91.4	40.6	86.6	92.6
Volume/Cap:	0.66	0.66	0.43	0.01	0.22	0.22	0.34	0.52	0.27	0.52	0.66	0.03
Uniform Del:	48.6	48.6	20.7	69.2	69.7	69.7	70.9	39.7	13.7	46.4	21.6	11.2
IncrementDel:	1.7	1.7	0.3	0.1	1.6	1.6	3.5	0.4	0.1	1.0	0.7	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	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	50.3	21.0	69.2	71.3	71.3	74.4	40.1	13.8	47.5	22.3	11.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.3	50.3	21.0	69.2	71.3	71.3	74.4	40.1	13.8	47.5	22.3	11.2
LOS by Move:	D	D	C+	E	E	E	E	D	B	D	C+	B+
HCM2kAvgQ:	14	14	12	0	1	1	1	12	6	11	22	1

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative + Project PM

Intersection #65: Lick Mill Blvd & Tasman Dr



Street Name:	Lick Mill Blvd						Tasman Dr					
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	6	6	6	5	10	10	6	10	10
Y+R:	5.0	5.0	5.0	5.5	5.5	5.5	5.5	6.0	6.0	5.5	6.0	6.0

Volume Module:	>>	Count	Date:	5 Feb 2020	<<	4:45 - 5:45						
Base Vol:	453	5	537	19	20	13	8	1309	1073	349	657	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	453	5	537	19	20	13	8	1309	1073	349	657	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	453	5	537	19	20	13	8	1309	1073	349	657	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	453	5	537	19	20	13	8	1309	1073	349	657	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	453	5	537	19	20	13	8	1309	1073	349	657	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	453	5	537	19	20	13	8	1309	1073	349	657	5

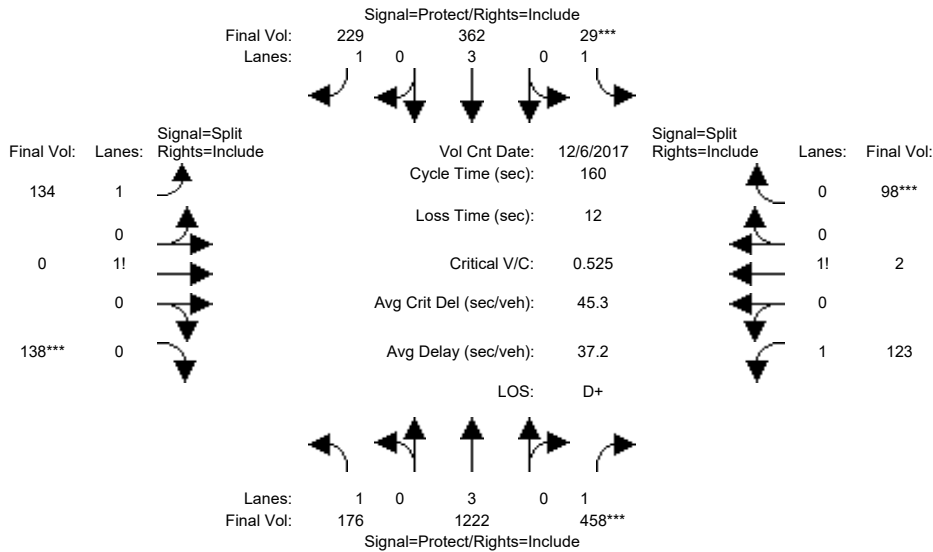
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.98	0.02	1.00	1.00	0.61	0.39	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3511	39	1750	1750	1091	709	1750	3800	1750	1750	3800	1750

Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.31	0.01	0.02	0.02	0.00	0.34	0.61	0.20	0.17	0.00
Crit Moves:	****			****			****			****		
Green Time:	21.0	21.0	53.4	6.0	6.0	6.0	17.9	78.6	99.6	32.4	93.1	99.1
Volume/Cap:	0.92	0.92	0.86	0.27	0.46	0.46	0.04	0.66	0.92	0.92	0.28	0.00
Uniform Del:	63.7	63.7	44.9	69.9	70.4	70.4	58.4	25.9	21.9	57.6	13.1	8.7
IncrementDel:	23.0	23.0	11.9	2.1	4.6	4.6	0.1	0.8	12.1	27.9	0.1	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	86.7	86.7	56.8	72.0	75.0	75.0	58.5	26.7	34.0	85.4	13.1	8.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	86.7	86.7	56.8	72.0	75.0	75.0	58.5	26.7	34.0	85.4	13.1	8.7
LOS by Move:	F	F	E+	E	E	E	E+	C	C-	F	B	A
HCM2kAvgQ:	14	14	27	1	2	2	0	21	47	21	7	0

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative + Project AM

Intersection #97: Wolfe Rd & Central Expwy Ramps



Street Name:	Wolfe Rd						Central Expwy Ramps					
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:	6 Dec 2017	<< 8:00 AM	9:00 AM							
Base Vol:	176	1222	458	29	362	229	134	0	138	123	2	98
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	176	1222	458	29	362	229	134	0	138	123	2	98
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:	176	1222	458	29	362	229	134	0	138	123	2	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	176	1222	458	29	362	229	134	0	138	123	2	98
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	176	1222	458	29	362	229	134	0	138	123	2	98
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	176	1222	458	29	362	229	134	0	138	123	2	98

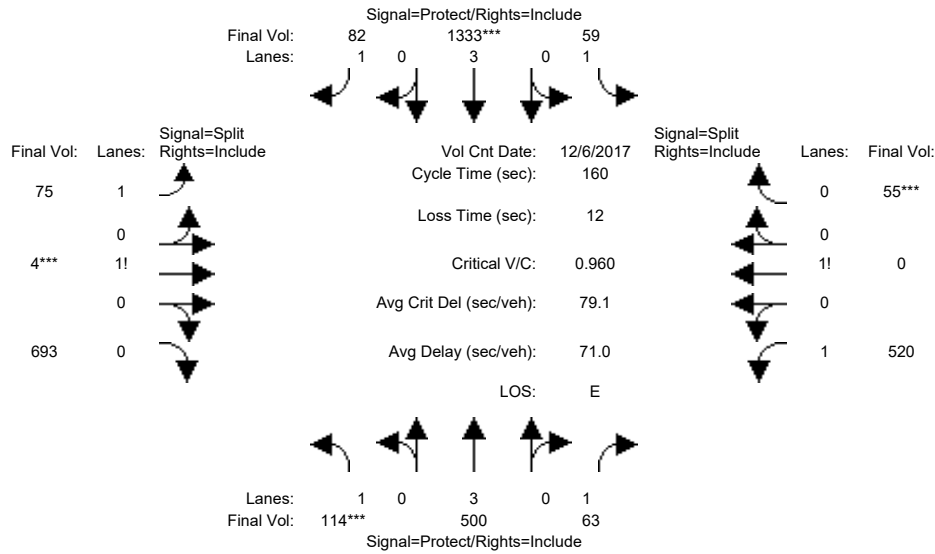
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.95	0.92	0.92	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.33	0.00	0.67	1.38	0.01	0.61
Final Sat.:	1750	5700	1750	1750	5700	1750	2333	0	1200	2416	22	1062

Capacity Analysis Module:												
Vol/Sat:	0.10	0.21	0.26	0.02	0.06	0.13	0.06	0.00	0.11	0.05	0.09	0.09
Crit Moves:			****	****					****			****
Green Time:	37.2	78.7	78.7	7.0	48.5	48.5	34.6	0.0	34.6	27.7	27.7	27.7
Volume/Cap:	0.43	0.44	0.53	0.38	0.21	0.43	0.27	0.00	0.53	0.29	0.53	0.53
Uniform Del:	52.4	26.3	28.0	74.4	41.5	44.7	52.2	0.0	55.6	57.6	60.2	60.2
IncrementDel:	0.7	0.1	0.6	3.1	0.1	0.6	0.1	0.0	1.1	0.2	1.3	1.3
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Delay/Veh:	53.1	26.4	28.6	77.5	41.6	45.3	52.3	0.0	56.6	57.8	61.5	61.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.1	26.4	28.6	77.5	41.6	45.3	52.3	0.0	56.6	57.8	61.5	61.5
LOS by Move:	D-	C	C	E-	D	D	D-	A	E+	E+	E	E
HCM2kAvgQ:	8	12	16	2	4	10	4	0	10	4	8	8

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative + Project PM

Intersection #97: Wolfe Rd & Central Expwy Ramps



Street Name:	Wolfe Rd						Central Expwy Ramps					
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:	6 Dec 2017	<< 5:00 PM	6:00 PM							
Base Vol:	114	500	63	59	1333	82	75	4	693	520	0	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	114	500	63	59	1333	82	75	4	693	520	0	55
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:	114	500	63	59	1333	82	75	4	693	520	0	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	114	500	63	59	1333	82	75	4	693	520	0	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	500	63	59	1333	82	75	4	693	520	0	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	114	500	63	59	1333	82	75	4	693	520	0	55

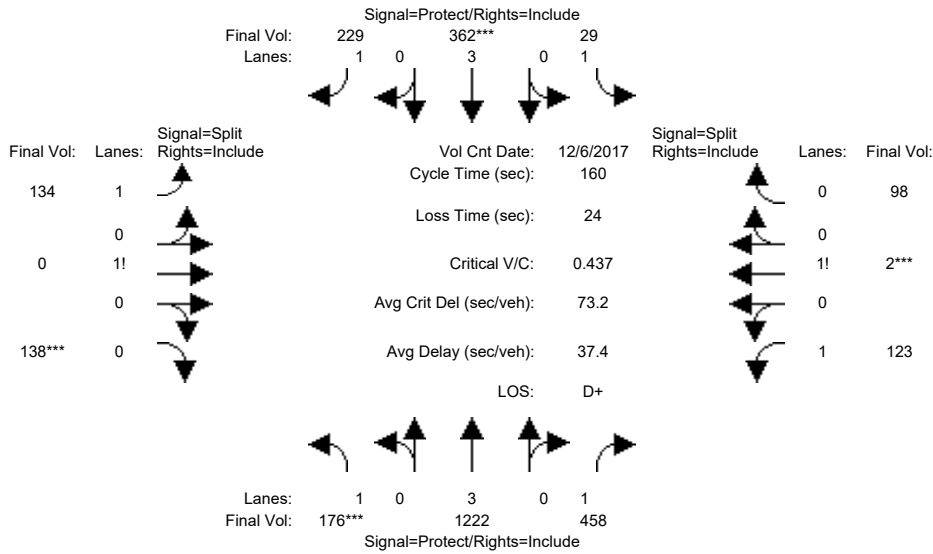
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.05	0.01	0.94	1.83	0.00	0.17
Final Sat.:	1750	5700	1750	1750	5700	1750	1842	10	1696	3194	0	306

Capacity Analysis Module:												
Vol/Sat:	0.07	0.09	0.04	0.03	0.23	0.05	0.04	0.41	0.41	0.16	0.00	0.18
Crit Moves:	***				***			***				***
Green Time:	10.9	33.3	33.3	16.6	39.0	39.0	68.1	68.1	68.1	30.0	0.0	30.0
Volume/Cap:	0.96	0.42	0.17	0.33	0.96	0.19	0.10	0.96	0.96	0.87	0.00	0.96
Uniform Del:	74.4	55.0	52.1	66.5	59.7	48.0	27.5	44.6	44.6	63.1	0.0	64.4
IncrcmntDel:	69.7	0.2	0.2	1.0	15.5	0.2	0.0	22.3	22.3	11.7	0.0	26.9
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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:	144.0	55.3	52.3	67.6	75.3	48.2	27.5	66.9	66.9	74.8	0.0	91.3
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:	144.0	55.3	52.3	67.6	75.3	48.2	27.5	66.9	66.9	74.8	0.0	91.3
LOS by Move:	F	E+	D-	E	E-	D	C	E	E	E	A	F
HCM2kAvgQ:	9	7	3	3	26	3	2	42	42	17	0	21

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative + Project AM

Intersection #101: Wolfe Rd & Central Expwy Ramps



Street Name:	Wolfe Rd						Central Expwy Ramps					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	75	10	7	75	10	10	25	10	10	25	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:	6 Dec 2017	<< 8:00 AM	- 9:00 AM
Base Vol:	176 1222 458	29 362 229	134 0 138	123 2 98	
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	176 1222 458	29 362 229	134 0 138	123 2 98	
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:	176 1222 458	29 362 229	134 0 138	123 2 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	1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Volume:	176 1222 458	29 362 229	134 0 138	123 2 98	
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0	
Reduced Vol:	176 1222 458	29 362 229	134 0 138	123 2 98	
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Final Volume:	176 1222 458	29 362 229	134 0 138	123 2 98	

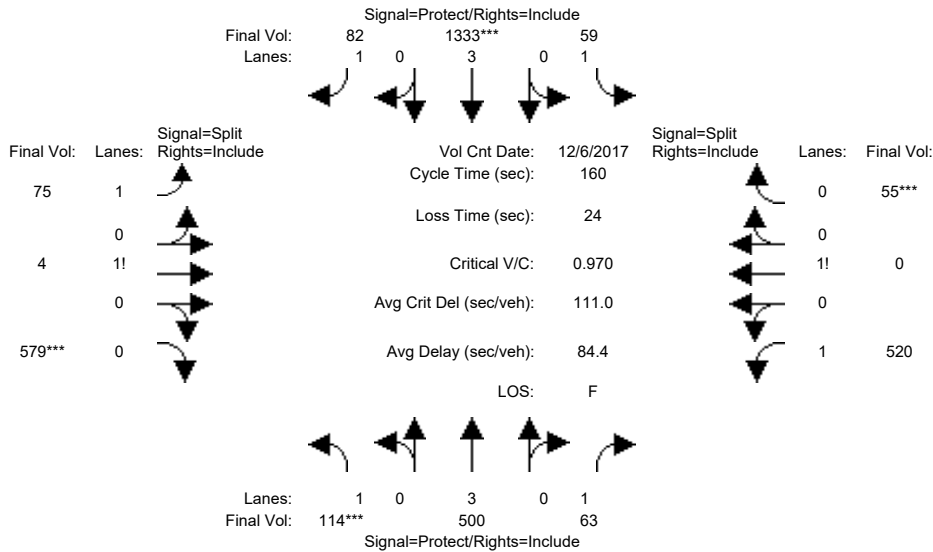
Saturation Flow Module:												
Sat/Lane:	1900 1900 1900	1900 1900 1900	1900 1900 1900	1900 1900 1900	1900 1900 1900							
Adjustment:	0.92 1.00 0.92	0.92 1.00 0.92	0.92 1.00 0.92	0.92 1.00 0.95	0.92 0.92 0.92							
Lanes:	1.00 3.00 1.00	1.00 3.00 1.00	1.33 0.00 0.67	1.38 0.01 0.61								
Final Sat.:	1750 5700 1750	1750 5700 1750	2333 0 1200	2416 22 1062								

Capacity Analysis Module:												
Vol/Sat:	0.10 0.21 0.26	0.02 0.06 0.13	0.06 0.00 0.11	0.05 0.09 0.09								
Crit Moves:	****	****	****	****								
Green Time:	16.8 84.0 84.0	7.8 75.0 75.0	19.2 0.0 19.2	25.0 25.0 25.0								
Volume/Cap:	0.96 0.41 0.50	0.34 0.14 0.28	0.48 0.00 0.96	0.33 0.59 0.59								
Uniform Del:	71.2 23.0 24.5	73.6 24.1 26.0	65.7 0.0 70.0	60.0 62.7 62.7								
IncrementDel:	54.0 0.1 0.4	2.3 0.0 0.2	0.6 0.0 41.9	0.3 2.5 2.5								
InitQueueDel:	0.0 3.6 0.0	63.0 4.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0								
Delay Adj:	1.00 0.73 0.73	1.00 0.81 0.81	1.00 0.00 1.00	1.00 1.00 1.00								
Delay/Veh:	125.2 20.4 18.2	138.9 23.6 21.3	66.4 0.0 111.9	60.3 65.2 65.2								
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:	125.2 20.4 18.2	138.9 23.6 21.3	66.4 0.0 111.9	60.3 65.2 65.2								
LOS by Move:	F C+ B-	F C C+	E A F	E E E								
HCM2kAvgQ:	11 8 11	2 2 5	5 0 14	4 9 9								

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative + Project PM

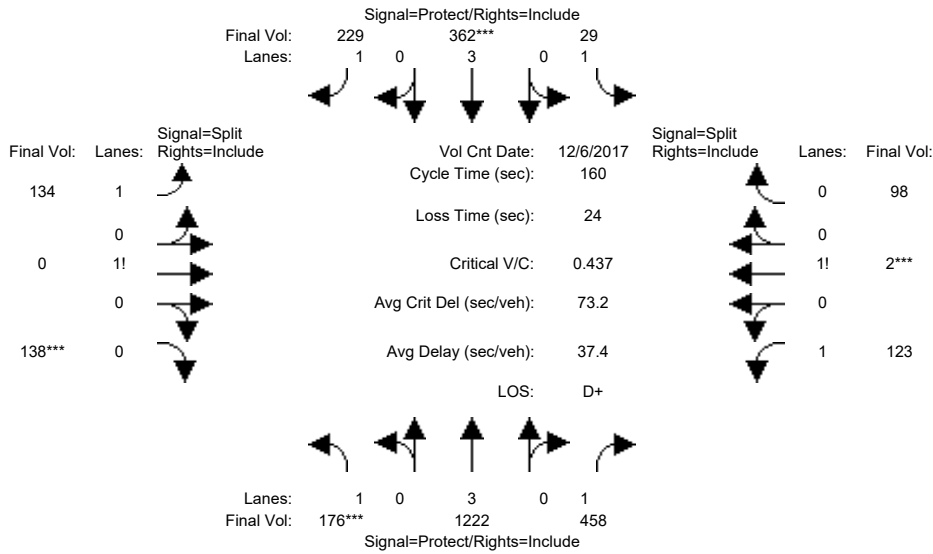
Intersection #101: Wolfe Rd & Central Expwy Ramps



Street Name:	Wolfe Rd						Central Expwy Ramps					
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	60	60	10	60	60	30	30	30	25	25	25
Y+R:	6.1	6.1	6.1	5.0	6.1	6.1	6.1	6.1	6.1	5.9	5.9	5.9
Volume Module: >> Count Date:	6 Dec 2017 << 5:00 PM - 6:00 PM											
Base Vol:	114	500	63	59	1333	82	75	4	693	520	0	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	114	500	63	59	1333	82	75	4	693	520	0	55
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:	114	500	63	59	1333	82	75	4	693	520	0	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	114	500	63	59	1333	82	75	4	693	520	0	55
Reduct Vol:	0	0	0	0	0	0	0	0	114	0	0	0
Reduced Vol:	114	500	63	59	1333	82	75	4	579	520	0	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	114	500	63	59	1333	82	75	4	579	520	0	55
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.06	0.01	0.93	1.83	0.00	0.17
Final Sat.:	1750	5700	1750	1750	5700	1750	1859	12	1677	3194	0	306
Capacity Analysis Module:												
Vol/Sat:	0.07	0.09	0.04	0.03	0.23	0.05	0.04	0.35	0.35	0.16	0.00	0.18
Crit Moves:	***			***			***			***		
Green Time:	10.0	60.0	60.0	10.0	60.0	60.0	41.0	41.0	41.0	25.0	0.0	25.0
Volume/Cap:	1.04	0.23	0.10	0.54	0.62	0.12	0.16	1.35	1.35	1.04	0.00	1.15
Uniform Del:	75.0	34.3	32.4	72.8	40.8	32.8	46.1	59.5	59.5	67.5	0.0	67.5
IncrcmntDel:	97.9	0.1	0.1	5.3	0.6	0.1	0.0	170	169.6	49.6	0.0	89.3
InitQueueDel:	0.0	1.7	0.0	65.8	2.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.96	0.60	0.60	0.96	0.60	0.60	1.00	1.00	1.00	1.00	0.00	1.00
Delay/Veh:	169.6	22.3	19.5	140.7	28.0	19.8	46.1	229	229.1	117.1	0.0	156.8
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:	169.6	22.3	19.5	140.7	28.0	19.8	46.1	229	229.1	117.1	0.0	156.8
LOS by Move:	F	C+	B-	F	C	B-	D	F	F	F	A	F
HCM2kAvgQ:	8	3	1	4	14	2	3	54	54	21	0	25

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative + Project AM

Intersection #102: Wolfe Rd & Central Expwy Ramps



Street Name:	Wolfe Rd						Central Expwy Ramps					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	75	10	7	75	10	10	25	10	10	25	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:	6 Dec 2017	<< 8:00 AM	- 9:00 AM							
Base Vol:	176	1222	458	29	362	229	134	0	138	123	2	98
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	176	1222	458	29	362	229	134	0	138	123	2	98
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:	176	1222	458	29	362	229	134	0	138	123	2	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	176	1222	458	29	362	229	134	0	138	123	2	98
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	176	1222	458	29	362	229	134	0	138	123	2	98
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	176	1222	458	29	362	229	134	0	138	123	2	98

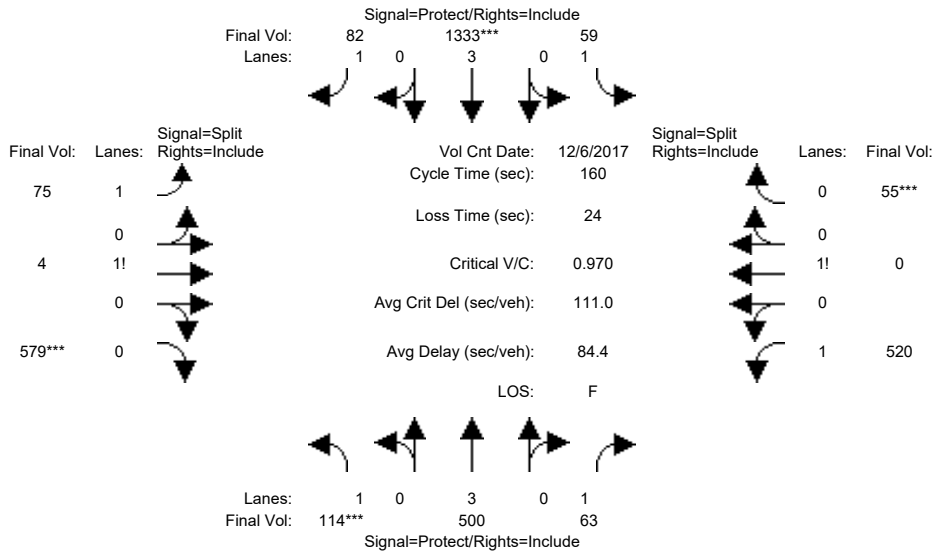
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.95	0.92	0.92	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.33	0.00	0.67	1.38	0.01	0.61
Final Sat.:	1750	5700	1750	1750	5700	1750	2333	0	1200	2416	22	1062

Capacity Analysis Module:												
Vol/Sat:	0.10	0.21	0.26	0.02	0.06	0.13	0.06	0.00	0.11	0.05	0.09	0.09
Crit Moves:	***				***				***		***	
Green Time:	16.8	84.0	84.0	7.8	75.0	75.0	19.2	0.0	19.2	25.0	25.0	25.0
Volume/Cap:	0.96	0.41	0.50	0.34	0.14	0.28	0.48	0.00	0.96	0.33	0.59	0.59
Uniform Del:	71.2	23.0	24.5	73.6	24.1	26.0	65.7	0.0	70.0	60.0	62.7	62.7
IncrementDel:	54.0	0.1	0.4	2.3	0.0	0.2	0.6	0.0	41.9	0.3	2.5	2.5
InitQueueDel:	0.0	3.6	0.0	63.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.73	0.73	1.00	0.81	0.81	1.00	0.00	1.00	1.00	1.00	1.00
Delay/Veh:	125.2	20.4	18.2	138.9	23.6	21.3	66.4	0.0	111.9	60.3	65.2	65.2
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:	125.2	20.4	18.2	138.9	23.6	21.3	66.4	0.0	111.9	60.3	65.2	65.2
LOS by Move:	F	C+	B-	F	C	C+	E	A	F	E	E	E
HCM2kAvgQ:	13	8	11	1	2	5	5	0	14	4	9	9

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative + Project PM

Intersection #102: Wolfe Rd & Central Expwy Ramps



Street Name:	Wolfe Rd						Central Expwy Ramps					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	60	60	10	60	60	30	30	30	25	25	25
Y+R:	6.1	6.1	6.1	5.0	6.1	6.1	6.1	6.1	6.1	5.9	5.9	5.9

Volume Module:	>>	Count	Date:	6 Dec 2017	<<	5:00 PM - 6:00 PM						
Base Vol:	114	500	63	59	1333	82	75	4	693	520	0	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	114	500	63	59	1333	82	75	4	693	520	0	55
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:	114	500	63	59	1333	82	75	4	693	520	0	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	114	500	63	59	1333	82	75	4	693	520	0	55
Reduct Vol:	0	0	0	0	0	0	0	0	114	0	0	0
Reduced Vol:	114	500	63	59	1333	82	75	4	579	520	0	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	114	500	63	59	1333	82	75	4	579	520	0	55

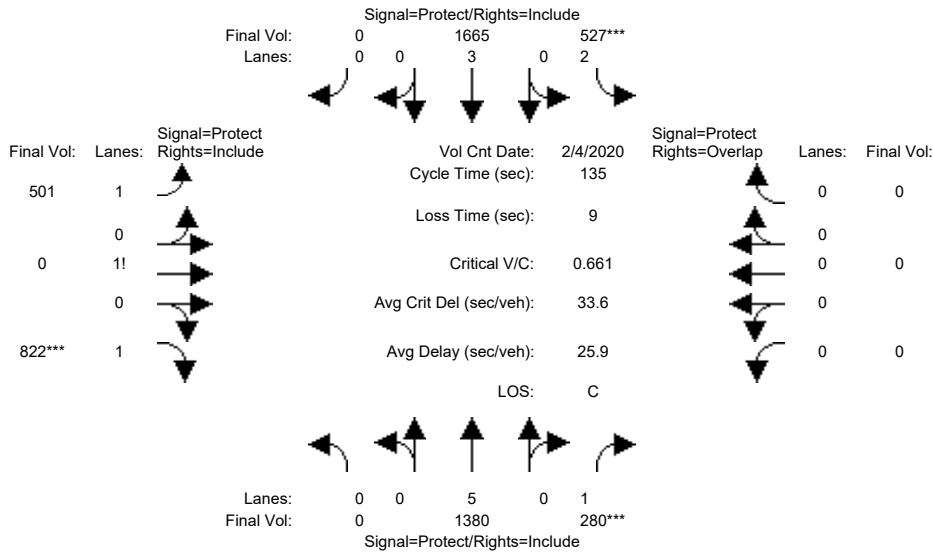
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.06	0.01	0.93	1.83	0.00	0.17
Final Sat.:	1750	5700	1750	1750	5700	1750	1859	12	1677	3194	0	306

Capacity Analysis Module:												
Vol/Sat:	0.07	0.09	0.04	0.03	0.23	0.05	0.04	0.35	0.35	0.16	0.00	0.18
Crit Moves:	***			***					***			***
Green Time:	10.0	60.0	60.0	10.0	60.0	60.0	41.0	41.0	41.0	25.0	0.0	25.0
Volume/Cap:	1.04	0.23	0.10	0.54	0.62	0.12	0.16	1.35	1.35	1.04	0.00	1.15
Uniform Del:	75.0	34.3	32.4	72.8	40.8	32.8	46.1	59.5	59.5	67.5	0.0	67.5
IncrementDel:	97.9	0.1	0.1	5.3	0.6	0.1	0.0	170	169.6	49.6	0.0	89.3
InitQueueDel:	0.0	1.7	0.0	65.8	2.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.96	0.60	0.60	0.96	0.60	0.60	1.00	1.00	1.00	1.00	0.00	1.00
Delay/Veh:	169.6	22.3	19.5	140.7	28.0	19.8	46.1	229	229.1	117.1	0.0	156.8
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:	169.6	22.3	19.5	140.7	28.0	19.8	46.1	229	229.1	117.1	0.0	156.8
LOS by Move:	F	C+	B-	F	C	B-	D	F	F	F	A	F
HCM2kAvgQ:	10	4	1	3	13	2	3	54	54	21	0	25

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative + Project AM

Intersection #212: I-280 S Ramps/De Anza Blvd 1637-212 [CMP 2010]

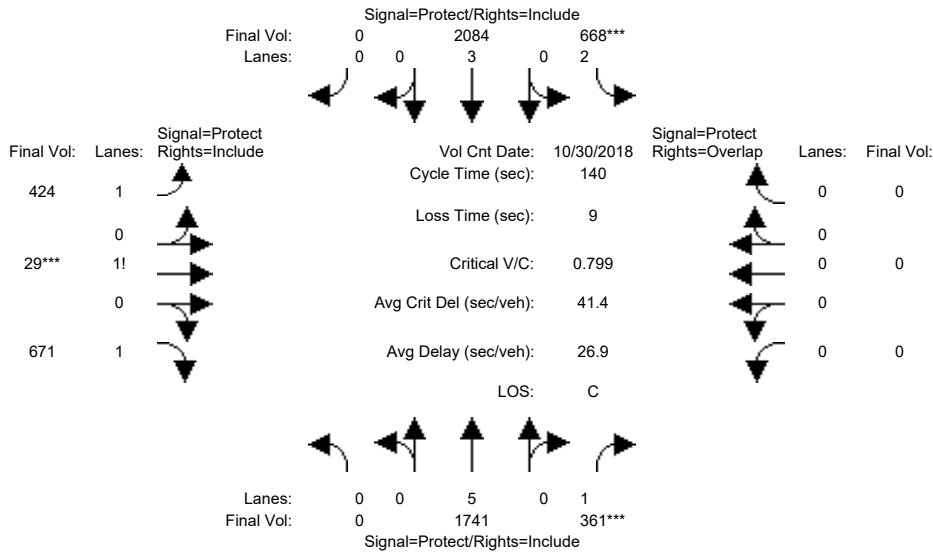


Street Name:	De Anza Boulevard						I-280 S. Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module: >> Count Date: 4 Feb 2020 << 8:45 - 9:45												
Base Vol:	0	1380	280	527	1665	0	501	0	822	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1380	280	527	1665	0	501	0	822	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1380	280	527	1665	0	501	0	822	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1380	280	527	1665	0	501	0	822	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1380	280	527	1665	0	501	0	822	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1380	280	527	1665	0	501	0	822	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	5.00	1.00	2.00	3.00	0.00	1.38	0.00	1.62	0.00	0.00	0.00
Final Sat.:	0	9500	1750	3150	5700	0	2413	0	2837	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.16	0.17	0.29	0.00	0.21	0.00	0.29	0.00	0.00	0.00
Crit Moves:			****	****					****			
Green Time:	0.0	32.7	32.7	34.2	66.8	0.0	59.2	0.0	59.2	0.0	0.0	0.0
Volume/Cap:	0.00	0.60	0.66	0.66	0.59	0.00	0.47	0.00	0.66	0.00	0.00	0.00
Uniform Del:	0.0	45.4	46.2	45.2	24.3	0.0	26.9	0.0	30.0	0.0	0.0	0.0
IncrementDel:	0.0	0.4	3.9	2.1	0.3	0.0	0.1	0.0	0.8	0.0	0.0	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.79	0.79	0.77	0.35	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	36.2	40.2	37.1	8.8	0.0	27.0	0.0	30.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	36.2	40.2	37.1	8.8	0.0	27.0	0.0	30.8	0.0	0.0	0.0
LOS by Move:	A	D+	D	D+	A	A	C	A	C	A	A	A
HCM2kAvgQ:	0	10	11	10	8	0	11	0	18	0	0	0

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative + Project PM

Intersection #212: I-280 S Ramps/De Anza Blvd 1637-212 [CMP 2010]

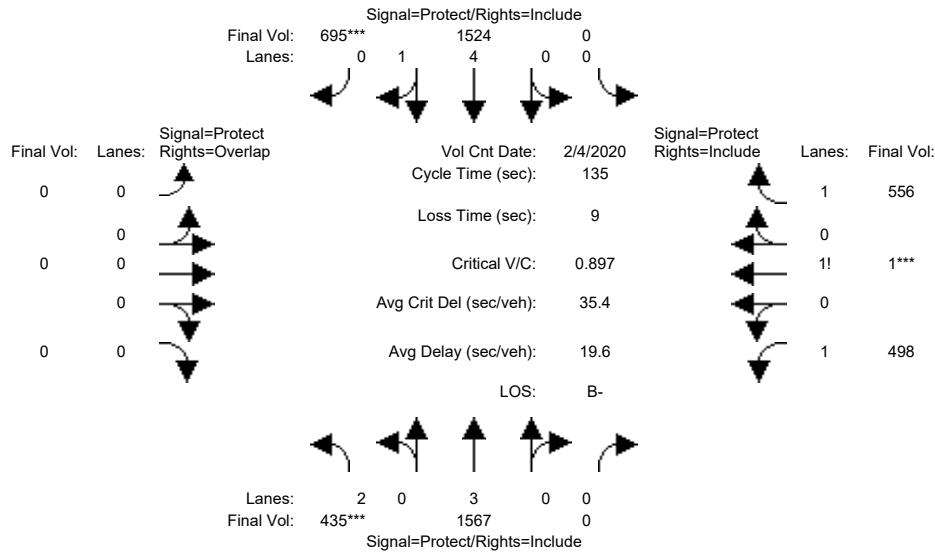


Street Name:	De Anza Boulevard						I-280 S. Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module: >> Count Date: 30 Oct 2018 << 5:00 - 6:00 PM												
Base Vol:	0	1741	361	668	2084	0	424	29	671	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1741	361	668	2084	0	424	29	671	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1741	361	668	2084	0	424	29	671	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1741	361	668	2084	0	424	29	671	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1741	361	668	2084	0	424	29	671	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1741	361	668	2084	0	424	29	671	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92
Lanes:	0.00	5.00	1.00	2.00	3.00	0.00	1.37	0.05	1.58	0.00	0.00	0.00
Final Sat.:	0	9500	1750	3150	5700	0	2394	88	2768	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.21	0.21	0.37	0.00	0.18	0.33	0.24	0.00	0.00	0.00
Crit Moves:			****	****				****				
Green Time:	0.0	36.1	36.1	37.2	73.3	0.0	57.7	57.7	57.7	0.0	0.0	0.0
Volume/Cap:	0.00	0.71	0.80	0.80	0.70	0.00	0.43	0.80	0.59	0.00	0.00	0.00
Uniform Del:	0.0	47.2	48.5	47.9	25.1	0.0	29.4	36.1	31.9	0.0	0.0	0.0
IncrementDel:	0.0	1.0	9.7	5.5	0.7	0.0	0.1	3.3	0.5	0.0	0.0	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.77	0.77	0.76	0.27	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	37.2	47.0	41.9	7.5	0.0	29.5	39.4	32.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	37.2	47.0	41.9	7.5	0.0	29.5	39.4	32.4	0.0	0.0	0.0
LOS by Move:	A	D+	D	D	A	A	C	D	C-	A	A	A
HCM2kAvgQ:	0	13	16	14	10	0	10	25	15	0	0	0

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative + Project AM

Intersection #213: I-280 N Ramps/De Anza Blvd 1636-213 [CMP 2010]



Street Name:	De Anza Boulevard						I-280 N. 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:	7	10	10	7	10	10	0	0	0	7	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:	>>	Count	Date:	4 Feb 2020	<<	8:00 - 9:00						
Base Vol:	435	1567	0	0	1524	695	0	0	0	498	1	556
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	435	1567	0	0	1524	695	0	0	0	498	1	556
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:	435	1567	0	0	1524	695	0	0	0	498	1	556
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	435	1567	0	0	1524	695	0	0	0	498	1	556
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	435	1567	0	0	1524	695	0	0	0	498	1	556
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	435	1567	0	0	1524	695	0	0	0	498	1	556

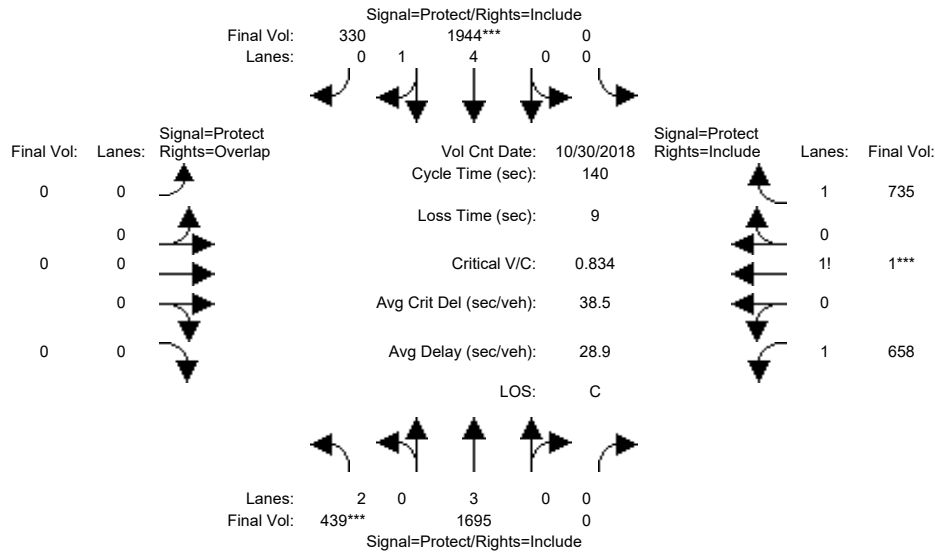
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	2.00	3.00	0.00	0.00	4.00	1.00	0.00	0.00	0.00	1.47	0.01	1.52
Final Sat.:	3150	5700	0	0	7600	1750	0	0	0	2575	3	2671

Capacity Analysis Module:												
Vol/Sat:	0.14	0.27	0.00	0.00	0.20	0.40	0.00	0.00	0.00	0.19	0.30	0.21
Crit Moves:	***					***					***	
Green Time:	20.8	80.6	0.0	0.0	59.8	59.8	0.0	0.0	0.0	45.4	45.4	45.4
Volume/Cap:	0.90	0.46	0.00	0.00	0.45	0.90	0.00	0.00	0.00	0.57	0.90	0.62
Uniform Del:	56.1	15.1	0.0	0.0	26.2	34.8	0.0	0.0	0.0	36.8	42.6	37.5
IncrementDel:	19.1	0.1	0.0	0.0	0.1	4.8	0.0	0.0	0.0	0.4	9.2	0.7
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.88	0.01	0.00	0.00	0.47	0.47	0.00	0.00	0.00	1.00	1.00	1.00
Delay/Veh:	68.3	0.3	0.0	0.0	12.4	21.1	0.0	0.0	0.0	37.3	51.8	38.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	68.3	0.3	0.0	0.0	12.4	21.1	0.0	0.0	0.0	37.3	51.8	38.2
LOS by Move:	E	A	A	A	B	C+	A	A	A	D+	D-	D+
HCM2kAvgQ:	11	1	0	0	6	24	0	0	0	13	26	14

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative + Project PM

Intersection #213: I-280 N Ramps/De Anza Blvd 1636-213 [CMP 2010]



Street Name:	De Anza Boulevard						I-280 N. 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:	7	10	10	7	10	10	0	0	0	7	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:	>>	Count	Date:	30 Oct 2018	<<	5:00 - 6:00 PM						
Base Vol:	439	1695	0	0	1944	330	0	0	0	658	1	735
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	439	1695	0	0	1944	330	0	0	0	658	1	735
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:	439	1695	0	0	1944	330	0	0	0	658	1	735
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	439	1695	0	0	1944	330	0	0	0	658	1	735
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	439	1695	0	0	1944	330	0	0	0	658	1	735
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	439	1695	0	0	1944	330	0	0	0	658	1	735

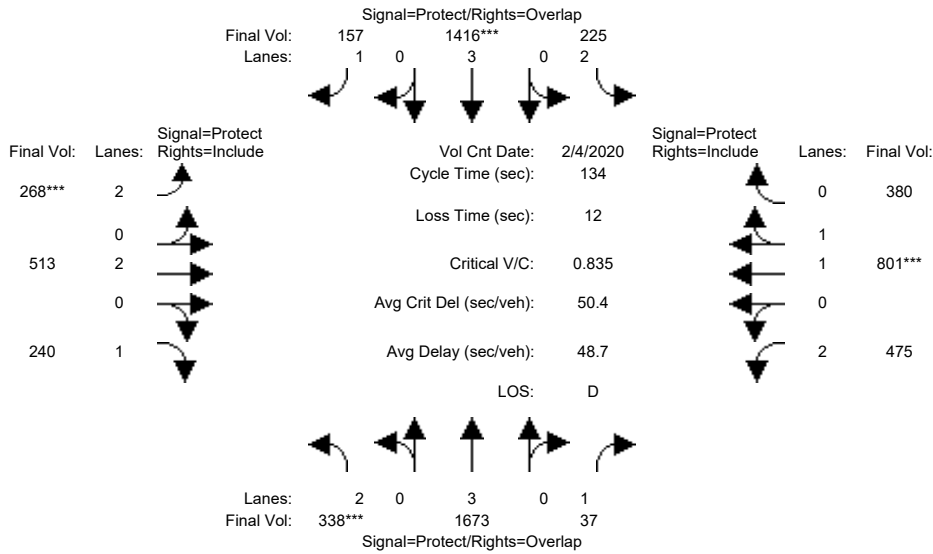
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.95	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	2.00	3.00	0.00	0.00	4.24	0.76	0.00	0.00	0.00	1.47	0.01	1.52
Final Sat.:	3150	5700	0	0	8033	1364	0	0	0	2575	3	2672

Capacity Analysis Module:												
Vol/Sat:	0.14	0.30	0.00	0.00	0.24	0.24	0.00	0.00	0.00	0.26	0.40	0.28
Crit Moves:	****				****					****		
Green Time:	23.4	64.1	0.0	0.0	40.6	40.6	0.0	0.0	0.0	66.9	66.9	66.9
Volume/Cap:	0.83	0.65	0.00	0.00	0.83	0.83	0.00	0.00	0.00	0.53	0.83	0.58
Uniform Del:	56.4	29.3	0.0	0.0	46.5	46.5	0.0	0.0	0.0	25.6	31.7	26.3
IncrementDel:	11.0	0.6	0.0	0.0	2.3	2.3	0.0	0.0	0.0	0.2	3.8	0.3
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.87	0.44	0.00	0.00	0.73	0.73	0.00	0.00	0.00	1.00	1.00	1.00
Delay/Veh:	59.8	13.4	0.0	0.0	36.2	36.2	0.0	0.0	0.0	25.8	35.5	26.6
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:	59.8	13.4	0.0	0.0	36.2	36.2	0.0	0.0	0.0	25.8	35.5	26.6
LOS by Move:	E+	B	A	A	D+	D+	A	A	A	C	D+	C
HCM2kAvgQ:	11	11	0	0	17	17	0	0	0	14	30	16

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative + Project AM

Intersection #214: De Anza Blvd/Homestead Rd 1617-214 [CMP 2010]



Street Name:	De Anza Boulevard						Homestead Road					
	North Bound			South Bound			East Bound			West Bound		
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:	4 Feb 2020	<< 8:00 AM	- 9:00 AM
Base Vol:	338 1673 37	225 1416 157	268 513 240	475 801 380	
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	
Initial Bse:	338 1673 37	225 1416 157	268 513 240	475 801 380	
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:	338 1673 37	225 1416 157	268 513 240	475 801 380	
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	
PHF Volume:	338 1673 37	225 1416 157	268 513 240	475 801 380	
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0	
Reduced Vol:	338 1673 37	225 1416 157	268 513 240	475 801 380	
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	
Final Volume:	338 1673 37	225 1416 157	268 513 240	475 801 380	

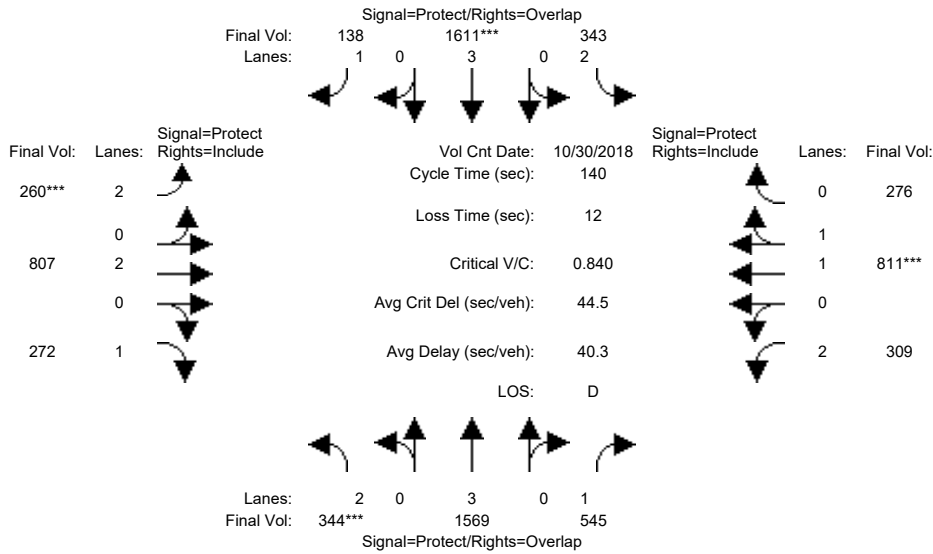
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.99	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.34	0.66
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	2509	1190

Capacity Analysis Module:												
Vol/Sat:	0.11	0.29	0.02	0.07	0.25	0.09	0.09	0.14	0.14	0.15	0.32	0.32
Crit Moves:	***			****			****			****		
Green Time:	17.2	45.9	79.9	11.2	39.9	53.5	13.7	30.9	30.9	34.0	51.2	51.2
Volume/Cap:	0.83	0.86	0.04	0.86	0.83	0.22	0.83	0.59	0.59	0.59	0.83	0.83
Uniform Del:	57.0	41.0	11.2	60.6	44.0	26.5	59.1	45.8	46.0	43.9	37.5	37.5
IncrementDel:	13.9	4.0	0.0	23.2	3.8	0.2	17.0	1.0	2.4	1.2	4.5	4.5
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	70.9	45.0	11.2	83.8	47.7	26.7	76.0	46.9	48.3	45.2	42.0	42.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	70.9	45.0	11.2	83.8	47.7	26.7	76.0	46.9	48.3	45.2	42.0	42.0
LOS by Move:	E	D	B+	F	D	C	E-	D	D	D	D	D
HCM2kAvgQ:	9	22	1	6	18	4	9	10	10	11	24	24

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative + Project PM

Intersection #214: De Anza Blvd/Homestead Rd 1617-214 [CMP 2010]

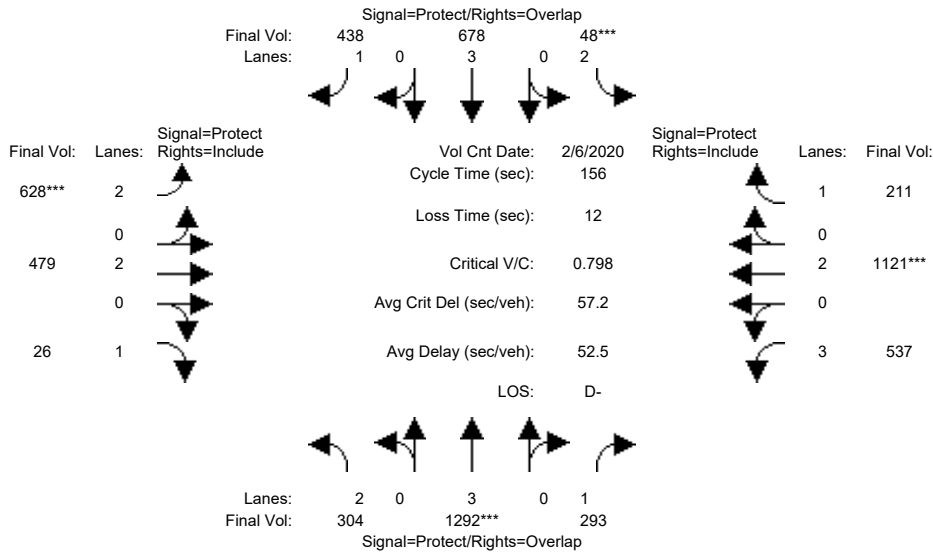


Street Name:	De Anza Boulevard						Homestead Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module: >> Count Date:	30 Oct 2018 << 5:30 - 6:30 PM											
Base Vol:	344	1569	545	343	1611	138	260	807	272	309	811	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:	344	1569	545	343	1611	138	260	807	272	309	811	276
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:	344	1569	545	343	1611	138	260	807	272	309	811	276
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	344	1569	545	343	1611	138	260	807	272	309	811	276
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	344	1569	545	343	1611	138	260	807	272	309	811	276
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	344	1569	545	343	1611	138	260	807	272	309	811	276
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.98	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.48	0.52
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	2760	939
Capacity Analysis Module:												
Vol/Sat:	0.11	0.28	0.31	0.11	0.28	0.08	0.08	0.21	0.16	0.10	0.29	0.29
Crit Moves:	***			****			****			****		
Green Time:	18.2	46.8	66.6	18.5	47.1	60.8	13.8	42.9	42.9	19.8	49.0	49.0
Volume/Cap:	0.84	0.82	0.65	0.82	0.84	0.18	0.84	0.69	0.51	0.69	0.84	0.84
Uniform Del:	59.5	42.8	27.9	59.2	43.0	24.3	62.0	42.8	39.9	57.2	41.9	41.9
IncrementDel:	14.4	3.1	1.9	12.5	3.5	0.1	18.2	1.8	0.8	4.7	5.1	5.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.90	0.67	0.40	0.90	0.66	0.49	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	67.9	31.6	12.9	65.7	32.0	12.0	80.2	44.6	40.7	61.9	47.0	47.0
User DelAdj:	1.00	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	31.6	12.9	65.7	32.0	12.0	80.2	44.6	40.7	61.9	47.0	47.0
LOS by Move:	E	C	B	E	C	B+	F	D	D	E	D	D
HCM2kAvgQ:	9	19	11	8	19	2	9	14	9	9	22	22

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative + Project AM

Intersection #1207: GREAT AMERICA/TASMAN

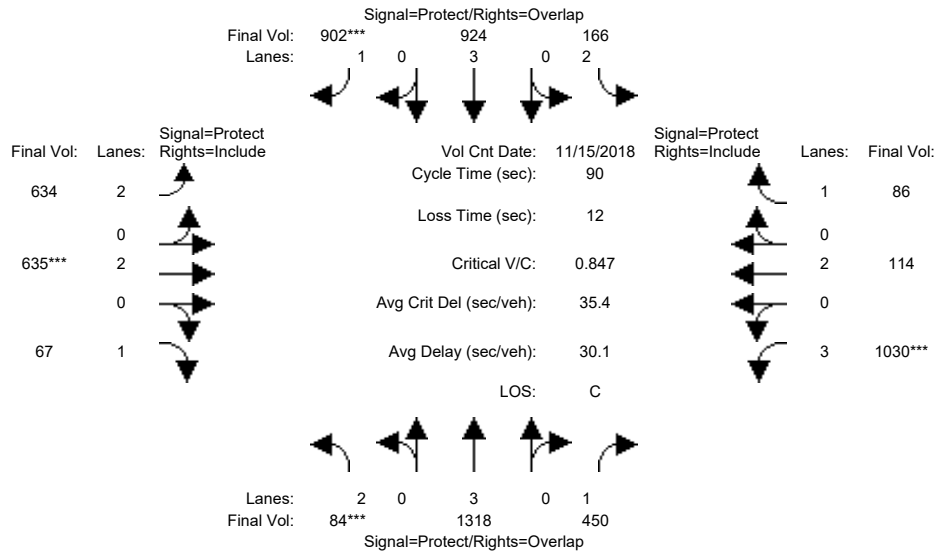


Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	8	12	12	7	12	12	7	10	10	8	10	10
Y+R:	5.0	6.7	6.7	5.0	6.7	6.7	5.0	6.4	6.4	5.0	6.4	6.4
Volume Module: >> Count Date: 6 Feb 2020 << 8:15 - 9:15												
Base Vol:	304	1292	293	48	678	438	628	479	26	537	1121	211
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	304	1292	293	48	678	438	628	479	26	537	1121	211
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:	304	1292	293	48	678	438	628	479	26	537	1121	211
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	304	1292	293	48	678	438	628	479	26	537	1121	211
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	304	1292	293	48	678	438	628	479	26	537	1121	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
Final Volume:	304	1292	293	48	678	438	628	479	26	537	1121	211
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.80	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	3.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	4551	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.23	0.17	0.02	0.12	0.25	0.20	0.13	0.01	0.12	0.30	0.12
Crit Moves:	****			****			****			****		
Green Time:	22.4	43.1	88.5	7.0	27.6	65.5	37.9	48.5	48.5	45.4	56.1	56.1
Volume/Cap:	0.67	0.82	0.30	0.34	0.67	0.60	0.82	0.41	0.05	0.41	0.82	0.34
Uniform Del:	63.3	52.9	17.5	72.3	59.9	35.0	55.9	42.4	37.6	44.4	45.4	36.4
IncrementDel:	7.7	4.9	0.8	6.4	3.6	3.5	9.6	1.0	0.2	0.9	5.7	1.4
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	71.0	57.8	18.3	78.7	63.5	38.5	65.5	43.4	37.8	45.4	51.1	37.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	71.0	57.8	18.3	78.7	63.5	38.5	65.5	43.4	37.8	45.4	51.1	37.8
LOS by Move:	E	E+	B-	E-	E	D+	E	D	D+	D	D-	D+
HCM2kAvgQ:	9	21	8	2	11	17	19	9	1	8	26	8

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative + Project PM

Intersection #1207: GREAT AMERICA/TASMAN

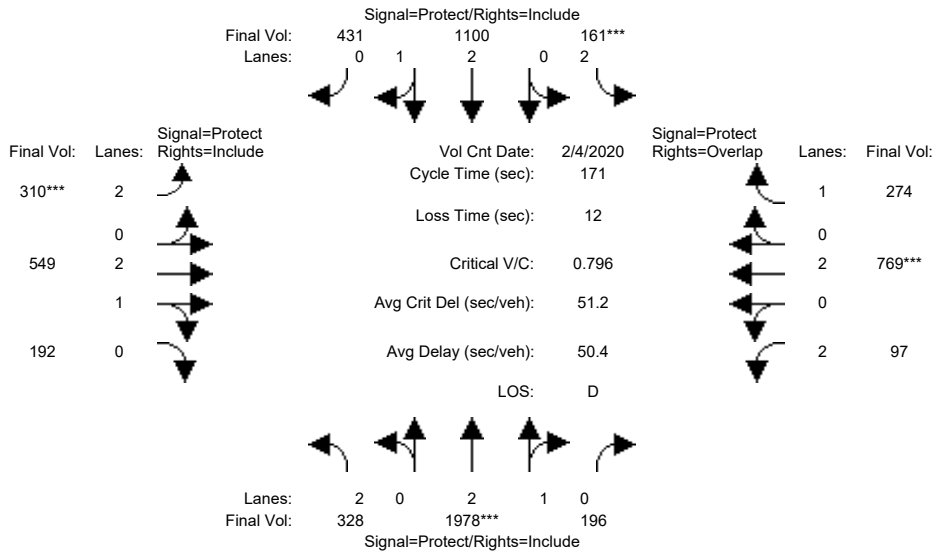


Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 15 Nov 2018 << 4:45 - 5:45 PM												
Base Vol:	84	1318	450	166	924	902	634	635	67	1030	114	86
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	84	1318	450	166	924	902	634	635	67	1030	114	86
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	84	1318	450	166	924	902	634	635	67	1030	114	86
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	84	1318	450	166	924	902	634	635	67	1030	114	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	1318	450	166	924	902	634	635	67	1030	114	86
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	84	1318	450	166	924	902	634	635	67	1030	114	86
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.80	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	3.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	4551	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.23	0.26	0.05	0.16	0.52	0.20	0.17	0.04	0.23	0.03	0.05
Crit Moves:	****					****				****		
Green Time:	7.0	28.8	51.5	9.7	31.5	57.0	25.4	16.8	16.8	22.7	14.0	14.0
Volume/Cap:	0.34	0.72	0.45	0.49	0.46	0.81	0.71	0.90	0.21	0.90	0.19	0.31
Uniform Del:	39.3	27.0	11.1	37.8	22.7	12.5	29.0	35.8	31.0	32.5	33.0	33.7
IncrementDel:	0.8	1.4	0.3	1.1	0.2	4.7	2.7	14.2	0.3	9.5	0.2	0.7
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	40.2	28.5	11.4	38.9	22.8	17.3	31.7	49.9	31.3	42.0	33.2	34.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.2	28.5	11.4	38.9	22.8	17.3	31.7	49.9	31.3	42.0	33.2	34.4
LOS by Move:	D	C	B+	D+	C+	B	C	D	C	D	C-	C-
HCM2kAvgQ:	2	12	8	3	7	22	10	10	2	13	1	2

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative + Project AM

Intersection #1401: Sunnyvale-Saratoga Rd / Fremont Ave



Street Name:	Sunnyvale-Saratoga Road						Fremont Avenue					
	North Bound			South Bound			East Bound			West Bound		
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:	4 Feb 2020	<<	7:45 - 8:45						
Base Vol:	328	1978	196	161	1100	431	310	549	192	97	769	274
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	328	1978	196	161	1100	431	310	549	192	97	769	274
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:	328	1978	196	161	1100	431	310	549	192	97	769	274
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	328	1978	196	161	1100	431	310	549	192	97	769	274
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	328	1978	196	161	1100	431	310	549	192	97	769	274
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	328	1978	196	161	1100	431	310	549	192	97	769	274

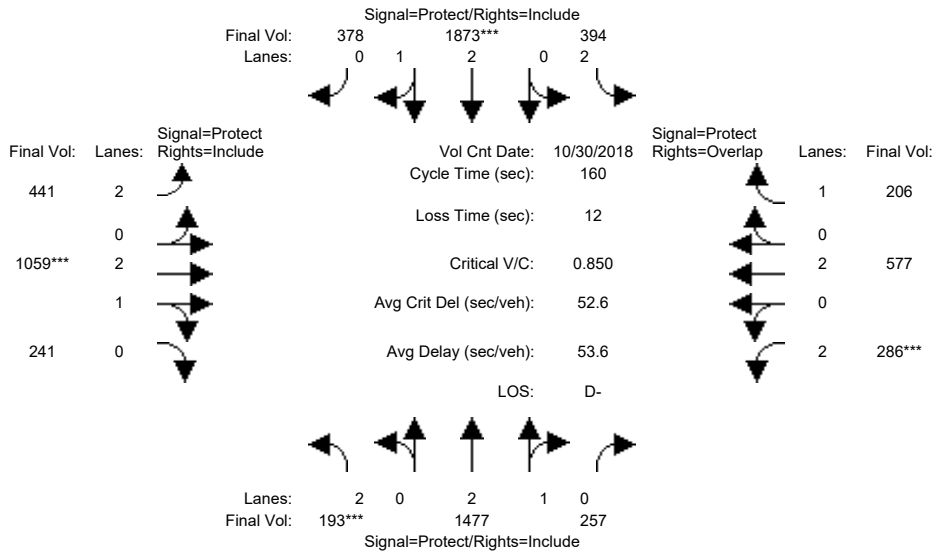
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	1.00	0.95	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	2.00	2.72	0.28	2.00	2.12	0.88	2.00	2.19	0.81	2.00	2.00	1.00
Final Sat.:	3150	5094	505	3150	4021	1576	3150	4147	1450	3150	3800	1750

Capacity Analysis Module:												
Vol/Sat:	0.10	0.39	0.39	0.05	0.27	0.27	0.10	0.13	0.13	0.03	0.20	0.16
Crit Moves:	****			****			****			****		
Green Time:	26.0	83.4	83.4	11.0	68.4	68.4	21.1	49.4	49.4	15.3	43.5	54.5
Volume/Cap:	0.68	0.80	0.80	0.80	0.68	0.68	0.80	0.46	0.46	0.35	0.80	0.49
Uniform Del:	68.6	36.7	36.7	78.9	42.4	42.4	72.8	49.9	49.9	73.2	59.6	47.1
IncrementDel:	4.1	1.7	1.7	19.3	0.9	0.9	10.9	0.2	0.2	0.7	4.7	0.7
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	72.7	38.4	38.4	98.3	43.3	43.3	83.7	50.1	50.1	73.9	64.3	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:	72.7	38.4	38.4	98.3	43.3	43.3	83.7	50.1	50.1	73.9	64.3	47.8
LOS by Move:	E	D+	D+	F	D	D	F	D	D	E	E	D
HCM2kAvgQ:	9	31	31	5	22	22	11	11	11	3	20	12

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative + Project PM

Intersection #1401: Sunnyvale-Saratoga Rd / Fremont Ave



Street Name:	Sunnyvale-Saratoga Road						Fremont Avenue					
	North Bound			South Bound			East Bound			West Bound		
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:	30 Oct 2018	<<	5:15 - 6:15 PM						
Base Vol:	193	1477	257	394	1873	378	441	1059	241	286	577	206
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	193	1477	257	394	1873	378	441	1059	241	286	577	206
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:	193	1477	257	394	1873	378	441	1059	241	286	577	206
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	193	1477	257	394	1873	378	441	1059	241	286	577	206
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	193	1477	257	394	1873	378	441	1059	241	286	577	206
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	193	1477	257	394	1873	378	441	1059	241	286	577	206

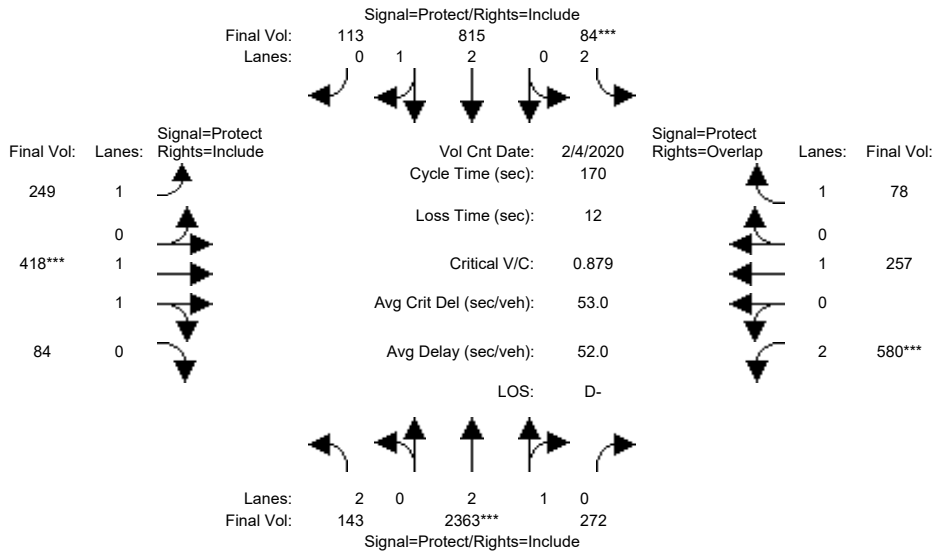
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	0.99	0.95	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	2.00	2.54	0.46	2.00	2.48	0.52	2.00	2.42	0.58	2.00	2.00	1.00
Final Sat.:	3150	4769	830	3150	4658	940	3150	4560	1038	3150	3800	1750

Capacity Analysis Module:												
Vol/Sat:	0.06	0.31	0.31	0.13	0.40	0.40	0.14	0.23	0.23	0.09	0.15	0.12
Crit Moves:	***			****			***			****		
Green Time:	11.5	62.1	62.1	25.1	75.7	75.7	29.2	43.7	43.7	17.1	31.6	56.7
Volume/Cap:	0.85	0.80	0.80	0.80	0.85	0.85	0.77	0.85	0.85	0.85	0.77	0.33
Uniform Del:	73.4	43.4	43.4	65.0	37.2	37.2	62.2	55.0	55.0	70.2	60.7	37.8
IncrementDel:	25.0	2.2	2.2	8.9	2.8	2.8	6.2	4.7	4.7	18.2	4.8	0.3
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	98.3	45.5	45.5	73.9	40.0	40.0	68.4	59.8	59.8	88.4	65.5	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:	98.3	45.5	45.5	73.9	40.0	40.0	68.4	59.8	59.8	88.4	65.5	38.1
LOS by Move:	F	D	D	E	D	D	E	E+	E+	F	E	D+
HCM2kAvgQ:	6	25	25	11	32	32	14	23	23	11	15	8

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative + Project AM

Intersection #1402: Sunnyvale-Saratoga Rd / Remington Dr



Street Name:	Sunnyvale-Saratoga Road						Remington Drive					
	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:	4 Feb 2020	<<	8:00 AM - 9:00 AM						
Base Vol:	143	2363	272	84	815	113	249	418	84	580	257	78
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	143	2363	272	84	815	113	249	418	84	580	257	78
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:	143	2363	272	84	815	113	249	418	84	580	257	78
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	143	2363	272	84	815	113	249	418	84	580	257	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	143	2363	272	84	815	113	249	418	84	580	257	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
Final Volume:	143	2363	272	84	815	113	249	418	84	580	257	78

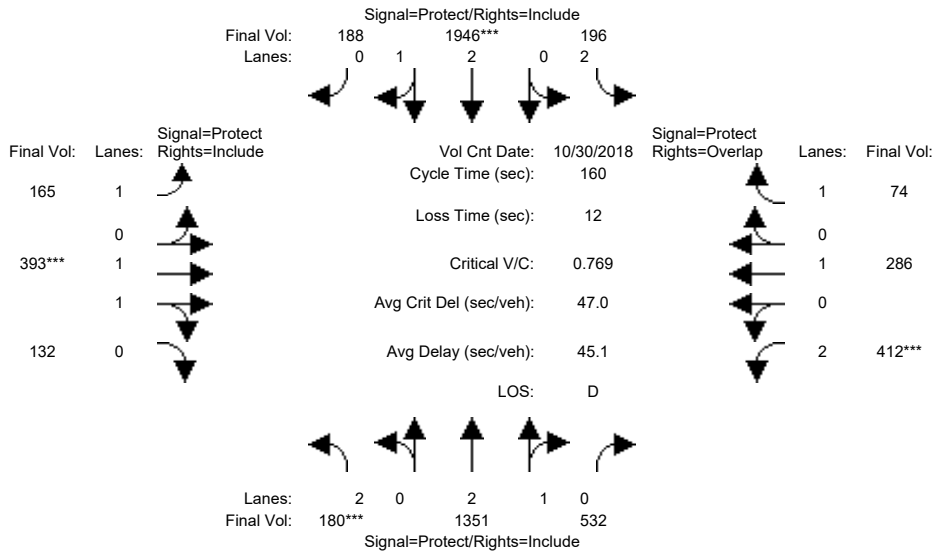
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	0.99	0.95	0.92	0.98	0.95	0.83	1.00	0.92
Lanes:	2.00	2.68	0.32	2.00	2.62	0.38	1.00	1.66	0.34	2.00	1.00	1.00
Final Sat.:	3150	5021	578	3150	4917	682	1750	3080	619	3150	1900	1750

Capacity Analysis Module:												
Vol/Sat:	0.05	0.47	0.47	0.03	0.17	0.17	0.14	0.14	0.14	0.18	0.14	0.04
Crit Moves:	****			****			****			****		
Green Time:	20.8	89.9	89.9	7.0	76.1	76.1	31.3	25.9	25.9	35.2	29.8	36.8
Volume/Cap:	0.37	0.89	0.89	0.65	0.37	0.37	0.77	0.89	0.89	0.89	0.77	0.21
Uniform Del:	68.6	35.6	35.6	80.3	31.1	31.1	65.9	70.6	70.6	65.5	66.9	54.6
IncrementDel:	0.6	3.8	3.8	10.9	0.1	0.1	11.0	16.0	16.0	14.3	10.7	0.3
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	69.2	39.4	39.4	91.2	31.2	31.2	76.9	86.7	86.7	79.8	77.5	54.9
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:	69.2	39.4	39.4	91.2	31.2	31.2	76.9	86.7	86.7	79.8	77.5	54.9
LOS by Move:	E	D	D	F	C	C	E-	F	F	E-	E-	D-
HCM2kAvgQ:	4	41	41	4	10	10	15	16	16	20	14	4

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative + Project PM

Intersection #1402: Sunnyvale-Saratoga Rd / Remington Dr



Street Name:	Sunnyvale-Saratoga Road						Remington Drive					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	30 Oct 2018	<<	5:15 - 6:15 PM						
Base Vol:	180	1351	532	196	1946	188	165	393	132	412	286	74
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	1351	532	196	1946	188	165	393	132	412	286	74
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	180	1351	532	196	1946	188	165	393	132	412	286	74
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	180	1351	532	196	1946	188	165	393	132	412	286	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	1351	532	196	1946	188	165	393	132	412	286	74
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	180	1351	532	196	1946	188	165	393	132	412	286	74

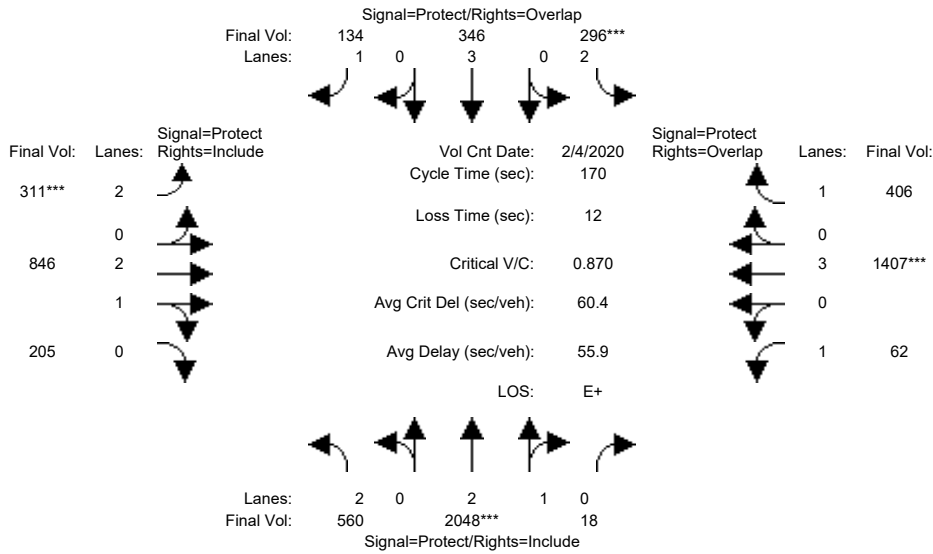
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.95	0.83	0.99	0.95	0.92	0.98	0.95	0.83	1.00	0.92
Lanes:	2.00	2.12	0.88	2.00	2.73	0.27	1.00	1.48	0.52	2.00	1.00	1.00
Final Sat.:	3150	4016	1581	3150	5106	493	1750	2769	930	3150	1900	1750

Capacity Analysis Module:												
Vol/Sat:	0.06	0.34	0.34	0.06	0.38	0.38	0.09	0.14	0.14	0.13	0.15	0.04
Crit Moves:	***			****			****			****		
Green Time:	11.9	77.0	77.0	14.2	79.3	79.3	21.9	29.5	29.5	27.2	34.9	49.1
Volume/Cap:	0.77	0.70	0.70	0.70	0.77	0.77	0.69	0.77	0.77	0.77	0.69	0.14
Uniform Del:	72.7	32.5	32.5	70.8	32.9	32.9	65.8	62.0	62.0	63.4	57.6	40.1
IncrementDel:	14.3	0.8	0.8	7.6	1.4	1.4	8.3	5.3	5.3	6.7	4.9	0.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	87.0	33.3	33.3	78.4	34.2	34.2	74.1	67.3	67.3	70.0	62.5	40.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	87.0	33.3	33.3	78.4	34.2	34.2	74.1	67.3	67.3	70.0	62.5	40.2
LOS by Move:	F	C-	C-	E-	C-	C-	E	E	E	E	E	D
HCM2kAvgQ:	5	23	23	7	29	29	9	14	14	13	14	3

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative + Project AM

Intersection #1407: El Camino Real (SR 82) / Mathilda Ave



Street Name:	Mathilda Avenue						El Camino Real					
	North Bound			South Bound			East Bound			West Bound		
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:	4 Feb 2020	<<	8:00 AM - 9:00 AM						
Base Vol:	560	2048	18	296	346	134	311	846	205	62	1407	406
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	560	2048	18	296	346	134	311	846	205	62	1407	406
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:	560	2048	18	296	346	134	311	846	205	62	1407	406
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	560	2048	18	296	346	134	311	846	205	62	1407	406
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	560	2048	18	296	346	134	311	846	205	62	1407	406
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	560	2048	18	296	346	134	311	846	205	62	1407	406

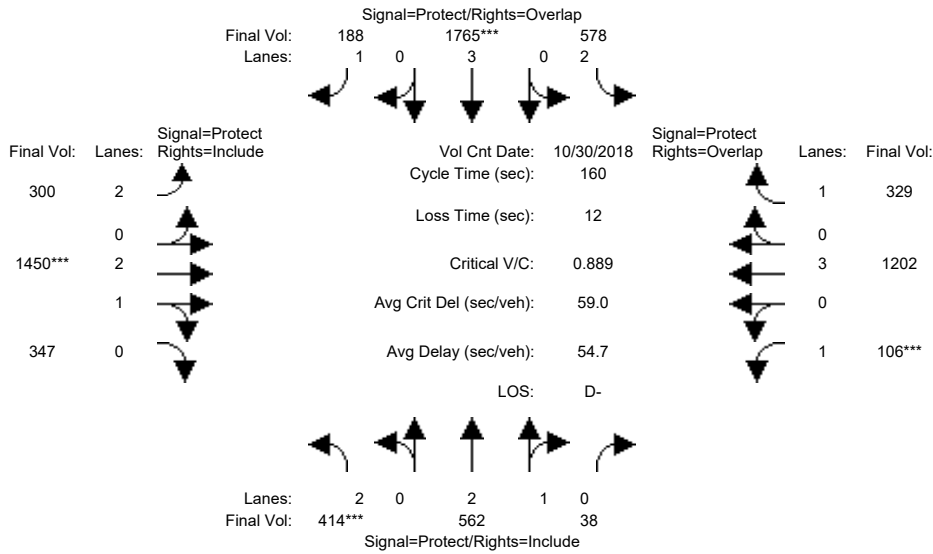
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.83	1.00	0.92	0.83	0.99	0.95	0.92	1.00	0.92
Lanes:	2.00	2.97	0.03	2.00	3.00	1.00	2.00	2.39	0.61	1.00	3.00	1.00
Final Sat.:	3150	5551	49	3150	5700	1750	3150	4506	1092	1750	5700	1750

Capacity Analysis Module:												
Vol/Sat:	0.18	0.37	0.37	0.09	0.06	0.08	0.10	0.19	0.19	0.04	0.25	0.23
Crit Moves:	****			****			****			****		
Green Time:	67.4	72.1	72.1	18.4	23.0	42.3	19.3	55.4	55.4	12.1	48.2	66.6
Volume/Cap:	0.45	0.87	0.87	0.87	0.45	0.31	0.87	0.58	0.58	0.50	0.87	0.59
Uniform Del:	37.6	44.7	44.7	74.6	67.6	51.9	74.1	47.6	47.6	76.0	57.9	40.9
IncrementDel:	0.3	3.8	3.8	20.7	0.4	0.4	19.9	0.5	0.5	3.1	5.4	1.4
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	37.9	48.4	48.4	95.3	68.1	52.3	94.0	48.0	48.0	79.0	63.3	42.3
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:	37.9	48.4	48.4	95.3	68.1	52.3	94.0	48.0	48.0	79.0	63.3	42.3
LOS by Move:	D+	D	D	F	E	D-	F	D	D	E-	E	D
HCM2kAvgQ:	13	35	35	10	5	6	12	15	15	4	25	18

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative + Project PM

Intersection #1407: El Camino Real (SR 82) / Mathilda Ave



Street Name:	Mathilda Avenue						El Camino Real					
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:	30 Oct 2018	<<	5:15 - 6:15 PM						
Base Vol:	414	562	38	578	1765	188	300	1450	347	106	1202	329
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	414	562	38	578	1765	188	300	1450	347	106	1202	329
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:	414	562	38	578	1765	188	300	1450	347	106	1202	329
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	414	562	38	578	1765	188	300	1450	347	106	1202	329
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	414	562	38	578	1765	188	300	1450	347	106	1202	329
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	414	562	38	578	1765	188	300	1450	347	106	1202	329

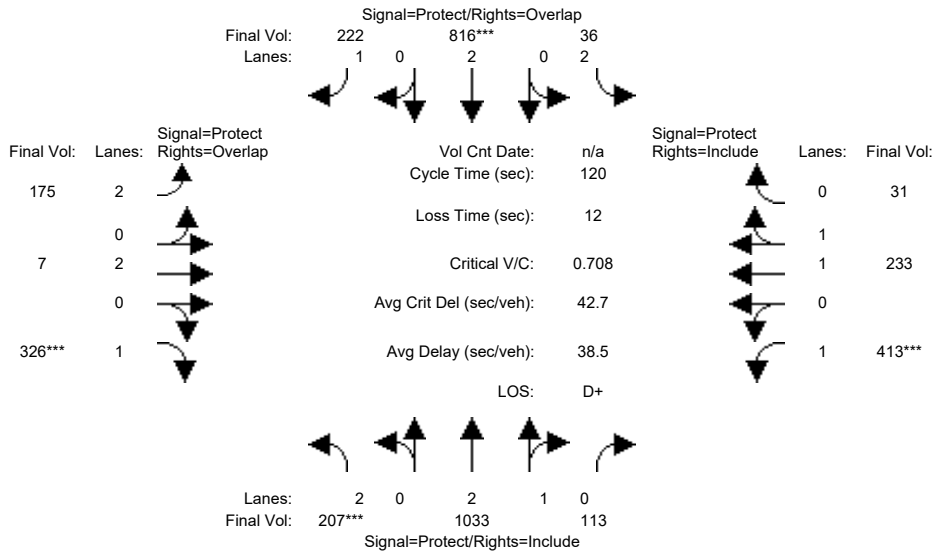
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.83	1.00	0.92	0.83	0.99	0.95	0.92	1.00	0.92
Lanes:	2.00	2.80	0.20	2.00	3.00	1.00	2.00	2.40	0.60	1.00	3.00	1.00
Final Sat.:	3150	5245	355	3150	5700	1750	3150	4517	1081	1750	5700	1750

Capacity Analysis Module:												
Vol/Sat:	0.13	0.11	0.11	0.18	0.31	0.11	0.10	0.32	0.32	0.06	0.21	0.19
Crit Moves:	***			****			****			****		
Green Time:	23.6	29.3	29.3	50.1	55.7	77.1	21.4	57.7	57.7	10.9	47.3	97.4
Volume/Cap:	0.89	0.59	0.59	0.59	0.89	0.22	0.71	0.89	0.89	0.89	0.71	0.31
Uniform Del:	66.9	59.8	59.8	46.2	49.2	24.1	66.4	48.1	48.1	74.0	50.3	15.1
IncrcmntDel:	18.6	0.9	0.9	0.9	5.4	0.1	5.7	5.3	5.3	49.9	1.5	0.2
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	85.5	60.7	60.7	47.1	54.6	24.2	72.1	53.4	53.4	123.8	51.8	15.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	85.5	60.7	60.7	47.1	54.6	24.2	72.1	53.4	53.4	123.8	51.8	15.3
LOS by Move:	F	E	E	D	D-	C	E	D-	D-	F	D-	B
HCM2kAvgQ:	15	10	10	14	28	5	10	31	31	8	18	8

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative + Project AM

Intersection #1412: Mathilda Ave / Java Dr



Street Name:	Mathilda Avenue						Java Drive					
	North Bound			South Bound			East Bound			West Bound		
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:	207	1033	113	36	816	222	175	7	326	413	233	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	207	1033	113	36	816	222	175	7	326	413	233	31
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:	207	1033	113	36	816	222	175	7	326	413	233	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	207	1033	113	36	816	222	175	7	326	413	233	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	207	1033	113	36	816	222	175	7	326	413	233	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
Final Volume:	207	1033	113	36	816	222	175	7	326	413	233	31

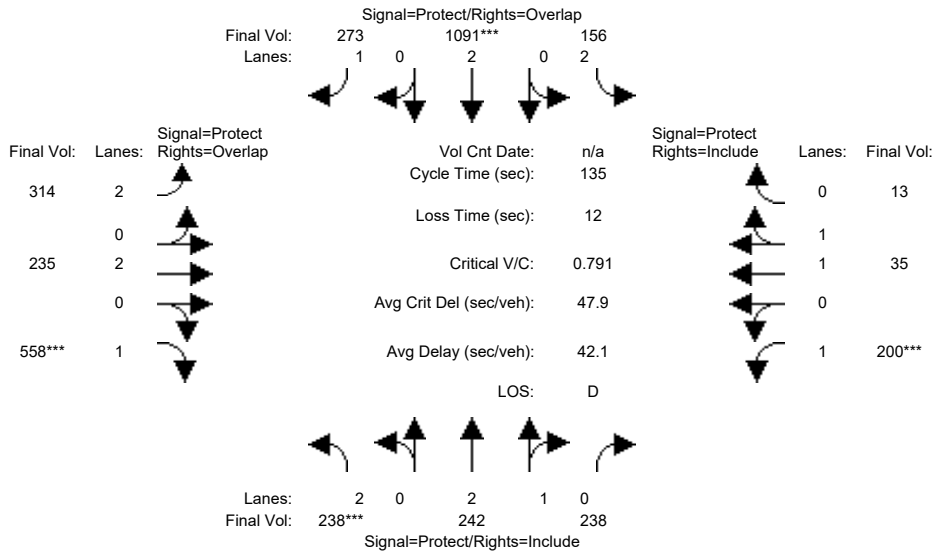
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92	0.92	0.98	0.95
Lanes:	2.00	2.69	0.31	2.00	2.00	1.00	2.00	2.00	1.00	1.00	1.76	0.24
Final Sat.:	3150	5047	552	3150	3800	1750	3150	3800	1750	1750	3265	434

Capacity Analysis Module:												
Vol/Sat:	0.07	0.20	0.20	0.01	0.21	0.13	0.06	0.00	0.19	0.24	0.07	0.07
Crit Moves:	***			****			****		****	****		
Green Time:	11.1	37.0	37.0	10.5	36.4	61.3	24.9	20.4	31.6	40.0	35.6	35.6
Volume/Cap:	0.71	0.66	0.66	0.13	0.71	0.25	0.27	0.01	0.71	0.71	0.24	0.24
Uniform Del:	52.8	36.1	36.1	50.5	37.1	16.4	39.9	41.4	40.0	34.9	32.0	32.0
IncrementDel:	7.8	1.0	1.0	0.2	2.1	0.1	0.2	0.0	5.0	4.0	0.1	0.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	60.6	37.1	37.1	50.7	39.1	16.6	40.1	41.4	45.1	38.9	32.1	32.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.6	37.1	37.1	50.7	39.1	16.6	40.1	41.4	45.1	38.9	32.1	32.1
LOS by Move:	E	D+	D+	D	D	B	D	D	D	D+	C-	C-
HCM2kAvgQ:	4	12	12	1	13	5	3	0	13	14	4	4

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative + Project PM

Intersection #1412: Mathilda Ave / Java Dr



Street Name:	Mathilda Avenue						Java Drive					
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:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	238	242	238	156	1091	273	314	235	558	200	35	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	238	242	238	156	1091	273	314	235	558	200	35	13
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	238	242	238	156	1091	273	314	235	558	200	35	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	238	242	238	156	1091	273	314	235	558	200	35	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	238	242	238	156	1091	273	314	235	558	200	35	13
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	238	242	238	156	1091	273	314	235	558	200	35	13

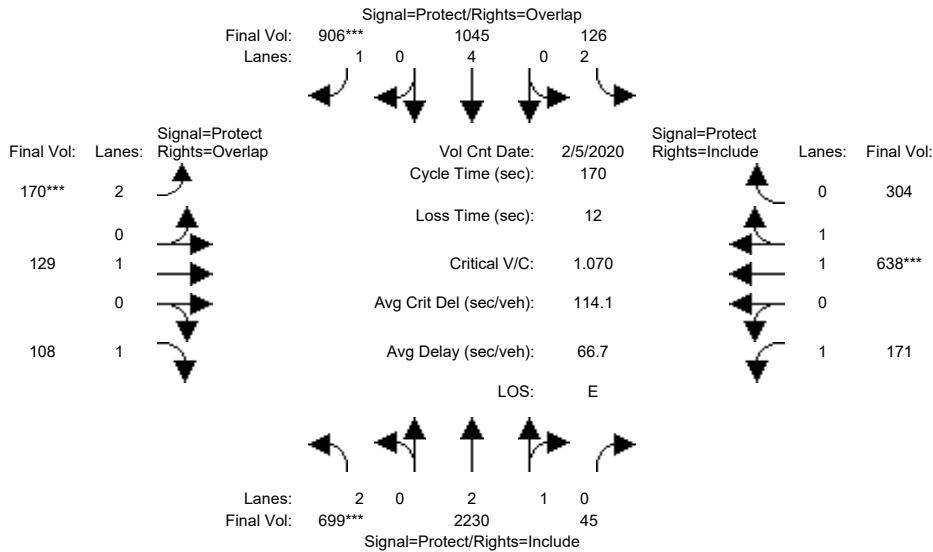
Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	0.98	0.95
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	1.00	1.44	0.56
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	3800	1750	1750	2697	1002

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.08	0.06	0.14	0.05	0.29	0.16	0.10	0.06	0.32	0.11	0.01	0.01
Crit Moves:	***			****			****			****		
Green Time:	12.9	44.8	44.8	17.1	49.0	84.1	35.0	41.5	54.5	19.5	26.0	26.0
Volume/Cap:	0.79	0.19	0.41	0.39	0.79	0.25	0.38	0.20	0.79	0.79	0.07	0.07
Uniform Del:	59.7	32.2	34.8	54.2	38.4	11.4	41.1	34.5	35.3	55.8	44.6	44.6
IncrementDel:	13.2	0.0	0.2	0.6	3.2	0.1	0.3	0.1	6.0	15.4	0.0	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	72.9	32.2	35.1	54.8	41.6	11.5	41.4	34.6	41.3	71.2	44.6	44.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	72.9	32.2	35.1	54.8	41.6	11.5	41.4	34.6	41.3	71.2	44.6	44.6
LOS by Move:	E	C-	D+	D-	D	B+	D	C-	D	E	D	D
HCM2kAvgQ:	6	3	8	3	20	5	6	4	23	9	1	1

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative + Project AM

Intersection #1413: Mathilda Ave / Maude Ave

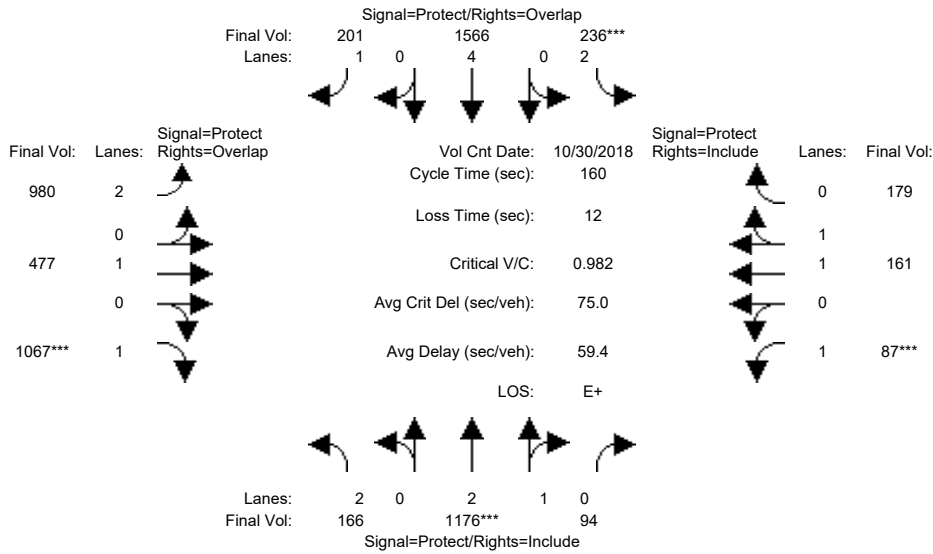


Street Name:	Mathilda Avenue						Maude Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Feb 2020 << 8:15 - 9:15												
Base Vol:	699	2230	45	126	1045	906	170	129	108	171	638	304
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	699	2230	45	126	1045	906	170	129	108	171	638	304
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:	699	2230	45	126	1045	906	170	129	108	171	638	304
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	699	2230	45	126	1045	906	170	129	108	171	638	304
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	699	2230	45	126	1045	906	170	129	108	171	638	304
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	699	2230	45	126	1045	906	170	129	108	171	638	304
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.83	1.00	0.92	0.83	1.00	0.92	0.92	0.99	0.95
Lanes:	2.00	2.94	0.06	2.00	4.00	1.00	2.00	1.00	1.00	1.00	1.34	0.66
Final Sat.:	3150	5489	111	3150	7600	1750	3150	1900	1750	1750	2505	1194
Capacity Analysis Module:												
Vol/Sat:	0.22	0.41	0.41	0.04	0.14	0.52	0.05	0.07	0.06	0.10	0.25	0.25
Crit Moves:	***					***	***				***	
Green Time:	35.3	98.9	98.9	10.0	73.7	82.3	8.6	20.1	55.4	28.9	40.5	40.5
Volume/Cap:	1.07	0.70	0.70	0.68	0.32	1.07	1.07	0.57	0.19	0.57	1.07	1.07
Uniform Del:	67.4	25.0	25.0	78.4	31.6	43.9	80.7	70.9	41.2	64.9	64.8	64.8
IncrementDel:	55.4	0.7	0.7	9.7	0.1	51.3	91.2	3.6	0.2	2.7	50.8	50.8
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	122.7	25.7	25.7	88.1	31.7	95.2	171.9	74.5	41.4	67.6	116	115.6
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:	122.7	25.7	25.7	88.1	31.7	95.2	171.9	74.5	41.4	67.6	116	115.6
LOS by Move:	F	C	C	F	C	F	F	E	D	E	F	F
HCM2kAvgQ:	25	27	27	4	8	60	7	6	4	9	33	33

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative + Project PM

Intersection #1413: Mathilda Ave / Maude Ave



Street Name:	Mathilda Avenue						Maude Avenue					
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:	30 Oct 2018	<<	4:30 - 5:30 PM						
Base Vol:	166	1176	94	236	1566	201	980	477	1067	87	161	179
Growth Adj:	1.00	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	1176	94	236	1566	201	980	477	1067	87	161	179
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:	166	1176	94	236	1566	201	980	477	1067	87	161	179
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	166	1176	94	236	1566	201	980	477	1067	87	161	179
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	166	1176	94	236	1566	201	980	477	1067	87	161	179
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	166	1176	94	236	1566	201	980	477	1067	87	161	179

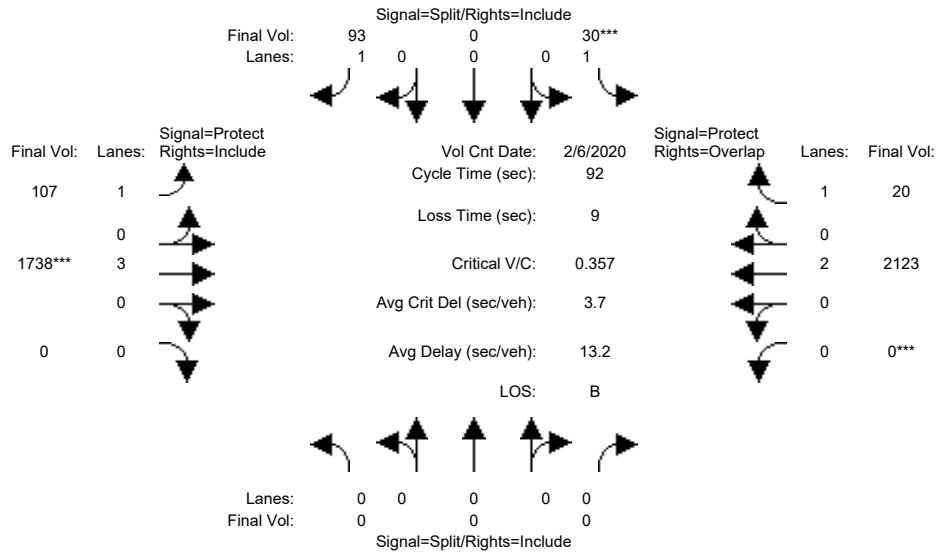
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.77	0.23	2.00	4.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	3150	5185	414	3150	7600	1750	3150	1900	1750	1750	1900	1750

Capacity Analysis Module:												
Vol/Sat:	0.05	0.23	0.23	0.07	0.21	0.11	0.31	0.25	0.61	0.05	0.08	0.10
Crit Moves:	****			****			****			****		
Green Time:	10.0	37.0	37.0	12.2	39.1	113.5	74.4	90.7	100.8	8.1	24.5	24.5
Volume/Cap:	0.84	0.98	0.98	0.98	0.84	0.16	0.67	0.44	0.97	0.98	0.55	0.67
Uniform Del:	74.2	61.2	61.2	73.8	57.5	7.6	33.2	20.0	28.1	75.9	62.7	64.0
IncrcmntDel:	26.5	20.8	20.8	52.8	3.7	0.1	1.2	0.3	19.8	89.5	1.1	3.4
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	100.7	81.9	81.9	126.6	61.2	7.7	34.5	20.3	47.9	165.3	63.8	67.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	100.7	81.9	81.9	126.6	61.2	7.7	34.5	20.3	47.9	165.3	63.8	67.4
LOS by Move:	F	F	F	F	E	A	C-	C+	D	F	E	E
HCM2kAvgQ:	5	24	24	8	19	3	21	12	53	8	8	10

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative + Project AM

Intersection #5315: CENTRAL EXPWY/HWY 237-FERGUSON

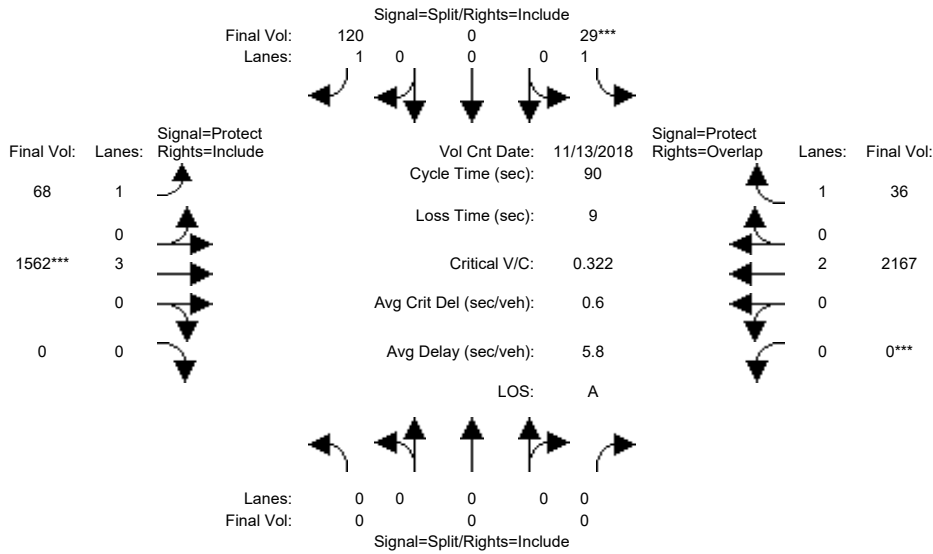


Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	9	0	9	9	72	0	0	58	58
Y+R:	0.0	0.0	0.0	4.6	0.0	4.6	4.8	5.8	0.0	0.0	5.8	5.8
Volume Module: >> Count Date: 6 Feb 2020 << 8:00 - 9:00												
Base Vol:	0	0	0	30	0	93	107	1738	0	0	2123	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	30	0	93	107	1738	0	0	2123	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	30	0	93	107	1738	0	0	2123	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	30	0	93	107	1738	0	0	2123	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	30	0	93	107	1738	0	0	2123	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	30	0	93	107	1738	0	0	2123	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1750	0	1750	1750	5700	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.05	0.06	0.30	0.00	0.00	0.56	0.01
Crit Moves:				****				****				****
Green Time:	0.0	0.0	0.0	9.4	0.0	9.4	9.2	72.2	0.0	0.0	58.2	67.6
Volume/Cap:	0.00	0.00	0.00	0.17	0.00	0.52	0.61	0.39	0.00	0.00	0.88	0.02
Uniform Del:	0.0	0.0	0.0	37.7	0.0	39.2	39.7	3.1	0.0	0.0	14.1	3.3
IncrcmntDel:	0.0	0.0	0.0	0.4	0.0	2.7	6.2	0.1	0.0	0.0	4.3	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	38.2	0.0	41.9	45.9	3.1	0.0	0.0	18.3	3.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	38.2	0.0	41.9	45.9	3.1	0.0	0.0	18.3	3.3
LOS by Move:	A	A	A	D+	A	D	D	A	A	A	B-	A
HCM2kAvgQ:	0	0	0	1	0	3	4	5	0	0	28	0

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative + Project PM

Intersection #5315: CENTRAL EXPWY/HWY 237-FERGUSON

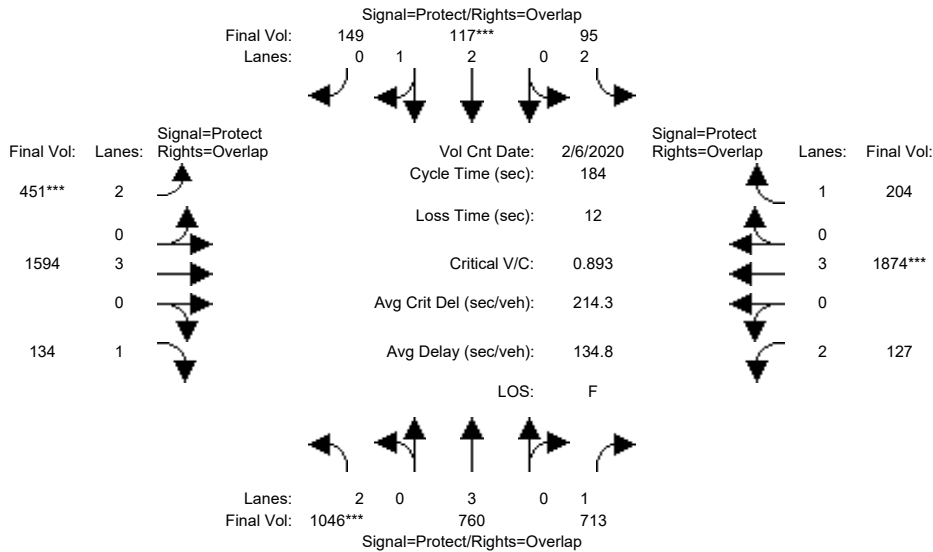


Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	13	0	13	8	71	0	0	58	58
Y+R:	0.0	0.0	0.0	4.6	0.0	4.6	4.8	5.8	0.0	0.0	5.8	5.8
Volume Module: >> Count Date: 13 Nov 2018 << 4:30 - 5:30 PM												
Base Vol:	0	0	0	29	0	120	68	1562	0	0	2167	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	29	0	120	68	1562	0	0	2167	36
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	29	0	120	68	1562	0	0	2167	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	29	0	120	68	1562	0	0	2167	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	29	0	120	68	1562	0	0	2167	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	29	0	120	68	1562	0	0	2167	36
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1750	0	1750	1750	5700	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.07	0.04	0.27	0.00	0.00	0.57	0.02
Crit Moves:				****				****				****
Green Time:	0.0	0.0	0.0	19.2	0.0	19.2	8.3	68.7	0.0	0.0	60.4	79.6
Volume/Cap:	0.00	0.00	0.00	0.08	0.00	0.32	0.42	0.36	0.00	0.00	0.85	0.02
Uniform Del:	0.0	0.0	0.0	29.3	0.0	30.9	39.8	3.6	0.0	0.0	11.7	0.6
IncrcmntDel:	0.0	0.0	0.0	0.1	0.0	0.5	1.8	0.1	0.0	0.0	2.9	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00	0.00	0.37	0.00
Delay/Veh:	0.0	0.0	0.0	29.4	0.0	31.4	41.6	0.1	0.0	0.0	7.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	29.4	0.0	31.4	41.6	0.1	0.0	0.0	7.2	0.0
LOS by Move:	A	A	A	C	A	C	D	A	A	A	A	A
HCM2kAvgQ:	0	0	0	1	0	3	2	1	0	0	17	0

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative + Project AM

Intersection #5320: CENTRAL EXPWY/MARY AVE

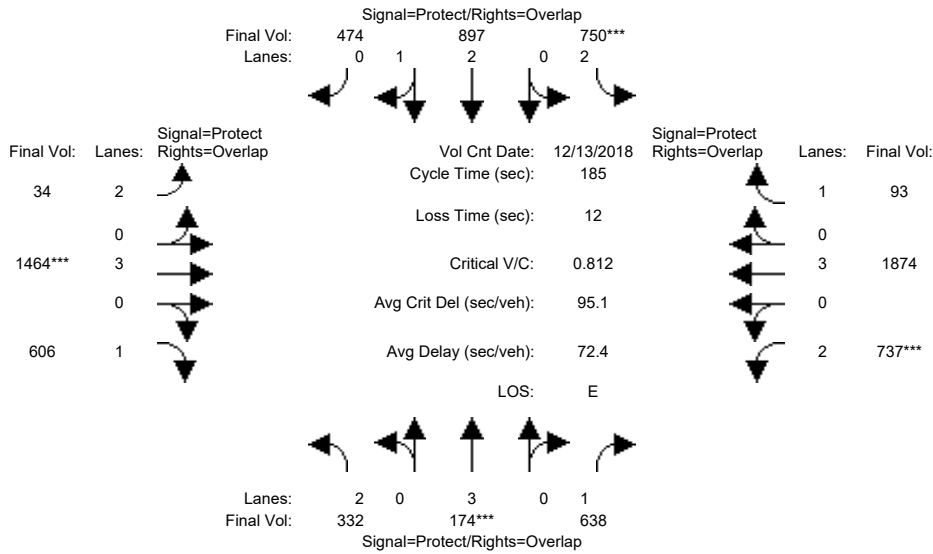


Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	38	60	60	14	35	35	12	70	70	17	75	75
Y+R:	6.1	6.0	6.0	6.2	5.9	5.9	6.2	6.2	6.2	6.3	6.2	6.2
Volume Module: >> Count Date: 6 Feb 2020 << 8:00 - 9:00												
Base Vol:	1046	760	713	95	117	149	451	1594	134	127	1874	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:	1046	760	713	95	117	149	451	1594	134	127	1874	204
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:	1046	760	713	95	117	149	451	1594	134	127	1874	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1046	760	713	95	117	149	451	1594	134	127	1874	204
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1046	760	713	95	117	149	451	1594	134	127	1874	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:	1046	760	713	95	117	149	451	1594	134	127	1874	204
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.33	0.13	0.41	0.03	0.03	0.09	0.14	0.28	0.08	0.04	0.33	0.12
Crit Moves:	****			****			****			****		
Green Time:	37.9	60.0	76.7	13.8	35.1	46.9	11.8	69.8	107.7	16.7	74.8	88.6
Volume/Cap:	1.61	0.41	0.98	0.40	0.16	0.33	2.23	0.74	0.13	0.44	0.81	0.24
Uniform Del:	73.0	48.2	52.8	81.2	62.2	55.8	86.1	49.2	17.1	79.2	48.3	28.0
IncrcmntDel:	282.5	0.1	27.6	1.1	0.0	0.2	570.8	1.4	0.1	1.1	2.2	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:	355.6	48.4	80.4	82.3	62.2	56.1	656.9	50.6	17.2	80.3	50.5	28.1
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:	355.6	48.4	80.4	82.3	62.2	56.1	656.9	50.6	17.2	80.3	50.5	28.1
LOS by Move:	F	D	F	F	E	E+	F	D	B	F	D	C
HCM2kAvgQ:	65	11	48	3	3	7	34	26	3	4	32	7

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative + Project PM

Intersection #5320: CENTRAL EXPWY/MARY AVE

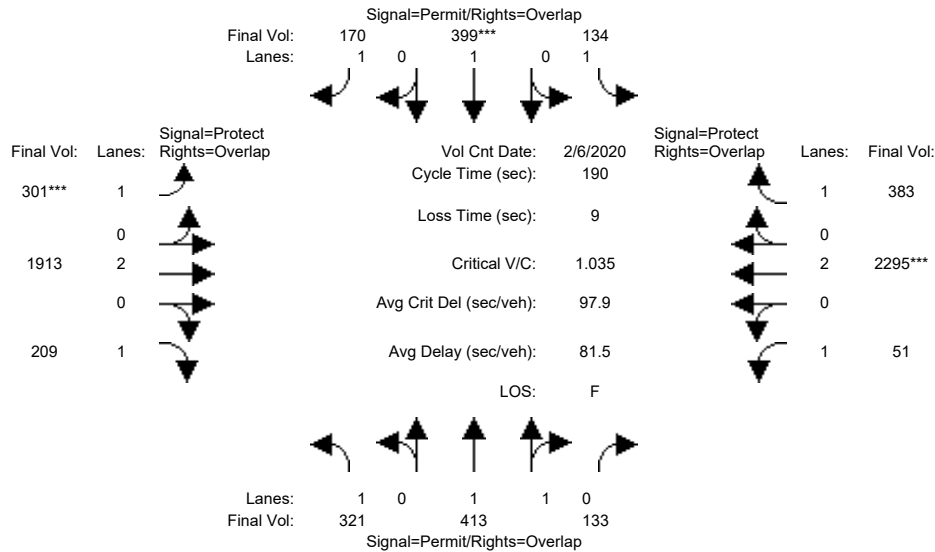


Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	16	37	37	29	50	50	9	52	52	43	86	86
Y+R:	6.1	6.0	6.0	6.2	5.9	5.9	6.2	6.2	6.2	6.3	6.2	6.2
Volume Module: >> Count Date: 13 Dec 2018 << 4:45 - 5:45 PM												
Base Vol:	332	174	638	750	897	474	34	1464	606	737	1874	93
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	332	174	638	750	897	474	34	1464	606	737	1874	93
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:	332	174	638	750	897	474	34	1464	606	737	1874	93
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	332	174	638	750	897	474	34	1464	606	737	1874	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	332	174	638	750	897	474	34	1464	606	737	1874	93
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	332	174	638	750	897	474	34	1464	606	737	1874	93
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.03	0.36	0.24	0.24	0.27	0.01	0.26	0.35	0.23	0.33	0.05
Crit Moves:	****			****			****			****		
Green Time:	21.9	37.0	80.0	41.0	56.1	65.1	9.0	52.0	73.9	43.0	86.0	127.0
Volume/Cap:	0.89	0.15	0.84	1.07	0.78	0.77	0.22	0.91	0.87	1.01	0.71	0.08
Uniform Del:	80.4	61.1	46.9	72.0	58.8	53.3	84.6	64.3	51.0	71.0	39.5	9.6
IncrcmntDel:	22.4	0.1	8.5	55.8	2.3	2.1	0.7	8.4	11.1	34.9	0.9	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.14	1.02	1.20	1.61
Delay/Veh:	102.8	61.1	55.4	127.8	61.0	55.4	85.4	76.1	69.1	107.6	48.2	15.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	102.8	61.1	55.4	127.8	61.0	55.4	85.4	76.1	69.1	107.6	48.2	15.5
LOS by Move:	F	E	E+	F	E	E+	F	E-	E	F	D	B
HCM2kAvgQ:	14	3	36	29	22	24	1	30	37	30	31	3

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative + Project AM

Intersection #5325: CENTRAL EXPWY/CORVIN DR-OAKMEAD PKWY

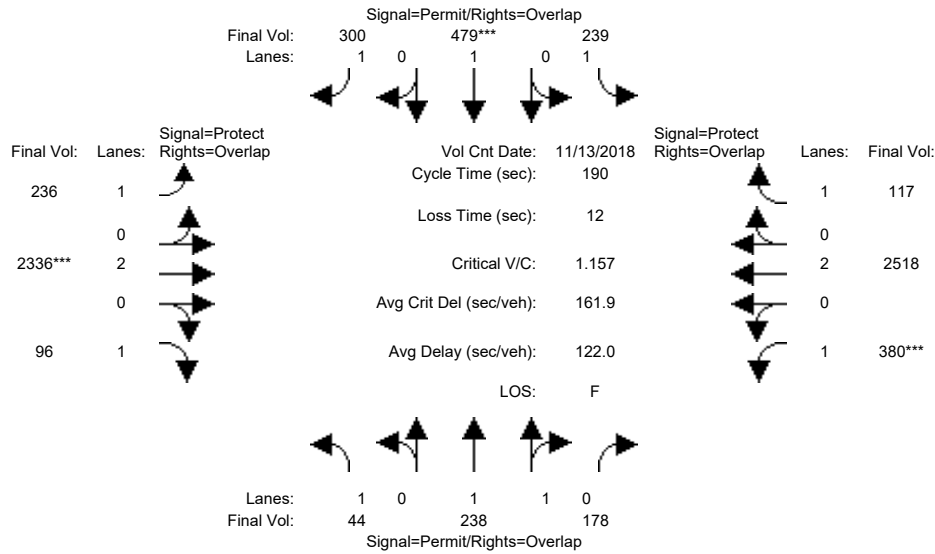


Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	29	29	29	30	30	30	31	124	124	20	113	113
Y+R:	5.7	5.7	5.7	5.5	5.5	5.5	5.0	6.2	6.2	5.1	6.2	6.2
Volume Module: >> Count Date:	6 Feb 2020 << 8:00 AM - 9:00 AM											
Base Vol:	321	413	133	134	399	170	301	1913	209	51	2295	383
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	321	413	133	134	399	170	301	1913	209	51	2295	383
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:	321	413	133	134	399	170	301	1913	209	51	2295	383
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	321	413	133	134	399	170	301	1913	209	51	2295	383
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	321	413	133	134	399	170	301	1913	209	51	2295	383
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	321	413	133	134	399	170	301	1913	209	51	2295	383
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.50	0.50	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	2798	901	1750	1900	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.18	0.15	0.15	0.08	0.21	0.10	0.17	0.50	0.12	0.03	0.60	0.22
Crit Moves:				****			****			****		
Green Time:	29.3	29.3	49.2	29.5	29.5	60.5	31.0	124	123.8	19.9	113	112.8
Volume/Cap:	1.19	0.96	0.57	0.49	1.35	0.31	1.05	0.77	0.18	0.28	1.02	0.37
Uniform Del:	80.4	79.7	61.2	73.4	80.2	48.9	79.5	23.2	13.1	78.4	38.6	20.1
IncrementDel:	116.1	27.2	0.8	1.4	179	0.3	68.1	1.6	0.1	0.8	23.4	0.2
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.13	2.25	2.25	1.00	1.00	1.00
Delay/Veh:	196.4	107	62.0	74.8	259	49.2	158.0	53.7	29.5	79.3	62.0	20.3
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:	196.4	107	62.0	74.8	259	49.2	158.0	53.7	29.5	79.3	62.0	20.3
LOS by Move:	F	F	E	E	F	D	F	D-	C	E-	E	C+
HCM2kAvgQ:	29	20	14	8	37	8	25	51	10	3	74	12

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative + Project PM

Intersection #5325: CENTRAL EXPWY/CORVIN DR-OAKMEAD PKWY



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	36	36	36	37	37	37	9	124	124	13	128	128
Y+R:	5.7	5.7	5.7	5.5	5.5	5.5	5.0	6.2	6.2	5.1	6.2	6.2

Volume Module:	>>	Count	Date:	13 Nov 2018	<<	5:15 - 6:15 PM						
Base Vol:	44	238	178	239	479	300	236	2336	96	380	2518	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:	44	238	178	239	479	300	236	2336	96	380	2518	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:	44	238	178	239	479	300	236	2336	96	380	2518	117
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	238	178	239	479	300	236	2336	96	380	2518	117
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	238	178	239	479	300	236	2336	96	380	2518	117
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	44	238	178	239	479	300	236	2336	96	380	2518	117

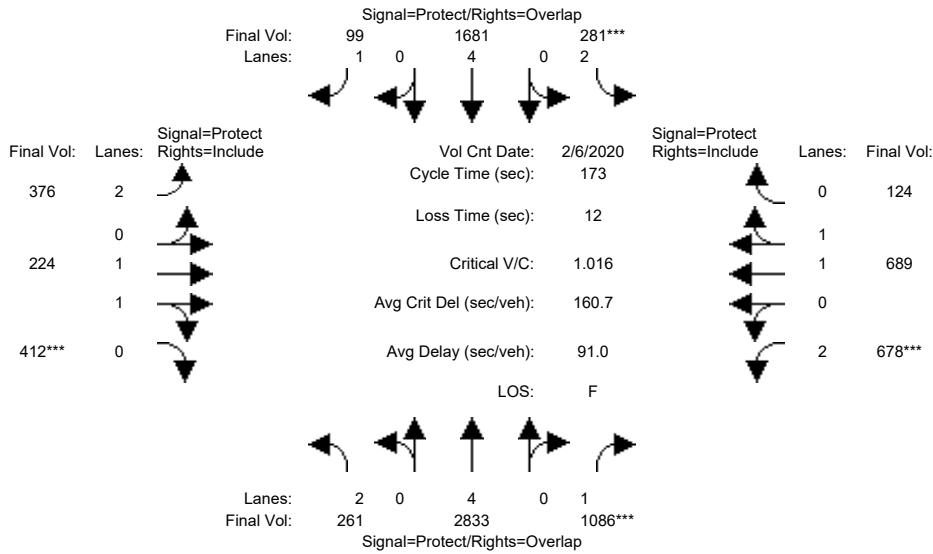
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.12	0.88	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	2116	1582	1750	1900	1750	1750	3800	1750	1750	3800	1750

Capacity Analysis Module:												
Vol/Sat:	0.03	0.11	0.11	0.14	0.25	0.17	0.13	0.61	0.05	0.22	0.66	0.07
Crit Moves:					****			****			****	
Green Time:	37.0	37.0	54.0	37.0	37.0	50.0	13.0	124	124.0	17.0	128	128.0
Volume/Cap:	0.13	0.58	0.40	0.70	1.29	0.65	1.97	0.94	0.08	2.43	0.98	0.10
Uniform Del:	63.2	69.4	54.8	71.3	76.5	62.3	88.5	29.8	12.1	86.5	30.0	10.8
IncrementDel:	0.2	1.2	0.2	6.4	151	3.3	465.6	8.1	0.0	661.1	14.1	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.51	1.51	1.00	1.57	1.57
Delay/Veh:	63.4	70.6	55.1	77.8	228	65.6	554.1	53.1	18.4	747.6	61.2	17.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	63.4	70.6	55.1	77.8	228	65.6	554.1	53.1	18.4	747.6	61.2	17.1
LOS by Move:	E	E	E+	E-	F	E	F	D-	B-	F	E	B
HCM2kAvgQ:	2	12	10	15	42	17	31	67	3	54	77	4

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative + Project AM

Intersection #5603: LAWRENCE EXPWY/TASMAN DR

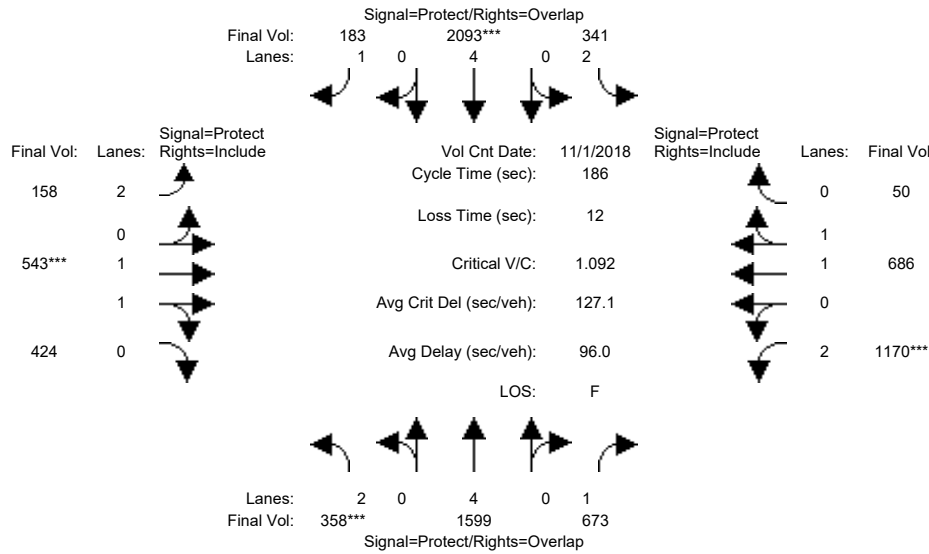


Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	17	71	71	13	67	67	18	38	38	25	45	45
Y+R:	7.1	6.2	6.2	7.1	6.2	6.2	7.0	6.1	6.1	7.1	6.2	6.2
Volume Module: >> Count Date: 6 Feb 2020 << 8:00 - 9:00												
Base Vol:	261	2833	1086	281	1681	99	376	224	412	678	689	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:	261	2833	1086	281	1681	99	376	224	412	678	689	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:	261	2833	1086	281	1681	99	376	224	412	678	689	124
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	261	2833	1086	281	1681	99	376	224	412	678	689	124
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	261	2833	1086	281	1681	99	376	224	412	678	689	124
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	261	2833	1086	281	1681	99	376	224	412	678	689	124
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.98	0.95
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	1.00	1.00	2.00	1.69	0.31
Final Sat.:	3150	7600	1750	3150	7600	1750	3150	1900	1750	3150	3135	564
Capacity Analysis Module:												
Vol/Sat:	0.08	0.37	0.62	0.09	0.22	0.06	0.12	0.12	0.24	0.22	0.22	0.22
Crit Moves:			****	****					****	****		
Green Time:	16.9	70.8	95.7	12.9	66.8	84.8	18.0	37.9	45.2	24.9	44.8	44.8
Volume/Cap:	0.85	0.91	1.12	1.20	0.57	0.12	1.15	0.54	0.90	1.50	0.85	0.85
Uniform Del:	76.8	48.1	38.7	80.0	41.9	23.8	77.5	59.8	61.7	74.1	60.9	60.9
IncrementDel:	19.3	4.6	68.6	121.9	0.3	0.1	96.0	0.5	14.6	234.5	7.2	7.2
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	96.1	52.7	107.2	202.0	42.1	23.9	173.5	60.3	76.3	308.5	68.1	68.1
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:	96.1	52.7	107.2	202.0	42.1	23.9	173.5	60.3	76.3	308.5	68.1	68.1
LOS by Move:	F	D-	F	F	D	C	F	E	E-	F	E	E
HCM2kAvgQ:	8	34	74	13	19	4	16	10	24	38	21	21

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative + Project PM

Intersection #5603: LAWRENCE EXPWY/TASMAN DR



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	19	52	52	25	58	58	39	46	46	37	44	44
Y+R:	7.1	6.2	6.2	7.1	6.2	6.2	7.0	6.1	6.1	7.1	6.2	6.2

Volume Module:	>> Count			Date:	1 Nov 2018			<< 4:45 - 5:45 PM				
Base Vol:	358	1599	673	341	2093	183	158	543	424	1170	686	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:	358	1599	673	341	2093	183	158	543	424	1170	686	50
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:	358	1599	673	341	2093	183	158	543	424	1170	686	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	358	1599	673	341	2093	183	158	543	424	1170	686	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	358	1599	673	341	2093	183	158	543	424	1170	686	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	358	1599	673	341	2093	183	158	543	424	1170	686	50

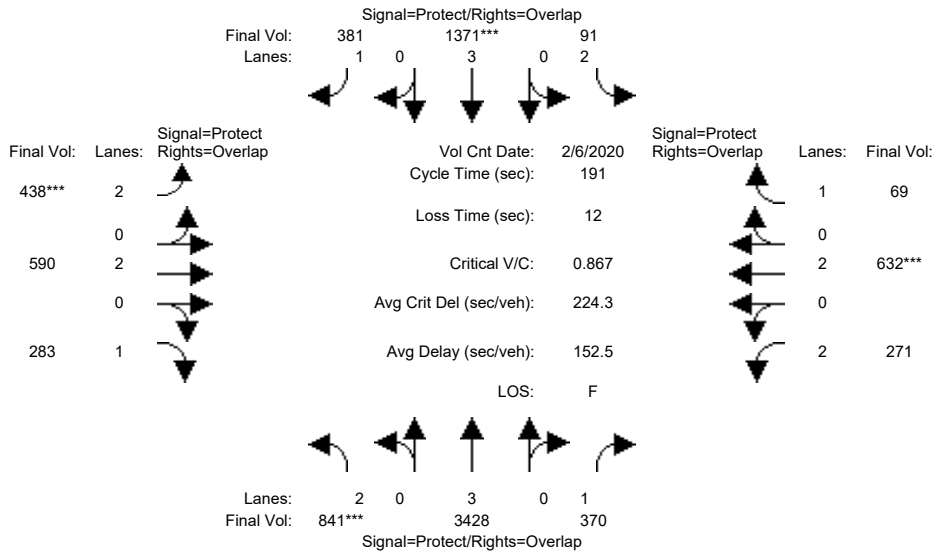
Saturation Flow Module:	1900			1900			1900			1900		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.99	0.95	0.83	0.98	0.95
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	1.10	0.90	2.00	1.86	0.14
Final Sat.:	3150	7600	1750	3150	7600	1750	3150	2076	1621	3150	3448	251

Capacity Analysis Module:	0.11 0.21 0.38			0.11 0.28 0.10			0.05 0.26 0.26			0.37 0.20 0.20		
Vol/Sat:	0.11	0.21	0.38	0.11	0.28	0.10	0.05	0.26	0.26	0.37	0.20	0.20
Crit Moves:	****			****			****			****		
Green Time:	19.0	52.0	103.0	25.0	58.0	103.6	45.6	46.0	46.0	51.0	51.4	51.4
Volume/Cap:	1.11	0.75	0.69	0.81	0.88	0.19	0.20	1.06	1.06	1.35	0.72	0.72
Uniform Del:	83.5	61.1	30.1	78.1	60.8	20.4	55.8	70.0	70.0	67.5	60.8	60.8
IncrcmntDel:	84.0	1.6	2.2	10.8	4.3	0.1	0.1	46.1	46.1	167.2	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:	167.5	62.7	32.3	88.9	65.1	20.5	55.9	116	116.1	234.7	63.3	63.3
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:	167.5	62.7	32.3	88.9	65.1	20.5	55.9	116	116.1	234.7	63.3	63.3
LOS by Move:	F	E	C-	F	E	C+	E+	F	F	F	E	E
HCM2kAvgQ:	15	21	34	12	29	7	4	33	33	62	19	19

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative + Project AM

Intersection #5611: LAWRENCE EXPWY/ARQUES AVE



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	27	100	100	19	91	91	14	36	36	13	35	35
Y+R:	6.3	6.2	6.2	6.1	6.2	6.2	5.9	5.7	5.7	5.9	5.7	5.7

Volume Module:	>>	Count	Date:	6 Feb 2020	<<	8:00 - 9:00						
Base Vol:	841	3895	370	91	1780	381	438	590	283	271	632	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:	841	3895	370	91	1780	381	438	590	283	271	632	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:	841	3895	370	91	1780	381	438	590	283	271	632	69
User Adj:	1.00	0.88	1.00	1.00	0.77	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	841	3428	370	91	1371	381	438	590	283	271	632	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	841	3428	370	91	1371	381	438	590	283	271	632	69
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	841	3428	370	91	1371	381	438	590	283	271	632	69

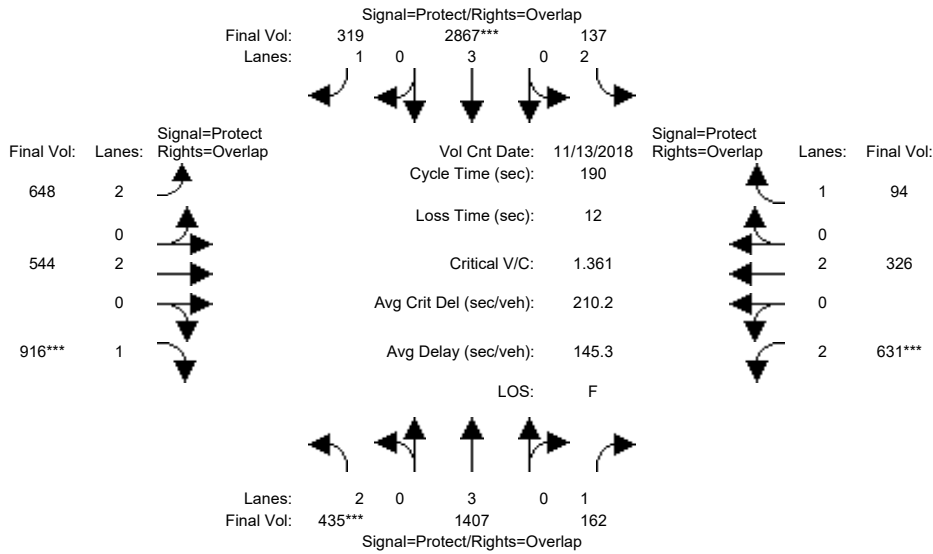
Saturation Flow Module:	Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.84	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1601	3150	3800	1750

Capacity Analysis Module:	Vol/Sat:	0.27	0.60	0.21	0.03	0.24	0.22	0.14	0.16	0.18	0.09	0.17	0.04
Crit Moves:	****			****			****				****		
Green Time:	26.7	99.8	112.9	18.9	90.8	104.9	14.1	36.3	63.0	13.1	35.3	54.2	
Volume/Cap:	1.91	1.15	0.36	0.29	0.51	0.40	1.88	0.82	0.54	1.25	0.90	0.14	
Uniform Del:	82.1	45.6	20.2	79.8	34.6	24.8	88.5	74.2	52.1	88.9	76.1	51.0	
IncrcmntDel:	417.8	72.2	0.2	0.5	0.2	0.3	413.7	7.2	1.1	146.4	14.6	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	1.27	1.38	1.00	0.80	0.68	1.00	1.00	1.00	1.00	1.00	1.00	
Delay/Veh:	499.9	130	28.1	80.4	27.9	17.2	502.2	81.4	53.2	235.4	90.7	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:	499.9	130	28.1	80.4	27.9	17.2	502.2	81.4	53.2	235.4	90.7	51.1	
LOS by Move:	F	F	C	F	C	B	F	F	D-	F	F	D-	
HCM2kAvgQ:	59	85	16	3	14	9	31	18	14	16	21	3	

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative + Project PM

Intersection #5611: LAWRENCE EXPWY/ARQUES AVE

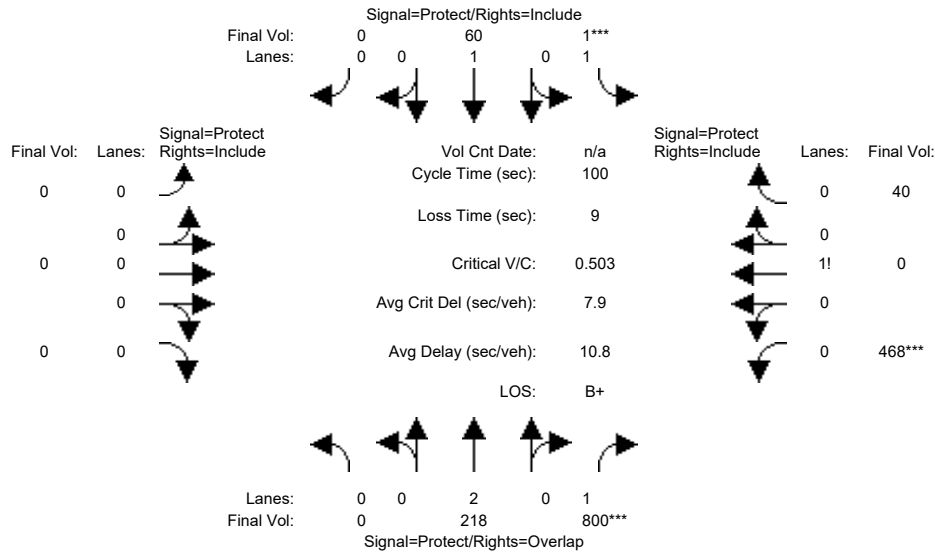


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	22	86	86	15	79	79	24	41	41	24	41	41
Y+R:	6.3	6.2	6.2	6.1	6.2	6.2	5.9	5.7	5.7	5.9	5.7	5.7
Volume Module: >> Count Date: 13 Nov 2018 << 4:30 - 5:30 PM												
Base Vol:	435	2100	162	137	3584	319	648	544	916	631	326	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:	435	2100	162	137	3584	319	648	544	916	631	326	94
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:	435	2100	162	137	3584	319	648	544	916	631	326	94
User Adj:	1.00	0.67	1.00	1.00	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	435	1407	162	137	2867	319	648	544	916	631	326	94
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	435	1407	162	137	2867	319	648	544	916	631	326	94
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	435	1407	162	137	2867	319	648	544	916	631	326	94
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.84	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1601	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.25	0.09	0.04	0.50	0.18	0.21	0.14	0.57	0.20	0.09	0.05
Crit Moves:	****			****			****		****			
Green Time:	22.0	86.0	110.3	15.0	79.0	115.0	36.0	52.7	74.7	24.3	41.0	56.0
Volume/Cap:	1.19	0.55	0.16	0.55	1.21	0.30	1.09	0.52	1.46	1.57	0.40	0.18
Uniform Del:	84.0	37.8	18.4	84.3	55.5	18.1	77.0	57.9	57.7	82.8	63.9	49.9
IncrcmntDel:	110.6	0.2	0.1	2.6	98.6	0.2	62.2	0.4	213.7	266.1	0.3	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	0.83	0.62	1.00	1.15	1.41	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	194.6	31.7	11.5	86.9	162	25.6	139.2	58.4	271.3	348.9	64.2	50.1
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:	194.6	31.7	11.5	86.9	162	25.6	139.2	58.4	271.3	348.9	64.2	50.1
LOS by Move:	F	C	B+	F	F	C	F	E+	F	F	E	D
HCM2kAvgQ:	23	16	3	4	72	12	30	13	94	40	8	4

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative + Project AM Mitigated

Intersection #9829: Ellis St & Manila Ave (Signalized)



Street Name:	Ellis Street						Manila Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	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:	0	218	800	1	60	0	0	0	0	468	0	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	218	800	1	60	0	0	0	0	468	0	40
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	218	800	1	60	0	0	0	0	468	0	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	218	800	1	60	0	0	0	0	468	0	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	218	800	1	60	0	0	0	0	468	0	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	218	800	1	60	0	0	0	0	468	0	40

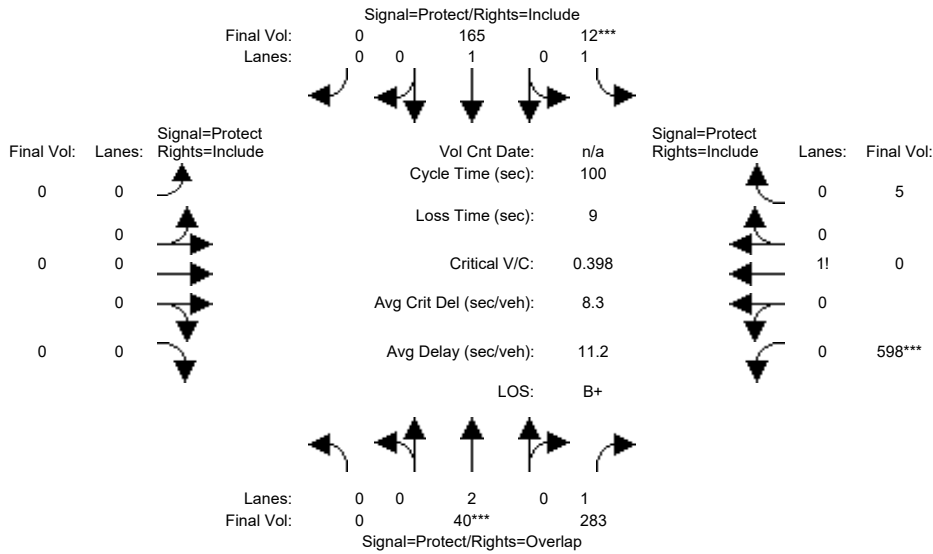
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	0.00	2.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	0.92	0.00	0.08
Final Sat.:	0	3800	1750	1750	1900	0	0	0	0	1612	0	138

Capacity Analysis Module:												
Vol/Sat:	0.00	0.06	0.46	0.00	0.03	0.00	0.00	0.00	0.00	0.29	0.00	0.29
Crit Moves:			****	****						****		
Green Time:	0.0	30.7	84.0	7.0	37.7	0.0	0.0	0.0	0.0	53.3	0.0	53.3
Volume/Cap:	0.00	0.19	0.54	0.01	0.08	0.00	0.00	0.00	0.00	0.54	0.00	0.54
Uniform Del:	0.0	25.5	2.4	43.3	20.1	0.0	0.0	0.0	0.0	15.3	0.0	15.3
IncrementDel:	0.0	0.1	0.4	0.0	0.1	0.0	0.0	0.0	0.0	0.7	0.0	0.7
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	25.6	2.8	43.3	20.1	0.0	0.0	0.0	0.0	16.0	0.0	16.0
User DelAdj:	1.00	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	25.6	2.8	43.3	20.1	0.0	0.0	0.0	0.0	16.0	0.0	16.0
LOS by Move:	A	C	A	D	C+	A	A	A	A	B	A	B
HCM2kAvgQ:	0	2	8	0	1	0	0	0	0	11	0	11

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative + Project PM Mitigated

Intersection #9829: Ellis St & Manila Ave (Signalized)



Street Name:	Ellis Street						Manila Avenue					
	North Bound			South Bound			East Bound			West Bound		
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	10	7	10	0	0	0	0	10	0	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:	0	40	283	12	165	0	0	0	0	598	0	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	40	283	12	165	0	0	0	0	598	0	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	40	283	12	165	0	0	0	0	598	0	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	40	283	12	165	0	0	0	0	598	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	40	283	12	165	0	0	0	0	598	0	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	40	283	12	165	0	0	0	0	598	0	5

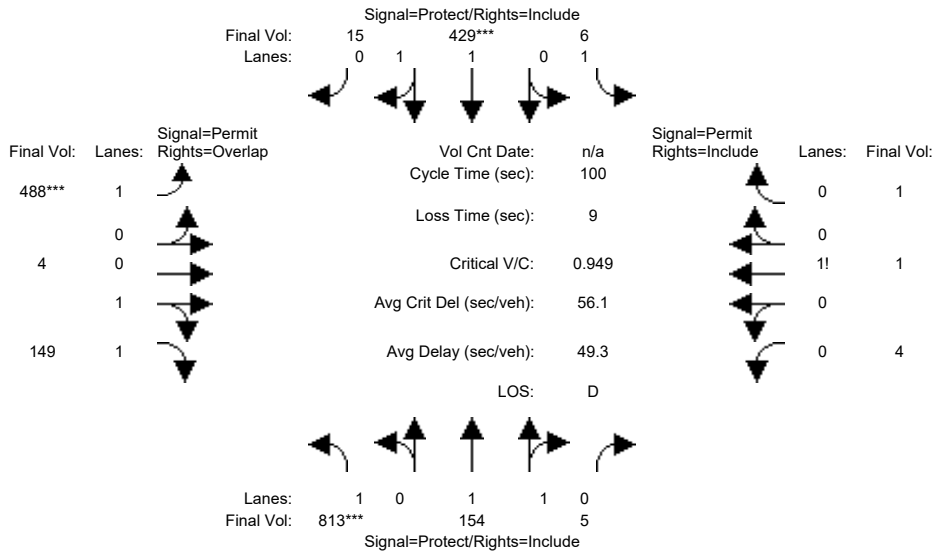
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	0.00	2.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	0.99	0.00	0.01
Final Sat.:	0	3800	1750	1750	1900	0	0	0	0	1735	0	15

Capacity Analysis Module:												
Vol/Sat:	0.00	0.01	0.16	0.01	0.09	0.00	0.00	0.00	0.00	0.34	0.00	0.34
Crit Moves:	****			****						****		
Green Time:	0.0	10.0	84.0	7.0	17.0	0.0	0.0	0.0	0.0	74.0	0.0	74.0
Volume/Cap:	0.00	0.11	0.19	0.10	0.51	0.00	0.00	0.00	0.00	0.47	0.00	0.47
Uniform Del:	0.0	40.9	1.5	43.5	37.7	0.0	0.0	0.0	0.0	5.2	0.0	5.2
IncrementDel:	0.0	0.1	0.1	0.4	1.4	0.0	0.0	0.0	0.0	0.3	0.0	0.3
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	41.1	1.6	43.9	39.1	0.0	0.0	0.0	0.0	5.4	0.0	5.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	41.1	1.6	43.9	39.1	0.0	0.0	0.0	0.0	5.4	0.0	5.4
LOS by Move:	A	D	A	D	D	A	A	A	A	A	A	A
HCM2kAvgQ:	0	1	2	0	5	0	0	0	0	8	0	8

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative + Project AM Mitigated

Intersection #9830: Innovation Way & 11th Ave (Signalized)



Street Name:	Innovation Way						11th Avenue					
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:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	813	154	5	6	429	15	488	4	149	4	1	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	813	154	5	6	429	15	488	4	149	4	1	1
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:	813	154	5	6	429	15	488	4	149	4	1	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	813	154	5	6	429	15	488	4	149	4	1	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	813	154	5	6	429	15	488	4	149	4	1	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	813	154	5	6	429	15	488	4	149	4	1	1

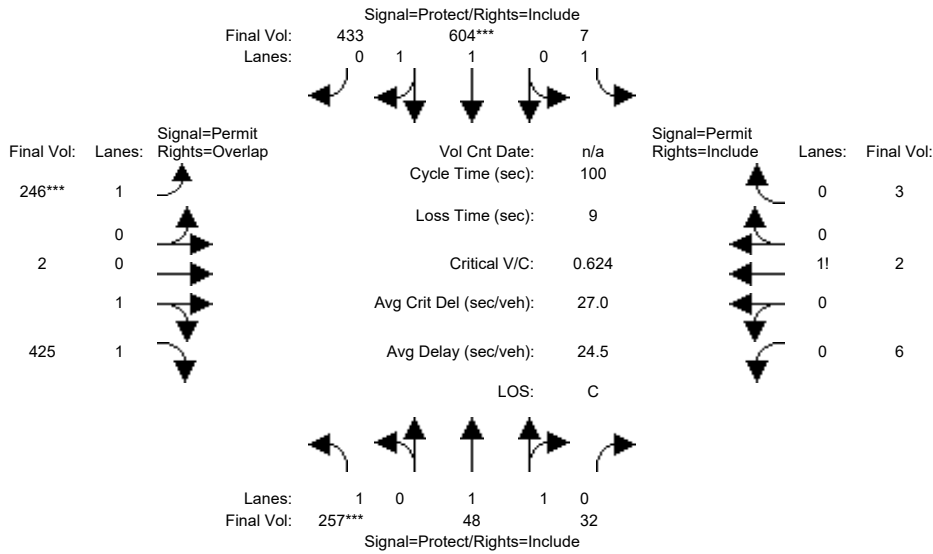
Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.97	0.95	0.92	0.95	0.95	0.92	0.92	0.92
Lanes:	1.00	1.94	0.06	1.00	1.93	0.07	1.00	0.05	1.95	0.66	0.17	0.17
Final Sat.:	1750	3584	116	1750	3575	125	1750	94	3506	1167	292	292

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.46	0.04	0.04	0.00	0.12	0.12	0.28	0.04	0.04	0.00	0.00	0.00
Crit Moves:	***			****			****					
Green Time:	49.0	36.2	36.2	25.4	12.6	12.6	29.4	29.4	78.4	29.4	29.4	29.4
Volume/Cap:	0.95	0.12	0.12	0.01	0.95	0.95	0.95	0.14	0.05	0.01	0.01	0.01
Uniform Del:	24.3	21.2	21.2	27.9	43.4	43.4	34.6	26.0	2.4	25.0	25.0	25.0
IncrementDel:	19.4	0.0	0.0	0.0	29.0	29.0	27.3	0.1	0.0	0.0	0.0	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	43.7	21.3	21.3	28.0	72.3	72.3	61.8	26.1	2.5	25.0	25.0	25.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.7	21.3	21.3	28.0	72.3	72.3	61.8	26.1	2.5	25.0	25.0	25.0
LOS by Move:	D	C+	C+	C	E	E	E	C	A	C	C	C
HCM2kAvgQ:	31	2	2	0	11	11	21	2	1	0	0	0

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative + Project PM Mitigated

Intersection #9830: Innovation Way & 11th Ave (Signalized)



Street Name:	Innovation Way						11th Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
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:	257	48	32	7	604	433	246	2	425	6	2	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	257	48	32	7	604	433	246	2	425	6	2	3
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:	257	48	32	7	604	433	246	2	425	6	2	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	257	48	32	7	604	433	246	2	425	6	2	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	257	48	32	7	604	433	246	2	425	6	2	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	257	48	32	7	604	433	246	2	425	6	2	3

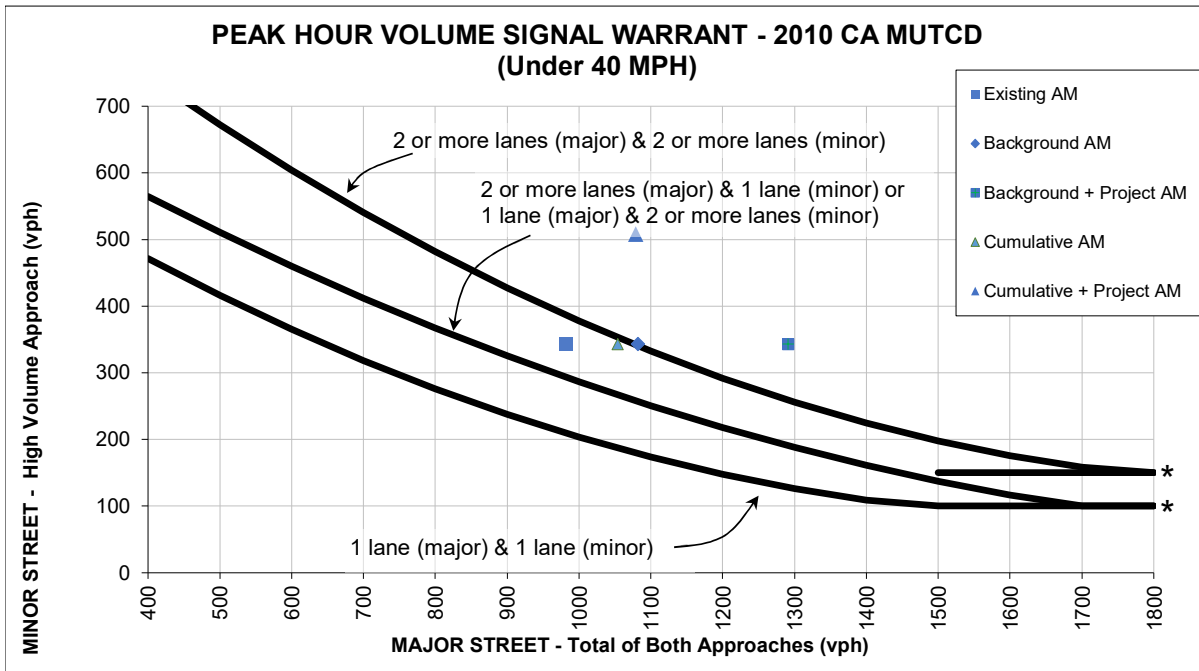
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.99	0.95	0.92	0.95	0.95	0.92	0.92	0.92
Lanes:	1.00	1.18	0.82	1.00	1.14	0.86	1.00	0.01	1.99	0.55	0.18	0.27
Final Sat.:	1750	2219	1479	1750	2154	1544	1750	17	3583	955	318	477

Capacity Analysis Module:												
Vol/Sat:	0.15	0.02	0.02	0.00	0.28	0.28	0.14	0.12	0.12	0.01	0.01	0.01
Crit Moves:	***			****			****					
Green Time:	23.5	40.3	40.3	28.2	44.9	44.9	22.5	22.5	46.1	22.5	22.5	22.5
Volume/Cap:	0.62	0.05	0.05	0.01	0.62	0.62	0.62	0.53	0.26	0.03	0.03	0.03
Uniform Del:	34.3	18.2	18.2	25.9	21.1	21.1	34.9	34.0	16.5	30.2	30.2	30.2
IncrementDel:	3.0	0.0	0.0	0.0	0.7	0.7	3.1	0.6	0.1	0.0	0.0	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	37.2	18.2	18.2	25.9	21.8	21.8	38.0	34.7	16.6	30.2	30.2	30.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.2	18.2	18.2	25.9	21.8	21.8	38.0	34.7	16.6	30.2	30.2	30.2
LOS by Move:	D+	B-	B-	C	C+	C+	D+	C-	B	C	C	C
HCM2kAvgQ:	8	1	1	0	13	13	8	7	4	0	0	0

Note: Queue reported is the number of cars per lane.

Appendix D
Signal Warrant Worksheets

Ellis Street & Manila Avenue

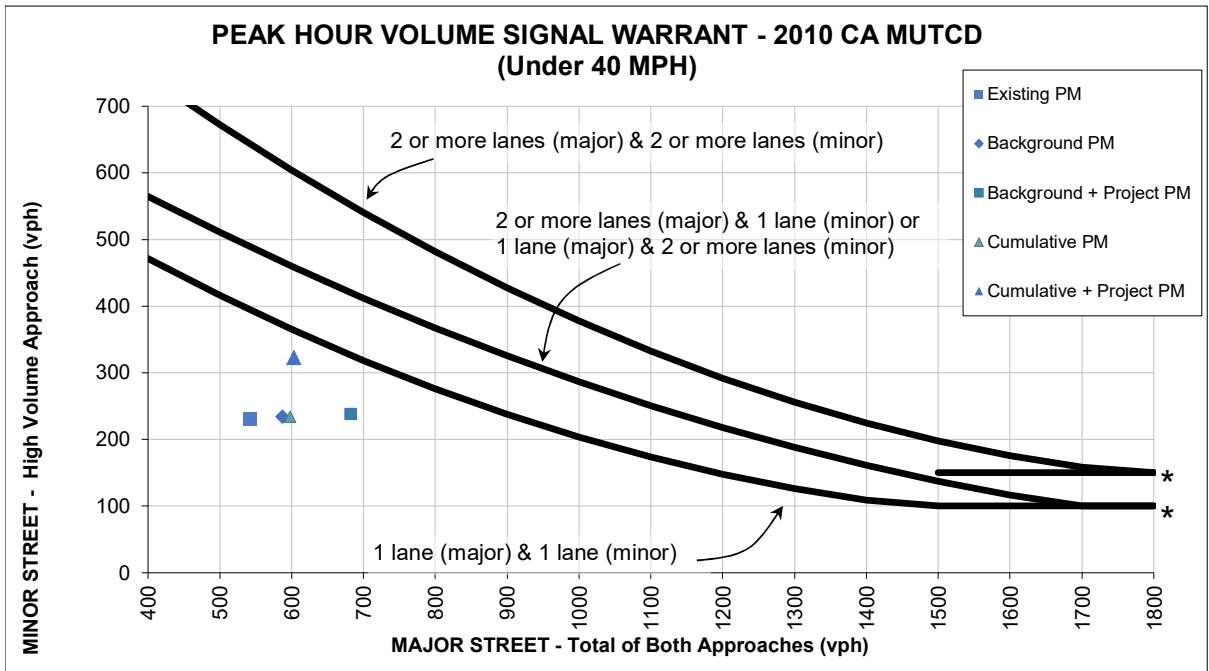


* NOTE: 150 vph applies as the lower threshold volume for a minor street approach with 2 or more lanes and 100 vph applies as the lower threshold volume for a minor street approach with 1 lane.

Peak Hour Volume Warrant Per 2003 MUTCD- Under 40 MPH

		Approach Lanes		AM Peak Hour Volumes				
				Existing AM	Background AM	Background + Project AM	Cumulative AM	Cumulative + Project AM
Major Street - Both Approaches	Ellis Street		X	982	1082	1291	1054	1079
Minor Street - Highest Approach	Manila Avenue	X		343	343	343	343	508
Warrant Met?				Yes	Yes	Yes	Yes	Yes

Ellis Street & Manila Avenue

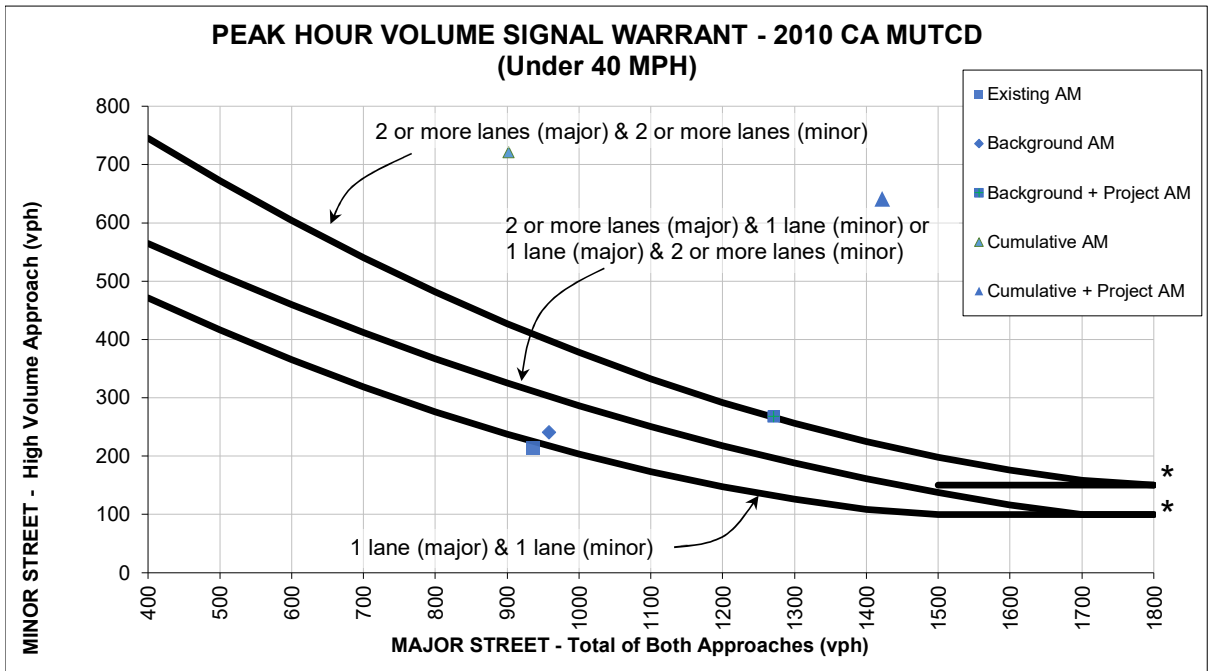


* NOTE: 150 vph applies as the lower threshold volume for a minor street approach with 2 or more lanes and 100 vph applies as the lower threshold volume for a minor street approach with 1 lane.

Peak Hour Volume Warrant Per 2003 MUTCD- Under 40 MPH

		Approach Lanes		PM Peak Hour Volumes				
				Existing PM	Background PM	Background + Project PM	Cumulative PM	Cumulative + Project PM
		2 or More	One More					
Major Street - Both Approaches	Manila Avenue	X		542	587	682	598	603
Minor Street - Highest Approach	Ellis Street		X	231	234	238	234	323
Warrant Met?				No	No	No	No	No

Innovation Way & 11th Avenue

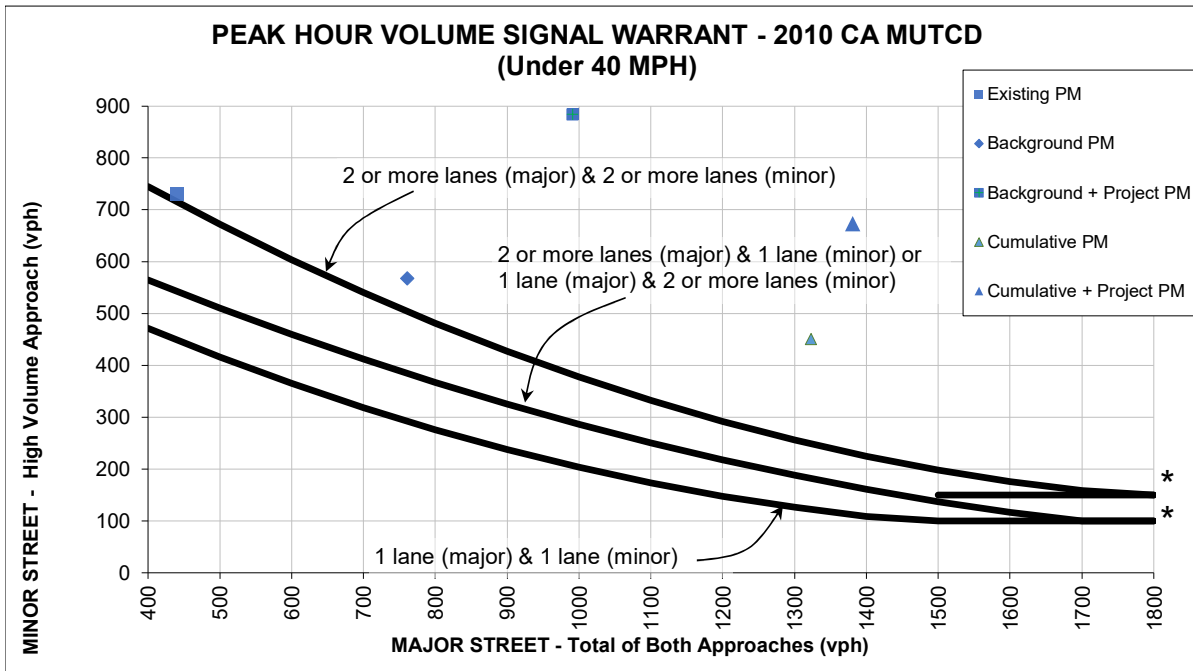


* NOTE: 150 vph applies as the lower threshold volume for a minor street approach with 2 or more lanes and 100 vph applies as the lower threshold volume for a minor street approach with 1 lane.

Peak Hour Volume Warrant Per 2003 MUTCD- Under 40 MPH

		AM Peak Hour Volumes					
		Approach Lanes	Existing AM	Background AM	Background + Project AM	Cumulative AM	Cumulative + Project AM
		2 or One More					
Major Street - Both Approaches	Innovation Way	X	936	958	1271	902	1422
Minor Street - Highest Approach	11th Avenue	X	214	241	268	721	641
Warrant Met?			No	No	Yes	Yes	Yes

Innovation Way & 11th Avenue



* NOTE: 150 vph applies as the lower threshold volume for a minor street approach with 2 or more lanes and 100 vph applies as the lower threshold volume for a minor street approach with 1 lane.

Peak Hour Volume Warrant Per 2003 MUTCD- Under 40 MPH

		PM Peak Hour Volumes					
		Existing PM	Background PM	Background + Project PM	Cumulative PM	Cumulative + Project PM	
Major Street - Both Approaches	Innovation Way	X	441	761	991	1323	1381
Minor Street - Highest Approach	11th Avenue	X	730	568	884	451	673
Warrant Met?		Yes	Yes	Yes	Yes	Yes	Yes